

UTAH DEPARTMENT OF TRANSPORTATION  
FINDING OF NO SIGNIFICANT IMPACT  
FOR  
US-89, 11400 SOUTH TO 10600 SOUTH  
PROJECT NO. F-0089(375)364

## 1.0 Introduction

The Utah Department of Transportation (UDOT) prepared an Environmental Assessment (EA) to analyze transportation improvements to U.S. Highway 89 (US-89) (State Street) from 11400 South to 10600 South to meet future (2040) travel demand.

## 2.0 Study Area

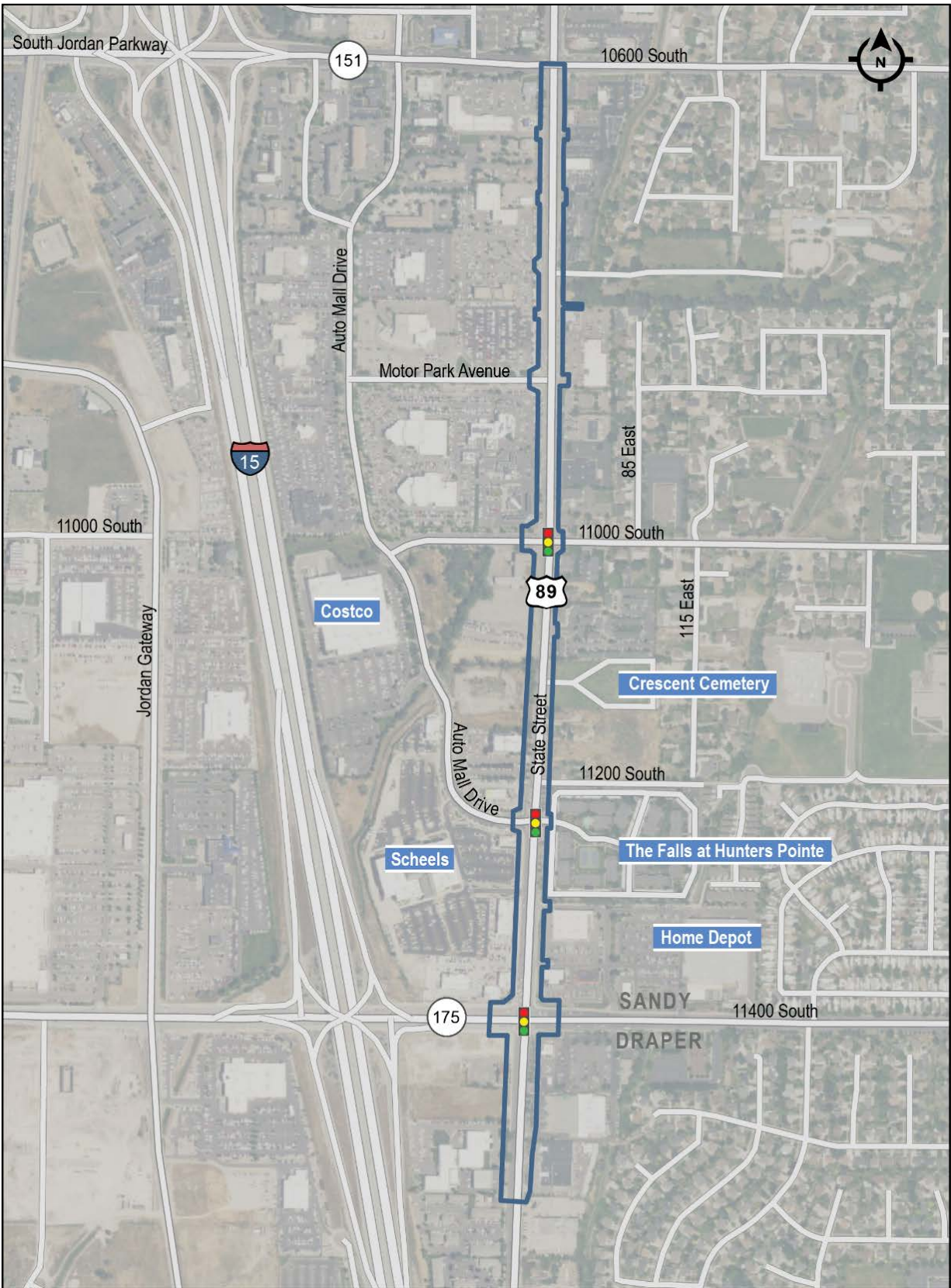
The logical termini for the State Street EA are 11400 South on the south and 10600 South on the north. The study area is a north–south 200-foot-wide linear corridor that begins at 11400 South and stretches approximately 1.12 miles north to 10600 South in Salt Lake County, Utah. The study area includes the signalized intersections of State Street with 11400 South, Auto Mall Drive, and 11000 South (Figure 1). The study area is largely in Sandy City limits. The centerline of 11400 South serves as the boundary between Sandy City and Draper.

State Street is a major north–south arterial road that runs through nearly the center of

the Salt Lake Valley. It is seven lanes wide north of 10600 South (three general purpose lanes in each direction and one center turn lane) and five lanes wide south of 11400 South (two general purpose lanes in each direction and one center turn lane). The segment of State Street included in this study is a five-lane cross-section (two general purpose and one center turn lane).

In the vicinity of the Study Area, State Street is a regional commercial destination dominated by several major retailers (e.g., Scheels, Costco, Home Depot) and multiple automobile dealerships (e.g., Larry H. Miller properties and Mark Miller Subaru), as well as other smaller and local businesses (e.g., gas stations, restaurants, office buildings). While State Street from 11400 South to 10600 South is largely commercial, there are several single-family homes, an apartment complex (The Falls at Hunters Pointe), and a cemetery all located on the east side of State Street.

**FIGURE 1, US-89 (STATE STREET) 11400 SOUTH TO 10600 SOUTH STUDY AREA**



### 3.0 Purpose and Need for the Project

The purpose of this project is to 1) accommodate existing and future (2040) travel demand on State Street from 11400 South to 10600 South and at the intersections with 11400 South, the Scheels driveway, Auto Mall Drive, and 11000 South; and 2) improve the functionality and safety of State Street.

The need for the project is based on current and future projected traffic congestion on State Street between 11400 South and 10600 South, and historic traffic accident data. Several northbound segments of State

Street currently operate at failing conditions and future traffic demand will exceed roadway and intersection capacity by the year 2040, resulting in severe congestion if no improvements are made.

Existing and future (2040 No-Build) arterial and intersection operational performance or level of service (LOS) is summarized in Table 1 and Table 2. See Chapter 1 of the *State Street EA* for more information.

Accident data collected by UDOT shows 100 angle, head-on, and opposite direction side-swipe crashes have occurred since January 2010.

**TABLE 1, EXISTING AND FUTURE STATE STREET ARTERIAL LEVEL OF SERVICE**

| From              | To               | 2016 Existing          | 2040 No-Build          |
|-------------------|------------------|------------------------|------------------------|
| <b>Northbound</b> |                  | <b>LOS/Speed (mph)</b> | <b>LOS/Speed (mph)</b> |
| 11000 South       | 10600 South      | A/37                   | A/37                   |
| Auto Mall Drive   | 11000 South      | B/29                   | B/27                   |
| 11400 South       | Auto Mall Drive  | D/17                   | E/13                   |
| <b>Southbound</b> |                  | <b>LOS/Speed (mph)</b> | <b>LOS/Speed (mph)</b> |
| 10600 South       | 11000 South      | B/32                   | F/5                    |
| 11000 South       | Auto Mall Drive  | C/23                   | F/3                    |
| Auto Mall Drive   | Scheels Driveway | F/10                   | F/7                    |
| Scheels Driveway  | 11400 South      | F/10                   | F/7                    |

Source: Appendix B, Avenue 2017a.

Note: LOS reported for Saturday p.m. peak hour (representing worst-case scenario).

**TABLE 2, EXISTING AND FUTURE INTERSECTION LEVEL OF SERVICE AND DELAY**

| Intersection                  | Intersection LOS <sup>1</sup> /Delay (seconds/vehicle) |               |
|-------------------------------|--|---------------|
|                               | 2016 Existing  | 2040 No-Build |
| 11000 South                   | B/14   | C/25          |
| Auto Mall Drive               | C/20   | D/55          |
| Scheels Driveway <sup>2</sup> | D/30   | F/170         |
| 11400 South                   | D/45   | F/87          |

<sup>1</sup> LOS reported for p.m. peak hour (representing worst-case scenario).

<sup>2</sup> In 2016 Existing and 2040 No-Build Conditions this intersection is unsignalized; the reported value is for the northbound left-turn.

### 4.0 Preferred Alternative

Two alternatives were considered in the Draft EA: the No-Build Alternative and the Build Alternative. UDOT selected the Build Alternative as the Preferred Alternative, which consists of the following arterial and intersection improvements (see Figure 2 and Figure 3):

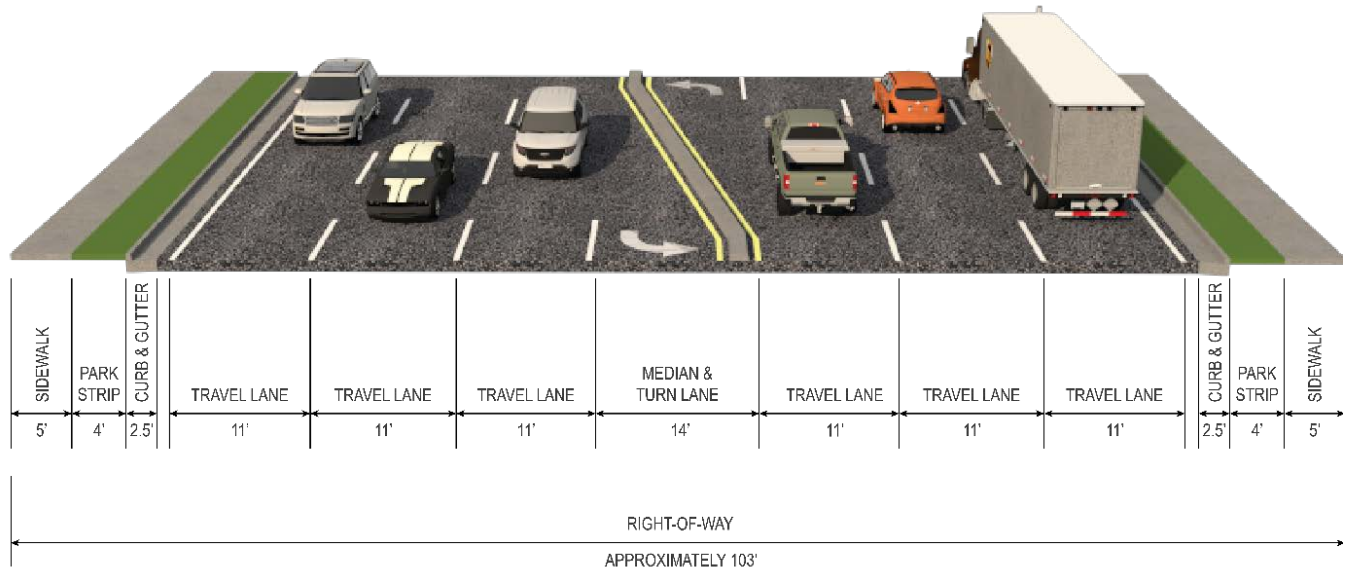
- Widening State Street to add capacity from five to seven lanes, with three travel lanes in each direction (see Figure 2 and Figure 3) from 11400 South to the current three-lane section just south of 10600 South. This would include:
  - Reducing existing travel lane widths from 12 to 11 feet;
  - Removing the existing shoulders (where present);
  - Installing continuous 2½-foot-wide curb and gutter throughout the study area; and
  - Installing park strips and sidewalks (where not currently present).
- Adding a second southbound to westbound right-turn lane at the State Street and 11400 South intersection (see Figure 3, Inset 1). The lane configuration on State Street south of 11400 South would need to be shifted to the east to match the improvements on the north leg of this intersection.
- Adding a traffic signal at the Scheels driveway. Signal operations would stop the southbound travel lanes to allow for a protected movement for vehicles turning into the Scheels parking lot (northbound left-turn movement) as well as vehicles exiting the parking lot (eastbound to southbound right-turns) (see Figure 3, Inset 2). Left-turns out of

Scheels would not be allowed. Northbound through traffic on State Street would not be controlled by the signal.

- Adding a raised median on select sections of State Street to limit left-turns. Portions of State Street without the raised curb median would have a standard 14-foot center turn lane. Medians are commonly used to enhance traffic efficiency and safety in high volume areas on multi-lane roads. Under the Preferred Alternative, State Street would be converted from a five-lane to a seven-lane cross-section. This would make the left-turn movements across three lanes of traffic more difficult and add more conflict points for drivers to navigate compared to the current two lane cross-section. The additional lane would increase the risk of angle collisions throughout the corridor, which has a potential for higher accident severity. To mitigate these safety issues and minimize the frequency of accidents, UDOT has strategically placed left-turn lanes between signalized intersections.

No changes were made to the Preferred Alternative based on public comments. However, as the design of the Preferred Alternative evolved during the design phase additional right-of-way and temporary construction easements were identified as necessary to tie-in driveways and reconstruct sidewalks and residential pathways (i.e., between the sidewalk and residence). The impacts resulting from these changes are included in Section 5.0, Project Impacts Revised Subsequent to Draft EA.

**FIGURE 2, PREFERRED ALTERNATIVE TYPICAL SECTION**

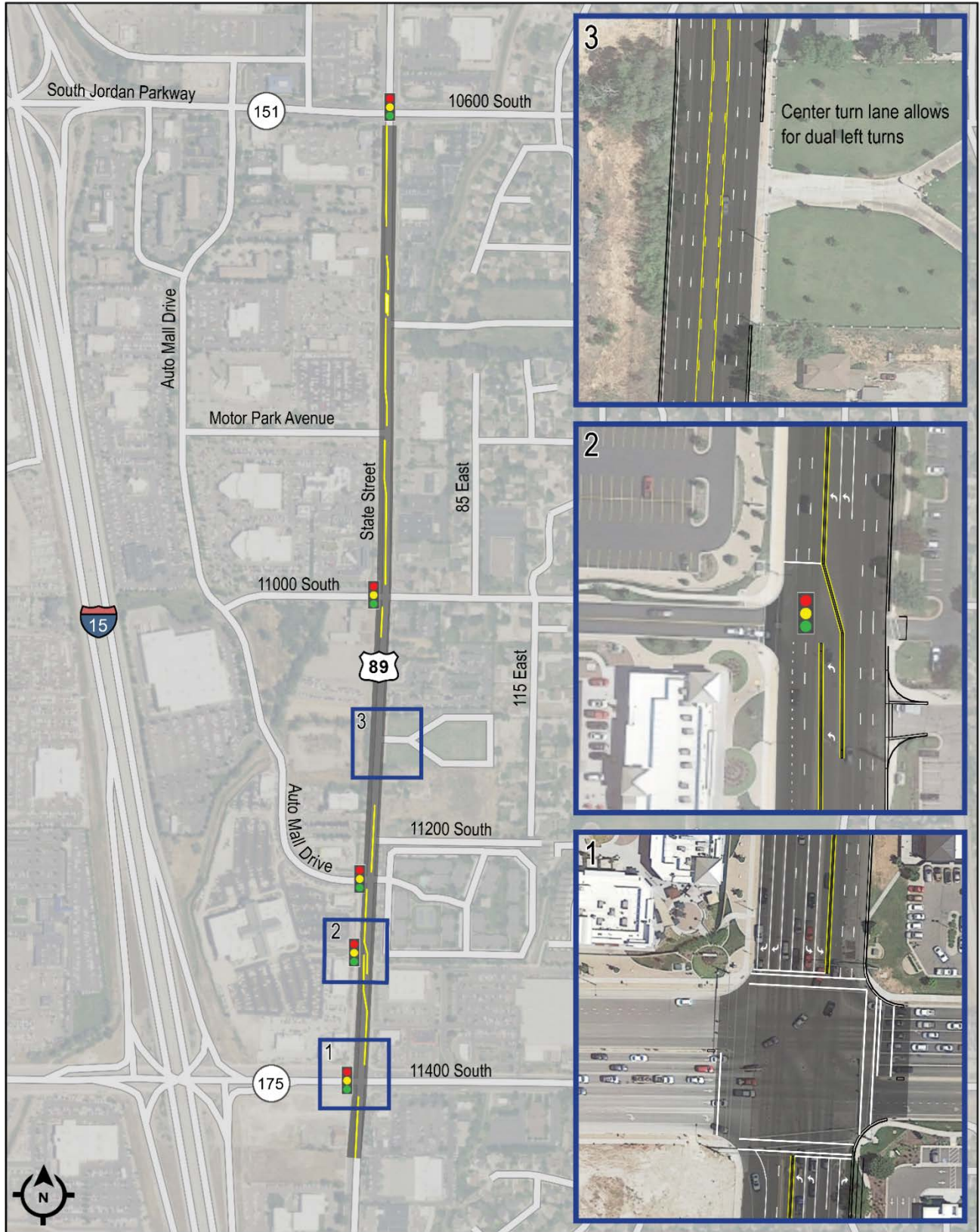


UDOT selected the Build Alternative as the Preferred Alternative because it meets the purpose and need of the project. The No-Build Alternative does not meet the purpose and need because it would neither minimize future travel delay compared to the existing conditions, nor improve the functionality or safety of State Street.

The Build Alternative meets the purpose and need because it would minimize future travel delay compared to the No-Build Alternative. Under the Build Alternative, State Street LOS is expected to operate at LOS C or better in the northbound direction and LOS E or better in the southbound direction. All intersections are expected to

operate better (less delay) when compared to the No-Build Alternative—all intersections except for 11400 South will perform at LOS C or better. At the 11400 South intersection, delay would decrease from 87 seconds to 61 seconds—the No-Build Alternative operates at LOS F and the Build Alternative operates at LOS E. At the Scheels driveway, the intersection delay would decrease substantially from 170 to 16 seconds per vehicle. As a result, the 2040 Build Alternative total peak hour travel delay is expected to be 480 hours, a decrease of 438 hours when compared to the No-Build Alternative.

**FIGURE 3, PREFERRED ALTERNATIVE OVERVIEW**



### 5.0 Project Impacts Revised Subsequent to Draft EA

As the design of the Preferred Alternative evolved during the design phase, modifications were made to Preferred Alternative after issuing the *Draft State Street EA*. Changes affecting the environmental analysis include different temporary construction easements for two

National Register of Historic Place (NRHP)-eligible historic properties, larger partial acquisitions of seven properties, and the partial acquisition of one additional parcel. These changes, summarized in Table 3 and Table 4, supersede those reported in the *Draft State Street EA*. There are no changes to the *de minimis* Section 4(f) use as a result of this change in impacts to eligible historic properties.

**TABLE 3, NEW IMPACTS TO NRHP-LISTED AND NRHP-ELIGIBLE HISTORIC PROPERTIES WITHIN THE AREA OF POTENTIAL EFFECT**

| Property Address         | NRHP Eligibility | Description of Impact in Draft EA   | Description of Revised Impact   | Section 106 Effect Determination <sup>1</sup> |
|--------------------------|------------------|---|---|---|
| 10831 South State Street | EC/Eligible      | Widening State Street would require the acquisition of 668 square feet from the property and a temporary construction easement of 1,701 square feet. The historic building would not be affected. | Widening State Street would require the acquisition of 668 square feet from the property and a temporary construction easement of 1,289 square feet. The historic building would not be affected. | No Adverse Effect                             |
| 11031 South State Street | EC/Eligible      | Widening State Street would require a temporary construction easement of 841 square feet. The historic building would not be affected.  | Widening State Street would require a temporary construction easement of 1,427 square feet. The historic building would not be affected.  | No Adverse Effect                             |

<sup>1</sup> Only properties affected by the design modifications are shown. Impacts supersede those reported in the *Draft State Street EA*.

**TABLE 4, SUMMARY OF NEW PARTIAL ACQUISITIONS UNDER THE PREFERRED ALTERNATIVE**

| Parcel Number | Parcel Address           | Parcel Size (acres) | Draft State Street EA Partial Acquisition (square feet) | Revised Partial Acquisition (square feet) |
|---------------|--------------------------|---------------------|---|---|
| 2819151014    | 17 East 11400 South      | 3.1                 | 1,949   | 2,195                                     |
| 2819151014    | 35 East 11400 South      | 3.1                 | 3,764   | 3,898                                     |
| 2819151012    | 11251 South State Street | 5.8                 | 1,379   | 1,969                                     |
| 2819151014    | 11251 South State Street | 3.1                 | 703   | 1,100                                     |
| 2724227006    | 11114 South State Street | 3.0                 | 1,058   | 1,235                                     |
| 2713476046    | 10986 South State Street | 1.1                 | 3,892   | 5,485                                     |
| 2713476046    | 10970 South State Street | 1.1                 | 1,076   | 1,921                                     |
| 2713476043    | 10920 South State Street | 4.2                 | 0   | 442                                       |

Note: Only properties affected by the design modifications are shown. Impacts supersede those reported in the *Draft State Street EA*.

## 6.0 Project Impacts and Mitigation

Table 5 summarizes the impacts associated with the Preferred Alternative, mitigation

needed to offset these impacts, and any other environmental regulations or requirements that will be satisfied. Note that the impacts summarized in Table 5 include the new impacts from Table 3 and Table 4.

**TABLE 5, SUMMARY OF ENVIRONMENTAL IMPACTS UNDER THE PREFERRED ALTERNATIVE**

| Resource   | Preferred Alternative Direct Impacts  | Mitigation   |
|--|---|--|
| <b>3.1 Land Use and Zoning</b>                   | None; the Preferred Alternative would be consistent with current general plans and zoning ordinances adopted by Sandy City and Draper City.   | None   |
| <b>3.2.1 Community Character</b>                 | None; access from State Street to the Crescent Cemetery (the only public facility in the study area) would remain as is and existing neighborhoods would not be divided by proposed improvements.   | None   |
| <b>3.2.2 Travel Patterns and Accessibility</b>   | Traffic would operate at LOS E or better. Travel demand would be accommodated and congestion would decrease. Raised medians would prevent left-turns at 11 commercial and two residential driveways. U-turns would be permitted where left-turns are allowed. No driveways would be eliminated. There would be no impacts to public transit as there are no routes present. | None   |
| <b>3.2.3 Public Facilities</b>                   | There would be improved emergency response times; however, restricted left-turns resulting from the raised medians could hinder emergency responders as they respond to an incident.  | None   |
| <b>3.2.4 Utilities</b>                           | Several utilities, particularly at the intersections within the study area, may be relocated.   | None   |
| <b>3.3 Environmental Justice</b>                 | The Preferred Alternative would not result in disproportionately high and adverse effects to known minority and low-income populations.   | None   |
| <b>3.4 Land Acquisition and Relocations</b>      | There would be partial acquisition of 20 parcels (totaling approximately 0.6 acres) to connect existing driveways to State Street. No full acquisitions or relocations. The total acreage and number of parcels includes the design modifications that were made after the <i>Draft State Street EA</i> was published.  | All acquisitions will be completed in accordance with the Uniform Relocation Act and other state and federal guidelines. |
| <b>3.5 Economic Conditions</b>                   | Some business access would be modified by the addition of raised center medians allowing only right-in and right-out turns along much of State Street. U-turns may be required to complete desired movements and would be permitted where left-turns are allowed. No business driveways would be permanently closed under the Preferred Alternative.                        | None   |
| <b>3.6 Bicycle and Pedestrian Considerations</b> | Adding curb and gutter, park strips and five-foot-wide sidewalks would ensure contiguous ADA-compliant pedestrian accommodations. The existing eight-foot-wide portion of the East Jordan Canal Multi-purpose Trail along State Street between 11400 South and approximately 11300 South would be   | None   |



**TABLE 5, SUMMARY OF ENVIRONMENTAL IMPACTS UNDER THE PREFERRED ALTERNATIVE**

| Resource   | Preferred Alternative Direct Impacts  | Mitigation   |
|--|---|--|
|  | shifted to the east.  |  |
| 3.7 Air Quality  | The Preferred Alternative is not expected to cause criteria pollutants to exceed the National Ambient Air Quality Standards. The project is included in a conforming regional transportation plan and meets air quality conformity requirements.  | None   |
| 3.8 Noise  | One restaurant, one isolated residence, and 30 properties located at The Falls at Hunters Pointe apartment complex would not be impacted (i.e., the predicted design year noise levels did not exceed Noise Abatement Criteria or increase 10 dB(A) more than existing noise levels).   | None; one noise wall was evaluated but did not meet feasible or reasonable criteria per the UDOT Noise Abatement Policy. |
| 3.9 Water Quality, Water Resources, and Floodplains                      | <p><b>Stormwater:</b> There would be a slight increase in stormwater runoff peak flow as a result of adding a new impervious area associated with the additional southbound turn lane at 11400 South. All runoff would be captured and added to the existing storm drain system. Improved drainage and runoff capture would be a benefit.</p> <p><b>Groundwater Resources and Groundwater Quality:</b> No impacts to aquifers, groundwater recharge, groundwater quality, or public drinking water sources.</p> <p><b>Surface Water:</b> None; roadway widening would not impact the Jordan and Salt Lake City Canal. Stormwater would not discharge to the Jordan and Salt Lake City Canal, therefore there are no anticipated surface water quality impacts.</p> <p><b>Floodplains:</b> None; there are no floodplains within the study area.</p> | None   |
| 3.10 Wetlands and Other Waters of the U.S.                               | <p><b>Wetlands:</b> None; there are no wetlands in the study area.</p> <p><b>Other Waters of the U.S.:</b> None; no direct impacts to the Jordan and Salt Lake City Canal.</p>  | None   |
| 3.11 Threatened & Endangered Species, Wildlife, & Utah Sensitive Species | No effects to threatened and endangered species or their designated critical habitat, Utah Sensitive Species, wildlife, or migratory birds.   | None   |
| 3.12 Cultural Resources  | <p><b>Historic Resources:</b> There would be No Adverse Effect to seven historic properties.</p> <p><b>Archeological Resources:</b> There would be No Historic Properties Affected to the Jordan and Salt Lake City Canal.</p>  | None   |
| 3.13 Section 4(f)  | <p><b>Historic Properties:</b> There would be five <i>de minimis</i> impacts; two "non-use"; and two "non-use" with temporary occupancy exception.</p> <p><b>Recreational Properties:</b> There would be <i>de minimis</i> impacts to the East Jordan Canal Multi-purpose Trail.</p>  | None   |
| 3.14 Hazardous Waste and   | None.   | None   |

**TABLE 5, SUMMARY OF ENVIRONMENTAL IMPACTS UNDER THE PREFERRED ALTERNATIVE**

| Resource                  | Preferred Alternative Direct Impacts   | Mitigation |
|---------------------------|--|------------|
| Materials                 |  |            |
| 3.15 Visual Resources     | Contrast would be low because modifications to State Street would be consistent with and similar to the character of the existing corridor.  | None       |
| 3.16 Energy               | There would be a decrease in fuel consumption compared to existing conditions.   | None       |
| 3.17 Construction Impacts | <p><b>Land Use:</b> There would be temporary construction impacts to all properties along the roadway. To the extent possible, the contractor will coordinate with Sandy City and property owners to maintain access to these properties.</p> <p><b>Community Character:</b> There would be no construction impacts to community character and cohesion.</p> <p><b>Travel Patterns and Accessibility:</b> Traffic impacts would likely include limited business and residential access, traffic delays, rerouting, and temporary land closures. Some accesses to business and residences could be altered; however, some accesses to businesses and residences could be altered.</p> <p><b>Public Facilities:</b> Lane closures, increased congestion, and reduced travel speeds in construction zones could increase emergency response times. Construction sequencing and activities would be coordinated with emergency service providers to minimize delays and response times during construction.</p> <p><b>Utilities:</b> Temporary disruption of utilities and services could occur during construction. UDOT would coordinate with utility providers to minimize disruption of these services.</p> <p><b>Environmental Justice:</b> Construction impacts to low-income and minority populations are not likely to occur under the Preferred Alternative.</p> <p><b>Land Acquisition and Relocations:</b> Temporary construction easements would be required for several properties adjacent to State Street. These properties would be returned to the owner, in its original state or better, when construction is complete or when the use of the property is no longer required.</p> <p><b>Economic Conditions:</b> Businesses along the corridor could experience a short-term decrease in sales associated with travel delay and various construction activities; however, no substantial changes to commerce are anticipated. Any negative impacts would be short term.</p> <p><b>Bicycle and Pedestrian Considerations:</b> Bicycle and pedestrian access, including access to the East Jordan Canal Multi-purpose Trail, would be maintained.</p> <p><b>Air Quality:</b> Measures would be taken to reduce fugitive dust generated by construction when the control of dust is necessary for the protection and comfort of motorists or area residents. Dust suppression techniques would be applied during construction.</p> <p><b>Noise:</b> Land uses that are sensitive to traffic noise are also sensitive to construction noise. Construction activities will comply with the UDOT construction noise specifications.</p> <p><b>Water Quality, Water Resources, and Floodplains:</b> Potential for temporary construction impacts to surface water quality during</p> | None       |

**TABLE 5, SUMMARY OF ENVIRONMENTAL IMPACTS UNDER THE PREFERRED ALTERNATIVE**

| Resource | Preferred Alternative Direct Impacts  | Mitigation |
|----------|---|------------|
|          | <p>the construction phase. Best management practices will be used to minimize impacts. Noxious weeds have been identified in Salt Lake County and may exist in the study area; construction activities will require compliance with UDOT’s noxious weed compliance provision.</p> <p><b>Wetlands and Waters of the U.S.:</b> Potential for non-wetland waters of the U.S. to be affected by construction similar to that described in Water Quality.</p> <p><b>Cultural Resources:</b> Temporary construction easements would be required for several historic properties.</p> <p><b>Section 4(f):</b> Temporary construction easements would be required for historic properties. Access to the East Jordan Canal Multi-purpose Trail would be maintained during construction.</p> <p><b>Hazardous Waste and Materials:</b> Contaminated soil could be encountered during construction on or near properties known to have stored hazardous materials. Coordination with the Department of Environmental Quality may be necessary.</p> <p><b>Energy:</b> Fossil fuels (gasoline and diesel fuel) would be required to support typical construction activities.</p> |            |

**7.0 Section 4(f)**

UDOT finds that the project has met the requirements of Section 4(f) of the U.S. Department of Transportation Act of 1966, codified at 49 United States Code (USC) 303. Through consultation with the Utah State Historic Preservation Office and City of Sandy, UDOT finds that implementation of the Preferred Alternative will have the following impacts to Section 4(f) properties:

- There will be a *de minimis* use of five eligible historic properties.
- There will be a temporary occupancy exception of two eligible historic properties.
- There will be a *de minimis* use of the East Jordan Canal Multi-purpose Trail.

UDOT finds that the project includes all possible planning to minimize harm by reducing the impacts to the identified recreational resources and historic sites located in the State Street study area to a *de minimis* level, as defined in Title 23 of the Code of Federal Regulations Part 774.17.

**8.0 Coordination**

Coordination activities included public scoping, stakeholder and business working groups, one-on-one meetings, and distribution of outreach materials. The scoping period for the *Draft State Street EA* occurred from October 2016 through April 2017, which included a scoping workshop with Sandy City on November 22, 2016.

Agency coordination was conducted with agencies whose steward resource could be impacted or who provide approval or concurrence with UDOT impact determinations. Agencies included the U.S. Environmental Protection Agency, Utah Department of Environmental Quality, Utah State Historic Preservation Office, and City of Sandy. Native American tribes were also consulted.

The public comment period for the *Draft State Street EA* occurred from June 1, 2017 through June 30, 2017. A public meeting was held on June 14, 2017. Seven comments were received during the comment period—six related to the raised median and one related to bike lanes on State Street. Table 6 includes the comment

## Finding of No Significant Impact

and response for each comment received during the 30-day comment period.

**TABLE 6, PUBLIC COMMENTS AND RESPONSES**

| # | Comment Submittal Type | Comment  | Response  |
|---|------------------------|--|---|
| 1 | Email                  | It is a very BAD idea to put a cement barrier in the median between 10600 South and 11000 South. The disruption of traffic, and inability to move from one side of State Street to the other will be a disaster for the businesses located in that section. I own a business and building at 10885 South State Street. I cannot tell you how strongly we oppose the cement barrier in the median. It damages traffic, disrupts movement, interferes with businesses and causes blocks of unnecessary driving and fuel consumption to move across the street. There should NOT be a cement barrier in the median between 10600 South and 11000 South State. | <p>Raised medians are needed to improve the functionality and safety of State Street. Accident data collected by UDOT shows 100 angle, head-on, and opposite direction side-swipe crashes have occurred since January 2010. These accidents could have been prevented with the proper installation of a raised median.</p> <p>Despite increased out-of-direction travel resulting from U-turns, the energy analysis in Chapter 3 of the <i>State Street EA</i> showed a negligible difference in fuel consumption between the No-Build Alternative and the Preferred Alternative.</p> |
| 2 | Web App                | Crescent Office Park Association, 11075 S. State Street, Sandy<br>Opposed to any raised median at 11075 S. State Street, Sandy. This will impact the complex with in and out access of south bound traffic.  | Raised medians are not proposed directly in front of Crescent Office Park.  |
| 3 | Web App                | This destroys the only left-turn exit onto State Street for this entire complex from this point back to 10600 S. This deserves a closer look. All the U turns would create even more congestion.<br>Owner of 10763 S. State  | Raised medians are needed to improve the functionality and safety of State Street. Accident data collected by UDOT shows 100 angle, head-on, and opposite direction side-swipe crashes have occurred since January 2010. These accidents could have been prevented with the installation of a raised median.  |
| 4 | Web App                | Bike lanes need to be more accessible. There should be more bike lanes and they should be striped. I live at 8751 S. 250 E. I ride my bike everywhere.   | Bike lanes were not considered because State Street is not planned to have designated bike lanes in the Wasatch Front Regional Council's 2015-2040 <i>Regional Transportation Plan</i> , which includes projects identified in the 2013 <i>Sandy City Trails Master Plan</i> . However, planned bike lanes on Auto Mall Drive and multi-purpose trails along the Salt Lake Canal Trail and East Jordan Canal will improve   |

**TABLE 6, PUBLIC COMMENTS AND RESPONSES**

| # | Comment Submittal Type | Comment   | Response  |
|---|------------------------|---|---|
|   |                        |   | bicycle connectivity within and adjacent to the study area. In addition, there are existing dedicated bike lanes on 700 East and the Porter Rockwell Multi-purpose Trail following the UTA TRAX line that provide north-south connectivity. Upon widening State Street as proposed, there would be no shoulder left to allow suitable bike travel along this segment of the corridor. |
| 5 | Web App                | Do NOT put a concrete median barrier. It will disrupt traffic between sides of State Street from 10600 to 11000 South and prevent business traffic throughout the day. It is a BAD idea and will necessitate miles of unnecessary driving to move from one side to the other.   | Raised medians are needed to improve the functionality and safety of State Street. Accident data collected by UDOT shows 100 angle, head-on, and opposite direction side-swipe crashes have occurred since January 2010. These accidents could have been prevented with the proper installation of a raised median.   |
| 6 | Web App                | I am strongly opposed to a concrete raised barrier in the median. It will disrupt the traffic of all the businesses on both sides of State Street. I am mostly concerned with the east side of State Street business as I am an employee at the larger of the two law firms. This barrier will make it difficult for our southbound clients to access our parking lot directly. I believe this concrete barrier will also add a substantial amount of traffic traveling south through our small parking lot in order to access the new Harbor Freight store recently opened. It appears that the concrete barrier will force anyone traveling southbound on State wanting to get to Harbor Freight will be forced to make the left hand turn at W. Motor Park Drive, travel south through our parking lot, then around the back side of the small law firm located in the old house just to access Harbor Freight and the strip mall businesses. The other alternative is a U-turn at 11000 South.<br>I feel like this raised concrete barrier will be forcing a lot of people to be making unnecessary U-turns at 10600 South, 11000 South and Motor Park Drive. | Raised medians are needed to improve the functionality and safety of State Street. Accident data collected by UDOT shows 100 angle, head-on, and opposite direction side-swipe crashes have occurred since January 2010. These accidents could have been prevented with the installation of a raised median.  |
| 7 | Web App                | I owned the property at 10907 S. State street. The meridian down the middle of the street makes it so all of the traffic coming from the North would need to come across my parking lot from the drive way on the north. There are 6 business that would have to be   | Raised medians are needed to improve the functionality and safety of State Street. Accident data collected by UDOT shows 100 angle, head-on, and  |

**TABLE 6, PUBLIC COMMENTS AND RESPONSES**

| # | Comment Submittal Type | Comment  | Response  |
|---|------------------------|--|---|
|   |                        | accessed through my parking lot for traffic coming from the North.   | opposite direction side-swipe crashes have occurred since January 2010. These accidents could have been prevented with the installation of a raised median. |
| 8 | Web App                | At Crescent Square Office Park, 11075 S. State Street, we completely oppose any raised medians that prevent entering the complex from the north, and preventing us from turning left out of the complex to head south. Because there will only be one way into the complex, you're just forcing more traffic to 11400 S., which is already overcrowded, or down to Auto Mall drive. Why not just try it WITHOUT the raised median to see how it works. It can always be added later if it's truly necessary. | Raised medians are not proposed directly in front of Crescent Office Park.  |
| 9 | Web App                | If raised medians are eventually installed, will U-turns be allowed here?  | U-turns would be permitted where left-turns are allowed.  |

**9.0 FONSI Requirements**

Title 23 of the Code of Federal Regulations Part 771.111(f) requires evaluation of the following requirements in a Finding of No Significant Impact (FONSI):

- The project must connect logical termini and be of sufficient length to address environmental matters on a broad scope.
- The project must have independent utility or independent significance.
- The project must not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

**9.1 Logical Termini**

The logical termini for the *State Street EA* are 11400 South on the south and 10600 South on the north. Both 11400 South and 10600 South are principal urban arterials west of State Street and minor urban arterials to the east. Although 10600 South is the northern terminus for this project from a traffic standpoint, improvements at the intersection are not part of this project. The

study area begins south of 10600 South because that intersection has adequate capacity and ends south of 11400 South because that intersection needs improvements by 2040.

**9.2 Independent Utility**

The Preferred Alternative has independent utility because it would reduce traffic congestion and does not depend upon the construction of other improvements to be usable and it is a reasonable expenditure of public funds.

**9.3 Other Transportation Projects**

The Preferred Alternative will not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

**10.0 Statute of Limitations**

On behalf of UDOT, the Federal Highway Administration (FHWA) will publish a notice in the Federal Register, pursuant to 23 USC 139(1), indicating that one or more federal agencies has taken final action on permits, licenses, or approvals for this project. After

## **// Finding of No Significant Impact**

the notice is published, claims seeking judicial review of those federal agency actions will be barred unless such claims are filed within 150 days after the date of publication of the notice, or within a shorter time period as specified in the federal laws pursuant to which judicial review of the federal agency action is allowed.

### **11.0 Concluding Statement**

This project is needed to identify a transportation solution to accommodate future (2040) traffic demand on State Street and at the following intersections: 11400 South, the Scheels driveway, Auto Mall Drive, and 11000 South. UDOT has determined there has been proper consideration of avoidance alternatives to environmentally sensitive areas. Where avoidance is not practical, proper mitigation has been provided for impacts resulting from the Preferred Alternative.

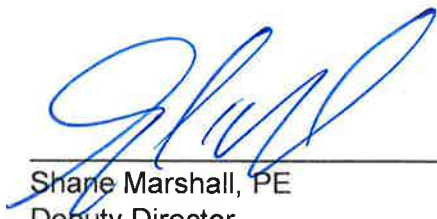
### **12.0 Determination**

UDOT has determined that this project will not have any significant impact on the natural or human environment. This FONSI is based on the attached EA, which has been evaluated by UDOT and determined to adequately and accurately discuss the need, environmental issues, and impacts of

the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. UDOT takes full responsibility for the accuracy, scope, and content of the attached *State Street EA*.

### **13.0 Change in NEPA Approval Authority**

Pursuant to 23 USC 327, UDOT has assumed FHWA's responsibilities under the National Environmental Policy Act of 1969, and all or part of the Secretary of the U.S. Department of Transportation's responsibilities for environmental review, consultation, or other actions required or arising under Federal environmental laws, with respect to the review or approval of highway projects within the State. These responsibilities have been assigned in the Memorandum of Understanding between the FHWA and UDOT concerning the State of Utah's participation in the Surface Transportation Project Delivery Program Pursuant to 23 USC 327, executed on January 17, 2017. UDOT therefore assumes responsibility as the lead agency of this project and any references to the lead agency in the environmental document shall be construed as such.



Shane Marshall, PE  
Deputy Director  
Utah Department of Transportation

7/18/17  
Date

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by UDOT pursuant to 23 USC 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.*