

Record of Decision

I-15: Farmington to Salt Lake City Project

Lead agency:
Utah Department of Transportation

October 3, 2024

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1.0 Introduction

This document is the Utah Department of Transportation's (UDOT) Record of Decision (ROD) for the Interstate 15 (I-15): Farmington to Salt Lake City Project in Davis and Salt Lake Counties, Utah. The Environmental Impact Statement (EIS) for the I-15 project was initiated to evaluate and address the short- and long-term needs of I-15 and east-west connections across I-15 between Farmington and Salt Lake City.

This ROD constitutes UDOT's approval of the Action Alternative as described in the I-15: Farmington to Salt Lake City Final Environmental Impact Statement and Section 4(f) Evaluation (Final EIS). The Action Alternative selected in this ROD includes the Farmington 400 West Option and the Salt Lake City 1000 North – Northern Option. UDOT's decision to approve this alternative and options is based on the information presented in the Final EIS and supporting technical documents, the associated project file, and input received from the public and interested local, state, and federal agencies. In making this decision, UDOT considered the expected impacts of the Action Alternative and alternative courses of action under the National Environmental Policy Act (NEPA), Section 4(f) of the Department of Transportation Act of 1966, and other applicable laws, thereby balancing the need for safe and efficient transportation with national, state, and local environmental protection goals.

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 United States Code (USC) Section 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and UDOT.

This ROD was prepared in accordance with 40 Code of Federal Regulations (CFR) Section 1505.2 and FHWA Technical Advisory T6640.8A. This ROD was prepared concurrently with the I-15: Farmington to Salt Lake City Final EIS in accordance with 23 USC Section 139(n)(2), 49 USC Section 304a(b), and the U.S. Department of Transportation's *Guidance on the Use of Combined Final Environmental Impact Statements/Records of Decision and Errata Sheets in National Environmental Policy Act Reviews* (April 25, 2019), which provide that the Final EIS and ROD should be combined unless:

1. The Final EIS makes substantial changes to the proposed action that are relevant to environmental or safety concerns, or
2. There are significant new circumstances or information relevant to environmental concerns that bears on the proposed action or the impacts of the proposed action.

The project limits and Action Alternative have not been substantially modified since the Draft EIS was released in September 2023. There are no new circumstances or information relevant to environmental or safety concerns that would substantially alter the conclusions of the NEPA analysis. Therefore, it is appropriate for the proposed project that this ROD has been completed and approved at the same time as the Final EIS.

2.0 Decision

In this ROD for the I-15: Farmington to Salt Lake City Project, UDOT selects the Action Alternative with the Farmington 400 West Option and the Salt Lake City 1000 North – Northern Option.

Pursuant to 23 CFR Section 771.127 and 40 CFR Section 1505.2, UDOT finds that the requirements of NEPA and other applicable laws have been satisfied for the construction and operation of the selected alternative. This ROD is based on the process followed by UDOT in setting forth and considering the effects of the available alternatives. This process included preparing the Draft Environmental Statement and Section 4(f) Evaluation (Draft EIS), the Final EIS, and supporting technical memoranda.

This ROD describes the basis for the decision, describes the alternatives considered, identifies the environmentally preferred alternative as the Action Alternative, and documents the mitigation measures that will be implemented. The summary descriptions in this ROD do not supersede or negate any of the information, descriptions, or evaluations provided in the environmental review documents. This ROD and the associated Final EIS and supporting technical memoranda, which are incorporated into this ROD by reference, constitute UDOT's environmental record for the I-15: Farmington to Salt Lake City Project.

Based on the analysis and evaluation in the Final EIS and after careful consideration of the social, economic, and environmental factors and input from the public involvement process, UDOT hereby approves the selection of the Action Alternative as identified in the Final EIS. This approval constitutes UDOT's acceptance of the Action Alternative and completes the approval process for the environmental evaluation.

The Action Alternative, shown in Figure 2.4-1 through Figure 2.4-26 of Chapter 2, *Alternatives*, of the Final EIS, is also the environmentally preferable alternative. UDOT has determined that the Action Alternative best meets the transportation needs for the traveling public while considering environmental, safety, and socioeconomic factors. This decision is based on the Final EIS, public and agency comments received during the EIS process, and the entire project record.

UDOT selects the Action Alternative because it would meet the purpose of the project by improving the safety of the I-15 mainline, interchanges, bicyclist and pedestrian crossings, and connected roadway network; strengthening the economy by replacing aging infrastructure on I-15 and reducing travel delay on I-15 by 47% compared to the No-action Alternative; incorporating a design that provides space for the planned Utah Transit Authority (UTA) FrontRunner Double Track project and provides a new shared-use path (SUP) connection to the FrontRunner Woods Cross Station; being consistent with the assumptions for I-15 in the Wasatch Front Regional Council's (WFRC) 2019–2050 regional transportation plan (RTP), which was used for the EIS analysis, and the current 2023–2050 RTP; improving the pedestrian and bicyclist facility network across I-15; and improving mobility by reducing travel time by 49% to 55% and increasing average speeds by 95% to 125% on I-15 during both the morning and evening peak periods compared to the No-action Alternative. Also see Section 2.4.5, *Basis for Identifying the Selected Alternative*, of the Final EIS.

In the north segment, the Farmington 400 West Option is part of the selected alternative because it would result in only a *de minimis* impact to Section 4(f) resources; it would minimize impacts to the Clark Lane Historic District; it would maintain the existing local road connections among Frontage Road, 400 West, and State Street in Farmington; and it would provide direct access to the Lagoon amusement park that does not require users to go through any signalized intersections.

In the south segment, the Salt Lake City 1000 North – Northern Option is part of the selected alternative because it would reduce traffic on 1000 North and slow down traffic coming to 1000 North or 900 West from I-15 due to the slower-speed connection to the I-15 ramps. The Salt Lake City 1000 North – Northern Option is also part of the selected alternative because it would also have fewer impacts to the access and operations for the businesses on Warm Springs Road on the east side of I-15 compared to the Salt Lake City 1000 North – Southern Option. More information regarding the basis of this selection is included in Section 2.4.5, *Basis for Identifying the Selected Alternative*, of the Final EIS.

Consistent with 23 CFR Section 771.111(f), purpose and need and alternatives development and screening for the I-15: Farmington to Salt Lake City Project were developed to make sure the project connects logical termini and is of sufficient length to address environmental matters on a broad scope; has independent utility; and does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. Section 1.1.3, *Description of the Needs Assessment Study Area and Logical Termini*, provides more information on the logical termini and independent utility of the project. Chapter 2, *Alternatives*, and Appendix 2A, *Alternatives Development and Screening Report*, describe the benefits and independent utility of the Action Alternative and how the Action Alternative is compatible with and supports other reasonably foreseeable transportation improvements.

In reaching its decision, UDOT has considered all of the issues raised in the project record including the information contained in (and comments on) the Draft EIS. The Action Alternative was developed through a public process that included project adjustments to avoid and minimize environmental impacts.

UDOT consulted with other federal and state agencies including the 15 participating agencies and 3 cooperating agencies, namely the U.S. Environmental Protection Agency, the U.S. Army Corps of Engineers, and the U.S. Bureau of Reclamation. A summary of interagency coordination is included in Chapter 6, *Coordination*, of the Final EIS.

2.1 Environmentally Preferable Alternative

Council on Environmental Quality regulations [40 CFR Section 1505.2(b)] require a ROD to identify the environmentally preferable alternative. The environmentally preferable alternative is one that causes the least damage to the biological and physical environment and best protects, preserves, and enhances historical, cultural, and natural resources. Designation of the environmentally preferable alternative typically involves judgment and balancing some environmental values against others. The Council notes that comments on environmental documents (such as the Draft EIS, Final EIS, and supplemental information reports for this project) can help the lead agency develop and determine the environmentally preferable alternative.

Although the No-action Alternative would have less environmental impact than the Action Alternative, the No-action Alternative does not meet any of the project's purpose and needs.

The Action Alternative is the environmentally preferable alternative because it is the alternative that meets the project's purpose and needs with the least amount of impact of the alternatives evaluated in the project's alternatives development and screening process. UDOT screened out four other alternatives during the alternatives development and screening process that would meet the project's purpose and needs but would have more lanes, more highway width, and more resource impacts. For more information, see Section 3.1.2, *Level 2 Screening for Mainline Concepts*, of Appendix 2A, *Alternatives Development and Screening Process*, of the Final EIS.

2.2 Permits and Approvals

The permits and certifications required for the selected alternative include an Individual Permit under Section 404 of the Clean Water Act granted by the U.S. Army Corps of Engineers, a Clean Water Act Section 402 Permit (Utah Pollutant Discharge Elimination System [UPDES] Permit) and a Section 401 water quality certification granted by the Utah Division of Water Quality, Floodplain Development Permits granted by local jurisdictions, a Stream Alteration Permit granted by the Utah Division of Water Rights, and an Air Quality Approval Order granted by the Utah Division of Air Quality. Additional permit requirements are discussed in Section 3.21, *Permits, Reviews, Clearances, and Approvals*, of the Final EIS.

3.0 Purpose and Need

As described in Section 1.3, *Need for the Project*, the needs assessment study area extends on I-15 from the Park Lane interchange (I-15 milepost 325) in Farmington to the 400 South interchange (I-15 milepost 308) in Salt Lake City. Between Farmington and Salt Lake City, I-15 has aging infrastructure and worsening operational characteristics for the current and projected 2050 travel demand which contribute to decreased safety, increased congestion, lost productivity, and longer travel times.

East-west streets that access or cross I-15 are important to connect communities and support other travel modes such as biking, walking, and transit. When I-15 and its interchanges do not support travel demand, traffic is added to the local streets, and this additional traffic affects both the regional and local transportation system and safe, comfortable, and efficient travel by other modes. The major transportation needs in the needs assessment study area are a result of growing population, high current and future travel demand, aging infrastructure, incomplete multimodal network, and numerous locations with safety and operational issues.

The purpose of this project as identified by UDOT is to improve safety, replace aging infrastructure, provide better mobility for all travel modes, strengthen the state and local economy, and better connect communities along I-15 from Farmington to Salt Lake City. The project purpose consists of the following objectives, which are organized by UDOT's Quality of Life Framework categories of Good Health, Connected Communities, Strong Economy, and Better Mobility.

- Improve Safety
 - Improve the safety and operations of the I-15 mainline, I-15 interchanges, bicyclist and pedestrian crossings, and connected roadway network.
- Better Connect Communities
 - Be consistent with planned land use, growth objectives, and transportation plans.
 - Support the planned FrontRunner Double Track projects and enhance access and connectivity to FrontRunner, to regional transit and trails, and across I-15.

What is the needs assessment study area?

The needs assessment study area is the area that was used to define the transportation issues that help develop the project purpose that was defined in Chapter 1, *Purpose and Need*, of the Final EIS.

- Strengthen the Economy
 - Replace aging infrastructure on I-15.
 - Enhance the economy by reducing travel delay on I-15.
- Improve Mobility for All Modes
 - Improve mobility and operations on the I-15 mainline, I-15 interchanges, connected roadway network, transit connections, and bicyclist and pedestrian facilities to help accommodate projected travel demand in 2050.

A full discussion of the project purpose and need is provided in Chapter 1, *Purpose and Need*, of the Final EIS.

4.0 Alternatives Considered

Overview of the Alternatives Development and Screening Process. The alternatives development and screening process used a two-level screening process to determine which reasonable alternatives would meet the project's purpose and needs. The project's purpose and needs are the foundation of the alternatives screening process. Level 1 screening was based on the project's purpose.

The concepts that passed Level 1 screening were determined to satisfy the project's purpose and were further refined and evaluated with Level 2 screening criteria to determine their expected impacts to key resources. Concepts that did not satisfy the project's purpose or that have identifiable adverse impacts were determined to be not reasonable.

Concepts were also eliminated in Level 2 screening if UDOT determined that the concept would substantially duplicate other concepts advanced through Level 2 screening, would have impacts substantially similar to those of other concepts that are advanced through Level 2 screening, or would substantially duplicate other less harmful or less expensive concepts that were advanced through Level 2 screening. More details about the alternatives development and screening process are provided in Appendix 2A, *Alternatives Screening Report*, of the Final EIS.

Results of the Alternatives Development and Screening Process. Based on the results of the alternatives development and screening process, UDOT advanced a No-action Alternative and the Action Alternative for further study in the EIS. The Action Alternative combined a mainline concept with the following subarea options:

- Farmington
 - 400 West Option
 - State Street Option
- Salt Lake City 1000 North
 - Northern Option
 - Southern Option

Additional graphics, and more detailed information about the features of the Action Alternative, are included in Section 2.4.2, *Action Alternative*, of the Final EIS.

5.0 Measures to Minimize Harm from the Selected Alternative

Table 5-1 summarizes the environmental impacts of each alternative evaluated in detail in the EIS. For detailed information about the environmental impacts of the alternatives, see Chapter 3, *Affected Environment, Environmental Consequences, and Mitigation Measures*, of the Final EIS.

Table 5-1. Environmental Impacts of the No-action and Action Alternatives

Impact Category	Unit	No-action Alternative	Action Alternative	Notes
Land converted to roadway use	Acres	0 acres	120 to 121 acres	
Consistent with local land use and transportation plans	Yes/no	No	Yes	Action Alternative is consistent with planned land uses and zoning for all cities. Action Alternative is consistent with WFRC's 2019–2050 RTP.
Residential relocations	Number	0	4	
Potential residential relocations	Number	0	25	
Commercial relocations (business relocations)	Number	0	11 to 12 commercial buildings (19 to 20 businesses)	Some commercial buildings include multiple businesses.
Potential commercial relocations (business relocations)	Number	0	9 commercial buildings (10 businesses)	Some commercial buildings include multiple businesses.
Section 4(f) parks and recreation areas affected	Number	0	10	Action Alternative's impacts to parks would be minor except for the Farmington State Street Option's impacts to Ezra T. Clark Park in Farmington.
Community facilities affected	Number	0	0	
Environmental justice (EJ) benefits or impacts	Yes/no	No impacts and no benefits to EJ communities.	Yes; impacts and benefits to EJ communities. Impacts would not be disproportionately high and adverse to EJ communities.	
Economic impacts	Yes/No	Yes; adverse due to increased travel times and delay and reduction in average speeds on I-15.	Yes; adverse due to business impacts; positive due to improved travel times and average speeds on I-15.	

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Table 5-1. Environmental Impacts of the No-action and Action Alternatives

Impact Category	Unit	No-action Alternative	Action Alternative	Notes
Pedestrian and bicyclist improvements	Number	0	<ul style="list-style-type: none"> • 2 new SUPs • 4 new grade-separated crossings • 7 crossings with improved connections • 7 improved interchange facilities 	<p>No-action Alternative would not improve pedestrian and bicyclist facilities across I-15.</p> <p>Action Alternative would add four new grade-separated crossings of I-15, a 3.8-mile new SUP between North Salt Lake and Salt Lake City, and a new SUP between 500 South and the Woods Cross FrontRunner station.</p>
Air quality impacts exceeding standards (NAAQS)	Yes/No	No	No	<p>Action Alternative is part of the WFRC conforming implementation plan.</p> <p>Hot-spot analysis showed that the Action Alternative would have PM₁₀ and PM_{2.5} design values for 2035 and 2050 less than or equal to the NAAQS.</p>
Receivers with modeled noise levels above criteria	Number	1,789	3,275 to 3,288	3 new noise barriers and 13 replace-in-kind noise barriers are recommended to mitigate for noise impacts and would provide a benefit (at least a 5dBA reduction) to 1,568 to 1,647 receivers.
Surface water beneficial use impacts	Yes/No	No substantial changes to water quality or beneficial uses.	No substantial changes to water quality or beneficial uses.	
Groundwater quality	Yes/No	No	No	
Impacts to aquatic resources (includes wetlands, streams, mudflats, open-water ponds, canals, and ditches)	Acres	0	32.78 to 32.81 acres	Action Alternative would affect 32.81 acres of aquatic resources. It is likely that not all of these aquatic resources would be considered jurisdictional waters of the United States.
Adverse Impacts to cultural resources	Number	0	5	
Hazardous material sites affected	Number	0	4 CERCLA 1 Dry Cleaner 7 LUST/UST	
Floodplain impacts	Acres	0	44.66 to 44.81 acres	Most of the Action Alternative floodplain impacts are in areas already impacted by I-15 (for example, existing floodplain crossings of I-15) and would not be considered new impacts to floodplains.
Visual changes	Category	Similar to existing conditions	Neutral to beneficial	

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Table 5-1. Environmental Impacts of the No-action and Action Alternatives

Impact Category	Unit	No-action Alternative	Action Alternative	Notes
Section 4(f) uses with greater-than- <i>de minimis</i> impacts	Number	0	5 to 6	
Section 4(f) <i>de minimis</i> impacts	Number	0	43 to 44	
Section 4(f) temporary occupancy impacts	Number	0	69	
Section 6(f) conversions	Number	0	1 – Centerville Community Park (0.61 acre/2.5% of park)	Action Alternative would also have temporary nonconforming use of 0.19 acre of Hatch Park in North Salt Lake.

CERCLA = Comprehensive Environmental Response, Compensation, and Liability Act; EJ = environmental justice; LUST = leaking underground storage tank; NAAQS = National Ambient Air Quality Standards; RTP = regional transportation plan; Section 4(f) = Section 4(f) of the Department of Transportation Act; Section 6(f) = Section 6(f) of the Land and Water Conservation Fund Act; SUP = shared-use path; UST = underground storage tank; WFRC = Wasatch Front Regional Council

The mitigation measures that will be adopted to avoid, minimize, rectify, reduce, or compensate impacts from the selected alternative are listed below and in the individual resources sections of the Final EIS. Funding for mitigation will be included in the cost of construction for the project. All practicable means to avoid or minimize environmental harm from the selected alternative have been adopted [see 40 CFR Section 1505.2(c)].

UDOT will have the final responsibility for implementation of mitigation measures. UDOT or its designated contractor will implement a mitigation and monitoring tracking system to ensure that all mitigation identified in this ROD is performed and that appropriate monitoring for effectiveness takes place. If a mitigation measure is determined to be not effective, UDOT or its contractor, in consultation with UDOT and other agencies (permitting agencies or cooperating agencies where UDOT has agreed to coordinate), will refine the mitigation measure or develop other appropriate mitigation.

For the list of mitigation measures, see Attachment A, *Mitigation Measures*.

6.0 Section 4(f) and Section 6(f) Resources

6.1 Section 4(f) Resources (Chapter 4 of the Final EIS)

An individual Section 4(f) Evaluation was prepared for the I-15: Farmington to Salt Lake City EIS to document the expected impacts to Section 4(f) resources from the Action Alternative and its subarea options.

UDOT has determined that there is no feasible and prudent avoidance alternative that would avoid all Section 4(f) resources. The selected alternative, the Action Alternative with the Farmington 400 West Option and the Salt Lake City 1000 North – Northern Option, would have uses with greater-than-*de minimis* impacts on the following Section 4(f) resources:

- Historic Resources
 - 399 W. State Street, Farmington
 - Clark Lane Historic District, Farmington
 - 409 South 500 West, Bountiful
 - 1090 North 500 East, North Salt Lake
 - 825 N. Warm Springs Road, Salt Lake City

The selected alternative would have *de minimis* impacts to the following Section 4(f) resources:

- Public Parks and Recreation Areas
 - Ezra T. Clark Park, Farmington
 - Farmington Creek Trail, Farmington
 - South Park, Farmington
 - Centerville Community Park, Centerville
 - Woods Cross High School playing fields, Woods Cross
- Historic Resources
 - 39 historic properties; see the list in Table 3G-1, *Architectural Resources with Adverse Effect or No Adverse Effect*, of Appendix 3G, *Cultural Resource Impact Tables*, of the Final EIS

The selected alternative would have temporary occupancy impacts to the following Section 4(f) resources:

- Public Parks and Recreation Areas
 - Farmington Junior High playing fields, Farmington
 - Woods Cross Elementary School playing fields, Woods Cross
 - Hatch Park, North Salt Lake
 - North Gateway Park, Salt Lake City
 - Warm Springs Park, Salt Lake City
- Historic Resources
 - 64 historic properties; see the list in Table 3G-1, *Architectural Resources with Adverse Effect or No Adverse Effect*, of Appendix 3G, *Cultural Resource Impact Tables*, of the Final EIS

The above resources are located in Davis County and Salt Lake County, Utah. UDOT has determined that the selected alternative includes all possible planning to minimize harm to the Section 4(f) resources listed above. Chapter 4, *Section 4(f) Analysis*, of the Final EIS provides more details on the Section 4(f) analysis and measures to minimize harm from the selected alternative.

6.2 Section 6(f) Resources (Chapter 5 of the Final EIS)

A Section 6(f) Evaluation was prepared for the I-15: Farmington to Salt Lake City EIS to document the expected impacts from the Action Alternative and its subarea options to Section 6(f) parks or recreation areas that were acquired, developed, or improved with assistance from the Land and Water Conservation Fund (LWCF).

The selected alternative would have impacts to the Section 6(f) properties of Centerville Community Park and Hatch Park. UDOT has consulted with the State LWCF Coordinator to determine the LWCF boundary areas of Section 6(f) properties in the Section 6(f) evaluation area and to discuss the potential conversion of Centerville Community Park and the temporary nonconforming use of Hatch Park. UDOT received concurrence on the Section 6(f) temporary nonconforming use from North Salt Lake on March 25, 2024. UDOT received concurrence on the Section 6(f) conversion from Centerville on June 24, 2024.

UDOT proposes to implement mitigation to include the following. Converting Section 6(f) land from recreation use to transportation use requires complying with the conversion procedures of the LWCF Act as described in 36 CFR Part 59, *Land and Water Conservation Fund Program of Assistance to States; Post-completion Compliance Responsibilities*, including obtaining substitution recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location. UDOT would comply with all required LWCF Act procedures pertaining to the conversion of Section 6(f) land from outdoor recreation use to transportation use. No construction activities would occur on Section 6(f) land without prior approval from the National Park Service. Chapter 5, *Section 6(f) Analysis*, of the Final EIS provides more details about the Section 6(f) analysis and measures to minimize harm from the selected alternative.

7.0 Transportation Air Quality Conformity

In air quality Interagency Coordination Team (ICT) meetings, the ICT determined that the I-15 project was a POAQC, and UDOT conducted hot-spot analyses for PM_{2.5} and PM₁₀ for the I-15 project following the transportation conformity procedures. UDOT conducted the PM₁₀ or PM_{2.5} analysis according to 40 CFR Section 93.123, *Procedures for Determining Localized CO, PM₁₀ or PM_{2.5} Concentrations*. The project-level conformity determination process requires interagency consultation to develop a process to evaluate and choose models and associated methods and assumptions to be used in the hot-spot analysis. UDOT coordinated extensively with both FHWA and EPA on the models and associated methods and assumptions to be used in the hot-spot analysis. The hot-spot analyses methodology and assumptions are described in Appendix 3N: *Air Quality Technical Report: Hot-spot Analysis*.

The analysis in the Final EIS and Appendix 3N, *Air Quality Technical Report: Hot-spot Analysis*, demonstrated that the predicted pollutant concentrations at all receptors in the hot-spot evaluation areas do not exceed the 24-hour PM₁₀, 24-hour PM_{2.5}, or annual PM_{2.5} NAAQS for the Action Alternative. Therefore, the I-15 project meets all conformity requirements. FHWA provided a project-level air quality conformity determination on October 2, 2024. A copy of the project-level air quality conformity determination is included in Attachment I, *FHWA Project-level Conformity Determination*, of Appendix 3N, *Air Quality Technical*

Report: Hot-spot Analysis, of the combined Final EIS and ROD. The I-15 project is, therefore, in conformance with all applicable conformity requirements of 40 CFR Part 93.

8.0 Fiscal Constraint

Federal regulations require that all regionally significant transportation projects be included in an RTP. To demonstrate fiscal constraint for a project, at least one subsequent phase of the project must be shown in the statewide transportation improvement program (STIP) or transportation improvement program (TIP).

WFRC's 2023–2050 *Wasatch Front Regional Transportation Plan* identifies the transportation-related elements of the Action Alternative in Phase 1 (2023 to 2032).

The I-15: Farmington to Salt Lake City Project is identified in UDOT's 2024–2029 STIP as PIN 19854 with funding identified for final design and construction beginning in 2024.

9.0 Next Steps

UDOT will proceed with the remaining steps of project development (right-of-way acquisition, final engineering, and construction) based on available funding. UDOT or its contractors will obtain all required permits and approvals for constructing the selected alternative. UDOT will procure a construction contractor or contractors.

If only partial funding is allocated for construction, UDOT would construct portions of the selected alternative based on the amount of the funding while considering safety and operational benefits. Any implemented portion of the selected alternative would need to operate in an independent and acceptable manner with appropriate and functional project limits. If funding allows UDOT to reconstruct the I-15 corridor all at once, the sequencing of construction would be based on the selected construction contractor's proposal. However, UDOT would require the contractor to develop a maintenance-of-traffic plan to minimize traffic congestion from construction.

10.0 Conclusion

This ROD constitutes UDOT's approval of the Action Alternative as described in the Final EIS. UDOT's decision to approve this alternative and options is based on the information presented in the Final EIS and supporting technical documents, the associated project file, and input received from the public and interested local, state, and federal agencies. In making this decision, UDOT considered the expected impacts of the project and alternative courses of action under NEPA, Section 4(f) of the Department of Transportation Act of 1966, and other applicable laws, thereby balancing the need for safe and efficient transportation with national, state, and local environmental protection goals.

10.1 Limitation on Claims

On behalf of UDOT, the Federal Highway Administration will publish a notice in the Federal Register, pursuant to 23 USC Section 139(I)(1), stating that one or more federal agencies (or UDOT through its NEPA delegation authority from FHWA) have taken final action on permits, licenses, or approvals for this transportation project. After the notice is published, claims seeking judicial review of those actions will be barred unless such claims are filed within 150 days after the date of publication of the notice, or within such shorter time period as is specified in the federal laws pursuant to which judicial review of the action is allowed.

10/03/2024

Date of Approval



Ben Huot, PE, Deputy Director
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_____ *The following persons may be contacted for additional information about this document:* _____

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ATTACHMENT A
Mitigation Measures

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Attachment A. Mitigation Measures

This attachment to the Record of Decision for the Interstate 15 (I-15): Farmington to Salt Lake City Project summarizes the mitigation measures developed to avoid, minimize, rectify, reduce, or compensate impacts from the selected alternative (the Action Alternative).

The mitigation items listed in this attachment are the same items that are listed in Sections 3.1 through 3.21 of the Final Environmental Impact Statement (EIS). For consistency, the mitigation measures are listed in the same order as they are organized in Chapter 3 of the Final EIS.

The mitigation measures include standard Utah Department of Transportation (UDOT) best practices, expected permit conditions, legal requirements, and other measures specifically targeted to mitigate for unique impacts. UDOT does not typically propose mitigation for resources that are anticipated to have negligible or beneficial impacts from the Action Alternative.

The mitigation measures listed below include additional detail and commitment regarding mitigation measures based on permitting processes, public comments on the Draft EIS, and continued coordination with agencies, Cities, and other stakeholders.

Funding for mitigation will be included in the cost of construction; UDOT will have the final responsibility for implementation.

UDOT or its designated contractor will implement a mitigation and monitoring tracking system to ensure that all mitigation identified in this attachment is performed and that appropriate monitoring for effectiveness takes place. If a mitigation measure is determined to not be effective, the contractor will consult with UDOT to develop other appropriate mitigation.

A.1 Mitigation Measures for Impacts to Land Use

Because the Action Alternative would have no impacts to land use or zoning, no mitigation is proposed.

A.2 Mitigation Measures for Impacts to the Social Environment

As in the Final EIS, the social impacts are generally beneficial or would be temporary during construction. No mitigation is necessary because there would be no disproportionate impact to any particular social group. More information is provided below about UDOT's best practices for project development.

A.2.1 Community Cohesion

The Action Alternative would benefit the communities and neighborhoods in the social environment evaluation area. No mitigation is proposed.

A.2.2 Quality of Life

The Action Alternative would benefit the communities and neighborhoods in the social environment evaluation area. No mitigation is proposed.

A.2.3 Recreation Resources

Mitigation for impacts to recreation resources typically includes replacing or relocating impacted amenities (for example, trails, pavilions, or playgrounds) or providing other items that can enhance the recreation use of the recreation resource. During the final design of the selected segment options of the Action Alternative, UDOT would work with the local municipalities with jurisdiction over the public parks and recreation areas to evaluate opportunities to further mitigate impacts. For all temporary construction impacts, the disturbed land would be restored and revegetated.

A.2.4 Community Facilities

There would be no impacts to community facilities from the Action Alternative. No mitigation is proposed.

A.2.5 Public Safety and Security

The Action Alternative would benefit public safety providers by improving the operations on I-15 and the I-15 interchanges in the social environment evaluation area. No mitigation is proposed.

A.2.6 Utilities

All impact to utilities would be temporary. The UDOT document *Accommodation of Utilities and the Control and Protection of State Highway Rights-of-Way* (Utah Administrative Code Rule R930-6) would be followed. The construction contractor would contact local businesses and residences if any loss of utility service is

required during construction. UDOT would work with the utility companies during final design or the design-build process if utilities need to be relocated.

UDOT would also identify and obtain all appropriate permits from state and local government agencies, as necessary, related to relocating and modifying utilities. UDOT would comply with all permit conditions.

A.3 Mitigation Measures for Right-of-way and Relocation Impacts

No mitigation is proposed beyond the requirements of federal and state relocation assistance acts.

During the final design process, UDOT will look at measures that could avoid needing to acquire properties. Where necessary, UDOT would acquire all property according to the federal Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 (as amended July 2008) and the Utah Relocation Assistance Act. These regulations require fair compensation for property owners and qualified renters to offset or eliminate any financial hardship that private individuals or entities could experience as a result of acquiring property for public purposes. No individual or family would be required to relocate until adequate, decent, safe, and sanitary housing is available.

Relocation resources will be available to all residents and businesses that are relocated, and the process for acquiring replacement housing and other sites will be fair and open.

A.4 Mitigation Measures for Impacts to Environmental Justice Populations

Although decision-making relevant to the proposed Action Alternative cannot remedy many of these past transportation and industrial decisions, UDOT intends to continue to work collaboratively with the community to address past impacts to the extent that they are related to I-15 and can be addressed with the current I-15 project. By actively involving the community in the process and considering their feedback, UDOT is committed to working with the community to identify and incorporate those ideas into the project that will have lasting benefits for all members of the community.

A.5 Mitigation Measures for Impacts to Economic Conditions

UDOT proposes to implement mitigation to include the following.

A.5.1 Construction

To mitigate short-term access and visibility impacts to businesses during construction, a traffic access management plan would be developed and implemented by the construction contractor that maintains public access to impacted businesses during normal business hours. Following completion of the construction phase, UDOT would install appropriate roadway directional signs consistent with UDOT policy.

A.5.2 Operation

When acquisition of a right-of-way is necessary, it is done in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. This mitigation measure is discussed in more detail in Section 3.3, *Right-of-way and Relocations*, of the Final EIS. Compliance with the Act ensures that all persons regardless of race, color, religion, sex, national origin, disability, or age will be fairly and equitably treated.

Mitigation is not provided to local governments that are adversely affected when land is removed from their tax base. Over the long term, property values are expected to increase as a result of improved regional transportation access to businesses. The revenues generated from this would offset any short-term impacts from the I-15 project on local government revenues.

A.6 Mitigation Measures for Impacts to Transportation

The Action Alternative would be an improvement over the no-action conditions. No mitigation for impacts to the roadway network is proposed.

Each existing pedestrian and bicyclist facility that would be closed and removed during construction would be replaced with a similar or improved facility near its current location. Project construction for pedestrian and bicyclist facilities would be phased to minimize disruptions to the public to the extent feasible. UDOT would also coordinate with the Counties and Cities during the final design of the Action Alternative to mitigate disruptions to pedestrian and bicyclist facility users. Potential mitigation for disruption would include providing signed on-road detours where feasible, closing facilities during low-use seasons (winter), and providing information to the public about closures.

A.7 Mitigation Measures for Joint Development Impacts

No mitigation measures for joint development impacts are proposed because no adverse impacts are expected. UDOT will continue to work with the Counties and Cities to make the Action Alternative compatible with the planned projects listed above in Table 3.7-1, *Potential Joint Development Projects*, of the Final EIS.

A.8 Mitigation Measures for Impacts to Air Quality

Regional modeling conducted by the Wasatch Front Regional Council for the 2050 transportation conformity analyses demonstrated that all regionally significant transportation projects (including the I-15 project) would not adversely affect local compliance with the National Ambient Air Quality Standards. Atmospheric carbon dioxide and PM₁₀ emissions (particulate matter 10 micrometers or less in diameter) are projected to increase in 2050 with the Action Alternative due to the projected increase in vehicle-miles traveled in the air quality evaluation area. The amounts of all other pollutants are projected to decrease in future years due to improved fuel and emissions standards. Therefore, no mitigation is proposed related to the project operations. See Section 3.17.3.6, *Mitigation Measures for Air Quality Impacts from Construction*, of the Final EIS for the proposed air quality mitigation related to construction.

A.9 Mitigation Measures for Impacts to Noise

According to UDOT's noise-abatement policy, specific conditions must be met before traffic noise abatement is implemented. Noise abatement must be considered both feasible and reasonable.

The factors considered when determining whether abatement is feasible are:

- **Engineering Considerations.** Engineering considerations such as safety, presence of cross streets, sight distance, access to adjacent properties, wall height, topography, drainage, utilities, maintenance access, and maintenance of the abatement measure must be taken into account as part of establishing feasibility. Noise-abatement measures are not intended to serve as privacy fences or safety barriers. Abatement measures installed on structures would not exceed 10 feet in height measured from the top of deck or roadway to the top of the noise wall. Noise walls would not be installed on structures that require retrofitting to accommodate the noise-abatement measure. Noise-abatement measures would be considered if the project meets the criteria established in this policy if structure replacement is included as part of the project. Abatement measures shall be consistent with general American Association of State Highway and Transportation Officials design principles.
- **Safety on Urban Non-access-controlled Roads.** To avoid a damaged barrier from becoming a safety hazard, in the event of a failure, barrier height must be no greater than the distance from the back-of-curb to the face of the proposed barrier. Because the distance from the back-of-curb to the face of a proposed barrier varies, barrier heights that meet this safety requirement might also vary.
- **Acoustic Feasibility.** Noise abatement must be considered "acoustically feasible." This is defined as achieving at least a 5-dBA (A-weighted decibels) highway traffic noise reduction for at least 50% of front-row receivers.

The following factors are considered when determining whether abatement is reasonable:

- **Noise-abatement Design Goal.** Every reasonable effort should be made to obtain substantial noise reductions. UDOT defines the minimum noise reduction (design goal) from proposed abatement measures to be 7 dBA or greater for at least 35% of front-row receivers.
- **Cost-effectiveness.** The cost of a noise-abatement measure must be deemed reasonable in order for it to be included in a project. Noise-abatement costs are based on a fixed unit cost of \$20 per square foot, multiplied by the height and length of the wall, in addition to the cost of any other item associated with the abatement measure that is critical to safety. The fixed unit cost is based on the historical average cost of noise walls installed on UDOT projects and is reviewed at regular intervals, not to exceed 5 years. The cost-effectiveness of abatement is determined by analyzing the cost of a wall that would provide a noise reduction of 5 dBA or more for a benefited receiver. A reasonable cost is considered to be a maximum of \$30,000 per benefited receiver for activity category B and \$360 per linear foot for activity categories A, C, D, or E. If the anticipated cost of the noise-abatement measure is less than the allowable cost, then the abatement is deemed reasonable.

The cost-effectiveness calculation also takes into account the cost of any items associated with the abatement measure that is critical to safety, such as snow storage and safety barriers where applicable.

- **Viewpoints of Property Owners and Residents.** As part of the final design phase for the Action Alternative, balloting would take place if noise-abatement measures meet the feasible criteria and reasonable noise-abatement design goal and cost-effectiveness criteria (listed above) in UDOT's noise-abatement policy.

Section C.2I of UDOT's noise-abatement policy requires balloting for all benefited receivers (property owners or tenants that would receive a 5-dBA or greater reduction in noise from the noise-abatement measure) or receivers whose property would abut the proposed noise-abatement measures. Balloting approval is contingent on at least 75% of the total ballots being returned and 75% of the returned ballots being in favor of the proposed noise-abatement measure.

The Final EIS noise analysis includes the preliminary results based on an evaluation of all three feasibility factors and the reasonable noise-abatement design goal and cost-effectiveness factors. The evaluation of the reasonableness factor for the "viewpoints of property owners and residents" would take place as part of the final design phase for the Action Alternative.

A.9.1 Noise Barriers

For a noise barrier to be effective, it must be high enough and long enough to block the view of the noise source from the receiver's perspective. The Federal Highway Administration's *Highway Traffic Noise: Analysis and Abatement Guidance* states that a good "rule of thumb" is that the noise barrier should extend 4 times as far in each direction as the distance from the receiver to the barrier. For instance, if the receiver is 50 feet from the proposed noise barrier, the barrier needs to extend at least 200 feet on either side of the receiver in order to shield the receiver from noise traveling past the ends of the barrier.

Openings in noise barriers for driveway and cross street access greatly reduce the effectiveness of noise barriers. Therefore, impacted receivers with direct access onto local streets do not qualify for noise barriers.

The anticipated cost of each wall was calculated by multiplying the wall area and the wall cost per square foot (\$20). The allowable cost was calculated using two variables: (1) activity category B allowable cost and (2) activity category C allowable cost. The category B allowable cost was calculated by multiplying the allowable cost per benefited receiver (\$30,000) by the number of receivers benefited by the wall. The category C allowable cost was calculated by multiplying the length of the wall associated with category C land use by the allowable cost for category C land (\$360 per linear foot). These two variables, activity category B allowable cost and activity category C allowable cost, were combined to produce the allowable cost for each wall (for detailed wall analyses, see Appendix 3F, *Noise Technical Report*, of the Final EIS).

For areas with noise impacts that do not have an existing noise wall, in an effort to provide an objective analysis of traffic noise reduction at impacted receivers, a variety of noise wall heights were considered. If multiple wall heights would meet noise-abatement requirements, the shortest wall height found to be both feasible and reasonable would be recommended for balloting.

UDOT's noise-abatement policy requires the replacement "in kind" of any existing noise wall. For areas with noise impacts that have an existing noise wall, UDOT evaluated only noise wall heights as tall as or taller than the existing noise wall height. For some replacement walls, UDOT also evaluated extensions to the replacement walls if the Action Alternative would have noise impacts to receivers beyond the ends of the existing walls. More details are included in Appendix 3F of the Final EIS.

A total of 26 noise barriers were considered for the Action Alternative. See the noise wall maps in Appendix 3F of the Final EIS.

A.9.2 Noise-abatement Evaluation for the Action Alternative

UDOT evaluated 21 noise barriers at locations where noise impacts would occur with the Action Alternative. Eight of the 21 noise barriers were new noise barriers, and 13 of the 21 noise barriers were replacement noise barriers consistent with UDOT's noise-abatement policy. Three of the 8 new noise barriers met UDOT's feasibility and reasonableness acoustic and cost criteria with the Action Alternative. Maps showing the locations of the noise walls evaluated for the Action Alternative and more detailed information is available for each barrier in Appendix 3F, *Noise Technical Report*, of the Final EIS.

Table A-1 summarizes the analyzed noise barriers and the results of the noise barrier analysis for the Action Alternative. The locations of the noise barriers are shown in Figure A-1 through Figure A-3 and in Attachment D, *Noise Wall Maps*, of Appendix 3F of the Final EIS.

The 3 new noise barriers and 13 replacement noise barriers recommended in this analysis would provide a benefit (at least a 5-dBA reduction) to 1,568 to 1,647 receivers.

Noise-abatement Consideration during Final Design. Recommended noise walls in the noise evaluation area that met the requirements of UDOT's noise-abatement policy are summarized in Table A-1. A barrier identified as recommended for balloting is a barrier that has been shown to meet the feasible criteria and reasonable design goal and cost-effectiveness criteria as defined in UDOT's noise-abatement policy. However, that finding is not a commitment to build a barrier.

Noise barriers shown in this analysis include replacement noise barriers for areas with existing noise walls and new or extended noise walls for locations modeled to have noise impacts from the Action Alternative. The final height for replacement noise barriers would be at least equal to the existing height. The new noise barriers are preliminary and must meet the feasibility and reasonableness requirements of the UDOT noise-abatement policy.

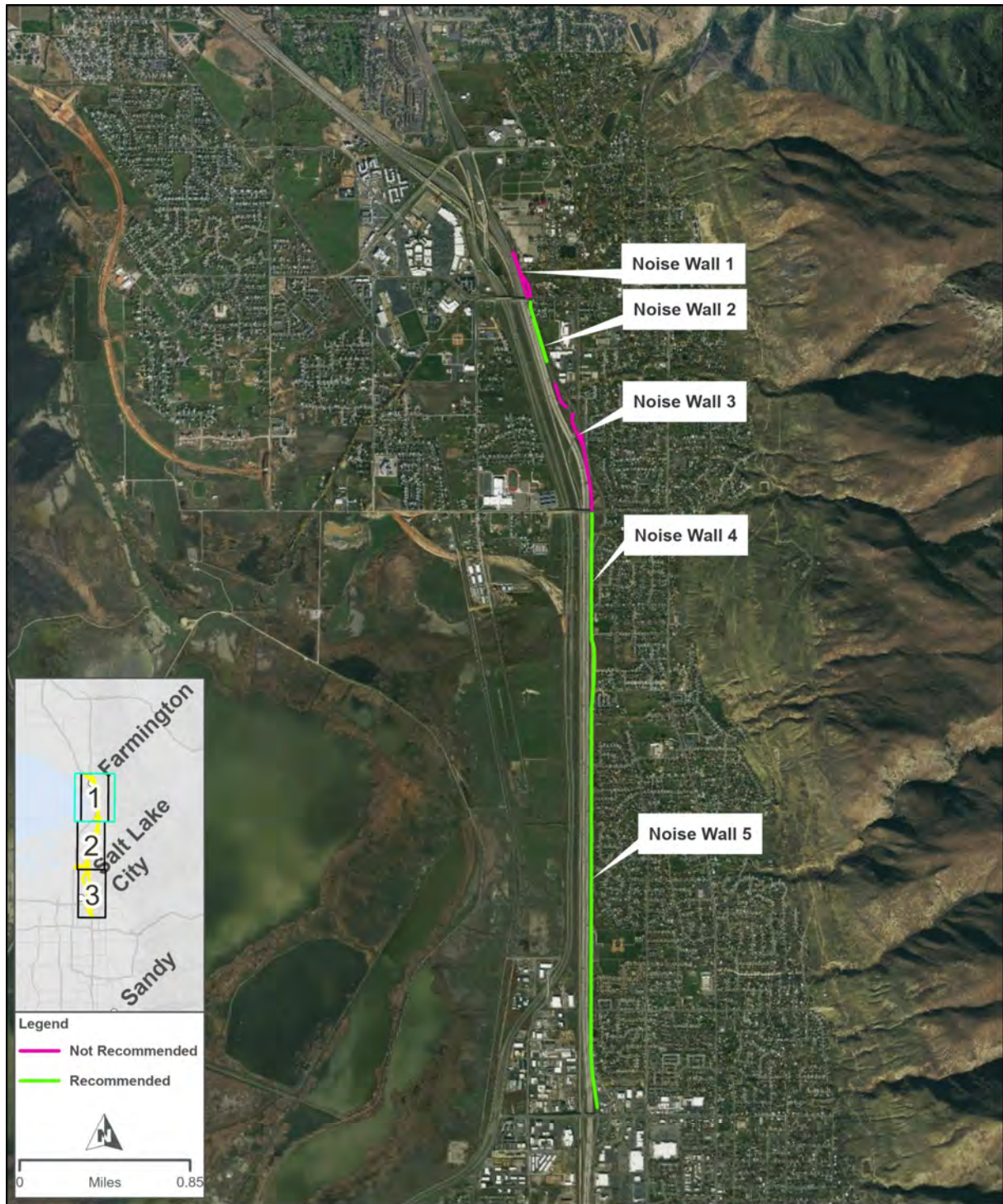
The final lengths and heights for any of the noise barriers identified in the environmental study phase are still subject to final design and the feasibility and reasonable criteria as defined in the UDOT noise-abatement policy (and summarized in Section 3.9.4.4, *Mitigation Measures*, of the Final EIS). UDOT would not make a decision whether to construct the proposed noise barrier until the project design is completed and refined utility relocation and right-of-way costs are available. Reasonableness would be evaluated using refined costs based on the final design.

UDOT will conduct balloting for the proposed noise-abatement measures with the final design engineering considerations and costs that meet the feasibility criteria and reasonable design goal and cost-effectiveness criteria as defined in UDOT's noise-abatement policy. As described above, Section I(c) of UDOT's noise-abatement policy requires balloting for all benefited receivers (property owners or tenants that would receive a 5-dBA or greater reduction in noise from the noise-abatement measure) or receivers whose property would abut the proposed noise-abatement measures. Balloting approval is contingent on at least 75% of the total ballots being returned and 75% of the returned ballots being in favor of the proposed noise-abatement measure.

Table A-1. Barrier Analysis Summary

Proposed Barrier	Segment/Options	New Barrier or Replacement of Existing Barrier?	Is Barrier Feasible, Reasonable, and Recommended for Balloting? (applicable to new walls only)	Recommended Barrier Height, Length
1	North – Farmington State Street Option	New	No	NA
1	North – Farmington 400 West Option	New	No	NA
2	North – Farmington State Street Option	New	Yes	16 feet, 1,651 feet
2	North – Farmington 400 West Option	New	Yes	16 feet, 1,400 feet
3	North/both options	New	No	NA
4	North/both options	Replacement	NA	16 feet, 4,199 feet
5	North/both options	Replacement	NA	17 feet, 12,345 feet
6	North/both options	Replacement	NA	16 feet, 4,481 feet
7	North/both options	Replacement	NA	13 feet, 986 feet
8	North/both options	New	No	NA
9	North/both options	New	No	NA
10	North/both options	Replacement	NA	13 feet, 3,381 feet
11	North/both options	Replacement	NA	14 feet, 1,880 feet
12	North/both options	Replacement	NA	12 feet, 4,343 feet
13	North/both options	Replacement	NA	14 feet, 1,370 feet
14	North/both options	New	Yes	15 feet, 1,557 feet
15	North/both options	New	No	NA
16	North/both options	New	Yes	11 feet, 650 feet
17	North and South/both options	Replacement	NA	16 feet, 9,243 feet
18	South/1000 North Northern Option	Replacement	NA	12 feet, 1,726 feet
18	South/1000 North Southern Option	Replacement	NA	12 feet, 1,372 feet
19	South/1000 North Northern Option	Replacement	NA	16 feet, 3,282 feet
19	South/1000 North Southern Option	Replacement	NA	16 feet, 4,442 feet
20	South/both options	Replacement	NA	14 feet, 4,250 feet
21	South/both options	Replacement	NA	14 feet, 4,524 feet

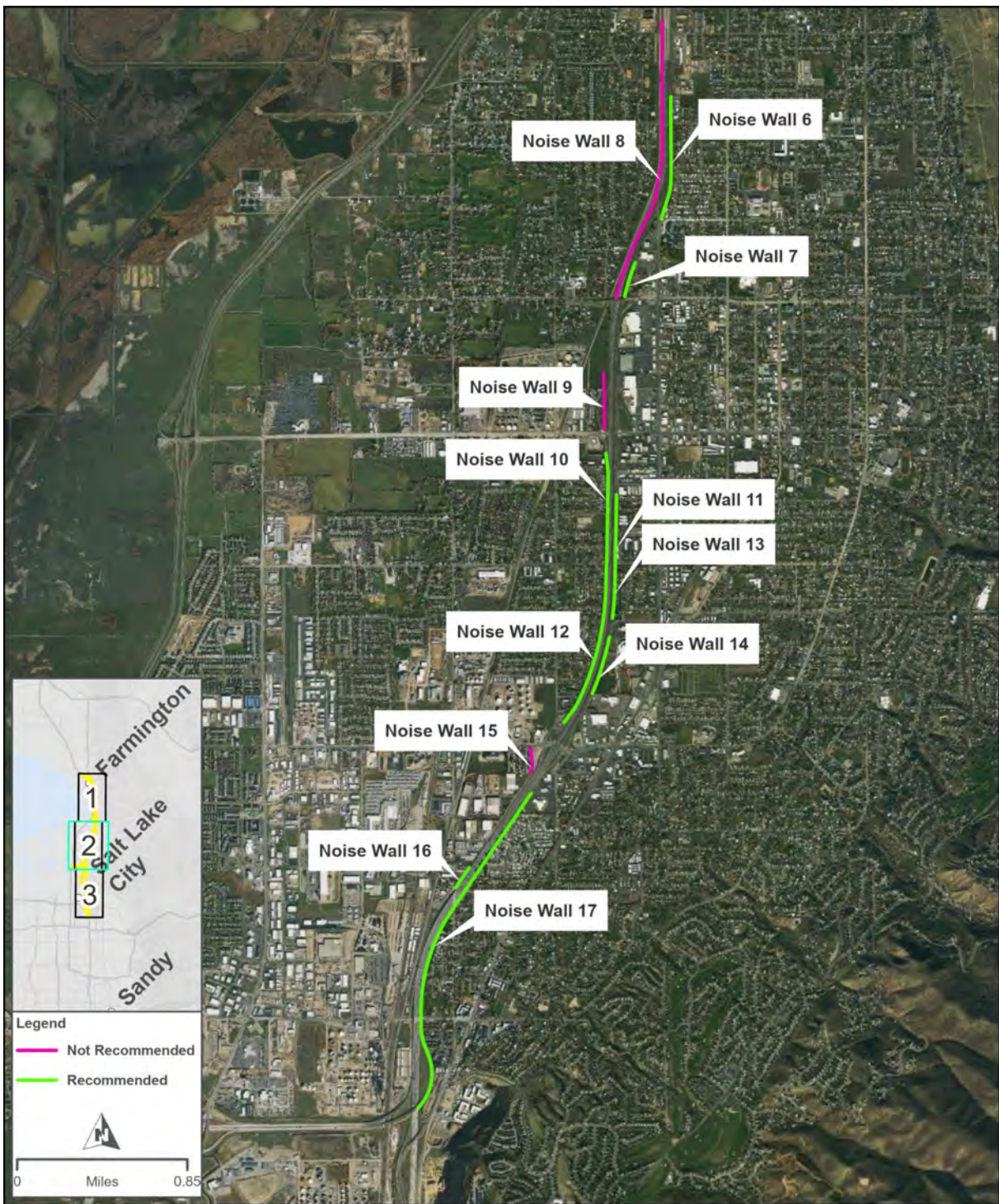
Figure A-1. Noise Wall Evaluation (1 of 3)



NOISE WALL EVALUATION
I-15 EIS: FARMINGTON TO SALT LAKE CITY

FIGURE 1 OF 3

Figure A-2. Noise Wall Evaluation (2 of 3)



NOISE WALL EVALUATION
I-15 EIS: FARMINGTON TO SALT LAKE CITY

FIGURE 2 OF 3

Figure A-3. Noise Wall Evaluation (3 of 3)



NOISE WALL EVALUATION
I-15 EIS: FARMINGTON TO SALT LAKE CITY

FIGURE 3 OF 3

A.10 Mitigation Measures for Impacts to Historic and Archaeological Resources

A.10.1 Mitigation Measures for Impacts to Eligible Historic Architecture Resources

The Action Alternative would have an **adverse effect** on architectural resources. UDOT coordinated with the Utah State Historic Preservation Office (SHPO), the Farmington Historic Commission, the Clark Lane Historical Preservation Association, the Salt Lake County Certified Local Government, tribes, and other consulting parties, as appropriate, to develop specific mitigation measures for the architectural resources that would have adverse effects from the project. These mitigation measures are documented in the Memorandum of Agreement, which is included in Appendix 3I, *Cultural Resources Correspondence*, of the Final EIS.

The following mitigation measures for adversely affected historic buildings will be implemented:

- UDOT will be responsible for documenting the following buildings: 399 W. State Street in Farmington, 409 South 500 West in Bountiful, 1090 North 500 East in North Salt Lake, and 825 N. Warm Springs Road in Salt Lake City. The buildings will be documented according to the Utah State Intensive-level Survey Standards as required by the Utah SHPO. Documentation will include completed historic site forms, which will be based partly on title searches and obituary research, photographs of the exterior of the buildings, a sketch map of the property layout, aerial photograph maps indicating the location of the buildings, and a U.S. Geological Survey map (scale: 1:24,000) showing the location of the buildings. The detailed documentation will also include the history of its occupants and uses since it was constructed.
- UDOT will develop an addendum to the Farmington Main Street Historic District nomination to include properties located between the Main Street and Clark Lane Historic Districts along State Street from Main Street to 200 West in Farmington. The addendum will include a reconnaissance-level survey of the properties to be added to the district, research to determine significance, and completion of the National Register of Historic Places nomination form.
- UDOT will contribute \$8,000 to the Farmington Historic Museum to support digitization, archival, and exhibit efforts. Digitization may include scanning documentation of historic properties in the historic districts, family histories, or photographs and the archival digital storage of these documents.

UDOT will replant all trees along State Street in Farmington and in the Clark Lane National Register District that are removed as part of the Action Alternative.

A.10.2 Mitigation Measures for Impacts to Archaeological Sites

The Union Pacific Railroad tracks, the Denver & Rio Grande Western Railroad tracks, and a historic trolley line are the eligible archaeological sites that would be impacted by the project. The project proposes to bridge most of the railroad crossings and the historic trolley crossing. The project's two at-grade railroad crossings already exist. Because the Action Alternative has been designed to have **no adverse effect** on archaeological sites, no specific mitigation measures are necessary.

A.11 Mitigation Measures for Impacts to Water Quality and Water Resources

UDOT proposes the following mitigation measures to help ensure that surface water and groundwater quality is maintained.

- UDOT or its design consultants would follow all applicable requirements of UDOT's *Stormwater Quality Design Manual* (UDOT 2021) for the design of best management practices (BMP) to meet municipal separate storm sewer system (MS4) permit and groundwater permit-by-rule requirements.
- UDOT or its design consultants would follow UDOT's *Drainage Manual of Instruction* for the design of stream crossings and culverts.
- UDOT or its construction contractors would prepare stormwater pollution prevention plans (SWPPP) and obtain a Utah Pollutant Discharge Elimination System (UPDES) permit for stormwater discharges associated with construction activities. Restoration efforts would also be monitored to ensure successful revegetation as typically required by an SWPPP.
- If construction activities require dewatering that would discharge project water to surface waters, UDOT or its construction contractors would obtain a UPDES Construction Dewatering or Hydrostatic Testing General Permit.
- UDOT would visually inspect and maintain stormwater quality BMPs so that they are functioning properly. These BMPs would likely include detention basins; however, other BMPs from UDOT's *Stormwater Quality Design Manual* might be chosen during the final design phase of the project.
 - During construction, inspectors for the project would certify that the BMPs were installed according to contract documents and UDOT standards.
 - After construction, UDOT would document and maintain records of inspections, any deficiencies identified during inspections, and the repairs performed on the BMPs.
- UDOT would comply with the Clean Water Act Section 404 permit, including any required Section 401 Water Quality Certifications and applicable Stream Alteration Permits for activities placing fill into waters of the United States and altering natural stream bed and banks.
- UDOT would maintain wetland hydrology and existing surface water conveyance patterns through the installation of culverts or other engineering alternatives through the roadway embankment.
- UDOT would collaborate with the public water system owners that have drinking water source protection zones in place that might be impacted by the Project during final design and construction to mitigate any impacts to water distribution infrastructure.
- UDOT would coordinate with the owners of any impacted water right points of diversion during final design and construction to protect or replace the impacted points of diversion as necessary.
- UDOT would design and implement countermeasures to mitigate potential impacts to a stream's natural flow pattern, velocity, profile, channel stability, aquatic habitats, streambank vegetation, and riparian habitats that could result from replacing, lining, extending, or repairing conveyance structures for the project.

A.12 Mitigation Measures for Impacts to Ecosystem Resources

UDOT's best practices for project development include the following mitigation measures for ecosystem resources.

A.12.1 Mitigation Measures for Vegetation Impacts

All of the segment options would remove vegetation and could also introduce noxious species into the surrounding areas. To prevent further, permanent effects, UDOT would mitigate temporary impacts to vegetation once construction is complete and no further disturbance is anticipated. Mitigation would include the following measures:

- All fill materials brought onto the construction site would be required to be clean of any chemical contamination per UDOT's General Standard Specifications, Section 02056, *Embankment, Borrow, and Backfill*. Topsoil used for roadside stabilization or landscaping must meet UDOT's General Standard Specifications, Section 02912, *Topsoil*.
- The contractor would rip and stabilize any compacted soil and reseed it with native seed mixes.
- The contractor would be required to follow noxious weed mitigation and control measures identified in the most recent version of UDOT Special Provision Section 02924S, *Invasive Weed Control*.
- The contractor would stabilize all disturbed areas by following UDOT Standards, including topsoil, seeding, and installation of appropriate erosion-control measures.

A.12.2 Mitigation Measures for Terrestrial and Aquatic Wildlife Impacts

UDOT would implement the following mitigation measure to conserve and minimize impacts to migratory birds and in furtherance of Executive Order 13186, *Responsibilities of Federal Agencies to Protect Migratory Birds*:

- Trees and shrubs would be removed during the non-nesting season (about August 15 to April 1). If this is not possible, UDOT or its contractor would arrange for preconstruction nesting surveys, to be conducted no more than 10 days before ground-disturbing activities, by a qualified wildlife biologist of the area that would be disturbed to determine whether active bird nests are present. If active nests are found, the construction contractor would coordinate with the UDOT Natural Resources Manager/Biologist to avoid impacts to migratory birds.

A.12.3 Mitigation Measures for Aquatic Resources Impacts

In order to fill jurisdictional wetlands and other aquatic resources as part of the project, UDOT must prepare a Clean Water Act Section 404 permit application and submit it to the U.S. Army Corps of Engineers (USACE) for approval before construction. The permit application must contain a compensatory mitigation plan that describes the proposed mitigation efforts and how they would offset the functions and values eliminated by the selected alternatives. Compensatory mitigation could include any one or a combination of the following five methods: restoring a previously existing wetland or other aquatic site, enhancing an

existing aquatic site's functions, establishing (that is, creating) a new aquatic site, preserving an existing aquatic site, and/or purchasing credits from an authorized wetland mitigation bank.

Potential temporary construction impacts to aquatic resources would be minimized through consideration of construction methods and use of BMPs such as silt fences and other erosion-control features in areas adjacent to wetlands and streams. Any necessary temporary construction impacts to aquatic resources that are authorized by a Clean Water Act Section 404 permit would be restored through regrading the ground surface to natural contours and revegetating disturbed areas.

A.12.4 Threatened and Endangered Species Commitments

Since no federally threatened or endangered species and no critical habitat were identified in the ecosystem resources evaluation area, no mitigation is proposed.

A.13 Mitigation Measures for Impacts to Floodplains

UDOT and/or its construction contractor would take measures to reduce floodplain impacts and to ensure that, if the Action Alternative is selected, the alternative complies with all applicable regulations (see Section 3.13.2.2, *Executive Order 11988, Floodplain Management*, of the Final EIS). These mitigation measures would include the following:

- The Action Alternative would require a number of stream and floodplain crossings in the same locations where they presently exist as well as several new stream and floodplain crossings. UDOT would determine whether existing bridges and culverts need to be replaced as a part of the Action Alternative. Where new or rehabilitated bridges and culverts are included in the Action Alternative, the design would follow the Federal Emergency Management Agency (FEMA) requirements and the requirements of UDOT's *Drainage Manual of Instruction*, where applicable. Where no Special Flood Hazard Area is defined, culverts and bridges would be designed to accommodate a 50-year (2%-annual-chance) or greater-magnitude flood. Where regulatory floodplains are defined, hydraulic structures would be designed to accommodate at least a 100-year (1%-annual-chance) flood. In accordance with Executive Order 14030, UDOT would also evaluate the floodplains under the Federal Flood Risk Management Standard during the final design of the drainage and stormwater facilities associated with the Action Alternative.
- Stream alteration permits would be obtained for stream crossings as required by the Utah Division of Water Rights to satisfy state regulations, and in some circumstances might also be used to meet Clean Water Act Section 404 permitting requirements (through use of Army Corps of Engineers Programmatic General Permit 10).
- Floodplain development permits would be obtained for all locations where the proposed roadway embankment or structural elements would encroach on a regulatory floodplain. FEMA requires that construction within a floodway must not increase the base (100-year) flood elevation. FEMA Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) processes would be executed in compliance with 44 Code of Federal Regulations Sections 60.3 and 65.12 as necessary based on hydrologic and hydraulic analyses and the nature of anticipated changes in base flood elevation and/or floodplain limits. The LOMR process takes place after construction impacts have occurred to modify and update an effective floodplain map. The CLOMR process (if

required) must be completed before construction impacts take place to receive FEMA's concurrence that, if the selected alternative is constructed as designed, a LOMR could be issued to modify and update the effective floodplain map. The following cases apply:

- For areas of Zone A floodplain impacts, the approach would be to analyze existing and proposed conditions and design project features such that compliance is achieved, or that a CLOMR is not required, as much as possible. In these areas, FEMA performed floodplain mapping without publishing base flood elevations or delineating a floodway. The absence of this information places the burden on UDOT to perform hydrologic and hydraulic analyses consistent with FEMA standards. These analyses would confirm or refine the FEMA floodplain mapping and could increase or decrease the estimate of affected areas.
- For areas of Zone AE, AH, and AO floodplain impacts, the approach would be to analyze proposed conditions relative to effective floodplain mapping (with base flood elevations and ponding depths defined) and design project features such that compliance is achieved, or that a CLOMR is not required, as much as possible. Any action that would increase the water surface elevation within a floodway (for the 1%-annual-chance event) would require that a CLOMR is prepared and accepted by FEMA prior to the start of construction and issuance of a floodplain development permit.
- UDOT would obtain flood-control permits from Davis County Public Works for all work that would take place within a county flood-control facility to certify that plans and specifications meet the requirements of the Davis County Flood Control Master Plan. UDOT would also obtain flood-control permits from Salt Lake County for any actions occurring within 20 feet of a Salt Lake County–controlled waterway.
- Roadway elevations would be a minimum of 2 feet above adjacent floodplain elevations, where those elevations are defined, so that flooding would not interfere with a transportation facility needed for emergency vehicles or evacuation.
- Walls would be designed and constructed to minimize longitudinal floodplain impacts.

A.14 Mitigation Measures for Impacts to Hazardous Materials and Hazardous Waste Sites

UDOT's best practices for project development include the following mitigation measures for hazardous materials and hazardous waste sites.

If the Action Alternative is selected, site investigations would be conducted by UDOT during the final design phase of the project to confirm the presence of contamination and determine potential risks to construction, if any, and the appropriate remedial measures. In the case of an identified chemical hazard, UDOT would negotiate the site remedy with the property owner before property is acquired and disturbed by construction and through possible coordination with the U.S. Environmental Protection Agency (EPA) and the Utah Division of Environmental Response and Remediation (DERR).

Previously unidentified sites or contamination could be encountered during construction. The construction contractor would implement measures to prevent the spread of contamination and to limit worker exposure. In such a case, all work would stop in the area of the contamination according to UDOT Standard

Specifications, and the contractor would consult with UDOT and DERR to determine the appropriate remedial measures. Hazardous materials would be handled according to UDOT Standard Specifications and the requirements and regulations of DERR.

During construction, coordination would take place with UDOT, EPA, and/or DERR, the construction contractor, and the appropriate property owners. This coordination would involve determining the status of the sites of concern, identifying newly created sites, identifying the nature and extent of remaining contamination (if any), and minimizing the risk to all parties involved. Environmental site assessments might be conducted at the sites of concern to further evaluate the nature and extent of contamination and to better identify the potential risks of encountering hazardous materials when constructing the selected alternative.

Engineering controls (such as dust mitigation, temporary soil covers, and groundwater extraction) and personal protective equipment for construction workers would be used to reduce the potential for public or worker exposure to hazardous materials as determined necessary by UDOT.

A.15 Mitigation Measures for Impacts to Visual Resources

UDOT proposes to implement mitigation to include the following. All aesthetic treatments would be completed in accordance with UDOT Policy 08A-03, *Project Aesthetics and Landscaping Plan Development and Review* (UDOT 2014a), and UDOT's *Aesthetics Guidelines* (UDOT 2014b). UDOT's policy is to set a budget for aesthetics and landscape enhancements based on the aesthetics guidelines. The aesthetic features considered during the final design phase of a project could include lighting; vegetation and plantings (such as street trees); the color of bridges, structures, and retaining walls; and other architectural features such as railings.

Aesthetic treatments are typically evaluated during the final design phase of the project after an alternative is selected in the project's Record of Decision and funding has been allocated for the project. UDOT would coordinate with the local municipalities to determine whether the desired aesthetics can be implemented.

A.16 Mitigation Measures for Energy Impacts

Due to improved fuel economy in the future, the energy used with the Action Alternative would be less than the energy used with the existing conditions. No mitigation measures for energy impacts are proposed.

A.17 Mitigation Measures for Construction Impacts

The following mitigation measures are currently proposed to be implemented during construction.

A.17.1 Mitigation Measures for Construction Phasing

No specific mitigation has been identified for construction phasing. If a phased approach is taken, the project mitigation identified in the Final EIS is proposed to be implemented for the specific design for each phase. Future mitigation for subsequent phases would take into account the final design for that phase and any changes in regulations or potential improvements to BMPs at the time of implementation.

A.17.2 Mitigation Measures for Property and Land Use Impacts from Construction

To the extent possible, the contractor would be required to ensure that irrigation systems remain intact and fully functional. Fencing could be altered during project construction. The contractor would be required to maintain fences and gate operations to protect construction crews and the traveling public during the construction phase. In locations of temporary easements where UDOT would temporarily use private property during construction, UDOT would provide compensation to the landowner for the temporary use.

A.17.3 Mitigation Measures for Social Impacts from Construction

A.17.3.1.1 Public Safety

A thorough public information program would be implemented to inform the public about construction activities and to reduce impacts. Information would include work hours and alternate routes. Construction signs would be used to notify drivers about work activities and changes in traffic patterns. Construction sequencing and activities would be coordinated with emergency service providers to minimize delays and response times during construction.

A.17.3.1.2 Public Services and Utilities

Utility agreements would be completed to coordinate utility relocations. The project specifications would require the contractor to coordinate with the utility companies to plan work so that utility disruptions to a business occur when the business is closed or during off-peak times. Before beginning work, the contractor would be required to contact Blue Stakes to identify the locations of all utilities. The contractor would be required to use care when excavating to avoid unplanned utility disruptions. If utilities are unintentionally disrupted, UDOT would work with the contractor and the utility companies to restore service as quickly as possible.

A.17.3.1.3 Travel Patterns

The contractor would be required to develop a maintenance of traffic plan that defines measures to reduce construction impacts to traffic. A general requirement of this plan is that, to the extent reasonably practical, safe access to businesses and residences must be maintained and existing roads must be kept open to traffic unless alternate routes are provided.

Even with the implementation of the maintenance of traffic plan, short-term increases in traffic congestion would occur in the construction area. Road closures would be limited to what is specified in the maintenance of traffic plan as approved by UDOT before the start of construction.

A.17.4 Mitigation Measures for Economic Impacts from Construction

Access to businesses would be maintained during the construction and post-construction phases of this project. For each phase of the project, UDOT would coordinate with property owners and businesses to evaluate ways to maintain access while still allowing efficient construction operations. This coordination could entail sharing a temporary access or identifying acceptable timeframes when access is not needed.

Adequate signs would be placed in construction areas to direct drivers to businesses. Other potential mitigation measures for construction impacts include:

- A traffic access management plan developed and implemented by the construction contractor that maintains the public's access to the business during normal business hours
- A frequent newsletter provided to all businesses in the construction area describing the progress of construction and upcoming construction events
- Business access signs that identify business access points within the construction limits
- Meetings with business representatives to inform them of upcoming construction activities and to provide a forum for the representatives to express their concerns with the project

A.17.5 Mitigation Measures for Pedestrian and Bicyclist Impacts from Construction

All existing pedestrian and bicyclist facilities including shoulder ways that would be temporarily impacted during construction would be reconstructed as part of the project. The trails and sidewalks and the road shoulders of active construction zones could be closed temporarily during construction. Closures would be limited in duration and construction detours would accommodate pedestrians and bicyclists as well as vehicles. Detours for pedestrians and bicyclists would be as direct as possible to minimize lengthy route deviations.

A.17.6 Mitigation Measures for Air Quality Impacts from Construction

Air quality impacts would be generated by a variety of sources during construction. This section describes air quality impact mitigation measures by source.

Construction Materials. Producing and placing construction materials, such as asphalt and concrete, will generate particulate and greenhouse gas (GHG) emissions. The quantification of the lifecycle emissions of materials is based on a number of details not known during the EIS process. The source of specific materials, and their mode of transport to the project site, are not known, and, therefore, the Action Alternative's air quality and GHG impacts are not reasonably quantifiable. As an alternative to the use of new materials, UDOT will consider, during the final design phase of the project, locally derived recycled cement or asphalt materials if they meet UDOT's standards and are cost-effective. Depending on current technology available when the Action Alternative would be constructed, alternative types and sources of materials might be available.

Fugitive Dust. Construction would generate fugitive dust from demolition, excavation, pile driving, paving, dirt on construction vehicle tires, and other construction activities. Measures will be taken by UDOT or its contractor to reduce fugitive dust generated by construction when controlling dust is necessary for the protection and comfort of motorists or area residents. Dust-suppression techniques, such as watering or chemical stabilization of exposed soil, opacity observations and checks, washing vehicle tires, or other dust minimization techniques approved by the Utah Division of Air Quality, would be applied by UDOT or its contractor during construction in accordance with UDOT's *Standard Specifications for Road and Bridge Construction*, Section 01355, *Environmental Protection*, Part 1.11, *Fugitive Dust* (UDOT 2022).

Mobile Emissions. Mobile emission sources would occur from the use of construction equipment at the project site, construction vehicles traveling to and from the project site, and vehicles delivering materials or equipment to the project site. Construction vehicle emission impacts could be mitigated through implementing a comprehensive maintenance of traffic control plan, enforcing emissions standards for fuel and fuel types (for example, low-sulfur fuels), enforcing emissions standards for vehicles and machinery, and retrofitting off-road diesel equipment with diesel-emission control devices. UDOT will consider including measures for mobile emissions on a voluntary or mandatory basis during the final design phase of the project.

A.17.7 Mitigation Measures for Noise Impacts from Construction

To reduce temporary noise impacts associated with construction, the contractor would comply with all state and local regulations relating to construction noise, including UDOT's 2023 Standard Specification 00555 for nighttime construction work to reduce the impacts of construction noise on the surrounding community.

A.17.8 Mitigation Measures for Water Quality Impacts from Construction

Because more than 1 acre of ground would be disturbed, a UPDES permit and an SWPPP, consistent with UDOT's Standard Specifications for Road and Bridge Construction, Section 01355, *Environmental Protection*, Part 1.9, *Water Resource Permits*, and Part 1.14, *Stormwater Management Compliance*, would be required. The SWPPP would identify measures to reduce impacts to receiving waters from construction activities including site grading, materials handling and storage, fueling, and equipment maintenance. In addition, BMPs could include such measures as silt fences, erosion-control fabric, fiber mats, straw bales, silt drains, detention basins, mulching, and revegetation.

A.17.9 Mitigation Measures for Noxious Weeds Impacts from Construction

The contractor would be required to follow UDOT Special Provision 02924S, *Invasive Weed Control*, to minimize construction impacts. To mitigate the possible introduction of noxious and invasive weeds due to construction activities, the contractor will:

- Be required to follow the noxious weed mitigation and control measures identified in UDOT's Standard Specifications for Invasive Weed Control.
- Strictly follow the BMPs to reduce the potential for weed infestations.
- Reseed disturbed areas.

A.17.10 Mitigation Measures for Aquatic Resource Impacts from Construction

The Action Alternative would convert aquatic resources to transportation use. In order to fill jurisdictional wetlands and other aquatic resources as part of the project, UDOT must prepare a Clean Water Act Section 404 permit application and submit it to USACE for approval before construction. The permit application must contain a compensatory mitigation plan that describes the proposed mitigation efforts and how they would offset the functions and values eliminated by the selected alternative.

In addition, BMPs such as silt fences and other erosion-control features would be used in areas adjacent to wetlands to mitigate potential temporary construction impacts to wetlands and other waters of the United States. For more information, see Section 3.12, *Ecosystem Resources*, of the Final EIS.

A.17.11 Mitigation Measures for Impacts to Migratory Birds from Construction

Trees and shrubs would be removed during the non-nesting season (about August 15 to April 1). If this is not possible, UDOT or its contractor would arrange for preconstruction nesting surveys, to be conducted no more than 10 days before ground-disturbing activities by a qualified wildlife biologist, of the area that would be disturbed to determine whether active bird nests are present. If active nests are found, the construction contractor would coordinate with the UDOT Natural Resources Manager or biologist to avoid impacts to migratory birds.

For more proposed mitigation measures, see Section 3.12.4.4, *Mitigation Measures*, of the Final EIS.

A.17.12 Mitigation Measures for Cultural Resources Impacts from Construction

In accordance with UDOT's Standard Specifications for Road and Bridge Construction, Section 01355, *Environmental Protection*, Part 1.13, *Discovery of Historical, Archaeological, or Paleontological Objects, Features, Sites or Human Remains*, if cultural resources are discovered during construction, activities in the area of the discovery would immediately stop. The construction contractor would notify UDOT of the nature and exact location of the finding and would not damage or remove the resource. Work in the area of the discovery would be delayed until UDOT evaluates the extent and cultural significance of the site in consultation with the Utah SHPO. The course of action and the construction delay would vary depending on the nature and location of the discovery. Construction would not resume until the contractor receives written authorization from UDOT to continue.

A.17.13 Mitigation Measures for Section 4(f) Resource Impacts from Construction

Any Section 4(f) property approved for temporary use during construction would be regraded and revegetated when construction is complete or when the use of the property is no longer required.

A.17.14 Mitigation Measures for Section 6(f) Resource Impacts from Construction

Any Section 6(f) property approved for temporary use during construction would be regraded and revegetated when construction is complete or when the use of the property is no longer required.

A.17.15 Mitigation Measures for Hazardous Materials Impacts from Construction

If contamination is discovered during construction, mitigation measures would be coordinated according to UDOT Standard Specification 01355, *Environmental Compliance*, Part 1.7, *Hazardous Waste*, which directs the construction contractor to stop work and notify the engineer of the possible contamination. Coordination with the Utah Department of Environmental Quality might be necessary if a discovery is made. Any hazardous materials would be disposed of according to applicable state and federal guidelines.

A.17.16 Mitigation Measures for Visual Impacts from Construction

The contractor would prepare and implement an appropriate seeding vegetation and/or landscaping plan to restore or enhance aesthetics after the project is completed.

A.17.17 Mitigation Measures for Traffic Impacts from Construction

The contractor would be required to develop a maintenance of traffic plan that defines measures to reduce construction impacts on traffic. A general requirement of this plan is that, to the extent reasonably practical, safe access to businesses and residences must be maintained and existing roads must be kept open to traffic unless alternate routes are provided.

Even with the implementation of the maintenance of traffic plan, short-term increases in traffic congestion would occur in the construction area. Road closures would be limited to what is specified in the maintenance of traffic plan as approved by UDOT before the start of construction. Additional considerations are listed in Section 3.17.3.4, *Mitigation Measures for Economic Impacts from Construction*, of the Final EIS.

A.17.18 Mitigation Measures for Construction Staging and Material Borrow Areas

Because the exact locations of staging areas and sources of fill material are not known, no mitigation is proposed for construction staging and material borrow areas.

A.17.19 Mitigation Measures for Section 4(f) Resources

Table A-2 lists the measures to minimize harm to Section 4(f) Public Parks and Recreation Areas

Table A-2. Measures to Minimize Harm to Section 4(f) Public Parks and Recreation Areas

Park or Recreation Resource	Option(s) with Effect	Avoidance, Minimization, and Mitigation Measures
Ezra T. Clark Park	<ul style="list-style-type: none"> Farmington 400 West Option 	<ul style="list-style-type: none"> Minimizes harm by requiring only partial acquisition of the park on its western edge and avoiding impacts to park features (pavillion, parking lot, and historic monument). All disturbed areas would be revegetated.
Ezra T. Clark Park	<ul style="list-style-type: none"> Farmington State Street Option 	<ul style="list-style-type: none"> Would require full acquisition; mitigation would be determined through coordination with Farmington City.

(Continued on next page)

Table A-2. Measures to Minimize Harm to Section 4(f) Public Parks and Recreation Areas

Park or Recreation Resource	Option(s) with Effect	Avoidance, Minimization, and Mitigation Measures
Farmington Creek Trail	<ul style="list-style-type: none"> Farmington 400 West Option 	<ul style="list-style-type: none"> Trail would be replaced to provide the same connectivity to the segments of the Farmington Creek Trail on the north and south sides of Ezra T. Clark Park. UDOT would include a new box culvert under 400 West that would be sized to include both the Farmington Creek Trail and Farmington Creek. The 400 West Option will also include a new trail connection for the Farmington Creek Trail in Ezra T. Clark Park to connect to the existing Farmington Creek Trail. If a grade-separated crossing is determined to not be feasible, UDOT would work with Farmington City to identify ways to improve the at-grade crossing of 400 West. Farmington City would be responsible for the new trail connection on the east side of 400 West between the new box culvert and the existing Farmington Creek Trail. UDOT does not consider a potential new grade-separated crossing a Section 4(f) mitigation measure since the Farmington 400 West Option would not require a new crossing of the Farmington Creek Trail. UDOT considers adding a new 400 West grade-separated crossing as a betterment to the existing trail system that can be accommodated with the Farmington 400 West Option. Per discussions with Farmington City staff, UDOT anticipates that, in lieu of UDOT providing funding to Farmington City for impacted properties at Ezra T. Clark Park or other city-owned properties that could be affected by the Action Alternative with the 400 West Option, Farmington City would allow UDOT to direct these funds toward a new grade-separated trail crossing for the Farmington Creek Trail at 400 West up to the cost of the new grade-separated crossing. UDOT would revegetate any disturbed areas adjacent to the Farmington Creek Trail.
Farmington Creek Trail	<ul style="list-style-type: none"> Farmington State Street Option 	<ul style="list-style-type: none"> Trail would be replaced on the east side of 400 West between 100 North and State Street to provide the same connectivity to the segments of the Farmington Creek Trail on the north and south sides of Ezra T. Clark Park. Signal-controlled crossings at the State Street and 400 West intersection would provide safe crossings of both roads for pedestrians and bicyclists. UDOT would revegetate any disturbed areas adjacent to the Farmington Creek Trail.
Farmington Junior High School playing fields	<ul style="list-style-type: none"> Both north segment options 	<ul style="list-style-type: none"> All disturbed areas would be revegetated. Temporary construction easement would be acquired, and UDOT would coordinate with the Davis School District during construction to minimize any impacts to or closures of the playing fields.

(Continued on next page)

Table A-2. Measures to Minimize Harm to Section 4(f) Public Parks and Recreation Areas

Park or Recreation Resource	Option(s) with Effect	Avoidance, Minimization, and Mitigation Measures
South Park	<ul style="list-style-type: none"> Both north segment options 	<ul style="list-style-type: none"> Impacts to park recreational features besides the skate park would be avoided. Any disturbed areas would be revegetated, and irrigation systems would be modified, repaired, or replaced as necessary to ensure that the irrigation system functions comparable to existing conditions. UDOT would work with Farmington City to provide funding to replace the skate park at a different recreational location in Farmington. If final design of the Action Alternative results in additional encroachment that would make the softball field unusable in its current location, UDOT would work with Farmington City to determine the distance needed to move the backstop, fencing, diamond, irrigation, play surface, etc., so the softball field would continue to be usable.
Centerville Community Park	<ul style="list-style-type: none"> Both north segment options 	<ul style="list-style-type: none"> Beneficial impact due to new trail overpass of I-15, railroad tracks, and Legacy Parkway that connects to the Legacy Parkway Trail and Denver and Rio Grande Western Trail. Impacts to park features would be avoided. All disturbed areas would be revegetated. UDOT would coordinate with Centerville City to provide replacement property pursuant to Section 6(f) requirements (see Chapter 5, <i>Section 6(f) Analysis</i>).
Woods Cross Elementary School playing fields and walking path	<ul style="list-style-type: none"> Both north segment options 	<ul style="list-style-type: none"> All disturbed areas would be revegetated. Temporary construction easement would be acquired, and UDOT would coordinate with the Davis School District during construction to minimize any impacts or closures to the playing fields and walking path.
Woods Cross High School playing fields	<ul style="list-style-type: none"> Both north segment options 	<ul style="list-style-type: none"> Chain link fence south of the baseball field would be replaced. UDOT would work with Davis School District to minimize any closures or detours on Wildcat Way when school is in session. Impacts would be minimized to affect only landscaping and sidewalk on the west edge of the playing fields. UDOT would work with Davis School District to reconfigure baseball fields if the fencing replacement causes spacing issues for the baseball fields. All disturbed areas would be revegetated.
Hatch Park	<ul style="list-style-type: none"> Both south segment options 	<ul style="list-style-type: none"> UDOT would construct a new sidewalk and bike lane on City-owned property on the north side of Center Street. No permanent conversion of right-of-way would be needed. All disturbed areas would be revegetated.
North Gateway Park	<ul style="list-style-type: none"> Both south segment options 	<ul style="list-style-type: none"> Driveway to parking lot would be reconstructed. Temporary construction easement would be acquired, and UDOT would coordinate Salt Lake City during construction to minimize any closures of the park during construction.
Warm Spring Park	<ul style="list-style-type: none"> Both south segment options 	<ul style="list-style-type: none"> Driveway to parking lot would be reconstructed. Temporary construction easement would be acquired, and UDOT would coordinate Salt Lake City during construction to minimize any closures of the park during construction.

A.17.20 Mitigation Measures for Section 6(f) Resources

UDOT proposes to implement mitigation to include the following. Converting Section 6(f) land from recreation use to transportation use requires complying with the conversion procedures of the LWCF Act as described in 36 CFR Part 59, *Land and Water Conservation Fund Program of Assistance to States; Post-completion Compliance Responsibilities*, including obtaining substitution recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location. UDOT would comply with all required LWCF Act procedures pertaining to the conversion of Section 6(f) land from outdoor recreation use to transportation use. No construction activities would occur on Section 6(f) land without prior approval from NPS.

A.18 References

[UDOT] Utah Department of Transportation

- 2014a UDOT Policy 08A-03, Project Aesthetics and Landscaping Plan Development and Review. <https://drive.google.com/file/d/1b-znhJDRozQpumoSYah89BMjRElyTEgA/view?usp=sharing>. Effective May 26, 2009. Revised February 6, 2014.
- 2014b UDOT Aesthetics Guidelines. https://drive.google.com/file/d/1J4rzaTOO7TPo6ij3mxxpvgjtjAXL_T1hMa/view. November 5.
- 2021 Stormwater Quality Design Manual. May.
- 2022 2023 Standard Specifications for Road and Bridge Construction. https://drive.google.com/drive/folders/1WUQNI_0zcbBPPAYqZTle2dTwcJ-2lsqJ. Accessed January 5, 2023.

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