



2019 PUBLIC HEARING SUMMARY

PREPARED BY
Horrocks Engineers

CONTACT
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Pleasant Grove, Utah 84602



I-15 MP 11 Interchange Environmental Impact Statement Public Hearing Summary

March 19, 2019



I-15 MP 11 INTERCHANGE
ENVIRONMENTAL STUDY



SUMMARY REPORT

The following information is a summary of the preparation and execution of the Public Hearing for the I-15 MP 11 Interchange Environmental Impact Statement in Washington, Utah (Project No. F-I15-1(116)11).

Meeting Type	The Utah Department of Transportation (UDOT) held a Public Hearing (Open House format) to explain the Draft Environmental Impact Statement results, present the Preferred Alternative, and gather the public's input on the Preferred Alternative.
When/Where	The Public Hearing was held on Tuesday March 19, 2019 from 5:00 to 7:00 p.m. at the Washington City Community Center in Washington, Utah.
Advertisement	<p>A variety of methods were employed to advertise the Public Hearing (<i>see Attachment 1 in the Appendix</i>)</p> <ul style="list-style-type: none">• Approximately 7,779 mailers were sent to Washington City residents via U.S. Postal Service• Members of the Community Coordination Team (CCT) were given bi-lingual fliers to distribute to their respective neighborhoods (Downtown, Green Spring, Washington Fields, etc.)• Washington City included the Public Hearing information in their monthly newsletter that was sent to all City residents with their utility bills• Washington City posted an announcement on its social media outlets• The project team posted information about the Public Hearing on the project website• An email blast was sent to the stakeholder list with information about the Public Hearing• The Public Hearing was advertised in two major publications: Deseret News and Salt Lake Tribune on March 5, 2019 and March 12, 2019
Attendance	<p>208 attendees signed in at the front entrance. There were a few attendees who did not sign in and a few who signed in as a household with more than one attendee (<i>see Attachment 2 in the Appendix</i>).</p> <p>At sign-in, each attendee was asked to put a sticker on a map to represent where they currently live. The majority of the attendees were from the downtown area with another large portion coming from the Green Spring area. There was a noticeable increase in attendance from the previous two public meetings held in August 2017 and August 2018 of residents in the Brio Development (<i>see Attachment 2 in the Appendix</i>).</p>
Information Presented at the Meeting	<p>The meeting room was divided into nine stations - Study Process, Purpose & Need and Traffic; Summary of Alternatives Development, Screening, and Environmental Resource Impacts; The Preferred Alternative with maps (three); Noise Balloting Process; Right-of-Way; Written Comment Area; and Verbal Comment Area. Attendees received a "Tour Guide" at check-in to help guide them through the meeting room, and were free to roam and visit each station at will.</p> <p>Study Process - included information about the EIS development, schedule, and the study process.</p> <p>Purpose & Need and Traffic - provided information on the transportation needs in the study area, the purpose of the project, current and projected traffic data, and Level of Service (LOS).</p> <p>Summary of Alternatives Development and Screening Process - included information regarding the development of concepts, concept evaluation, alternatives development, screening process, and the alternatives recommended for detailed analysis. Alternatives 4 and 5 were presented in detail.</p>



Environmental Resource Impacts - presented a table of environmental resource impacts for the No-action Alternative, Alternative 4, and Alternative 5 including; land use, farmland, social environment, economics, right-of-way relocations, environmental justice, transportation, pedestrians and bicyclists, air quality, noise, cultural resources, Section 4(f) properties, water resources, wetlands, floodplains, threatened and endangered species/other wildlife, hazardous materials, soils and geology, visual conditions, utilities and emergency services, construction impacts, wild and scenic rivers, and energy.

Preferred Alternative (Alternative 4) - A map showing the Preferred Alternative was available at three different stations.

Noise Balloting Process - Information regarding the proposed noise wall and balloting process were available at this station.

Right-of-Way (ROW) Process - this station provided information about the ROW acquisition process. UDOT ROW representatives were available to speak with community members and address questions.

Written Comment Area - materials were supplied for these three tables to write comments. The materials included the Draft Environmental Impact Statement (DEIS), comment forms, pens, and lock-boxes for attendees to leave written comments.

Verbal Comment Area - two tables and a mic were set up to take verbal comments privately and publicly during the open mic segment. The verbal comments were recorded by court reporters.

See Attachment 3 for meeting materials.

Comments

Commenting for the public was available in a variety of ways:

- Information on how to provide comments to the study team electronically were given to attendees (www.mp11.org, info@mp11.org, or hotline 435-477-6211)
- A mailing address was provided for anyone who wanted to mail in comment forms or letters regarding the DEIS
- A court reporter was available to take any verbal comments
- The public had the opportunity to comment during the open mic segment where court reporters recorded their comments

Approximately 176 comments were received during the comment period via written comments, verbal comments, emails, mail, hotline calls, and through the interactive website. Many of the comments included more than one theme. The topics that received the most comments were:

- Brio residents concern of community disruption and safety issues due to the proposed connection to Brio Parkway
- Concern that the Preferred Alternative would not solve the traffic congestion at Exit 10
- New interchange will bring negative impacts (e.g. decreased safety and property values, increased traffic volumes, noise, pollution, and growth, etc.)
- Maintain community heritage, cohesiveness, and residences
- Truck traffic needs to be addressed
- Concerns that Exit 13 is being underutilized
- Northern Corridor connections and implementation
- Need for greater connectivity to Washington Fields

See Attachment 4 for public comments.

APPENDIX

Public Hearing **Advertisement**

Attachment 1



I-15 MP 11 INTERCHANGE ENVIRONMENTAL STUDY

PUBLIC HEARING

March 19, 2019 | 5:00 - 7:00 p.m.

Washington City Community Center (gymnasium)
350 Community Center Drive, Washington, UT

The Utah Department of Transportation (UDOT), in collaboration with Washington City, has prepared a Draft Environmental Impact Statement that evaluates transportation needs and solutions in Washington City. You are invited to a public meeting to review and provide input on the study process and the Preferred Alternative. The meeting will be an open house format from 5:00 to 7:00 p.m. Members of the public are invited to attend anytime during this period. Please note that an open microphone for verbal comments will be available at 6:00 p.m.

 www.mp11.org  info@mp11.org  435.477.6211



PUBLIC HEARING

When: March 19, 2019 | 5:00 - 7:00 p.m.

Where: Washington City Community Center (gymnasium)
350 Community Center Drive, Washington, UT

The Draft Environmental Impact Statement is available for review on the project website at www.mp11.org. Hard copies are available at:

- UDOT Region Four Office - 5340 West 200 South, Hurricane, Utah
- UDOT Central Environmental Office - 4501 South 2700 West, Salt Lake City, Utah
- Washington City Office - 111 North 100 East, Washington, Utah

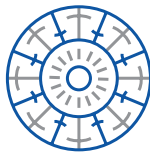
Comments on the Draft Environmental Impact Statement will be accepted until April 22, 2019. Comments can be made in-person at the Public Hearing, online at www.mp11.org, via email at info@mp11.org, or via mail at MP 11 Interchange Environmental Study, 555 S Bluff Street, Suite 101, St. George, Utah, 84770.

In compliance with the Americans with Disabilities Act, individuals needing special accommodations should notify the team five days in advance of the meeting.

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

**I-15 MP 11 Interchange Environmental Study
555 South Bluff Street, Suite 101
St. George, UT 84770**

 www.mp11.org  info@mp11.org  435.477.6211



I-15 MP 11 INTERCHANGE ENVIRONMENTAL STUDY

PUBLIC HEARING

19th March, 2019

5:00 - 7:00 p.m.

Washington City Community Center (gymnasium) 350 Community Center Drive, Washington, UT

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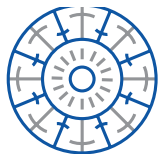


 www.mp11.org

 info@mp11.org

 435.477.6211





Audiencia Pública

19th Marzo, 2019

5:00 - 7:00 p.m.

Centro de Comunidad de la Ciudad de Washington (gimnasio) 350 Community Center Drive, Washington, UT

El Departamento de Transportación de Utah (UDOT), en colaboración con la Ciudad de Washington, ha preparado una Declaración de Impacto Ambiental Preliminar que evalúa las necesidades y soluciones de transportación en la Ciudad de Washington. Estás invitado a una junta pública para evaluar y comentar en el proceso del estudio y en la Alternativa Preferida. La junta será de un formato puerta-abierta de las 5:00 p.m a 7:00 p.m. Invitamos miembros del público a atender, a su conveniencia, a cualquier tiempo durante este periodo. Por favor note que un micrófono estará disponible para comentarios verbales a las 6:00 p.m.

Conformando con el Acta de Americanos con Discapacidades, individuales en necesidad de comodidades especiales deben de notificar el equipo con cinco días de anticipación de la junta.

La Declaración de Impacto Ambiental Preliminar está disponible para evaluar en el sitio web del proyecto en www.mp11.org. Copias físicas están disponibles aquí:

- Oficina de la Región Cuatro de UDOT - 5340 West 200 South, Hurricane, Utah
- Oficina Central de Medio Ambiente de UDOT - 4501 South 2700 West, Salt Lake City, Utah
- Oficina de la Ciudad de Washington - 111 North 100 East, Washington, Utah

Comentarios sobre la Declaración de Impacto Ambiental Preliminar serán aceptados hasta el 22 de Abril, 2019. Comentarios podrán ser hechos en persona en la Junta Pública, en línea en www.mp11.org, por correo electrónico al correo info@mp11.org, o por correo a la dirección: MP 11 Interchange Environmental Study, 555 S Bluff Street, Suite 101, St. George, Utah, 84770.



Washington City News

Feels Like Home



Our Choices Show What We Truly Are

I am a big believer that your life is basically a sum of all the choices you make, and continue to make. It makes sense that if you make good choices, you will have a better opportunity to enjoy a good life. Pretty simplistic right?

It is our choices; that show what we truly are, far more than our abilities.

When we make wise choices, we put ourselves in a position to control situations where we might otherwise be tempted to compromise our principles. We cannot control all that may happen to us; however, we can control how we respond. You decide the things that you ultimately do.

Perspective gives us the ability to accurately contrast the large

with the small, and the important with the less important. As simple as that statement sounds, all of us should try to be the best person we can; we do that by making the best choices, by making the most of the talents that we have been given.

Someone out there needs you....go find them....make a difference..

—Kenneth Neilson, City Mayor

Announcements



I-15 MP 11 INTERCHANGE
ENVIRONMENTAL STUDY

PUBLIC HEARING

March 19, 2019
5:00 - 7:00 p.m.

Washington City Community Center (gymnasium)
350 Community Center Drive, Washington, UT

Members of the public are invited to visit at any time during the hearing, and are encouraged to provide comments on the study. Verbal and/or written comments will be received from all interested persons or groups regarding the Preferred Alternative and its social, economic, and environmental effects.

WASHINGTON CITY COTTON DAYS IS COMING



Washington City's Cotton Days event is approaching. Make sure to mark the calendar and get ready for some serious community fun. For full details, vendor applications, parade forms, and the schedule of events go online at CottonDays.org.

Come be a part of this community celebration, by helping out April 23-28th. Please contact the Washington City Volunteer Manager, Karrin Hunsaker, at (435)656-6383 or see available opportunities online at WashingtonCity.org/community/volunteer. Help is needed and appreciated.



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Washington City Utah

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There is a Public Hearing for the UDOT I-15 MP11 interchange study scheduled for March 19th, 2019 from 5-7PM at the Washington City Community Center. Please attend to share comments and provide feedback. If you have any questions, please email info@mp11.org or call (435) 477-6211. Please share this post.



I-15 MP 11 INTERCHANGE
ENVIRONMENTAL STUDY

PUBLIC HEARING

(OPEN HOUSE FORMAT)

WHEN: March 19, 2019 | 5:00-7:00 p.m.

WHERE: Washington City Community Center (gymnasium)
350 Community Center Drive, Washington, UT

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- UDOT Central Environmental Office - 4501 South 2700 West, Salt Lake City, Utah
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www.mp11.org

info@mp11.org

435.477.6211

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Tuesday, March 05, 2019

Notice Content

Notice of Availability of Draft Environmental Impact Statement and Advertisement for Public Hearing I-15 Milepost 11 Interchange UDOT Project Number: F-I15-1(166)11 The Utah Department of Transportation (UDOT) has prepared a Draft Environmental Impact Statement (DEIS) that evaluates proposed courses of action to satisfy transportation and safety goals at Interstate 15 (I-15)/Green Spring Drive Interchange (Exit 10) and the surrounding roadway system in Washington City, Washington County, Utah. This DEIS considers a wide range of alternatives, including the No-action Alternative, and identifies a Preferred Alternative that meets the needs of the proposed action while minimizing impacts to the human and natural environment. The document also considers the need for safe and efficient transportation, the social and environmental impacts of the proposed improvements, and federal and state 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 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT. The DEIS is available for review on the project website at www.mp11.org. Hard copies of the DEIS are also available for public review at the following locations: UDOT Region Four Office 5340 West 200 South, Hurricane, Utah 84737 UDOT Central Environmental Office 4501 South 2700 West, Salt Lake City, Utah 84119 Washington City Office 111 North 100 East, Washington, Utah 84780 An official forty-five (45) day comment period for the DEIS will extend from March 8 to April 22, 2019. Written comments should be sent to: **MP 11** Interchange Environmental Study, 555 S Bluff Street, Suite 101, St. George, Utah, 84770 postmarked by midnight, April 22, 2019. Comments may also be submitted at the public hearing or via email to info@mp11.org. A public hearing will be held for this project on March 19, 2019 at the Washington City Community Center (350 Community Center Drive, Washington, UT 8478) from 5:00 7:00 p.m. Members of the public are invited to visit the public meeting at any time during this period, and are encouraged to provide comments on the project. A microphone will be available for public comments at 6:00 p.m. Verbal and/or written comments will be received from all interested persons or groups regarding the features of the proposed project and its social, economic, and environmental effects. Information to be presented at the hearing will include the purpose and need of the project, alternatives considered, preferred alternative impacts and mitigation, and right-of-way procedures. Appropriate illustrative materials will be available for review. In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during this meeting should notify the project team at the contact information listed above at least five days in advance of the meeting. Any individuals having questions relating to the environmental document or the public hearing should contact the project team at 435-477-6211 or info@mp11.org. 1245903 UPAXLP

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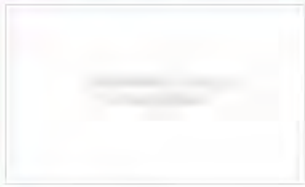
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Public Hearing **Attendance**

Attachment 2



This meeting is held pursuant to Title VI of the 1964 Civil Rights Act which ensures that no person in the United States shall, as provided by federal and state civil rights laws, be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination on the basis of a protected status during any UDOT project. Attendance at public meetings is monitored to ensure equal opportunity. We appreciate your providing the information requested below. This will only be used to monitor attendance and for affirmative action purposes, as specified by law (CFR 42.21.9). Sign-in sheet will become part of the public record for this project.

Name (Please print or write clearly)	Title/Representing	Address (City, State and Zip)	Phone and/or Email	Checking the appropriate boxes is optional and voluntary	
Amelia Williamson	Self			<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
ROBERT FERRY	SELF			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Steven Pickard	self			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Wendy Pickard	"			<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
GARY REEFS	"			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Vickie PARKER-CLARK	"			<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Jim CLARK	"			<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
MIKE MULLER	"			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Bob Stevens	"			<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Mike Stahel	"			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Michael Gould	"			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Sean Benson	"			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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Name (Please print or write clearly)	Title/Representing	Address (City, State and Zip)	Phone and/or Email	Checking the appropriate boxes is optional and voluntary	
Frances Wilby				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Dana Beckman				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input checked="" type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Kerene Clowers				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Matt Conn				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
KYLE SMITH				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Ellen Radford				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Gary Koeven				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Zak Grant Cotterall cotterall				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Dixie Miller				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input checked="" type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
TERRY MILLER				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
		<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other		
		<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other		

(10)



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Name (Please print or write clearly)	Title/Representing	Address (City, State and Zip)	Phone and/or Email	Checking the appropriate boxes is optional and voluntary	
Katie Cluff				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Hogel Crumrine				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Susan Lewis				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jerrill Larkin				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Bert L. Mattsson				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Patricia Hansen				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Rahul Sufel				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
J'Neal Robinson				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Sven Sandberg				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Rick & Bonnie Williams				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other



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Name (Please print or write clearly)	Title/Representing	Address (City, State and Zip)	Phone and/or Email	Checking the appropriate boxes is optional and voluntary	
LuAnn Kahus				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Mike Smith				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Nancy Allen				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Shawn Pugh				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
MARIE LANGNESS				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Mich Riekman				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input checked="" type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
GORDON CLARK				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Katelyn Harris				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Leah Larkin				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Leanne McElroy				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jeff Jones				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Gary Hansen				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other



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Name (Please print or write clearly)	Title/Representing	Address (City, State and Zip)	Phone and/or Email	Checking the appropriate boxes is optional and voluntary	
Kathy Tolleson	AGC of Utah			<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
Rea & Tonya Johnson				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
Jim Boynton				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
Terri Tobler				<input checked="" type="checkbox"/> White <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male
Bud Long				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
Mitch Peterson				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
Kyle Motes				<input checked="" type="checkbox"/> White <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male
Kathy Holbert				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
Jerry Holbert				<input type="checkbox"/> Person with Disability	<input checked="" type="checkbox"/> Black <input type="checkbox"/> Hispanic
Brod & Prince	SCOUT			<input checked="" type="checkbox"/> White <input type="checkbox"/> Other	<input type="checkbox"/> American Indian/Alaskan Native
Stan + Nicki Stoy				<input type="checkbox"/> Male	<input type="checkbox"/> Asian/Pacific Islander
Colby & Jade Adams				<input type="checkbox"/> Female	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
				<input type="checkbox"/> Person with Disability	<input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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I-15 MP 11 INTERCHANGE ENVIRONMENTAL STUDY

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Name (Please print or write clearly)	Title/Representing	Address (City, State and Zip)	Phone and/or Email	Checking the appropriate boxes is optional and voluntary	
JUCEL L. SEOW	RESIDENT			<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Ken Adams	resident			<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Kailen Ruesch	Resident			<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Malai Moo	resident			<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Jessie Min	"			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Mosi Hessler	reporter			<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
BRYAN SCHAFTZ	SCOUT			<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Ryan Heath	Resident			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
John FOLKER	resident			<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Loretta Jensen	res			<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Kolene Granger	City Council			<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Jenny Hoffmann	Resident			<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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Name (Please print or write clearly)	Title/Representing	Address (City, State and Zip)	Phone and/or Email	Checking the appropriate boxes is optional and voluntary	
Maren P. McFarland				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Melanee Olsen				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Steven Everett				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
JACKIE LEEDS				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Dwight Iverson				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Talan Whitney				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Karin Jackson				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Ferris Oman Rennie Oman				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
KASON	SCOUT			<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
zach	scott			<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Chris Barnum				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
ROBERT DWENS				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other



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Name (Please print or write clearly)	Title/Representing	Address (City, State and Zip)	Phone and/or Email	Checking the appropriate boxes is optional and voluntary	
NATHAN BAEER	RESIDENT			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
MIKE TADE	Resident			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jennifer Maxfield	resident			<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Richard LeBaron	RESIDENT			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
KEVIN HOOPER	RETAIL			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Russ Vernon	RESIDENT			<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Barbara Townsend	resident			<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Paul Sullivan	resident			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Scott & Jenna Chapman	Resident			<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Bob Sandberg/Wendy Sandberg	Resident			<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Cade & Bianca Hott	Resident			<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Ron Blyde	resident			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other



I-15 MP 11 INTERCHANGE ENVIRONMENTAL STUDY

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Name (Please print or write clearly)	Title/Representing	Address (City, State and Zip)	Phone and/or Email	Checking the appropriate boxes is optional and voluntary		
Terry Lanier	Resident			<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native	
Steven W Fleming	Resident			<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander	
Frank & Linda Mann	Residents			<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic	
ERIK MARSIK	RESIDENT			<input type="checkbox"/> White <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
Dale & Karen Hafner	Res			<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander	
Karen Eades	Res.			<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic	
Cody Pitsche	Res			<input type="checkbox"/> White <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
Roger Hertz	Res			<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander	
Bethann McDunn	Resident			<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic	
Randy McDunn	Resident			<input type="checkbox"/> White <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native
Darla Helske	resident			<input type="checkbox"/> Male	<input type="checkbox"/> Asian/Pacific Islander	
Jan Libby	Resident			<input type="checkbox"/> Female	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic	
		<input type="checkbox"/> Person with Disability	<input type="checkbox"/> White <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native	
		<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic	<input type="checkbox"/> American Indian/Alaskan Native	
		<input type="checkbox"/> Person with Disability	<input type="checkbox"/> White <input type="checkbox"/> Other	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic	<input type="checkbox"/> Asian/Pacific Islander	
				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native	
				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Asian/Pacific Islander	
				<input type="checkbox"/> White <input type="checkbox"/> Other	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic	
				<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native	
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander	
				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic	
				<input type="checkbox"/> White <input type="checkbox"/> Other	<input type="checkbox"/> American Indian/Alaskan Native	



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Name (Please print or write clearly)	Title/Representing	Address (City, State and Zip)	Phone and/or Email	Checking the appropriate boxes is optional and voluntary
Diana Hawk	home owner			<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Linda Johnson Howard Johnson	Homeowner			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Joe Rust Sheri Rust	"			<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
David Ice	Home owner			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
TIM NATTER	HOME OWNER			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Jeff Bailey	Home owner			<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Troy Beniston	Council			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Laetitia Hank	homeowner			<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
ALLEN MARSH	HOMEOWNER			<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Krisa Jessop	homeowner			<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Ian Heath	Homeowner			<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
ERIC LINDSEY	Homeowner			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

15 ~~Doug Smith~~ Homeowner



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Name (Please print or write clearly)	Title/Representing	Address (City, State and Zip)	Phone and/or Email	Checking the appropriate boxes is optional and voluntary	
Art Reno	RESIDENT	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
				<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other
Frank Colborn	RESIDENT			<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
				<input type="checkbox"/> White	<input type="checkbox"/> Other
Keano Barberan	RESIDENT			<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input checked="" type="checkbox"/> Hispanic
				<input type="checkbox"/> White	<input type="checkbox"/> Other
Naghi Zeebati	UDOT COMMISSIONER			<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
		<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander		
		<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic		
		<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other		
Barry Burnett	RESIDENT	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native		
		<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander		
		<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic		
		<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other		
Scott L. Alfond	RESIDENT	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native		
		<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander		
		<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic		
		<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other		
Ken Auler	RESIDENT	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native		
		<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander		
		<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic		
		<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other		
Marilyn MacLellan	RESIDENT	<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native		
		<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander		
		<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic		
		<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other		
DEAN T. TERRY	SELF	<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native		
		<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander		
		<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic		
		<input type="checkbox"/> White	<input type="checkbox"/> Other		
Cheryl Kowen	RESIDENT	<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native		
		<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander		
		<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic		
		<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other		
Ron & Sue Juvenal	RESIDENT	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native		
		<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander		
		<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic		
		<input type="checkbox"/> White	<input type="checkbox"/> Other		
Leah JoAnn Ruel	RESIDENT	<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native		
		<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander		
		<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic		
		<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other		



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Name (Please print or write clearly)	Title/Representing	Address (City, State and Zip)	Phone and/or Email	Checking the appropriate boxes is optional and voluntary	
Tom Suska	Resident			<input checked="" type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
Sherry Padilla				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
Lyn R Barker	resident			<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
Dean Barker	Resident			<input type="checkbox"/> White <input type="checkbox"/> Other	
Patricia Hallas	Resident			<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
CELIA BERTOIA	RESIDENT			<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
David Sedgwick	Resident			<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
Douglas Ward	City Council			<input checked="" type="checkbox"/> White <input type="checkbox"/> Other	
Susan STEWART	Resident			<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
Candy + Bob Russell	Resident			<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
Kenith Allen				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
Jeanne Culucke	resident			<input type="checkbox"/> White <input type="checkbox"/> Other	



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Name (Please print or write clearly)	Title/Representing	Address (City, State and Zip)	Phone and/or Email	Checking the appropriate boxes is optional and voluntary	
Richard : Jane Brock	Resident			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Lee Ritz	Resident			<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Marie Unland	Resident			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Ken HALLAS	Resident			<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
CAROL WEST	RESIDENT			<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
NICK C. POLLINO	"			<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Rosemary Sedgwick	"			<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
MATT SEDGWICK	"			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
BRIAN BUTTS	"			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
DAN PRENTISS	"			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Marvin Stewart	"			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
David Deuff	Visitor			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other



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Name (Please print or write clearly)	Title/Representing	Address (City, State and Zip)	Phone and/or Email	Checking the appropriate boxes is optional and voluntary	
David & Maria Shook				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
GORDON & CAROL BRYLOWE				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Robert & Gloria Harris				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Clark & Carol Poulton				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Walter & Sue Smith				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Bruce R. Bennett <small>Permit</small>				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Judy Hoffman				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Sharon L. Ott				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Della Curtis				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Lynne Briggs				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Brad Soussan				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Larry Silverman				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other



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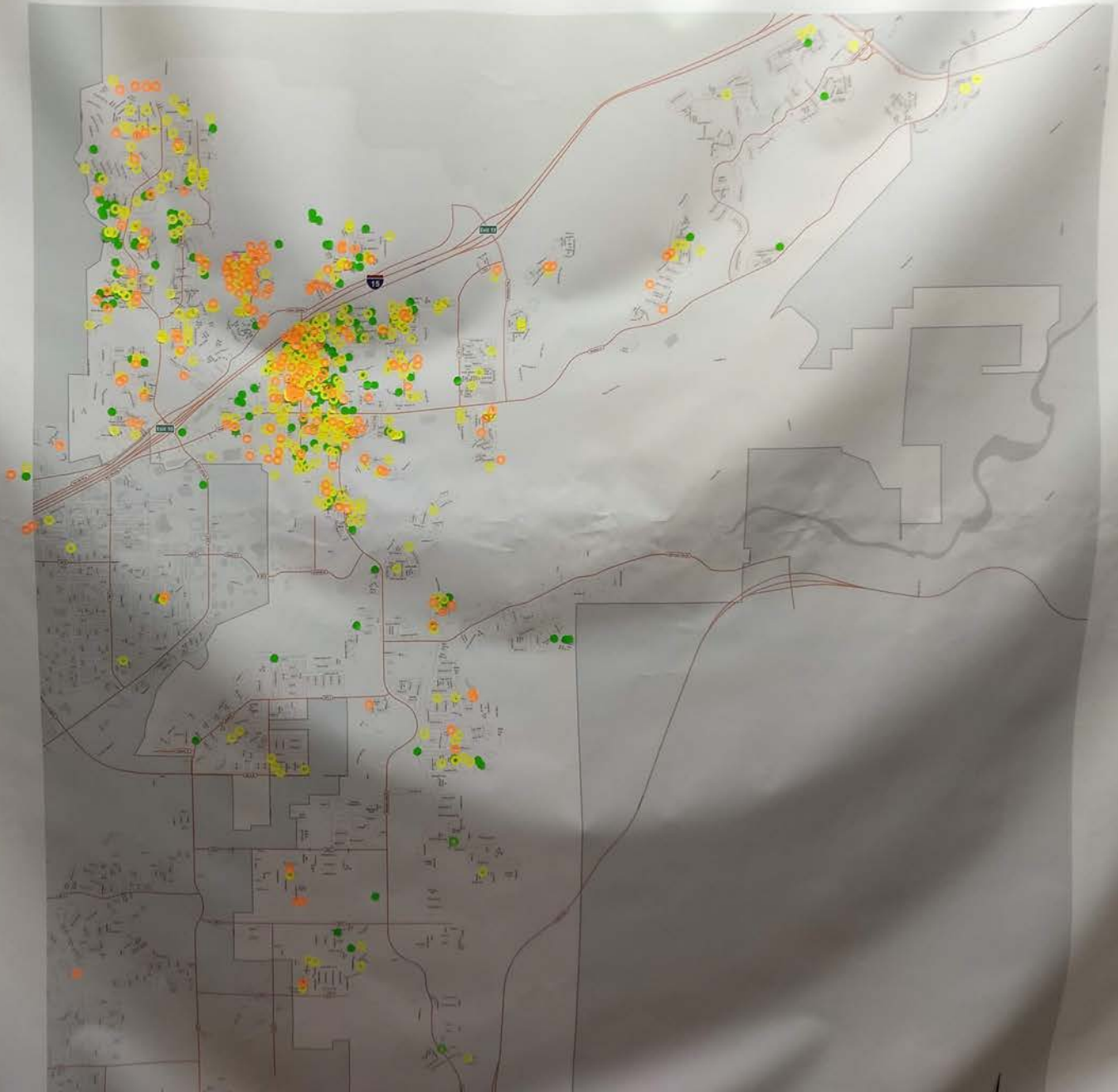
Name (Please print or write clearly)	Title/Representing	Address (City, State and Zip)	Phone and/or Email	Checking the appropriate boxes is optional and voluntary	
Kevin & Lori Wade				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
JANA NIELSEN	Homeowner			<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Pat Watson	Resident			<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Gary Brouse	Resident			<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Dawn Ella Brouse	Resident			<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Charles Engles	Resident			<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Margorie O'Malley	BRIO residence			<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
RACHEL ALCOCKER JERRY JENSEN	BRIO RESIDENTS			<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
LUCY & DENISE THOMPSON	RESIDENT			<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Gary & Jacque Boothroyd	Residents			<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Marsha Bowler	Homeowner			<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Grant Mitchell	Homeowner			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other



This meeting is held pursuant to Title VI of the 1964 Civil Rights Act which ensures that no person in the United States shall, as provided by federal and state civil rights laws, be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination on the basis of a protected status during any UDOT project. Attendance at public meetings is monitored to ensure equal opportunity. We appreciate your providing the information requested below. This will only be used to monitor attendance and for affirmative action purposes, as specified by law (CFR 42.21.9). Sign-in sheet will become part of the public record for this project.

Name (Please print or write clearly)	Title/Representing	Address (City, State and Zip)	Phone and/or Email	Checking the appropriate boxes is optional and voluntary	
Jerry + Teresa Weydert				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Gary Swanson				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
April Seegmiller				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
LARRY + CELIA EDWARDS				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Freda Virginia Esmerel				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
HELEN + JESSICA BLAKE				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Melanie Wing				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
DAVID MAYFIELD				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Dan Ruenmiller				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Jerry + Annette Jensen				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Phyllis Flemming				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Crystal Heck				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

WHERE DO YOU LIVE?



Public Hearing attendees shown in orange

Public Hearing
Meeting Materials

Attachment 3

PURPOSE & NEED

PURPOSE

Maintain the operations and safety of I-15 between Exit 10 and Exit 13

SUPPORTING NEED

Traffic queuing onto mainline I-15 from the Exit 10 exit ramps

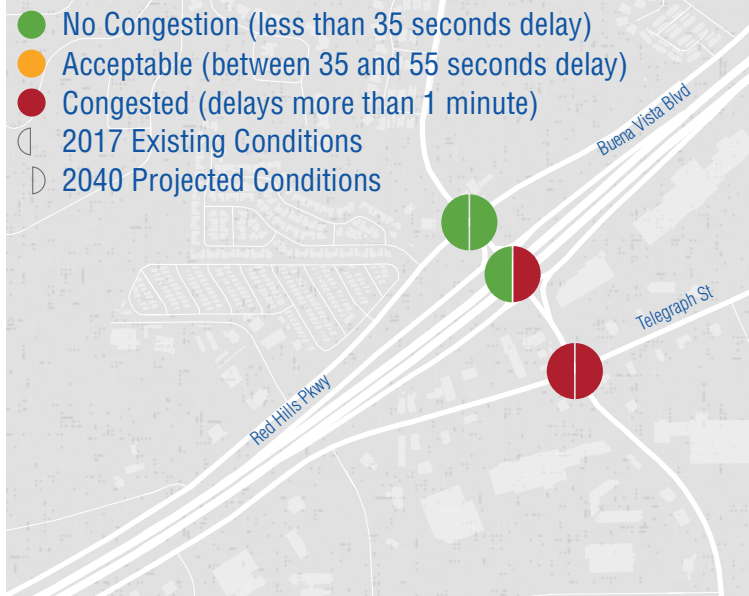
Enhance the mobility and safety of the transportation system in Washington City's primary business district

Travel delay, traffic queuing, and safety concerns on surface streets

NEED: I-15 TRAFFIC QUEUING DURING PM PEAK HOUR



NEED: CONGESTION DURING PM PEAK HOUR



GET INVOLVED

WEBSITE: <https://www.mp11.org>

HOTLINE: 435-477-6211

EMAIL: info@mp11.org

PUBLIC OPEN HOUSES
• **Public Hearing (Today)**

PUBLIC COMMENTS
(DUE BY APRIL 22, 2019)

- **Online Interactive Map:** www.mp11.org/public-input
- **Email:** info@mp11.org
- **Mail:** MP 11 Interchange Environmental Study
555 S Bluff Street, Suite 101
St. George, Utah, 84770

- Please remember that commenting is not a form of voting.
- Comments should be clear, concise and relevant to the transportation needs, alternatives, and impacts presented.
- Feedback that is solution-oriented and provides specific examples of concerns and ideas is the most helpful in shaping the EIS.
- Comments are helpful when they address what the transportation needs are in the community, how current transportation trends affect your community, how proposed solutions to these needs may affect you and/or your family, etc.
- The study team will respond to all comments received during the comment period in the Final Environmental Impact Statement.

Comments provided to the study team will be reviewed and considered as the environmental study develops. All comments received will be documented in the project record. The study team will contact you if they need additional information or clarification. Comments provided during the National Environmental Policy Act (NEPA) process to the team are a matter of public record and subject to public release, if requested. For more information, see the Terms of Use at the bottom of the Utah.gov website. Comments that are publicly displayed through online tools must follow the UDOT Social Media Policy Participant Code of Conduct. Comments that are unacceptable under that policy may be removed at the administrator's discretion.



PUBLIC HEARING

March 19, 2019

ENVIRONMENTAL IMPACT STATEMENT PROCESS

AUGUST 2017 – WINTER 2019

SCOPING

PURPOSE & NEED

ALTERNATIVES DEVELOPMENT & SCREENING

ENVIRONMENTAL RESOURCE ANALYSES

PREPARE AND PUBLISH DRAFT ENVIRONMENTAL IMPACT STATEMENT

SPRING 2019

PUBLIC HEARING & 45-DAY COMMENT PERIOD
(March 8 - April 22)

SUMMER 2019

PREPARE FINAL ENVIRONMENTAL IMPACT STATEMENT

APPROVE/ISSUE RECORD OF DECISION

ALTERNATIVES DEVELOPMENT & SCREENING PROCESS

DEVELOP TRANSPORTATION CONCEPTS

- | | | |
|---|---|--|
| EXPAND EXISTING CAPACITY <ul style="list-style-type: none"> Roadway Widening Intersection/Interchange Improvements Alternative Intersection Designs Roadway Relocations/Reconfigurations | ADD CAPACITY <ul style="list-style-type: none"> New Roadways New Interchanges Frontage Roads Grade separation at intersections | INCREASE EFFICIENCY <ul style="list-style-type: none"> Access Control Improvements Bike and Pedestrian Improvements Transit Improvements Traffic Signal Timing Improvements |
|---|---|--|

46 TOTAL CONCEPTS DEVELOPED

EVALUATE CONCEPTS

- Is the concept a new idea (not on an existing transportation plan)?
- Can the concept be designed and constructed to reasonable and current engineering standards?
- Does the concept provide a measurable transportation benefit?

13 CONCEPTS CARRIED FORWARD

DEVELOP BUILD ALTERNATIVES

Combine 13 concepts into multiple Alternatives

6 BUILD ALTERNATIVES DEVELOPED

	1 NORTHBOUND GREEN SPRING DR WIDENING		4 MAIN ST INTERCHANGE
	2 FRONTAGE ROADS		5 300 E INTERCHANGE
	3 GRADE SEPARATION		6 THRU-TURNS

CONCEPTS COMMON TO ALL ALTERNATIVES

- Widen Green Spring Dr/3050 E from 5 lanes to 7 lanes
- Add dedicated right-turn lane for southbound Green Spring Dr at Buena Vista Blvd
- Widen Telegraph St/Green Spring Dr intersection
- Widen Telegraph Street from 5 lanes to 7 lanes
- Widen/improve Telegraph St/750 W intersection
- Install raised medians along portions of Telegraph St & Green Spring Dr/3050 E

LEVEL 1: EVALUATE & SCREEN ALTERNATIVES

Based on Purpose & Need

- Does the alternative have queuing that extends into mainline I-15?
- Does the alternative provide overall level-of-service D at study intersections?
- Does the alternative have queuing that extends into adjacent intersections?

EVALUATE & SCREEN ALTERNATIVES

Based on Environmental Key Resources

- Relocations
- Cultural (archaeological and architectural) resources
- Section 4(f)

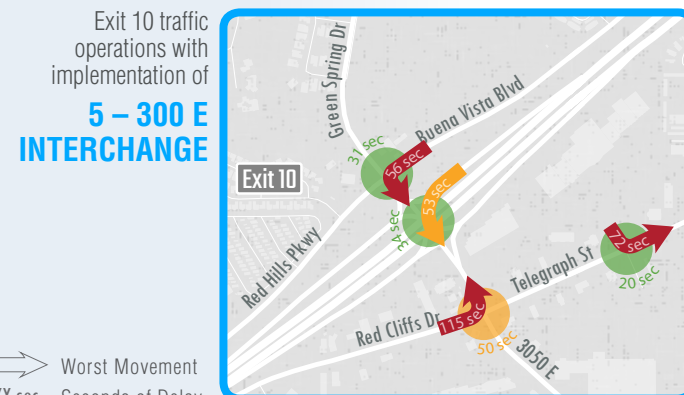
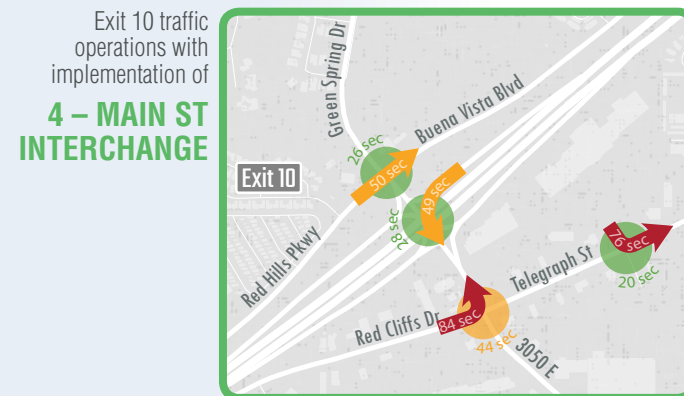
ALTERNATIVES RECOMMENDED FOR FURTHER DETAILED ANALYSIS

NO ACTION	4 MAIN ST INTERCHANGE	5 300 E INTERCHANGE

PREFERRED ALTERNATIVE SELECTION PROCESS

NO ACTION	4 MAIN ST INTERCHANGE	5 300 E INTERCHANGE

TRAFFIC OPERATIONS AT EXIT 10



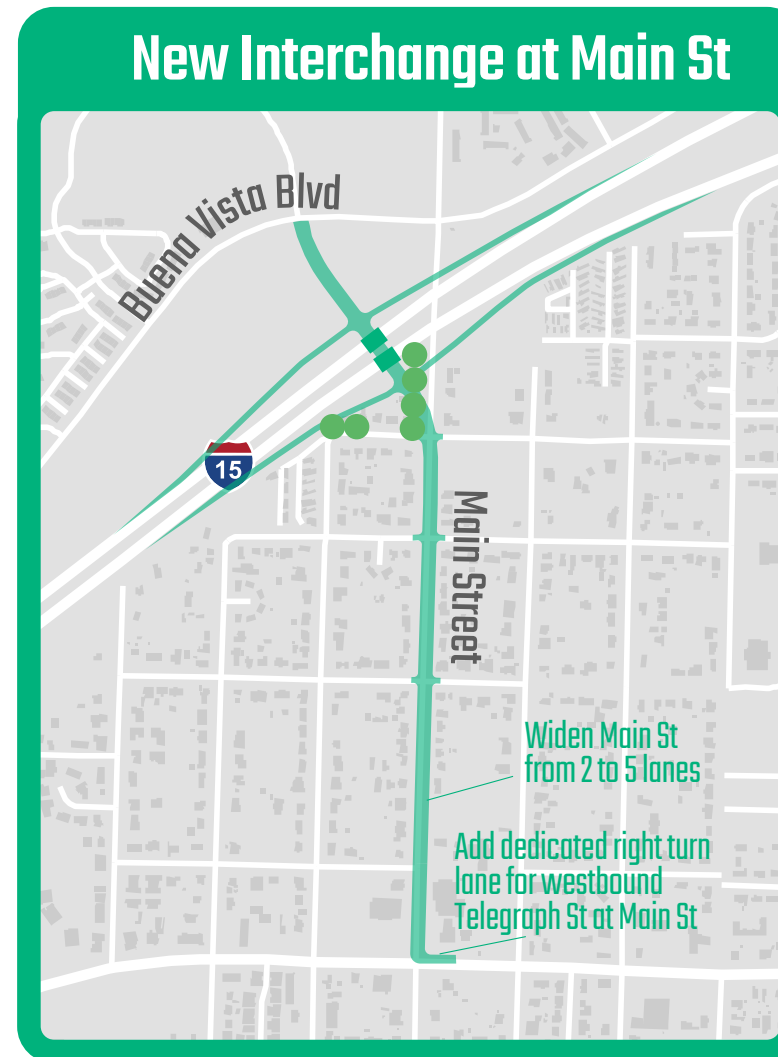
- ➔ Worst Movement
XX sec Seconds of Delay
- Minimal Congestion, less than 35 seconds delay (LOS A,B, or C)
 - Acceptable, between 35 and 55 seconds delay (LOS D)
 - Congested, delays more than 56 seconds (LOS E or F)

ENVIRONMENTAL IMPACTS

RESOURCE	ALTERNATIVE 4: MAIN STREET	ALTERNATIVE 5: 300 EAST
Right-of-Way	6.60 acres total acquisition	9.04 acres total acquisition
Relocations	6 residences	16 residences 8 businesses
Social	Potential for decreased social cohesion as a result of increased traffic on Main Street	Potential for decreased social cohesion as a result of increased traffic on 300 East Impact to cemetery
Economics	No impact	8 business relocations, minor impact to Washington City tax base
Pedestrian and Bicyclist Considerations	Additional traffic may reduce utility for Main Street as a Safe School route	Additional traffic may reduce utility for 300 East as a Safe School route Additional traffic would pass through the crossing-guard protected crossing of 300 East at 300 North
Wetlands	Minor impact to wetlands (0.15 acres) on north side of I-15	No Impact

PREFERRED ALTERNATIVE

4 - New Interchange at Main Street

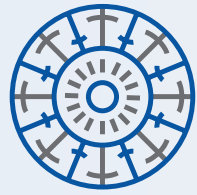


THIS ALTERNATIVE WOULD:

- Construct a new interchange on I-15 at Main Street in Washington City
- Realign Main Street under I-15 and widen from two lanes to five lanes between Buena Vista Boulevard and Telegraph Street
- Add a dedicated right-turn lane for westbound Telegraph Street at Main Street
- Widen Green Spring Drive/3050 East from five lanes to seven lanes
- Add a dedicated right-turn lane for southbound Green Spring Drive at Buena Vista Boulevard
- Widen Telegraph Street/Green Spring Drive intersection
- Widen Telegraph Street from five lanes to seven lanes
- Widen/improve Telegraph Street/750 West intersection
- Install raised median along portions of Telegraph Street and Green Spring Drive/3050 East

- Potential Business Relocations
- Potential Residential Relocations
- Adverse Effect to Cultural Resources
- Greater than *de minimis* Section 4(f) Impact





WELCOME

THE PURPOSE OF THIS MEETING IS TO:

- Explain the Draft Environmental Impact Statement results
- Present the Preferred Alternative
- Gather your input on the Preferred Alternative

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

ENVIRONMENTAL IMPACT STATEMENT PROCESS

AUGUST 2017 - WINTER 2019

SPRING 2019

SUMMER 2019

SCOPING

Gather initial data and input from agencies and the public regarding issues that should be addressed during the EIS. A Public Scoping Open House was held in August 2017 where formal comments were received.

PURPOSE & NEED

Help define transportation needs in the study area by using public input together with current and projected traffic data, population projections, land use, and planned economic development.

ALTERNATIVES DEVELOPMENT & SCREENING

Consider a wide range of alternatives (including the No-action Alternative) that meet the Purpose & Need. Members of the public had an opportunity to review and provide feedback at a Public Open House held in August 2018. Screen alternatives based on their ability to meet the Purpose & Need and potential impacts to the natural and built environment.

ENVIRONMENTAL RESOURCE ANALYSES

Examine in detail the potential social, economic, and environmental impacts for each alternative selected for further analysis (including the No-action Alternative).

PREPARE AND PUBLISH DRAFT ENVIRONMENTAL IMPACT STATEMENT

The document presents the Purpose & Need, the alternatives development and screening process, describes the potential impacts for each alternative selected for detailed study, and **identifies the one Preferred Alternative** recommended as the proposed solution.

PUBLIC HEARING & 45-DAY COMMENT PERIOD (MARCH 8 - APRIL 22)

March 19, 2019

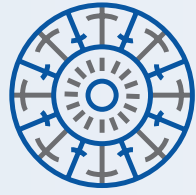
Verbal and/or written comments will be received from all interested persons or groups regarding the Preferred Alternative and its social, economic, and environmental effects.

PREPARE FINAL ENVIRONMENTAL IMPACT STATEMENT

Respond to all comments received during the 45-day comment period and finalize the EIS.

APPROVE/ISSUE RECORD OF DECISION

UDOT will make a final determination on the EIS which is documented in a Record of Decision.



PURPOSE & NEED

PURPOSE

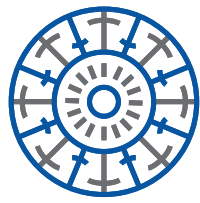
Maintain the operations and safety of I-15 between Exit 10 and Exit 13

Enhance the mobility and safety of the transportation system in Washington City's primary business district

SUPPORTING NEED

Traffic queuing onto mainline I-15 from the Exit 10 exit ramps

Travel delay, traffic queuing, and safety concerns on surface streets



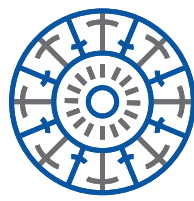
PROJECT NEED: I-15 TRAFFIC QUEUING

Traffic queuing beyond the ramp into the I-15 mainline travel lanes results in unsafe travel conditions. Stopped and/or substantially slowed vehicles in the high-speed travel lanes result in unsafe driving maneuvers, sudden and unanticipated lane changes, and increased rear-end collisions.

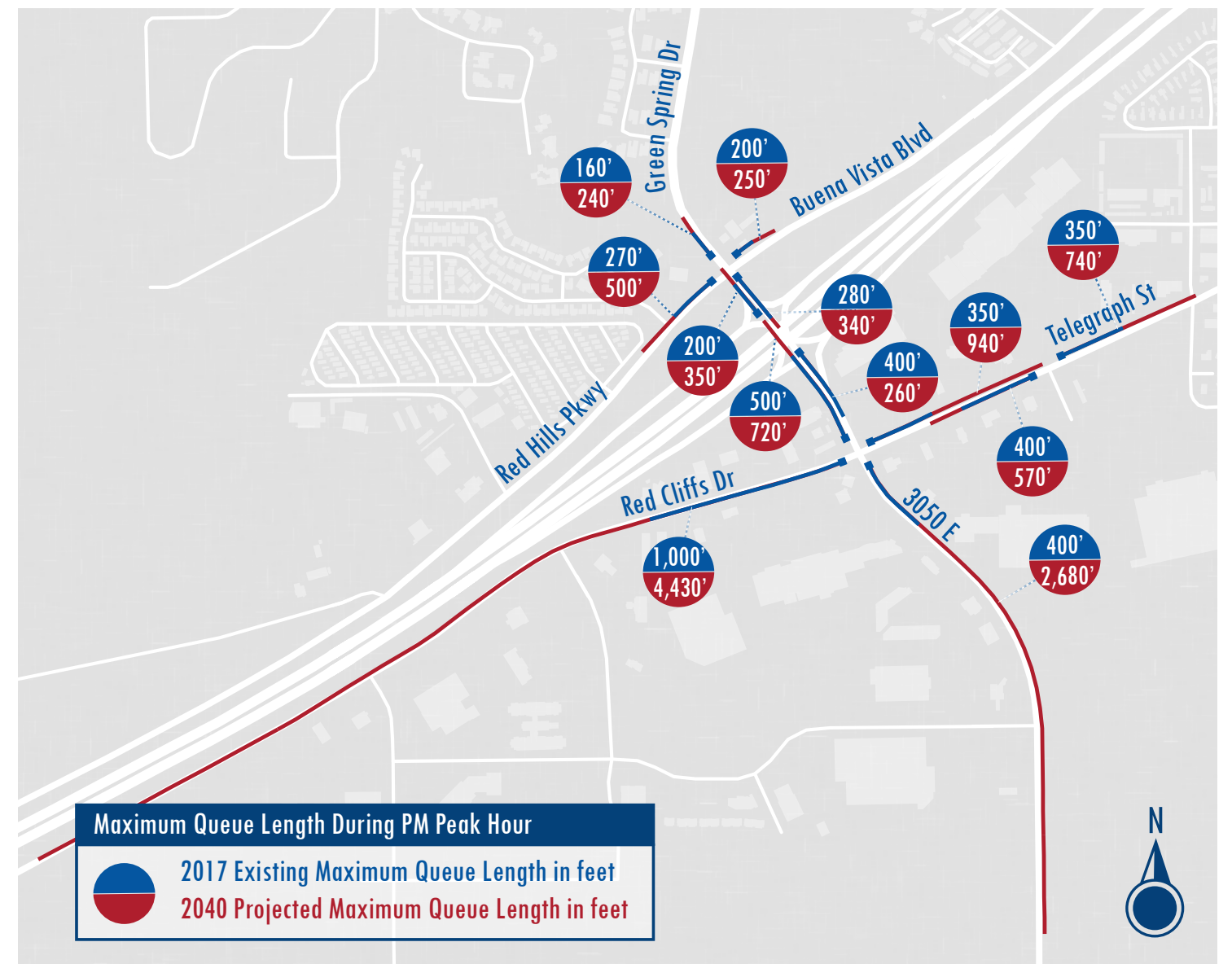
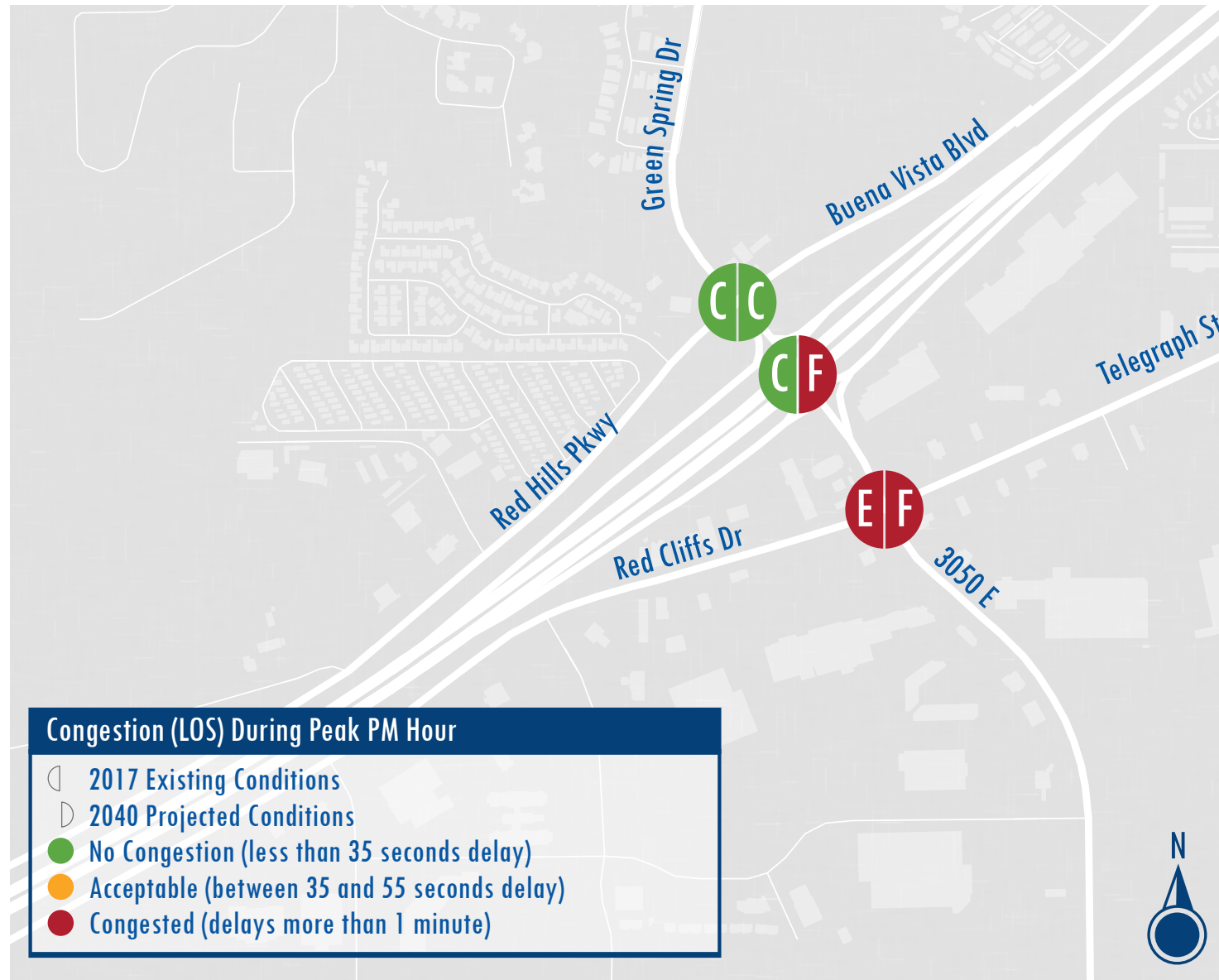
WHAT IS QUEUING?

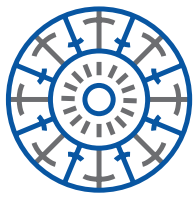
A traffic queue is a line of vehicles waiting to move through an intersection. When not addressed, queues can result in severe roadway network congestion.





PROJECT NEED: SURFACE STREET QUEUING AND TRAFFIC CONGESTION



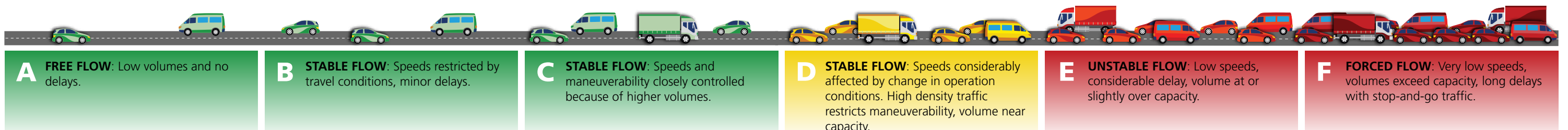


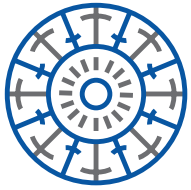
WHAT IS LEVEL-OF-SERVICE (LOS)?

Level of Service (LOS) measures the quality of the traffic flow rate in terms of:

- Speed
- Average travel delay
- Travel times
- Freedom to maneuver

LOS ranges from A to F, with LOS A representing the best operating conditions (little or no congestion or delay) and LOS F representing the worst operating conditions (extreme congestion and delay with long traffic queues and stop-and-go traffic).





I-15 MP 11 INTERCHANGE

ENVIRONMENTAL STUDY

ALTERNATIVES DEVELOPMENT & SCREENING PROCESS

DEVELOP TRANSPORTATION CONCEPTS (46 TOTAL CONCEPTS DEVELOPED)

EXPAND EXISTING CAPACITY

- Roadway Widening
- Intersection/Interchange Improvements
- Alternative Intersection Designs
- Roadway Relocations/Reconfigurations

ADD CAPACITY

- New Roadways
- New Interchanges
- Frontage Roads
- Grade separation at intersections

INCREASE EFFICIENCY

- Access Control Improvements
- Bike and Pedestrian Improvements
- Transit Improvements
- Traffic Signal Timing Improvements

EVALUATE CONCEPTS

- Is the concept a new idea (not on an existing transportation plan)?
- Can the concept be designed and constructed to reasonable and current engineering standards?
- Does the concept provide a measurable transportation benefit?

13 CONCEPTS CARRIED FORWARD

DEVELOP ALTERNATIVES

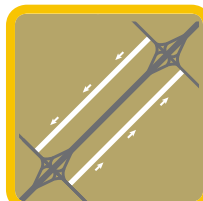
Combine 13 Concepts into Multiple Alternatives

6 BUILD ALTERNATIVES DEVELOPED



1 – NORTHBOUND GREEN SPRING DR WIDENING

Widen Northbound Green Spring Dr/3050 E to 4 lanes



2 – FRONTAGE ROADS

One-Way Frontage Road System between Exit 10 & Exit 13 interchanges



3 – GRADE SEPARATION

Grade separate Green Spring Dr/Telegraph St (Telegraph St over)



4 – MAIN ST INTERCHANGE

New interchange at Main St



5 – 300 E INTERCHANGE

New interchange at 300 E



6 – THRU-TURNS

Thru-turns at Green Spring Dr/Telegraph St intersection (eliminate lefts)

CONCEPTS COMMON TO ALL ALTERNATIVES:

- Widen Green Spring Dr/3050 E from 5 lanes to 7 lanes
- Add dedicated right-turn lane for southbound Green Spring Dr at Buena Vista Blvd
- Widen Telegraph Street/Green Spring Dr intersection
- Widen Telegraph Street from 5 lanes to 7 lanes
- Widen/improve Telegraph St/750 W intersection
- Install raised median along portions of Telegraph St & Green Spring Dr/3050 E

LEVEL 1: Evaluate and Screen Alternatives based on Purpose & Need

- Does the alternative have queuing that extends into mainline I-15?
- Does the alternative provide overall intersection level-of-service D or better at study intersections?
- Does the alternative have queuing that extends into adjacent intersections?

LEVEL 2: Evaluate and Screen Alternatives based on Key Environmental Resources

- Relocations
- Cultural (archaeological and architectural) resources
- Section 4(f)

ALTERNATIVES RECOMMENDED FOR FURTHER DETAILED ANALYSIS



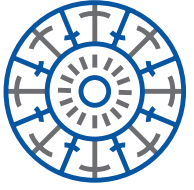
NO-ACTION



4 – MAIN ST INTERCHANGE



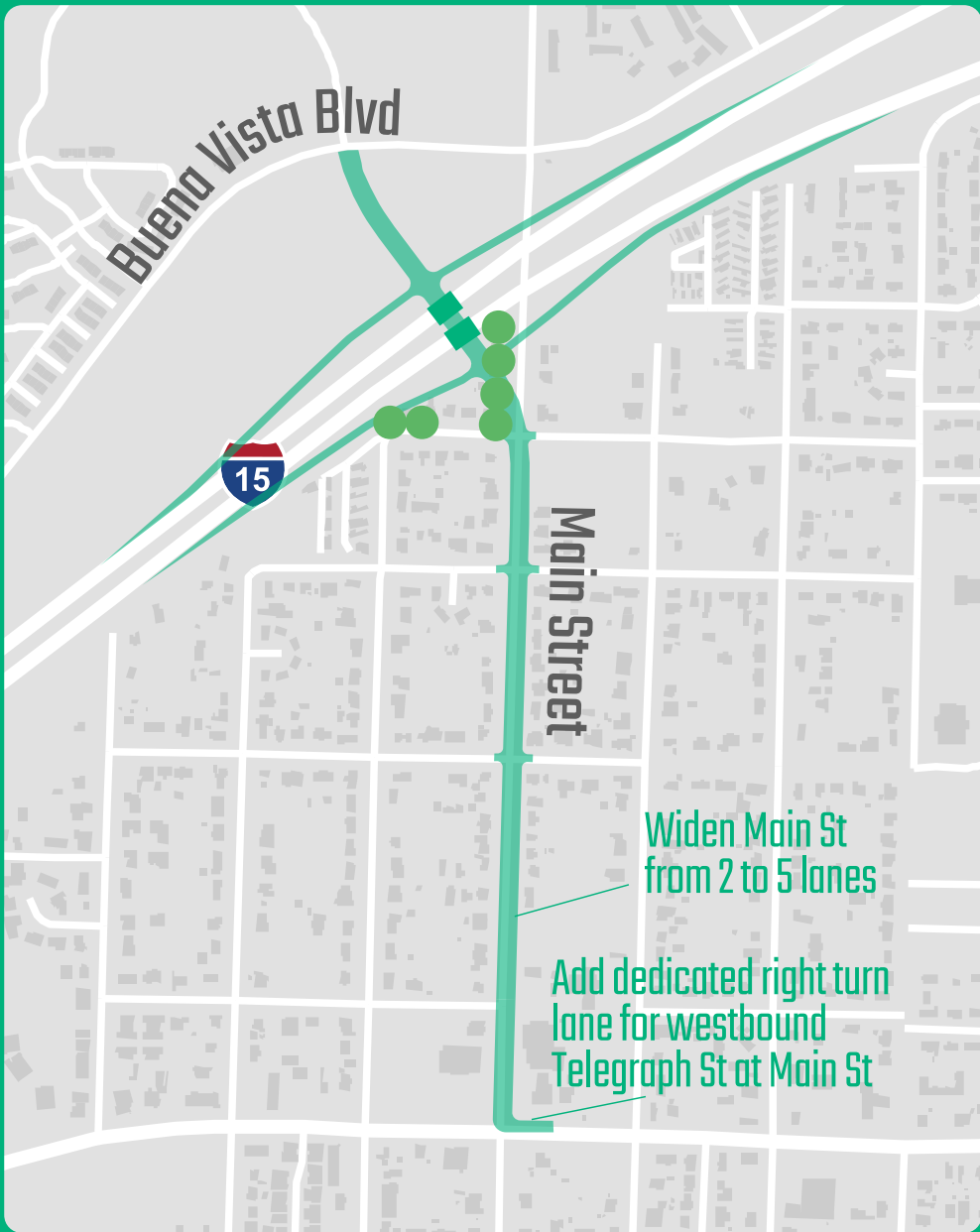
5 – 300 E INTERCHANGE



ALTERNATIVE 4

NEW INTERCHANGE AT MAIN STREET

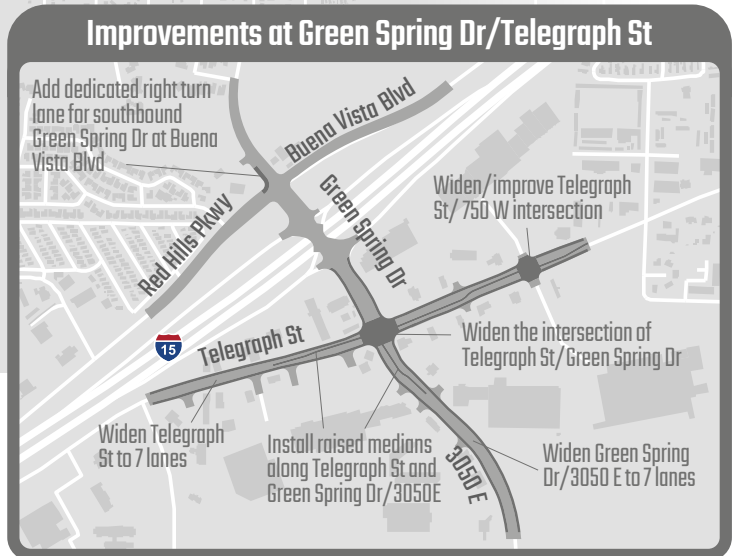
New Interchange at Main St

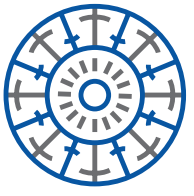


- Potential Business Relocations
- Potential Residential Relocations
- Adverse Effect to Cultural Resources
- Greater than *de minimis* Section 4(f) Impact

THIS ALTERNATIVE WOULD:

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- Widen Telegraph Street/Green Spring Drive intersection
- Widen Telegraph Street from five lanes to seven lanes
- Widen/improve Telegraph Street/750 West intersection
- Install raised median along portions of Telegraph Street and Green Spring Drive/3050 East





I-15 MP 11 INTERCHANGE ENVIRONMENTAL STUDY

ALTERNATIVE 5

NEW INTERCHANGE AT 300 E

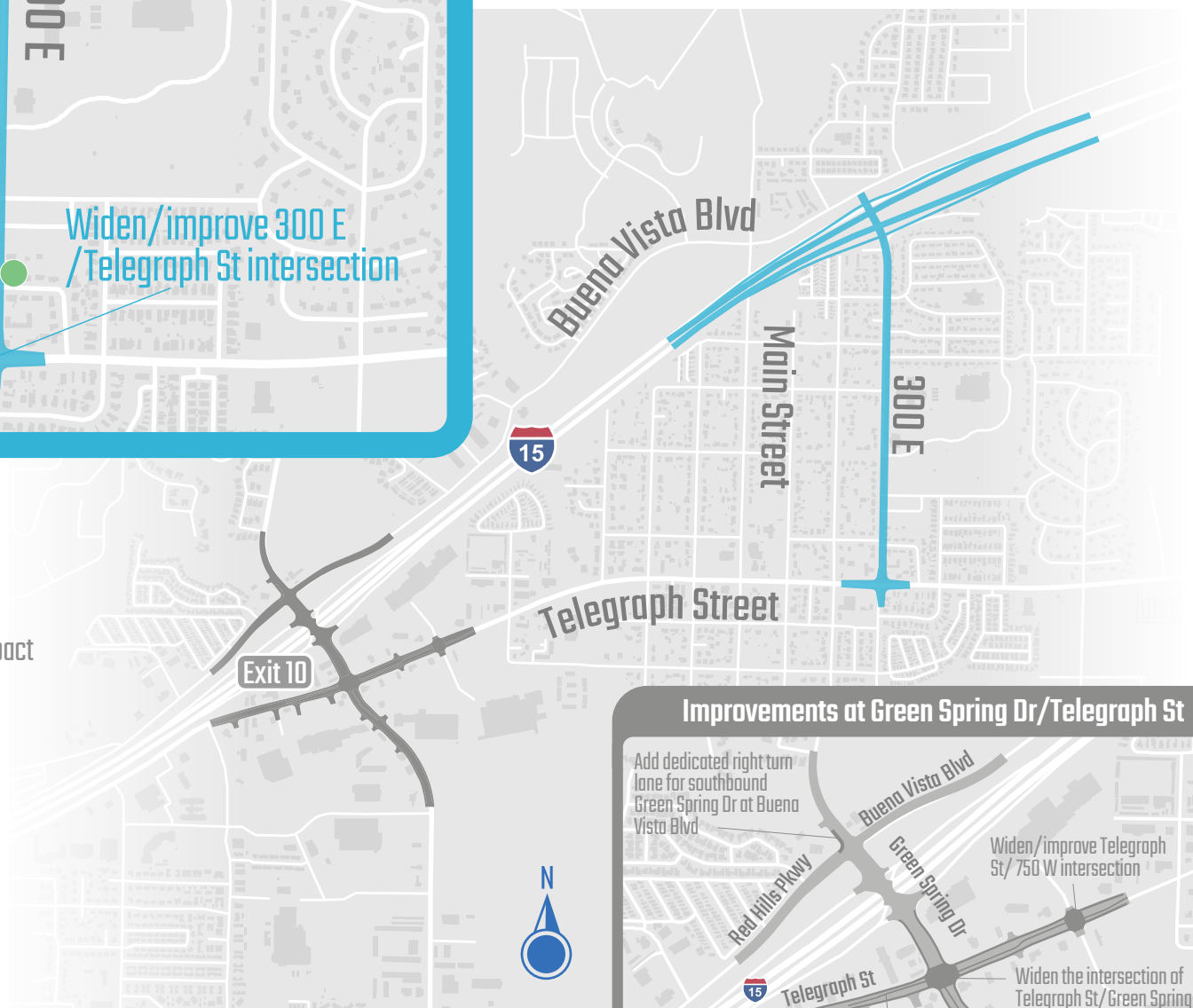
New Interchange at 300 E



THIS ALTERNATIVE WOULD:

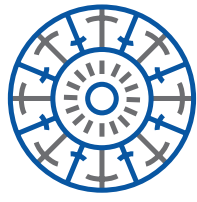
- Construct a new interchange on I-15 at 300 East in Washington City
- Widen 300 East from two lanes to five lanes between Buena Vista Boulevard and Telegraph Street
- Widen/Improve 300 East/Telegraph Street intersection
- Widen Green Spring Drive/3050 East from five lanes to seven lanes
- Add a dedicated right-turn lane for southbound Green Spring Drive at Buena Vista Boulevard
- Widen Telegraph Street/Green Spring Drive intersection
- Widen Telegraph Street from five lanes to seven lanes
- Widen/improve Telegraph Street/750 West intersection
- Install raised median along portions of Telegraph Street and Green Spring Drive/3050 East

- Potential Business Relocations
- Potential Residential Relocations
- Adverse Effect to Cultural Resources
- Greater than *de minimis* Section 4(f) Impact



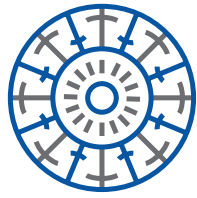
Improvements at Green Spring Dr/Telegraph St





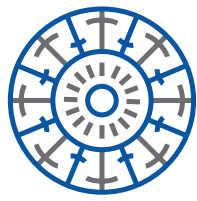
ENVIRONMENTAL RESOURCE IMPACTS

RESOURCE	NO-ACTION ALTERNATIVE	ALTERNATIVE 4: MAIN ST INTERCHANGE	ALTERNATIVE 5: 300 E INTERCHANGE
LAND USE	<ul style="list-style-type: none"> Continued development of undeveloped properties. 	<ul style="list-style-type: none"> Conversion of 6.6 acres to roadway use. May change the type of commercial development at Main Street and Buena Vista Boulevard. Could lead to long-term pressure to change residential zoning to commercial zoning. 	<ul style="list-style-type: none"> Conversion of 9.04 acres to roadway use. May change the type of commercial development at 300 East and Buena Vista Boulevard. Could lead to long-term pressure to change residential zoning to commercial zoning.
FARMLAND	No impact.	No impacts	
SOCIAL ENVIRONMENT	No impact.	<ul style="list-style-type: none"> Removal of 6 homes. Reduced neighborhood cohesion and interaction. 	<ul style="list-style-type: none"> Removal of 16 homes. Reduced neighborhood cohesion and interaction.
ECONOMICS	<ul style="list-style-type: none"> Increased congestion around Exit 10 interchange. Potential impacts to business access. 	<ul style="list-style-type: none"> Loss of some landscaped areas along Green Spring Drive and Telegraph Road. Loss of a total of 52 parking stalls, including 31 commercial. 	<ul style="list-style-type: none"> Relocation of 8 businesses in the Washington Plaza retail building. Loss of some landscaped areas along Green Spring Drive and Telegraph Road. Loss of 43 commercial parking stalls.
RIGHT-OF-WAY AND RELOCATIONS	No impact.	<ul style="list-style-type: none"> 6 residential relocations. Acquisition of 6.60 acres (1.27 acres as a result of relocations and 5.33 acres of partial acquisition from 49 parcels). 	<ul style="list-style-type: none"> 16 residential and 8 commercial relocations. Acquisition of 9.04 acres (4.49 acres as a result of relocations and 4.55 acres of partial acquisition from 54 parcels).
ENVIRONMENTAL JUSTICE	No impact.	<ul style="list-style-type: none"> No disproportionately high or adverse effects. 	
TRANSPORTATION	No impact.	<ul style="list-style-type: none"> Loss of 52 delineated parking stalls, including 21 on Main Street. Loss of non-delineated, on-street parking along Main Street. 	<ul style="list-style-type: none"> Loss of 43 delineated parking stalls. Loss of non-delineated, on-street parking along 300 East.



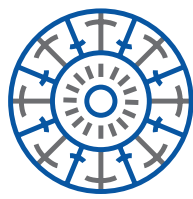
ENVIRONMENTAL RESOURCE IMPACTS cont.

RESOURCE	NO-ACTION ALTERNATIVE	ALTERNATIVE 4: MAIN ST INTERCHANGE	ALTERNATIVE 5: 300 E INTERCHANGE
PEDESTRIANS AND BICYCLISTS	No impact.	<ul style="list-style-type: none"> • Sidewalks constructed on Main Street between Telegraph Street and Buena Vista Boulevard. • Additional traffic on Main Street, reducing utility as Safe School route. • Reconstruction of sidewalks on Green Spring Drive and Telegraph Street. 	<ul style="list-style-type: none"> • Sidewalks reconstructed on 300 East between Telegraph Street and Buena Vista Boulevard. • Additional traffic on 300 East, reducing utility as Safe School route. • Reconstruction of sidewalks on Green Spring Drive and Telegraph Street.
AIR QUALITY	Vehicle emission rates improve due to EPA regulations.	<ul style="list-style-type: none"> • Study Area is in attainment area for criteria pollutants. • Localized increases in Mobile Source Air Toxins. • No new exceedances of the National Ambient Air Quality Standards. 	
NOISE	No impact.	<ul style="list-style-type: none"> • Average noise level increase of 0.6 dBA. • 129 impacted receptors. 	<ul style="list-style-type: none"> • Average noise level increase of 0.4 dBA. • 95 impacted receptors.
CULTURAL RESOURCES	No impact.	<ul style="list-style-type: none"> • No Adverse Effect to one architectural property (25 East Telegraph Street) and one archaeological site (Washington City Ditch System). 	<ul style="list-style-type: none"> • No Adverse Effect to two architectural properties (14 North 300 East, 126 North 300 East).
SECTION 4(F) PROPERTIES	No impact.	<ul style="list-style-type: none"> • <i>De minimis</i> impact—Acquisition of 0.03 acres of proposed Warm Springs Park. • <i>De minimis</i> impact—Acquisition of 650 square feet from historic property at 25 East Telegraph Street. 	<ul style="list-style-type: none"> • <i>De minimis</i> impact—Acquisition of 215 square feet from historic property at 14 North 300 East. • <i>De minimis</i> impact—Acquisition of 588 square feet from historic property at 126 North 300 East.
WATER RESOURCES	No impact.	<ul style="list-style-type: none"> • Increase to impervious ground surface. • Quantity and quality of groundwater would not be impacted due to the use of storm drain systems with best management practices. 	
WETLANDS	No impact.	<ul style="list-style-type: none"> • Impact to 0.15 acres of waters of the US, including wetlands. 	No impact.
FLOODPLAINS	Main Street would continue to have flooding issues associated with storm events.	<ul style="list-style-type: none"> • No impact to floodplains. • Curb and gutter on Main Street would improve ability to handle storm event flooding. 	No impact.



ENVIRONMENTAL RESOURCE IMPACTS cont.

RESOURCE	NO-ACTION ALTERNATIVE	ALTERNATIVE 4: MAIN ST INTERCHANGE	ALTERNATIVE 5: 300 E INTERCHANGE
THREATENED & ENDANGERED SPECIES/ OTHER WILDLIFE	No impact.	<ul style="list-style-type: none"> No effect on federally listed species or critical habitat. Removal of migratory bird habitat at Warm Springs and within landscaped commercial and residential areas. 	<ul style="list-style-type: none"> No effect on federally listed species or critical habitat. Potential to remove migratory bird habitat within landscaped commercial and residential areas.
HAZARDOUS MATERIALS	No impact.	<ul style="list-style-type: none"> Potential to encounter contaminated soils and/or groundwater from the Freeway Chevron property. 	
SOILS AND GEOLOGY	No impact.	<ul style="list-style-type: none"> The Washington Fault presents a seismic risk to existing roads and improvements proposed by the build alternatives. 	
VISUAL CONDITIONS	No impact.	<ul style="list-style-type: none"> New interchange constructed at Main Street. Some views of the Pine Valley Mountains and Red Cliffs Reserve could be impacted. 	<ul style="list-style-type: none"> New interchange constructed at 300 East. Some views of the Pine Valley Mountains and Red Cliffs Reserve could be impacted.
UTILITIES AND EMERGENCY SERVICES	No impact.	<ul style="list-style-type: none"> Potential impacts to existing utilities along associated roadways. No impact to Emergency Services. 	
CONSTRUCTION IMPACTS	No impact.	<ul style="list-style-type: none"> Temporary congestion, delays, detours, noise, dust and particulates, soil erosion. Temporary construction easements. Temporary visual impacts. Potential to introduce or spread invasive species. 	
WILD AND SCENIC RIVERS	No impact.	No impact.	No impact.
ENERGY	No impact.	<ul style="list-style-type: none"> Slightly higher fuel consumption. 	<ul style="list-style-type: none"> Slightly higher fuel consumption.



SECTION 4(F)

SECTION 4(F) OF THE DEPARTMENT OF TRANSPORTATION ACT OF 1966 REQUIRES AVOIDING THE USE OF:

- Historic properties listed on or eligible for listing on the National Register of Historic Places (NRHP).
- Land from publicly owned parks, recreation areas, or wildlife/waterfowl refuges.

THE USE OF A SECTION 4(F) PROPERTY MAY NOT BE APPROVED UNLESS IT IS DETERMINED THAT:

- There is no feasible and prudent avoidance alternative to the use of land from the property; and the action includes all possible planning to minimize harm to the property resulting from such use; or
- The use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) will have a *de minimis** impact.

*A *de minimis* impact is one where the project would only have minor impacts on resources protected by Section 4(f).



4 – MAIN ST INTERCHANGE

HISTORIC PROPERTIES

Alternative 4 minimized Section 4(f) impacts by implementing roadway alignment shifts and would have the following impact to historic properties:

- 25 East Telegraph Street (*de minimis* impact)

RECREATION RESOURCES

The Preferred Alternative would impact the following publicly owned recreation resource:

- Proposed Warm Springs Park

UDOT has consulted with Washington City, the official with jurisdiction, and they have concurred that the affects to the above recreational resource meet the impacts criteria and requirements for a *de minimis* impacts finding.

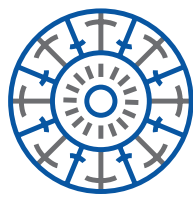


5 – 300 E INTERCHANGE

HISTORIC PROPERTIES

Alternative 5 minimized Section 4(f) impacts by implementing roadway alignment shifts and would have the following impact to historic properties:

- 14 North 300 East (*de minimis* impact)
- 126 North 300 East (*de minimis* impact)



NOISE

BALLOTING PROCESS

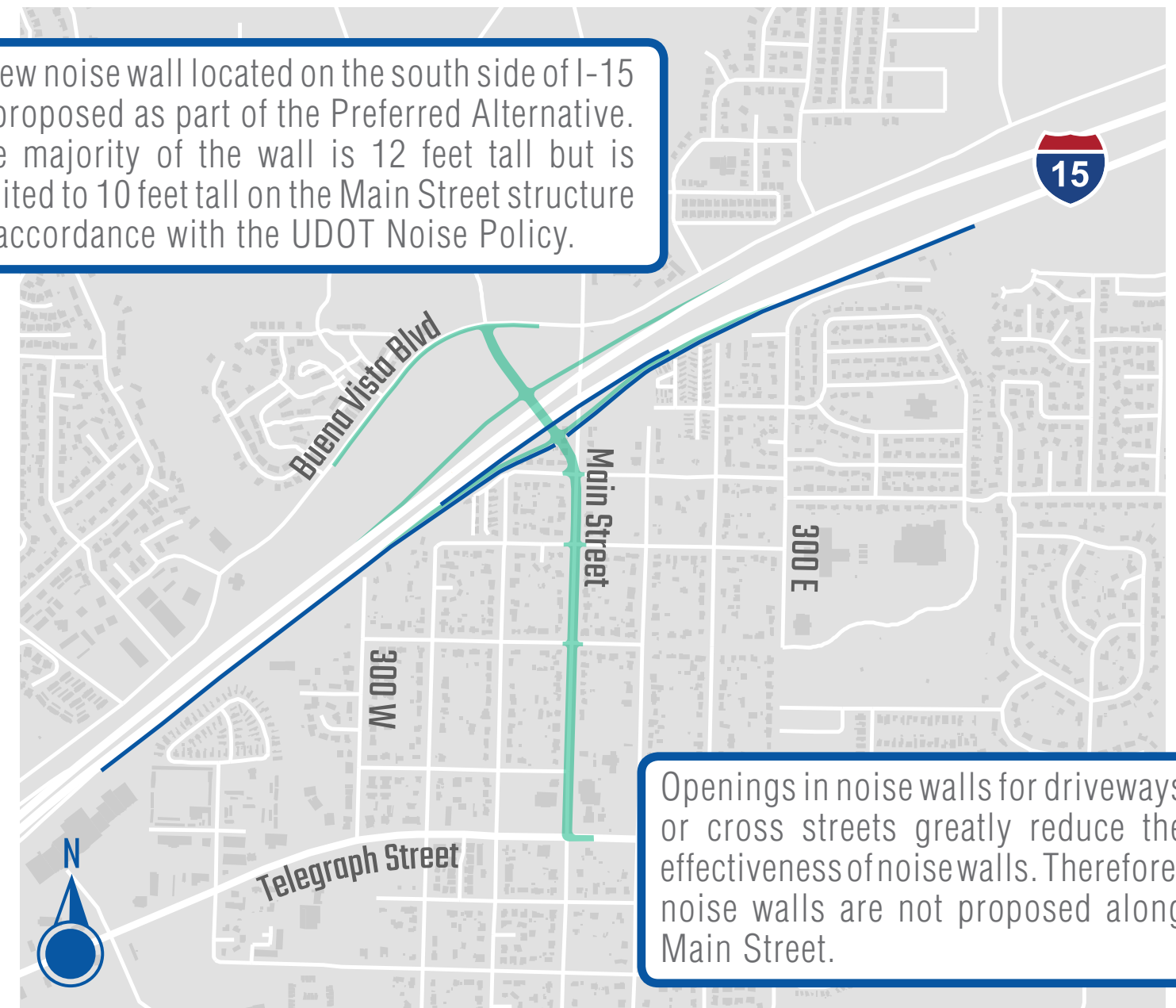
UDOT will conduct balloting for each proposed noise wall to determine if noise abatement is desired by property owners and residents.

The balloting process, as defined by the UDOT Noise Policy, requires the following:

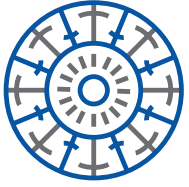
- A noise ballot will be sent to property owners and residents who are either directly adjacent to the end of the noise wall or benefited by the noise wall (defined as receiving at least a 5 dBA noise reduction).
- At least 75% of ballots sent out need to be completed and returned.
- 75% of returned ballots need to be in favor.

If property owners and residents vote to reject construction of a noise wall there will not be another opportunity to address noise impacts until there is another project that adds lanes or substantially alters lane locations.

A new noise wall located on the south side of I-15 is proposed as part of the Preferred Alternative. The majority of the wall is 12 feet tall but is limited to 10 feet tall on the Main Street structure in accordance with the UDOT Noise Policy.

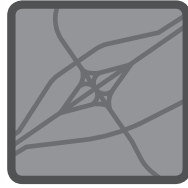


Openings in noise walls for driveways or cross streets greatly reduce the effectiveness of noise walls. Therefore, noise walls are not proposed along Main Street.



I-15 MP 11 INTERCHANGE ENVIRONMENTAL STUDY

PREFERRED ALTERNATIVE SELECTION PROCESS



NO-ACTION



4 - MAIN ST
INTERCHANGE



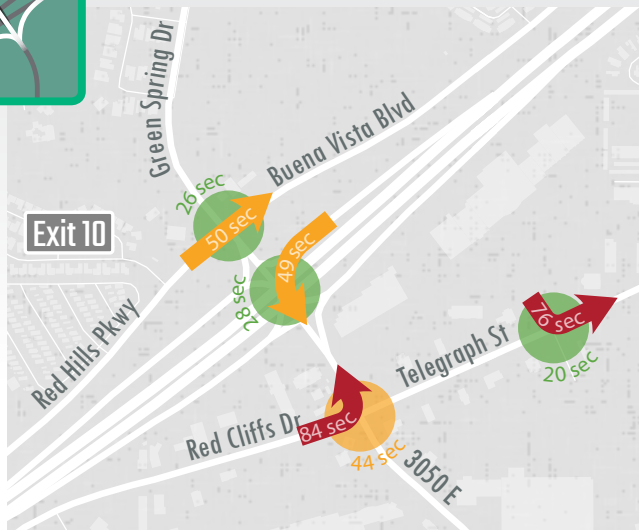
5 - 300 E
INTERCHANGE

TRAFFIC OPERATIONS AT EXIT 10

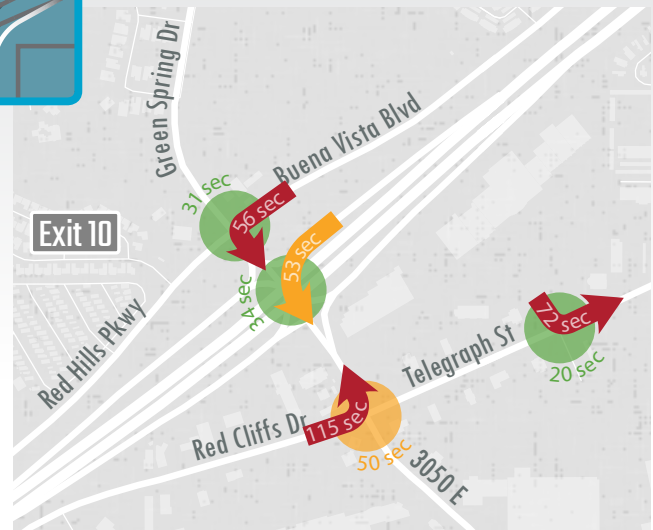
2040 PROJECTED LEVEL-OF-SERVICE DURING PM PEAK HOUR



Exit 10 traffic operations with implementation of
4 - MAIN ST INTERCHANGE



Exit 10 traffic operations with implementation of
5 - 300 E INTERCHANGE



➔ Worst Movement
XX sec Seconds of Delay

- Minimal Congestion, less than 35 seconds delay (LOS A,B, or C)
- Acceptable, between 35 and 55 seconds delay (LOS D)
- Congested, delays more than 56 seconds (LOS E or F)

ENVIRONMENTAL IMPACTS

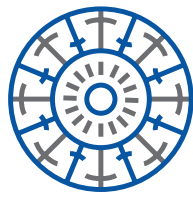
RESOURCE	ALTERNATIVE 4: MAIN STREET	ALTERNATIVE 5: 300 EAST
Right-of-Way	6.60 acres total acquisition	9.04 acres total acquisition
Relocations	6 residences	16 residences 8 businesses
Social	Potential for decreased social cohesion as a result of increased traffic on Main Street	Potential for decreased social cohesion as a result of increased traffic on 300 East Impact to cemetery
Economics	No impact	8 business relocations, minor impact to Washington City tax base
Pedestrian and Bicyclist Considerations	Additional traffic may reduce utility for Main Street as a Safe School Route	Additional traffic may reduce utility for 300 East as a Safe School Route Additional traffic would pass through the crossing-guard protected crossing of 300 East at 300 North
Wetlands	Minor impact to wetlands (0.15 acres) on north side of I-15	No Impact

PREFERRED ALTERNATIVE

Alternative 4 was identified as the Preferred Alternative because it provided for better operations at the Exit 10 intersections and would have less environmental impacts when compared to Alternative 5.



4 - MAIN ST
INTERCHANGE

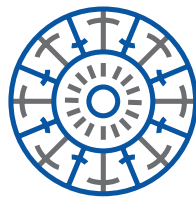


RIGHT-OF-WAY PROCESS

(Property Acquisition)

THE RIGHT-OF-WAY ACQUISITION PROCESS CONSISTS OF THE FOLLOWING STEPS

1. **Identification** – The study team will identify what property will be needed to construct the preferred alternative.
2. **Contact** – Property owners will be contacted directly if their property is identified as a full or partial acquisition.
3. **Valuation** – Right-of-way professionals will estimate the value of property.
4. **Acquisition** – Right-of-way professionals will work closely with the property owner to acquire needed property at fair market value.



PUBLIC COMMENTS

Due by April 22, 2019

- Please remember that commenting is not a form of voting.
- Comments should be clear, concise and relevant to the transportation needs, alternatives, and impacts presented.
- Feedback that is solution-oriented and provides specific examples of concerns and ideas is the most helpful in shaping the EIS.
- Comments are helpful when they address what the transportation needs are in the community, how current transportation trends affect your community, how proposed solutions to these needs may affect you and/or your family, etc.
- The study team will respond to all comments received during the comment period in the Final Environmental Impact Statement.



Website: www.mp11.org



Email: info@mp11.org



Hotline: 435-477-6211

Comments provided to the project team will be reviewed and considered by UDOT as it develops the project. All comments received will be documented in the project record. The study team will contact you if they need additional information or clarification.

Comments made during the EIS public review period will be considered as UDOT prepares the Final EIS. Comments provided during the National Environmental Policy Act (NEPA) process to UDOT are a matter of public record and subject to public release, if requested. For more information, see the Terms of Use at the bottom of the Utah.gov website.

Comments that are publicly displayed through online tools must follow our UDOT Social Media Policy Participant Code of Conduct. Comments that are unacceptable under that policy may be removed at the administrator's discretion.



LEGEND

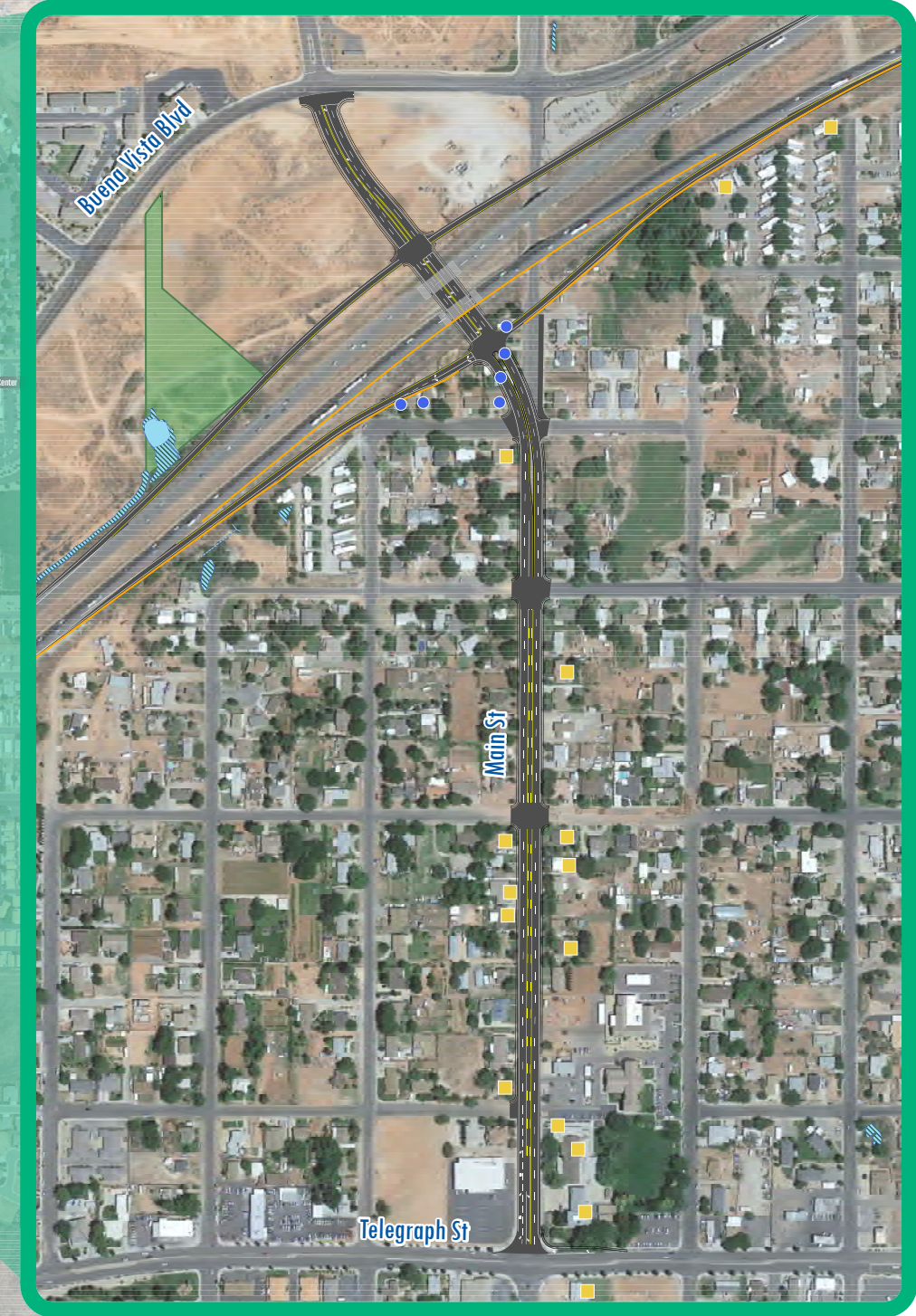
- Potential Relocations
- Historic Structures
- Potential Noise Wall
- ▨ Waters of the U.S.
- ▨ Wetlands
- Future Park

NEW INTERCHANGE AT MAIN STREET

- Construct a new interchange on I-15 at Main Street in Washington City
- Realign Main Street under I-15 and widen from two lanes to five lanes between Buena Vista Boulevard and Telegraph Street
- Add a dedicated right-turn lane for westbound Telegraph Street at Main Street

ADDITIONAL IMPROVEMENTS

- Widen Green Spring Drive/3050 East from five lanes to seven lanes
- Add a dedicated right-turn lane for southbound Green Spring Drive at Buena Vista Boulevard
- Widen Telegraph Street/Green Spring Drive intersection
- Widen Telegraph Street from five lanes to seven lanes
- Widen/improve Telegraph Street/750 West intersection
- Install raised median along portions of Telegraph Street and Green Spring Drive/3050 East



All Received
Public Comments

Attachment 4

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P R O C E E D I N G S

* * *

COLLEEN GRANGER: If the elementary were replaced by the school district somewhere else, it would be the oldest elementary in the county or one of the very oldest. And they've replaced younger ones already in the school district.

If they replace that, it would be better to pull this off on Third East to give us a straight shot at the bridge to the fields because that's one of our biggest pressure points, is access to the fields. And then Third East would go straight down.

And then we could move the cemetery into the ball fields. And we could move into part of it because we need to expand the cemetery and then we could move the ball fields up where the school is. The school is on property that has to be used for community resources because it's a BLM grant. So the school district could not sell the property. It would probably need to revert back to the city with the ball fields there and expand the cemetery where the ball fields are. So we could run the roads straight to the bridge.

So what we need to do is meet with the

1 school district and indicate that maybe rather than
2 a major remodel, which I heard they were planning
3 on, it's time to replace the building altogether
4 somewhere else. Thank you.

5 PHYLLIS FLEMING: So I'm a new resident
6 moving here from Lehi area. I have seen the
7 problems up in Lehi that they've had with
8 Timpanogos exchange there, and they're having to
9 re-do it, which is costing the taxpayers to pay out
10 more money. I don't want to see that happen in
11 this area and would like to help prevent that.

12 As we're looking at these exits, it looks
13 like the solution they've got up there right now is
14 to make a quick fix to exit off of Main Street,
15 which will only consolidate more traffic between 10
16 and Main Street and cause more bottleneck, in my
17 opinion.

18 I feel that they should look further out
19 to Exit 13 and look at projected growth that's
20 going to happen over the next few years and see if
21 they could make a beautiful infrastructure of an
22 interchange there to exit people off smoothly,
23 which will also draw more businesses to that area
24 and will take some of the relief off of the Exit 10
25 and all the businesses there.

1 I believe a Costco and other things will
2 draw out to that area if there's a good interchange
3 put in there. It will also help when they do get
4 that approved to go through the north corridor up
5 through Green Springs, will make it easy transition
6 for people to cross over there and take some of the
7 traffic away downtown St. George area.

8 I think that's covered what I want.

9 (Proceedings concluded at 7:00 P.M.)

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REPORTER'S CERTIFICATE

STATE OF UTAH)
) ss
COUNTY OF WASHINGTON)

I, J. ELIZABETH ROBISON, Registered Professional Reporter, do hereby certify that I took down in Stenotype all of the proceedings had in the before-entitled matter at the time and place indicated and that thereafter said shorthand notes were transcribed into typewriting at and under my direction and supervision and that the foregoing transcript constitutes a full, true and accurate record of the proceedings had.

IN WITNESS WHEREOF, I have hereunto set my hand in my office in the County of Washington, State of Utah, this _____, day of _____, 2019.

/s/J. Elizabeth Robison

J. Elizabeth Robison, RPR, CCR

P R O C E E D I N G S

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3 JERRY WEYDERT: Pertaining to the new
4 interchange at Main Street, the preferred alternative
5 that they have, they could make an adjustment to put a
6 frontage road from by the church, close to the church
7 on Buena Vista, to go all the way to where the current
8 Main Street is, on the other side of the highway, or
9 the northbound side of the highway.

10 What you would end up doing is, with that
11 frontage road, you would reduce the traffic on Buena
12 Vista Boulevard where all of the housing, Brio, which
13 is a housing complex. And then you have another thing
14 where you have a whole bunch of apartment buildings or
15 condos right along that Buena Vista, which has loads
16 and loads of kids every day waiting for buses and
17 things to come along.

18 And we want to reduce that amount of level
19 so it doesn't go into Brio and it doesn't go along that
20 area where the -- also, there's a fire station along
21 there, as well, but the frontage road would connect
22 with the new Main Street that's going into underneath
23 the highway to go north.

24 Instead of going all the way to Buena
25 Vista Boulevard, you'd make a turn to the right or the

1 left, going down the frontage road to the west or on
2 the frontage road going to the east and you would go to
3 Main Street that is beyond the highway and put a
4 roundabout in there because, in the future, that
5 section of Main Street is going to be the main road
6 that goes up to Washington Parkway.

7 You want to have this other road not go
8 through Brio or have a chance where people would go
9 through Brio, to drive all the way through Brio, which
10 eventually does connect to the Main Street and
11 Washington Parkway. We don't want heavy traffic going
12 through a housing development, heavy enough, anyway,
13 with all the construction going on.

14 So it would end up that people would be
15 taken away, if they go, take the frontage road up to
16 the roundabout, then they're away from the housing
17 areas that are all newly developed along that lane.

18 (Photo attached at back of transcript.)

19 DEAN WALLIS: I think the 300 East would
20 be by far the best place to go even though you come by
21 the school and by the cemetery, but then they're small
22 problems compared to what they're going to put
23 downtown. Well, if they could take -- there's enough
24 elevation differences right down on Telegraph and 300,
25 if they could take it down and they could build a

1 flyover so that the traffic going down 300 would go
2 right straight through, wouldn't have to stop and then
3 you're going to alleviate a lot of problem over on 11
4 because even the people that come down to the river
5 bridge because they'll get out of the way.

6 They can come down and just go right on
7 through and there's enough room that they could just,
8 Telegraph, go right underneath, go over the top. All
9 they'd have to do is dig down and that way there, the
10 stoplights kill you. [REDACTED]

11 JEAN ARBUCKLE: My question is, what is
12 the traffic problem? Are we just throwing another
13 off-ramp on because you double pay for it? In my
14 opinion, in my experience, the problem is more
15 circulating people around the city and getting to the
16 shopping areas. We have very little connectivity
17 within the field area. I cannot see where an off-ramp,
18 either at Main Street or 300, is going to help at all.

19 We have an easement, apparently we'll call
20 it, right there at Costco. I know it wouldn't cost a
21 lot of money or perhaps even condemnation of property
22 in order to make a street go through there because
23 that's private property. But for what they would spend
24 on an off-ramp that would ruin historical downtown
25 Washington, they could do that and have all of that

1 traffic come this way, come through that area to those
2 shopping areas. They need to mandate 18-wheelers a
3 different route than off-ramp 10.

4 CELIA BERTOIA: I think the Main Street
5 exit is a great idea. I think it's going to relieve
6 Exit 10 traffic problems and it will be Brio's
7 personal, you know, private exit, kind of, and that
8 development is huge. I mean, I think there are
9 thousands of homes over there. I'm not sure.

10 So I think the way they've curved it over,
11 you know, a little bit off of Main Street right at I-15
12 is excellent. I'm totally in favor of it. And I live
13 up Green Springs, so I have to deal with that Green
14 Springs exit all the time.

15 It would be fabulous if they could do the
16 quiet asphalt that has recycled tires in it to make the
17 whole road more quiet. I don't know what the cost
18 differential is and I think directional lighting is
19 helpful, also, you know, where they point it just at
20 the street instead of goes all over the neighborhood.
21 And I, frankly, think that the Main Street exit would
22 probably increase the value of the Brio homes and all
23 the homes in that area because they'll have easier
24 access to I-15. I think it's great.

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PUBLIC COMMENTS - OPEN MIC

DEAN TERRY: I'm Dean Terry from St. George, Utah. Have you ever heard of St. George? I'm an old man. I'll be gone by the time you get this built. I turned 85 a couple Saturdays ago, but I want to go on record that I'm in favor of moving traffic and I think anybody that's against moving traffic and making things safe is very, very selfish.

We need to have these exits. We need to get 11 and 12 and get the parkway finished, get this traffic moved to help the people in this area and on over to the parkway going into 18. Thank you.

DARLA HELSKE: Hi, my name is Darla Helske, and I wanted to talk about two summers ago, the summer of 2017, they started this study to see what the environmental impact would be on North Main Street, and, at that time, they were measuring how many cars are going up and down our street. And, at that time, Brio was going up and down our street about every -- there were two trucks every five minutes. Normally our traffic on Main Street is not bad. Of course, it's bad when you've got semis going up and down the street every five minutes, and I'm not exaggerating. There was one going north and one going south every five

1 minutes.

2 So I think that the study results are not
3 legitimate. They don't represent reality of the
4 traffic on Main Street and I wanted to bring that out.
5 I don't think it's fair to count -- that time had
6 nothing to do with what's real like on North Main
7 Street. Thanks.

8 I'm sorry, I forgot one more thing. When
9 I came to this thing last time, I spoke with a nice man
10 that was representing one of the plans, the plan that I
11 thought looked really good and he said it had already
12 been rejected, but he said that, when you have a
13 certain amount of cars going past your house, and I
14 don't remember the number, but I think it was 3,000, if
15 you have more than 3,000 cars going past your house,
16 your quality of life is compromised anyway, and, so, he
17 kind of made me understand that because, when they did
18 their study and we had over 5,000 cars going past our
19 house, our quality of living was compromised anyway, so
20 it wouldn't make a difference if they went ahead and
21 put the exit there. But since the number was not
22 legitimate, I don't think that's right. Thanks.

23 BRYAN BUTAS: Bryan Butas; I live downtown
24 St. George -- Washington, downtown Washington. Now, a
25 lot of people are here and I see a lot of and hear a

1 lot of opinions of what's going on with this and I
2 want, I want to know if you people feel like if you're
3 understood or if you're heard because I look at this
4 like airport security. It is the perception of safety
5 and security. If you want to hear the details about
6 that, come up to me and ask me afterward, but the same
7 thing with this big group of people.

8 I've been watching this since it started
9 and I knew it was coming on Main Street because the
10 eight other options that they had, you could knock out
11 four of them right off the bat. The other three aren't
12 going to go because of cost efficiency. And the whole
13 fact of the matter is opinion -- my opinion doesn't
14 matter. They want me to to write something down. They
15 want me to say something. And it's not going to make
16 any difference to what I say or what I feel.

17 What I see happening here is, they're
18 going go on Main Street, they're going to back up
19 traffic from Telegraph to Main Street and then all
20 those people that are too inpatient to sit there at the
21 light because when you back up four blocks, they'll be
22 kicking off on the side streets and taking Small Town
23 U.S.A. Washington and making a congested neighborhood
24 with all these people speeding down to avoid the light.

25 So what is the real effect of this? I

1 think we already know. It may take some traffic off of
2 Green Springs, but it's going to put it someplace else.
3 And I don't care what you do with this. The three
4 options I saw: Main Street, 300, or do nothing at all.
5 No matter what you do or don't do, somebody's going to
6 be mad about it no matter what anyway.

7 DANIEL CLUFF: I'm Daniel Cluff. I'm the
8 City Councilman for Washington City. This is a process
9 that got me into where I am now, and I appreciate it
10 (inaudible) hired to do. I'll move in closer here.
11 I'd like to applaud Horrocks Engineering for what
12 they've done. I really appreciate the alternatives
13 within the scope.

14 One thing that I like to draw to attention
15 is, when this first started, it was (inaudible).
16 That's why the off-ramp is Main Street, MP 11. That
17 first study went 1,000 feet off of Main Street and I-15
18 in both directions. Due to our citizen feedback, that
19 went a mile, in multiple directions, and, due to that
20 feedback, we found out that more, roughly, 80 or 85
21 percent of our needs in our community reside outside of
22 these alternatives and that's the part where I'd like
23 to speak up, saying that I feel like the impact of our
24 community is more than transportation.

25 I'm perfectly fine adjusting the impact

1 where it's at and I feel that these designs show it
2 very clearly that 85 percent of our need resides
3 outside of the off-ramp. I am concerned because I feel
4 like we lose more than what's on the dots. I'm
5 concerned we're losing more than what we're seeing
6 because the scope of this study can only go so far.

7 I do not discredit the study. I have
8 nothing against the study, but, as a citizen, I'm
9 wondering if this 15 percent for the next 40 years is
10 worth our investment. And that was where I struggle
11 the most because, if we're being very honest with
12 ourselves, our city is growing. We do need to connect.
13 But I do see so many different things that are
14 happening to our cities. I see it in our adjacent city
15 at off-ramp Exit 10. We've got a hotel. We've got a
16 water park. We've got a northern corridor. We've got
17 stuff happening south of our city. There's so much
18 happening. I just don't feel, honestly, in my heart,
19 after being in this process, that it is worth doing
20 such a huge meridian change to our city. It would be
21 the Washington City before this off-ramp and the
22 Washington City after.

23 I'm concerned about the school. I'm
24 concerned about the citizens. I'm concerned about the
25 safety. I'm concerned about the things that we're not

1 questioning. I'm really concerned about the concept of
2 human trafficking, drug trafficking, values of
3 properties and that pretty much what we're investing in
4 is a downtown that won't be a residential downtown.

5 If we do this off-ramp, whether it's Main
6 Street or 300, we are investing in a downtown
7 commercial Washington City, and I don't feel like that
8 is respectful to the heritage of our citizens and who
9 we are. That's my concern.

10 BETHANN MCDONALD: I'm Bethann McDonald,
11 and the only thing that I have to say is, I wish a
12 decision could be made. I am sick of living in limbo.
13 One week my house is gone; one week it's here. I want
14 to plan for my future. If you want my house, give me a
15 check. If not, let me live on, but I need a decision
16 so I can go on with my life. Thank you.

17 GARY BOOTHROYD: Hi, my name is a Gary
18 Boothroyd. I live at [REDACTED] which puts us
19 right in the middle of the fray up there. My concerns
20 are the safety, the speed of the traffic going by our
21 house and the fact that we can't get out of our
22 driveway now, the traffic's increased so much over the
23 past ten years. And I'm really concerned about, you
24 know, is my house going to lose value? You know, what
25 about our animals? What about basic necessities of

1 life like being able to walk down the street? So, you
2 know, I'm not for -- looks like it's going to happen,
3 if they get the funding, and I just want to know if
4 there's any chance of compensation. They can have the
5 house, but I don't really want to live there. Thank
6 you.

7 ROGER HEATH: My name is Roger Heath. I'm
8 a resident of Washington. My heart goes out to the
9 people that live on this street. The fact is that it
10 looks like it's going to happen. I would demand that
11 there be no commercial vehicles on that street in any
12 direction. Eliminate the commercial vehicles, make it
13 strictly cars and a low speed limit means more tickets,
14 more revenue for the city. Thank you.

15 KEVIN WADE: My name is Kevin Wade. I
16 live in the [REDACTED] right here in Washington.
17 My concern is, this all makes sense except dumping that
18 new Main Street right into Brio Parkway doesn't make
19 sense to me. I would just suggest that consideration
20 be made to maybe -- to directing the Main Street to
21 offset of Brio Parkway, so people aren't directed right
22 into it, right into a subdivision. Maybe another
23 alternative would be to bring it to a roundabout and
24 maybe put another roundabout at the old Main Street and
25 Buena Vista so the people getting off the freeway that

1 want to go north and access Main Street and Washington
2 Boulevard can do so without having to make direct turns
3 or left turns and they can do it quickly and
4 efficiently and not turn Brio Parkway into a
5 thoroughfare. That's my comment. Thank you.

6 (Proceedings concluded for this court
7 reporter at 6:15 p.m.)

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COMMENTS

Name Gloria Harris

Address [REDACTED]

Phone [REDACTED]

Email _____

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

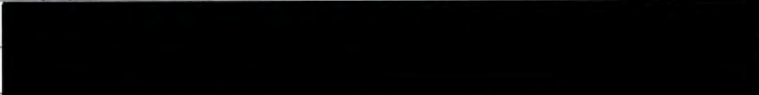


As a resident of Brio. I am very concerned about the traffic this proposal puts on Brio Parkway. The residents of Brio all cross Brio Parkway to get to the club house. The noise from the freeway is bad now and that will increase with the on and off ramps going onto Buena Vista Drive. Could you put a round about on Buena Vista to hopefully slow down traffic into Brio Parkway. We are not happy about this proposal. We thought we were moving into a quiet neighborhood. Or divert traffic to Main Street.

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name Annette Williamson
Address 
Phone 
Email 

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

Largest protest is Brio - Residents don't want major Rd going thru middle of project.

If road under Freeway could curve back to Main St to go North that would make more sense

Green Springs is still a mess. Getting worse with more building on North End.

Would like to know about Northern Corridor and where it stops and starts, How it will flow with Brio + Green Springs Area

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name CAROL H. WEST

Address [REDACTED]

Phone [REDACTED]

Email [REDACTED]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

I think Washington County & UDOT have done a great job of WORKING OUT the best Alternative.
Also: GREAT Job involving the community!

Keep up the Good Work!

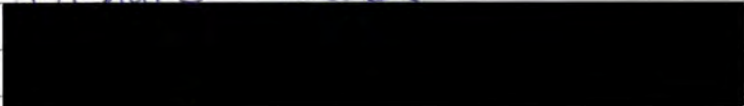
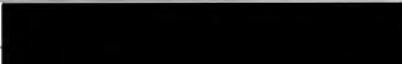

Do you have any other comments related to the Draft Environmental Impact Statement?

[Empty lines for additional comments]

Please submit all comments by April 22, 2019



COMMENTS

Name Richard Pocock
Address 
Phone 
Email 

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

I would suggest that the off ramp on the north side make a gradual swing to the right and connect with main street rather than going up Brilo Parkway. There is plenty of room to make this arch over to main street and I for see many problems with the increase in traffic going through the Brilo community. Brilo is one of the nicest new communities in Washington and I for see many problems with traffic both car and feet traffic in Brilo.

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



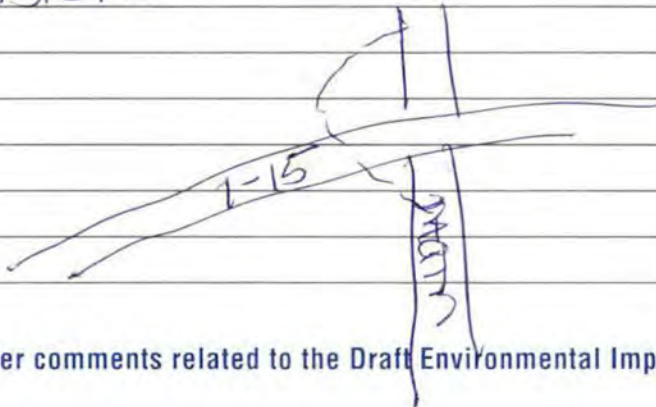
COMMENTS

Name Sharon Ott
Address [REDACTED]
Phone [REDACTED]
Email [REDACTED]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

1. Exit 10 is the problem - By adding the main street exit as it is proposed does not fix the exit 10 problems. You are adding more problems and NOT fixing ones that already exist.

2. If you decide Main is the interchange - then curve road to main using property at West side to curve road into main.
NOT INTO BR10



Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name

KEVIN HOOPER SHOPPES AT TELEGRAPH SQUARE

Phone

Email

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.


We have two retail buildings address above. If median is installed in Telegraph Road restricting left turns into our retail development, our business will be impacted. A signal light at 500 West will be necessary. Either Att. 4 or 5 are acceptable.

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name Jerry Buerke
 Address 
 Phone _____
 Email _____

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

Regarding terminating Exit 11 @ Buena Vista Blvd and Bro Parkway. This is a major safety issue. Bro is, like "Sun City" (650 homes with primarily seniors) (each with a golf cart or UTV, using the local streets, including Bro Parkway to access the Club house. Suggest you consider curving Buena Vista Blvd to the north which would allow the necessary distance between the Freeway and the intersection (May involve some property purchase on the North East curve). I visited with Tyrone Atkins regarding this alternative. This would also save money by eliminating the reconstruction of the MAIN STREET underpass. > See ATTACHED DWG <

Do you have any other comments related to the Draft Environmental Impact Statement?


Please submit all comments by April 22, 2019




COMMENTS

Name Robert Harris

Address 

Phone 

Email 

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

While I understand the concept of making the curves more square - that rational does not seem a reason to run a main road through a retirement community where you have elderly people w/ grand children crossing streets, riding bikes and driving onto the street - as I look around and drive the I-15 there are many sharp curves on and off, to alleviate the concern for distance - pull the on-off ramps further north to give you more space. Doing that will give you the needed space and make the curves less sharp, and still keep main street as the other alternative - main is the main road to carry the bulk of the traffic -

Another possibility is to put main back through the south Blvd property and back into main rather than putting traffic through a major subdivision

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name KEVIN WADE

Address [REDACTED]

Phone [REDACTED]

Email [REDACTED]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

I AM EXTREMELY CONCERNED WITH THE PREFERRED ALTERNATIVE THAT DIRECTS FREEWAY TRAFFIC ONTO BRIO PARKWAY, A BEAUTIFUL SAFE ROAD WITH A PAVED WALKWAY FOR THE RESORTS RESIDENTS. I SUGGEST FINDING A WAY TO AVOID CONNECTING DIRECTLY TO BRIO PARKWAY, SUCH AS FORMING A "T" INTERSECTION EAST OR WEST OF BRIO PARKWAY. CREATING A ROUND ABOUT MIGHT ALSO WORK SO THAT IT IS EASY TO GO EITHER WAY ON BUENA VISTA BLVD. A ROUND ABOUT AT BUENA VISTA AND MAIN ALSO WOULD HELP WITH ELIMINATING LEFT TURN FOR DRIVERS SEEKING MAIN STREET OR WASHINGTON BLVD. A FORK IN BUENA VISTA HEADED EAST COULD INTERSECT THE REDIRECTED MAIN STREET AND AVOID BRIO PKWY ALL TOGETHER, AND TIE BACK INTO BUENA VISTA AT THE OLD MAIN STREET INTERSECTION.

Do you have any other comments related to the Draft Environmental Impact Statement?


I didn't see any mention of impact to BRIO DEVELOPMENT (600 homes) OF DIRECTING FREEWAY TRAFFIC DIRECTLY INTO BRIO PKWY AND THRU THE DEVELOPMENT TO GAIN ACCESS TO MAIN STREET AND/OR WASHINGTON PARKWAY. BRIO PARKWAY IS DESIGNED AS SAFE SPACE WITH A PAVED WALKWAY FOR RESIDENTS TO TRAVEL THRU THE DEVELOPMENT TO THE BRIO CLUBHOUSE. THIS WILL DESTROY THE RESORT COMMUNITY.


Please submit all comments by April 22, 2019




COMMENTS

Name Melanie Wing

Address 

Phone 

Email 

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

As a resident of I totally object to having traffic directed and using Brio Parkway. This is a community that will consist of 300+ homes, primarily seniors to their guests/families. There is also a Community Clubhouse located just as you enter Brio Parkway from Buena Vista.

If you want to give access to residents the way paper to go directly north on Main Street, where there will also be a new senior apt complex located. This would be paper for all involved allowing traffic to enter the community of Brio is just not safe! ~~It~~ It

Do you have any other comments related to the Draft Environmental Impact Statement?

Shouldn't even be an option for safety reasons.

Melanie Wing

Please submit all comments by April 22, 2019



COMMENTS

Name Loni Wade
Address [REDACTED]

Phone _____
Email _____

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

The maps provided Do not show the Brio Neighborhood that will consist of 600 homes. Was that puposly left off the map?
we do not want Brio PKway to become a thouroufare for traffic going to Washington PKwy.
Safety, Noise, Traffic will severely impact the residents of the Brio Subdivision.
There are other alternatives the people have suggested that would not have an exit/entrance going straight intor Brio (Brio PKwy).

Do you have any other comments related to the Draft Environmental Impact Statement?

This plan will impact the resale of the homes in Brio.

Please submit all comments by April 22, 2019



COMMENTS

Name GARY & JACQUE BOOTHROYD
Address [REDACTED]
Phone [REDACTED]
Email [REDACTED]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

1. Ability TO ENTER EXIT OUR DRIVEWAY +
2. NOISE & DIRT DURING & AFTER CONSTRUCTION.
3. SAFETY OF OUR ANIMALS WITH LARGE INCREASE OF TRAFFIC & SPEED.
4. LOSS OF PROPERTY VALUE DUE TO ON RAMP E, TRAFFIC, NOISE,

5. How is the city planning on compensating residents who live between 300 + 400 N on Main St. They will not be able to sell their homes

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name MIKE MILLER
Address 
Phone 
Email 

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

VERY PLEASED WITH THE PREFERRED SOLUTION (#1 AND #4).
#6 WOULD HAVE BEEN A DISASTER! THANK YOU FOR NOT CHOOSING
THAT ONE.

^{GREENSPRINGS}
TRAFFIC AT INTERCHANGE IS OFTEN A JAKE - ADDING MAIN ST.
INTERCHANGE IS A MUST FOR EVERYONE. PLEASE DO THE EXIT 10
IMPROVEMENTS ~~HERE~~ AT THE SAME TIME AS EXIT 11.

Do you have any other comments related to the Draft Environmental Impact Statement?

VERY NICE AND CLEAR PRESENTATION. THANK YOU.

CAN YOU SPEED EVERYTHING UP TO GET THE EXISTING
PROBLEM SOLVED? WE ALL KNOW IT NEEDS TO BE DONE.

Please submit all comments by April 22, 2019



COMMENTS

Name

KEVIN J. BLACK

Address



Phone

Email

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

St George & Washington are growing. I appreciate the forward-thinking improvements to positively impact Green Springs. The left-turn barrier / median is brilliant. There are a minimum of six houses that families will need to relocate; which is not many when we consider the thousands that pass through Green Springs daily.

Thank you for all your work on this and keeping us informed.

Do you have any other comments related to the Draft Environmental Impact Statement?

If you can find a way to move any mosquitoes away, I'd appreciate it. Everything else is great.

Please submit all comments by April 22, 2019



COMMENTS

Name

Nicholas Cipollino

Address

[Redacted]

Phone

[Redacted]

Email

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

I feel the main st Exit is a good Idea

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name *Sever Benson*

Address [REDACTED]

Phone _____

Email _____

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

*looks good - we need at least 1 more interchange (maybe more)
min. impact - go go go!*

S.B.

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name Jessica Black
Address [REDACTED]
Phone [REDACTED]
Email [REDACTED]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

Do what you gotta do -

This affects 6 houses - they must move - Sad
but true -

The traffic in SAV is a nightmare (and I've lived
in several metropolitan areas) -

It must be done!

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name

July Bozeman

Address

[Redacted]

Phone

Email

[Redacted]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

We do not live in the area but do drive thru the current Exit 10. Very pleased to see this change is being considered as the traffic switches between congested to handle. In bad weather the interchange is at Telegraph St./Green Springs is dangerous. One cannot see the lane dividers when it is wet, I realize that some people were going to lose their homes but hopefully the compensation is fair.

Between the two it would seem that the interchange at Main Street is less impact to the residents.

Thank you for the opportunity to review this. The presentation was very well done.

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name ① Sheri ② Joe Rust

Address [REDACTED]

Phone [REDACTED]

Email [REDACTED]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

Concerns:

- 1) Noise level
- 2) Amount of cars running through our neighborhood... club house
- 3) Safety with above concern
- 4) Pollution/air quality as noted would increase

Suggestion:

- 1) On and off ramp dumping out at Main St.
- 2) Stick with the plan for 300 W
- 3) Have the on and off ramp somewhere off Buena Vista where a current street going into a development is not located.

Do you have any other comments related to the Draft Environmental Impact Statement?

[Empty lines for additional comments]

Please submit all comments by April 22, 2019



COMMENTS

Name TIM NATER
Address 
Phone 
Email 

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

By building the freeway off ramp going ~~to~~ south on I 15 you are putting touch traffic to the BRIO community and the ~~BRIO~~ BRIO PARKWAY cutting off more than half of the community to its club house by that I mean the traffic will continue up BRIO PARKWAY and around to go back to MAIN STREET and continue north to the WASHINGTON PARKWAY ALSO THERE WILL SOON BE A SENIOR LIVING CENTER ON OR ~~NEAR~~ NEAR THE CORNER OF MAIN THAT WILL IMPACT THE INTERSECTION WITH SENIOR DRIVERS THAT ARE NOW FINDING IT DIFFICULT TO GET TO THE EXISTING HOMES IN BRIO. ALL OF THE ENGINEERING PEOPLE SEEM TO FEEL THAT ~~MOVING~~ MOVING THE INTERSECTION EAST IS NOT POSSIBLE.




~~OBVIOUSLY~~ OBVIOUSLY THERE IS NO CONCERN FOR THE SAFETY
Do you have any other comments related to the Draft Environmental Impact Statement?

OF THE CURRENT AND FUTURE RESIDENSE. I SEE NO REASON THAT THE OFF RAMP ~~COULD~~ COULD NOT BE FURTHER EAST WHERE THERE IS NO DEVELOPEMENT AT THIS TIME

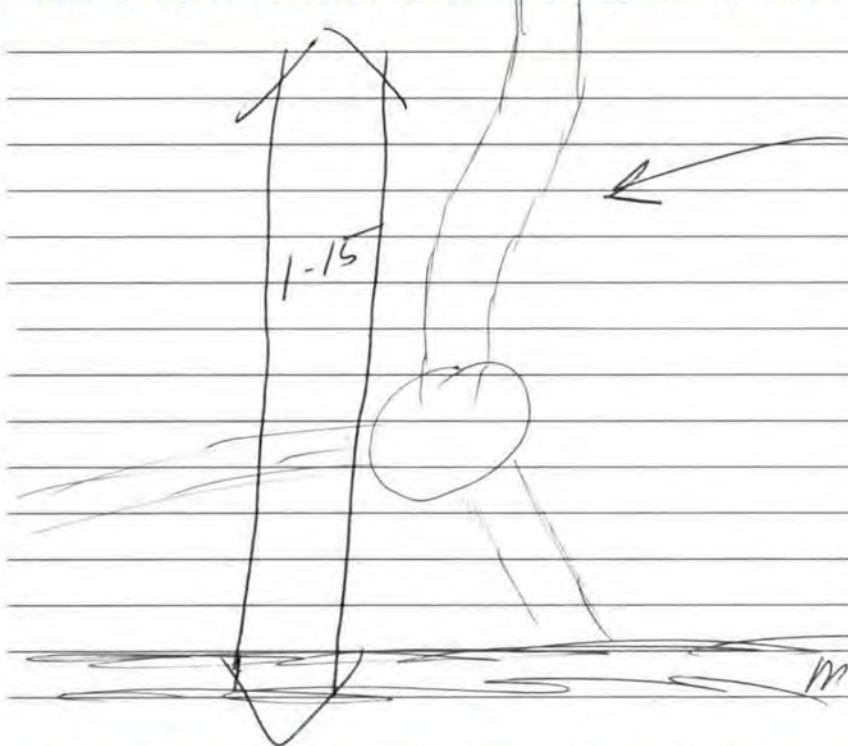
Please submit all comments by April 22, 2019



COMMENTS

Name Mark Unland
Address 
Phone 
Email 

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.



Brio Parkway
Close to I-15 with
a connecting Round-a-bout.
Brio people do not want
a straight shot into
Brio Parkway. Safety
and speed will be an
issue.

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name

Terry C. Larsen

Address

[REDACTED]

Phone

Email

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

Please de-emphasize the Brno Parkway as a route to get to the Northern Corridor. Please emphasize the main street as the connection to Northern Corridor.

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name Michael Gould
 Address [REDACTED]
 Phone [REDACTED]
 Email [REDACTED]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

<p>+ Good Community Outreach & education</p>	<p>— why can't St. George City & Washington City <u>work</u> together on this. This issue should have been resolved 20+ years ago.</p>
<p>hmmmm. This could have been avoided w/ a little pre-planning.</p>	<p>INFRASTRUCTURE (i.e., traffic) seems to be an after thought to city planning.</p>
<p>DR. STEPHEN COVAY * BEGIN w/ THE END IN MIND!</p>	<p>WHOLE THERE NO TRAFFIC STUDIES DONE BEFORE WACUMAT WAS APPROVED? * IF IT'S PREDICTABLE, IT'S PREVENTABLE*</p>

Do you have any other comments related to the Draft Environmental Impact Statement?

— why not add on ramps, etc. to freeway at Mall Drives E. Red Cliff? That would help eliminate some congestion

Please submit all comments by April 22, 2019



COMMENTS

Name GARY & DAWN ELLA BROUSE

Address [REDACTED]

Phone [REDACTED]

Email [REDACTED]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

Main Street Interchange concern is that the traffic will go through the Brio subdivision resulting in too much traffic going through a residential community.

It is vital that traffic be directed right or left away from the Brio, unless you live there or visiting.

Suggestions would be a round-about directing traffic to desired location

Another concern of increased traffic through Brio is the foot traffic of residents crossing the Brio Parkway to go to the pool and clubhouse.

Do you have any other comments related to the Draft Environmental Impact Statement?

[Empty lines for additional comments]

Please submit all comments by April 22, 2019



COMMENTS

Name BRUCE BENNETT
Address [REDACTED]
Phone [REDACTED]
Email [REDACTED]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

THANK YOU FOR SOLICITING COMMENTS ON THE PROPOSED I-15 INTERCHANGE. IT HAS BEEN EXPLAINED TO US THE VARIOUS TECHNICAL REASONS WHY ENDING THE NEW INTERCHANGE AT BRID PARKWAY MAY BE THE BEST ALTERNATIVE. I SPEAK FOR MANY RESIDENTS IN ADVISING AGAINST THIS ALTERNATIVE VEHEMENTLY FOR THE FOLLOWING REASONS:

1. DANGER - MANY ELDERLY BRID RESIDENTS AND THEIR GRANDCHILDREN CROSS BRID PARKWAY BY FOOT - IN ROUTE TO THE CLUBHOUSE, FITNESS AND POOL AREA. MORE TRAFFIC WILL ABSOLUTELY INCREASE THE LIKELIHOOD OF PEDESTRIAN FATALITY.
2. BRID PARKWAY WAS NOT DESIGNED FOR INTERCHANGE TRAFFIC - AND IT CANNOT BE ALTERED OR WIDENED.

Do you have any other comments related to the Draft Environmental Impact Statement?

3. A SIMPLE SOLUTION WOULD SEEM TO BE TO AIC THE PROPOSED OFF-RAMP INTO THE OTHER DIRECTION TOWARDS MAIN ST WHICH ALSO WILL CONNECT TO THE NORTHERN CORRIDOR. A ROUNDABOUT MIGHT ALSO BE A BETTER OPTION.

DO NOT COMPLETE THE INTERCHANGES AS PLANNED !!

Please submit all comments by April 22, 2019



COMMENTS

Name Teresa Weudert
Address [REDACTED]
Phone [REDACTED]
Email [REDACTED]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

I am concerned about the changed route of Main Street ~~to~~ (north side of Overpass) going into the Brio Parkway. Since this interchange is happening because of potential increased traffic, then Brio Parkway will see a large increase of traffic. This will be a safety hazard as many residents cross Brio Parkway in several places to go to and from the Brio Community Center. Increased traffic will impact homes along Brio Parkway with noise and pollution (some homes even sit below the Parkway).

Suggestion:

Move Buena Vista down closer to the highway and put in traffic circles so people are channeled away from Brio Parkway as:
→ People will go thru Brio Parkway from the new Washington Parkway as it will be a shorter route. This cannot happen!

Do you have any other comments related to the Draft Environmental Impact Statement?

I can see potential ~~fatalities~~ fatalities among the older residents in the area. Plus many residents have grandchildren visiting. Trying to cross over Brio Parkway with hundreds of vehicles going by (can see that many 10 years down the road) would be a major safety hazard.
Also Brio would essential be split in half!

Please submit all comments by April 22, 2019



COMMENTS

Name

Sue RITZ

Address

[Redacted]

Phone

[Redacted]

Email

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

- Exit 11 needs to continue up Main St not onto Briv Pkwy. The plan for Briv was approved & is still being developed with new homes per the approved plan. Walking paths would be impacted with an increase in traffic for other than Briv residents & guests.

Once the corridor is built that would lead to an increase in thru traffic instead of using N. Main St.

Do you have any other comments related to the Draft Environmental Impact Statement?

N/A

Please submit all comments by April 22, 2019



COMMENTS

Name RACHEL ALCOCKER

Address [REDACTED]

Phone [REDACTED]

Email [REDACTED]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

1. INCREASED TRAFFIC ON BRID PARKWAY = INCREASED HAZARD TO BRIO RESIDENTS WALKING TO CLUBHOUSE, POOL, COURTS.
2. INCREASED ROAD NOISE
3. INCREASED AIR POLLUTION
4. EFFECTIVELY BISECTING A PLANNED COMMUNITY & DISRUPTING NEIGHBORHOOD'S CONNECTIVITY.

Do you have any other comments related to the Draft Environmental Impact Statement?

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Please submit all comments by April 22, 2019



COMMENTS

Name Jane Pocock
Address [REDACTED]
Phone [REDACTED]
Email [REDACTED]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

I live in Brio. I walk to the Brio Clubhouse. My concern is closing over the Brio parkway. The amount of cars coming up the parkway will make it very busy.

I hope you are planning on building a round about at the end of the new preferred road right at Buena Vista Rd. This might help with to much traffic coming into Brio.

Do you have any other comments related to the Draft Environmental Impact Statement?

[REDACTED]

Please submit all comments by April 22, 2019

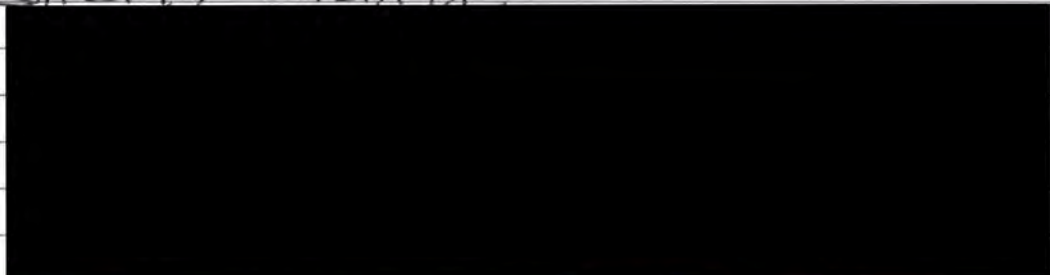


COMMENTS

Name

Sherry Padilla

Address



Phone

Email

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

Main Street exit 11: Should go all the way thru main and not up to Brio. An alternative for the south bound exit to have an overpass over Buena Vista Blvd and come out on North main

This would divert the impact on Brio and keep the ~~the~~ Traffic that would eventually meet with the new corridor.

The main reason this exit is going to Brio is because the South bound exit does not have a good exit plan. Need to really look at doing an over pass for the south bound exit.

Do you have any other comments related to the Draft Environmental Impact Statement?

None

Please submit all comments by April 22, 2019

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COMMENTS

Name

Jean Arbuckle

Address

[REDACTED]

Phone

[REDACTED]

Email

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

An additional off ramp is not needed. What is needed is more connectivity from the fields area to shopping. We simply need more streets and a "back way" for 18 wheeler trucks to get to shopping.

An off ramp at Main street will destroy our historical downtown city. (Which is 5 years older than St. George)

This will end the walkability & small town feel -

Do you have any other comments related to the Draft Environmental Impact Statement?

This off ramp will be a destroying impact on our historical downtown.

Please submit all comments by April 22, 2019



COMMENTS

Name

Crystal Hook

Address

[Redacted]

Phone

[Redacted]

Email

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

Knowing how bad the roads can be I have learned to use alternative routes during certain times of the day. The thought of this interchange being built right in the middle of our still somewhat small community both upsets me and breaks my heart. It doesn't matter if the new interchange is 3 blocks away or a few houses away, there is no possible reason I will stay in my neighborhood.

This proposal will pave right down the middle of a quiet, safe, historic neighborhood.

Sound walls will do not do their jobs, pollution will increase, sound will be distracting and it will be hard for residents to access their homes.

The removal of historic sites, relocation of businesses and home's and doing who knows what with the cemetery, baseball fields and ELEMENTARY SCHOOL upsets me to ~~and no end~~. Where will our children play ??? How can they be safe ???

Do you have any other comments related to the Draft Environmental Impact Statement?

Keep the main traffic in an commercial property!

this is insane!

Please submit all comments by April 22, 2019



COMMENTS

Name Bob Sandberg
Address [REDACTED]
Phone [REDACTED]
Email [REDACTED]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

1- Scrap mainstreet interchange - if any additional interchange is developed go to 300 E - That makes the most sense from a traffic flow standpoint -

2- Construct a fly over at Greenspring @ exit 10 so traffic can freely move from Red Hills parkway to Buena Vista drive widen Buena Vista to exit 13. Complete Washington parkway from exit 13 to Green spring and develop other roads in Brio to move traffic to exit 13

3- Develop a plan of southern beltway + northern beltway (Washington parkway) to move traffic around and keep it out of residential + downtown.

Do you have any other comments related to the Draft Environmental Impact Statement?

[REDACTED]

Please submit all comments by April 22, 2019



COMMENTS

Name Maria Nelson-Louanes
Address [REDACTED]
Phone [REDACTED]
Email [REDACTED]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

No exit at Main St. the traffic will just cause a bottle neck on telegraph.
Widen Green Springs exit, it is already a mess.

Do you have any other comments related to the Draft Environmental Impact Statement?

Need trailhead at Exit 13. with parking for horse trailers.
Need trailhead end of Main St going into turtle Preserve !!!

Please submit all comments by April 22, 2019



COMMENTS

Name

Fran Wilby

Address

[Redacted]

Phone

[Redacted]

Email

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

Overall impressions:

- ① this appears to be a patch-up of Green Springs - poor planning of dense shopping areas directly off the freeway.
- ② There needs to be a long-range plan of moving traffic off of Telegraph St. as the shopping options become more dense - the problems will be shifted - first to the Main Street off-ramp.
- ③ ~~Before~~ Development is out-of-control with no regard for future impacts of traffic.
- ④

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name Steven Fleming
Address [REDACTED]
Phone [REDACTED]
Email [REDACTED]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

Its my opinion that an exit directing traffic into Brio will bring more traffic into Brio. This will create more traffic in our neighborhood. You need to find a way to send traffic to main streets. Make the off ramps directed to Main St. You can call it a "Main Street" exit. #5 Alt #5 is also more logical as a lot of traffic goes down 300E and it already has a lot of Commercial property there, including this Community Center.

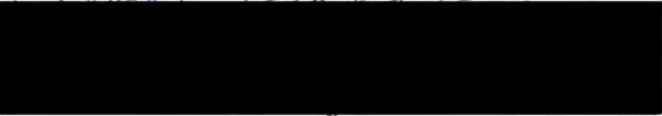
Do you have any other comments related to the Draft Environmental Impact Statement?

Alternative #4 should be rejected. Alt 5 is some improvement. Also, consider not having an exit at Main or 300E. Expand Exit 13 to make it more of a directive pathway to go on the new parkway and to Telegraph.

Please submit all comments by April 22, 2019



COMMENTS

Name hinda BRIGGS
Address 
Phone _____
Email _____

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

I am very sincere in the need to improve traffic. Because of the hedge growth in the area, impact for area is going to happen.

Long term growth will have to be addressed.

School Impact Parks are necessary but growth is inevitable.

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name Fred Esmeien
Address [REDACTED]
Phone [REDACTED]
Email _____

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

- 1- Scrap mainstreet! No good to flood the neighborhoods with traffic
- 2- If mainstreet ... Block off side streets!
- 3- start Belt Way on existing Exit 13 and go to Hell Hole and go west
- 4- Finish Washington Parkway over to Green Springs


Do you have any other comments related to the Draft Environmental Impact Statement?


Please submit all comments by April 22, 2019




COMMENTS

Name Jennifer Maxfield

Address 

Phone 

Email 

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

Having an exit at either Main St. or ~~300 East~~ 300 East is not going to cure the Green Springs congestion. It will only create more traffic in subdivisions that were not there before. They need to divert it on the outskirts, like what they are doing with the northern corridor among other alternatives. Have you considered the possibility of doing what they did on St. George Blvd and the freeway? That helped so much (tremendously). I agree there is a problem on the Green Springs Exit but it will not cure the problem at Main Street or 300 East. If they do Main Street then there will be more traffic in the smaller roads within the city of traffic going to the Community Center, library, ball parks. So many children will be affected.

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name Jerry + Kathy Holbert

Address [REDACTED]

Phone [REDACTED]

Email _____

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

We fully believe that you should run this exit up main street. You DO NOT need to go through Bird Community streets. Due to safety concerns - this is basically a sr. Community + many people have enough trouble getting around - We also have a lot of Grandchildren present. Also, we have a Club House that many of walk to. There is no way you can have safety + security when you have car, trucks, all vehicles going in-n-out our community. If you do things like this through the community then the City needs to pay our monthly dues -

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



I-15 MP 11 INTERCHANGE ENVIRONMENTAL STUDY

COMMENTS

Name Kyle notes

Address [REDACTED]

Phone [REDACTED]

Email [REDACTED]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

From what I am hearing its the 4 way light
at ~~what~~ I sat we make it a 6 way with a
~~light~~ from ~~what~~ to main st. No houses lost no problem

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019

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COMMENTS

Name RON BRYCE

Address [REDACTED]

Phone [REDACTED]

Email [REDACTED]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

NONE OF THESE PROPOSED SOLUTIONS ADDRESS THE PRIMARY PROBLEM,

1. TRUCKS AND OTHERS EXIT I-15 SOUTHBOUND + ATTEMPT TO TURN RIGHT AND IMMEDIATELY TURN LEFT ONTO RED HILLS PARKWAY. IN SO DOING THEY BLOCK THE INTERSECTION FOR THOSE WHO WANT TO PROCEED NORTH ON GREEN SPRINGS DRIVE.
2. SIMILARLY, THOSE EXITING NORTHBOUND AT EXIT 10 TO GO NORTH ARE IMPEDED AND FURTHER BLOCK TRAFFIC IN THE INTERSECTION.
3. THIS AFFECTS ALL OF THE RESIDENTS NORTH OF EXIT 10.
4. THIS WILL AFFECT THE INCREASED TRAFFIC AS A RESULT OF THE NEW HOTEL AND OTHER BUSINESS BEING CONSTRUCTED NORTH OF EXIT 10.

I WAS TOLD A FLY-OVER RAMP AT EXIT 10 WAS REJECTED BUT THAT SOLUTION WOULD ENCOURAGE EXIT 13 TRAFFIC FOR TRUCKS CONTINUING ON TO RED HILLS PARKWAY. PLEASE RECONSIDER !!

Do you have any other comments related to the Draft Environmental Impact Statement?

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Please submit all comments by April 22, 2019



COMMENTS

Name Katie Cluff

Address 

Phone 

Email 

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

I have serious concern and reservations implementing either of the proposed "build" solutions, because as I understand, they aren't really solutions at all. A 15.1' decrease hardly seems wise or beneficial on any level - when the cost and loss to our community is so high. My kids walk to school, they ride their bikes, we don't want the downtown feel to change to sound barriers and huge wide streets with loads of traffic. Our kids and our families and our homes and our neighborhoods shouldn't be collateral damage for big new homes coming in. Other solutions that would remedy the 85% of problems ought to be looked at and pursued long before this.

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name Mitch Peterson

Address [REDACTED]

Phone [REDACTED]

Email _____

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

Do not put a road at 400 South!

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name ERIK MARSIK
Address [REDACTED]
Phone [REDACTED]
Email _____

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

I BELIEVE ALT #4 IS THE BEST, MOST LOGICAL APPROACH WITH THE LEAST AMOUNT OF IMPACT. MAIN ST. IS ALREADY WIDE - HENCE "MAIN STREET" NAME THE HOUSES THERE ARE HAVING FLOODING ISSUES NOW AND THIS WILL FIX THAT PROBLEM WITH CURB/GUTTERS AND STORM DRAIN & WATER CONTROL. ALOT OF HOMES IN WASHINGTON FIELDS WOULD USE THIS ROUTE TO ACCESS THE I-15 WHICH SHOULD TAKE LOAD OFF EXIT 10 - JUST MY 2 CENTS w F
THANKS


Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



I-15 MP 11 INTERCHANGE ENVIRONMENTAL STUDY

COMMENTS

Name Phyllis Fleming
Address 
Phone 
Email 

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

Concern - dumping exit at BRID ENTRANCE - IS NOT SAFE FOR
NEIGHBORHOOD OF Elderly crossing Street to Clubhouse on a daily basis.
Alternate - EXIT AT ~~BRID STREET~~ 300 E. which connects to
WASHINGTON FIELDS WHICH IS ALREADY A SMOOTH TRANSITION TO
THOSE LIVING IN LITTLE VALLEY WOULD BE A BETTER OPTION FOR SMOOTH TRANSITION
~~CONCERN~~

Do you have any other comments related to the Draft Environmental Impact Statement?

* SUGGESTION - EXPAND EXIT 13 TO ACCESS NORTHERN BYWAY
THROUGH GREEN SPRINGS. THIS WILL ALSO LESSEN TRAFFIC
ON EXIT 10. This will use taxpayers \$ to project into the
future better than a MAIN OR 3rd E option.
Lets not make the same mistakes of Lehi Temp Hwy EXIT.

Please submit all comments by April 22, 2019



COMMENTS

Name Cande Russell
Address [REDACTED]
Phone [REDACTED]
Email [REDACTED]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

We moved to Brio as senior citizens wanting to enjoy the beauty and peace of Washington County. We assumed that Brio would be that place. It's peaceful and a great place to interact with people about our age and a place to enjoy spectacular vistas. It seems that things may change with Brio Parkway being ~~another~~ part of the ^{I-15} exit road. This impacts a lot of Brio residents who walk to friends homes or walk to the club house to exercise or attend social events. We have talked recently about possibly moving to another location. The traffic and noise from it are a real concern to us. Is there a way to discourage those exiting the freeway from coming into Brio? - Roundabouts or speed bumps
There isn't a real convenient way to reach the new parkway through Brio anyway. Which entry would
Thank you for taking public comment.

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name Debra Stan
Address _____
Phone _____
Email _____

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

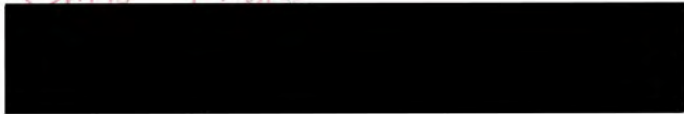
Congestion of traffic coming off
Main St. to Telegraph should
require the moving of a very
crowded Postal office on the
corner.
Traffic & parking lot use is already
a major problem in this area.

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name Chris Enales
Address 
Phone 
Email 

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

I am opposed to the Preferred Alternate, Alternate #4, and am in support for Alternate #5. I support Alternate #5 primarily due to 300 E continuing south as Washington Field's Road seems to be a more suitable option to meet the long term transportation needs of the area. Alternate #4 would eventually become an issue where Main intersects Telegraph St. Further in opposition to Alternate #4, I am opposed to the proposal of shifting the footprint of Main St. to connect to Big Pkwy directly. I feel the shift of the footprint would lead to decreased property values for myself and my neighbors.

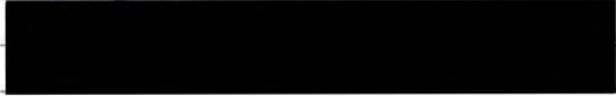


Further in support to Alternative #5, Alternative #5 may provide a means of a new, effective route for accessing the Saint George Regional Airport.

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name GORDON CLARK
Address 
Phone 
Email 

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

I applaud your efforts to relieve traffic @ MP-10
I have been a civil engineer for 40 years and done many
similar projects. You will probably hear more negative than
positive. Somebody always loses so the majority can
benefit. I would like to see main be improved
beyond telegraph - wrap around all the way to
Costco as that would truly speed the traffic
and relieve the congestion - Telegraph cannot handle
it all. Also time to start pushing the west
side of MP 13 to connect to a new parkway
that connects across to Hwy 18.




Do you have any other comments related to the Draft Environmental Impact Statement?

Very thorough. Long read. Well written and presented.

Please submit all comments by April 22, 2019



COMMENTS

Name Ron & Sue Juvenal
Address 
Phone 
Email 

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

We feel a great deal of sympathy for the homeowners who live on Main St. between Telegraph and the freeway.

We live in Brio. we would recommend a round-a-bout at the Main St and Buena Vista drive intersection. The purpose would be to control traffic and minimize large trucks from using the intersection.

Also a separate frontage Road parallel of Buena Vista Blvd running from at least Main Street and going South to at least the Baptist Church on Buena Vista Blvd

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name Ken Adams
Address [REDACTED]
Phone [REDACTED]
Email [REDACTED]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

The traffic on Main right now is bad with big trucks going back and forth, a over the speed limit. What is it going to be when it's a freeway off ramp. Why don't you use the off ramp that is a little further north that is already there even if you have to make it a south bound only exit similar to Leeds.

In my opinion 2 or 3 blocks difference between Main and Green Spring will not alleviate the problem at Green Springs. Try something else.

Do you have any other comments related to the Draft Environmental Impact Statement?

[REDACTED]

Please submit all comments by April 22, 2019



COMMENTS

Name Marvin MacLellan
Address [REDACTED]
Phone [REDACTED]
Email [REDACTED]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

I was born in [REDACTED] CA in 1941 -
I know all about Change - I no longer
would ever live there again - too many
people, too many cars, way too much everything
At 78 I feel bad - I don't have any place
else to go - for we are now inviting people
to move here - with all the new homes
going in, do the roads need to change of
course - but where does it end -
Glad my ancestors are not here to see
all these homes, congestion & worry
about enough water to last -
Just getting to be too many people




Do you have any other comments related to the Draft Environmental Impact Statement?

[REDACTED]

Please submit all comments by April 22, 2019



COMMENTS

Name RICHARD LEBARON
Address 
Phone 
Email 

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

ALTERNATIVE 4 IS THE WORST OPTION. IT PUTS LARGE AMOUNTS OF TRAFFIC ON A PURELY RESIDENTIAL ROAD. ~~IT~~ IT WOULD CURRENTLY DUMP ALL OF THE WASHINGTON FIELDS TRAFFIC ONTO TELEGRAPH OVER TO 300 E. THAT WOULD CREATE A LOT OF CONGESTION. THE CITY PLANS TO CONTINUE MAIN ST TO 300 E BUT THERE IS NO PLAN FOR WHEN THAT WOULD HAPPEN.

Do you have any other comments related to the Draft Environmental Impact Statement?

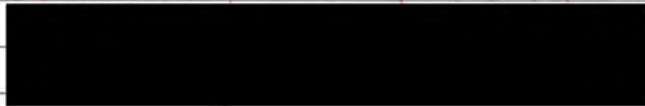
SAFETY SHOULD BE LOOKED AT MORE IN DEPTH THAN IT HAS


Please submit all comments by April 22, 2019

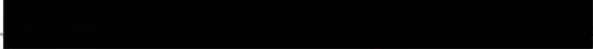


COMMENTS

Name Nicholas & Jenny Hoffman

Address 

Phone 

Email 

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

My concern is that my property is 1 of 2 that would have the off ramp directly behind it. It would be preferred to have the entire property purchased instead of just the back half of my yard.

The on ramp is needed. Green Springs and Telegraph is a joke. Please be ahead of the issues instead of trying to fix things as they happen.

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name ERIC LINDSEY

Address 

Phone 

Email 

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

We are strongly opposed to the Main Street Interchange. We are homeowners in BRIO and have frequent visits from grandchildren - ages 1 to 14. These children, along with many other children, walk across Brio Parkway to the Clubhouse. This proposed interchange will dump hundreds if not thousands of CAES right onto Brio Parkway endangering pedestrians, many of whom are young children. Having two exits so close to each other seems like a ridiculous waste of taxpayer money - Why not widen the streets at the Green Springs / Buena Vista interchange adequately to deal with the traffic problem and scrap the Main Street interchange?

Most people in attendance today seem to feel this decision is already made and this "hearing" is most exercise to satisfy requirements for public hearing - Is anyone really listening?

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name Dwight Toerson

Address [REDACTED]

Phone _____

Email _____

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

I think that 300 E would be better. Because it would make the traffic flow better. And the school will only be there for a few more years. That way traffic will have less traffic. Traffic will go better down to the south better one main it will be better. The over pass is low, so trucks will have a hard time getting under. So we would like it better.

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name _____ *Joel Snow* _____
Address _____ [REDACTED] _____
Phone _____ [REDACTED] _____
Email _____ [REDACTED] _____

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

Invert traffic to Main Street PAST BRIO PARKWAY
MORE CONGESTION AT GREEN SPRINGS EXIT?
IT IS BAD ALREADY

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name Melanee Olsen

Address 

Phone _____

Email _____

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

① I'm concerned that traffic coming down mainstreet will create a backup at 300 E + Telegraph. This will encourage traffic to bypass Telegraph by coming across 100 S. to connect to 300 E - impacting this quiet street where kids routinely play.

② It would be beneficial for the city to connect main st. to 100 E as proposed on the master plan to give more options than telegraph for traffic headed South (Washington Fields). HOWEVER - this creates the concern that big trucks from the industrial park will then use that road to connect to I-15 - putting large truck through residential areas - which is a hazard.

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name Coretta Jensen

Address 

Phone 

Email 

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

Keep Washington City - uniqueness. Do NOT widen
Telegraph. No space to widen.
lets keep Washington city as it is.

I see need for the Main Street interchange.

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



I-15 MP 11 INTERCHANGE ENVIRONMENTAL STUDY

COMMENTS

Name

Suzan Lewis

Address

[Redacted]

Phone

[Redacted]

Email

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

off ramp onto Buena Vista Blvd. (southbound)
fly over off ramp not far from Green Springs Blvd.
for business traffic

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019

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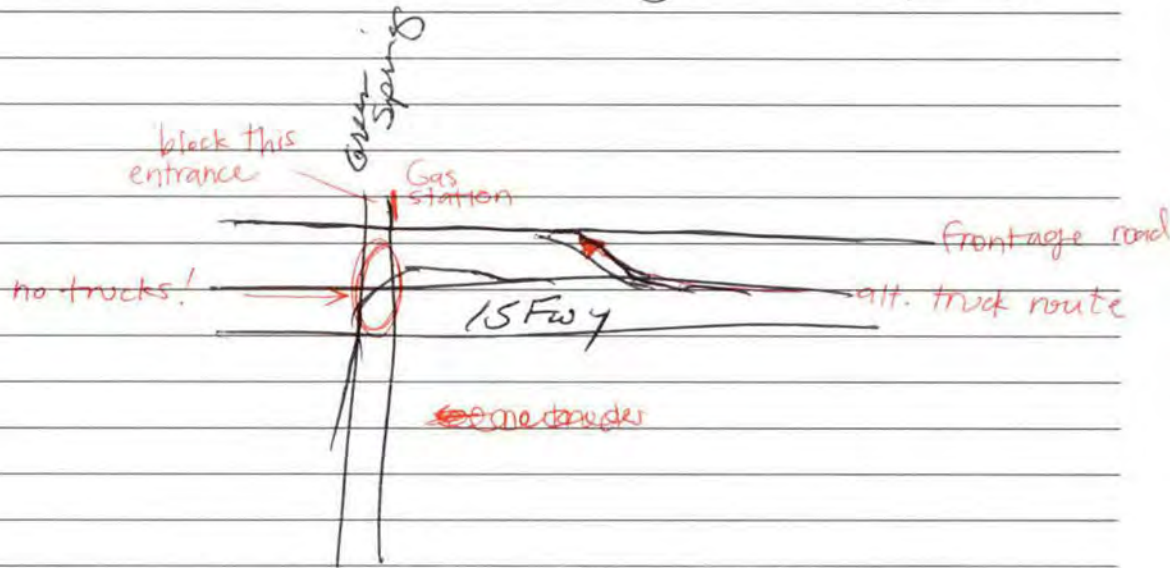


COMMENTS

Name Dixie Miller
Address [REDACTED]
Phone [REDACTED]
Email [REDACTED]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

Having an off ramp from 15 to Buena Vista so trucks can go straight across instead of blocking 3 lanes of traffic



Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name: Ludo Adams

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

The Impact of our small, friendly, place we want to ^{do} raise kids. We don't care so much about the traffic as ^{much} the long term impact of our city! how long before it becomes commercial & we lose the affordable housing of down town, along with the "Miyberry" we love!


I think ~~my~~ ~~shou~~ this should be the LAST option. Put in the Northern Corridor, for exit 10.. then see how it is.

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019



COMMENTS

Name Teresa Weident
Address 
Phone 
Email 

Please list any comments, concerns, and/or suggestions related to the Preferred Alternative.

Upon further reflection, I have come to the conclusion that the 300 st. route should be reconsidered.

It is a straight shot north-south for a long ways (several miles?) It is a wider street.

The school, I understand, is old. Don't the kids deserve something better else where.

Remove the old school. The 300 route is a natural solution!

Do you have any other comments related to the Draft Environmental Impact Statement?

Please submit all comments by April 22, 2019

CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME
Public Website	Alternative 1 and 2 do not seem like they will have significant impact on the traffic issue. It seems that all alternative 1 and 2 will do is devalue current real estate on Green Springs road and golf course. These two options will bring significant noise pollution. Keep the solution towards the real problem, by the business section. Option 4 seems the best solution.	3/10/2019 22:21	John and Victoria Cordova
Phone	Phyllis is moving to Brio " looking for information on the plans for MP 11 as well as overall City Plan.	3/15/2019 0:00	Phyllis Flemming
Phone	Phyllis called to ask if she could pick up some extra tour guides from the Public Hearing to make available for the Brio residents. Extras had to be brought down from Lehi, but we were able to secure them for her.	3/21/2019 0:00	
In Person	Phyllis came by the office to pick up the extra tour guides for the Brio residents. She wanted to talk about the proposed alignment that fed into Brio Parkway. Lee and Kim sat with her for over 30 minutes explaining how although the off ramp connected to Buena Vista at Brio Parkway, based on experience with traffic patterns, it was not likely that drivers would use Brio Parkway to access Washington Parkway.	3/26/2019 0:00	
Email	<p>Where will it lead? As designed currently, right through BRIO, a community of 600 plus homes of elderly needing to walk across Brio Parkway to access pathways to Active Adult Clubhouse.</p> <p>I can see through the studies that exit 10 needs relief with projected growth.</p> <p>I can see that Main Street Overpass is old and needing updating.</p> <p>I also can see that Exit 13 with a good design plan could give much relief to Exit 10 as it connects to Northern Corridor and widened Buena Vista. A roundabout at current Main Street could divert traffic South through Main Street to Telegraph, where businesses flourish or North to Northern Corridor. This adjustment could prevent undo pedestrian accidents on the blind curve of Brio Parkway.</p> <p>As the resident advisor in BRIO, I have taken the time to meet with those more knowledgeable than me to give this recommendation: I strongly recommend that this I-15 MP 11 interchange Alernative 4 be (held off) to see if these other options resolve the challenge of growth in Washington.</p> <p>Listed are a few of those I have met with that concur with my recommendation: City Councilman: Doug Ward Planning Commissioner: Ben Martinson Horrocks Senior Transportation Engineer: Aaron Baker and Engineer Kim Hazelwood UDOT: Brandon Westin</p>	4/22/2019 0:00	
Email	I hope you take the time to really consider these recommendations.		
Email	I am a resident of Washington City that this interchange will affect on a daily basis. My children go to Washington Elementary and walk to school. My grandfather also lives near main. Both 300 and Main are HORRIBLE options. The officials I voted into office need to reach out to the city of St. George and find a way to put the interchange in between the Green Springs exit and somewhere near the Mall in St. George. It is the most logical option. No one here in Washington wants the interchange. Both my husband and I are highly opposed. It almost feels like we were given one impossible option that is near a school and then the option the City really wants on main. I can't help but think this may have something to do with the Boilers and the rights to the water. Please don't put the interchange here in Washington. There are better options.	3/16/2019 0:00	Kynlee Mitchell
Email	Can you clarify that the dedicated right turn lane off Green Springs will mean there is no stop needed. If so, this means there will never be a pause in traffic to enable entry onto Red Hills Pkwy. I envision people pulling out unsafely after waiting for a pause in traffic. While waiting for lights can be frustrating, having no break in the traffic flow is even more frustrating.		
Email	Thank you for clarification of my concern.	3/17/2019 0:00	Teresa Marre

CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME
Email	I have been trying to follow the info regarding the proposed new interchanges suggested for mp11 off I-15. I completely agree that Exit 10 (Green Springs) off I-15 is too congested and in need of some alternative. However, I don't see how making another off ramp nearby will suffice. People like convenience and everything is located off Exit 10. They will not want to exit a few miles down the road and travel Telegraph to get to Walmart, Best Buy, Kohls, COSTCO, etc. Adding the suggested Water Park to area only intensifies the problem. Why were all stores placed right off I-15? Sleep Number & the new Starbucks are the worse locations possible. It is dangerous to exit to the left - which people try. Why not just widen Exit 10? Only stores would be impacted, not residential homes. Thank you,	3/20/2019 0:00	Sandra Webb
Public Website	Rather than going up Bio Pky purchase this now vacant lot, curve Main street thru middle and make land on either side Business. This would avoid the bad intersection at Bio Pky and Main and be a longer term fix	3/20/2019 0:52	Marvin Stewart
Public Website	Bring Washington Parkway thru to Washington Dam Road. While some build problems would be a long term answer to getting traffic to the Washington fields which is the real need.	3/20/2019	Marvin Stewart
Email	An offramp near Brio Parkway in Washington, Utah, would terribly impact me, my family, and my neighbors. Such off-ramps belong in commercial areas, not through a residential zone.	3/21/2019 0:00	Cathy Muntean
Email	I am writing with my concerns about a proposed freeway offramp impacting Brio Parkway. Increased traffic on that street could be dangerous for residents of Brio walking from their homes to their clubhouse. At age 69, I walk from my home on West Peridot Drive to our clubhouse and pool, crossing Brio Parkway. At times I cross the street with my preschool-aged grandchildren. We have to be very careful because the curves in the parkway limit our range of vision. If you increase the traffic with freeway off ramp access, you are increasing our danger. Please stop any plans to direct additional traffic to Brio Parkway.	4/18/2019 0:00	
Email	Thank you for considering our concerns. The windows of my great room (living area) and master bedroom all face any future noise and disruption of Brio Parkway. The road is no more than 30 feet from the road.	4/22/2019 0:00	
Public Website	I believe the study is flawed due to its narrow focus. I believe we do not need to spend \$13M on an exit, but we can develop exit 13 thru Washington Pkwy to Telegraph to Green Springs. Expand and develop these which will increase traffic flow, develop attractive shops and eateries along Telegraph. Do not force traffic into our lovely old part of the city on Main St. Keep Main St historic, keep traffic out of residential areas.	3/22/2019 3:58	Steven Fleming
Public Website	I do not see a benefit for exiting at Main St. - the traffic on Green Springs is trying to get to Walmart, Home Depot, Costco and the mall area - why would anyone want to drive past all of those locations and backtrack? They won't, and if they do it'll cause more traffic issues on Telegraph and Green Springs than already exist. And Brio residents do NOT want a freeway exit as the entrance to their quiet and beautiful community.	3/22/2019 14:42	Courtney
Public Website	I believe that connecting right to Main is forward thinking. The area is going to grow and planning ahead to accommodate the growth is fantastic.	3/22/2019 18:33	Ryan Davis
Public Website	I know you feel something has to be done, but I expect it will be found to be hardly worth the effort and expense. The three interchanges are close together. If someone wants to get off the Main St. exit, and go east towards #13, then better they get off on #13. So that leaves most people getting off on the Main Street exit will want to west (right turn), and it will be congestion all over again in the Green Springs area. What I am saying is if you get off on Main St. it doesn't make much sense to turn left, as you could have gotten off on #13. The only place left to go is some will cross Telegraph to go south, but most again will turn right---so you have accomplished little. And with the local population at least doubling in the next 15-20 years, congestion will only be the worse.	3/23/2019 4:12	Warren Wright
Public Website	We purchased a home in Washington UT in 2008. At that time, we saw the wide easements along main street going south to Telegraph. We discussed how wonderful that there must be a planned freeway exit/entrance at main street. So happy and looking forward to mp-11 finally happening!	3/24/2019 4:53	K Wessman

CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME
Email	<p>A better solution to the signal at Buena Vista and Brio pkwy would be a roundabout!!!! That would provide a smooth flow of traffic and keep the large noisy trucks from that area.</p> <p>I live at Brio, it is already quite noisy from the freeway and will be more so with all the proposed coming changes.</p> <p>Sincerely</p>	3/25/2019 0:00	Ariane Smith
Email	<p>I am a resident of the Brio Housing Community. Brio Parkway is the entrance to our community. It provides residents access to their homes. It is used by most of the residents to provide walking, biking and golf cart access to our clubhouse facilities. We as residents feel strongly that for our safety we need to keep the traffic flow on Brio Parkway at a minimum.</p> <p>The map of the exit appears to show the MP11 on/off ramp feeding directly into Brio Parkway making it a major connector between I15 and Washington Parkway. The alternative for that connector is Main Street and Buena Vista. That route is between subdivisions and would greatly improve the safety for our community.</p> <p>I propose that the MP11 on/off ramp be positioned so that it does not feed directly into Brio Parkway, but that it be offset to make a T intersection with Buena Vista forcing the traffic onto the alternate connection using Main Street.</p> <p>Thank you for considering our concerns,</p>	3/26/2019 0:00	Robert Jones
Email	<p>The MP11 interchange will facilitate a connector route to the Northern Corridor (Washington Parkway). This route will carry traffic coming north on I15 to northbound traffic on Washington Parkway. Inversely it will carry traffic traveling south on Washington Parkway to southbound traffic on I15. This connector route will be a result of the proximity of Washington Parkway to the MP11 interchange saving drivers the need to travel the greater distance to the Washington Parkway exit. This connector route represents the potential for a very large amount of traffic flow.</p> <p>The above map shows that with the current MP11 exit feeding into Brio Parkway, that the de facto connector route would be either Brio Parkway to Rialto Parkway or Brio Parkway to Main street. This Brio Parkway divides most of the 600 residences in the Brio subdivision from their clubhouse. As a result, it is crossed over by walkers, bicycle riders and golf carts. With its blind curves, a heavy traffic flow would create a major safety issue for the residents.</p> <p>Another option for the connector route would be to direct the traffic back onto Main Street as shown in the second map. This is a straight road that is between subdivisions. There are different ways the traffic could be directed to Main Street. This connector route can be planned to meet the needs of both the residents and the traffic. A Main Street option appears to better meet everyone's needs.</p> <p>Please consider this connector as a major traffic impact for the MP11 exit and plan it to provide both safety can convenience by sending the traffic to Main Street before crossing Buena Vista.</p> <p>Thank you for your consideration,</p>	4/1/2019 0:00	
Email	<p>As a resident of the Brio subdivision, I am concerned about the current drawing of the Main Street extension to facilitate MP11. This shows Main Street aligning directly into Brio Parkway. Brio Parkway is meant to serve as a collector street in the Brio subdivision. It needs to be crossed to provide walking, bicycling and golf cart access for over 80% of the senior residents to the clubhouse facilities. Any through traffic from the Main Street extension creates a significant safety hazard to the pedestrians who are Brio residents. To avoid this, please design the main street extension to clearly funnel the Main Street traffic back into main street and prevent the traffic from using Brio parkway. UDOT could help prevent this problem by not aligning the Main Street extension with Brio Parkway.</p> <p>Thank you for considering my input.</p>	4/19/2019 0:00	

CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME
Public Website	<p>Pedestrian Safety Routing additional traffic through a neighborhood predominately occupied by those 55 and older presents special and very serious safety concerns.</p> <p>Sky at Brio is an age restricted (over 62) apartment building approved and currently under construction. Brio is a single family sub-division marketed to those 55 and older. Both of these communities border Brio Parkway, which provides primary access to resident's homes and access to their communal facilities. Many use bikes or walk, some use scooters or wheelchairs within our community.</p> <p>Because our Community is primarily made up of older Americans and they are significantly more likely than younger Americans to have a disability (49.8% of Americans ages 75 and older reported living with a disability in 2015), the safety issues of pedestrian traffic within our Community along a busy traffic corridor will continue to grow.</p>	3/28/2019 13:55	Jennifer Hemenway
Email	<p>below:</p> <p>Pedestrian Safety Routing additional traffic through a neighborhood predominately occupied by those 55 and older presents special and very serious safety concerns.</p> <p>Sky at Brio is an age restricted (over 62) apartment building approved and currently under construction. Brio is a single family sub-division marketed to those 55 and older. Both of these communities border Brio Parkway, which provides primary access to resident's homes and access to their communal facilities. Many use bikes or walk, some use scooters or wheelchairs within our community.</p> <p>Because our Community is primarily made up of older Americans and they are significantly more likely than younger Americans to have a disability (49.8% of Americans ages 75 and older reported living with a disability in 2015), adding additional traffic to our community will place many at risk of injury.</p> <p>Financial Impact to residents In a recent Community discussion (March 21st), Washington City Manager, Roger Carter stated that freeway off-ramps inevitably change neighborhoods, converting residential housing into commercial corridors. Houses in Brio represent a large portion of the net worth of many seniors living in our community. Most purchased houses in Brio as their "last home". Essentially changing the character of their community leaves financially vulnerable seniors unable to move and "begin again" which seems particularly cruel. This is especially true for seniors that purchased using "Reverse Mortgages" (only available to those 62 and older). They are often left with only one choice, "stay put" or lose most of their investment.</p> <p>Project Costs The current financial impact outlined in the proposal only shows financial impacts to houses along Main Street, surely all the houses along Brio Parkway will also be impacted with additional noise, pollution and traffic. To account for all the costs associated with this proposal you must include the financial impact to these houses in your analysis.</p> <p>Crime</p>	3/28/2019 0:00	

CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME
Email	<p>I attended the public meeting on March 19th regarding the proposed additional I15 interchange and was asked to submit the following comment.</p> <p>Potential problems with topography on Buena Vista Boulevard: • 12% grade on Buena Vista Blvd. at Calle del Sol and Playa della Rosita. • Buena Vista Blvd., 35 mph posted, is actually higher at bottom of 12% grade. • Curve after 12% grade southbound on Buena Vista Blvd.</p> <p>This creates the following problems at current traffic levels: • Limited visibility south at Calle del Sol and Playa della Rosita. • Left turn, 12% grade and curve south of Calle del Sol and Playa della Rosita. • Right turn and no acceleration lane at Playa della Rosita and high speed traffic coming out of the curve behind you. • Limited visibility north at Playa della Rosita and Buena Vista Blvd.</p> <p>This is who now has a problem: • Current residential traffic. • Montessori School's parents returning to Buena Vista Blvd. after drop off. • Anasazi Stone building at corner of Calle del Sol and Buena Vista Blvd. Left turn and 12% uphill for trucks.</p>	3/29/2019 0:00	Dave Mayfield
Phone	<p>Called to say that he opposes the interchange. He attended the public hearing and spoke with the City and the Mayor who indicated that they did not want this project and the State was forcing it. Fred suggested to them to start a Class Action lawsuit. He has lived on 100 W for 45 years. His concerns are that this will increase the traffic on Telegraph Street which is already too much because there are times when it is bumper-to-bumper all the way to 200 W from Green Spring and Telegraph intersection. It also opens up the side streets to an increase of major traffic. He feels this is a cut and dry deal and this environmental process was just a formality although the City has already sold the interchange to Brio developers. Why not use all of this money over to Exit 13 and start creating a belt-route around the City starting from there instead of Main Street. There have been other projects built, like Mall Drive Underpass, that was supposed to take traffic off of Telegraph. The whole area is going to be opened up to major traffic.</p>	4/1/2019 0:00	Fred and Virginia Esmeier
Email	<p>Good day.</p> <p>I am writing because I have serious concerns relating to the proposed MP11 interchange. Besides forcing people out of their homes and widening Main Street, which I feel is extremely wrong, the concept of making Brio Pkwy and Rialto Pkwy major thoroughfares to the Washington Pkwy is unbelievable. Why not just extend Main Street north to join with Washington Pkwy? By cutting through our planned community, you are putting a predominately senior community at risk. We have walking trails throughout Brio and with the massive increase in traffic, getting to the clubhouse or just utilizing the walking trails, will become risky, in the least. The walking trails are on either side of Brio Pkwy and Rialto so crossing these streets will be very dangerous. By doing this project, you are taking away the peace and sanctity that many of us have spent our life savings on. The added noise, pollution and traffic is not something we bought into. I am sure that if UDOT goes forward with this untenable project, it will not assume any liability in the event of an injury accident or even the death of a resident, due to the reckless driving which is displayed daily, or increased traffic flow. There are numerous hit and run accidents and deaths in Utah annually. I pray that you do not choose to increase those numbers by going forward with this project. Please, reconsider your choice of location for a new interchange, please.</p> <p>Thank you for your time.</p>	4/2/2019 0:00	Hugo Galante
Email	<p>I am a Brio resident and 100% opposed to the proposed MP 11 that will have major traffic overflow into Brio Parkway. Major concerns: #1 is SAFETY; #2 Noise Pollution. Proposed solution: Improve and expand exit 13.</p>	4/2/2019 0:00	Emelinda Comer

CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME
Email	<p>My name is Thomas Stewart. My wife and I just moved into the Brio subdivision in the city of Washington, I just been made aware of a proposed interchange at MP11 on I-15. One plan under consideration is to route southbound traffic exiting from the interchange onto the Brio Parkway then making left turn onto Rialto Dr with an eventual termination at the proposed Washington Parkway (or the Northern Corridor), thus routing traffic through the Brio subdivision. Another facet of the plan is to rout traffic for residences of Santa Clara and Ivins traveling eastbound on Washington Parkway, visiting the large retail complex in the city of Washington, to exit the parkway at Rialto Parkway passing through Brio to Main Street. Basically, Brio Parkway will become a high-volume conduit for traffic between I-15 at MP11 and the proposed Northern Corridor.</p> <p>Brio is an active adult community with 80-90 percent of the residence composed of retired or senior citizens. The proposed route would significantly increase traffic through the Brio community effectively bisecting the community and isolating the residential areas from the Brio clubhouse, pool, and reaction center. These residents, some with grandchildren, must traverse the Parkway and make an eventual left turn, against increased opposing traffic, into the club center parking lot. Bicycle riders riding around the complex or wanting to visit the recreation center will be exposed to undue hazards. The increased traffic will have a negative impact to the serenity and peacefulness to this wonderful community. Although Brio Parkway is a wide street, its configuration with its sweeping curve is not conducive to handle heavy traffic because it produces blind spots at some location for traffic entering Brio Parkway from side-streets. Even now with the light traffic currently on the Brio Parkway, one must be vigilant when entering parkway because of these blind-spots. Increased traffic would exacerbate the danger. Finally, if this plan were to be eventually approved, would there be a speed limit and a restriction imposed on the type of vehicles such a large 18-wheel semi-trucks on the Parkways passing through the Brio subdivision?</p> <p>Finally, the proposed plan to use an establish subdivision such Brio for a traffic thoroughfare makes absolutely no sense.</p> <p>Regards.</p>	4/3/2019 0:00	Thomas Stewart
Public Website	<p>This plan will destroy our property values. It will divide our subdivision, making it nearly impossible to get to the clubhouse. It will be devastating to the residents here and eliminate the reason we chose to build here.</p>	4/4/2019 1:36	Karen Ruummele
Public Website	<p>After careful studies of the mp11 proposal and the detrimental effects on our housing prices, ruining the Brio subdivision and Main Street, here are my suggestions. 1.immediately halt all work on mp11 proposal .2. Build the Washington Parkway from exit 13 to Green Springs. 3. Rebuild the Green Springs interchange according to current plans. 4. Rebuild Telegraph Rd. according to the current plans. After all those are completed you will find 75% of the problem with traffic will be taken care of. That was told to me by an engineer at the last public open house. Then do traffic studies and see if an mp11exit is even needed. This would save millions of dollars. It looks like the cart before horse syndrome. Let's start and finish these other projects first. The damage done to Washington will be irreversible. Just the talk of the mp11 project has already started a very negative effect on the community. Our housing prices will be next. Let's not destroy the great views and environment that are bringing people here. The damage alone to the reserve and pine mountain by the parkway will be bad enough. Sometimes not all improvements are beneficial or fiscally responsible. We will definitely be moving out of this area if this goes through as planned. Please consider my proposals and let's use common sense instead of the attitude given by one of the engineers who commented "we really don't care about your housing values or livelihood."</p>	11:02.0	Daniel Ruummele

CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME
Public Website	<p>BRIO is a community made up of mostly older and retired residents and has a community center for activities for the residents (gathering rooms for events and activities for seniors, pools, courts, exercise, etc.) The increased traffic onto Brio Parkway will result in a huge safety concern for older persons and their visiting children and grandchildren that regularly walk from their homes to the community center. The proposal with Brio Parkway becoming a main corridor for traffic basically dissects the Brio community in half with the activities center on one side of the road and the homes on the other. It will be very dangerous for people to cross such a busy road to go to the activities center.</p> <p>This engineering plan is not in compliance with the State of Utah's "Zero Fatalities" campaign.</p> <p>Recently John Gleason, the public information officer for UDOT, was quoted in the Deseret News on April 1, 2019, that there is a "disturbing trend of rising pedestrian deaths" and that there is "concern that this number will increase" with "pedestrians on our roads."</p> <p>We believe the engineers should look for a safer alternative than to route traffic onto Brio Parkway.</p>	4/4/2019 16:22	Richard Hale
Email	<p>Dear Sirs:</p> <p>I am writing about my concerns related to the proposed I-15 MP 11 Interchange and specifically to the routing of traffic onto Brio Parkway.</p> <p>The BRIO development is designed to be a community with a central activity center to be used for gathering, meetings, exercise, swimming pool, outdoor courts, etc. Brio Parkway is the main road through the middle of the development, with the activity center on one side and most of the resident homes on the other side. BRIO has become an area principally made up of older and retired residents. These older residents, along with their children and grandchildren, walk from their homes to the community center by crossing Brio Parkway. Currently there is no safety hazard due to traffic. But with the proposed preferred alternative 4 interchange at Main Street, the traffic is to be routed onto Brio Parkway and thus creating significant traffic increase. This presents a huge safety concern for the residents of BRIO and it should also be of concern to those engineers and other decision makers. How will the residents be able to safely cross Brio Parkway to the activity center?</p> <p>John Gleason, the public information officer for UDOT, was recently quoted in the Deseret News that there is a "disturbing trend of rising pedestrian deaths" and that there is a "concern that this number will increase" because of "pedestrians on our roads."</p> <p>If UDOT is truly concerned for the safety of pedestrians, as stated by Mr. Gleason, they would not consider routing traffic off of the freeway and dissecting a retirement community. There are other alternatives that BRIO residents have proposed to UDOT and the City of Washington that should be reviewed and considered.</p> <p>Thank you for your time. We do hope that safety is your highest priority.</p> <p>Sincerely, Richard Hale</p>	4/4/2019 0:00	
Public Website	We could use a sound wall along this area	4/5/2019 0:32	Hank Armbruster
Public Website	<p>Apparently you did not take into consideration the Brio Development when you came up with the idea of switching Main St. east so it will feed into the Brio Parkway. The additional traffic will negatively impact the community, cutting 3/4 of the homes off from the Brio Clubhouse, putting residents at risk crossing the Parkway to make their way up to their clubhouse. Also the noise increase will impact those along the two Parkways (both Brio and Rialto if that is a connector to Washington Pkwy). There are 3 crossing points for residents making their way up to the clubhouse, not safe if the traffic is speeding through there. The Brio Development will ultimately have almost 800 homes of mostly older residents but whom will host children and grandchildren visiting. Already many of them ride their bikes or skateboard down Brio Parkway. I see fatalities in the future in regards to a busy Parkway. Note: the Washington City Manager said potentially 6000 vehicles per day! Not safe! Not acceptable!</p>	4/5/2019 20:33	Teresa Weydert

CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME
Public Website	Your plan is for a noise retention wall on the south side for the residents of that side of the highway. How will that impact those of us living on the north side of the highway? Won't the noise rebound off the wall and travel up to our neighborhoods? If you put a wall, then it needs to be on both sides of the highway!	4/5/2019 20:36	Teresa Weydert
Public Website	Seems to me, if you make double lane exits at Green Springs, you won't have the traffic backing up on the highway. Then an interchange at MP11 would be unnecessary; especially when the Washington Parkway is built to carry traffic around that area.	4/5/2019 20:38	Teresa Weydert
Public Website	This is a total disruption of a community and neighborhood that is not needed. The majority of residents don't want it, so why is it being "crammed down their throats"?	4/5/2019 20:39	Teresa Weydert
Public Website	Why not move Main St. further west so it is away from Brio Parkway? Better yet, keep Main St. where it is currently now so it will run parallel on the east side of Brio Development to connect to the future Washington Parkway. (Most logical). Per U-Dot's plan, why divert traffic through a large neighborhood causing safety issues and possible fatalities to residents and their guests?	4/5/2019 20:50	Teresa Weydert
Public Website	Per my adjacent comment, I meant to say switching Main St. west! Which we don't want as will impact the Brio Development in a negative way.	4/5/2019 20:51	Teresa Weydert
Public Website	Finish the Washington Parkway first and the extension of Main Street that connects to the Parkway before deciding to build the MP11. There may not be a need for MP11 after evaluating traffic flow along Buena Vista and the area.	4/5/2019 21:05	Jerry Weydert
Public Website	Where is the traffic supposed to go from here? on offramp at main will create a bottleneck because people will be wanting to get over to 300 to head out to the fields. An offramp at main will adversely affect the people that live in-between Main and 300, because people will avoid the bottleneck and choose a side road to go to 300. Why not find some way that people can get out to the fields easier, like an exit on 300 which is a straight shot. Or some other option	4/7/2019 19:07	Trent
Public Website	The need is for people to get out to the fields. Why put an exit at main street only to create another bottleneck? If another offramp is needed, why not put it on 300 where there is a straight shot out to the fields, or funnel it to be easier from exit 13? Do not put it at main street, this will cause more problems than the expected fix.	4/7/2019 19:16	Trent
Public Website	I think the real problem is that there isn't an easy way to get from the freeway out to the fields. The best results of the 3 choices would be to have an exit at 300, because it gets traffic off of Green Springs and straight out to the fields. However, I don't think that is really what is needed. Please do a six sigma 5 why, and figure out the real problem. Main street is not the solution, all that does is create another bottleneck to be fixed later, and lower the property value of all homes around from brio to 300 n 400 s and everything in-between.	4/7/2019 19:31	Trent
Email	I just bought a home at 35 e 200 n. in December to get away from the crime and big city of Las Vegas. Me and my wife looked for years on where to relocate and Washington was a perfect choice, so we thought. Seems our dream home will sit right next to your "proposed" interchange. I suppose full disclosure is not a part of Utah law otherwise we would looked elsewhere. Needless to say, we are at your mercy. With this new addition I'd much rather have stayed in Las Vegas. It really is sad, we were looking forward to living a quiet rest of our lives in the small quaint town we yearned to be part of. So much for trusting our brothers and sisters as i am convinced, the reason our home was for sale in the first place as this (proposal) was set in stone long ago. This "townhall"meeting was just the final stamp on a commitment to do the inevitable. I do realize this will fall on deaf ears, but my need to be heard is now satisfied. Sincerely, your new disgruntled neighbors,	4/8/2019 0:00	Ken Bozzo
Email	Dear UDOT, I am writing in behalf of a concerned citizen regarding the freeway interchange in Washington near Green Springs. I have heard one of the options is on Brio Parkway. I am a senior resident at Brio and wanted to express my concerns with this option. Brio Parkway is right down the middle of our neighborhood community area. I chose this area because I knew it was a quiet safe area for seniors and grandchildren when they came to visit. The clubhouse and swimming pools was one of my favorite parts of the community. To get to this Clubhouse I cross the Brio Parkway many times. I have two young grandchildren living with me at the moment as well and they love to go swimming. There are walkways that get you there. If that road is turned into a major highway it will be very dangerous for seniors and their families. I know there are other options that could be a solution to this exit. I am not an engineer but using exit 13 where there is not a lot of traffic that way or going straight down Main Street past the back side of brio would seem so much better from my point of view, rather than going right down the middle of a community and creating a very unsafe environment. Please reconsider this option and thank you for understanding.	4/13/2019 0:00	Sheri Gali

CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME
Email	<p>Hello, I have heard that UDOT is planning to make Brio Parkway a main thoroughfare off the freeway. This concerns me greatly. We cross Brio Parkway often in our efforts to reach the recreational facilities for our community. One of the reasons individuals purchase here is the recreational facilities. So the street is crossed often by myself and my handicap husband usually on foot and his scooter. The idea that our small residential street is about to become a busy thoroughfare scares me. I am so concerned that the state's desire to save some money will result in tragedy and the loss of life. Pedestrian deaths are on the rise in areas that have been designed for high traffic. To put this in a quiet residential street can only lead to more. Some have mentioned speed bumps and stop signs and such, which would slow traffic some, but would also I think, defeat the purpose of putting the thoroughfare there to divert traffic from other locations. So it would increase out of area traffic for us, but do little in doing what the purpose would be for. I watched UDOT do the same scenario in a previous town I lived in. They put an alternate route to decrease traffic on the main thoroughfare and then dropped the speed limited to essentially the same speed as the main route. It wasn't used to the capacity it should have been because people didn't feel it was worth their time. So I see this happening the same way. It just makes our street unsafe and doesn't solve the problem. I hope those making the decision will realize this is not the best option and will look at other alternatives</p>	4/14/2019 0:00	Diana Maughan
Public Website	<p>This plan creates a serious safety issue for the Brio residents. We cross this road on a daily basis to access the HOA office and community center. Most residents are 55 and older and this will create many potential accidents for residents and grand children who are visiting. Also, this is a residential community so it does not help in diverting traffic going to the commercial zones on Telegraph. And adding speed bumps and stop signs also defeats the purpose of adding this exit if traffic needs to be slowed down. I believe this project creates a lot more serious problems for simply trying to alleviate occasional traffic.</p>	4/14/2019 0:25	C. Carden
Email	<p>We are very concerned regarding the plans to route traffic through Brio. Brio Parkway runs right through the community of Brio. This road is crossed many times during the day by pedestrians going to and from the Brio clubhouse. Changing this road to a high traffic corridor will become extremely dangerous for pedestrians as well as vehicles. Please consider changing the route to keep Brio safe for both young and old alike.</p>	4/15/2019 0:00	Jim and Patti Miller
Public Website	<p>Why is Brio Parkway such a good place for an exit from I-15? It is a dumping into a retirement community with older citizens. Do you think it is a good idea to split the retirement community in half causing older citizens to have to cross busy streets? Half the residents will have to cross the busy street to access the club house, pools, pickle ball courts, etc. I also see MP11 as a exit that will go no where to the north - just into Brio which connects to nothing or go south to either the city hall or to the Post Office, nothing else. I think UDOT should focus on getting Washington Parkway built to take pressure off the current interchanges. Then take a fresh look at things and see if MP11 is really necessary. I think Washington Prkway MP13 interchange will take more traffic and relieve MP10 interchange.</p>	4/15/2019 0:55	Bob Phelps
Email	<p>My husband and I live here in Brio. We are getting a little concerned about Brio Parkway becoming a high traffic area, because routing additional traffic through our neighborhood, occupied primarily by seniors, who often have young grandchildren as guest presents a very serious safety concern. Brio Parkway separates about 85% of the Brio homes from the Brio community center. With more homes being built here in Brio there will also be a lot more pedestrian traffic.</p>	4/16/2019 0:00	Anni Smith
Email	<p>We have no concerns with the proposed on and off ramps and proposed in the MP11 Interchange Environmental Study, except: 1. Allowing traffic to flow off the new Washington Main Street exit northward to Buena Vista Boulevard. Our question is, will there be a traffic light at this intersection? 2. Because of directing traffic to flow from the Washington Main Street exit to Buena Vista and then travel from there to Green Springs intersection, that portion of Buena Vista is a two-lane road, this will definitely increase traffic between these two points on a two-lane road. Will this portion of road be widened?</p>	4/16/2019 0:00	Theron and Shanna Schaefermeyer

CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME
Email	<p>In reconsideration of our former April 16, 2019, 3:12 pm email, we would like to retract our positive comment. Our response was a rushed one in reply to one of our neighbors. After looking closely at this project, our comments now are:</p> <ol style="list-style-type: none"> 1. The impact to putting an off-ramp onto Main Street is that about 44 homes would be impacted because they have ingress/egress onto Main Street. 2. Main Street in Washington does not go anywhere? Why use Main Street? 3. You had a proposal for 300 East that leads to Little Valley and Washington Fields. Why was this abandoned? This is a more logical and would take more traffic to a destination. 4. If MP11 is to take traffic off of Green Springs Exit 10, this is not a good solution. As the main traffic in this area goes to businesses and only residential traffic would flow on your current MP11 proposal. Even rush hour traffic would not be mitigated by the MP11 exit. 5. If this has not been funded nor engineered by UDOT, why are we having this discussion and making these final decisions now. UDOT project environmental and impact studies are not usually done until a year or so before let for engineering bids. This isn't even on the 3-4 year funding cycle for UDOT. Who is behind this? 6. Our initial comments on Buena Vista still stand. <p>We oppose the Brio Parkway and Main Street MP11 configuration.</p>	4/22/2019 0:00	
Email	<p>We are concerned about Brio becoming a high traffic through road because it will make it difficult for us to cross the road to get to the Clubhouse, the pool, the exercise gym and pickle ball and all other fun things going on over there. A light will have to be installed because people here in St George do not stop at crosswalks for people.</p> <p>We already have enough traffic noise from the freeway, we don't need more. An exit closer to the hospital & doctor offices would be better if you are considering an exit.</p>	4/16/2019 0:00	Don and Susan Tarbet
Email	<p>I am currently a resident in the Brio subdivision of Washington City. I reviewed the current proposed preferred alternative for the MP11 exit from I-15 which has an exit ramp terminated at Brio Parkway.</p> <p>Brio Parkway separates 80% of the Brio homes from the Brio community center, a popular location for social gatherings. There is much more room for new growth in the area outside the parkway perimeter, meaning that this imbalance will grow as new homes are built, increasing pedestrian traffic to and from the Brio Community Center across Brio Parkway.</p> <p>I personally cross Brio Parkway several times per week to access the Brio clubhouse and recreational facilities. Although I am currently mobile and able to cross Brio Parkway with little difficulty, I am not getting any younger and may have decreased mobility as I get older. I see problems that some neighbors have in navigating the crossing. Also several neighbors have young grandchildren who cross Brio Parkway when they are visiting. For these reasons I don't feel that sending additional traffic through this residential area is a good solution. I think having the ramps exit on Main Street would be a better solution since traffic could easily proceed straight ahead to reach Washington Parkway rather than winding through a residential neighborhood.</p> <p>I hope that the preferred alternative could be reconsidered to provide a solution that does not endanger the many pedestrians crossing Brio Parkway.</p>	4/16/2019 0:00	Donald Lickei
Public Website	<p>Put a roundabout here so that Main St can go straight ahead. Roundabout would connect to Buena Vista and Main St. Southbound ramp would connect into Buena Vista East of Main. The I-15 Ramp towards St. George would come off the Roundabout. There would be another Roundabout on the other side of Main St to handle traffic exiting on Main and going to Salt Lake.</p>	4/16/2019 0:37	Jerry Weydert
Public Website	<p>The proposed exit and use of Brio Parkway will create a safety hazard for all of us in Brio that cross Brio Parkway, in my case many times a day, to go to the clubhouse. I'm old so I guess if I get hit because I get senile and can't handle the increased heavy traffic it's not such a big deal but I'm particularly troubled that consideration of our young people, our children, grandchildren and nieces and nephews (who often visit me at Brio), appears not to have been taken into consideration by UDOT. Please re-think this plan, take young people into consideration, and find a safer solution!</p>	4/16/2019 15:30	Quinn Brewster
Email	<p>To Whom It May Concern,</p> <p>There seems to be a requirement to have a log in name and password so I was unable to send my concerns about how to mitigate traffic through the Brio Community on Brio Parkway. I have a couple of drawings that I wish to submit on how to mitigate the traffic through the Brio Community. When I put in the roundabout I did not know that Main Street would be removed North of I-15. The Roundabout would have three entry/exits instead of four.</p>	4/17/2019 0:00	Jerry Weydert

CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME
Email	<p>I live in the Brio Community in Washington City. My backyard/house (808 N. Via Del Norte) sits on Brio Parkway. The MP11 maps shows that the new Main Street will go directly to Brio Parkway. Information provided states that Brio Parkway has the ability to have 6000 autos a day go on the Parkway. The Brio Parkway has to be widened by at least 15 feet to accommodate that amount of traffic. Building a larger road would put the Brio Parkway on the edge of the walkway/trail which parallels Brio Parkway and is within 15 feet from my backyard wall. That wall is not higher then the current roadway. Is there going to be a sound wall that protects the numerous houses along the Brio Parkway?</p> <p>Request that you divert traffic from going into the Brio Parkway directly from Main Street. I've included a rough draft of how that can be done. I have also included a rougher draft that would add a roundabout to the old main street that would help with future traffic flow.</p>	4/5/2019 0:00	
Email	<p>In regards to the I-15 mile post 11 interchange:</p> <p>Suggest that Main Street go straight ahead instead of moving over to intersect with Brio Parkway. Use a Roundabout Diamond interchange. I copied two pages from a file "Innovative Diamond Interchange Designs: How to Increase Capacity and Minimize Cost". I also included a drawing that gives a rough picture of what it might look like. I do not know area required but maybe it may save some space other then using a a regular Diamond interchange. There is current work being done on Exit 16 to widen the road under I-15. I can see that the same thing could be done for the underpass at Main St instead of moving Main.</p>	4/15/2019 0:00	
Email	<p>Brio Parkway separates 80% of the Brio homes from the Brio community center, a popular location for social gatherings. There is much more room for new growth in the area outside the parkway perimeter, meaning that this imbalance will grow as new homes are built, increasing pedestrian traffic to and from the Brio Community Center across Brio Parkway.</p>	4/17/2019 0:00	Scott Bramwell
Email	<p>{Form sent via mail}. List comments, concerns, and/or suggestions related to the Preferred Alternative.</p> <p>I am opposed to "Alternative 4". UDOT map shows traffic flowing from off-ramp onto re-aligned Main Street, which aligns directly with Brio Parkway, the main entrance to Brio that runs adjacent to the Clubhouse, Fitness Center and Pools area. This is huge negative social impact creating dangerous increased traffic conditions for Brio residents/pedestrians which consists of an elderly population. Also, to visiting grandchildren "all of which would be cut off from our clubhouse's social and cultural activities. Also, increased crime for senior population. 1. No to present map design. Dangerous to seniors and children pedestrians. Creates increased fatalities. 2. Prefer redo MP 10 exit and MP 13 exit.</p> <p>Do you have any other comment related to the Draft Environmental Impact Statement?</p> <p>I read a recent Deseret News article highlighting fact there has been an increase in pedestrian deaths in Utah. UDOT saying "watch out for each other" isn't good enough. Please come up with a safer alternative design for I-15 freeway exits.</p> <p>Thank you.</p>	4/18/2019 0:00	Erica Wangsgard
Email	<p>To who it may concern,</p> <p>We are residents of the Brio Community in Washington, soon to be impacted with the new interchange proposals.</p> <p>We understand growth & expansion is required in our area. We are just concerned that the interchange be directed to Main Street to facilitate the traffic and dissatisfied tempers of our residents. The majority of residents are leaning towards that option so that all mindsets come be appeased.</p> <p>Thank you for your time.</p>	4/18/2019 0:00	Tom Fisher

CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME
Email	<p>I am a new homeowner in the BRIO community and am VERY concerned about the proposed MP11 exit plan for me, my husband and our visiting family and grandchildren.</p> <p>I am writing to request that Washington City find an alternate place for this interchange and not put me and my family at risk by allowing Brio Parkway to become a high traffic and high risk street in the Brio community.</p> <p>Our home is directly next to Brio Parkway and we walk across this street every day to go to the Clubhouse. It is a frightening thought that we would have to try to cross this quiet residential street once your proposed project is completed and Brio Parkway becomes a busy street with vehicles ignoring the residential speed limit.</p> <p>There is much more room for new growth in the area outside the Brio Parkway perimeter. I plead with you to please consider an alternate location for the interchange!</p>	4/18/2019 0:00	Linda Bair
Email	<p>I am VERY concerned about the proposed BRIO interchange which would personally affect me and my husband. We built our home one year ago and our family room and patio directly overlook Brio Parkway. We never would have built a home here if we thought that in the future Brio Parkway would become a high-traffic street with frequent and noisy vehicles. Every day my husband and I walk from our house across Brio Parkway to access the walking path and the Brio Clubhouse. Your proposed routing would send additional traffic directly below our home which would make it VERY UNSAFE for us to walk across that street. We frequently have young grandchildren who visit us and the additional traffic would present serious SAFETY CONCERNS and RISKS for us and for them.</p> <p>Please, PLEASE do NOT allow Brio Parkway to become a high traffic, high risk street going through our Brio community. PLEASE find an alternate routing for this project.</p>	4/18/2019 0:00	
Email	<p>Our family lives in Brio on Peridot Drive. Our home is located on Brio Parkway and looks directly over that street. We are VERY, VERY concerned about the safety of our children and grandchildren who frequently visit us and walk from our house across Brio Parkway to go to the Brio Clubhouse. When we built our home we never, NEVER anticipated that Brio Parkway would become a high traffic street and that plans would be made to DIVIDE OUR COMMUNITY. If we had known that at the time we purchased our lot, we would NOT have built a home in that location.</p> <p>We are pleading with the committee and those who make these decisions to PLEASE, PLEASE consider an alternate location for the freeway exit! Please do not risk our family and other's safety --- please do not divide our Brio community with these traffic plans.</p>	4/20/2019 0:00	
Email	<p>I am a resident of Brio. There has been much concern over the new Exit 11 from the I-15 Freeway. I have been excited about these new on/off-ramps but now I understand that one of the off-ramps will be coming through Brio Parkway. This parkway runs right through our development and separates most of our residents from the clubhouse which houses our amenities. I purchased my home in Brio because of the workout area and pools but I am afraid this route can hinder a lot of us older citizens from crossing from one side to the other.</p> <p>I have a few health issues and am working at correcting them. Crossing a busy parkway can be dangerous. I fear the risk of being out for a stroll or heading for exercise/social outings at our clubhouse can be the end of me. Can you please consider installing some 4-way stop signs and possibly speed bumps.</p> <p>Help keep the senior citizens of Brio around a few more years or else prepare for multiple funeral processions using the Brio Parkway.</p>	4/19/2019 0:00	Phyllis Kishbaugh

CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME
Email	<p>To: Utah Department of Transportation,</p> <p>I wish to register my concern regarding the possibility of an exit off of I-15 that will funnel traffic onto Brio Parkway. Brio Parkway is the major road in the Brio development. It divides the development almost in half. I live on the half opposite the Community Center. I cross Rialto onto Brio Parkway each morning as I go to swim in the indoor pool. My husband walks the trails and crosses Brio Parkway several times in his morning walk. We are active seniors, I am 72 and my husband is 78. We have concern for the safety of Brio residents (including ourselves) crossing Brio to participate in activities at Brio Clubhouse /community center, including: Swimming, exercise room, Yoga, Pilates, Pickleball and Tennis. In addition, there are various clubs: Travel; Family History; Hiking; Hand & Foot that meet, some weekly. There are a number of other community meetings, for example a clinic on landscaping plant choices and landscaping tips, and Homeowners meetings. This is a beautiful and well-used facility. Many residents walk to the clubhouse, some bike and others drive a car or golf cart.</p> <p>Please consider the possibility that an off ramp that funnels traffic through a senior residential area makes that neighborhood unsafe for itâ€™s residents.</p> <p>As you make your decision, think of hundreds of grandparents (the majority of our residents fall into this category) put at risk by increased vehicular traffic on our neighborhood streets.</p> <p>Thank you for allowing my input.</p>	4/19/2019 0:00	Regina Mitchell
Email	<p>I am writing to express my great concerns about the proposed MP11 exit plan which will greatly impact me, my home and my family. I live on Peridot Drive which is adjacent to and overlooks Brio Parkway. When we built our home we did not realize that this community street might become a high traffic street. I need you to know of the safety risk this plan brings to me and my wife and our children and grandchildren who visit us. We are in our 70's and enjoy walking. We chose our lot because it would enable us to walk across Brio Parkway to the Clubhouse where we could enjoy the facilities there. Your MP11 exit plan would make that crossing VERY DANGEROUS for us and others who live on our street. I am writing to let you know of those dangers and risks to us and others! I am asking that you please change the plans for the exit so that it does not impact us personally and all those who live in the Brio community.</p>	4/20/2019 0:00	Donald Bair

CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME
Email	<p>To the Exit 11 study members, our Council representatives, and our State representatives:</p> <p>I am extremely concerned about how much more dangerous it will become for older people living in Brio to get to their community center on foot if Main St is connected directly to Brio Parkway. And an additional level of concern if Brio/Rialto is connected directly to Washington Parkway. Some people say there won't be that much traffic but if we remember, the Exit 11 concept was created to absorb excess traffic from Exit 10. It doesn't matter that there is not a great deal of traffic at Brio right now, once people from St. George use Washington Parkway to get to Telegraph shopping, the proposed Rialto/Brio/Main St route will become the quickest way there.</p> <p>In 2004, seniors accounted for 13% of the New York City population but represented 33% of pedestrians that were struck and KILLED by motor vehicles.* While I personally hate the thought, it is well known that seniors have longer reaction times, worse peripheral vision, and move more slowly, and thus are at increased risk from traffic. There will be almost a thousand Brio homes and Sky apartments with seniors walking and driving on Brio Parkway as they exit the community, go to the rec center, or walk for exercise, and the decision to re-route Main St. directly to Brio Parkway puts this vulnerable population at additional unnecessary risk. This unexpected and very negative outcome may not be visible to our decision-makers because the impact study area did not include Brio.</p> <p>I keep hearing that it is difficult to put Exit 11 at the current Main St location because the interstate bends there, but there are engineering ways to deal with that. From the impact study it appears that if Main St. is widened where it is, three additional houses are lost, in comparison to increased injuries and deaths in our elderly Brio/Sky populations, AND the electrical plant which can be protected. In view of the increased danger to our increasing elderly population if Main St. is re-routed, why is the choice to widen Main St. where it is not being made?</p>	4/20/2019 0:00	Jayne Carney

CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME
Email	<p>Utah Department of Transportation,</p> <p>It has come to our attention that there are plans to use Brio Parkway Street as a major on/off ramp artery for accessing the freeway at a new main street intersection. My home's backyard is on this route. I have several concerns:</p> <p>1- On the surface this seems to be politically motivated rather than a professional engineering best practice.</p> <p>2- The Brio parkway runs right through a residential neighborhood which offer community swimming pools and clubhouse. May people now do and will as homes in this HOA continue to be built, be crossing this street to get to those facilities. This will become a serious and life threatening issue should this be allowed to happen.</p> <p>3- It looks as though the original plan was to have Main Street become the major artery Northbound to a route (Washington Parkway) north of the development that would all tie into an upper road coming from The Washington Parkway exit (exit 13). Why has this changed?</p> <p>4- Moving the existing electrical sub-station on the north side of the freeway at Main Street is certainly an obstacle but not something that is worth endangering lives within a community. Exiting the freeway a few hundred yards farther east of Main Street and utilizing the frontage road to go around the substation would seem reasonable.</p> <p>5- I realize that strong political sentiments are alive and well on Main Street west of the freeway and they may have legitimate concerns but please don't make another mistake by allowing Brio Parkway to become a major artery for freeway traffic when Main Street seems to be the original intent.</p> <p>6- The developer sold this as an active adult community. I hope that doesn't mean 4,000 cars a day cutting the development in half.</p> <p>7- The city leaders present at the community meeting seemed to think this was a done deal, representatives were present. My guess is that you were not invited. I hope that the calmer, less politely motivated heads at UDOT will correct this proposed disaster.</p>	4/20/2019 0:00	John Berven
Email	<p>I am writing concerning the proposed I-15 interchange exit 11 in Washington, Utah. This is going to affect a lot of people so I think every option needs to be considered before a final decision is made.</p> <p>From my understanding Washington Parkway to Green Springs Dr. is going to begin construction this fall. Why not complete the whole north corridor and connect to Red Cliffs Dr. That way all those in Ivans, Northwest St. George and Santa Clara Etc. can get to I-15 going north without using Green Springs Dr. interchange. This would better utilize Washington Parkway exit and greatly relieve Green Springs.</p> <p>Also with 10,000 new homes going in in South St. George why don't you and Washington Mayor work with the St. George Mayor and see if Cosco would put in a second store in that area, thus eliminating a ton of traffic to Cosco from the south that also affects Green Springs Dr. exit.</p> <p>There are so many potential bad things about putting in a new interchange so close between the other two, it is really going to create some extreme hazards in the whole area.</p> <p>Please at least consider these suggestions.</p>	4/20/2019 0:00	Marcia Short

CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME
Email	<p>To Whom it May Concern:</p> <p>I Darrel Short object to the proposed Exit 11 on I-15 in Washington, UT. This is based on information that I have been involved with three different meetings on the subject and one open house held by UDOP in Washington, UT. With many objecting to the proposal it appears that UDOT has already made their decision for the construction of Exit 11.</p> <p>If UDOT must construct Exit 11 there is no reason for connecting the north side off ramps to tie into Brio-Pkwy. See my diagram on the attached map.</p> <p>If the road is tied into Brio-Pkwy UDOT and Washington City will be creating a devastating safety hazard to the citizens of the BRIO community of which I live. When the first pedestrian is killed if the road tied to Brio-Pkwy, UDOT and the City of Washington will have to say "WE MADE A VERY SERIOUS MISTAKE BUT IT IS TOO LATE TO CHANGE IT NOW". DO NOT LET THIS HAPPEN!</p>	4/20/2019 0:00	Darrel Short
Email	<p>{Part 1}. I wish to register input to the draft Environmental Impact Study for the proposed I-15 Interchange at MP 11 and the Preferred (Main Street) Alternative. As a homeowner in the Brio community directly impacted by the proposed interchange location, I have strong concerns about the "preferred alternative" proposed by Horrocks Engineering.</p> <p>First, according to the Horrocks representatives at the Public Hearing we attended, the EIS done for UDOT did not extend northward beyond the intersection of the proposed exit and Buena Vista Blvd. As it turns out, that is exactly where the Brio 55+ oriented community begins, and the proposed exit would feed directly into Brio Parkway, winding around to the east before joining Main Street with its access to the proposed northern corridor, Washington Parkway.</p> <p>My greatest concern for the "preferred alternative" is that it would greatly increase both the volume and speed of traffic traveling along Brio Parkway, which virtually bisects the Brio community. Traffic counts for the Brio Parkway projected by Washington City would be nearly 15% higher with the proposed interchange than for any plan other than the "preferred alternative." With 600-plus residences in the Brio community (over 800 residences when the Brio Sky senior citizen residences are completed, virtually adjacent to the proposed interchange!), the risks to public safety are substantial: the directly-impacted Brio Parkway runs between most of the Brio residences and the Brio clubhouse, where exercise, social, and other amenities receive heavy use. With the number of senior citizens with visiting children and other family members attempting to cross an increasingly busy thoroughfare to access their community resources, the significant potential for deadly accidents is obvious.</p>	4/21/2019 0:00	Robert Russell

CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME
Email	<p>{Part 2}. There are other, less easily quantified concerns I have about the preferred alternative: the sociocultural and lifestyle impacts of having a busy freeway interchange on the doorstep of an established 55+ residential community are also negative and obvious. I worry also about the potential adverse impact on the value of the home we have purchased in the Brio community, but I understand that may be irrelevant in the scope of the Environmental Impact Study.</p> <p>Personally, I would have preferred the alternative of "No Action." While I understand the need to mitigate the problems of congestion at the MP10 Interchange, implementing the preferred (or other similar) alternative solutions would result in only about a 10% reduction in traffic in and around the MP 10 Interchange, if I understand the EIS data correctly. I also wonder about the wisdom of having another interchange only one mile from the already impacted MP 10 Interchange.</p> <p>If "No Action" is indeed not desirable in the view of UDOT, I would strongly have favored an interchange at 300 East in Washington, more nearly halfway between the already established MP 10 and MP 13 Interchanges.</p> <p>Finally, if the 300 East Interchange alternative is indeed infeasible, strong consideration should at least be given to a modification to the preferred, Main Street alternative: Instead of shifting the Main Street interchange to feed directly into Brio Parkway, it should instead be engineered to feed directly into Main Street northward, which is already prepared to accommodate northbound traffic toward the proposed Washington Parkway northern corridor (without winding through a quiet residential community occupied primarily by 55-and-older citizens). That may (or may not?) entail relocating (or working around?) an electrical substation near the existing Main Street freeway underpass, but even if that were to cost as much as an additional two million-or-so dollars, it would be well worth the investment, both in convenience to motorists who would use the interchange as well as in increased safety for residents who would be directly impacted by the "preferred alternative."</p> <p>Thank you for this opportunity to share our sincere concerns.</p>	4/21/2019 0:00	
Email	<p>To All Concerned: Utah Depart of Trans (UDOT) The County of Washington The City of Washington UT</p> <p>As you move forward with plans to place an interchange to I-15 (MP11) adjacent to the entrance to the Community of BRIO, a community comprised primarily of senior homeowners, I have two major concerns that I would like you to consider:</p> <ol style="list-style-type: none"> 1. the safety of our residents and their families, including their grandchildren and pets, as they stroll the neighborhood and also as they attempt to make it across BRIO Parkway to our Community Clubhouse 2. unnecessary crime being brought into our community by the added traffic that will flow through to Rialto Parkway from I-15, as drivers search for the shortest possible means of reaching the Washington Street connector. <p>I am one of many single female senior residents that retired here not only because of the beauty, but because of the low crime rate. Rialto Parkway is merely two very short blocks from my front door. I walk the community, especially this area, regularly.</p> <p>Please, I'm asking that you not allow this to happen within the Community of BRIO. Possibly traffic can be directed on Buena Vista to Main Street, turn left and proceed north to Washington Street from there. This would also seem to be a safer route for all concerned, including drivers.</p> <p>Thank you for your time and consideration.</p>	4/21/2019 0:00	Melanie Wing

CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME
	<p>To Whom It May Concern,</p> <p>As homeowners in the Brio development in Washington,Utah, my husband Don and I would like to express our concerns with the proposed exit that may connect across Brio Parkway.</p> <p>We have strong concerns regarding Brio Parkway becoming a high traffic road. In the summer of 2015, we suffered a life changing tragedy of losing a three year old grandson to an auto pedestrian accident. After the loss, we did not feel comfortable with our grandchildren crossing any high traffic road with or without a crosswalk. Our primary reason for building a new home in Brio in 2018, was to move away from our location directly off busy Dixie Drive, in St. George. We were attracted to the quiet community in Brio, no commuter streets within the development, and amenities within walking distance, with safety being a top priority for our grandchildren that visit on a regular basis.</p> <p>If our facts are accurate, Brio Parkway separates 80% of the Brio homes from the Brio community center, with potential for that percentage to increase with further growth. We are puzzled that UDOT and others involved in the decision making process, would consider dividing a senior community by a major commuter artery, thus creating a hazard for population both young and old.</p> <p>We are hopeful that UDOT, Washington City, and Horrocks Engineering will develop a plan that will protect Brio residents, as well as, Brio Parkway from becoming something that we believe it was unintended to be.</p>		
Email	Please be mindful of the lives impacted and the risk to human life involved. Thank you for your consideration.	4/21/2019 0:00	Heidi Bleggi
Public Website	<p>Sirs, I don,t know when the study was done for placing the "11" exit so that it ends where the Brio parkway starts but I don,t believe there was consideration that by exiting where the proposal suggests that it was known that it would be cutting off a big portion of the community to its clubhouse and swimming pools thus creating quite a unsafe and dangerous situation for crossing the parkway. The residence are primarily retired but there are also small children in the area. Please reconsider changing the exit so that it empties onto Main St. or better yet leave Main street as it is and use the exit 13 to access the area east of Washington City. There really doesn't seem any legitimate reason for accessing WASHINGTON City from Main St as there is no real commercial area there. Thank You</p>	4/21/2019 21:15	tim natter
Public Website	<p>I have some sincere concerns regarding a purposed /freeway exit at mile post 11 ending at the Brio Parkway. When we purchased out new home in Brio last year there was never a mention off a freeway exit coming through a privatge community, As an retired citizen I walk to the community club house daily, I also walk with my small dog and grandchildren to the community clubhouse on a regular basis. A freeway exit coming through the middle of a mostly senior citizen community would be an absolute safety hazard. It would also cut off the access to the community club house period. I ask that there would be a better solution considered such as main street continuing as a throughway. The potential to endanger the local Brio residences should be not even be considered a viable option.</p>	4/21/2019 21:42	Cynthia Natter

CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME
Email	<p>I am concerned for the safety of Brio residents if exiting freeway traffic is allowed use Brio and Rialto Parkways as a connector road because:</p> <p>Brio Parkway is a horseshoe-shaped road which creates hampered vision of oncoming traffic or pedestrians.</p> <p>Drivers tend to drive faster than the current 25 MPH speed limit. There have been occasions when we have started to cross the parkway, then have to run back to avoid vehicles driving at high speeds around the curve. Cars coming from the freeway will provide an even greater risk.</p> <p>“Drivers are accustomed to going faster now,” [Richard Retting, author of a report issued by the Governor’s Highway Safety Association] explained. “... when people get off the interstate there’s evidence showing that they continue to go faster on secondary roads. ...that translates into pedestrians being more susceptible.” Brio’s senior population increases that susceptibility even more.</p> <p>https://www.deseretnews.com/article/900058157/national-rate-for-auto-pedestrian-fatalities-rises-as-utahs-declines.html</p> <p>4. Brio Parkway was built to accommodate 6000 cars per day, with a speed limit of 35 MPH, (Up from the current 25 MPH.) “Increasing speed by 5 or 10 mph won’t get anyone to their destination any faster and could kill someone,” Retting said. (ibid)</p>	4/22/2019 0:00	Brio Homeowners
Email	<p>Brio community residents are concerned that the currently proposed MP11 exit strategy could create an unsafe pedestrian/traffic corridor along Brio Parkway:</p> <ol style="list-style-type: none"> From the map, it appears that the adjusted Main Street exit will line up directly with Brio Parkway. As MP11 exit traffic volume grows, this intersection will become more crowded just as happened with the Green Springs exit, similarly increasing Brio Parkway traffic. Drivers may then find it more convenient to drive through Brio as a less congested route to the Northern Corridor than making a right turn onto Buena Vista followed by a quick left turn at a crowded Main/Buena Vista intersection, increasing Brio Parkway traffic. Current plans indicate two possible routes, one following Brio Parkway left to meet Main Street, as is currently built. The second is the proposed building out of Rialto Parkway to meet the northern corridor. This would be the shorter route from MP11/Buena Vista to the northern corridor and would definitely increase traffic along Brio Parkway. Brio Parkway separates 80% of the Brio homes from the Brio community center, a popular location for social gatherings. There is much more room for new growth in the area outside the parkway perimeter, meaning that this imbalance will grow as new homes are built, increasing pedestrian traffic to and from the Brio Community Center across Brio Parkway. Brio’s parks, exercise rooms, swimming pools, tennis courts, and pickle ball courts generate a great deal of pedestrian and vehicular traffic directly across Brio Parkway and Brio’s residents tend to be elderly, including the infirmities associated with aging, such as hampered mobility and sensory functions. Many residents have young grandchildren guests who also walk and bike to the Brio Community Center. These types of slow-moving people do not fare well in a high traffic environment. Sky at Brio, a senior apartment community of 270 units is scheduled to open winter 2020, on the northeast corner of Buena Vista and Brio Parkway. See https://beecherwalker.com/portfolio-posts/sky-at-brio-apartments/. Along with this comes still more pedestrian traffic along Brio Parkway. 	4/17/2019 0:00	
Email	This is to confirm receipt of the email and attachments.		
Email	Thank you!	4/17/2019 0:00	

CONTACT METHOD	COMMENT	COMMENT DATE	CONTACT NAME
Email	<p>Dear UDOT:</p> <p>My wife, Rita Osborn, and I purchased a home a year ago in Brio, a pleasant community comprised mostly of "senior" residents like ourselves. We are extremely concerned about the plans to create an I-15 exit at Mile Post 11. In particular, we believe that this exit will create safety issues for everyone in Brio and particularly those of us who regularly visit and use our wonderful clubhouse. If traffic is allowed to use Brio Parkway as a thoroughfare to the so-called "Northern Corridor," we believe that the quality, safety, and serenity of our retirement community will be threatened. Moreover, heavy traffic through Brio will make it more challenging to use and access the clubhouse, a prime feature in our decision to buy a home in Washington City instead of elsewhere in the greater St. George area. While we are concerned about the impact of heavy and fast-moving traffic on us who live here now, future developments will also be affected, most notably "Sky at Brio" with 270 units at the corner of Buena Vista and Brio Parkway.</p> <p>We urge you to work with Brio residents and city officials to find and use alternative routes that will be safer for pedestrians and drivers alike. Thank you for your consideration.</p>	4/22/2019 0:00	Earl Mulderink