

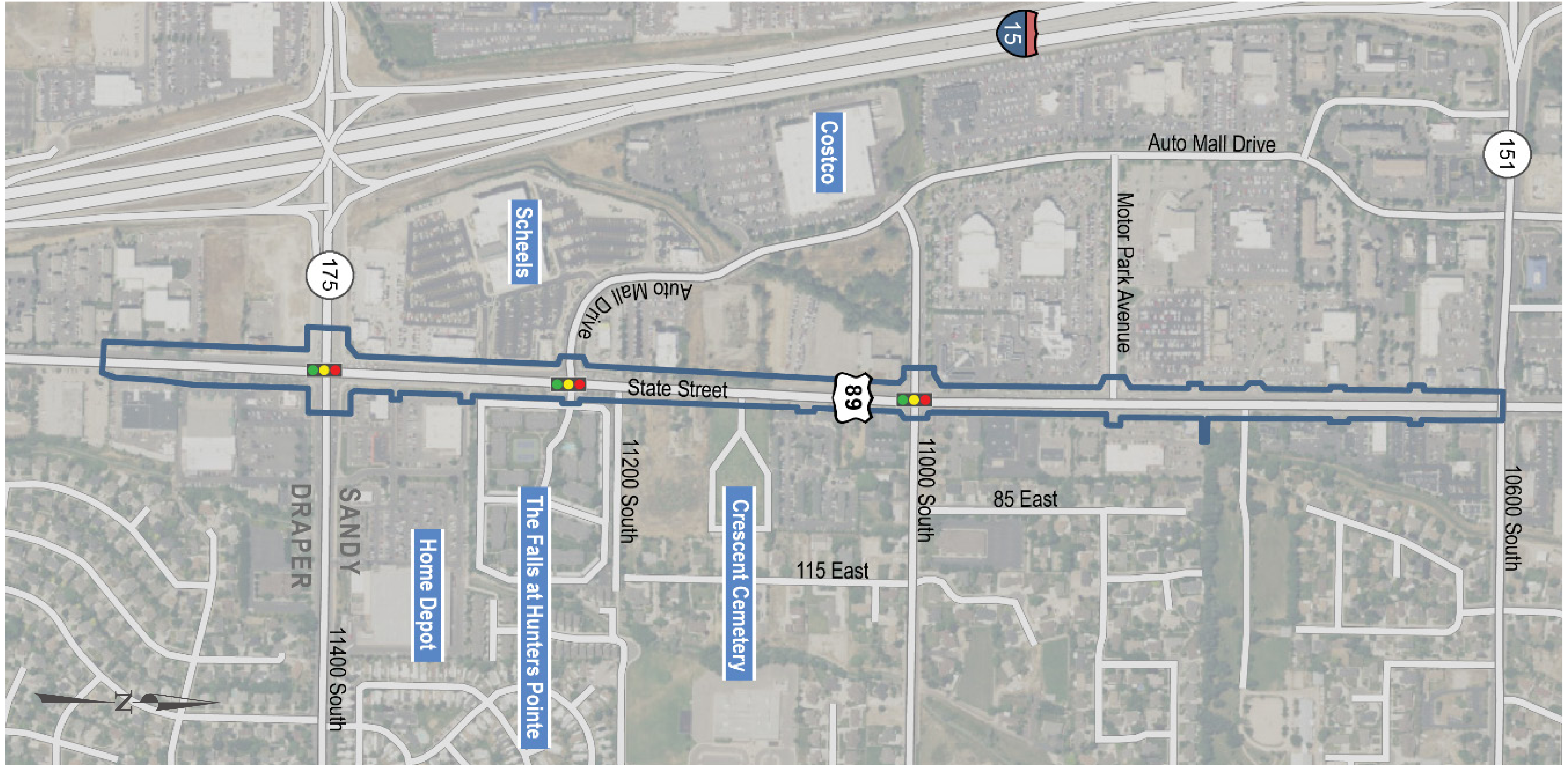
W e l c o m e

US-89 (State Street) 11400 South to 10600 South Environmental Assessment

Open House

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 the Federal Highway Administration (FHWA) and UDOT.

Study Area



Purpose and Need

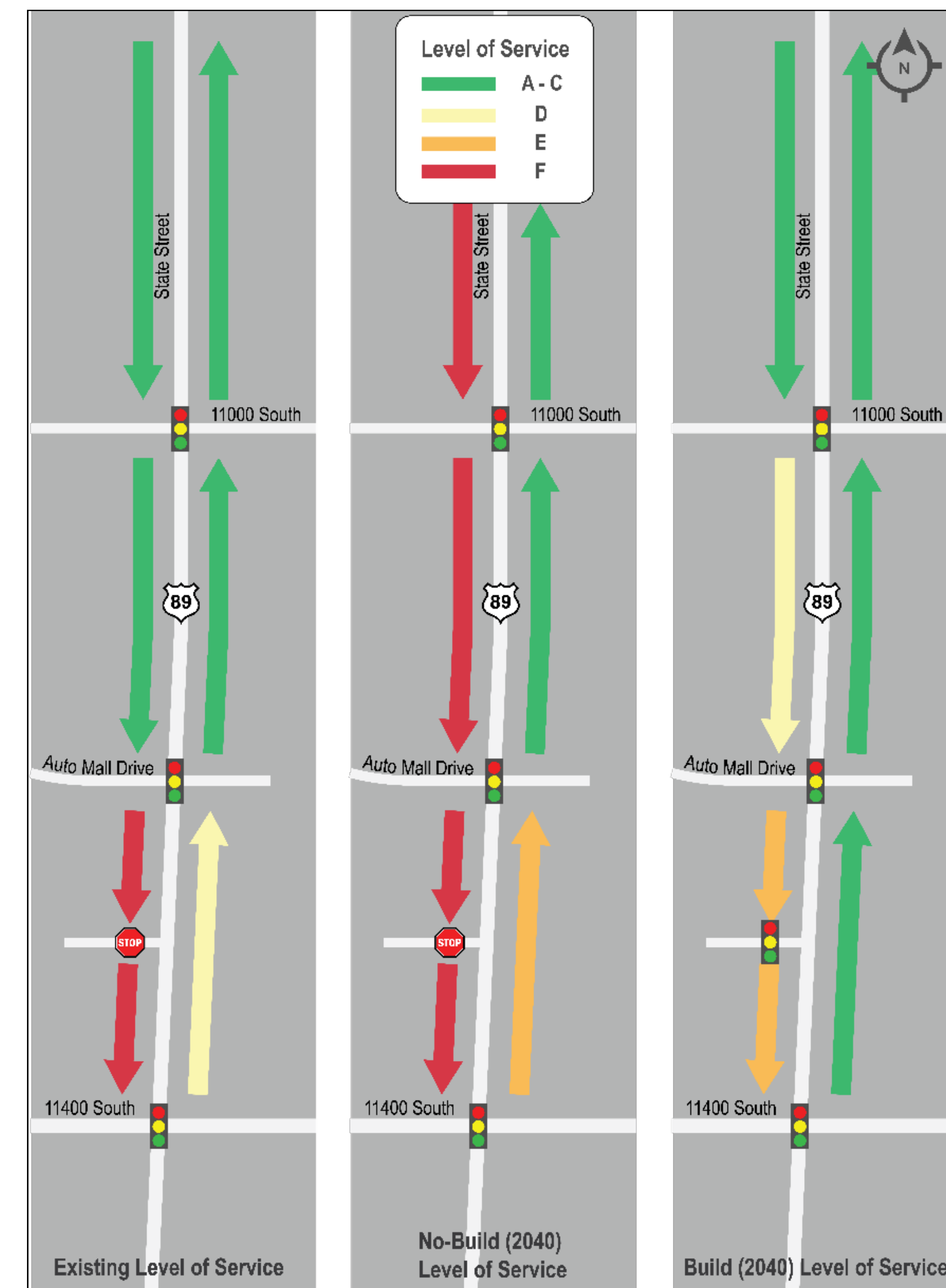
Purpose:

Accommodate existing and future (2040) travel demand

Need:

Current and projected 2040 traffic congestion which results in motorist delay

Current and Future Roadway Performance



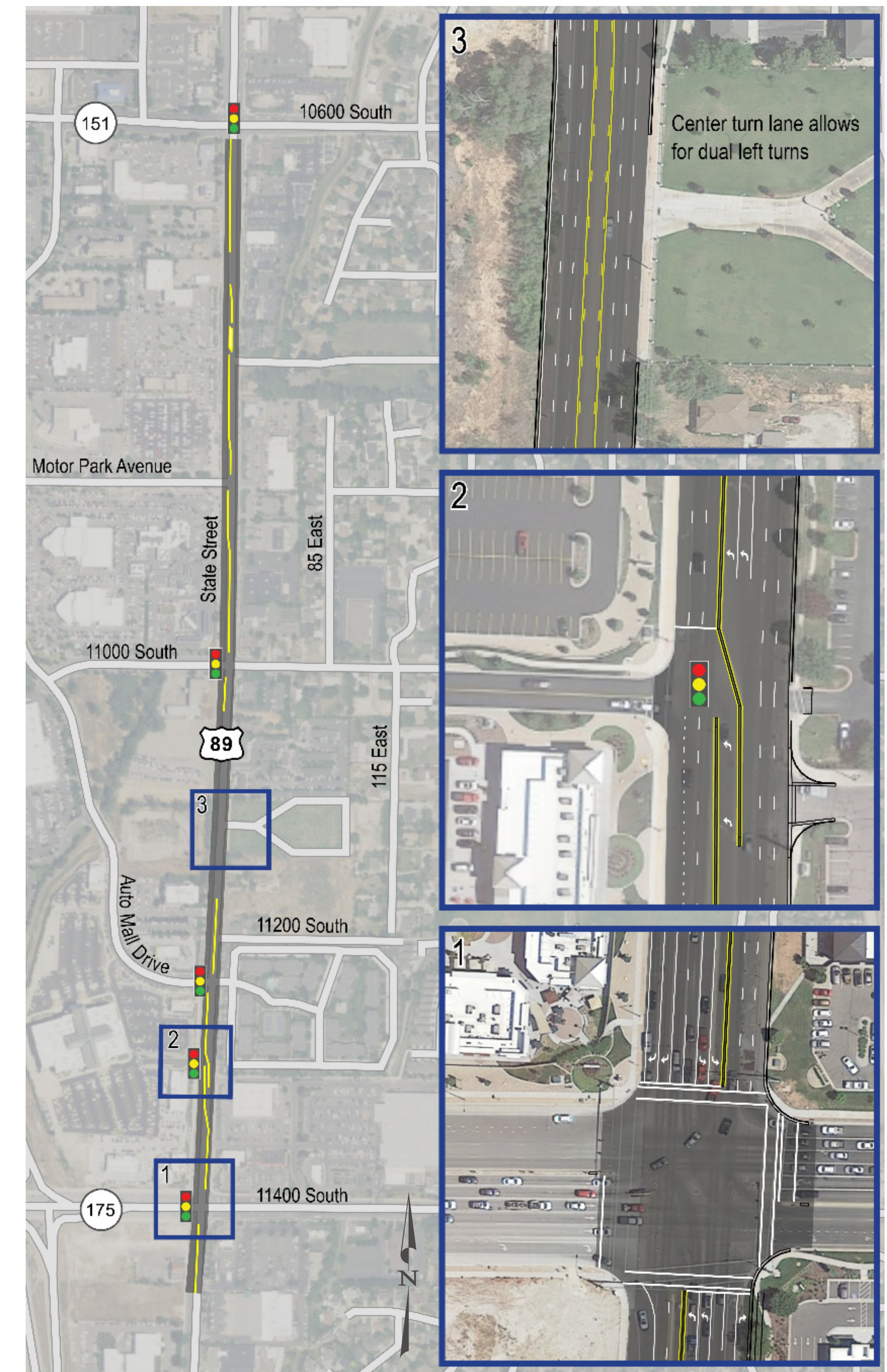
Alternatives

No-Build Alternative:

- No proposed improvements

Preferred Alternative:

- Add additional travel lane to State Street in each direction
 - Decrease lane widths from 12 to 11 feet
 - Eliminate shoulders
 - Install continuous curb and gutter, park strips, and sidewalks
- Add second right-turn lane at 11400 South (SB to WB)
- Add a half traffic signal at Scheels driveway
- Add raised medians as needed to protect left turns



Environmental Impacts

Summary of key resources:

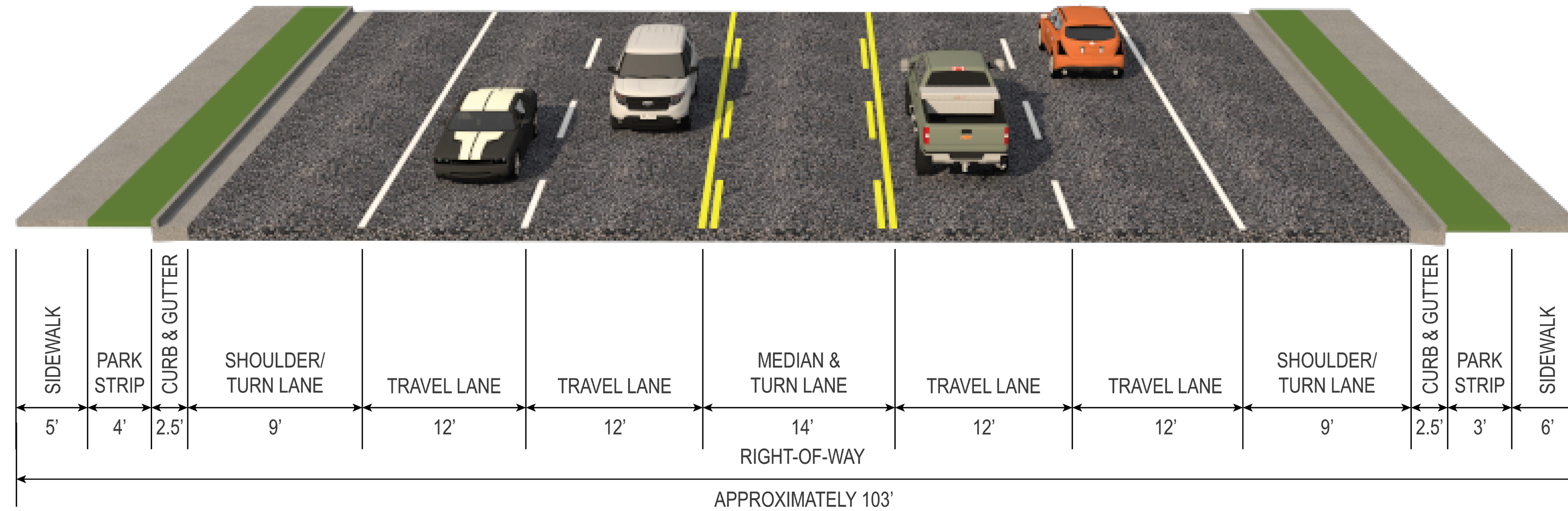
Resource	Preferred Alternative Direct Impacts	Mitigation
3.2 Social 3.2.2 Travel Patterns and Accessibility	Traffic would operate at LOS E or better. Travel demand would be accommodated and congestion would decrease. Raised medians would not allow left-turns at 11 commercial and two residential driveways. U-turns would be permitted where left-turns are allowed. No driveways would be eliminated. No impacts to public transit (no routes present).	None.
3.4 Land Acquisition and Relocations	Partial acquisition of 19 parcels (totaling approximately 0.5 acres), to connect existing driveways to State Street. No full acquisitions or relocations.	All acquisitions will be completed in accordance with the Uniform Relocation Act and other state and federal guidelines.
3.5 Economic Conditions	Some business access would be modified by the addition of raised center medians, allowing right-in and right-out turns along much of State Street. U-turns may be required to complete desired movements and would be permitted where left-turns are allowed. No business driveways would be closed.	None.
3.6 Bicycle and Pedestrian Considerations	Adding curb and gutter, park strips and five-foot-wide sidewalks will ensure contiguous ADA-compliant pedestrian accommodations. The existing eight-foot-wide portion of the East Jordan Canal Multi-purpose Trail along State Street between 11400 South and approximately 11300 South will be shifted to the east.	None
3.7 Air Quality	The project is not a "Project of Air Quality Concern" for particulate matter. This project is in a part of Salt Lake County that is in attainment for carbon monoxide.	None.

Resource	Preferred Alternative Direct Impacts	Mitigation
3.8 Noise	One restaurant, one isolated residence, and 30 properties located at the Falls at Hunters Pointe apartment complex, all on the east side of State Street.	None. One noise wall was evaluated; mitigation is not feasible or reasonable.
3.9 Water Quality, Water Resources, and Floodplains	<p>Stormwater: Slight increase in stormwater runoff peak flow as a result of adding a new impervious area associated with the additional southbound turn lane at 11400 South. All runoff would be captured and added to the existing storm drain system. Improved drainage and runoff capture would be a benefit.</p> <p>Groundwater Resources and Groundwater Quality: No impacts to aquifers, groundwater recharge, groundwater quality, or public drinking water sources.</p> <p>Surface Water: None; roadway widening would not impact the Jordan and Salt Lake City Canal. Stormwater will not discharge to the Jordan and Salt Lake City Canal, therefore there are anticipated surface water quality impacts.</p> <p>Floodplains: None; there are no floodplains within the study area.</p>	None.
3.10 Wetlands and Other Waters of the U.S.	<p>Wetlands: None; there are no wetlands in the study area.</p> <p>Other Waters of the U.S.: None; no direct impacts to the Jordan and Salt Lake City Canal.</p>	None
3.11 Threatened & Endangered Species, Wildlife, & Utah Sensitive Species	No effects to threatened, endangered species and their designated critical habitats, Utah Sensitive Species, wildlife, or migratory birds.	None
3.12 Cultural Resources	<p>Historic Resources: No Adverse Effect to seven historic properties; two temporary construction easements needed.</p> <p>Archaeological Resources: No Adverse Effect to the Jordan and Salt Lake City Canal.</p>	None.
3.13 Section 4(f)	<p>Historic Properties: five de minimis impacts; two “non-use”; two “non-use” with temporary occupancy exception.</p> <p>Recreational Properties: East Jordan Canal Multi-purpose Trail: <i>de minimis</i>.</p>	None.

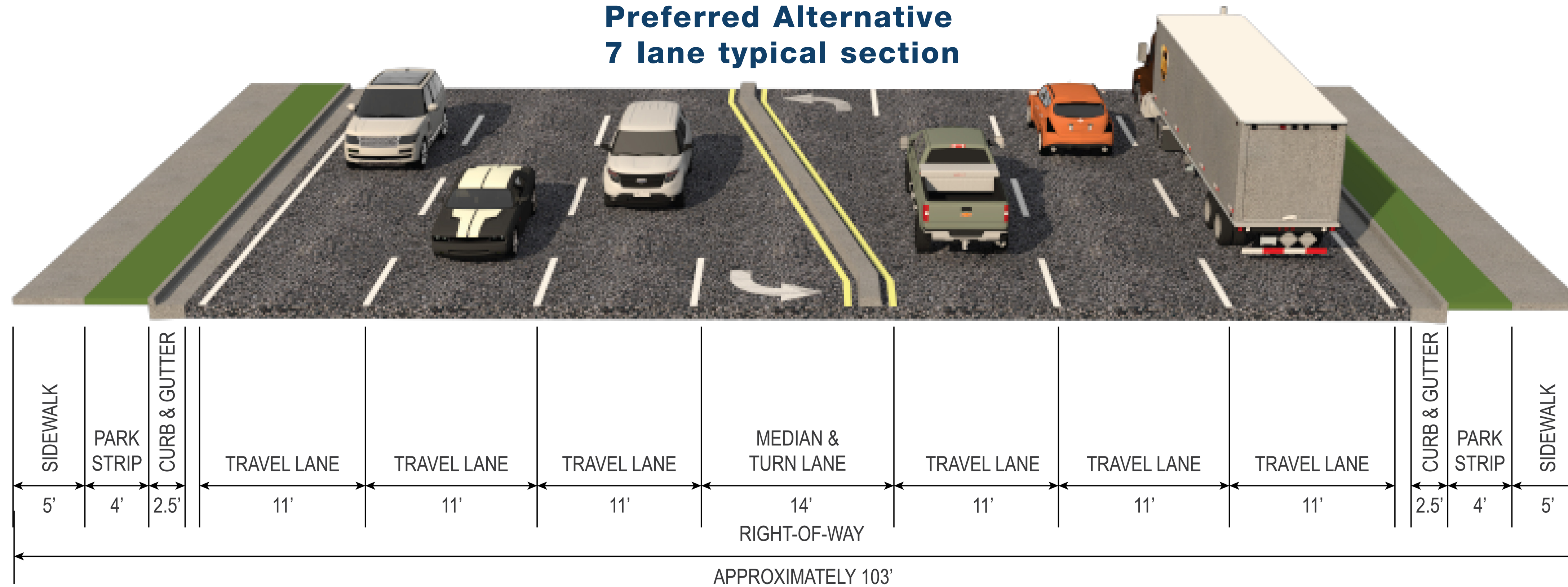
Resource	Preferred Alternative Direct Impacts	Mitigation
<p>3.17 Construction Impacts</p>	<p>Land Use: Temporary construction impacts on all properties along the roadway. To the extent possible, the contractor will coordinate with Sandy City and property owners to maintain access to these properties. While all access along affected travel routes would likely be maintained during construction, some accesses to businesses and residences could be altered during construction.</p> <p>Public Facilities: Lane closures, increased congestion, and reduced travel speeds in construction zones could increase emergency response times. Construction sequencing and activities would be coordinated with emergency service providers to minimize delays and response times during construction.</p> <p>Utilities: Temporary disruption of utilities and services could occur during construction. UDOT would coordinate with utility providers to minimize disruption of these services.</p> <p>Environmental Justice: Construction impacts to low-income and minority populations are not likely to occur.</p> <p>Land Acquisition and Relocations: Temporary construction easements would be required of several properties adjacent to State Street. These properties would be returned to the owner, in their original state or better, when construction is complete or when the property is no longer needed.</p> <p>Economic Conditions: Businesses along the corridor could experience a short-term decrease in sales associated with travel delay and various construction activities; however, no substantial changes to commerce are anticipated. Any negative impacts would be short term.</p> <p>Air Quality: Measures would be taken to reduce fugitive dust generated by construction when the control of dust is necessary for the protection and comfort of motorists or area residents. Dust suppression techniques would be applied during construction.</p> <p>Noise: Land uses that are sensitive to traffic noise are also sensitive to construction noise. Construction activities will comply with the UDOT construction noise specifications.</p> <p>Water Quality, Water Resources, and Floodplains: Potential for temporary construction impacts to surface water quality during the construction phase. Best management practices will be used to minimize impacts. Noxious weeds have been identified in Salt Lake County and may exist in the study area; construction activities will require compliance with UDOT’s noxious weed compliance provision.</p> <p>Wetlands and Waters of the U.S.: Potential for non-wetland waters of the U.S. to be affected by construction similar to that described in Water Quality.</p> <p>Cultural Resources: Temporary construction easements would be required from several historic sites.</p> <p>Section 4(f): Temporary construction easements would be required for historic properties. The East Jordan Canal Multi-purpose Trail would be temporarily closed during construction while the new trail/sidewalk is being constructed.</p> <p>Hazardous Waste and Materials: Contaminated soil could be encountered during construction on or near properties known to have stored hazardous materials. Coordination with the Department of Environmental Quality may be necessary.</p>	<p>None.</p>

Typical Cross-section

Existing 5 lane typical section



Preferred Alternative 7 lane typical section



Section 4(f) *de minimis* Impact

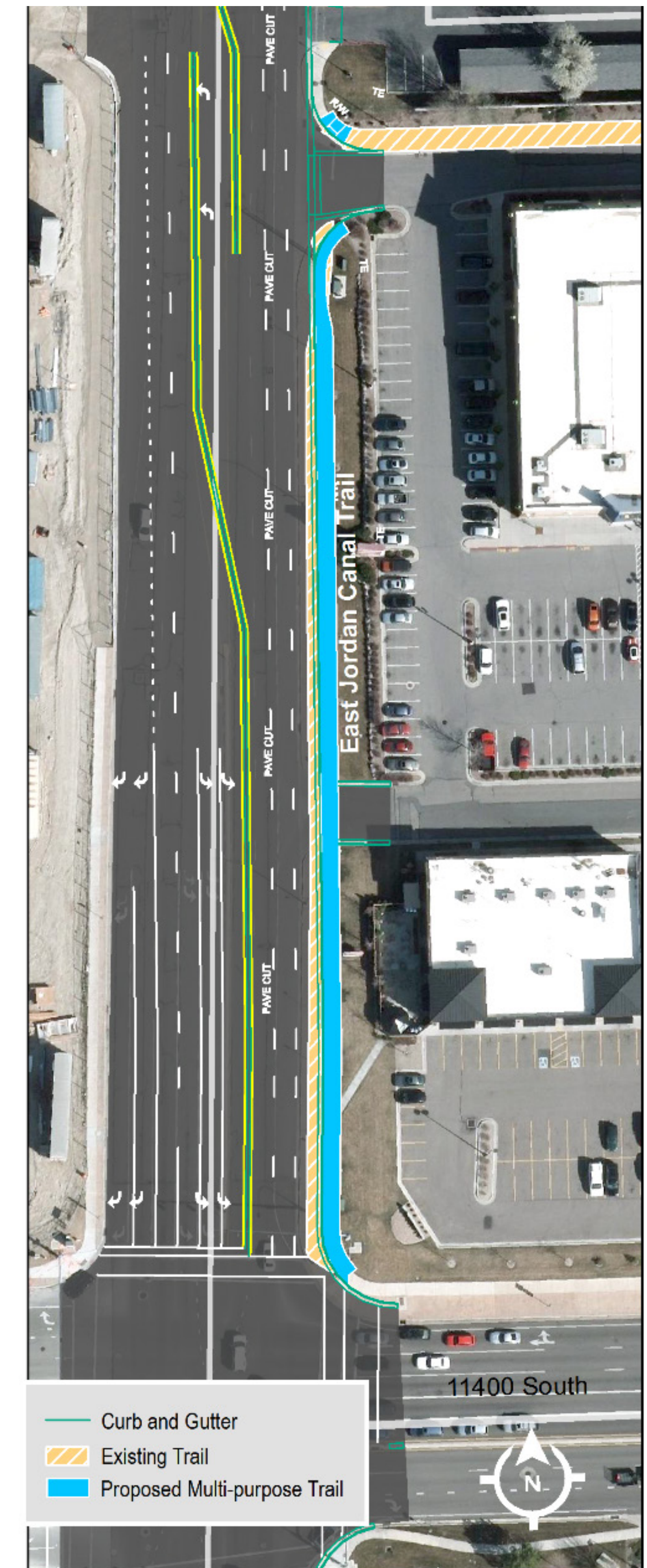
Section 4(f) of the USDOT Act of 1966 preserves publicly owned parks, recreation lands, wildlife and waterfowl refuges, and any historic properties on or eligible for the National Register of Historic Places.

East Jordan Canal Multi-purpose Trail:

- Shift sidewalk/trail along State Street between 11400 and 11300 South to the east
- Replace sidewalk with an 8-foot path to match current conditions

UDOT has determined that impacts to the trail would not adversely affect the activities, features, or attributes that make it eligible for Section 4(f) protection and that a *de minimis* impact determination is appropriate.

Existing and Proposed Trail Improvements



Next Steps

Public Comments

Due June 30, 2017

Finalize Environmental Assessment

Late July 2017

Construction

Spring 2018

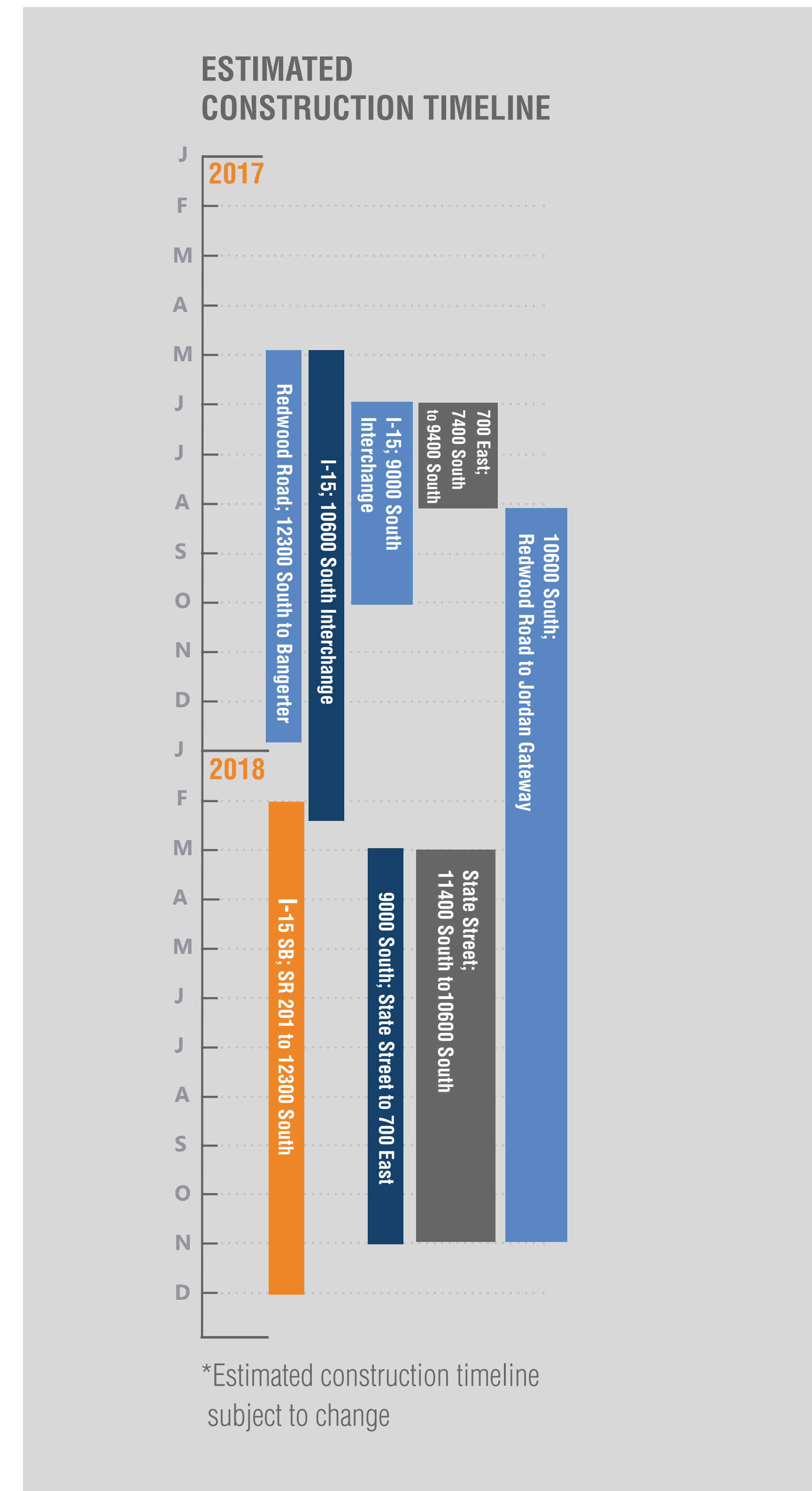
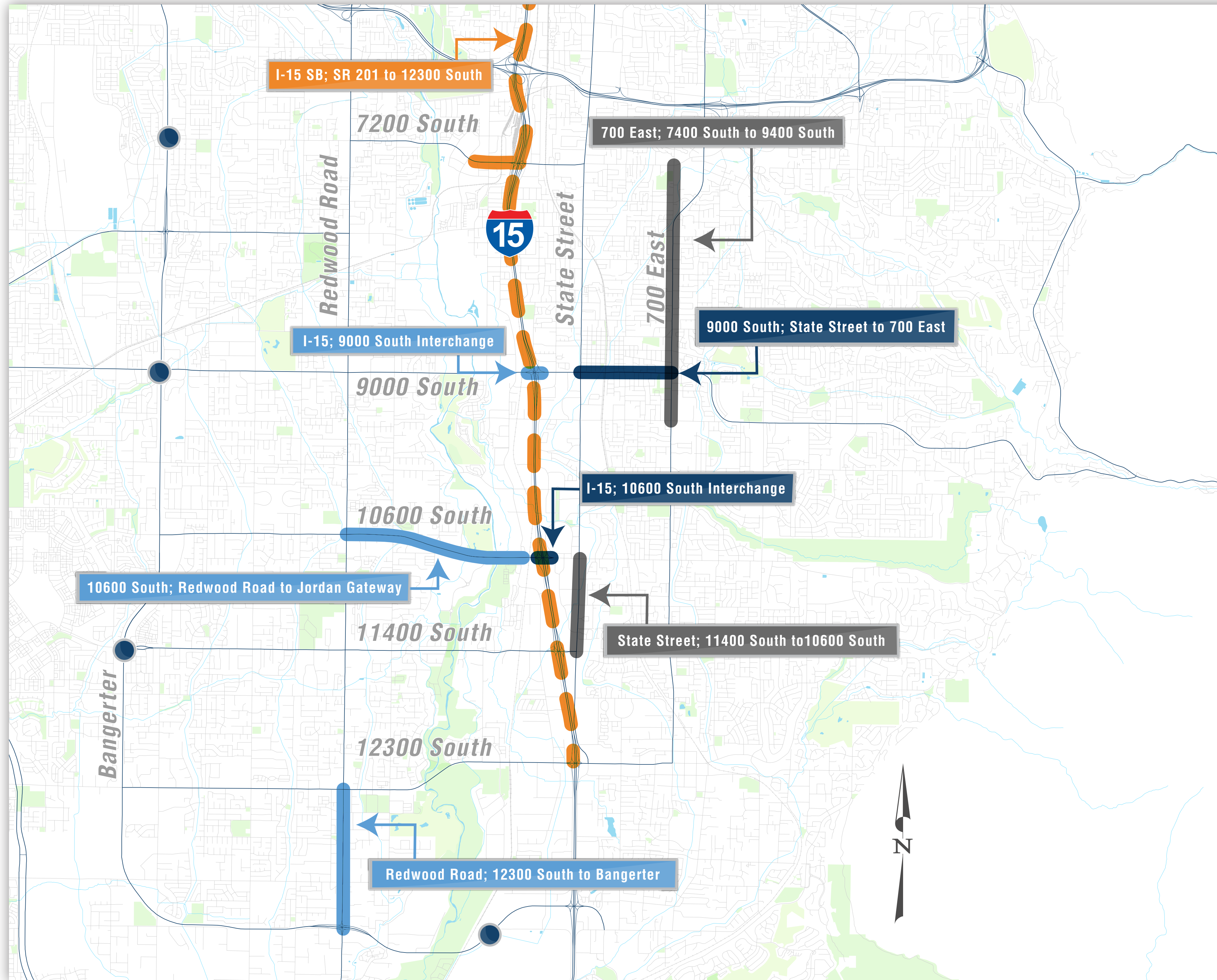
Public Comments

Comments may be submitted

- In person at the Public Open House
- Via email: southvalley@utah.gov
- Via postal mail to the following address: State Street Environmental Assessment, 2162 W. Grove Pkwy., Suite 400, Pleasant Grove, UT 84062
- Via the PUBLIC COMMENT MAP

<http://tiny.cc/stateea>





Contact Us

Email: southvalley@utah.gov

Website: [udot.utah.gov/
southvalleyimprovements](http://udot.utah.gov/southvalleyimprovements)

Hotline: 801-228-0022, option 6

Open House

**3rd Floor
Multipurpose
Room**



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