

Comments:

Subject: Burke Lane Option

Instead of Burke Lane or Shepard Lane connectors, why could there not be a connector that leaves from the Burke Lane I15 exit ramp, south of Burke Lane and between the Ranches development (Silver Spur) and Burke Lane. This could be done by taking fewer, much less than 10 homes. It would also avoid the wetlands issue further west on the Glover's Lane option.

Comments:

<Refer to attachment>

The alignment as shown is not responsive to Layton City's adopted Transportation Master plan that indicates a planned interchange in Layton at 2700 West with the WDC. The interchange needs to be at 2700 West so that neighborhoods to the north will access the WDC via an arterial street network. As shown on the map today, the interchange is located off of all the arterials that serve west Layton. This must be corrected.

The corridor as shown tonight isolates valuable farmland and eliminates 8 historic farms and homes near the intersection of 2200 West and Westside Drive. This portion of the alignment is not responsive to economic, agricultural and social impacts and is a social injustice to the homeowners and farmers.

The corridor can be shifted slightly to balance the impacts to established farms and homeowners with low level and marginally valued wetlands. The wetlands that are trying to be avoided are not a part of the NWI designation, contain manmade ponds and are questionable in their designation. Mitigation can occur with improved wetland quality and access to the Nature Conservancy educational trails and boardwalks.

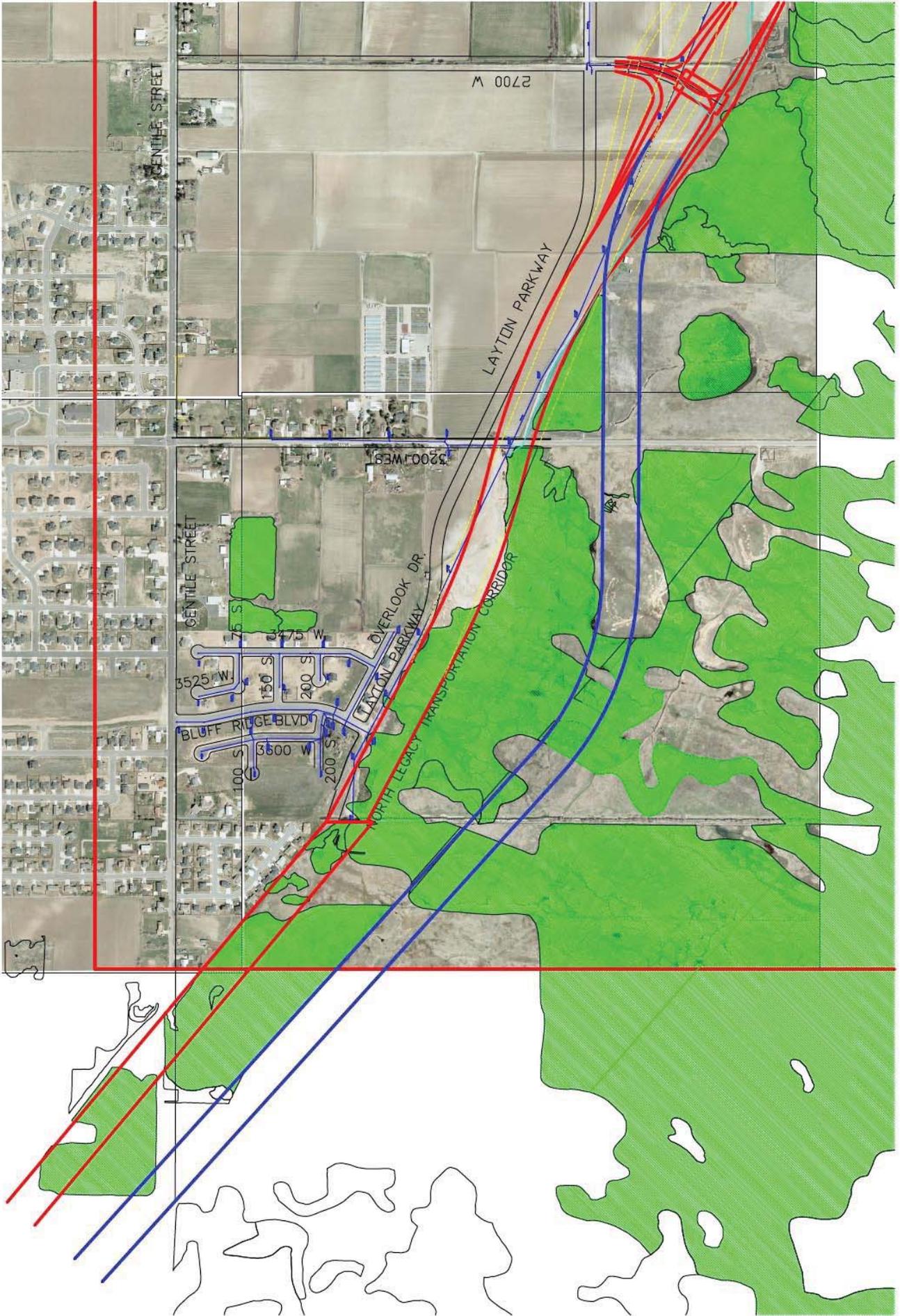
Layton City has submitted a detailed map indicating a preferred minor shift in the corridor to address all of these issues and provide a corridor that will be successful in its location and access points.

The WDC is needed to provide valued access and congestion mitigation for the next generation of residents.

Please evaluate the Layton City alternative and respond favorably with a minor shift in the alignment. There will be no impact to the NWI inventory and very little impact to marginal, low valued wetlands.

Thank you.

Bill Wright AICP Community & Economic Development Director Layton City



Comments:

Collin's Comment: Please do not opt to build the North Kaysville Shepard routs. This will block the route to my school and friends. It will take away the park that I play soccer in and sand. Please consider the South route.

Comments:

I am a volunteer soccer coach and do not want to change fields. Currently we have been using the park in Quail Crossing subdivision to practice. The north option destroys the majority of the park where my two teams and several others practice. The southern route through open lands on or south of Glovers Lane is less invasive to humans. Please don't take away our children's play grounds. I believe the reason Farmington supports the northern route is to avoid the bypass of the park lane commercial development. I think it is a mistake to drive the traffic back onto I-15 causing a massive bottleneck. Taxes will be there for the cities either way, shoppers can take I-15 if they want to shop at Park Lane. If 10 homes in our neighborhood are destroyed, will the city or U-dot contribute to our lost HOA Revenue? If our park in Quail Crossing is destroyed will an alternative park be provided within walking distance for kids to play? My children attend school in Farmington-will a foot bridge be constructed for the kids to visit friends and attend events after school? Will the bike routes ridden by 1000's of riders through the corridor be preserved with a path or bridge? Please prioritize the human costs above the animal. We have invested our life savings in a home and environment suitable for children. Please consider that-Brandon.

Comments:

I strongly oppose the shepard option. It divides my community, friends and rout to school. It also will take the fild that that my friends and I like to paly in. Field has red fox and other animals. Also nois and saftey.

Comments:

I am STRONGLY opposed to the North option and feel this is not the best option. I am greatly concerned with the community division. Our lives, schools, church, friends, athletics are greatly shared. Our lives, schools, church, friends, athletics are greatly shared. We live in Quail Crossing and commute to Eagle Bay Elementary to learn from the Spanish Emersio program. School, friends and route to school will be effected. The Southern route will not divide communities. If the idea of another highway is to cut down on traffic, why use the Shepard route that piggy backs onto I-15. Use the South roueeeeeeete. It will be less invasive to homes, communities and lives.

Comments:

THE LAST MINUTE CHANGE of LOCATION of THE ROADWAY from THE "WEST SIDE" of THE POWER CORRIDOR TO THE "EAST SIDE" HAS IMMIGAIARY IMPACTED NUMEROUS HOMES WHO HAD PLANNED THEIR PURCHASES TO BE CLEAN of THE LEGACY ROADWAY.

THESE PURCHASES HAVE BE CONSISTANT TO AS RECENTLY AS JAN. 2011 WITHOUT PRIOR INFORMATION OF ANY INTENDED CHANGE. THE MOVE IS TO AVOID UNOFFICLY DESIGNATED WETLANDS "YELLOW ON MAP""& SHOULD BE OPEN TO DISCUSSION & CONSIDERATION TO COMPLY WITH ORIGINAL ANNOUNCED LOCATIONS. THE MOVE TO THE EAST SODE OF THE POWER CORRIDOR HAD LEFT A LACK OF ESAKS AND INTEGRITY TO THE PROJECT, MISLEADING SEVERAL HOMEOWNERS TO BECOME VICTIMS IN A DEPRESSED ECONOMY TO BE UNABLE TO RELOCATE WITHOUT CONSIDERABLE LOSS OF NOT ONLY FINANCIALLY, BUT AS FAMILY STRUCTUROS SCWRNY FOR GENERATIONS. PLEASE RECONSIDER THE DISPLACEMENT THAT WILL TAKE PLACE TO FAMILIES WHO HAVE INVESTED THEIR LIVES ON MIS INFORMATION & LAST MINUTE MANURVERS TO CHANGE ORIGINAL PLANS.

Comments:

The reason I support the South option is since it is out west there is more room to grow and more room to not destroy families homes. Also, If the road links to I-15 and not directly to Legacy it will create a bottle neck on I15 when the north corridor meets I-15. The south option makes more sense because it can destroy less home and will provide the needs for a group population.

Comments:

These are not just brand new homes, these are the homes we built to live the rest of our lives in. Our neighbors are very close and this is going to have unacceptable impact on our families and neighbors.

The impact on our neighborhood by moving the line from where the planned corridor was placed (by City planning, UDOT, etc) is catastrophic and unacceptable. Please put the road in where it was planned. We can create some wetland area elsewhere as these are low-quality wetlands. If that can't be done then kill the project and do every other thing (freeway widening, etc) to accommodate growth.

Hoping you're hearing this!

Comments:

<Comment submitted twice.>

I am writing concerning the Legacy expansion particularly through Kaysville. The current proposed plans will force many good families out of their homes. My home would not be one of the ones in the path of the highway but don't think for a second that this wouldn't impact my home and family. Our community would be irreparably damaged!

There would be a highway right in our backyard. We would lose our neighbors and friends. Most likely they would not be able to recover financially from the loss of their homes. This is a new neighborhood and many people are only a few years into their mortgages ensuring they will not be able to replace the homes they lose. Many people will want to move so badly that they will sell their homes for prices far below market value, devaluing all of our homes. This will in turn cause the quality of our neighborhood to diminish and it will spread right along with Legacy.

I understand the need for more roads out west and I agree that they do need to be built. But what is being proposed is wrong. Originally the plan had the highway west of the power corridor, away from these homes. Now because certain environmental groups have made a fuss, our neighborhood is on the chopping block!

I live here and I see the landscape daily. The only thing between the power corridor and the nature preserve is soggy farmland. How is that more valuable than homes and families?

I ask you to reconsider these proposed routes. Is giving the nature preserve a few more yards really worth more than the ruin of dozens of families?

Comments:

Please do NOT choose C alternative which is too close to Syracuse Arts Academy elementary school for about 1000 students. As parents of SAA students, we are ok with A and B alternatives which are far enough from the school so we will sincerely appreciate your consideration on building it as far as possible from the school!!!

Comments:

Proposal C is the most shortsighted route I could imagine. The growth will continue to be in the north/westward direction. Why would you discontinue a road and curve it into I-15 before the future growth doesn't make sense from an economical standpoint.

The farther west this route can be the better. This will sustain the growth in the area. I drive the new Legacy highway frequently and the only problem I find is it is too close to I-15. Yes it is another route out of Salt Lake but if a natural disaster took out I-15 (i.e. chemical spill etc.) it would also affect the only other route home.

I have lived in the area most of my life and the route has always been on the map as 5100 West. I would prefer even farther west but see the benefit of the route.

Please consider both the 4700 West and 5100 West routes which can also be used for Plain City and farther north and not be so shortsighted to cut across to 21st street when the growth is west of 21st street.

Thank you

Comments:

We don't want it at all. It is splitting the community of Hooper right in half.

Comments:

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. I am not sure if this does any good but it really makes less of an impact to put this on the west side of the power lines 100yards really is not that big of a deal

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. You can take my land but I can make it very difficult for you be prepared for a long fight. My home and neighborhood are worth it.

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. You can take my land but you will never take my freedom

I don't agree with the project in any way shape or form!

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. The Sierra Club is not the only interested party. Why were they invited to the stakeholder meeting but our HOA was not Suncreat Meadows should have had a say in the process

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. That is where it was planned originally by the city so there will be less people fighting it

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. Less impact on the people who are paying for the road to be built. Why displace residents if you do not have to

The Shepard Connector is not a good long term solution because there are potential plans to build another road parallel to I-15 and there would not be enough space in the future to expand the road and build additional lanes.

Conversely, where the Southern Option can be zoned and platted for potential growth and lane expansions given the vast open area on the southern end of Farmington, is it not short-sighted to limit the growth options by constructing the Shepard Connector?

What is the impact of the Shepard Connector on the Denver Rio Grande walking path?

Please show us the data around the quality of wetlands in the study affected by the Southern Option? Are these high quality or low quality wetlands?

What is the basis for the difference in cost of \$48-60 million for the Shepard Connector and \$115-145 million for the Southern Option?

What led to the elimination of other proposed routes on the Southern end of the WDC?

How does UDOT justify physically dividing neighbors who attend church and school together, who participate in community activities in both Kaysville and Farmington, and whose children play together?

Why is UDOT not using the land specifically purchased by UDOT for the WDC?

Why can't we vote on this?

What is the impact of the Shepard Connector on Haight's Creek and the pond on the corner of 350 East and 2350 South in Kaysville? Has an environmental impact study been completed on this?

What effect will the Shepard Connector have on future residential growth between I-15 and 350 East in Kaysville (in the open fields behind Martin's Cove and Destination Homes)? How will having a freeway running through future residential areas affect those projects?

500 + homes that are affected by the Shepard Connector could potentially lose 20% of their value. If each home is currently paying approximately \$2,200/yr in property taxes, the loss in value would result in approximately \$220,000 in lost property taxes a year (or \$4,400,000 over 20 years) by 2030 (which is when UDOT says the growth is happening).

This same scenario is not true on the Southern Option, where there are less homes affected than by the Shepard Connector.

How does UDOT justify this loss?

Nobody really cares about the wetlands.

The Shepard Connector is not a good long term solution because there are potential plans to build another road parallel to I-15 and there would not be enough space in the future to expand the road and build additional lanes.

Conversely, where the Southern Option can be zoned and platted for potential growth and lane expansions given the vast open area on the southern end of Farmington, is it not short-sighted to limit the growth options by constructing the Shepard Connector?

Comments/Question: Where the Southern Option can be drawn to take less homes, how does UDOT justify taking the homes in the Shepard Corridor?

Shepard Connector:

- a. What is the actual path?
- b. What homes are actually affected?
- c. Are these the homes on the Farmington side of the current easement or the Kaysville side?
- d. How wide will the corridor be?
- e. Why is it necessary to allocated 250 feet to the project as opposed to the current 125 feet?
- f. Have future growth plans been considered into the Shepard Connector, meaning will they eventually need to take more land to accommodate the growth projections?
- g. What are the proposed access points to and over the Shepard Connector?
- h. What is the basis for saying that both the Shepard Connector and the Southern Option take ten (10) homes?

How is UDOT accounting for having to tear apart the Wasatch Weave (the I-15 interchange at Farmington/Highway 89/Legacy)?

How does UDOT rationalize deviating from the highway engineers' conclusion of last year that the proposed Shepard Connector does not have enough space for an adequate interchange off of I-15?

How does merging Legacy Highway/West Davis Corridor traffic back onto I-15 for a short period fulfill the

Comments:

Hooper has already prepared for this along 5100 heard that they would you move the road farther east. This is the first we have heard of alternative route B & C. This would affect our ability to sell our property and run down the value of ours and our neighbors homes. This would also run too close to schools. There would be a safety impact for children attending the schools. I think route A along 5100 W. is the best choice.

Looking at your maps and discussing with your representative, I think you should look at which would affect less houses. I don't think farm land should be as much as a priority

After reviewing the 14 solutions and seeing that you bypassed one option that affected the least number of people for a similar cost, I believe that you should bring option 14A back to the table as the preferred solution.

Route 'A' seems to make the most sense to me. It is a direct route on an established road and the furthest west. Route 'C' makes the least sense. It cuts right through several established neighborhoods which would take out lots of expensive homes and detract from the ones that are left. It also leaves the neighborhoods cut in half with no easy way to cross over the new road. There are several schools and churches that would be very difficult to get to from the houses that are at present close to them. I would suggest keeping the route as far west as possible. It's probably impossible to not divide neighborhoods but route 'C' isn't even dividing the neighborhood on a road. It follows the canal and just seems like a very strange route to follow.

Comments:

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. Because there is nothing to the west of the power lines whereas on the east of them there are many households that will be affected and the road will be very close to others as well but on the west side there would be a buffer between the freeway and the houses

Comments:

2 years ago I think we had a better route, why worry so much about the lands?

Comments:

There is not enough expansion room on the North Shepard Lane option of the West Davis Corridor. Please choose the South option.

Comments/Question: If they choose Shepard Lane route Legacy Highway traffic will be OFFLOADED onto I-15 for a few miles creating one of the biggest I-15 bottlenecks in the state entering Davis County.

Comments:

Alternative "A" seems to have the least impact on existing properties, businesses and areas used by the public. The impact to the wetlands and wildlife habitat would also be a minor inconvenience for the construction similar to the legacy highway.

Comments:

Thanks of the local produce we won't get once this is through. We DON'T NEED this it is unnecessary. Put the tax payer's money to GOOD use!! We have used these roads we can continue the way they are. We don't need a Weber County Corridor.

Comments:

If the plan is not to go around the communities (west wetlands) than the best option would be to remain in the most convenient and direct route for both North and South travel. I felt the powerline route or even route 186 (3500 west) were the best option. Of the three proposed, the C alternate route would appear the most obvious to accomplish all your desires besides residential effect. It would appear also to have the best use of wasted land. No one wants to build in wet lands and fewer are desirous to be next to a major Highway. The cost estimate is higher for C but very little in difference so it would appear negligible. I live in West Haven and I disagree with my mayor because I am looking for the better of all rather than just my neighbors. The decision made now will be more cost effective than later so please hurry up and figure it out so we can all move on!
Thanks

Option C is basically worthless because Midland already exists.

Comments:

Comments/Question: You have data about these, but where are they actually located? 03B means nothing to me. Etc. 03B 07A/ 17A 09A 10A 11A 12A 14A 15A 18A Alt. C 19A-1 Alt. A 19A-2 Alt. B 20A 21A*** 22

Comments:

Put it as far West as possible to impact the least amount of property/homes.

Comments:

This hurts too many families and there is not enough traffic out this way to justify Hooper and West side of West Haven.

Comments:

I would prefer adding to I-15 on Legacy and make them wider.

Comments:

I would like to express my opinion about the legacy hwy..purposal I would like to see the 2009 preferred route because there are no where as many people effected by it, we have just closed on a new home near 5100 west, Our actual address is 5018 w 4750 s the estate would be greatfully reduced in value because of how close the freeway would be. This is a robust neighborhood with an average home worth 375k each .I was born and raised on hwy 89 that kept growing wider and wider until our family finally lost the property to the state NOT A PLEASANT ORDEAL for us ,so I know how bad this, as a west haven resident I would much rather drive a little west to get on the freeway than have it so near AGAIN IM FOR 2009 preferred routeThis would affect only a few houses!!

Comments:

I bet the County officials in Weber County do not have to worry about their property being affected only the working class. This sucks and as far as I am concerned the state will not be honest and screw us out of what we have

Comments:

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. SAVE OUR NEIGHBORHOOD!!! We matter more than the wetlands!!!

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. Save our home!!! Come up with another proposal. One that doesn't destroy homes.

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. Where are we suppose to go when you destroy our home?

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. Save our street!! We matter more than the Sierra Club!!

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. Stop Legacy from destroying our neighborhood!!

Our community is more important than the Wetlands! But I think you already know that!!

Stop Legacy from destroying our neighborhood!!!!

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. I don't even see why legacy needs to continue why don't we have a more advanced traffic system on I15 it would be less expensive

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. We need a buffer from the traffic and the power lines would be great for this

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. That is the way it was designed why ask for input if you don't consider it.

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. I like the idea of a buffer between residential areas and the parkway, The power lines would be that buffer

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. Why tear down 500k homes if you don't have to, just build it on the west side

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. We have rights to not just the mosquitoes that are to the west. I would think that we were more important than them.

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. I will get a good lawyer and make the process of taking my home difficult for you.

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. Why hold an open house if you can't take the input of the citizens. Admit it our voice does not matter and you will do whatever you want anyway even if the west side makes more sense

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. This is the way it has been planned until last week and it is a better choice for our community

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. Because it would be less expensive and my tax money would be better spent

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. The city made that the area for this road in the city plans and it is not swamp land it makes more sense to not displace people when it is not necessary

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. What do you have against good neighbors. I have the best ones and don't want to lose them Just build the road to the west

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. Save my neighborhood. It is prettier than the empty land to the west

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. I am not sure if this does any good but it really makes less of an impact to put this on the west side of the power lines 100yards really isn't that big of a deal

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. You can take my land but I can make it very difficult for you be prepared for a long fight. My home and neighborhood are worth it.

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. You can take my land but you will never take my freedom

I don't agree with the project in any way shape or form!

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. The sierra club is not the only interested party. Why were they invited to the stakeholder meeting but our HOA was not Suncreat Meadows should have had a say in the process

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. That is where it was planned originally by the city so there will be less people fighting it Comments/Question: It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. Less impact on the people who are paying for the road to be built. Why displace resident if you do not have to

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. Have you ever been over there? It is not wet lands if you took a walk over there during the design process you would know that

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. Then you won't need to build a sound wall along with the road.

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. It will be less expensive than buying a subdivision 500k homes

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. There is nothing to the west so nothing will be affected. Buy some real swamp land for the Sierra Club. It will still cost less

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. Why ruin a community for a road. There is nothing living to the west and it is not swamp land. Do the right thing

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. I feel like I was blindsided. The option that was chosen was never even mentioned before last week. Now my home is no longer mine. When I did my due diligence when this home was purchased.

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. I hope that the residents fight you every step of the way. There is a less invasive option for the community which is to put the road to the west of the power lines.

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. There will be less impact on homes and neighborhoods

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville. That is were the cities planned for the road to go so there will be less impact on their residents

It makes more sense to put Legacy Highway to the West of the power lines in Kaysville.

How will UDOT resolve the bottle neck on I-15 that will be created with the selection the Shepard Lane connector? By directing all of the traffic from Legacy North onto I-15 and then back off onto Legacy South UDOT will be creating a traffic dilemma of epic proportions. It is not hard to predict traffic jams and accidents as a result of this bottleneck. Choose the Glovers Lane option for better traffic flow.

Put the road where it was planned. It should be west of the power lines. Why ask for a corridor if you are not going to use it

Put the road where it was planned. It should be west of the power lines. Why ask for a corridor if you are not going to use it. Why spend the money on homes when the land where it was originally planned is so much less expensive

Put the road where it was planned. It should be west of the power lines. Why ask for a corridor if you are not going to use it. I wonder how the sierra club would feel if there houses were going to be torn down.

Put the road where it was planned. It should be west of the power lines. Why ask for a corridor if you are not going to use it. Just buy some real swamp for the sierra club to be happy.

Put the road where it was planned. It should be west of the power lines. Why ask for a corridor if you are not going to use it. Think about the community that you will be destroying.

How will you resolve and compensate decreased home values due to the road project cutting through established neighborhoods? It is unfair to current residents of the west Farmington and west Kaysville areas to pay for the road project that will only serve residents of northern towns of Davis County with decreased home values or home loss.

Save our community put the highway to the west of the power lines in Kaysville. Put the road where it was planned. It should be west of the power lines. Why ask for a corridor if you are not going to use it

Save our community put the highway to the west of the power lines in Kaysville. There is no difference in elevation from there or going through my house

Save our community put the highway to the west of the power lines in Kaysville. You should be more scared of citizens than the sierra club

Save our community put the highway to the west of the power lines in Kaysville. Why spend the money when it is cheaper to do so

Save our community put the highway to the west of the power lines in Kaysville. Worry about people not mosquitoes

This road project will severely impact children living the the Hunters Creek neighborhood attending Endeavour Elementary. Also, children in Kaysville attending Eagle Bay Elementary. How will school crossings be resolved? Take the road out west away from established neighborhoods.

Save our community put the highway to the west of the power lines in Kaysville. It makes more sense than displacing that many families and going through that many back yards
Proximity to freeways and highways has been linked to an increased risk of autism. Our autistic daughter was born while living near the freeway in Kaysville. We moved to the Hunters Creek neighborhood in Farmington to escape the freeway. Now UDOT is threatening our neighborhood with a major highway project. Please protect our children. Push the Legacy North project out west away from established residential neighborhoods!
<<http://www.sltrib.com/sltrib/world/50891855-68/autism-pollution-angeles-freeway.html.csp>>

I find it interesting about you definition of wet lands here in Utah I am from North Carolina and wetlands means marsh and no one would expect you to build a road there. I went to west Kaysville to see what all of the fuss is about and all I saw was grazing cattle out in the distance. I would be upset to if I lived there. Those are not wet lands and I hope that you come to your senses and put this road west of the power lines because those are not wet lands. If it were there would not be cattle. (they would sink)

I find it interesting that many stakeholders were involved in this plan but many HOA's were not invited or represented as a stakeholder in this plan. There are many HOA's that will be affected by this new route. I find it interesting that the ranches HOA was involved but Suncrest Meadows in Kaysville was not. It now appears that 1/3-1/2 of the HOA will now be the new legacy highway. It would have been nice to have a say during the planning process now you have one option take out our neighborhood. Look to the west and there is another option. Put the road where it should have been all along on the west side of the power lines

I really do not feel that you people at UDOT value my ideas or comments but here they are. Do any of you have a house? How would you like your house to be torn down when you can see that there is another OBVIOUS solution to the problem. In West Kaysville it makes more sense to go West of the power lines. It is open area. If you had a recent study you would find that these are not mid level wetlands. In fact it is on the same level as my home. So you are just spending more money because you are afraid not of wetlands (legacy has shown this in the past) but you are scared of the sierra club fighting you. Grow a pair save the communities and put the road where it was planned 10 years ago and put it west of the power lines.

Who is the genius who wants to plow down communities. I got a letter from Kaysville city that said the corridor had be planned and prepared to go west of the power lines in Kaysville. I can see why people are upset. Why did you ask the cities to find a solution when you are not going to use their solution. I am so glad the people at UDOT are so intelligent.

To me it does not make sense to buy up houses at a premium because it is developed land when there is another option that will cost us taxpayers less money. Those homes in kaysville that will be plowed down are custom homes at 500k a piece when you could purchase land west of the power lines for like 100k and acre. I feel that the proposed plan in west Kaysville is unacceptable and will cost much more and not displace people.

I hope that you will decide to leave our community intact and go west of the power lines in Kaysville. People are more important than (well than nothing because that is what is living west of the power lines is nothing.)

I feel that a corridor was left by many cities and UDOT should use the route that was previously planned so it is not so destructive to our community.

I am writing my congressman about these proposed changes. I bought a house three months ago and it is now going to be plowed over because you will not keep to the original plan of going west of the power lines in Kaysville. I did all of my research and that is where it was planned until last week. If you do this plan I will take it all the way to a jury to get compensated I find it annoying that the Sierra Club always gets there way because they have the money to make you pay in court costs alone.

I do not see why you feel that the area to the west of the power lines in Kaysville is wet lands. There is nothing wet to it 1/2 a mile back when the lake flooded in 83 it didn't even make it to the power lines. I feel that a corridor was left by many cities and UDOT should use the route that was previously planned so it is not so destructive to our community.

Comments:

The proposed solutions A, B, and C in the West Haven area will all have a negative effect on our community. Children will have to cross a busy highway to get to school and church. Property values of homes in the area will decrease. It would be much less impactful to put the highway farther west. There would be few existing homes impacted. The development of homes and businesses toward the highway could be planned instead of destroying what has already been established. We have heard that there are concerns that people won't travel that far west to use a highway. When the Mountain View Corridor was built there were concerns that it was too far away from the hub of the community to be of benefit. Since that time the area has grown to the highway and it is used extensively. Before the final decision is made we hope that you will listen to the voice of the people.

We own approximately 34 developed lots within the XXXXXXXXXXXX development located off XXXXXXXXXXXX. All along we have suspected that 5100 West may eventually be the corridor for the Legacy Highway. When we learned that 4700 West was suddenly in the top 3 routes, we were stunned. In one swift move, you have rendered our developed but as of yet unsold lots worthless. NO ONE will want to buy a lot from us as long as the Legacy Highway is a possibility along 4700 West. We are further disappointed to learn that the final decision will not be made until 2013. You have tied our hands. We will not be able to sell a lot until the decision is made. We will have to close our business, which means less money for the state and the city. Way to go UDOT.

We would vote for Option C because it impacts our property the least. We simply cannot understand why the road is not being pushed further west. You must have some great friends in Hooper. It is stunning that an option for the road to be further west has not even been considered. You care more about birds and turtles than you do people.

Thank you for holding an open house and giving the citizens a forum to voice concerns and propose solutions.

1 The proposed interchanges at west side Syracuse under all the approved 3 routes will cut the walking routes of students at the two elementary schools of the zone, (ie. SAA and Buffalo Point). Neither school buses their students. This means that the students will need overpasses or underpasses. The SAA student body resides in the four quadrants that surround it. If walk ways are not provided along Antelope/Syracuse road or for crossing the same the students will be endangered.

2 The proposed alternative A option, though not popular with certain city leaders whose main concern is revenue, best serves the reason the residents chose that area--a quiet out of the way less polluted environment. It would affect less houses and perhaps will help develop a commercial area that will attract more traffic. There has been an interest in bringing Costco to that section, it is one of the few sections of Syracuse that could accommodate such a complex.

3 , I strongly urge you to hold a meeting at Buffalo Pointe or Syracuse Arts Academy as the citizens who send their children to these schools are looking at three interchanges that will directly affect their children's daily lives as they travel to and from school and as they sit in classrooms that draw "fresh" air from a high traffic parkway.

Thank you for your consideration.

Comments:

As a property and home owner that will be effected by this decision. With all the studies that you have completed. You have obviously chosen the one with the most impact to people and their property. But it is a typical UDOT decision.

Comments:

The further west this route goes the less of an impact there will be on residences, which seems to be of the greatest concern.

Comments:

I went to the open house in Farmington yesterday and I was not impressed. You send out notification one week before about the plans and how they affect people and you serve cookies and water. I feel that you did not care about my opinion before and now I should be happy when you come up with a plan completely in contrast to the previous ones. In Kaysville the road should go west of the power lines. Going east puts the road next to communities that will cost a lot of money to purchase the property and with new highway noise regulations you will probably have to put up a sound wall for this stretch of road. Smart way to use my money. If you put the road to the west of the power lines you will not run into this problem and the land would be less expensive. Bottom line it makes more sense to put it west of the power lines.

Comments:

I am a Farmington Ranches resident and live on the North end of Ranch Road. The Farmington southern option to Glovers Lane would go right past my house and greatly affect my family. We use the trails and go out west this is where the children play and ride their horses. This route's estimated cost is almost double of the Shepard Lane option. That is money that could be considered to build overpasses to connect Farmington and Kaysville city together at Shepard Lane. The estimated cost of the Glovers Lane option I doubt considers the cost of litigation with environmentalist groups. The time spent in court fighting to go through the wetlands would only hold the project up even longer than needed. I feel that the Shepard Lane option would be the best route for the connection with the Park Lane Trax train, also it would allow for residents from the north who would use this highway to get off at Park Lane and go to Lagoon, use Farmington Canyon for camping and recreation, go to a movie at the new Farmington Commons theatre and shop at other new businesses, which are being constructed now. Also I have a sister who works at the Davis County Jail she lives in Syracuse and if the Glovers option is chosen this highway would be useless to her and others in her area that work in Farmington. I strongly support the Shepard Lane option.

Comments:

I am a full-time teacher and student, my husband is a civil servant on base, so the time we were given to attend these meetings was not far enough in advance for us to be able to voice our opinion or concerns. So, I have questions. I see the relevance of not choosing option C due to the fact that it will displace more homes, so I don't really buy the "wetlands impact" excuse. However, out of the other two options left, A or B, it seems logical to use the alternate A option that goes briefly into wetlands. This option seems to impact the fewest amount of homes, plus uses a section of land around the sewage treatment center that would otherwise be wasted. However, any of these options would greatly reduce commercial traffic in Syracuse and will then impact the economic development of the city. I know that development is the necessary evil of progress, however, surely there can be some compromise, like the Bluff road proposal that I know was a factor until recently. It seems like wasted money that has already been spent on Bluff Road development in anticipation of this project. So what? We just leave all that money sitting there for no reason? Seems counter productive.

My home is directly in the path of both A and B, and I will admit that my interest in this is more personal than financial. However, I must admit that I am very concerned with the potential outcome of this project decision. How are you going to make sure that everybody is compensated accordingly? Especially a family that represents the backbone of our country? A teacher and retired MSgt. We don't have the money to recover from a financial windfall such as "fair market value" for a home that will most certainly force us into bankruptcy. But, more importantly, this is the first home we have owned together as we have always been military and unable to purchase a permanent residence. This was our dream home which we have lived in a little over a year. I would like some feedback as to my concerns and comments.

Sincerely,

A concerned and possibly future relocated citizen

Comments:

I was surprised to see the route "C". I am part owner of the recently completed 18 hole CraneField Golf Course. This Property straddles the Weber/Davis county line under a portion of Route "C". If the alignment were to stay where its currently at it would wipe out hole #6 the longest fairway on the course its Green and Greens #3 and #8. It would also cut off acces to Holes 4 and 5 and a detention pond that serves storm drainage to homes planed for to the East. This golf course is part of a 500+ subdivision being constructed and marketed by Ivory Homes. We often saw the plan that showed the alignment just to the west of us and thus felt safe to move forward with the the Golf course and subdivision. Also as part of the agreement with Clinton City we have placed various easements and conservation easements to ensure that the land and its wetlands be preserved as open space. Loosing any part of the course will greatly impact its future as all improvements where designed to support an 18 hole facility. As I understand it alignment "C" will likely ruin another golf course "The Bluff". I strongly oppose allignment "C" and the negative impact it will have on existing preserved open space and county recreation. Feel free to contact me for maps or more information.

Comments:

I can't attend the meetings because of health conditions but I would like to know the impact to my house with the new road. I know the corridor when I moved here in the 70 was set aside as Bluff Road, but of course Syracuse has done too much construction and building houses for that to be the option they would want. We have kept Syracuse 1/2 mile away from our county property and have loved it.

My question is what is the impact to the address XXXXX I can't tell from the maps if it ends up with all the traffic noise or if it will take the property. I would rather you PLEASE take the property than leave us with a few houses and all the traffic noise. Of course one of our problems will be the house will be tied up and unsalable and the price that we are likely to get will not be another home of this size and the acre of ground we have, but at my age I would rather not be close to a major highway in my back yard and would rather have you buy the land.

Can you give me the information of the impact to my address. I would really appreciate it very much.

Thank You For Your Time

Comments:

We understand that the Highway is needed and are not arguing that it should not be built. However, these are our concerns:

- 1) It is not clear to us as a family when the North leg through Farmington and Kaysville will be built. It would be most helpful for us to know that so if we decide to relocate we'll know when we need to sell our home. This is the third time in the last 10 plus years that we have had to worry about where the alignment will be. Twice before other alignments have threatened to remove our home. While none of the newest alternatives do that, the impact will nevertheless be very harmful to our property value. Please give us a realistic timeframe for construction through our area. Also, will the West Davis corridor be built all at once, in phases, or what?
- 2) The information on the various alternatives on the maps was sketchy at best. The info did not match maps and data on-line. This is very frustrating to say the least. Routes that were show on-line were no where to be seen at the open house. Additionally, while the docents at the meeting were very pleasant and polite, most of them were unable to answer our basic questions. In summary the maps were very unclear.
- 3) It is very difficult for us to understand why additional right-of-way width is needed over and above the initial 150 feet that was planned for the Parkway. In our neighborhood it us unbelievable that 60 feet is needed for drainage alone. The right-of-way that was preserved, 150 feet, seems ample enough for 4 lanes. Now planning to take another 100 feet just seems very inappropriate. A 50 foot median? That is simply far more than needed. All of the maintenance space can be shrunk a bit to say space and reduce the number of home and property taken by this project. Our is not one of the homes that would be taken by the wider alignment but some of our dear neighbors homes would be.
- 4) The most westerly and southerly alignment impacts the least number of people. Most people I know prefer that alignment. I tend to agree even though that option might cost more. The map shows the southerly alignment with a dashed line and the alignment further north near Shepard Lane with solid line giving the reader an impression that the northerly option is a "done deal". Is that the case or not. The northerly option harms more homes and rams the road through our neighborhood.
- 5) Please propose the road on the option to bring it directly west from I-15 through Hunters Creek and Quail Crossing to extend to the west past the neighborhood and take it around to the west of the Central Davis treatment facility instead of squeezing it in between the facility and the home along the bluff. This option radically reduces the impact to many homes in this area. We cannot stress this enough and we have made this comment many times before. We see no logical reason that the road cannot go to the south and west side of Central Davis and then proceed north.
- 6) Finally, it is ironic that those of us who will be impacted most by this road will not get much of the benefit. In other words, we won't be able to immediately access Legacy to use it but we'll get all of the impact from it. We are understandably frustrated by that.

We appreciate your consideration of our comments.

Comments:

I strongly prefer route A because it is further to the west, giving more utility to the western part of the county, and ultimately costing less because of a lower requirement to condemn so many existing homes. This is the best long term plan. In particular from 4000 south northward it would make sense to go even further west, leaving 5100 intact, but not so far west as to disturb wetlands. In other word I think it makes sense to move the corridor some what westerly until 4000 south so that 5100 could be spared. From 4000 south going northward the corridor could move somewhat diagonally until it would eventually meet the existing route to avoid wet lands. Thanks for the consideration.

Comments:

I understand the need to plan and prepare for future growth. I will be directly impacted by routes A & B and I'm not sure that C is the best alternative. Regardless of which route is selected, those impacted would need to be paid a very fair market price for their property (land and dwelling). Preserve as much wildlands and agriculture as possible and keep all commercial zoning out to preserve as much land as possible.

Comments:

Why not move further west to an area with fewer homes, churches, etc and impact fewer people and less property which will be expensive to buy up IF fair market prices prevail.

Comments:

Based upon map 4 of 4 on Alternative C connecting to 21st street, it would take out my house and all the others within our subdivision. So I am obviously not in favor of that alternative. Just based upon the numbers, it would appear that Alternative C is and will be the most expensive. According to the information it has the highest price tag, the most acquisitions overall, and based upon real estate markets will only become more expensive. My home is only 5 years old, and it has increased in value by 10% based upon tax evaluations. Within the time frame of the project, I would anticipate at least another 10% increase in value, which would mean the anticipated cost will increase by the same amount.

Alternatives A and B are better solution to feed the west part of Weber county. I do not have a preference on either option, as they appear to be roughly equivalent in cost. Both connect to 12th street which is already a highway and could feed it. Alternative B would follow another state highway and may be preferred overall from a longterm view when extending the corridor even further north.

Comments:

As residence of Hunter's Creek we feel that it would be a better choice to take the west corridor out West as far as possible and to take it to Glover Lane and not through the Shepard Lane plan. We feel that instead of helping traffic in the area it will cause more congestion and problems for transportation. A few years back, UDOT presented better options than the ones that are now presented. What happened to those? We also feel that having the West Corridor go through our neighborhoods will have an adverse affect on our families and community. When building Legacy Highway their were no neighborhoods or communities that were affected like this would in our neighborhoods. Please re-evaluate the consequences of the different road options. Thank you for your time in reading our opinion.

Comments:

I like everyone else would prefer that the highway does not take out my home. We bought our home about 5 years ago to move out of the city, and out of the traffic. We now find out that a highway may take out our home altogether. I would much prefer alternative B or C.

Ultimatley, my greatest concern is that the highway would come right by and against my lot and not justify the state purchasing the property to preserve the right-of-way, but so close that my home has no value and I am stuck with it.

Comments:

<Refer to attachment.>

Subject: Questions Comments

Hi Randy,

Thank you for taking time to speak with me last night. I am sure you were touched as was I to hear 10 year old Parker's request to "please not put a road through his neighborhood" so he could still go see his best friend that is only a couple streets away.

Because the highway could destroy our community, I think you were able to see many people who feel passionately about not wanting the highway to go through our neighborhoods (the Shepard route), and who had many valid questions and comments about why we feel the southern (Glover) route makes much more sense and doesn't destroy entire communities with lots of people. As you will have the chance to visit our neighborhoods, you will be able to see how much negative impact the northern (Shepard) route would have for the many, many of us that do live here.

As you and I discussed, we as a community have come up with a list of questions and comments we would like to have answered (there are many others, this is just a start, some of which we wrote down on the official comment forms). They deal with many subjects; the central point being that the Shepard route destroys and threatens an entire community (with several thousand people around it), while in most instances the Glover Lane southern route does little of that. In addition, the proposed Shepard connector route does not appear to be a good long-term solution as there isn't space to widen the road with future growth (including the interchange, future overpasses, and congestion issues), not to mention a potential traffic and pollution nightmare. Again, future growth IS possible on the Glover Lane southern route, without some of the other negative impacts. These questions and comments also deal with other subjects such as safety for children, as there are over 500 kids in these immediate neighborhoods, to school issues (many of those children currently cross that road and walk to Endeavour Elementary, and others), and a loss of \$20,000,000 to \$30,000,000 in combined property values which ultimately decreases government revenue.

We appreciate your consideration on each one of these issues, and anxiously anticipate a complete response to them.

I look forward to seeing you soon.

1. Community Division and Destruction:

- a. There are 240 homes in the communities through which the Shepard Connector is proposed to go. The destruction would be extensive, as we each share churches, schools, a park, and friends, all of which will be inaccessible after this.
- b. The Southern Option does not have this impact as it doesn't run through neighborhoods like in the Shepard Connector.
- c. The Southern Option can also be drawn to avoid neighborhood destruction as there is more land available, whereas the Shepard Connector is limited to a small geographical area.

2. Safety:

- a. There are at least 500 kids are running around in the affected neighborhoods. How will having the Shepard Connector impact their safety?
- b. Is there a potential for an increase of crime, pollution, etc? For example on "red" pollution days what impact will having that much more traffic close to I-15 have on that part of the area? What are the health considerations?
- c. The Southern Option does not have this impact as it doesn't run through neighborhoods like in the Shepard Connector.

3. Property Value Loss:

- a. For example purposes, if the 500+ homes in the area affected by the proposed Shepard Connector each lose approximately 15-20% home value, this equates to a loss of tens of millions of dollars.
- b. The Southern Option does not have this impact because the number/density of homes is far less.
- c. What studies have been completed on the effect of the Shepard Connector on the homes values for the homes not physically taken by the Shepard Connector?
- d. How do these studies compare with the Southern Option?
- e. How does the loss in property value for the non-taken homes justify the Shepard Connector when the Southern Option has far less impact on property values?

4. Schools:

- a. What do we do about the several hundred kids on the south side of the proposed Shepard Connector that currently walk to their elementary school on the north side of the proposed Shepard Connector?
- b. How will they access their school if the Shepared Connector is constructed?
- c. How will the play with their friends on the other side of the proposed Shepard Connector?
- d. The Southern Option does not have this impact as it does not run directly through walking routes to public schools.

5. New I-15 Interchange:

- a. How do we account for the loss of capacity/increase of traffic flow on I-15 between the proposed Shepard Connector interchange on I-15 north of the Farmington/Highway 89 interchange and south of the Shepard Lane overpass?
- b. What impact will the proposed interchange on I-15 have on noise to surrounding neighborhoods (including to Farmington's east side)?
- c. What impact will the proposed interchange have on pollution/environmental issues?
- d. Is the proposed Shepard Lane interchange factored into the \$48-60 million estimate for the Shepard Connector?
- e. What impact will the proposed new I-15 interchange for the Shepard Connector have on north and southbound traffic on I-15, particularly during peak travel times – how do you justify the bottleneck?

- f. What impact does the proposed I-15 Shepard Connector interchange have on Oakridge Golf Course?
- g. What impact does the proposed I-15 Shepard Connector interchange have on homes on the east side of Farmington that will be affected by the proposed interchange?
- h. What impact does the proposed I-15 Shepard Connector interchange have on access to the Station Crossing shopping complex?
- i. In light of a potential evacuation/natural disaster/emergency, what impact does the proposed I-15 Shepard Connector have on funneling all north-south traffic on I-15 and West Davis Corridor through a small geographical area?
- j. How does merging Legacy Highway/West Davis Corridor traffic back onto I-15 for a short period fulfill the purpose of making Legacy Highway/West Davis Corridor an alternative to I-15?
- k. What is the cost difference in building an I-15 Shepard Connector interchange compared to merging traffic off of Legacy Highway near Glover Lane onto the West Davis Corridor?
- l. What traffic flow studies have been done comparing the proposed Shepard Connector I-15 interchange to an interchange off of Legacy Highway near Glover Lane?
- m. How does UDOT rationalize deviating from the highway engineers' conclusion of last year that the proposed Shepard Connector does not have enough space for an adequate interchange off of I-15?
- n. The Southern Option does not have the traffic impact on I-15 as it would merge off of Legacy Highway, thereby avoiding I-15 altogether.
- o. The Southern Option also does not have the noise impact because of the lower density of homes and businesses in South Farmington?
- p. How is UDOT accounting for having to tear apart the Wasatch Weave (the I-15 interchange at Farmington/Highway 89/Legacy)?

6. Shepard Connector:

- a. What is the actual path?
- b. What homes are actually affected?
- c. Are these the homes on the Farmington side of the current easement or the Kaysville side?
- d. How wide will the corridor be?
- e. Why is it necessary to allocated 250 feet to the project as opposed to the current 125 feet?
- f. Have future growth plans been considered into the Shepard Connector, meaning will they eventually need to take more land to accommodate the growth projections?
- g. What are the proposed access points to and over the Shepard Connector?
- h. What is the basis for saying that both the Shepard Connector and the Southern Option take ten (10) homes?
- i. Where the Southern Option can be drawn to take less homes, how does UDTO justify taking the homes in the Shepard Corridor?
- j. Can the Southern Option be drawn to take less wetlands?

7. Long-term Solution:

- a. The Shepard Connector is not a good long term solution because there are potential plans to build another road parallel to I-15 (we think) and there would not be enough space in the future to expand the road and build additional lanes.
- b. Conversely, where the Southern Option can be zoned and platted for potential growth and lane expansions given the vast open area on the southern end of Farmington, is it not short-sighted to limit the growth options by constructing the Shepard Connector?

8. County Property Tax Loss:

- a. 500 + homes that are affected by the Shepard Connector could potentially lose 20% of their value. If each home is currently paying approximately \$2,200/yr in property taxes, the loss in value would result in approximately \$220,000 in lost property taxes a year (or \$4,400,000 over 20 years) by 2030 (which is when UDOT says the growth is happening).
- b. This same scenario is not true on the Southern Option, where there are less homes affected than by the Shepard Connector.
- c. How does UDOT justify this loss?

9. Wetland Studies:

- a. Please show us the data around the quality of wetlands in the study affected by the Southern Option?
- b. Are these high quality or low quality wetlands?
- c. Are there additional routes on the southern end that are less impactful on wetlands?

10. Miscellaneous Questions:

- a. What in the current plan would lead UDOT to chose the Shepard Connector over the Southern Option?
- b. Where is UDOT receiving funding for this project? What is impact of potentially raising taxes to fund the project?
- c. What will the effect of the Shepard Connector be on future business development?
- d. What effect will the Shepard Connector have on future residential growth between I-15 and 350 East in Kaysville (in the open fields behind Martin's Cove and Destination Homes)? How will having a freeway running through future residential areas affect those projects?
- e. What is impact of taking the Quail Crossing park?
- f. What is the impact of the Shepard Connector on the Denver – Rio Grande walking path?
- g. What is the impact of the Shepard Connector on Haight's Creek and the pond on the corner of 350 East and 2350 South in Kaysville? Has an environmental impact study been completed on this?
- h. Currently emergency access vehicles enter the Hunters Creek neighborhood in Farmington from 350 East in Kaysville. On the weekends, it seems to be that only the Davis County Sherriff responds. How will these, and other emergency vehicles, have access to Hunters Creek if the neighborhood is separated from 350 East in Kaysville by the Shepard Connector?
- i. What is the basis for the difference in cost of \$48-60 million for the Shepard Connector and \$115-145 million for the Southern Option?
- j. How does UDOT justify physically dividing neighbors who attend church and school together, who participate in community activities in both Kaysville and Farmington, and whose children play together?
- k. What led to the elimination of other proposed routes on the Southern end of the WDC?
- l. Why is UDOT not using the land specifically purchased by UDOT for the WDC?
- m. What are the archeological sites identified by UDOT in their table on the website that are affected by the Shepard Connector? How is UDOT preserving those?
 - i. Conversely, can the Southern Option be drawn to avoid any archeological sites?

Comments:

I have a client that lives on Crest View in Kaysville. The issue is they purchased their home several years ago at the peak of the market and now the value of the home has dropped below what they owe. They do live in the area where the 17 homes will be purchased for Legacy. They were not planning on moving for years if ever. If Fair Market Value is less than the underlying loan will they be compensated for the underlying loan? I also had a neighbor of my client ask a question in regards to homes that back this street, is there compensation for decrease of value in such properties? Thank you in advance for your prompt response.

Thank you

Comments:

Someday UDOT will want to extend road to Box Elder city line A & B would be easily extended. A & B to 12th makes access to Ogden Canyon by 127th St. a diagonal road thru West Haven is totally unacceptable. No area would want it.

Comments:

I feel that an alternative makes the most sense because it is more open space and will be easier in the future to go further North.

I know we need more highway and I feel like Hooper West Haven A alternative makes more sense because it is less congested and can go to 12th street which makes it better to get into the canyon. Also someday it will need to go further north and would be less expensive and less intrusive on peoples homes.

Comments:

<Refer to image attachment.>

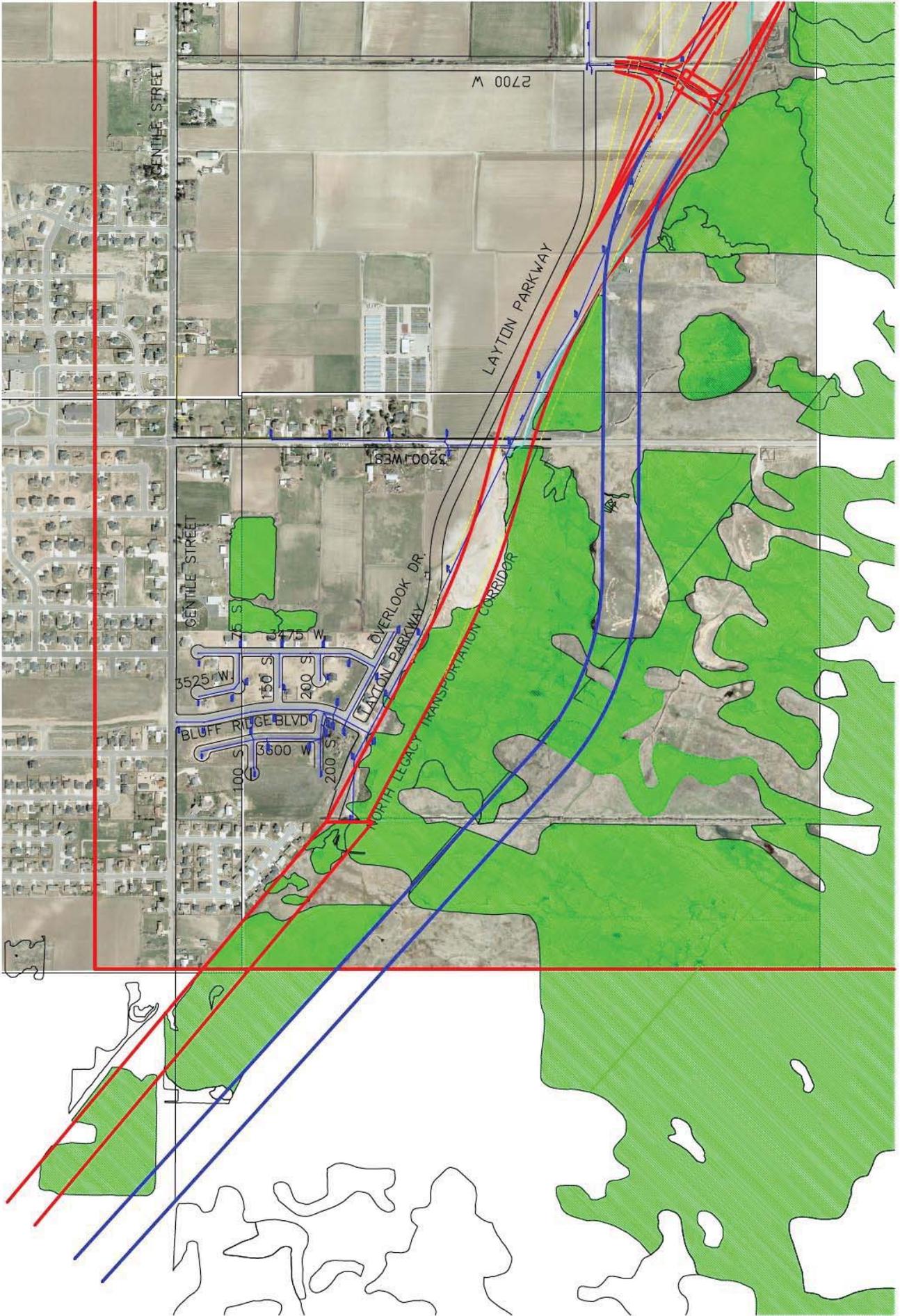
I attended the Legacy Events Center meeting last night and started to provide comment regarding the proposed alternatives and due to the lack of time I was unable to finish providing my comments.

I initially mentioned that I felt like the alternative from Farmington to Syracuse was fatally flawed because multiple alternatives in this area have not been carried forward.

A question that I did not initially comment on is why did WFRC provide a study in 2001 and not look at the potential wetland impacts and then in coordination with the cities start preserving a corridor that now for the most part will not be occupied? Most cities and citizens understood this to be the preferred alternative and have planned accordingly. Shouldn't this route then still be considered.

I live in a new development south of Gentile around 3700 West in Layton. Potentially the development is impacted. I support the idea of the corridor being installed and when I built my house accepted the fact that it would border the development. Then it was mentioned by the project team that they were looking to avoid wetlands and the alignment may run through some homes, which definitely affects my home, and this I do not want.

As part of my job with Layton City, I was asked to provide a Layton City preferred alignment, which essentially was an imitation of what the 2001 study showed. I understand that there are impacts to wetlands and there will be impacts to homes. In my effort to find an alignment that would affect less wetlands and homes I generated an alternative (small section in Layton) which I feel would be adequate and would affect less wetlands. I have attached an image of this proposal and hope that maybe it can be used and that it is indeed a viable alternative. I know several homeowners within this development support the alignment and have commented as such. I have estimated the wetland impacts from the 2700 West interchange to just north of Gentile Street in Syracuse to be roughly 23 acres. If the alignment were follow s natural corridor that is there between the wetlands only 10 acres of wetland would be affected.



Comments:

I understand that there is going to be a need for the new highway and no matter which alternative is selected it is going to affect families. I am more in favor of putting it on 5100 west so that it is further out west and away from the more populated area. Growth will continue to reach it in the near future. My family and I moved out here to have the quietness and be away from the busy part of Ogden. Now we are concerned about raising our small children with a four lane highway running in my backyard. It is also incredibly close to the elementary school (Kanesville) where many children go and would create another obstacles for the children and parents during the school year. I also don't think that the highway needs to cut across the entire city of West Haven, I feel that this would be an obstruction the city and is not necessary when there are options that run north on the western part of the city. Also, it will connect to 12th street with the potential to continue up through Plain City instead of having to come back out west to continue in the northern route. I hope that the peoples voices are listened to and taken into consideration when routes are being determined. What affects the least amount of people will be accepted by the public. I understand that the final say comes from the highway committee and I hope they would be able to put themselves in the predicament that those of us living here are in at this time. I will continue to stay close to this situation and hope that the peoples voice does matter.

Comments:

We would rather see you go out to 3400 W in that area like you looked at before. That way you would not impact 3 to 4 schools and break up neighborhoods. The 2nd choice would be option A. I cannot see the good in maintaining wet lands to make them preserved but, putting neighborhoods & schools at risk.

Comments:

5100 West or further West. I feel that you are more worried about the spotted frog-wet lands, lily pads than people. If you build further west -We build it once if not you will build again and SLC did. There are too many environmentalists on the committee and all you do is choose houses and people to displace -Safety Reasons and Common Sense says move it further west. 6400/6900 W.

Comments:

I would rather see this go to 6400 W. and out that way. It would not effect so many homes and it would be much safer for the kids in our schools. Why would you think about running it right through the middle of established neighborhoods and right next to schools? Option C is the worst thing that I have ever seen. What a night mare for neighborhoods and schools. I would like to see you reconsider the West boundary. Why are wetlands more inportant the families?!!!!

Areas of potential impact (concerns):

Why would you put this right next to so many schools? It is unsafe to think about doing that. I think it is irresponsible.

Comments:

To whom it may concern: I live in south Farmington and I favor the Shepard Lane Connection, its cheaper and avoids the further division of Farmington and the wetlands issues. I feel bad about the routes north because of the impacts on existing homes. I don't know if any plan is worth 100 homes and displaced families, good luck on that decision. Thank you

Comments:

I do not approve of the three designs offered at your open house that I attended last evening. I live a street away from where the new highway would be constructed as per your proposals. Homes should not have to be taken away from families for road construction. I have lived in Kaysville for 12 years and all the city plans that were in place when my home was purchased are all being done away with. How can we trust a city's plans if they don't ever follow through with them. The city changed the original master plan and allowed these homes to be built and now they are to be torn down? That isn't right. Legacy was in the plans to be built farther back. I believe that it should be built away from homes and west of the power lines as in the original plan. We as a neighborhood are very frustrated with the plans presented at the open house. Please count me as against legacy east of the power lines. Save our neighborhood!

Comments:

None of the above. We live in a new neighborhood surrounded closely by schools that will be impacted. But all the alternatives impact my house -2 going right over top of it! How do they consider that the farmland more west of the neighborhood wouldn't be a better alternative? I moved out to Hooper to get away from the interstate & traffic. I don't feel that we live so far out that I-15 isn't close enough. We don't need or want Legacy!!!

Comments:

How do our children get to school across a 5 lane road? How are we going to get from one neighborhood to another? All 3 proposals impact several schools, churches and homes. We moved west to avoid the traffic and congestion that lies east of our home. I oppose all existing proposals.

Comments:

After 69 years of living in Riverdale and the stress of growing pains I've had enough. We moved to West Haven thinking we would be safe from this. It seemed like an area that was traveling in a good direction. I-15 went right through the Bingham property in Riverdale cutting it in half longwise. Home and machinery on our side and the farm on the other side-Imagine cutting a city diagonally through the middle – not good -. Besides Alternative Route C does not give the people of Plain City, Far West, West Weber, Warren, West Warren and Taylor, etc good access to the corridor. Alternative Route A the way to go!!!

Comments:

The road was designed to help the people out west!! What about Plan City, West Weber? Alternative "C" does nothing for them!! This Route divides West Haven Item "C" need to be burned!! Besides these are already road for A & B just widen them. "C" is a Bad Choose. I don't want "C". Stop it!!!

Comments:

Let the school children decide, all the old opposers will be dead. Let the children decide. Hurry up already. Quit talking and build it, it needs to go all the way to Willard. Thank you!

Comments:

let the childran decide all these crazy old timers need to sit down and shutup, tey will all be dead, keep the crazy XXXXXX and his wetland polution corparate welfare dairy out of this conversation, they have a agenda pollute and distroy wetlands to profit only them XXXXXX and his faimly shoud be in jail for what they have done,

footnote how about a bus down 4700 west in west webr, it is a sad commentary thathier is no public transpersion west of i.r.s. time to get serious about the air quality, people will ride the bus just gives a chance.

Comments:

If you had planned this why do you continue to allow home builder continue to build new homes in or around a freeway! No one spending that kind of money wants a freeway in there backyard. Also you should require all builders anywhere near these proposed routes to let their clients know a freeway build in this area. I grew up here in Hooper and moved back to get away from all the noise! Thank for listening.

Comments:

The Legacy Highway in Weber County should serve as an alternate route to I-15. This means that eventually the route should hook into I-15 at the Box Elder and Weber counties line (the warm springs or Smith & Edwards area). This means the choice of Option A or B that would extend towards Plain City and then to the above mentioned junction. The option that should be chosen would be based upon the best route north of 12th street. I think the Option A at 5500 West may be better; but what this means is that you really need to decide now what the route north of 12th Street will be.

Comments:

In the area of the proposed "C" & "A/B" Alternatives they are very close to an elementary school (Buffalo Point) and the charter schools (Syracuse Arts Academy -Elementary & Jr. High). This area down Antelope is already a major traffic & safety hazard for these children who have to cross Antelope Dr. Even though the schools are on the South of Antelope MOST of the children cross from the North of Antelope. Our crossing guard has almost been hit 3 times this year by people ignoring the crossing guard stop sign and at high rates of speed. Having an interchange one intersection away will only increase the speed of those cars. Alternate A/B divides our community from our church which many kids walk to for youth activities. "C" also runs right next to a cemetery where several people from our community chose to bury their children and spouses because it is quiet and has a walking trail (Bluff Road section in West Point) for them to go visit their babies. This road comes right down that walking path. The best alternative for our community is "A" with "Central Option". This prevents our community from being split, puts the interchange a bit further away from major school crossings (may slow down better by then), helps us have access to our church, keeps it away from a sacred site of burial, lets ALL of Syracuse have access to fire safety (only "central option" keep our fire station open to both East & West) not to mention preserving more homes.

Comments:

I think the affected communities, and the general coffers of the state would be best served by having a bond election to see if the citizens truly want this roadway constructed! Barring the exercise of the democratic process, UDOT needs to consider the wisdom of these expenditures. Not only hundreds of homes, but many farms, businesses, schools and public services will need to be relocated or purchased out-right at taxpayer expense! Safety of school children also needs to be considered. In Syracuse alone, two schools worth of young children will be endangered by ANY of the options presented, not to mention a PGA-class golf course, newly build fire station and a state historical farm! In West Point a cemetery and golf course would both be impacted as well. Just like with the vastly under-utilized Legacy Highway and both commuter and light rail, UDOT is telling us what we want/need, NOT listening to the voices of the voters. Listen to what we have to say, you might just learn something!!!

Comments:

None. It is the least disruptive of new home development and the straightest route. Use 6400 West.

Use 6400 West. Not any other route.

Comments:

None. Either option is 2 blocks from my house -and will screw with a house value already in decline due to the economy. We moved to hooper to get away from city traffic. Also children's school route is/will be effected for next 15 years! Build it further west!

Comments:

I support the A option from 12th street down to 5500 south. I think this route will impact the fewest number of homes and cost the taxpayer the least amount of money.

Comments:

The "A" alternative seems to have the least amount of impact on existing homes. It is truly a western route if this road is meant to alleviate traffic from the eastern routes. It makes sense to me to place the road close to the people you expect to use the road.

Comments:

Maybe UDOT should take their planning phases further in proposing road sites. I had newspaper article and information from the internet/developers showing the extension of Legacy Highway. I purchased my home based on this info. I could have had a home on ½ acre by a better builder for a larger home except the plan for the highway ran between phase I and phase II -I bought a smaller home on ¼ acre due to economy & rising home prices. How can communities such as Kaysville & the public rely on information or plan for the future if our public commodities keep changing their minds. I am an environmentalist. I don't oppose this road, however, I think if you put out info you need to stick to it. You can't just keep changing your mind and say hey maybe we will do this instead. You can't tell me someone at UDOT, 40 years ago, did not consider the wet lands or archeological sites of the Fremont Indians when they did their planning. Better planning for future projects will yield better public buy -in and results. Keep to your plans. Go the high route "C" If you read this far. Thank you very much.

Comments:

I don't want a highway in my backyard. The noise, the lights. I am worried about the value of my home going down. We want to raise our children in a quiet area and that's the opposite of what would occur. We moved out here to get away from that.

Comments:

I attended the open house in Farmington yesterday and I wanted to provide my comments on the alternatives proposed by UDOT for the West Davis Corridor. I am particularly disappointed and upset with the approach suggested for West Kaysville. A decade ago, the Wasatch Front Regional Council identified the area *west* of the existing power lines in West Kaysville as the corridor to preserve for this future road development. Since that time, Kaysville City has maintained this area free from development and used this as a master plan for existing home developments in West Kaysville since 2001. There are homes and neighborhoods that have been in place, east of the power lines, for at least 10 years now, which were designed to provide adequate space between the planned roadway path and the residential areas. UDOT's current proposals completely disregard this previous planning and now suggest moving this roadway east of the power lines directly through the existing housing. This means upending many families, tearing down a number of homes unnecessarily, and in essence creating havoc for the remaining residents who would then have a 4-lane highway running right through their back yards. This problem needs to be rectified before this project goes forward in any form. To make matters worse, the land directly to the west of the power lines is open, available, and of little current value. At the meetings, some UDOT personnel suggested that this might be wildlife habitat or some such thing that deserves trade-off considerations. This argument makes no sense whatsoever, considering that the only wildlife currently occupying the fields directly west of streets like View Crest Lane and Wellington Lane are heads of farm cattle. If this land that was previously set aside for this project is so precious from an environmental perspective that it can't be used for the roadway, why is it currently used as a trampled field for cattle? The idea that uprooting families and destroying the neighborhood is justified in this case is absurd.

Comments:

Reduce impact on homes and farms. Use the open spaces available even if you have to deal with the environmental issues involved with the wet lands. We still need the trails. This was part of the initial plans and it continues to be a need to the communities. Traila along the corridor can allow pedestrian and bike traffic to appreciate the surrounding wildlife environment.

Comments:

I have a question regarding the proposed shephard connection route and the amount of traffic that will be flowing through the area if the road is put there. Also, future expansion or growth of that road will be limited or difficult. I also have concerns about sending that amount of traffic through a highly populated area. The south route has a much lesser indirect affect on homes and populations and should be the route of choice for UDOT.

Comments:

We would benefit from the Hooper to 21st South road, but are concerned about access cost due to burying the canal that the road would follow.

Comments:

We just moved into a new home that we built on Shepherd and Sunset eight months ago. We made this decision to build a home here based on the quite, rural setting that West Kaysville offers. Looking at the plans we would have a four lane highway on both the south and the west of us. We would not support this in any way. It would be a real disappointment and was a real disappointment to hear about. We would relocate.

Comments:

I believe at some stage, sooner than later, the public land managers, officials, and planners need to consider carrying capacity of this region--consider other alternatives for the increasing population, and how much development we can continue to allow. We destroy our wetlands, we destroy our environment, and our health.

Comments:

Why are people lower on the food chain than the wetlands as which seemed to survive just fine where the first part of Legacy Hwy is built? Wetlands are not going to support our growing community. Widen I-15 to twice its capacity and leave us have our peaceful rural community. I don't think this is a choice but our home is on 5100 and it makes more sense that the other two routes out of the three you have narrowed it to. Don't try to low-ball the prices of our properties. We deserve to be compensated at what our homes would be worth before your looming shadow of consuming our properties took away the property values and stopped appreciation that would have naturally happened. I know this is just screaming into deaf ears, but don't count us out. We will fight for what is ours!

Comments:

I am most in favor of option A. I feel that we could go even a little further west with careful impact on the wetlands. The further west we are able to go would decrease impact on existing communities, cause the least amount of change to the beautiful views that we enjoy and help us to plan for a major thorough fare before the growth occurs.

Comments:

-Request similar restrictions to Legacy Parkway -low noise pavement, 55 mph speed limit, axle and vehicle weight limitations -Request use of sound walls be kept to a minimum (assuming restrictions are put in place)
-Request no overhead lights be added to Corridor -Request use of highly visible/reflective/long lasting paint for lane and shoulder markings -Request use of longest lasting roadbed surface to minimize future road surface repair (seal roadbed with environmentally friendly chemicals if possible) -Request minimizing use of road signs
-Request a bike/walking path be added next to Corridor when possible, request side connectors be added to this path to integrate with existing paths (to include Legacy Pkwy path) and sidewalks on major roads -Request adding attractive and water efficient/native landscaping, particularly at interchanges -decorative rocks, mulch, etc. (no grass/sod, etc.) -Suggest Layton/Kaysville option be coordinated with City plans, particularly Layton option -At 200 N interchange, there is a newly paved county road directly west of the ABC option -this connects Weaver Ln and 200 N, would like access to road at both ends via use of over/underpasses to essentially make frontage road, consider adding sidewalks to frontage road -Layton city is planning a park behind the Kayscreek Estate subdivision (Weaver Ln), request the ABC option does not intrude on this park and suggest connecting with park bike path -At Layton interchange, suggest the West Side Dr connector road intersect the Layton Parkway for improved west neighborhood access -Suggest evaluating ground wildlife avoidance techniques to minimize wildlife fatalities (wildlife crossings via frequent under-road via ducts) -Suggest elevating roadbed using fill to improve drainage in case of high water -Request buying out impacted homes at above-market value as budget permits

Areas of potential impact (concerns):

Access (Overpasses and Connector Roads) Sound Walls (Noise Reduction vs View Obstruction)

Comments:

Comments/Question: I am sorry but we do not see the need for this new highway addition, we understand that we are all growing in our communities, but we recently moved out to West Point for the view and natural country, we do not want a highway in our backyard.

Comments:

I support the route that would cause the least amount of disruption to families. Why aren't there any routes further west? Please see note attached:

My name is XXXXX, I am married to my wonderful wife XXXXX and we have four beautiful children, XXXX, XXXX, XXXXXX, and XXXXXXXX. I am in the United States Air Force stationed at Hill AFB where I am an Equal Opportunity Specialist. I have been in the service for thirteen years and would like to retire here as I have fallen in love with this area. My wife and I grew up in California and have moved around the world as the USAF has asked us to over the past thirteen years. When we arrived here in Utah, we were unsure of what it would bring. Why is this important for you to know? I wanted to ask if you have gone to each home to get to know the folks that will be affected by the choices that may or may not be made in the next few years for the West Davis Corridor. I wanted to give you a brief description of my family before you decide which route it is that will be built. I feel that it is my duty as a citizen of this country to be involved in the decisions that will affect my country, my state, my county, my town, my neighbors and most of all my family. Notice that I used "my" to describe each. This is to let you know that I take ownership in the decisions that are made on behalf and those around me because I care. Over the past two and a half years of being here, we have come to meet some wonderful people, see the beauty of this state and begun to imagine our future here. That future began with purchasing our home in West Haven. After looking at the map of the suggested routes, I was concerned about each for different reasons. From my understanding there are three alternatives that have been suggested. I know how important it is as a state to make choices that is best for the state as a whole. I can see both the Pro's and Con's for each route that is on the table. As a military man, I am very familiar with making tough choices. As a husband, you want to make the choice that is best for you and your spouse. As a father, you have to make the choices that are best for the future of your children. So I understand that there are tough choices to be made in the future concerning the routes. I am here along with everyone else in this room to find out as much information about the WDC and its future. I want to know things that you probably do not know the answers to as of yet. I want to be ensured that the right choices will be made. But, I know that you cannot do all of what I ask right now, nor will you be able to in the near future as these things take time. From my research on the web, I have looked at the UDOT page discussing this project and understand that a final decision has not been made and will not be made until an Environmental Impact Statement has been completed. I have read up on the SAFETEA-LU Agency Coordination and Public Involvement Plan. But, what I have not been able to find in any area is the cost break down. The map diagram states it will cost between \$400 to \$525 million dollars to complete the project depending on which route is chosen. I understand that I am a grain of sand in the sand box and so is every other person that is affected by this plan. But that is the fact that I want you to understand, we the people make up this sand box that is going to be affected. Things that immediately came to mind for me are:

Con's

1. Is my family going to have to move?
2. Will we be compensated if our home/property is affected by the final decision in a negative manner?
 - A. Property values, mortgage, moving costs, etc.
3. What about the psychological effects on the families effected?
 - A. For those whom will have to move-
 - i. If the home has been in the family for generations and is now on the cutting block for tear down.
 - ii. The family who just bought their home and have to explain to their children they must move again.
4. What about families with disabled persons? How will they be compensated if the impacts are negative for them?

Pro's

- 1 Can improve travel congestion for cities and towns north of Salt Lake City.
- 2 Can increase the number of local jobs.
- 3 Can bring funding to the communities through business growth.
- 4 Can improve the economy in other facets such as housing development, schools, utility upgrades, etc.

I know that you do not have all the answer to all of my concerns and questions nor do you have them for everyone else. I hope that you see I have an open mind to this, however; I need the assurance that the best overall choices will be made and those affected by the final decision will be taken care of. I take a special interest in this because as I said before it affects me and my community. In fact one of the alternative routes goes directly over my home and I would be that parent that would have to explain to my children why we are moving again. I ask that you take a good look at the overall impact to make the absolute best decision for everyone that would be impacted.

Thank you for your time.

Comments:

Both alternatives B and C will cut the community of West Haven in the middle. It will also cut through the middle of two LDS stakes (Kaysville and West Haven Stakes). There are eighteen homes for seniors on Cul-De-Sacs at 4050 S and 4100 S that have access only on 4700 W. This will destroy our retirement community and ruin the retirement life and dreams of all of us. Please place the road at 5100 W or even farther west! It is better to have limited impact on wetlands than ruin a community-our retirement community and West Haven City.

Comments:

Suggest that 5100 West Route in Weber county be pushed west of street into open area (street as frontage road) (Preserve homes). Also 5100 W N of 4000 S (Weber City) has far fewer conflicts with existing homes than 4700 W option. 4700 W option near 4000 S has severe conflicts with existing subdivisions. At 5100 W much more room to move one way or the other. Not a fan of diagonal 2100 S connecting route in Weber county – Need to connect to north eventually. 12th South expansion serves as cross connect. Alternatively add diagonal 21st south connector as arterial in separate project. Same reason-West Davis Hwy should be able to continue north someday as on WFRM regional plan. Much more room for a right of way expansion on 5100/5200 W north of 4000 S in weber county. Existing 4700 W (Hwy 134) not so much (especially just south of 4000S).

Comments:

I am opposed to alternative C as it would remove a water way which I believe will become more important to farmers and home food production in the up and coming years. As the recession continues farm land and water will become very very important. Those who survived the great depression know how important food production was. I would rather have no highway than to lose our farms & water. Put the highway in the wetlands as far west as we can possibly go.

Comments:

Please do NOT choose Alternative 'C' which is too close to an elementary school of 1000 students (Syracuse Arts Academy).

Comments:

I do not support ANY of the aboved proposed routes. I moved to Syracuse to enjoy the open agricultural land and to raise my children in a safe enviroment. I am most against the proposed routes C in syracuse. I am also against A and B. Let me describe C as that is the closest to where I live. First concern, the SCHOOL. Syracuse Arts Academy is right there. It is an Elementary School and Junior high school. HOW MANY KIDS ARE YOU WILLING TO LET DIE FOR YOUR CONVENIENT ROUTE? Answer me that question. There is also a nice park called Fremont Park. This is absolute obstruction of a nice community and enviroment. I propose instead that efforts be spent on expanding I-15 to accommodate future development. People, Schools, open lands, parks, etc. are already here and you will NOT ruin it. I'll see to that.

Comments:

We recently built a new home out in West Syracuse. We did so with the trust and faith in UDOT, that they would build the legacy highway on the lands that have been set aside and dedicated for that purpose for decades. Now, one of the alternatives has a highway cutting across our front yard. Please reconsider your routes. The public is and was counting on you to hold true to your word and original intentions.

Comments:

I am currently in the process of building a house on the corner of XXXXXXXXXX S. This project affects me in many ways, not only my immediate family, but my extended family as well. I think this project is an extremely bad idea for many reasons. First, it impacts a lot of families, splitting them apart, having to look for new places to live, uprooting kids from schools and people's way of life. I moved here from California seven months ago, I have owned my property for about six years and started to build two months ago. I moved here to live in the country with the cows and the horses and not to have a freeway in my backyard.

Comments:

I find it terrible stewardship where we narrow the field of choices from 14 down to 3 and 2 of the three were not part of the 14. Its very obvious that all the input that lead up to the narrowing to 14 was ignored. 4700 W through West Haven. That is ridiculous. That is the main road that connects half of west haven together. There is a multi million \$ church there now and it seems only politics could have put that route on the map. The other choice that travels through west have along the hooper canal has no regard for the quality of life in West Haven. After all this money and study, you through out two routes that absurd for the people of West Haven and again there were not even part of the narrowing down process.

Comments:

Farms are going to be sold in the next 30 years anyway to make way for residential homes. It would make more sense to take the least expensive route and stay away from the most residential areas currently, and Freemont High School and West Weber Elementary and take the 5100 W. option. If the route is in place, people who purchase land from here on out will know that they are getting a piece of property that is potentially close to a major highway.

Comments:

NONE. Take it out to 6400 W where it was planned 2 years ago. We have built a brand new \$500K home and according to your maps, we are right in the middle of the options that are left. We didn't build our dream home to have a freeway going past on either side. There are 3 schools right near the interchange at 5500 S. Take the road further west where there are less homes and residential areas. Go west where it is less congested like Legacy in Farmington is. If it doesn't go further west, take it along 2000 West through Davis county, which changes to 3500 W in Weber county, then to Midland Dr.

Comments:

There is a better route that was put in the planning of our area. There is a corridor that would come off of 4700 W and would miss homes, there is only one small area of wetlands it would cross. I say that other plans need to be looked at closely! This change which is highlighted on your map would be much better than those proposed. The plan was set in place when our city was built. Let us use that plan please!

Comments:

Parts of "A". Weber County has recently gone through a very arduous and painful process to determine a route the Weber County communities could support. We have adopted a route which includes a portion of alternative A but then veers west near 4000 South. The Alternative C does not serve Weber County well. It provides little service to the Northern portions of the county. If the purpose of Alternative C is to relieve pressure off of I-15 then additional lanes to I-15 would better serve I-15. Alternative B may need to be constructed as a wider road to serve the interior of the county.

Comments:

To whom it may concern. I have multiple concerns regarding the proposed path of the Legacy through Farmington and Kaysville. We are disheartened that Udot would not tell us the full truth about the area needed for the Legacy and now wants to take our home and cut our access to friends and neighbors in Farmington. Have you not thought about the ramifications of splitting a neighborhood might be?? What about accessibility to shopping, schools and even emergency response vehicles? What about giving ALL commuters an option when I-15 is closed due to an accident or other natural disaster? With an earthquake inevitable it seems very unwise to limit all traffic to 1-15. How would all those people working in SLC get home to their families out west and up north if 1-15 was shut down????????????? What about all the school boundaries and causing a need for more buses? What about allowing ROOM FOR GROWTH in the future?? If you choose the Shephard Lane option it will not allow for FUTURE WIDENING AND GROWTH! What about the congestion, noise and pollution you will be bringing to our quiet and safe neighborhoods? Did you know that asthma and autism have been linked to living near highways???? What about ruining the property value of all the homes in our community?? We as an anti-Shephard coalition would like to see some answers to these and many more questions!! We are tired of our tax payer dollars being spent unwisely!!!

Comments:

We bought this home just a few years ago. We moved here because of the quiet and the open spaces. It had a real country quality of life that we were looking for. If I had known at the time that this was planned for my neighborhood I never would have bought the house,, but of course we were not informed and we bought. Now if this goes through our quality of life is decimated, no more are we a quiet county area now we would be 3 houses away from a freeway. No longer is our neighborhood a walkable community. The 4700 W. option (B) between 3500 and 4000 cuts through a retirement community seperates wards and cuts to close to small small neighbor hood at this area, this road is tiny and people bought here because of that. This would decimate the value of my home and I havent been there long enough to recoup the losses, I feel like were being hijacked. 5100 is a more viable alternative. The road is already busier and the home along that stretch of the road are further between and less expensive to purchase. I think that if you wanted to put a freeway next door to my house I should have been informed and given the chance to decline the purchase. It really smells to tell people a year later.

Comments:

I think you should extend the proposed route to intersect I-15 at Smith and Edwards. There is no value to ending the route at 12 street. I think you should seriously select route A, This is a personal opinion, but we walk along 5100 West and in the West Haven /Hooper area it seems to impact less homes, schools and churches.

The homes along 5100 are fewer and farther between, it is already being used as a major north south route for the area.

If you choose route B or C there should be some considerations to help land owners that are not right in the route move out. I do not want to be 2-3 lots away from the roads... Noise, Air quality, and general impact to the way of life. This is impacting way more people than those whose homes are directly in the path. depending on the proximity to the routes some people far enough away will stay.. Others will not want to and their desires should be considered.. If the state thinks this is so important, then prepare to satisfy the majority of those that are impacted. The local city should have some responsibility in this as well, as it is my opinion that they have not discouraged development along any of the currently proposed routes.

In any situation, you are going to have people that do not want it in their back yard. I was not aware of this possibility when I purchased my home several years ago. If you want to make it right,, then be prepared to buy out entire subdivisions at a fair price so we can move and start over.

Areas of potential impact (concerns):

The Quality of life that I bought when I moved into this area. Specifically my home in West Haven. If you look at the address we are between route B and C. In either case this will impact our quality of life

Comments:

UDOT shouldn't be beholden to environmental groups. It should pay more attention to the cities/counties and individuals. Homes shouldn't be destroyed to save mosquitos. Areas designated wetlands aren't necessarily wetlands. UDOT has already made it's decision. These meetings are just a public relations ploy to pacify citizens in this area. 5100 West is the best option because it affects considerably less properties. 4700 West will affect many more properties and affect the lives of many more people.

Comments:

I strongly oppose Route C. Out of all 3 options this option has the highest negative impact. Route A is following an existing road but route C cuts right through several homes and subdivisions. Even though the road may not end up on top of one home it will affect the entire subdivision. Some of the subdivisions have higher end homes and will create a greater deprecation value to a higher end home than to a "starter home". If the road was decided to go through my subdivision, I would have to hope it would land on top of my home, so I could be one of the lucky ones to hopefully get a fair market value for my home. (What is to be done for the people left with Route C right out their front door?) I understand growth is inevitable, so if we have to grow then it needs to be as painless as possible. I think Route C causes the most pain, financially and personally.

Comments:

I am strongly apposed to option c. I think it affects to many people.

Comments:

I don't believe we need to build more roads. The focus should be on more and better public transportation. I believe that UTA has made great strides towards improving public transportation with the addition and future expansion of FrontRunner and Trax. I work in Salt Lake and I have used public transportation for nearly 15 years. However, if I am forced to choose between the three routes, I choose Alternative "A". I moved to West Haven because it was a nice quiet rural area and a great place to raise children. Alternatives "B" and "C" run very near my home and are unacceptable.

Comments:

None. We build a home in the country to be away from the city and traffic. We've been driving 10-15 minutes to get to I-15 for 26 years. We wanted it that way and still want it that way.

Comments:

I think none of the routes proposed is good. With all the open land west of these routes why can't it be used. When is or government going to realize that people are more important than birds, bugs, etc. People would use the route if it was as far west as it can go, right next to the lake. Business would be developed along the route. I am opposed to Legacy, no matter what the route.

Comments:

Taking away peoples homes, homes they have worked so hard for is HORRIBLE. And for all of those who are not affected, I believe they could care less. I believe those making these critical decisions could give a crap about us folks who work every day to maintain the American Dream. I think this whole thing is horrible. UDOT stinks when it comes to letting us know about these things, I had to learn from a neighbor. I could not live with myself making decisions to take away peoples home and lifes. If those who make these decisions to ruin peoples lifes now could maybe stand to put themselves in our shoes...Maybe the outcome would be more positive.

Comments:

I don't support any alternative and I think it is very important to allow homeowners to know which homes will be acquired for each alternative as soon as possible so they can prepare for their future! There is also not enough traffic out there to support a highway.

Comments:

None. We looked for a home for almost a year and decided on West Haven because it was peaceful. Bringing a highway such as this will bring more crime to our neighborhood with quick getaways. We like all the migrating birds (sand hill cranes, geese, white faces Ibis ducks) to the field of hay and wheat.

Comments:

None. Get the federal gov. to build alternative I-15 belt route, following your alternative route 14A in green. Get OBomb to fund it. You can call it Obomb way.

Comments:

I live in west Taylor, Weber County. I really do not believe any of us in this area will use the new highway because we would need to go way out of our way to catch it and would take us much longer to reach other cities. It would be much better for us to use the route we now use. It will only uproot farms and residences for very little good. I would suggest either improving the existing roads out here or widen I-15. If we must have the new road I choose "C".

I have changed my mind about the options available. I just voted for option "C" but I would rather have option "A". I still believe that very few of us will ever use the new route. The better option is to widen I-15. It is just not worth the impact it will have on peoples' lives. I live in west Taylor in west Weber County and it would not be convenient for me.

Comments: Don't impact homes and farming unnecessarily.

Comments:

Alt. C going straight on 5100 West. I would rather you take my house than live next to Legacy.

Comments:

I was on the county sub steering committee that met with Wasatch Regional Council. I feel that our final preserved corridor that the county had adopted to be the best and only route. I am a farmer and I feel we addressed several important issues such as school boundaries, church dividing lines, and neighbors that have been together for generations. I approached this as to protect my own farm but as we worked the process I feel we met everyone's needs. The E.I.S we are facing again now is totally asinine. I wish someone who reads this would call me on my cell to discuss my issues and concerns.

Comments:

The routes, as currently shown on the maps, all come very close to our home. We're right in between routes A, B & C and I'm not comfortable with that. I'm concerned about the road ruining our property value plus the potential harmful air and noise pollution with such a close proximity. Access to our property is also a concern. If I could have a say, the road would NOT be built. We are retired and planning to sell in time but our property won't be worth beans.

None. We are 67 and retired. It was our hope that our home would be an asset we could sell to provide for our future. These proposals make that highly unlikely. Who would buy such a property, or if so, for how much? Plus, we are limbo until something is settled.

Comments:

As a citizen who currently uses I-15, I am writing to express my vote FOR the Glover's Lane option of the West Davis Corridor and AGAINST the Shepard Lane Connector. I am concerned about the bottleneck that will be created by forcing cars to merge from Legacy onto I-15 for several miles before being able to connect to the West Davis Corridor. Not only does this create a problem during everyday peak travel times, but in the event of an emergency or freeway closure, it eliminates the option of a true alternate route through Davis County.

Comments:

I think that having a highway so close to my home will diminish the value of the property, add to pollution/inversion problems, increased noise problems, increase crime in the area and over all make me want to move out of the area. Putting the highway closer to the Great Salt lake along 5100 w would be better over all. It will also not effect Fremont High School. If we could do away with it all together that would be my choice but if I have to choose it would definitely be Alternative A.

Comments:

I am against these proposals. I think it's terrible to disrupt people lives. A lot of them will be forced to sell or their property will be condemned. This should be unconstitutional. So much for private ownership.

Comments:

Please do not consider alternative C for the proposed extension of Legacy. Please don't have it go through an already existing golf course.

Comments:

Displace as few homes as possible -use rural wetlands whenever possible.

Comments:

With the proposed Shepard Lane Connector, I am worried that this will have a major impact on small children. Many children in the Hunter's Creek subdivision attend school at either Endeavour Elementary or Oquirrh Mountain Charter School. Likewise, many children living in Quail Crossing (and further north) attend Eagle Bay Elementary. Many of these young children walk to school. Has there been any consideration as to how the children will get to school with the proposed Shepard Lane Connector?

Also, how will this affect the proposed Farmington High School

Mayor Harbertson,

I am a concerned resident of Farmington Utah. In regards to the West Davis Corridor, why did you and the Farmington City Council issue the resolution supporting the Shepard Connector option?

As of a couple of weeks ago, I understood that the primary option was the Southern Option (and not the Sheppard Creek Connector). I was surprised to see that it had changed. I learned that the "preferred" route had changed thanks to a local flyer. Why (and how) was this decision made (without input from those affected)?

I understand that a new off ramp will be needed to connect the Legacy Parkway with the proposed Sheppard Lane connector. Have there been any environmental studies done on this new off ramp? I assume that this new off ramp will generate noise and pollution.

Comments:

I would not like to see this happen at all. If it has to A would be my choice of those provided. Hooper has been preserving a corridor along 5100 West for ten years, yet the plan does not show it going along that whole corridor. I do not like the idea of separating farms and/or homes from the farm lands.

Comments:

None of the 3. I believe you have got it all wrong. This should be built now but go back to 14A. You are too scared to fight the enviros... So you are willing to stick it to the home owners and businesses. Have you ever heard of COWBOW UP!

Comments:

I feel the 5100 W. is the best of the three options. This would allow for an alternate route on 4700 W as well as frontage road when they eventually put it into a divided hyway. God luck.

Comments:

"C" maybe even turn in east a little further north. If you continue on 5100 S it will impact the best farmland in Weber County. If the route turns north then east at 12th it would have less impact on the farms and would travel through some of the poor soils. Plan soon or it is going to be very expensive buying out homes. This decision should have been decided upon years ago.

Comments:

-Why wasn't this done 20 years ago. -You are going to destroy a lot of houses, schools, farm land -People will not drive that far west to use these routes -I totally oppose any of these routes.

Comments:

I support the 2009 weber county study group alternative @ approximately 6100 West in Weber County. Please stop changing the facility and its location. I have been very involved in this process for two years and am frustrated by continued changes. It "almost" appears to be done on purpose in order to keep citizens, land owners, farmers and businesses confused. The proper location for this facility should be further west than any of the proposed area listed in print above. As a member participating in the 2009 study group it is difficult to pick any of the Hooper/W.H./Roy alternatives. Also 5100 West was not proposed as an extension of a divided facility in Unincorporated Weber County nor was it proposed as a facility that would be upgraded. Now it has become a proposed favorite for Hooper/W.H./ Roy. Stop playing games!

Comments:

The biggest question I have is "when". In all the meetings and open houses I have attended in the past several years, no "official" has ever given an approximate year this project might take place. If those responsible for making the decision don't know "when", I have little confidence in their ability to make the correct decision as to "where".

Comments:

Please, please, please, find a way to make the land that Kaysville City set aside years ago work for your project. There has to be a way to make it work. It might not be the easiest way, but there has to be a solution. Look outside the box. Do not let the environmental group bully, threaten and strong arm. People and families are and should always be more important than animals and insects. That is not to say that we should not protect and take care of the environment, but it should not become the primary focus.

Thousands of families have made their home in West Kaysville, based on your study and what UDOT and Kaysville City told us was the plan for the Legacy Corridor. You admit your study was not in depth, but it was all that you offered at the time and it is the basis for many decisions. It is not fair or right that you displace so many families based on your short sidedness years ago and the environmentalist pressures today.

Please do the right thing today. It may not be easy but we know it can be done.

Thank you.

Comments:

It is interesting there are alternative routes for all areas, except the Farmington to Layton section, which apparently will devastate at least two near-new neighbor-hoods, and force hundreds of families to move. There are serious social-emotional and financial consequences for such a decision; for most it is a shattering blow to their personal and family objectives. While planners are social creatures, looking at all the alternatives, conventional "wisdom" tends to think with the prevailing political crowd rather than with the traditional values of the populace. My wife and I are opposed to the seeming "only one alternative" for Kaysville area. We live within 1/4 mile of the proposed roadway; the families who will be displaced are our friends and neighbors. These families did not build \$4-500,000 homes in up-scale neighborhoods to be equated with \$150,000 homes specifically placed in less-desirable areas "because they are close to commercial developments or roadways. Please reconsider this plan for the Farmington-Kaysville corridor. PUsing such a plan through may be possible politically, but it will leave massive social scars for an upstanding and good quality population.

Comments:

I do not support any of the proposals through Hooper. Our family own two 20 acre parcels of land that will be ruined should any of the roads come through Hooper. Two of the three proposals come right over our house that is over 100 years old. All of the roads will make it impossible to water our fields and will make them very difficult to use and will decrease the property value. I understand the predicted growth coming to Hooper but feel the road would be better placed West of Hooper if at all. Thank you.

Comments:

Quiet community, value of homes, safety of highways going through the city.

Comments:

Farms are business A has 1 Business in Hooper but it goes through several farms. They are A business that can't move to another place.

Comments:

B/C: Hwy would run through high end new homes. Too close to parks and Elementary.

A: was always thought to be the chosen 1st and as a realtor in area this has been a common known fact while selling/buying. Feel like new routes are deceitful and don't make sense!

Comments:

Alternate C Connecting w/Alternate A apx. 5100 S. Hooper City has had a corridor set aside for the legacy since 2001! And fully supports the use of 5100 W. Why aren't farms considered business? You will ruin livelihoods by running through the farms. Besides the extra materials it will be to build the road. Please get in and out of our city with as little impact as possible.

Comments:

BUILT IT NOW!

Comments:

I have yet more concerns with the Shephard Lane Option. By dividing 2 neighborhoods, how will our children get to school? How will we be able to travel a few blocks north to visit with friends and family? Exactly where do you plan on putting a pass across Legacy Hwy for us to access our Elementary School or Shephard Lane? Is this included in the cost estimate?

Once again, by choosing the Southern Option, you would eliminate dividing neighborhoods East/West because the residential areas are north of the proposed route.

Comments:

As a citizen of Farmington, I am deeply concerned where the West Davis Corridor travels. I feel the most appropriate solution is as far West and South as possible (the Glover Lane Connection). From the information I have gathered, participants traveling north on Legacy would then merge back onto I-15 before exiting again to head North/West on the West Davis Corridor if the Shephard Lane Connection is chosen. Isn't the point of having a Legacy Highway to remove traffic from I-15 rather than cause a bottleneck in the future? So wouldn't it make sense to continue the Legacy in the most western direction as possible? I think people's homes are much more important to consider. Right now, the amount of homes are both estimates, but squeezing a Legacy Hwy between 2 neighborhoods (Quail Crossing and Hunters Creek) appears to impact more homes and neighborhoods. It also wouldn't have room for widening without taking out even more homes in the future! Also, will there be enough room to make an interchange from I-15 if the Shephard Lane Connection is chosen? I live in Hunters Creek and we enjoy our quiet community. Of course, preparing for future growth is necessary but I think the best solution is the Glovers Lane Connection by keeping the Legacy Hwy separate from I-15.

Comments:

I would like to receive email updates regarding the West Davis Corridor.

My home sits on the red proposal, we have been aware of this project for 15 years since we attended the first open house meeting. Recently we have attempted to sale our home and again and again this project pops up and stops the sale. He we are 15 years later and the plan has not progressed at all. Now we are told no answers we be provided until 2013 that is two years a way. We are now of retirement age and wanting to retire but are not able to because our home is not salable property because of the unanswered questions. I have no issue with the road and understand that it is needed and that is fine what is not fine is that UDOT is holding our homes, our retirement, our future and our finances HOSTAGE I guess I have to wonder how it is possible that this can be allowed.... We have worked our entire lives to retire and now we can't plan our future or move forward and that is just not fair. I ask you do we walk away and let the bank have our home, do we make the improvements we need if we are going to be forced to stay because you have made it impossible for us to sale and buy a home that better fits our needs. If we put more money into this home we will lose it all in the end if our home is taken for the road. We are your hostages and are desperate for answers. I know it is not possible for any Government Agency to care how they effect the people who pay their wages but really is it fair that you UDOT ARE HOLDING US HOSTAGE, at our ages we would most likely not live long enough to see this process out because of the unreasonable amount of time it takes UDOT to do anything. So as you can see if you try our life is over we have no future nothing to look forward to no retirement home no nothing.

I look for to your response
YOUR HOSTAGE

Comments:

Dear Randy Jefferies-

I want to voice my concern about the West Davis Corridor Shepard Lane option. I grew up in Davis County and have always known Farmington to be a city that prided themselves on the quiet beauty of their city. Farmington has always been quiet bedroom community, away from noisy freeways, crowded shopping centers, crowded streets, and pollution. It is because of this and the fact that the homes in Farmington have always held and or increased in value, that when it came time for us to purchase a home, we chose to move here to Farmington. We have only lived here for 2 years, and have learned to love our community, the beauty and quietude of where we live. It saddens me that because of this corridor, our home that we had planned on living and retiring in, will be devalued so greatly that if we ever wanted to sell our home, we would now lose any investment that we have made. It also saddens me that because of the devaluation of all of the homes around me (about 250), our once beautiful and wonderful community will become a low income housing development. Once our neighbors move out, those who purchase these homes will be those who can only qualify for the least expensive, least desirable neighborhoods.

I feel the Southern option that goes down Glover lane and pushing it out as far west as possible is a better option for the entire city of Farmington. There is less impact on entire neighborhoods and families, and the city will still have the status of a wonderful, quiet bedroom community that people will want to live in.

Thank you for your time-

Dear Randy Jefferies;

I just wanted to voice my concern about the proposed West Davis Corridor option that was endorsed by Farmington city's mayor Harbortsen and the Farmington City council in the most recent city newsletter that was sent out to all Farmington city residents. One of the biggest concerns that I have is that the option was endorsed by the mayor and the city council making it seem as though the entire city of Farmington was behind this option, when in fact there are many residence in the city that are very unhappy about the impact it will have on our community and neighborhoods.

As a mother of 3 children who have many friends and a school on the north side of this proposed option, I worry for the safety of my children who won't be able to walk safely to their friend's homes or to school once this highway is constructed. Also, the added traffic to our already busy street will add to the safety worries for them even playing in our own front yard. I also worry about the potential increase of crime and pollution that could come because of this option.

I feel that the option that goes down Glover Lane is a much more viable solution, there are not neighborhoods that you will be separating, children won't be crossing the highway to get to school, and traffic through neighborhoods will be minimal.

Thank you for your
time-Farmington City
Resident

Comments:

Dear Brad Humphreys; I just wanted to voice my concern about the proposed West Davis Corridor option that was endorsed by Farmington city's mayor Harbortsen and the Farmington City council in the most recent city newsletter that was sent out to all Farmington city residents. One of the biggest concerns that I have is that the option was endorsed by the mayor and the city council making it seem as though the entire city of Farmington was behind this option, when in fact there are many residence in the city that are very unhappy about the impact it will have on our community and neighborhoods. As a mother of 3 children who have many friends and a school on the north side of this proposed option, I worry for the safety of my children who won't be able to walk safely to their friend's homes or to school once this highway is constructed. Also, the added traffic to our already busy street will add to the safety worries for them even playing in our own front yard. I also worry about the potential increase of crime and pollution that could come because of this option. I feel that the option that goes down Glover Lane is a much more viable solution, there are not neighborhoods that you will be separating, children won't be crossing the highway to get to school, and traffic through neighborhoods will be minimal. Thank you for your time-

Comments:

Dear Brad Humphreys-

I want to voice my concern about the West Davis Corridor Shepard Lane option. I grew up in Davis County and have always known Farmington to be a city that prided themselves on the quiet beauty of their city. Farmington has always been quiet bedroom community, away from noisy freeways, crowded shopping centers, crowded streets, and pollution. It is because of this and the fact that the homes in Farmington have always held and or increased in value, that when it came time for us to purchase a home, we chose to move here to Farmington. We have only lived here for 2 ½ years, and have learned to love our community, the beauty and quietude of where we live. It saddens me that because of this corridor, our home that we had planned on living and retiring in, will be devalued so greatly that if we ever wanted to sell our home, we would now lose any investment that we have made. It also saddens me that because of the devaluation of all of the homes around me (about 250), our once beautiful and wonderful community will become a low income housing development. Once our neighbors move out, those who purchase these homes will be those who can only qualify for the least expensive, least desirable neighborhoods. I feel the Southern option that goes down Glover lane and pushing it out as far west as possible is a better option for the entire city of Farmington. There is less impact on entire neighborhoods and families, and the city will still have the status of a wonderful, quiet bedroom community that people will want to live in. Thank you for your time-Farmington City Resident

Comments:

I want to be informed of any updates. Somehow I missed the part where you abandoned the last Final 14 options and Added 2 options that split our farm in half.

Comments:

How did you abandon the Original plan that's been in place for over 40 years that West Point set aside land between 300 n. and 1800 n. for a corridor directly below the bluff? (that is somehow considered wetlands now)
This land has been known as the Legacy route as long as I have lived and now it's not even an Alternative?

Comments:

First Concern: Kaysville Area is so congested as it is around Shepard Lane. To feed another major highway into this area is crazy. Glovers Lane or even down to Centerville area to avoid this already bottle necking seems to be best route.

Second Concern: Major areas of impact are around the gates of HAFB. We have had enormous growth in the northern area and I-15 has handled all the growth without the need for a major highway running through the west. It seems that the areas that need to be addressed are in Davis County.

Third Concern: Alternative C is just ridiculous. This taking out subdivisions where kids walk to school. Businesses and parks that have just been built in the last 5 years. Why are we not going after more wet lands?

Fourth Concern: Alternative B -this is the major throughfare for Fremont High School. There is no other direct line from Hooper, West Haven, Roy and Taylor to Fremont other than 4700 W. Right now the four way stop at 12St and 4700 W is a death trap. Add in students and semi's and school buses and kids standing out there to get on the bus, this has to be one of the major safety concerns that should be addressed. Where is the alternate road for them to go to school?

How far on both sides of 4700 W will you be taking? How will the homeowners know they are impacted?

Fifth Concern: Will Semi's be allowed on this alternative route? As said above, this is a highly traveled area by youth. Can this road be limited to car only like Legacy currently is?

Honestly -I know UDOT gets whatever they want. But I would hope you would consider that the majority of your problem ends in Davis County. And has continued to be the bottle neck for the past 20 years. We need to address this area before you are concerned with the North.

Comments:

My only concern is on 2200 S we own property along the corridor and in both sides of the proposed route. I would like to see an overpass or underpass planned so we can have access to our property without having to drive miles around it; there is also a subdivision that it will split in half. I am not asking for an interchange if you need access to the property for surveys I would appreciate it if you would call me.

Comments:

The red one. I feel that it is the straightest route will have the least impact on homes and the city. No one will take the green one because it twists and turns and wanders.

Comments:

In Hooper/West Haven routes AB pass within several hundred feet of Country View Elementary. Interchanges lie several miles away from the school. Students who currently live a few minutes walk from the school will be forced to travel many miles to get to an interchange and come back to school. The proximity to the school also poses dangers to the students and long term cost to Weber County School District because of the difficulty this will create in drawing school boundaries.

Comments:

If a road has to be built it should impose the least amount of disruption on the community through which it passes. Alternative A, I believe, accomplishes that the best. The other two alternatives work to sever the ties that we in this area have worked so hard to build. We have relationships with many people that would be seriously disrupted by the other alternatives.

I implore you not to slice our community into pieces.

Alternative C is extremely short sighted in that it doesn't address issues for long range north south needs. If that is chosen another north route extending north will need to be selected in the future that would further disrupt the community.

Thank you for your consideration.

Comments:

Comments/Question: As a resident of the Hunter's Creek Community I urge you to please reconsider taking the Southern option further West. Neither option is in anyones best interest. Please consider the lives, families, children, homes you will be affecting.

Thank you.

Comments:

I live on 5100 west. My concern is I am elderly and should I have to sell in order to take care of myself financially what is going to happen? Even if this is in the works no one is going to want to buy it if they know a highway may be coming thru. This should be decided soon so we know where we stand.

Comments:

The proposed Kaysville route "east of the power lines" will destroy brand new family homes and make several hundred other brand new family homes unlivable. We spent additional money to move to west Kaysville to have the fields behind us, the cattle, the sunsets, and a safe place for our kids to run and play. The east of the power lines option is unreasonable by all standards, and is not a viable option, simply to provide transportation to those who live in West Point and Syracuse. Those people chose to live there, and spent almost half of our home prices, and are therefore further from SLC. So why should we be penalized so these people can shave 10 minutes off their commute to work. If they choose to live in these low priced communities, then they do so knowing that they must either find work closer or spend more time commuting. When we spent on average \$500K for our homes to be closer to SLC and to have the country living (away from route 15 and the congestion that comes with it), why not place the highway further north of Kaysville.

Instead of having the new highway branch off 15 in Farmington, move the branch further north to Syracuse or West Point/Clearfield to service those folks. No one in Kaysville wants this road, and we shouldn't lose our homes, or have our home values drop so significantly to service those who live further away and paid less money for their homes. If this project is for them -then make them suffer the consequences of this new highway. No one in Kaysville wants this.

And, we will do whatever is necessary to make sure that it does not happen.

Comments:

None. I am very concerned about child safety for those going to "Country View" and "Rocky Mtn Jr". I moved out here to get away from the freeway and now it will become my front door. Move it further west all throw west havin options are worst case.

Comments:

We support the Glover Lane Route and OPPOSE the Shepard Connector

What is the basis for the cost difference of \$48-\$60 million for the Shepard Connector and the \$115-\$145 million for the Southern Option?

Is the cost of an interchange and "connector" road along I-15 included in the Shepard Connector cost estimate? (I highly doubt it)

WE SUPPORT THE GLOVER LANE ROUTE AND OPPOSE THE SHEPARD LANE CONNECTOR

Has there been an environmental study done on the impact that the Shepard Connector route would have on the Hights Creek and the Pond on 350 East and 2350 South in Kaysville?

WE SUPPORT THE GLOVER LANE ROUTE AND OPPOSE THE SHEPARD LANE OPTION

Why were the other routes eliminated? No detailed information was provided to the public as to how and why 46 was reduced to 14 and 14 to 2.

WE SUPPORT THE GLOVER LANE ROUTE

How does UDOT account for having to tear apart the Wasatch Weave (the I-15 interchange at Farmington/Highway 89/Legacy) as would be required if the Shepard Lane route is selected?

WE SUPPORT THE GLOVER LANE OPTION

What is the cost difference between the Shepard Lane overpass/intersection compared to merging traffic off of Legacy Highway near Glover Lane?

WE SUPPORT THE GLOVER LANE ROUTE AND ARE AGAINST THE SHEPARD LANE OPTION

Has there been a study completed that evaluates the effect that the Shepard Lane route would have on the emergency response time for citizens living South of the proposed route?

The quickest route for emergency response teams to access those that would be south of the proposed Shepard Lane route is to cross on top of where the road would go.

WE STRONGLY SUPPORT THE GLOVER LANE ROUTE AND ARE CONFUSED WHY THE SHEPARD LANE ROUTE IS EVEN BEING CONSIDERED WITH ALL OF ITS IMPACTS

Which route provides has the most room for expansion and future growth?

It appears that the Shepard Lane will reach its size limitations after the initial construction and that there is much more room for expansion with the Glover Lane route.

WE STRONGLY SUPPORT THE GLOVER LANE OPTION AND STRONGLY OPPOSED THE SHEPARD LANE OPTION

Why is the cost of the "connector" route that I am hearing rumors of not included in the cost estimate for the Shepard Lane option?

If there is a connector route constructed than the amount of roadway required to build is closer to a wash and the cost of the two routes become much similar.

Why are all of the costs for the Shepard Lane route not being included in the cost comparison?

My thoughts are FOR the Glover Lane option and AGAINST the Shepard Lane Connector.

My concern is with the proposed new I-15 interchange. Is this interchange factored into the \$48-60 million estimate for the Shepard Connector? How does UDOT rationalize deviating from the highway engineers' conclusion of last year that the proposed Shepard Creek connector does not have enough space for an adequate interchange off of I-15? How does UDOT account for having to tear apart the Wasatch Weave? The Southern option does not have these drawbacks and does not have the traffic impact on I-15 as it would merge off of Legacy Highway thereby avoiding I-15 altogether.

Thanks.

WE SUPPORT THE GLOVER LANE ROUTE AND NOT THE SHEPARD LANE ROUTE

How does UDOT/Government justify a route that defeats the original and documented purpose of Legacy Highway...in that it creates a true "alternate" route to I-15?

If the Shepard Lane route is selected than it isn't a true alternate route as both Legacy AND the West Corridor would have to Piggy back off of I-15 for a few miles

WE SUPPORT THE GLOVER LANE OPTION NOT THE SHEPARD LANE ROUTE

Have biological studies been done to prove that the Glover Lane route is actually on Wetlands?

The UDOT provided maps state that the Wetlands in question are of "POOR QUALITY" does this mean that they aren't in fact Wetlands but are being classified as such to remove it as an option?

WE SUPPORT THE GLOVER LANE OPTION AND NOT THE SHEPARD LANE ROUTE

Why is UDOT/Government IGNORING the advice given by their hired engineers in that an interchange is needed to make a continuous connection to Legacy Highway?

Studies have shown that the Shepard Lane Route DOESN'T have the required space to put in the necessary interchange and this is why Legacy traffic must be OFFLOADED back onto I-15 in order to make this route work

This is not the case for the Glover Lane route as there is plenty of space for expansion

WE SUPPORT THE GLOVER LANE ROUTE AND NOT THE SHEPARD LANE OPTION

What would be the affect on Oakridge Country Club?

Is it true that this historic golf course could lose several of it's holes if the Shepard Lane option is chosen?

Has Oakridge Country Club and it's members been notified?

WE SUPPORT THE GLOVER LANE ROUTE NOT THE SHEPARD LANE ROUTE

If one of the key evaluation criteria is to better public transportation now and for the future how will they account for the ENORMOUS BOTTLENECK that will be created by offloading Legacy traffic onto I-15 for a few miles as would be necessary if going with the Shepard lane route?

I SUPPORT THE GLOVER LANE ROUTE AND AM OPPOSED TO THE SHEPARD LANE ROUTE

How will all of the kids be able to access their schools that now cross the "proposed Shepard Lane route" to get there?

Are walkways or tunnels included in the "estimated" costs?

As a mother living near the proposed Shepard Lane Connector, I wish to express my feelings AGAINST this route and FOR the Glover's Lane southern option.

There are nearly 500 children who play outside in the affected neighborhoods and as parents we enjoy the quite neighborhoods we live in that allow them to do this. How will having the Shepard Connector affect their safety? Especially those children who desire to play with their close friends on the other side of the connector?

The Southern option does not have this impact as it does not run directly THROUGH neighborhoods as the Shepard Connector does.

I sincerely appreciate you taking my concerns into consideration.

To Whom it May Concern:

I am writing to express my feelings in FAVOR of the Glover's Lane southern connection of the West Davis Corridor and AGAINST the Shepard Lane option.

One of my concerns is the emergency access to neighborhoods to the South of the proposed corridor.

Currently, emergency vehicles travel along 350 East into the Hunter's Creek and Destination Homes subdivisions in case of emergency. With the proposed route in place, emergency vehicles would have to take a much longer, indirect route to get to these homes. This delay could potentially be life threatening if individuals are not able to get the timely response they need.

How will emergency vehicles have access to Hunter's Creek if the neighborhoods are separated from 350 East in Kaysville by the Shepard Connector?

Comments:

I've been talking to some old farmers in the areas and wonder how a any survey could really capture the hydrology of this area. I've tried to get some of the old timers to submit comments but in a farming community water is blood. Nobody really wants to talk too much about it.

Back before the city ran water mains in West Kaysville all of the homes were fed by deep wells. Most of them had to be drilled 500 feet deep to hit the water. The LDS church drilled a well at the end of Schick lane and was luckily enough it turned out to be an artesian well. The volume of water from the well was impressive but it had to be flushed every few years or the well would slow to a trickle. I hear there were some really tense moments a long time ago because every time the LDS Church (my Grandfather) would blow out that well it would dry up every well in West Kaysville.

That water may have some staying power but some of the other water sources seems to be more temporary. A lot of the water is agricultural water from a ditch that was dug back in the 1890's and then buried by the CCC in the '1930s.

Nobody but the farmers seem to still know where the ditch runs but I believe it ends just South of Bentley Circle. The water in the ditch used to be on a 7+ day turn and very little of it was allowed to runoff.

A few years ago the ditch companies that provide pressurized irrigation water to the residential areas in West Kaysville were alarmed of the rising cost of water shares in the area. They made deals with most of the local farmers to purchase their shares with the condition that they would be allocated back to the land if it was ever developed. At the time the going price was \$7,500 dollars a share. It since has risen to \$20,000 dollars a share (if it can be found).

In other words every bit of water in that ditch has been allocated and paid dearly for.

Many farmers sold out during the real estate boom from 2003 to 2007. A lot of the water that used to be allocated to watering fields is now flowing down the ditch. It is unlikely as Kaysville City and Davis county are built out that this will last.

The ditch that the water flows in is no longer maintained since there are few farmers left that can pay for maintenance. The ditch runs underground in most areas and from what I heard it parts of it were constructed out of welded together 50 gallon drums in the 30's. I'm sure the bottoms of those drums have long since rotted away.

Eventually a portion of the ditch will collapse and it will cause flooding upstream. The water will have to be cutoff at the head and that will be the end of the ditch since I'm sure Kaysville City has very little interest in replacing a couple of miles of ditch that is only actively used by two farmers.

I'm guessing that the history of the other areas is at least as convoluted. But if the water is likely to dry up in the new few years is it really worth the cost and the headache of the current alignment?

Comments:

In order to tie in better with I15, it makes the most sense to do alternative C. Using alternative B would mean a lot of exits due to the number of roads that are dead ends but get their start off of 4700 W (North of 4000 S). Using alternative A would put the road out so far West I don't know that it would be used enough to make it worthwhile.

I do think that extending Legacy Parkway up North is in the best interest of residents this far North, but don't think that having it out so far West is really advantageous. People want an easy on and off route, not many people access roads that far West.

Comments:

Does UDOT have a preference between the Northern (Shepard connector) Southern/Western (Glover lane) options in Farmington for the West Davis Corridor? If the true purpose is to put the road where it is the "least impactful" in Farmington, the Northern option seems much more flawed. While both options would displace homes, the sheer numbers of families, neighborhoods and children affected by the Northern option far outweighs that of the Southern option. The Southern option would also allow for growth and expansion many years down the road if needed.

I want to express my VEHEMENT opposition to the Northern option in Farmington and ask you to continue to consider the Southern/Western route.

Comments:

We would support "Hooper/West Haven" Alternative "C" with a direct line through from Davis County line north along 5100 W. We oppose cutting through the prime agriculture ground proposed in the loop section of the "C" plan. Our family farm would be impacted with this proposed plan, however, we could deal with it. The "A" & "B" plan will ruin our 4th generation family farm and our livelihoods. We would rather our houses be demolished (we can rebuild them) than ruin our farm. We feel agriculture should be a high priority for America. If we think fuel is expensive, wait until you import your food from China? Everyone feels that their property is the most important I'm sure. A good example of what this would do to the farmers would be? If I owned a car repair business and the road took my business I could rebuild down the street and probably survive. The last time I checked, they weren't making any more farm ground. It can't be replaced and you have to look a long ways to find good farm ground with water like we have here.

Comments:

It would be really great if you put this data into a GIS mapping application so you could visualize the locations of the comments.:)

My preferred order of alignments in the North Hooper / West Haven area would be C then A then B. This is because of where my own personal property is located, however I understand and support the need for the route.

Comments:

My home is on 4700 west and of course I don't want to lose it. The alternative A from 5500 South is a much less populated route than the B or C until it gets to 2200 South.

Continue to keep me informed as this progresses.

Comments:

Dear Study Members, I went to the Open House last night and it was a complete waste of my time. I could get no specific information on anything regarding the project. No one could tell me if my home was affected, how wide the freeway will be, what sound abatement procedures are in place, nothing... As a resident if feels like you held an open house just to meet some state and federal requirements. Now I am in limbo for 2 more years as you "figure out" all of the details. Rest assured I am far from done. You are going to move the Legacy North Corridor west of the power lines at View Crest Lane.

Comments:

I think that the 2040 transit projects seem to be lacking development up north. To see what is going on down south and if it is true that you project massive growth up north then you need to have more alternative modes of transportation besides vehicles.

The comment for that you used to gather information was not fair. You listed options for people to select their choice but really there was no box for non of the above. If you claim that this is to be studied and considered then non of the above should have been an option. I also want to make sure that when a study is done and if the wetlands go out further than currently indicated that the road goes away from the homes as much as possible and not just on the west side of the power poles!!!

<http://www.ksl.com/?nid=148&sid=14325118> This is a link to an article that may dispute your "projections" consider the facts. In the article it even comments on the funds that the Federal Government will be putting into other modes of transportation not just vehicles.

Comments:

Hello,

I feel that this project is too late in development for the area. It seems that a solution for the congestion of I 15 going north and south should have been addressed and solved prior to this date. Since moving to Utah 5 years ago to Layton, UT it has been evident that the entire northern part of Utah lacks sufficient transportation to facilitate the growth, development, and population that is moving into the area. With the growth of the Layton, Ogden, Clinton, Hooper, Roy. Etc... communities it is evident that the planning models have failed to adequately predict the movements of the population. My thoughts on your project are the following:

- 1) Will the development of any of these options benefit any individual that needs to travel east and west throughout the area?
- 2) When will the UTA begin to increase public transportation in the area? The current bus routes are ineffective. The front runner seems to only serve those individuals that live in Ogden and want to travel to Salt Lake City. With all of the development that UTA has done in the Salt Lake City area it would be beneficial to have them utilize those powers to solve problems in Davis and Weber county.
- 3) What about the air quality? The northern part of Utah is currently plagued with some of the worst air quality in the United States. Will adding additional roads for the estimated 300000 individuals and their SUVs help make the air better for our children, elderly, and myself? I would be interested in the impact that the Legacy Highway has had on the area since its completion.
- 4) What is the overall goal of the creation of this highway? For the individuals that live and work in Northern Utah the creation of a north and south highway is not a requirement. With the current lack of infrastructure to facilitate the movement of individuals east and west should be the first concern. Most of the highways are still the original roads used when the area was farmland. I feel that east/ west development first would be a far better solution that would accommodate the communities now.

I fully support that development of a highway is needed to address the transportation growth in the area. However, again this project is too little too late. At the risk of sounding small minded I would suggest that with all of the increase in traffic, automobiles, and population in the area that within a short period of time all of the land will be covered with homes and pavement. A total loss of air quality, agriculture, wildlife, and quality of life for every individual is at risk within the next 10 to 20 years. The city planners and state government have dropped the ball on all of the development of the area and now unfortunately we all will pay for this mistake one way or another.

Comments:

I am a Farmington resident. I am apposed to the Legacy Corridor on the Shepard Lane end, for many reasons. This route has a huge impact on a large and very populated neighborhood(s). It is also so close to the houses that will remain in place that the pollution and negative impact will be great. There are additional costs involved that are not accurately portrayed, giving this an unfair bias on overall costs. The additional work needed on I-15 and an interchange are not accounted for, among others. The Glover Lane option is a better option with less impact on existing neighborhoods. There are less houses directly impacted, as it doesn't go directly through any neighborhood. Hundreds of homes are not affected. However, I am apposed to this option as well, feeling it is only a slightly "better" option. If choosing between these two options only, Glover Lane is the better option. I would strongly encourage you to look back into the option A-1 that has the route connecting a little further south, and going further west for the entire route. There is so much open space out there, and the wetlands will have minimal impact and can easily be moved and recreated if necessary. There will be plenty of open land left surrounding this highway. We should be ashamed to live in an area that bugs and grass are valued higher and put before the active citizens in the community. This highway will be a great addition to our current roadways, but not at the expense of our existing neighborhoods, cities, communities, schools, emergency response vehicles, etc. I ask you to please reconsider the A-1 option (or something similar) of least impact on our community, and take this roadway further west and not through neighborhoods. We live in a great area, and we, and our future generations should be able to enjoy the beauty and safety of this area as well. Do not destroy our community!

Comments:

Less damage to people and other considerations occurs by using alternative "A". Overall and will be cheaper than "B" and "C" over time. The area along alternative "C" is already too congested and occupied. GO WITH ALTERNATIVE "A"

Comments:

<See attachment>

I bought a home in West Farmington in August of 2010. We bought this home in an attempt to build a foundation for our children, to allow for space for them to play and feel safe. We bought what we hoped would be a future.

This past week we became aware that the master transit plan for Farmington has changed and that the #1 option for the new Legacy Highway (or West Davis Corridor) is directly next to our home. It would replace the road my children travel every day to get to school and to get to their friends homes (in fact it is the only road to do this without major detours). It would be a direct and monumental impact on my home, the pollution and noise in the area and my overall way of life.

I have several questions for this proposed route and I feel before a decision is made or swayed one way or another for a specific route over another route, the attached questions need to be asked and answered. I know nothing is set in stone until building is started, but I feel that while we are studying and taking into consideration the wildlife and land around the affected areas, we also need to take into account, very seriously, the human impact, and more than just how many homes will be taken out. There is more damage that will be done to our community than just certain homes being removed.

I would like to clearly state that I would prefer the southern, Glovers Lane option. Preferably with it moved further west, so as to not impact the southern residents as much, but regardless to have it moved south where it would go around a community rather than through it.

I have attached a list of questions and respectfully ask that these questions be answered. This is a very serious situation and I feel that as developers of this project and elected officials who are supposed to look out for our best interest we are entitled to be treated as more than just a statistic, or a home on a map, and asked to be treated and answered as a family whose life is potentially being disrupted. As such I would request that my questions be thoughtfully read and answered. Thank you for your time

1. Community Division and Destruction:
 - a. There are 240 homes in the communities through which the Shepard Connector is proposed to go. The destruction would be extensive, as we each share churches, schools, a park, and friends, all of which will be inaccessible after this.
 - b. The Southern Option does not have this impact as it doesn't run through neighborhoods like in the Shepard Connector.
 - c. The Southern Option can also be drawn to avoid neighborhood destruction as there is more land available, whereas the Shepard Connector is limited to a small geographical area.
2. Safety:
 - a. There are at least 500 kids are running around in the affected neighborhoods. How will having the Shepard Connector impact their safety?
 - b. Is there a potential for an increase of crime, pollution, etc?
 - c. The Southern Option does not have this impact as it doesn't run through neighborhoods like in the Shepard Connector.
3. Property Value Loss:
 - a. For example purposes, if the 500+ homes in the area affected by the proposed Shepard Connector each lose approximately 15-20% home value, this equates to a loss of tens of millions of dollars.
 - b. The Southern Option does not have this impact because the number/density of homes is far less.
 - c. What studies have been completed on the effect of the Shepard Connector on the homes values for the homes not physically taken by the Shepard Connector?
 - d. How do these studies compare with the Southern Option?
 - e. How does the loss in property value for the non-taken homes justify the Shepard Connector when the Southern Option has far less impact on property values?
4. Schools:
 - a. What do we do about the several hundred kids on the south side of the proposed Shepard Connector that currently walk to their elementary school on the north side of the proposed Shepard Connector?
 - b. **How will they access their school if the Sheparded Connector is constructed?**
 - c. **How will the play with their friends on the other side of the proposed Shepard Connector?**
 - d. The Southern Option does not have this impact as it does not run directly through walking routes to public schools.
5. New I-15 Interchange:
 - a. How do we account for the loss of capacity/increase of traffic flow on I-15 between the proposed Shepard Connector interchange on I-15 north of the Farmington/Highway 89 interchange and south of the Shepard Lane overpass?
 - b. What impact will the proposed interchange on I-15 have on noise to surrounding neighborhoods (including to Farmington's east side)?
 - c. What impact will the proposed interchange have on pollution/environmental issues?
 - d. Is the proposed Shepard Lane interchange factored into the \$48-60 million estimate for the Shepard Connector?
 - e. What impact will the proposed new I-15 interchange for the Shepard Connector have on north and southbound traffic on I-15, particularly during peak travel times – how do you justify the bottleneck?
 - f. What impact does the proposed I-15 Shepard Connector interchange have on Oakridge Golf Course?

- g. What impact does the proposed I-15 Shepard Connector interchange have on homes on the east side of Farmington that will be affected by the proposed interchange?
 - h. What impact does the proposed I-15 Shepard Connector interchange have on access to the Station Crossing shopping complex?
 - i. In light of a potential evacuation/natural disaster/emergency, what impact does the proposed I-15 Shepard Connector have on funneling all north-south traffic on I-15 and West Davis Corridor through a small geographical area?
 - j. What is the cost difference in building an I-15 Shepard Connector interchange compared to merging traffic off of Legacy Highway near Glover Lane onto the West Davis Corridor?
 - k. What traffic flow studies have been done comparing the proposed Shepard Connector I-15 interchange to an interchange off of Legacy Highway near Glover Lane?
 - l. The Southern Option also does not have the noise impact because of the lower density of homes and businesses in South Farmington?
 - m. How is UDOT accounting for having to tear apart the Wasatch Weave (the I-15 interchange at Farmington/Highway 89/Legacy)?
6. Shepard Connector:
- a. What is the actual path?
 - b. What homes are actually affected?
 - c. Are these the homes on the Farmington side of the current easement or the Kaysville side?
 - d. How wide will the corridor be?
 - e. Have future growth plans been considered into the Shepard Connector, meaning will they eventually need to take more land to accommodate the growth projections?
 - f. What are the proposed access points to and over the Shepard Connector?
 - g. What is the basis for saying that both the Shepard Connector and the Southern Option take ten (10) homes?
 - h. Where the Southern Option can be drawn to take less homes, how does UDTO justify taking the homes in the Shepard Corridor?
7. Long-term Solution:
- a. The Shepard Connector is not a good long term solution because there are potential plans to build another road parallel to I-15 (we think) and there would not be enough space in the future to expand the road and build additional lanes.
 - b. Conversely, where the Southern Option can be zoned and platted for potential growth and lane expansions given the vast open area on the southern end of Farmington, is it not short-sighted to limit the growth options by constructing the Shepard Connector?
8. County Property Tax Loss:
- a. 500 + homes that are affected by the Shepard Connector could potentially lose 20% of their value. If each home is currently paying approximately \$2,200/yr in property taxes, the loss in value would result in approximately \$220,000 in lost property taxes a year (or \$4,400,000 over 20 years) by 2030 (which is when UDOT says the growth is happening).
 - b. This same scenario is not true on the Southern Option, where there are less homes affected than by the Shepard Connector.
 - c. How does UDOT justify this loss?
9. Wetland Studies:
- a. Please show us the data around the quality of wetlands in the study affected by the Southern Option?
 - b. Are these high quality or low quality wetlands?

- c. Are there additional routes on the southern end that are less impactful on wetlands?

10. Miscellaneous Questions:

- a. What in the current plan would lead UDOT to chose the Shepard Connector over the Southern Option?
- b. Where is UDOT receiving funding for this project? What is impact of potentially raising taxes to fund the project?
- c. What will the effect of the Shepard Connector be on future business development?
- d. What effect will the Shepard Connector have on future residential growth between I-15 and 350 East in Kaysville (in the open fields behind Martin's Cove and Destination Homes)? How will having a freeway running through future residential areas affect those projects?
- e. What is impact of taking the Quail Crossing park?
- f. What is the impact of the Shepard Connector on the Denver – Rio Grande walking path?
- g. What is the impact of the Shepard Connector on Haight's Creek and the pond on the corner of 350 East and 2350 South in Kaysville? Has an environmental impact study been completed on this?
- h. Currently emergency access vehicles enter the Hunters Creek neighborhood in Farmington from 350 East in Kaysville. On the weekends, it seems to be that only the Davis County Sherriff responds. How will these, and other emergency vehicles, have access to Hunters Creek if the neighborhood is separated from 350 East in Kaysville by the Shepard Connector?
- i. What is the basis for the difference in cost of \$48-60 million for the Shepard Connector and \$115-145 million for the Southern Option?
- j. How does UDOT justify physically dividing neighbors who attend church and school together, who participate in community activities in both Kaysville and Farmington, and whose children play together?
- k. What led to the elimination of other proposed routes on the Southern end of the WDC?
- l. Why is UDOT not using the land specifically purchased by UDOT for the WDC?
- m. What are the archeological sites identified by UDOT in their table on the website that are affected by the Shepard Connector? How is UDOT preserving those?
 - i. Conversely, can the Southern Option be drawn to avoid any archeological sites?
- n. Based on other meeting minutes and comments this project was projected to be 20 -30 years in the future, why has the timeline been sped up to 5 years?
- o. Regardless of which option is chosen, how much input on specifics will you allow from immediately impacted homes. (if there will be a sound barrier or an overpass built next to my house, would you ask for preferences, or just do another study and overall public input?)

Comments:

WDC EIS Study Team, I just wanted to give my input as to the proposals that are now being viewed. I am against all three, dividing cities in half with a major thoroughfare is intolerable. I think the study that was done 2 years ago concerning the best "preferred" route should be validated as an option with the highway going west skirting along the cities involved. Why was this study being totally thrown out? We live on 5100 W in West Weber, we just built a new home on family property that has been in our family for generations. There are too many farmers with their livelihoods that will be affected who are many generation land owners. Legacy Highway treated the wetlands situation just fine in Southern Davis County, I know it will be given the same respect in Weber County if that is the only reason the road is not being planned further west.

Comments:

I find it shortsighted that the route forwarded by landowners, mayors, and county commissioners in the 2009 study was not included with options A, B, or C. Why was the route that veered from 5100 W to ~6300 W removed? Apparently a few acres of potential wetlands (very few acres at best) take precedence over homes, communities, and farms. Also, why is the study ending at 12th street?.....the preferred route should address all of Weber County and not just a portion. Nobody wants a freeway by their home, but if it is a necessary evil it should have the support of the community and make sense. At the current stage it feels that poor routes are being forced on the public for choice. My personal opinion is that the 5100 W route (Alternative A) is an extremely poor choice that divides the community of West Weber, poorly fits purpose and need, and effectively will destroy most farming in western Weber County. The option forwarded by landowners and community leaders (not shown) is the best alternative (and the most politically accepted). The 4700 W route (Alternative B) is not much better than the 5100 route. If one of the 3 alternatives presented had to be chosen, Alternative C best fits purpose and need (it is where highest population will be in the next 50 years and roads are meant to relieve congestion). Sadly, Alternative C will receive much disapproval (because it's where the people live and nobody wants a freeway by their home). Potentially the most disturbing fact to me is that my home, my grandfathers home, my great-grandfathers home, and my great-great grandfathers home all lie on 5100 W.....6 generations of family homes and the family farm would be effected. Not cool uDOT. .

Comments:

5100 route would end farming and the farming atmosphere to/on which the area was founded. IF the goal is to terminate agriculture in this area, choose 5100. Both 4700 and 5100 will divide the community of the West Weber. More selfishly, the 5100 route takes my house, my grandfather, great grandfather, and great-great grandfathers-It effectively destroys my family legacy. I question why routes further west have been dismissed? IF decrease in traffic is a primary goal of this project, Alternative "C" is the best because that is where the people are. It also will be the strongest opposed for the same reason. I also question why the study is only to 12th south? Why do the study through part of the county? Whatever decision is made will affect the future roads (i.e. if the road ends at 4000 S 5100 W it will continue from that point if future development is needed.

Comments:

Not happy about any of the routes. Concerned about noise, home value and accessibility to east west routes.
Alt B cuts off all access to the east as does Alt C.

Comments:

I don't like any of the 3 proposed routes. I would like to see the road move further to the west so that it could go through more fields and not destroy so many people's homes and property!

Comments:

Don't worry about the DUCKS!!!

Comments:

Less impact on schools and parks and homes.

Comments:

Hi, I live at XXXXXXX, Ogden (Taylor) and am thus directly impacted by the proposed changes in the Legacy North project. I appreciate the effort that you folks have put into this project and do feel that it will be a necessity in the future. I will be unable to attend the open house this evening at the West Haven Elementary school, but would still like to give my feedback. I am still much more in favor of the "preferred route" that was agreed upon in 2009 with the approval of the Weber Co. commission, and the mayors of West Haven and Plain City. I feel that this would have a preferrable impact on all concerned. Thanks for considering my input.

Comments:

Your proposal C will go through my backyard and cut our neighborhood in half. We were told we could not build on our pasture because it is wetlands but you can build a road. Our property value will drop. We moved where we did because we were told a walking trail may one day go behind our land not a major highway. Build it further west where you think the growth is going to be. Our roads are not crowded now and about all the growth that can happen has we are 5 minutes from the freeway. We could not get a loan for a new home because of the economy we just got our loan modified to 2 percent. If you do this buy my house now and guarantee us a new loan at the same interest rate as we currently have. You already have purchased several properties on 5100 we have a friend who lives in one of them. So why not build it where you already own land? Route c takes the most houses and is the most expensive you will destroy entire neighborhoods come back and look at how many houses you will really be affecting a lot more than your 137

Comments:

This thin narrow neck of land does not need a north to south corridor. What we do need is an east to west route. The existing alternative will impact prime agricultural land in Weber County. An alternative route through poor alkaline soil to the east is better. Still, I maintain that we do not need this corridor. If one is concerned about population boom, cities are empowered to instigate moratoriums. Has one considered a route at 2000 E through Clinton or Midland Drive? What about widening 89 to the East and continuing on Harrison Blvd.? I am amazed at the lack of thorough investigation by UDOT. Is this a ploy to keep state employees employed?

Comments:

When I was buying my home 10 years ago the proposed line was A and didn't want to live that close to the freeway. Now with 4000 s. proposal turning into a five lane road and freeway entrance I would never be able to turn left out of my subdivison to visit my mother. He house is right behind the "C" alternative. Her house is on an acre and was at one time valued at \$400,000. If "C" is selected then she would loose her property value.

I want the original route also because dividing a city in half doesn't make sence.

Comments:

I am very disappointed at this environment impact study. It appears that no study has been done regarding sound levels. Because there are no high-rise buildings in the roy/west haven/hooper area it would seem reasonable to show the sound levels at some distance "x" from any given route. This way I could determine what the sound level would be if route A, B, or C were chosen.

It would also be helpful to show the process and where we are in it. For example (from what I can gather), we are in the environmental impact study right now and this will go on for 1 year. Then it a route is choosen. Then a bunch of federal agencies have to sign off on it. And if funding isn't found within 5 years it doesn't happen. But if you get enough to build "part" of it then you are ok. So does that mean they could potentially build 1 mile of the new road just to prevent the process from restarting?

Comments:

It seems that we have become more worried about ducks and other wild life than children. As I drive along existing freeways and highways I enjoy watching the wildlife that is there. These animals do not, contrary to what the army core of engineers say, seem to mind my car as I drive by. They sit or fly and go about their business wether I am driving along the road or not. Children on the other hand will be affected by a road which either uproots them from their home, or runs right next door, creating a hazard for them. I know we have to worry about wildlife and protecting it, but I am much more worried about the children that will grow to run our communities. We would like to see this road go on 5100 W or even farther out at 6100 W. The growth then could come more safely around this road. There will also be room for future commercial growth, which will benefit our state.

Comments:

I would really like more information as to which houses you would be taking, and which ones you would just take the property of. My house has a property line on 4700 W. I would like to know what the determining factors would be if they are taking my house. Worst case scenario for me would be if they took my land and then I lived by a freeway. I have not received enough information from this open house to be able to really determine my impact. I would think that a valid option would be to give homeowners who will lose property only the option of selling their home as well.

Comments:

I do not support any. Don't you think we wanted to be away from the highways? You are destroying our country atmosphere. 14 A or go away.

Comments:

I have kept up with the public meetings and the surveys and the study reports available on the internet since 1997. It is frustrating that I know no more now than I did then. I cannot plan a future until this is decided. I cannot plan home or land improvements. UDOT has held property owners hostage for 15 years by the time this is decided. What is the point of these meetings? No news information really! I am not opposed to the road – just upset it is taking so long to decide. I am also upset about West Haven City not keeping a corridor open. We were told years ago that the east side of 5100 W was to be kept as a corridor. They told us then that it would take 300 ft. Yet over the years I have seen that whole corridor in West Haven filled with expensive homes; whereas, it used to be fields when this all began. I think going down the center of 5100 west is stupid. It seems you would take more homes and disrupt more lives in doing so. However, I do not claim to know how many homes and property would have to be purchased in any of the options. Understandably, I do not want my home taken, but it would be easier to swallow if we at least knew which side of 5100 W is going to be used and how that decision affects the existing road and the roads that come into it. I guess we won't know for another 2 years. In the meantime, our projects are put on hold; our property values go up and down. I do have a question, though. Should you decide to come down my side (west side) of 5100 West and offer to purchase my home and land, do you pay off the loan; do you give fair market price? How is that figured? If we need to sell before that time, will UDOT offer to buy the home and land? I hope that West Haven City does not bully their point of view. The mayors have built in the corridor and then tried to rally their citizens with petitions. Their methods upset me.

Comments:

I am against this is general. I feel that this should have been done along time ago before these areas became so populated. My home lays directly in the path of this highway. I purchased property in the area I did to get away from the city and highways! I do not want my children growing up right smack next to a free way. Why would you knock down brand new homes... What a waist of My taxes! Why Wouldn't you pick the least populated area. I don't even feel like we need this corridor. Why not spend money on more easily accessible public transport, more front runner stops. The air quality alone should suggest we don't need more roads. I don't find it difficult to get to the free way and isnt the purpose of this road to help the people in the west be more connected. We don't want to be!!!! Offer me more train stops, more bus routes, less expensive public transport! Don't ruin my brand new neighborhoods, take away my childrens playgrounds, ruin th ecountry side yet again. Move the road more west if you have to build it! Don't threaten my family with this monstrosity.

Comments:

Hello, I recently bought a home in Syracuse and was quite upset to find out that the West Davis Corridor was scheduled to come through my backyard. I am a single school teacher who has worked the past 30 years to be able to buy this beautiful home that I love dearly. I have looked at all the information on the website and it appears that all three routes pass over what appears to be my home. Please, before I spend my savings on improving my yard and completing my basement, will you give me an honest answer -I need to know if my home is to be in the path of this corridor. My address is XXXXXXSyracuse, Utah. It is right in the corner where XXXXX and the XXXXXXXX come together. I am heartsick and desperate to know in what direction I should go if it is. Please, let me know. Thank you.

Comments:

Any. It looks like all three will run right through my property. We are just worried about a time line in the buying process. With a growing family and limited space in our home, we don't think we could sell it to anyone and with the house being as small as it is it won't be realistic to raise a big family in.

Comments:

I think A would be your best option, B would be your second best option. B and C have schools that are too close to the road. I feel like it would be a danger to the children who go to those schools. Also, there is a fire station close to C and I think it would serve the public better if the road was not too close to the fire station. I live near C and I have children. I moved to this house because it was in a quiet place and I was told that the fields you want to go through would be fields for at least 30 years. Which was about 10 years ago. I don't want my children to grow up with worry of a big road near by and the sound of traffic all day and all night. Syracuse is a place that is meant to be farming and I enjoy seeing the fields grow crops and hearing the cows in the morning, it is a much better sound than traffic. I may be biased due to living so close to C, but I have children and I worry about them and they will be going to the schools which you want to go by. Please consider my plea and know that I am trying to work with you but please consider not going with C.

I would like you to consider A with the alternative because it would bypass most of the houses in Syracuse and I think it would be best for most of the residents of Syracuse.

Thank you.

Areas of potential impact (concerns):

schools being near the road and children walking by it and fire station.

Comments:

Option A with the alternative is the best option for the people who live in West Syracuse. It takes the vehicle traffic out of the neighborhoods and away from the new houses that have been built in the area. Many of the houses in this area are fairly new and they were very expensive to build. Many people including me chose this area because it was so far away from the freeway and that causes light pollution, noise pollution, and air pollution.

Options A and B would be the next best option. This because they do not dissect the city as badly as option C.

Option C is the absolute worst of the plans, because it would run right next to the Syracuse Arts Academy which is an Elementary school and a Jr High school. It also would be next to the newly built Syracuse Fire station and a large city park. It would dissect the trail System that Syracuse city has built over the last decade. These trails are used by thousands of people on bikes and on foot because they are so quiet. Additionally, the field between 1700 S and 2700 S on 3000 W. in Syracuse that is part of option C was supposedly designated as agriculture by the Syracuse City for a minimum of 30 years when we first moved into the area 10 years ago. Option C would run very close to another elementary school in West Point and it would dissect that area as well. This would be very dangerous for the young children in the area. It is a growing area which would house hundreds or even thousands of new families with young children.

Lastly, my son will be attending the Buffalo Point elementary school that is west of route C and I live east of route C. I believe that route C is a very bad option.

While I understand that the West Davis corridor is necessary, I believe that it would be best to put it to the far west of Syracuse City using option A with the moving with the alternative as the best option followed by options A and B.

Thank you for your time,

Please call me if you have questions or need more input.

Comments:

<Comment submitted twice.>

Please consider 200 N in Kaysville as an alternative to the Shepard Lane or the Glover Lane options to connect back into I-15. Most of the 2 miles along 200 N between I-15 and the proposed alignment for the West Davis Corridor is bordered by open space on at least 1 side. A 150' causeway would require about 10 homes to be relocated, but it would be fewer than the number displaced on Crest View Lane and it would shorten the highway by 2-3 miles.

Comments:

None of the above. The Legacy highway running through prime agricultural areas, homes, wetlands, etc is unfathomable. Current interstates should be able to handle traffic... Don't add to the problem by creating more roads... Limit where subdivisions are allowed to be built. The city created the problem; however, now the very people that were welcomed into the area and have supported the tax base are being forced out. Totally RIDICULOUS!!!

Comments:

None of the above. We live in a quiet neighborhood with one and two acre lots. We chose this home and neighborhood for peace and quiet, for the space between neighbors and to be away from traffic. This highway, no matter what option, takes that away from my family and thousands more.

Comments:

I live midway between options A and B. If I wanted less impact to me, I would prefer option C. However, since I want it to be useful, options A or B would be best. With whichever option is chosen, I expect that the portion north of 4000 S will eventually become a freeway, I would much prefer alternative A north of 5000 S. In this area, it would be better to preserve a corridor west of the existing houses (except that one way west off of 5100 W) for the eventual freeway. When this portion is eventually converted to a freeway, 5100 W would become a frontage road.

From someone who lives in the area, option A should also have the least residential impact. I think a more-detailed study will prove this out. Your own studies shows that option C will be the most expensive.

Going through the subdivision at 2200 S is also the wrong idea. On 5100 W there, the houses are close to the road so one side or the other will have to be demolished, costing more money. A better alternative would be to swing just west of that subdivision and the turkey farm then proceed north to 12th Street. (It's about 1100 South there.)

In the area south of 5000 S, option A/B would be better than option C, but that doesn't impact me as much as north of there. In Farmington, I think that the southern option would be best. Regardless, that corridor should be preserved a future road.

Of course, once the West Davis Corridor is funded, planning should IMMEDIATELY begin on extending it northward. This should go north of Plain City and connect to I-15 in southern Box Elder County. The experience of the Mountain View Corridor demonstrates that waiting to plan will cost a lot more.

Comments:

Prefer "A" alternative -less established homes in that area avoids splitting the towns like 4700 W option -this is also the road we travel to Fremont High School. Wondering what the timeline is beyond 2013. Glad to see options coming West. What mass transit will alternatives will be available? My concern is that people will keep building large new homes in the areas of the corridors proposed if UDOT doesn't start acquiring more properties.

Comments:

PLEASE don't demolish homes to put in this highway!!!!!! Don't let the environmentalists win. Birds in the refuge are NOT more important than people! Go out as far west as possible. This new highway would REALLY help us out, but please don't make people move and ruin lives to do it.

Comments:

I live in an active adult community on 4700 W. I moved there for the quiet and less busy roads. Now you are planning to put a highway on the edge of our senior community. It will more than likely take my home because I live on the corner. There are other neighbors on 5100 who would lose their homes if you decide to go 5100 route. I can't decide which would be worse.

Comments:

Dear Sirs,

I am writing for the concerns of my seven year old daughter. Last night after we attended the meeting at the Legacy Center she was devastated to find out that a freeway might go in between the neighborhoods of Quail Crossing and Hunters Creek on 2300 South. Her very best friend in the world lives in that subdivision, along with other friends that she has. She cried last night when she found out that she might not be able to walk over to her friends house to play because a freeway will be in her way. How does it make sense that a freeway interchange should be stuck right in the middle of neighboring subdivisions? Clearly the southern option would make more sense, because it is not cutting off neighborhoods. How will our kids be able to walk with their friends to their elementary school? How will our kids be able to meet in the middle at our community park and play together? How does this make sense? How can UDOT do something that would have such a negative impact on the hundreds of kids that are in these two neighborhoods? The southern option would be better for all because it doesn't cut right through neighborhoods and cities making both impossible to gain access to. How does this make sense?

Comments:

I have some concerns about the other routes that you have purposed. First. Lets talk about the blue route it goes the same way that the high school students are traveling everyday to school. Please rethink about the b and c. It goes through homes that have been there for ever. Also, we do not mind going up to the freeway it only takes us 7 minutes to get there and that is why we moved to the counrty to be away from the city and all the hussle. If you were to ask us we would tell you that we do not need a legency highway down here we like it the way it is. Leave us alone.

Comments:

<Comment submitted twice.> I want to know why UDOT has violated their word. When I built my home in the Hunters Creek neighborhood in Farmington I was told there was an incoming road project consisting of 100-150 ft corridor. Why now is UDOT threatening homes with a 250 ft corridor. It is simply not fair. How will this be rectified?

Comments:

I am strongly against option "c" as it will effectively divide my neighborhood in two and wipe out a beautiful corridor along the canal that is enjoyed by many people and a wide variety of wildlife. Not only the canal itself would be effected but the pristine wetland and riparian areas adjacent to it would be polluted with road waste and noise pollution. Waterfowl, mammals, and amphibians use these areas for habitiat and it would be a shame to wipe it out for a road.

Put the money into developing I-15 to handle increased traffic flow. Don't destroy our homes and neighborhoods and our peaceful area just for the sake of "development". We spent a lot of money to move into an area that has a country feel to it and it isn't reasonable to take that value away!

Areas of potential impact (concerns):

Property values for dozens of homes that have just been built in the past five years that aren't IN the proposed path of the roadway but will have hugely depreciated values due to their proximity to this roadway. Most of these homes have new mortgages with high remaining principle balances and the new values would put a lot of people in a negative equity situation.

Comments:

Your route if necessary should go down 5900 W. Less impact on existing homes and peoples lifestyle I bought out here for the country lifestyle I bought out here for the country lifestyle this will take that away putting a roadway adjacent to my home noise/pollution/lack of privacy coming through a subdivision when you already have a wide road 5900 W is criminal.

Comments:

Comments/Question: I don't understand why the highway cannot be built WEST of the powerlines. What's more importantmosquitos or families? I urge you to re-examine the highway going through Kaysville, I am devastated with idea of my home being demolished or simply having a highway for a backyard -What you do if it was your home???

Comments:

I believe that a route farther west would be best, but out of the existing selections, A is the most palatable and C is the worst. Routes A and B have some land already set aside. C not only makes no sense in that regard, it will carve up neighborhoods and housing developments and make walking to school, church, or just around the neighborhood almost impossible. In addition, the homes that would need to be purchased in the C alternative between 4800 South and 4000 South would be higher costs as they are more expensive as well as cutting off cul-de-sacs with no apparent ingress or egress. The damage done to homes that would remain would also be great with many homes opening up to the new highway. On route C a whole new path would need to be made. On A and B at least a street with somewhat of a buffer and land set aside for expansion is available. I realize that any choice will have impacts, but having lived in the area for years and traveling extensively through the area on foot and by vehicle, I am sure that the impact of C will be greatest and A the least and would make the most sense.

Comments:

Option A has already been planned for by our city council. B & C although now they have less homes impacted are homes of higher value and as the city grows these two areas will add more homes and businesses. The "A" options farmland will more than likely be sold as people move further west so the impact on farmland is not going to be as big as projected now. I would also like to know what compensation I will get for leaving. This was less than 50 yards from my property line. This will naturally decrease my property value a lot.

Comments:

Concerned with the property values decreasing and the number of newer homes (Build in last 15 years) that would be impacted with option C. Agriculture land in this area (West Haven) is rapidly becoming housing subdivision. This should be taken into account. Very much opposed to option C.

Comments:

I appreciate your efforts in trying to improve traffic conditions. I live in West Kaysville in one of the homes that would either be destroyed or worse, have a highway where my children currently play. I have read numerous comments from your project manager and other publications that they proposed route in Kaysville has the least impact.

1-Can you HONESTLY ask me to believe that there is less impact in destroying so many homes, destroying the value of the ones that remain and likely paying less than REAL worth for homes taken, forcing relocation, causing a lot of emotional distress (even on our children who are now scared about our homes being destroyed), and ruining the future of many families here versus the road going on the west side of the power lines (where land has already been dedicated) and asking the birds to land a bit farther west. Honestly, tell me the impact to the birds and bugs is greater than that to the families here. By the way, how much in taxes are the birds and bugs putting into this project?

2-If the real reason you want go on the east side of the power lines instead of west is not so you don't have to deal with the Sierra Club and other environmentalists, but rather because it is wetlands, than I would like clarification. This land is ONLY declared wetland by YOU, the party who wants it. It is not declared wetlands by the agency who does make those official declarations, the Army Corps of Engineers. This would seem like not only fraud, but an abuse of your powers?

There are real people and lives you are affecting dramatically here; real families. Please consider this MORE than just the extra time or dollars that may go into it (which we pay for anyways!).

Thank you

Comments:

I strongly oppose any such road that would demolish and force families out of their homes. I also oppose any road that would cut into any families existing yard in which their children play in. I especially oppose this if there is no plan for a protective cement wall to keep these children safe.

If you are not concerned with these situations I propose that you conduct an official "social study" to go along with your: environmental studies, wetland studies, wildlife habitat studies etc...

I would imagine you can agree that the safety of my (and yours) children is more important than preserving mosquito breeding ground.

It seems as if you are not completely sure that the so called "wetlands" are even wetlands at all. I do not think that a "guidebook" dated from 1987 should be your main form of information when you are talking about ruining hundreds of families lives. The Army Corps of Engineers do not even acknowledge these "wetlands" as such.

I suggest you figure this out before you ruin our family home.

Comments:

I want to make it known that I strongly oppose the current location of the highway that is being proposed.

It would demolish my home that we just built 3 years ago. I can't believe that you can seriously buy it for way less than we paid for it or for less than what we owe on it.

I also think it is disgusting that you can take 10 feet of my yard and put a major highway a few feet from where my kids play without putting up a large cement wall for their protection.

I also can't believe that you can send someone completely cold, heartless, and callous to the open house last night. A woman who basically said, "Sorry, you are just going to have to deal with being in limbo." I truly hope you are not all this careless and heartless. How would you seriously feel if you were us. Having your home ripped out from under you and possibly leave us with debt from it. You can't be seriously thinking you can do this to another person. If you can. I hope you feel great about yourselves and can sleep at night knowing what you are doing to hundreds of families.

I hope you can reconsider where this road is going. Whole neighborhoods should not be destroyed for the "few" people in Syracuse who don't want to drive "all" the way to I-15.

Comments:

As a resident of West Haven, I wanted to express my opinion about the proposed Legacy Highway. In the best interest of our community, I believe the best route would be to enter Weber County at 5100 W and continue until 12th street. This is the only option that takes into account the difficulties it would cause our community.

Thank you

Comments: On 5100 W. Continue straight along to 5500 S and straight through to thal.

Comments:

I think that we need to rethink if we really need the road , lets save our money. Why don't we make the people that want to live here but work in SLC find the solution with out us giving up our land and way of life . Ride the TRAIN and if it gets full buy and other train , good idea uh.

Comments:

Comments/Question: Has the committee taken into account the effect of the Shepard Connector (tie-into I-15) on the children of those living in the neighborhoods? Much of the Farmington area are assigned to Endeavor Elementary and walk to that school. How will they contend with the change. Furthermore many students on the Kaysville side to Eagle Bay to attend Spanish immersion classes. Do you appreciate the change those families will have with their education?

Gentlemen, I went to the meeting last night and found that there are several different stories about the current routes. Since the proposed routes have been moved east from the proposed corridor, it seems that UDOT is favoring wetlands over people and their homes. I think consideration should be made to using the trade option available for wetlands. Beyond that, don't be afraid to fight for those who have relied on past proposals in building their houses.

Comments:

Option C is the most costly and will destroy existing homes and neighbors. Build west where it is open and will impact fewer homes and families and where the land is less suitable for homes.

Comments:

I cannot understand why you would consider the eastern "C" route in Weber county. It would destroy neighborhoods and many more homes.

Comments:

The onlu logical solution is to go out farther west where it is much less populated. I heard someone say that no one would use it if it was out farther but really if someone is going to come that far west, another mile or two isn't going to make the difference.

Have you considered how many people this will effect in the loss of their property or the value of their home? We have worked long and hard for the home we have and it is really heart breaking to think of the freeway right outside our front door, serious??? PLEASE reconsider this, for the sake of so many!!!

Comments: Put it as far west as possible to impact the least amount of homes, property and people.

Comments:

I have many family members in Hooper and Taylor who will be negatively impacted by the 5100 and 4700 routes. It impacts me personally because of the pioneer homestead farm, still maintained as agricultural area and actively farmed. It is warned that our agricultural areas are vanishing. We want to continue to maintain this family farm for future family. Please place the corridor where it will not harm or reduce the acreage for active long-held family farms.

Areas of potential impact (concerns):

I will inherit part of a pioneer homestead that has been in our family for five and soon to be six generations. My ancestors were one of the first five families to settle Taylor. The land that has been passed down through the generations to my branch of the family is still actively farmed. If the corridor extension is placed on the west side of 4700 west, it will consume some of the last remnants of this original pioneer farm homestead.

Comments:

I thought we were having the corridor out further west by Ogden bay heading north/west from Fremont High School further north so it can curve around to to insert Wilard Bay Exit on I-15. Attn: We do not want alternative C plan near our homes.

Comments:

I don't support any A, B or C options With the projected widening of East/West roads and 2000 West this just simply isn't needed. Not only will I be unable to sell my house as either alternative goes on one side or the other but I see my taxes going up.

Comments:

Alternative A would have the least impact on neighborhoods, homes, and the community. It makes more sense to put the road between two cities than to divide a city in two, or to take a very small section of the city and place it on the other side of a highway isolating it from the rest of the community. Alternative C would have a devastating impact on West Haven City and would destroy any sense of community. It would take out too many homes and destroy the property value of most of the remaining homes in West Haven.

Comments:

As a Kaysville resident living .6 miles from the proposed site of the highway, I would like to state that I am adamantly opposed to the acquisition of homes for the building of Legacy Highway. These people in West Kaysville are my neighbors and friends. They have families and lives here. They have taken great pride in their homes and community and now it will be taken away as if they had no rights at all. We knew the highway would be built, but it must be moved back to where it was originally intended. How can we devastate and change peoples lives to save miserable mosquito land? Put a road there! And let those with beautiful homes and yards keep their lives and their peace. They are great people. They deserve to keep what is already theirs.

Comments:

Many of us who purchased homes out here have done so because we wanted to be away from others and wanted larger yards. We moved here with the knowledge that we were 15 minutes away from the interstate and did so of our free will and choice. We do not want any of the options out here as they will negatively impact our way of life. This project looks at what would benefit the most people. The route that goes down 5100 S is no different then the route that was originally out in Hooper. While we do not want anything out here, the eastern most route would benefit the most people with almost the most minimal impact. The 5100 S route takes the most homes, most agricultural acres, etc. We do not support the mayor in his cause to push the road all of the way out to 5100 solely because it will have the least impact on him. Please do not force us to accept this road that we do not want. When we moved out here, we knew what we were doing. We have a way of life that is more layed back and relaxed and that is what we want. So what if it takes me an extra 15-20 minutes to reach the interstate, that was my choice. Lastly, if the State of Utah really believes this is necessary and you really want the least impact on families and communities, reopen the 6500 route. That would take the least away from our communities.

Comments:

"B" Alternative would affect my business as well as affect more of my clients.

Comments:

What do we do about the several hundred kids on the south side of the proposed Shepard Connector that currently walk to their elementary school on the north side of the proposed Shepard Connector? Please consider the southern Glover's Lane option and push it out west of the powerlines so we do not impact the homes and community.

Please select the Southern Glover's Lane option as opposed to coming through our neighborhood. Please push the highway out to the west side of the powerlines. This will allow for more growth possibility in the future and will also have less of an impact on the people living in the area

The Shepard Connector is not a good long term solution because there are potential plans to build another road parallel to I-15 (we think) and there would not be enough space in the future to expand the road and build additional lanes.

Conversely, where the Southern Option can be zoned and platted for potential growth and lane expansions given the vast open area on the southern end of Farmington, is it not short-sighted to limit the growth options by constructing the Shepard Connector?

Comments:

The green route connecting to 21st street makes NO SENSE to me. It does NOT plan to meet future construction continuing the highway north into Plain City. It looks like a complete end to the project. Any additional construction would have to UNDO the route.

In addition, I also oppose the alternative C (green) because it would divide our communities in half. It would be very difficult to travel from one end of my subdivision to the other. Children play our the subdivision, and it would be EXTREMELY unsafe for all the children in the neighborhood. If you need to extend 21st street, there are ways to do it without dividing neighborhoods. Please consider 1800 N, 2550 N, or 2200 N instead of ruining a beautiful place to live and raise a family. The county plans already include widening 2550 in the future. If the green route is seriously being considered, I think connecting to I-15 via 2550 should be considered.

However, I think the best route should take the future into account, as well as the effect on the existing communities. If the purpose of legacy highway is to give a secondary travel option to the west, then it makes sense to make that route be AS FAR WEST AS POSSIBLE. Utah will continue to grow, and the only place we have room for growth is in the west. We should plan for that. My vote is for 5100 west, or ever further west if possible. It is the best options for the community as well as future construction.

Comments:

I wrote an online comment, but feel strongly. The routes should be further west. C is the worst choice. Value of homes, neighborhoods, safety of children all come into play. A is the least objectionable. B is in between. Go west or scrap the project.

Comments:

You need to push this further West in the Hooper, West Haven aream, if you choose anything further east than 5900 W you will be destroying brand new homes of elderly people, other very expensive homes, schools, churches and the main fire station for the entire area.

By moving it down to 5900 West and then run it diagnally east of the wet lands to avoid issues there.

I think you need to take the time and look at the 5900 alternative as to not move as many people and cause as many issued, and believe me you build it and they will come, so the excuse of that being to far west is just a bunch of bullshit.

I would like to hear more about the decisions you make and have more input. Almost everyone at this meeting feels the same way I do.

Respectfully,

Comments:

5100 West is the corridor that West Haven has preserved. It makes the most sense to follow that existing road. Take it west. Do not divide West Haven by putting the highway through the middle of our city. Route C is the most ridiculous I have seen. I can't believe someone would think it makes sense to follow the canal. The cost and the impact to home owners are the most extreme. Alternative A is the best option of the 3 because it runs between the cities of Hooper and West Haven. I believe that homes will continue to be built further west. The closer to I-15 you take this road, the less sense it makes. You should consider an alternative further West. Please take into consideration the people who are affected the most by this, the homeowners! We've always planned on 5100 West. Please keep it there!

Comments:

I am very concerned about the origination of "alternative C". I have lived in West Haven for 15 years and have heard of many alternatives but never anything resembling proposed "Alt C". Where did this alternative come from?....no one seems to know. "Alt C" divides the City of West Haven in two and would not help with traffic congestion issues that are already occurring north of 12th Street on I-15 towards Willard area. "Alt B is not a good alternative because it is too close to schools and the route it would take would interfere with more private property. "Alterative A" would be the choice I would support understanding that we need a west corridor west of I-15.

Thank you.

Comments:

Any other alternative is defeating the purpose of people moving further west. WE just built a home in West Haven and this project no matter which alternative will affect my family. The further west the project is the better. Fewer homes impacted and better for the communities all around.

Comments:

I believe that there is a better route near 5100 west where if you took the road west a couple of blocks you would not be affecting as many residents. You would also have better access to the home development areas that need the access. I am opposed to plans B & C due to the large impact to the homes, businesses, property value and the neighborhood.

Thanks

Comments:

My property is a little NW at the end of Weaver lane and has been classified as wet lands. I don't think that it belongs there. How do I get a copy of the report that gave that classification? I also attended the open house in Farmington and could not get an answer to my question, "why was the first alternative not shown on the map"? That was showing the road going further south on my property and in back (south) of the homes at the south end of 2200 west (Layton) and west along the bluff road. Was it because of the Nature Conservancy property? There were some man made ponds developed in that area a few years ago. Can man made changes to the land scape cause you to change course? Can I make changes to my property that changes its classification that might impact your decisions?

Comments:

Comments/Question: I am pleased with all three of the preliminary alternatives which advanced to level 2 going from Layton through Syracuse. I believe the further west you can go with it the better the city folks who live out west would feel. They could then feel they are part of town. I do not like the idea of following Bluff Road as it would disrupt too many homes and Jensen Pond and newer homes that have been built quite recently on the west side of Bluff St. Please advise us as things progress. Thank you.

Comments:

Need to have a bridge over 4000 S for the safety of person! Build road on 5100 S east side to save water & wetlands

Comments:

I feel that it would be a safety concern to have all the traffic come to a stop right @ 4000 S and 5100 W. We would support having an overpass's transitioning a four lane Hwy into a two lane road. This way it would not affect future business and traffic through this area.

Comments:

Looking at the map it is real hard to tell if this will just be in our back yard or if it will take our house. Our worst case scenerio is that you take houses around us and leave us with a highway in our back yard. I drive Legacy twice a day and even though I was a sceptic when it opened I am a believer now. I see the necessity of the improvements even though it has already and will continue to impact us. My hope is that you continue with the extension keeping the same look and feel that Legacy already has. Maintaining the trail system and continuing it along the entire length of the highway.

For our family the worst part will be the waiting. 2013 is a long way off when the plans are out there for consideration. If we needed to sell our house before the decision is made I believe we would be seriously effected monetarily due to the in flux nature of the decesion. I'm willing to lose my home for the sake of progress but I would rather lose it sooner than later.

Feel free to use my comments as needed as long as you clean up any spelling errors.

Thanks!

Comments:

Alternate B -Runs directly thru a senior community -Older people DO NOT need or want noise, air pollution and are not able to be moving -also there one new building and churches just BUILT -I would suggest moving Alternate A further WEST.

Comments:

I'm writing to STRONGLY oppose the C-1 Sheppard option for the West Davis corridor. As a tax paying citizen who does not live in Davis county, but commutes frequently north why are we paying \$500 million for an alternate route to I-15 – only to have the C-1 option run directly concurrent with I-15? This makes absolutely no sense whatsoever. If anything were to happen near that section of roadway – a crash/spill/earthquake, etc... that would completely shut down any north/south corridor through Davis County. Why would UDOT run the risk of losing the true reason for the corridor? I urge you to adopt the A-1 option that would provide a true alternative to I-15.

Comments:

I have 6 sons that are attending or will be attending Fremont High. The route we use to get to school is 4700 West, from 4000 south, in West Haven, until 8 miles later when the kids arrive at Fremont. Currently, my inexperienced driving sons commute with 600-700 other inexperienced drivers. If route B is used, hundreds, if not thousands of other drivers will be put on the road with my sons. I feel that this is a serious SAFETY CONCERN. I would rather have those drivers that are commuting north and south be kept away from all of these kids. If route B were used, I have to guess that the Speed Limit would also increase from the current 40 MPH. ANOTHER SAFETY CONCERN for this parent that has kids going to school.

I am seriously opposed to route C because it will literally divide our community and neighborhood in half. West Haven has been a city for approximately 10 years and we are still working to become unified. This would be a tough blow to our community.

Thanks for your consideration.

Comments:

We are against 4700 and alternative C for the safety of our children. 4700 is the road our kids drive to get to school. Having to travel with the road under construction is not safe, nor will it be safe to travel to school along with commuters and outsiders traveling 55 mph or above. 5100 is not yet built out by the school, so you wouldn't interrupt traffic during construction phases. Once 5100 is a 4 lane road there will be no need to widen 4700 as the plans originally have it to be widened in the future (no need to have 2 four lane roads in the same area.) Safety for our teenage drivers is our #1 concern. Dividing our community is our #2 concern.

Comments:

I am having trouble understanding why you have chosen the Shepard connector for the north legacy highway. The effect on the Quail Crossing and Hunters Creek communities are so negative compared to choosing the Glover lane route. What happens in 20 years when you decide you need more room to expand. Are you going to tear out more houses, are you going to disrupt more peoples lives? The Glover lane option has ample room to provide now and in the future. You have only made plans for a 250 ft easement -Legacy south already has a 350 ft easement and room for growth. It seems to me that you are not planning ahead. How is it that you can cut out 100 ft just 2 miles up the road? Why are you trying to cram a huge road in as little room as possible, when you have other options?

I am concerned that you are not moving the legacy north highway further west as to not disrupt more communities. Our children attend Oquirrh Mountain charter school in West Kaysville. At this point if you go ahead with the plans as outlined you will be putting a highway only a few hundred feet from their school. This does not make any sense to me as a parent. It seems that there is room to move the highway further west and avoid being so close to the school and to the West community in whole. Also I am under the understanding that land was purchased by tax payers money that is further west and you are not using it. This seems to me like a waste of my hard earned money and your resources. Please explain to me why these changes were made and why you are wasting OUR money.

You are planning to destroy the community I live in, and plan to put a highway in my front yard when there is a better option that does not effect as many people, neighborhoods, or home values. The souther option(glove lane) is a better choice all around. There are not 500 kids in that area that will be affected daily. The children in Hunters Creek subdivision go to school on Shepard lane -how are they supposed to feel safe send their children across a busy highway to get to school. There will not be any children effected on their way to school by the Southern option (glover lane). The southern option does not run through neighborhoods like it does on Shepard. There is room to even push the southern option further west as to not even effect the west neighborhoods with noise pollution. What about the loss in property value in the 2 neighborhoods directly affected. You are also looking at a loss in property taxes and in revenue from these homes. Have you evaluted what kind of impact that will have? The loss of future taxes will be far less if you choose the southern option (glover lane). What about emergency vehicle into these areas. Right now they access Hunters Creek via 350 east in Kaysville, how will that be affected. These are all items that would not be a factor if you choose the southern option (glovers lane) and push that option further west as to not impact existing communities in the west. Please consider what you are doing to these families, communities and children in particular. Does this need really justify tearing this community apart when you have an option that will have less impact. Please consider the Southern Option (glover lane).

Comments:

Proposed Easement for West Davis Corridor

(My notes. Information Obtained from UDOT Engineers at the public open house in Farmington on Feb 10, 2011)

UDOT has proposed to build the new West Davis Corridor with an easement of 250 ft. and this corridor will remove up to 137 homes (far lower amounts if more appropriate alternatives are approved and land already purchased for this project is used). In order to not go through this process again in the future, when demand exceeds UDOT's projections (like it has in every roadway analysis. How many times has I-15 been expanded in the past 15 years?), the size of the easement needs to be evaluated.

Below is a comparison of local highways and their easement. Amounts verbally provided by engineers at the Farmington public open house on Feb 10th. An official GRAMA request has been filed with UDOT to obtain official amounts: West Davis Corridor -250 ft from start to finish

Legacy Parkway -350 ft average with narrowest point of 305 ft

Highway 89 (Davis County) -305 ft average

UDOT should consider a larger easement, especially if it did not result in additional home destruction? Should consideration be made to expand the road the further South it goes to compensate for higher usage the closer it is to Salt Lake City? Is it irresponsible to have the narrowest easement of the surrounding highways? Why was the answer in the past more for these other highways? If a larger easement is warranted to protect the next generation from going through this again (or a larger easement for the portion of the road closest to Salt Lake City), which options are best?

Additional Easement would result in

North Option (Shepard Ln) 10+ Additional homes lost

South Option (Glover Ln) No additional homes lost

West Kaysville(As Proposed)-up to 20 lost?

West Kaysville (Route farther west)-No additional homes lost and many saved

Let our grandchildren make the choice between when more easement is needed, either a bike path (because we expanded the easement now when the impact is less) or the needed expansion to the road. Not between an expanded road and someone's home.

Going through this once is enough. Please spare other generations. Move the highway further west in Kaysville and use the South Option.

Comments:

Subject: Complexity and Length of Connection (North vs South Option)

After attending the Feb 9th, 2011 Public Meeting in Farmington additional concerns about the connection options came up.

The North Option will require a 2 mile collector that will have the complexity of giving access of the drivers to Highway 89 North, I -15 North and South and Legacy. Plus it will require a Farmington (Lagoon) off-ramp. This complexity will cause unnecessary noise pollution (raised collector), traffic conjection (too much going on all at once and merging all these roads in one location) and will require modifications to a brand new interchange (Clark Lane Interchange).

In contrast the South Option requires only 3 connections. 1) Northbound Legacy (this will serve as North I-15 because the only I-15 exit north of this option and is prior to Legacy's merge with I-15 is Clark Lane and Legacy has a Clark Lane off-ramp as well) 2) Southbound Legacy. This is the easiest connection, since it is on the same side of the road as the merging West Davis Corridor and 3) Southbound I-15.

As noted, there is no need for a Northbound I-15. The Northbound Legacy connection would serve, since there is no off-ramp prior to I-15/Legacy merge, except a common offramp of Clark Ln.

The existing Clark Ln interchange will allow access to Highway 89 North and Farmington (Lagoon), without any modification.

The complexity of the North Option appears ridiculous compared to the simplicity of the South Option.

It is clear that the South Option is preferred to make this process flow right.

Comments:

Subject: Impact to I-15/Legacy Traffic (Comparing the two connection options)

After attending the Farmington Public Meetings on Feb 9, 2011 new information was revealed about differences between the two options (not included in any literature provided publicly by UDOT). I talked to 5 different UDOT representatives (some telling me they were engineers).

According to the discussions, the use of a collector (approximately 2 miles long) will need to someone interact with the existing Clark Lane interchange. (The location that Highway 89, Legacy Parkway, I-15 and the Farmington Exit for both North and Southbound traffic). Not one engineer could answer how the collector would interact with the existing interchange. All of them informed me that the collector was not yet designed. Some even admitted that it was a very complex collector. (Connecting Highway 89 North, I-15 and Legacy to the new road, plus providing a Farmington (Lagoon) off-ramp).

However, all parties agreed that construction would have to be done to the Clark Lane area to make all the connections work.

Merging three major roadways in one location (1) Legacy to the south and Highway 89 to the north 2) I-15 and West Davis Corridor) will cause congestion.

Additionally, alterations to the Clark Lane interchange (not needed if the southern option is chosen) will cause traffic congestion. This is in addition to the traffic issues that are caused by the collector (North Option) or normal style interchange (South Option).

The length of the North Option collector is almost 2 miles and will split into many directions (Highway 89 North, I-15 North/South, Legacy South, Farmington (Lagoon) off-ramp). This will be a much larger project than the South option. The larger project will cause longer traffic issues.

Summary:

Traffic problems during construction.

North Option -Larger Project, Longer Project, Disrupts current Clark Lane interchange.

South Option -Smaller Project, Shorter Project, No disruption to current Clark Lane interchange.

Traffic problems in the future.

North Option -Complexity of collector will slow down traffic as multiple destinations all at once will cause slowing as drivers position themselves. Merging 3 major roadways (1) Legacy to the south and Highway 89 to the north 2) I-15 and West Davis Corridor) at one location will cause a slowing of traffic. Needs to change existing roads would increase.

South Option -connecting the new highway to two major roadways, without any other complexity, will reduce the impact.

It is clear that the South Option is preferred for traffic concerns.

Comments:

Subject: Noise Pollution Caused by Collector (North Option) vs Normal Interchange (South Option)

Please consider the following when looking at the North and South options.

Per multiple conversations with engineers at the Farmington Public Open House on Feb 9, 2011, I raised the question about how the connection to of the new road differed between the North and South options.

All of them indicated that a collector (approximately 2 miles long) would be used for the North Option. None of the engineers were able to answer many of my "collector" questions, because it hasn't been designed yet and it will be a "very complicated connector." I assume the complexity is that it must accomplish the following. Connect to I-15 North/South; Connect to Highway 89 North (Cherry Hill); Provide a Farmington off-ramp (Lagoon's off ramp); interchange with the existing Clark Lane connectors (start of Legacy, Farmington Off Ramp, and Highway 89 connection).

Do to the complexity of all this, there will be a great deal of new elevated road as part of this collector. The noise pollution to the surrounding area will be intense and unnecessary. The placement of the connector at Shepard Lane looks forced, while the South option is clearly easier. The South connection can be designed to just get connect to Legacy and I-15. All the extra complexity (off-ramp to Farmington (Lagoon), connection to existing Clark Lane interchange and the need to connect to North Highway 89) is resolved and the length can be minimized. Not to mention that by placing it at the South option, there's no need to bridge over 2 miles to where you will really connect to existing roads.

It should be required to minimize the noise pollution impact to the community. The South Option is clearly preferred when looking at reducing noise pollution.

Comments:

To Whom it may concern:

My family lives on Equestrian Parkway in west Kaysville. We have recently been informed that the Legacy Highway extension proposals being considered currently have the highway on the east side of the power lines (.25 miles from my house). We have 5 children under the age of 9, and we are vehemently opposed to this development.-for reasons of both safety and noise. We would much prefer the highway to be on the west side of the power lines-as far away from the homes here as possible. Kaysville city has been preserving a parcel of land specifically for this purpose, and the master plan for the city showed the highway going in there. Please consider our request to place the highway as far west of existing homes as possible.

Comments:

As a longtime resident of West Haven, We have seen this concept change over time. At one time it seemed pretty solid for Alt B and then Alt A seemed to take over. This is the first time we have seen of Alt C and it seems to be the most hurtful; for us personally and for the overall impact on the West Haven city.

Comments:

C is really unsatisfactory. It makes travel within West Haven really difficult and makes an ugly scar on a beautiful small city. B does not make us personally happy because it is so near to our home. Like most people we are terribly concerned about the property value of our home. A is the most desirable if it could be called that. It would have been so much better if the "Conversation" hadn't taken years.

Comments:

We bought our house/lot because of the rural small town feel and the open spaces (moved from Sandy). We bought our lot specifically because the man behind us owns 5 acres of horse property and wanted to be able to look out the window and see horses. Would NEVER have bought/built our home had we had ANY idea that we could end up with a highway quite literally in our backyard! Thank you for "listening"

Comments:

I have had the experience of being on two different sides of the position of where the new road will be built. I grew up in West Point City and have been aware for probably 15 years (since I was a kid) that a new road would be built in west Davis and Weber counties because of our growing population. I am very much aware that West Point City, and other neighboring cities, have been planning for this road for a long time by not allowing residential development to take place along a specific corridor. These cities have been asked for years to preserve the open space so that when it is time to build the road there are less problems and everyone is prepared.

Now I live in west Kaysville City. Many of my neighbors are upset at the idea of this new road taking away their houses and property values. Those concerns are valid considering those individuals were probably not aware of a new road being built right through their neighborhood. Kaysville City is to blame because they have approved housing developments along a corridor that they likely knew would one day be home to a new road. If other Davis County cities were aware that a new road was going to be built one day, and those cities were asked not to allow residential development in a certain area, then Kaysville City likely had the same information and still chose to approve housing developments that would one day lead to the problems that are being faced today as the new road project is being planned.

I am not supporting or rejecting any specific roadway plan because I trust that UDOT will do everything in its power to build the road in the best place and for the right reasons. It is just too bad that Kaysville City has put its residents in a poor situation by ignoring the requests that have come to Davis County cities for many years.

Comments:

I feel if we need one at all it should be as far west as possible to avoid peoples homes and the safety of raising there families, attending church,and going to school. I feel it will effect the safety of children having to continue there friendships and lives.. Go west like the Mountain View project. It will help even out the businesses and travic.

Comments:

I am a homeowner in the Kaysville area and have recently heard about the proposed site of the new highway. When we bought our home, we paid a premium for the lot because it was open on to the wetlands. We were aware at that time that there could eventually be a highway put in and that Kaysville City had already allotted land for that purpose. My understanding is that the highway will now literally be a stone's throw away from my backyard. I do not understand why you are not using the land that Kaysville City had already set aside. Another concern that I have is the devaluation of my property. According to information that I have researched, I could expect my home to drop in value up to 20% and I also understand that Utah law does not require recompensation for lost value. We are not a rich family and could not really afford to take that kind of loss--especially if due to said highway we are not even able to re-sell, Also, this is a really great neighborhood with a wonderful sense of community. We are military and only lived in or home for 2 years. Because of the wonderful experience that we had there and the friendships that we have maintained with our neighbors, had planned on retiring there in the next 2-3 years. This in and of itself is almost priceless. We have lived in many places over the years, and I can truly say that a neighborhood like this is hard to find. Why can you not use the money used to buy people out to rebuild the wetlands? If this is not possible, I would rather be bought out than have a freeway so close to my backyard. I do have some questions-What if any restrictions for driving (speed limits, etc..) are there going to be on this highway. What sound/noise barriers are planned? How will the amount of pollution coming into our yards be controlled?

We have many concerns over said highway and I do hope they will be taken into account when making a final decision.

Comments:

I want a divided highway on the North end North of 12th street that follows one of the original alternatives that swings West to 5900 South and West of Plain City then swings on an arc to the Northeast that will tie into I 15 North of Smith & Edwards.

There will be tremendous residential development in this area in the future. Now is the time to plot a 4 land divided highway to serve this area. At the present, a good share of this property is agriculture. This is the cheapest purchase. There are very few if any homes at the present that have to be purchased, and any wetlands that are impacted can be mitigated very easily.

You should be looking to the future development of the area North of West Haven. This will be the last area to be developed although there are many subdivisions currently planed, or on the drawing boards here. Without adequately mapping out a route currently for this area will only highlight your short sightednessw.

Areas of potential impact (concerns):

The choice should be one that has the least impact on individuals, especially residences and businesses. The impact on wetlands and wildlife habitat can be mitigated. The psychological and physical impact on individuals cannot be effectively mitigated. Giving individuals money does not solve their problems. They are uprooted, lifelong ties to a community are severed, and the psychological damage cannot be repaired.

Finding the alternative that impacts individuals the least should be your goal.

Comments:

I actually do not support any of the proposed options. I would prefer an option further west of option A or the Rocky Mountain power transmission lines. It is my opinion that Weber county is not anywhere near the expansion of Davis County and there are much cheaper options such as widening existing freeways.

Schools, neighborhoods and business will be hugely disrupted by the current proposals in the middle of neighborhoods. Childrens safety is my main concern as all of the children in the West Haven and Hooper areas walk to school and would have to navigate the freeway if you put it in the middle of a neighborhood.

Also, it has always been my understanding that the furthest east possibility that was even at all feasible would be 5100 West. The idea of following the canal through established neighborhoods only to end up at 21st street seems like poor planning if we are looking ahead 40 or 50 years.

Areas of potential impact (concerns):

Schools and the ability of school children to access their schools if choice b or c are taken

Comments: None. Use 6400 West. It is the least disruptive for everyone.

Comments:

Please go along the eastern portion of county – along highway 89 thru farr west-portion. Widen 89-or goas far west as possible-There are less homes and businesses-The land is agricultural.

Comments:

Home? Property value will go down.

Comments:

I understand a new road needs to be done. I don't agree with uprooting people's dreams and lives from their homes. I don't approve of any of these routes A, B, or C. I believe you should be looking in the wet land areas or along the powerlines or train track routes. Animals can be relocated a lot easier than Humans. My house is one of the ones in the path of alternative B. I don't know if it will be demolished or have a big freeway wall next to it. I am concerned about the safety of my 4 children with a freeway being built next to us and the noise. I am concerned about my property value. My home was built in 2004. I am upset with the decision of plan B. When we were looking for a place to build or buy a home we were told about plan A routes. So we avoided looking in those areas. We chose to buy our home on XXXXXXXX. In West Haven. We chose it because it was away from civilization. We dreamed of having a home out in the country away from the hustle and bustle of freeways. If I wanted to live by a freeway, I would have looked for something by a freeway. We are very unhappy with your plans. I feel you're taking away everything we've worked for.

Comments:

I do not support any of the Alternatives A, B, or C.

Concerning Alternative A, my concern is that from 4000 South to 12th So. (12th Street) on 5100 W., there is farmland that is currently being farmed by numerous families. Would there be access to 5100 W. by those farmers to be able to access their farmland? Or would they be cut off from their own property?

Alternative B is very close to my property on 4700 W. and 12th So. If that alternative was accepted as the final route, how would I be compensated for my property? Would it end up becoming eminent domain and no compensation? My family has owned this property for almost 100 years. It is currently being used as agricultural.

Alternative C cuts through 137 residences. Would those people be compensated at a current land value to enable them to purchase or build another residence of the same value?

Don't do the Alternatives A, B, or C North of 4000 South.

Please consider running the route either to the West near 6300 or 6400 W. or widen the I-15 corridor.

Comments:

Leave EVERYTHING ALONE!!!!!! We don't have a problem with I15 the only time it is busy even during rush hour is when there is an accident and it slows down traffic. LEAVE EVERYTHING ALONE. NONE of the options I would want. Even if this is 10 years from now it is needed the reevaluate it then. IT IS NOT NEEDED. You would just ruin peoples homes and established lives that they don't want to be uprooted. And we DON'T want a loud highway that will cause more pollution then we already have. Air Quality is all ready bad enough we don't need it moved out west with more traffic out WEST. Personally it is NOT needed. JUST A WAIST OF TAX PAYERS MONEY!!!!!! The WORST one is C alternative, but A & B are pretty bad as well, you are taking more homes out and you are making the value of the homes go down right when this is approved. As you can tell I HATE the thought of a Highway going down into our city. We moved to West Haven for the country feel atmosphere and DON'T want to lose that feel. We like the schools we like the city we like our neighborhood, and if this were to go in we would consider moving along with a lot of othe people I know have said the same thing. Just leave it all alone and DON'T waste OUR money and YOUR money. You can just keep the potholes and upkeep on I15 because I have really enjoyed the changes that have been made it is very nice to drive on now.

Comments:

To Whom it May Concern-

I am not sure if this is the place I am supposed to voice my concern. Will you please let me know if this should be sent to a more appropriate place?

I am adamantly opposed to the Legacy Highway extension on the east side of the power lines near Wellington in Kaysville. It is ludicrous to destroy homes and lives when there is plenty of open land to the west of the power lines. How can this be justified?

Another concern is the value of my home. How do you plan on compensating me and my family for the devaluation of our home due to the ridiculous proximity of the highway?

Thank you for your time.

Comments:

We just purchased our home on 5150 two years ago. It's our retirement home. We bought west of I-15 for the quiet and larger lots. We are close to Front Runner stop and use it to go into SLC. Isn't that why it was built? Husband works at Hill AFB. Traffic is heavy morning and evening but willing to deal with it so we have to benefit of less traffic and noise congestion around our home. I didn't choose an option above because I don't want it. NO LEGACY!!!

Comments:

No to all! I do not support any of these options. They all involve destroying homes and communities that paid good money to enjoy a rural and non-highway type environment. Legacy has already been a huge waste of money. This would be even worse. The bottlenecks are in Davis County, not Weber. Fix the bottlenecks down there and leave what is established alone.

Comments:

I am concerned about dividing our neighborhood; the safety of our children and how much space will be taken from our neighbors. I know the thought has been that the 6400 S option is to far south that people will not use it but I believe it will impact fewer homes. The agriculture is going away from this area anyway so 6400 S make more sense with least impact to the community. The ducks are fewer than ever so why not 6400 S.

Comments:

Hi,

I strongly oppose the Shephard connector proposed route for the west davis corridor. The solution to a traffic problem on interstate-15 is not to create a bottleneck on interstate-15. There is a fantastic community that exists with Hunters Creek and Quail Crossing neighborhoods. There are hundreds of children in our community. Please do not divide this wonderful community and force children to decide the best way to cross a freeway to see their friends.

Comments:

Comments/Question: It seems to me that it would cost more to relocate these families. Which I think they should be generously paid for this inconvenience if it goes through. I don't think it is fair that UDOT would go back on their word about where the road is going. I was told this when I built a house in the area. I have since moved. I hope they can just keep it where it was going to go. The birds have adjusted to higher water levels and lower water levels so it seems to me they would cope just fine. Thanks for your time. My vote is keep the houses!

Comments:

To Whom It May Concern:

I am appalled at the persistence to place the west corridor of Legacy on the east side of the power lines in order to “save the wetlands”. It is absurd what you are considering. The west side of the lines is sufficient, you are being ridiculous when you consider tearing apart neighborhoods and newly built homes for such a project.

There will be a big fight. Please reconsider your option of using the west side of the lines instead of the east side before it has to be litigated and cost us all millions more to build this highway. Learn from past mistakes.

Comments:

I support no presented alternative. Why chop up the local area in roads. Please relook the 6400 W alternative, as this would encompass more of a bel-loop structure that would allow for growth, but not lead to another need for yet another road in the future. Taking out 5100 W would hamper local residents from getting around their neighborhoods. As we move to smarter society choices, greener travel, electronic transmission of data, needs for road surface travel will be changing. There are movement afoot for local buying, already many support local ranchers rather tha shopping in supermakrkets. The travel needs of the future will be as differennt to us, as the interstate road system was to world war I era travel. We cannot see the changes, but if they had built roads in 1890 across the country to support horse and buggy, the roads would have been outdated with Henry Ford. Please let's get smarter, not just bigger. As we pass the 7 Billion mark on the population on the planet, we need to pause, take a breath, and do it better.

Comments:

My concerns are as follows:

In the city of West Haven, alternatives B and C share similar disadvantages with alternative C the worst.

1 They are close to two schools on 4800W. The alternatives will complicate traffic and if it increases traffic in the area because of an interchange, the safety of our children will be threatened.

2 The alternatives cut right through our community either with impassable roads or an increase of stop lights for those traveling in the community.

3 The alternatives cut through the middle of several wards and I see no way around it without taking the highway out to 5100W.

4 Future plans in Weber County call for development to the west of 5100W on the North side of 4000S already. Alternatives B and C don't match up with this -especially C.

The best alternative for these considerations is A. It will provide a safer environment for the kids, leave our community much better intact, reduce the aggravation of traveling long distances or experiencing unnecessary delays just to get to church or move around the community, and provide for a much better future capability in the north of the county.

Comments:

I'm sorry, but bottlenecking to the I-15 is the WORST IDEA EVER!! It defeats the whole purpose!!

Comments:

I do not support any of the above options. I understand the need to prepare for the future. However I believe other options should be reviewed, such as the 6400 West option in West Haven. It impacts the least amount of homes, and even turns the drive into a scenic drive. My family and I moved to West Haven to get away from the hustle and bustle, to get away from the noise, the crime, the large dense populated areas. We moved there to enjoy the quiet and residential lifestyle with larger pieces of land. When we built our home I dreamed of living there forever even if it meant a longer commute for me to work. Right now I drive 45 minutes each way to work 5 days a week, and I wouldn't trade that for anything because when I get home, I'm in my one place I want to be. I don't care about shortening my commute by 5 minutes. I want to remain able to drive out of the bigger city setting, out to what we refer to as the closest thing to country living possible along the Wasatch Front. If any of the proposals A, B, or C go through, our lives will be changed and impacted on a very negative level, as will everyone in my neighborhood. We live in a brand new neighborhood just 3 years old. Many of my neighbors stand to lose property that they've only recently acquired. We ourselves stand to lose a lifestyle and quality of life. If options A, B or C are chosen, you will take away the country setting available to residents.

Why not consider options such as widening I-15? I drive that road everyday, and have seen what impact just a 4th lane provides. Imagine adding a 5th. How does that not prepare us for the future. How about taking roads like 4000 and 5600 that already are rather wide and adding 1 lane each way to them. Keeping the speeds the same. I see it as a win win. We gain more future road access for a growing population. The amount of residents that lose their homes are minimized because roads like that are already extremely wide and I see as easily being able to contain another lane of travel. I see Legacy Highway being abused and unused. The majority that seem to drive it, speed, therefore diminishing the purpose of the low speed limit and the impact that was supposed to eliminate. The rest...avoid it because it's not fast enough.

I strongly urge the negative impacts to be reviewed and reconsidered. Do we really need to make our entire valley nothing but cement and asphalt? Do we really need to give more options for pollution to our air and damage to our land? Surely there are other alternatives to look at, surely the people that moved to West Haven for the same reasons we did, would be devastated in one way or another by the damage that is proposed to come. Please consider all of our petitions this evening, from across the valley.

Thank you for your time, and I only hope you'll consider people and lives that are about to be affected

Areas of potential impact (concerns):

I don't want to see homes impacted. Times are hard enough. We don't need to be forcing people from their homes. I moved out to West Haven to avoid the city, to avoid the big roads, to avoid the noise.

Comments:

None. We would like the first plan 6400 W But if I have to chose 5100 S – Schools & Kids New homes

Comments:

We do not want this highway, we especially do not want the highway to be built on the east side of the power lines in Kaysville. We would have not bought this house 5 years ago knowing that our backyard where our kids play would end up playing 30 feet away from a highway. We were told the highway if and when it comes in would be to the west of the power lines. Now you come back and say the fields out there are "wetlands" and/or protected for animals. Can you answer me then, why are the only animals out there west of the power lines cows grazing in the grass? Why would cows be grazing in a wetland or a protected area? Our well being, safety, and value of our home will be jeopardized for a bunch of fields where cows graze. How recent is the study that actually says that is a wetland? Why can't you do a new study? Why was Kaysville city preventing development from getting to close to the highway corridor and now you come back and say that land can't have a road on it? It seems that UDOT wants to take the easiest route possible to avoid any problems from environmentalists like Sierra Club and some of the others that delayed the Legacy Highway. Their pockets are deeper than ours apparently. Will the highway be the same as Legacy with the quiet asphalt and trails or did that only happen because the environmentalist delayed the project so long that your concessions needed to grow and grow. I have driven legacy highway and I am amazed to see that the road never goes within 30 to 40 feet of any houses along the road. All the new development has happened since the legacy highway and it's plans were finalized. Yet UDOT is willing to bring a highway through my backyard and devalue my property, great view, and cause a safety problem for a road that I won't even need to use because I-15 is good enough for me. If this road is to serve all the development in western part of cities such as Roy, West Haven, Syracuse, etc., then why doesn't UDOT create a spur highway off of I-15 to link the western part of those cities? A spur highway will benefit them and won't destroy our properties like your about to. Then the highway won't destroy the cities that it doesn't benefit like Farmington and Kaysville. UDOT, your plans are shortsighted.

Comments:

You don't give us an alternative above of "we don't need it or want it". You're alternatives force us to choose something and most of us don't want any of it!

Comments:

Regardless of which alternative is utilized to reach 5500 South, 5100 West provides the least impact to all of the criteria being evaluated. I have live in this area my entire life and enjoy the nice setting it has been able to maintain amidst the ongoing growth. 5100 West impacts older (smaller) homes than the other alternatives North of 5500 South. It will provide another avenue to access the community without going directly through it. It also makes available an opportunity to continue the highway further North should future traffic require another corridor into Box Elder County aside from I-15. Just as everyone regrets planning for this years prior to now learn from this and plan for the future in that area also.

Comments:

Alternative A definitely impacts homes the least. This is not an issue like the wildlife (deer) in East Davis County. We have not built our homes in wildlife habitat and now expect the animals to leave have the issue addressed. We have established a residence in quiet neighborhoods with a very rural setting and want it to remain as such the best possible. 5100 West has few homes and although it is near wetlands and habitat placing the highway there least impacts the wildlife. According to your maps the highway would not pass through any wetlands or be along them. I have hunted this area my entire life and the birds and wildlife corridor is still west of 5100. Also, if you drive along the legacy highway or the freeway by continuing this highway along 5100 west it will actually increase the habitat for wildlife as it will add additional areas that hunters must distance themselves from the road. The animals quickly learn this and will begin utilizing the fields and wetlands in the area with comfort knowing they are safe in areas near the highway just as they do along I-15 and the Legacy Highway in Davis County. Much of this land is also uncultivated due to the poor soil quality and although it appears to be agricultural land it produces less benefit to the farming community than much of the richer soil areas along options A and B. If my tax dollars are assisting to build this transit route it is only obvious that uncultivated land can be acquired much easier and with less cost than areas that have newer well built homes with nice neighborhoods. Many drivers choose to utilize the legacy highway for the more scenic quieter drive. To best continue the relaxing drive many enjoy from the Legacy Highway would be maintained by driving by fewer homes, larger open areas that have not yet been impacted as high as neighboring areas where neighborhoods have already been established.

Comments:

Our property is farmer full time and is excellent, productive farm ground. It effects the income of 2 families. All 3 alternatives invalues our farm. Our home could be replace, obviously, but not the land. A proposed solution would be to continue the corridor as planned on the "green" route, however, continue straight down "north", 5100 W in Hooper. This would still effect our property and farming operations, but would be much better than cutting thru the middle of agriculture parcels. This pretty much destroys a good, productive farm. People have to eat before traveling.

To Whom it May Concern,

We are writing to express our disapproval of the alternatives recently released on map 4 of 4. We are not particularly against the corridor in general, we acknowledge the transportation need, and realize that it will impact someone no matter where it is placed. We are not asking not to be impacted at all, however the placement of the three corridor alternatives as per the map, would be devastating to our fourth generation family farm and the livelihoods of our family.

We were always aware of the future road planning and had planned on the corridor starting (from Davis County, where the green alternative on the map starts) and continuing straight north along 5100 West. This alternative would impact our property and our family however would be agreeable. We still feel that it is a far better alternative than either of the alternatives on the map, not only for us but our neighboring farmers, UDOT, the community, and the tax payers footing the bill. There are few homes on either side, and a carefully placed corridor would only effect two or three homes between that point and 5500 South. Some of the homes along 5100 West are currently "for sale" and could be acquired without the problems and costs associated with eminent domain. North of 5500 S along 5100 W, Hooper City and or Hooper Irrigation Company has purposely set the secondary water reservoir back to create a corridor to be used for the highway, this is another area that could be acquired without upsetting anyone or causing a hardship, if the corridor went straight down 5100 West.

The alternatives outlined on the map appear to be carelessly targeting productive agricultural ground. Sometimes it is viewed that open or "agricultural" ground is unused or less important than other real property. This far from the truth; it is not only valuable real property, but often times, and in this case, someone or several peoples livelihood. The ground itself, water systems, and other important factors have been improved and developed for generations to maximize production, conserve water, and remain a viable business adventure for the farmers than own the property. Most of the farmers we have talked to about this would rather the corridor go directly through their homes, than cut their farm ground into odd shaped, un-farmable properties ultimately destroying their livelihood and lifestyle.

It is somewhat disturbing that the list of "special interest groups" considered on the map labeled "Alternative Comparisons" lists many specific items or properties that have receive special consideration that have much less impact or importance than the agricultural land and lives that will be impacted, if the plan moves forward on one of these routes. A farmer has to apply for "agriculture protection" in order to receive consideration, but a resident or a business automatically gets consideration. If the farmers that grow our nation's food are not important enough to be considered regardless of their "ag-protection" status, they should at least be considered a business, a business that utilizes real property and is very difficult if not impossible to re-create or relocate, unlike a business, building, park, trail, or even a wetland or home.

We would rather work out a plan that is amenable to all parties rather than enter into costly litigation where it seems nobody really wins. We hope that our concerns will be addressed and honestly considered. We feel that our position is a common sense approach that makes sense for all and is not selfish, we again point out that we

are willing to be impacted, but feel that the proposed alternative will be an unreasonable, unnecessary impact to us and our farming neighbors. At this point we have declined a neighbor's invitation to co-retain prominent property rights attorney Bruce Baird, however reserve that invitation should we feel our property rights are in jeopardy.

We would be happy to meet in person to tour the area and further explain our position and the pro's and con's with the alternatives.

If you would like to contact us, please mail or call.

Comments:

If an option must be chosen I would support 5100 W. as it borders Hooper and I believe is a natural boundary and shoves the burden with another community. OPTION C is the worst as it splits West Haven & is too close to other congested roads such as midland drive.

Comments:

Dear UDOT Team members,

I live on Equestrian Parkway in Kaysville, and just wanted to comment to you my opinion about the new freeway. I cannot emphasize to you enough, how much I want the freeway to be WEST of the powerlines. Otherwise, it is incredibly close to our houses. (Even West of the powerlines is close to our houses. But much more liveable then East of the powerlines. Please take heavily into consideration homes that are already built and what a freeway would do to their lots. Farther away is much better.)

Ladies and Gentlemen,

Please add me to the list of people that strongly feel the new west corridor road needs to go west of the power lines in Kaysville. Demolishing existing neighborhoods doesn't make sense when there is open space west of the power lines. Please do your best to arrange this with the environmental organizations.

Comments:

None of the above. There is plenty of sparsely populated area to the west use it.

Comments:

I do not believe in the area is in need of this kind of proposal. I would like to keep the Western part of this area as free from traffic as possible. As on to the existing freeway and provide east-west roads to accommodate that.

Comments:

I believe this is frivolous spending in an unstable economy. Widen I-15 from Layton North and widen 5600 and 4000 and 12th street to accomidate the east west traffic. Along with the proper overpasses for the trains for 5600, 4000, 4800, and 12th. Does anyone care about our Air quality. Less traffic better air.

Comments:

I think the southern "All Alternatives" option would be the best option. I think the road should go to the south and west of the central Davis sewer district.



Weber County Planning Division

February 10, 2011

West Davis Corridor
c/o Randy Jefferies
466 North 900 West
Kaysville, UT 84037

RE: Level 2 Screening

Dear Mr. Jefferies:

The Western Weber Planning Commission held a work session on February 8, 2011 and discussed the recent findings of the Level 2 screening process for the West Davis Corridor. The Western Weber Planning Commission this past year recommended the adoption of an amendment to the West Central Weber County General Plan that is not reflected in the three alternatives selected for the final EIS analysis.

The Western Weber County Planning Commission is requesting that you or other appropriate staff come to their next work session to be held March 8, 2011, at 5:00 PM in the Weber County Commission Chambers. They are interested in understanding why the adopted General Plan alignment was not included.

Sincerely,

A handwritten signature in black ink that reads "Robert O. Scott". The signature is written in a cursive style and is positioned above a horizontal line.

Robert O. Scott, AICP
Planning Director

cc: Western Weber Planning Commission

Comment: None. Take it to 6400 N instead of ripping our community apart. My children will have to cross freeways to get to school. There are alternatives to tearing all these homes, families and communities apart. Have a heart. Find a different route that is not near our schools and our kids.

Comments:

To Whom It May Concern,

We wish to voice our thoughts on the proposed Legacy extension through the West Haven area. My name is Jim Seeberger my wife's is Katharine and we live in Secrist Acres, our address is 2996 W 2325 S. While the proposed route, Alternative C does not pass through our property its' southern boundary will boarder our backyard. From an economic point of view we believe that we stand to lose a substantial amount in property value. Not a pleasant thought in today's economy.

From an objective point of view we can see that the route makes sense to follow the Hopper Canal, but in the last year we have watched 7 new homes built in the path of the proposed route. The loss of these homes and others with the diagonal route cutting through the City of West Haven would adversely affect the tax base for the City and Weber County.

Knowing that one of the three proposed options will likely be implemented, Alternative C and its options are a NO for us.

Looking at the plans from another point of view, that of multiuse, we would choose Alternative A over B for the following reasons:

- 1 It would encapsulate the expected population growth and establish a western boundary protecting/ buffering existing wetlands.
- 2 If the civil engineers desire this buffer could also be designed to act as flood control between the Great Salt Lake and the communities bordering it.
- 3 The placement westward further allows the route to be extended to South Willard area before cutting into I15 allowing through traffic to bypass the more congested areas at the earliest opportunity.

Comments:

I don't understand why I-15 cannot be widened to take care of the traffic in our areas. One of the main concerns I have in the east-west corridors. We live in the country because we lit that way of life. We do not want all of Salt Lake traffic coming thru our community. I also believe all the exhaust is bad for our health. Why can't I-15 be made to carry the traffic. I built my home so I would be away from traffic. I like my way of life and don't want all that traffic in our area-It seems like real poor planning to start to build a hiway & not even know where its going to be put before you start it-I'm definitely opposed to any roads being built west of I-15-either South & North or especially East to West. Why do the communities have to have all that congestion? Why isn't the people in cars inconvenienced a little rather than all of our lives being changed?

Comments:

Comments/Question: Please move this corridor as far west as possible. If the corridor is taken through the Quail Crossing neighborhood, my home will experience a 5-15% decrease in value. I hope the Udot is prepared to pay for this decrease. I have already lost \$100,000 in value with the economy. My house is only 3 yrs old.

Comments:

Hooper has preserved a corridor for this highway and I think it should be used.

Comments:

<Refer to attachment.>

Subject: LEGACY HIGHWAY PROPOSAL FOR SHEPHARD LANE CONNECTION

I am part of a group of concerned citizens in the Kaysville area who are concerned about the proposal being considered by UDOT to route Legacy Highway across the Kaysville/Farmington border over to I-15 with a connection at I-15. Based on my discussion with UDOT and the Farmington Mayor at the open house, the Legacy Highway would go to I-15 and then parallel the I-15 along both sides from Shephard Lane to the current connections at Park Lane. This design would force all Legacy traffic to parallel I-15. Thus, the area from Shephard Lane to Park Lane would contain the already multi-lane I-15, the trax line, the railroad line, and four additional lanes from Legacy. Nearby would be Highway 89, which merges with I-15 at Park Lane.

As a citizen, I believe that this design is a disaster in the making!!!! In our current world of terrorism, any individual who desired to create mayhem in Northern Utah could simply target the area where all traffic passes. Additionally, if an accident happens on either freeway (AND IT WILL), the entire corridor could be shut down. This does not make logistical sense, and it does not make economical sense. I am not a highway designer or engineer, but it doesn't take a rocket scientist to realize that this design is a disaster waiting to happen. Additionally, if there were a spill of a hazardous chemical on the road or railway, there is not a major road by which citizens could leave the area. In the event of a hazardous chemical spill, many could become ill or may even die.

UDOT has a responsibility to provide a highway that not only make traffic flow, but also they have a responsibility to design highways that promote safety. The Shephard Lane design promotes disaster, not safety.

Please carefully reconsider the decision to take Legacy through the city borders and connect it to I-15. THE SOUTHERN ROUTE THAT IS ALREADY ON THE MASTER PLAN OF FARMINGTON CITY IS MUCH SAFER AND HAS LESS POTENTIAL FOR DESTRUCTION OF LIVES.

TO: DEPARTMENT OF TRANSPORTATION
FROM: XXX
DATE: February 9, 2011
RE: NORTH DAVIS CORRIDOR

I am a resident of south Kaysville and am concerned about the NEWLY proposed alignment of the West Davis Corridor near Shephard Lane. Although I support the building of the Legacy project, I believe that the current proposed connection of the highway near Shephard Lane and through the neighborhoods that border Farmington has many flaws and problems. I believe that the southern connection to the existing Legacy Highway **should be aligned along Glovers Lane, going west to the power lines, and then heading north adjacent to the west side of the power lines.** My concerns and justification for the southern alignment are as follows:

Cost Comparison

- The projected cost range as shown on Map 1 of 4 on the website indicates the cost range with a Shephard Lane Connection at \$48 – 60 million. The use of a Shephard Lane connection will require a significant investment in an interchange with I-15. Additionally, it will likely involve a remake or alternation to the current interchange that was just completed several years ago when the southern Legacy road was completed. **Does the cost estimate given include the making or remake of a costly inter-change?**
- The projected cost range reported on Map 1 does not appear to include the social and emotional cost of the neighborhoods where the demolition will occur. The Shephard Lane proposal places the highway along 2300 South in Kaysville, Utah. This alignment is right between two housing projects that form one neighborhood. Children in the neighborhoods often play with each other, crossing the boundary line several times a day. Families walk across the boundary line multiple times a day. **Have you considered the emotional and social costs associated with placing a major divided highway between the neighborhoods?**
- Your comparison indicates that there will be “zero” business acquisitions with the Shephard Lane connection. However, this alignment will require a significant interchange with I-15. This alignment will likely require acquiring land from the Oakridge Country Club golf course. The golf course generates significant revenue to Farmington City. Due to the land locked nature of the golf course, the elimination or one or more holes will make it difficult, if not impossible, for the golf course to continue as an 18-hole course. If the golf course were to fail, many individuals who have membership will be impacted and more importantly, there will be a significant decrease in tax revenue to Farmington City. **Please explain why you have shown zero business acquisitions with this alignment and explain how it will impact the golf course. Also, please**

provide information regarding the potential economic impact to the golf course and Farmington City.

- There is a significant cost associated with the reduction in the value of homes next to any freeway. Economic data indicates that the value of the homes that would now be next to a major traffic corridor would drop approximately 15%, which is equivalent to \$65 million. This is a significant drop in tax value and revenue to the cities and county. **Have you considered the impact of the drop in tax revenue to the cities, state and county associated with the placement of the corridor through an area where homes are currently valued at approximately \$350,000 to \$550,000?**

Environmental Issues

- The building of any highway has an impact on the environment. However, the environment does not just include “wetland” areas protected by the EPA and highly defended by the Sierra Club. While I believe that the environment should be protected, I believe that UDOT must consider all environment issues. One of the significant after effects of a major highway is the noise and pollution associated with the vehicles that drive on the highway. The placement of the highway between two residential neighborhoods imposes significant NOISE and air pollution on the residents. **Have you properly considered the NOISE and air pollution that will be imposed on residents if you continue with the Shepard Lane alignment?**
- The proposed Shepard Lane alignment will create significant emotional strain and cost upon many individuals. While I admit that the southern alignment along Glovers Lane will cause strain also, I believe the Shepard Lane alignment has considerable more emotional strain. The Shepard Lane alignment will destroy many more homes. Also, it will invade neighborhoods that have already been established and make irreparable damage. Although home owners will be compensated if their home is demolished, there will be no compensation to those homeowners who would then look out their front window to see either a massive sound wall or a major freeway. Additionally, the road would make it difficult for neighbor to interact with neighbor, causing additional emotional trauma and stress. While I do care about the “bugs, ducks and marshes,” I believe much greater priority should be put toward caring for the human souls whose lives will be impacted. **Have you considered the environmental issue and economic cost associated with placing a freeway in people’s front yards?**
- The comparisons reported on Map 1 of 4 shows that there are five archaeological sites that will be impacted by the Shepard Lane Connection. However, no mention is made of what these sites are and where they are located. **Please provide the public with more information so the public can adequately assess the impact of destruction of these sites.**

- The proposed Shepard Lane connection destroys a community park and several trails. Additionally, the connection would destroy a pristine “wetland” pond with significant wildlife. **Has the value of that wetland been properly compared to the value of the wetland impact of the Glovers Lane connection?**

Logistical Factors

- When Legacy was proposed many years ago, one of the primary justifications for the road was to provide an alternative traffic route for residents in the event of an emergency. By implementing the Shepard Lane alternative, it appears that Legacy traffic will merge onto I-15 for approximately one to two miles and then flow off on the Shepard Lane Connection. This design is counter intuitive to the original purpose of the road. By using I-15 to connect the southern and northern components, the alternative traffic concept is destroyed. Legacy Highway will no longer be a separate and alternative highway for residents of Davis County in the event of an emergency. The use of I-15 creates a massive bottleneck to traffic and potential gridlock. I am not a traffic engineer, but it does not take a rocket scientist to understand the problem of the proposed bottleneck. **Please explain the justification and logic of creating a bottleneck for traffic. Also, please explain why you have deviated from the original concept of Legacy.**
- The use of the I-15 corridor to transition the Legacy traffic from the southern part of Legacy to the northern component does not allow any room for growth. Currently there is already an overload of traffic in this area and peak highway use results in traffic problems. Adding additional traffic by implementing the Shepard Lane alternative only increases these problems. The problems will only be magnified in future years as traffic increases. Increasing the width of I-15 is not a realistic answer to the problems that dumping Legacy traffic on the interstate since there is not enough land in the area to put both an interchange and additional traffic lanes. **Please explain the use of I-15 to expand Legacy and provide the cost of providing the proposed interchange and expansion of I-15.**
- The 2300 South corridor would require approximately 250 linear feet. Currently a right of way of 120 linear feet has been reserved for a road. Thus, carving out a freeway will require the demolition of a significant number of homes. Even if these homes are condemned and destroyed, there would be significant limitations on the ability to expand the corridor in future years. History has shown that two lane highways often expand into three, four, five or six lane highways. If the corridor is placed in the middle of two established neighborhoods, there is NO ability to expand without significant costs. **Please explain the placement of the corridor in the middle of established neighborhoods when there is a smaller impact on existing homes by using the Glovers Lane alternative.**

- The Quail Crossing and Hunters Creek neighborhoods have a significant number of school age children. Currently, some of the students walk to Endeavor Elementary just north of Shepard lane. These children walk across the 2300 south proposed corridor. The placement of a major freeway between the neighborhoods is extremely dangerous and provides a logistical problem for the children to go to school. Additionally, some of the students attend Eagle Bay Elementary to the south in order to participate in the Spanish Emersion program. These students ride a bus. It would be very difficult for these students and their parents to reach Eagle Bay if there is a major freeway dividing the neighborhoods. **Have you considered the safety, social, economical and emotional impact on the parents and children who would be separate from their schools by a major freeway?**
- I attended the open house held several years ago and have followed the development of the highway on the internet since then. Just over a year ago the placement of Legacy was to the west of the power lines. During the meetings and open houses, the alignment to the west of the power line was the proposed placement. However, with the latest maps, the alignment has been moved much further east. Public comment seemed to agree with a westerly alignment. I do not understand how you can now show the proposed alternatives in a completely different spot than what was commented on in public hearings without explaining why and how the placement was moved east so it is now much closer to homes, communities, parks, commercial activities, etc. **Please provide information regarding the change of the route from west of the power lines and provide information whether any public comment period was provided regarding the eastward movement. Please explain and provide all information associated with any public comment associated with the new alignment. This alignment involves more than just the Shephard Lane connection. The whole road appears to have been moved east without allowing public comment. Please provide information regarding any public input and private entity input (such as environmental groups) that factored into the decision to move Legacy east of the power lines.**

The above list is long and involves many issues. However, I believe it is in the best interest of the public, UDOT, and government agencies to have detailed and complete answers to these questions before **any further decisions are made** regarding the placement of the highway. As I stated at the beginning, I am a proponent of Legacy. However, I believe that the **South Option (i.e. Glover's Lane)** is a better choice of placement. The South Option ultimately will be less costly in terms of tax dollars, social impact, environmental impact, and the South Option will provide for the achievement of the original intent of the highway. I look forward to your response.

XXX, CPA, CIRA, CFF

Kaysville Resident

Comments:

We need to minimize the impact on personal homes right now. With the economy the way it is -fair market value is not what people owe. Who will be responsible for the remainder? Yes we need the road, but morally we need to think about our Utahns that are barely holding on to their homes.

Comments:

All three alternative routes affect the wetlands. Alternative C has a greater impact on homes and property values. Alternative A is a better choice in all areas of concern. Another option would be to look at the proposed 6400 route that was proposed two years ago. The new legacy highway goes through the wetlands and they were able to come up with many solutions to accommodate the birds so why can't we do that again. This way we don't have to destroy PEOPLE'S homes and make the people relocate. The people will not get top dollar for their homes making it a bigger inconvenience on the PEOPLE!!!

Comments:

None. The only thing that has been accomplished is to make my home "worthless". I can never sell it.

Comments:

Option A would have the most minimal impact on the city of West Haven. Cutting a large road through the middle of the city would drastically decrease property values throughout the entire city of West Haven. Also 12th street is already setup to handle the increased traffic and the majority of the future growth will be to the west the other areas in option C are already developed.

Comments:

WEST DAVIS/WEBER CORRIDOR
HIGHWAY PROJECT COMMENTS DEC.
2010

The North Legacy/West Davis-Weber Highway Corridor Project is unfortunately one of the BEST examples of Indecision, Greed, Lack of Community/State/County/City Cooperation, Legislative Inaction and Indecision, and a Financial Attitude of "WE will fix and pay for the problem later"

This Lack of Decision, Continuity, and Lack of Responsibility by the Participating Parties has left this Project in a Sea of Confusion for over 20 years, and things are seemingly getting worse by the Day, as there has not been a defined Route for the Highway as of Dec. 2010. This Lack of resolution of the Project has left Residents along the Corridor with a Massive Weight of Uncertainty due to the fact that they do not know where the Real Route is, and whether they can invest in their Property to make it more valuable and it is then taken by the Highway. The Loss of Investment in the Property by the purchase for the Highway Project from the owner presents a substantial loss to the Property Owners.

-The Best Way Not to Build a Highway is the Bangerter Highway is the West Side of the Salt Lake Valley, as it has only Signaled Cross Street Intersections which have developed into a very Serious Source of Deadly Accidents with the Street Speed is 55 MPH with stops at the Cross Intersections. The best solution is to design the Highway like the Papillion Highway in Omaha, NE. where the outside lane forms the On and Off ramps to the Cross Streets. This provides a Thru Traffic in all Lanes Option.

HIGHWAY ROUTE NOTES FARMINGTON CORRIDOR SECTION 1-The Best Route through Farmington has been lost with the Construction of the Farmington Station Development and the Homes constructed over at 1800 West. The Highway would have branched off at the Existing I-15/Legacy Junction and would have swung west through the new Farmington Station Development, and then would have followed the new Burke Lane road west and north of the S&S Train Park, and west to the Bluff, and the proposed Alignment, which would have been the least costly in Construction and Environmental Costs. This is an example of the sad and costly Indecision and Lack of Really Caring What is happening.

The Farmington Section shall connect to the Bluff Section at the far west end of Sheperd Lane adjacent to the Sewage Plant.

BEST OPTION Option 2-is the best Option, as it presents the least effect in all Parts of the Process, and with some Modifications. 1-The construction of a Modified Y Junction Interchange south of Glover Lane with a long High Speed Northbound Bridge from I-15 to the Davis West Road, and short Low Speed Bridge Southbound West Davis to IU-15 Northbound. The Element will remove a massive and costly part of the Farmington Area Highway Construction and effect upon the West Farmington Area.

The construction of the Option -2 Highway Plan around the Southwest Corner of West Farmington and along the Bluff The Grade for the Highway must be at 4220° above sea level minimum.

-The Options 1, 3, and 4 present some real design, construction and location problems which will effect the entire West Farmington Area.

A-Options 1 and 3 present some real major Cause and Effect Elements that will effect the Davis County as a whole, and with a major hit to the City of Farmington. Options 1 and 3 shall require the loss of a major portion of the Davis County Fairgrounds lost to the Highway as the Highway can not be moved west of the Existing Road Bed due to the Petroleum Transport Lines located along the west side of the former D&RGW RR Right of Way. The construction alone along the Petroleum Pipelines would add a large amount of stress to the Pipeline structures, and adding Potential Failure Potentials.

B-The Davis County Fairgrounds will basically be lost with Options 1 and 3, and given the problems with establishing and constructing the Present Fairgrounds will not be replaced, as the only large property areas are in West Syracuse west of Bluff Road and south of Antelope Drive. Any construction in West Syracuse would require substantial Soils Testing and Extensive Foundations Engineering to construct the Replacement Facilities.

C-The construction of the Highway Options will also act as a Barrier between Farmington City and the New West Farmington City Areas. This style of Isolation Factors really affect the Property Value, as well as the Community.

D-The Options 1,3 and 4 create a Severe Impact on the New Residential Communities north of Burke Lane, and includes the lost of a number of New Homes, and also the construction of a Significant Amount of High Sound Walls along many Backyard Fence Lines.

E-The Former Denver & Rio Grande Western Railroad Right of Way in the strip of Right of Way located on the West side of the Track Bed contains a Fiber Optic Trunk Line, and a 20 foot strip west of the former D&RGW RR contains a number of Oil and Gas Transmission Pipe Lines. The Pipe Lines are a concern as the age of several require that Seismic Standards be setup for the use of Construction Equipment adjoining the Pipe Lines and when crossing over the Pipe Lines. -The Construction shall require a Rupture Safety Zone along the Corridor. -Any encroachment of the Construction Equipment onto the Fiber-Optic and Pipe lines could result in substantial damage to either. -Any crossings of the Fiber-Optic and Pipelines shall require the construction of a Bridge Pad over the Cables and Pipes.

F-The Potential Interchanges would be located at the following locations
-Glover Lane -Shepherd Lane

BLUFF SECTION The Bluff Section shall Extend north from the Shepherd's Lane Interchange to 1800 North and 3100 West in Clinton. The Corridor Location was finally Chosen in the 2001 Study quite grudgingly, and was not really reinforced by the State of Utah, and was tacitly accepted by the Local Cities and the County. This represented a major investment that most of the Cities were not willing to invest in the Property Acquisition (and/or) were under extreme pressure not to cooperate from a number Public Officials and Business Interests and the NIMBY Groups (Not in my backyard), which tried to either Kill the Project all together or Move it away from their Place and to where they think it is best in their thoughts.

-The Highway shall extend north along the base of the Bluff using the already acquired or set aside Right of Way, and also newly acquired Right of Way. There will be some major Community Impacts through West Layton that will need some Community Relations Interaction.

The following Interchanges will be located at the following Cross Streets -Mill Lane

-Gentile Lane -Gorden
Lane -Antelope Drive
-1800, North Clinton

5100 WEST SECTION—WEBER COUNTY This Corridor has had some major Corridor Preservation through Hooper, but north of 4000 South has had no Preservation Performed, and so there is a very big Corridor Acquisition Battle in the future. The Highway shall extend north along 5100 West to 4000 South, and then shall angle west to approx. 5200/5400 West to 1200 South, and then shall extend North along the Plain City Bluff to approx. 3300 North, The Highway shall angle Northeast to a point North of the I-15/I-84 Interchange at Hot Springs

PUBLIC TRANSIT IN THE WEST DAVIS-WEBER CORRIDOR HIGHWAY Public Transit within the Highway Corridor is a requirement to make the Corridor Successful, as the Residential Development is still under construction, and the Construction Constraints in which the Highway is to be constructed limit's the available Capacity, and so Alternative Transportation will be required to meet any and all Future Highway Capacity Increases.

There has been many Ideas fielded as the what modes to be used in the Corridor, but Best Mode for the Corridor is the use of Fixed Route Loop Route Buses connecting to Fronrunner and the 470 Bus Routes and Flexible Route Jitney Routes through the Subdivisions that would connect at Set Connecting Points with Guaranteed Connections.

UTA Bus Routes

610 ROY/HOOPER The extension of the 610 Bus Route through the Hooper Loop and South to the Antelope Island Gate located on the West End of antelope Drive, and Then east on Antelope Drive to the Clearfield Fronrunner Station.

611J HOOPER FLEX ROUTE The 611J Flex Bus Route shall begin at the Roy Fronrunner Station, then west on 4000 South to 4000 West and then south to 4800 South, and then west to 5500 West, and south the 5600 South (610 Connection), and then south the 6000 South, then east to 4000 West and South to the Clinton Crossroads, and then east to Main Street (470 Connection), then south to Clearfield Center Street, then west to the north Entrance of the Freeport Center, and then south to the Freeport Center South Gate, and then east to the Clearfield Fronrunner Station.

613WEBER INDUSTRIAL PARK -The Route will be extended east to the Pleasant View Fronrunner Station with a connection to the 630 also.

620PLAIN CITY FLEX ROUTE The route shall begin at 2600 North and Washington Blvd, and then west along Pleasant View Drive to the Pleasant View Fronrunner Station and Bus Routes 613, 630. Then west along 2700 North to Plain City, the south along 4500 West to Harrisville Road (Freemont High School), and then east on Harrisville Road to 1900 West (Flex Service to the Mobile Home Park), then south to 20th Street and 1900 West, then east on 20/21 Street to Wall Ave, and the Ogden Intermodal Center.

641ROY-LAYTON MIDLAND ROAD The Bus Route shall begin at the Ogden Intermodal Center, then north on Wall Ave to the 20/21 Street Road, and then west to 1900 West and then south to 3300 South/Mid land Road, and then south on Midland Road to Bluff and Gordon Roads in Syracuse, and then east past RC Willey to State/Main Street (connection to the 470) and then south to the Layton Fronrunner Station

642J LAYTON FLEX ROUTE The Bus Route shall start at the Clearfield Fronrunner Station, and then south to 1000 West and then south to Gentile St, and East to Flint Street, and then south to 200 North Kaysville, then east to Main/State Street

Kaysville at 200 North (Connection to the 470), and then north to the new Layton I-15 Interchange and to the Layton Frontrunner Station, and then north to Gentile Street, and East to Fort Lane Blvd, and then east to Highway 193 (South Gate Road), and then west to the East I-15 Frontage Road to Layton Hills Mall, and then south to Layton State/Main Street, and then south to the Layton Frontrunner Station.

643JFARMINGTON FLEX ROUTE The Bus Route shall begin at the Layton Frontrunner Station, and then south to 200 North Kaysville Main Street (connection to Route 470), and then west to 300 West, and then south to Mill Lane and then past Boondocks t and south to 600 West, then south to Shepherd Lane, east to 1850 West and then to Burke Lane, and then south on 1525 West to Clark Lane, and then east to the Farmington Frontrunner Station, and then south past the Davis County Fairgrounds to Glover Lane, and then south to Larsen Lane, and then south on 200 West to 500 South Bountiful, and west to the Woods Cross Frontrunner Station.

WEST DAVIS-WEBER HIGHWAY LOCATION DISCUSSED OPTIONS 1-ROCKY MOUNTAIN POWER ELECTRICAL TRANSMISSION CORRIDOR FARMINGTON TO PLAIN CITY -This Corridor is a "Looks Good Corridor", but the overall costs of developing a Highway Corridor within the Power Corridor would likely require the relocation of one of the High Towers Line to the east (A Very Expensive Proposition), and replace two of the small Power Pole Lines, and still a 40 to 60 Right of Way may still be required along sections of the Corridor. This Option is not Recommended due to Costs and Electrical System Complications.

2-MIDLAND ROAD OPTION-A The Street shall have a Center Jersey Barrier, with left turns and U Turns .at the lighted Intersections. -The cost will be extensive as the acquisition of a number of Properties on either side of the Roadway will be required.

3-MIDLAND ROAD OPTION-B The Option Calls for the construction of Two Thru Lane and One Separated Acceleration Lane that shall connect all of the Side Streets with On and Off Strips. The Option shall include the design of the Papilion Highway with Bridges over the Major Intersections, and A center Jersey Barrier with the Center Dimension of 2 lanes for future Transit Development (Bus Rapid Transit, Streetcar, Light Rail) to add to the Roadway Capacity... This Plan will require the acquisition of all of the homes on either side of Midland Road from Gordon Road in Layton to 4400 South Roy, and from 4400 South Roy to 1200 South West of Ogden, and anything along the Final !200 South to Hot Springs Route.

The Speed Limit shall be restricted to 55 MPH.

-The Midland Road Option-B is a viable, but very expensive Last Alternative Option

4-THE NO-BUILD OPTION The No-Build Option is a Disaster in the making, as the Ideas that the Auto Traffic is going to Stabilize or Decrease is both a Pipe Dream and Nightmare, as the Corridor Area has not finished developing which means approx.. 3.2 new cars per home with the anticipated 20,000 Additional Homes int eh Corridor adding an approx. 85,000 Autos to the Existing Congested Traffic.

This option has Two Parts A-The Project is not constructed, and The Communities assume that there is no increase in Traffic, and that Everyone is willing to sit in the Traffic Jams and Over Capacity Existing Roadways with just some simple lanes added on Midland Road.

B-All of the Highway Expansion shall be invested in widening I-15and I-84, and the reconstruction of the Major East/West Roads as has been done to West Antelope Road to adapt it to the near current Traffic Demand.

C-The Corridor presently has a very limited Public Transit Service that covers a very limited Service Area that has created some severe Animosity from the Residents of the Served and Unserved Areas.

The Citizens of the Highway Corridor, and of the State of Utah must change and adapt to the Times and Events of the Current Days, as the State of Utah and Counties and Communities can not function as things did 30 Years ago in the 1960's and 1970's as many Politicians want and believe can be done, and refuse to face the Current Demands and Requirements. The construction of Trax in Salt Lake City has shown that Success is possible with Public Transit and the Development that it can create by seeking to meet the Current Requirements of Transportation with the Current Technology and seeking to keep current with the evolving Transit Technologies and their Economics and Environmental Positives.

Transportation Modes Considered 1-The Combination of a set of Fixed Bus Routes and Flex Bus routes 2-Bus Rapid Transit II 3-Streetcar 4-Light Rail 5-Electric Trolley Buses 1-The Combination of a set of Fixed Bus Routes and Flex Bus routes The Existing 610 and 628 Flex Buses seem to be accomplishing and filling the Hooper Loop Area Needs, and is an example of what can be done to Economically meet the Area Transit Needs.

2-Bus Rapid Transit II The BRT is an Expensive Option that requires almost as much investment as a Streetcar or Light Rail Line with only the capacity of a set of Single Buses (Either Standard or Articulated Models similar to the 3500 South BRT in the West Valley City Area of Salt Lake City. **The justification for such an investment is lacking at the present time and also in the rear future.

3-The Streetcar by design is limited to serving the High Demand Areas with a moderate Train Speed (45 MPH), and with viable Access Corridors, and the Development in the West Davis-Weber Corridor in the Farmington to Hooper Area has already Developed and the Arterial Roadways have developed and evolved , and are established. -The only real viable location is within the Corridor adjacent to the New Highway in a dedicated Right of Way.

4-Light Rail -The Light Rail by design is limited to serving the High Demand Areas with a High Train Speed (55 to 80 MPH), and with viable Access Corridors, and the Development in the West Davis-Weber Corridor in the Farmington to Hooper Area has already Developed and the Arterial Roadways have developed and evolved , and are established. -The only real viable location is within the Corridor adjacent to the New Highway in a dedicated Right of Way.

5-Electric Trolley Buses -The use of the Electric Trolley Bus is limited to Areas where the Diesel Bus lacks the needed Propulsion Power to fulfill the Operating Requirements of the Routes (The Gery Street Trolley Bus Line in San Francisco, CA.) The use of the Dual Power Buses (Diesel-Electric/Straight Electric) as they are used in Seattle, WA.

Specializing in Transportation Research

Comments:

Move it back to 4700 W or the west side of Hooper where less impact would be felt. I feel you have not dealt fairly with residents and cities in your selection process. 15 years ago when we built our home the plan was 4700 W in Weber County. 10 years ago the plan moved to 5100 W to which we objected at that time. The city set aside a corridor on the east side of 5100 west to which you have now ignored. Time and tax payers money has been wasted. The public cannot trust UDOT to make a decision & stick with it. Also I think it is unfair that UDOT does not contact land and homeowners that are directly affected. We always hear about these decisions AFTER decisions are made. Quit blowing smoke up our tailpipes! Be more upfront & creditable with the public. All you do is offend the public and give UDOT a bad name by constantly changing your minds. People make life decisions based on what UDOT says and then the public cannot take UDOT for its word. Push the whole thing further west where less human lives are affected.

Comments:

I would like to be added to your E-mail distribution list. Also, I have a question. What has changed to from older maps to make the road way be moved from the West side of the powerlines to the East side of the powerlines in Kaysville? If it was O.K. in 2001 why is it not O.K. now?

Comments:

I would support route that goes farther west so it doesn't impact people's homes. Rather see improvement on existing roads that are already in place and scrap corridor project.

I would support a route that went farther west that impact homes. Or improve the county roads – that is in place, nows & scrap the west Davice Corridor project.

Comments:

I've just learned about the new proposal and looked that I am on the C (green line). I just want you to know, that if I lose my home over this, you are putting out a VETERAN with 100% disability. I am highly offended. I was promised by the company that I purchased my home from (Woodside Homes) that the Legacy Highway project would NEVER affect my home, which I purchased in 2000, brand new!

Comments:

<See attachment .>

REASONS WHY WE OPPOSE WEST DAVIS CORRIDOR -ALTERNATIVE 'B' AT 4700 West between 4000 South and 4500

South:

-A community park that would be distributed at 4500 South

-Public parking at the park that would be eliminated

A walking trail would be cut in half

A drainage canal that parallels 4700 West would be in the way

-Family homes on both sides of 4700 West would have to be eliminated

-A planned park at 4300 South and 4700 West would be affected

-It would bisect our Fair Grove Adult community

-Two cul-de-sacs in the adult community would have their access cut off

-OUR PROPERTY is on the corner of 4700 West and 4400 South -it would be destroyed!!! Going North from 4000 South

and 4700 West: It would eliminate:

-Businesses -that area accessed from 4700

-Homes -that are accessed only from 4700

-Farms -that border 4700

A new Stake Center -that is only accessed from 4700

A Fire Station

-and that's only going 7 blocks north!!!

REASONS WHY WE OPPOSE WEST DAVIS CORRIDOR – ALTERNATIVE 'B'

At 4700 West between 4000 South and 4500 South:

- A community park that would be disturbed at 4500 South
- Public parking at the park that would be eliminated
- A walking trail would be cut in half
- A drainage canal that parallels 4700 West would be in the way
- Family homes on both sides of 4700 West would have to be eliminated
- A planned park at 4300 South and 4700 West would be affected
- It would bisect our Fair Grove Adult Community
- Two cul-de-sacs in the adult community would have their access cut off
- **OUR PROPERTY** is on the corner of 4700 West and 4400 South ... it would be destroyed !!!

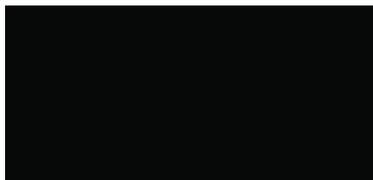
Going North from 4000 South and 4700 West:

It would eliminate:

- Businesses - that area accessed from 4700
- Homes - that are accessed only from 4700
- Farms - that border 4700
- A new Stake Center - that is only accessed from 4700
- A Fire Station

... and that's only going 7 blocks north !!!

Submitted by:

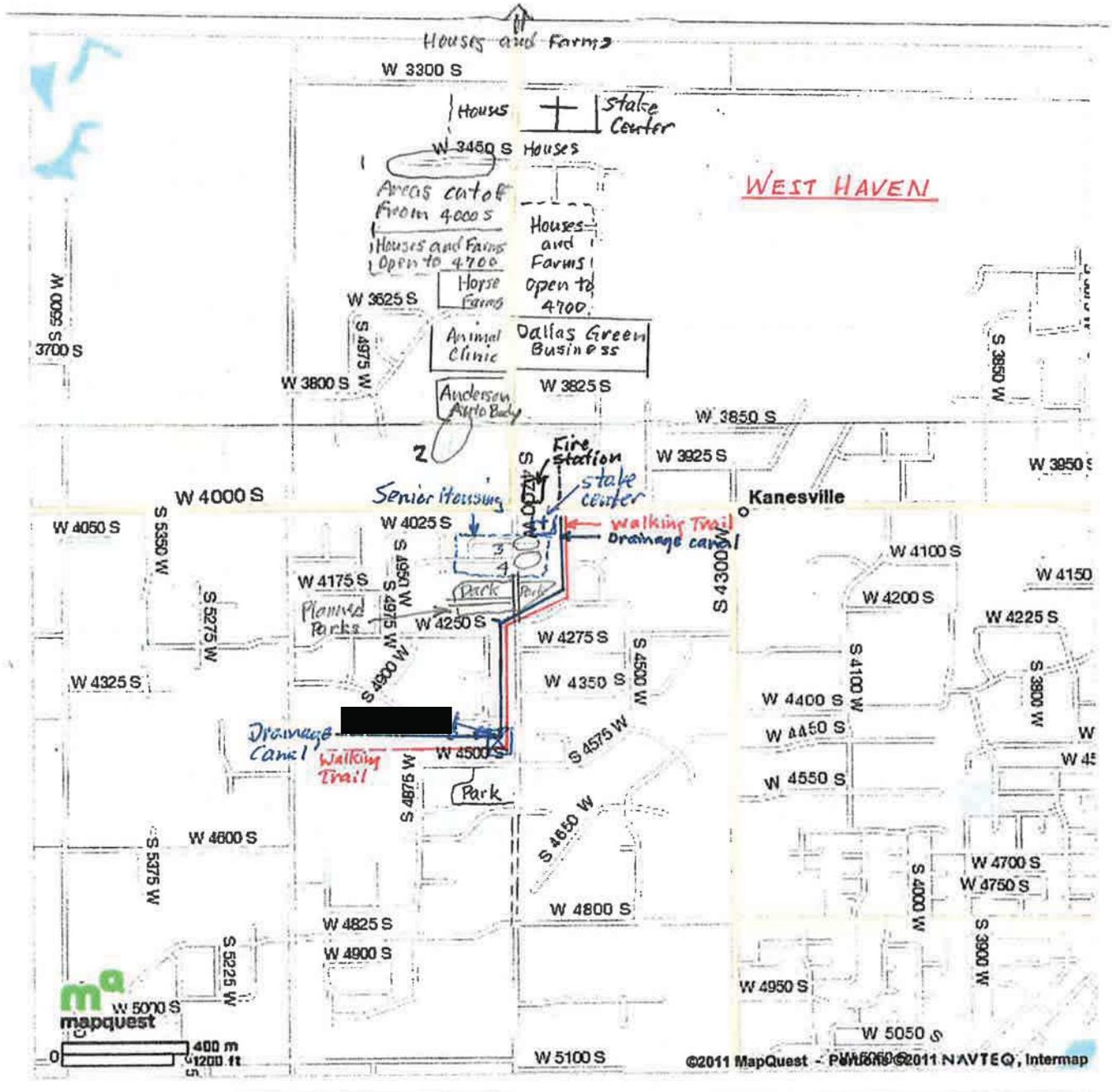


10 February 2011

Reasons Why Alternative "B" is a BAD idea.

MAP OF 4700 WEST – ALTERNATIVE 'B' CORRIDOR [In the area around 4000 South]

The citizens of WEST HAVEN will be dividad from each other.



SUGGESTION: Locate The extension WEST of Hooper. Let it divide the wetlands from the growing civilization (like the present Legacy freeway location).

Comments:

We are concerned that Alternative C would take out more houses -and impact more houses with noise, pollution, safety issues, it splits the City of West Haven. We feel that alternative A would impact fewer homes with the above mentioned problems. Although they might impact some "wetlands"-are they quality wetlands that would impact wildlife, etc, or not?

Comments:

When we are building roads for the area why would you take out existing houses when there is so much vacant farm land that can be used. When this area is fully built-out the farm land will be used. Vacant farm land is much cheaper to acquire than houses.

Many people that live in this area live here because we want to be away from traffic.

Comments:

It seems to me you would want to go straight 12th street not 21st in Ogden. They have already widened 12th st. plus past 1900 West on 12th. They are open lands – only 1 or 2 homes.

Comments:

To Whom It May Concern:

I would like to express my concerns regarding Alternative Route C and Route B.

To begin with I have serious concerns for the safety of the students which would drive Alternative Route B daily to attend Fremont High School. Currently these students travel along 4700 South without much traffic or congestion. I worry about their safety when they would be expected to travel a two to three lane highway at higher speeds. Teens of this age have less use of the executive functioning of their brain due to their developmental process. The executive function effects their critical reasoning skills and self awareness abilities. We all hear about the typical struggles of teen drivers. I moved here to ensure as much safety for my family and their travels as I could provide.

The Alternative Route C is a concern as it divides my community. There is not any existing road through this alternative and it appears to have the most devastation to the community.

I understand there is a normal process that is followed as these decisions are being made. However; when I built out in this area, I understood the possibility of a highway would run 5100 W or even farther west. I would never have built where the value of my home would be devastated. I also wonder why this highway has taken 30 plus years to come to this point. Ever since I was in high school during the early 1980's this highway has been spoken about. We all knew it was inevitably going to be built in the future. The question that weighs the heaviest on my mind is "Why did we wait 30 plus years to look at the acquisition of land"? When I rode motorcycles through this area all those years ago there were very few homes and a lot of land to obtain that would not have totally devastated the lives and homes of hundreds of people. Another question I have is "Why do we not consider public transportation?" I thought the Frontrunner was a fabulous idea and has been a huge relief to this area. I am not sure the money spent on the Frontrunner needs to be overlooked. We still need to recoupe the funds used to build the Frontrunner and the Legacy Highway would discourage the use of the Frontrunner because we are a world of convenience. Why take the Frontrunner when we can travel with less traffic and have our cars at our disposal instead of using public transportation. The world is constantly speaking about the concern of global warming. We know the burning of fossil fuels greatly increases the CO2 levels which in turn increases the global warming. We all need to do our part to reduce the greenhouse gas emissions. Public transportation like the Frontrunner is truly the best answer.

I sincerely hope you take all of these concerns and questions as seriously as they have been given. I appreciate your position and I appreciate your time and considerations regarding this matter.

Comments:

It is important that the freeway end at 4000 S 5100 W West Haven. It needs to be transitioned down to the smaller highway after, and there should be a ramp to take the majority of that traffic up and over 4000 S in a SAFE manner without stop lights on 4000 S 5100 W. The traffic on 4000 S is very heavy now and there is much more growth yet to come. IF you bottle neck the traffic there it would result in many accidents and many Deaths. We have several schools already in the area. It would create a huge impact to have the traffic bottleneck on 4000 S where that road is so busy and heavy traveled now. We need the traffic to go over 4000 S 5100 W to let the traffic flow smooth.

Comments:

The freeway along 4000 S and 5100 W is where the freeway should be. It needs to have a safe on and off ramps to support the traffic flow. It is important that the on and off ramps are built properly on 4000 S and 5100 W because bottle necking that freeway down to a stoplight would cause many accidents and even deaths. It is imparitive that this on and off ramps are built correctly to support future growth we do not want a death trap in our citey. There are several schools in that area. And as long as the freeway continues across 4000 and the proper on and off ramps are built this will work. Also the freeway needs to stay on the east side so our wetlands are not impacted. But I cant stress enough that that freeway is built properly and does not create a bottleneck death hazard in our community. I support that the freeway should go down the east side of 5100 W. That would be the best place and would have the least impact on our community all other routes would divide and destroy our community. Please be mindful and put the proper on and off ramps in so it will be a smooth transition on and off the freeway along 4000 S and 5100 W. Thank you for listening and I trust you will do the right thing.

Comments:

I absolutely disagree with the freeway going through West Haven in the alternative C route. This will impact many residents and farm ground it will be a huge disadvantage to the city. I do agree with the freeway going down 5100 W in West Haven Alternative A that will be the best route for West Haven as long as the freeway is built correctly. I think the freeway should have on & off ramps especially on the corner of 4000 & 5100 if the freeway bottle necks down like it set to do this will have a huge impact on the schooling districts in the area with the heavy traffic. I can see this being a huge problem and could ultimately cause wrecks & could cause some deaths. If the freeway is built correctly this will be a benefit to our city and community. I also think having the on and off ramp is a huge benefit and convenience. I think the freeway going down 5100 will be the best for West Haven, but I think the freeway should stay down the east side of the road so that it does not destroy our wetlands. Keeping the freeway on the east side and taking it down 5100 will be the best for our city.

Comments:

Many of us built homes and purchased properties based on information that we would not be close to such roads nor have our communities disrupted by such. This is an important corridor but the least disruptive of the current residents should be considered first. Plan C costs the most & disrupts the most. While wetlands and farm lands are important current residents have priority. Limit effect on current residents. Our homes have already lost so much value this could devastate many families, homes and lands as we will never recover our homes values.

Comments:

Solution is to go out west to the wetlands -less houses, less impact. People are or have just built new homes in this area and are going to lose the value of their homes. If this happens and route A or B happens -We better get compensated for this impact from the state.

I don't want this to go in at all. I don't want to leave my home I built. Put it where it is going to have the least impact. If you move it more out west there is less homes that are going to be affected. This is just flat out stupid and ridiculous. It probably doesn't even effect the people behind it so it doesn't matter to them. Put it in perspective to yourselves of how it effects the homeowners.

Comments:

What % of west weber county residents actually commute to SLC. Does this justify the destruction of the American dream for those who bought their property close to work. Finally, we need to stop sending all of our workforce to SLC, we need to stop building bigger roads.

We intentionally built our home in West Haven to get away from the big city life and to raise our children where we could have a big garden and possibly animals. This has been a life dream, and now we are looking at a map showing that we could potentially be forced to give up our home. I would like to see a study of the amount of individuals from the areas affected that actually commute outside of Weber County. To me an expansion of the existing route would make entirely more sense, folks in Davis County are the ones that primarily commute as far south as SLC. Maybe we should focus our attention on incentives for employers to put offices in Ogden instead of continuing to feed everyone into the same big city. With all the technology we have, it is maddness that we continue to funnel everyone down the same pipe.

Comments:

This route would take out fewer homes.

Comments:

Thank you for the opportunity to share this opinion and hopefully you will receive some merit from it. 1) No matter which decision you make, it will be better than what we have. 2) I am strongly supporting Option A because of the following two primary reasons: a) It is what Hooper and many community's P&Z groups have been building around, b) It is the best option for phase III. 3) Option C is the road to nowhere considering the long-term planning for the northern part of Weber County that is to be impacted by this.

Areas of potential impact (concerns):

I am most concerned about the long-term planning aspect to have Phase III in sight. All of the boxes available have some level of concern for me; however, the ability to ease the traffic burden along with growth opportunity far outweighs many items on the list. I petition you to think of the long-term goals,,, you build it and we will come.

Comments:

14A makes the most sense. If it was changed because of being sued by environmental groups then link all the affected cities together into 1 big group & sue the environmentalists! We count on our elected reps to represent us not cower from outside groups who don't have any valid personal interest HERE. Grow a spine & stand up for the people who live here!

Comments:

Hmmmm, bugs, grass, mosquitoes or human beings? Seems like a no brainer. Of course, when the people making decisions actually don't have a brain, I guess there is cause for concern.

Comments:

When a house is purchased by eminent domain there is compensation. With the current unprecedented devaluation of home values, why can't UDOT pay the fair market value before the housing crisis started? In West Kaysville, nearly every home is less than 5 years old, so residents are under water by no fault of their own. How is it fair to take someone's home away against their will and hand them a debt in return. For example, if you bought your home for \$460K that now appraises at \$300K, and you've only had under two years to build a few percentage points of equity-how can it be fair for UDOT to buy that home for 300K, and leave the homeowner with \$160K of worthless debt? I've already heard UDOT's explanation about how the process works, but my question is how is that fair or right to do that to a law abiding, peaceful, tax paying citizen? It smacks of bullying. Isn't that something we're trying to teach youth today as unacceptable behavior?

Comments:

Does a sound wall provide adequate protection to home owners and neighborhoods from a direct strike to the wall?

What types of volume of hazardous materials do you expect to travel the corridor when it's completed and in the future?

Does the current proposed route provide adequate protection to homes and neighborhoods from an accident that resulted in a fuel spill or chemical spill? What about a fuel or chemical fire?

Will commercial truck traffic be allowed on the West Davis Corridor?

Comments:

They are all three ridiculous. Please consider using US 89 and upgrading on more further west. Another alternative would be to use the power line corridor.

All proposals are ridiculous. It should be put on 5100 W or highway 89 where it would impact fewer homes!

Comments:

We need to stop worrying about the wetlands and concentrate on the homeowner. Why can't the route be pushed out farther, following the edge of Ogden Bay?

Alternative "A" affects less homes than "C" which greatly affects me. My front yard would be freeway -"Yuck, Yuck"! When I purchased I planned to stay till I die! With a freeway in my front yard my home value as well as the quality of my home life goes to "0". We are not well to do and know we wouldn't be able to start over in the same range of home value or land we now have.

Comments:

Put the road all the way to the west of Hooper, thru west weber, west of plain city. It will provide a buffer to protect and increase wetlands. It will not divide city's and destroy local travel routes. Use common sense. Start up to environmentalists. If they all left Utah, we wouldn't need more roads.

Comments:

I believe that IF the corridor has to be built it should be pushed as far west as possible. If the people in West Haven and Hooper are willing to drive 4-5 miles east to get to I-15 they will drive 3-4 miles west to get on Legacy. It is absolutely ludicrous that so many homes, families, and neighborhoods would be so adversely impacted by the current A,B, & C alternatives. While I believe that wetland preservation is important it should in no way be the be all, end all factor in making this decision. By moving the corridor two miles west of the current proposals fewer families will be impacted and the overall impact to any major wetlands will be minimal. I currently cannot and do not support any of the proposed alternatives.

Comments:

I don't support any routes. Why not go further west. We live 4 miles west of I-15 for a reason. Driving a couple miles west to get to legacy is not a big deal. I moved to Hooper for the quiet farm like feel. I do not want my town split in half. Why are so many homes being built if you are going to build there?

Comments:

I am not in favor of any current routes. I moved to Hooper to get away from the city and noise, now I am going to be living within .4 miles of the freeway. Move it west of hooper to the wetlands. We will still use the freeway and it will not impact as many families as current routes. I know that you are trying your best and have certainly considered a lot with these plans, and that is great, but it is still just effecting too many people. Move it west. Thanks Dave Ursem 499-0600 Hooper utah

Comments:

I noticed alternative C would have an interchange on Antelope and 3000 West. I know the interchange would take up a lot of space and may need to relocate the Syracuse Arts Academy Junior High and maybe the Elementary School since they work so close together with programs and staffing. Where would these be moved to if they had to be relocated? How would the move be funded?

Next concern, the Syracuse fire station is on 3000 West, would 3000 West still be in place so they can get around or would the highway take the place of 3000 west? Would the interchange disrupt how quickly they can respond to an emergency?

Comments:

In both alternatives B and C you are way to close to two schools on 4800 S and another school on 4000 S. There are also two churches that will be impacted by both B and C. On Alt C you are impacting the existing Canal.

I Sold a house in Nampe, Idaho that bordered the I-84. Plus it was in an impact area for a proposed new highway that was going to be joining I 84 right by our neighborhood. It took over 1 year to sell the house and as soon as the buyer heard about the proposed road (that had a no build option) I almost lost the buyer unless I didn't drop the price \$20,000. From this experience, as of Feb 3, 2011 when the proposal came out, every house within 1000ft of any of the routes just lost their value.

From the comments that I have heard from the EIS UDOT employees explaining the need for the new highway is for traffic needs in the future. People have built homes out in the West Haven Hooper area to get away from the traffic and to have a place they can live quietly. They now what the traffic will be like and that is way they are there. They also mentioned that if they went with the proposal to go farther west, that it would be to far out and no one would use it. Yet they tell us that soon all the land west will be full of houses at some point making traffic worse for those of us living there now. If this is the case, build the highway out west and then when the new houses are built that far out they will be the ones using it and it will not interrupt the existing neighborhoods.

All three proposals at this point interrupt school bus routes and existing neighborhoods by the schools that allow children to ride their bikes to school or walk, yet after this road is put in, it will be completely unsafe for these children to do so. Already in Granite school district kids are being run down and killed because of busy roads even those that have crossing guards. The last thing West Haven and Hooper want is to become another Salt Lake City.

From 2001 When I would visit from Idaho, all I heard was it was going to eventually be on 5100 W. After buying my house in Jan, 2010, it was on 5100 W. As of Feb. 3, it is now right in my backyard which is currently the canal. It was never disclosed to me that this was going to be a possibility and from talking to my neighbors, they were never informed about Alt C until Feb 3. According to the EIS reps, it was proposed by the people attending these events, probably because they live on 5100 W.

Consider the schools, consider the churches, consider the people being displaced and especially consider the people that are not bought out by DOT and left with this road as there new backyard site. Move the road West and displace some birds and wetlands, and leave the people alone.

As another alternative, what about putting in some TRAX routes going East and west to take these people to the Roy, Clearfield, Layton and Farmington Front Runner stops which would decrease the amount of traffic on existing roads, help with Air Quality and decrease fuel consumption instead of adding more roads which will bring more unwanted traffic to the community. Public transportation has much more ability to handle growth potential than adding new roads.

Another alternative is bring in smaller businesses into the communities that would allow people to get employment closer to home, or restaurants and movies to go to close to home instead of having to travel out of their community which requires these highways in the first place. Give businesses tax incentives to offer telecommuting as another option. Instead of planning for increased traffic, look at options that will decrease traffic in the future. Think outside of the box and you will be amazed at what can be done.

Comments:

Alternate B and C through West Haven have 2 schools Rocky Mountain Jr. and Country View Elementary. With alt B and C the area where students attend those schools is in the middle of the routes. The impact would be transportation to school, safety of the children, noise, dust contamination and noise during the construction.

Alternate B shows an impact to less homes than Alternate A or C but I would like a study on the number of houses that aren't bought out by UDOT but the number of houses that are within a close proximity to the interstate. Alternate C that runs along the canal through West Haven runs through the most residential areas and there would be a greater impact on homes due to the proximity of the interstate with noise pollution and safety concerns for the children in those residential areas.

When this corridor was originally proposed it was slated for 5100 West it needs to stay there or go further west than 5100, families purchased their homes with the knowledge that there could possibly be a corridor on 5100 West there was no information out to the communities about alternate routes to the east of 5100.

With alternates B and C I would like a study on the impact to the schools Country View Elementary and Rocky Mountain Jr. High. During the construction what will the noise impact be? What will the dust and contaminants be? What is the safety plan during construction for the children going to these two schools, getting them safely to school and back while there is a construction zone in the parking lot of Country View Elementary school. How much dust and pollution will be in the air during construction, will the children attending Country View Elementary school have to stay inside for recess?

Comments:

Mountain corridor is a success in Magna. With "If you build it they will come". Please reconsider the fact that protection of taxpayers, families, and communities need to weigh heavier than ducks, wetlands & flood planes. 4700 Would be a monster for my children crossing a 5 lane road every day for school. Safety is a concern. Please reconsider 14-A.

Comments:

None. Go West!!! More open space less homes

Comments:

Having driven the present Legacy highway I don't feel there has been a significant impact on wildlife or wetlands, only loud vitriol from special interest groups. I think it is more appropriate to be concerned with peoples livelihoods and homes. Therefore I feel the further west we go, the better it will be in 20-30 years, there will be homes all the way to the lake, so I decision needs to be made and land put aside as soon as possible.

Comments:

I am greatly concerned that alternative c will impact the city in numerous ways. I do not want to loose value in my home nor do I want to listlen to the sound of a highway. I am concerned that the city of West Haven will be extrmemly impacted with alternative c as it not just cuts right through the center of our city but takes out numerous homes and the quality of life we so cherish. I believe our home values will decrease and our quiet community we opted to live in will be completely dst estroyed. The oriiginal plan going down 5100 W makes the most sense of any plan as it is the most rural, involves less homes and heads in the direction of Brigham as the road is intended to do. I strongly oppose Impact C for these reasons.

Comments:

I'm writing to STRONGLY oppose the C-1 Shepard option for the West Davis corridor. As a tax paying citizen why are we paying \$500 million for an alternate route to I-15 – only to have the C-1 option run directly concurrent with I-15? This makes absolutely no sense whatsoever. If anything were to happen near that section of roadway – a crash/spill/earthquake, etc... that would completely shut down any north/south corridor through Davis County. Why would UDOT run the risk of losing the true reason for the corridor? I urge you to adopt the A-1 option that would provide a true alternative to I-15.

I strongly oppose the Shepard Connector Corridor and urge you to utilize the A-1 option through Farmington. How are you going to account tearing apart the Wasatch Weave and the bottlenecks and potetial major issues with the corridor running parallel to I-15?

I fervently disagree with the C-1 Shepard Connector Corridor of the West Davis Corridor. The impact to the homes/neighborhood in that area FAR exceeds the impact that would take place in the A-1 option. The C-1 option eliminates parks and cuts a neighborhood literally in half. Our children walk to school and play directly through the proposed route. I urge you to change the route to A-1.

Comments:

Good Morning.

I live on 4000 W in Syracuse, and by looking at the map it shows options A and B that would take out my house. I would like to know if that is correct and if there is a time line of which this would be done. My concerns are that my husband and I are getting to retire and if they take my house we would not be able to get another one at our age. We just purchased this home 3 years ago, and if this was in the works, why weren't we told about it? I would appreciate a response to this email as I am very upset.

Thank-you

Comments:

No build. My first comment is to not build – make more transit work. In the event that the community's request to not build is ignored, I strongly feel that UDOT should be held to assurances that they made over a decade ago. In multiple meetings those of us on the west side of 5100 West were told that if the road was build along 5100 West it would be on the east side as 5100 W had to remain a frontage road so the east west existing roads would not become dead ends. So we were assured the west side was safe. Since then we have been told that Hooper viewed the east side of 5100 Was the corridor if this option was decided. I am also very upset because the 5100 W corridor was necessary to avoid agricultural land and yet when the 5100 W corridor was announce that "sacred" agricultural land was developed and covered with homes. Utah must wake up to the irreparable damage to habitat, air quality and peoples lives that the attitude of just build another road as a solution to transportation issues is creating. Also what happened to the power line corridor that could also serve as a transportation corridor?

None. I believe E-W travel is more important for the Hooper are than N-S.The N-S does not appear necessary to me even in the future.

Comments:

To whom it may concern,

As a concerned citizen who is impacted by the recent changes to the West Davis corridor study, I would like to express my concern on the Shepard connector being a feasible route for the selection. The Shepard connector would negatively impact a large community via bus routes for our children, homes destroyed, neighborhoods divided, and raise more cost and questions than the preferred Glover Lane southern route.

The recent changes to the West Davis corridor study, namely the Shepard Connector, would negatively affect my community. The proposed Shepard connector route does not appear to be a good long-term solution as there isn't space to widen the road with future growth (including the interchange, future overpasses, underpasses, walkways and congestion issues), not to mention a potential traffic and pollution nightmare for the surrounding communities.

I have many questions that I feel should be addressed in the studies and taken into consideration. Such as; how will safety for the hundreds of children in the area be handled? With the large density of homes in the Shepard area, how will this impact home value? How will the bus routes to the schools such as Eagle Bay from my home be impacted? How will the increased carbon monoxide pollution in the area affect health? What are expected noise levels? How does UDOT rationalize deviating from the highway engineers' conclusion of last year that the proposed Shepard Connector does not have enough space for an adequate interchange off of I15? Why is it necessary to allocate 250 feet to the project as opposed to the current 125 feet? What are the proposed access points to and over the Shepard Connector? What homes are actually affected?

The Glover southern route would be a much better solution allowing for future growth and less impact to a large community. As you can see, I have many questions and look forward to the responses.

Thank you,

I anxiously await a response on to why the Shepard connector would be a better choice than the Glover Lane southern route and/or a more westerly route which would have far less impact on communities.

Comment: Yes I feel this decision to do this is short sighted, they should have planned for this 30 years ago, and not allowed people to build in the proposed areas.

Comments:

I would like to voice my concern about this hiway going into our neighborhood. We moved to West Haven about 5 years ago to get away from the traffic. We lived on 300 North in Clearfield. Well now it looks like the traffic will eventually follow us to our peaceful neighborhood.

I am wondering why the road could not go in further west where there would be less disruption and less buying of expensive homes. Why don't we consider people before we consider ducks for a change.

I think the proposals on the table are not good ones and I believe their could be a better alternative further west.

Comment: Unopposed to any of the above proposals. Go further west or widen I-15. These proposals affect to many families especially if you are the ones left close to the new highway. The impact to additional emissions, dust, noise and even parks. There is two much pollution in our state now, we need to find other solutions.

Comments:

1-Growth necessitates building This Road in the near future! 2-Prefer option A/B in Syracuse – Westpoint Area. 3-I support your EIS planning efforts.

Comments:

The homes located through Option C are newer homes. These homes were built in the hight of the housing market, and were considered expensive homes. Since that time these homes have dropped \$100,000 or more. If fair market value is offered to these homeowners they will be upside down on their mortgage. This will force a short sale that will hurt the chances of them buying another home for 3 years or more. Option A has older homes with less equity lost & more likely less owed on mortgages.

Comments:

Comments/Question: The Shepard Lane interchange makes no sense. This is outrageous. You are taking away homes and neighborhoods because you want to save some money. We have invested our lives in this area and we do not want to see it ruined. Please consider the alternative and move the Legacy Highway route to the Glover Lane interchange. It makes much more sense for traffic and will not take out as many homes and businesses.

Thanks.

Comments:

There is no reason why UDOT should choose the Shepard Lane corridor over going out west away from established neighborhoods. Do not continue to consider destroying neighborhoods and homes with the West Davis Corridor Shepard Lane option. I cannot support destroying complete neighborhoods and disrupting lives so populations living in the North Davis area can enjoy a faster commute.

The Shepard Lane corridor is not a good option. Please choose Glover's Lane and go further west. The agency that officially designates wetlands in the state of Utah is the Army Corps of Engineers. It should be noted that there is currently NO DESIGNATION by the Army Corps of Engineers that maps/lists the land adjacent to the West Kaysville power lines as wetlands. There is also currently no formal maps, literature, or other such publications by the state of Utah or Forest Service that designate the West Kaysville open space as wetlands. The ONLY source that designates Wetlands all along the West Kaysville area is UDOT. Push the road west and south to Glover's Lane.

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Fuck off and die. No highway is going to built in west Davis!

Comments:

I support the Glover Lane option and am highly opposed to the Shepard Lane option. It just makes more sense. Please use common sense, UDOT.

I would like to see how UDOT arrived at the (ridiculously low in my opinion) cost estimate for the Shepard North Option. We need to see an itemized cost breakdown for both options. I would also like to see actuals from other comparable collectors that UDOT has built. I highly doubt that the \$40 million estimate is accurate considering the complexity of the collector that is being proposed for I-15.

UDOT has done environmental studies, wetland studies, wildlife habitat studies, etc. What they have NOT done are any SOCIAL studies on how this project will impact PEOPLE, Communities, and Neighborhoods!

may we suggest that UDOT's biologists purchase a 2011 guidebook about Wetlands???

There was an article in the Standard Examiner July 2, 2010 which discusses that the Legacy Parkway was actually a benefit to the Farmington Bay Waterfowl Management Area. The manager, Rich Hansen, said that there has been a notable increase in the bird population since Legacy Parkway opened up because the raccoon population has decreased. Raccoons are not native to Davis County and have been notorious for stealing eggs out of the birds' nests. When the Parkway was installed, the raccoons would try to cross the freeway and many were hit by the fast-moving vehicles. Prior to that, the employees of Farmington Bay would trap hundreds of raccoons every year as a form of predator control to protect the area's bird population. Now that the freeway is installed, the raccoon population has decreased while waterfowl have enjoyed the benefits. This is evidence of the fact that the proposed highway could be placed farther west and not negatively impact the environment.

The decision to suddenly move the highway route to the EAST side of the power lines contradicts over 10 years of previous communications from UDOT that informed the city, developers, home builders and residents that any future highway route would run WEST of the power lines so no homes were at risk. This particular issue is the leading objection that Kaysville area residents have against UDOT's proposal.

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In looking it all over I would have to agree with those who have said alternative A looks like the best place.

UDOT has done environmental studies, wetland studies, wildlife habitat studies, etc. What they have NOT done are any SOCIAL studies on how this project will impact PEOPLE, Communities, and Neighborhoods!

I would like to see how UDOT arrived at the (ridiculously low in my opinion) cost estimate for the Shepard North Option. We need to see an itemized cost breakdown for both options. I would also like to see actuals from other comparable collectors that UDOT has built. I highly doubt that the \$40 million estimate is accurate considering the complexity of the collector that is being proposed for I-15.

Comments/Question: I support the Glover Lane option and am highly opposed to the Shepard Lane option. It just makes more sense. Please use common sense, UDOT.

<Submitted 7 times.>

I support the Glover Lane options and I am opposed to the Shepard Connector.

Comments:

Most people that would lose their homes WOULD NOT QUALIFY for a new mortgage in this economy. Because people have lost their jobs, are self employed, or missed a mortgage payment as a result of the worst economy in our lifetimes. You would essentially be displacing these people from their homes, and any home for a very long time. This is unacceptable. People who have managed to hang on to their homes in this economy would have a very difficult time getting a new one, considering the banks are not lending money. This could potentially change by the time this went into effect, but the amount of damage that UDOT is proposing to cause to the lives of Kaysville citizens is simply unacceptable.

Comments:

what happen to the original plan with Legacy Hwy going on the Bluff Rd. When did the plan change, who changed it and when?

Comments:

I appreciate you taking the time to answer some of my questions and consider other statements that I had. I was sent a study that links autism to proximity to major roadways and wanted to have this addressed as well. We have a very young neighborhood that the Shepard alternative would cut through and I fear unintended consequences from pollution. We need to put this roadway as far west as possible to dilute the pollution before it comes in contact with our neighborhood.

<http://www.rescuepost.com/files/residential-proximity-to-freeways-and-autism-in-the-charge-study.pdf>

Comments:

Comments/Question: I am against the Shepard Lane option for Legacy Highway. I support the the Glover's Lane option; however, I feel the road could go south of Glover's Lane where no homes would be affected. I also support the road going as far west as possible so as to minimize the effect on already existing neighborhoods. I live in the Hunter's Creek neighborhood, just south of the proposed Shepard connector. The children in Hunter's Creek are assigned to an elementary school in Kaysville, across the proposed Shepard connector route. I consider this to be a serious safety concern. In addition, the Quail Crossing and Hunter's Creeks neighborhoods are currently very connected. We consider the two neighborhoods to virtually be the same neighborhood. To build the freeway in a way that would divide these two neighborhoods would have a devastating effect on the neighborly feel that we enjoy in our community. I feel that if there is an option to build this road without taking out homes, it seems obvious that this option should be taken. I realize wetlands are an issue, but UDOT has battled this before, and I feel they need to battle this again in order to build Legacy in a way that can enhance Utah's communities.

Comments:

Option C (either version) is the most impractical option for Weber County. Cutting the road through the middle of West Haven would destroy the community. This option doesn't fulfill UDOT's own purpose for building the road, that of allowing north/south travel on the west side to accommodate future growth. Option C neither allows north/south travel on the west side nor does it take into consideration future growth. Where would the road go in for growth in Farr West and Plain City in the future? It is the most expensive and most intrusive and should not have been presented as an option.

Comments:

My first concern is that all of a sudden the west davis corridor is proposed to be on the east side of the power lines in Kaysville. I bought my lot knowing that you guys had a place to put this transportation in at least 2 football fields away(which is west of the power lines). Now you want to basically put it in my front yard. We have already lost equity in our house with the economy dropping and now this will decrease it even more. Then you announce it on the news. Now even if we tried to sell our house nobody would buy it anyways. Where did this decision come from? Who if at all has studied the supposed wetlands area? From the open house, I am under the assumption that it has not been studied yet. Who will be doing the study and who will pay for it? Is it going to be a bias study in your favor only? Why are you taking more value in the wetlands than human lives? Do you know the impact this will have on our lives? I have worked so hard to get here and if you pursue this course, you take my choices away from me and my family. So where is the highway going to be exactly? The black line is ambiguous. I would love to hear some measurements to know who it will exactly affect as far as houses. Will there be trails like legacy? How much further would that encroach on the homes? I am not only concerned for my home, but for my neighbors homes and my whole neighborhood.

Comments:

To Whom it May Concern,

We own property and reside on 12th South in Ogden. Alternative A and B of the West Davis Corridor terminate directly west of our home. If this becomes the decided route, how will access to 12th South for those residences that have with road access directly onto it be handled? With increased traffic, I would assume it would be nearly impossible to get out onto the road from our driveway. We also have concerns about the extent of the plans for widening 12th South as that would also impact our property.

Comments:

Are there any meetings scheduled for the unincorporated areas of Weber County that are impacted by the West Davis Corridor? If so when and where are they scheduled? Many people who are impacted by this have not received any information about it by mail and have not been invited to any town meetings as we live in unincorporated Weber County.

Comments:

Dear UDOT Officials and Planners;

It has come to my attention that Davis county is considering a new North South corridor connecting Shephard Lane and I-15. I'm writing you to encourage you to oppose the implementation of the current plans.

I live in South Jordan, so why am I writing? Because the plans as I understand them involve the razing of far too many homes and the seizure of far too much property under eminent domain (my understanding is that it would affect the property rights of more than 200 home owners during a time when property values are depressed and financing difficult to obtain). Additionally, planners in Utah seem to think that more North and South arteries are needed, but in both Davis and Salt Lake Counties the truth is that East West corridors are needed.

Please don't allow this project to come to fruition. It would set a dangerous precedent for everyone from Ogden to Provo.

Comments:

Overall Opinion: Concerned -please move farther West.

The recently proposed alternative for the Legacy North Expansion corridor would pass extremely close to existing homes and buildings. I have personal concerns about the proximity to Oquirrh Mountain Charter School, which is located at the very South end of Angel Street in Kaysville. The school currently enjoys a quiet, secluded neighbor away from traffic and other noise pollution. According to the first plans, the corridor was meant to be placed on the West side of the power poles near the South end of Angel Street. Now the plan has changed to move the corridor to the East side of the power lines. We would like the corridor moved as FAR West as it can possibly go to reduce the amount of noise and other dangers to the students who attend our school. We have a large number of students who walk to and from school and the extremely close proximity to a major highway will pose many possible dangers.

PLEASE MOVE IT WEST!

Comments:

First, my opinion is not to bring Legacy Highway as far north as Weber County. At this point in time, there is no indication it will be needed. As I travel I-15, the congestion does not extend beyond the Layton area. The growth in Weber County has decreased substantially.

Given that, if the intent is to someday (whether in the near or distant future) build a highway, make the choice and make it official. As a West Haven City Councilmember, most of the complaints I have heard are based on the lack of commitment to a particular route.

Personally, I am unclear as to why some of the original proposals were eliminated. The graphics offered don't show any details for any one route. They are general questions such as "Does the alternative reduce delay?" I have no indication as to why my favored routes were eliminated. Is there a place to see the result of each level for a specific route?

Comments:

Dear UDOT people, Sorry I was unable to attend our West Haven open house. I appreciate the opportunity to ask a few questions.

Referencing your well-made website presentation I ask,

- 1 Would it be possible for the finished product to be five-lane throughout all the residential areas, not just north of 4000 South, to make it easier to access, as is the Bangerter Highway in the southwest Salt Lake Valley?
- 2 If that is not possible, will there be adequate overpasses/underpasses/bypasses in order to move traffic directly to the corridor interchange points?
- 3 Will any new frontage roads have to be created to facilitate traffic flow to and from the interchanges?
- 4 Will bicycle/pedestrian trails be created along the corridor, as with the Legacy Highway?

I ask these questions because it is nice to travel the Legacy Highway from Ogden to Salt Lake City, and while my wife and I enjoy biking the Legacy trails, I know the trails and any additional frontage roads would take up more space, and I know that people living alongside the Legacy often have quite a distance to go on residential roads to access the Legacy.

Selfishly, my preference for the Corridor in Weber County would be Alternative A, because I live only two blocks from the Alternative C route, and I could see a lot of homes along the canal side would have to be eliminated in Alternative C, and some brand-new homes, some well-established businesses, and at least one new church building along 4700 West area would be greatly impacted, perhaps even eliminated, if Alternative B were chosen.

It appears from your study that the least obtrusive route would be Alternative A, and I believe all the impact on motorized vehicle traffic would be greatly reduced if the corridor highway were like the Bangerter highway instead of the Legacy, but I don't know what that would do for or against non-motorized traffic..

Thanks for your time.

Comments:

I'd like to see the "46 alternatives" you claimed were screened. Was PRT considered, and if so, why was it rejected?
Thanks

Comments:

Comments/Question: I am very concerned about how this plan takes the highway closely along homes and schools in Kaysville. There is one school on the map that is it RIGHT next too. If the highway was just moved a mile west, it would avoid impacting home values, noise, and safety for the neighborhoods and schools. I declare my definite opinion AGAINST this plan.

Comments:

I have a concern with the legacy highway options:

The southern option can be drawn to avoid neighborhood destruction---there is more land. Why would the Shepard route be selected when it is limited to a smaller geographical area.

Comments:

Dear Sirs,

Your recent announcement regarding destruction of human habitat in favor of protecting habitat for rats and rodents leads me to believe that you have succumbed to the evil of political correctness and have limited or no regard for those which really pay your salaries each month.

As an active outdoors environmentalist I find it offensive that you would destroy the essential habitat in the foolish guise of "protecting" a bunch of weeds and grasses and snakes. Apparently you are simply doing this to justify the continuing delivery to your coffers of the graft moneys you can extort from the Federal Treasury for your own selfish purposes. Such self-serving gratuitousness to grab "Free Federal money" smacks of prostitution of the public trust for your own personal interest(s). I was lead too believe people in Utah were above this sort of prostitution. I see I am wrong!

You should each be personally ashamed that you have stooped to such a level of subservience as to start down this road to harm your fellowman. Hopefully you will repent before it is too late to stop this nonsense.

Please respond.

Comments:

Comments/Question: We recently built a new home out in West Syracuse. We did so with the trust and faith in UDOT, that they would build the legacy highway on the lands that have been set aside and dedicated for that purpose for decades. Now, one of the alternatives has a highway cutting across our front yard. Please reconsider your routes. The public is and was counting on you to hold true to your word and your original intentions. There is no way we could ever afford to build another "dream' house. This is it for us. Please take another look at your original plans. Are the supposed wetlands more important than displaced residents? Are they even considered "wetlands" any longer? Please use that land for its intended purpose.

Comments:

I have been unable to attend the community meeting. Could someone address my Questions. I am concerned about the impact of this new roadway.

Will the new area follow the same plan as the first south Davis part? With walking paths and Beautiful walls and Rock walls for sound proofing? How will this impact the traffic on 200 North? What safety measures are being taken for future accidents and spills? What precaution are betaken to lessen impact of current roads with the equipment and digging of lines?

Comments:

Dear UDOT,

Please reconsider where you are going to build the West Davis Corridor. It should be built so as to avoid disrupting property owners who have built in West Davis. I hope we are not succumbing to political correctness by moving families instead of building a few hundred feet to the West of the families. Stop kowtowing to the federal government and the radical environmentalists. Thank you for your time and consideration.

Comments:

Comments/Question: Yesterday I attended the open house at West Haven Elementary School. The following are my comments about the meeting.

1. a. I have spoken with West Haven City Officials (The Mayor and several City Council Members).

1 b. These folks have told me that the proposals for Alternate routes B and C were a total surprise to them.

2 a. For the past two years they have been conducting their city planning efforts on word from UDOT that Alternate A was the route UDOT was proposing.

1 b. Coordination with city officials appears to be lacking and UDOT needs to do a better job at coordination with impacted cities.

2 Further, I am upset that UDOT would even consider bifurcating a small city (like West Haven, or for that matter, West Point, and Syracuse), with a diagonal road right through the middle of the city.

3 I was also told by West Haven city officials that two years ago UDOT had a proposed route which would pursue a totally different route, much more westward than Alternate A, B or C. Using the UDOT map entitled Alternate Comparisons. This route would have followed Gordon Street in Layton, west to 3000 West Street, Layton, then coursing NW to approximately 6400 West in Hooper (Weber Country designation) then North along the western side of Hooper to 4000 S in West Haven. It would then course NE to point equidistance from 4000 south and 1200 South, then course NW to approximately 6400 west and 1200 South. While a greater impact on wildlife, the impact to human life would be minimized. This still provides for a great number of acres for wildlife preservation, and gives a greater recognition for human life.

4 I have taken the Alternative Comparison chart used in comparison of the following alternative, and I have added three additional columns. These additional columns attempt to rank each measure and alternative from least impact to greatest impact for each measurement. When ranking is complete and the score tallied one can see that Alternative A has the least impact ranking, with Alternative B ranking in the middle and Alternative C having the greatest impact. This table attempts to show that Alternative C is the least desirable ranking.

Alternative Comparisons Measure*	Alternative A Impact Rank	Alternative B Impact Rank	Alternative C Impact Rank
Number of residential acquisitions	125 2 98 1 137 3	Number of business acquisitions	2 1 5 3 4 2
Number of platted developments	10 2 10 2 5 1	NumberofParks	4 1 6 2 8 3
Numberoftrails	7 2 6 1 8 3	Number of community facilities	0 1 1 2 1 2
Number of public parks**	3 1 5 2 6 3	Acres of Wetlands	36 1 36 1 54 2
Acres of high quality wildlife habitat	36 2 31 1 39 3	Number of historic properties	1 1 1 1 2 2
Number of archaeological sites	11 1 11 1 13 2	Number of agricultural protection areas	31 3 19 2 3 1
Acres of 100-year floodplain	28 1 28 1 28 1	Preliminary cost range \$400-\$500 M	1 \$400-\$500 M 1 \$425-\$525 M2
TOTAL IMPACT RANKINGS			
	20	21	30

* These measures of the impact are preliminary, and will change slightly in the next phase of the study when each of the alternatives will be engineered in greater detail.

** Public parks are protected under Section 4(f) of the DOT Act. Notes -Impact Ranking 1, Ranking will be from 1 to 3. 1 will be the least impact, while 3 is the greatest impact. If two alternatives have the same Measure, then each will be given the same ranking. When the same ranking is given to two alternatives, then the third alternative will receive the next ranking (higher or lower).

6. A. Further, Alternatives B and C will have a great impact on children west of the proposed rights of way and who attend Country View Elementary, and Rocky Mountain Junior High. If either of these two routes are selected then These students will have to be routed North to 4000 South, then East on 4000 South to 4300 West, then South on 4300 South to 4800 South and in the case of Country View Elementary, then West along 4800 South. This is an extremely negative burden on these children.

6. b. 4800 South will then dead end at approximately 4700 West and 4800 South in West Haven. To eliminate this, the UDOT will have to construct a pedestrian elevated cross walk which will add approximately \$50K to \$100K+ to the cost.

6.c. To further complicate this, I can see no overpass connecting 4800 South with the western section of Weber County (City of Hooper) for which there has always existed easy access to this part of Weber County.

7. a. I am further concerned about the acquisition process and the fair compensation to those whose properties are taken by the state for the Legacy Parkway expansion.

7.b. I was told that the determination of Fair Market Value for acquisition purposes will not be determined until the actual acquisition begins. Fair Market Value is defined as the price a willing buyer will pay to a willing seller, neither being under duress. When the acquisition process begins the seller is always under duress from the state to take subject property by condemnation if the seller is dissatisfied with the State's offer. The State has, by direction to a respective appraiser that the appraiser cannot consider the impact differential the subject right-of-way will have on property values, influenced the so-called Fair Market Value to its benefit. As soon as the State announces the location of the right-of-way, potential buyers are persuaded to not acquire the property because shortly it will be taken by the State. This is the State's way of acquiring right-of-way properties at a reduced value.

7.c. So now we have a seller, under duress, being forced to sell his/her/its property at a false and reduced market value because the State refuses to recognize that its action has materially impacted the local market value.

Comment: West Davis Corridor -Southern Option

Last night my wife and I took a drive down Glover Lane (attempting to recreate the "Southern Option"). To be honest, this looked like a much more feasible (and reasonable route). What is the reasoning behind Farmington's City Government backing the Sheppard Lane Connector?

Comments:

I support options A or B. I think it will be good for our western communities to have another transportation option. I am opposed to C, because it will run right next to my children's school and I worry for safety reasons and air quality issues. Thank you.

Comments:

To Whom it may Concern,

I live in Syracuse, in Eagle Estates, right off of XXXXXXXX between XXXXXXXX and XXXXXXXX. Our development is right next to Fremont Estates. Also on 3000 W. is a brand new state of the art Fire department, and two schools (Syracuse Arts Academy Elem & Jr. high).

For our developments there is only one way in and out, 3000 west. We HAVE to use that road as there is no other option for us. My children and a lot of other families in our area go to Buffalo Point Elementary which is on 1924 Doral Dr. (approx. 3616 West). All of Fremont Estate and Most of Eagle Estates have to walk to school. Either to Buffalo Point or Syracuse Arts. Antelope and 3000 are already packed and dangerous for our children, there is no school zone there, no light and the speed limit is 45.

There is one sidewalk to get to school which is on Antelope. If Alternative C was picked, how would our kids get to school? Are all these calculations accounting for safety of pedestrians? Will additional cost for a Skyway be included? Otherwise how are our kids going to get across the freeway? How would the fire department get to the west side of Syracuse during construction, and how are the kids going to get across?

Option C is the highest cost, regarding both money and community impact. It will impact the lives of more individuals than the other two options. I understand why it would be better to be closer to our city but at what cost? I love how quiet Syracuse is, how we are much more than just a business community we are a community of people, of families. We support our local farmers. The field the freeway would be going into is farmed every year, it doesn't sit there useless, they grow food for our community and others.

Option C also has an impact on Black Island Farms which is also on 3000 W. Where every year they provide the pumpkins for Syracuse's major pumpkin walk, also they have the corn maze where people come from all over to go there. How can Syracuse support new companies when we can't keep the ones we have. I would hate for anyone to lose their home, or their farm. Progress comes at a cost, I just hope you pick the option that has the least impact on the communities. Thank you, Concerned Homeowner

Comments:

It is difficult to see just exactly where the three proposed routes will go relative to my home because of the lack of detail on the map I was given. However I will give it my best guess and comment accordingly. As I see it, all three routes will seriously damage or completely wipe out a number of family farms which have been worked for generations of good people. It would be one thing to have to take their home because they could move if it were necessary. But to destroy a mans farm, one that has been worked for more than one hundred years by his ancestors, is a cruel thing to do. Please do not destroy the livelyhood of these hard working people. That is not all. I can count at least 5 homes within one half mile of mine that were built over one hundred years ago. There are at least ten others that are at least sixty years old. As historical buildings they should be protected unstead of bulldozed. It would be different if the city of Hooper had not set aside and protected a corridor for the highway so that these issues would not come up. But it appears that our corridor was in conflict with someones golf course plans so the citizens of Hooper have to suffer. I ask you to re-think your proposed routes and save our historical buildings and family farms.

Comments:

So I am still confused... I have heard that the Shephard Lane corridor option would follow I-15 for almost 2 miles before exiting on Legacy North. Recently, I heard that it would be a small road parallel to I-15 before that exit. Could you please clarify? And is there enough room to create an interchange at the Shephard Lane option? And is that included in the cost estimate? And will this option be able to expand in the future? Either way, I still feel like the Glover Lane option would be a better choice. It makes more sense to be as far west as possible for future expansion and prevent congestion near I-15.

Comments:

Comments/Question: Could you please send me information on the south side option. I am going to be one of the homes that will be taken out. I am not sure why they would take homes out when you could go south of these houses on Glovers lane and not affect anyone of us. The ducks could be relocated. Our property has been here for over 50 years and we just built a new home four years ago if this was an option why are people allowed to build in these areas? This is absolutely insane. How much of a chance is there going to be for this option? Thank you Darlene Gardner

Comments:

February 11, 2011

To Whom It may Concern:

I have a question regarding the West Davis Corridor Shepard Lane option.

I have been told different things from different people as to how the proposed highway would affect my street. By one, I was told that the highway would be more like Bangerter Highway, with stop lights etc. so that I would still be able to access my neighborhood (Hunters Creek just off of 900 N. in Farmington) from 350 E. Kaysville. By another person, I was told that the highway would be just like the Legacy South highway, with very few exits and on ramps, therefore completely closing off access to my neighborhood from 350 E. in Kaysville.

Has the decision been made as to how the highway will actually be? Would there be access to my neighborhood via 350 E. Kaysville? If so, what would the access be? Would it be a bridge over the highway (causing privacy concerns)? Would the highway go over a bridge over 350 E (also causing privacy concerns)? This is the main entrance into and out of our neighborhood, and if it were closed off, would cause many difficulties getting anywhere north of my neighborhood, including local grocery stores, schools and churches.

Thank you for your time and response to my questions-

Farmington City Resident

Comments:

Dear Sirs,

I am a farm owner that is stands to lose several acres of agricultural land in West Point if Alternate's B or C are incorporated in the West Davis Corridor. I'm inclined to ask why West Point City's 50 year old plan in which the land set aside for the highway (directly below the bluff) has been abandoned. I was told that the land is designated as wetlands but I can't understand how destroying 100 acres of agriculture is less of an impact than a few puddles created by housing runoff(between 300 N. and 1800 N.) especially where the entire Great Salt Lake and it's wetlands are merely a couple miles west. Can you please provide me with a point of contact that can answer some questions that nobody at the Open House meetings this week could answer? Alt's B & C weren't even among the 14 alternatives of the Level 2 screening.

Your assistance is greatly appreciated.

Comments:

How will my children walk to their boundary school if you put a sound wall or highway next to my home? It will completely cut them off from Endeavour Elementary.

Will you provide bussing for Endeavour Elementary children once you cut off access with a highway or a sound wall by my home?

How will I access the North from my home on XXXXXXXXXXXXX in Farmington? A highway or sound wall will make my street a dead end, requiring me to go South if I want to go North! This makes no sense!

Comments:

<Refer to image attachments.>

Attached is a map that shows what I refer to in my comments.(map1.jpg)

1) Option A1 was moved East from the Brown Line marked on the map to the dotted line marked by UDOT -I want the line moved back. I know the line was moved to avoid wetlands but based on the delineation I believe the whole area could be classified as wetlands which would not justify moving the line east closer to the homes.

2) The wetland delineation in the red box (map1.jpg) straddles the road. I am surprised the wetlands break. I have looked at the area and it looks like the land is all of the same. If the whole area was wetlands than udot would not need to move the road east to avoid the wetland digitized in the red box. At least the road could be moved a little more West to avoid impacts to homes.

3) The orange line (map1.jpg) on the map indicates a creek that is surrounded by wetlands that was not indicated by your wetland delineation. If this whole area is wetlands then the line could be moved farther west since wetlands would be impacted if the line was at its current location. Orange Line Pictures attached with locations of each picture shown on Map2.jpg show the creek at the orange line (Map1.jpg). This should be delineated wetlands.

4) In the Green box (Map1.jpg) it appears the road crosses over some wetlands. It is hard to see since the dotted line is over the area. To not hit those wetlands the line should be adjusted to the west.

5) I would prefer the Brown line option, but I understand it goes through wetlands and the current dotted line option goes through less wetlands. However by moving the line to the west as shown on the pink line (Map1.jpg) you could effect less wetlands if the delineation is looked at more closely as I discussed in point 2-4 above. Also the Pink route does not need to have as much curves.

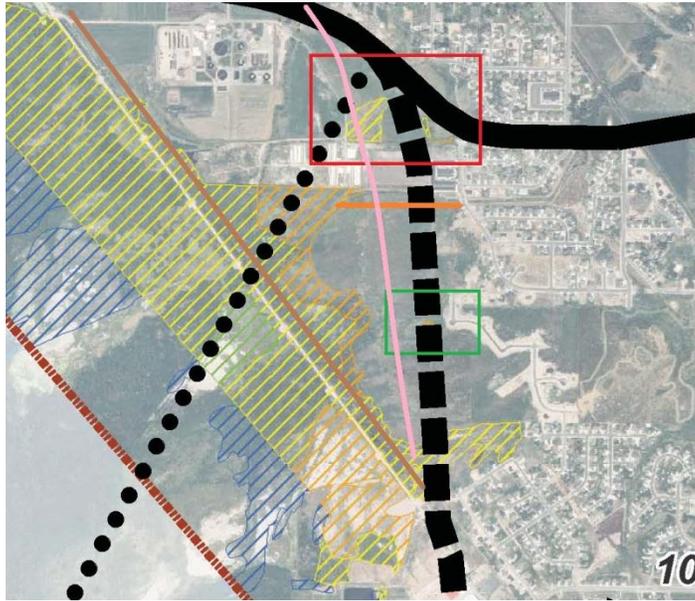
6) Map2.jpg shows a red polygon that should also be considered wetlands based on it being just like the land that was mapped to the west.

If the whole area is marked as wetlands then the road can be moved West since the current alignment also is going through wetlands.

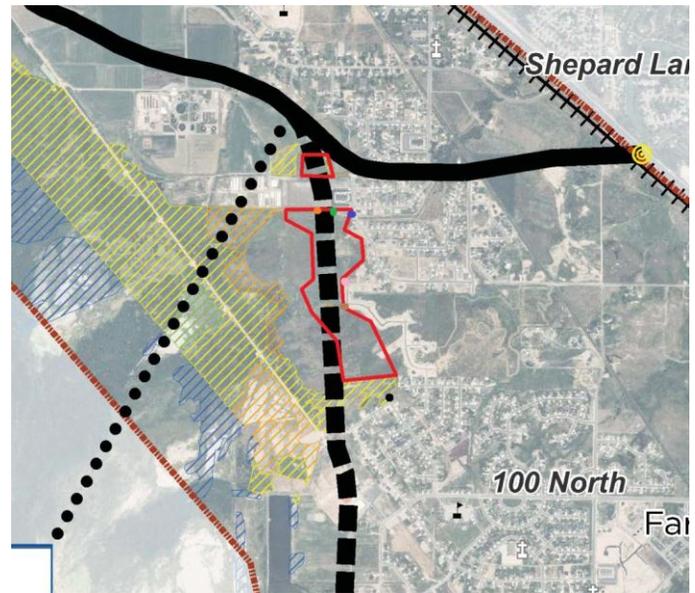
I would prefer the Shepard Lane option over the West Farmington option. But if you do the West Farmington Option I would like you to move the option as far west to limit impacts as noise, taking peoples homes, and lowered property values.

Can you send me the GIS files for the wetland delineation? I want to plot it out, verify it, and look at it more closely. Can you come out an reevaluate the wetland delineation in this area? It is inaccurate and needs to be updated.

Based on a site visit and then attached photos the area delineated in red on Map2.jpg should also be delineated as wetlands. The road should be moved West to avoid this area. The location of pictures are noted on map2.jpg by the color shown on the map corespondong to the name of the file.



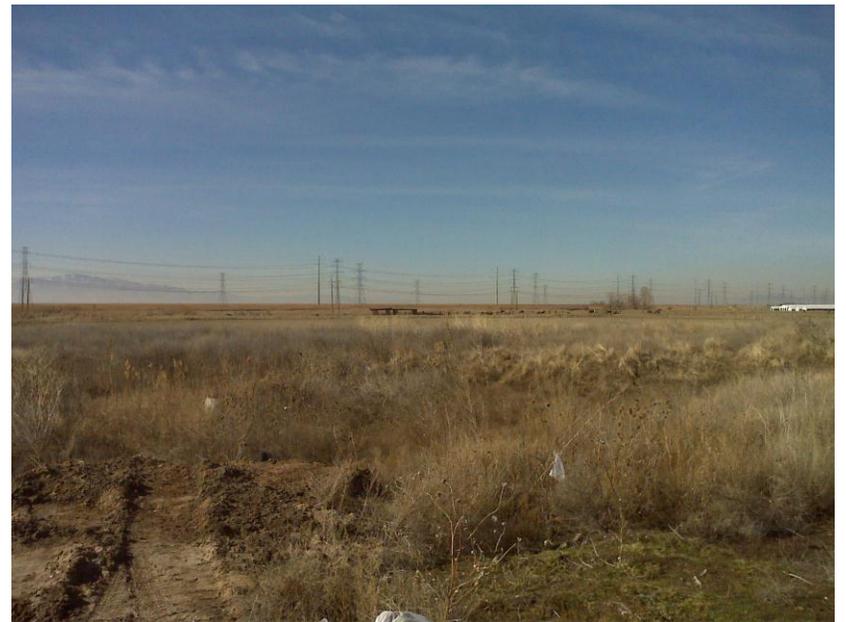
Map 1



Map 2



Blue Dot Picture



Pink Dot Picture



Black Dot Picture

Green Dot Picture



Brown Dot Picture



Orange Dot Picture

Comments:

Comments/Question: Can you provide me with the GIS files so that I can verify the wetland declination. I am concerned with some of the delinations in West Farmington. I support the Shepard lane option.

Comments:

I'm sure you have already received numerous emails concerning the currently proposed option of running the corridor below Shepards Lane. As a Farmington resident and a home owner in the Hunters Creek subdivision I'm sure that you understand my strong opposition to this option. The proposed route would be going essentially through my backyard, causing all of us to lose value in my homes, exposing over 500 children to danger that live literally within less than half a mile of the route, and cause several families to lose their homes.

Along with the stated reasons above, I believe that this option has a great effect on all travelers going to or from the North as there are other large issues or questions that is out there with this option. My understanding is that you are making all of us make this sacrifice to increase capacity of our current transportation situation by creating an independent road system separate from I-15. This makes complete sense to me since if something were to incapacitate I-15 that there would be a separate option for us to get North and South. I completely understand this and support the concept. My understanding of the proposed route is that an interchange will be added at the end of the proposed route behind my house that will join up with I-15. When we spoke with UDOT at the open house they said that the interchange would put all cars onto I-15 until they can be put onto Legacy. I have three objections with this. 1) Why would you put additional traffic onto I-15 when the idea of the project is to create an independent transportation alternative to extend Legacy. This will cause a new bottleneck to be formed between the new interchange and where it hooks up with Legacy. 2) I don't see how additional southbound lanes can be added with the railway right next to I-15. 3) Any added construction (specific lanes for travel to Legacy) would take away from future expansion and capacity of I-15. If transportation needs are going to be as heavy as projected, added capacity to I-15 would most likely be needed, but not available due to any special construction done with the current option.

I strongly believe that the southern option will take care of these concerns. With the roadway going out to the west along the wetlands and then coming in and connecting directly to Legacy through Glovers it would become an independent roadway from I-15 allowing for an alternative south and north option in the event that I-15 became incapacitated. With the road out to the far west, it would stop people from wanting to build anything else involving the wetlands. I realize that this option also involves homes being lost, but this great sacrifice would at least be for a road that is accomplishing the goals of the project and not creating a new traffic jam on I-15.

I hope that you make the correct decision by selecting the Southern route to proceed with. It just makes more sense to create a solution rather than adding a problem.

Comments:

Comments/Question: WE SUPPORT THE GLOVER LANE (OR OTHER) ROUTE AND NOT THE SHEPARD LANE CONNECTION.

What is the criteria that UDOT is using to designate "wetlands"?

The Army Corps of Utah are the only official group in Utah that can designate wetlands and there has been NO SUCH DESIGNATION that the land in West Kaysville is wetlands....because they aren't.

*Also, The manager of the Farmington Waterfowl Management Area has published an article that the Legacy Highway has had a POSITIVE impact on the waterfowl that is trying to be protected by destroying the non native racoons from the area.

WHAT IS THE HIDDEN AGENDA THAT WE AREN'T RECEIVING?

WE SUPPORT THE GLOVER LANE ROUTE (OR ANOTHER) AND OPPOSE THE SHEPARD LANE CONNECTION. What is the cost of the "connector" road that would be needed to keep Legacy Highway off I-15 if the Shepard Connector route is selected?

What is the cost of the interchange/overpass that would be required if the Shepard Connector is selected? Why are these cost estimates NOT being included in the Shepard Connector route?

Comments:

I'm very saddened by the latest UDOT plan to take out the new homes in the Davis Corridor/Shepard Lane Option, Kaysville. I saw my daughter's new, beautiful home on XXXXXXXX news XXXXX night, Feb. XX, as one of the streets that is being considered for demolition. Is this America, land of the free? I can't understand why a developer was allowed to build those new homes if UDOT had plan for this massive Legacy expansion. Please take your plans out West to avoid this devastation to many families. Many are already "under water" on their homes due to the economy. If they are offered the "market value" on their homes and if forced to clear out while things are so low, they will be even more "under water" because of all they have invested in their yards and homes. You better be prepared to pay them out the WHOLE amount they paid for their homes and have invested, and the cost of moving. This will be astronomical and better not be paid by we the Utah taxpayers. Please take these plans off the table and DO NOT DESTROY the way of life for these families!

Comments:

The West Davis Corridor proposal currently presented for consideration by UDOT is totally unacceptable. To demolish some 20 homes recently built in the last 5 years in west Kaysville which could have been avoided by working with cities before residential development took place demonstrates lack of foresight, compassion and responsibility. UDOT is first rate in maintaining our highways, but it needs to lessen the impact on families and communities.

UDOT was well aware of this need in additional highway access 10 to 15 years ago and even longer according to a former UDOT engineer/planner. Working with communities even 10 years ago would have prevented or at the very least discouraged residential development in these areas and avoided this major confrontation with residents and cities. To now announce that some 20 homes will be demolished and another 100 to 120 more in the future is unconscionable and outrageous. No matter how UDOT spins their story, this need in additional highway access was known at least 10 years ago, yet little was done to lessen the impact on communities. Why have long range plans if they are not going to be acted upon?

UDOT wants citizens to accept their recommendation to tear up family lives, place more hardship on personal finances in a poor economy, ruin well planned neighborhoods, and decrease property values under the illusion that this is the best solution of many reviewed and the best balance between wetlands management and residential destruction. It could have purchased farmland 10 years ago at 1/10th the current cost. It could have actively discouraged residential development along this corridor and effectively kept much of it in farmland. Instead it now wants citizens to cover its lack of responsibility by picking up the tab --financial, social and emotional. It wants west Kaysville residents to pay an exorbitant price because it didn't do its job. It wants to put wetlands ahead of people. Wetlands don't pay taxes, people do. Waterfowl don't create jobs, people do.

The only responsible proposal is to go west on Glovers Lane to Buffalo Ranch then north parallel to the high power lines. Having hunted many times in the areas west of Farmington and Kaysville, we can personally confirm that waterfowl are few and far between on much of these vacant salt marshes. Waterfowl are adaptable and there is ample wetland even further west of these power lines. If the choice is between people and wildlife habitat, then people come first when wildlife are not being seriously threatened. Furthermore, over 80+ percent of the traffic along I-15 through Farmington and Kaysville continue to have only one person per vehicle during peak traffic hours. UDOT's position to add another highway merely encourages the status quo. By catering to this one person per vehicle attitude, UDOT continues to exacerbate the problem without solving it. Not to mention the added pollution created.

We support the Kaysville residents and oppose the proposal to demolish their homes. We support their choice for the Glovers Lane (southern option) which crosses more farmland and lessens the impact on families and homes. Move the West Davis Corridor highway further west of Kaysville communities. It can be done and should be done. It is the right thing to do.

Comments:

Hello, I attended the open house on Wednesday in Farmington. There were a few questions that the officials I spoke with were unable to answer, and also some I was unable to ask due to the number of people there. My concern, because of where I live, is primarily with the route west of Kaysville being on the east of the power lines rather than the west side. From

[Http://www.udot.utah.gov/westdavis/files/Doc_Page_Background_2001_North_Legacy_Corridor_Stu.pdf](http://www.udot.utah.gov/westdavis/files/Doc_Page_Background_2001_North_Legacy_Corridor_Stu.pdf)

it says in 4.1.1 "Sub-Alternative C (Kaysville C) "This sub-alternative is similar to Sub-Alternative A Except that it crosses to the western side of the Power Line Corridor near Roueche Lane. It continues in a northwest direction along the western side of the existing Power Line Corridor and then proceeds farther west to match Shick Lane on the western side of the Kays Creek Estates Subdivision."

In 4.1.3 Selection of the Final NLTC Alignment, it says "The sub-alternative impact information was presented to a group of specific stakeholders at a meeting held on November 15, 2000, at the Central Davis County Sewer District Facility. Meeting attendees included representatives from Farmington, Kaysville, Davis County, the Central Davis County Sewer District, the Study Team, and citizen representative, Arthur Johnson. Representatives from the Shepard Lane Neighborhood Group and the Nature Conservancy were invited but did not attend the meeting. This segment was divided into two sections for discussion purposes.

"With respect to the area south of the Davis County Sewer District Treatment Facility, it was agreed that Sub-Alternative C Was the most acceptable alignment for the following reasons: "5 acres less wetland impacts "preferred by Farmington "acceptable to Kaysville "acceptable to Central Davis County Sewer District "Sub-Alternative H, located west of the sewer plant, would not be permissible in the future, and "fewer home impacts "With respect to the area north of the Davis County Sewer District, parallel to the Power Line Corridor, it was agreed that Sub-Alternative C was the most acceptable sub-alternative as a compromise solution. The local governments and property owners wanted an alignment located further west and the Nature Conservancy wanted an alignment located further east. Therefore, Sub-Alternative C was preferred in the FarmingtonKaysville Segment of the NLTC."

My first question is who specifically was involved in changing the boundary from what was recommended/preferred in the above to the plan that was presented at the open house. That is, who drew that line on the east of the power line instead of the west side?

Second, how long have the wetlands lines been exactly what they were on the map that was at the open house? Were these wetland lines the same as those in 2001?

Third, and perhaps most important to me, what protection will be put in place to prevent children from being able to get to the roads – especially at locations where the roads are nearest to the homes? (I'm really hoping that you don't say it will be a barbed wire fence that can easily be crossed by a 10-year old boy)

Is safety considered as a primary factor when considering the location of the route? Which route is considered safer for children, the one on the east side of the power lines or the one on the west side?

Fourth, are devaluation of property and lost property taxes considered in the estimated prices of the various routes?

Fifth, what specifically is it on the wetlands west of the power lines that is being protected by not having the road there?

Sixth, can the power lines be moved to the west so the route could be where the power lines currently are?

Thank you in advance for answering my questions.

Comments:

Thank you for taking the input of Layton City and Kayscreek Estates HOA into consideration and moving the proposed route to the west of the property we have deeded to the city for a park. Obviously we would like to see it as far west as possible but we feel this is a good compromise.

I would like to suggest you work with the city to expand their current park plan since Weaver lane will essentially dead end at the Highway, there could be better options for parking etc than they currently have planned. I would really like to see this become a trail head, park area which could be really cool if you work together. We are also interested in any type of landscape buffering that can be done between us and the proposed route.

Comments:

At the Farmington Legacy meeting I heard the Farmington Mayor state that if the Shepard Lane choice is approved then there is in place an underpass plan to connect Quail Crossing and Hunters Creek. Is that true? What would that cost? How many more homes would be taken out to build an underpass?

At the Farmington Legacy meeting there was a lot of confusion when different UDOT people were asked if Legacy will run parallel with I15 or merge with I15 as it approaches Shepard Lane. Don't you worry you would be creating a huge potential bottleneck? Who came up with this idea?

I attended the Farmington legacy open house and was surprised to hear from UDOT that the reason the Shepard lane choice was on the table was that the city of Farmington had requested it. I then went and heard the Farmington mayor state that the reason he supported the choice was that it would bring more tax revenue to Farmington because more travelers will shop at Farmington Crossing... So my question is why would UDOT and Farmington City come up with such an idea at the expense of 100's of peoples lifestyle in Quail Crossing and Hunters Creek subdivisions?

It seems logical to me that the Glover Lane option as far less impact on people and that you should take the highway further west. Are you worried more about negative impact on people or wet lands?

Comments:

Comments/Question: I recently moved up to Syracuse. Needless to say, I was not informed of the corridor coming through my backyard. Please, please let me know if my home is in the direct line of the corridor. My address is XXXX S. XXX W. Syracuse. I am in the corner of XXXXXXXX and XXXXX XXXX. I need to know this for my peace of mind.

Subscribe: yes

Comments:

We would like to know what happened to the original corridor that was set aside 60 years+ ago, West Point has always honored that corridor and left it open?. It was the Bluff road. Why and who came up with new routes? All that is being accomplished is you are ruining all our farms and homes in the entire West part of the town and we are the ones who have followed the original plan and are being punished for doing so. We certainly hope you are taking our comments into consideration at this time. We are not happy about any route.

Comments:

Comments/Question: I oppose the Shepard Lane Connector option for the West Davis Corridor Project. The Shepard Lane option, according to UDOT, would require approximately 250 linear feet, perhaps more. Currently a right of way of 120 linear feet has been reserved for a road. Construction of this option will require the demolition of a significant number of homes. Choosing this option and removing the estimated 10 homes that would be required would leave severe limitations on the ability to expand the corridor in future years. History has shown that two lane highways often require expansion in the future. If the corridor is placed in the middle of two established neighborhoods, there is NO ability to expand without significant costs and the further destruction of homes and communities. The Glover Lane option has more open space and I believe a corridor could be secured at this option that would provide for current and future needs.

Comments:

For the life of me, I can't figure out why you have chosen the Shepard Lane link from the new highway to I-15. Why would you split the neighborhood on the Kaysville/Farmington border? This idea substantially damages the value of hundreds of homes, while there are must less impactful routes nearby. Please reconsider.

Also, the idea of having Legacy Highway traffic merge onto I-15 for one mile and then merge back onto the new highway is idiotic. Do you really think that won't be a massive bottleneck? Traffic backs up there today. How will it be once the new road is built?

Comments:

I'm writing to STRONGLY oppose the C-1 Shepard Connector option for the West Davis corridor. The C-1 option plows right through an already existing neighborhood, whereas the A-1 Glover's Lane option does not negatively impact a neighborhood to any degree as the C-1 route. Also, as a tax paying citizen why are we paying \$500 million for an alternate route to I-15 -only to have the C-1 option run directly concurrent with I15? This makes absolutely no sense whatsoever. If anything were to happen near that section of roadway -a crash/spill/earthquake, etc. that would completely shut down any north/south corridor through Davis County. Why would UDOT run the risk of losing the true reason for the corridor? I urge you to adopt the A-1 option that would provide a true alternative to I-15.

-----I live in Woods Cross and my home will not be impacted by the construction or layout of the west davis corridor (WDC), but I am still a Davis County tax payer and voter. I commute north to Box Elder County for work so I have paid close attention to the proposals offered up. I cannot understand why any option would be taken forward that doesn't connect in to I-15 at Park Lane or South of there. To have the WDC tie in to I-15 at Glovers Lane is not logical. If you go to Park Lane there is an interchange already there for Hwy 89 and I-15. Glovers Lane would put EVERYONE on I-15 for that 1-2 mile stretch between Glover Lane and Legacy. PLEASE LISTEN TO THE TAX PAYERS AND VOTERS! Make the right choice.

Comments:

To City, County, and State Leaders and UDOT Officials,

I have recently learned of the Farmington City Mayor and City Council submitting a resolution in support of the C-1 alternative for the West Davis Corridor through Farmington saying that "the A-1 and B-1 alternatives were strongly opposed in past discussions" Please know that I oppose this resolution, it does not represent me or my family and neighbors, and I am instead in favor of your showing support for the A-1 (South Option), pushing it as far west as possible. My reasons are those voiced by others from my Hunter's Creek/Quail Crossing neighborhoods and I repeat some of those reasons here: 1. The highway would physically divide our community. Travel north or south within our neighborhoods would be severely impeded.

1 There is great concern for safety because children cross the roadway where the highway is proposed in order to play with friends. Many of the children living on the south side of the proposed highway are required to walk to their school located on the north side. What of their safety?

2 The lost value of my home would be crushing to me. As a widow living on a fixed income and no real possibility of increasing that income I would be unable to *ever* sell my home because I could not recoup the costs already spent in order to possibly be able to afford another home.

3 Property Value loss for others would be equally devastating.

4 I am concerned about the possible health effects of increased air and noise pollution.

5 The Shephard Lane area and over to Hunter's Creek/Quail Crossing neighborhoods are heavily populated and I cannot imagine how placing the highway here is a good choice and though I feel for those living in the area of the A-1 South Option are they as closely and heavily populated? I add my voice to many others in requesting a more diligent review of the options and in giving my support to the A-1 South Option (moving as far west as possible).

Comments:

Your support of the West Davis Corridor, the Shepard Lane connector in particular is putting our children at a greater risk of autism. My family moved to Hunters Creek in Farmington from a neighborhood right off of the freeway in Kaysville nearly five years ago because we wanted to get away from the pollution and noise of the freeway. You see, our daughter was born in that area of Kaysville and was diagnosed with autism at the age of one. Studies have now linked proximity to highways and freeways with an increased rate of autism diagnosis. You can read the study yourself here: <http://www.rescuepost.com/files/residential-proximity-to-freeways-and-autism-in-the-charge-study.pdf>. I have also attached the study for your consideration.

There is no reason that the road project cannot be pushed further west away from established homes and neighborhoods. I was recently informed that the agency that officially designates wetlands in the state of Utah is the Army Corps of Engineers. It should be noted that there is currently NO DESIGNATION by the Army Corps of Engineers that maps/lists the land adjacent to the West Kaysville power lines as wetlands. There is also currently no formal maps, literature, or other such publications by the state of Utah or Forest Service that designate the West Kaysville open space as wetlands. The ONLY source that designates Wetlands all along the West Kaysville area is UDOT.

Your continued support for this road project is putting our children in harm's way. Please protect our children—force UDOT to go west!

Your concerned and sickened citizen

Comments:

I attended your open house in Farmington and have several concerns that I would like to have responses to as well as get these on the record.

1 -None of the individuals from UDOT or their affiliations at the open house (funny you use house, when your interpretation of the word seems to be a building readily available for destruction without consideration) could provide me with specific data related to the 3 plans on the list concerning specifically the houses that will be impacted. I am looking for addresses of those that are in jeopardy of being plowed down for each plan and those that are in jeopardy of having property ripped away from them, but not the structure. No-one has been able to provide me with this data. Given that you have all the numbers of homes that went into the models (which models do not in any way shape or form take into account the social impact of displaced families, families that have their main asset (their home) significantly devalued after 20+ years of hard work to save and build in the community in which they wanted to live), I would think this request would not be so difficult. Please provide me with a list of the impacted homes. Both those scheduled to be plowed down and those with impacted land.

2 -You are putting us at a significant disadvantage during this 90 day public comment period in being able to accurately assess the situation and identify concerns, potential solutions, etc. by not having the data available.

3 -Here's an idea -instead of spending \$10MM -\$50MM to invest in buying out a nice neighborhood of homes that are 3-5 years old, why don't you instead leave our homes and property alone, build the highway where it has been discussed being built (which = 1000 ft west) and invest that \$10 -\$50MM in rehabilitation of neighborhoods such as areas like Rose Park and West SLC downtown. I am sure that there are a lot of people that would love to have investment in their neighborhoods fixing up homes, rebuilding homes, and making improvements in their neighborhoods. Seems like such a gluttonous waste, to plow through a neighborhood that is fairly new, well kept, and has new construction. Seriously!

4 -I am vehemently opposed to my tax-payer dollars supporting your salaries, I feel you have in no way made good use of my taxes. Enjoy going home to your home tonight, paid for by the very people whose homes you are willing to destroy and enjoy that nice dinner (once again paid for by us) with your kids who are not upset because they see and feel all the turmoil in the neighborhood and are scared the highway is going to drive over their house.. Happy Friday!

Please respond to me confirming you have received my email, with a personal response, I am not interested in a computer generated response telling me my email has been received into the black hole. In addition, please provide me with the requested data. Once again, YOUR 90 day clock running and YOUR organization has been unable to date to provide the data necessary. Flawed process from the beginning, cannot imagine how you would expect to move this forward when you do not have readily available facts, figures, and information.

Comments:

I do NOT support the current West Davis Corridor project! I understand the need for the road but do not support the idea of taking down new homes and upsetting and displacing so many families to do so. There has got to be a better way! It is my understanding that many Cities have set aside land that will not affect these homes for this project and I don't understand why it is not being used! Especially in Kaysville City! There is only one proposed path and I feel that those of us here in Kaysville don't have any options. I live in this Kaysville neighborhood about a block away from where the road is proposed to be. My neighbors and my home will be greatly affected by the removal of these homes for this highway. I believe that if the new corridor is placed in the right place it can have a positive affect for everyone! If the current placement is followed, not only will my neighbors homes be removed but I fear that if the road ever needs to be expanded My home will be taken as well. Our neighborhood is a very pleasant place to live and the placement of this road East of the powerline will create a drastic change and hardship for this Kaysville neighborhood. It will change our lives greatly out here. I believe west of the powerlines (with enough room for future expansions) should be the only option! The loss to our neighborhood is just too great for those that live East! West of the powerlines could have a positive impact for everyone. Please reconsider this project's current location and help maintain this beautiful neighborhood and its homes!

Comments:

I recently noticed the options for the West Davis Freeway corridor. I just want to point out that option C is RIGHT NEXT to a school. I think that is wrong for many different reasons!!! I think option C shouldn't even be considered.

Comments:

As an avid sportsman, I've hunted all over the world in several continents, I still am opposed to destroying homes in favor of These lands don't foster breeding populations of waterfowl. The homes do represent families and communities.

Please readjust your proposal

Thanks

Comments:

Comments/Question: As an employee of Davis County I am very concerned that the County and cities have purchased property along the previously designed western route. Now under your current plan you have moved east leaving that purchased land unusable and the taxpayers' money wasted. Was this considered in your decision to move everything east? If so, how do you justify the waste of taxpayer money?

Comments/Question: The property loss of homes within the connector just south of Shepard goes between two communities that contain some 500 homes. There are some that will be demolished, however others such as mine will have their value diminished significantly. Has this been valued by your studies, and if so, what is the valuation? You will compensate under law the owners of homes that are taken, but my home sitting across the street will lose between \$50,000 and 75,000. How will I be compensated or is that considered just being a good citizen to aid the greater good?

Comments/Question: The Glover Lane option seems to be drawn at an angle which will take approximately six homes and a business. Isn't it more feasible to take it more directly west to eliminate that taking before turning northward to catch Glover Lane? This would seem to spare some homes from direct taking and go over land that is not specifically occupied.

Comments:

I'm writing to STRONGLY oppose the C-1 Sheppard option for the West Davis corridor. As a tax paying citizen who does not live in Davis county, but commutes frequently north why are we paying \$500 million for an alternate route to I-15 -only to have the C-1 option run directly concurrent with I-15? This makes absolutely no sense whatsoever. If anything were to happen near that section of roadway -a crash/spill/earthquake, etc -that would completely shut down any north/south corridor through Davis County. Why would UDOT run the risk of losing the true reason for the corridor? I urge you to adopt the A-1 option that would provide a true alternative to I-15.

Comments:

Comments/Question: Why can the road not be started before Glover's Lane and go out west of the Power Lines to avoid destroying any houses or minimizing the destruction of homes?

Comments:

Dear Sirs,

Your recent announcement regarding destruction of human habitat in favor of protecting habitat for rats and rodents leads me to believe that you have succumbed to the evil of political correctness and have limited or no regard for that which really pays your salaries each month.

As an environmentalist I find it offensive that you would destroy the essential habitat in the foolish guise of "protecting" a bunch of weeds and grasses. Apparently you are simply doing this to justify the continuing delivery to your coffers of the graft moneys you can extort from the Federal Treasury for your own selfish purposes. Such self-serving gratuitousness to grab "Free Federal money" smacks of prostitution of the public trust for your own personal interest(s).

You should each be personally ashamed that you have stooped to such a level of subservience as to start down this road to harm your fellowman. Hopefully you will repent before it is too late to stop this nonsense.

Comments:

I do not support this at all. If we need a highway then build it out as far west as you can. You are knocking down peoples houses, destroying neighborhoods and communities for a road that does not have to be there. There is plenty of area to build this out west so do it.

Comments:

I support the Glover Lane alternative. We need to keep the proposed Legacy extension out of our existing communities as much as possible. It should parallel the huge powerlines as much as possible.

Comments:

I am STRONGLY AGAINST Legacy Highway going down Glover lane. Not only would it disturb wet lands, and the bird refuge that attract so many people to each year, but would significantly decrease the value of our home and property.

Comments:

As a Syracuse resident, I am deeply concerned about plans to destroy so many home and disrupt the lives of so many families to save low value wetlands. I am not convinced that the West Davis Corridor is necessary at all, but if you insist on building it, please do so with less negative impact on our neighborhoods, homes, and families!!!

I believe the low value wetlands can be mitigated much more cost effectively than buying up and destroying so many high-cost homes.

Sincerely

Comments:

To whom it may concern:

I am writing to let you know of my feelings about the Shepherd Connector. We all knew that this project was coming, so why did we not plan ahead so that new housing would not be built where the road was purposed to go. When we bought our property, they told us about the second leg of Legacy, but they also told us that it would be built by the power lines and would not be built for 20 or 30 years. So I am not saying that we did not know, what I am saying is that they have changed the intended location.

If they build the southern option, it will split our neighborhood in two parts. This is unacceptable. I have family that lives in the Farmington area and I use this back road all the time. What takes me 5 minutes now, will take me more time and more gas and it will cause more emission to be put into the atmosphere. I also take this route to get to Legacy when I drive to work and back. It is my alternative route when I don't want to get behind the school buses on Shepherd Lane.

I use Legacy everyday and I know that this road is needed, but we need to look more to the west part Farmington, Kaysville and the rest of the way up north where there are no houses. I don't understand why human beings are less important than wetlands. I would suggest that we take the Davis Corridor west of the sewer plant and stay away from homes that are already built.

Taking the Shepherd Corridor back to I-15 and then back off again is a mistake. I thought that building these roads were suppose to be an alternative route to I-15. This would only make traffic worse at this Junction. If we had an emergency evacuation, we need another escape route out of the city. Using the Southern Option would not make this possible.

I think you can tell that I am for the West Davis Corridor and I think you should not take any homes out to build it. Please find a way.

Thank you for your time.

Comments:

I strongly oppose the Shepard Lane (North) alternative for the West Davis Corridor for the Legacy Highway. The Glover Lane (South) alternative is a better alternative. The reasons for my opposition to the Shepard Lane alternative and support of the Glover Lane alternative include the following:

- 1 A significant amount of traffic affecting the Farmington area is traffic to and from Salt Lake City. By connecting to the north portion of Legacy Highway at Glover Lane, forcing all of this traffic through the Park Lane interchange is avoided.
- 2 One of the purposes for the Legacy Highway is to provide an alternate north-south route from Salt Lake to Ogden. The separation of Legacy Highway from I-15 was not obtained through the Centerville and South Farmington area because of environmental considerations. The separation of Legacy Highway from I-15 should be attained as fully as possible. This is accomplished by starting the north portion of Legacy Highway at Glover Lane. Separation of Legacy Highway from I-15 through (or around) Farmington is a distinct advantage.
- 3 The route for the Glover Lane alternative goes through primarily yet to be developed or never to be developed areas. This route has less impact on existing homes, parks, water retention systems, roads and other infrastructure. The Glover Lane alternative has less environmental impact than the Shepard Lane alternative.
- 4 There is no need for a Shepard Lane interchange to I-15. The concept of an interchange has been discussed for many years. Originally, this idea stemmed from commercial development plans in the area of U.S. 89 and Shepard Lane. The Foxglove (Smiths) shopping area development occurred and has been successful without a Shepard Lane interchange. The area to the southwest of U.S. 89 and Shepard Lane developed as multiple unit housing. This area is served by the very close Park Lane interchange. The K-Mart development was unsuccessful. Mr. Jon Asay's laudable efforts to revitalize the K-Mart building were not successful but not because of traffic infrastructure. The best traffic flow avoids having additional vehicles traveling the approximate one mile from Park Lane to the suggested Shepard Lane interchange.
- 5 Shepard Lane already has considerable traffic flow. Expansion of Shepard Lane is not possible without significant impact to Oakridge Country Club and likely the destruction of homes on Shepard Lane. Rather than adding to the Shepard Lane traffic, traffic patterns that shift traffic to Legacy North west of the Oakridge area and south to the Glover Lane area should be developed.
- 6 An interesting alternative to a Shepard Lane interchange is the removal of the bridge across I-15 on Shepard Lane. The removal of the bridge provides for traffic to be routed to the Park Lane and Glover Lane areas. This includes the commercial development at Farmington Station.
- 7 Additional lanes through the Oakridge area, whether added to I-15 or called Legacy North, involve the same unwarranted traffic flow. There is no reason why additional lanes should be forced into this area bounded by many homes and the Oakridge Country Club. If additional lanes are added in this relatively small area, the lanes should be located in the yet to be developed area on the south and west side of I-15.
- 8 Any plan that affects Oakridge Country Club is not warranted. Oakridge has been and remains a community jewel. Oakridge provides one of the best championship golf courses in Utah and perhaps the best golf course in Davis County. Oakridge is the current site for the Utah Open, the longest continuously played professional golf championship in the United States. A championship golf course requires an entire eighteen holes of challenging, inter-related holes to maintain its beauty and playability. The Shepard Lane alternative does significant, unwarranted damage to Oakridge.

Thank you for considering this input. It seems clear that the Shepard Lane alternative should be avoided. The Glover Lane alternative should be selected for the reasons stated.

For demographic purposes, I am 57 years old and have lived in the Oakridge area since 1982. I am married and we own our home. We are members of Oakridge Country Club.

Comments:

Comments/Question: If you knew you were putting a road in, did you purchase land for it? Also why was developers allowed to come in and put in these subdivisions if they were going to be in the way? Do you have the money for this project? If not, why would I want to pay taxes to have a highway in my backyard and destroy my neighborhood and devalue my property.

Comments:

Hello,

The purpose of this missive is to express my concerns regarding the proposed alignments for the West Davis Corridor for the expansion of the Legacy Highway.

I live at approximately XXXXW and XXXXS in West Haven, having moved here approximately 5 years ago. The reason that we moved to West Haven from the Layton area was due primarily to the fact that 30% of the lot in my previous residence in Layton was consumed by the city for a road expansion project. This was a particularly difficult situation and process...one that I would not have wished on anyone...which left us with the feeling that whatever the government wants, be it local or state, they will get one way or another. Oh, I was indeed compensated for the property that was taken but I had lived there for over 10 years, raised my family there, had many fond memories of family get togethers, yet could not help feeling that somehow my particular American dream was violated by forces beyond my control to stop.

My family and I attended the open house on 2/10 at the West Haven Elementary School and we were all absolutely shocked to find out that our new home in West Haven, along with approximately 20-30 of our neighbors, may be in directly line of Alternative A. Due to the interchange that is proposed at the 5100W 4000S corner if my home is not directly impacted by the actually 5-lane roadway or an off ramp, we will be so close that my property's value will be in the toilet and/or it would be difficult if not impossible to sell our house at some future date. We moved here with the belief that we had chosen a location that would not be affected by any future roadway. Plus we very much enjoy the more rural location...one that we had when we first moved to Layton. I do not want to relive the experience and I do not want to put my family through these hardships again. Once again, it appears that our American dream is in jeopardy and we will be forced to again relocate.

I really do not want the Legacy Highway to be expanded beyond what has already been completed. I think that instead of building additional roads that consideration of expanding I-15 as well as improving public transportation, be it light or heavy rail or bus service, be evaluated first and foremost; then and only then, should construction of new highways be considered. However, I do realize the growth is inevitable and that at some point in the future it will be built.

If a road has to be built I would prefer it to impact the least number of residents and businesses as possible. Therefore, I would recommend that Alignment 14A be reconsidered as an alternative to the currently proposed alignments. To me this alignment is further west and while it still does impact some 74 residences and business, it is significantly less than the 124 residences and business (today) that will be impacted by Alternative A, or any of the other Alternatives for that matter.

It is my belief that UDOT needs to reconsider more of the alternative routes that have been proposed in the past...in particular 14A.

Comments:

I went to the meeting in West Haven City yesterday to voice my concerns and comments regarding the Legacy alternative routes. At the meeting there was a petition table set up to oppose or support the alternative routes. I am very upset that the Mayor of West Haven had the nerve to have two petitions to oppose route B and C through there City but only had a petition to support route A which runs 5100 W through Hooper. This meeting was suppose to represent everyone affected by the Legacy Highway in Weber County. Those petitions will give a over whelming one sided veiw opposeing route B and C in major support of route A. They are misleading and don't allow them to sway your vote for alternantive A. I have sent a letter to Hooper City Mayor to ask where our representatives were to oppose option A. The meeting didn't properly represent all of Weber County. I oppose all routes through 5100 W and East. I feel the Legacy should run West where is would less likely rip our beautiful, rural community apart. I am worried that these plans are to close to our schools. Each route has children that have to cross a Highway to attend school. Every morning there are many children all standing on 5100 W to catch the bus to Hooper Elementary everyday. Those West of 5100 W will have to cross all three of the routes to attend Rocky Mountain Jr. High School. I have lived out here my whole life to be away from all the City and Freeways...to raise my kids in a small, safe, tight, community. We have our dream home we wanted to spend our lives in. Now Oor home values are pretty much nothing and couldn't sell if we tried. This Highway probably doesn't affect you, your home or your children. How would you feel if it did. Do the right thing. Protect our homes, children and communities. Take the highway WEST. It is the best option, and for all of us in Weber County it should be the only option.

Thanks for your consideration

Comments:

To: Decision Makers
UDOT, Davis County, et.al.

Re: West Davis Corridor

It is inconceivable to me, as to everyone else I am aware of, that UDOT is actually even considering destroying homes (100+?! -Really?!), businesses, archaeological sites, public parks, etc. to build a highway when there appear to be other much more palatable places to put the highway.

Do you seriously consider that preserving the wetlands (grasses, weeds, etc) is more important? If so, why? What are the advantages? Who benefits? How?

Why was this highway not in the planning stages long, long ago and lands reserved for the purpose? Do those in on the decision making live in the planned destructive path? Of course not.

Tampering with the lives and assets, especially the homes, of hundreds of people is short-sighted and wrong in the extreme.

Please STOP. DO NOT do this. GO WEST, UDOT, GO WEST.

Comments:

I would humbly submit an alternative routing for the south end of the West Davis Corridor. Instead of routing it through the housing on Viewcrest in Kaysville, please put it west of the power corridor. The city has already designated an area there for the project.

Please don't evict these good people, friends and neighbors of ours, for this project.

Thank you for your time.

I would like to ask if anyone at UDOT has actually seen the houses on Viewcrest in Kaysville? They are only 4 years old and cost around \$400,000 at the time of sale. That value has dropped since then so that the current "fair market value" is about \$100,000 less than what most people owe on the homes.

How will UDOT ensure that these families are not bankrupted by being forced to sell their homes in such a depressed market, especially when they are up-side down on their mortgages?

Will they be compensated for the inconveniences of moving?

Should UDOT choose to pursue this course, I would expect the affected homeowners to be treated the same way an insurance company would if their homes were destroyed by a fire. By that I mean their lives should be able to go on as if nothing happened. Full restitution is required.

Thank you for letting me voice my concerns.

After attending the open house in Farmington, which I greatly appreciated, I am still left wondering who dictated that the corridor so close to Kaysville housing? The rumor is that environmentalist pressure similar to what delayed the south Legacy project is coming to bear on UDOT. People are also saying that UDOT is preemptively avoiding such pressure by victimizing the homeowners instead of even going up against the environmentalists.

I doubt these are entirely true suppositions. But at the same time, no UDOT officials at the open house could adequately refute these claims either. Will you please publicly disclose who is to blame for this mess so as to quell the rumors and let us know with whom we should be negotiating. It all seems very secretive.

Thank you for your help with this.

Comments:

I really like the first and second A or B options. I feel like it would be better to get the road in place now before the population continues to grow in this area. Don't wait to put it in. Build it and they will come. I think that option C is to cut up.

Comments:

Dear UDOT or shall I say thoughtless human beings that only care about the money they have in their pocket, rather than the people of Kaysville.

I don't understand why you have multiple routes for other areas besides Kaysville. WOW are you unable to draw a few extra lines. Well let me help you out. See where you have the lines that destroy are community and our wonderful neighborhood. Just move those lines on the other side of the power poles. Look its perfect. I guess your engineers that went through many years of school could not thing of such a perfect plan. A small town mom and wife has to tell you how it is done.

I have lived in Kaysville for most of my life. It is the most wonderful place in Utah to live. The best schools the safest streets. Our kids can play in the front yards and no one has to worry about any dangers. But you guys get this idea up your asses that put a major road in our backyards. WOW another stupid move. Do you know that in our neighborhood, children live here. OMG did you not think of that? You'll have this busy road where OOPS!! A child that does not know that their front yard is nolonger safe to play in anymore,BAM gets hit by a car. Guess you did not think of that either. O, is it your plan to put one of those UGLY concrete walls to separate our neighborhood from the road. Another STUPID move you would rather spend millions of dollars building an ugly wall, tearing down houses that have only been here for a few short years. Then go a few yards farther West. Hey did you think that Maybe if you do go on the other side of the power lines it maybe cheaper in the long run? I guess not or it would have been drawn on your map.

Don't even get me started on how you are destroying peoples lives as well as a tight nip community. I want you to ask yourself. How would you feel if someone came to you and said. Sorry sir, I am going to tear down your house, Give you the lowest market value for it. You are going to have to leave your friends and find a new place to live. Because I am going to build a road here. I am not saying that the road is not needed. I am saying that there is a better plan then to destroy the things that many people love. Would you like this ? I THINK NOT!!

I understand that you are SCARED of the Searah club and all of the environmentalist. Cuz, you guys would rather destroy homes then take on those big scary people. You must have nightmares at night about how scary they are. As far as I know Kaysville city was planning on you building on the West side of those lines. Do you think that since, we are a small city that our residents will go down without a fight? Well you are wrong. DEAD WRONG!! So what I have to say to you the thoughtless careless people of UDOT that want to build a road through my neighborhood. You got another thing coming. We have voices and a community on our side. We are ready to battle and not lay here and let you bulldoze our families and friends.

I hope that tonight after you read this you no longer have nightmares about the Searah Club you have them about the community that you are destroying and the lives that you don't even try to care about.

Sleep well.

Comments:

Dear Mr. Adams,

After attending ALL of the West Corridor open houses, it was only at the West Haven one on Thursday that I was told by the Right of Way representative that my house was indeed going to be one of the home acquired. With that information I then added up all the homes affected in the area on View Crest and Wellington Drive and the number is definitely 39 if not more just in that area. I showed up at the West Point open house on Tuesday asking Mr. Jefferies, the project manager, that taking all the numbers from UDOTs three alternative plans and doing the math, that there was indeed 42 homes if not more in the Kaysville/Layton area that were going to be taken by UDOT. He said no there is only 17. I told him that the numbers did not add up. He stated that there are going to be further studies to determine all of this.

My point in writing this letter to you at 2:30 in the morning. Is that Langdon Group Inc. or UDOT have not given the public the information that they have if the current proposed plan through Kaysville is adopted.

I attended the Farmington open house where you, Mr. Adams, said you would give me the number of home acquisitions for Kaysville and you gave me 17 homes. You did not give me the whole truth. I realize that the line for the corridor through Kaysville is movable and that this is still very early in the study process. However, you have not disclosed any information to the public if this corridor is place on the East side of the power lines thus giving the public the allusion that Kaysville is minimally affected.

I have heard you on Langdon Group Inc's three fold mission. First avoid, second minimized and third mitigate. Langdon Group Inc placed the corridor east of the power line to avoid. Then you claim to the public the minimum number of homes affected. Yet I don't think 42 homes in just a half of a mile is a minimal number.

The public and especially Kaysville should have had, in the very least, the right amount of home acquisitions to be able to come to the open houses informed as to how it is be going to be affected if you place the corridor east of the power lines. Langdon Group gave Farmington, and the areas north of Layton the information of what the impact would be to them (as noted in the white boxes on the different maps). However, Kaysville was given no information on the map given to the public. These open houses were to discuss the views of the community and how they felt with regards to the corridor, yet you did not give any information as to the impact on Kaysville. They had none. Why?

Cc: ksl

Comments:

How is UDOT accounting for having to tear apart the Wasatch Weave for the Shepard Connector?

I strongly urge you to go utilize the A-1 Glover's Lane option.

Where the Glover's Lane A-1 option can be drawn to take less homes and have less impact on neighborhoods, how does UDOT justify taking the homes and ruining neighborhoods in the Shepard Corridor?

Where the southern Glover's Lane option can be plotted for future growth and expansion given the open area on the southern end of Farmington, is it not short-sighted to limit the growth options by construction the Shepard Connector?

Comments:

Comments/Question: Legacy was a much needed and ridiculously delayed project. Much of the delay was due to the debate over the wetlands. The continuation of a corridor north through Kaysville should continue and should not be delayed and debated for years.

I can already see that this debate is going to rage as of the latest announcement affecting numerous residents that they will have to move from their homes so the road can go through their neighborhoods. RIDICULOUS!!

Here is the solution...displace mosquitos, NOT residents. Furthermore, NOT having to buy out all the residents from their homes will save the project money.

Rocky Anderson had it wrong, and now it appears UDOT does as well.

Comments:

I'm bothered by all of the plans for this corridor. I moved to Syracuse to get away from high ways and busy roads. Options C would put this road about 1000 feet from my front door. Instead of looking out my front window and admiring a beautiful sunset over antelope island, all i'll see is this highway. Most folks I've talked to don't want it here. I don't know who's getting rich off this idea, but it isn't right! Please do not implement these foolish plans and ruin the beautiful land we admire so much. If you're going to do it against the peoples wishes (which I'm sure you will) please do not implement plan "C". Thank you for you time and may God have mercy on your soul for destroying all of the beauty of nature, the farms, and the wildlife habits you wil bring to an end.

Comments:

Comments/Question: 11 Reasons to choose the Glover's Lane connector over the Shepard Lane connector.

1. The cost of the Glover's Lane / Western Farmington Connection has not been fully disclosed --particularly the impact on the east side of I-15 or redesign and construction to the existing interchange. None of this impact would occur with the Glover's Lane option.
2. More important than money, though, is the quality of life we enjoy in Davis County. Please urge UDOT to choose people over wetlands.
3. The numbers of residential acquisitions between the two options --Glover's and Shepard --are currently identical. However, other options may exist to minimize the impact on acquiring residences for the Glover's Lane option. 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.
4. 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 maps shared during the comment period fail to fully disclose this impact. Officials also claim that the Shepard Lane interchange is less expensive, without disclosing the cost of having to remove and rebuild the current 89 interchange, as well as impact to the east side of I-15.
5. Additionally, the Shepard Lane option will result in more I-15 congestion. It is much closer to the I-15 / 89 interchange, and this option is supposedly a comparable traffic flow, but comparable is not an adequate answer when one option --Shepard --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.
6. 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.
7. The environmental impact for Wetlands and Wildlife should take a backseat to the interests of homes and people. The Shepard Lane option is much shorter -- and the Glover's Lane option will thereby necessarily have more wildlife and wetland impact because of its length. However, if wildlife and wetland impact were of more importance than impact on the interests of citizens, the entire Legacy Highway would not exist, nor development at all. Cheaper is not always better. Please encourage decision-makers that the Shepard Lane option is shortsighted, and even though it will result in less impact to the wetlands and wildlife, the Glover Lane option will allow for better long-term development, and less adverse impact to families and citizens.
8. Given the development in West Farmington, the Glover Lane option seems like it would provide a greater benefit to more people by servicing those who live in the Ranches and other developments there as well.
9. The current plans fail to disclose the impact to the east side of I-15. Specifically, the UDOT plans and those presented to me by Farmington City planning officials do not disclose the fact that the Shepard connector will actually result in impact and taking of homes east of I-15, and taking of part of the Oakridge Country Club. This is not disclosed for citizens to be aware of in public comment, and disingenuous.
10. The cost/benefit per comparable measurement is also suspect. Certainly the overall cost of a longer road is more expensive. However, breaking down the cost of the road on a per mile basis, the cost of the Shepard Lane connection may very well (and likely is) more per mile. The longer road will provide greater benefit per

mile by reducing congestion at the most congested interchange in Davis County.

11. Farmington City is pursuing self-interest of its officials, not its citizens, and is doing its citizens a disservice. They are avoiding accountability by refusing to meet with citizens to be transparent. The Shepard Lane Connector option will result in more congestion for everyone north of Farmington, and while Farmington residents even oppose this, Farmington city officials are avoiding to have to account to their citizens allows residents to be as fully informed as possible on the various issues before the time to comment ends. The Glover's Lane option allows for better long-term planning, will result in less congestion, and will cause far less impact to families and homes, and instead of answering questions, the Farmington mayor and city council's actions and avoidance of accountability are suggesting that some other interests besides those of the citizens are pulling the strings. The mayor and city council have tentatively planned a town hall meeting with the residents of Hunters Creek and Destination Homes (and any other Farmington resident) to address the Council's unanimous support of the Shepard Connector option for the West Davis Corridor. They have tentatively proposed March 16th for the meeting --one week after the comment period ends. We would like the mayor and city council to be transparent and accountable and explain their support of the Shepard Connector before the public comment period ends. Interestingly, 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 maps shared during the comment period fail to fully disclose this impact. Farmington City officials also claim that the Shepard Lane interchange is less expensive, without disclosing the cost of having to remove and rebuild the current 89 interchange, as well as impact to the east side of I-15.

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Instead of claiming to act for all residents, local government officials should be encouraging people to provide public comments to UDOT at wesdtavis@utah.gov. The Glover's Lane option allows for better long-term planning, will result in less congestion, and will cause far less impact to families and homes, and instead of answering questions, the mayor and city counsel's actions and avoidance of accountability are suggesting that some other interests besides those of the citizens are pulling the strings.

Please opt for the Glover's Lane connector as opposed to the Shepard Lane connector.

Comments:

The Shepard Lane option cuts off friends and family members who chose to live near each other. The South option allows neighborhoods to stay connected. How do you measure the "cost" of relationships? At least 6 families built in adjoining neighborhoods to be close to each other and would be cut off with the Shepard connector. Close friends in the other 240+ homes would also be limited in their ability to interact with a major highway and no through road dividing them.

Comments:

EIS Team:

On the Layton portion of your "ABC" alignment, you illustrate that the corridor will bisect the city streets 2200 West and Westside Drive and eliminate approximately 8 homes and farms in that immediate area. Your alignment is attempting to "avoid" wetlands but really does not avoid all wetlands and economically and socially impacts these homeowners while not totally avoiding the questionably identified wetlands.

In doing so, and placing this alignment over property with homes and farms, that are a most significant investment of the owners, UDOT is effectively "freezing the assets" of these owners. The corridor designation will restrict the free market system from investing in, selling and purchasing these properties. UDOT can not now determine when these properties would be purchased for the highway.

The Federal Government uses the techniques of "freezing assets" on dictator governments, terrorist organizations and terrorist harboring countries. I don't think this same method of "freezing assets" should be deployed on these Layton properties and citizens when there is another alternative.

Layton City submitted a detailed map illustrating a balanced and fair alternative to (1) avoid taking developed properties, (2) restoring investments and (3) allowing the free market enterprise to function that is at the root of this country's founding. The map was submitted to your consultants at the Open House, February 9, 2011 at the Legacy Center in Farmington. I have additional copies of the map if needed.

Please consider and implement the refined alternative as presented by Layton City in your next round of recommendations.

Please respond to my comments.

Thanks.

Comments:

I am here to voice my opinion about the new freeway proposed in West Kaysville. Being a Davis County citizen I understand about the traffic problem and it is only going to get worse in the upcoming years. We do need a solution to the problem but this is not it. It is NOT ok to take people's home's just to build a road when there are swamp lands available. I understand that we need to leave wetlands for our kids and where do we draw the line. I also taught out in West Kaysville and know that those swamp lands are just mosquito breeding grounds which can be hazardous to the health of others by spreading things like West Nile and other diseases. The kids would come in from recess covered in mosquito bites. I understand that Kaysville has been planning on building a road out west and has saved land for this specific purpose but since they have planned to use a portion of the wetlands environmentalists are up in arms. Well those that will be losing their houses for much less than what they paid for are also up in arms. You can't make everyone happy but these people live there, the environmentalists don't. Cleaning up West Kaysville and getting ride of some of that mosquito land would help the community in the long run. Please don't take the dream homes of those who live there. Find somewhere else and another solution. You knew Davis County was going to boom eventually and these people shouldn't be punished by losing their houses due to lack of planning by the community.

Comments:

My name is XXXX XXXXXX. I live here with the 1,000 or so residents in the immediate vicinity of one of UDOT's proposed routes in Kaysville/Farmington -the Shepard Connector (Northern Route). We are strongly opposed to it as it could destroy our community, and feel that the Glover route is a much more reasonable route for UDOT, both now and for future long-term growth and expansion.

We recently held a meeting in our neighborhood where there were approximately 200 people in attendance (and many others who couldn't be there). In this meeting we also had 5 elected officials -State Senator Stuart Adams, Representative Brad Wilson, Commissioner John Petroff, Commissioner Bret Milburn, and Kaysville Mayor Steve Hiatt. They understand our position and are very supportive.

Because the highway could destroy our community, there are many people who feel passionately about not wanting the highway to go through our neighborhoods (the Shepard route), and who had many valid questions and comments about why we feel the southern (Glover) route makes much more sense and doesn't destroy entire communities with lots of people.

From that meeting we came up a list of QUESTIONS and COMMENTS for UDOT officials (there are many others as well, some of which were shared at the Open House), that we feel effectively show our concerns with the Shepard Route. They deal with many subjects; the central point being that the Shepard route destroys and threatens an entire community (with several thousand close to it), while in most instances the Glover Lane southern route does much less of that. In addition, the proposed Shepard connector route does not appear to be a good long-term solution as there isn't space to widen the road with future growth (including the interchange, future overpasses, and congestion issues), not to mention a potential traffic and pollution nightmare. Again, future growth IS possible on the Glover Lane southern route, without some of the other negative impacts. These questions and comments also deal with other subjects such as safety for children, as there are over 500 kids in these immediate neighborhoods, to school issues (many of those children currently cross that road and walk to Endeavour Elementary, and others), and a loss of \$20,000,000 to \$30,000,000 in combined property values which ultimately decreases government revenue.

We were able to show some of them to Kris Peterson and Randy Jefferies (we were hoping you would be there but unfortunately they said you had a family commitment). I am sharing these with you as well. We appreciate your help, as we realize UDOT is not the enemy, but needs to have solid and factual evidence showing how the Shepard Route is not reasonable.

Comments:

I feel that it is better to save peoples homes and neighborhoods and sacrifice the wetland area. Especially in this economy.

Comments:

Comments/Question: Autism Risk Increases with Exposure to Traffic Pollution Date Published: Monday, December 20th, 2010

Children exposed to traffic pollution have double the risk of being diagnosed with autism, versus other children, said Medical News Today, citing researchers from Children's Hospital Los Angeles, the Keck School of Medicine of the University of Southern California (USC), and the UC Davis MIND Institute. Study results appear in the journal *Environmental Health Perspectives*.

Study author, Heather Volk, PhD, MPH, wrote that "Children born to mothers living within 309 meters of a freeway appeared to be twice as likely to have autism" quote Medical News Today. According to the U.S. Centers for Disease Control and Prevention (CDC) autism is on the rise with the incidence increasing by 57percent from 2002 to 2006, wrote Medical News Today. Although earlier research suggests a link between air pollution exposure during pregnancy and negative effects on the developing fetus"and some studies have indicated links between air pollution and the first two years of life and cognitive development" this is the first study of its kind to reveal a traffic pollution-autism link, said Medical News Today.

The researchers reviewed information from the Childhood Autism Risks from the Genetics and Environment (CHARGE) study comparing autistic children to children who were developing typically; the children were between 24 and 60 months at the study's start and all lived in Los Angeles, Sacramento, and San Francisco, explained Medical News Today. Control participants were recruited from California birth files and matched for autism case frequency by gender, age, and general location.

Families were evaluated by personal visit; children received assessment, and autism assessment was conducted with what Medical News Today described as "well-validated instruments." Investigators also followed the locations where pregnant mothers resided during the first three trimesters and where the babies were born, noting the distance from a freeway or major road, said Medical News Today; gestational ages and prenatal records were utilized.

The research revealed that babies living within 1013.7 feet of a freeway experienced double the risk for autism versus other babies, after adjusting for gender, household education levels, mother's age, prenatal smoking, and ethnic background, noted Medical News Today. The link, said the authors, existed when in close proximity to a freeway.

Air pollution has been linked to a number of diseases and disorders such as breast cancer and diabetes. And, said Medical News Today, studies have linked these pollutants to inflammation and oxidative stress, which is involved in the development of autism, supporting the study results.

Irva Hertz-Picciotto, PhD, principal researcher on the CHARGE study, said, "We expect to find many, perhaps dozens, of environmental factors over the next few years, with each of them probably contributing to a fraction of autism cases. It is highly likely that most of them operate in conjunction with other exposures and/or with genes," quoted Medical News Today.

The origins of autism have long been questioned and critics have blamed PCBs, mercury, and vaccinations, to name a few. In two studies, high-fructose corn syrup (HFCS) was found to contain mercury (the industry disputes these findings, see comment below), which has been at the root of a long and expansive debate over its connection to vaccines, fish, and the prevalence of autism and autism spectrum disorders plaguing children today. Recent research also found that 10 areas in California have twice the rates of autism versus

surrounding areas.

Comments:

Comments/Question: What are the expected impacts of the interchange to traffic levels along 200 North?

Subscribe: yes

Comments:

I feel the land between the wetlands and Viewcrest/ Wellington in West Kaysville should be seriously considered for the expansion of the Legacy Parkway. To displace hundreds of families from their new homes places serious consequences on them, not only financially, but emotionally and socially. Our residents are a higher priority than a buffer area to the wetlands.

Comments:

I strongly urge UDOT to look at the best options for Davis County residents. It makes no sense to me why you would be building a road east of the power line easement. I would be in favor of building the road west of the current easement and further away from existing houses.

Comments:

I'm against the option putting the corridor below Shepard Lane connecting to I-15. Not only do I feel that connecting this route onto I-15 will cause a problem of congestion, but if this route is selected it will take out a large wetland area just East of 350 West by the Quail Crossing subdivision. This wetland area has a large area on the North side of the street and will be totally destroyed. If this happens it will impact the other large wetland area to the South of the road. This southern wetlands depend on the wetlands you plan to destroy. I would think that these wetlands are a higher quality than most of the ones that would be effected by going west.

I would propose that the Southern-West option be selected in order to save these wetlands and from I-15 becoming a bottleneck.

Thanks

Comments:

Comments/Question: I am strongly against this proposed Shepard Corridor route. If a study has been, Please let me know how many Kaysville Children would be effected with this road cutting in front of their school?

I am strongly against the Shepard Corridor route. I would like to know if this had anything to do with the Farmington Station?

I am strongly against the Shepard Corridor Proposal. I would like to know if Kaysville Mayor was involved in letting you know you the opinion of the residents of Kaysville?

I am strongly against the Shepard Corridor route. Is this the long-term solution and what will you do in 20 or so years when you need need to widen it again?

Comments:

I appreciate the opportunity to express my concerns with the Shepard Connector of the West Davis Corridor. I would like to begin by stating I support the Southwest (Glover's Lane) option of the proposed route and am strongly opposed to the Shepard Lane Connector.

As a current resident of a neighborhood that would potentially be affected this issue is of great concern to me.

A couple of issues I see with the Shepard Lane Route are:

1 Safety. I am a mother to a young child and her safety is my number one concern. One of the major determining factors in purchasing our home was to live in quiet area without a lot of traffic where I could be comfortable with her playing outdoors. If a major roadway is built so close to my home this safety and peace of mind is stripped away. I feel that building a highway type road through a neighborhood is irresponsible of the state to the most important citizens -the children. The Southern option does not pose this same problem as it runs on the outskirts of the neighborhood instead of directly through one.

2 Pollution. Again, I am concerned about the air quality my daughter will be breathing if she plays in her own backyard with a highway directly behind her. We have many "red" air days already and putting another major roadway so near I-15 will just compound the problem. The Southern option is a better option for this as it provides more distance between the two roadways.

3 School Boundaries. Living here we are fortunate to have access to two great schools depending on the needs of our children. This proposed route would be directly in between the two would cause extreme difficulties in transportation to the schools including the need for additional school buses and the lack of safety in school children walking to school (which they currently do across the proposed roadway). The Southern option does not have this impact to the schools as it does not run directly through the walking routes to public schools.

Thank you for taking the time to hear my concerns.

Comments:

Comments/Question: I would like to express my great concern with the Shepard Connector of the West Davis Corridor.

Placing a major roadway directly through a neighborhood (rather than outside of the neighborhood) will have an extremely negative impact on our home values.

This is not only damaging to the individual homeowners but to the amount of property taxes that would be collecting therefore costing the county a considerable amount of money based on the 500+ homes in the area affected and a value loss of 15-20%.

The Southern option does not have this same impact as the homes are not as dense and not as many homes will be affected.

Have studies been completed to determine the property value loss of the homes that are not physically taken? Have these results been compared to the Southern option including the number of homes affected?

Thanks.

Comments/Question: I would like to leave a comment expressing my feelings FOR the Glover Lane option of the West Davis Corridor and AGAINST the Shepard Lane Connector.

I have major concerns with the lack of space through the Shepard Lane Connector. The space is already too small for the proposed roadway, resulting in the necessity of UDOT to tear down homes. Even this will only allow for 250 feet even though the current Legacy Highway is 350 feet. My worry is that down the road as traffic increases, it will become necessary to further widen this roadway where the space simply does not exist, potentially resulting in high costs and further homes being taken. The Southern option does not have these restrictions. I do not see the logic in spending the time, money and emotional distress to create a roadway that in reality does not have long term feasibility due to space constraints.

Thank you.

Comments/Question: I have a few questions and concerns regarding the Shepard Connector. For the record I am extremely against this route.

I would like to know a few more details on the proposed route.

Where exactly will this road be built. Through what homes? Will homes on both the Kaysville and Farmington side be taken?

What are the proposed access points to and over the Shepard Connector?

Where the Southern option could be drawn to take less homes, what is the justification in taking homes in the Shepard Corridor?

Thanks.

Comments/Question: As a frequent commuter on I-15 I have recognized the need for an alternate route to I-15. A few years ago when a tanker caused the closure of I-15 it created a logistical nightmare trying to get to Davis County. This clearly demonstrates the need for true alternate routes.

The Shepard Connector option of the West Davis Corridor would not serve this purpose. In speaking with a representative it appears that one plan is to either force cars to merge onto I-15 for a stretch or to build a collector ramp. Either of these options could be completely cut off in the event of an emergency. The Southern option, connecting directly to Legacy Highway in the west would allow commuters, emergency vehicles and others a true alternate route through Davis County which is what I understand is the purpose of this road in the first place.

I appreciate your taking the time to hear my comments and concerns.

Thank you.

Comments:

To start out, I can't believe that you would plan this corridor through my neighborhood. I moved from Riverton to get away from the Mountain View Corridor. The freeway went right in the backyard of the home I moved from. I did not know that it was planned to go there when I moved in. I bought the home, finished my dream basement and then found out that it was planned on going in where I was told by my realtor that it would always be "equestrian trails". Since moving, the people who bought my home ended up selling to move out of state and lost 80,000 dollars equity. I was very relieved that I did not suffer the equity loss, but sorry for those that did. We still have good friends in the old neighborhood that did not sell who wanted to and therefore are suffering in a neighborhood that has since turned into rentals and the quality of the neighborhood has dramatically decreased. People who cared for their homes now have renters who do not care for their home or the appearance of their neighborhood. The home I moved into, I researched to make sure that there would be no "freeway" coming in. When I looked it up 2, almost 3 years ago, I was told that the freeway study was to go down Bluff Rd. This makes perfect sense because it is already a busy road, it already has the room, and the homes are already in the location that they knew they would be facing road noise and their homes are already facing busy traffic.

When I moved from Riverton to my current home, I already faced paying 15,000 dollars in real estate fees, and an additional 5,000 in loan fees. This money came from equity in my home. 20,000 dollars in equity every time I move is not ok for me or my family when I am the only person making income. In order to buy another home, I would have to buy something substantially smaller and with my wife expecting, this would be another hardship on a family that is already struggling to stay on top of an economy that is failing.

This corridor, if built all the way West like is planned, will not help. It will be like Highway 111 in Salt Lake County. There is no need for a main highway on the west side of all the existing homes.

I am a police officer by profession. I moved to Syracuse because there are no apartments or low income housing. I moved as far west as I could to stay away from this kind of people because studies have shown that these are the types of people that commit property crime. Bringing a corridor that will literally be right in front of my home will also be easy access for the same type of people to get to my neighborhood and home.

Please, Please, Please do not consider bringing this corridor through my neighborhood and in front of my home. I do realize that it will cost more to go a different route, but I would be willing to pay more in taxes every year to not have my quality of life decreased.

Comments:

I currently live in the Bridgeway Island housing development and am very concerned about this project possibly running through my back yard. At the time we purchased our home it was known to be going down Bluff Rd.. This is a newer housing development and a project like this would destroy our property value. I propose we run this new highway through the city council members homes. It would be more advantageous to stick with Bluff Rd.. It takes the traffic flow closer to the city businesses. It is closer to the fire department which will see an increase in vehicle accidents. Going through a new neighborhood were so many people have recently put in everything they own is not a fair answer.

Comments:

Comments/Question: At what time is thing going to start? I can't believe we can't go lower into hooper or something to get away from all these homes.

Subscribe: yes

Comments:

Very concerned about the alternatives routes being considered. We would like to be kept updated on this project. We live in West Haven and one of the proposed routes goes through our property. The first we heard about it was on Tuesday, 8 Feb 11 by a friend at work who had a map. We bought our home for the area and larger lot size. The development in and around our home was built within the last 6 years. There are wetlands on the south side of our property which is one of the reasons we bought since no one would be able to build directly behind us and for the waterfowl that inhabits the areas. There is also little noise or traffic. I am very concerned that we were never notified that we were even being considered for this project. One of our major issues is that until a decision is made we are on hold. We don't want to make any more improvements to our home or property let alone even think about selling.

Comments:

I oppose the Shepard Lane Connector for the West Davis Corridor Project. While I understand the need and support the expansion of Legacy Highway northbound, I feel that the impact that the Shepard Lane Connector option would have on the surrounding areas would be significant. This impact was anticipated by Farmington City and was critical in them making their original preferred alignment as the Glover Lane option. The Shepard Lane option would eliminate the only north/south arterial street on the west side of I-15 between Kaysville and Farmington. If residents need to go north and south they would be left with two options: Main street or the I15/HWY 89/Legacy/Park Lane junction, the latter which is a very poor option. This limits north/south arterial traffic flow significantly as I know many residents who take the "back way" in West Farmington to get into Farmington city and communities further south or north. This way is especially used when there is a traffic problem on I-15 in this area. If there is a need to use arterial surface streets through this area because of a major traffic accident Main street in Farmington would be the only option. This is entirely inadequate. While still limited, the Glover Lane option allows for greater arterial north/south traffic flow through West Farmington and into surrounding neighborhoods.

Comments:

Comments/Question: Please keep it west with alternatives A or B! The animals have a much easier time to relocate. They are not vested in schools, churches and community. Option C is inconceivable to me as even being an option.

Comments:

Your support of the West Davis Corridor, the Shepard Lane connector in particular is putting our children at a greater risk of autism. My family moved to Hunters Creek in Farmington from a neighborhood right off of the freeway in Kaysville nearly five years ago because we wanted to get away from the pollution and noise of the freeway. You see, our daughter was born in that area of Kaysville and was diagnosed with autism at the age of one. Studies have now linked proximity to highways and freeways with an increased rate of autism diagnosis. You can read the study yourself here:

<http://www.rescuepost.com/files/residential-proximity-to-freeways-and-autism-in-the-charge-study.pdf>.

There is no reason that the road project cannot be pushed further west away from established homes and neighborhoods. I was recently informed that the agency that officially designates wetlands in the state of Utah is the Army Corps of Engineers. It should be noted that there is currently NO DESIGNATION by the Army Corps of Engineers that maps/lists the land adjacent to the West Kaysville power lines as wetlands. There is also currently no formal maps, literature, or other such publications by the state of Utah or Forest Service that designate the West Kaysville open space as wetlands. The ONLY source that designates Wetlands all along the West Kaysville area is UDOT.

Your continued support for this road project is putting our children in harm's way. Please protect our children <force UDOT to go west!

Your concerned and sickened citizen

Comments:

Comments/Question: I live in West Layton and I support this project and the proposed alignment of the road. It is important that this road is constructed as soon as possible.

Comments:

Here we go again. A bunch of extremist SOB's (formerly called environmentalists) are dictating that grass, birds and other creatures are more important than people. Wet lands are important, but not as much as people and their lives.

Please, stop the insanity of displacing people for frivolous reasons. Also, this kind of thinking increases the costs and thus the spending of tax dollars because we have to buy the properties at market value from those displaced.

Build the road, but on the grass land!

Comments:

We just moved to Bridgeway Island subdivision about 3 weeks ago into a beautiful home. To our surprise last week we find out that our new home will be taken if West Davis Corridor chooses either plan A or B. When we moved here we always thought that the highway was to run along bluff road. Plan C. We are very upset by this news. We do not want to live by a highway, or have our home taken from us. Relocating will be hard and costly to us. And we are concerned that we would lose the value of our home, not to mention that we got a great interest rate on our loan, if we had to relocate interest rates are going up and we don't want to start all over again. We feel also that plan C is the better option for the residents of Syracuse. If the highway is to far west most residents would most likely feel that it is out the way and not convenient, and would continue to use I 15 therefore defeating the purpose of this new highway. It is our hope that our situation and lives are taken seriously.

Comments:

There are 240 homes in the communities through which the sheppard connector is proposed to go. The destruction would be extensive; there are shared churches schools parks and friends that would become inaccessible. The southern impact is not routed through dense neighborhoods. Lower density means there are more options available to reduce neighborhood destruction with the southern option. Perhaps the motivation for the shepard connection is a fiscal one related to routing traffic to farmingtons station park commercial development rather than the claimed well being of its citizens. Shane olsen, 897N browning place, farmington, utah

Comments:

Mr. Humphreys,

I have a question regarding the Shepard Corridor route. Why is it more costly to put the highway through the Glover area? There are a few homes out there. No big neighborhoods. What makes it some much more out there?

Comments:

Natural Disasters and alternate routes.

The North Proposal puts I-15; Legacy; Highway 89 and a major off ramp to Clark Lane all in one spot.

In the event of a natural disaster, it will take one accident, failed bridge, debris to shut down all the evacuation routes.

Please move to the South Option. Add a buffer of 2 miles away from Clark Ln to protect the community in the event of a natural disaster.

Comments:

Unfair Disclosure Related to the North Option!!

In all sources of information relating to the North Vs. South Option it shows equal houses removed and it shows that the South option is more expensive.

After discussion with UDOT at the Farmington Open House on this issue, UDOT officials informed me that there would be additional homes removed with the North Option and a great deal of the costs are missing.

1) More Homes will be destroyed, missing from the UDOT information. The public is debating this issue with bad data. On the east side of I-15 there will be up to 4 additional homes taken out and up to 2 holes of Country Club Golf Course. NONE of this is in the proposal comparisons. How many more comments would you be getting from neighborhoods on the east and country club members if this information was properly included? This missing data is being used to force an option that is clearly wrong. None of this is true with the South option. In fact, there is plenty of land just to the south of the homes taken out at the end of the South Option that would make it so that less than the 10 homes would need to be taken out. All this together is border line fraudulent to force a route.

2) There is not one dollar in the total figures related to the 2 mile collector, tearing down/modifying parts of the Clark Lane interchange. The current data is not providing the public with an accurate comparison. This should be required.

What are the official number of houses that will be taken from the east side of I-15 with the North Option? How much of Oakridge will be lost? (land, I know they'll modify the course and make it shorter) What are the additional costs that are unique to a 2 mile collector and taking out additional homes and land?

The south option is cleaner. All the data is accurate (you could move a part of the road south and avoid some of the 10 homes on the south option, unlike the north option).

Since we've only been told all the facts for the South Option and North Option facts have been withheld. the only option should be the south option.

No more surprises. There must be rules related to full disclosure.

Comments:

Comments/Question: Community Impact of North Option vs South Option. (Proximity of Highway)

Another factor in the debate between the North or South Option is the proximity of the highway to homes.

How many additional homes that are not included on the 10 homes on each side that will be taken out will be within 10 yards of the highway?

There is no debating this issue. The proximity of homes not taken out by the freeway to the sound walls/the freeway is not even close.

The north option blasts right through neighborhoods putting 20-30 houses within 10 yards. The south option would not do it to any (if the freeway was moved back west where it was originally designed) or maybe 10 if it stays.

Keep the impact lower on the communities that will not see a benefit (Farmington/Kaysville). We get to be the ones asked to have this impact hit us, when we don't get any additional benefit. We don't have traffic concerns up here that this can solve.

Keep the impact to a minimum. The South Option is clearly the right choice.

Comments:

Comments/Question: The proposed North Option includes a collector that is approximately 2 miles. As described by the UDOT engineers at the Farmington Open House, the collector will be above the ground.

This is a significant concern for congestion in a snow storm. Raised roadways have additional ice problems. Having a unnecessary 2 mile raised section of road will increase the risk of traffic accidents. This is amplified by the ridiculous concept of merging 1-15, Legacy, Highway 89 and this new road all in one spot. This has problem after problem written all over it.

Please go with the South Option. A standard interchange that doesn't need to span a 2 mile gap would be far easier, less expensive and less intrusive.

Comments:

Comments/Question: Bike Trail Access to New Road.

the communities of Farmington/Kaysville are being asked to give up land, break up neighborhoods, increase risks of emergency vehicles not getting to neighborhoods as quickly and decreased home values... all for the benefit of communities north and west.

Those communities that will be giving up so much are owed additional access for recreation, etc. The greatest success of Legacy Highway has been the additional bike trails and alternate use access.

This can not be done with a 250ft easement. This is the smallest easement of a highway. I understand it can be done in that narrow a space. But bike trails/alternate use of this land to benefit those asked to give up so much is needed.

Expand the easement to 350 ft for as long as possible (specifically in Farmington/Kaysville) to allow for a bike trail.

This is easier to do with the South Option. Even if it's the North option, it's owed to the community. It increases the buffer between communities and the actual road, it provides a benefit that is not there today... it's the right choice.

I do point out a gain. No new homes would be needed to be taken out if you do it with the South Option

Comments:

Comments/Question: North Option vs South Option. Homes Facing the new Highway.

UDOT's proposal for the North Option will put 10-15 homes where their fronts will all face the freeway across the street, because the homes were taken to make room for the freeway (or a large sound wall). The South option does not have any that have this issue.

The impact to home values, noise and dust pollution in the front yards of homes is much more in these scenarios.

I can not think of another highway or freeway with this type of event (taking out homes on one side of the street and have a neighborhood face it).

The South Option is the clearer choice. It's not even close to being the same situation.

Let's not forget that this highway is proposed with the easement at 250 ft, not the 300 -350 feet of surrounding highways (89 and Legacy). This puts us even closer to the real road.

The south option minimizes these issues.

Comments:

To whom it may concern,

Well, it concerns us and we want to give you our opinion. We have been watching this concept mature over the course of several years. This was the subject of a couple of West Haven town meetings as well as a couple of fact-finding surveys. Originally we were told that the 4700 W. option was preferred and even saw a right-of-way get set aside at the end of our street (4350 S.) to accommodate. Then it seemed as though the emphasis shifted to 5100 W., which seemed even more logical since there weren't as many new homes impacted by that option. At the town meeting on Feb. 10th we saw for the first time the option of a diagonal road through West Haven. We can't voice our displeasure strongly enough. We looked at the factors that were used in the determination and don't see how Alternative C could possibly be deemed viable let alone make it to the final three. After the meeting we drove the full length of 5100 West and also 4700 West to see what the housing and open space looked like. Obviously there were a couple areas that we couldn't actually drive on since they were farmer's fields with no through road for us to travel. 5100 W. seemed to be the most rural and a strong candidate for the proposed through-way. Alternative B was more densely populated but still seemed potentially viable. Due to the housing density and the lack of actual roadway we obviously could not travel the course of Alternative C. We want to go on record as being strongly opposed to Alternative C and supportive of Alternative A.

Sincerely

Comments:

To whom it may concern, Well, it concerns us and we want to give you our opinion. We have been watching this concept mature over the course of several years. This was the subject of a couple of West Haven town meetings as well as a couple of fact-finding surveys. Originally we were told that the 4700 W. option was preferred and even saw a right-ofway get set aside at the end of our street (4350 S.) to accommodate. Then it seemed as though the emphasis shifted to 5100 W., which seemed even more logical since there weren't as many new homes impacted by that option. At the town meeting on Feb. 10th we saw for the first time the option of a diagonal road through West Haven. We can't voice our displeasure strongly enough. We looked at the factors that were used in the determination and don't see how Alternative C could possibly be deemed viable let alone make it to the final three. After the meeting we drove the full length of 5100 West and also 4700 West to see what the housing and open space looked like. Obviously there were a couple areas that we couldn't actually drive on since they were farmer's fields with no through road for us to travel. 5100 W. seemed to be the most rural and a strong candidate for the proposed through-way. Alternative B was more densely populated but still seemed potentially viable. Due to the housing density and the lack of actual roadway we obviously could not travel the course of Alternative C. We want to go on record as being strongly opposed to Alternative C and supportive of Alternative A.

Sincerely

Comments:

After reviewing the proposed Legacy routes and the effect they would have on my family and home, I am opposed to such routes. I would prefer to keep the highway out of our quite neighborhoods & beautiful city!

Subscribe: yes

Comments:

Go with the least expensive and us common sense and not be extorted by environmentalist.

Cordially XXX XXXXXXX Gunnison, Utah

Comments:

Dear Decision Maker,

There seems with recent proposals to redirect the pre planned direction of the Northern Legacy Freeway, some impracticalities. Is any thought given to the feelings of the affected home owner's? It feels as if those who govern and represent the people may be more concerned with pleasing or pacifying the "Politically Correct" stance of protecting "Wet lands" and the Eco System there in. What about the displaced families? Have home owners in our state not been through enough with decreased property values, unemployment etc? Is the effected home owners "Eco System" not important? Did the original plan include land that was zoned accordingly at the time? Obviously even the public discussion of the changed plan will destroy home values in the area as this project is debated. Perhaps while wasting money you should offer to rent these de-valued homes (Maybe for the next 10 years on a lease agreement.) at "Fair Market Value". You could even over pay these people as government usually is not very frugal.

I ask these questions and would appreciate your responses:

Was any of the land effected recently rezoned (Just prior to these announced changes.)? If yes, why not be forthright with the citizens of our State and announce the intention prior to zoning changes? This seems like a sneaky way to do business.

What are we really protecting by moving the prior planned route? We are not protecting the feelings of the people being uprooted, the children having to change schools and losing friendships and stability. Again, you might consider the "Human" Eco System.

Is the end result of the financial waste of millions of Tax Payer's dollars (In an already recessed economy) the message our Governing Offices should send out to prospective business and people wishing to relocate to our "Great State"? This does not seem like the way you sell the value of doing business or living in Utah.

Thank you for taking the time to read my email. I eagerly await your answers.

Comments:

I live in the Farmington/Kaysville area. I support the South option (Glover's Lane).

There are already too many over-passes, interchanges, highways, on off ramps, and roadways in the area between Park Lane and 200 North in Kaysville. The area between Highway 89 and I-15 (North of Park lane) is already way too noisy. The Shepard Lane area can easily access the Glover Lane or use the 200 North as an access. to Legacy. The Shepard Lane option is too close to Park Lane; and too close to 200 North. The Shepard Lane option is not needed.

Thank you

Comments:

Comments/Question: I am a resident that lives on Bonneville Lane in Kaysville. Currently the 3 proposals that have been shown to us have Legacy running right as our property line ends in our backyard. This is a HUGE concern with us because we have small children who enjoying playing in the backyard & it would be completely unsafe for them to do so anymore if there is a highway there, even when we decide to fence our yard! Furthermore these current proposals could: *Divide the community with heavy traffic *Reduce the funds available for operating the HOA *Change home values *Create safety concern because of increased traffic *Divide the community from the planned open spaces *Create a noise problem *Change water table by disrupting the natural drainage so near to our homes

We always knew legacy would be going in eventually out west of our home, but we were always told that it was out by 2950 W...not BONNEVILLE LANE!

I am all for Legacy going in, please just don't let it be in my backyard causing a SERIOUS safety concern for my children and all the other children on my street!

Comments:

<Refer to attachment.>

Dear Elected Officials and UDOT,

I don't profess to be a writer or someone that is good with words but I do write with my heart and with all the feelings of a mother, sister, friend, wife, volunteer, and citizen of the Hunters Creek/ Quail Crossing Community in Farmington and Kaysville Utah.

I spoke with Randy Jefferies at the open house on Wednesday night and don't feel I was given answers to my questions. So I am hoping to get answers now.

My home is in the path of the West Davis Corridor Shepard option, which is really the only option being considered, as suggested by Randy on Wednesday. Yes for formalities it looks like there is a second option, the South Option, that could be considered, but Randy in all his explaining, made it clear it won't be considered. At this point I feel the open house was just a hoop that UDOT had to jump through to say it was opened up for discussion and now they can move on and close the deal. I'm sure there are very deep pockets in Farmington, Builders and many prestigious families that have driven the sudden change in plan. That makes it impossible for us average citizens whose homes and lives are being destroyed to even have much of a chance.

I want to know that each person who has the ability to pass this very corridor can live with themselves knowing they made the most honest and true decision for the families in the communities. Not the decision that will keep those who have power and money happy, but a decision that would actually benefit the entire Wasatch Front.

In looking at the design and listening to Randy's explanation of how all the lanes are going to come back together to I-15 and then divide again, I couldn't help but feel my jaw drop as he seemed to be still convincing himself this would be a good idea. Going back to I-15 would cause bottle necking and nowhere else for the communities to go when accidents and natural disasters come about. We will all be trapped and he agreed that was an issue. Question after question that was asked of him he would say, that is something we hadn't considered. I feel this option is very Short Sighted!

My list of questions is ones that MUST be considered for the benefit of the citizens and the "real" people who don't have money to throw around to get our way. My PLEA is that we don't have false hope here in thinking that a community can make a difference and that there is still hope in a process. Please, carefully study these questions with honesty and integrity. When you feel it in your gut that this plan for the Shepard connector is just plain crazy then please have the strength to stand up and do what's right. You will bless the life of thousands who absolutely LOVE their community and what it stands for.

I am in favor of using the "alternate option, SOUTH" but moving it west where the original plans had it going and where there is land set aside. Where it doesn't crash through a community and it is still serviceable to the Davis County area but totally separate from I-15. We need alternate solutions for travel -not congestion, a bottled neck area or grid lock!!!! There is no need to push the routes together in any form except for the unsaid reason by those with money.

Please take my PLEA seriously. Please SOMEONE look into the motives of why the plan changed so drastically and accepted so quickly. I am requesting a response and will be sending many, many questions I have for

UDOT until I get them answered.

Thank You and Sincerely, A mother who finally has a dream home, a loving community in which I am accepted, and children who cry themselves to sleep over the LOSS of their home, friends and the dreams they have that came from this Beautiful area.

1. Community Division and Destruction:

- a. There are 240 homes in the communities through which the Shepard Connector is proposed to go. The destruction would be extensive, as we each share churches, schools, a park, and friends, all of which will be inaccessible after this.
- b. The Southern Option does not have this impact as it doesn't run through neighborhoods like in the Shepard Connector.
- c. The Southern Option can also be drawn to avoid neighborhood destruction as there is more land available, whereas the Shepard Connector is limited to a small geographical area.

2. Safety:

- a.
- b. There are at least 500 kids are running around in the affected neighborhoods. How will having the Shepard Connector impact their safety?
- c. Is there a potential for an increase of crime, pollution, etc?
- d. The Southern Option does not have this impact as it doesn't run through neighborhoods like in the Shepard Connector.

3. Property Value Loss:

- a. For example purposes, if the 500+ homes in the area affected by the proposed Shepard Connector each lose approximately 15-20% home value, this equates to a loss of tens of millions of dollars.
- b. The Southern Option does not have this impact because the number/density of homes is far less.
- c. What studies have been completed on the effect of the Shepard Connector on the homes values for the homes not physically taken by the Shepard Connector?
- d. How do these studies compare with the Southern Option?
- e. How does the loss in property value for the non-taken homes justify the Shepard Connector when the Southern Option has far less impact on property values?

4. Schools:

- a. What do we do about the several hundred kids on the south side of the proposed Shepard Connector that currently walk to their elementary school on the north side of the proposed Shepard Connector?
- b. How will they access their school if the Shepared Connector is constructed?
- c. How will the play with their friends on the other side of the proposed Shepard Connector?
- d. The Southern Option does not have this impact as it does not run directly through walking routes to public schools.

5. New I-15 Interchange:

- a. How do we account for the loss of capacity/increase of traffic flow on I-15 between the proposed Shepard Connector interchange on I-15 north of the Farmington/Highway 89 interchange and south of the Shepard Lane overpass?
- b. What impact will the proposed interchange on I-15 have on noise to surrounding neighborhoods (including to Farmington's east side)?
- c. What impact will the proposed interchange have on pollution/environmental issues?
- d. Is the proposed Shepard Lane interchange factored into the \$48-60 million estimate for the Shepard Connector?
- e. What impact will the proposed new I-15 interchange for the Shepard Connector have on north and southbound traffic on I-15, particularly during peak travel times – how do you justify the bottleneck?
- f. What impact does the proposed I-15 Shepard Connector interchange have on Oakridge Golf Course?

- g. What impact does the proposed I-15 Shepard Connector interchange have on homes on the east side of Farmington that will be affected by the proposed interchange?
- h. What impact does the proposed I-15 Shepard Connector interchange have on access to the Station Crossing shopping complex?
- i. In light of a potential evacuation/natural disaster/emergency, what impact does the proposed I-15 Shepard Connector have on funneling all north-south traffic on I-15 and West Davis Corridor through a small geographical area?
- j. How does merging Legacy Highway/West Davis Corridor traffic back onto I-15 for a short period fulfill the purpose of making Legacy Highway/West Davis Corridor an alternative to I-15?
- k. What is the cost difference in building an I-15 Shepard Connector interchange compared to merging traffic off of Legacy Highway near Glover Lane onto the West Davis Corridor?
- l. What traffic flow studies have been done comparing the proposed Shepard Connector I-15 interchange to an interchange off of Legacy Highway near Glover Lane?
- m. How does UDOT rationalize deviating from the highway engineers' conclusion of last year that the proposed Shepard Connector does not have enough space for an adequate interchange off of I-15?
- n. The Southern Option does not have the traffic impact on I-15 as it would merge off of Legacy Highway, thereby avoiding I-15 altogether.
- o. The Southern Option also does not have the noise impact because of the lower density of homes and businesses in South Farmington?
- p. How is UDOT accounting for having to tear apart the Wasatch Weave (the I-15 interchange at Farmington/Highway 89/Legacy)? (SENATOR ADAMS SAID THIS MAY BE THE MOST IMPORTANT QUESTION)

6. Shepard Connector:

- a. What is the actual path?
- b. What homes are actually affected?
- c. Are these the homes on the Farmington side of the current easement or the Kaysville side?
- d. How wide will the corridor be?
- e. Why is it necessary to allocated 250 feet to the project as opposed to the current 125 feet?
- f. Have future growth plans been considered into the Shepard Connector, meaning will they eventually need to take more land to accommodate the growth projections?
- g. What are the proposed access points to and over the Shepard Connector?
- h. What is the basis for saying that both the Shepard Connector and the Southern Option take ten (10) homes?
- i. Where the Southern Option can be drawn to take less homes, how does UDTO justify taking the homes in the Shepard Corridor?
- j. Can the Southern Option be drawn to take less wetlands?

7. Long-term Solution:

- a. The Shepard Connector is not a good long term solution because there are potential plans to build another road parallel to I-15 (we think) and there would not be enough space in the future to expand the road and build additional lanes.
- b. Conversely, where the Southern Option can be zoned and platted for potential growth and lane expansions given the vast open area on the southern end of Farmington, is it not short-sighted to limit the growth options by constructing the Shepard Connector?

8. County Property Tax Loss:

- a. 500 + homes that are affected by the Shepard Connector could potentially lose 20% of their value. If each home is currently paying approximately \$2,200/yr in property taxes, the loss in value would result in approximately \$220,000 in lost property taxes a year (or \$4,400,000 over 20 years) by 2030 (which is when UDOT says the growth is happening).
- b. This same scenario is not true on the Southern Option, where there are less homes affected than by the Shepard Connector.
- c. How does UDOT justify this loss?

9. Wetland Studies:

- a. Please show us the data around the quality of wetlands in the study affected by the Southern Option?
- b. Are these high quality or low quality wetlands?
- c. Are there additional routes on the southern end that are less impactful on wetlands?

10. Miscellaneous Questions:

- a. What in the current plan would lead UDOT to chose the Shepard Connector over the Southern Option?
- b. Where is UDOT receiving funding for this project? What is impact of potentially raising taxes to fund the project?
- c. What will the effect of the Shepard Connector be on future business development?
- d. What effect will the Shepard Connector have on future residential growth between I-15 and 350 East in Kaysville (in the open fields behind Martin's Cove and Destination Homes)? How will having a freeway running through future residential areas affect those projects?
- e. What is impact of taking the Quail Crossing park?
- f. What is the impact of the Shepard Connector on the Denver – Rio Grande walking path?
- g. What is the impact of the Shepard Connector on Haight's Creek and the pond on the corner of 350 East and 2350 South in Kaysville? Has an environmental impact study been completed on this?
- h. Currently emergency access vehicles enter the Hunters Creek neighborhood in Farmington from 350 East in Kaysville. On the weekends, it seems to be that only the Davis County Sherriff responds. How will these, and other emergency vehicles, have access to Hunters Creek if the neighborhood is separated from 350 East in Kaysville by the Shepard Connector?
- i. What is the basis for the difference in cost of \$48-60 million for the Shepard Connector and \$115-145 million for the Southern Option?
- j. How does UDOT justify physically dividing neighbors who attend church and school together, who participate in community activities in both Kaysville and Farmington, and whose children play together?
- k. What led to the elimination of other proposed routes on the Southern end of the WDC?
- l. Why is UDOT not using the land specifically purchased by UDOT for the WDC?
- m. What are the archeological sites identified by UDOT in their table on the website that are affected by the Shepard Connector? How is UDOT preserving those?
 - i. Conversely, can the Southern Option be drawn to avoid any archeological sites?

Comments:

I think destruction of residential/commercial areas is foolish. You allowed people to build in these areas. Was there no communication between udot and municipalities. There is so much open land west of these areas that should be used. The great salt lake is drying up and has been doing so for millions of years. Lets be smart and use this area and save our citizens the unnecessary displacement. The animals will be fine. Animals don't pay taxes. People do!! Government should work for us not them!

Comments:

From what I research you are over this project. The moral issues aside. Why is there over 60-70 acres of wetlands that you have down to acquire, but you can't add 22 acres more west of Kaysville? If you are going to fight for those acres, why not fight for 22 more? Why when the corridor is really not needed in Kaysville, is Kaysville losing the most? UDOT has not given Kaysville any community impact information like you gave every other town on the corridor. Why??? Seems that you are hiding quite a bit. Please repond

Subject: upside loans

Eminent domain is very antiquated and was made at a time that was of some benefit to the person who lost their home. Placing them in a home that was similar to the one they had and giving them a little extra for the inconvenience. Never in the history of home mortgages has there been the crash that happen in 2007-2008. There is a lot of the homes that will be acquired that will be upside down in the loans they have. If the banks don't take the appraised value given by UDOT, UDOT is leaving the person in a very bad way, if not bankrupt! Due to no fault of their own ... they are not fairly/justly compensated with a hefty loan on a house that is destroyed. UDOT's right of way personal have never, NEVER dealt with the amt that were talking. Over 100,000s. Just because UDOT decides to confiscate the home. No one should have to be saddle with any debt brought about by UDOT making a road. It is not right. Why can't you ask for more money and give them the money they purchase their home for in 2005-2008 prices? That would be fair. Give them what they put into the house that UDOT is TAKING. I'm sure they were just going to hold on to the home like a majority of US citizens are doing, live their lives and hoping the market would recover in 15 to 20 years +. Please respond. No one should have to be saddled with any debt brought by the corridor!

Comments:

Please note this email as my vote to utilize the Glover's Lane A-1 option for the West Davis Corridor. How does UDOT justify plowing right through an existing neighborhood when a perfect alternate route already exists? Does the money that MIGHT be saved outweigh the damage to the community?????

Comments:

Dear Udot,

I have strong feelings about this West Davis Corridor and it's so-called resolved C-1 option that has come to fruition over the initial south most western route. The fact of the matter is that your decisions are effecting the lives of the people that live in this community and neighborhoods. And that is not right, you have not the right to dictate our circumstances the way that you are with this C-1 proposal. The way that I see it is that you feel it is okay to move forward with this option because none of you are personally involved with the predicaments that will most certainly lie ahead, but if you were personally attached you would be singing a new tune. I hope you realize the ramifications of your actions and decisions.

Comments:

We have 240 homes that will be directly affected by the Shepard Lane route. While I don't doubt the road is needed eventually -wouldn't it make sense to move the road to a route that would have less impact to a community? The Shepard connector cuts directly through a neighborhood!

Our neighborhood has 240 homes with approx. 500 children who live, play, attend school, etc. -in Kaysville and vice versa. The children walk to school and play all along the proposed route. Why would UDOT consider a road that cuts directly through an existing neighborhood when another route would have far less impact on existing neighborhoods? I urge you to select the A-1 Glover's lane option!

Comments:

I went to the open house in Farmington and it showed that only 17 houses in my subdivision would be demolished. However, it also said that the road would be 250 ft wide. I measured from the eastern most power pole and 250 feet put me at my across the street neighbors garage door. So my across the street neighbors house would have to be demolished because he would no longer have a front yard or access to his property. I feel that your numbers are misleading because the number of houses that would need to be demolished would be 30 not 17. This is probably the same all along the line. Are you purposely misleading people with low demolition numbers? This would be an increase of 10%-15% to the overall number of houses to be demolished and this is just in my subdivision.

Comments:

Comments/Question: Please choose south option in farmington

Comments/Question: please choose the south option (glover lane) in farmington. please do not divide neighborhoods in half and block travel on the back roads. please keep 1-15 and west corridor as far apart as possible. please keep the west corridor as far west and away from houses as possible.

Comments:

It Seems that West Haven & Roy would possibly need additional roads to accommodate growth. It is not needed or WANTED in Kaysville. If necessary use 1-15. East side or West side of the power lines in Kaysville in UNACCEPTABLE.

Comments:

I was writing in regards to option C going through Syracuse. I have just bought my house out here in Syracuse on 3000 St., moving here from Langley AFB, Virginia. I'm in the Air Force and suffer from PTSD from my time overseas. I was told it would be beneficial for myself and my family to move to somewhere quiet at my next duty station, and that's the reason why we chose Syracuse. There's also more military families that live here, not knowing how many suffer from what I suffer. If option C is built, it will be directly across the street from my house and many other military families. Some of them may have to move because their houses might be destroyed. I just wanted to let the people in charge of this project know of my situation as well as many other military members who live in the community both active duty and retired. By looking at the maps Alternative A would have the least amount of impact on the residents of Syracuse and surrounding area, as well as giving us a viable alternative to getting to a highway faster. Please don't displace families in the name of profit to any city or organization. Thanks for this forum to voice my opinion, and for your consideration.

Comments:

As a concerned citizen I really have to ask how a city and state would allow someone to develop on land that was to be used in the future as a road. I really don't understand how you could uproot people who have chosen an area to raise their children and some of them being so young that they only know one home and one area. This is not only devastating to the parents but think of those young children who have to now uproot and move to somewhere away from their friends and the only life they know. Memories have been made in these homes. If it was a personal choice that would be different but now you are forcing someone to choose to find somewhere else to begin their life. In most cases making them lose a lot of money that they have put into their homes. This really will help stimulate a already struggling economy. Maybe for once the state and city can work together to fix a issue that is going to cause a lot of pain.

Comments:

I would like to express my strong concern with the proposed West Davis Corridor plans that all include building east of the major power lines. In my opinion, there are far too many negative side-effects in building east of the power lines through Kaysville--the least of which calling for the removal of more than 100 homes in order to save some low-grade wetlands. It would make far more sense to build west of the major power lines and avoid the demolition of personal property and homes.

I have four areas of concern regarding the proposed West Davis Corridor highway project. They are air quality, preservation of rural areas currently in farm, ranch, and food production use, conservation of wetlands and wildlife habitat, and irrigation water.

1. Air quality: When the Division of Air Quality (DAQ) calls for a yellow or red action day, it seems everyone is in agreement that Wasatch Front air quality is unhealthy and needs improvement. On those days, winter and summer, DAQ asks residents to drive less and use mass transit in an attempt to prevent further degradation. So it seems counterintuitive that a new highway is being considered given our air quality issues. Building a new highway will make it easier for people to drive more, not less, and our air quality will worsen as a result. How will building this highway improve air quality or at least prevent deterioration of our air quality along the Wasatch Front?
2. Preservation of rural areas currently in food production, farm, and ranch use: Each highway alternative under review will impact residents who are participating in community food production, farming, and/or ranching. Taking property currently in use for those purposes and converting it to highway use appears to ignore the growing food security issue in this country and this valley. Because of the challenging nature of food production and farming, incentives are dwindling for people already established in this line of work to keep performing this vital service. How will constructing the new highway preserve areas that are currently in food production, farm, and ranch use?
3. Conservation of wetlands and wildlife habitat: Although an attempt is being made with the highway alignments under review to minimize the impact to wetlands and wildlife habitat, a negative impact will still occur just by virtue of the highway being built and used. After the highway is put into use, development of the adjacent areas that inevitably follows highway construction, will further contribute to degradation of the wetlands and wildlife habitat we need and enjoy. How will new highway construction and the resulting ancillary development, ensure that quality and quantity of wetland areas and wildlife habitat is not diminished?
4. Irrigation water: Many property owners along the alternative A and B alignments own irrigation water shares. If alternative A or B is selected, how will irrigation water be distributed so that property east and west of the proposed highway can still be evenly irrigated? How will property owners be assured of receiving the same volume of water post-highway construction as they have pre-highway construction? How will property owners be assured the number of water shares they currently own, the volume of water those shares represent, and the rights associated with those shares are not changed by construction and operation of the proposed highway?

In summary, I do not see further construction of new highways as a sustainable way to meet projected travel demand. I do not see further construction of new highways as a way to preserve and enrich our air quality, food production and farm/ranch use of rural lands, or the quality and quantity of wildlife habitat and wetlands. Instead of using 400+ million dollars for highway construction, using those funds to expand and enhance mass transit would solve future transportation needs and prevent the deterioration of air quality, rural land use, and habitat preservation in our area.

I would appreciate a written response to the above questions.

Respectfully,

[REDACTED]

2/13/2011

Comments:

Additional comment:

To assist this project in moving forward as quickly as possible, it is my thought that you should emphasize the need for the new highway as an 'Emergency' alternative for such times as I-15 gets totally blocked in both directions. This has happened in the recent past, and we must have an alternative route for times when this happens. It will be easy to sell this project as one needed for emergency preparedness.

Comments:

I would like to express my concern for the idea that up to 130 families may lose their homes as this highway is built. I feel that the cost is excessive and wasteful. Beyond this, I feel disturbed that we live in a country which has greater concern for low quality wet lands than it does for the people who live here. How can it be that this country, which was based on independence and freedom, can take away so many homes in a way such as this? I am a resident of Salt Lake City. I have family across the Salt Lake Valley. My parents bought their "final" home in West Kaysville almost four years ago. They are good people who have taught me to value other people, the government, and the communities in which we live. Their neighborhood is full of good people who pay their taxes and maintain beautiful properties. It is a crime to do this to them. I realize that there is a need for this highway. Can it be done in a more humane and resourceful way? I hope so.

Comments:

Comments/Question: I think that the road needs to be put at the original site, on the other side of the power lines. I am concerned about how close it will be to the houses on Equestrian Parkway.

Comments:

Comments/Question: I live at XXXX S XXXX W Syracuse Utah 84075..is my house one of the houses that may need to be purchased, affected and if so how?

Comments:

The proposed corridor (ALL alternatives) will destroy too many homes and businesses (I do believe that the study as not accounted for home businesses such as preschools, etc).

None of these alternative will work.

UDOT should either: A-petition UTA to lower fares for public transit, thus encouraging more people to ride and therefore taking congestion off the roads. Then we wouldn't even need this new highway. B-go further west.

Comments:

FYI. The person below feels that if he floods you with requests, that he will get his way. I am in favor of the "North" option, and feel that there are sunstantial benefits to that approach.

<XXXX referenced a 2/13/11 email from XXXXX XXXXXXXXX>:

To whom it may concern,

I would like to voice my comments and concerns about the proposed options to extend Legacy Highway north. I will speak plainly and simply, so I apologize up front for this letter not being professional or eloquent. I hope you will be able to keep my points, questions and concerns in mind during the process of making long term life changing decisions on behalf of Utah's residents. I understand the need for this project to move forward and ask the officials to please make sure every aspect is very carefully and well thought out during the discussion and decision processes.

I am residing in the Quail Crossing Kaysville neighborhood. My home will be one house away from the homes possibly being destroyed for the highway to come through our neighborhood and the Farmington Hunters Creek neighborhood. I honestly do not support any of the route options proposed! The Shepard Connector option would greatly impact our neighborhood negatively as well. Our home is in the middle of two gigantic changes if the Shepard Connector option is chosen. Our neighbor and city support the Southern/Western route due to its less impact of Kaysville and north Farmington.

I personally would like to know why UTOD and Utah officials can't propose a route that REALLY TRULY is LESS IMPACTING on the residents. This highway is supposed to be beneficial to the residents, not detrimental! Many of us common citizens can look at the Davis County map and see many alternate routes that do not have the devastating impact on families, homes and neighborhoods as the current routes proposed. We understand the "wetland" issues and can see only LOW GRADE wetlands being used and the land already purchased for a road being utilized as well. It is obvious to the public this is the best and most cost efficient route. Why won't Utah's government and UTOD fight for this???

We are willing to fight against the federally protected wetlands to save our homes and still benefit the growth of the future and the need for additional transportation alternatives. All of Davis County as a whole (all supporting the same route – not divided) along with the officials would be a strong united front. Imagine all of the comments and questions you receive directed towards fighting for one western route. From what I have heard, all of Utah wants the route options to go more west no matter what option they are supporting. None of the routes 100% please anyone. The public is supporting the route that least impacts them; not caring how it hurts another part of town. Yet 100% want the route to shift west a TINY bit.

I know it is impossible to please everyone, but I am sincerely trying to consider everyone's negative impact and see the more western route would be very pleasing to everyone and so much less destructive and damaging. Please consider the negative attention the public has sent your way on behalf of all of the proposed options and listen to our desperate pleas and cries to stop going through neighborhoods and instead lets unity to fight for reassessing low grade wetlands to possibly being a route option. All of our ideas and energy put together is better than one agency deciding or defending Utah's future alone.

Thank you for your time, XXX

Just a side note:

My daughter was the Utah State Debate winner and has always wanted to be President of the United States. She excelled in the Congress and House divisions. She is quick to tell me how my ideas can't materialize since this is not how "the process" works. I am quick to remind her how I helped give arguments to both sides of the bills that helped her win all of her debate tournaments. It is always worth a TRY! If it doesn't work out in the end, at least you can feel good you did all you could do and didn't give up until it was over. You can't predict the future, so who is to say it won't work or that way is not an option! WE MUST TRY!!! (to go through the wetlands!!!!)

We concur with the following comments and would also like answers to the following questions. The proposed Shepard Connector option negatively affects our neighborhoods, homes and families. We are extremely concerned and would like our voices heard!

1. Community Division and Destruction:

- a. There are 240 homes in the communities through which the Shepard Connector is proposed to go. The destruction would be extensive, as we each share churches, schools, a park, and friends, all of which will be inaccessible after this.
- b. The Southern Option does not have this impact as it doesn't run through neighborhoods like in the Shepard Connector.
- c. The Southern Option can also be drawn to avoid neighborhood destruction as there is more land available, whereas the Shepard Connector is limited to a small geographical area.

2. Safety:

- a. There are at least 500 kids residing and playing around in the affected neighborhoods. How will having the Shepard Connector impact their safety?
- b. Is there a potential for an increase of crime, pollution, etc? For example on "red" pollution days what impact will having that much more traffic close to I-15 have on that part of the area? What are the health considerations?
- c. The Southern Option does not have this impact as it doesn't run through neighborhoods like in the Shepard Connector.

3. Property Value Loss:

- a. For example purposes, if the 500+ homes in the area affected by the proposed Shepard Connector each lose approximately 15-20% home value, this equates to a loss of tens of millions of dollars.
- b. The Southern Option does not have this impact because the number/density of homes is far less.
- c. What studies have been completed on the effect of the Shepard Connector on the homes values for the homes not physically taken by the Shepard Connector?
- d. How do these studies compare with the Southern Option?
- e. How does the loss in property value for the non-taken homes justify the Shepard Connector when the Southern Option has far less impact on property values?

4. Schools:

- a. What do we do about the several hundred kids on the south side of the proposed Shepard Connector that currently walk to their elementary school on the north side of the proposed Shepard Connector?
- b. How will they access their school if the Shepared Connector is constructed?
- c. How will the play with their friends on the other side of the proposed Shepard Connector?
- d. The Southern Option does not have this impact as it does not run directly through walking routes to public schools.

5. New I-15 Interchange:

- a. How do we account for the loss of capacity/increase of traffic flow on I-15 between the proposed Shepard Connector interchange on I-15 north of the Farmington/Highway 89 interchange and south of the Shepard Lane overpass?
- b. What impact will the proposed interchange on I-15 have on noise to surrounding neighborhoods (including to Farmington's east side)?
- c. What impact will the proposed interchange have on pollution/environmental issues?
- d. Is the proposed Shepard Lane interchange factored into the \$48-60 million estimate for the Shepard Connector?

- e. What impact will the proposed new I-15 interchange for the Shepard Connector have on north and southbound traffic on I-15, particularly during peak travel times – how do you justify the bottleneck?
- f. What impact does the proposed I-15 Shepard Connector interchange have on Oakridge Golf Course?
- g. What impact does the proposed I-15 Shepard Connector interchange have on homes on the east side of Farmington that will be affected by the proposed interchange?
- h. What impact does the proposed I-15 Shepard Connector interchange have on access to the Station Crossing shopping complex?
- i. In light of a potential evacuation/natural disaster/emergency, what impact does the proposed I-15 Shepard Connector have on funneling all north-south traffic on I-15 and West Davis Corridor through a small geographical area?
- j. How does merging Legacy Highway/West Davis Corridor traffic back onto I-15 for a short period fulfill the purpose of making Legacy Highway/West Davis Corridor an alternative to I-15?
- k. What is the cost difference in building an I-15 Shepard Connector interchange compared to merging traffic off of Legacy Highway near Glover Lane onto the West Davis Corridor?
- l. What traffic flow studies have been done comparing the proposed Shepard Connector I-15 interchange to an interchange off of Legacy Highway near Glover Lane?
- m. How does UDOT rationalize deviating from the highway engineers' conclusion of last year that the proposed Shepard Connector does not have enough space for an adequate interchange off of I-15?
- n. The Southern Option does not have the traffic impact on I-15 as it would merge off of Legacy Highway, thereby avoiding I-15 altogether.
- o. The Southern Option also does not have the noise impact because of the lower density of homes and businesses in South Farmington?
- p. How is UDOT accounting for having to tear apart the Wasatch Weave (the I-15 interchange at Farmington/Highway 89/Legacy)?

6. Shepard Connector:

- a. What is the actual path?
- b. What homes are actually affected?
- c. Are these the homes on the Farmington side of the current easement or the Kaysville side?
- d. How wide will the corridor be?
- e. Why is it necessary to allocated 250 feet to the project as opposed to the current 125 feet?
- f. Have future growth plans been considered into the Shepard Connector, meaning will they eventually need to take more land to accommodate the growth projections?
- g. What are the proposed access points to and over the Shepard Connector?
- h. What is the basis for saying that both the Shepard Connector and the Southern Option take ten (10) homes?
- i. Where the Southern Option can be drawn to take less homes, how does UDTO justify taking the homes in the Shepard Corridor?
- j. Can the Southern Option be drawn to take less wetlands?

7. Long-term Solution:

- a. The Shepard Connector is not a good long term solution because there are potential plans to build another road parallel to I-15 (we think) and there would not be enough space in the future to expand the road and build additional lanes.

- b. Conversely, where the Southern Option can be zoned and platted for potential growth and lane expansions given the vast open area on the southern end of Farmington, is it not short-sighted to limit the growth options by constructing the Shepard Connector?
8. County Property Tax Loss:
- a. 500 + homes that are affected by the Shepard Connector could potentially lose 20% of their value. If each home is currently paying approximately \$2,200/yr in property taxes, the loss in value would result in approximately \$220,000 in lost property taxes a year (or \$4,400,000 over 20 years) by 2030 (which is when UDOT says the growth is happening).
 - b. This same scenario is not true on the Southern Option, where there are less homes affected than by the Shepard Connector.
 - c. How does UDOT justify this loss?
9. Wetland Studies:
- a. Please show us the data around the quality of wetlands in the study affected by the Southern Option?
 - b. Are these high quality or low quality wetlands?
 - c. Are there additional routes on the southern end that are less impactful on wetlands?
10. Miscellaneous Questions:
- a. What in the current plan would lead UDOT to chose the Shepard Connector over the Southern Option?
 - b. Where is UDOT receiving funding for this project? What is impact of potentially raising taxes to fund the project?
 - c. What will the effect of the Shepard Connector be on future business development?
 - d. What effect will the Shepard Connector have on future residential growth between I-15 and 350 East in Kaysville (in the open fields behind Martin's Cove and Destination Homes)? How will having a freeway running through future residential areas affect those projects?
 - e. What is impact of taking the Quail Crossing park?
 - f. What is the impact of the Shepard Connector on the Denver – Rio Grande walking path?
 - g. What is the impact of the Shepard Connector on Haight's Creek and the pond on the corner of 350 East and 2350 South in Kaysville? Has an environmental impact study been completed on this?
 - h. Currently emergency access vehicles enter the Hunters Creek neighborhood in Farmington from 350 East in Kaysville. On the weekends, it seems to be that only the Davis County Sherriff responds. How will these, and other emergency vehicles, have access to Hunters Creek if the neighborhood is separated from 350 East in Kaysville by the Shepard Connector?
 - i. What is the basis for the difference in cost of \$48-60 million for the Shepard Connector and \$115-145 million for the Southern Option?
 - j. How does UDOT justify physically dividing neighbors who attend church and school together, who participate in community activities in both Kaysville and Farmington, and whose children play together?
 - k. What led to the elimination of other proposed routes on the Southern end of the WDC?
 - l. Why is UDOT not using the land specifically purchased by UDOT for the WDC?
 - m. What are the archeological sites identified by UDOT in their table on the website that are affected by the Shepard Connector? How is UDOT preserving those?
 - i. Conversely, can the Southern Option be drawn to avoid any archeological sites?

We hope our comments may be heavily considered while still in the decision making process and the questions will be answered. Thank you for your time, XXX

Comments:

I have several questions in regard to the proposed West Davis Corridor:

- 1 Does the current alignment allow for a trail along the East side of the road?
- 2 What landscaping and other features are planned to mitigate the impact to our views to the West?
Could we see an artistic rendering of the area when it is complete?

How would moving the West Davis Corridor about a half a mile West of its current route in West Kaysville impact sound and dust levels in surrounding neighborhoods, charter schools and churches?

Thank you.

Subscribe: yes

Comments:

Please move the proposed road west as far as possible to spare families losing their homes. Especially with the current economy, this is very unfair to those who fund your projects! People are more important than animals. I am all for preserving the wetland, unless it uproots people. Then the people come first!

Comments:

Dear UDOT decision makers,

I have emailed some of my comments and thoughts in prior emails, but have since come to realize the necessity to further emphasize two points in particular regarding the West Davis Corridor routes being proposed through Syracuse.

With the wonderful weather we experienced yesterday, we were outside and spent time talking with our neighbors in the Bridgeway Island neighborhood, which Alternatives A & B would destroy. Two things really jumped out to me that I felt needed additional expression.

1 In speaking with our neighbors, we were absolutely shocked how many weren't even aware that their homes and quality of life are in jeopardy due to the A & B alternatives. Regarding something this big and life changing, why wouldn't UDOT send letters to the individuals in and very near the direct path of the proposed alternatives informing them of what's happening? Our homes are more than addresses on a map, and when faced with the possibility of having our lives shaken to the core, a little more personalized communication would have been appreciated and expected. While it's a shame you're not legally required to do so at this point in the evaluation, it certainly seems morally and ethically responsible to do so. Most of us are confused and scared at this point, and other than writing emails, letters, and showing up at meetings, are really helpless in determining our futures.

2 The other thing that jumped out to us in speaking with our neighbors is how many people couldn't believe the highway wouldn't necessarily be built along the original Bluff corridor. [Http://www.wfrc.org/cms/publications/north_legacy_corridor_study_2001/Fig3.pdf](http://www.wfrc.org/cms/publications/north_legacy_corridor_study_2001/Fig3.pdf). Up until a few months ago, this was all the information we had and most, if not all, residents had no idea there was even a possibility of building the freeway this far west. The irony of all this is that many of our residents used to live near the Bluff corridor and moved further west to avoid living close to the highway. Again, I fully understand that UDOT had a legal right to propose new alternatives, even after the original 2001 study never even considered such a far west alternative, but UDOT does have a moral and ethical responsibility to stick to the original plan. For the last decade, people have been making decisions of where to live, based on the 2001 study.

Please do the right thing and dismiss Alternatives A&B immediately.

A very concerned and disappointed citizen,

Comments:

<Comment submitted three times.>

Dear Sirs,

I am writing in grave concern of the Shepard connector going through the middle of my neighborhood. I am against this plan for several reasons. The first being, while government officials are concerned for the welfare of the waterfowl in the wetlands, and believe there are studies that show harm. What do we know about the effects of this corridor going through a community of human beings. What health issues will it cause the residents of this area? There are studies that have linked autism to pollution and putting this freeway through this area will increase the level of pollution, increase our health risks, and who knows what other unknown causes we are unfamiliar with at this time. I want to protect the future generation and their ability to have healthy children 15 years down the line. Is this going to cause fertility problems in our youth? If we are concerned about the health and welfare of the ducks, then ultimately we should consider this to not be the best option. Also, 15 years in the future when the current plan of 250 feet isn't wide enough then what? Do we come back and bulldoze the rest of the homes you didn't take the first time so that the project can increase once again to accommodate the potential growth? The Glover Lane option makes more sense because it is not going right through a community. It is bordering that neighborhood, which means that it will create less risk to individuals health and more opportunity for further expansion in the future. Please consider the Shepard connector a BAD option and look for a better option. Money shouldn't be the only thing that drives this decision. Do the right thing for the people!!

Comments:

Dear Kris,

I am writing in grave concern of the Shepard connector going through the middle of my neighborhood. I am against this plan for several reasons. The first being, while government officials are concerned for the welfare of the waterfowl in the wetlands, and believe there are studies that show harm. What do we know about the effects of this corridor going through a community of human beings. What health issues will it cause the residents of this area? There are studies that have linked autism to pollution and putting this freeway through this area will increase the level of pollution, increase our health risks, and who knows what other unknown causes we are unfamiliar with at this time. I want to protect the future generation and their ability to have healthy children 15 years down the line. Is this going to cause fertility problems in our youth? If we are concerned about the health and welfare of the ducks, then ultimately we should consider this to not be the best option. Also, 15 years in the future when the current plan of 250 feet isn't wide enough then what? Do we come back and bulldoze the rest of the homes you didn't take the first time so that the project can increase once again to accommodate the potential growth? The Glover Lane option makes more sense because it is not going right through a community. It is bordering that neighborhood, which means that it will create less risk to individuals health and more opportunity for further expansion in the future. Please consider the Shepard connector a BAD option and look for a better option. Money shouldn't be the only thing that drives this decision. Do the right thing for the people!!

Comments:

I am a very concerned homeowner from Sunset Equestrian Estates. We purchased our home with the information that a "parkway" would be located west of the utility poles and would be a continuation of Legacy Parkway. The proposal now on the table is a dramatic change. The proposal as it now stands, and with no alternative options for the West Kaysville area, is significant in affecting noise level, view, traffic patterns, and TRUST. Why is it that regular citizens of Kaysville are less important than the Sierra Club? Why is it that information given to us can be changed at a drop of a hat when the Sierra Club threatens a lawsuit? What about the personal loss to those whose homes will be demolished, to those whose homes will not be demolished, but will drop substantially in value? Who do we believe? Perhaps we need to take several steps back to see where things changed and why. I loved what one woman wrote about bugs and birds being more important than homes and families. It is my understanding that the plan was to build a continuation of "Legacy Parkway", with sound absorbing pavement, no trucks, and lower speedlimit. I can support that because of the need of an alternative road. I cannot support the "Parkway" being changed to a highway and being built much closer to our homes! I wish I could wave a wand and come up with a wonderful solution that could satisfy all. I don't pretend to know anything about roads. All I can do is register my concerns and trust that those who are in charge will be respectful of those of us who made decisions based on the plan of the "parkway" being built further west.

Thank you for the work you do!

Comments:

The three options presented for the Weber portion of the corridor are unacceptable!! We chose to move to West Haven several years ago to escape from the traffic and noise of a larger city. Now that peace is being threatened. Why would so many people be forced from their homes when a shifting to the west could result in very few, if any, homes being lost. There are homes under construction along your proposed corridors. How are these residents to feel knowing they may soon lose their new homes?? The 4700 W. route is obviously the worst for us. But none of the three is logical. In addition to likely losing our home, the highway would run next to two elementary schools. This cannot be allowed to happen!! There are considerably better choices to the west. Legacy in Salt Lake County was built to minimize the impact on existing homes. Why do Weber County residents not deserve that same courtesy?? Please take our feelings into consideration in this matter. Thank you.

Comments:

Comments/Question: Routes A&B seem to be the most feasible routes. I know this road is needed, and I support its construction, but route C is awkward and doesn't make use of the natural bluff found in the West Point area.

Comments:

Comments/Question: I am a resident and homeowner living on Pegasus Drive in West Kaysville.

I'm very concerned that the proposed West Davis Corridor will not meet the same standards as the Legacy Parkway.

Four key features of the Legacy Parkway--quiet pavement, slower speed limit, no trucks allowed and accompanying trail/landscaping make this highway an asset to our community.

These features are even more important in regard to the West Davis Corridor. This corridor will be much closer to people and homes than the Legacy Parkway. If they are not used the freeway will be a noise, traffic and pollution nuisance to all living in this area.

Please let me know what needs to happen in order for the standard of the West Davis Corridor to be the same as the Legacy Parkway.

Thank you

Comments:

<Comment submitted twice, sent to Carri Hulet, and sent to Kris Peterson at UDOT.>

Dear UDOT officials,

It is with great concern that I send you this email. I live in the proposed right-of-way of the Shepard Connector and do not want to lose my home. In addition to wanting to remain in our neighborhood and raise our family of four children, I believe the proposed Shepard Connector to be short sided and flawed. The preferred route should be the Glover Lane option for the following reasons:

1.What will UDOT do if there is an event (accident, etc) on I-15 and/or West Davis Corridor parallel to it with the access, etc? A major incident here could potentially completely shut down north and south traffic; defeating the entire purpose of an independent two system roadway. The Glover Lane option prevents this potential problem. If I live in North Davis Co., I do not want the threat of "no way to get to work, or back home" due to a major accident in front of Lagoon. 2.The Shepard Connector is not a good long-term solution as there is very little room along I-15 to complete this (if there IS even enough) and what do they do in 20 or so years when they need to widen it again? 3.In addition, the proposed width on the Shepard Connector is only 250 feet, which is the skinniest it could possibly be, as Legacy Parkway is 350 feet and Highway 89 is 310 feet. What if they need to make it even wider, then what? Because of the less dense Glover Lane option, 350 feet + could be easily secured for our current transportation needs and also those of t he future. 4.I don't think all cost impacts have been considered related to the Shepard Connector option. What about loss of property value to the hundreds of homes impacted in Quail Crossing and Hunter's creek subdivisions? Our real estate agent estimated this to be up to 15% per home. How does this issue affect property tax revenues? 5.What about the safety of neighborhood's kids? Again, due to density and population, the impact will be significantly greater than what it would be by selecting the Glover Lane option. 6.What about quality of life (crime, pollution, etc) school issues, etc)?

It is my opinion that UDOT fears litigation threats from special interest groups such as the Sierra Club, and is therefore leaning towards the Shepard Connection option. I also feel (and have heard) that Farmington City prefers the Shepard route because it wants to drive more business into Station Park. What about the tax payers of our neighborhoods? We DO NOT want this road here. The Glover Lane option is the best choice.

Please reply with your feedback. I greatly appreciate your time and attention to this very important matter -not only to the citizens of Quail Crossing and Hunters Creek, but more importantly for the greater transportation good of the entire area. Thank you

Comments:

Comments/Question: I would Like to know if our property at XXXX W XXXX S in Hooper is directly effected by routes B and C, and if not will it be to the East or West of this property? I realize these or tentative routes, but want to be informed shoul they be used

Comments:

Udot, I am emailing you because I think what you are proposing in Kaysville is wrong. You don't even have an alternate route in Kaysville, what was always proposed and what I was told that you were going to build your road west of the power lines, does it make much sense to put your road over weeds or houses. This is a great community and bulldozing houses does not make sense. Please propose an alternate road west of the power lines.

Comments:

I want to inform you I am strongly against the Shepard Corridor. I live just north of the pond, so it would be practically in my yard. When we moved here and built a beautiful home it was to enjoy the quiet of a country living while living close to the city. This road will destroy everything for this community. It will devalue all our homes. There is a beautiful trail behind my house that goes next to the pond and a small stream into that runs from Kaysville into Farmington. There are deer, birds, and many other animals. The road would go right through this. Many service hours were put into this trail by Boy Scouts and many of the Farmington and Kaysville Community. Please do not destroy our beautiful Community. It is our life

I want to inform you I am strongly against the Shepard Corridor. The Glover Lane corridor makes more sense. There is more room there to expand in the future. Here at the Shepard lane corridor there is only 250 feet., which is the skinniest it could possibly be, as Legacy Parkway is 350 feet and Highway 89 is 310 feet. What if you need to make it even wider? In the future what are your plans when road expansion is needed?

We live just north of where the proposed Shepard Corridor would be going, so the corridor would be practically in my yard. When we moved here and built a beautiful home it was to enjoy the quiet of a country living while living close to the city. This road will destroy everything for this community. It will devalue all our homes. There is a beautiful trail behind my house that goes next to the pond and a small stream that runs from Kaysville into Farmington. There are deer, birds, and many other animals. The road would go right through this. Boy Scouts and many of the Farmington and Kaysville Community put many service hours into this trail. Please do not destroy our beautiful Community. It is our life.

We are concerned parents of the safety of our children. I don't know if you are aware but there are at least 500 kids in the 2 neighborhoods that the Shepard Corridor would be cutting through. How will this impact their safety?

Also, is there a potential for an increase of crime, pollution, etc? What are the health considerations?

The Southern Option does not have this impact as it doesn't run through neighborhoods like in the Shepard Connector

(sent to Kris Peterson) I would like to inform you I am strongly against having the Shepard route. It is next to my home. It will greatly devalue our community. Also, I am very concerned for the safety of my children and the children in this neighborhood. There are so many children in this area they had to build a new elementary just to accommodate all the growth. The Glover lane option is a much safer and smarter route to go. My question is how am I supposed to get my children to school at Eagle Bay if Legacy is cutting through my neighborhood? There are 85 plus children in the Spanish Immersion program from my neighborhood alone. If the Shepard option goes in we are all cut off from the school.

Comments:

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Comments:

(received by Brad Humphreys and Randy Jeffries as well)

We live just north of where the proposed Shepard Corridor would be going, so the corridor would be practically in my yard. When we moved here and built a beautiful home it was to enjoy the quiet of a country living while living close to the city. This road will destroy everything for this community. It will devalue all our homes. There is a beautiful trail behind my house that goes next to the pond and a small stream that runs from Kaysville into Farmington. There are deer, birds, and many other animals. The road would go right through this. Boy Scouts and many of the Farmington and Kaysville Community put many service hours into this trail. Please do not destroy our beautiful Community. It is our life.

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Comments:

To who it may concern

The proposed waste of homes and millions in your Legacy North project is mind boggling. What have you done in an attempt to get parties to compromise on their refusal to put the road West of the power lines?

Affected home owner

Comments:

Comments/Question: I am VOTING in favor of having the West Davis Corridor built WEST of the power lines between Shepherd Lane and 100 North. I am very concerned about what I have heard recently about the West Davis Corridor and the plans that take it EAST of the power lines between Shepherd Lane and 200 North. I live in this area AND teach school near the proposed project. I can't believe that taking out NEW neighborhoods to build this road is even being considered! Wonderful families in our community will be uprooted. Please help us continue the LEGACY of building PEOPLE by keeping their communities safe and foremost!

Comments:

I am a resident of Kaysville living in the Sunset Equestrian Estates. I am also a realtor. In 2006, my husband and I began researching the information from UDOT on Legacy, the train tracks that are currently paved over, and what is now being referred to as the West Davis Corridor. After many many phone conversations, as well as review of any and every map or proposed "future location", we discovered and were reassured multiple times, that the new highway, when it comes, would be several yards west of the huge power lines bordering our community. We decided to build in our current location. It is extremely disappointing for me to now hear that it will now be built much much closer to us and take out many of the homes near us. We strongly urge UDOT to be considerate of the citizens of Utah, as well as the financial impact this will have on those affected. Many of us are already "underwater" in our mortgages and can simply not survive any more depreciation on our homes.

Comments:

When we moved here from Nashville, Tn we were never told there would be a hwy built down the street. This is so disappointing. It was bad enough to have the value of our homes cut tremendously with a bad economy but now this. If it is inevitable can you please put it west of the power lines so that those who live on Equestrian Parkway don't have a hwy in their backyard. If the proposed hwy ends up east of the powerlines many of us have discussed putting our homes up for sale. Not a good way to boost Kaysvilles economy is it? Please help us keep our neighborhood a peaceful place to live.

Comments:

Thank you in advance for your response.

1 Has any estimation been made of the cost of developing the West Davis Corridor project so that it moves to the West of the powerlines along the West Kaysville, View Crest Lane section?

2 Have any estimates been made as to the cost of mitigating the impact of these very low quality wetlands?

3 Is there an opportunity for community involvement in the wetland mitigation project -i.e., improving the quality of adjacent wetlands? It seems reasonable that such a community action could greatly benefit the environmental concerns and quite the environmental concerns that might otherwise oppose the freeway on the West side of the Powerlines.

Comments:

I have some comments and concerns about the Shephard Lane connector. There are more than 500 children in the Quail Crossing, and Hunter's Creek subdivisions. A major highway going right through this area poses a real safety hazard! How can we ensure the safety of all these children?? I believe the only way to do that is to chose a more southerly, westerly route by-passing any subdivisions or neighborhoods.

The Legacy highway is NO WHERE Near that close to ANY homes, why should the West Davis Corridor be any different! I haven't seen anywhere in Utah that it's standard practice to put a major highway within 35 feet of anyone's home! I would say that is short-sighted and negligent!

What is your response to that?

The Shephard Lane Connector is a bad idea because of there being NO ROOM to create on ramps and off ramps to I-15 or Legacy in that area. You have the Wasatch Weave right there!! You have a wonderful neighborhood on the west side that you would be destroying, and a popular golf course, another neighborhood, and townhomes on the east side that would be too close as well. There is TONS of room further south right off of Legacy, just south of Glovers lane on both the east and west side to provide on and off ramps! You need to take a closer look at your cost projections. You would have to tear down part of the Wasatch Weave to then build it back up again. That's got to be FAR more expensive!. Why not leave something that works well alone, and save that money. What you are considering makes NO SENSE!

Comments:

Will large trucks semis be able to use this corridor. I believe that the road should maintain utilization with the same restriction as the existing Legacy 1. I doo not sport the road being built in the current proposed location in Kaysville needs to be moved further west where it does not impact existing residence.

Comments:

Comments/Question: What type of fence or wall will be built to ensure the safety of our children and homes. With this corridor being built so close to homes a great concern comes to mind considering keeping children from being able to easily enter onto the corridor. What is being proposed to keep vehicles from leaving the roadway and entering yards or children from accessing these roadways.

Please consider building the corridor far enough west to alleviate the need to tear down homes and destroy families and neighborhoods.

Comments/Question: Is there a process or mechanism in place to provide loans at interest rates comparable to our current rates? What process ensures that we as home owners if bought out can afford to purchase equivalent properties?

Save West Kaysville Homes!

Comments/Question: What percent of the project currently funded? What needs to be done to receive the remaining funding? Do taxpayers have a right to vote that they want their taxes raised to fund this corridor?

Save West Kaysville homes !

Comments/Question: Can an arrangement be made between UDOT and the environmental groups to swap land in exchange of preservation somewhere else which would make it unnecessary to tear down homes in West Kaysville? I would appreciate if this alternative was evaluated.

Comments/Question: Has anyone considered moving the power lines further west in West Kaysville particularly along View Crest Lane and Wellington so that the roadway can be built to eliminate the need to destroy neighborhoods make it unnecessary to tear down homes?

Please save west Kaysville neighborhoods and homes.

Comments/Question: What type of sound protection is being considered to control noise? Is a sound wall going to be put in place in west Kaysville. Will there be berms and fences put in place? I propose that this corridor be moved west of the power lines in West Kaysville eliminating the necessity to destroy homes and disrupting families.

Comments/Question: What is the proposed speed limit for the proposed corridor? I am quite concerned that the speed limit not be more than 55 miles an hour as the current Legacy. I believe that the road needs to be built as far away from residence to not impact citizens with unwanted noise entering their homes and yards.

Comments/Question: What are you doing to minimize impact to schools in West Kaysville along Angel Street? How do you ensure

the safety of our children? This roadway needs to be built far away from the schools as possible. Save West Kaysville homes, schools, and businesses.

Comments/Question: My wife has a hair salon in our home and we live on View Crest Lane in West Kaysville. What type of help will UDOT provide to ensure that we can still support our clientele as well as make a living? Neighbors along View Crest have businesses in their homes as well how will UDOT minimize damages?

Save West Kaysville homes and businesses!

Comments:

When was the last study done on the supposed "wetlands" west of the power lines? Do you intend to do another survey?

Comments:

Comments/Question: We live in West Kaysville and are very concerned about the West Davis Corridor and the potential impact it will have on our property and values.

We are voicing our support in favor of building this road WEST of the power lines.

Comments:

The time has come for you who serve the people in our government agencies to start looking out for the people you have been elected (hired) to serve. I insist that you stop catering to the minority left wing special interests groups out of our state and start taking care of the needs and interests of the people here in Utah. I request that you find a more cost effective and humane way to locate the "West Davis Corridor" than dislocating 100 families simply to satisfy the misguided environmentalists.

You should know that many of your Utah citizens have and are becoming more aware of and totally disgusted with the pandering we see in our state agencies to these out of state special interests. We will no longer tolerate these actions. The move that was made with Bob Bennett should have sent you a signal. We will do the same thing with the rest of you if you do not get your act together and start serving the people you have been hired to serve.

Comments:

Please note this email as my vote to utilize the Glover's Lane option for the West Davis Corridor. The Shepard route cuts right through an existing neighborhood and will devastate homeowner's property values in that area. The southern option is much more open and does not cut directly through a neighborhood!

I strongly oppose the C-1 Shepard connector route for the West Davis Corridor. With the number of children in the area -how does UDOT justify putting hundreds of children at harms risk when another route would be much safer? The Shepard route is right between existing neighborhoods, whereas the southern or Glover's lane option does not cut through any existing neighborhoods.

Comments:

When our grandkids and great-grandkids are commuting on the West Davis corridor -they will either be cussing us or thanking us! The decisions that we make now will have ever lasting consequences. Why then would UDOT consider the Shepard route that will leave very little if any room for expansion??? The Glover's Lane option has room to expand and therefore in my mind becomes the only viable option. I urge you to consider the long term consequences of this decision and utilize the Glover's Lane route.

Please accept this email as my vote against the Shepard connector route for the west davis corridor. Our neighborhood is unlike any I have ever lived. It is a true neighborhod in the truest sense of the word. Our children play together, go to school together, we play outside, our kids run the streets and we feel safe allowing them to do so. All of this will be gone if you allow the road to pass through our already existing neighborhood. I just can't believe UDOT would consider ruining our great neighborhood when another route would not have near the negative impact on homes/neighborhoods. I urge you to utilize the Glover's Lane option.

Comments:

<Sent five times.>

Simple: If cost rules this decision: you go with the Shepard Lane Option. If the environmentalists rule you go with the Shard Lane Option. If the people rule: you go with the GLOVERS LANE option. We all know this. So, the questions is (and I can accept an honest answer) does money rule? Do the environmentalists rule? Or do the people rule?

Comments:

Comments/Question: I would like to make a comment as it pertains to the West Davis Corridor proposed Shepard Lane option.

Every summer day, there are 100s of bicyclists that travel through the existing roads in Farmington and Kaysville (and on certain days of the year such as May 21, 2011 where 1000's of bicyclists participate in the Salt Lake Century ride and fund raiser.) that would be disrupted by a freeway that disconnects the only through streets on the West side of I-15. Please do NOT interrupt the efforts of many to commute via bicycle and or ride for exercise before or after work.

Thank you.

Comments/Question: Will you please provide a detailed breakdown of the proposed budgets for both the Shepard Lane and the Glover's Lane options of the West Davis Corridor project?

It seems obvious that the Glover's lane option would cost more in terms of road costs, simply because that would be a longer road. However, the human cost of the Shepard Lane as I imagine it with the limited detail provided to date would be much more than a more western route. Please share the proposed budget detail so the proposal can be understood.

Thank
you!

Comments/Question: I am opposed to the Shepard Lane connection option based on your current proposed maps as it will destroy the only park my children and others in the neighborhood can safely walk or ride bikes to. Will you please describe in further details regarding walking/biking over/underpasses that will be established between Kaysville and Farmington cities at 350 East, Kaysville junction with the proposed Shepard Lane route? Also, which houses will be directly affected? What is the expected route to get from Shepard to the existing Legacy highway? Would the traffic merge with I-15? Or would it run parallel to I-15 until it connects to Legacy South? If parallel, would it be east or west of I-15? Also if parallel, wouldn't that prevent any future expansion of I-15 which is currently sandwiched between homes on the East and railways on the West?

Please advise.
Thank you,

Comments:

<Email sent to Kris Peterson, Carri Hulet, Brad Humphreys, and Randy Jefferies as well as the WDC Inbox.>

Kris Peterson:

My name is XXXXXX XXXXXX. I am a homeowner in the Quail Crossing subdivision in Kaysville. I am contacting you to voice my concern and opposition to the West Davis Corridor project, the Shepard connection. I understand that there is a need for growth and expansion. However, I am very disappointed in the current choice of the Shepard Connection. We built this house six years ago, being aware that Legacy was in the future. We were told that Legacy would continue on the west side. We built this home with the feeling that we were in a quite, safe place for our kids to grow. If Legacy is built with this route, many things will occur that will effect the quiet feel, and safety we know enjoy. Legacy will separate the community we have built here. We are a community that serves each other, shares work with each other, shares churches and faith, our kids play, our children go to school across this boundary in more than one way, we support each other. This will be dividing what we have built together.

I storngly support the southern option for our expansion and growth. Please consider the Glovers Lane option as it will NOT divide a community. I appreciate your time as you make this important decision.

Respectfully

Comments:

Comments/Question: Corridor A or B would be my vote

Comments:

Comments/Question: The residents of Northern Davis County should not be permitted to destroy homes and neighborhoods in Southern Davis County. Take the road out west, away from our homes! Choose the Glover's Lane option to reduce the human cost of this road project.

Comments/Question: Take this road away from existing communities! Go West!!! Way west!!

Comments/Question: The Shepard Lane Connector option is poorly planned. It would limit growth of the proposed road and degrade existing communities. Go with the Glover's Lane option which is considerably more rural and would allow for future expansion with limited impact on homes!

Comments/Question: The proposed Shepard Connector cuts between neighborhoods where there is significant pedestrian traffic. The Glover's Lane option does not have the same population and is more rural therefore lessening the threat to pedestrians and communities. Go West!! Go Glover's!!

Comments/Question: The Shepard Connector route makes little to no sense. It cuts through multiple established communities and creates a tremendous "spaghetti bowl" in the I-15-Legacy-Park Lane area thus adversely effected traffic and commerce. The Glover's Lane option does not bear these same problems. Go West! Go Glover's!

Comments/Question: I am opposed to the Shepard Lane option and in favor of the Glover's Lane option. Making a wider road than planned for between Hunters Creek and Quail Crossing would not only have greater financial cost to acquire more homes, it would have immeasurable social and quality of life costs for people living in those neighborhoods that are torn apart. The 240 homes affected by the Shepard Lane option include many families and friends who built and live in adjoining neighborhoods. Dividing them with a highway not only limits access for social interaction, it crosses safe walking routes to the public elementary school and the routes used by many in Davis county for biking and hiking along the DRG path and accessing the trails along Legacy.

Comments/Question: I am opposed to the Shepard Lane option. The South option is safer for children, especially if it is pushed further west allowing a buffer zone between the highway and communities. The Shepard Lane option will run directly through neighborhoods with approximately 500 children, creating safety and health concerns and limiting the amount of space available for a buffer zone between houses and the highway.

Comments/Question: I am opposed to the Shepard Lane option. In the case of an accident involving hazardous materials, the South option separates major roadways allowing safer, continuous flow of traffic. The Shepard Lane option would keep roads consolidated in a confined area creating more potential for accidents and greater impact when hazardous materials are involved.

Comments/Question: I AM IN FAVOR OF THE SOUTH OPTION AT GLOVER'S LANE and opposed to the Shepard Lane option. I am also in favor of building the road as far west as possible to minimize the impact on current development and allow for future growth of the road and communities. The study does not illustrate the actual impact of the Shepard Lane option, as the maps do not show how the collector roads would connect Legacy and other major roads. Were the costs of the collector roads and related impacts on current development and roads taken into account in the estimates provided in the study? The homes east of I-15 in Farmington, Oakridge golf course, and other landowners would all be impacted, but this is not shown on the study maps.

Comments/Question: I AM IN FAVOR OF THE SOUTH OPTION AT GLOVER'S LANE and opposed to the Shepard Lane option. The South option at Glover's Lane preserves a sense of community and interaction between residents of all communities. The Shepard Lane option divides neighborhoods, friends, and family, restricting access between close communities.

Comments/Question: I AM IN FAVOR OF THE SOUTH OPTION AT GLOVER'S LANE and opposed to the Shepard Lane option. I am also in favor of building the road as far west as possible to minimize the impact on current development and allow for future growth of the road and communities. The South option at Glover's Lane allows continuation of north/south traffic flow on surface roads in the developed communities on the west side of I-15. The Shepard Lane connector would cut off north/south traffic flow between neighborhoods. Residents as well as emergency vehicles would be forced to go to the highways in order to get to neighboring communities split by the connector.

Comments/Question: I AM IN FAVOR OF THE SOUTH OPTION AT GLOVER'S LANE and opposed to the Shepard Lane option. I am also in favor of building the road as far west as possible to minimize the impact on current development and allow for future growth of the road and communities. The study does not illustrate the actual impact of the Shepard Lane option, as the maps do not show how the collector roads would connect Legacy and other major roads. Were the costs of the collector roads and related impacts on current development and roads taken into account in the estimates provided in the study? The homes east of I-15 in Farmington, Oakridge golf course, and other landowners would all be impacted, but this is not shown on the study maps.

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Comments/Question: I AM IN FAVOR OF THE SOUTH OPTION AT GLOVER'S LANE and opposed to the Shepard Lane option. I am also in favor of building the road as far west as possible to minimize the impact on current development and allow for future growth of the road and communities. The South option at Glover's Lane would allow for future growth and possible expansion of the road with less impact on current development. The few homes slated to be taken on the current south option are spread out at the fringes of development. The South option could also be pushed further south and west to have less impact on neighboring communities. The Shepard Lane option would cut through current development and be limited in its potential for expansion.

Comments/Question: I AM IN FAVOR OF THE SOUTH OPTION AT GLOVER'S LANE and opposed to the Shepard Lane option. I am also

in favor of building the road as far west as possible to minimize the impact on current development and allow for future growth of the road and communities."

Comments:

Comments/Question: please choose southern option in farmington (glover lane) it will keep alternate routes open, many people travel the back roads from west layton and west kaysville to west farmington, the shepard lane option would block the back roads and isolate communities, please choose the south option

Comments/Question: please choose the south option in farmington (glover lane) the north option isolates endeavor elementary, it will be almost impossible for most of the students in the boundaries to get to school, it will also make busing difficult, bus 36 travels east on shepard lane to take kids to school.

Comments/Question: I prefer the Southern option in Farmington. In light of a potential evacuation/natural disaster/emergency, what impact does the proposed I15 Shepard Connector have on funneling all north-south traffic on I-15 and West Davis Corridor through a small geographical area? How does the Shepard option fulfill the purpose of making Legacy Highway/West Davis Corridor an alternative to I-15? We feel the Shepard Lane route should be scrapped.

Comments/Question: The Shepard Lane connector makes no logical sense. It obstructs traffic flow on I-15, Park Lane, and between Kaysville and Farmington, blocking access to medical care, schools, and shopping for communities in the West Farmington-West Kaysville areas. UDOT needs to follow the power lines and continue up Glover's Lane to connect their the Legacy Highway projects. NO SHEPARD LANE CONNECTOR!!!

Comments:

I am a resident of Kaysville:

1 I do not see a current need for this freeway. We are in a downturned economy and with the Legacy completion and surface streets being completed from North to South (use to not connect through some areas), I find this to be a mis-use of funds.

2 I do not understand the blatant disregard of using the corridor set aside by the City of Kaysville to the west of the power lines to avoid housing. There is no space for future housing on the west side in the Kaysville area. The area to the west is NOT wetlands but irrigation ditches and down trodden property which cattle have been allowed to graze on.

3 The installation of this highway will devalue the property values along the new corridor -not increase it In these times, many families are having trouble keeping their homes as it is, and devaluing their property or making them find a home in another area (since they will be paid less than what they purchased their home at) as their home is being demolished, just doesn't make good sense. The people of the west communities moved there to get away from the noise and traffic of the interior corridors. Did we/should we have known and considered that the freeway was planned? Certainly, but we would have considered it to be 10-20 years out and at a time when the economy was booming or at the very least showing signs of movement and demand required its construction.

(please do not use my name in regards to comments without first contacting me)

Comments:

Comments/Question: Leave Schneiter's Bluff alone. Lets leave some of the beautiful scenery, and not have it used for more commercial use.

Comments:

I don't understand why our tax dollars have to be used to tear down houses when there is plenty of land west of your proposed route in Kaysville. There has been property already allocated by Kaysville City west of the proposal. The impact would be less traumatic to the wetlands instead of people losing their homes. I feel you are choosing this route because it is easier to displace citizens than it is to fight the Sierra Club.

Comments:

I really do not think the Legacy highway should come down in west point. There is no need for it down here below 2000 w in West Point. To come down two 3000 or 4000 w would be insensible. Keep it where the traffic is above 2000 W In west point Syracuse and Clinton. You have two giant golf courses Schneiders bluff and golden eagle that do not need to get destroyed for a highway. Its quiet down here that's what we like about it around here. PLEASE DO NOT bring the highway this far down.

Comments:

Keep it down on 5100 all the way. There is always land set up for it. Use it.

Comments:

I am first of all really upset on the timing of this whole issue. We bought a new house in the sunset west equestrian estates the first of August to escape from the new noise that we encountered from Legacy in Farmington. We had no idea that this was even a consideration when we bought our new house or we would have NEVER bought it. Now that almost all of the land has been purchased and built on in all of West Kaysville, the news comes out. Not fair to all of us who purchased new land to get away from the Freeway to have our property value instantly decline due to another freeway. This should have been disclosed to all possible home buyers. We do not like our walkway being disrupted, having our children use the bike/walkway so close to a freeway. This whole section of land was zoned and deemed for "Equestrain". How can that be with a freeway going right along, and through parts of it? We are now contemplating selling and we don't even have a yard in yet. When Legacy went in behind our neighborhood in Farmington, we were told a sound barrier wall would be put in to help the noise in the neighborhood. Never happened...partly why we moved. So I have a hard time believing any "promises" that will come with this. We are definitely not happy, and will fight against this. We don't want a freeway at all, but if there is no choice...definitely not on the East side of the power lines. It needs to stay where the original spot was...the west side. This should not even be an option to change.

Comments:

When the news of recent days about the final 3 routes left to study I was stunned to see that the Bluff Road Route through Syracuse has been largely by passed. People have been leaving this zone along for years in anticipation of this road. I feel that many honest folks have been let down by the road missing this long held corridor. My house sit close to the option C location along 3000 west. I never thought I would see the day when I didn't know if my house would be taken or at least put on the edge of the new road. I wish you would reconsider the bluff road route and keep the trust of many people who have expected it to be built there and have planned accordingly. I'm disappointed that Syracuse City has placed some barriers in this zone to prevent the road from coming through, but is now worried that if option a or b is chosen that Syracuse would lose business of those going to Antelope Island. Let the city take their lumps and put the road where it belongs and they can enjoy their economic benefits just the same.

Comments:

I like option C with both 2100 North connection in combination with extension to 2012 South. This combination would give Ogden access to West Davis Corridor and allow for future expansion north of 12th South.

Comments:

The Shepard connector is not a good long term solution. Potential growth and expansion in the future would be much more feasible considering all the open space surrounding the southern option. Don't be so short-sighted in your analysis!

Comments:

Here are some of my concerns with the shepard connector route. Clearly the southern option or Glover route is the least impactful from a community perspective.

a. There are 240 homes in the communities through which the Shepard Connector is proposed to go. The destruction would be extensive, as we each share churches, schools, a park, and friends, all of which will be inaccessible after this.

b. The Southern Option does not have this impact as it doesn't run through neighborhoods like in the Shepard Connector.

c. The Southern Option can also be drawn to avoid neighborhood destruction as there is more land available, whereas the Shepard Connector is limited to a small geographical area.

Here's a list of my concerns relating to future growth and capacity of the west corridor route.

Long-term Solution:

a. The Shepard Connector is not a good long term solution because there are potential plans to build another road parallel to I-15 (we think) and there would not be enough space in the future to expand the road and build additional lanes.

B. Conversely, where the Southern Option can be zoned and platted for potential growth and lane expansions given the vast open area on the southern end of Farmington, is it not short-sighted to limit the growth options by constructing the Shepard Connector?

Comments:

I AM IN FAVOR OF THE SOUTH OPTION AT GLOVER'S LANE and opposed to the Shepard Lane option. I am also in favor of building the road as far west as possible to minimize the impact on current development and allow for future growth of the road and communities.

The interchanges at Glover's Lane would allow for better traffic flow and more room for expansion. The Shepard Lane option would create a crowded, confusing interchange, without real options for future growth. I don't want our quiet peaceful neighborhood to change. I don't want my friends and neighbors to loose their homes.

Thank you for listening to my opinions on this matter.

Comments:

This is concerning the WDC proposed project. The proposed route through West Kaysville shows very poor judgement on UDOT's part. The route should be put in west of the power lines instead of through neighborhoods which affect values of homes and lives of those who have invested in those homes. I think the route through Kaysville should be addressed again. What is your overall impression of the Utah Department of Transportation?: Fair

Comments:

Why are there no other opinions for Kaysville. We were told by the city that the proposed highway would run west of the power lines. Now with the new study the highway is affecting neighborhoods and peoples lives as well as the value of their homes.

Comments:

sent to Randy as well

To Whom it May Concern,

As one of the homeowners who would be directly affected by the West Davis Corridor Shepard Connector Option I feel that there are many questions that UDOT has not answered in a satisfactory manner with respect to the ongoing West Davis Corridor study. I am completely opposed to the Shepard Connector Option, and in the coming weeks you will see a flood of comments and questions from me that outlines the many reasons why the Shepard Connector Option is flawed and should NOT BE CONSIDERED.

In a situation such as this, where Davis County citizens and taxpayers have been ignored by UDOT and where homes, neighborhoods and entire communities will be adversely affected by the Shepard Connector Option, I would like to bring up the first issue that I feel has been "swept under the rug" by UDOT.

After doing some research on the internet I came across a website (www.savekaysvillehomes.weebly.com) claiming that Vince Izzo (UDOT EIS Representative from HDR Engineering) made some alarming comments at a recent UDOT open house. When asked what criteria was used by UDOT to create maps designating certain areas as wetlands, Mr. Izzo told residents that "a guide manual from 1987 that has descriptions of what designates wetlands was used by UDOT biologists to create this map." I find it interesting that UDOT uses outdated information from 24 years ago as the basis for designating wetlands, which ultimately defines the preferred options that are under consideration by UDOT.

As a mechanical systems engineer for the last 15 years, I know the importance of up-to-date information as it relates to making informed decisions. I would not be able to make correct decisions or perform satisfactorily at my work if I relied on obsolete data for my engineering designs. There is no way that I would be able to get away with such irresponsible behavior in my line of work. Likewise, organizations such as UDOT should be required to have more timely information than a "guide manual" published 24 years ago to designate wetlands, and ultimately determine options for a major highway, especially in a case like this where irresponsible actions on the part of UDOT will disrupt communities in order to protect land that has no value.

I dispute UDOT's claims that the land west of Kaysville and Farmington even qualifies as low level wetlands. Since UDOT and its 1987 guide to what constitutes wetlands are currently the only source of data on wetland designation, I think it is only fair that UDOT conduct a much more detailed study of the wetland issue before haphazardly ruling out options that have minimal impact on homes and neighborhoods. Independent studies must be performed by agencies that are not affiliated with UDOT in order to provide unbiased information on the wetland designation issue.

There is no reason to route highways through neighborhoods in order to avoid areas that have not been officially classified as wetlands. In my opinion the Shepard Connector Option for the West Davis Corridor should be abandoned by UDOT altogether because it unnecessarily eliminates homes and disrupts peaceful communities. 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, utilizing land that has no value, in an effort to avoid homes and neighborhoods of taxpayers altogether.

Comments:

I am a citizen of West Haven City and as a parent and a teacher in the community I am very concerned about some of the proposed routes of the Legacy Highway. In looking at the maps, the only route that make any sense to me is the one that would enter at 5100 West in Hooper and would continue along that path until 12th Street. I hope you take our concerns into account. Thank you so much for your time.

Comments:

Hi, How wide will legacy hwy be in west haven, my address is XXXX s XXXXw my back yard

Comments:

Comments/Question: I live in the Farmington/Kaysville area and support the South (Glover's Lane) option. It just doesn't make sense to have an interchange at Shepard Lane and 200 North, they are too close together.

Mailed
2/14/11

To Whom It May Concern


West Point, Utah
Resident of West Point 41 years

On February 8, 2011, my husband and I attended a meeting at West Point City Hall about the West Davis Corridors. There were 3 corridors, A, B, and C, all of which are unsatisfactory for the residents of West Point.

A and B take homes and farm land away from people who have worked very hard for their lively hood. C will take away a golf course, bring a highway close to a public school and, again, take farm land and homes away from people who have worked very hard for a living.

In our 41 years in West Point, the city has rejected any building along the bluff to keep a corridor open for the Legacy highway and the state has bought land to protect this right-of-way. We live on the bluff and have expected a highway to be built below us. We would prefer not to have a highway there but in view of the alternatives that have been presented it would be a much better alternative than A, B, or C.

West Point City has been very faithful in refusing anyone a building permit along the bluff. The highway could be built there without destroying many homes and no farm land. Where is the logic in all this? Why destroy peoples lives? Yes, it would destroy peoples lives as they know it now. This has been a great community. People care for one another. It is bad enough that the highway will cut the city in half. But why do more damage by up rooting and taking that which is precious to someone just for more traffic than we do not need anyway. Why punish a City and its people for following the rules in the first place.?

Please, Please! Throw out A, B, and C, and go with the original concept.



Comments:

I am in favor of the south option at Glover's Lane and opposed to the Shephard Lane option. The South option is safer for children, especially if it is pushed further west allowing a buffer zone between the highway and communities. The Shepard Lane option will run directly through neighborhoods with approximately 500 children, creating safety and health concerns and limiting the amount of space available for a buffer zone between houses and the highway.

Comments:

I am writing to encourage your support of the south option (at Glover's Lane) for continuing Legacy as I am opposed to the Shephard Lane option. I am also in favor of building the road as far west as possible to minimize the impact on current development and allow for future growth of the road and communities. My concerns are primarily for safety and functionality.

The South option is safer for children, especially if it is pushed further west allowing a buffer zone between the highway and communities. The Shepard Lane option will run directly through neighborhoods with approximately 500 children, creating safety and health concerns and limiting the amount of space available for a buffer zone between houses and the highway.

The South option at Glover's Lane could allow for a wider road that would be able to handle more traffic now and in the future, which is the primary purpose of the road. The Shepard Lane option not only has limited room at the interchange, but it passes through a very narrow space between Hunters Creek and Quail Crossing. The 250 foot wide allotment for this area in the study is smaller than the 310-350 feet wide Highway 89 and Legacy. Building a narrow highway is shortsighted and limits potential growth. Making a wider road than planned for between Hunters Creek and Quail Crossing would not only have greater financial cost to acquire more homes, it would have immeasurable social and quality of life costs for the people living in those 240 homes that are separated. Dividing them with a highway crosses safe walking routes to the public elementary school and the routes used by many in Davis county for biking and hiking along the DRG path and accessing the trails along Legacy.

Thank you for your consideration.

Sincerely

Comments:

How will the Sheppard Lane Connector affect the Golf Course and what are their thoughts on it?

I understand that the Hunter's Creek HOA owns some of the easement that will be needed to build the Shepard Lane Connector. How will this be handled?

I understand that part of the motivating factor behind supporting the Sheppard Lane Connector is financial. Could you explain to me the financial benefit of using this option over the "Southern" option?

I understand that the Sheppard Lane Connector is seen as a cheaper option than the "Southern" Option. What things have been taken into consideration when comparing the costs? For example, has the cost of purchasing (and relocating) golf holes been considered?

Comments:

You probably have my information on record since I have been to many of your I-15 project meetings. My overall philosophy is people first, which means home and family. Wetlands are nice to have and nature can adapt if we are careful about how we disturb it. Here is my personal story. My aunt Grace had lived in the home she and her husband built when they were newly married for 70+years. She was 98. The home was a old Victorian mansion. The county or state decided they wanted to put a road through her property, and forced her to move out of her home. She died a year later having never recovered from that sad change and even though the house was torn down the road was never built. I therefore have very strong feelings about displacing people from their homes which has consequences on many levels, and which I think is never the best way to proceed. Please re-consider your plan to do that.

Comments:

<Also received by Mayor Harbertson, Randy, Jefferies Kris Peterson>

Hello Mr. Humphreys,

Thank you for your efforts to come up with the best plan for this necessary corridor. I realize it is a difficult decision for you, the council and others to make. I'm grateful that B-1 plan is no longer being considered. But I have concerns about C-1 going directly between 2 thriving neighborhoods. We were always told this road would be a feeder route with 2 lanes. I did my research in great detail 4 years ago to learn about the master plan. And am frustrated that Farmington City is now changing that option. Please build the freeway out west and go with A-1. I know it costs more money. Maybe even twice as much. But one of the reasons Farmington has been so attractive for residents to move here is the great reputation the neighborhood has. Reputations are fragile, just ask the Mayor of Clearfield and dozens of others. This freeway will fracture communities and hurt its reputation. One freeway (I-15) already divides our community. A second one through Kaysville and Farmington will fracture the close knit community we have. Sending the free west to the wetlands is the best, despite the increased cost for our community. It will pay for itself in the end. It will just take time. All of us new home builders on the west side of Farmington are the main reason why tax revenue has increased over the years and why retailers want to expand in Farmington. We have invested in Farmington. Please make an investment in an alternative route through our neighborhood. I promise to stay in Farmington for the rest of my life and pay my property tax on time for as long as I live if you do. I know many of my neighbors will do the same. I also promise to shop and spend money with local businesses in Farmington to help pay for the additional expense. Together we can pay for the best route possible. Please reconsider the decision you made on January 4th.

Comments:

I for one am sick of hearing that people have to loose their homes to build new roads. Take some of the wet lands instead of peoples homes, seams to me it would be less costly to the tax payers of Utah if you take some of the wetlands.

Comments:

Comments/Question: I'm concerned that standard clear zones won't be adequate on the section of road East of the power lines in Kaysville. Wider clear zones may be necessary given the proximity to houses, tight curves and the dizzying array of the utility poles which may distract drivers.

I believe the EIS should study the issue in more depth on this section of the road way. I'm also concerned that standard clear zones wouldn't allow Kaysville emergency crews to contain an accident that involved a fire or hazardous materials. In 2005 we had a serious incident on highway 89 that caused hundreds of homes to be evacuated when a butane tanker's brakes failed and it started on fire:

<http://ctif-hazmat.gasilci.org/modules/news/article.php?storyid=42>

Would the outcome had been as favorable if this accident happened in this area on the new West Davis Corridor?

I remember reading about similar accidents in 2010 where thousands of gallons of diesel fuel were spilled:

<http://www.ksl.com/?nid=148&sid=10043073>

Would this incident have been manageable if the tanker had rolled on the North bound side of the highway along this route?

Are barriers being considered that would be far enough away from property lines and sound walls to allow a spill like this to be contained without spilling over into residential areas?

Comments:

I would like to express my concern over the plans to put the Farmington section of the WDC on Shepard or the Shepard connector. Please help me understand the explanation for picking this route. If the idea is to be least intrusive this seems like a bad option. Putting the corridor between two neighborhoods, that essentially act like one is a MAJOR intrusion into our lifestyles. I have many questions/concerns below:

- If you put the corridor on the north side of Farmington and the Shepard connector, what are the plans for future expansion should it be needed?
- How are you planning on connecting it with Legacy? Another major interchange at Shepard and then the other (brand new one) half a mile down the road at Park Lane?
- What are the plans to allow the free interchange and access between all these residents and the school, the golf course, the grocery store, the park, their friends?
- When the land west has not actually been designated as anything, including wetlands, what is the argument against putting it as far west as possible?
- If all the studies are true that relate to health and proximity to highways, this option clearly impacts the most children and therefore puts the greater amount of both children and adults at health risks.

I'd like a response to these issues and I would like to express my absolute opposition to utilizing the north option or Shepard connector option. I would like to see this as far west as possible.

Comments:

Comments:: I am strongly opposed to having the Highway East of the power lines in Kaysville. MOVE IT WEST OF THE POWER LINES!!!!

Comments:

Dear Study
Committee,

The following is a letter I created and sent to every elected official that I know...

I am writing to you today with a heavy heart. It is my sincere desire that I can convey to you the nature of my problem and have you assist in rectifying it. I am a resident in West Kaysville Utah. I reside at XXXX West XXXXXX Drive with my beautiful wife and four children. We have lived at our current residence for 5 years. Recently, you may have heard that UDOT has decided to build the Northern Corridor of Legacy Parkway through our subdivision at View Crest Lane and subsequently through our home. This is simply unacceptable.

I fully understand the necessity for a northern corridor even though it does not benefit the communities of Kaysville, Layton and Farmington. Utah is a desirable place to live. I personally love my home. This is the only home our children have known. My wife and I are old fashioned in that when we built our home we intend to live here the rest of our lives. Our children have countless friends to play with and you could not ask for better neighbors. Simply put, my family does not want to live anywhere else.

So why am I contacting you? I contact you because you are an elected official that is supposed to represent my interests. I elected you. I expect you to help me resolve this issue with UDOT and the Conservancy Groups that argue wetlands are more important than my home. I would ask that you come to my area and observe the so called "wetlands" that are in reality pasture land and poorly drained fields. I have seen the maps and know a corridor can be created just west of the power lines (thereby missing our homes on View Crest) with minimal impact to wetlands. I need you to bring reason and compromise to a situation that seems to lack both. I have faith in your ability to help my family and quite honestly we are at your mercy. Save our home.

I have done my civic duty. I attended UDOT's open house where comments from the public were solicited. Unfortunately, there was nothing specific to comment on. UDOT spoke in generalities and when pressed could provide no specific information about the northern corridor. As a concerned resident this open house was a waste of my time. It appears the open house was conducted to fulfill a due process requirement as opposed to its genuine purpose of providing information to the public.

I appreciate you taking the time to read my letter. My family and I wait to hear from you on how you intend to help protect our rights as homeowners and citizens of both the State of Utah and the United States of America. Everything that my family holds dear is hanging in the balance.

Sincerely

Subscribe: yes

Comments:

-It seems that the South option would be back-tracking from Legacy that is already in place-therefore wasting what has already been built up to the Lagoon Interchange. Please stick with Legacy that is already in place!

-The cost on the South option is almost triple wht the North option is! -Te South option affects more wetlands, wildlife habitat and encroaches on the flood plain-which would seem winsome for construction.

-and -I won't lie -I don't want a highway running throught my future vack yard! We are building a home within the next year and by the looks of the map -the highway woud go through the west end of our property!!

Thanks for your consideration!

Comments:

If the Shepard Lane choice is made it will ruin the west side biking route that thousands of bikers enjoy. With good weather on Saturday hundreds of bikers were using this route. The choice will affect thousands of people. Don't you think it is a poor, poor choice?

Comments:

Kaysville has aware of the extension of the Legacy Highway for many years, they have not gone below the power lines with homes. This should be very important to those planing this road. It is not right that so many people should be expelled from there homes. What is more important than family and homes, that you would be putting into a crisis. I know because I have lived through the 1-15 corridor taking my home back in 72. It was a traumatic experience for our family. I now live in west kaysville it will not take my home but will be close. And I have great compassion for those families involved. That land just west of the power line is no longer west lands. Since the farmer no longer irrigate that ground is dry. Your wet lands study was done a number of years ago. This grounds now longer will appear as wet land if you took the study today. What is more important a few raccoons and a few fox? Or families. In my book it is families. I did attend your meeting of feb 9. You give us no alternate route to choose from.

Comments:

How about alternative D down 3000 West onto Bluff Road. It's existing road in clinton is already widened to 4 lanes. It's existing road through Syracuse Has room on both sides to be widened and is due for a new road. A straight shot versus bending, turning, and touring through peaceful neighborhoods.

Comments:

Comments/Question: I oppose the Shepard Lane Connector option for the West Davis Corridor Project. While your estimates for the Shepard Lane Connection appear to be less, your cost estimation does not take into account the negative emotional, physical, social, or economical impact to those residing in the 500+ homes surrounding this route. Most of these impacts can not be quantified with dollar amounts. I could better understand the logic to the Shepard Connector if there was no alternative, but there is an alternative. I urge you to select the Glover Lane option but to better align it so as to avoid more homes in this area. Furthermore, push the project west of the powerlines. Those who have homes in this area built them on the premise (provided by the developers and cities) that the future Legacy Highway was going to be west of the powerlines. The easement in my neighborhood that was allotted by Kaysville/Farmington city was to be for a connector road, linking I-15 to Legacy -not the actual freeway. People built their homes and dreams and lives around this premise. It is criminal that UDOT and the cities did not plan for the correct easement if this was indeed where they wanted the freeway to go. It is not as if these are old homes and developments that are in the way and were built when there was no plan for a freeway. These areas are brand new, built in the last 4-5 years. Legacy has been in the planning stages many more years than this. I simply think it is poor planning on the part of UDOT and the cities to not have put in place the correct easement. By choosing the Shepard Lane connection you will take out homes of people that I love. You will remove the homes of my childrens' friends. The value of these relationships can not be quantified with financial terms. Please allow yourself to feel the impact as if it were your home or the home of your friends/neighbors that was to be destroyed. Choose the Glover lane option but align it further west as was communicated to all who built their homes in this area.

Sincerely

Comments/Question

: Dear UDOT
officials,

I oppose the Shepard Lane option of the West Davis Corridor project. Building the freeway through this area would put our children of which there are 800+ at risk of developing ASTHMA due to particles in the air being higher for those who live within 30 meters of a highway. I am referencing a study online posted by UDOT. The article on your website states how children under two seem to be at greatest risk when living close to a highway. Building the Shepard connector option would be affecting more children because of the density of the neighborhoods in the immediate vicinity. I urge you to choose the Glover Lane option but to realign this option as to further minimize the loss of property and to push it further west beyond the power lines and water treatment plant -This is where developers told homebuyers that it would be built. This would minimize the affect for those living along the west side of the corridor.

Respectfully

Comments:

Dear UDOT officials,

The recent events relating to the proposed routes for the West Davis Corridor are very concerning to myself as a tax payer and a resident of the Kaysville/Farmington area. What has transpired raises many questions. The Farmington City Manager recently spoke with one of my neighbors and gave some interesting information. He claimed that UDOT approached Farmington City and told the city that they had five days to choose a preferred route, before the announcement was made on which routes were left for the EIS level 2 study. This left no time for the city to consult with its citizens or to re-evaluate their 2005-06 position that the Shepard Connector was their preferred route. Originally this was their preferred route so as to draw as much traffic to the Station Park retail center as possible thus benefitting the city financially. When Farmington originally took this position few, if any of the homes in the area had been constructed. Now there are several hundred homes around the location and the landscape has changed considerably.

This presents some interesting questions. If true, why did UDOT give Farmington City five days to make a decision on the preference. Second, why was Kaysville City not consulted, especially since the homes taken on that route are within the city limits of Kaysville? It is easy for Farmington to take the position that takes none of their residents homes over one that may take some of those homes. (Although even that decision has a significant impact on Farmington homes as I am sure you have heard). In speaking with Mayor Hiatt of Kaysville, he felt it was very disingenuous for UDOT to consult Farmington but not give Kaysville at least a similar opportunity for input. When he learned of the possible routes, it was after the decision not before.

It appears that if UDOT accepts the Shepard Connector, it will be buying into the Farmington philosophy of money over people. This concern is enhanced due to the manner in which the southwestern route or Glover route is located coming off Legacy. It travels at an angle taking out a business and six residences, when those could all be spared by heading west for a period and then traveling north to intersect Glover. You might say the current route helps stack the deck against the Glover alternative.

It is further concerning that the impact on valuation of property will be greatly enhanced by choosing the Shepard Connector. There are hundreds of surrounding homes that will suffer a marked decrease in value. Along with the eight homes in the Quail Crossing subdivision that appear slated for destruction, those homes right across the street will be highly impacted and not subject to any offset for that due to Utah eminent domain law. While that is great for UDOT and its costs, the affected people, of whom I am one, will see their investment in their home plummet dramatically and might even cause the security on their mortgages to become suspect. It is very unfortunate that such a design would even be considered.

Certainly the Glover route would cause some residences to be destroyed. There are, however significant differences. First the number could be substantially reduced by making the alteration of the direction of the road from Legacy come more westerly as described above. Second, the homes are more spread out and do not affect the neighboring homes as significantly as the Shepard Connector. The Glover route also pushes the road as currently drawn to the west of the subdivisions in that area and not through the middle of three subdivisions. And, the impact on the southern subdivisions could be dramatically decreased by moving the path back to the what was drawn prior to the latest drawings. This would create the least intrusive path on residences.

At some point we must determine whether the disruption of homes can best be minimized by restructuring the plans for the highway. The Glover Lane option should be selected, but with modifications to avoid more homes in this area. Furthermore, it should be pushed further west -to the west side of the power lines. All

residents living in this area knew that a freeway was potentially to be built, but the communication from developers was that it would be west of the power lines. We were told that the easement just south of our neighborhood was going to be a "connector road" -a two to four lane road to link I-15 with Legacy. We were never told that this would be a potential freeway. I think it is criminal that if the Shepard Lane Connector was a preferred option that Farmington and Kaysville Cities and UDOT did not plan accordingly allowing for the correct easement. People built their homes and dreams with the information provided to them. These are not old houses or developments. They have only been here 4-5 years. To plan to destroy them is unthinkable.

Dear UDOT As a home owner-resident of Kaysville, I am grateful for the opportunity to submit, questions and ideas for review. Thank you for valuing my opinion.

I am in favor of the southern "Glover's lane" option, and in favor of a north-south legacy route that is as far west as possible. I believe it will be the safer of the two routes, and provides a long term better route for future growth, safety, and minimal environmental and community impact.

Question What safety considerations and plans has UDOT taken into account relative to the following? -please respond with as much detail as possible relative to health, safety, terrorism, accident, etc.

The increased amount of traffic that will be forced in to a narrow neck of land as the legacy runs parallel to and over the I-15 freeway, and through a densely populated area between the Quail Crossing and Hunter's Creek subdivisions.

I am particularly interested to see the risk evaluation UDOT has performed, citing the examples of the two major accidents that had closed the highway 89 (butane tanker explosion) and the I-15 (oversized load rollover near woods cross) as evidence for taking seriously the risk of funneling all north-south traffic in to one area of land.

In the spirit of collaboration, may I suggest why the southern "Glover's lane" route should be considered a safer alternative.

My reasoning -build the Legacy expansion via the southern route, that has decreased vicinity to homes in the case of serious accident, and has the availability of much more open space between the road edge and the nearest occupied structures. Secondly, the detachment of a secondary major north-south artery in Davis County from the I-15 corridor area, makes good planning sense in the case of natural disaster, terrorist activity, or serious road accident. IF the Shepard lane route is built, it appears that there will be no major north-south alternative to I-15. (other than the surface streets in Farmington high street) if evacuation, re-routing was required.

I look forward to your responses

Comments:

Given a choice I would go with Alternative A. Alternative B has a reduced number of residents affected however, I would be one of those homes. Alternative C adds no value and other than a reduced number of agricultural protection areas, it is the most disruptive of all alternatives.

Comments:

Comments/Question: I believe you can find a way through west Davis County without spoiling a family's dreams and hard work by going through Schneiter's Bluff Golf Course.

Comments:

Comments/Questions
(limited to 2000 characters)</ br>: I am still trying to find someone who can tell me exactly which homes in Kaysville are on the slate to be plowed down. I get a different answer from everyone I speak to. Seriously? You make these plans and submit to the public and you cannot get your crap together to actually get your organization on the same page and give us the facts. Waste of my taxpayer dollars! Please call me, I deserve data and answers. What is your overall impression of the Utah Department of Transportation?: Poor

Comments:

Just over 6 years ago, my husband and I bought a large piece of property, in a beautiful, quiet area, to build our 'forever home'. We planned on raising our family and looked forward to many generations coming to our home. Now with the proposed West Davis corridor, our plans could be changed forever. Our quiet, beautiful neighborhood could be gone. We are very concerned about the Sheperd Lane option. We are concerned about the noise, the pollution, the safety issues, but mostly we are concerned about how the proposal will affect our close community. If they go with this option, it will put the road right through the middle of our neighborhood! It will divide church and school boundaries and separate close friends and neighbors. We are also concerned about first responders. This option will separate Farmington, as there will be Farmington residents on the north and south of the corridor. The concern for the environment is also foremost in our minds. Our home borders a large, beautiful field where we enjoy deer, pheasants, foxes, and hawks. Has this been considered in our area? This option would take out a pond, walking trails and destroy the habitat of the animals that live there. We would like to see the western most option be the route. We do not want our neighborhood and community and beautiful area destroyed. Please reconsider this option and take the road west!

Comments:

Gentlemen,

Over the past few days we have learned much about the process that has been going on to identify the appropriate route for the West Davis Corridor and candidly some of it raises many questions. The Farmington City Manager recently spoke with one of our neighbors and gave some interesting information. He claimed that prior to the release of the identified possible routes, UDOT came to the City and told them that they needed a preferred route from the city and had to have it in five days. That left no time for the city to consult with its citizens or to do any real evaluation. They therefore went to their old 2005-06 position for the Shepard Connector as that was a benefit to their financial goals as a city. It is interesting that few, if any of the homes in the area had been constructed at that time. Now there are several hundred homes around the location and the landscape has changed considerably.

This presents some interesting questions. If true, why did UDOT give Farmington City five days to make a decision on the preference. Second, why was Kaysville City not consulted, especially since the homes taken on that route are within the city limits of Kaysville? It is easy for Farmington to take the position that takes none of their residents homes over one that may take some of those homes. (Although even that decision has a significant impact on Farmington homes as I am sure you have heard). In speaking with Mayor Hiatt of Kaysville, he felt it was very disingenuous for UDOT to consult Farmington but not give Kaysville at least a similar opportunity for input. When he learned of the possible routes, it was after the decision not before.

It appears that if UDOT accepts the Shepard Connector, it will be buying into the Farmington philosophy of money over people. This concern is enhanced due to the manner in which the southwestern route or Glover route is located coming off Legacy. It travels at an angle taking out a business and six residences, when those could all be spared by heading west for a period and then traveling north to intersect Glover. You might say the current route helps stack the deck against the Glover alternative.

It is further concerning that the impact on valuation of property will be greatly enhanced by choosing the Shepard Connector. There are hundreds of surrounding homes that will suffer a marked decrease in value. Along with the eight homes in the Quail Crossing subdivision that appear slated for destruction, those homes right across the street will be highly impacted and not subject to any offset for that due to Utah eminent domain law. While that is great for UDOT and its costs, the affected people, of whom I am one, will see their investment in their home plummet dramatically and might even cause the security on their mortgages to become suspect. It is very unfortunate that such a design would even be considered.

Certainly the Glover route would cause some residences to be destroyed. There are, however significant differences. First the number could be substantially reduced by making the alteration of the direction of the road from Legacy come more westerly as described above. Second, the homes are more spread out and do not affect the neighboring homes as significantly as the Shepard Connector. The Glover route also pushes the road as currently drawn to the west of the subdivisions in that area and not through the middle of three subdivisions. And, the impact on the southern subdivisions could be dramatically decreased by moving the path back to the what was drawn prior to the latest drawings. This would create the least intrusive path on residences.

At some point we must determine whether the disruption of homes can best be minimized by restructuring the plans for the highway. It can and should be done and your division is in the forefront of that effort. Our neighborhood is hopeful that you as officials of Utah have the concerns of the citizens as a higher priority than

preserving the funding sources of municipalities.

Comments:

Comments/Question: Once again you selected the worst site option for a new North South freeway. After your dismal failure with the Legacy Highway you are about to do it again. It makes one wonder if any of you even graduated from grade school. What is needed is a high speed limited access road from Spanish Fork to Willard Bay to accomadate Mexico to Canada truck traffic. To make it as short as possible it should be out by the lake, not through homes in Davis and Weber county. Also,you have a lousy software pachage to write comments. Learn how to build roads across wetlands. Pained Regards Just a taxpayer who pays your salary.

Comments:

Why can we not avoid as many houses as possible by pushing the Glover's Lane off ramp a little further South and missing the houses and going out around the entire community and staying west of the Powerlines through Farmington and Kaysville. That would have minimum impact on the community and also give plenty of room for expansion in the future. It would also allow for the biking path.

Comments/Question: There are 240 homes in the communities through which the Shepard Connector is proposed to go. The destruction would be extensive, as we each share churches, schools, a park, and friends, all of which will be inaccessible after this.

The Southern Option does not have this impact as it doesn't run through neighborhoods like in the Shepard Connector.

The Southern Option can also be drawn to avoid neighborhood destruction as there is more land available, whereas the Shepard Connector is limited to a small geographical area.

Comments:

I want to add my voice in protesting the proposed site for the West Davis Corridor. Please move the highway to the West and preserve the homes, yards and neighborhoods of those who are effected by this intrusive plan.

Comments:

Legacy & I-15 is to concentrated already

Comments:

There is already a lot of congestion on Shepard Ln. The freeway & Legacy are very close together.

Comments:

The glover route seems to be able to affect less families directly. You are talking about tearing down homes that people have bought knowing what UDOT had requested be set aside. Now you are increasing that size that will affect a very close knit community. The value of our homes have already decreased just because of this announcement. In my personal situation, you are talking about tearing down homes directly across the street from me. It would be bad enough having a freeway in my backyard but to have it in my front yard is a hard pill to swallow. We lived many years in a low income area just to save money to move to Davis County and now all that scrimping and saving is turning to a nightmare. Looking at maps at the whole area there seems to be routes that with a little tweaking, could be feasible solution. Please look at the families you are affecting and know that we bought our home in good faith that UDOT would keep to the size of road that they requested be set aside.

A very concerned citizen.

Comments:

Comments/Question: I AM IN FAVOR OF THE SOUTH OPTION AT GLOVER'S LANE and opposed to the Shepard Lane option. I am also in favor of building the road as far west as possible to minimize the impact on current development and allow for future growth of the road and communities.

The West Corridor should go along the west side of Davis county as much as possible. The South option diverts traffic west sooner, freeing up congestion, and allowing an alternate route for those who live on the west side of davis county. It could allow a western access point to neighborhoods in west Farmington and Kaysville. The Shepard Lane option keeps traffic consolidated in a small geographical area longer, reducing the benefit of a west corridor. EITHER OPTION SHOULD GO ON THE WEST SIDE OF THE WATER TREATMENT PLANT near Shepard Lane along the power lines allowing future development to the west of Hunters Creek and at the west end of Shepard Lane.

Comments:

Comments/Question: According to the West Corridor documents a primary objective of the project is to Improve Regional Mobility.

The North Option has problems with it when trying to accomplish this goal.

Either Highway 89 will be cut off (only access would be by getting off the highway and then driving to a another onramp.). The Highway 89 to West Davis connection is in many ways the East/West option for Davis County. (Only way to get from east Kaysville/Layton to West Syracuse and West Point) without going through back residential streets.

This is not true with the South Option. Regional mobility improves, since it will give access between Highway 89 and this new highway.

If this type of access was attempted using the North option, new high in the air connectors causing noise, dust and visual pollution to the area would required.

The South Option is a far cleaner solution and is the right choice.

Comments:

I am confused, disappointed and outraged at the news of your changing of plans to build Legacy Highway, requiring you to destroy 130 newly built, beautiful homes, full of families who have put their years, sweat and hearts into building. And for what purpose? To appease the environmentalists' concern for the mosquitoes and mice?

I'm sure their concerns for the wetlands are valid, but in comparison to the destruction of human homes and the disruption of their families and lives AND the millions of extra tax-dollars needed to cover for it...there is no comparison.

In these difficult economical times, our tax dollars should not be thrown to saving the wetlands...we have much bigger concerns in our community.

In short, I cannot imagine that our community can allow this to happen. It makes no sense, economically or morally. I hope this matter will be settled quickly and it won't turn into yet another example of government waste and poor decision making.

Sincerely

Comments:

To whom it may Concern,

I am writing to let you know of my feelings about the Shepherd Connector. We all knew that this project was coming, so why did we not plan ahead so that new housing would not be built where the road was purposed to go. It would have been more cost effective if we would have done this. When me and my husband bought our property, they told us there might be a chance for the second leg of Legacy might go behind our home by the power lines, but that it would be about 20 or 30 years before that happened. So I am not saying the we knew it was a possibility, what I am saying is that Udot has changed the location of the road and moved the time frame up.

If they build the Shepherd option, it will spit our neighborhood in two different parts. This is unacceptable! I have family that lives in the west Farmington area and in order for me to get to their house I would not be able to take the faster back road that now takes me 5 minutes. Instead I would have to go all the way around which would take more time, more gas, and put more emissions into the atmosphere. I also take this back route to get onto Legacy when I drive to work and back. This is my alternative route when I don't want to get behind the school buses on Shepherd Lane.

I use Legacy everyday and I know that this road is needed, but we need to look further west of the Farmington, Kaysville, and the rest of the way up north to build this road, especially where there are houses. I don't understand what makes wetlands more important than people and where they live. I would suggest that we take the Davis Corridor (the Southern option) west of the sewer plant and stay away from homes that are already built.

I don't know if you have really looked at the Shepherd Corridor as close as you should be. I thought that Legacy and the Davis Corridor were suppose to be used as an alternative to I-15. If you use the Shepherd Corridor that takes Legacy back to I-15 and then onto the new road, that would only make that junction a big mistake. This does nothing for an alternative road for accidents or emergency evacuation. We need an alternative route out of the city and using the Southern Option would make this possible.

I think you can tell that I am for the West Davis Corridor and think that the road should not destroy any homes in the process of being built. Please find a way.

Comments:

To Whom it May Concern,

I'm writing to STRONGLY oppose the C-1 Shepard option for the West Davis corridor. As a tax paying citizen who does not live in Davis county, but commutes frequently north why are we paying \$500 million for an alternate route to I-15 --only to have the C-1 option run directly concurrent with I-15? This makes absolutely no sense whatsoever. If anything were to happen near that section of roadway --a crash/spill/earthquake, etc. . . That would completely shut down any north/south corridor through Davis County. Why would UDOT run the risk of losing the true reason for the corridor? I urge you to adopt the A-1 option that would provide a true alternative to I-15.

Thank you for your attention and consideration

Comments:

Please opt for the south option!!

Comments:

Comments/Question: I think that more consideration needs to be given to moving the highway to the west side of the power lines. Giving more space between the highway and our neighborhood would benefit those living in the community. We have small children and putting the highway that close to homes would be very dangerous to those that live so close to the proposed highway. The noise is going to be detrimental to our neighborhood so it needs to be placed as far away from neighborhoods as possible.

Comments:

To whom it may concern,

I am opposed to any of the current options that require the destruction of so many homes and people's lifestyles. I know that the driving force for not moving some of the freeway to the west of the power lines is the "Environmental Impact on Wetlands." What have you done to study the effect on how this (particularly in the View Crest Drive area) affects the local LDS Ward (Taylor Monument Ward), which will be seriously altered and probably have to be eliminated and merged into other units. Have you had the courtesy to contact local Bishops and Stake Presidents and seek their input? Surely you know that these wards are a major factor in most peoples lives, and bring peace and security, needed for stable lives. Should this not be a part of a Human Environmental Impact Study. What have you done in this respect?

Comments:

To whom it may concern,

I am very concerned about the Legacy North Freeway proposals. Why is there not a proposed route west of the power lines? I have seen the proposed routes and see the destruction of a wonderful community and it makes not sense to not go west. I have also seen the waist land west of the lines and it makes sense to me that is where the highway should go. I suggest a proposal west of the power lines.

Sincerely,

Concerned Citizen

Comments:

I am the son of XXXXXX and XXXXX XXX who own one of the homes That would be destroyed in this project. They are very old and have finally settled. I have seen them work for countless hours, finishing their yard and there basement. I can see the stress this project will put on them and I am very concerned about their health. My father has recently gone through surgery on his foot and also his shoulder and he is not in good health. I hope you can consider kicking the ducks to the curb rather than these sweet old people. It might be nice to save the tax payers upwards of 75 million at the same time. If we are going to balance federal budgets this is where we start. The ducks will fly a hundred yards to the west.

It's time we take a stand and use some common cents. We are smart enough to know who is paying for this.

Thank You

Comments:

Subject: 110214.X, need human impact study for Legacy North Highway

My husband and I pay thousands of dollars every year because we are, or have been, working Americans. My husband is retired, We are not wealthy, but on a limited income. We contribute a great deal of our money to help the poor, the homeless, and humanitarian efforts throughout the world. I think we can truthfully say that we are good citizens. I try not to be cynical about our government. The announcement that your government agency has proposed destroying our home, and many others in our community, and spending our tax dollars to do it, is beyond imagination!!! What a waste! What a travesty! And what an injustice to us, and to so many others! Can a human impact study be done to calculate the effect on those of us losing our homes? That is my question. Please consider the impact on so many many people. I'm thinking we ought to be as important as the 'wetlands", the birds, the wildlife, the mosquitos. We are the taxpayers, the lifeblood of this country. Please hear us, and realize there could be other options.

Comments:

I am writing this to you in favor of the Glover Lane Option for the West Davis Corridor. I adamantly oppose the Shepard Connector. I am also in favor of building the road as far west as possible to minimize the impact on current development and allow for future growth of the road and communities.

We live on XXXX South in Kaysville in the Quail Crossing subdivision. The idea of bringing a major highway through the middle of our neighborhood seems cruel and unjust. Our home is on the north side of the street and will ultimately be left with a freeway in our front yard. We purchased our home 3 years ago with three things in mind. They are, first, a close knit community with children nearby, a neighborhood park, and clean, well-kept homes. Secondly, safety was a factor – safety for our children to play outside with only local traffic. And, finally, we chose this neighborhood because it was essentially away from the “city”, but still having easy access to shopping and restaurants (via I15), but without the noise, congestion, and busyness of a larger city.

All three of our deciding factors will be taken away from us if you were to choose the Shepard Lane Option. In addition to losing a neighborhood/community that meets all of the qualifications we chose to raise our children in, we have lost major value in our home, and in reality, would be difficult to sell.

You say that the following criteria was used to: “best (meet) the transportation needs while minimizing community and environmental impacts. Impacts to several community and environmental resources were evaluated and compared, including:

- Agricultural Protection Areas
- Air Quality
- Archaeological Sites
- Businesses
- Community & Historic Resources
- Homes
- Parks
- Trails
- Wetlands
- Wildlife Habitat”

I am curious how these factors led you to believe that the Shepard Connector is a better fit? Here are a few facts to consider:

First, the South option at Glover's Lane would allow for better traffic flow, future growth and possible expansion of the road with less impact on current development. The few homes slated to be taken on the current south option are spread out at the fringes of development. The South option could also be pushed further south and west to have less impact on neighboring communities. The Shepard Lane option would cut through current development and be limited in its potential for expansion.

Next, the South option at Glover's Lane allows continuation of north/south traffic flow on surface roads in the developed communities on the west side of I-15. The Shepard Lane connector would cut off north/south traffic flow between neighborhoods. Residents as well as emergency vehicles would be forced to go to the highways in order to get to neighboring communities split by the connector.

Finally, the south option at Glover Lane preserves a sense of community and interaction between residents of all communities. The Shepard Lane option divides neighborhoods, friends, and family, restricting access

Between close communities.

In addition to those three points, why should “wetlands” (according to UDOT only), a shopping center, and, of course, money (that is not there anyhow) – destroy so many lives? Why is someone else’s pocketbook – or low quality wetlands take away the quality of life that we work so hard for? Who decides that?

We work hard. We save our money so we can afford the things our children need. We are active, involved community members. Our children attend public schools with the neighborhood kids, we go to church and interact with people from all over Davis County, we take care of our friends and neighbors in times of need, we pay our taxes and bills without argument, and we try to frequent the locally owned stores to support our community members. Why should we suffer these horrific losses to save some “wetlands” or to help a shopping center get better access?

We would love to know the rationale behind these reasons.

Comments:

I attended the Farmington Open House last Friday and would like to add my input to the Comment Form.

I own a house in Syracuse, Davis County at XXXX XXXXXXXX XXXXXX.

I heard about the Open House from a friend and by searching the internet web site.

The following areas that I am most concerned about are (Homes) and (Displacing Families from their homes)

The alternatives I support in my area of Syracuse is "A" Alternative with optional route to the West. My second choice would be Option "C" Alternative. These were selected in no particular order.

Additional Comments: I understand that Option "C" would take the route through Bluff Road, if I am correct, Bluff Road was supposed to be the original proposed route many, many years ago. Even though this would force homes to be removed, those home owners knew that this day was coming and there was a possibility that they were going to lose their home.

I am very dissapointed in the City of Syracuse and most of the West side cities for selling the land. After listening to some of the news media and UDOT stating that they told these cities not to sell this land because they had future plans since the 1970's. So it seems that UDOT and the cities stand to make a huge profit at the expense of the home owner. Typical government protocal.

So I have to ask, who is really to blame, the city for making a profit on land that they own or UDOT, for not actually buying this land, long ago, so they could put their plan into place?

Either way the home owner will lose out somewhere along this project route? I don't like that I moved out here almost 10 years ago, to get away from the city and traffic, just to have it knocking at my door step.

I would really like to see some of the UDOT employees or city official lose their homes and see if it really doesn't matter that much. Say what you will, but tell me how it would feel, knowing that there is the, strong, possibility of a four lane road about 2 blocks away from you.

Most of this will fall on deaf ears anyway. This is not the first rodeo for UDOT, and they usually seem to get their way in the end, at the expense of the Utah residents. I only say this because of the UDOT representative I talked to in Farmington was less than stellar to talk with. When I confronted him with some of my concerns, he simply said he didn't really know the answer and walked away to talk to, what appeared to be, a friend. My wife and I ended up talking with another couple from our area that had similar concerns. We left with more frustration and less support for the UDOT plans and the city we now live in.

Subscribe: yes

Comments:

Dear Mr. Humphreys, I live in West Kaysville and have just built our dream home on Equestrian Park Way in Sunset Equestrian Estates. It has upset me that only 1 month after moving in I found out that UDOT is bullying the residents and putting a highway in our back yard. I was so happy that we bought land that looks out to Antelope Island without any obstructions. I feel cheated that this was not disclosed to us when we bought the property, and now I am willing to do what ever it takes to stop this Corridor from going through. Due to this plan our home value has plummeted. We are not going to sell our property for half of what we paid for it. The peace and calm that was guaranteed is being stolen by UDOT and I feel upset over the possibility of resident's homes being destroyed and families being relocated. I know that we as homeowners do not have the leverage of a big company backed by the government. I can only hope that you will think of the community and what we are asking.

At the least, I ask you to move the corridor to the West of the Power lines. The areas UDOT refers to as "wetlands" in the Kaysville area west of the power lines have heretofore NOT been listed or classified as such on any state/govt maps, charts, or other such listings, NOR by the Army Corps of Engineers. UDOT knows that this will not help our neighborhood, it would only hurt it. I find this plan to be harmful and counterproductive to any positive development plans for our community.

Please, consider our fervent pleas to do away with the West Davis Corridor. If it must be, then move it West of the Power lines to minimize impact to the residents in the community.