

ENVIRONMENTAL STUDY

Project Name: **SR-210 @ Wasatch Dr.**
Project No.: **F-0210(25)2**
Prepared By: **Craig Bown**

PIN: **14431**
Job/Proj: **54801**

For guidance in preparing this environmental study, refer to Chapter 4 of the UDOT Environmental Process Manual of Instruction:

<http://www.udot.utah.gov/go/environmental>

REQUIRED SIGNATURES

I have reviewed the information presented in this Environmental Study and I hereby attest that the document is complete and the details of the document are correct.

Reviewer (Signature): Carissa Watanabe Date: June 7, 2017

Reviewer (Printed): Carissa Watanabe

Firm/UDOT Region: UDOT Central Environmental

FEDERAL AID PROJECTS

As a result of this Environmental Study, UDOT has determined that this project will have no significant impacts on the environment and qualifies for preparation as a Documented Categorical Exclusion as approved by UDOT on 04/20/2017. 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.

Craig Bown Digitally signed by Craig Bown
Date: 2017.06.07 12:41:10
-06'00'

Approved: _____ Date: _____

UDOT Region Environmental Manager

Approved: _____ Date: _____

UDOT Director of Environmental Services

1. Purpose and Need for Action

SR-210 is one of two arterials providing access and egress for Little Cottonwood Canyon. Due to high concentrations of departures associated with the ski resort's operational hours during winter months, the signalized intersection of SR-210 and Wasatch Boulevard has been observed to cause continuous queuing into Little Cottonwood Canyon. This queuing can become a safety hazard, limiting snow plow operations and roadway closures associated with avalanche control. Additionally, the current skewed configuration of SR-210 and Wasatch Boulevard does not meet intersection guidelines. UDOT Traffic and Safety has reviewed this intersection and recommends operational improvements be implemented. The purpose of the project is to optimize mobility and improve operations of the intersection.

2. Description

UDOT is proposing to reconfigure the existing skewed intersection of SR-210 and Wasatch Boulevard and install a signalized High-T. The High-T configuration will allow the NB SR-210 movement exiting Little Cottonwood Canyon to become free flowing. The project is located along SR-210 from approximate MP 1.9 to MP 2.6; along the SB leg of Wasatch Boulevard for approximately 0.20 miles; and on 8890 South for approximately 0.08 miles. The overall project length is approximately 1 mile (see exhibits in appendix). The project will include: placement of new pavement to accommodate the reconfigured lane design; installation of new traffic signals (i.e. foundations, poles, and mast arms and equipment systems), traffic detection, cameras, and Advanced Traffic Management System (ATMS) equipment; and drainage design modifications. The project would also include: installation of raised medians, traffic barrier, new pavement markings, signage, and delineators. This project will be completed within the existing Right-of-Way of UDOT and Cottonwood Heights City.

3. Public Hearing/Opportunity for Public Hearing

- YES** This project could result in public controversy or substantial impacts to adjacent properties, or substantially changes roadway geometry.
- NO** There are significant social, economic, environmental or other effects. If YES, a Categorical Exclusion is not applicable. Consult with UDOT Central Environmental Services.
- NO** UDOT/FHWA has determined that a public hearing is in the public interest.

If the answer to ANY of the above questions is YES, a public hearing or opportunity for a public hearing is required (attach documentation identifying date and location of hearing, summary of comments, and responses to substantial comments, or include certification of opportunity for hearing.)

The following types of public involvement have been provided:

- YES** Public Hearing in accordance with state and federal procedures
- NO** Opportunity for Public Hearing
- YES** Open House
- YES** Other: Prior to the Open House, individual meetings were held with residences effected by the intersection design change.
- YES** Documentation is attached identifying the date and location of hearing, summary of comments, and responses to substantial comments; or the Certification of Opportunity for a Hearing is attached.

Comments: A public open house was held on April 12, 2017 at Canyon View Elementary (3050 Bengal Blvd. Cottonwood Heights, UT 84121) between 4:30 pm to 7:00 pm in accordance with Utah Administrative Code Rule R930-2. Comments were accepted both verbally and written. A summary of comment received can be seen in the Appendix.

4. Right-of-Way

- NO** Acquisition of Right-of-Way is required.
- N/A** The right-of-way required is significant because of its size, location, use, or relationship to remaining property and abutting properties. (If the right-of-way required is significant, the project does not qualify as a Categorical Exclusion.)

5. Cultural

According to the UDOT Region NHPA/NEPA Specialist and/or the Architectural Historian, the Finding of Effect for the project is one of the following:

YES No historic properties affected

NO No adverse effect

NO Adverse effect

Project documentation for determination of eligibility and finding of effect consists of one of the following and is attached:

YES Memo from UDOT Region NEPA/NHPA Specialist and/or Architectural Historian stating a finding of No Historic Properties Affected.

NO SHPO concurrence with the Determinations of Eligibility and Finding of Effect AND memo from UDOT Region NEPA/NHPA Specialist and/or Architectural Historian stating a finding of No Adverse Effect or Adverse Effect.

YES Have letters for Native American Consultation been sent? Attach letters.

NO Have letters for federal and state agencies, CLGs, historical societies, etc. been sent? If so attach letters.

NO Do the impacts to historic properties require mitigation?

If YES, a signed Memorandum of Agreement (MOA) is attached.

Comments: Native American consultation was initiated through letters sent to the Eastern Shoshone Tribe of the Wind River Reservation, Shoshone-Bannock Tribes, Paiute Indian Tribe of Utah, Northwestern Band of Shoshone Nation, Uintah and Ouray Ute Tribes, and the Skull Valley Band of Goshute Indians (sent March 16, 2017). In addition, notification was also sent to those tribes with whom UDOT has Section 106 Programmatic Agreements: Cedar Band of Paiutes and the Shivwits Band of Paiute Indian Tribe (March 16, 2017). To date only one responses was returned; Section 106 consultation was not desired. See Appendix for Cultural Clearance and Native American consultation Letters.

6. Paleontological

YES This project is one of the 16 types of projects listed in Stipulation III of the Memorandum of Understanding (MOU) with the Utah Geological Survey (UGS) that has no effect on paleontological resources and does not require notification to the UGS. If YES, a memo from the UDOT Region NEPA/NHPA Specialist is attached (can be included in cultural memo).

For all other projects, the UGS has been notified and has responded with the following (attach UGS letter and memo from the UDOT Region NEPA/NHPA Specialist):

- N/A** There are no known paleontological localities in the area of potential effects and the formations in the project area have a low potential for containing fossil remains (Class 1 or 2).
- N/A** Fossil-bearing formations (Class 3-5) and/or known paleontological localities are present in the area of potential effects, but the UDOT Region NEPA/NHPA Specialist (or paleontologist) has determined that they will not be affected by the project.
- N/A** Fossil-bearing formations (Class 3-5) and/or known paleontological localities are present in the area of potential effects and may be affected by construction activities. A survey and/or monitoring by a qualified paleontologist is required.

7. Threatened, Endangered, or Candidate Species

For Federally or State Funded Projects:

- YES** Project will have "**no effect**" to T&E species, or their critical habitats, protected under the Endangered Species Act. If YES, attach "**no effect**" memo or review/comments (in the case of local government projects) from UDOT's Wildlife Biologist.
- NO** Project "**may affect, but is not likely to adversely affect**" T&E species, or their critical habitats, protected under the Endangered Species Act. If YES, attach BA and "concurrency" from the U.S. Fish and Wildlife Services (USFWS). List all mitigation/conservation measures.
- NO** Project "**may affect, and is likely to adversely affect**" threatened and endangered species, or their critical habitats, protected under the Endangered Species Act. If YES, attach BA and USFWS BO. List all mitigation/conservation measures.
- NO** The USFWS has issued a "**jeopardy**" opinion regarding this project. If YES, attach BA and BO as above. This project cannot go forward without being reconsidered.

8. Wildlife

NO Project has the potential to affect state-sensitive species, important wildlife habitat, big game migration routes, habitat connectivity, migratory birds, or fish spawning habitat or fish passage.

Memo from UDOT Wildlife Biologist is attached.

9. Invasive Species

If the project involves earthwork, grading or landscaping, there is potential to introduce or spread invasive weed species.

YES Based upon location, this project has the potential to introduce or spread invasive species included on the noxious weed list of the State of Utah and the county noxious weed lists.

10. Noise

Projects that may affect noise levels to adjacent receptors include changes in roadway alignment, roadway widening and the addition of traffic lanes.

NO This project has the potential to increase noise to adjacent receptors.

N/A A noise study is attached.

11. Wetlands, Water Resources, Storm Water, and Floodplains

Wetlands and Water Resources

- NO** The project is a type that does not have the potential to affect or cross Waters of the United States. If YES, no concurrence letter is needed.
- NO** Project affects waters of the United States (e.g. wetlands, mudflats, lakes, or perennial or ephemeral streams). If NO, have a UDOT Landscape Architect provide a concurrence letter stating they agree with the determination. In order to indicate "NO" on this question, answers to the following statements must also be "NO".
 - NO** Project impacts perennial, intermittent, or ephemeral streams that have a riparian vegetation component. If YES, a Programmatic General Permit 40 (PGP40), also known as a Stream Alteration Permit, from the Utah Division of Water Rights will be required.
 - NO** Project exceeds the impact limitations for streams or washes indentified in the PGP40. If YES, both a PGP40 and a separate Department of the Army permit will be required.
 - NO** Project impacts an ephemeral wash not captured under PGP40 that has an ordinary high water mark (OHWM) with a connected flow to a downstream Traditional Navigable Water and the impact below the OHWM exceeds 1/10 of an acre per crossing. If YES, a Department of the Army permit will be required.
 - NO** Project impacts a perennial or intermittent stream below the OHWM less than 1/10 of an acre per crossing. If YES, notification to the U.S. Army Corps of Engineers will be required.
 - NO** Project impacts navigable waters of the United States (Lake Powell, Flaming Gorge Reservoir, Bear Lake, Green River - mouth to 20 miles above Green River Station, Colorado River - mouth of Castle Creek to Cataract Canyon - 4.5 miles below mouth of Green River) below the OHWN. If YES, a Section 10 Department of the Army permit will be required.
 - NO** Project impacts jurisdictional wetlands. If YES, a Department of Army Nationwide Permit (NWP) will be required for wetland impacts under the 1/2 acre threshold; a Letter of Permission (LOP) will be required for wetland impacts between 1/2 and 1 acre; an Individual Permit (IP) will be required for impacts greater than 1 acre.
 - NO** Project impacts non-jurisdictional wetlands. If YES, wetland mitigation may still be required under the federal policy of "no net loss." Consult UDOT Environmental Section.

Storm Water Runoff

- YES** Project disturbs 1 acre or more of ground surface.

If YES, a UPDES Storm Water Discharge Permit for Construction Activities is required from the Utah Division of Water Quality.

Floodplains

NO This project requires new construction or alteration of existing structures within the FEMA designated 100-year flood plain.

If YES, a Development Permit is required from the local permit official.

12. Hazardous Waste

NO Has a visual inspection of the project area found substances that may be hazardous to human health and/or the environment?

YES This project involves excavation beyond or below the existing roadway footprint.

If YES to either question 1 or 2, then site investigations and coordination with DEQ may be necessary.

Comments: An online review of the DEQ Interactive Map and EPA EnviroMapper was conducted on 4/6/2016. No hazardous waste sites were identified within the project area.

13. Prime, Unique, Statewide, or Locally Important Farmland

Projects in areas whose land use maps indicate no current or future farming activities would not usually affect farmlands.

NO This project MAY affect Prime, Unique, Statewide, or Locally Important Farmlands.

N/A The Natural Resource Conservation Service letter and Form AD1006 are attached.

14. Air Quality

YES This project has the potential to increase particulate matter due to construction activities.

NO This project adds or alters roadway capacity or will result in increased traffic volumes at signalized intersections.

If YES, the Air Quality Supplement is attached.

15. Relocations

NO There may be relocations of residences or businesses as a result of this project.

16. Land Use/Urban Policy

NO This project may affect land use or urban policy.

17. Section 4(f) Properties

NO Section 4(f) properties are impacted.

N/A An Individual Section 4(f) Evaluation AND written concurrence from UDOT Environmental Services on the Individual Section 4(f) determination is attached.

N/A A Programmatic Section 4(f) Evaluation AND written concurrence from UDOT Environmental Services on the Programmatic Section 4(f) determination is attached.

N/A The 4(f) property(s) is an historic property and the impact is considered **de minimis**.

N/A SHPO has concurred in writing on UDOT's "**no adverse effect**" determination to historic properties and has been notified of the intent to make a **de minimis** finding. Attach letter to SHPO and **de minimis** agreement letter.

N/A The 4(f) property(s) is a park, recreational area, wildlife or waterfowl refuge and the impact is considered **de minimis**.

N/A The official(s) with jurisdiction have concurred, in writing, that the project will "**not adversely affect**" the activities, features, and attributes that qualify the resource for protection under Section 4(f) and have been notified of the intent to make the **de minimis** impact finding. Letters are attached.

N/A The project sponsor has provided public notice and opportunity for public review and comment. Describe public involvement efforts in the comments below.

N/A Written concurrence from UDOT Environmental Services is attached.

18. Other Environmental Factors Considered

This Project, except as noted and explained in attachments, will have no disproportionate, serious or lasting effect on the following:

- NO** Visual
- NO** Social/Economic
- NO** Title VI and/or Environmental Justice
- NO** Natural Resources
- NO** Construction
- NO** Energy
- NO** Geology/Soils
- NO** Wild/Scenic Rivers
- NO** Ecology

19. Conclusion

- NO** This project may have substantial controversy or significant impacts.

MITIGATION COMMITMENTS

CONSTRUCTION		Responsible
Air Quality	Requirements outlined in Standard Specification 01572 titled "Dust Control and Watering" will be followed.	Contractor
Cultural	UDOT Standard Spec 01355, Parts 3.7 and 3.8	Contractor
Invasive Species	Supplemental Specification 02924S titled "Invasive Weed Control" will be included in the contract documents and outlines BMPs that will be incorporated.	Contractor
PRELIMINARY ENGINEERING		Responsible
Water Quality	The project will disturb 1 acre or more of ground surface. Therefore, a storm water pollution prevention plan (SWPPP) must be included in the plans.	Udot Region Environmental
Water Quality 2	UPDES Permit from the Division of Water Quality must be obtained prior to construction.	Contractor

Environmental Commitments Signature Page

Project Name: SR-210 @ Wasatch Dr.

Project Number: F-0210(25)2

PIN: 14431

The purpose of this page is to ensure the environmental commitments that are made while following the environmental process are reasonable and feasible to those divisions they will affect. Frequently, as in maintenance preservation projects, UDOT Standard Specifications will provide the mitigation necessary for potential environmental impacts and only require review by the Environmental Manager. However, if special commitments exist that cannot be mitigated by current UDOT Specifications, then additional review is required from both the Project Manager and District Engineer (or Designee). This signature page is required to be included on all UDOT environmental documents regardless of type.



The environmental commitments in this document can be mitigated by following current UDOT specifications.

Required Signatures:

UDOT Environmental Manager:

Craig Bown

Digitally signed by Craig Bown
Date: 2017.06.07 09:57:58 -06'00'

Signature

Printed Name

6/7/2017

Date



The environmental commitments in this document require mitigation beyond what is provided by following current UDOT specifications. Special commitments are believed to be designable, financially feasible, constructible, and maintainable.

Required Review and Signatures:

UDOT Project Manager:

Signature

Printed Name

Date

District Engineer or Designee:

Signature

Printed Name

Date

Appendix

Project Name: SR-210 @ Wasatch Dr.

Project Number: F-0210(25)2 PIN: 14431

- A. Class of Action Letter
- B. Project Map
- C. Public Involvement Information
- D. Cultural and Paleo Clearance with Native American Consultation Letters
- E. Wildlife Biologist Clearance
- F. Water Resource Clearance

A. Class of Action Letter



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

April 20, 2017

Shane M. Marshall, P.E.
Deputy Director
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, Utah 84114-1265

RE: PIN: 14431, Project No. F-0210(25)2, SR-210 at Wasatch Drive, Salt Lake County
Request Document Classification: Categorical Exclusion

Mr. Marshall:

The purpose of this letter is to request your review and concurrence with the level of environmental analysis and documentation for the proposed interchange realignment on SR-210 at Wasatch Boulevard.

SR-210 is one of two arterials providing access and egress for Little Cottonwood Canyon. Due to high concentrations of departures associated with the ski resort's operational hours during winter months, the signalized intersection of SR-210 and Wasatch Boulevard has been observed to cause continuous queuing into Little Cottonwood Canyon. This queuing can become a safety hazard, limiting snow plow operations and roadway closures associated with avalanche control. Additionally, the current skewed configuration of SR-210 and Wasatch Boulevard does not meet intersection guidelines. UDOT Traffic and Safety has reviewed this intersection and recommends operational improvements be implemented. The purpose of the project is to optimize mobility and improve operations of the intersection.

This project is proposing to reconfigure the existing skewed intersection of SR-210 and Wasatch Boulevard and install a signalized High-T. The High-T configuration will allow the NB SR-210 movement exiting Little Cottonwood Canyon to become free flowing. The project is located along SR-210 from approximate MP 1.9 to MP 2.6; along the SB leg of Wasatch Boulevard for approximately 0.20 miles; and on 8890 South for approximately 0.08 miles. The overall project length is approximately 1 mile (see exhibits in appendix). The project will include:

- placement of new pavement to accommodate the reconfigured lane design
- installation of new traffic signals (i.e. foundations, poles, and mast arms and equipment systems), traffic detection, cameras, and Advanced Traffic Management System (ATMS) equipment
- drainage design modifications
- installation of raised medians, traffic barrier, new pavement markings, signage, and delineators

Public Involvement: This project would require changes to public accesses for residents accessing Sutton Way from Wasatch Boulevard. The public involvement team will reach out to the owners of properties affected by this change. The project will be required to hold one or more public open house meeting(s).

Right-of-Way: This project would be built upon UDOT and Cottonwood Heights City right-of-way. The project is anticipating no right-of-way acquisitions.

Section 4(f) Properties: It is not anticipated that the project would impact properties eligible for Section 4(f).

Cultural: Due to the anticipated new ground disturbance associated with this project, Native American consultation would be required. Preservation Pro indicates that the entirety of the project area has previously been surveyed under an unrelated project, and no archaeological resources were identified at the time. The project would not require an additional cultural resource or historical architecture survey.

Threatened & Endangered (T&E) Species/Wildlife: It is anticipated that the project would have no effect on threatened and endangered species or their habitat and no effect on wildlife.

Noise: This project would not qualify as a Type I project. Although the project would horizontally alter the existing intersection, the designer has confirmed that the project does not halve the distance between the closest noise receptor and the future build condition of the intersection. Therefore, the alteration would not be “substantial” in accordance to FHWA guidance on Type I projects.

Water Pollution, Wetlands, Floodplains, and Stream Encroachments: Based on a preliminary review of aerial imagery and available online data sets (USFWS NWI and USGS NHD), no wetlands or Waters of the US are found within the project area. Additionally, the project would not impact any floodplains. However, this project is anticipated to impact over one acre of natural ground surface and require a UPDES Construction General Permit.

Hazardous Waste: Based on a review of the DEQ’s interactive map and EPA’s Enviromapper, no hazardous waste sites have been identified with the proposed project area. The project is not anticipated to impact any hazardous waste.

Prime Farmland, Unique Farmland, and Farmland of Statewide or Local Importance: This project would not affect any prime, unique, statewide or locally important farmlands.

Air Quality: This project does not add or alter roadway capacity, nor will it result in increased traffic volumes at signalized intersections.

Land Use/Urban Policy: This project is consistent with the land use and urban policy in this area.

The project would not have environmental impacts that are individually or cumulatively significant. It is not anticipated that the project would be controversial due to any environmental issue.

The realignment and placement of this intersection onto undisturbed ground is not an action that can be evaluated under the 23 U.S.C. 326 (CE Assignment) Memorandum of Understanding (MOU) between FHWA and UDOT. However, projects with similar scope throughout Utah have been evaluated as Categorical Exclusions. Those projects were deemed to have been adequately evaluated. They did not have lasting or significant impacts, nor did they experience public controversy. Studying this action as a Categorical Exclusion would be consistent with 23 CFR 771.117(a) and 40 CFR 1508.4. Therefore, UDOT recommends evaluating the proposed project with as a documented Categorical Exclusion, under the 23 U.S.C. 327 (NEPA Assignment) MOU between UDOT and FHWA. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this action are being, or have been, carried-out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

If you concur with the documented Categorical Exclusion as the appropriate class of action, please sign on the concurrence line below, and attach any conditions and/or requirements to be included. If you have any questions or concerns or need additional information, please contact me at (801) 965-4603 or brandonweston@utah.gov.

Sincerely,



Brandon Weston
Director of Environmental Services
Utah Department of Transportation

Based on the above information supplied, this action may be evaluated as a documented Categorical Exclusion.






Shane M. Marshall, P.E.
Deputy Director
Utah Department of Transportation

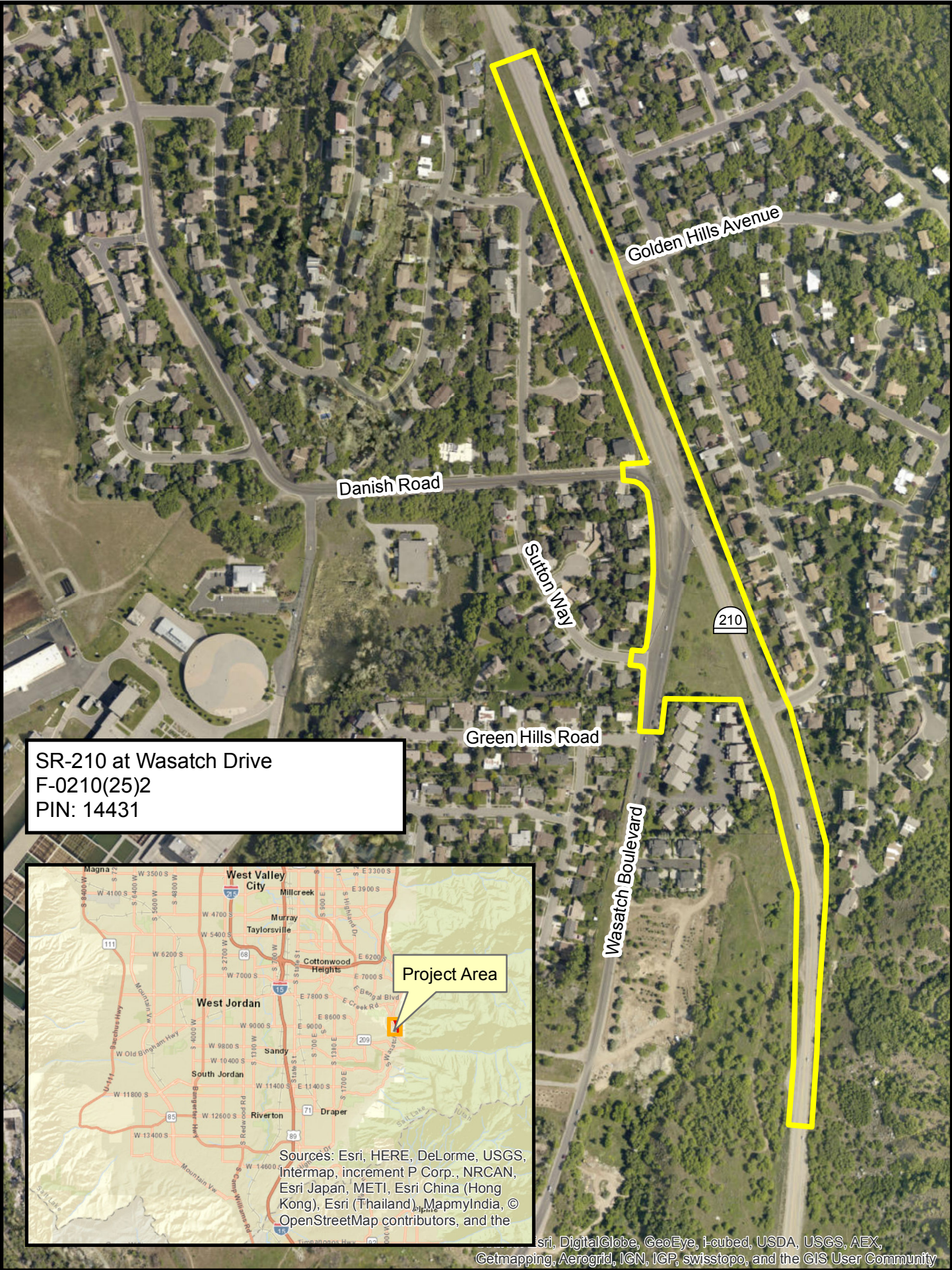
4/20/17
Date



Preliminary Design

	New Pavement
	Resurfacing or Restriping
	Pavement Removal and Seeding

B. Project Map



SR-210 at Wasatch Drive
F-0210(25)2
PIN: 14431

Project Area

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the

Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

C. Public Involvement Information

SR-210 at Wasatch Blvd.



Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Environmental Phase Public Outreach Materials and Public Comments and Responses

Items included:

Initial Outreach Item
Information Flier

Public Open House Items
Postcard and Delivery Area
Legal Notice
Presentation Boards
Sign In Sheets
Court Reporter Transcript
Public Comments

Comment Responses
Public Comment Response Table

SR-210 at Wasatch Blvd.

IMPROVED

Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

The Utah Department of Transportation (UDOT), in collaboration with Cottonwood Heights City, plan to improve safety and access at the intersection of SR-210 and Wasatch Blvd.

THIS PROJECT WILL:

- Alleviate congestion for northbound traffic on SR-210 by creating a free flowing movement
- Improve safety for motorists accessing Wasatch Blvd. from Danish Rd. and Sutton Way
- Improve overall visibility at the intersection by modifying the alignment
- Increase the length of the southbound right turn lane
- Add a two-way left turn on Wasatch Dr. near SR-210 in conjunction with upcoming residential developments further south



LEARN MORE AT THE PUBLIC OPEN HOUSE

Wednesday, April 12, 2017 | 4:30-7:00 PM

Canyon View Elementary | 3050 Bengal Blvd. | Cottonwood Heights, UT 84121

- Open House format
- Come and go at anytime
- Children welcome
- Written and verbal comments accepted
- Project representatives available to explain the project and answer questions

QUESTIONS

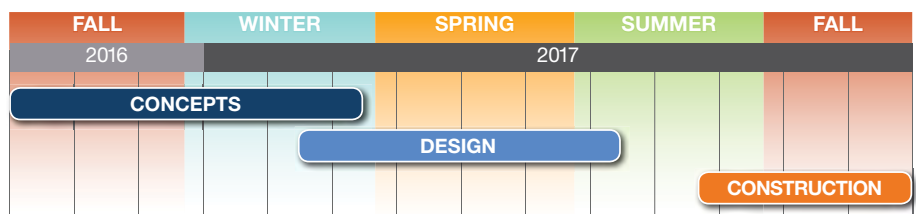
Amalia Deslis-Andrews

adeslis@utah.gov

855.663.6800

udot.utah.gov/go/SR210Wasatch

PROJECT TIMELINE



All information presented is preliminary and subject to change.

YOU'RE INVITED

PUBLIC OPEN HOUSE

Wednesday, April 12, 2017 | 4:30-7:00 PM

Canyon View Elementary | 3050 Bengal Blvd. | Cottonwood Heights, UT 84121

UDOT, in collaboration with Cottonwood Heights City, plan to improve safety and access at the intersection of SR-210 and Wasatch Blvd. Please attend the Public Open House to learn more about the project.

- Come and go at anytime
- Children welcome
- Project representatives available to explain the project and answer questions
- Written and verbal comments accepted

SR-210 at Wasatch Blvd.
IMPROVED

Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection



A UDOT PROJECT

HOTLINE 855-663-6800

EMAIL adeslis@utah.gov

UDOT
Keeping Utah Moving



SR-210 at Wasatch Blvd. Intersection

The Utah Department of Transportation (UDOT), in collaboration with Cottonwood Heights City, plan to improve safety and access at the intersection of SR-210 and Wasatch Blvd.

Please attend the public information meeting to learn more.

PUBLIC OPEN HOUSE

Wednesday, April 12, 2017 | 4:30-7:00 PM

**Canyon View Elementary | 3050 Bengal Blvd.
Cottonwood Heights, UT 84121**

Questions

Amalia Deslis-Andrews
adeslis@utah.gov
855.663.6800

udot.utah.gov/go/SR210Wasatch

SR-210 at Wasatch Blvd.

IMPROVED

Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

High T Postcard Notification Area



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NOTICE OF PUBLIC OPEN HOUSE On proposed improvements for SR-210 at Wasatch Bl...

NOTICE OF PUBLIC OPEN HOUSE On proposed improvements for SR-210 at Wasatch Blvd.in Cottonwood Heights, Utah UDOT Project No. PIN 14431 The Utah Department of Transportation (UDOT) in collaboration with Cottonwood Heights City, plan to improve safety and access at the intersection of SR-210 at Wasatch Blvd. (Cottonwood Heights, Utah). UDOT advises all interested persons or groups that a Public Open House will be held for this project. PUBLIC OPEN HOUSE A Public Open House will be held to present the project plans and receive public comments. Members of the public are invited to visit the open house at any time during this period to learn more about the purpose of the project and information gathered during the environmental study. A draft environmental document will be available for review at the meeting and project representatives will be available to explain the project and answer questions. The Public Open House information is as follows: Date: Wednesday, April 12, 2017 Location: Canyon View Elementary Multi-Purpose Room 3050 Bengal Blvd. Cottonwood Heights, UT 84121 Schedule: 4:30 P.M. 7:00 P.M.* ORAL AND WRITTEN COMMENTS During the Public Open House, verbal and/or written comments will be received from all interested persons or groups regarding the features of the project. Comments may also be submitted via email to Amalia Deslis Andrews at adeslis@utah.gov, or mailed to Amalia Deslis Andrews c/o Kimley-Horn & Associates, 215 S State St., Suite 400, Salt Lake City, UT 84111. Comments need to be submitted by April 26, 2017 to be included in the official transcript of the Public Open House proceedings. UDOT is carrying out a State Environmental Study for this project. To learn more, visit UDOT.utah.gov/go/SR210Wasatch In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during this meeting should notify the project team at the before mentioned number/email/address at least 3 days in advance of the meeting. 1143745 UPAXLP

[Newspaper Administration](#)

SR-210 at Wasatch Blvd.

IMPROVED

Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Public Open House

SR-210 at Wasatch Blvd.

April 12, 2017

Canyon View Elementary School

4:30 – 7:00 p.m.

Purpose of Meeting

- Present purpose and need of the project
- Present proposed action
- Disclose environmental impacts
- Present design
- Present project timeline
- Provide opportunity to review Draft Categorical Exclusion (environmental document)
- Obtain public comment

Purpose and Need

PURPOSE

- The purpose of the project is to optimize mobility, improve safety, access, and operations at the intersection of SR-210 and Wasatch Blvd.

NEED

- Significant traffic congestion exiting Little Cottonwood Canyon is a safety hazard
- Current intersection alignment does not meet intersection guidelines

SR-210 at Wasatch Blvd.

IMPROVED

Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Proposed Action

- Create a free-flow movement for northbound traffic on SR-210
- Add a two-way left turn lane on Wasatch Blvd.
- Lengthen the southbound right turn lane on SR-210

SR-210 at Wasatch Blvd.

IMPROVED

Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection



Public Open House | April 12, 2017

* All information presented is subject to change

SR-210 at Wasatch Blvd.

IMPROVED

Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Environmental Impacts and Mitigation

ENVIRONMENTAL RESOURCE	PROJECT RELATED EFFECTS
Right-of-Way	None
Cultural (Historic Architecture/Archaeological)	No historic properties affected
Paleontological	None
Federally Threatened, Endangered, or Candidate Species	None
Wildlife	None
Invasive Species	UDOT Standard Specifications will be implemented to prevent and minimize spread of noxious weeds
Noise	None
Wetland and Water Resources, Stormwater, and Flood Plains	UPDES Construction General Permit required
Hazardous Waste	None
Prime, Unique, Statewide, or Locally Important Farmland	None
Air Quality	UDOT Standard Specifications will be implemented to minimize dust associated with construction
Land Use/Urban Policy	None
Section 4(f) Properties	None

SR-210 at Wasatch Blvd.

IMPROVED

Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Project Timeline



Public Open House | April 12, 2017

* All information presented is subject to change

SR-210 at Wasatch Blvd.

IMPROVED

Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Public Comments

- Complete a comment form
- Provide verbal comments to court reporter
- Submit comment via email*

Comments due Wednesday, April 26, 2017

**Project contact cards available at front table*

SR-210 at Wasatch Blvd.

IMPROVED

Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Provide Verbal Comments Here

SR-210 at Wasatch Blvd. Public Open House Sign In Sheet

April 12, 2017 | 4:30 – 7:00 p.m. | Canyon View Elementary School

SR-210 at Wasatch Blvd.

IMPROVED

Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

PLEASE PRINT CLEARLY

Name/Affiliation (resident, company name, etc.)	Email and Phone Number	Address (Street, City, State Zip)	Receive Project Info. (Check/mark box)	OPTIONAL		
Amalia Andrews Project Team	adeslis@utah.gov 801-699-5967	215 S State St, Ste 400, Salt Lake City, UT 84111	<input type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
LORPAINÉ SMITH	rainger94@gmail.com 801-944-7318	3668 E. GOLDEN HILLS AVE 84121	<input type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Dennis Iverson	diverson2@mindspring.com 801-560-4527	8823 Grand Oak Dr 84121	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Paul Hansen	ephansen@att.net	1 La Montagne Lane Sandy 84092	<input type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
John + Miki Karg	jhkarg@comcast.net	8528 Daneberg Drive 84121	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Holly Moursal	Holly.Josephson@gmail.com	8560 Danish Rd 84093	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Craig Locher	Craiganddiane Locher@yahoo	8556 Top of the World 84121	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
JAMES McGauley Res.	Mcgauley26@gmail.com	8884 ALPEN WAY 84121	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Teele Tyler	801 870 2672	7950 So. Mtn. Oaks Dr.	<input type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other

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F-0210(25)2; PIN 14431

SR-210 at Wasatch Blvd. Public Open House Sign In Sheet

April 12, 2017 | 4:30 – 7:00 p.m. | Canyon View Elementary School

SR-210 at Wasatch Blvd.

IMPROVED

Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

PLEASE PRINT CLEARLY

Name/Affiliation (resident, company name, etc.)	Email and Phone Number	Address (Street, City, State Zip)	Receive Project Info. (Check/mark box)	OPTIONAL		
Amalia Andrews Project Team	adeslis@utah.gov 801-699-5967	215 S State St, Ste 400, Salt Lake City, UT 84111	<input type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
RICHARD SAURER RESIDENT ; COV. HTS.	801-943-0141	8754 ALPEN WAY C.H.C., UT. 84121	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
TOD YOUNG	801-205-4265	3260 E. Wasatch Pines Lane 84092	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Cathy Miller	millercb2@aol.com	899 S Blue Jay Ln	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Richard Cook	richard.legalhomes@gmail.com	8280 Etienne Way, Sandy	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
GARY STODDARD SYDNEY STODDARD	sydstod@g.com	8703 ESCALADE CIR 84121	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Ron Schwartz	rschwartz293@gmail.com	8791 S. Blue Jay Lane 84121	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Ken Hostetter	KenHostetter@gmail.com 801-910-9430	3550 E. Kings Dove Way SLC, UT 84121	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
JEANNIE HARMER	801-942-0076	3569 KINGS HILL CIRCLE COTTONWOOD HEIGHTS, UT. 84121	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other

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F-0210(25)2; PIN 14431

SR-210 at Wasatch Blvd. Public Open House Sign In Sheet

April 12, 2017 | 4:30 – 7:00 p.m. | Canyon View Elementary School

SR-210 at Wasatch Blvd.

IMPROVED

Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

PLEASE PRINT CLEARLY

Name/Affiliation (resident, company name, etc.)	Email and Phone Number	Address (Street, City, State Zip)	Receive Project Info. (Check/mark box)	OPTIONAL
Amalia Andrews Project Team	adeslis@utah.gov 801-699-5967	215 S State St, Ste 400, Salt Lake City, UT 84111	<input type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Ken Kiss	Ken.Kiss@Xmission.com 801-949-4076	8805 Blue Jay Ln Salt Lake City UT 84121	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Bill Goebel	BillGoebel01@gmail.com 801-703-5031	9067 Despain Way Cottonwood Heights, UT 84093	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Heidi & Jim Fairchild	heidi.fairchild@telecomnational.com 801-680-1377 Jim@fairchild-creative.com 801-285-1520	3649 Capstone Ave Cottonwood Heights, UT 84121	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Cody Hanson	C.LAYNE HANSON@GMAIL.COM 801-641-2335	3263 English Way Cottonwood Heights, UT 84093	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Kay Fowler	Kblair39@comcast.net 801-943-0195	8864 Aspen Way Cot H. UT. 84121	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Keri Graybill	Kerijg@gmail.com 801 9428424	8978 Sutton way Cottonwood Heights, UT 84093	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input checked="" type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Pieter Mensink	pmensink@gmail.com	3544 E Sutton Ct 84093	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jacque Rankin	Jacque.jacquerankin.com 801 657 8740	3604 E 9050 S 84093	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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F-0210(25)2; PIN 14431



SR-210 at Wasatch Blvd. Public Open House Sign In Sheet

April 12, 2017 | 4:30 – 7:00 p.m. | Canyon View Elementary School

SR-210 at Wasatch Blvd.

IMPROVED

Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

PLEASE PRINT CLEARLY

Name/Affiliation (resident, company name, etc.)	Email and Phone Number	Address (Street, City, State Zip)	Receive Project Info. (Check/mark box)	OPTIONAL		
Amalia Andrews Project Team	adeslis@utah.gov 801-699-5967	215 S State St, Ste 400, Salt Lake City, UT 84111	<input type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
LeeAnn Ehrhart	devilcat_ani@yahoo.com 801 944 4516	8795 Kings Hill Dr Cottonwood Heights UT 84121	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Nancy Ortiz	Sun_Ski@yahoo.com 801-942-0484	8776 Blue Jay Lane Cottonwood Heights UT 84121	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Chris Johnson	rock29ster@gmail.com 801-941-3560	3260 English way Cottonwood Hts Ut. 84093	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Nancy Hardy	nancy_hardy@hotmail.com	2974 Denmark Dr.	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Other
RICHARD ABBOTT	DICKABB@EARTHLINK.NET	8874 KINGS HILL DR.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Richard Debra Olson	drolson_99@yahoo.com drolson_99@yahoo.com	8644 Russell Pk. Rd. (A) add to 94005/SE209	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Don LeRoy	doncleroy@yahoo.com	8973 Kings Hill Dr Cottonwood Hts UT 84121	<input type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Jane LeRoy	janerleroy@gmail.com	8973 Kings Hill Dr Cottonwood Heights, UT 84121	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other

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F-0210(25)2; PIN 14431



SR-210 at Wasatch Blvd. Public Open House Sign In Sheet

April 12, 2017 | 4:30 – 7:00 p.m. | Canyon View Elementary School

SR-210 at Wasatch Blvd.

IMPROVED

Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

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Name/Affiliation (resident, company name, etc.)	Email and Phone Number	Address (Street, City, State Zip)	Receive Project Info. (Check/mark box)	OPTIONAL		
Amalia Andrews Project Team	adeslis@utah.gov 801-699-5967	215 S State St, Ste 400, Salt Lake City, UT 84111	<input type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
James Combs	James combs 2016 A yahoo.com	8971 Sutton Way Sandy, UT 84093	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Randy Long	none (801) 733-9367	8610 Kings Hill Ave Cottonwood, Utah, 84121	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Chris & Diane Burke	cburke_s@msn.com 801-943-4364	8942 Wasatch Blvd 84093	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Dade Rose	dade.regalhomes@gmail.com	9216 S. Wasatch Blvd., Cottonwood Heights 84093	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Jo Clay	clayjo clay@gmail.com	8791 Blue Jay, Cottonwood 84121	<input type="checkbox"/>	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Jackie McGill	bike.gal@live.com	9087 Green Hills Dr Cottonwood Hts 84093	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Laurel/Rich Ross	ross@paracelsus.org	9085 Treasure Way	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Scott Brown	currahee1942@hotmail.com	8283 Superwal 84121	<input type="checkbox"/>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other

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F-0210(25)2; PIN 14431

SR-210 at Wasatch Blvd. Public Open House Sign In Sheet

April 12, 2017 | 4:30 – 7:00 p.m. | Canyon View Elementary School

SR-210 at Wasatch Blvd.

IMPROVED

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and Wasatch Blvd. Intersection

PLEASE PRINT CLEARLY

Name/Affiliation (resident, company name, etc.)	Email and Phone Number	Address (Street, City, State Zip)	Receive Project Info. (Check/mark box)	OPTIONAL		
Amalia Andrews Project Team	adeslis@utah.gov 801-699-5967	215 S State St, Ste 400, Salt Lake City, UT 84111	<input type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
John & Leslie NAZZARO	nottamo@aol.com 1-801-943-9266	8730 Russell Park Road Cottonwood Heights, Utah 84121	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Duke and Shaye Sochalski	DukeSochalski@gmail.com 801-505-3768	8545 S. Top of the World Cir Cottonwood Heights, UT 84121	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
John Sindelar & Pat Holmes	johnsind@aol.com 801 943 9404	3679 Willow Canyon Dr. SLC UT 84121	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Sarah & Bryan Maulden	edbdmouse@yahoo.com	8916 Sutton Way, Sandy 84093	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input checked="" type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input checked="" type="checkbox"/> Asian/Pacific Islander <input checked="" type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
GARY & JIM M'GEE	gary1mcgeed@gmail.com 801-560-8841	3502 E BIG ROCK LN COTT HEIGHTS UT 84093	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Drew Weaver	drewweaver@aol.com	2743 KSEL DR GRANITE, UT 84092	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
MICHAEL THOMAS	SLC84090@yahoo.com	8982 S. SUTTON WAY COTTONWOOD HEIGHTS UT 84093	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
			<input type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other

The sign in sheet will become part of the public record for this project. This information will only be used to monitor attendance at public meetings to ensure non-discrimination and for data collection purposes, as specified by law (CFR 23 200.9(4)).

F-0210(25)2; PIN 14431



SR-210 at Wasatch Blvd. Public Open House Sign In Sheet

April 12, 2017 | 4:30 – 7:00 p.m. | Canyon View Elementary School

SR-210 at Wasatch Blvd.

IMPROVED

Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

PLEASE PRINT CLEARLY

Name/Affiliation (resident, company name, etc.)	Email and Phone Number	Address (Street, City, State Zip)	Receive Project Info. (Check/mark box)	OPTIONAL		
Amalia Andrews Project Team	adeslis@utah.gov 801-699-5967	215 S State St, Ste 400, Salt Lake City, UT 84111	<input type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Debra Skeen	tennismama55@hotmail.com ⓐ add to 9400S/SR209	3653 Quietridge Cr. Sandy, UT. 84092	<input checked="" type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Zhiheng Liu	liuzhiheng@gmail.com	1918 Rich Way, CH. CT 84121	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input checked="" type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Glen Jacobson	glenajake@msn.com	8903 Sutton way Sandy UT 84093	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
			<input type="checkbox"/>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
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The sign in sheet will become part of the public record for this project. This information will only be used to monitor attendance at public meetings to ensure non-discrimination and for data collection purposes, as specified by law (CFR 23 200.9(4)).

F-0210(25)2; PIN 14431



SR-210 at Wasatch Blvd. Public Open House Sign In Sheet

April 12, 2017 | 4:30 – 7:00 p.m. | Canyon View Elementary School

SR-210 at Wasatch Blvd.

IMPROVED

Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

PLEASE PRINT CLEARLY

Name/Affiliation <small>(resident, company name, etc.)</small>	Email and Phone Number	Address (Street, City, State Zip)	Receive Project Info. <small>(Check/mark box)</small>	OPTIONAL		
Amalia Andrews Project Team	adeslis@utah.gov 801-699-5967	215 S State St, Ste 400, Salt Lake City, UT 84111	<input type="checkbox"/>	<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native	
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander	
				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
				<input type="checkbox"/> White		<input type="checkbox"/> Other
Joe Spataro	joe.spataro@gmail.com 415.601.7841	7701 S. Summerhill Circle Cottonwood HTS, UT 84121	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native	
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander	
				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
				<input checked="" type="checkbox"/> White		<input type="checkbox"/> Other
Justin Wilkins	justwilkins@msn.com 801-518-6181	8816 Alpenway, cdt 84121 UT	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native	
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander	
				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
				<input type="checkbox"/> White		<input type="checkbox"/> Other
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F-0210(25)2; PIN 14431



SR-210 at WASATCH BOULEVARD
Public Comments

APRIL 12, 2017
4:30 p.m. to 7:08 p.m.

CANYON VIEW ELEMENTARY
3050 Bengal Boulevard
Cottonwood Heights, Utah 84121

Reported By:
Rossann J. Morgan
- Certified Shorthand Reporter -
- Registered Professional Reporter -

1 April 12, 2017

4:30 p.m.

2 P R O C E E D I N G S

3 MR. COMBS: James Combs, (801) 918-0731,
4 8971 South Sutton Way, Cottonwood Heights, 84093. I
5 think the purposed changes are beneficial and that it
6 will cut a lot of the collateral traffic that would
7 normally pass through Sutton to get to Danish and to get
8 to Creek Road, and then people that -- since it's only
9 one way out, that it's going to be my neighbors and
10 friends and relatives that come to visit on the street,
11 not people just passing through. So I see just positive
12 benefits. People that leave the subdivision, they've got
13 an easy passage out. People that need to go on Danish,
14 now they have their own little route. So I see it all as
15 positive. I see it all as positive. I don't see any
16 negatives to it at all.

17 MR. BURKE: Chris Burke, 8942 Wasatch
18 Boulevard, (801) 703-1876. My first one is, I love the
19 whole design and I really want it to go through. My only
20 question is, is my address going to change? Our address
21 is Wasatch Boulevard, but it looks like Danish Road. And
22 now Wasatch Boulevard is going to go -- I mean, we're not
23 even near it, yet our address is Wasatch Boulevard. I'm
24 just wondering if we're going to keep that address. So
25 I'm 8942, so it's the house south of me and the two

1 houses north of me. Those four houses. I just wondered.
2 It might be confusing. It's already sort of confusing,
3 but it will be even more confusing. I don't care really
4 myself, I'm just wondering.

5 MRS. BURKE: It just means changing some
6 things.

7 MR. BURKE: The main is, I love your design.
8 Please do it.

9 MRS. BURKE: I'm his wife. I do have a voice
10 of my own, but I agree.

11 MR. ROSE: Dade Rose, (801) 232-9440,
12 9216 South Wasatch Boulevard. I would like Wasatch
13 Boulevard, driving southward to where it comes to the
14 intersection on the right-hand lane, get rid of the curve
15 and have this turn be at a right angle. The reason for
16 this is, that it will cause the traffic going south along
17 Wasatch Boulevard to slow down. They won't be able to
18 speed and break the speed limit the way drivers currently
19 do and rocket down Wasatch Boulevard, causing problems
20 for residents on Greenhills Drive, on Sutton Way, and
21 further south in our new project called Giverny Parkway,
22 as well as Big Rock Subdivision and other residences.

23 This will allow homeowners exiting onto
24 Wasatch from those streets that I just gave you to make
25 an easier turn, an easier left-hand turn. It will also

1 provide, essentially, gaps in the southbound traffic so
2 that those turns may be made more safely.

3 And let me say one other thing. The
4 right-angle turn, so getting rid of the straight shot
5 curve, that right-angle turn can either be without any
6 stoplight or stop sign as currently provided so long as
7 it's at a right angle or if traffic engineers believe it
8 would be better to have a stop, it could have a stop with
9 a light or a stop sign. That's up to the traffic
10 engineers, but the right angle itself is critical.

11 MR. COOK: Richard Cook, (801) 232-1898,
12 8280 Etienne Way, Sandy, Utah 84093. The proposed change
13 is an improvement to the old road connectivity. The
14 transition from a 45-degree angle to a 90-degree angle is
15 good. The allowance of the northbound traffic to
16 continue north unimpeded by the light is good. The
17 Sutton Way solution of a right turn only is advantageous
18 to the overall traffic flow, but a disadvantage to those
19 that live on Sutton Way. It feels like that is livable
20 with their additional access along Danish Road, back to
21 Wasatch Boulevard.

22 The concern that still remains for all
23 intersections, secondary arterial roads that feed onto
24 Wasatch Boulevard south of 210 is that the free-flow of
25 traffic from the southbound 210 and Wasatch traffic

1 corridor does not allow gaps in the traffic, especially
2 during peak traffic hours. A 90-degree intersection
3 would naturally solve this problem if the traffic light
4 required a stop for southbound traffic turning onto
5 Wasatch Boulevard.

6 Although, the traffic study and intent of the
7 engineers want to have less stops and impediments to the
8 southbound traffic coming from 210 to Wasatch Boulevard
9 an acceptable compromise that would allow for gaps, but
10 not impede the traffic much would be to make the
11 southbound traffic turning right from 210 onto Wasatch
12 Boulevard participate in a traditional "right-hand turn"
13 at a 90-degree intersection.

14 This could still be a no-stop turn, but
15 requiring them to slow down to, say, 20 miles per hour
16 and speeding up after the turn to the speed limit,
17 creating gaps between those who have turned the corner,
18 thus speeding up, and those who are still turning at
19 20 miles an hour.

20 This creation of the gap solves the left-hand
21 turns from Greenhills Drive and future Giverny Parkway
22 and Big Rock Subdivision. That simple solution, making
23 the right-hand turn from 210 to Wasatch Boulevard at a
24 traditional "90-degree turn" without stopping would
25 create those gaps.

1 The additional cuing created by the new
2 design for this same right-hand turn almost doubled the
3 size at 450 additional feet from the existing 400 feet of
4 cuing would solve any worry of residual buildup from the
5 slowing down of that 90-degree turn.

6 My request is to further study and consider
7 the correct and most optimum degree of right-hand turn
8 for those traveling southbound from 210, turning right
9 onto Wasatch Boulevard, for the benefit of those who need
10 to turn northward from Greenhills, Giverny, and Big Rock
11 Subdivision. My intent with this is specifically to
12 alleviate the pressure of those access roads onto
13 Wasatch, turning northward, without reducing the pressure
14 of southbound traffic from Wasatch onto Wasatch Boulevard
15 at peak hours. I look forward to a response.

16 MS. MOURSAL: Holly Moursal. I live on
17 8560 South Danish Road. (801) 944-7778. So I already
18 made the comment at city council, but I was just hoping
19 that they could put a do-not-block-intersection sign here
20 at Danish Road and FA-207 Wasatch Boulevard because it's
21 really hard to get out of Danish Road when you have a lot
22 of cars going south- or northbound. That would make it
23 so I could still get out.

24 MR. SMITH: Gary Smith, 2668 East Golden
25 Hills Avenue, (801) 944-7318. My comment is that we've

1 indicated that our left turn onto Golden Hills, off of
2 southbound 210, is pretty precarious, and there's
3 northbound traffic that encroaches over the yellow line.
4 Encroaches where we're turning left onto Golden Hills,
5 they're coming over and it's like sometimes you feel like
6 they're going to run right into you head-on.

7 So what we're trying to get at is that, is
8 there some way to make that turn, our left turn onto
9 Golden Hills more safe? And the only ideas that we've
10 had is to widen the entire Wasatch or put some kind of
11 barrier so that when we're turning left, that's right up
12 against us that we can turn around and it will tend to
13 make the people coming north on Wasatch stay in their
14 lane. That's basically our -- everything else seems to
15 be fine for me. I don't really care one way or the
16 other, but that left turn onto Golden Hills Avenue is
17 what we're concerned about and it needs to be addressed.
18 Either put a stoplight there or you can put some kind of
19 barrier in the middle so that the northbound traffic
20 doesn't come over. That's my main concern.

21 MS. CLAY: Jo Clay, 8791 Blue Jay Lane,
22 (608) 217-5260. That's my house right there. You can
23 see it. The first thing is, I used to teach middle
24 school. And when they were doing local projects like
25 this in the area, the Department of Transportation

1 reached out to the public schools and my kids were always
2 involved in the conception part. And it was a great
3 opportunity for them to be able to learn some civics and
4 learn about the process, plus they gave valuable feedback
5 to the planners during the planning stage so that they
6 consider some things that they might not think of,
7 because kids see things a little differently than
8 engineers and most of the time they made suggestions that
9 were very low cost, but really made it safer for kids and
10 for pedestrians. So I'd like to really encourage them to
11 reach out to the public schools to involve kids in some
12 of this process. Great job training, great everything,
13 and it didn't cost very much money.

14 Second thing is, I am very, very concerned
15 with this nonstop northbound lane. Because right now,
16 where we live, we rely on traffic stopping here at the
17 intersection of Wasatch Boulevard and Little Cottonwood
18 Road, that intersection right there. Right now, we rely
19 on that stoplight to be able to exit from our house, from
20 Golden Hills. And if we go up to Alpen Way, if this is
21 hard, we can count on this, but with this nonstop traffic
22 here, we'll never get out. And if we go down to Kings
23 Hill, if this traffic is slowing, there's no stopping and
24 so we'll never get out, and that's a really big problem
25 and it's a safety concern for us if we need to go to the

1 doctor or if there's a medical emergency or whatever, we
2 can't through, and there's no exits with this nonstop
3 traffic on the northbound. And so I'm really concerned
4 about that.

5 The other concern that I have is, currently,
6 traffic that's going north on Wasatch Boulevard past
7 Golden Hills Avenue, that traffic cuts this painted line
8 here and enters into the intersection where there's a
9 left turn here going south, and this does not alleviate
10 that problem and, right now, it's dangerous because it's
11 fairly narrow and they're constantly cutting it. If that
12 could be widened so that there was more room for them
13 just to be able to continue going straight and right now
14 there is a little bit of widening, but I think it needs
15 to be more so that they don't clip -- so that over here
16 they can go wider and the road follows that line. Right
17 now, they just cut it. I hate to say medians because I
18 think they have a tendency to be dangerous, but I'd just
19 like to see the road wider there. The bike path is
20 really, really narrow there and I'd like to see that just
21 shoved over a little bit so that the traffic -- there's a
22 little bit more room for traffic to be able to flow
23 there, as long as they're doing this work here. But I'm
24 very concerned about the nonstop flow going north. Right
25 now, it's a huge problem turning left onto Wasatch from

1 Golden Hills when the ski traffic is going up the hill.

2 MR. SCHWARTZ: Ron Schwartz, 8791 Blue Jay
3 Lane, (608) 217-5260. I share the same concerns that Jo
4 just brought up. And particularly for this intersection
5 here where Golden Hills meets Wasatch Boulevard. We were
6 told that it would be difficult to widen that because of
7 utilities and a culvert. There is a culvert that passes
8 just behind the last house on Golden Hills. A little bit
9 south of Golden Hills Avenue, is where this culvert is,
10 passing underneath Wasatch going west. And we were told
11 that the culvert was one factor, because it was expensive
12 to make it longer. So if you extended the culvert maybe
13 ten to 12 feet on the east side, then you should be able
14 to accommodate widening Wasatch Boulevard through this
15 intersection of Golden Hills and Wasatch.

16 MS. CLAY: Or even if you just widened it
17 north of where that culvert is, that would get us through
18 that intersection.

19 MS. SMITH: Lorraine Smith, 3668 East Golden
20 Hills Avenue, (801) 944-7318. Concern number one is,
21 traffic coming northbound off of Little Cottonwood Canyon
22 Road during 5:00 in the evening when everybody is coming
23 off the hill and there will not be, from what I'm
24 understanding, a traffic light there any longer. And so
25 what that's going to do, that's going to impact our

1 ability to exit our home off of Golden Hills because it's
2 already a hassle when people are coming down off the
3 mountain. And the only thing that helps us is, if the
4 light turns red, it stops them and gives us a little
5 brief time to get ourselves out onto the road. And if
6 traffic is coming south, then we're stuck if we have to
7 turn left. So either way, we're going to be impacted.
8 And I understand they were talking about there being an
9 incident on the mountain with a possible avalanche.
10 There's been two avalanches and they have had no impact
11 on any of the people coming down that we could tell.

12 The other concern is when we turn left onto
13 Golden Hills going south, people coming towards us don't
14 see that there's a little jog in the left turn lane and
15 they will come straight at you and almost -- I've almost
16 gotten hit head-on a few times because people are driving
17 so fast and they're not paying attention to what's going
18 on. At night, it's even worse. And if it's snowing,
19 it's almost impossible. So that is one concern.

20 And we have access to leave on -- I think
21 it's on Kings Hill Road, which is further north, but same
22 thing there. The traffic is heavy and there's also a
23 curve to where it's hard to see anybody that's
24 approaching around that corner and if they're coming
25 fast, you can get hit. It's right by the fire

1 department. That's it.

2 MR. WANG: Hubert Wang, (801) 842-1388,
3 8776 Blue Jay Lane. So my comment is, is that having
4 free-flow through the intersection where they were
5 proposing removing the light. It's the Alpen Way
6 intersection. It's going to create a dangerous situation
7 because you have this turn lane here, you have a double
8 lane coming down here, these guys are flowing here, the
9 people who are turning from Wasatch Boulevard, so they're
10 running parallel here and you come down to this
11 intersection here at Golden Hills. So this is going to
12 impact the Golden Hills intersection because it's going
13 to force traffic out into the southbound lane,
14 particularly into the eastbound turning lane, which is
15 already a problem. So this is going to exacerbate this
16 problem.

17 And my understanding is, is that this is
18 because -- be it their concern about traffic backing up
19 in the canyon during the winter months when there may be
20 an avalanche hazard. So it's been my experience -- and I
21 drive that road in the winter probably 80, 90 times a
22 year -- is that when the traffic is backing up in the
23 canyon coming down in the evening, coming out of the
24 canyon, that the backup is predominantly caused at the
25 intersection by the electric sign. Once you're past,

1 you're somewhat west of that intersection, the traffic's
2 already moving freely and that this light at Wasatch
3 Boulevard and State Road 210 has very little impact on
4 the up canyon congestion. I mean, I live in this
5 neighborhood and I drive these intersections we're
6 discussing hundreds of times a year. So I feel I have a
7 pretty good understanding.

8 MR. SAURER: Richard Saurer, (801) 943-0141,
9 8754 Alpen Way, Cottonwood Heights. Here's where I live
10 right there, so most of my critique is going to involve
11 Golden Hills and what I have seen happen in the 46 years
12 I've lived there. We moved here in 1970 when our street
13 was this long. So I've seen lots of changes and this is
14 going to impact those changes even more so, in my
15 opinion.

16 I would like to see the speed limit lessened
17 and this will be through traffic coming down the canyon.
18 I personally have clocked the traffic past my house at
19 over 65 miles an hour many times. Even though it's
20 labeled 50, I have a measured stretch that I have plotted
21 out and it's in excess of 60. Sometimes more than that.
22 Motorcycles especially that come out on the intersection
23 of Wasatch and Little Cottonwood Road. The existing
24 light that sits here, you can here them start and by the
25 time they hit my house easily, they're 60 miles an hour.

1 So number one, I'd like to see some consideration of
2 lowering the speed limit, particularly to 40 miles an
3 hour. Just a little bit north where the fire station is,
4 it is 40, and I would like to see that at least on this
5 stretch.

6 Number two, with the higher speeds that will
7 be experienced due to this through lane, there will be a
8 higher noise level and I'd like to see some incorporation
9 of consideration, noise abatement or plantings or
10 something. I would be glad to even compromise my view
11 that I have now with a sound wall or something that could
12 be incorporated.

13 Lastly, I'm concerned about the safety. Even
14 though this turn lane is going to be slightly widened by
15 the three feet or so at Golden Hills and Wasatch, there's
16 a little bit of a rise that you can't see on this plot
17 and people can't quite see cars sitting in this left-hand
18 turn lane. There's a creek that you can see and that
19 elevation going over the little bridge is just enough
20 that people will turn into that turn lane if there's a
21 car that's going to turn onto Golden Hills Avenue.

22 There's a little rise right here and even
23 though they're widening this, this left turn lane is
24 sometimes hard to see. And people will especially turn
25 over into this left turn lane onto Golden Hills Avenue.

1 I personally have picked three cars out of this ditch
2 over here because of this situation. It's a real safety
3 issue. And that's most of my comments.

4 The last thing I would suggest is perhaps a
5 survey of property owners on the east side of Wasatch
6 Boulevard and west side to get their feelings on noise
7 abatement and speed, since we're affected directly from
8 Little Cotton Road and Alpen Way to Golden Hills Avenue.

9 MR. TYLER: I'm city council for this
10 district. Tee Tyler, (801) 870-2072, 7950 South Mountain
11 Oakes Drive, Cottonwood Heights. So a sound wall is kind
12 of 50/50. People want it because they know it will knock
13 sound out, but it's like there's a negative.

14 MR. SAURER: That's true.

15 MR. TYLER: So we're trying to think of what
16 maybe could be, foliage or -- I don't know.

17 MR. SAURER: I have seen some noise abatement
18 in other parts of the country where they use medians. In
19 fact, it's similar to when you're going southbound on
20 Wasatch, past 9400 South, where all those planting are
21 between there. That helps to ameliorate noise
22 considerably.

23 MR. TYLER: Anyway, something to think about.
24 The other thing, to me, this is about a five-year effort
25 on my part personally because -- by the way, I live about

1 right there, above Wasatch. Bengal Boulevard.

2 7950 South Mountain Oakes Drive, Cottonwood Heights.

3 Last year, UDOT repaved and restriped Bengal
4 Boulevard to this intersection of Wasatch Boulevard and
5 Little Cottonwood Road. They repaved it.

6 MR. SAURER: They did. They didn't widen it,
7 though.

8 MR. TYLER: I was told 5.1 million dollars.
9 A little bit of money. They didn't widen it. No
10 widening. And if you think the cars per day, which are
11 primarily Sandy residents going to work, Sandy residents
12 coming home -- I don't know what it is, but I've been
13 told it's over 30,000 a day.

14 MR. SAURER: When you said that, I've
15 calculated. That's right.

16 MR. TYLER: Am I pretty close?

17 MR. SAURER: You are.

18 MR. TYLER: And what I've been told is, that
19 gets to the level of warranting not a two-lane road. It
20 warrants a four-lane road. I would love to see that.
21 Because I think people that live where he lives, Alpen
22 Way -- see, I have a semaphore light. It allows me to
23 get out many, many days. There's that much traffic. The
24 other three intersections south of me don't have a light.

25 MR. SAURER: They don't. And people who live

1 in some of those spots can't really get out.

2 MR. TYLER: So there's no light at Alpen Way,
3 no light at Golden Hills Avenue, no light at Kings Hill.
4 This one, by the fact it's south of the commuter traffic,
5 when often takes this right-hand turn and goes to Sandy
6 is less -- a little bit better. A little bit better.
7 This one is horrible. Golden Hills is so difficult to
8 ingress, egress. Very difficult ingress and egress.

9 MR. SAURER: And dangerous. I was pointing
10 out to her this left-turn lane is almost hidden because
11 of the rise that's right there. I've pulled three people
12 out of this ditch because of that.

13 MR. TYLER: But see, that's not, to me, that
14 long to widen because -- what would it be two miles?

15 MR. SAURER: Not even two miles.

16 MR. TYLER: Because see, what it would it do
17 is, give us more space for ingress, egress, more room for
18 a massive commuter -- the 30,000 cars a day. Because
19 when you get to that intersection, other than skiers,
20 they go to Sandy. They don't take this road. This goes
21 to the canyon.

22 MR. SAURER: Yep, exactly right. And more
23 chance for noise abatement or plantings and things, if
24 you take Tee's suggestion of widening it to four lane.

25 MR. TYLER: That's it. We're real glad that

1 it's still -- this is a real positive. We're real glad
2 that it continues to be a no-stop, continuous-flow right
3 turn at the new intersection, whatever you're calling
4 this.

5 MR. SAURER: It's SR201 and Wasatch
6 Boulevard.

7 MR. TYLER: See, this is already a continuous
8 flow, but you're making a little bit sharper turn but
9 it's still no light. If you put a light here, you'd have
10 cars going back to the freeway. There's that much
11 traffic every night. Every night.

12 MR. SAURER: Tee, you can answer a question
13 for me. I see a little red line. Is that indicating a
14 stoplight?

15 MR. TYLER: I saw that too and I don't know.

16 (Court reporter interrupted.)

17 MR. SAURER: But my question is, does that
18 apply to this northbound exiting out of the canyon?

19 MR. TYLER: I thought this was continuous
20 flow out of the canyon. So who are we stopping there?

21 MR. SAURER: I don't understand it because
22 they don't allow a left-turn lane.

23 MR. TYLER: Oh, maybe it's for anybody
24 wanting to go here from here, left.

25 MR. SAURER: I'll bet you're right. Yeah.

1 Because this looks like a median or a berm or something
2 and so they could --

3 MR. TYLER: That would make sense. If
4 they're wanting to go here, they're usually just going
5 down the other side.

6 MR. SAURER: That's right. I've done that
7 too, when it's been stuck.

8 (Representative interrupted.)

9 MR. MENSINK: Pieter Mensink, 3544 Sutton
10 Court, (801) 347-4963. Well, right now, of course, I
11 come in here to go to work. Out of Sutton Way onto
12 Wasatch Boulevard is quite often already very difficult
13 to merge into traffic in the morning going northbound.
14 This here is a really short throw, from Danish onto
15 Wasatch. So that is going to be, I think, a bottleneck.
16 It's going to be really difficult to make this left turn
17 and left to go north onto -- is this Wasatch here or is
18 this Little Cottonwood Canyon? That's Wasatch. I don't
19 have my glasses. So this is Cottonwood Canyon and this
20 is Wasatch.

21 So have they thought at all about merging
22 these two here at this intersection, the Danish Road and
23 Sutton Way, to make the left turn? So it goes straight
24 here to merge these -- to go left onto Wasatch Boulevard.
25 So to make an island kind of in the middle, so that

1 Danish southbound merges with Sutton Way, to make the
2 left turn onto Wasatch Boulevard. I just know that in
3 the mornings it's really difficult to go left out of
4 Danish or Sutton.

5 Then I guess another question that I had is,
6 once they close the ski canyons, cars are just parked on
7 Wasatch Boulevard up the canyon. It creates absolute
8 gridlock early in the morning when the canyons are closed
9 before snowfall or anything like that. So it's just
10 gridlock all the way to the 215 sometimes. It backs up
11 all the way to the 215. And so something -- I don't know
12 what could be done. It's hard when there's ski traffic
13 and morning traffic all combined. It's hard to get out
14 of these two streets, Sutton and Danish.

15 MS. GRAYBILL: Keri Graybill, (801) 942-8424,
16 8978 Sutton Way. These are my concerns. So one concern
17 is snow removal on Sutton Way. So snowplows will not be
18 able to enter Sutton Way from the east entrance. They'll
19 have to come up from Danish. So where will the snow be
20 pushed to?

21 Another concern is exiting Sutton on the
22 Wasatch end. It only provides a south exit. Is there
23 any way they can open that for a left exit, heading
24 north?

25 Then this is another concern. Heading south

1 [sic] -- from Sandy on Wasatch Boulevard, my concern is
2 the new left-hand turn that makes me go down Danish to
3 turn back up onto Sutton to come back to my house. The
4 reason I have a concern is that, the "suicide lane" they
5 called it over there, is going to back up from Little
6 Cottonwood Road, the light out there, all the way back
7 out towards Sandy. It already backs up now and we will
8 never be able -- even though they say "keep clear," we
9 will never be able to turn into or onto -- into Danish or
10 onto Wasatch from there. It's going to be impossible.

11 So my other concern is, I've been told from
12 tonight, that there's not going to be a light for the new
13 Giverny Subdivision. Without a light there, there's
14 going to be traffic backed up both ways, people trying to
15 get in and get out. And so people stopped to turn in,
16 that's going to back up traffic. And then people trying
17 to get out, the opposite is going to happen. The traffic
18 will be backing up in the neighborhood. I don't know
19 that that really causes a big problem, but neighborhood
20 traffic will also increase because of that. I think
21 that's it.

22 I do have one more. Is it possible for us to
23 -- I'll just say what I want to say -- so if I'm heading
24 north, to turn left to come in? I'm only the second
25 house down on Sutton.

1 MS. RANKIN: Jackie Rankin, (801) 652-8740,
2 3604 East 9050 South. 84093. I'm just going to tell you
3 first here. Driving north on SR-210, there should be a
4 left-hand turn lane going west onto Wasatch Boulevard
5 FA-2074. You need to eliminate the proposed left-hand
6 turn lane on SR-210 going south onto Alpen Way. I just
7 thought when I first saw that, I'm like, "Oh, my gosh,
8 how awesome is that?" And I turn -- why would they -- I
9 never see anybody turning onto there. Have you? Never
10 see anybody. I've never seen anybody turn left there.

11 MR. OLSON: Richard Olson, (801) 943-1122,
12 8644 Russell Park Road. Our comment is that any given
13 morning or any given night, trying to get across onto
14 Wasatch Boulevard from where we live on Russell Park,
15 there's no traffic light there. It's almost impossible.
16 Almost impossible. We just have to take back routes
17 through the neighborhood to get out anywhere. And our
18 feeling is that there should be a traffic light there to
19 allow that inflow and exit flow onto the boulevard at
20 that point at Russell Park or somewhere down closer to
21 the fire station.

22 MRS. DEBRA OLSON: Where there's already a
23 light there at the fire station.

24 MR. OLSON: There's a light just past the
25 fire station. So there ought out to be a light south of

1 the fire station. There's one north. There should one
2 south. It's just impossible to get across that road,
3 especially in the winter season when everybody is going
4 up skiing, you know, at Alta and Snowbird.

5 MRS. OLSON: The skiers won't let you out
6 onto the highway.

7 MR. OLSON: Then trying to get out at the end
8 of the day, you have all the traffic that's coming back;
9 the workers that want to filter through and go to Draper
10 along there or to get over to 94th. It's just impossible
11 to get across that road. So we look at that and just
12 throw our hands up. We don't even want to get near
13 there. There should be a traffic light there to allow
14 the homeowners in that area the ability to get onto the
15 Wasatch Boulevard SR-210. We are four-tenths of a mile,
16 the first left turn coming past this intersection. Past
17 the "Y," we're the first left-hand turn.

18 MRS. OLSON: It's on the west side of the
19 highway. The reality is the existing light at the fire
20 station that comes on when the fire trucks need to come
21 out, that could be a really good place because they
22 already have a structure there for the light already,
23 possibly. So that would probably be more of a topic onto
24 that. I don't know.

25 MS. LEROY: Janie LeRoy, (801) 942-1137,

1 8973 Kings Hill Drive, Cottonwood Heights. Well, to
2 start with, my first concern -- and I've been to -- my
3 first concern would be -- so this right here, Golden
4 Hills Avenue. When you pull over into this left-turn
5 lane to enter into Golden Hills off of Wasatch, you turn
6 right in front -- you pull right into the lane of all
7 this traffic coming down from the ski areas that are
8 going about 50 miles an hour and you're pulling right in
9 in front of them. And if it's snowing, so they don't see
10 the lines or they're tired from skiing or they're not
11 paying attention or they've been drinking, this is a
12 suicide lane right here.

13 The other thing, then, is this entrance.
14 They're putting an entrance lane into here -- so let me
15 just talk to you before you write it. (Discussion held
16 off the record.) They're putting an exit onto the south
17 end of Alpen Way, which just feeds you right back to
18 Golden Hills Avenue and Wasatch Boulevard, and it feeds
19 you right back here and then you're stuck.

20 There's people that live here with little
21 children and you've got all this traffic. There's no
22 reason for people to want to turn in here and come --
23 because you don't want to go up here because you're
24 further into the ski traffic. I mean, you'd rather turn
25 in down here (Golden Hills) than up here (Alpen Way).

1 Yeah, this doesn't serve a purpose.

2 The top end of Alpen Way, it doesn't serve
3 any purpose to feed people in that way, because people
4 are wanting to go this way, south up the canyon. So
5 there's no reason for them to pull in here. And it makes
6 it miserable for the people that live here, and then
7 they're stuck here and they can't get out. Stuck at
8 Golden Hills and can't get out.

9 And so if you take the light away from here,
10 from the intersection of Wasatch and Little Cottonwood
11 Canyon, if you take that light away, the people will be
12 going through faster than 50 when they get down here
13 (Golden Hills). That's the only thing that slows you
14 down and gives you any sort of a chance of getting out of
15 that road (Golden Hills), is that light being there. If
16 that light's gone, you'll never get out of there. I
17 mean, it will just be a steady stream of traffic and
18 they're going so fast and there's no way to -- I don't
19 know. It's a waste.

20 And this development that they're doing down
21 here (Giverny), it's supposed to -- they've said that
22 they'll have people -- 1,700 more cars on the road just
23 because people leave probably twice a day. There will be
24 1,700 more cars on this road right here, Wasatch
25 (FA-2074), and it doesn't solve any problems. I don't

1 know.

2 I mean, this traffic gets backed up clear to
3 the freeway sometimes from where we are, clear up there.
4 You can sit here for a couple hours on weekends waiting
5 to get -- waiting, waiting, waiting to get up. And to
6 me, taking that light out just makes the road more
7 dangerous because they'll be going faster.

8 MR. SPATARO: Joe Spataro, (415) 601-7841,
9 7701 South Summerhill Circle, Cottonwood Heights. I'm
10 excited for the project.

11 MS. SKEEN: Debbie Skeen, (801) 944-7788,
12 3653 Quiet Ridge Circle, Sandy. So if you're coming up
13 90th/94th, you come to Wasatch Boulevard and then you
14 continue going east and it will take you to the point
15 where you go up Little Cottonwood Canyon. And then the
16 other way to get up Little Cottonwood Canyon is if you're
17 coming south along Wasatch Boulevard and then it goes up
18 to the "V." The two roads meet right here, and then
19 there's only one road to go up Little Cottonwood Canyon.

20 So what happens on snow days -- snowy, snowy
21 days, we get traffic at a standstill on both roads going
22 up Little Cottonwood Canyon. Skiers, snowboarders, bless
23 them. I mean, that's fine. You don't have to put that
24 in there, but it's a standstill. So we can get out of
25 our neighborhood to go south or to go north or even west,

1 but we cannot get back to our homes if we need to.

2 The traffic will be lined up all the way down
3 90th South. Some days I've been in traffic some days,
4 where it's backed up on Wasatch all the way back to the
5 stoplight on Bengal Boulevard. So there is no way for us
6 to get back to our homes unless we're waiting in line,
7 which is sometimes over an hour. Of course, that's
8 unsafe.

9 This past year, this past winter has been
10 really bad because we've had really good snow. And so
11 two instance happened to me personally and I know other
12 people in our neighborhood have had lots of other
13 stories. But my father-in-law's funeral was on
14 February 10th, I believe, if that's a Saturday. My
15 husband left in the morning to go take care of some
16 business, the road was fine. It was like 7:00 in the
17 morning. Didn't even think about the traffic. He
18 finishes his business, gets on 90th to come home and he
19 can't get home. We almost missed his dad's funeral. And
20 what he had to do finally was, put on his flashers and
21 drive up the opposite lane of the road, hoping nobody
22 would come. And that's the only way we made the funeral.

23 We also had some school days this last
24 winter -- I think that they were in February also. Might
25 have been March, I'm not sure -- where the buses were not

1 even able to get to the pickup places to pick up the
2 school kids. So something has to be done and it's not a
3 new problem. I mean, it's like this every year.

4 And when we were part of the county, Salt
5 Lake County, we had had several meetings with the police
6 department and they had figured out this system where
7 they gave everybody in that area, that was affected by
8 those lines going up the canyon, a pass. A canyon pass,
9 a resident pass. I still have mine.

10 And then what they would do is, on days when
11 there had been some fresh new snow or whatever, you can
12 just kind of count on there being a lot of people wanting
13 to go skiing, they would position policemen at the light,
14 the intersection on Wasatch Drive and 94th or 90th or
15 whatever it is, and also over here on Wasatch Boulevard.
16 I should say Wasatch Boulevard. Well, it's the
17 intersection of Wasatch Boulevard and Wasatch Boulevard.
18 So it's the intersection where you'll turn -- if you're
19 going south, you turn right to go to La Caille. So it's
20 that crazy intersection they're talking about right here.

21 And they would allow no one to go up as long
22 as the canyon was closed, it wasn't open yet, unless they
23 had the resident pass. And they also would post those
24 electronic signs, like down at 90th and 20th East in a --
25 I think there's, like, a Walgreens or something -- in a

1 parking lot and it would say Little Cottonwood Canyon
2 closed, no skiers yet -- or I don't know how they worded
3 it, but the skiers could not go up until it said the
4 canyon was open. They would have one on Wasatch
5 Boulevard the other direction, Wasatch and Bengal, too,
6 that said the same thing.

7 So the cars with skiers in them were not
8 allowed to come on -- I mean, they couldn't just come
9 like they are now and just parking. I mean, they're
10 parking in a lane waiting for the canyon to open. So
11 it's not even moving. And then, you know, from both
12 directions, it comes to that "T," and then they have to
13 feed in, which is fine, but there is a solution, they
14 just need to follow through with it because it's really
15 hard. So that's it. That's my complaint or whatever.

16 MR. LONG: Randy Long, 8610 Kings Hill Drive
17 in Cottonwood Heights, (801) 733-9367. I'm not really in
18 favor of doing with this intersection. I think that
19 because Wasatch Boulevard -- well, State Road 210 needs
20 to be stopped completely. Otherwise, what's going to
21 happen down here is you're not going to be able to get
22 out of there at all. Same with on Kings Hill Drive.
23 They need to reconstruct Kings Hills Drive to right turn
24 only anyway. The way it is now is -- it used to be that
25 in the beginning. For some reason, they took it out so

1 you can't turn left there. Again, that should be right
2 turn only there, as it is even. Head that way because
3 these guys are not going to have a stoplight anymore.
4 It's going to be harder than heck for anybody to get out
5 of here, Golden Hills Avenue. Therefore, I don't -- I
6 just don't think we need to have anything down there.
7 Besides, it will be wasting money, too.

8 I think there are other intersections that I
9 think needing things done with them, are not getting it.
10 Like the one at the mouth of Little Cottonwood Canyon,
11 that could be a red light or a possible roundabout. That
12 way, it would still keep traffic flowing pretty good and
13 that would control it better, too. Because I've had to
14 cross that intersection a few times -- I mean, walk
15 across that intersection a few times and that's hard to
16 do. You know, from that parking lot to that little
17 quarry trail in there, that's hard. Walking across that
18 intersection, it's hard to do. So again, I think it
19 could be a roundabout or something like that. Or even
20 that's not real important, though.

21 But again, that turn may be too sharp. I
22 don't know. The right turn onto Wasatch Boulevard, it's
23 maybe too sharp the way you got it there. Because you're
24 on Wasatch Boulevard and you're going to stay on Wasatch
25 Boulevard and a lot of people won't understand, but they

1 won't even think this is Wasatch Boulevard (FA-2074). I
2 mean, you've got where you go down to I-215 now. You got
3 that way there. And I've even met -- even talked to some
4 people that don't even think that's Wasatch Boulevard
5 beyond that there now. So you might have that problem.

6 And also like on 94th South and Wasatch
7 Boulevard, you've got a red light there and you got just
8 -- probably just as many people go that way as go that
9 way, as go to Wasatch Boulevard, State Road 210.

10 And also the mouth of Big Cottonwood Canyon,
11 you got a similar thing there. Because that canyon has
12 just as many avalanches as Little Cottonwood does or just
13 about as many, anyway, and you got the thing there. You
14 got a red light there. So that's not free-flowing
15 either. So you know, I just don't think we need to do
16 anything.

17 And the problem with -- well, with state
18 road, that's Big Cottonwood, you can't -- well, I don't
19 want anything done with that intersection either. I
20 think that's the next thing they have in mind and I'm not
21 one bit in favor of that. That's where you make a left
22 turn. You go up the street a ways and do a U-ie and then
23 make a right turn. Like you got Minuteman Drive there on
24 -- or 123rd South Minuteman Drive there in Draper.
25 You've also got 62nd South Redwood Road. You've also got

1 every intersection on Bangerter Highway over the ones
2 that are exiting. So no, I'm not in favor of that at
3 all. Those are just absolute messes, every one them. I
4 think every one is just an accident waiting to happen.
5 You guys say you're trying to avoid accidents, I don't
6 think you are sometimes. Thank you anyway.

7 MR. WEAVER: Drew Weaver, (801) 942-0688,
8 2743 Ksel Drive, Granite. I'm adamantly opposed to how
9 this is reconfigured because I'm losing the free right
10 turn at the traditional speeds. The engineer said we'd
11 maintain the free right, but it's going to slow down so
12 much and there is so much traffic on SR-210 that it will
13 back up traffic dramatically at rush hour in the morning
14 and rush hour in the evening. They've had this for -- I
15 don't know how many years. Hang on.

16 My suggestion is to make this an island and
17 maintain the free right at the same angle it exists
18 today. To create an island leaving the southbound free
19 right in essentially its current location. They can do
20 this. I drive Danish Road three times a week and I have
21 never had a problem getting in and out. So the argument
22 that they're changing this to allow people onto Danish
23 Road to get in and out is not valid. I guess, thank you.

24 We love this area because of the rural nature
25 and we want to preserve the rural nature of this area of

1 the valley, and these types of changes turn it more into
2 a city and we lose the rural-looking feel of our home.

3 (This public comment segment ended at 7:08 p.m.)

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C E R T I F I C A T E

STATE OF UTAH)
 : ss.
COUNTY OF SALT LAKE)

THIS IS TO CERTIFY that the foregoing transcript was taken down stenographically by me, ROSSANN J. MORGAN, Registered Professional Reporter, Certified Shorthand Reporter in and for the State of Utah.

That the proceedings, or requested portions, were reported by me in Stenotype and thereafter caused by me to be transcribed into typewriting, and that a full, true and correct transcription of said testimony so taken and transcribed to the best of my ability as set forth in the foregoing pages.

I further certify that I am not of kin or otherwise associated with any of the parties to said cause of action, and that I am not interested in the event thereof.

WITNESS MY HAND at Salt Lake City, Utah, this 25th day of April, 2017.


ROSSANN J. MORGAN, CSR, RPR

License No.:
4948384-7801

SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: 04/12/2017

Name: John NAZZARO Representing: _____

Mailing Address: 8730 Russell Park Road, Cottonwood Heights 84121

Email: nottamo@aol.com Phone: _____

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor
 Other _____

What are your comments regarding the proposed improvements?

-Not allowing traffic to stop somewhere near the fire station with this new proposal, Golden Hills, Russell Park Road, Daneborg and Kings Hill Drive will be impossible to navigate.

Do you have any additional comments for the project team?

-Put a light in at Russell Park Road or at the fire house where there is a light when the alarm goes off for a fire or emergency. This will give the above named streets a fair chance.

SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form

SR-210 at Wasatch Blvd.
IMPROVED
Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: 4/12/2017
Name: Don Lokof Representing: Solo

Mailing Address: 8973 Kings Hill Dr
Email: DonLokof@jhsd.com Phone: 801 942-1137

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor
 Other _____

What are your comments regarding the proposed improvements?

o It's a waste of money - still wait help.
o Still won't be able to get out of Golden Hills on-
to Wasatch Blvd.
o still taking your life in your hands when trying to
make a left hand turn off wasatch Blvd. on to
Golden hills.
o Can't see the yellow lines in the winter time when
snow is on the ground.

Do you have any additional comments for the project team?

o watch out for the bikers coming thru!

SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form

SR-210 at Wasatch Blvd.
IMPROVED
Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: APRIL 12, 2017
Name: Cody HANSON Representing: My family
Mailing Address: 3263 English way, Cottonwood Heights, UT 84093
Email: COLAYNEHANSON@GMAIL.COM Phone: 801-942-5231

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor
 Other _____

What are your comments regarding the proposed improvements?

ALTHOUGH THE WILLINGNESS TO IMPROVE THIS INTERSECTION, BUT THE PLAN THAT HAS BEEN PRESENTED ADD'S MORE ISSUES FOR LOCAL RESIDENCE THAN IT DOES TO HELP TRAFFIC FLOW. GOING NORTH BOUND ON WASATCH BLVD. THE STOP LIGHT HELPED THE ACCESS POINTS FOR THE NEIGHBOR EAST OF WASATCH HAVE A WINDOW TO GET IN AND OUT OF THE NEIGHBORHOOD. BY MAKING NORTH BOUND FREE FLOWING WITH NO LIGHT THERE WILL BE NO TRAFFIC CONTROL ALLOWING FOR WINDOWS TO PULL IN AND OUT OF. THE CLOSEST LIGHT IS 3 MILES AWAY. THE ONE WAY EXIT ON SUTTON WAY MAKES SNOW REMOVAL HARD TO GETTING ACCESS HARD OFF OF DANISH RD. ALSO TURNING LEFT OFF SR-210 TO DANISH RD IS GOING TO BE IMPOSSIBLE.

Do you have any additional comments for the project team?

PLEASE LISTEN TO THE LOCAL RESIDENCE AND NOT PEOPLE WHO DON'T LIVE IN THE AREA. I KNOW EVERYONE CAN NOT BE HAPPY BUT PLEASE TAKE TIME AND LISTEN. THERE IS NO NEED TO HURRY'S MORE INPUT WILL HELP A LOT

SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: 4-12-17

Name: Sarah Maulden Representing: _____

Mailing Address: 8916 Sutton Way

Email: edbdmouse@yahoo.com Phone: _____

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor
- Other _____

What are your comments regarding the proposed improvements?

- I'm concerned it will make it more difficult to turn left from Danish Rd. onto Wasatch, and vice versa
- Please consider finishing/repairing the sidewalk on Wasatch between Sutton Way + Greenhills Dr.
- Please look at the duration of the stoplights (in all directions) at Wasatch + Wasatch + adjust for time of day / traffic
- sometimes also the light does not "sense" when cars are backed up on Wasatch ^(turning left) going North - the front car may not trigger it and the light takes forever to change
- Consider a Red light for cars to turn right onto Wasatch (heading south) so people can turn left onto Danish.

Do you have any additional comments for the project team?

**SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form**

SR-210 at Wasatch Blvd.
IMPROVED
Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: 4/12/17

Name: Zhiheng Liu Representing: _____

Mailing Address: 1918 Rich Way

Email: liuzhiheng@gmail.com Phone: _____

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor
 Other _____

What are your comments regarding the proposed improvements?

I really like the idea of free-flowing north-bound traffic out of the LCC.

I ~~fully~~ support this proposal.

I hope we can make ~~the~~ left turn to ~~the~~ South bound Wasatch Blvd, though.

Do you have any additional comments for the project team?

SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form

SR-210 at Wasatch Blvd.
IMPROVED
Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: 4/12/17

Name: Randy Long

Representing: myself

Mailing Address: 8610 Kings Hill Drive, City Creek, 84121,

Email: none

Phone: (801) 733-9367

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor
- Other _____

What are your comments regarding the proposed improvements?

Leave intersection as it is, but restrict the Kings Hill Drive -
Wasatch Boulevard to "right turn only" from Kings Hill Drive with
sign and an island.

Do you have any additional comments for the project team?

Sixty-second south east of I. 215, (S.R. 190), should have "slower
traffic use flasher signs.

**SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form**

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: April 12, 2017
Name: Kevan King Representing: owner/self
Mailing Address: 9018 S. 3605 E Cottonwood Heights, UT 84093
Email: kevan.king7@gmail.com Phone: 310-580-5305

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor
 Other _____

What are your comments regarding the proposed improvements?

Currently: SR-210 going north allows NO left (west) turn onto Wasatch Blvd (FA2074).

Proposed: SR-210 going south will add a left turn lane onto Alpen Way.

Suggestion: 1. No left turn lane onto Alpen Way, its not necessary & wasteful.
2. Instead, allow left turns onto Wasatch Blvd (FA-2074) from SR-210. Add an arrow (for left turn) to the existing stop light, you can adjust the timing, depending on rush hours. This would ease the bottleneck after wasatch Blvd (right turns from SR-210 going south toward Le Caille); and, eliminate the need to U-Turn going north on SR-210.

Do you have any additional comments for the project team?

**SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form**

SR-210 at Wasatch Blvd.
IMPROVED
Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: 4/12/17
Name: Chris Johnson Representing: My Family
Mailing Address: 3260 English Way Cottonwood Utah 84093
Email: rock29ster@gmail.com Phone: 801 941-3560

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor
 Other _____

What are your comments regarding the proposed improvements?

First off my concerns with the new intersection merging you are going to have a lot of accidents. None of the people here from Utah or out of state let you in. There are areas of concern where are you going to put the snow in certain areas. I feel as well people coming in from Golden Hills are going to have a hard time getting into there subdivisions. As well coming off Wasatch & down the hill ^{Danish} I find it difficult cause the driver coming opposite direction wants ~~not~~ me not to come down Danish Rd.

Do you have any additional comments for the project team?

Please review & revise to make it a bit better.

SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form

SR-210 at Wasatch Blvd.
IMPROVED
Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: 4/12/17
Name: Leslie Nazzaro Representing: _____

Mailing Address: 8730 Russell Park Rd.

Email: nazzaro2@gmail.com Phone: 801-699-7466

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor
 Other Son

What are your comments regarding the proposed improvements?

It is already next to impossible to make a left hand turn onto Wasatch during rush hour in morning and evening. It took 10 minutes to turn left onto Wasatch today to come to this meeting. I feel this will only get worse with this proposal. Russell Park Rd, Danborg and Kings Hill Drive cannot make left hand turns - Very congested and Kings Hill Drive is just plain dangerous just about any time of day.

Do you have any additional comments for the project team?

I donot feel that I got a straight answer as to who benefits from this. My personal feeling is that this is to the benefit of the housing development near LaCaille.

**SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form**

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: 4/12/17

Name: RICHARD ABBOTT

Representing: HOMEOWNER

Mailing Address: 8874 KINGS HILL DR.

Email: DICKABB@EARTHLINK.NET

Phone: 801-943-0370

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor
 Other _____

What are your comments regarding the proposed improvements?

DOES NOT SOLVE PROBLEM OF RESIDENTS EAST OF WASATCH BLVD ENTERING
ONTO SOUTHBOUND WASATCH BLVD IN MORNING COMMUTE AND EVENING COMMUTE.
DURING SKI SEASON AT EVENING COMMUTE IS WORSE THAN CURRENT SITUATION.
EMERGENCY ACCESS WITH FREE FLOW NORTH BOUND WOULD BE VERY HAZARDOUS.
TO ACCESS A STOP LIGHT FROM MY HOUSE TO WASATCH BLVD SOUTHBOUND REQUIRES
AN ADDITIONAL 3 MILE TRIP,

Do you have any additional comments for the project team?

DID YOU DO ANY STUDIES OF TRAFFIC FLOWS WITH ADDITIONAL 170 UNIT SUB-DIVISION
CURRENTLY UNDER CONSTRUCTION NEAR LE CAILLE RESTAURANT

SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form

SR-210 at Wasatch Blvd.
IMPROVED
Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: 4-12-17
Name: Nancy Ortiz Representing: Self
Mailing Address: 8776 Blue Jay Lane, Cottonwood Heights, UT 84121
Email: sun_914@yahoo.com Phone: 801-942-0489

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor
 Other _____

What are your comments regarding the proposed improvements?

perhaps a flashing red/yellow light at the intersection
of Golden Hills and wasatch blvd could be erected so
that cars coming out of the Golden Hills area can
trigger the flashing light to turn red (from yellow)
so that we can get out of our development.
Also, Golden Hills is a UTA bus route and busses
will have a hard time turning east onto Golden Hills at
peak traffic hours.

Do you have any additional comments for the project team?

Take your time, listen to public comments and
together we can find an alternate solution.

**SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form**

SR-210 at Wasatch Blvd.
IMPROVED
Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: 4/12/17
Name: John Karg Representing: self
Mailing Address: 8528 Daneborg Dr., Cottonwood Hght
Email: jhkarg@comcast.net Phone: 801 554 2900

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor
 Other _____

What are your comments regarding the proposed improvements?

From our perspective, coming out of Daneborg Drive to go north on Wasatch will be much more difficult because there will no longer be a light at this intersection to create gaps in north-bound traffic to enter ~~the~~ Wasatch going north.

Also, in conjunction with this, I am hoping that you will widen Wasatch Blvd to allow for much wider bike lanes - or better yet, a "recreation path" further off of the road.
Also - reduce the speed limit on Wasatch please!

Do you have any additional comments for the project team?

Unrelated to this, regarding the light on Wasatch Blvd at the intersection of Millrock Drive, please consider a traffic-sensitive flashing yellow left turn arrow signal so that when there is no, or little traffic you can cautiously turn left. Thus, traffic would move better and we would pollute less because of less idling!

**SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form**

SR-210 at Wasatch Blvd.
IMPROVED
Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: 4/12/17
Name: Ken Kiss Representing: Self

Mailing Address: 8805 Blue Jay Ln
Email: kenkiss@xmission.com Phone: 801 949 4076

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor
 Other _____

What are your comments regarding the proposed improvements?

Love it - needed to happen long ago. Biggest concern is making
① or ② turn from Golden Hills onto Wasatch. If road is
completely uncontrolled it will be impossible to use that access
for 3-4 hrs (2:30pm → 5:00pm) on nearly any winter day -
especially weekends. There has to be a way out of the
Golden Hills neighborhood. Already can't get to Golden Hills
in the morning on a snow day.

Sensing control @ Golden Hills to trigger short red light for NB Wasatch?

Do you have any additional comments for the project team?

Thanks!!

**SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form**

SR-210 at Wasatch Blvd.
IMPROVED
Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: 4/12/17

Name: Hubert Wang Representing: Self

Mailing Address: 8776 Blue Jay Ln

Email: hubiewang1@yahoo.com Phone: 801-842-1388

How did you hear about tonight's meeting?

Mailed Postcard Project Flier Social Media Friend/Neighbor

Other _____

What are your comments regarding the proposed improvements?

I don't consider this an improvement!
removing the light in Northbound lanes
at SR 210 + Wasatch Blvd will impact
the intersection at Golden hills + Wasatch.
The merge will force traffic into southbound
turning lane which is all ready a problem!
This is a serious safety consideration.

Do you have any additional comments for the project team?

SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form

SR-210 at Wasatch Blvd.
IMPROVED
Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: 04-12-17

Name: Heidi + Jim Fairchild Representing: _____

Mailing Address: 3649 Capstone Ave

Email: heidi.fairchild@teleconnational.com Phone: 801-680-1377

Jim@fairchild-creative.com 801-205-1520

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor
- Other _____

What are your comments regarding the proposed improvements?

I believe the free flowing lanes will help the movement of traffic however there is a light by the fire station that backs up as well and with the free flow of traffic how ~~that~~ will a backup be mitigated there? As it is, at busy times it takes a very long time to get through that light especially in a left turn scenario (headed north)

Do you have any additional comments for the project team?

SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: April 12 2017
Name: LeeAnn Ehrhart Representing: _____

Mailing Address: 8795 Kings Hill Dr Cottonwood Heights UT
Email: devilcat_ani@yahoo.com Phone: 801 944 4516

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor
 Other City Website

What are your comments regarding the proposed improvements?

Overall I think it is fine. I'm concerned that I won't be able to get out on Golden Hills (left or right) when northbound traffic doesn't stop. It also doesn't address uphill traffic which is a bigger problem in my opinion.

Do you have any additional comments for the project team?

SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form

SR-210 at Wasatch Blvd.
IMPROVED
Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: 4/12/17
Name: Russ Harmer & BARB Harmer Representing: Jeannie Harmer
Mailing Address: 3569 Kings Hill Cir.
Email: russharmer48@gmail.com Phone: 801-942-0076

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor
 Other Next door

What are your comments regarding the proposed improvements?

1. Good Start
2. Need to improve access to Greenhill drive. Need to give this street a turn lane.
3. High-T is a great solution for this location.
4. ~~CHS~~ MUST improve patrolling for SPEED!!
5. Would like to have seen what is being done of the new subdivision for roads ~~to~~ access to Wasatch.
6. Do not agree with no stop light for north bound traffic on Wasatch. - For Golden Hills & Kings Hill Dr, traffic going North will not have a break in the flow of cars, will not be able to get out on Wasatch.

Do you have any additional comments for the project team?

How are bike riders going to be protected for getting hit?
How are we going to get out of King Hills going North?

**SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form**

SR-210 at Wasatch Blvd.
IMPROVED
Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: 4-12-17
Name: RICHARD SAURER Representing: SELF-RESIDENT
Mailing Address: 8754 ALPEN WAY, C.H.C, UT. 84121
Email: JUDERF@XMISSION.COM Phone: 801-943-0141

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor
 Other C.H.C. COUNCIL MEMBER

What are your comments regarding the proposed improvements?

- 1.) THIS WILL INCREASE SPEEDS ON NORTH BD. WASATCH; ALREADY IT IS TOO HIGH @ 50 MPH.; 40 MPH (AS POSTED AT FIRE STATION & KINGS HILL) IS BETTER.
- 2.) SAFETY IS COMPROMISED AT HIGHER SPEEDS AT INTERSECTION W/ ALPEN WAY
- 3.) NOISE WILL BE MUCH GREATER THAN CURRENTLY EXPERIENCED.
SOME NOISE ABATEMENT MEASURES SHOULD BE INCORPORATED! (EVEN THOUGH THIS IS NOT A TYPE I PROJECT!) ie. SOUND WALLS, PLANTINGS, MEDIANS ETC.
- 4.) SPEED-LIMITING MEASURES SHOULD BE INCLUDED IN THIS PROJECT FOR SAFETY & NOISE CONSIDERATION.
- 5.) INCREASE ENFORCEMENT OF PRESENT & NEW SPEED & NOISE LIMITS!

Do you have any additional comments for the project team?

I SUGGEST A SURVEY OF RESIDENCE OWNERS ON BOTH SIDES OF WASATCH BLYD. (FROM 8600 S. & SOUTH TO 8900 S.) TO ADDRESS ISSUES OF SAFETY, NOISE & HIGHER SPEEDS ASSOCIATED WITH THIS PROPOSAL.

THANKYOU - R/Saurer

**SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form**

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: 4/12/2017
Name: RONALD SCHWARTZ Representing: SELF

Mailing Address: 8791 S. BLUE JAY LANE
Email: RSchwartz²⁹³@gmail.com Phone: 208 301 4530

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor
 Other _____

What are your comments regarding the proposed improvements?

From my home, I travel from 4-6 times per week on Wasatch Blvd
either north or south. My usual access point is intersection of
Golden Hills Ave and ~~Wasatch~~ Wasatch. I am concerned that with the
continuous flow lane of wasatch N-bound traffic, I will not be
able to get onto Wasatch in case of emergency such as hospital need.
I request that the intersection be widened at intersection of Wasatch
and Golden Hills to permit better, safer access to Wasatch N or S bound.

Do you have any additional comments for the project team?

SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: 4/12/17
Name: LOZRINE SMITH Representing: _____

Mailing Address: 3668 E. GOLDEN HILLS Ave

Email: raingar94@gmail.com Phone: 801-944-7318

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor
 Other _____

What are your comments regarding the proposed improvements?

Taking northbound light out @ corner of
LCC Rd & Wasatch will impact Golden Hills/
Top of the World neighborhood by increasing
traffic without our ability to access
wasatch Ave during high traffic times, going
north or south.
@ turn lane into Golden Hills needs to be
re-aligned secondary to northbound traffic
not being considerate of road lines.

Do you have any additional comments for the project team?

SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form

SR-210 at Wasatch Blvd.
IMPROVED
Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: 4-12-15
Name: Sydney Stoddard Representing: _____

Mailing Address: _____

Email: _____ Phone: _____

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor
 Other _____

What are your comments regarding the proposed improvements?

PLEASE make the road wider at Golden Hills so the traffic South bound traffic trying to turn left onto Golden Hills do not have head on traffic coming at them. It is very dangerous - the No bound vehicles do not follow the lines and go ~~into~~ into the left turn lane.

Do you have any additional comments for the project team?

Thanks for having this open house - it was very informative

SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form

SR-210 at Wasatch Blvd.
IMPROVED
Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: 4/12/17
Name: Cathy Miller Representing: Self
Mailing Address: 8819 S Blue Jay Ln
Email: millercba@aol.com Phone: 801 733 4563

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor
 Other _____

What are your comments regarding the proposed improvements?

① happy that the turn lane @ golden hills is being enlarged. I turn there and am often ~~at~~ required to honk at NB traffic who creep into the turn lane.
② my concern re the ~~at~~ NB lane of SR210 is that there is no traffic signal. It is already difficult enough turning left from Golden Hills onto Wasatch, and this will only make the traffic even more non-stop. There are no alternatives to be able to reach SB

Do you have any additional comments for the project team?

Wasatch from Golden Hills ~~when~~ when the traffic is heavy. I can only imagine SB rush hour combined w/ NB Ski resort traffic (plus the added homes being built) Guess we will need a light at some point.

Good luck



**SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form**

SR-210 at Wasatch Blvd.
IMPROVED
Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: 4-12-17
Name: Tod Young Representing: _____

Mailing Address: 3260 E. Wasatch Pines Ln Granite UT 84092-4212

Email: tod.young7@xmission.com Phone: 801-205-4265

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor

Other UDOT email to Granite Community Council

What are your comments regarding the proposed improvements?

Better post that 35 mph speed limit well prior to this intersection from all directions, especially on the North-bound 210.

Do you have any additional comments for the project team?



Amalia Deslis <adeslis@utah.gov>

SR-210 at Wasatch project

Jeff Wade <jeffdwade@hotmail.com>
To: Amalia Deslis <adeslis@utah.gov>

Mon, Apr 17, 2017 at 10:25 AM

Hi Amalia, it was nice meeting you last week at the school to review the SR-210 project. In talking with additional neighbors this last weekend it appears the only real way to make left or right turns off Greenhill's, Sutton, or Danish is to put a metered light at Danish or on SR-210 to allow sufficient time to get on or off Wasatch, and we don't even have the additional 300-400 cars from the new subdivision on the road yet!

Thanks, Jeff

From: Jeff Wade
Sent: Wednesday, April 12, 2017 12:05 PM
To: Amalia Deslis <adeslis@utah.gov>
Cc: ptang@utah.gov
Subject: RE: SR-210 at Wasatch project

[Quoted text hidden]



Amalia Deslis <adeslis@utah.gov>

SR 210 @ Wasatch Dr.

m jones <mj11111@yahoo.com>
Reply-To: m jones <mj11111@yahoo.com>
To: "adeslis@utah.gov" <adeslis@utah.gov>

Wed, Apr 19, 2017 at 3:55 PM

Amalia,

As a resident of the Golden Hills subdivision on the east side of Wasatch Drive I am very concerned about the planned changes to the above intersection. The direct lane of traffic from Little Cottonwood Canyon will make it extremely difficult for residents in this neighborhood to get across Wasatch Drive at peak traffic periods.

Already, it is very difficult at rush hours to make left turns from Golden Hills Ave. to go south on Wasatch Dr. Without the traffic light to break the northbound traffic on SR 210 or Wasatch Dr, the turn will be virtually impossible.

In addition, it is challenging to turn left from southbound Wasatch onto Golden Hills Ave due to the volume of traffic. I have almost been hit head-on too many times by cars veering into the left turn lane at Golden Hills. The planned changes with the direct lane of traffic from SR 210 will effectively cut off this entrance to the neighborhood.

Please consider the impact that this will have on the residents and emergency vehicles into and out of our neighborhood. Is it too late to make any changes?

Thank you for your time.

Gigi Jones
Home [801-930-5116](tel:801-930-5116)
Cell [801-425-1839](tel:801-425-1839)

**SR-210 at Wasatch Blvd.
Public Open House – April 12, 2017
Comment Form**

SR-210 at Wasatch Blvd.
IMPROVED
Little Cottonwood Canyon Rd. (SR-210)
and Wasatch Blvd. Intersection

Please complete this comment form and leave it in the designated basket. You can also mail the completed form using the address on the reverse side of this form.

Date: 4/24/17
Name: Jacqueline UMcGill Representing: myself; my family
Mailing Address: 9087 Green Hills Dr Cottonwood Hts 84093
Email: bike.gal@live.com Phone: 801-209-7570

How did you hear about tonight's meeting?

- Mailed Postcard Project Flier Social Media Friend/Neighbor
 Other _____

What are your comments regarding the proposed improvements?

I would like to see then center lane extend to
Green Hills. The roadway seems wide enough already and
would assist tremendously in making left hand turn
from Green Hills onto Wasatch. During rush hours in the
am : pm left turns are very difficult and dangerous.

Do you have any additional comments for the project team?



Amalia Deslis <adeslis@utah.gov>

concerns re SR-210 at Wasatch Blvd

1 message

LeeAnn Ehrhart <devilcat_ani@yahoo.com>
Reply-To: LeeAnn Ehrhart <devilcat_ani@yahoo.com>
To: "adeslis@utah.gov" <adeslis@utah.gov>

Tue, Apr 25, 2017 at 12:20 PM

Hi Amalia,

My name is LeeAnn Ehrhart and I live in the Golden Hills Neighborhood. I attended the open house for the new intersection at SR-210 at Wasatch Blvd and since that time have a couple of concerns regarding the changes.

My primary concern is that the new, non-stop flow of northbound traffic coming down the canyon will make it extremely difficult to enter or exit our neighborhood during peak times (usually weekends from 4-6 pm). The current light stops traffic long enough that we can get on or across the road and even with the light it can be a frustratingly long wait.

Another concern I have is the safety of the left hand turn lane from Wasatch to Golden Hills Ave. The current set-up requires the northbound traffic to jog slightly to the right to make room for southbound traffic to turn left. It is not clearly marked and many cars continue straight, driving into this left hand turn lane. The proposed changes will have the two northbound lanes merging at the same point there is this slight jog to the right. I don't want this to become a dangerous situation and hope it will be better marked.

Thank you for hearing my concerns.

LeeAnn

SR-210 at Wasatch Comment Response Table

Date	Name	What are your comments regarding the proposed improvements?	Do you have any additional comments for the project team?	Response to Comment
4/12/2017	Richard Abbott	Does not solve problem of residents east of Wasatch Blvd. entering onto southbound Wasatch Blvd. in morning commute and evening commute. During ski season at evening commute is worse than current situation. Emergency access with free flow northbound would be very hazardous. To access a stop light from my house to Wasatch Blvd. southbound requires an additional 3 mile trip.	Did you do any studies of traffic flows with additional 170 unit subdivision currently under construction near La Caille restaurant.	Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.
4/12/2017	Chris Burke	<p>My first one is, I love the whole design and I really want it to go through. My only question is, is my address going to change? Our address is Wasatch Boulevard, but it looks like Danish Road. And now Wasatch Boulevard is going to go -- I mean, we're not even near it, yet our address is Wasatch Boulevard. I'm just wondering if we're going to keep that address. So I'm 8942, so it's the house south of me and the two houses north of me. Those four houses. I just wondered. It might be confusing. It's already sort of confusing, but it will be even more confusing. I don't care really myself, I'm just wondering.</p> <p>MRS. BURKE: It just means changing some things.</p> <p>MR. BURKE: The main is, I love your design. Please do it.</p> <p>MRS. BURKE: I'm his wife. I do have a voice of my own, but I agree.</p>		The project team will coordinate with Cottonwood Heights on this matter and follow-up directly with you.
4/12/2017	Richard Cook	<p>The proposed change is an improvement to the old road connectivity. The transition from a 45-degree angle to a 90-degree angle is good. The allowance of the northbound traffic to continue north unimpeded by the light is good. The Sutton Way solution of a right turn only is advantageous to the overall traffic flow, but a disadvantage to those that live on Sutton Way. It feels like that is livable with their additional access along Danish Road, back to Wasatch Boulevard.</p> <p>The concern that still remains for all intersections, secondary arterial roads that feed onto Wasatch Boulevard south of 210 is that the free-flow of traffic from the southbound 210 and Wasatch traffic corridor does not allow gaps in the traffic, especially during peak traffic hours. A 90-degree intersection would naturally solve this problem if the traffic light required a stop for southbound traffic turning onto Wasatch Boulevard.</p> <p>Although, the traffic study and intent of the engineers want to have less stops and impediments to the southbound traffic coming from 210 to Wasatch Boulevard an acceptable compromise that would allow for gaps, but not impede the traffic much would be to make the southbound traffic turning right from 210 onto Wasatch Boulevard participate in a traditional "right-hand turn" at a 90-degree intersection.</p> <p>This could still be a no-stop turn, but requiring them to slow down to, say, 20 miles per hour and speeding up after the turn to the speed limit, creating gaps between those who have turned the corner, thus speeding up, and those who are still turning at 20 miles an hour.</p> <p>This creation of the gap solves the left-hand turns from Greenhills Drive and future Giverny Parkway and Big Rock Subdivision. That simple solution, making the right-hand turn from 210 to Wasatch Boulevard at a traditional "90-degree turn" without stopping would create those gaps.</p> <p>The additional cuing created by the new design for this same right-hand turn almost doubled the size at 450 additional feet from the existing 400 feet of cuing would solve any worry of residual buildup from the slowing down of that 90-degree turn.</p> <p>My request is to further study and consider the correct and most optimum degree of right-hand turn for those traveling southbound from 210, turning right onto Wasatch Boulevard, for the benefit of those who need to turn northward from Greenhills, Giverny, and Big Rock Subdivision. My intent with this is specifically to alleviate the pressure of those access roads onto Wasatch, turning northward, without reducing the pressure of southbound traffic from Wasatch onto Wasatch Boulevard at peak hours. I look forward to a response.</p>		Since the public open house held on April 12, 2017, the project team has considered all of the comments received. The design of the southbound right turn from SR-210 to Wasatch Blvd. is changing significantly and this movement will be a sharper turn. This is expected to slow down the vehicles and will include signage to encourage the motorists to slow down. This is expected to improve the gaps in traffic for motorists south of the SR-210 Wasatch Blvd. intersection.
4/12/2017	Keri Graybill	<p>These are my concerns. So one concern is snow removal on Sutton Way. So snowplows will not be able to enter Sutton Way from the east entrance. They'll have to come up from Danish. So where will the snow be pushed to?</p> <p>Another concern is exiting Sutton on the Wasatch end. It only provides a south exit. Is there any way they can open that for a left exit, heading north?</p> <p>Then this is another concern. Heading south [sic] -- from Sandy on Wasatch Boulevard, my concern is the new left-hand turn that makes me go down Danish to turn back up onto Sutton to come back to my house. The reason I have a concern is that, the "suicide lane" they called it over there, is going to back up from Little Cottonwood Road, the light out there, all the way back out towards Sandy. It already backs up now and we will never be able -- even though they say "keep clear," we will never be able to turn into or onto -- into Danish or onto Wasatch from there. It's going to be impossible.</p> <p>So my other concern is, I've been told from tonight, that there's not going to be a light for the new Giverny Subdivision. Without a light there, there's going to be traffic backed up both ways, people trying to get in and get out. And so people stopped to turn in, that's going to back up traffic. And then people trying to get out, the opposite is going to happen. The traffic will be backing up in the neighborhood. I don't know that that really causes a big problem, but neighborhood traffic will also increase because of that. I think that's it.</p> <p>I do have one more. Is it possible for us to -- I'll just say what I want to say -- so if I'm heading north, to turn left to come in? I'm only the second house down on Sutton.</p>		<p>UDOT has coordinated with Cottonwood Heights City throughout this project. It is expected that snow removal will be completed by accessing Sutton Way from Danish Rd.</p> <p>A left turn out of Sutton Way will be a restricted turning movement because of the close proximity of the new intersection just to the north.</p> <p>The project team has taken into account the expected traffic volumes on Wasatch Blvd. heading north on SR-210.</p> <p>Please contact Cottonwood Heights City regarding a request for a traffic signal at the new development on Wasatch Blvd.</p>
4/12/2017	Jo Clay	<p>That's my house right there. You can see it. The first thing is, I used to teach middle school. And when they were doing local projects like this in the area, the Department of Transportation reached out to the public schools and my kids were always involved in the conception part. And it was a great opportunity for them to be able to learn some civics and learn about the process, plus they gave valuable feedback to the planners during the planning stage so that they consider some things that they might not think of, because kids see things a little differently than engineers and most of the time they made suggestions that were very low cost, but really made it safer for kids and for pedestrians. So I'd like to really encourage them to reach out to the public schools to involve kids in some of this process. Great job training, great everything, and it didn't cost very much money.</p> <p>Second thing is, I am very, very concerned with this nonstop northbound lane. Because right now, where we live, we rely on traffic stopping here at the intersection of Wasatch Boulevard and Little Cottonwood Road, that intersection right there. Right now, we rely on that stoplight to be able to exit from our house, from Golden Hills. And if we go up to Alpen Way, if this is hard, we can count on this, but with this nonstop traffic here, we'll never get out. And if we go down to Kings Hill, if this traffic is slowing, there's no stopping and so we'll never get out, and that's a really big problem and it's a safety concern for us if we need to go to the doctor or if there's a medical emergency or whatever, we can't through, and there's no exits with this nonstop traffic on the northbound. And so I'm really concerned about that.</p> <p>The other concern that I have is, currently, traffic that's going north on Wasatch Boulevard past Golden Hills Avenue, that traffic cuts this painted line here and enters into the intersection where there's a left turn here going south, and this does not alleviate that problem and, right now, it's dangerous because it's fairly narrow and they're constantly cutting it. If that could be widened so that there was more room for them just to be able to continue going straight and right now there is a little bit of widening, but I think it needs to be more so that they don't clip -- so that over here they can go wider and the road follows that line. Right now, they just cut it. I hate to say medians because I think they have a tendency to be dangerous, but I'd just like to see the road wider there. The bike path is really, really narrow there and I'd like to see that just shoved over a little bit so that the traffic -- there's a little bit more room for traffic to be able to flow there, as long as they're doing this work here. But I'm very concerned about the nonstop flow going north. Right now, it's a huge problem turning left onto Wasatch from Golden Hills when the ski traffic is going up the hill.</p>		<p>Thank you for the suggestion to coordinate with school children on this and other projects. UDOT will incorporate this outreach when possible.</p> <p>Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.</p> <p>The project team is aware of the concern on SR-210 at Golden Hills Avenue. Modifications have been made to the design to add additional pavement in this area and shift the lanes to improve this location.</p>
4/12/2017	James Combs	I think the proposed changes are beneficial and that it will cut a lot of the collateral traffic that would normally pass through Sutton to get to Danish and to get to Creek Road, and then people that -- since it's only one way out, that it's going to be my neighbors and friends and relatives that come to visit on the street, not people just passing through. So I see just positive benefits. People that leave the subdivision, they've got an easy passage out. People that need to go on Danish, now they have their own little route. So I see it all as positive. I see it all as positive. I don't see any negatives to it at all.		Thank you for your comment.
4/12/2017	LeeAnn Ehrhart	Overall I think it is fine. I'm concerned that I won't be able to get out on Golden Hills (left or right) when northbound traffic doesn't stop. It also doesn't address uphill traffic which is a bigger problem in my opinion.		Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.
4/12/2017	Heidi Fairchild	I believe the free flowing lanes will help the movement of traffic however there is a light by the fire station that backs up as well and with the free flow of traffic how will a backup be mitigated there? As it is, at busy times it takes a very long time to get through that light especially in a left turn scenario (headed north)		The traffic signal at 3500 East is outside the scope of this project. Your concern will be passed on to the UDOT Traffic and Safety Division.

SR-210 at Wasatch Comment Response Table

Date	Name	What are your comments regarding the proposed improvements?	Do you have any additional comments for the project team?	Response to Comment
4/12/2017	Codey Hanson	Although the willingness to improve this intersection, but the plan that has been presented adds more issues for local residents than it does to help traffic flow. Going northbound on Wasatch Blvd. the stop light helped the access points for the neighbors East of Wasatch have a window to get in and out of the neighborhood. By making northbound free flowing with no lights there will be no traffic control allowing for windows to pull in and out of. The closest light is 3 miles away. The one way exit on Sutton Way makes snow removal hard and getting access hard off of Danish Rd. Also turning left off SR-210 to Danish Rd is going to be impossible.	Please listen to the local residents and not people who don't live in the area. I know everyone can not be happy but please take time and listen. There is no need to hurry! More input will help a lot.	Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete. The design of the southbound right turn from SR-210 to Wasatch Blvd. is changing significantly and this movement will be a sharper turn. This is expected to slow down the vehicles and will include signage to encourage the motorists to slow down. This is expected to improve the gaps in traffic for motorists south of the SR-210 Wasatch Blvd. intersection.
4/12/2017	Russ Harmer	1. Good start 2. Need to improve access to Greenhill drive. Need to give this street a turn lane. 3. High-T is a great solution for this location 4. CH MUST improve patrolling for SPEED!! 5. Would like to have seen what is being done at the new subdivision for roads & access to Wasatch. 6. Do not agree with no stop light for northbound traffic on Wasatch - for Golden Hills & Kings Hill Dr. traffic going north will not have a break in the flow of cars. Will not be able to get out on Wasatch.	How are bike riders going to be protected for getting hit? How are we going to get out of King Hills going north?	Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete. UDOT will pass along speeding concerns to Cottonwood Heights City.
4/12/2017	Chris Johnson	First off my concerns with the new intersection merging you are going to have accidents. None of the people here from Utah or out of state let you in. There are areas of concern where are you going to put the snow in certain areas. I feel as well people coming in from Golden Hills are going to have a hard time getting into their subdivision. As well coming off Wasatch & down the hill Danish Rd I find it difficult cause the driver coming opposite direction wants me to not come down Danish Rd.	Please review & revise to make it a bit better.	Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete. Snow storage is a consideration during the design process. The design of the southbound right turn from SR-210 to Wasatch Blvd. is changing significantly and this movement will be a sharper turn. This is expected to slow down the vehicles and will include signage to encourage the motorists to slow down. This is expected to improve the gaps in traffic for motorists south of the SR-210 Wasatch Blvd. intersection.
4/12/2017	John Karg	From our perspective, coming out of Daneborg Drive to go north on Wasatch will be much more difficult because there will no longer be a light at this intersection to create in northbound traffic to enter Wasatch going north. Also, in conjunction with this, I am hoping that you will widen Wasatch Blvd to allow for much wider bike lanes - or better yet, a "recreation path" further off of the road. Also - reduce the speed limit on Wasatch please!	Unrelated to this, regarding the light on Wasatch Blvd at the intersection of Millrock Drive, please consider a traffic-sensitive flashing yellow left turn arrow signal so that when there is no, or little traffic you can cautiously turn left. Thus, traffic would move better and we would pollute less because of less idling!	Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete. Widening SR-210 is not part of the scope of this project. It may be something that is considered in the future. Please visit http://www.udot.utah.gov/main/?p=100;pg:0:::1:T,V:207 , to learn more about planned future projects.
4/12/2017	Kevan King	Currently: Sr-210 going north allows no left (west) turn on Wasatch Blvd (FA2074). Proposed: SR-210 going south will add a left turn lane onto Alpen Way Suggestion: 1. No left turn onto Alpen Way, its not necessary& wasteful. 2. Instead, allow left turns onto Wasatch Blvd (FA-2074) from Sr-210 Add an arrow (for left turn) to the existing stop light. You can adjust the timing, depending on rush hours. This would ease the bottleneck after Wasatch Blvd (right turns from SR-210 going south toward LaCaille); and eliminate the need to U-turn going north on SR-210.		A left turn from SR-210 to Wasatch Blvd. is restricted today and will remain restricted with the intersection modification.
4/12/2017	Ken Kiss	Love it - needed to happen long ago. Biggest concern is making L or R turn from Golden Hills onto Wasatch. If Nbound is completely uncontrolled it will be impossible to use that access for 3-4 hours (2 or 3pm - 5-6pm) on nearly any winter day - especially weekends. There has to be a way out of the Golden Hills neighborhood. Already can't get to Golden Hills in the morning or a snow day. Sensing control at Golden Hills to trigger short Red Light for NB Wasatch?	Thanks!	Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.
4/12/2017	Dan Leroy	It's a waste of money - still won't help Still won't be able to get out of Golden Hills onto Wasatch Blvd. Still taking your life in your hands when trying to make a left hand turn off Wasatch Blvd. onto Golden Hills. Can't see the yellow lines in the winter time when snow is on the ground. Watch out for the bikers coming through!		Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.
4/12/2017	Zhiheng Liu	I really like the idea of free-flowing north bound traffic out of the LCC. I support this proposal. I hope we can make left turn to southbound Wasatch Blvd. though.		A left turn from SR-210 to Wasatch Blvd. is restricted today and will remain restricted with the intersection modification.
4/12/2017	Randy Long	Leave intersection as it is, [illegible word] restrict the King Hills Drive - Wasatch Blvd. to "right turn only" from King Hills Drive with signs and an island.	Sixty-Second south east of I-215, (SR-190 should have slower traffic use flasher signs	Thank you for your comment.
4/12/2017	Sarah Maulden	1. I'm concerned it will make it more difficult to turn left from Danish Rd. onto Wasatch, and vice versa 2. Please consider finishing/repairing the sidewalk on Wasatch between Sutton Way + Greenhills Dr. 3. Please look at the duration of the stoplight (in all directions) at Wasatch + Wasatch + adjust for time of day /traffic - sometimes also the light does not "sense" when cars are backed up on Wasatch turning left going north - the front car may not trigger it and the lights takes forever to change. 4. Consider a red light for cars to turn right onto Wasatch (heading south) so people can turn left onto Danish.		Thank you for your comment. The design of the southbound right turn from SR-210 to Wasatch Blvd. is changing significantly and this movement will be a sharper turn. This is expected to slow down the vehicles and will include signage to encourage the motorists to slow down. This is expected to improve the gaps in traffic for motorists south of the SR-210 Wasatch Blvd. intersection.
4/12/2017	Cathy Miller	1. Happy that the turn lane @ Golden Hills is being enlarged. I turn there and am often required to honk at NB traffic who creep into the turn lane. 2. My concerns are the NB lane of SR-210 is that there is no traffic signal. It is already difficult enough turning left from Golden Hills onto Wasatch, and this will only make the traffic even more non-stop. There are no alternatives to be able to reach SB	Wasatch from Golden Hills when the traffic is heavy. I can only imagine SB rush hour combined w/ NB ski resort traffic (plus the added homes being built) Guess we will need a light at some point. Good luck.	Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.
4/12/2017	Holly Moursal	So I already made the comment at city council, but I was just hoping that they could put a do-not-block-intersection sign here at Danish Road and FA-207 Wasatch Boulevard because it's really hard to get out of Danish Road when you have a lot of cars going south- or northbound. That would make it so I could still get out.		At the intersection of Danish Rd. and Wasatch Blvd. "Keep Clear" will be placed on the pavement and a sign will be placed asking motorists not to block the intersection.
4/12/2017	John Nazzaro	Not allowing traffic to stop somewhere near the fire station with this new proposal, Golden Hills, Russell Park Road, Doneborg and King Hills Drive will be impossible to navigate.	Put a light in at Russell Park Road or at the fire house where there is a light when the alarm goes off for a fire or emergency. This will give the above named streets a fair chance.	Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.

SR-210 at Wasatch Comment Response Table

Date	Name	What are your comments regarding the proposed improvements?	Do you have any additional comments for the project team?	Response to Comment
4/12/2017	Leslie Nazzaro	It is already next to impossible to make a left hand turn onto Wasatch during rush hour in the morning and evening. It took 10 minutes to turn left onto Wasatch today to come to this meeting. I feel this will only get worse with this proposal. Russell Park Rd., Daneborg and Kings hill Drive cannot make left hand turns - very congested and Kings Hill Drive is just plain dangerous just about any time of day.	I don't feel that I got a straight answer as to who benefits from this. My personal feeling is that this to the benefit of the housing development near LaCaille.	Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.
4/12/2017	Nancy Ortiz	Perhaps a flashing red/yellow light at the intersection of Golden Hills and Wasatch Blvd could be erected so that cars coming out of the Golden Hills area can trigger the flashing light to turn red (from yellow) so that we can get out of our development. Also, Golden Hills is a UTA bus route and busses will have a hard time turning east onto Golden Hills at peak traffic hours.	Take your time, listen to public comments and together we can find an alternate solution.	Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.
4/12/2017	Jackie Rankin	I'm just going to tell you first here. Driving north on SR-210, there should be a left-hand turn lane going west onto Wasatch Boulevard FA-2074. You need to eliminate the proposed left-hand turn lane on SR-210 going south onto Alpen Way. I just thought when I first saw that, I'm like, "Oh, my gosh, how awesome is that?" And I turn -- why would they -- I never see anybody turning onto there. Have you? Never see anybody. I've never seen anybody turn left there.		A left turn from SR-210 to Wasatch Blvd. is restricted today and will remain restricted with the intersection modification.
4/12/2017	Dade Rose	I would like Wasatch Boulevard, driving southward to where it comes to the intersection on the right-hand lane, get rid of the curve and have this turn be at a right angle. The reason for this is, that it will cause the traffic going south along Wasatch Boulevard to slow down. They won't be able to speed and break the speed limit the way drivers currently do and rocket down Wasatch Boulevard, causing problems for residents on Greenhills Drive, on Sutton Way, and further south in our new project called Giverny Parkway, as well as Big Rock Subdivision and other residences. This will allow homeowners exiting onto Wasatch from those streets that I just gave you to make an easier turn, an easier left-hand turn. It will also provide, essentially, gaps in the southbound traffic so that those turns may be made more safely. And let me say one other thing. The right-angle turn, so getting rid of the straight shot curve, that right-angle turn can either be without any stoplight or stop sign as currently provided so long as it's at a right angle or if traffic engineers believe it would be better to have a stop, it could have a stop with a light or a stop sign. That's up to the traffic engineers, but the right angle itself is critical.		The design of the southbound right turn from SR-210 to Wasatch Blvd. is changing significantly and this movement will be a sharper turn. This is expected to slow down the vehicles and will include signage to encourage the motorists to slow down. This is expected to improve the gaps in traffic for motorists south of the SR-210 Wasatch Blvd. intersection.
4/12/2017	Richard Saurer	<ol style="list-style-type: none"> 1. This will increase speeds on northbound Wasatch; already it is too high at 50 mph; 40 mph (as posted at fire station & Kings Hill) is better. 2. Safety is compromised at higher speeds at intersection w/Alpen Way 3. Noise will be much greater than currently experienced. Some noise abatement measures should be incorporated! (Even though this is not a type I project!) ie - sound wall, plantings, medians. 4. Speed-limiting measures should be included in this project for safety & noise consideration. 5. Increase enforcement of present & new speed & noise limits! 	I suggest a survey of residence owners on BOTH sides of Wasatch Blvd. (from 8600 S. to 8900 S) to address issues of safety. Noise and higher speeds associated with this proposal. Thank you.	<p>Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.</p> <p>UDOT will pass along speeding concerns to Cottonwood Heights City.</p>
4/12/2017	Ronald Schwartz	From my home, I travel from 4-6 times per week on Wasatch Blvd. either north or south. My usual access point is intersection of Golden Hills Ave and Wasatch. I am concerned that with the continuous flow lane of Wasatch N-bound traffic, I will not be able to get onto Wasatch in case of emergency such as hospital need. I request that the intersection be widened at intersection of Wasatch and Golden Hills to permit better, safer access to Wasatch N or S bound.		<p>Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.</p> <p>The project team is aware of the concern on SR-210 at Golden Hills Avenue. Modifications have been made to the design to add additional pavement in this area and shift the lanes to improve this location.</p>
4/12/2017	Lorraine Smith	Taking northbound light out at corner of LCC rd and Wasatch will impact Golden Hills/Top of the world neighborhood by increasing traffic without our ability to access Wasatch Ave during high traffic times, going north or south. L turn lane into Golden Hills needs to be re-aligned secondary to northbound traffic not being considerate of road lines.		Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.
4/12/2017	Sydney Stoddard	PLEASE make the road wider at Golden hills so the southbound traffic trying to turn left onto Golden Hills do not have head on traffic coming at them. It is very dangerous - the northbound vehicles do not follow the lines and go into the left turn lane.	Thanks for having this open house - it was very informative	The project team is aware of the concern on SR-210 at Golden Hills Avenue. Modifications have been made to the design to add additional pavement in this area and shift the lanes to improve this location.
4/12/2017	Tee Tyler	<p>[Tee Tyler - Part 1]</p> <p>I'm city council for this district. Tee Tyler, (801) 870-2072, 7950 South Mountain Oakes Drive, Cottonwood Heights. So a sound wall is kind of 50/50. People want it because they know it will knock sound out, but it's like there's a negative.</p> <p>MR. SAURER: That's true.</p> <p>MR. TYLER: So we're trying to think of what maybe could be, foliage or -- I don't know.</p> <p>MR. SAURER: I have seen some noise abatement in other parts of the country where they use medians. In fact, it's similar to when you're going southbound on Wasatch, past 9400 South, where all those planting are between there. That helps to ameliorate noise considerably.</p> <p>MR. TYLER: Anyway, something to think about. The other thing, to me, this is about a five-year effort on my part personally because -- by the way, I live about right there, above Wasatch. Bengal Boulevard. 7950 South Mountain Oakes Drive, Cottonwood Heights. Last year, UDOT repaved and restriped Bengal Boulevard to this intersection of Wasatch Boulevard and Little Cottonwood Road. They repaved it.</p> <p>MR. SAURER: They did. They didn't widen it, though.</p> <p>MR. TYLER: I was told 5.1 million dollars. A little bit of money. They didn't widen it. No widening. And if you think the cars per day, which are primarily Sandy residents going to work, Sandy residents coming home -- I don't know what it is, but I've been told it's over 30,000 a day.</p> <p>MR. SAURER: When you said that, I've calculated. That's right.</p> <p>MR. TYLER: Am I pretty close?</p> <p>MR. SAURER: You are.</p> <p>MR. TYLER: And what I've been told is, that gets to the level of warranting not a two-lane road. It warrants a four-lane road. I would love to see that. Because I think people that live where he lives, Alpen Way -- see, I have a semaphore light. It allows me to get out many, many days. There's that much traffic. The other three intersections south of me don't have a light.</p> <p>MR. SAURER: They don't. And people who live in some of those spots can't really get out.</p> <p>MR. TYLER: So there's no light at Alpen Way, no light at Golden Hills Avenue, no light at Kings Hill. This one, by the fact it's south of the commuter traffic, when often takes this right-hand turn and goes to Sandy is less -- a little bit better. A little bit better. This one is horrible. Golden Hills is so difficult to ingress, egress. Very difficult ingress and egress.</p> <p>MR. SAURER: And dangerous. I was pointing out to her this left-turn lane is almost hidden because of the rise that's right there. I've pulled three people out of this ditch because of that.</p> <p>MR. TYLER: But see, that's not, to me, that long to widen because -- what would it be two miles?</p> <p>MR. SAURER: Not even two miles.</p>		Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.

SR-210 at Wasatch Comment Response Table

Date	Name	What are your comments regarding the proposed improvements?	Do you have any additional comments for the project team?	Response to Comment
4/12/2017	Tee Tyler	<p>[Tee Tyler - Part 2] MR. TYLER: Because see, what it would it do is, give us more space for ingress, egress, more room for a massive commuter -- the 30,000 cars a day. Because when you get to that intersection, other than skiers, they go to Sandy. They don't take this road. This goes to the canyon.</p> <p>MR. SAURER: Yep, exactly right. And more chance for noise abatement or plantings and things, if you take Tee's suggestion of widening it to four lane.</p> <p>MR. TYLER: That's it. We're real glad that it's still -- this is a real positive. We're real glad that it continues to be a no-stop, continuous-flow right turn at the new intersection, whatever you're calling this.</p> <p>MR. SAURER: It's SR201 and Wasatch Boulevard.</p> <p>MR. TYLER: See, this is already a continuous flow, but you're making a little bit sharper turn but it's still no light. If you put a light here, you'd have cars going back to the freeway. There's that much traffic every night. Every night.</p> <p>MR. SAURER: Tee, you can answer a question for me. I see a little red line. Is that indicating a stoplight?</p> <p>MR. TYLER: I saw that too and I don't know. (Court reporter interrupted.)</p> <p>MR. SAURER: But my question is, does that apply to this northbound exiting out of the canyon?</p> <p>MR. TYLER: I thought this was continuous flow out of the canyon. So who are we stopping there?</p> <p>MR. SAURER: I don't understand it because they don't allow a left-turn lane.</p> <p>MR. TYLER: Oh, maybe it's for anybody wanting to go here from here, left.</p> <p>MR. SAURER: I'll bet you're right. Yeah. Because this looks like a median or a berm or something and so they could --</p> <p>MR. TYLER: That would make sense. If they're wanting to go here, they're usually just going down the other side.</p> <p>MR. SAURER: That's right. I've done that too, when it's been stuck. (Representative interrupted.)</p>		Thank you for your comments.
4/12/2017	Hubert Wang	I don't consider this an improvement! Removing the light northbound lanes at Sr-210 + Wasatch Blvd. will impact the intersection at Golden hills + Wasatch. The merge will force traffic into southbound turning lane which is already a problem! This is a serious safety consideration.		Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.
4/12/2017	Hubert Wang	<p>So my comment is, is that having free-flow through the intersection where they were proposing removing the light. It's the Alpen Way intersection. It's going to create a dangerous situation because you have this turn lane here, you have a double lane coming down here, these guys are flowing here, the people who are turning from Wasatch Boulevard, so they're running parallel here and you come down to this intersection here at Golden Hills. So this is going to impact the Golden Hills intersection because it's going to force traffic out into the southbound lane, particularly into the eastbound turning lane, which is already a problem. So this is going to exacerbate this problem.</p> <p>And my understanding is, is that this is because -- be it their concern about traffic backing up in the canyon during the winter months when there may be an avalanche hazard. So it's been my experience -- and I drive that road in the winter probably 80, 90 times a year -- is that when the traffic is backing up in the canyon coming down in the evening, coming out of the canyon, that the backup is predominantly caused at the intersection by the electric sign. Once you're past, you're somewhat west of that intersection, the traffic's already moving freely and that this light at Wasatch Boulevard and State Road 210 has very little impact on the up canyon congestion. I mean, I live in this neighborhood and I drive these intersections we're discussing hundreds of times a year. So I feel I have a pretty good understanding.</p>		<p>Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.</p> <p>The project team is aware of the concern on SR-210 at Golden Hills Avenue. Modifications have been made to the design to add additional pavement in this area and shift the lanes to improve this location.</p>
4/12/2017	Drew Weaver	<p>I'm adamantly opposed to how this is reconfigured because I'm losing the free right turn at the traditional speeds. The engineer said we'd maintain the free right, but it's going to slow down so much and there is so much traffic on SR-210 that it will back up traffic dramatically at rush hour in the morning and rush hour in the evening. They've had this for -- I don't know how many years. Hang on.</p> <p>My suggestion is to make this an island and maintain the free right at the same angle it exists today. To create an island leaving the southbound free right in essentially its current location. They can do this. I drive Danish Road three times a week and I have never had a problem getting in and out. So the argument that they're changing this to allow people onto Danish Road to get in and out is not valid. I guess, thank you.</p> <p>We love this area because of the rural nature and we want to preserve the rural nature of this area of the valley, and these types of changes turn it more into a city and we lose the rural-looking feel of our home.</p>		<p>Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.</p> <p>The design of the southbound right turn from SR-210 to Wasatch Blvd. is changing significantly and this movement will be a sharper turn. This is expected to slow down the vehicles and will include signage to encourage the motorists to slow down. This is expected to improve the gaps in traffic for motorists south of the SR-210 Wasatch Blvd. intersection.</p>
4/12/2017	Tod Young	Better post that 35 mph speed limit well prior to this intersection from all directions, especially on the northbound 210		Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.
4/25/2017	LeeAnn Ehrhart	<p>Hi Amalia,</p> <p>My name is LeeAnn Ehrhart and I live in the Golden Hills Neighborhood. I attended the open house for the new intersection at SR-210 at Wasatch Blvd and since that time have a couple of concerns regarding the changes.</p> <p>My primary concern is that the new, non-stop flow of northbound traffic coming down the canyon will make it extremely difficult to enter or exit our neighborhood during peak times (usually weekends from 4-6 pm). The current light stops traffic long enough that we can get on or across the road and even with the light it can be a frustratingly long wait.</p> <p>Another concern I have is the safety of the left hand turn lane from Wasatch to Golden Hills Ave. The current set-up requires the northbound traffic to jog slightly to the right to make room for southbound traffic to turn left. It is not clearly marked and many cars continue straight, driving into this left hand turn lane. The proposed changes will have the two northbound lanes merging at the same point there is this slight jog to the right. I don't want this to become a dangerous situation and hope it will be better marked.</p> <p>Thank you for hearing my concerns.</p>		<p>Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.</p> <p>The project team is aware of the concern on SR-210 at Golden Hills Avenue. Modifications have been made to the design to add additional pavement in this area and shift the lanes to improve this location.</p>

SR-210 at Wasatch Comment Response Table

Date	Name	What are your comments regarding the proposed improvements?	Do you have any additional comments for the project team?	Response to Comment
4/19/2017	Gigi Jones	<p>As a resident of the Golden Hills subdivision on the east side of Wasatch Drive I am very concerned about the planned changes to the above intersection. The direct lane of traffic from Little Cottonwood Canyon will make it extremely difficult for residents in this neighborhood to get across Wasatch Drive at peak traffic periods.</p> <p>Already, it is very difficult at rush hours to make left turns from Golden Hills Ave. to go south on Wasatch Dr. Without the traffic light to break the northbound traffic on SR 210 or Wasatch Dr, the turn will be virtually impossible.</p> <p>In addition, it is challenging to turn left from southbound Wasatch onto Golden Hills Ave due to the volume of traffic. I have almost been hit head-on too many times by cars veering into the left turn lane at Golden Hills. The planned changes with the direct lane of traffic from SR 210 will effectively cut off this entrance to the neighborhood.</p> <p>Please consider the impact that this will have on the residents and emergency vehicles into and out of our neighborhood. Is it too late to make any changes?</p> <p>Thank you for your time.</p>		<p>Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.</p> <p>The project team is aware of the concern on SR-210 at Golden Hills Avenue. Modifications have been made to the design to add additional pavement in this area and shift the lanes to improve this location.</p>
4/12/2017	Janie LeRoy	<p>Well, to start with, my first concern -- and I've been to -- my first concern would be -- so this right here, Golden Hills Avenue. When you pull over into this left-turn lane to enter into Golden Hills off of Wasatch, you turn right in front -- you pull right into the lane of all this traffic coming down from the ski areas that are going about 50 miles an hour and you're pulling right in in front of them. And if it's snowing, so they don't see the lines or they're tired from skiing or they're not paying attention or they've been drinking, this is a suicide lane right here.</p> <p>The other thing, then, is this entrance. They're putting an entrance lane into here -- so let me just talk to you before you write it. (Discussion held off the record.) They're putting an exit onto the south end of Alpen Way, which just feeds you right back to Golden Hills Avenue and Wasatch Boulevard, and it feeds you right back here and then you're stuck.</p> <p>There's people that live here with little children and you've got all this traffic. There's no reason for people to want to turn in here and come -- because you don't want to go up here because you're further into the ski traffic. I mean, you'd rather turn in down here (Golden Hills) than up here (Alpen Way).</p> <p>Yeah, this doesn't serve a purpose. The top end of Alpen Way, it doesn't serve any purpose to feed people in that way, because people are wanting to go this way, south up the canyon. So there's no reason for them to pull in here. And it makes it miserable for the people that live here, and then they're stuck here and they can't get out. Stuck at Golden Hills and can't get out.</p> <p>And so if you take the light away from here, from the intersection of Wasatch and Little Cottonwood Canyon, if you take that light away, the people will be going through faster than 50 when they get down here (Golden Hills). That's the only thing that slows you down and gives you any sort of a chance of getting out of that road (Golden Hills), is that light being there. If that light's gone, you'll never get out of there. I mean, it will just be a steady stream of traffic and they're going so fast and there's no way to -- I don't know. It's a waste.</p> <p>And this development that they're doing down here (Giverny), it's supposed to -- they've said that they'll have people -- 1,700 more cars on the road just because people leave probably twice a day. There will be 1,700 more cars on this road right here, Wasatch (FA-2074), and it doesn't solve any problems. I don't know.</p> <p>I mean, this traffic gets backed up clear to the freeway sometimes from where we are, clear up there. You can sit here for a couple hours on weekends waiting to get -- waiting, waiting, waiting to get up. And to me, taking that light out just makes the road more dangerous because they'll be going faster.</p>		<p>Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.</p> <p>The project team is aware of the concern on SR-210 at Golden Hills Avenue. Modifications have been made to the design to add additional pavement in this area and shift the lanes to improve this location.</p> <p>The project team has taken into account the expected traffic volumes on Wasatch Blvd. heading north on SR-210.</p>
4/12/2017	Randy Long	<p>I'm not really in favor of doing with this intersection. I think that because Wasatch Boulevard -- well, State Road 210 needs to be stopped completely. Otherwise, what's going to happen down here is you're not going to be able to get out of there at all. Same with on Kings Hill Drive. They need to reconstruct Kings Hills Drive to right turn only anyway. The way it is now is -- it used to be that in the beginning. For some reason, they took it out so you can't turn left there. Again, that should be right turn only there, as it is even. Head that way because these guys are not going to have a stoplight anymore. It's going to be harder than heck for anybody to get out of here, Golden Hills Avenue. Therefore, I don't -- I just don't think we need to have anything down there. Besides, it will be wasting money, too.</p> <p>I think there are other intersections that I think needing things done with them, are not getting it. Like the one at the mouth of Little Cottonwood Canyon, that could be a red light or a possible roundabout. That way, it would still keep traffic flowing pretty good and that would control it better, too. Because I've had to cross that intersection a few times -- I mean, walk across that intersection a few times and that's hard to do. You know, from that parking lot to that little quarry trail in there, that's hard. Walking across that intersection, it's hard to do. So again, I think it could be a roundabout or something like that. Or even that's not real important, though.</p> <p>But again, that turn may be too sharp. I don't know. The right turn onto Wasatch Boulevard, it's maybe too sharp the way you got it there. Because you're on Wasatch Boulevard and you're going to stay on Wasatch Boulevard and a lot of people won't understand, but they won't even think this is Wasatch Boulevard (FA-2074). I mean, you've got where you go down to I-215 now. You got that way there. And I've even met -- even talked to some people that don't even think that's Wasatch Boulevard beyond that there now. So you might have that problem. And also like on 94th South and Wasatch Boulevard, you've got a red light there and you got just -- probably just as many people go that way as go that way, as go to Wasatch Boulevard, State Road 210.</p> <p>And also the mouth of Big Cottonwood Canyon, you got a similar thing there. Because that canyon has just as many avalanches as Little Cottonwood does or just about as many, anyway, and you got the thing there. You got a red light there. So that's not free-flowing either. So you know, I just don't think we need to do anything.</p> <p>And the problem with -- well, with state road, that's Big Cottonwood, you can't -- well, I don't want anything done with that intersection either. I think that's the next thing they have in mind and I'm not one bit in favor of that. That's where you make a left turn. You go up the street a ways and do a U-ie and then make a right turn. Like you got Minuteman Drive there on -- or 123rd South Minuteman Drive there in Draper. You've also got 62nd South Redwood Road. You've also got every intersection on Bangerter Highway over the ones that are exiting. So no, I'm not in favor of that at all. Those are just absolute messes, every one them. I think every one is just an accident waiting to happen. You guys say you're trying to avoid accidents, I don't think you are sometimes. Thank you anyway.</p>		<p>Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.</p> <p>The design of the southbound right turn from SR-210 to Wasatch Blvd. is changing significantly and this movement will be a sharper turn. This is expected to slow down the vehicles and will include signage to encourage the motorists to slow down. This is expected to improve the gaps in traffic for motorists south of the SR-210 Wasatch Blvd. intersection.</p>
4/24/2017	Jacqueline m. McGill	<p>I would like to see the center lane extend to Green Hills. The roadway seems wide enough already and would assist tremendously in making left hand turn from Green Hills onto Wasatch. During rush hours in the am and pm left turn are very difficult and dangerous.</p>		<p>Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.</p> <p>Widening SR-210 is not part of the scope of this project. It may be something that is considered in the future. Please visit http://www.udot.utah.gov/main/?p=100;pg:0:::1:T,V:207, to learn more about planned future projects.</p>
4/12/2017	Pieter Mensink	<p>Well, right now, of course, I come in here to go to work. Out of Sutton Way onto Wasatch Boulevard is quite often already very difficult to merge into traffic in the morning going northbound. This here is a really short throw, from Danish onto Wasatch. So that is going to be, I think, a bottleneck. It's going to be really difficult to make this left turn and left to go north onto -- is this Wasatch here or is this Little Cottonwood Canyon? That's Wasatch. I don't have my glasses. So this is Cottonwood Canyon and this is Wasatch.</p> <p>So have they thought at all about merging these two here at this intersection, the Danish Road and Sutton Way, to make the left turn? So it goes straight here to merge these -- to go left onto Wasatch Boulevard. So to make an island kind of in the middle, so that Danish southbound merges with Sutton Way, to make the left turn onto Wasatch Boulevard. I just know that in the mornings it's really difficult to go left out of Danish or Sutton.</p> <p>Then I guess another question that I had is, once they close the ski canyons, cars are just parked on Wasatch Boulevard up the canyon. It creates absolute gridlock early in the morning when the canyons are closed before snowfall or anything like that. So it's just gridlock all the way to the 215 sometimes. It backs up all the way to the 215. And so something -- I don't know what could be done. It's hard when there's ski traffic and morning traffic all combined. It's hard to get out of these two streets, Sutton and Danish.</p>		<p>The design of the southbound right turn from SR-210 to Wasatch Blvd. is changing significantly and this movement will be a sharper turn. This is expected to slow down the vehicles and will include signage to encourage the motorists to slow down. This is expected to improve the gaps in traffic for motorists south of the SR-210 Wasatch Blvd. intersection.</p> <p>A left turn out of Sutton Way will be a restricted turning movement because of the close proximity of the new intersection just to the north.</p>

SR-210 at Wasatch Comment Response Table

Date	Name	What are your comments regarding the proposed improvements?	Do you have any additional comments for the project team?	Response to Comment
4/11/2017	John Nazzaro	<p>Amalia Deslis Andrews,</p> <p>I am a resident of the Top of the World neighborhood and recently learned about the project. It has always been difficult and very dangerous to pull out of Kings Hill Drive and 8350 East (opposing street) onto Wasatch. I'm concerned that with a constantly flowing northbound lane with the new Hi T intersection, it will be even worse. Is there a plan to install a traffic signal somewhere between the subject intersection and 3500 East?</p> <p>If not, it will be nearly impossible to enter Wasatch from Russell Park Road, Daneborg Drive, 8350 East Kings Hill Drive, and the Golden Hills Park. Kings Hill Drive and 8350 East is especially dangerous because Wasatch has a blind curve right where those two street intersect Wasatch and the opposing streets are slightly off set. I've seen numerous accidents at this location. Any info on this topic is appreciated.</p> <p>Thanks, John Nazzaro</p>		<p>Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.</p>
4/12/2017	Richard Olsen	<p>Our comment is that any given morning or any given night, trying to get across onto Wasatch Boulevard from where we live on Russell Park, there's no traffic light there. It's almost impossible. Almost impossible. We just have to take back routes through the neighborhood to get out anywhere. And our feeling is that there should be a traffic light there to allow that inflow and exit flow onto the boulevard at that point at Russell Park or somewhere down closer to the fire station.</p> <p>MRS. DEBRA OLSON: Where there's already a light there at the fire station.</p> <p>MR. OLSON: There's a light just past the fire station. So there ought to be a light south of the fire station. There's one north. There should one south. It's just impossible to get across that road, especially in the winter season when everybody is going up skiing, you know, at Alta and Snowbird.</p> <p>MRS. OLSON: The skiers won't let you out onto the highway.</p> <p>MR. OLSON: Then trying to get out at the end of the day, you have all the traffic that's coming back; the workers that want to filter through and go to Draper along there or to get over to 94th. It's just impossible to get across that road. So we look at that and just throw our hands up. We don't even want to get near there. There should be a traffic light there to allow the homeowners in that area the ability to get onto the Wasatch Boulevard SR-210. We are four-tenths of a mile, the first left turn coming past this intersection. Past the "Y," we're the first left-hand turn.</p> <p>MRS. OLSON: It's on the west side of the highway. The reality is the existing light at the fire station that comes on when the fire trucks need to come out, that could be a really good place because they already have a structure there for the light already, possibly. So that would probably be more of a topic onto that. I don't know.</p>		<p>Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.</p>
4/12/2017	Richard Saurer	<p>Here's where I live right there, so most of my critique is going to involve Golden Hills and what I have seen happen in the 46 years I've lived there. We moved here in 1970 when our street was this long. So I've seen lots of changes and this is going to impact those changes even more so, in my opinion.</p> <p>I would like to see the speed limit lessened and this will be through traffic coming down the canyon. I personally have clocked the traffic past my house at over 65 miles an hour many times. Even though it's labeled 50, I have a measured stretch that I have plotted out and it's in excess of 60. Sometimes more than that. Motorcycles especially that come out on the intersection of Wasatch and Little Cottonwood Road. The existing light that sits here, you can here them start and by the time they hit my house easily, they're 60 miles an hour. So number one, I'd like to see some consideration of lowering the speed limit, particularly to 40 miles an hour. Just a little bit north where the fire station is, it is 40, and I would like to see that at least on this stretch.</p> <p>Number two, with the higher speeds that will be experienced due to this through lane, there will be a higher noise level and I'd like to see some incorporation of consideration, noise abatement or plantings or something. I would be glad to even compromise my view that I have now with a sound wall or something that could be incorporated.</p> <p>Lastly, I'm concerned about the safety. Even though this turn lane is going to be slightly widened by the three feet or so at Golden Hills and Wasatch, there's a little bit of a rise that you can't see on this plot and people can't quite see cars sitting in this left-hand turn lane. There's a creek that you can see and that elevation going over the little bridge is just enough that people will turn into that turn lane if there's a car that's going to turn onto Golden Hills Avenue.</p> <p>There's a little rise right here and even though they're widening this, this left turn lane is sometimes hard to see. And people will especially turn over into this left turn lane onto Golden Hills Avenue. I personally have picked three cars out of this ditch over here because of this situation. It's a real safety issue. And that's most of my comments.</p> <p>The last thing I would suggest is perhaps a survey of property owners on the east side of Wasatch Boulevard and west side to get their feelings on noise abatement and speed, since we're affected directly from Little Cotton Road and Alpen Way to Golden Hills Avenue.</p>		<p>Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.</p> <p>The project team is aware of the concern on SR-210 at Golden Hills Avenue. Modifications have been made to the design to add additional pavement in this area and shift the lanes to improve this location.</p> <p>UDOT will pass along speeding concerns to Cottonwood Heights City.</p>
4/12/2017	Ron Schwartz	<p>I share the same concerns that Jo just brought up. And particularly for this intersection here where Golden Hills meets Wasatch Boulevard. We were told that it would be difficult to widen that because of utilities and a culvert. There is a culvert that passes just behind the last house on Golden Hills. A little bit south of Golden Hills Avenue, is where this culvert is, passing underneath Wasatch going west. And we were told that the culvert was one factor, because it was expensive to make it longer. So if you extended the culvert maybe ten to 12 feet on the east side, then you should be able to accommodate widening Wasatch Boulevard through this intersection of Golden Hills and Wasatch.</p> <p>MS. CLAY: Or even if you just widened it north of where that culvert is, that would get us through that intersection.</p>		<p>Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.</p> <p>The project team is aware of the concern on SR-210 at Golden Hills Avenue. Modifications have been made to the design to add additional pavement in this area and shift the lanes to improve this location.</p>

SR-210 at Wasatch Comment Response Table

Date	Name	What are your comments regarding the proposed improvements?	Do you have any additional comments for the project team?	Response to Comment
4/12/2017	Debbie Skeen	<p>So if you're coming up 90th/94th, you come to Wasatch Boulevard and then you continue going east and it will take you to the point where you go up Little Cottonwood Canyon. And then the other way to get up Little Cottonwood Canyon is if you're coming south along Wasatch Boulevard and then it goes up to the "V." The two roads meet right here, and then there's only one road to go up Little Cottonwood Canyon.</p> <p>So what happens on snow days -- snowy, snow days, we get traffic at a standstill on both roads going up Little Cottonwood Canyon. Skiers, snowboarders, bless them. I mean, that's fine. You don't have to put that in there, but it's a standstill. So we can get out of our neighborhood to go south or to go north or even west, but we cannot get back to our homes if we need to.</p> <p>The traffic will be lined up all the way down 90th South. Some days I've been in traffic some days, where it's backed up on Wasatch all the way back to the stoplight on Bengal Boulevard. So there is no way for us to get back to our homes unless we're waiting in line, which is sometimes over an hour. Of course, that's unsafe.</p> <p>This past year, this past winter has been really bad because we've had really good snow. And so two instance happened to me personally and I know other people in our neighborhood have had lots of other stories. But my father-in-law's funeral was on February 10th, I believe, if that's a Saturday. My husband left in the morning to go take care of some business, the road was fine. It was like 7:00 in the morning. Didn't even think about the traffic. He finishes his business, gets on 90th to come home and he can't get home. We almost missed his dad's funeral. And what he had to do finally was, put on his flashers and drive up the opposite lane of the road, hoping nobody would come. And that's the only way we made the funeral. We also had some school days this last winter -- I think that they were in February also. Might have been March, I'm not sure -- where the buses were not even able to get to the pickup places to pick up the school kids. So something has to be done and it's not a new problem. I mean, it's like this every year.</p> <p>And when we were part of the county, Salt Lake County, we had had several meetings with the police department and they had figured out this system where they gave everybody in that area, that was affected by those lines going up the canyon, a pass. A canyon pass, a resident pass. I still have mine.</p> <p>And then what they would do is, on days when there had been some fresh new snow or whatever, you can just kind of count on there being a lot of people wanting to go skiing, they would position policemen at the light, the intersection on Wasatch Drive and 94th or 90th or whatever it is, and also over here on Wasatch Boulevard. I should say Wasatch Boulevard. Well, it's the intersection of Wasatch Boulevard and Wasatch Boulevard. So it's the intersection where you'll turn -- if you're going south, you turn right to go to La Caille. So it's that crazy intersection they're talking about right here.</p> <p>And they would allow no one to go up as long as the canyon was closed, it wasn't open yet, unless they had the resident pass. And they also would post those electronic signs, like down at 90th and 20th East in a -- I think there's, like, a Walgreens or something -- in a parking lot and it would say Little Cottonwood Canyon closed, no skiers yet -- or I don't know how they worded it, but the skiers could not go up until it said the canyon was open. They would have one on Wasatch Boulevard the other direction, Wasatch and Bengal, too, that said the same thing.</p> <p>So the cars with skiers in them were not allowed to come on -- I mean, they couldn't just come like they are now and just parking. I mean, they're parking in a lane waiting for the canyon to open. So it's not even moving. And then, you know, from both directions, it comes to that "T," and then they have to feed in, which is fine, but there is a solution, they just need to follow through with it because it's really hard. So that's it. That's my complaint or whatever.</p>		Thank you for your comments.
4/12/2017	Lorraine Smith	<p>Concern number one is, traffic coming northbound off of Little Cottonwood Canyon Road during 5:00 in the evening when everybody is coming off the hill and there will not be, from what I'm understanding, a traffic light there any longer. And so what that's going to do, that's going to impact our ability to exit our home off of Golden Hills because it's already a hassle when people are coming down off the mountain. And the only thing that helps us is, if the light turns red, it stops them and gives us a little brief time to get ourselves out onto the road. And if traffic is coming south, then we're stuck if we have to turn left. So either way, we're going to be impacted. And I understand they were talking about there being an incident on the mountain with a possible avalanche. There's been two avalanches and they have had no impact on any of the people coming down that we could tell.</p> <p>The other concern is when we turn left onto Golden Hills going south, people coming towards us don't see that there's a little jog in the left turn lane and they will come straight at you and almost -- I've almost gotten hit head-on a few times because people are driving so fast and they're not paying attention to what's going on. At night, it's even worse. And if it's snowing, it's almost impossible. So that is one concern.</p> <p>And we have access to leave on -- I think it's on Kings Hill Road, which is further north, but same thing there. The traffic is heavy and there's also a curve to where it's hard to see anybody that's approaching around that corner and if they're coming fast, you can get hit. It's right by the fire department. That's it.</p>		<p>Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.</p> <p>The project team is aware of the concern on SR-210 at Golden Hills Avenue. Modifications have been made to the design to add additional pavement in this area and shift the lanes to improve this location.</p>
4/12/2017	Gary Smith	<p>My comment is that we've indicated that our left turn onto Golden Hills, off of southbound 210, is pretty precarious, and there's northbound traffic that encroaches over the yellow line. Encroaches where we're turning left onto Golden Hills, they're coming over and it's like sometimes you feel like they're going to run right into you head-on. So what we're trying to get at is that, is there some way to make that turn, our left turn onto Golden Hills more safe? And the only ideas that we've had is to widen the entire Wasatch or put some kind of barrier so that when we're turning left, that's right up against us that we can turn around and it will tend to make the people coming north on Wasatch stay in their lane. That's basically our -- everything else seems to be fine for me. I don't really care one way or the other, but that left turn onto Golden Hills Avenue is what we're concerned about and it needs to be addressed. Either put a stoplight there or you can put some kind of barrier in the middle so that the northbound traffic doesn't come over. That's my main concern.</p>		<p>Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.</p> <p>The project team is aware of the concern on SR-210 at Golden Hills Avenue. Modifications have been made to the design to add additional pavement in this area and shift the lanes to improve this location.</p>
4/12/2017	Joe Spataro	I'm excited for the project.		Thank you for your comment.
4/12/2017	Jeff Wade	<p>Hi Amalia, Thanks both of you for all the info. Looks good except it is still going to be very tough to make right or left turns from Sutton, Danish, or Greenhill's if there are no lights stopping south bound traffic turning on to Wasatch from SR-210. There needs to be a way to interrupt the traffic flow during morning and evening hours! Thanks, Jeff Wade</p>		<p>Since the public open house held on April 12, 2017, the project team has considered all of the comments received. A speed monitoring sign will be installed on SR-210 south of Alpen Way to encourage motorists to slow down and obey the speed limit. Openings in the traffic should be created as motorists are following the speed limit. This solution will be monitored by UDOT once construction is complete.</p>
4/17/2017	Jeff Wade	<p>Hi Amalia, it was nice meeting you last week at the school to review the SR-210 project. In talking with additional neighbors this last weekend it appears the only real way to make left or right turns off Greenhill's, Sutton, or Danish is to put a metered light at Danish or on SR-210 to allow sufficient time to get on or off Wasatch, and we don't even have the additional 300-400 cars from the new subdivision on the road yet! Thanks, Jeff</p>		Thank you for your comment.

D. Cultural and Paleo Clearance with Native American Consultation Letters



Cultural and Paleo Clearance with Tier 1 Screening Form

Federally funded projects classified as documented categorical exclusions are processed in accordance with *Memorandum of Understanding Between the Federal Highway Administration and the Utah Department of Transportation Concerning State of Utah's Participation in the Surface Transportation Project Delivery Program Pursuant to 23 USC §327* (executed January 17, 2017) by which the UDOT assumes responsibility, assigned by the FHWA, for ensuring compliance with Section 106 of the NHPA and with Section 4(f).

Pursuant to the *Second Amended Programmatic Agreement among the FHWA, the Utah SHPO, the ACHP, the USACE Sacramento District, and the UDOT Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah*, and the *Programmatic Agreement between the UDOT and the Utah SHPO Regarding Implementation of U.C.A. 9-8-404 for State Funded Transportation Projects in Utah*, UDOT has taken into account the effects of this undertaking on historic properties and has determined that the finding of effect is **No Historic Properties Affected**.

Pursuant to the *Memorandum of Understanding between the UDOT and the Utah Geological Survey Concerning Agency Responsibilities Pursuant to U.C.A. 79-3-508*, the UDOT has taken into account the effects of this undertaking on paleontological resources. If applicable, consultation letter from UGS is included in the environmental document.

PROJECT: PIN 14431—F-0210(25)2; SR-210 at Wasatch Drive, Salt Lake County

DATE: April 17, 2016

PREPARER: Jonathan Dugmore, M.A.A.; Region 2 Archaeologist

CONTACT: 385-414-2066, jdugmore@utah.gov

PROJECT STIPULATIONS

- 1) Clearance is contingent upon the contractor adhering to the proposed scope of work and remaining within cleared areas. **Notify Region Environmental of any scope changes.**
- 2) *UDOT Standard Specification 01355 Part 3.7, Environmental Clearances by Contractor*
- 3) *UDOT Standard Specification 01355 Part 3.8, Discovery of Historical Archaeological, or Paleontological Objects, Features, Sites or Human Remains. Notify Region Environmental immediately of any discoveries during construction.*

PROJECT DESCRIPTION

UDOT is proposing to reconfigure the existing skewed intersection of SR-210 and Wasatch Boulevard and install a signalized High-T. The High-T configuration will allow the NB SR-210 movement exiting Little Cottonwood Canyon to become free flowing. The project is located along SR-210 from approximate MP 1.9 to MP 2.6; along the SB leg of Wasatch Boulevard for approximately 0.20 miles; and on 8890 South for approximately 0.08 miles. The overall project length is approximately 1 mile (see exhibits in appendix). The project will include: placement of new pavement to accommodate the reconfigured lane design; installation of new traffic signals (i.e. foundations, poles, and mast arms and equipment systems), traffic detection, cameras, and Advanced Traffic Management System (ATMS) equipment; and drainage design modifications. The project would also include: installation of raised medians, traffic barrier, new pavement markings, signage, and delineators. This project will be completed within the existing Right-of-Way of UDOT and Cottonwood Heights City.

SCREENING PROCESS

Screened undertakings have the potential to affect historic properties, but have been determined by UDOT to require no further review or consultation under the Agreements. Screening may include any the following tasks and should be appropriate to the complexity, scale, and location of the undertaking. Documentation of the screening will be included in the project files, quarterly report submitted to SHPO, and environmental document.

Antiquities Project Number: N/A

Literature Review

- Class I literature search (date completed and by whom):
- Records review (i.e. UDSH, UDOT, BLM, etc.): Preservation Pro
- Project plans
- As-built project plans
- Aerial photographs: Google Earth
- Historic Maps:

- Topographic Maps:
- ROW/Ownership/Parcel Data:
- Other:

Description of search results: The search was confined to the project APE which consists of SR-210 from approximate MP 1.9 to MP 2.6; along the SB leg of Wasatch Boulevard for approximately 0.20 miles; and on 8890 South for approximately 0.08 miles. No cultural properties were identified at this time.

Field Review

- Pedestrian survey (Class III) (survey interval):
- Field review other than Class III (reconnaissance, windshield, etc.):
- Other:
- None

Description of survey results (If no field survey was conducted, explain why not):

No survey was conducted for this project since it is entirely within areas of surface ground disturbance. The potential for cultural resources in these areas is very low.

Supporting Documentation

Reports and/or forms generated from any cultural resource inventories shall be submitted quarterly to the Utah Division of State History (UDSH) for filing.

Title of report: N/A

Consultation

- Utah SHPO (including APE consultation):
- Certified Local Government (CLG):
- Tribes: See below
- State/Federal Agencies:
- Knowledgeable Informants:
- Other:
- None:

Description of consultation efforts (If no consultation was done, explain why not):

Native American consultation was initiated through letters sent to the Eastern Shoshone Tribe of the Wind River Reservation, Shoshone-Bannock Tribes, Paiute Indian Tribe of Utah, Northwestern Band of Shoshone Nation, Uintah and Ouray Ute Tribes, and the Skull Valley Band of Goshute Indians (sent March 16, 2017). In addition, notification was also sent to those tribes with whom UDOT has Section 106 Programmatic Agreements: Cedar Band of Paiutes and the Shivwits Band of Paiute Indian Tribe (March 16, 2017). To date, none of the tribes have responded to these notifications.

- Controversy based on historic preservation issues? If yes, consultation with SHPO and UDOT Central Environmental is required. Additional consultation with FHWA may be required.

Finding of Effect

The undertaking will result in the following finding of effect:

- No Historic Properties Affected: no cultural resources present
- No Historic Properties Affected: cultural resources present but none eligible
- No Historic Properties Affected: historic properties present, but are completely avoided by the undertaking and the potential for substantial indirect effects is very low

Description of impacts:

As no cultural resources are present in the APE, the UDOT has determined that this project will result in No Historic Properties Affected



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

Tribal Notification Form, Section 106 Consultation

Federally funded projects classified as documented categorical exclusions are processed in accordance with Memorandum of Understanding Between the Federal Highway Administration and the Utah Department of Transportation Concerning State of Utah's Participation in the Surface Transportation Project Delivery Program Pursuant to 23 USC §327 (executed January 17, 2017) by which the UDOT assumes responsibility, assigned by the FHWA, for ensuring compliance with Section 106 of the NHPA and with Section 4(f). This form is submitted on behalf of the FHWA. Direct government-to-government consultation can be conducted upon request.

This project is being conducted pursuant to the *Second Amended Programmatic Agreement among the FHWA, the Utah SHPO, the ACHP, the USACE Sacramento District, and the UDOT Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah*, and the *Programmatic Agreement between the UDOT and the Utah SHPO Regarding Implementation of U.C.A. 9-8-404 for State Funded Transportation Projects in Utah*.

UDOT Project: PIN 14431, F-0210(25)2, SR-210 at Wasatch Drive, Cottonwood Heights, Salt Lake County
Contact Name: Jonathan Dugmore Date: March 16, 2017
Address: 2010 South 2760 West, Salt Lake City, Utah 84104
Telephone: 385-414-2066 Email: jdugmore@utah.gov

Project Description: UDOT is proposing to reconfigure the existing skewed intersection of SR-210 and Wasatch Boulevard and install a signalized High-T. The High-T configuration will allow the NB SR-210 movement exiting Little Cottonwood Canyon to become free flowing. The project is located along SR-210 from approximate MP 1.9 to MP 2.6; along the SB leg of Wasatch Boulevard for approximately 0.20 miles; and on 8890 South for approximately 0.08 miles. The overall project length is approximately 1 mile (see exhibits in appendix). The project will include: placement of new pavement to accommodate the reconfigured lane design; installation of new traffic signals (i.e. foundations, poles, and mast arms and equipment systems), traffic detection, cameras, and Advanced Traffic Management System (ATMS) equipment; and drainage design modifications. The project would also include: installation of raised medians, traffic barrier, new pavement markings, signage, and delineators. This project will be completed within the existing Right-of-Way of UDOT and Cottonwood Heights City.

Archaeological Potential (Prehistoric or Historic Sites):

- Known prehistoric sites in the project area
- Known historic sites in the project area
- Likely to find prehistoric sites in the project area
- Likely to find historic sites in the project area
- Unlikely to find prehistoric sites in the project area
- Unlikely to find historic sites in the project area
- No expected ground disturbance
- Other:

Additional Information/Comments

Tribal Information

«AddressBlock»

Copies to:

Comments:

1. Do you wish to be a Section 106 consulting party on this project? Yes No Not Sure
2. If you do not wish to be a Section 106 consulting party, do you wish to continue to be involved in the development of this project? Yes No Not Sure
- Note:** If your answer is "Not Sure," UDOT will continue to provide information.
3. Are you aware of any traditional religious or culturally important places in or near the project area? Yes No Not Sure
4. If yes, can you share details about the place (e.g., location and other characteristics) and any concerns you may have? Yes No
5. Is this information sensitive? Yes No

Additional Comments:

Name of person completing this form, if different from above:

Signature:

Date:

Identical copies of the Project Notification Form sent to the following recipients:

Original to:	CC to:
Mr. Darwin St. Clair Jr., Chairman Eastern Shoshone Tribe of the Wind River Reservation P.O. Box 538/15 North Fork Rd Fort Washakie, WY 82514	Ms. Glenda Trosper, Director, Cultural Center Eastern Shoshone Tribe of the Wind River Reservation P.O. Box 538/15 North Fork Rd Fort Washakie, WY 82514
	Mr. Wilfred Ferris, THPO Eastern Shoshone Tribe of the Wind River Reservation P.O. Box 538/15 North Fork Rd Fort Washakie, WY 82514
Mr. Blaine Edmo, Chair Shoshone-Bannock Tribes of Fort Hall P.O. Box 306 Pima Drive Fort Hall, ID 83203	Ms. Carolyn Smith, Cultural Resource Director Shoshone-Bannock Tribes of Fort Hall P.O. Box 306 Pima Drive Fort Hall, ID 83203
Ms. Corrina Bow, Tribal Chairperson Paiute Indian Tribe of Utah 440 North Paiute Drive Cedar City, UT 84721	Ms. Dorena Martineau, Cultural Resources Manager Paiute Indian Tribe of Utah 440 North Paiute Drive Cedar City, UT 84721
Mr. Shane Warner, Chairman Northwestern Band of Shoshone Nation 707 North Main Street Brigham City, UT 84302	Ms. Patty Timbimboo-Madsen, Cultural Specialist Northwestern Band of Shoshone Nation 707 North Main Street Brigham City, UT 84302
Mr. Shaun Chapoose, Chairperson Ute Indian Tribe of the Uintah and Ouray Ute Indian Reservation P.O. Box 190 Fort Duchesne, UT 84026	Ms. Betsy Chapoose, Director, Cultural Rights and Protection Ute Indian Tribe of the Uintah and Ouray Ute Indian Reservation P.O. Box 190 Fort Duchesne, UT 84026
Ms. Candace Bear, Chairwoman Skull Valley Band of Goshute Indians P.O. Box 448 Grantsville, UT 84029	None

Original to:	CC to:	Email to:
Ms. Lora Tom, Band Chairwoman Cedar Band of Paiutes 4655 North Utah Trail Enoch, UT 84720	Ms. Vala Parashonts, Cultural Resources Representative Cedar Band of Paiutes 533 South 640 West Cedar City, UT 84721	lora.tom@ihs.gov (Lora Tom)
Ms. Jetta Wood, Band Chairwoman Shivwits Band of Paiute Indian Tribe of Utah 6060 West 3650 North Ivins, UT 84738	Ms. Shanan Anderson, Cultural Resource Director Shivwits Band of Paiute Indian Tribe of Utah 6060 West 3650 North Ivins, UT 84738	lomeli20034@aol.com martineau@shivwits.org
Mr. Virgil Johnson, Chairman Confederated Tribes of the Goshute Reservation P.O. BOX 6104 195 Tribal Center Rd. Ibapah, UT 84034	Ms. Mary Pete-Freeman, Cultural Resources Coordinator Confederated Tribes of the Goshute Reservation P.O. BOX 6104 195 Tribal Center Rd. Ibapah, UT 84034	virgilwjohanson@yahoo.com marypete@goshutetribe.com



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DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director



Tribal Notification Form, Section 106 Consultation

Federally funded projects classified as delegated categorical exclusions are processed in accordance with Stipulation II, Part A and Appendix B of the Memorandum of Understanding, State Assumption of Responsibility for Categorical Exclusions (23 USC §327), by which the UDOT assumes responsibility, assigned by the FHWA, for ensuring compliance with Section 106 of the NHPA and with Section 4(f). This form is submitted on behalf of the FHWA. Direct government-to-government consultation can be conducted upon request.

This project is being conducted pursuant to the Second Amended Programmatic Agreement among the FHWA, the Utah SHPO, the ACHP, the USACE Sacramento District, and the UDOT Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah, and the Programmatic Agreement between the UDOT and the Utah SHPO Regarding Implementation of U.C.A. 9-8-404 for State Funded Transportation Projects in Utah.

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- Unlikely to find prehistoric sites in the project area
- Unlikely to find historic sites in the project area
- No expected ground disturbance
- Other:

Additional Information/Comments

Tribal Information

Ms. Dorena Martineau
Paiute Indian Tribe of Utah
440 North Paiute Drive
Cedar City, UT 84721

Copies to:
Ms. Corrina Bow
Paiute Indian Tribe of Utah
440 North Paiute Drive
Cedar City, UT 84721

Comments:

1. Do you wish to be a Section 106 consulting party on this project? Yes No Not Sure
2. If you do not wish to be a Section 106 consulting party, do you wish to continue to be involved in the development of this project? Yes No Not Sure
- Note:** If your answer is "Not Sure," UDOT will continue to provide information.
3. Are you aware of any traditional religious or culturally important places in or near the project area? Yes No Not Sure
4. If yes, can you share details about the place (e.g., location and other characteristics) and any concerns you may have? Yes No
5. Is this information sensitive? Yes No

Additional Comments:

Name of person completing this form, if different from above:

Signature:

Date:

Dorena Martineau

4-6-2017

E. Wildlife Biologist Clearance

Memorandum



To: Craig Bown, Environmental Coordinator
UDOT, Region 2

From: Paul W. West, Wildlife/Wetlands Biologist
UDOT, Environmental Services

P.W.W.

Date: June 7, 2017

Re: F-0210(25)2 – SR-210 at Wasatch Drive Reconfigure Intersection Update, Salt Lake County (PIN 14431)

CC: Ashley Green – UDWR, Headquarters
Mark Farmer – UDWR, Central Region
Matt Howard – UDWR, Central Region
Lloyd Neeley – UDOT, Maintenance
File

Encl:

I understand that the Utah Department of Transportation (UDOT), is proposing to reconfigure the existing skewed intersection of SR-210 and Wasatch Boulevard and install a signalized High-T. The High-T configuration will allow the NB SR-210 movement exiting Little Cottonwood Canyon to become free flowing. The project is located along SR-210 from approximate M.P. 1.9 to 2.6; along the SB leg of Wasatch Boulevard for approximately 0.20 miles and on 8890 South for approximately 0.08 miles. The overall project length is approximately 1 mile (see exhibits in appendix). The project will include:

- placement of new pavement to accommodate the reconfigured lane design;
- installation of new traffic signals (i.e. foundations, poles, and mast arms and equipment systems), traffic detection, cameras, and Advanced Traffic Management System (ATMS) equipment; and,
- drainage design modifications.

The project would also include: installation of raised medians;

- traffic barrier;
- new pavement markings;
- signage; and,
- delineators.

This project will be completed within the existing Right-of-Way of UDOT and Cottonwood Heights City.

A review of the Utah Division of Wildlife Resources, Utah Natural Heritage Program (UDWR/UNHP) 2016 database, U.S. Fish and Wildlife Service IPaC and GIS shapefile data and recent aerial imagery indicates that no federally listed, threatened, endangered or candidate species or any critical habitat would be affected by this project.

In accordance with the U.S. Fish and Wildlife Service memo dated January 27, 2006, they do not issue concurrence letters for “no-effect” determinations. Therefore, this memo is being issued in-lieu of their concurrence for your environmental documentation.

In addition, I have evaluated the above-referenced project regarding Greater Sage Grouse (*Centrocercus urophasianus*) (GSG) as required by the Conservation Plan for Greater Sage-grouse MOU between UDWR and UDOT, and regarding migratory birds as required in the Migratory Bird Treaty Act of 1918 and the UDOT Environmental Manual of Instructions.

Based on the Greater Sage Grouse 2016 habitat mapping, and the UDWR/UNHP 2016 database, and it is my opinion that this project should not negatively affect Greater Sage Grouse or migratory birds.

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 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

If you have any questions, please call me at (801) 633-8747, or email me at paulwest@utah.gov.



Golden Hills Avenue

Danish Road

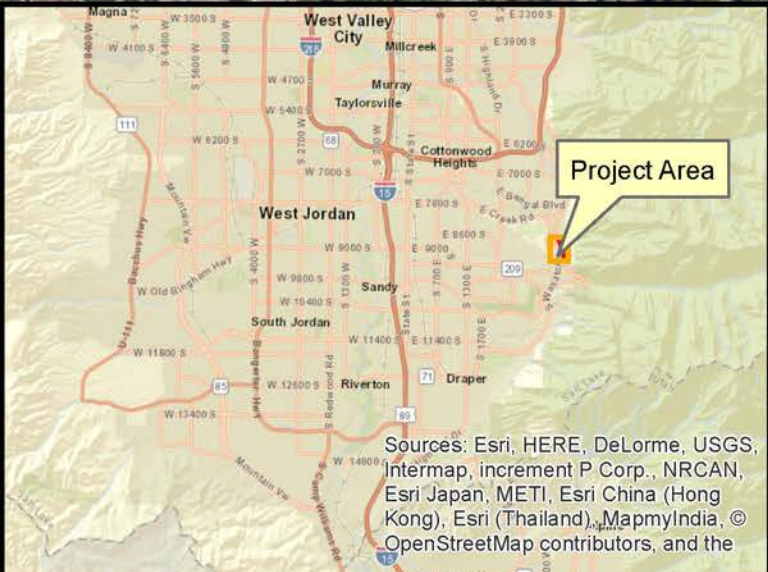
Sutton Way

210

Green Hills Road

Wasatch Boulevard

SR-210 at Wasatch Drive
F-0210(25)2
PIN: 14431



Project Area

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the

Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

F. Water Resource Clearance



Memorandum

Region 2 Environmental

Date: April 11, 2017

To: File

From: Craig Bown – Region 2 Environmental Manager

Re: Environmental Review for Invasive Species, Wetland and Water Resources

Project Name: SR-210 at Wasatch Drive

Project No: F-0210(25)2 PIN: 14431

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 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

Project Scope of Work

UDOT is proposing to reconfigure the existing skewed intersection of SR-210 and Wasatch Boulevard and install a signalized High-T. The High-T configuration will allow the NB SR-210 movement exiting Little Cottonwood Canyon to become free flowing. The project is located along SR-210 from approximate MP 1.9 to MP 2.6; along the SB leg of Wasatch Boulevard for approximately 0.20 miles; and on 8890 South for approximately 0.08 miles. The overall project length is approximately 1 mile (see exhibits in appendix). The project will include: placement of new pavement to accommodate the reconfigured lane design; installation of new traffic signals (i.e. foundations, poles, and mast arms and equipment systems), traffic detection, cameras, and Advanced Traffic Management System (ATMS) equipment; and drainage design modifications. The project would also include: installation of raised medians, traffic barrier, new pavement markings, signage, and delineators. This project will be completed within the existing Right-of-Way of UDOT and Cottonwood Heights City.

Invasive Species

The proposed project involves earthwork and grading activities that increase the potential to introduce or spread invasive weed species identified on the noxious weed list for the State of Utah and/or county list. Therefore, UDOT Special Provision Section 02924S INVASIVE WEED CONTROL is to be included in the bid set for this project. Best Management Practices (BMPs) to minimize the potential spread of invasive weed species are to be implemented.

Mitigation Commitments:

- 1. Include UDOT Special Provision Section 02924S NOXIOUS WEED CONTROL in the contract documents to require that all earthmoving construction equipment is properly cleaned before mobilizing onto the project site and avoiding unnecessary earth disturbance.**

Wetland and Water Resources

The project has been evaluated for potential wetlands and other Waters of the US (WoUS) regulated by US Army Corps of Engineers (USACE) and the State of Utah. To determine if WoUS are within the propose project area, a desktop evaluation was conducted using aerial imagery, US Fish and Wildlife Service National Wetlands Inventory (NWI) data, and the US Geological Survey (USGS) National Hydrography Dataset (NHD).

The results of the evaluation show no wetlands or Waters of the US are found within the project area. Additionally, the project would not impact any floodplains. However, this project is anticipated to impact over one acre of natural ground surface and will require a UPDES Construction General Permit.

Mitigation Commitments:

- 1. The Contractor will be required to complete remaining portions of the Storm Water Pollution Prevention Plan (SWPPP) prior to submitting the Notice of Intent (NOI). A draft version of the SWPPP will be provided to the contractor at the pre-construction meeting. The Contractor will submit the (NOI) to obtain a UPDES Permit No. UTRC00000 and implement and maintain SWPPP throughout the construction of the project.**