

Comments:

I want to put my support behind the C-1 option alignment. Putting this road down Glovers would be far too destructive.

Thank you

Comments:

As a resident of Kaysville, and very close to Shepard Lane, I feel that the Shepard Connector option would impact the existing neighborhood and school traffic too much.

- The Glover Lane/Western route makes much more sense, as it would not disrupt current neighborhoods, and future planning of neighborhoods could be made with the connector in mind.
- In fact, further west would be even better, and less neighborhood impact.
- Living in Davis County, I know that there are not a lot of options on the west side when there are freeway (I15) problems. This should be taken in account in your planning. The Shepard Connector option would cause a bottleneck in emergency situations.
- Shepard Connector Option leaves no room for long-term growth. All of the above problems could be avoided by UDOT choosing the Glover Lane/Western Route.

Comments:

Please redirect your proposed corridor to GLOVER LANE/WESTERN ROUTE. The proposed SHEPHERD CONNECTOR OPTION will totally destroy wreak havoc in this neighborhood. There will be no room for growth in this area. What an impact this will have on the driving conditions.

Of deep concern is the children. How many of them will be put at risk by the proposed corridor?

Comments:

It appears that the proposed West Davis Corridor will be quite destructive and disruptive. It will negatively impact our lives, our commute and our children's safety. Move it to the less impacted GLOVER LANE/WESTERN ROUTE.

Comments:

As part of the West Davis highway corridor it has been proposed to provide a Shepard lane connector to I-15.

I do not support this connector, but rather support a Glover lane connector.

Comments: It would be a very short-sided mistake (like the current Legacy interchange in Farmington not anticipating the WDC) to have any interaction with I-15 and the WDC. Have we not learned anything from the freeway closings due to accidents, etc. The WDC must be separate from I-15.

Comments:

I SUPPORT THE SOUTH OPTION AT GLOVERS LANE and building the West Corridor west of the power lines in Farmington and Kaysville. Yesterday I witnessed the aftermath of a semi accident on I-15. The Semi ran into a sound wall and then flipped causing more damage. The plans that UDOT has laid out for the Shepard connector would be a disaster if this were to happen. There would be no sound wall to run into because everything will be so close together, instead the possibility of the accident shutting down both I-15, WDC, the commuter rail, and the rail lines would be huge. There would be absolutely NO WAY to get south. Did you notice that traffic was diverted using Legacy, we wouldn't have this option because the Shepard Connector is not a true alternate road. This concerns me a great deal. When I saw the affect of the this accident minutes after it had happened I-15 was backed up almost to 2300N and 215 was backed up to Redwood Road and this took place in the middle of the day not at rush hour. Legacy Highway was a great tool in helping to get commuters out of Salt Lake and avoiding even greater delays. If you look at the South option at Glovers Lane you would have a TRUE ALTERNATE. There would be someplace for drivers to go to avoid the accidents when they happen, isn't that part of the overall plan of UDOT anyway. Please consider this when making your decision concerning WDC.

Semi flips, causes major delays on I-15 -ksl.com <http://www.ksl.com/>

Comments:

Where are the on and off ramps scheduled to be for the new northern corridor.

Comments:

I DO NOT support the Shepherd Connector Option! I live at XXXX West XXX North in Farmington. I am the furthest west on my street and I already have I-15 next to me. I am a single mother of three kids, being recently widowed after 17 years of marriage. After my husband passed away, I decided to use some insurance money and pay my house off. I have lived here for over 12 years and I planned on staying forever, but I am conflicted as to whether my voice is being heard. I would support the Glover Lane/Western Route, or even something further west. I feel I am being penalized for not living in a "newer subdivision". I resentful about the fact that a more established neighborhood is be sacrificed.

Comments:

I would like to know if you are aware there have been three confirmed sales fall through on Wellington drive since the announcement of the placement change? I would also like to make you aware that we contacted three different realators to list our house on Wellington and were told by all three that there was no way possible for our house to sell for what we owe because of the legacy nightmare. My question is, how are you going to deal with the cities loss of income when the taxes have to be lowered since our homes are now not appraising for what we owe? I would like to know what is being planned for the loss of income with all the homes being forced into foreclosure and short sales since our homes are now worthless. We just found out that do to a transfer my parents who live on Wellington as well have to move. They were also told they are out the \$30,000 they put down on the house because there house in "unsellable". Have you considered the impact on the community for turning this area into an unmarkable rental neighborhood. When a neighborhood turns into a perdominently rental area it is proven that the crime rate goes up. Have you considered any of this in your decission to move the road closer to our homes?

My house is on XXXXXXXXXXX XXXXX, and obviously I am furiose about the road change. I would like to know what studies you are conducting, and by whom, to see the effect on the pollution you are putting into the air in my front yard from this change. Have you even considered the long term impact the smog and pollution will cause to our families when you put this freeway in a few feet from my house? I would like to know if you have considered what impact the pollution in my yard will do to our gardens and planting areas?

I understand that the sound wall is still up for debate. I would like to know what happens if you don't put one in, and a car accident throws a car into the yard and kills a child. If you don't put a sound wall in, what is to prevent the transients and others to leave the freeway area and come into my yard?

If you are determined to put this road in so close to the homes, are you willing to take both sides of Wellington drive to help create more space between the end of the road, and the homes?

Comments:

Does this new Bluff Road information take into account any property already purchased by DavisCounty/UDOT?

Comments:

I live directly east of I-15 and built my home knowing the various issues for I-15. I have numerous trees and vegetation and had my home built to specs to reduce noise. We can not all afford homes on the East bench or in totally perfect residential areas. I have however become very aware of the safety issues related to any further additions to I-15 specifically through the area of Lagoon north to 200 North in Kaysville. This is a narrow corridor which is a serious safety hazard. Accidents now occur in that area nearly every day if not multiple times during the day. Dumping additional traffic into this area with the idea we are reducing traffic problems or improving the westward traffic flow is ludicrous. If anything, the traffic and safety problems which could be predicted for this are alarming and when you add the rail line also in the same location, the issues are more than minimal! The West Davis Corridor will impact homes. Moving the route west of the power lines will reduce the traffic and safety issues on I-15, will set a location on the west side which will provide a traffic flow usable by local patrons as well as heavy equipment drivers wanting to stay out of the Salt Lake City routed traffic, similar to the belt route around Indianapolis area, and will ultimately set a location and boundaries for further home developers. A 30 year plan will be in place without further expensive studies.

Comments:

I just moved to Utah 6 months ago and purchased a home in Kaysville, only to find out I bought a home right smack where the proposed Freeway is going. Literally right in my backyard!!! Can you imagine buying a \$500k home and finding out a freeway is going to be 200 yards from where your kids play. I'm disgusted by this. What makes it even more upsetting is there is a simple solution to this issue...move the freeway west of the sewer plant. This would have a minimal impact on the "wet lands", yet save hundreds of homes. What would be nice is for someone to finally give more concern to people than mosquitos.

Comments:

Can you tell me why if you are in the EIS portion of your project some of the proposed construction is already underway? Widening of Midland drive, widening of 3500 W, creation of the road on the north end of the ogden airport? Aslo why create new roads (Alternative C) that parallell existing roads? Make the exhisting roads better, the answer is not more roads but better roads.

Comments:

No to Shepard Connector. Move Legacy North further west. We do not need more traffic in a constricted area Hwy 89, I 15 and Legacy coming together near Shepard Lane.

Comments:

To whom it may concern,

As I have examined the data that has been put out to the public on the decision for the alternates. It has been obvious to me that the federal government and the people in the process are more concerned about wetlands that drain into a dead body of water(Great Salt Lake), and the rights of a few ducks and misc. wildlife, than they are for tax payers dollars, displaced residence, personal property rights, public opinion and about any other common sense routes.....

Example : When I look at the data for the 11 vs the 11A refined it shows me that the Shepard Lane route actually saves 75 million dollars. Then when you take that into account, when you look at the 20A vs the 20A refined data, it appears to me the differences are, 21 more residence are effected, it will impact the sacred property of a cemetery , and run uncomfortably close to an Elementary School as well as take up several acres of a golf course. Yet 92 LESS acres of wetlands are effected and it will cost us 25 million dollars more to go above the bluff on 20A refined. This is a different picture than is portrayed by the data on the 20A vs 20A refined without that consideration. The 20A refined has been adopted to the alternated C route. That portion of Route C as well as the area through the Syracuse Bluff area should be reconsidered. The wetlands that are impacted are completely different to the wetlands that say are in Minnesota, New York and other parts of the country. These wetlands drain into a dead lake within 1 mile. These areas are and have been used for livestock . They cannot be farmed because they are too wet in the spring for cultivation, the water table being to high in those areas because of the dramatic elevation changes. The water that percolates thru the ground in those areas now are contaminated with livestock feces. Because that is all that the ground you are trying so hard to preserve is good for. If you go 1/2 mile west you will find the best marshes that actually do percolate and filter water and provide habitat for Migrating waterfowl. The farm ground that is proposed to be sacrificed for avoiding , the useless and debated wetlands, is productive ground and provides food for those migrating waterfowl. Look at those field in NOV & FEB.... It seems to me that it would be in their best interest as well as the citizens of Westpoint and Syracuse if you were to use the 25 million saved and improve the useless wetlands into useful wetlands as well as developed a more utilized and aesthetic and geographically appealing route for the highway. Also the Bluff acts as a great tool for the transition of the east west corridors. The trails that would be impacted also would be able to be incorporated into golf courses neighborhoods parks and etc.

I shutter to think that because someone that is from a different part of our country, and not familiar with the history of our unique geography declared these areas wetlands. And that we are bound by man made laws a that override common sense and God Given attributes of the area. This is why we as a nation are in the turmoil we are in... Lets do what is right for all concerned and change the laws or find ways to make them beneficial for all 99.9% effected.

Comments:

I have received a door flier about the WDC. I disagree with any remarks about people wanting it out farther west as it will affect the wild life in the area. I also don't agree with any comments about the shepard connector option being moved to Grover lane which ultimately would be just moving the problem from one neighborhood to another. Shepard lane needs better access to freeways and highways on the west side

Comments:

I'm writing because I think something needs to be done to stop the "West Davis Corridor" transportation solution. The last thing we need is another freeway to create more pollution and cause us to use more foreign oil. We should be following solutions like those used on the East coast. We should create more mass transit options for people. This state should have something more like Trax to connect the West side of Davis county to shopping locations, movies, and Front Runner. Creating more freeways will only make us rely on foreign oil more and make the Utah air less breathable.

Comments:

Subject: MAJOR FLAWS with WDC SHEPARD OPTION

Dear Official,

I am writing with concerns about the Shepard Lane Option of the West Davis Corridor (C-1). I am not in favor of this option and feel very strongly that the WDC should be built on the Glover/South option and further west. There are many reasons why I feel it should be built further south and west, here are a few.

First, the C-1 option puts I-15, WDC, the two freight railroad lines, and the FrontRunner railroad line in very close proximity to each other (and Highway 89, the only other viable north-south road, is also very close). I do not believe that there is enough room to put additional lanes between I-15 and the FrontRunner rail line. Where is the actual map to scale that shows the exact location of the interchange which must be built in order to have a WDC to north Legacy. How can an impact study be done without exact measurement to get exact outcomes. We as the citizens of Davis County are being asked to comment on this road but we don't have exact facts to comment about. Not having all the information but having my home targeted to be destroyed I feel is very unfair.

Second, with basically all north-south traffic (car and rail) funneling into one very small corridor, this causes major safety concerns. After seeing what happened on I-15 yesterday 3/3/2011 near 2300 S SLC with the semi that ended up taking out a sound barrier and causing major back up for over 7 hours, I am very afraid for our homes and lives with the small area in which you would like to put a HWY. You will be dividing a neighborhood and putting fast cars that will be flying through the small 250 feet of road up against homes with no protection. If only 10 homes are going to be taken out that doesn't leave any room for error on the drivers part. If the road is built in the southern Glover Lane option and west it doesn't run the risk of out of control cars crashing through homes or yards. Also if there ever was an accident, military deployment, natural disaster that impacted the affected area of I-15, no one could get through. We have to avoid this scenario.

Third, I would like to know how the southbound traffic coming off of WDC and onto the additional lanes on I15 would crossover the two freight rail lines and the FrontRunner rail line. How will that fit. Also the northbound collector/distributor lanes would certainly require a fly-over to cross over I-15 to access WDC. Thus, there would be the construction of two fly-overs, one to merge southbound traffic onto the additional lanes on I-15 and one to give access to WDC from the northbound collector/distributor roads off of Legacy Parkway. This is an expensive undertaking and calls into question the initial cost estimates for the Shepard Connector. These items are not included and being stated as a

separate project. No way can this be separate when it is the only way to get on to the WDC. This goes back to not having the exact plans published to the citizens and not getting satisfactory answers to "HOW IS THIS POSSIBLE IN THE AREA BEING LOOKED AT FOR THE SHEPARD OPTION?".

I propose that these issues are seriously looked at and that all the information is given to the public so that our comments will be substantiated.

Please consider the safety issue of squeezing a freeway in between a neighborhood and not giving enough room for human error.

Thank You.

Comments:

I am sending this email as a very concerned resident of West Kaysville. With the continued 'plan changes' by UDOT concerning the West Corridor, it has come to many homeowners attention that the current 3 options that would severely impact many individuals, families, neighborhoods and communities as well as the destruction of many homes. How devastating....It hardly seems believable!

I don't think there is any question that most residents in these affected areas value land, space, wildlife and nature. Unfortunately life so often presents choices that are between two GOOD things/options, not just a good vs bad choice. Are their benefits to the West Corridor construction...absolutely. I doubt many question that, though I can only speak for myself. What IS in question here is that somehow the priority of a person and people and families has somehow become the less important priority to UDOT! That is beyond concerning! PEOPLE are what make this state and county and community amazing! If there were no people here to enjoy the mountains and lakes and forests and way of life, it would essentially be a waste.

The people of West Kaysville and other communities in the west parts of the Davis county are the PRIORITY....or they should be! They are the homeowners, the land owners, the 'contributors' to the area! If there were no other options, this would be a different story altogether. But there ARE! UDOT had a plan originally to put a road further west. IT IS an option. IT IS a better option. A better option for families and communities.....the priorities that SHOULD BE the highest on ANY list!!!

As a concerned citizen, mother, neighbor and homeowner in this area, I share my voice with the thousands who have already made their wishes known and voices heard.....FIND ANOTHER OPTION THAT BEST SERVES THE TOP PRIORITY--PEOPLE! PLEASE.....for our families, for our children, for our communities and neighborhoods!

Comments:

I SUPPORT THE GLOVER LANE OPTION (AND FURTHER WEST) AND STRONGLY OPPOSE THE SHEPARD LANE CONNECTOR.

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?

Comments: I SUPPORT THE GLOVER LANE OPTION (AND FURTHER WEST) AND STRONGLY OPPOSE THE SHEPARD LANE CONNECTOR.

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: I SUPPORT THE GLOVER LANE OPTION (AND FURTHER WEST) AND STRONGLY OPPOSE THE SHEPARD LANE CONNECTOR.

What is the basis for saying that both the Shepard Connector and the Southern Option take ten (10) homes? C

Where the Southern Option can be drawn to take less homes, how does UDTO justify taking the homes in the Shepard Corridor?

Comments: I SUPPORT THE GLOVER LANE OPTION (AND FURTHER WEST) AND STRONGLY OPPOSE THE SHEPARD LANE CONNECTOR.

How will emergency vehicles access south west farmington in a timely manner if the Shepard Lane Connector is built?

Comments: I SUPPORT THE GLOVER LANE OPTION (AND FURTHER WEST) AND STRONGLY OPPOSE THE SHEPARD LANE CONNECTOR

The purpose of Legacy Highway was to "provide a unique "escape route"

from the Salt Lake City area northward, when accidents, construction, or other events significantly slows, or even closes, I-15."

Comments: How will using the current plan utilizing the shepard lane corridor reach these goals?

If there is an accident on I-15 where the west davis corridor parallels the freeway and both must be closed that will force traffic onto residential streets. With the lose of access to the west created by the sheperd lane corridor all traffic will be forced onto main street in Farmington. This street is not able to handle a high volume of traffic and will put residents in danger.

Comments/Question: I SUPPORT THE GLOVER LANE OPTION (AND FURTHER WEST) AND STRONGLY OPPOSE THE SHEPARD LANE CONNECTOR

Is it correct that wetland studies and impact methodology form 1987 are being used at the current time? If so a more recent wetland testing and methodologies should be used. If these are not available new studies should be done prior to a decision being made on the placement of the West Davis Corridor.

Comments/Question: I SUPPORT THE GLOVER LANE OPTION (AND FURTHER WEST) AND STRONGLY OPPOSE THE SHEPARD LANE CONNECTOR.

The current Legacy Highway is 14 miles long and impacts 119 acres of wetlands. The current West Davis Corridor proposal is 24 miles long, yet it only impacts 36-54 acres of wetlands.

Why are UDOT and others so worried about the impact on the wetlands along the west davis corridor when legacy highway has impacted a greater number of wetlands?

It seems reasonable that moving the corridor further west is a viable option taht will not impact the wetlands to a greater degree than the legacy highway did.

How old are the studies that are determining the impact to the wetlands?

Comments/Question: I SUPPORT THE GLOVER LANE OPTION (AND FURTHER WEST) AND STRONGLY OPPOSE THE SHEPARD LANE CONNECTOR.

I am confused why UDOT would select a route that is ALREADY smaller than the existing Legacy Highway.

Could you please explain how any future growth is possible if the Shepard Lane connector route is selected? In its current design it already cuts straight through a neighborhood and expanding it anymore would cut into byroads to culdesacs and other developed areas.....what is the

reasoning behind this very short sighted route without space for any future growth?

On the other hand there is PLENTY of space for growth along the Glover Lane route and further west.

Comments/Question: I SUPPORT THE GLOVER LANE OPTION (AND FURTHER WEST) AND STRONGLY OPPOSE THE SHEPARD LANE CONNECTOR.

aWhat 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?

How will they access their school if the Shepared Connector is constructed?

How much money will the school district have to spend to bus students to schools they were able to walk to before the shepard connector? And what will the financial impact be on the tax payers in these neighborhood

and in nonaffected areas of the district? How much will taxes increase?

The Southern Option does not have this impact as it does not run directly through walking routes to public schools.

Comments/Question: I SUPPORT THE GLOVER LANE OPTION (AND FURTHER WEST) AND STRONGLY OPPOSE THE SHEPARD LANE CONNECTOR.

The property value for over 500 homes will be affected by the shepard lane connector. This will result in the loss of millions of dollars.

The Southern Option does not have this impact because the number/density of homes is far less.

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?

How do these studies compare with the Southern Option?

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?

Comments/Question: I SUPPORT THE GLOVER LANE OPTION (AND FURTHER WEST) AND STRONGLY OPPOSE THE SHEPARD LANE CONNECTOR.

Many of the homeowners whose houses will be destroyed built or bought their homes at the peak of the housing market less than 5 years ago. With the current economy and loss of property value how will these homeowners be compensated so that they can relocate to homes and neighborhoods that are comprable without losing any of the equity they currently have in their homes?

What will be the loss in property value to the homeowners who remain?

Comments/Question: I SUPPORT THE GLOVER LANE OPTION (AND FURTHER WEST) AND STRONGLY OPPOSE THE SHEPARD LANE CONNECTOR.

There are at least 500 children in the neighborhoods directly affected by the shepard connector. How will having the Shepard Connector impact their safety? What measures will be taken to assure that they can cross the highway safely to go to school, play with friends, and access local parks. Has the additional cost of busing children to school, and building flyovers for pedestrians been factored into the cost analysis for the shepard connector?

The Southern Option does not have this impact as it doesn't run through neighborhoods like in the Shepard Connector.

Comments/Question: I SUPPORT THE GLOVER LANE OPTION (AND FURTHER WEST) AND STRONGLY OPPOSE THE SHEPARD LANE CONNECTOR.

Given the small geographic area that the shepard lane connector will be able to occupy will more homes be destroyed when future growth is necessary?

How many homes and neighborhoods will be destroyed if the connector every has to be widened? The Glover Lane option can be pushed further west which will allow for future additional growth without impacting as many homes and neighborhoods.

Comments: I SUPPORT THE GLOVER LANE OPTION (AND FURTHER WEST) AND STRONGLY OPPOSE THE SHEPARD LANE CONNECTOR.

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.

In addition, the Southern Option can be built to avoid neighborhood destruction as there is more land available further west. The Shepard Connector will be limited by the small geographic area it is proposed to occupy.

Comments:

In looking at the map, it seems like alternative A option would affect less homes and the quiet of Syracuse. Please put it out west as far as possible so we can enjoy the quiet country that we intended to have. Also, I hear rumors of the city wanting the farthest east option because they want "travelers" to stop and eat, get gas what have you to better the city. I don't agree that the city should have its way because "they" want to make money. The alternative is probably less than a mile away. Let us keep our city quiet!!!

Comments:

Comments: You left a flyer on my door....I personally think the Shepard connector makes way more sense. Less homes affected, less wetlands affected, and about a 3rd the cost. The crusade is entertaining though

Comments:

Subject: West Davis corridor

Dear Dan Adams and UDOT, Dan you said at our last meeting on Thursday Feb.24 that you don't know where it got out that the comments were meant to gather information from the public that UDOT might not have considered. The way UDOT has set up the study and giving the public alternatives seem to kind of set up a "vote which one you like best" scenario. This was good to read from UDOT's west davis corridor website that states:

"It is important to note that the study process established by the National Environmental Policy Act (NEPA) is not based on vote-counting. The public involvement efforts of NEPA are intended to gather information from the public to help provide the Federal Highway Administration (the decision-maker) a clear basis for the final decision. It's tempting for a proponent or opponent of a particular alternative to "stuff the ballot box" in support of their view. However, the study does not focus on the total number of comments regarding a particular issue. Instead, it focuses on the reasons for people's concerns and preferences. "

I hope that with regards to the Farmington alternatives UDOT lists, that UDOT will indeed go on the information gathered about where it is going through and not based on votes which the stakeholder from Farmington who is the mayor is promoting to the residents of Farmington to come out and make your voice known (like a vote). I have an email from the mayor that seems to reinforce going out and voting for the C-1 alternative.

The case is very clear to everyone, that the West Davis Corridor is supposed to be an alternative corridor to transport traffic away from I-15. Why is the alternative (C-1) even in the plans. The funneling on all the traffic back on the I-15 from WDC south and coming very close to the traffic going north is not an alternate means of going North and South. Please the only alternative is to do the south of Glover Lane then west.

Comments:

This email is to inform you that I do not support the Shepard Connector option for the West Davis Highway/Corridor.

Thank you for your time and attention to the opinions of those in the Davis County area whose lives these changes could affect.

Comments:

The maps used are very difficult to identify a location. XE: XXXS in Syracuse is not even a dark line! Could you use better maps and include a scale so we could determine distances? My choice is Alternative C.

Comments:

I have researched this and feel Glover Lane connector seems much more practical all around. It's less invasive for environment, residents, schools, land resources and businesses.

Comments:

I want to voice my concern that I do not support the Shepard Connector Option of the west davis corridor and would rather see the glover lane/western route built instead.

Comments:

It would be disasterous to even consider the Shepard Lane connector. West of Glover Lane is the only sane consideration. There is no point bringing more traffic to bottleneck the I-15 further. Please consider going further west and using the Glover Lane alternative. That makes much more sense. Those of us in the affected neighborhood near Shepard Lane are incensed that the Shepard Lane connector is even a consideration.

Comments:

The Bridge on shepard lane is right next to my home. It already has enough safety issues as it is. Don't let those creeps ruin me and my family, and all my friends and other family's who live in the areas lives!!!!!!

Comments:

I just want to add my comments concerning the proposed highway in west Davis County. I understand that it is no longer intended to be a continuation of, or patterned after, the Legacy Highway. What a disappointment!

I was so proud of our great state of Utah when the Legacy Highway was completed. I had longed for years for someone with vision and foresight to be involved in the planning of roads and highways.

I have lived in or visited many communities where all new roads were mandated to include bicycle/pedestrian pathways such as the one incorporated into the Legacy Highway. I would love to be able to use a bicycle for transportation, but until recently I thought that would never be possible here due to the increasing dangers involved in sharing roads with automobiles. I have been so thrilled with the network of bike/pedestrian paths that have been constructed in Davis County in the last couple of years, and have been anxiously awaiting the day when they are all interconnected and would allow one to actually use them to commute from place to place.

I also love driving my car on the Legacy Highway. It is like taking a mini-vacation. I enjoy the beautifully-constructed features of the highway, the landscaping, the lack of trucks, and the slower pace. All the tension that usually accompanies a commute from my home in Kaysville to my destination in Salt Lake just evaporates when I am on the Legacy.

Davis County will be missing a great opportunity if the west corridor is made into just another freeway.

Thank you for the opportunity to express my opinion.

Comments:

We went to the city before we bought our lot to see what the future plans were, there was nothing about a road. At that time we were told legacy would run along I-15 through Farmington. So we built our final home in the peace and quiet of West Farmington. Please don't take it away from us now! They knew when they built their homes that there was going to be a road through there and even signed something saying that, obviously they were ok with it, so keep it please keep it there. We don't want it here!

I understand UDOT is now planning the West Davis Corridor to go east of the Kaysville power lines. When I bought my property in West Kaysville I was told by several sources that the plan was to go west of the power lines. Going east will cause several of my close neighbors to lose their homes, and will drop property values and permanently alter the look of the neighborhood. Going west of the power lines will not have the same drastic, adverse effects. West of the power lines will save homes. West of the power lines will save the tax base of the community. West of the power lines will not impact wetlands, because this area does not properly qualify as wetlands. The only prudent choice is to move the project back where it began: west of the power lines. No other alternative makes economic sense. No other alternative makes environmental sense. No other alternative makes any sense.

Comments:

Your alternative options map reference National Wetlands Inventory (NWI) data. I'm sure you know that the NWI is maintained by the US Fish and Wildlife Service who is the principal Federal agency that provides updates on the Nation's wetlands. According to the latest update in May 2010, there is now a large area of newly delineated wetland just West of 950 North in Farmington which completely blocks the North-Shepard option of the southern WDC. It also shows less wetlands in areas where the South-western route could now be routed West of the Lodder mink farm and the Davis sewer treatment facility and minimize impacts to this new area of wetlands. A revised South route would have less total impact to the wetlands than both the current options. I encourage UDOT to select the South-western route and recommend revising it accordingly.

Comments:

The question I have is was the proposed road published before the houses were built? If so, did the developer tell the people who bought what the proposal was? If the developer and real estate agents told the people, why did they build and buy in the area? If not, why is the developer not being sued? The road is a necessity as Legacy has proven to be.

Comments:

I frequently travel the Shepard Lane area and its VERY confusing already, especially in the dark or bad weather. Please don't add to the confusion by adding another on/off ramp in that area. Also, its a really bad idea to split a neighborhood down the middle like that. Kids are very likely to jump a fence in order to cross the road to visit their friends on the other side. They don't always use pedestrian overpasses because they are too inconvenient. Do you really want to create a "Death strip"? Bountiful pond off Legacy Highway is a great wildlife habitat. Once built, the highway will have little affect on the wildlife and actually increase the access to view it. Nature adapts positively. Humans have less sense.

Comments:

I live in West Kaysville near the power lines. I am appalled to hear that UDOT is planning to build the Legacy extension east of the power lines instead of out in the pastures west of the power lines. It is not a wetlands out west, it is pasture land. The area proposed for the extension will cut right homes and property. Placing the road west of the power lines would still leave plenty of open area and true wetlands west of the road. I am at a loss to understand why UDOT is proposing this alignment and I will join efforts to oppose it.

Please reconsider the Kaysville area alignment.

Comments:

Why is there no other option for the rout going through kaysville? Why aren't options for west of the power lines being explored! I want a response and an answer.

Comments:

My family and I are a part of the Shick Farms neighborhood in West Kaysville. We currently live on XXXXXXXXXXX XXXXX, at the cross street of XXXXXXXXXXX. We just received notice (from our HOA) that UDOT is considering relocating the West Davis Highway East of the Power Corridor. Let me just say how utterly dissapointed we all are with the lack of communication in this whole "study". We the people have been COMPLETELY left in the dark on every important detail. We built our dream home here three and a half years ago. This community has been all that we dreamed it would be. When the market took a turn, we have stayed strong to survive and keep our family here... no matter what. It has taked second jobs, re-modifying our mortgage, and struggling to make ends meet. We quite literally are upside down in our mortgage. "Fair market value" will leave us with NO EQUITY, in the negative and...not to mention homeless. We are good citizens to our country, state, and community, and it's not too much to ask the same in return. Re-directing this highway will have a devistating effect on many children, and families in this community. Please keep your children, home, and family in mind... before you decide to run a freeway through everything that my family and I have worked SO hard for. Please do something to better communication. This isn't something you would want to find on your doorstep.

Email Comments:

We are concerned residents that live on XXXXXXXXXXXX XX in Kaysville.

Comments:

<See 2 document attachments.>

Dear Sirs:

I would like to present several statements and concerns with the West Davis -Shepard Lane "Legacy" Corridor option:

WETLANDS: Attached please find a map of the latest wetland data updated in May 2010. There is now a very large area (~75 acres) of wetlands just west of 950 North and both routes, as they are currently drawn, will go right through the middle of designated wetlands, and as you can see these wetlands completely block the North-Shepard lane option! In addition, there are far fewer wetlands just south of the Mink farm where an alternative route from the South-West Farmington option could go through. Please eliminate the Farmington Mayor and City Council's preferred option (Shepard Lane) and instead select the alternative option (pink dashed line) which avoids all parks, homes, businesses and affects less wetlands than the original 2 options. Dave and I drove out west yesterday and looked at the area. There is nothing but open space and room for expansion should UDOT ever decide to widen the road. The Farmington Mayor and City Council's preferred option (Shepard Lane) leaves no room for future expansion. Period.

TRAFFIC IMPACT AND DANGERS TO HOMES AND FAMILIES: The Shepard connector is flawed and simply cannot provide adequate transportation infrastructure in the future. If you co-locate all major transportation routes in one narrow stretch of land near I-15 it could potentially cause many problems. Please reference the March 3, 2011 semi-truck accident on I-15 in Woods Cross at mile marker 314, where a semi-truck flipped and went through a retaining wall and then destroyed a portion of the sound wall. A portion of I-15 was shut down. If this were to happen on the WDC right by I-15, (or on I-15 right by the WDC) the result would shut down parts of I-15 AND the WDC, not to mention possibly interfering with commuter rail. The traffic would be at a stand-still on all major highways, causing MAJOR problems. In the narrow corridor preferred by the Farmington Mayor and City Council, a similar semi-truck rollover accident could potentially end up in a backyard or living room! If the load was toxic or hazardous, the results could be more deadly than we can or might want to imagine. In general, the traffic will certainly result in noise and air pollution within feet of our homes. When you consider building the WDC along I-15 please note the following: there is simply not enough room and would preclude the expansion of I-15 and FrontRunner in the future. It defeats the purpose of making the WDC an alternate route to I-15. The only way to eliminate a single point of failure for transportation through Davis County and a safe alternative for homes and people (children and adults LIVE here) is to create geographic separation by connecting the WDC to Legacy Parkway near Glover Lane in Farmington,

head west, then north. Common sense dictates; this is the best option.

FARMINGTON CITY -SKEPTICAL REVENUE STREAMS: It seems that UDOT along with Farmington City officials have found a way to divide and conquer residents by siding with, and attending, in an official capacity, a protest of the West Davis Corridor route option by those who coincide with the thoughts and views of city officials. A Shepard Lane option will not, as myopically envisioned by revenue hungry officials, bring windfall dollars from shoppers to Farmington. Farmington, is not, and never has been, a shopping Mecca. Folks using the proposed North Legacy route will do so to commute, they will still gravitate to traditional areas of commerce. A corridor removed from I-15 instead of exacerbating the already congested corridor surrounding the State Street area makes more sense for uninterrupted traffic flow, mitigation of disastrous consequences enhanced by a narrow confluence of transportation modes, and maintaining the peaceful, suburban life-style for which folks moved into this area. Farmington City officials have lost sight of what Farmington has traditionally been and why families and individuals prefer to live in this area; it was desirable! To eliminate the tranquility of the area and supplant it with an unbridled pursuit of skeptical revenue streams at the expense of community is unconscionable. Those city officials, who were elected by the citizens of Farmington, not by a particular neighborhood, need to reassess their actions, dispatch their office with integrity and impartiality, or be removed from the office they hold. They have a responsibility to provide the cement that holds the city, their constituents, together, and work toward a resolution that protects the city, its inhabitants, life-style, and sense of community instead of blatant neighborhood favoritism. The actions of one's singular focus has, and will, create unintended consequences far beyond what was probably considered a benign appearance and action. Farmington Officials have decided to follow the same path-of-least-resistance as UDOT -homes, families, dreams, and life-style mean nothing and are expendable at the expense in pursuit of the dollar and convenience.

UDOT'S PROMISE: Also attached please find a letter dated 9 Jul 2007 from Cory Pope, UDOT Region One Director in 2007, currently Systems Planning and Programming Director. The key points contained in the letter are as follows:

- UDOT specifically states that it has no plans to acquire more than the current 146 foot corridor between Hunters Creek and Quail Crossing
- UDOT acknowledges that the 146 corridor can achieve the future operational needs of the North Legacy Highway/West Davis Corridor, even if it limits trails and aesthetic treatments
- UDOT acknowledges that a two lane highway (one each direction) can serve the needs of the North Legacy Parkway/West Davis Corridor for the next twenty years
- UDOT acknowledges that commitments had been made to the Hunters Creek and Quail Crossing subdivisions regarding the corridor

We believe that UDOT must be held to their representations to Woodside and the homeowners in Hunters Creek and Quail Crossing that no additional land beyond the current 146 feet wide corridor will be acquired. The current option selected by the Farmington Mayor, City Council, and UDOT obviously calls for more than 146 feet. As homebuilders in 2007, my husband and I relied upon the representations and promises in Mr. Pope's letter before finalizing construction of our home. Had UDOT not promised to limit the corridor to 146 feet, we would absolutely NOT have built our home in Hunters Creek. UDOT promised that only 146 feet would be used, and because the current proposal is 250 feet, this is a breach of UDOT's explicit promise.

We are relying on the integrity of each and every one of you to do what is moral, decent, and honorable to uphold the promises contained in this letter. As Jason Wheeler of Farmington so eloquently stated in his 26 Feb 2011 letter:

"We are here. We are here. There is no going back, we built our homes, and we are your community. Save us all. Fight for us all. Fight for what makes Farmington so wonderful."

We are asking that you do the right thing. Take the West Davis "Legacy" Corridor South and West of the power lines and do not demolish wetlands, homes and our lives.

Help UDOT keep its promise.



State of Utah

JON M. HUNTSMAN, JR.
Governor

GARY R. HERBERT
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

July 9, 2007

Mr. Thane Smith
Woodside Homes
39 East Eagleridge Dr.
North Salt Lake, Utah 84054

Dear Thane:

It was a pleasure to meet with you last week. As we discussed, this letter is being sent to clarify some of the concerns regarding the North Legacy Corridor near Hunters Creek and Quail Crossing Subdivisions. As you are aware, several years ago the Utah Department of Transportation (UDOT) and the Wasatch Front Regional Council (WFRC) completed a corridor study through Davis County to identify a preferred corridor for the future North Legacy Highway. At completion of the study, recommendations were made for a 328 foot wide corridor through Davis County.

Prior to completion of the corridor study, UDOT understands that certain commitments had been made regarding the Hunters Creek and Quail Crossing Subdivisions in Farmington, and that only a 146 foot width would be available in this area for the future North Legacy Highway. As previously discussed, the UDOT has no plans to acquire any additional width adjacent to the two subdivisions referenced above. Although, the preserved width of 146 feet will limit the type of trail systems and aesthetic treatments within the future highway corridor, the operational needs of a future North Legacy Highway can be achieved. Current projects suggest that a two-lane facility (one lane each direction) would serve the needs of the North Legacy Highway for approximately 20 years. Beyond that timeframe, it is projected that a four-lane facility will be required.

Finally, although we do our best to plan for future transportation infrastructure, until a formal environmental study is completed, no details of future construction can be considered final.

We hope this information is helpful in clarifying some of the questions your and your customers may have had.

Regards,

A handwritten signature in black ink, appearing to read "Cory Pope".

Cory Pope, P.E.
UDOT Region One Director

CP:jkm

New delineated wetland (~75 acres)

PABFh wetland

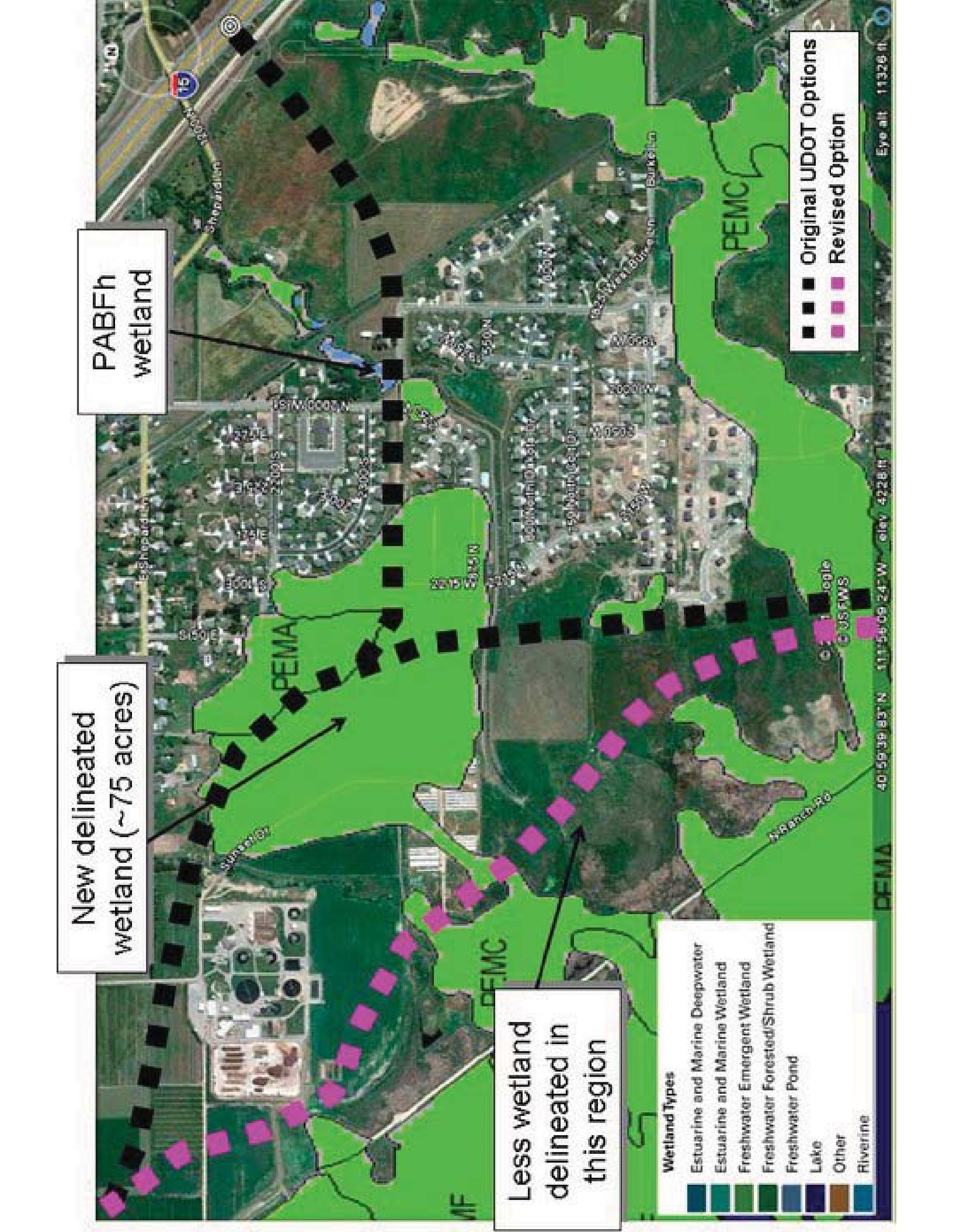
Less wetland delineated in this region

Wetland Types

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

- Original UDOT Options
- Revised Option

40° 59' 39" 83" N 111° 56' 09" 24" W elev. 4228 ft Eye alt. 11326 ft



Comments:

Regarding the proposed alignment for the legacy highway through Weber County as it pertains to options currently under consideration in the West Haven area, I would like to voice my complete agreement with our Mayor, Brian Melaney. Of the three options outlined I can only support the options that enters Weber County at 5100 West in Hooper and continues north to 12th Street. Considering the other options, this is the only one that makes any sense. Please add my name and my husband's name to the feedback in support of the 51st West option.

I was unable to attend the meetings held in February due to my work schedule, but we think it's important to offer some feedback on this subject as we can, via email.

Thanks

Comments:

What homes will be taken for this project?

Where will the new highway be?

How do you plan on compensating the homeowners and community for loss of property value?

Why are your plans east of the power lines? There is plenty of room west of them.

these alternatives are right on my street. What will happen to my home?

We just received notice that the West Davis Highway may be moved East of the Rocky Mountain Power Corridor (of course not from UDOT) we are at a loss of words that UDOT could possibly consider taking out a brand new established neighborhood to put up a new highway in these economic times. I know that we, and most likely ALL of our neighbors owe more on our homes than what we paid for them when we built them. Taking out this neighborhood would be a very tragic financial hardship on TOO MANY FAMILIES! MINE BEING ONE OF THEM!!! How can UDOT take down a new community where most of us are already upside down in our mortgages? You will leave us all with NOTHING!!! We are all hard working happy citizens in a very happy neighborhood... please don't come in and destroy our happy home.

Comments:

This comment/questions goes to the environmental impact of the West Davis Highway. I, and my family of four, live on Wellington Drive in West Kaysville. I am a daily jogger in my neighborhood, and I feel like I have a good concern to voice on our wildlife here. Our community (Shick Farms) is a very open, very quiet, country like neighborhood. We have literally THOUSANDS of birds come through this neighborhood constantly, all year long. This last fall we had a flock of geese land directly in the backyard of our home, we had a hawk stay in our backyard (near the powerline) for at least 3 months last year, we constantly have several flocks of little black birds picking through our, and our neighbors grasses, and my favorite...the long-legged little ground birds that live in our neighborhood, and have their little babies running through the grasses all summer long. I quite literally run with these little birds for almost half of the year! How is a freeway going to impact them? The bird preserve is less than a half mile from here? Having a bird preserve this close to a freeway, is going to be catastrophic for these poor animals! It doesn't sound like UDOT has taken the environment into consideration AT ALL when you have "studied" this impact of this highway.

Comments:

My vote -Alternative A, the fewer families that need to be displaced the better. Once the road is built people will get used to the few extra miles, and the "Government" monies will be replenished, by the population increase,etc.. The relocation of businesses is not as drastic as the relocation of families.

Comments:

Comments/Question: How does it make sense to save supposed wetlands over houses? Your supposed "wetlands" aren't even wetlands according to other government agencies. Too much is being done to bow to the "environmentalists." Keep the road far west of the power lines in West Kaysville.

Comments/Question: Please conduct more open house meetings. Three crowded meetings were not sufficient for a project this size. Because of the crowds, many were unable to get important questions answered. Those who were there to explain the route seemed to be public relations professionals who did not have the level of expertise needed to adequately answer questions.

Comments/Question: What will be the projected property tax loss to schools and libraries when houses are taken and neighborhood housing values are devalued? Will there be any funds available to replace this lost income?

Comments/Question: What are the impacts on businesses in the communities that may be separated from these businesses by the highway? What is the projected tax loss to the community?

Comments/Question: Please study the affect on school age children as they walk to school near such a major highway.

Comments/Question: Please provide the details of the highway land survey for a more complete study.

Comments/Question: Our community has relied on the previous western alignment from which to design our communities. The western alignment makes the most sense for the local communities sense they were created knowing of the potential road. Please keep the western alignment.

Comments/Question: Will large trucks be permitted on the highway? Should be consistent with Legacy.

Comments/Question: Please study the lighting at the highway exits and how this will impact the communities.

Comments/Question: Will billboards be permitted along this highway? Shouldn't be.

Comments/Question: A neighborhood park is planned in the area of 200 North in Kaysville. The highway would eliminate this park. Would you compensate the community or replace the park nearby? The original study did not interfere with this development.

Comments/Question: Consider splitting the road to adjust to sensitive areas.

Comments:

Comments/Question: Please study the ground water changes to the nearby communities. Having the highway on the east of the power lines in Kaysville could create flooded basements.

Comments/Question: Our community restricts chain-link fencing within the community. Will the highway be fenced? What material will be used to make it compatible with the community?

Comments/Question: What will be used for sound walls? Will all sound walls be graffiti resistant?

Comments/Question: What are the landscaping options for the highway?

Comments/Question: Please study the use of quiet paving options and inform the community.

Comments/Question: What will be done for noise abatement along the highway?

Comments/Question: What is the accepted value placed on wetland vs. private property with housing? How many acres of private residential property do you consider taking to preserve one acre of wetland?

Comments/Question: Please study an alternative route in Kaysville to the west of the power corridor. What are the differences in the impacts from each of these alternatives?

Comments/Question: Please study and show the necessary easements from the power lines so the community can respond to a more realistic show of the impact to personal property.

Comments/Question: The National Wetlands Inventory provides movement of the proposed West Davis Highway to the west through Kaysville with little additional impact. Please study an alternative through this area.

Comments/Question: The National Wetlands Inventory shows wetlands very different from the UDOT maps. Why is there a difference?

Comments/Question: Please provide clear guidelines as to how wetlands are designated. What methods are used for determining a wetland.

Comments/Question: Please study the affect on the mortgage industry. Homes which will lose value because of a road through their neighborhood will create a situation where many more homeowners are upside down in their mortgages causing greater than normal loan defaults.

Comments: Please study the affects on neighborhoods and HOAs. Houses that are taken represent a long term hardship on the community who are left to pay the bill.

Comments:

I would like to express my concern for the Shepherd lane option. First the WCD should be an alternative to I15 in case of an emergency. With it running parallel to I-15 for a few miles that would not be a great idea in case of a disaster. Second I do not like the idea of dividing a subdivision in two, which is what would happen with the Shepherd option. Third there is no room to expand in the future with the Northern option. So I would much rather have the Southern Option (Glovers Lane).

Comments:

To whom it may concern:

The proposed corridor for the Legacy Highway extension north through Davis County is located much too far to the east in the Kaysville 200 North Street area. There are no homes located farther west and no subdivided but undeveloped ground there either. The proposed location currently will significantly damage the quality of life the highway is supposed to improve. Noise pollution would be extreme, not to mention air pollution from the autos being right on top of existing neighborhoods. Please move the highway as far west as possible!

Comments:

Most of our traffic coming through Clinton is headed for points west. It seems reasonable to keep the corridor as far west as possible. A mile off of I-15 does not solve the problem. We do need a highway off of I-15. If it has an added cost, so be it. Let's solve the problem for the community. Cost should be secondary. Cut some other funds if we have to.

Comments:

Option C should not be considered for the highway. You are taking away a man's livelihood by taking 3 holes of the Bluff golf course. It's just not fair to do this.

Comments:

To Whom It May Concern;

I have heard a great deal about the Shepard Connector option of the West Davis Corridor, but the language does not seem to correspond with the map on the UDOT website (seen below). The map seems to show that the entire option will put the connection below Shepard Lane and I do not understand the impact on Shepard Lane traffic. Could you please provide information and a more detailed map on the exact proposed Shepard Connector option. Specifically, could you specify if Shepard Lane will remain open for traffic across I-15?

There are many rumors circulating amongst neighborhood residents in the area, including claims about the potential impact like the ability to continue to access locations. Many individuals currently use Shepard Lane across I-15 as an access route to local schools. I would like to provide the best information possible to as many concerned individuals as I can. I hope to get a response from your office.

Respectfully,

Comments:

March 6, 2011 I am requesting from UDOT an actual comparison of dollar amounts between the two WDC options. The Shepard Connection option's current analysis has been very short sided and the unrealistic comparison has given people a distorted view toward understanding the reality of the situation. The comparisons must include the entire interchange that is necessary to connect the WDC to the existing roadways. It should also include ALL of the homes/areas affected by the interchange and WDC – demolished homes, the loss in property value of homes left behind, and the Quail Crossing Park. I am in support of the (south) Glover Lane option and the most western route possible. At the very least, the WDC should be west of the power lines, where it was originally planned and intended – further west is even more desirable. I do not support the Shepard Lane Connection in any form.

Comments:

In conducting research the west Davis corridor road was planned to go WEST of the power lines. I don't get why you need to come East of it now. By the way, UDOT is using data from 1987 to defined "wetlands" ___NO Utah state, county, forest service, topographical maps/charts, etc are currently listing or designating the same areas as Wetlands and there is also NO designation of wetlands in this area from the Army Corps of Engineers. That is interesting.

Besides this, the road will be so close to my home (I live on XXXXXXXXXXXX)..if it's still standing, that I fear for my family's safety. You see, sometimes we have people who drive drunk and there will be nothing to stop a car/truck from coming through the house.

Can you ensure my family's safety?

Again, please consider moving the road WEST of the power lines.

Comments:

I am not in favor of the Shepard Connector. It would be great if they could build it without taking out homes. Farmington does not deserve to be disrupted. Please move it further west if it passes. Thanks

Comments:

Please do not run this road through the Bluff golf course, stick to the originally proposed route recommended in 2001, thanks.

Comments:

I really want to know what is wrong with the people who think we need an extension on Legacy, hasn't it already had enough impact on the environment, now you want to infringe on public entertainment, what is next ? are they going to make it a toll road, we do not need this, I-15 is enough already.

Comments:

Avoid the Shepard Lane Option. Go West!

Initially, I thought that folks living in the Woodside homes neighborhood should have known about the plan to take the West Davis Corridor through the middle of their neighborhood. But now I am sympathetic. The corridor I believe is too small. Also, even 1 destroyed home is 1 home too many when there are other options. People and animals are not created equal. Animals can relocate easily. People cannot.

Go West. It really is the clear best choice.

Comments:

Hello, I am looking for someone that can answer my question and I don't know who to contact. For years the bluff road was supposedly the route that the west davis corridor would be built upon going through Syracuse. It is currently in the master plan of Syracuse city. The question has been asked over and over and over to our city officials as to why the Bluff road route is now not an option. They will not give us an answer. I would like to know who I can talk to that might provide some insight to this question. As it stands, routes A, B and C all cut right through the middle of the largest and last producing agriculturally protected parcels of land in the county. The original Bluff road route protects these lands. What Happened? Why is the bluff not an option any longer. We as citizens deserve the right to know and would like some answers. Please direct me to someone that can answer this questions. Thanks

Comments:

We strongly oppose the Shepard Connector option. With the other options available that option makes no sense. Why disrupt so many families and create problems when the Grover Lane/Western Route is available, with much less disruption? In the vernacular, "Go west, young man", as far west as possible.

Comments:

I want to express my concern with the Shepard Connector option in Farmington/Kaysville. This option will have a significant negative impact on our neighborhood. With a viable alternate option, the Glover Lane/Western Route, I ask that the Shepard Connector option be taken off the table to save our neighborhood. In addition, I ask that you consider moving the Glover/Lane/Western Route further west to avoid all impact to neighborhoods.

Comments:

UDOT,

I was surprised to see the maps for the new corridor through Kaysville especially don't present alternative options. How can you come in and take homes when there has been land set aside for many years to accommodate a new highway. The city and the people have grown based upon what was originally set aside for this project. It is not right to come in now and say we changed our minds and by the way we are going to save the wetlands, but your home and neighborhood has to go.

What is really going on here, are you too afraid to take on the Sierra club after your last encounter with the Legacy Highway? Please reconsider your position and move the proposed highway on the other side of the power lines where it should be.

Thank
You

Comments:

To whom it may concern,

I am writing because I may lose my house due to the new proposed alignment of the West Davis Corridor in Kaysville. I live at XXXXXXXXXXXX XXXXX and will either lose my home or possibly have a freeway within feet of my home. I would like to say up front that I am in favor of the West Davis Corridor. Utah has a growing population and having a freeway in the area would bring great value to many people who live in northern Utah and help reduce much of the congestion on I-15. I am also in favor of an accompanying trail system for bikes and pedestrians extending the current trails located on the Legacy freeway north towards Weber county and believe it would be a great asset in helping and encouraging many people along the Wasatch Front to strive to stay in good shape. My concern lies with the new alignment of this freeway and whether or not an accompanying trail system will even be built.

When I moved to the Kaysville area I was told that the city had planned with the state for a freeway corridor, in good faith, for many years now. I was told that the corridor would be west of the powerlines in Kaysville and that my home would be safe as it is located east of the powerlines. The new alignment proposal defies this previous alignment and will remove many homes from our area. I am very upset that the state would plan things with a city in good faith, allow them to grow and develop for 10 years, and then go back on an implied agreement. Although things may not have been set in stone, official papers and agreements perhaps not signed, anyone would agree that such actions would be considered dishonest and show a lack of integrity. We are not asking for the freeway project to be canceled or for other people to give up their homes. We are asking that you respect what we've built here in Kaysville over the last 10-20 years, respect the income we've provided to the state and county while we've been here, and return to the original proposed alignment west of the powerlines or further. This would allow northern Utah to have improved transportation means and also allow the residents in Kaysville to keep their homes.

From the UDOT information I have read and seen, both online and in the open house in Farmington, I have read many assurances that the freeway will also have an accompanying bike/pedestrian trail system. However, while talking with UDOT project manager Randall Jeffries at the Farmington open house, I was told that the alignment of the roadway would be decided first and the trail system would be evaluated at a later date. With the proximity of the the proposed alignment of the roadway to our homes, the decision for a trail system must be made in tandem with that of the roadway because adequate space for a trail system may not exist between the homes that remain and the powerlines or more homes may need to be destroyed to make room. Assuming that UDOT

stays true to their statement that trails will assuredly be part of this corridor project it would make more sense to place the corridor on the west side of the powerlines to ensure that there is enough room for the roadway and the trail system and to further minimize the necessity for increasing the number of homes that will be destroyed. I ask that these decisions be made in tandem and be made public before the official alignment of the roadway is finalized.

I also understand there is some confusion as to the status of the land behind our homes as wetlands. This area was (and in some areas still is) filled with farm land. These farms required irrigation and ditches so water could flow to crops. Now that homes occupy much of this former farm land, the water that once fed crops has been redirected towards the west of Kaysville. However, this area has very little water and should not be considered a wetland. Even if this area was considered to be wetlands, it's quality would be minimal at best. This is not a true wetland, it is an area of land that has not yet fully evaporated. If we were to consider any land that can create pools of water to be wetlands many parts of the Salt Lake Valley would similarly be deemed wetlands. I believe that further studies need to be done as to whether the land behind our homes is truly wetlands and, furthermore, the value and quality of these wetlands as opposed to the value that families and homes would bring to the community and state.

There are also environmental and wildlife concerns that groups such as the Sierra Club, are using to encourage the destruction of our homes. I agree with the city of Kaysville in stating that this is rather lopsided considering that no social or community studies have been done to estimate the damage that would be done both to the families involved and to the Wasatch Front community as a result of relocating many families and possibly destroying their financial well being. (As a side note to groups such as the Sierra Club, we must remember that there is not a single house built in the Wasatch Front that did not have bugs or some form of life under every parcel of land that currently has a home on it, including the homes of the members of clubs such as the one formerly mentioned.)

I would also like to voice my support for corridor alignment which begins at Legacy Parkway south of Glovers Lane, follows the Farmington Western Alignment to Shepard Lane and follows the 2001 Corridor (west of the power lines) to Gentile Street. I also support further refinements to this alignment that places the corridor further west through Farmington and Kaysville. I agree that the West Davis Corridor would be more versatile and useful if it is a true alternative to I-15 and can be used in the event of an emergency or when I-15 is closed. I also believe this will help

relieve congestion to I-15 near the Lagoon Park exit.

In summary, I am upset with the UDOT's new proposed alignment east of the powerlines in Kaysville and formally ask that the original corridor plans west of the powerlines be respected. I am upset that the proposed extension of the trails from the Legacy highway may not be built and formally ask that they are built and that they are planned for in tandem with the roadway planning. I hope that all those involved will take into consideration the love that the people of Kaysville have for their city, their county, their state and their country. We hope to continue supporting all of them and, most of all, hope that they will continue to support us.

Thank you.

Comments:

<See attached 3 jpeg images.>

I am emailing on behalf of my In-Laws who live at XXX North XXXX West in West Point. For over 3 weeks now at sundown there have been as many as 13 Bald Eagles roosting in a nearby tree located at about 41 degrees 07' 29.94" N by 112 degrees 07' 29.079" W. We understand that a major interchange is planned nearby at 800 North for the West Davis Corridor. Attached is an image of the tree.

Also, the cross section size concerns me. I have heard that UDOT is planning 250 feet of ROW, likely in an effort to continue the same design that runs through South Davis County. I am not sure there is any need for such design in these West Davis areas. The ROW could be cut in half and UDOT can operate an extremely limited access 4-lane, raised median highway, slightly smaller scale than US Hwy 89 to the East. The greatest need is to connect West Davis to South Davis and beyond. Assumptions based on population growth in the area are not reflective of Wasatch Choices 2040 growth preferences, nor the development market outlook.

I at least encourage UDOT to sincerely look to develop a context sensitive solution to the western shoreline that would contribute to preservation of farmlands and encourage development that can conserve the area's agricultural character.

This project is primed to induce uncharacteristic growth and development in a number of areas and change access and traffic patterns for a number of residents. I recommend Alternative C with 4 lanes, a raised median, and a much smaller ROW footprint to reduce impacts and costs; as well, I recommend the use of intersections, not interchanges, and allowances for arterial and major collector access only. Communities can consolidate their accesses to accommodate a raised median, high speed facility.

For examples, look at Thousand Oaks Blvd in California (Cities of Newbury Park, Thousand Oaks, Westlake Village, Agoura Hills), Lynn Road in California (City of Newbury Park). Attached Google Earth Images for examples. These example corridors serve a greater population in geographic constraints, are safer than 5-lane cross-sections, are higher average speed than 5-lane cross-sections, enhance the value of real estate, and are far less use of land than the Legacy Highway.



Comments:

Please preserve the Golf course they are friends of ours. It would be a terrible thing for them.

Comments:

To whom at UDOT.

Please answer one simple question. Why has the glover lane route been chosen to cross over 3 buisenesses and some houses when there is CLEARLY PLENTY OF ROOM to go around them to the south and further West? I must say a few older farmers (regarding their farmland) and some birds shouldn't be deciding what's best for future generations and for Utah.

Comments:

<Also submitted to Randy Jefferies & Carri Hulet>:

To whom it may concern-

I wanted to express my concerns with the C-1 option of the WDC. We have been told that the number of homes that will be affected is equal if you build the southern option (Glover lane) vs. the Shepard Lane (C-1) option. However, I feel that the number of homes that are affected by the C-1 option have been estimated very low because some of the homes that will be affected by this option are already near I-15. If you go forward with the C-1 option, hundreds of homes near I-15 will be greatly affected by more traffic, and more safety issues by having more lanes built next to I-15. This impact is very important as well, because the sound and safety issues are great even with these homes that are by I-15. I also feel that the number of homes stated that will be taken completely is greatly underestimated. The neighborhood that is planned to go through has many homes along the corridor route, and if you build it as wide as expressed, many more homes have to be taken, causing UDOT much greater expense. I also don't feel that any of the homes near I-15 have been included in the number of homes that would have to be taken. I feel that if you were to go south to the Glover lane option (or even further south than Glover lane) and West around the homes to the west, many less homes would be affected, or taken (perhaps even none), and I feel that this is the better option for everyone.

Thank you

Farmington City Resident

Comments:

My greatest concern is safety. I have four major safety concerns.

My elementary school children attend Quest Academy. Quest has no buses to transport the children to and from school. Most parents transport their children to and from the east down 4000 South. Alternatives B and C both introduce new safety concerns since the majority of children attending Quest Academy would be traveling in a vehicle past the intersection of either Alternative B or C and 4000 South. Most children attending Quest would be safer with Alternative A since they would not travel past the intersection of Alternative A and 4000 South.

My junior high school children attend Rocky Mountain Junior High. Many children in our area walk or bike to and from Rocky Mountain Junior High, especially during the warmer months. Alternative C creates the greatest safety hazard for these junior high students. The students in my area would need to cross Alternative C (either walking, biking, or by car) in two different places (4000 South and the canal as well as 4300 West and the canal).

My high school children attend Fremont High. Most students in our area travel 4000 South and 4300 West to get to and from the high school. Alternatives A and B would create a safer driving situation for the students. Alternatives A and B would be even more ideal and would resolve many high school traffic safety issues if they were extended as far north as the high school. Alternative C creates more safety issues as these students would have to cross the intersection of 4000 South and the canal. Some high school students in our area travel 3500 West to and from Fremont High. Alternative C also creates safety issues for these students as they would have to cross the intersection of 3500 West and the canal.

Our church is located at the corner of 4700 West and 3300 South. We usually drive on 4000 South to get to and from church. Other times we drive on 3500 West. If Alternative C is selected, we will be required to cross an intersection of the corridor no matter which way we travel to Sunday services, weekday youth meetings, scout meetings, church parties and sporting events. This creates an additional safety hazard for our family and our neighbors.

For the majority of people who attend the church on 4700 West and 3300 South and whose children attend Quest Academy, Rocky Mountain Junior High, and Fremont High, Alternative A offers the safest solution and Alternative C offers the most dangerous solution.

Comments:

Dear Commissioners.

Please, please do not disturb the Black Island Farm in order to add pavement, air and noise pollution to this MUCH needed farm land!!!! It is a well known social and economic imperative that 1. We eat local 2. We support local business (not destroy it!) 3. We protect our Earth!

Thank you for doing what is right for the long term benefits of our
county,

Comments:

Here are my comments on the Southern Option and the Shepard Lane options of the West Davis Corridor.

To: Utah Department of Transportation and the Federal Highway Administration

I am writing to each of you in support of the Southern Option of the West Davis Corridor.

Having one of my family members and his family living in the affected area has spurred my interest in this issue. If the Shepard Lane option is selected, they will be negatively impacted as will many other families, especially those who will lose their homes. In a recent e-mail I received, the author outlined some relevant concerns concerning the Shepherd Land option and some of the advantages of the Glover's Land or Southern option. Let me comment on some of these.

With the Shepard Lane option, there will be a severe neighborhood division between Destination, Hunters Creek, and Quail Crossing neighborhoods. The kids in Hunters Creek who walk to Endeavor elementary will have to walk across/over/under the WDC which may involve new safety issues. The walking path (on the old railroad line) may be negatively affected.) There may be a problem with expanding the WDC through Quail Crossing/Hunters Creek in the future beyond 250 feet without taking more homes. Adequate space is a big issue because it limits future expansion of the WDC if the Shepard Option is chosen. Most of all, there will be numerous homes taken that would not be taken with the Southern Option.

If the Southern Option is chosen, and if it is pushed as far west as possible, the problem of expansion in the future does not exist as there is plenty of room to expand. There is a lot of space down Glover Lane, enough that the route can be drawn to have minimal impact to homes and no impact to contiguous neighborhoods. The Southern Option does not require putting traffic from the WDC back onto southbound I-15 which will be a complex and costly venture. If the Shepherd land option is implemented, putting traffic onto I-15 flies in the face of the reasons for building Legacy -that of a totally independent north-south route. While we recognize the need to establish balance, the Southern Option puts the interests of humans and families over non-wetlands or even minimal wetlands. There will be a substantial lack of neighborhood disruption if the Southern Option is selected. It is also my firm belief that the cost of the straight forward southern Option will be less than the more complex construction of the Shepherd Land route.

You as highway agencies have some difficult decisions to make, but I hope that you will listen carefully to those who will ultimately be

affected, and not to the special interests groups who have, shall we say, some very selfish or near-sighted agendas.

Sincerely,

Comments:

The Shepard lane option for the west davis corridor does not allow for any expansion in upcoming years without taking more homes. In addition it would limit expansion on I-15 in upcoming years. The lack of expansion capability makes the Shepard Lane option not viable. It is with this and other concerns that I ask that you choose the Glovers Lane option that allows for expansion of both I-15 and the west davis corridor in the future. Thank you.

Comments:

I do not understand why you will not use the land that has been set aside by Kaysville. This highway worries me because it will ruin our neighborhood, be much too close to homes, and it looks like be quite noisy. At first I thought it would be much more like Legacy, with no semis allowed, a nice walking trail, etc, but I have come to find out that is not the case.

Comments:

Concerning West Davis Highway construction, I am opposed to the Shepard Connection Option, prefer you use Glover Lane

Comments:

To Whom It May Concern,

I do not agree with the placement of the new highway! I do not disagree that a road is necessary however I feel that homes should not be sacrificed in order to put it in. I do not support any decision that would do this. If a road is necessary and I know that it is, I feel that it would be best if you push it at least a half mile to the west of the power poles. Think about it, if you push it that far west it would not sacrifice any homes, and it would be more inviting to the commuter. You could also make a biking/walking trail that you could connect to the existing Legacy and have a biking/walking trail that would run from North Salt Lake to Weber County! I live in the neighborhood that would be directly affected by this new highway in Kaysville. I am concerned about my neighborhood and it's value. If this road is put in where it is shown then the value of this subdivision would go down dramatically and therefore my homes value would be directly affected. Is there a reason why we couldn't move it farther west? I am not talking immediately west of the poles but at least a half mile away. I understand that you are scared to face the Sierra club again but do you really want to displace families from their home? The area deemed "Wet Lands" are wet lands because of the run off of irrigation water that was used when it was farmed, and now that there are homes here it is not being spread throughout these fields as they once were. It has been re-routed and now is just collecting in that area. So they are not "natural" wet lands. So if this is the case then the Sierra club should have no say or argument. Like I said I know we could use another highway and I feel that if it is put in the right place it would benefit all of us, and even make the Kaysville area even more of a sought after place to live. I am also concerned with the amount of garbage and noise. So my initial request would be NO HIGHWAY, the other is to push it at a minimum of a half mile to the west of the power poles and add a biking/walking trail. Could you please explain to me why the road is planned for the east side rather than the west of the power poles. It just does not make any sense at all!!! I really feel that this is a win/win solution for all of us.

Comments:

First, thank you for the timely updates and the opportunities to provide input on the West Davis Corridor proposals. As a new home owner that backs up to the western option in Farmington, I am concerned about the continual erosion of our wetland areas. These areas being considered are home to thousands of waterfowl and bald eagles. As I drive on Legacy, everyday there are more animals killed by the traffic . Choosing the western Farmington option will result in more of the same. We need to keep some open spaces left, as most have disappeared for these animals. Directing traffic through the bald eagle nesting sites will result in their demise as well. We need to keep the public trails open as well, and this route will cause them to go away also. The Farmington City proposal to use the Sheppard Lane route will enable us to keep this last vestige of open space available for the use and appreciation for all. Those developments that were built along the Sheppard Lane option are already close to the traffic and it was part of the Plat they knowingly bought into. Let us make the right decision for all, including the future generations to come, so that they too may enjoy and appreciate the few remaining areas to view and interact with our vanishing wildlife.

Comments:

I do not want to support shepard connector option because I think the road should be tied in with the legacy parkway and not I-15 the people who will want to travel that road would be the one's that drive the legacy parkway now. and also the road should run paraelle with the power polls, the ducks and geese are allready used to us taking their ground and only dislike guns.

Comments:

I want to make a comment about the section between Centerville and Kaysville. The South option starting at Glovers Lane and proceeding north would be the best option of the two. The Shepard connection is a bad option for the main reason that it involves on or a closeness to I 15. That is a bad idea. The road needs to be independent of I15. Involving or getting close to I15 totally destroys the idea of having an alternate route north and south other than the Freeway. Considering safety reasons alone, that should be enough reasons to choose the south route over the Shepard connection. Thanks for listening.

Comments:

The further west possible seems best! In addition to preserving homes now, it sets a corridor for future development including home developments. Any changes bringin gmore traffic into the I-15 corridor as in the Shepard Creek area, brings huge safety risks and traffic dumping into an already crowded area. Eliminate this by moving west of the power lines.

Comments:

To whom it may concern, We are writing non only as concerned citizens of Farmington, but as concerned citizens and tax payers of the State of Utah. Clearly the information that UDOT has put forth to this point indicating the study points for both options through Farmington is being thought through, but in case it has not we have listed below some very real concerns for tax dollars being spent.

1 -The first point being the overall cost to tax payers MUST be taken into consideration as we have projects all over the state that need attention and not enough money to go around. This would clearly point to the C-1 option that goes to the north as the best option to save and be economically sound.

2 -Second, the amount of acres of wetlands that are being considered to be affected are far greater down Glovers and out west, which naturally would mean another battle with the same groups that held up Legacy Highway for years costing taxpayers millions of dollars. This would clearly point to the C-1option to avoid another battle and costing millions.

3 -Third, many people talk about dividing Farmington by another freeway/highway that splits Farmington residents. The fact of the matter would be that going to the west would split Farmington by more than just the one freeway. If put in the west many collectors roads would be enlarged making Farmington like a spider web of large busy streets. Keeping the highway to the north would cut down on the spider of collectors thus, making C-1 the best option for Farmington and the residents and the many children.

In conclusion, C-1 is clearly the best options for the citizens of the State of Utah and the citizens of Farmington. Please consider tax payers and the costs of building the road, fighting another battle with the Sierra Club and other organizations, and the citizens and children of Farmington when making the decision on where to build the west davis corridor....choose C-1, the best route for Utah.

Sincerely,

Comments:

We just solved I-15 bottlenecks with the South Legacy Highway why do you want to create more with the West Davis Corridor? Udot must use the Glover's Lane Option. I do not want my tax money paying for a freeway creates a bigger headache on I-15.

I live in the Hunter's Creek Development. I have a lot of friends in the Quail Crossing Development. This freeway affects our neighborhood. I moved out here for the tranquility and friends of this neighborhood. Please do not use the taxes I pay to Udot to build a freeway in my backyard. Go west with the west davis corridor.

Comments: I would like to express my concern about the eventual bottleneck on I-15 if you chose the West Davis Corridor option. Not having a viable alternative in case of an emergency does not make any sense. Udot should use the Glover's Lane option which continues the Legacy Freeway.

Comments: I am concerned about my children and the affects that the west davis corridor would have on their development. Please go west and use the Glover's lane option.

Comments:

The "north" option goes right behind my house. Please save my neighborhood and go west. I love eagles, but I also love my livelihood, and human concern should always come first since eagles do not pay taxes. Thanks for noting my concern

Comments:

I am not in support of the Shepard Connector Option in Farmington/Kaysville.

Comments:

Dear officials:

I hear that you are trying to put the West Davis Corridor right through the middle of Black Island Farms, PO Box 100, Layton, Utah 84040. For the last few years we have been hearing buy Utah's Own. Black Island Farms sells to local businesses including restaurants and they also are part of CSA. And they are UTAH'S OWN!

I know that there are other places that you can put the West Davis Corridor. Why are you wanting to destroy a hard working farmer? We need food, water and shelter to survive. And you are trying to take away some of our food. Why? We don't have enough farmers in America anymore. There are fewer and fewer every year.

And you are trying to DESTROY a local farmer who is trying his best to eek out a living and provide food for Utahans. Why? Do you want to start buying more food from Mexico, and China? Countries run by dictators who don't care what kind of cancer causing agents or other harmful chemicals, are used in the production of their food that they give to their own people or sell to the US.

We have local farmers who grow healthy food right here in Utah. And you want to destroy our little farmer? What's going to happen when all the farm land in America is gone? Don't you think that China owns enough of America? Maybe you want to start buying food from Libya too. Are you into supporting dictators? Do you want to sell Utah and the rest of America to these countries? What is wrong with you people?

If you can't find another place to put the West Davis Corridor, why don't you try your houses and your neighborhoods. Or would you rather sell your souls to communist countries and dictators? What is wrong with you people?

SAVE UTAH FARMS! What ever happened to "Buy Local" and buy "Utah's Own" products. If you get rid of our farmers how are we going to buy local foods?

CSA Member

Comments:

My family owns property in Syracuse that would in which the highway would run. The property we own is approximately 40 acres of land when the highway crosses 2700 West in Syracuse. We feel option B is the most logical option. Although our property would be occupied by the highway, we feel this is the most logical option because option A is more expensive and would result in the loss of many more homes. Also if option A is selected many more homeowners would be placed west of the highway making it more difficult to access schools and business located on the eastside of the highway. If option C is selected placing the highway further to the west which would impact wetlands and would be more difficult to access since individuals would have to drive further west. As mentioned myself and my family firmly supports option B and would hope the committee consider our comments in making this difficult choice.

Comments:

To Whom It May Concern,

I am in support of the Glover Lane/southern option and moving WDC west of the power lines. In 2007, Cory Pope, P.E., UDOT Region One Director, indicated to Woodside Homes that no more than 146 feet would be necessary to provide adequate access to the North Legacy Highway. Under this belief, my subdivision was built and our lives seemed secure. What right does UDOT have to now insist that more room is necessary which will require the needless destruction of new subdivisions that thousands of people have built their lives around?

To Whom It May Concern,

I am in support of the Glover Lane/southern option and moving WDC west of the power lines. I am not convinced that there is enough room underneath the Shepard Lane overpass to accommodate two additional lanes without altering it. If UDOT does have to reengineer the Shepard overpass to accommodate the two additional lanes, and if access to the Shepard overpass is limited/cut off during this process, and if there is construction of the WDC at the same time, how do we get to the east side of I-15?

To Whom It May Concern,

I am in support of the Glover Lane/southern option and moving WDC west of the power lines. I believe that the Shepard Connector option would call for the reengineering/design of the Shepard Lane overpass. UDOT believes that it can add the two additional lanes that will cross under the Shepard overpass without having to alter the bridge. Why must this be an option when there is plenty of existing room at the Glover Lane overpass?

To Whom It May Concern,

I am in support of the Glover Lane/southern option and moving WDC west of the power lines. By merging southbound WDC traffic onto southbound I-15, there is no room for expanding I-15 at any point. The railroad boxes the road in and prevents any expansion. This problem does not exist if everything is pushed west. Why must UDOT contemplate destroying entire neighborhoods and creating a severe socio-economic impact when a reasonably sensible route already exists at the Glover Lane/southern option?

I am in support of the Glover Lane/southern option and moving WDC west of the power lines. UDOT says that they are trying to make plans that will accommodate traffic projections in 2040, and they also believe that traffic congestion will triple by 2040. I believe that merging all of WDC traffic onto I-15 today would create a bottleneck -it will only be worse in 2040. Why doesn't UDOT see this apparent engineering problem?

I am in support of the Glover Lane/southern option and moving WDC west of the power lines. I do not believe that there is enough room between the far right lane of I-15 and the Front-runner rail line to add two additional lanes of traffic. I know estimates put the population in 2040 at triple what it is now but why is UDOT insistent that that Farmington become extremely congested with mega-interchanges in such a small amount of real estate?

I am in support of the Glover Lane/southern option and moving WDC west of the power lines. I disagree with the C-1 option and believe that UDOT and all those involved in the decision of the final WDC route need to consider the enormous negative socio-economic impact that will have severe ramifications on those who have spent their lives creating their dream homes that are considered by UDOT and Farmington City bureaucrats as expendable. Why did you allow these neighborhoods to be built when you knew they would be destroyed? How will our children safely travel to school? How will emergency personnel reach our neighborhoods in a reasonable amount of time?

I am in support of the Glover Lane/southern option and moving WDC west of the power lines. I disagree with the C-1 option and believe that Farmington City officials have been coerced by illegitimate use of political persuasion by UDOT into their sudden unanimous agreement with the C-1 option. Why have we been forced into the position of begging for our livelihoods when a perfectly feasible route already exists along the Glover Lane/southern option corridor?

I am in support of the Glover Lane/southern option and moving WDC west of the power lines. I disagree with the C-1 route and am convinced that UDOT and Farmington City officials are lacking in transparency and will maintain their desire for the C-1 option in order to avoid costly court battles with environmentalists but destroy thousands of human lives. Where can I find the EIC studies UDOT and Farmington City bureaucrats maintain are in support of the destruction of entire neighborhoods?

I am in support of the Glover Lane/southern option and moving WDC west of the power lines. I believe that the planned WDC route west of the power lines is a far less damaging socio-economic route and UDOT, along with Farmington City bureaucrats need to be held accountable for the

unimaginable amounts of stress and anxiety our community now painfully suffers. What kind of an organization in a democratic society allows hundreds of homes to be built only to come along within a year and inform us that everything we now cherish will soon be destroyed?

Comments:

I am completely opposed to the proposed Shepard Connector, or C-1 option. I think it is fatally flawed. If simply adding lanes to I-15 were an option, why are we doing this study? It makes no sense to route the traffic through a very narrow traffic corridor. The C-1 option pushes all of the traffic moving through Davis County through a narrow shoot. The Glover Lane option provides a true alternate route to I-15 and makes more sense.

I support the South Option at Glovers Lane and building the WDC west of the power lines between Farmington and Kaysville.

When you compare the effect of the Glovers Lane and Shepard Lane options, you cannot just count the number of homes taken. The Glovers Lane option could be built south and west of most, if not all, of the development in Farmington. Any homes that need to be taken would be sparsely located.

However, with the Shepard Lane option, all homes that would be affected are part of a densely populated community. Taking their homes would affect the whole neighborhood, not just the individual homes that are taken. It would change access within and between the housing developments. It would also have a greater social impact as it forces people to leave a close knit community. The count of homes impacted between the two options, therefore, cannot be compared in just numbers. The type of impact would be much greater with the Shepard Lane option.

I support the South Option at Glovers Lane and moving the WDC west of the power lines in Farmington and Kaysville.

The preliminary study indicated that the 328 ft. corridor preserved would be wide enough to include

"Context Sensitivity

The impacts of the NLTC development can be softened by reducing noise intrusion and visual impacts. Typically, this is accomplished during design of facilities by being sensitive to the context of the surroundings. The NLTC width to be preserved was selected, specifically, to ensure that future design can incorporate landscaping, earthen berms, and other mitigation measures that reduce the effects of noise and improve visual appeal."

The south option at Glovers Lane could be wide enough with minimal impact on existing development. The Shepard Lane option would cut right through existing development, requiring more accommodations to be made to minimize the affect and requiring a wider corridor than

currently preserved or planned.

I support the South Option at Glovers Lane and building the WDC west of the power lines between Farmington and Kaysville.

The South option will "improve regional mobility" and "enhance peak period mobility," the stated purposes of the WDC. It could provide a western access to north/south transportation routes for the many residents of west Farmington. Right now, the residents of West Farmington must all travel east to be able to access major north/south roadways. The South option at Glovers Lane could improve traffic flow by allowing an alternate access for the increased development on the west side of Farmington.

I support the South Option at Glovers Lane and building the WDC west of the power lines between Farmington and Kaysville.

The South option would provide an alternate route north and south, which would "improve regional mobility" and "enhance peak period mobility," the stated purposes of the WDC.

The Shepard Lane option would not meet these purposes, because it funnels traffic onto I-15 before connecting with the south part of Legacy. If I-15 encounters an incident that delays traffic, it would also impact the WDC. The South option would preserve the WDC as an alternate route, completely separate from I-15.

I support the South Option at Glovers Lane and building the WDC west of the power lines between Farmington and Kaysville.

The homes that would be taken by the Shepard Lane option were built primarily at the peak of the real estate market. Forcing these homeowners to sell their homes now when the market is down, will result in most of them taking huge economic losses on the value of their homes. If they were allowed to keep their homes, they could ride out the down period until real estate values recover before selling.

The south option could be moved to avoid taking as many homes, and the homes that would be taken were acquired years ago before the market peak. They would not be forced to take a loss on their property. I am in favor of the South Option at Glovers Lane and building the WDC west of the power lines between Farmington and Kaysville.

If your study plans recommend a 328 ft. corridor, why would you limit it to a 250 ft. corridor now? It would be irresponsible to take 250 ft. now in the middle of a community as proposed with the Shepard Lane option and then come back and take additional homes later to provide a wide enough corridor for growth. It would also be irresponsible to build a corridor that is not sufficiently wide (at least the 328 recommended in your studies) to provide a safe shoulder for emergency access vehicles and a natural buffer zone between the highway and adjacent

neighborhoods. It would be ESPECIALLY important to have room between the highway and homes when it goes through a community as in the Shepard Lane option for both safety and aesthetic reasons.

When you compare the costs and impact, please consider the REAL impact of taking enough homes to make a viable, safe corridor. This will include more than the estimated 10 homes for the Shepard Lane route. The South Option, on the other hand, could be built to be the recommended 328 ft. going south and west of most, if not all, homes. I support the South Option at Glovers Lane and building the WDC west of the power lines between Farmington and Kaysville.

Farmington city has acknowledged the need for access on surface roads between neighborhoods divided by the Shepard Lane option. Emergency vehicle access, community traffic flow, school boundaries, and social/community relations are all valid reasons to maintain access between neighborhoods.

That said, if some sort of overpass or underpass will be required, that cost should be included in comparing the options. I would ask that you also consider the added impact such a connection would have on any additional homes that would need to be taken and for the negative aesthetic impact and safety concerns an overpass/underpass would have on the adjoining neighborhoods.

The South Option at Glovers Lane would not need ANY additional overpass/underpass accommodations since it would not disrupt traffic flow between neighborhoods.

Please don't change your route because of the people that are making all the noise is Kaysville and Farmington. UDOT has a responsibility to all Utah residents and moving a corridor to appease a few hundred people at the expense of three million others in the form of a more expensive highway project, both in terms of financial and environmental impact, does not fulfill that responsibility to all the residents. It is too bad that houses must be acquired, but don't let the people in Kaysville/Farmington convince you that the rest of Davis County is on their side. Do what is best for all taxpayers and the environment. Keep the current plan in West Kaysville. A road west of the power lines will be too expensive, given environmental litigation and construction over flood plain. Plus, that is beautiful land where there is an abundance of waterfowl and upland game. It is one of the best areas for hunting in Davis County. A road would spoil the area and reduce its value as habitat and hunting grounds down to nothing. Further west is salt flats and hostile salty marsh land. Hunting is only good for a half mile or so from a power lines. A freeway on the other side would ruin all that land. STAY EAST!

I live in Kaysville on View Crest Lane, one of the roads that would be

under the highway if built on the route now proposed. I do NOT want the freeway to go west of the power lines by my house. I do not want the highway in my backyard and I would gladly have UDOT condemn my house and build the road over it than have a freeway a few hundred feet out my back door. DON'T GO WEST!

Bridgeway Island HOA
P.O. Box 5555
Draper, UT 84020



Bridgeway Island HOA

FCS Community Management

P.O. Box 5555
Draper, Utah 84020
801-395-0465 Ogden Phone
manager@hoaliving.com



March 8, 2011

West Davis Corridor
466 North 900 West
Kaysville, UT 84037

Re: West Davis Corridor

The Bridgeway Island HOA was formed due to a requirement by Syracuse City to manage the common maintenance areas, entryways on 4000 and 4500 South and most importantly the community pool. All of which were required of the developer as conditions for approval of the subdivision. Most of us in Bridgeway moved into this subdivision for the open space and quiet enjoyment these requirements afforded this area. The residents of Bridgeway Island have invested tens of thousands of dollars over the years and countless hours of their time to maintain these valuable amenities adding value to our homes and cohesiveness to our community. While we understand that many people will be affected by this much needed project the effects on our community would be devastating.

The adoption of routes Alt A (without the western option) and B would separate residents and members of the HOA living east of the West Corridor from the amenities that they have paid for over all these years, unfairly without any compensation. Also, the loss of these members and the loss of the members whose homes would be torn down would create an unfair financial burden on the remaining members creating a possible failure of the HOA.

The failure of the HOA would create a whole new list of problems that would haunt the residents of Bridgeway Island for many years to come. Most importantly what will become of the pool? Without the maintenance and support of the residents and HOA and no one paying the required insurance it would become a dangerous hazard. And who is going to maintain the entryways, park, bowery, landscape buffers etc. if the HOA fails? The City of Syracuse? The State? UDOT?

We would hope that the powers that be would think of the residents of Bridgeway Island when considering the alternatives.

Regards,

Bridgeway Island HOA
Board of Directors

Comments:

Hello,

After attending the meeting today about the new west corridor highway extension for the legacy road I was dumbfounded at the lack of knowledge the UDOT representatives had. Looking at the map it shows a dark solid line where the new highway will be built through the Farmington/Kaysville area. Just south and north of these cities there are several options that are being considered. Even though there were some drawings on the map, (hand sketches), of where the community understood the highway was to be built, nothing official was drawn on the map.

I was lucky enough to speak with and listen to the Mayor about the area. I don't understand why UDOT made an executive decision to move the highway on the east side of the power lines when it was always proposed to go on the west side. Why was this left off the maps? I think it's irresponsible to try and hide changes from us. The truth comes out in the end anyway and just causes us to become further angered at UDOT. Also we noticed a yellow hash mark where the wetlands were west of the power lines. Finding out that UDOT hasn't even confirmed that this land is indeed wetlands or not is another objection I have. Again, why the need for deceit? None of the UDOT representatives gave out this information. Nothing was marked on the map as possible wetland areas. It was all laid out as absolute. No options for the highway in this area and no question as to where the wetlands are.

I am aggravated and angered by the lack of responsibility UDOT has so far shown to the community. Be open and honest and give options to your studies. If you don't know, say that you don't know. Let us help make choices to our community.

Also, stop wasting my taxpayer money. Why would you tear down homes and businesses and cause families to relocate at a cost of 400+ million dollars? I get that wetlands are important. I get that there are federal laws about how to deal with protected land. But as a nation we have the right to question these laws. We have the ability to move and create wetlands. We have rights as a people of this nation. You've already purchased wetland property for the extension, so I'm quite certain there are ways to purchase more. Also, get the boundaries of the wetlands right when presenting plans. We can't make decisions based on guesses.

Move the highway back to the west side of the power lines. Stop unnecessary costs and family upheaval to build a road. We all live here. Let's do it right and stop causing undue stress. It's just a highway. People are worth more than a flat surface to drive our cars. Just because you can, doesn't mean you should.

Thanks for your time...

Comments:

While I no longer will have a freeway in my back yard (I live across from the Davis Co. Fairgrounds). I just wanted to write my thoughts about the Shepard Ln. vs. Glover Ln. My vote (if we lived in a democracy, we don't, it's a lovely republic), is to put the freeway to the Shepard Ln. exit. This really is a no brainer, but obviously there currently a large debate about it.

1. Human Impact -this should be by far the greatest consideration. "We the people" should come first. Both scenarios take out 10 homes. However, by taking it so far west you add dramatic freeway noise to hundreds of more houses and this also greatly lowers the value of all of these homes (which will never be compensated for). By going to Sheppard LN there is a small strip of houses effected by the noise, but the rest of the houses wouldh have been effected anyway by the freeway going North and South.

Also it must be kept in mind that 2 businesses will also be dramatically impacted which may have a greater financial impact than the 10 houses.

2. Cost -The second most important consideration. Obviously Shepard is much less expensive to the taxpayer. This should not be minimized as this is the money taxed from "The People." It also allows Utah to have more in the budget for other projects.

3. Environment -We all care about the environment, however living in houses and moving from place to place goes back to my first point-Human living impacts the environment, and we come first. This said, if we have two great alternatives that cost the same, we'd all take the lesser environmental impact. "The Environment" is owned by some taxpaying citizen and it is there constitutional right what they decided to do with their land not the Sierra Club or the judges in the 11th Circuit Court.

Thank you for listening to my comments.

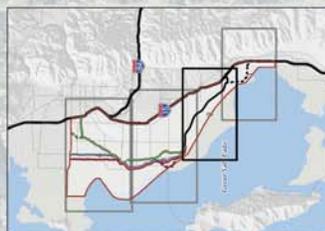
(XXX) XXX-XXXX

Comments:

<See attachment.>

My name is XXXX XXXXXXXX, my home is at XXX XXXXXXXXXXXX XXXXX, Kaysville. I would first like to know if my home is one slated for removal if the current routing of the highway is ultimately constructed. Please let me know ASAP. I don't feel that constructing the highway to the east of the power lines directly behind my house is a truly balanced solution. Why crowd the existing home owners when Kaysville City has for years provided a corridor for the future highway west of the power lines? A true balance would be to take the relatively small 23 acres of "wetland" west of the power lines and leave the farmland east of them. This would provide a buffer for the home owners and a much more scenic and enjoyable commute for those using the highway. UDOT must not bow to the radical environmentalists who are going to bring action against the project no matter how "environmentally sound" you try to make it. There is wildlife in the farmland east of the power lines that wouldn't exist in a true wetland and this should also be considered. Attached is my suggested alternate route which would remove some of the so called wetland, marginally so in my opinion in favor of a more balanced approach.

Thank you.



Map 2 of 4



Legend

- Interchange
- ★ Cemetery
- ⊠ Church
- ⊠ City and Government
- ⊠ Fire Station
- Healthcare
- ⊠ Hospital
- ⊠ Library
- ⊠ Police
- ⊠ School
- ◆ FrontRunner Stop
- Alternative A
- Alternative A Option
- Alternative A Arterial
- Alternative B
- Alternative B Arterial
- Alternative C
- Alternative C Arterial
- Alternative C Option
- All Alternatives
- All Alternatives Option
- FrontRunner
- West Davis Corridor
- Study Area Boundary

Wetland by Overall Rating

- ▨ High
- ▨ Medium
- ▨ Low

Legacy-Delineated Wetland

- ▨ NW1 Wetland
- ▨ County Boundary

0 0.25 0.5 1 Miles

West Davis Corridor
Alternatives Advanced to the DEIS
 Map 2 of 4

Comments:

I would like to vote for the C-1 Option

1 Less Expensive

2 Less loss of Wetlands this is significant and we must be cautious of losing our natural habitats and the animals that live there. I moved to Farmington for this very reason so that I could walk through these trails and experience the natural habitat that is here in this area, I don't want to lose this.

I am very concerned as our natural environment keep diminishing. The Houses and road are constantly taking away this beautiful and amazing wetlands. My family and I walk on the paths that you are planning on taking away, it seems most prudent to continue the road next to the already existing road until you get to the C-1 Option.

Please don't take away the reason I moved to this area.

Petition attached to comment not included to protect privacy of signatories.

Comments:

<See attached.>

This is a petition from Farmington citizens in support of Farmington City's resolution of C-1. The 350 + names on this petition wanted to thank and show our support to the Mayor and city council on there decision to support the original alignment of the corridor through our city. We will also send this to UDOT for their records. Thank you for your hard work.

Comments:

We live on XXXX XXXXXXXXXXX XXXX. Our beautiful home is one of the MANY houses that will be greatly affected by the new freeway. This home is in short...our dream home! Not only is it everything we want in looks and function, it is in our ideal location....close to parks, schools many families with kids that will grow up with my kids. This neighborhood has families that share the same values as we do, this kind of a neighborhood is hard to come by. This location was not cheap, nor was the \$525,000.00 plus to build this blessed home, not to mention the landscaping, concrete work, and fencing that came later. When we bought this home we knew that in the later future a new highway would be in the works, but it would be west of the power lines. We are completely outraged by UDOT and their decision to build the highway east of the power lines, putting the road RIGHT NEXT to our back yard fence....and possibly tearing our house down all together. (not sure what is worse???)

At this time we live in AZ for another year an half. We have rented our house out to a wonderful family who also loves all that this West Kaysville Neighborhood has to offer. We are very excited to move back into our dream home there on Galbraith Lane and hope that you retract your decision to move forward with the putting this freeway on the proposed location east of the power lines. This is all so upsetting, sickening and disheartening, that you would even consider doing this to our neighborhood, our homes, and our families.

Sincerely,

March 8, 2011

West Davis Corridor

I have been learning about ways to keep the earth clean, and so I don't think it would be a good idea to cut into the wetlands, but if we destroy parts of the farm then we would have to get our food from farther away and then that wouldn't be a good idea because it would pollute the earth. What are the other options, and why did we decide on these four?

Yours,



AGE 8 AND A HALF



Comments:

I personally oppose the project through Weber County for private and communal reasons. The proposed alternative(s), if approved and financed, will severely impact what remains of prime farm land in Hooper, creating a "Hadrian" wall, if you will, with the addition of an eventual sound barrier that will geographically divide our community and lower significantly our quality of life. In addition, migratory routes of a number of game birds and fowl, including the Canadian goose and American bald eagle, will be affected. Over the past years, I have witnessed an influx of more of these birds (mainly Canadian Geese and ducks. Where alternative A and B intersect in Hooper, there are flocks of geese that rest in the fields before continuing their flight. Moreover, herds of deer are appearing in fields and lawns where not seen previously. From discussions with a number of people in this area, there is an overwhelming concurrence that another north-south corridor through this narrow neck of land in Weber County is not needed. They are passionate about this! Who in the area would use it? Most have work in the outlying region. If it is entertainment or a craving for fast foods, local cities and town provide for this. These cities are no longer becoming as satellites to Salt Lake City. Many citizens do reluctantly admit that there is a need for an East-West corridor due to the increased number of traffic lights, sprawling subdivisions, schools, and so forth, mostly in outlying cities, that have extended commuting time to the north to south routes; particularly, I-15. With respect to the West Davis Corridor, there are so many other options and alternatives that need to be fully explored and further investigated; such as widening US 89 and continuing through say Harrison Blvd and connecting further north with I-15, and/or the widening of I-15. What about the expansion of existing routes-for example, 2000 West through the northern area of Davis County (through Syracuse, Clearfield) and on through Midland Drive in Roy? What of the neglect in maintenance of our current infrastructure of existing roads-roads that have all but crumbled? Some conjecture that this project is simply a "create work" for UDO; to prove job security. I contend that this is not the case; given the dire need for internal maintenance of our existing roads and byways. Incidentally, the maps reviewed on UDOT's website, highlighting the different proposed alternatives for the Corridor, is out of date. They do not reflect the growth that has taken place where these alternative routes are proposed-particularly, in Hooper. One final note that I wish to address, and I shall for the moment leave the matter at rest, is that it is rather insulting to one's intelligence and degrading as well that UDOT should on their webpage providing status of the proposed West Davis Corridor display a photograph of farmland upon which rest wheeled irrigation pipes. It mistakenly, intentional or otherwise, portrays a way of life that UDOT appears to be intent on obliterating. It reminds me of those silly names given by developers to subdivisions-names that portray everything that a subdivision is not, Freedom estates, Wildwood estates, Hooper landing, Deer Run, and the list goes on.

In conclusion, I would request that UDOT now and in the future behave more responsibly to all the people they serve; and that input from the people is not a mere formality, but an essential and vital part of the decision making process. In addition, the property rights of the individual should be respected, and not cavalierly discarded and abused in the name of Immanent Domain.

Comments:

Legacy extension -Please don't choose alternative C that takes out part of The Bluff golf course. It's a great course and I enjoy playing there weekly.

Comments:

To Whom It May Concern,

My husband and I have lived in Farmington, at XXXX XXX XXXXX, off of Shepard Lane, for 32 years. We moved from Salt Lake City to find a slower pace of life, to enjoy Oakridge Country Club and to raise our 3 children in a rural setting. Since that move our little slice of heaven has turned into the "Bermuda Triangle." The area between I-15 and 89 has become almost uninhabitable from traffic that is never ending and development that has been haphazard. Everyone is aware of the health issues of living so close to freeways and highways. It's criminal that Farmington City DID NOT stop the development in West Farmington when they knew that Legacy would be in the back yards of so many home sites.

When we bought our lot 32 years ago we were told at that time from the UDOT and local engineers that most definitely there would be sound walls constructed in the near future to eliminate high decibel traffic noise. We've heard this now for 32 years! Empty promises. This area has made one compromise after another with the only result being more traffic, more noise, more exhaust fumes and certainly elevated health issues from living so close to all the roadways.

We are firmly AGAINST the Shepard Lane connector plan for Legacy which would be not only disrupting life lives in West Farmington, but also taking some of the most beautiful open space at Oakridge Country Club. Are environmentalists aware of the bird, deer and animal population that exists on Oakridge Country Club property?

Legacy highway should be moved to the west of all development in West Farmington and stand as an alternative to I-15. Why in the world would traffic come back onto I-15 for that short distance? I thought the original idea for Legacy was to give the northern part of the state another (emergency) route to Salt Lake City and to ease up traffic congestion on I-15.

It is a sad day when UDOT/Farmington City is cowering to the Sierra Club and out of state environments instead of caring about the safety and health of children, families and the home ownership/investment of the citizens of West Farmington.

Sincerely,

XXXXXXXXX@XXX.XXX

Comments:

I am very concerned as to why the study regarding the West Davis Corridor, West Point, UT phase, dropped proposal C2 as the area for this highway. Up until approximately 5 months ago, UDOT was continuing to develop and purchase additional properties along the bluff road area, as the location for this highway. This section has been set aside, property purchased under the direction of and by UDOT, for over 30 years as the area for this highway. West Point development, homes, farms, etc. were built around this area, knowing that the highway would be constructed below the bluff. (UDOT's proposal plan C2). Then after 30 years, someone decides to change it to proposal A, B, or C, destroying homes, productive and historic farms, an elementary school, and a golf course. All which was built, with the information from UDOT that the highway was going to be constructed along the bluff. Thus, when the time came to build the highway, none of these developments would be destroyed in the process. I did the same. We built our home where we did, knowing where the highway was going.

Please use common sense and move the planned highway back to plan C2 where the property, in West Point City, has been purchased and set aside for over 30 years. It will be less expensive, does not destroy homes, a school, a golf course, historic and productive farms. The bluff road section is where the highway should be built. It was planned to be built there. UDOT already owns property there. West Pointers planned for, expected it, and looked forward to it being built there. It is the RIGHT THING TO DO!

Comments:

I live on XXXX XXXXX XXXX in Kaysville. There has been a lot of talk from those in my neighborhood about a "unified community" supporting a plan that places the highway west of the power lines in Kaysville. UDOT should understand that there is not consensus on this point and there has been a lot of misrepresentation from some involved. Many on the street feel that the highway should stay east, as long as those with affected property are treated fairly. Assuming that UDOT will treat me fairly in the acquisition process, I prefer that the road go east of the power lines on View Crest Lane in Kaysville. I understand the constitutionality of UDOT's actions and the necessity of building another traffic corridor. I am not alone on this point.

Comments:

As a resident of west Farmington and as a member of the city council of Farmington, I support the C-1 alternative as listed on the maps. Attached is a letter I have sent out explaining the reasons for my support. To all who have taken time to contact me regarding the West Davis Corridor issue;

I truly appreciate your time and effort, to get involved in important issues facing our town! Despite being out of town on business, I have wanted to individually respond to each of you. However, because of the large amount of emails I feel it is best to address the concerns and questions I have received, in this format, prior to the scheduled town hall meeting tomorrow night. I will attempt to address, at least in a macro scale, the issues that have been raised.

First let me respond to those who have stated, or implied, that the Mayor and /or the council have “ulterior motives”, “personal gain”, or “bowed down to big money”. Nothing could be further from the truth. The Mayor and council members have always put the greater good of Farmington as a whole first. In this experience, commercial and financial considerations have been one of our minor considerations. In fact, we voted to spend funds for a study; which would provide alternatives and solutions to our dilemma. The accusations and threats have been offensive; and honestly do not help in any reasonable discussion. Our Mayor in particular has served with fidelity and honor, and is particularly undeserving of the implications that have been made.

Any response to your questions must first begin with a bit of history. The gentleman who referred to his investment of “over a year” in this process, must realize that this process has been going on for over 8 years. Some neighborhoods have been actively involved in excess of 6 years. As I respond and try to explain; I will refer to the proposals as the NE (current C-1 along freeway and Shepherd Lane area), and SW (along Glover lane and out west).

Farmington’s planning commission and City Council decided several years ago to try to be pro-active; when it became apparent that a transportation corridor needed to be preserved. Before the beginning of construction of the Hunters Creek and Quail Crossing neighborhoods; long negotiations were had with developers looking to build in the area. As a result, concessions in density and neighborhood design were made; in order to preserve a corridor for a “Legacy North” connection. Homes were then built and sold in proximity to what was always intended to be a transportation corridor for future “Legacy” needs.

When UDOT first came to Farmington with its first official request for corridor designation; the request was for a route that cut diagonally (along the D&RG rail bed) north through the west side of Farmington. This

route would once again bisect our small city, by another major roadway. This would severely impact EVERY west side neighborhood; and harm county and other family facilities. At that time, after many difficult and heated meetings, the Planning commission gave a no vote on the request. UDOT revisited this idea, and the request was withdrawn. As a city, our first choice always was for the legacy connection to be in the existing transportation corridor, adjacent to the I-15 and Park Lane interchange. That is the reason why many had worked so hard to preserve a corridor. Originally, UDOT's analysis at that time stated that neither the NE or the SW options were viable. After the withdrawal of the request, Farmington City Council authorized a transportation study to determine the validity of other options. Our goal was to find options less harmful to Farmington as a whole. With the assurance of UDOT, at the time, that the NE option could not happen; we approved our current transportation plan. This designated the SW route as our preferred alternative. The fact is that because Farmington City Council was proactive, it resulted in UDOT taking a more in depth look at the alternatives. It was also furthered by private input from a Farmington resident. UDOT has recently determined that not only did the SW alternative have merit; but that the NE alternative did as well. That NE planned alternative was what the community overwhelmingly supported during those first rounds of public hearings; and now looks to be UDOT's preferred alternative at this time.

This recent request from UDOT to the Farmington City Council was for us to support the current C-1 (NE) alternative. This we could do in good conscience, since this is congruent with our original request to them; and the forward land use planning which we had previously done. At the same time we are choosing not to abandon our Master Transportation Plan which contains the designated SW option. Our desire is to do what makes the most sense for Farmington as a whole, and keep our preferred options open to accomplish this. However the NE (C-1) alternative more closely fits the original desires, and planning by our community.

On a personal note, it is unfortunate that the road needs to be built and our community affected. Many have asked, "why do we have to say yes to anything UDOT requests". Or "why don't we just say NO!" Unfortunately, UDOT has the authority to build the road--and due to the narrow geographic nature of Farmington, we will all be affected. Whatever final route is chosen, it will impact some of our citizens and neighborhoods. Ironically, all previous proposals had roughly the same impact on the Shepherd lane area homes and SW Kaysville. Both of the current options result in roughly the same amount of disruption to W. Farmington. Under both scenarios roughly the same number of homes will be displaced. Roughly the same number of homes will be left within close proximity to the

road. The shorter distance involved in the NE route should result in better mitigation. The addition of a Shepherd Lane local interchange adds accessibility to the transportation system, especially for north Farmington, and Kaysville residents. Does that take away the discouragement and frustration for those most closely affected--not in any way!

One focal point for the Farmington council will be to encourage UDOT to install effective mitigation along the sections of WDC that have proximity to neighborhoods. This should include berms, sound walls and landscaping. If this is properly done, it will minimize sound and sight impacts. This, along with the "zero access, protected highway" concept, should alleviate and prevent most of the safety concerns that have been expressed.

As to the access concerns; rest assured that accessibility to and from various areas of town is one of our foremost concerns. City streets will continue to flow, and have connectivity, whether by means of under or overpasses. Access to the retail and commercial centers around Smiths will continue; as will access to the new center around the new Harmons and theaters which will open this May. Neighborhoods that have accessibility and safety issues to schools, will most assuredly be addressed by bus service or boundary adjustments. In all honesty, I believe that long before this road becomes a reality we may have a new school in west Farmington; which will change boundaries and student flow. The same can be said for the many church attendance issues that were raised. Given the history of boundary movements and new ward creations; I am sure we will yet see many ward, and perhaps even stake, boundary adjustments. We are consciously addressing these road accesses, and similar issues raised by neighborhoods.

I personally live in West Farmington, and have always tried to fairly represent the views and concerns of my neighbors; as well as those I have had the opportunity to know throughout Farmington. I live in the central part of west Farmington, and our family will be equally affected by both options. One of my dear friends, who I love and respect, in all likelihood will at worst lose his home, or be severely affected by one of the proposed options. Because we have spent so much time trying to find solutions, we are not removed from the affects of this decision. The construction of this road, if it is deemed necessary by the state agencies, who truly control this decision, will move forward. However, UDOT hopefully will consider the needs and recommendations of a city council who tried to plan in advance, in order to protect their citizens. We hope

that if, or when it occurs, it will be at a location that creates the least negative impacts. Hopefully we have suggested options that will provide some benefits to the city of Farmington. The interests of Farmington, as a whole, are best served by the NE (C-1) route in my opinion. I have worked with Farmington city leaders going back 10 years, during which time we have struggled and tried to proactively prepare. I hope at the end of this process, we can all be good neighbors, and work cooperatively to find the best way to influence this decision. Hopefully, we can come together to help implement it in a way that will minimize negative effects as much as we can. Hopefully, this gives some history and basis for Farmington's city council decisions. We encourage Farmington citizens to come to our Town Hall discussion tomorrow night at 7:00 pm.

RESOLUTION NO. 11-3-1

SUPPORTING THE WEST DAVIS CORRIDOR PROJECT AND ENVIRONMENTAL
IMPACT STATEMENT PROCESS

WHEREAS, the Utah Department of Transportation (UDOT) is preparing an Environmental Impact Statement (EIS) on the West Davis Corridor to select the best transportation facility, mode, alignment and design; and

WHEREAS, a transportation facility through west Davis County is needed and desired by residents and businesses of Kaysville City; and

WHEREAS, in support of providing a transportation facility through west Davis County, Kaysville City has preserved the North Legacy Transportation Corridor (2001 Corridor) identified in the 2001 North Legacy Transportation Corridor Study (2001 Study);

BE IT RESOLVED BY THE CITY COUNCIL OF KAYSVILLE CITY, UTAH:

1. Kaysville City has fully supported providing a transportation facility through Davis County by incorporating the 2001 Corridor into master plans, initiating preservation efforts, and continuing coordination with UDOT and Wasatch Front Regional Council and requesting assistance in difficult preservation cases such as making adjustments to the 2001 Corridor to enable preservation.
2. Kaysville City acted in good faith, following the 2001 Corridor and identifying it as our growth boundary. Residential development east of the power lines would never have been allowed if there was any indication the 2001 Corridor would not be followed. Therefore Kaysville City strongly recommends a refinement of the corridor to place it in the 2001 Corridor west of the power lines.
3. Kaysville City has always preferred that the corridor be located as far west as possible to maximize use of private property and human benefits while striving to maintain the natural environment.
4. Kaysville City fully supports the West Davis Corridor Project and the EIS process currently underway. Kaysville City further supports the principles involved in the 2001 Study which would “minimize the adverse impacts to the environment, individual lives and properties.”
5. Kaysville City agrees with the conclusion that “a new four-lane freeway is the facility type needed” with an interchange at 200 North Street.

6. Kaysville City strongly favors and fully supports the corridor alignment that begins at Legacy Parkway south of Glovers Lane, follows the Farmington Western Alignment to Shepard Lane and follows the 2001 Corridor (which is west of the power lines) to Gentile Street. Kaysville City supports refinements to this alignment that places the corridor further west through Farmington and Kaysville.
7. Kaysville City supports the above corridor alignment because the transportation facility provided will truly be an alternative to Interstate 15. It will not use I-15 and can remain functional in the event of an emergency or when I-15 is closed to traffic or has restricted function.
8. Kaysville City supports the above corridor alignment because it causes the least loss of human habitat, while protecting the integrity of our community, and environment, and provides the greatest opportunity for human flourishing.
9. Kaysville City supports the above corridor alignment because it was determined in the 2001 Study that such alignment in Kaysville “was the most acceptable sub-alternative as a compromise solution” “having the least impact and being the most functional among the range of alternatives investigated.”

APPROVED AND ADOPTED this 1st day of March, 2011.




Steve A. Hiatt
Mayor

ATTEST:


Linda Ross
City Recorder

Comments:

I know this is probably out of the question, but-if here are so many of the cities and residences of Davis county that do not want this why doesnt the state just abandon the idea all together? The state is trying to expand Front Runner and Tracks as the way of the future for transportation then drop the West Davis Corridor. Residents will NOT like the traffic, sound wall barriers (which are ugly)and the disruption to the country type lifestyle we enjoy here. Use the east west roads(Antelope, the new U193 & 12th St) already in place as the alternatives to move traffic and not disrupt home owners, farmers and wildlife. Look at all the money that could be saved in impact studies, and the cost of the road (unknown) itself for something that the residences do not want anyhow. Thank you.

Comments:

The cost to negotiate and purchase the homes, while properly compensating the home owners for all their costs are huge. At best the families are still impacted heavily beyond all the reimbursements, in the process of finding and/or building new homes. The adjustments to new schools, churches, friends, and neighbors is also a struggle for many and sometimes there are long term negative impacts in that process.

The cost to properly demolish, and dispose of the debris of the houses, streets, along with capping and relocating utilities is expensive. It uses up the available disposal sites such as landfills. The disposal sites are limited.

Sometime in the not too distant future, all of us will be paying a high price to ship our garbage to the far north west corner of Utah or price and points farther south. The disposal of these homes will hasten that day.

If all the above costs that UDOT will have to pay to remove the houses is added up it will be a very high cost, many millions of dollars.

The alignment to the West that Kaysville city has proposed for many years still has to be an alternative to be considered. If the above cost were applied to protecting and creating new wetlands and habitat, There would be more and better wetlands established and persevered into the long term future.

Questions of existing conservation easements and the involvement of The Nature Conservancy and the Sierra Club can also be resolved through the process.

The impact to people must have some priority over the impact to wetlands and wild life. UDOT did an outstanding job in protecting and creating wetlands and habitat in the construction of the Legacy Highway from Farmington South. It can and must be done here.

The public will be tough on UDOT and elected officials, if wildlife and habitat win out over such a direct impact on people and at such a high cost.

I make these comments having walked the ground in question many times in the past. I also have been involved in wetland issues, along with right of way issues.

Comments:

Comments/Question: I am in favor of the South Option at Glovers Lane and building the WDC west of the power lines between Farmington and Kaysville. If your study plans recommend a 328 ft. corridor, why would you limit it to a 250 ft. corridor now? It would be irresponsible to take 250 ft. now in the middle of a community as proposed with the Shepard Lane option and then come back and take additional homes later to provide a wide enough corridor for growth. It would also be irresponsible to build a corridor that is not sufficiently wide (at least the 328 recommended in your studies) to provide a safe shoulder for emergency access vehicles and a natural buffer zone between the highway and adjacent neighborhoods. It would be ESPECIALLY important to have room between the highway and homes when it goes through a community as in the Shepard Lane option for both safety and aesthetic reasons. When you compare the costs and impact, please consider the REAL impact of taking enough homes to make a viable, safe corridor. This will include more than the estimated 10 homes for the Shepard Lane route. The South Option, on the other hand, could be built to be the recommended 328 ft. going south and west of most, if not all, homes.

Comments/Question: I support the South Option at Glovers Lane and building the WDC west of the power lines between Farmington and Kaysville.

Farmington city has acknowledged the need for access on surface roads between neighborhoods divided by the Shepard Lane option. Emergency vehicle access, community traffic flow, school boundaries, and social/community relations are all valid reasons to maintain access between neighborhoods. That said, if some sort of overpass or underpass will be required, that cost should be included in comparing the options. I would ask that you also consider the added impact such a connection would have on any additional homes that would need to be taken and for the negative aesthetic impact and safety concerns an overpass/underpass would have on the adjoining neighborhoods. The South Option at Glovers Lane would not need ANY additional overpass/underpass accommodations since it would not disrupt traffic flow between neighborhoods.

Comments:

Comments/Question: I support the South Option at Glovers Lane and moving the WDC west of the power lines in Farmington and Kaysville.

The preliminary study indicated that the 328 ft. corridor preserved would be wide enough to include "Context Sensitivity The impacts of the NLTC development can be softened by reducing noise intrusion and visual impacts. Typically, this is accomplished during design of facilities by being sensitive to the context of the surroundings. The NLTC width to be preserved was selected, specifically, to ensure that future design can incorporate landscaping, earthen berms, and other mitigation measures that reduce the effects of noise and improve visual appeal."

The south option at Glovers Lane could be wide enough with minimal impact on existing development. The Shepard Lane option would cut right through existing development, requiring more accommodations to be made to minimize the affect and requiring a wider corridor than currently preserved or planned.

Comments/Question: I support the South Option at Glovers Lane and building the WDC west of the power lines between Farmington and Kaysville.

The South option will "improve regional mobility" and "enhance peak period mobility," the stated purposes of the WDC. It could provide a western access to north/south transportation routes for the many residents of west Farmington. Right now, the residents of West Farmington must all travel east to be able to access major north/south roadways. The South option at Glovers Lane could improve traffic flow by allowing an alternate access for the increased development on the west side of Farmington.

Comments:

I support the South Option at Glovers Lane and building the WDC west of the power lines between Farmington and Kaysville.

The homes that would be taken by the Shepard Lane option were built primarily at the peak of the real estate market. Forcing these homeowners to sell their homes now when the market is down, will result in most of them taking huge economic losses on the value of their homes. If they were allowed to keep their homes, they could ride out the down period until real estate values recover before selling. The south option could be moved to avoid taking as many homes, and the homes that would be taken were acquired years ago before the market peak. They would not be forced to take a loss on their property.

I support the South Option at Glovers Lane and building the WDC west of the power lines between Farmington and Kaysville.

The South option would provide an alternate route north and south, which would "improve regional mobility" and "enhance peak period mobility," the stated purposes of the WDC. The Shepard Lane option would not meet these purposes, because it funnels traffic onto I-15 before connecting with the south part of Legacy. If I-15 encounters an incident that delays traffic, it would also impact the WDC. The South option would preserve the WDC as an alternate route, completely separate from I-15.

I support the South Option at Glovers Lane and building the WDC west of the power lines between Farmington and Kaysville. When you compare the effect of the Glovers Lane and Shepard Lane options, you cannot just count the number of homes taken. The Glovers Lane option could be built south and west of most, if not all, of the development in Farmington. Any homes that need to be taken would be sparsely located. However, with the Shepard Lane option, all homes that would be affected are part of a densely populated community. Taking their homes would affect the whole neighborhood, not just the individual homes that are taken. It would change access within and between the housing developments. It would also have a greater social impact as it forces people to leave a close knit community. The count of homes impacted between the two options, therefore, cannot be compared in just numbers. The type of impact would be much greater with the Shepard Lane option.

Comments:

Please don't destroy Schneiter's Bluff Golf Course. We have very few of them in Davis County that we can use, so please consider this. Thank you.