

# FREQUENTLY ASKED QUESTIONS

## CORRIDOR PLANNING STUDY

### 1. What were the results of the Corridor Planning Study?

- The Freeway with Frontage Roads concept performed the best based on preliminary evaluation of several possible transportation concepts and stakeholder outreach.

### 2. Why did UDOT recommend the Freeway with Frontage Roads concept?

- The Freeway with Frontage Roads concept best addresses congestion, accommodates transit, bike lane and trail improvements, minimizes impacts to existing properties and preserves access to existing developments.

### 3. Why were transportation improvements needed along S.R. 73?

- Eagle Mountain and the surrounding areas in northern Utah County are experiencing rapid growth that is expected to continue. This means more demand on the local transportation network.
- To address the anticipated travel demands, the Mountainland Association of Governments' Regional Transportation Plan (RTP) identified the need for this project between 2019 and 2030. This includes both the freeway widening and construction of the frontage roads.
- The Corridor Planning Study showed a need for a freeway in this area even sooner.

### 4. Why did UDOT conduct a preliminary Corridor Planning Study before the State Environmental Study (SES)?

- As the S.R. 73 area is experiencing rapid development, UDOT, Eagle Mountain and other stakeholders needed to start as early as possible to preserve land for an appropriate corridor.
- The Corridor Planning Study helped UDOT work with stakeholders early to prevent, where possible, property development that could be in the path of a future project.
- In addition, the preliminary study helped the project team build stakeholder relationships and learn stakeholder needs to enhance the SES process.

## STATE ENVIRONMENTAL STUDY

### 1. Why was an SES needed?

- An SES was necessary to document the potential benefits and impacts of proposed improvements. It was also needed to fulfill all required environmental clearances, allocate funding and preserve land to build a preferred alignment.
- In addition, an SES provided decision-makers with the necessary information to prioritize projects while considering the anticipated benefits and impacts.

### 2. What were some environmental considerations that the SES assessed?

- Air quality
- Bicycle and pedestrian access
- Residential and commercial property impacts
- Economic development
- Hazardous materials
- Historic structures
- Land use
- Noise
- Potential construction impacts
- Social (e.g., emergency services, neighborhood unity and community character)
- Wildlife

### 3. What were some transportation considerations that the SES assessed?

- Safety
- Bicycle and pedestrian access
- Business and residential access
- Complex utility relocations
- Economic development plans
- Frontage road access
- Property values
- Regional growth
- School walking routes
- Transit
- Travel delay and congestion

## FINAL SES PREFERRED ALIGNMENT

### 1. Which alignment did UDOT choose out of the three presented during the Corridor Planning Study?

- In order to create an alignment with the fewest possible impacts, the proposed alignment was a combination of the three alignments presented in the Corridor Planning Study.

### 2. Can we still provide feedback on the alignment? When will we see the final alignment?

- UDOT released a refined alignment in the Draft State Environmental Study during the summer of 2018 and held a public hearing and formal public comment period at that time.
- UDOT released the Final State Environmental Study, with the final alignment, in December 2018.

### 3. Why did UDOT choose a roadway that affected existing properties?

- Vacant ground was first priority when designing the proposed alignment and UDOT has been able to preserve property where homes have not yet been built. Still, other factors such as freeway speed, roadway curvature, school locations and drainage needs required some impacts to existing properties:
  - **Freeway Speed and Roadway Curvature** – At freeway speeds, alignments required long, sweeping curves for safety reasons. This caused the alignment to impact homes in some areas of the study and not in others.
  - **School Locations** – Because schools are utilized for the greater good of the community, UDOT tried not to impact them. The proposed alignment required little impact to Black Ridge Elementary School and had no impact to the school’s functionality. It also avoided the Charter school and the golf course.
  - **Drainage Needs** – As part of the roadway planning process, designers placed detention ponds and storm drains in particular areas for them to function effectively with the roadway. This means that, just like the proposed roadway alignment, drainage facility locations could affect existing properties.

### 4. Why were detention ponds requiring some property acquisitions? Couldn’t you put them in vacant areas?

- As part of the roadway planning process, designers must place detention ponds and storm drains in particular areas for them to function effectively with the roadway. This means that, just like the proposed roadway alignment, drainage facility locations can affect existing properties.

### 5. Where has UDOT preserved property for a future project?

- To prevent planned development, UDOT purchased property from Canyon Wash Rd to Airport Rd during the Corridor Planning Study. By acquiring this property, the final alignment can avoid the need to acquire existing properties on the south side of S.R. 73.

**6. Why was the road depressed in some areas and elevated (with bridges) in others?**

- To decide design features, such as whether the roadway should be elevated or depressed, designers considered factors like existing topography, location of utilities and roadway geometry.

**7. If UDOT buys my neighbor's property, mine will be right next to the roadway. What safety measures will UDOT take to protect my home?**

- UDOT adheres to appropriate safety and design guidelines for all roadway designs.

**8. Why isn't UDOT building an improvement by the Camp Williams area? Why wasn't that idea considered in the Corridor Planning Study?**

- The idea for an improved roadway near Camp Williams did not meet the project purpose and need.
- Other transportation concepts better reduce congestion and maintain access to existing developments.
- A transportation improvement at the Camp Williams property would be too far away to eliminate the need to widen S.R. 73.

**9. How many residential properties will UDOT be impacting?**

- The Proposed Project would require 19 residential relocations and 1 potential residential relocation.
- The Proposed Project would require partial acquisition of 16 occupied residential parcels.
- For more information on expected property impacts, refer to Section 3.4.4 of the SES.

**10. Why were people allowed to build houses where the alignment could have potentially been built?**

- Eagle Mountain approved some developments in the study area prior to the completion of the Corridor Planning Study and the SES.
  - The Corridor Planning Study helped UDOT work with stakeholders early to preserve land for a future corridor and prevent, where possible, property development that could be in the path of a future project.

- The purpose of the SES was to research possible impacts of a future project and determine an alignment that would have the fewest impacts to the surrounding community and environment.

## CONSTRUCTION APPROACH

- 1. What is the anticipated timing of freeway widening construction in relation to the frontage road construction?**
  - While no funding has been identified, the Mountainland Association of Governments' (MAG) Regional Transportation Plan identified the need for the project by 2030. This will likely include both the construction of the frontage roads and a segment of the freeway.
- 2. Will this be built in a phased approach (like MVC) or all at once?**
  - This is different than the Mountain View Corridor construction approach where the frontage roads were built first and the middle freeway was built later, when there was more travel demand and where funding was available.
  - While no funding has been identified, the Mountainland Association of Governments' (MAG) Regional Transportation Plan identified the need for this project by 2030. That will likely include both the freeway widening and construction of the frontage roads.

## AREA TRANSPORTATION BACKGROUND AND PLANS

- 1. Why are S.R. 73, Pioneer Crossing and Crossroads Blvd configured how they are now?**

UDOT has been planning several projects to anticipate this area's growth and future travel needs. The current configuration of S.R. 73, Pioneer Crossing and Crossroads Boulevard is the first step in a phased plan to improve transportation flow in the area.

As all projects are not completed simultaneously, some explanation of the area's transportation background and upcoming plans are helpful to understand the current configuration.

### Background

- In 2015, UDOT extended Pioneer Crossing from Redwood Road to Cory B. Wride Memorial Highway, also known as S.R. 73. This reduced congestion at the Pioneer Crossing/Redwood Road intersection and improved long-term traffic flow in the area.
- UDOT also added a connection from the new section of Pioneer Crossing to Crossroads Boulevard in 2015.
- These changes moved traffic to Pioneer Crossing, which could better accommodate it. Pioneer Crossing is already a multi-lane highway between Redwood Road and I-15.

### Upcoming Plans

- **Build MVC Segment from 2100 North to S.R. 73 – Fall 2019**

UDOT will complete construction on a segment of the Mountain View Corridor, extending 2100 North to S.R. 73. This connection will help alleviate congestion at the intersection of S.R. 73 and Crossroads Boulevard, as people traveling to and from Eagle Mountain, Saratoga Springs and the Cedar Valley will have an alternate route to and from I-15 and Redwood Road.

- **Build MVC/S.R. 73 Intersection– Fall 2019**

S.R. 73 will tie into Mountain View Corridor via an intersection as part of the extension of 2100 North to S.R. 73. Future phases of Mountain View Corridor will build a freeway-to-freeway interchange. Intersection improvements are also planning to address future traffic levels at Foothill Boulevard and Mountain View Corridor.

- **Widen Redwood Road and Improve the Pioneer Crossing/Redwood Road Intersection – completed summer 2019**

- **Improve S.R. 73 from Pioneer Crossing to Eagle Mountain Blvd. – Completed State Environmental Study (SES) Fall 2018**

UDOT conducted the S.R. 73 SES to evaluate the potential impacts of a future freeway with frontage roads along S.R. 73 and to determine a preferred alignment that will reduce projected traffic congestion and travel delay.

- **Study Potential Freeway Extension South of S.R.73 at Foothill Blvd - Complete**

The Mountainland Association of Governments and UDOT studied a potential extension of a freeway system on Foothill Boulevard, south of where Mountain View Corridor would tie into S.R. 73.

- **Build MVC Segment from 2100 North to 16000 South/Porter Rockwell Blvd.**
  - *No Construction Timeline or Funding Identified*

This segment of the Mountain View Corridor runs parallel and west of Redwood Road to connect 2100 North to 16000 South/Porter Rockwell Boulevard. This segment is a top priority for UDOT. Once this connection is in place, people traveling to Salt Lake County have an alternative to I-15, which helps reduce traffic on Redwood Road and I-15.

## 2. Why was the direct line of S.R. 73 taken away? Why do I need to turn left onto Crossroads Blvd. to continue to travel east on S.R. 73?

- Before the alignment of S.R. 73 to Pioneer Crossing, rapid growth caused significant east-west congestion on S.R. 73 between Redwood Road and I-15. It was challenging to improve traffic there because that particular section of S.R. 73 is primarily a two-lane highway (one lane in each direction).
- In addition, the Redwood Road/Pioneer Crossing intersection was experiencing significant congestion.
- In 2015, UDOT aligned S.R. 73 with Pioneer Crossing to improve long-term traffic flow on S.R. 73 and reduce delays at the Redwood Road/Pioneer Crossing intersection. The alignment moved traffic to Pioneer Crossing, which is already a multi-lane highway between Redwood Road and I-15.
- The configuration of S.R. 73, Pioneer Crossing and Crossroads Blvd. was part of a phased plan to improve transportation facilities in the area.
- The full benefits of the alignment will be realized as UDOT completes additional planned projects in the area, including the Mountain View Corridor. The future Mountain View Corridor connection to S.R. 73 will help alleviate congestion at Crossroads Blvd.
- UDOT built this configuration now to preserve space for a future MVC interchange as the surrounding area continues to develop.

## 3. How does the improved S.R. 73 corridor tie into the future Mountain View Corridor (MVC)?

- The S.R. 73 corridor ties into the MVC via a system-to-system interchange that allows free-flow connections between the two facilities.

## FREEWAY WITH FRONTAGE ROADS

### 1. Why did the study team propose the Freeway with Frontage Roads concept and width?

The proposed concept and width:

- Effectively addresses congestion through 2040 based on long-range population and travel forecasting.
- Preserves the width needed for both short- and long-term transportation needs.
  - The width accommodates both frontage roads and the freeway in the short-term and allows for future freeway expansion without further impacts to adjacent property owners.
- Accommodates varied travel needs in the area.
  - The lower-speed frontage roads maintain access to local roads while the middle freeway lanes allow commuters to bypass local roads and reduce congestion.
- Accommodates future transit and is compatible with bike lanes and trail improvements.
- Provides sufficient separation between the frontage roads and freeway.
  - This eliminates the need to build expensive soil retaining walls that would require future maintenance and replacement.

### 2. What does the Freeway with Frontage Roads concept look like?

- The Freeway with Frontage Roads concept consists of two-lane, one-way frontage roads in each direction, a freeway in the middle with three lanes in each direction and buffers between the freeway and frontage roads.
- The lower-speed frontage roads maintain access to local roads and serve as on- and off-ramps for the freeway. The middle freeway lanes allow commuters to bypass local roads, leaving less congestion on the frontage roads.
- The alignment in the Final SES shows proposed access connections, on- and off-ramp locations, traffic lanes and intersection configurations.

### 3. Why are one-way frontage roads better suited for this location?

The freeway with one-way frontage roads system offers several advantages:

- It has a smaller footprint than a traditional freeway with two-way frontage roads. This means reduced impacts to property owners and residents along the corridor.
- There are only two traffic signals to pass through when crossing freeways with one-way frontage roads. Traditional freeways with two-way frontage roads have

- a minimum of three, and often four, signals to pass through depending on the interchange type.
- One-way frontage roads can provide for up to eight city street connections per mile and the on- and off-ramps connect to the freeway between intersections. This disperses the traffic between the freeway and frontage roads rather than concentrating it at interchanges.

## PROPERTY ACQUISITION

### 1. When will I know if a future project will affect my property?

- The purpose of the SES was to research possible impacts of a future project and determine an alignment that will have the fewest impacts to the surrounding community and environment.
- The study team identified which properties will be affected when it determined a proposed alignment.
- UDOT released the Final SES, which includes a proposed alignment and anticipated property impacts, in the winter of 2018.
- The study team held a public hearing and formal public comment period and communicated with potentially impacted property owners and residents along the corridor.
- Where possible, UDOT and Eagle Mountain City coordinated to preserve land for a future corridor and prevent property development that could be in the path of a future project.

### 2. When will UDOT buy my house?

- While no funding has been identified, the Mountainland Association of Governments' (MAG) Regional Transportation Plan identifies the need for this project by 2030. This would likely include both the freeway widening and construction of the frontage roads. However, until funding is acquired, UDOT cannot begin the official property acquisition process.

### 3. How soon will homes be purchased now that an alignment has been chosen?

- Property acquisition timing depends on when funding is allocated for Corridor Preservation and when construction begins. No construction funding has yet been identified.
- The Mountainland Association of Governments' (MAG) RTP identified the need for this project by 2030.

**4. I heard that some properties have already been purchased for this project. Why do I need to wait? Why has UDOT already purchased some property if no funding has been identified yet? Is it possible for UDOT to purchase my property before funding is allocated for Corridor Preservation and before construction begins?**

- UDOT had already purchased some properties adjacent to S.R. 73, through the Corridor Preservation Process, which UDOT considers on a case-by-case basis. Timing for acquisition of remaining, affected properties depends on when funding is allocated for corridor preservation and when construction begins.
- If directly affected property owners would like UDOT to purchase their property before funding is allocated for corridor preservation and before construction begins, they may appeal to UDOT and the Utah Transportation Commission through the Corridor Preservation Process.
- UDOT considers corridor preservation appeals on a case-by-case basis.
- Relocation benefits are not available as part of the corridor preservation process.
- For more information and eligibility requirements, visit <https://www.udot.utah.gov/main/uconowner.gf?n=8112331165657699>.

**5. What is UDOT's property acquisition process?**

After the Final SES is approved and funding is acquired, UDOT will begin the property acquisition process with those who were affected. A UDOT agent explains the process and assessed individual needs. When initial discussions are complete, UDOT uses the following steps:

- An independent appraiser assesses the fair market value of the property and submits a report to UDOT to review.
- Once UDOT approves the appraisal, the Department makes an offer to purchase for the full fair market value of the appraisal.
- Once the property owner and UDOT agree on the terms of acquisition, both parties sign a contract and UDOT pays the property owner (within 30-45 days of approval).
- UDOT provides relocation assistance to property owners displaced as a result of a project.
- To find more information about the property acquisition process visit: <https://www.udot.utah.gov/main/f?p=100:pg:0:::1:T,V:451>

**6. What are the laws that govern acquisitions?**

- UDOT must comply with the Utah Relocation Assistance Act passed in 1970 and amended in 1987. This law requires equal and equitable treatment for all people,

including renters, whose property is acquired for public use. Affected individuals will receive relocation assistance based on individual circumstances as well as compensation for the fair market value of the property.

### 7. What assistance would UDOT offer if my home has been relocated?

UDOT offers a variety of methods to help property owners and residents that will be displaced as a direct result of a UDOT project. A UDOT relocation agent will provide information on moving and relocation assistance for affected individuals. Relocation assistance would've included:

#### Assistance for Residents

- *Moving Assistance* – UDOT may reimburse qualified displaced persons for moving costs and certain related moving expenses.
- *Supplemental Payment* – Homeowners who have occupied their homes for 180 days or more, immediately prior to the date UDOT offers to purchase their home, may be eligible for a supplemental payment (in addition to the fair market value of the property) for costs necessary to purchase a comparable replacement dwelling.
- *Rental Assistance Payment* – Owner-occupants and tenants who have lived in the property for a minimum of 90 days may be eligible for rental assistance payment.

#### Assistance for Businesses, Farms and Non-profit Organizations

- *Moving Assistance* – UDOT may reimburse qualified displaced persons for moving costs and certain related moving expenses.
- *Searching Expenses* – Displaced businesses, farms and non-profit organizations are entitled to reimbursement for actual reasonable expenses incurred in searching for a replacement property (not to exceed \$2,500).
- *Re-establishment Expenses* – A small business, farm or non-profit organization may be eligible for payment (not to exceed \$50,000) for expenses incurred in relocating and re-establishing in a new location.

For more detailed information about relocation assistance visit

<https://www.udot.utah.gov/main/uconowner.gf?n=200602240821161>.

### 8. What are the types of acquisitions? Could UDOT acquire just a portion of my property?

A UDOT project may include the following types of acquisitions:

- Temporary Construction Easement UDOT pays the property owner rent for the right to use a described portion of property for construction purposes. The easement has a time limit and is void upon completion of construction or on a specified date.
- Perpetual Easement UDOT pays the property owner for the right to use a portion of the property for the purposes described in an agreement. As the Grantor of the Perpetual Easement, the property owner retains ownership of the property. However, this easement does NOT have a time limit and grants UDOT the permanent right of access to the specified area.
- Full Fee Acquisition UDOT purchases an actual described portion of property. The property owner is paid for the full market value of the described property and ownership is transferred to UDOT.

**9. If my home has been impacted and I decide to sell, what do I need to disclose to potential buyers?**

- If you are planning to sell, please include information in the contract about the S.R.73 State Environmental Study and the alignment.
- If potential buyers would like more information, please point them to the UDOT website [udot.utah.gov/go/sr73](http://udot.utah.gov/go/sr73).

**10. My house is not impacted, but I do not want to live next to a freeway. Will UDOT buy my house?**

- UDOT will only be purchasing homes located in the physical footprint of the project.

## WILDLIFE

**1. How did UDOT consider and preserve wildlife when identifying a preferred alignment?**

- The study team researched impacts to wildlife as part of the State Environmental Study.
- UDOT coordinated with the Utah Division of Wildlife Resources (DWR) to identify the best options to accommodate wildlife such as migration routes, underpasses, culverts etc.

## NOISE

### 1. How did UDOT address noise on this project?

- UDOT conducted a noise study as part of the State Environmental Study.
- In the area that the study found that building a noise wall is reasonable and feasible, UDOT will conduct a balloting process during the design phase to determine that affected property owners and residents are in favor.
- If all noise analysis criteria are met and those affected are in favor, UDOT will implement a noise wall as part of the roadway project.
- Noise wall locations were identified in the Final SES that was released in the winter of 2018.

### 2. Why does UDOT have a noise policy?

- UDOT is committed to minimize noise impacts, generated by highway traffic, that may adversely impact the human activity and quality of life of residents located near heavily traveled roads.

### 3. What is UDOT's process to determine if noise walls are needed for a project?

- Determine existing and projected noise levels
  - Noise levels are measured in decibels and determined by taking field measurements and looking at factors like topography, existing barriers and buildings, traffic volumes, number of lanes, elevation, signals, speed limit and vehicle types.
- Determine noise level impact
  - Determine if projected noise levels would be high enough to interfere with normal conversation or substantially exceed existing noise levels.
- Evaluate possible noise mitigation measures
  - If either part of step two is true, evaluate possible noise mitigation measures like noise walls (most common), truck restrictions, speed limit reduction and public building noise insulation.
- Determine if noise mitigation measures are feasible and reasonable
  - Feasible: Can they be constructed? Are they safe? Do they provide a perceptible change in noise levels?

- Reasonable: Do they meet the noise mitigation design goal? Are they cost effective? Do property owners and residents want them (balloting process)?
- UDOT will only implement noise mitigation measures if the answers to all of the above questions are yes.
- Implement noise mitigation measures
  - If noise mitigation measures are deemed feasible and reasonable, implement them as part of the roadway project.

#### 4. What are noise levels?

- Since traffic noise varies over time, noise levels are the average noise level over a one-hour period of time. Traffic noise is measured in decibels.

#### 5. What noise level would be high enough to warrant further study in a noise analysis?

- Projected noise levels should reach at least 66 decibels for residences, parks, and churches and 71 decibels for hotels, motels, offices and restaurants. To give a few examples, a vacuum cleaner produces about 60 decibels of noise and an average factory about 70 decibels of noise.
- Another way the noise level of an area could qualify for further study is if the projected noise level is 10 decibels or more above the existing level.

#### 6. Approximately how much noise would a noise wall reduce?

- A noise wall would reduce the noise level by five decibels on portions of a property.

#### 7. How does UDOT determine if owners and residents want noise walls?

- UDOT sends ballots to property owners and residents who are either directly adjacent to a potentially affected area or who would benefit from a noise wall.
- At least 75 percent of ballots sent must be completed and returned and at least 75 percent of the returned ballots must be in favor of noise walls in order for UDOT to build them.
- If property owners and residents vote to reject the construction of noise walls, there will not be another opportunity to address noise impacts unless another project impacts the same area.

#### 8. Is UDOT's noise policy consistent with federal regulations?

- Yes. The highway traffic noise prediction requirements, noise analysis and noise mitigation criteria in UDOT's policy are consistent with federal regulations.
- The Federal Highway Administration (FHWA) has reviewed and concurs with the policy.

### 9. Where are the noise walls located?

- UDOT conducted a noise study as part of the State Environmental Study, using feasibility and reasonability as evaluating criteria.
- Eleven proposed noise wall locations were identified as part of the Final SES that was released in winter 2018.
- Only one noise wall was determined to be reasonable and feasible, Noise Wall A, located south of S.R. 73 just west of Mt. Airey Drive.
- For more information on noise impacts, refer to section 3.8 of the SES.

### 10. What if I decide I don't like the noise wall after it is built?

- UDOT will consider removal of existing noise walls if the following conditions are met:
  - A UDOT pre-qualified consultant performed a new noise analysis at the applicant's expense.
  - Affected property owners and residents approved and the applicant provides completed noise wall ballots to UDOT.
  - The applicant pays for all noise wall removal costs.

### 11. Where can I find more information about UDOT's noise policy?

- For more information about UDOT's noise policy, visit <http://www.udot.utah.gov/main/uconowner.gf?n=10496602977480171>.

### 12. What processes are there for me to follow if I don't agree with the results of the noise study?

- Now that the S.R. 73 State Environmental Study (SES) is finalized and released, there are no additional processes to follow until funding has been allocated to the project for final design and construction.
- UDOT will notify the public when funding is received and when the project is moving into the final design phase in preparation for construction.
- The sound analysis that was completed during the S.R. 73 SES was conducted following the federal regulation (23 CFR 772). When funding becomes available for final design and construction, the project team will review the sound walls to see if any changes need to be addressed.

# State Route 73

**ENVIRONMENTAL STUDY**

Eagle Mountain to Saratoga Springs

- Once the project does move into construction, information will be provided to the public through the project's website and social media accounts.