

# Chapter 26: Section 4(f) and Section 6(f) Evaluation

## **26.1 Introduction**

This chapter addresses the requirements of Section 4(f) of the Department of Transportation Act of 1966 and Section 6(f) of the Land and Water Conservation Fund Act of 1965 for the State Route (S.R.) 210 Project. Section 4(f) applies to significant publicly owned parks, recreation areas, and wildlife and waterfowl refuges, and to significant publicly or privately owned historic properties. Section 6(f) applies to properties that received financial assistance from the Land and Water Conservation Fund State Assistance Program.

This chapter identifies Section 4(f) resources, determines impacts to those resources, identifies measures to minimize harm where necessary, analyzes the alternative with the least overall harm, and describes the coordination efforts made to address Section 4(f) issues and concerns. This chapter also discusses efforts and coordination to identify Section 6(f) resources.

Section 4(f)/Section 6(f) Study Area. The Section 4(f)/Section 6(f) study area is the same as the cultural resources impact analysis area described in Chapter 15, *Cultural Resources*. It is generally based on a 100-foot-wide buffer on either side of S.R. 210, from north of the intersection with Big Cottonwood Canyon Road (milepost [MP] 0.0) and extending southeast to the end of S.R. 210 in the town of Alta (MP 12.5), including the Alta Bypass Road (MP 12.5 to MP 13.6). The study area shifts or widens in some locations to accommodate the topography of Little Cottonwood Canyon and the project alternatives.

The study area also includes the area around the gravel pit adjacent to Wasatch Boulevard north of Fort Union Boulevard and the existing Utah Transit Authority park-and-ride lot at 9400 South and Highland Drive. The

What is the Section 4(f)/ Section 6(f) study area?

The Section 4(f)/Section 6(f) study area is generally based on a 100-foot-wide buffer on either side of S.R. 210, from north of the intersection with Big Cottonwood Canyon Road and extending southeast to the end of S.R. 210 in the town of Alta, including the Alta Bypass Road.

study area includes land that could be affected through right-of-way acquisition, easement, or permit.



# **26.2 Regulatory Setting**

## 26.2.1 Section 4(f)

#### 26.2.1.1 Section 4(f) Regulations

Section 4(f) of the Department of Transportation Act of 1966 is codified at 49 United States Code (USC) Section 303, *Policy on Lands, Wildlife and Waterfowl Refuges, and Historic Sites*. It governs the use of land from publicly owned parks, recreation areas, wildlife and waterfowl refuges, and public or private historic sites.

The requirements of Section 4(f) apply only to agencies within the U.S. Department of Transportation: the Federal Highway Administration (FHWA), the Federal Transit Administration, the Federal Railroad Administration, and the Federal Aviation Administration. FHWA's Section 4(f) regulations, entitled *Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites*, are codified at 23 CFR Part 774.

**NEPA Assignment.** Pursuant to 23 USC Section 327, UDOT has assumed FHWA's responsibilities under the National Environmental Policy Act of 1969 (NEPA) and all or part of the responsibilities of the Secretary of the U.S. Department of Transportation for environmental

#### What is Section 4(f)?

Section 4(f) is an element of law and FHWA regulations that requires a project to avoid the use of protected historic properties and park and recreation areas unless there is no feasible and prudent alternative to such use or unless the lead agency determines that the impacts would be *de minimis*. If the project would use protected properties, all possible planning must be undertaken to minimize harm to these properties.

review, consultation, or other actions required or arising under federal environmental laws, including Section 4(f) and Section 6(f) with respect to the review or approval of highway projects in the state. Therefore, where the law and regulations refer to FHWA or the Secretary of Transportation, UDOT has assumed those responsibilities. FHWA has also developed guidance in the form of the Section 4(f) Policy Paper (FHWA 2012).

#### 26.2.1.2 Definition of Section 4(f) Properties

A Section 4(f) property is defined as any of the following:

- Parks and recreation areas of national, state, or local significance that are both publicly owned and open to the public
- Publicly owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public to the extent that public access does not interfere with the primary purpose of the refuge
- Historic sites of national, state, or local significance in public or private ownership regardless of whether they are open to the public

Parks and Recreation Areas. Section 4(f) applies to significant publicly owned parks and recreation areas that are open to the public. The land must be officially designated as a park or recreation area, and the officials with jurisdiction of the land must determine that its primary purpose is as a park or recreation area. The term *significant* means that, in comparing the availability and function of the property with the recreation objectives of the agency or community authority, the property in question plays an important role in meeting those objectives. Park and recreation areas that are on privately owned land are not Section 4(f) properties, even if they are open to the public. However, if a governmental body has a permanent easement, or in some cases a long-term lease, UDOT will determine on a case-by-case basis whether Section 4(f) applies.



Section 4(f) can apply to planned parks and recreation areas. Section 4(f) applies when the land is publicly owned and the public agency that owns the property has formally designated and determined it to be significant for park or recreation purposes. The key is whether the planned facility is presently publicly owned, presently formally designated for Section 4(f) purposes, and presently significant.

Section 4(f) applicability for multiple-use public land holdings such as the Uinta-Wasatch-Cache National Forest is defined in 23 CFR Section 774.11(d). Section 4(f) applies only to those portions of lands that function for or are designated in USDA Forest Service plans as being for significant park, recreation, or wildlife and waterfowl refuge purposes. The determination regarding which lands so function or are so designated, and the significance of those lands, is made by the USDA Forest Service as the official(s) with jurisdiction (that determination is subject to review by UDOT for reasonability). Unofficial paths or trails that are not formally designated or maintained by a public agency are not considered Section 4(f) resources.

**Historic Sites.** Historic sites include any prehistoric or historic district, site, building, structure, or object. Section 4(f) applies to historic sites that are listed in or eligible for listing in the National Register of Historic Places (NRHP), unless UDOT determines that an exception under 23 CFR Section 774.13 applies. An exception would apply if UDOT concludes that a site eligible for inclusion in the NRHP "is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place" and the State Historic Preservation Officer (SHPO) concurs with or does not object to such conclusion [23 CFR Sections 774.13(b)(1) and (b)(2)].

#### 26.2.1.3 Determination of Use

Use in the context of Section 4(f) is defined in 23 CFR Section 774.17.

**Use.** The most common form of use is when land is permanently incorporated into a transportation facility. This occurs either when land from a Section 4(f) property is purchased outright as transportation right of way or when permanent access onto the property such as a permanent easement for maintenance or other transportation-related purpose is granted.

**Temporary Occupancy (Use or Exception).** A second type of use of Section 4(f) property or resources is a *temporary occupancy*. This results when a Section 4(f) property, in whole or in part, is required for activities related to project construction. With temporary occupancy, the Section 4(f) property is not permanently incorporated into a transportation facility, but the activity is considered to be adverse in terms of the preservation purpose of Section 4(f) law and is therefore considered a Section 4(f) use.



The regulation at 23 CFR Section 774.13(d) excepts from the requirements of Section 4(f) temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f). The following conditions must be satisfied:

- 1. Duration must be temporary, and there should be no change in ownership of the land;
- 2. The scope of the work must be minor;
- 3. There are no anticipated permanent adverse physical impacts, nor would there be interference with the protected activities, features, or attributes of the property;
- 4. The land being used must be fully restored; and
- 5. There must be documented agreement of the officials with jurisdiction over the Section 4(f) resource regarding the above conditions.

Temporary occupancies of this kind can occur during the construction process and, if they truly cause no interference, are excepted from the requirement for Section 4(f) approval. As stated in the regulations, temporary occupancy also requires written concurrence from the officials with jurisdiction if the exception criteria listed above are applied. If all of the conditions in Section 774.13(d) are met, the temporary occupancy does not constitute a use. However, if one or more of the conditions for the exception cannot be met, then the temporary occupancy of the Section 4(f) property is considered a "use" by the project even though the duration of on-site activities would be temporary and the ownership of the property would not change.

**Constructive Use.** In addition to actual, physical use of Section 4(f) property or resources (whether through direct use or temporary occupancy), case law and the FHWA regulations at 23 CFR Section 774.15 recognize that an impact to Section 4(f) resources can occur based on a project's proximity, if the project substantially impairs the value of the Section 4(f) resource. This can also be a "use" and is called *constructive use.* It is defined in the FHWA regulations as occurring

... when the transportation project does not incorporate land from a Section 4(f) resource, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes are substantially diminished.

[23 CFR Section 774.15(a)]

A constructive use determination is rare. It is unusual for proximity impacts to be so great that the purpose of the property that qualifies the resource for protection would be substantially diminished. Although UDOT has assumed most of FHWA's responsibilities for environmental review, consultation, and other actions under Section 4(f), UDOT cannot make a determination that an action constitutes a constructive use without first consulting with FHWA and obtaining FHWA's views on such a determination. Per the Memorandum of Understanding between FHWA and UDOT regarding NEPA assignment (FHWA 2017), if FHWA raises an objection, then UDOT agrees not to proceed with a constructive-use determination.



## 26.2.1.4 Approval Options

Once UDOT determines that a project might use a Section 4(f) property, there are three methods available for UDOT to approve the use:

- 1. Make a *de minimis* impact determination;
- 2. Conclude that specific conditions in an approved programmatic Section 4(f) evaluation are met; or
- 3. Prepare an individual Section 4(f) evaluation and conclude that there is no feasible and prudent alternative that completely avoids the use of the Section 4(f) property, that the project includes all possible planning to minimize harm, and that, if there are multiple alternatives with use(s) that have greater–than–de minimis impacts, the alternative with least overall harm is selected.

UDOT has determined that both a *de minimis* impact determination and an individual Section 4(f) evaluation would be applicable for this project. Requirements for making a *de minimis* impact determination and the requirements for making an individual Section 4(f) evaluation are described below. A programmatic Section 4(f) evaluation is not applicable for this project and is not discussed further.

#### Requirements for Making a Finding of De Minimis Impact.

A *de minimis* impact determination is made for the net impact on the Section 4(f) property after considering any measures (such as avoidance, minimization, mitigation, or enhancement measures) to minimize harm to the property.

For historic properties, a *de minimis* impact finding may be made only if there is a finding under the National Historic Preservation Act that a transportation project will have "no adverse effect" or there will be "no historic properties affected" and the SHPO has concurred with the finding in writing [49 USC Section 303(d)(2) and 23 CFR Section 774.5(b)].<sup>1</sup>

For parks, recreation areas, and wildlife refuges, the Secretary of Transportation may make a finding of *de minimis* impact only if:

#### What is a de minimis impact?

For historic sites, a *de minimis* impact means that the historic property would not be affected by the project or that the project would have "no adverse effect" on the historic property.

For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that would not adversely affect the activities, features, or attributes of a property that is eligible for protection under Section 4(f).

- (A) the Secretary has determined, after public notice and opportunity for public review and comment, that the transportation program or project will not adversely affect the activities, features, and attributes of the park, recreation area, or wildlife or waterfowl refuge eligible for protection under this section; and
- (B) the finding of the Secretary has received concurrence from the officials with jurisdiction over the park, recreation area, or wildlife or waterfowl refuge. [49 USC Section 303(d)(3)]

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The SHPO's written concurrence to a proposed UDOT determination of "no adverse effect" in a Determination of Eligibility and Finding of Effect can result from express written concurrence or from a lack of a response to that determination within 30 days. See Section IX.C.3, Third Amended Programmatic Agreement among the Federal Highway Administration, the Utah State Historic Preservation Officer, the Advisory Council on Historic Preservation, the United States Army Corps of Engineers, Sacramento District, and the Utah Department of Transportation Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah (UDOT 2017).



**Requirements for Individual Section 4(f) Evaluations.** An individual Section 4(f) evaluation must be completed when approving a project that requires the use of a Section 4(f) property if the use would result in a greater–than–*de minimis* impact and a programmatic Section 4(f) evaluation cannot be applied to the situation. The individual Section 4(f) evaluation requires two findings to approve the use with greater–than–*de minimis* impact [23 CFR Section 774.3(a)]:

- 1. That there is no feasible and prudent alternative that completely avoids the use of the Section 4(f) property; and
- 2. That the project includes all possible planning to minimize harm to the Section 4(f) property resulting from the transportation use.

UDOT has determined that an individual Section 4(f) evaluation is required for this project and has documented the evaluation in this chapter. One Section 4(f) property would have a use with greater–than– de minimis impact from the avalanche mitigation sub-alternatives as described in Section 26.5, Use of Section 4(f) Resources. More information regarding feasible and prudent avoidance alternatives is provided in Section 26.6, Avoidance Alternatives. More information regarding all possible planning to minimize harm is provided in Section 26.7, Least Overall Harm Analysis, and Section 26.8, Measures to Minimize Harm.

## 26.2.2 Section 6(f)

The Land and Water Conservation Fund (LWCF) Act of 1965, as amended, is codified at 16 USC Section 4601-4 and subsequent sections. The purpose of the act is to assist in preserving, developing, and ensuring accessibility to outdoor recreation resources for present and future generations. Section 6(f) of this act applies to properties that receive funding from the LWCF State Assistance Program. Section 6(f) includes provisions to protect the federal investment and quality of the resources developed with LWCF assistance. Conversion of a Section 6(f) property to uses other than outdoor recreation (such as transportation uses) requires a replacement property of equal value and approval from the National Park Service. Section 6(f) does not apply to the LWCF Federal Acquisition Program.

# **26.3 Proposed Action**

This section briefly summarizes the project purpose and need and the alternatives under consideration. A detailed discussion of the purpose and need is provided in Chapter 1, *Purpose and Need*. A detailed discussion of the alternative development and screening process is provided in Chapter 2, *Alternatives*.

## 26.3.1 Summary of the Project Purpose and Need

#### 26.3.1.1 Project Purpose

UDOT's purpose for the S.R. 210 Project is reflected in one primary objective for S.R. 210: to substantially improve roadway safety, reliability, and mobility on S.R. 210 from Fort Union Boulevard through the town of Alta for all users on S.R. 210.



## 26.3.1.2 Need for the Project

The transportation needs in the study area are related primarily to traffic during peak periods, avalanche risk and avalanche mitigation in Little Cottonwood Canyon, multiple on-road users in constrained areas, and anticipated future increases in visitation to Little Cottonwood Canyon as a result of population growth in Utah. The following deficiencies occur on S.R. 210:

- Decreased mobility in winter during the morning (AM) and afternoon (PM) peak travel periods related to visits to ski areas, with the greatest traffic volumes on weekends and holidays and during and after snowstorms.
- Decreased mobility on Wasatch Boulevard resulting from weekday commuter traffic.
- Safety concerns associated with avalanche hazard and traffic delays caused by the current avalanche-mitigation program in Little Cottonwood Canyon. Periodic road closures for avalanche mitigation can cause 2-to-4-hour travel delays or longer, which can cause traffic to back up in the neighborhoods at the entrance of the canyon.
- Limited parking at trailheads and ski areas that leads to roadside parking. The consequences of roadside parking include:
  - Reduced mobility on S.R. 210 near trailheads and at ski areas
  - Loss of shoulder area for cyclists and pedestrians, which forces them into the roadway travel lane and creates a safety concern
  - Creation of informal trailheads that contribute to erosion, soil loss, the spread of invasive weeds, degradation of the watershed, and loss of native vegetation in the canyon
  - Damage to the pavement along the roadway edge, which causes increased soil erosion, runoff into nearby streams, and degradation of the watershed

#### 26.3.2 Alternatives Considered

The evaluation of environmental impacts in this Environmental Impact Statement (EIS) is organized by primary action alternative and sub-alternative. The Section 4(f) evaluation follows the same approach as the evaluation of other impacts—that is, the expected uses, *de minimis* impacts, avoidance alternatives, and least overall harm are evaluated as applicable by primary alternative and sub-alternative rather than using an end-to-end project approach.<sup>2</sup>

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<sup>&</sup>lt;sup>2</sup> See the Section 4(f) Policy Paper (FHWA 2012), page 12, footnote 9: "In the Section 4(f) statute, the term alternative is used in the context of an option which avoids using land from a Section 4(f) property and is not limited to the context of the end-to-end alternative as defined by the project applicant. This section of the Section 4(f) Policy Paper uses the phrase 'avoidance alternatives and/or design options' in order to clarify that, depending upon the project context, the potential alternatives that should be evaluated to avoid Section 4(f) property may be end-to-end alternatives or may be a change to only a portion of the end-to-end project."



#### 26.3.2.1 Primary Action Alternatives

Based on the results of the screening processes, five primary action alternatives were determined to meet the project's purpose and were advanced for detailed evaluation in this EIS. The five primary action alternatives under consideration are summarized below.

The **Enhanced Bus Service Alternative** includes frequent bus service from two mobility hubs, improvements to Wasatch Boulevard, avalanche mitigation alternatives, trailhead parking alternatives, and no winter parking on S.R. 210 near the Snowbird and Alta ski resorts.

The **Enhanced Bus Service in Peak-period Shoulder Lane Alternative** is similar to the Enhanced Bus Service Alternative but also widens S.R. 210 in Little Cottonwood Canyon for an upgraded roadway shoulder that functions as a bus-only travel lane during periods of peak congestion.

**Gondola Alternative A (Starting at Canyon Entrance)** includes a gondola alignment from the intersection of S.R. 209/S.R. 210 to both the Snowbird and Alta ski resorts. The alternative would include frequent bus service from two mobility hubs to the gondola base station, improvements to Wasatch Boulevard, avalanche mitigation alternatives, trailhead parking alternatives, and no winter parking.

**Gondola Alternative B (Starting at La Caille)** would be similar to Gondola Alternative A, but an additional segment starting at a base station would be located at a proposed development west of North Little Cottonwood Road, about 0.75 mile northwest of the intersection of S.R. 209 and S.R. 210. No bus service or mobility hubs would be associated with Gondola Alternative B. There would be a 2,500-space parking structure at the base station to accommodate all necessary parking.

The Cog Rail Alternative (Starting at La Caille) would start at a base station located at a proposed development south of North Little Cottonwood Road, about 0.75 mile northwest of the intersection of S.R. 209 and S.R. 210, and would travel on the north side of S.R. 210 to both the Snowbird and Alta ski resorts. The alternative would include improvements to Wasatch Boulevard, avalanche mitigation alternatives, trailhead parking alternatives, and no winter parking. No bus service or mobility hubs would be associated with the Cog Rail Alternative. There would be a 2,500-space parking structure at the base station to accommodate all necessary parking.



#### 26.3.2.2 Sub-alternatives

In addition, sub-alternatives, or options, would be included in each primary action alternative or could be implemented as a stand-alone improvement. The sub-alternatives under consideration are summarized below.

The **Wasatch Boulevard sub-alternatives** would improve mobility on Wasatch Boulevard from Fort Union Boulevard to North Little Cottonwood Road.

- The Imbalanced-lane Alternative includes one northbound travel lane, two southbound travel lanes, and a center two-way left-turn lane.
- The Five-lane Alternative includes two travel lanes in each direction and a center two-way left-turn lane.

The **Mobility Hubs Alternative** would provide personal vehicle parking to support some of the transit alternatives.

- One mobility hub would be located at the gravel pit on the east side of Wasatch Boulevard between 6200 South and Fort Union Boulevard.
- A second mobility hub would be located at the existing park-and-ride lot at 9400 South and Highland Drive.

The avalanche mitigation sub-alternatives would improve reliability by reducing road closures for avalanche control and would improve safety by reducing the avalanche risk to the traveling public. Two avalanche mitigation alternatives are under evaluation, both of which include snow sheds at three main avalanche paths.

## The Snow Sheds with Berms Alternative includes 300-foot-long, 20-foot-tall guiding berms to direct avalanche flows over the snow sheds to reduce snow shed length.

#### What is a snow shed?

A snow shed is a rigid concrete and/or steel structure that protects a road by diverting avalanche flows over the top of the structure.

 The Snow Sheds with Realigned Road Alternative includes realignment of S.R. 210 to the north to reduce fill, improve the ability to tie snow sheds into the mountain, and improve curves and vehicle sight distances.

The **trailhead parking sub-alternatives** would improve mobility and safety on S.R. 210 in Little Cottonwood Canyon. The differences between the trailhead parking alternatives are (1) whether trailheads are improved at four trailhead parking areas: the Gate Buttress, Bridge, Lisa Falls, and White Pine Trailheads; and (2) the locations where parking is allowed on the roadside.

- Trailhead Improvements and No S.R. 210 Roadside Parking within ¼ Mile of Trailheads Alternative
- Trailhead Improvements and No Roadside Parking from S.R. 209/S.R. 210 Intersection to Snowbird Entry 1 Alternative
- No Trailhead Improvements and No Roadside Parking from S.R. 209/S.R. 210 Intersection to Snowbird Entry 1 Alternative

The **No Winter Parking Alternative** would eliminate roadside parking on S.R. 210 during the winter near the Snowbird and Alta ski resorts.



#### 26.3.2.2.1 Avalanche Mitigation Sub-alternatives

This section describes the avalanche mitigation alternatives in greater detail because they would result in the use of a Section 4(f) property with greater–than–de minimis impact. This detailed information provides context for the discussion of avoidance alternatives in Section 26.6, Avoidance Alternatives.

Three avalanche paths were identified as the most critical with respect to risk to S.R. 210. These paths, shown in Figure 26.3-1, are the highest priority for avalanche mitigation (Dynamic Avalanche Consulting 2018a).

Two avalanche mitigation alternatives are being evaluated: the Snow Sheds with Berms Alternative and the Snow Sheds with Realigned Road Alternative. Both alternatives include snow sheds for three main avalanche paths (White Pine Chutes, White Pine, and Little Pine). Of all the avalanche mitigation measures evaluated by UDOT, snow sheds offer the most reduction in avalanche risk and would help keep S.R. 210 open more often.

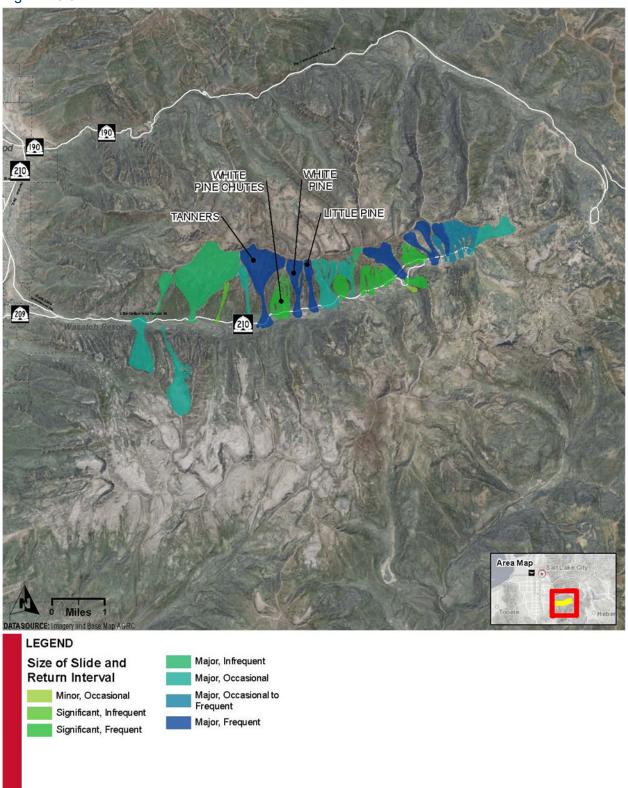


Figure 26.3-1. Avalanche Path Size and Return Interval



#### Snow Sheds with Berms Sub-alternative

The Snow Sheds with Berms Alternative includes three separate snow sheds as shown in Figure 26.3-2. The White Pine Chutes 1-4 snow shed would be about 1,360 feet long, the White Pine snow shed would be about 640 feet long; and the Little Pine snow shed would be about 465 feet long.

White Pine Trailhead 465 ft 1,360 ft Snow Shed --- Fill Slope Berms Pavement --- Cut Slope

Figure 26.3-2. Avalanche Mitigation Alternatives – Snow Sheds with Berms Alternative

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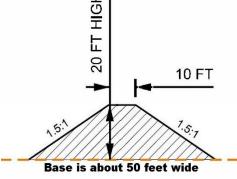
This alternative includes the use of earthen guiding berms at the two eastern snow sheds to direct

avalanche flows over the shed and shorten the required length of the snow shed structure, which would reduce costs. The guiding berms would be about 300 feet long and 10 feet wide. The berms would be constructed up the mountain side from the tops of the shed portals and would extend along the avalanche paths to help direct avalanche flows across the tops of the sheds. The berm geometry was assumed to be 20 feet high and 10 feet wide at the top, with 1.5:1 (horizontal:vertical) side slopes. Figure 26.3-3 shows a typical cross-section of the earthen guiding berm.

As shown in Figure 26.3-4, the snow shed design would accommodate a bicycle path on the outside of the snow shed; cyclists would also be allowed in the snow sheds. The tie-backs shown in Figure 26.3-4 would be used where the snow shed is close to the mountain. When the snow shed is not close to the

Cross-section

Figure 26.3-3. Earthen Berm



mountain, engineered fill would be placed behind the snow shed to allow the avalanche flow to run over the top of the snow shed. The snow shed tie-backs would be placed in the engineered fill.

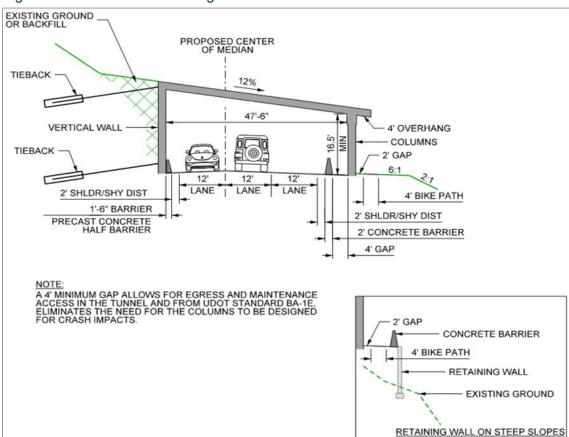


Figure 26.3-4. Snow Shed Design



## Snow Sheds with Realigned Road Alternative

The Snow Sheds with Realigned Road Alternative includes two snow sheds. The White Pine Chutes and White Pine snow shed would be combined in a single shed about 2,424 feet long, and the Little Pine snow shed would be about 770 feet long to help ensure that avalanche flows pass over the top of the shed. The existing road would be realigned to be closer to the mountain side in order to reduce the amounts of fill needed behind the snow sheds as well as to improve curve radii and sight distances inside the snow sheds.

The sight distances on the existing alignment inside the sheds would be suitable for a design speed of 30 miles per hour (mph). The realigned road with snow sheds would be suitable for a 35-mph design speed. However, the Snow Sheds with Realigned Road Alternative would require UDOT to fully reconstruct the roadway cross-section and potentially relocate all utilities in the project area, including between the sheds and along the roadway leading up to the snow shed zone. Figure 26.3-5 shows this layout.



White Pine Trailhead 770 ft 2,424 ft LEGEND Snow Shed --- Cut Slope Fill Slope Pavement 0 500 Feet

Figure 26.3-5. Avalanche Mitigation Alternatives – Snow Sheds with Realigned Road Alternative



## 26.4 Affected Environment

## 26.4.1 Identification of Section 4(f) Resources

This section discusses the Section 4(f) resources that could be affected by the project alternatives. These resources include historic properties as well as public parks and recreation areas. There are no wildlife or waterfowl refuges in the study area. This section also includes a discussion regarding the resources that were evaluated for Section 4(f) eligibility that ultimately were determined to not be Section 4(f) resources.

#### 26.4.1.1 Identification of Section 4(f) Historic Properties

Section 4(f) applies to historic properties that are included in, or eligible for inclusion in, the NRHP unless UDOT determines that an exception under 23 CFR Section 774.13 applies.

## 26.4.1.1.1 Section 4(f) Historic Buildings

A field survey and architectural assessment of the study area identified 84 historic buildings that are included in or eligible for inclusion in the NRHP. During the survey, 5 additional properties with potentially eligible historic buildings could not be evaluated because they were not visible from the public right of way. These 5 properties are considered eligible for the purpose of this evaluation. All 89 historic buildings are considered Section 4(f) properties and are shown in Figure 26.4-1 through Figure 26.4-11.

For a detailed description of these historic buildings and the process used under Section 106 of the National Historic Preservation Act to determine a resource's eligibility for the NRHP, see Chapter 15, *Cultural Resources*. The Utah SHPO concurred with the eligibility and effects determinations made by UDOT in the Determinations of Eligibility and Findings of Effect (DOE/FOE) on May 14, 2021, March 16, 2022, and May 13, 2022. Copies of the concurrence letters are included in Appendix 15B, *Determinations of Eligibility and Findings of Effect*.



Figure 26.4-1. Section 4(f) Resources (1 of 11)



Figure 26.4-2. Section 4(f) Resources (2 of 11)

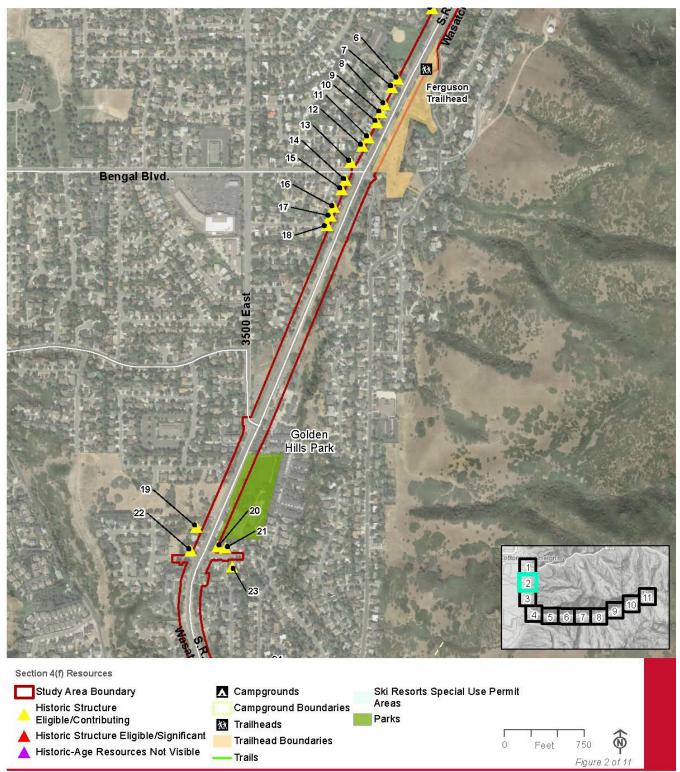




Figure 26.4-3. Section 4(f) Resources (3 of 11)

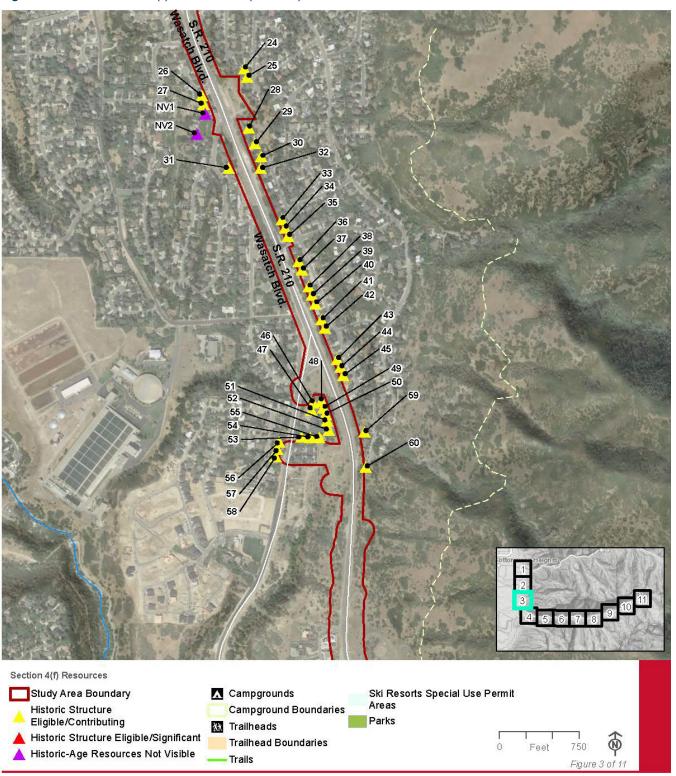


Figure 26.4-4. Section 4(f) Resources (4 of 11)

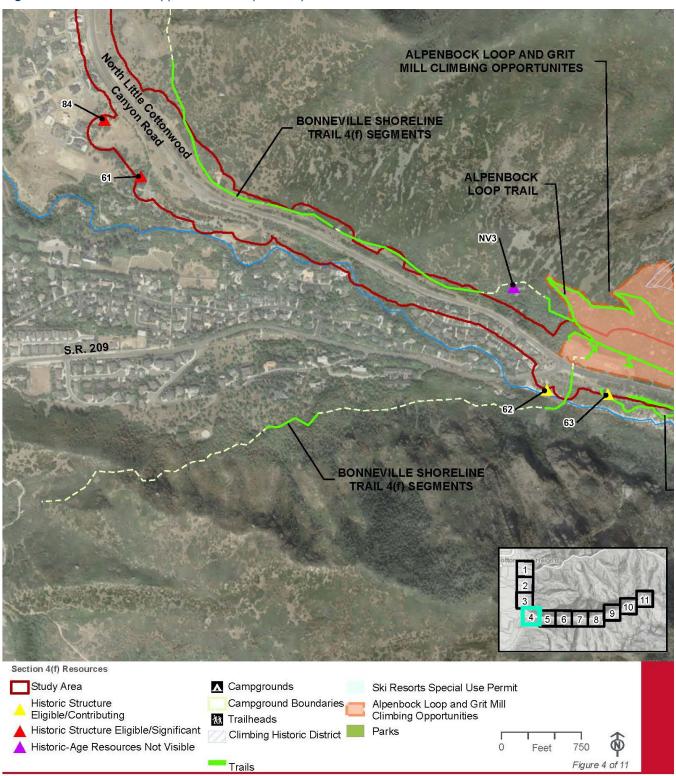




Figure 26.4-5. Section 4(f) Resources (5 of 11)

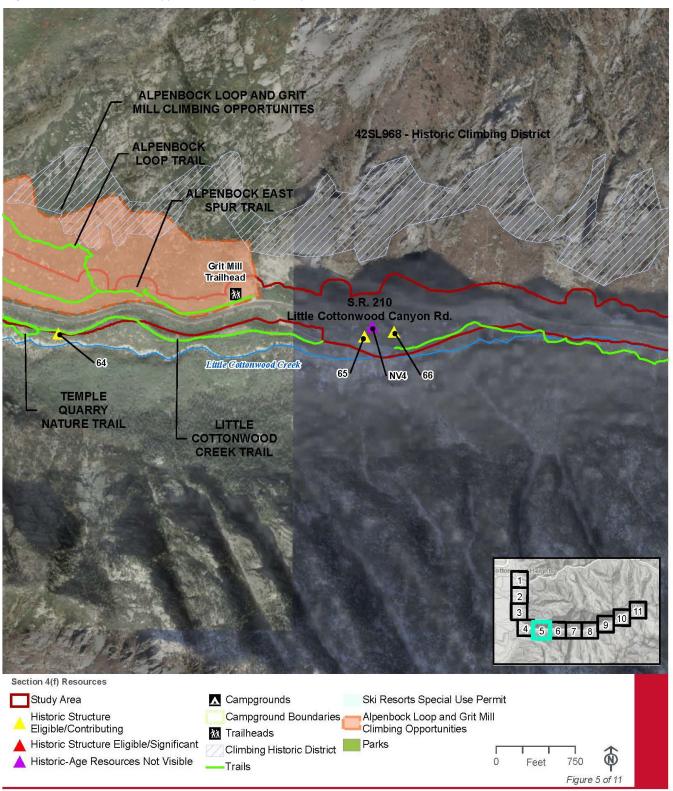


Figure 26.4-6. Section 4(f) Resources (6 of 11)

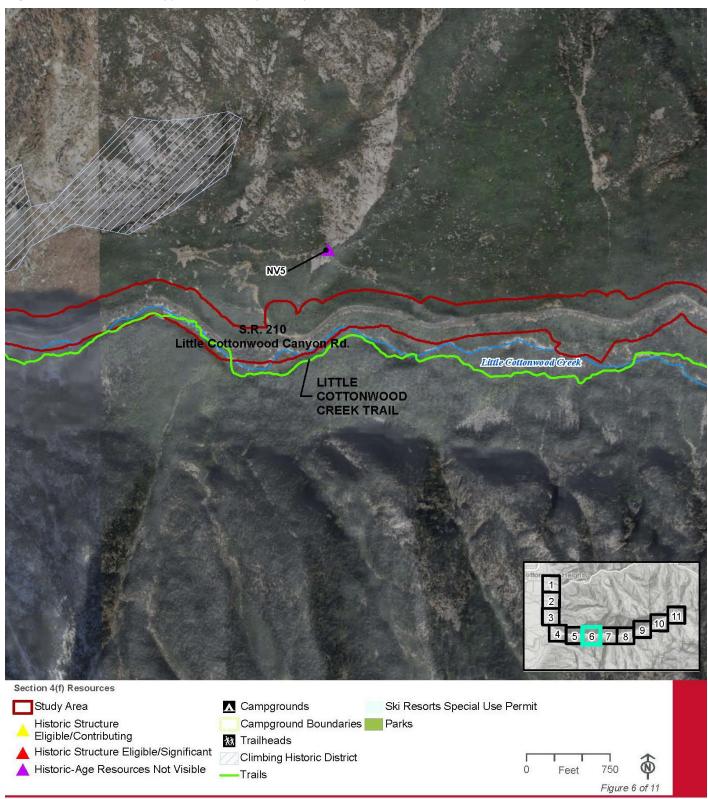




Figure 26.4-7. Section 4(f) Resources (7 of 11)

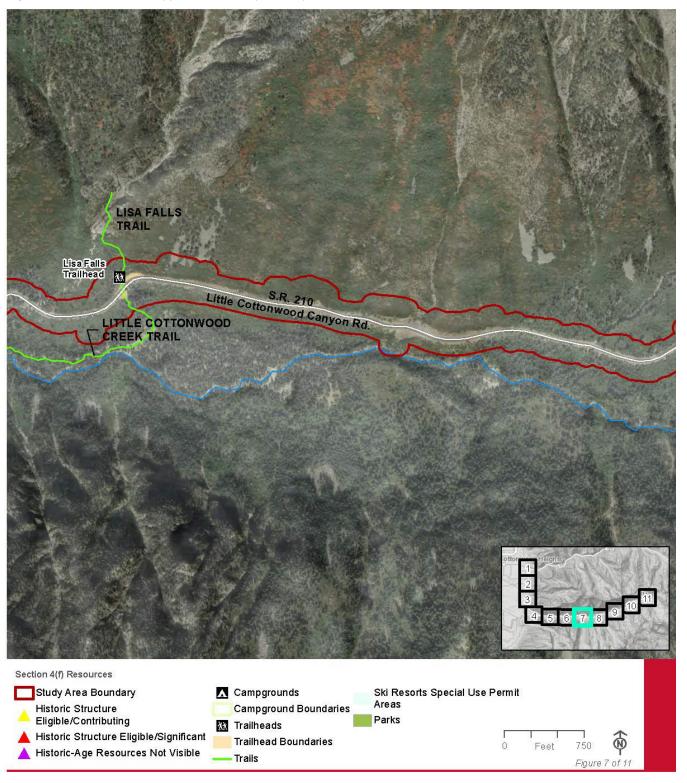


Figure 26.4-8. Section 4(f) Resources (8 of 11)

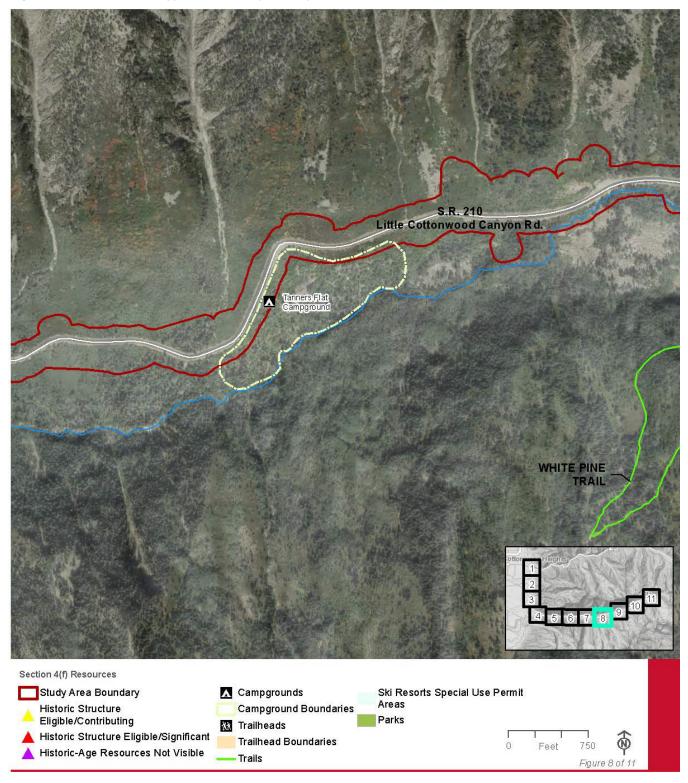




Figure 26.4-9. Section 4(f) Resources (9 of 11)

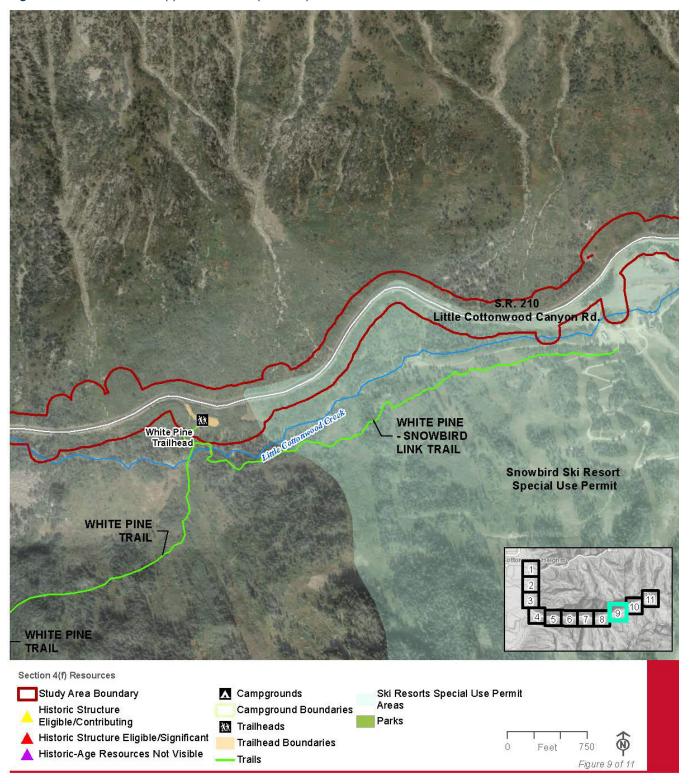


Figure 26.4-10. Section 4(f) Resources (10 of 11)

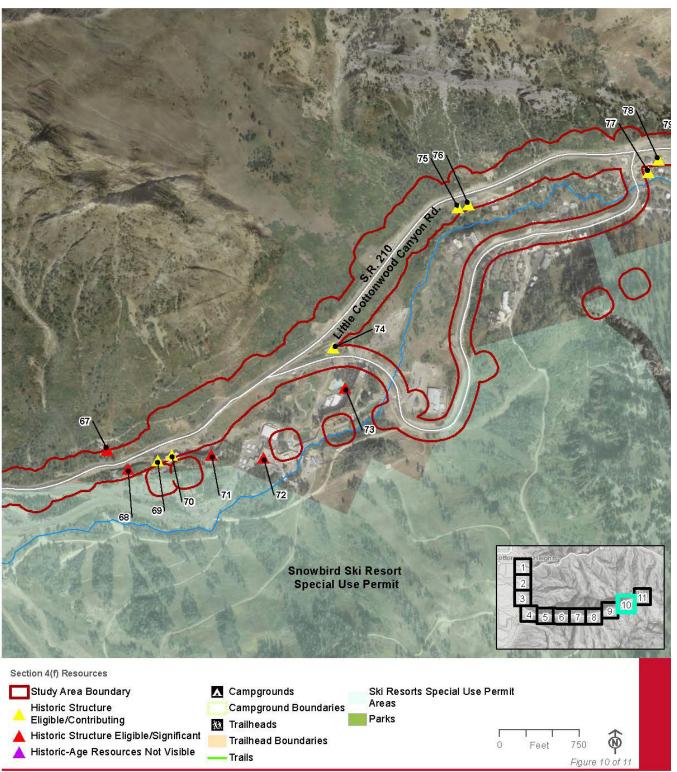
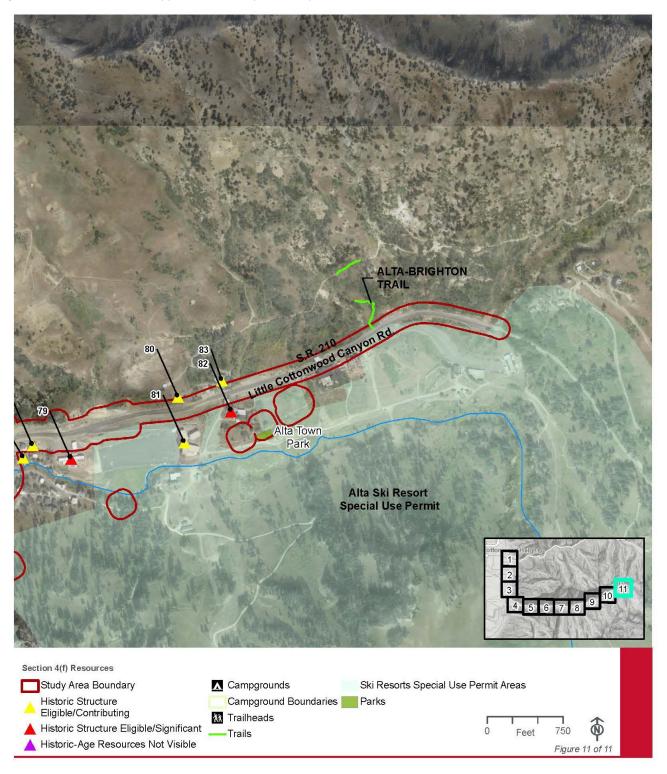




Figure 26.4-11. Section 4(f) Resources (11 of 11)





#### 26.4.1.1.2 Archaeological Sites

Eight eligible archaeological sites located in the study area could be impacted by the action alternatives as listed in Table 26.4-1. The regulation at 23 CFR Section 774.13(b)(1) states that Section 4(f) does not apply if UDOT determines, after consultation with the SHPO, that "... the archeological resource is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place."

UDOT determined that an exception under 23 CFR Section 774.13 applies to seven of the archaeological sites, as described in Table 26.4-1. UDOT notified the Utah SHPO in the DOE/FOE of its proposed findings that these archaeological sites do not warrant preservation in place. The Utah SHPO concurred on May 14, 2021; March 16, 2022; and May 13, 2022 (Appendix 15B, *Determinations of Eligibility and Findings of Effect*).

Table 26.4-1. Section 4(f) Applicability for NRHP-eligible Archaeological Sites

Site No.	Site Name	NRHP Evaluation	Considerations	Section 4(f) Resource?
42SL52	Town Site of Alta	Eligible (Criteria A and D)	Eligible under Criterion A for its association with early mining, exploration, and settlement patterns of the Wasatch Mountains and the Salt Lake Valley. Eligible under Criterion D for the information that can be learned from intact buried deposits at the site. However, the site does not warrant preservation in place due to heavy impacts from erosion and modern construction. The integrity of feeling, workmanship, materials, and setting are not retained. Therefore, site qualifies for the exception under 23 CFR Section 774.13.	No
42SL109	Little Cottonwood Grit Mill Property	Eligible (Criteria A and D)	Eligible under Criterion A for its association with early mining, exploration, and settlement patterns in the Salt Lake Valley. Eligible under Criterion D for the information that can be learned from remaining evidence of quarry activity and from potential features in areas that were not accessible during the survey. However, the site does not warrant preservation in place due to extensive modern impacts and continual, heavy recreational public use. The integrity of feeling, design, and setting are not retained. Therefore, site qualifies for the exception under 23 CFR Section 774.13.	No
42SL419	D&RGW Railroad/Wasatch & Jordan Valley Railroad/Salt Lake & Alta	Eligible (Criterion A)	Eligible under Criterion A for its association with early mining, exploration, and settlement patterns in the Wasatch Mountains and the Salt Lake Valley. The majority of the site's contents have likely been destroyed by the construction of S.R. 210. However, two disconnected segments of retaining wall remain intact: an eastern segment (known colloquially as the "China Wall") and a western segment near White Pine Fork. These remaining segments retain their integrity of location, materials, workmanship, and design. The site warrants preservation in place. Therefore, this site does not qualify for the exception under 23 CFR Section 774.13.	Yes

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Table 26.4-1. Section 4(f) Applicability for NRHP-eligible Archaeological Sites

	Site Name	NRHP	Considerations	Section 4(f)
Site No.		Evaluation		Resource?
42SL549	Whitmore Temple Granite Power Plant	Eligible (Criterion A)	Eligible under Criterion A for its association with early mining, exploration, resource use, and settlement patterns in the Wasatch Mountains and the Salt Lake Valley. However, the site does not warrant preservation in place due to partial demolition and heavy public use. The integrity of design, workmanship, and setting are not retained. Therefore, this site qualifies for the exception under 23 CFR Section 774.13.	No
42SL740	Alta Prince of Wales Road	Eligible (Criteria A, C, and D)	Eligible under Criterion A for its association with early mining, exploration, and settlement patterns in the Wasatch Mountains and the Salt Lake Valley. Eligible under Criterion C because it is characteristic of historic mining roads and is unique because it links Big and Little Cottonwood Canyons at their east ends. Eligible under Criterion D for the information that can be learned from historical research. However, the site does not warrant preservation in place due to modern developments. The integrity of feeling and setting are not retained. Therefore, site qualifies for the exception under 23 CFR Section 774.13.	No
42SL830	Salt Lake to Alta Road/S.R. 210	Eligible (Criterion A)	Eligible under Criterion A for its association with early mining, exploration, and settlement patterns in the Wasatch Mountains and the Salt Lake Valley. However, the site does not warrant preservation in place. No aspects of integrity (other than location) are present due to complete and ongoing modernization. Therefore, this site qualifies for the exception under 23 CFR Section 774.13.	No
42SL860	Emma Mine–Bay City Tunnel	Eligible (Criteria A and C)	Eligible under Criterion A for its association with early mining, development, and trade at the local, national, and international levels. Eligible under Criterion C because it still embodies the characteristics of an intact hard-rock mine of its period. However, the only aspect of the site that is located within the study area, the entrance building, was built in the modern period and does not contribute to the eligibility of the overall site. Therefore, the portion of the site within the study area is not an eligible Section 4(f) property.	No
42SL916	Little Cottonwood Quarry Trail	Eligible (Criterion A)	Eligible under Criterion A for its association with early mining, exploration, and settlement patterns in the Wasatch Mountains and the Salt Lake Valley. However, the site does not warrant preservation in place. Trail improvement has destroyed the fabric of the original road along with integrity of design, materials, and workmanship. Therefore, this site qualifies for the exception under 23 CFR Section 774.13.	No

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Table 26.4-1. Section 4(f) Applicability for NRHP-eligible Archaeological Sites

Site No.	Site Name	NRHP Evaluation	Considerations	Section 4(f) Resource?
42SL968	Little Cottonwood Canyon Climbing Area Historic District	Eligible (Criterion A)	Eligible under Criterion A for its association with the development of climbing. The contributing climbing areas and routes remain in their original locations, and the design of the routes and their relationship to each other in the landscape are intact. UDOT identified 25 climbing areas and 79 routes associated with a significant period of development spanning from 1960 to 1974. The area has collectively been documented as contributing resources to a newly defined historic district, the Little Cottonwood Canyon Climbing Area Historic District. There is a finding of no adverse effect under Section 106 (see Chapter 15, <i>Cultural Resources</i> ) for proximity impacts to the historic district; however, none of the alternatives would result in a direct impact to or Section 4(f) use of this property.	Yes

## 26.4.1.2 Identification of Section 4(f) Public Parks and Recreation Resources

Section 4(f) applicability for parks and recreation resources is described in Section 26.2.1.2, *Definition of Section 4(f) Properties*.

#### 26.4.1.2.1 Properties Not Evaluated for Section 4(f) Eligibility

In 2020, Utah Open Lands, a nonprofit land trust, purchased a 25.21-acre property on the northeast side of North Little Cottonwood Road. The property is referred to as the Cottonwood Heights Bonneville Shoreline Trail property and is located at about MP 3, or about 1 mile northwest of the intersection with S.R. 209. The proposed Bonneville Shoreline Trail is planned to cross this property, and a trailhead is planned to be built on the property. UDOT did not make a determination regarding the Section 4(f) eligibility of this property because the action alternatives would avoid it entirely.

#### 26.4.1.2.2 Properties Evaluated but Determined Not To Be Section 4(f) Properties

The following properties were evaluated but were determined not to be Section 4(f) properties.

**Ball Field at 6325 E. Dover Hills Drive.** The ball field located north of Golden Hills Park and west of the existing S.R. 210 is owned by the Church of Jesus Christ of Latter-day Saints as part of its adjacent property at 6325 E. Dover Hills Drive. Since this recreation area is not publicly owned, it is not a Section 4(f) property and is therefore not discussed further in this chapter.

**Scenic Byways.** The study area includes two scenic byways: S.R. 210 and S.R. 190. Little Cottonwood Canyon Road (S.R. 210) from S.R. 209 to the eastern project terminus in the town of Alta is designated as a scenic byway recognized for its views of dramatic mountain peaks and steep canyon walls. S.R. 190 is a scenic byway through Big Cottonwood Canyon; its western terminus is at the northern terminus of the S.R. 210 Project at the intersection of Wasatch Boulevard and Fort Union Boulevard. In accordance with Question 22 of FHWA's *Section 4(f) Policy Paper* (FHWA 2012), designating a road as a scenic byway does not create a park or recreation area as defined under Section 4(f); therefore, neither scenic byway is considered a Section 4(f) property.



**Bicycle Lanes.** S.R. 210 is signed and striped for bicycle lanes from Fort Union Boulevard to S.R. 209. The bicycle lanes are designated as Category 2 bicycle lanes in the Cottonwood Heights *Bicycle and Trails Master Plan* (Cottonwood Heights City, no date). Category 2 bicycle lanes are separate, exclusive bicycle on-street facilities. Because the primary function of Category 2 bicycle lanes is for transportation, not recreation, they are not a considered Section 4(f) resource.

Proposed Bonneville Shoreline Trail. This trail is planned to ultimately run 280 miles from Nephi, Utah, to the Utah–Idaho border along the shoreline of ancient Lake Bonneville. Several segments have been constructed, but the trail has not been constructed in its entirety. In the study area, the trail is proposed to run parallel to and east of Wasatch Boulevard from S.R. 190 to North Little Cottonwood Road, then east and north of North Little Cottonwood Road to the entrance to Little Cottonwood Canyon, where it would cross S.R. 210. Section 4(f) does not apply to segments of the trail that are not currently publicly owned. Table 26.4-2 on page 26-33 lists segments of the trail in the study area that quality for protection under Section 4(f) because they either are publicly owned or have a publicly owned easement that allows public access.

Snowbird Resort. Snowbird Resort is a year-round resort at the top of Little Cottonwood Canyon. The 2,630-acre resort is privately owned and is located on a combination of private and National Forest System (NFS) land that is open to the public. It operates under a special-use permit from the USDA Forest Service. Facilities include ski lifts and a tram, four lodges, shops, restaurants, a conference center, ski areas and avalanche-control facilities, hiking trails, and other recreation facilities such as an alpine slide. Portions of the resort located on NFS land are considered part of a multiple-use land holding. Section 4(f) applies only to portions of the resort that are on NFS land and are identified on the resort's USDA Forest Service special-use permit as being used primarily for public parks or recreation. Section 4(f) does not apply to portions of the resort that are on privately owned land, undeveloped portions of the resort that are on NFS land, or resort facilities on NFS land that are not used primarily for recreation. Facilities in the study area that are not used primarily for recreation and are therefore not Section 4(f) recreation resources include ski area maintenance and storage buildings, the fire station, restaurants, and lodges. Table 26.4-2 on page 26-33 lists facilities in the study area that are identified on Snowbird's special-use permit and are used primarily for recreation.

Alta Ski Area. Alta Ski Area is a year-round resort at the top of Little Cottonwood Canyon. The 2,130-acre area is privately owned and is located on a combination of private and NFS land that is open to the public. It operates under a special-use permit from the USDA Forest Service. Facilities include ski lifts and tows, restaurants, ski area and avalanche-control facilities, and hiking trails. Portions of the resort located on NFS land are considered part of a multiple-use land holding. Section 4(f) applies only to portions of the resort that are on NFS land and are identified on the resort's USDA Forest Service special-use permit as being used primarily for public parks or recreation. Portions of the resort that are on privately owned land, undeveloped portions of the resort that are not on NFS land, or resort facilities on NFS land that are not used primarily for recreation are not Section 4(f) recreation properties. Facilities in the study area that are not used primarily for recreation and are therefore not Section 4(f) resources include administration and office buildings and employee housing. Table 26.4-2 on page 26-33 lists facilities in the study area that are identified on Alta's special-use permit and are used primarily for recreation.

**Dispersed Climbing Resources.** Section 4(f) applies only to portions of multiple-use public lands that are designated as or function for significant park or recreation purposes. The USDA Forest Service initially determined that the climbing boulders or groups of boulders identified as Parking Lot West, Bathroom



Boulder, Secret Garden, Cabbage Patch, Syringe, 5-Mile, and All Thumbs did not meet the applicability requirements of 23 CFR Section 774.11(d). For this reason, these boulders were not considered Section 4(f) resources in the Draft EIS released for public review and comment in June 2021 [USDA Forest Service 2020; see the correspondence in Appendix 26A, *USDA Forest Service Letter Regarding Section 4(f) Determination for Climbing Boulders*, dated September 15, 2020 and February 17, 2022].

After the Draft EIS was released, and based on public comments and further consideration of the facts and circumstances, the USDA Forest Service determined that it would be appropriate to evaluate the Alpenbock Loop Trail and Grit Mill Trailhead as a combined recreation property, including the trailheads, trails, and climbing resources (boulders and vertical routes) that are accessed from either trailhead. This area is considered a Section 4(f) resource and is described in Table 26.4-2 on page 26-33. Although there are multiple recreation uses in this area, climbing and bouldering are the predominant uses. Individual cliffs, boulders, groups of boulders, bouldering problems, and/or vertical climbing routes are contributing elements to the overall significance of the recreational climbing opportunities in the area, but they do not have a corresponding level of significance and are not essential features when assessed individually (see Appendix A, *U.S. Department of Agriculture Letters Regarding Section 4(f) Determination for Climbing Boulders*).

Climbing boulders and vertical routes located outside this area on general forest land (for example, Syringe and 5-Mile) do not meet the applicability requirements in 23 CFR Section 774.11(d) and are not considered Section 4(f) resources. The Gate Buttress climbing area is located on private land and thus is not a Section 4(f) resource.

**Bridge Trailhead.** The Bridge Trailhead is a trailhead improvement proposed as part of this project. It is not considered a Section 4(f) resource because there is no existing trailhead, and the trail connecting to the Little Cottonwood Creek Trail is not formally identified on USDA Forest Service maps. Additionally, no trailhead is planned for this area except the trailhead proposed in this EIS.

#### 26.4.1.2.3 Parks or Recreation Resources Determined To Be Section 4(f) Resources

The study area includes several park or recreation resources that were determined to be Section 4(f) resources. Section 4(f) recreation resources in the urban portion of the study area include a park and two trails. Trailheads for Section 4(f) trails are necessary to support the recreation use and are also protected under Section 4(f) as long as they are on publicly owned land and are open to the public. These urban recreation resources are described in Table 26.4-2 and shown in Figure 26.4-1 through Figure 26.4-4.

The Uinta-Wasatch-Cache National Forest is a multiple-use public land holding. Areas on USDA Forest Service land that function for or are identified in an official plan as being used primarily for recreation, and are significant for such purposes, are Section 4(f) resources. The USDA Forest Service, with UDOT input, determined which lands in the study area qualify as Section 4(f) recreation resources (USDA Forest Service 2021a, 2021b; also see Appendix 26A, *USDA Forest Service Letter Regarding Section 4(f) Determination for Climbing Boulders*). The recreation resources identified as being subject to Section 4(f) include six designated and signed trailheads and associated trails, a developed campground, a planned future regional trail, portions of two ski areas (Alta and Snowbird) managed for recreation under special-use permits, and a designated climbing opportunity area with parking and trails and subject to a special management plan.

UDOT has found this determination reasonable, and has also found reasonable the USDA Forest Service's determination that dispersed climbing boulders and climbing routes outside the designated climbing opportunity area, on general NFS land, are not Section 4(f) resources, given the absence of applicable



provisions in the USDA Forest Service's 2003 Revised Forest Plan: Wasatch-Cache National Forest (USDA Forest Service 2003) or an applicable special management plan (USDA Forest Service 2022). The Section 4(f) recreation resources on USDA Forest Service land are described in more detail in Table 26.4-2 and are shown in Figure 26.4-4 through Figure 26.4-11.

Section 4(f) applies to those portions of the Snowbird resort that are on NFS land and are identified on the USDA Forest Service special-use permits as being used primarily for recreation. These elements consist of parking areas (which are needed to support recreation use), a tennis court near Snowbird's Iron Blosam Lodge, and Alta's transfer tow (a rope tow that runs between the Sunnyside and Collins lifts). Other ski lifts, rope tows, and recreation facilities such as Snowbird's alpine slide are either outside the study area or on private land, so they are not listed as Section 4(f) recreation resources in the study area in Table 26.4-2. The Alta Town Park is also located on NFS land and has a special-use permit for a park, playground, and volleyball court.

The Section 4(f) recreation resources in the study area are shown in Figure 26.4-1 through Figure 26.4-11, Section 4(f) Resources, above and described in Table 26.4-2 below.

Table 26.4-2. Section 4(f) Parks and Recreation Resources in the Study Area

Recreation Resource	Description and/or Location	Ownership and/or Management	Activities, Features, and Attributes		
S.R. 210 – Wasa	S.R. 210 – Wasatch Boulevard				
Big Cottonwood Canyon Trail	Existing urban trail/shared- use pathway extending from Holladay to the park- and-ride lot at the entrance to Big Cottonwood Canyon	Land ownership is a combination of private and municipally owned land managed by Cottonwood Heights City.	Paved multi-use trail designed for use by cyclists, joggers, etc. Interpretive signs provide the history of the area.		
Ferguson Trailhead off Prospector Drive	Supplemental trailhead for Ferguson Canyon Trail with access off Prospector Drive at about 7650 South	Land is owned by Salt Lake County and managed by Cottonwood Heights City.	Trailhead is currently a 0.14-acre unpaved parking lot on a 3.10-acre parcel. Cottonwood Heights City plans to expand and improve the trailhead and make it the primary trailhead for Ferguson Canyon. Planned improvements span 6.45 acres and include a formal paved parking lot, a restroom, walking paths, and a multi-use path on the east side of Wasatch Boulevard.		
Golden Hills Park	5.3-acre park at 8303 S. Wasatch Boulevard (S.R. 210 approximate MP 1.3)	Park is owned and managed by Cottonwood Heights City.	Pavilion for 30 people, a playground, walking path, restrooms, and a tennis court.		
S.R. 210 – North Little Cottonwood Road to Alta					
Tanners Flat Campground	Existing USDA Forest Service campground south of S.R. 210 about 4 miles up Little Cottonwood Canyon near MP 8.1	Campground is on federal land managed by the USDA Forest Service.	Campground is set among pine, aspen, oak, and maple trees with Little Cottonwood Creek running along the edge. There are 31 single sites, 3 double sites, 4 group sites, bathroom facilities, a volleyball court, and an amphitheater. Campground is open from late May through late September and is closed during the winter.		

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Table 26.4-2. Section 4(f) Parks and Recreation Resources in the Study Area

Recreation	Description and/or	Ownership and/or	
Resource	Location	Management	Activities, Features, and Attributes
Bonneville Shoreline Trail	Planned trail that follows the shoreline of ancient Lake Bonneville	Segments in the study area that qualify for Section 4(f) include:  • Segments on USDA Forest Service land at the entrance to Little Cottonwood Canyon, crossing S.R. 210 near the intersection with S.R. 209  • Segment on land recently purchased by Utah Open Lands on the east side of North Little Cottonwood Road	Mixed-use (biking/hiking) recreation trail. Connections are planned at two existing trailheads in the study area: the Little Cottonwood Canyon park-and-ride lot and the Temple Quarry Trailhead. A new trailhead is planned to be located somewhere on the land recently purchased by Utah Open Lands.
Alpenbock Loop and Grit Mill Climbing Opportunities	Area between the Alpenbock Loop Trail and Grit Mill Trailhead on the north side of S.R. 210 at the entrance to Little Cottonwood Canyon, roughly from milepost (MP) 3.8 to MP 4.5.  The combined area is consistent with the Decision Notice and Finding of No Significant Impact (FONSI) for the Grit Mill and Climbing Master Plan Project issued in 2014 (USDA Forest Service 2014).	The area is on federal land managed by the USDA Forest Service. The Forest Service manages the trails and trailhead areas. There is not currently a climbing management plan for this area.	The Alpenbock Loop Trail (USDA Forest Service #1020) is an existing 1.0-mile unpaved loop trail providing access to rock-climbing routes and bouldering areas at the base of Little Cottonwood Canyon. The park-and-ride lot serves as the trailhead for the Alpenbock Loop Trail and includes a restroom. The Alpenbock East Spur Trail connects Alpenbock Loop Trail to the Grit Mill Trailhead and provides formal access to climbing routes and bouldering areas. The Grit Mill Trailhead is a parking area with a restroom and interpretive sign, and it provides access to rock-climbing opportunities with a connection to the Alpenbock trails. The Alpenbock Loop and Grit Mill Climbing Opportunities area is about 58 acres and includes about 143 climbing boulders and at least 13 vertical climbing routes.
Temple Quarry Nature Trail (USDA Forest Service #1000)	Existing 0.3-mile loop trail on the south side of S.R. 210 at the entrance to Little Cottonwood Canyon near MP 3.9	Trail is on federal land managed by the USDA Forest Service.	Existing amphitheater and paved interpretive trail beginning at the Temple Quarry Trailhead on the south side of S.R. 210 at the intersection with S.R. 209.
Little Cottonwood Creek Trail (USDA Forest Service #1001)	Existing 3.3-mile trail parallel to Little Cottonwood Creek starting at the entrance to Little Cottonwood Canyon near MP 3.9	Trail crosses or abuts private land for short sections but is mainly on federal land. The USDA Forest Service manages the trail.	Existing unpaved hiking and mountain biking trail beginning at the Temple Quarry Trailhead on the south side of S.R. 210 at the intersection with S.R. 209. The trail runs along Little Cottonwood Creek parallel to and south of S.R. 210.
Lisa Falls Trail (USDA Forest Service #1012)	Existing 1.1-mile trail on the north side of S.R. 210 starting near MP 6.7	Trail is on federal land managed by the USDA Forest Service.	Existing unpaved hiking trail beginning at the Lisa Falls Trailhead near MP 6.7 and ending at the Lisa Falls waterfall.

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Table 26.4-2. Section 4(f) Parks and Recreation Resources in the Study Area

Recreation Resource	Description and/or Location	Ownership and/or Management	Activities, Features, and Attributes
White Pine Trail (USDA Forest Service #1002)	Existing 5.0-mile trail on the south side of S.R. 210 starting near MP 9.2	Trail is on federal land managed by the USDA Forest Service.	Existing unpaved hiking and mountain biking trail extending 5.0 miles from the White Pine trailhead near MP 9.2 to White Pine Lake. The White Pine Trailhead also serves Red Pine (USDA Forest Service #1003), Maybird (USDA Forest Service #1004), and White Pine—Snowbird Link (USDA Forest Service #1014). This is a major area for backcountry skiing in winter.
Alta Brighton Trail (USDA Forest Service #1007)	Existing 1.7-mile trail on the north side of S.R. 210 starting near MP 12.3	Trail crosses private and federal land. The USDA Forest Service manages the trail.	Existing hiking trail extending 1.7 miles from the Flagstaff Trailhead on the north side of S.R. 210 near MP 12.3 to Twin Lakes Reservoir in Big Cottonwood Canyon. This is a major area for backcountry skiing in winter. The Flagstaff Trailhead also serves Snakepit Trail (USDA Forest Service #1015) and Albion Meadows Trail (USDA Forest Service #1006).
Recreation facilities at Snowbird Resort	Facilities on USDA Forest Service land and identified in Snowbird's special-use permit that are used primarily for recreation	Snowbird Resort is a privately owned and managed resort on a combination of private and USDA Forest Service land and is operated under a special-use permit from the USDA Forest Service.	Ski resort parking within the special-use permit area (needed to support other recreation facilities) and tennis courts near the Iron Blosam Lodge.
Recreation facilities at Alta Ski Area	Facilities on USDA Forest Service land and identified in Alta's special-use permit that are used primarily for recreation	Alta Ski Area is privately owned and managed ski area on a combination of private and USDA Forest Service land and is operated under a special-use permit from the USDA Forest Service.	Ski resort parking within the special-use permit area (needed to support other recreation facilities) and the transfer tow (a rope tow that runs between the Sunnyside and Collins lifts).
Alta Town Park	Park on USDA Forest Service land; has a Forest Service special-use permit for recreation use.	The park is managed by the Town of Alta on USDA Forest Service land under a special-use permit.	Volleyball court, playground, and picnic area near the west end of the transfer tow. The park is open during the summer only.



## 26.4.2 Identification of Section 6(f) Resources

There are no Section 6(f) resources in the study area. The Utah State database of LWCF State Assistance Program locations was searched, returning no results in the study area. Two parcels adjacent to S.R. 210 at the entrance to Little Cottonwood Canyon were purchased with funds from the LWCF Federal Acquisition Program to consolidate federal ownership within the NFS boundary. Section 6(f) applies only to properties that receive assistance from the LWCF State Assistance Program, not the LWCF Federal Acquisition Program. Therefore, these parcels are not considered Section 6(f) resources (USDA Forest Service 2019). Section 6(f) resources are not discussed further in this chapter.

# **26.5** Use of Section 4(f) Resources

The following sections describe the impacts of the No-Action and action alternatives on Section 4(f) properties. For each Section 4(f) property, there can be one of the following findings related to use by a project alternative:

- Use with greater-than-de minimis impact
- Use with de minimis impact
- Use as a result of temporary occupancy
- Temporary occupancy with impacts so minimal as to not constitute a use
- Constructive use (proximity impact if the alternative is adjacent)
- No use (if there is no use to a Section4(f) resource, it is not listed in the tables in this section)
- Exception to the requirement for Section 4(f) approval

Use, *de minimis* impact, temporary occupancy, constructive use, and relevant exceptions for this project are defined in the Section 4(f) regulations and guidance cited in Section 26.2, *Regulatory Setting*. Both of the avalanche mitigation sub-alternatives (which would be included with all primary action alternatives) would result in a use with greater—than—*de minimis* impact of one Section 4(f) property. The other sub-alternatives and primary alternatives, except the Cog Rail Alternative, would result in either uses with *de minimis* impacts or temporary occupancy with impacts so minimal as to not constitute a use. The Cog Rail Alternative would result in one additional use with greater—than—*de minimis* impact compared to the other primary action alternatives. None of the primary action alternatives or sub-alternatives would result in constructive use (see Appendix 32D, *Section 4(f)* – *No Constructive Use Determination*).

For the recreation properties on NFS lands that were determined to be subject to Section 4(f) protection and therefore were analyzed in this chapter, UDOT, in consultation with the USDA Forest Service, determined that setting, visual qualities, noise qualities, and aesthetic features are not what qualify the properties for protection. The activities that qualify these properties for protection include, but are not limited to, camping, climbing, biking, hiking, and skiing. Protected features support these activities. The identified recreation properties do not derive their value in substantial part due to setting, visual qualities, noise qualities, or aesthetic features. These are secondary or tangential qualities of the area but are not the primary features that qualify the areas for protection under Section 4(f). Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, *Visual Resources*, of this Final EIS. Noise impacts are evaluated separately from Section 4(f) impacts in Chapter 11, *Noise*, of this Final EIS.



The *de minimis* findings for USDA Forest Service recreation resources in the tables in this section are a summary of the actual *de minimis* analysis and determinations in the USDA Forest Service *de minimis* concurrence letters, which are the primary source. The *de minimis* letters are provided in Appendix 26B, *De Minimis Correspondence*.

### 26.5.1 No-Action Alternative

The No-Action Alternative would not require acquisition of right of way and would result in no uses of Section 4(f) properties.

### 26.5.2 Enhanced Bus Service Alternative

This section describes the impacts to Section 4(f) resources from the Enhanced Bus Service Alternative, which includes improvements to the Wasatch Boulevard segment of S.R. 210, two mobility hubs, avalanche mitigation alternatives, trailhead parking alternatives, and the No Winter Parking Alternative.

### 26.5.2.1 S.R. 210 - Wasatch Boulevard

This section describes the impacts to Section 4(f) resources from the Imbalanced-lane Alternative and the Five-lane Alternative, which would both widen the Wasatch Boulevard segment of S.R. 210.

#### 26.5.2.1.1 Imbalanced-lane and Five-lane Alternatives

The Imbalanced-lane and Five-lane Alternatives would have similar impacts to Section 4(f) resources. However, the Five-lane Alternative would add one additional travel lane, which would require about 12 feet more pavement width than the Imbalanced-lane Alternative. As a result of the additional pavement width, the Five-lane Alternative would have slightly greater impacts to three Section 4(f) properties compared to the Imbalanced-lane Alternative.

### Section 4(f) Historic Properties

The Imbalanced-lane Alternative and the Five-lane Alternative would each have six uses with *de minimis* impacts (land acquisition without adversely impacting the historic building) and three temporary occupancies with no use (temporary construction easement with minimal impact and without land acquisition) along Wasatch Boulevard. Table 26.5-1 describes the use of each Section 4(f) historic property. Unless noted in the table, the impacts for both alternatives would be the same. Figures showing impacts are available in the DOE/FOE (Appendix 15B, *Determinations of Eligibility and Findings of Effect*). For more information regarding how property impacts were assessed, see Chapter 4, *Community and Property Impacts*. For more information regarding how effects were determined under Section 106 of the National Historic Preservation Act, see Chapter 15, *Cultural Resources*.



Table 26.5-1. Use of Section 4(f) Historic Properties by the Wasatch Boulevard Imbalanced-lane and Five-lane Alternatives with the Enhanced Bus Service Alternative

ID	Address	Property Description	UDSH Rating <sup>a</sup>	Section 106 Effect Determination	Description of Use	Section 4(f) Use / Impact
3	7527 S. Brighton Point Drive	One-story contemporary- style single-family dwelling	EC	No adverse effect	Widening Wasatch Boulevard would require acquisition of ~0.17 acre from the property and a temporary construction easement of ~0.09 acre. The historic building would not be affected.	Yes / de minimis impact
4	7537 S. Brighton Point Drive	One-story ranch- style single-family dwelling	EC	No adverse effect	Widening Wasatch Boulevard would require acquisition of ~0.12 acre from the property and a temporary construction easement of ~0.04 acre. The historic building would not be affected.	Yes / de minimis impact
5	7561 S. Brighton Point Drive	One-story ranch- style single-family dwelling	EC	No adverse effect	Widening Wasatch Boulevard would require acquisition of ~0.08 acre from the property and a temporary construction easement of ~0.01 acre. The historic building would not be affected.	Yes / de minimis impact
19	8296 S. Wasatch Boulevard	One-story early ranch-style single-family dwelling	EC	No adverse effect	Widening Wasatch Boulevard would require acquisition of ~0.04 acre from the property for the Imbalanced-lane Alternative or ~0.06 acre for the Fivelane Alternative, and a temporary construction easement of ~0.02 acre for both alternatives. The historic building would not be affected.	Yes / de minimis impact
20	3461 E. Kings Hill Drive	One-and-a-half- story split-level- style single-family dwelling	EC	No adverse effect	Widening Wasatch Boulevard would require a temporary construction easement of ~0.02 acre. The historic building would not be affected.	No (temporary occupancy) / NA
21	3475 E. Kings Hill Drive	One-and-a-half- story split-level- style single-family dwelling	EC	No adverse effect	Widening Wasatch Boulevard would require a temporary construction easement of less than 0.01 acre. The historic building would not be affected.	No (temporary occupancy) / NA



Table 26.5-1. Use of Section 4(f) Historic Properties by the Wasatch Boulevard Imbalanced-lane and Five-lane Alternatives with the Enhanced Bus Service Alternative

ID	Address	Property Description	UDSH Rating <sup>a</sup>	Section 106 Effect Determination	Description of Use	Section 4(f) Use / Impact
22	8342 S. Wasatch Boulevard	One-story ranch- style single-family dwelling	EC	No adverse effect	Widening Wasatch Boulevard would require acquisition of ~0.03 acre from the property for the Imbalanced-lane Alternative or ~0.05 acre for the Fivelane Alternative, and a temporary construction easement of ~0.05 acre for the Imbalanced-lane Alternative or ~0.04 acre for the Five-lane Alternative. The historic building would not be affected.	Yes / de minimis impact
36	8800 S. Alpen Way	One-story ranch- style single-family dwelling	EC	No adverse effect	Widening Wasatch Boulevard would require acquisition of ~0.01 acre from the property. The historic building would not be affected.	Yes / de minimis impact
NV2b	8640 S. Russel Park Road	Potential historicage building	Not eval- uated	No adverse effect	Widening Wasatch Boulevard would require a temporary construction easement of ~0.06 acre. The potentially historic building would not be affected.	No (temporary occupancy) / NA

<sup>~ =</sup> approximately; NA = not applicable

<sup>&</sup>lt;sup>a</sup> Utah Division of State History (UDSH) rating for historic structures: EC = eligible/contributing. For more information, see Chapter 15, *Cultural Resources*.

<sup>&</sup>lt;sup>b</sup> Salt Lake County Assessor data indicated this legal parcel as potentially having a historic-age building; however, the resource was not visible enough from the public right of way to evaluate it for Section 4(f) impacts.



### Section 4(f) Recreation Resources

The Imbalanced-lane and the Five-lane Alternatives would each have two uses with *de minimis* impacts (land acquisition without adversely impacting the features, attributes, or activities of the resource) to two Section 4(f) recreation resources along Wasatch Boulevard as described in Table 26.5-2. Figures showing impacts are available in the Section 4(f) *de minimis* correspondence (Appendix 26B, De Minimis *Correspondence*).

Table 26.5-2. Use of Section 4(f) Parks and Recreation Resources by the Wasatch Boulevard Imbalanced-lane and Five-lane Alternatives with the Enhanced Bus Service Alternative

Resource	Description of Use	Section 4(f) Use / Impact
Ferguson Trailhead off Prospector Drive	If Wasatch Boulevard were to be widened before planned trailhead improvements are constructed, ~0.02 acre of the existing ~0.14-acre parking area would be acquired. UDOT would reconstruct the dirt parking area so that there would be no net loss of parking spaces.	Yes / de minimis impact
	If Wasatch Boulevard were to be widened after planned trailhead improvements are constructed, ~1.05 acre of the 6.45-acre planned trailhead would be acquired to accommodate the proposed multi-use path on the east side of Wasatch Boulevard. A temporary construction easement of ~0.59 acre would be required. UDOT would coordinate with Cottonwood Heights City during the Ferguson Trailhead design process to ensure that the location of the multi-use trail proposed with the Imbalanced-lane and Fivelane Alternatives is considered during development of the park plan.	
Golden Hills Park	About 0.63 acre for the Imbalanced-lane Alternative or ~0.65 acre for the Five-lane Alternative of the 5.3-acre park would be acquired to accommodate widening Wasatch Boulevard. Most of the impact would occur as a result of constructing a multi-use trail. There would be no impact to park activities or features (parking, pavilion, path, restroom, playground, or tennis court). The proposed multi-use trail on the east side of Wasatch Boulevard would connect to park trails.	Yes / de minimis impact

Source: Calculated from geographic information systems (GIS)-based inventory ~ = approximately

### 26.5.2.2 S.R. 210 - North Little Cottonwood Road to Alta

With the Enhanced Bus Service Alternative, there would be no change to the existing S.R. 210 roadway from North Little Cottonwood Road to the town of Alta except for the bus stops. No right of way would be acquired in Little Cottonwood Canyon that would result in a use of Section 4(f) historic properties or Section 4(f) recreation resources.



### 26.5.2.3 Mobility Hubs Alternative

The Enhanced Bus Service Alternative includes two mobility hubs: a mobility hub at the gravel pit and a mobility hub at the park-and-ride lot at 9400 South and Highland Drive.

#### 26.5.2.3.1 Gravel Pit

Right of way would be required to accommodate the mobility hub at the gravel pit.

### Section 4(f) Historic Properties

The interchange connecting the gravel pit mobility hub to Wasatch Boulevard would require right-of-way acquisition from one Section 4(f) historic property: the Old Mill. This would result in one use with a *de minimis* impact (land acquisition without impacting the historic

building). Table 26.5-3 describes the use. Figures showing impacts are available in the DOE/FOE (Appendix 15B, *Determinations of Eligibility and Findings of Effect*).

### What is a mobility hub?

A mobility hub is a location where users can transfer from their personal vehicle to a bus.

#### What is the gravel pit?

The gravel pit is an existing aggregate (gravel) mine located on the east side of Wasatch Boulevard between 6200 South and Fort Union Boulevard.

Table 26.5-3. Use of Section 4(f) Historic Properties by the Gravel Pit Mobility Hub with the Enhanced Bus Service Alternative

ID	Address	Property Description	UDSH Rating <sup>a</sup>	Section 106 Effect Determination	Description of Use	Section 4(f) Use / Impact
1	6851 S. Big Cottonwood Canyon Road	Three-and-a-half- story vernacular Granite Paper Mill (Old Mill)	ES	No adverse effect	Construction of an interchange at the gravel pit would require acquisition of ~4.01 acres from the property. The historic building would not be affected.	Yes / de minimis impact

<sup>~ =</sup> approximately

### Section 4(f) Recreation Resources

Constructing the mobility hub at the gravel pit would result in no impacts to or use of Section 4(f) recreation resources.

### 26.5.2.3.2 9400 South and Highland Drive

The 9400 South and Highland Drive mobility hub would not require acquisition of right of way and would result in no uses of Section 4(f) historic properties or Section 4(f) recreation resources.

a Utah Division of State History (UDSH) rating for historic structures: ES = eligible/significant. For more information, see Chapter 15, *Cultural Resources*.



### 26.5.2.4 Avalanche Mitigation Alternatives

The Enhanced Bus Service Alternative includes two alternatives for avalanche mitigation: the Snow Sheds with Berms Alternative and the Show Sheds with Realigned Road Alternative.

#### 26.5.2.4.1 Snow Sheds with Berms Alternative

### Section 4(f) Historic Properties

The Snow Sheds with Berms Alternative would impact one Section 4(f) historic property, site 42SL419, resulting in a use with greater–than–*de minimis* impact. Table 26.5-4 describes the use. Figures showing impacts are available in the DOE/FOE (Appendix 15B, *Determinations of Eligibility and Findings of Effect*).

Table 26.5-4. Use of Section 4(f) Historic Properties by Snow Sheds with Berms with the Enhanced Bus Service Alternative

Site Number	Site Name/ Description	NRHP Criteria	Section 106 Effect Determination	Description of Use	Section 4(f) Use / Impact
42SL419	D&RGW Railroad/ Wasatch & Jordan Valley Railroad/Salt Lake & Alta	Criterion A	Adverse effect	Impacts would include ~0.19 acre of disturbance for the snow sheds and berms. Segments of intact retaining wall (known colloquially as the "China Wall") would be removed.	Yes / Greater-than- de minimis impact

<sup>~ =</sup> approximately

#### Section 4(f) Recreation Resources

No land would be required from recreation resources for the proposed snow sheds. Therefore, there would be no use of Section 4(f) recreation resources from the Snow Sheds with Berms Alternative.

### 26.5.2.4.2 Snow Sheds with Realigned Road Alternative

The impact from the Snow Sheds with Realigned Road Alternative would be the same as from the Snow Sheds with Berms Alternative. There would be a use of one Section 4(f) historic property, site 42LS419, with greater–than–*de minimis* impact. There would be no use of Section 4(f) recreation resources.

### 26.5.2.5 Trailhead Parking Alternatives

The Enhanced Bus Service Alternative includes three alternatives to address trailhead parking:

- Trailhead Improvements and No S.R. 210 Roadside Parking within ¼ Mile of Trailheads Alternative
- Trailhead Improvements and No Roadside Parking from S.R. 209/S.R. 210 Intersection to Snowbird Entry 1 Alternative
- No Trailhead Improvements and No Roadside Parking from S.R. 209/S.R. 210 Intersection to Snowbird Entry 1 Alternative



Trailhead parking improvements are proposed at four trailhead parking areas: the Gate Buttress, Bridge, Lisa Falls, and White Pine Trailheads. Trailhead parking improvements do not include bus service to the trailheads. As described above in Table 26.4-2, Section 4(f) Parks and Recreation Resources in the Study Area, the Lisa Falls Trail and White Pine Trail are Section 4(f) resources. The Gate Buttress and Bridge Trailheads are not considered Section 4(f) resources as described in Section 26.4.1.2.2, Properties Evaluated but Determined Not To Be Section 4(f) Properties.

26.5.2.5.1 Trailhead Improvements and No S.R. 210 Roadside Parking within ¼ Mile of Trailheads Alternative

### Section 4(f) Historic Properties

There are no Section 4(f) historic properties in the vicinity of the proposed trailhead improvements. There would be no use of Section 4(f) historic properties with any of the trailhead parking alternatives.

### Section 4(f) Recreation Resources

The trailhead improvements proposed with this trailhead parking alternative would have a use with *de minimis* impact (land acquisition with no adverse effects on the features, attributes, or activities) to two Section 4(f) recreation resources as described in Table 26.5-5. Impacts to the Lisa Falls Trail and Trailhead are shown in Figure 26.5-1. Impacts to the White Pine Trail and Trailhead are shown in Figure 26.5-2.

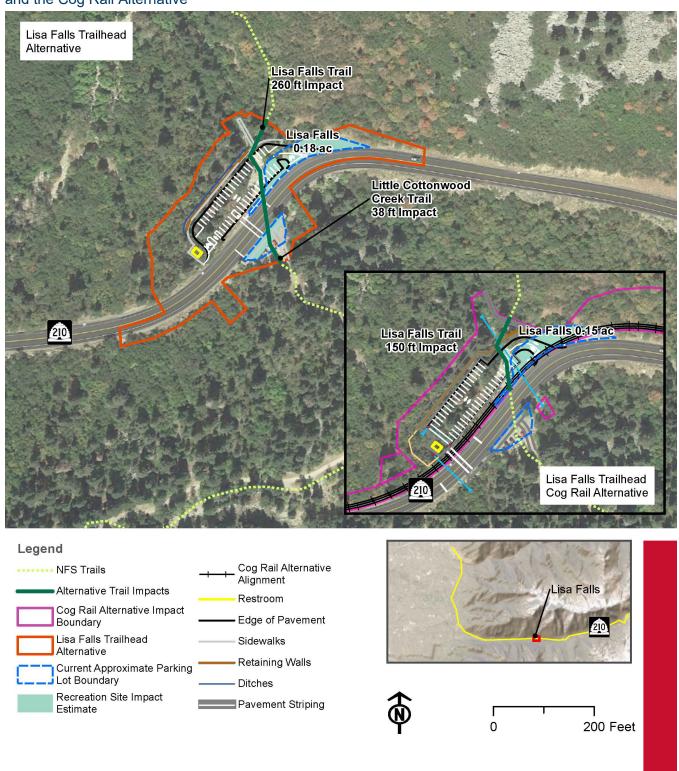
Table 26.5-5. Use of Section 4(f) Recreation Resources by the Trailhead Improvements and No S.R. 210 Roadside Parking within ¼ Mile of Trailheads Alternative with the Enhanced Bus Service Alternative

Resource	Description of Use	Section 4(f) Use / Impact
Lisa Falls Trail	Existing trailhead parking in informal dirt pullouts on north and south sides of the road (17 parking spots total) would be consolidated into a larger formal parking lot on the north side of the road (41 parking spots). Roadside parking would be eliminated to reduce the safety conflicts among pedestrians, bicyclists, and vehicles. An advance warning sign would be provided for pedestrians to cross the road to reach the Little Cottonwood Creek Trailhead. Restrooms would be added. About 260 feet of the Lisa Falls Trail and about 38 feet of trail connecting to the Little Cottonwood Creek Trail would be incorporated into the consolidated parking area. The trails would continue to provide access to Lisa Falls and use of the Little Cottonwood Canyon Trail. Trailhead improvements would require ~0.18 acre of the existing trailhead parking area, but a larger and improved area with restrooms would be provided in its place. During construction, the trailheads could be temporarily closed or only limited portions open, resulting in a temporary impact.	Yes / de minimis impact
White Pine Trail	The existing trailhead parking lot would be expanded from 52 parking spots to 144 parking spots. Additional restrooms would be added. The single entrance to the parking lot would be replaced with a one-way-entrance and a one-way-exit. Roadside parking would be eliminated to reduce the safety conflicts among pedestrians, bicyclists, and vehicles. About 2.6 acres of USDA Forest Service land would be required for trailhead improvements. During construction, the trailheads could be closed or access could be limited, resulting in a temporary impact.	Yes / de minimis impact

<sup>~ =</sup> approximately



Figure 26.5-1. Use of Lisa Falls Trail and Trailhead with the Trailhead Improvement Alternatives and the Cog Rail Alternative



White Pine Trailhead Alternative White Pine Trailhead 2.6 ac Legend NFS Trails Restrooms Current Approximate Parking Lot Boundary White Pine Curb and Gutter Edge of Pavement White Pine Trailhead Boundary Trail/Pathway Recreation Site Impact Ditches Estimate White Pine Trailhead Drainage Pipe Alternative Pavement Striping 200 Feet

Figure 26.5-2. Use of White Pine Trail and Trailhead with the Trailhead Improvement Alternatives



# 26.5.2.5.2 Trailhead Improvements and No Roadside Parking from S.R. 209/S.R. 210 Intersection to Snowbird Entry 1 Alternative

The Section 4(f) uses of recreation resources by this trailhead parking alternative would be the same as from the Trailhead Improvements and No S.R. 210 Roadside Parking within ¼ Mile of Trailheads Alternative. Roadside parking for other Section 4(f) recreation resources in the canyon (for example, Tanners Flat Campground) would be eliminated. However, roadside parking is not considered a recreation resource or protected under Section 4(f).

# 26.5.2.5.3 No Trailhead Improvements and No Roadside Parking from S.R. 209/S.R. 210 Intersection to Snowbird Entry 1 Alternative

This trailhead parking alternative would not require acquisition of right of way and would have no uses of Section 4(f) properties.

### 26.5.2.6 No Winter Parking Alternative

The No Winter Parking Alternative would not require acquisition of right of way and would have no uses of Section 4(f) properties. About 230 roadside parking spots near the ski resorts would be eliminated during winter. There would be no impact to ski resort parking within the special-use permit areas. Roadside parking is not protected under Section 4(f).

### 26.5.3 Enhanced Bus Service in Peak-period Shoulder Lane Alternative

This section describes the impacts to Section 4(f) resources from the Enhanced Bus Service in Peak-period Shoulder Lane Alternative, which includes improvements to the Wasatch Boulevard segment of S.R. 210, improvements to the segment of S.R. 210 from North Little Cottonwood Road to the town of Alta, two mobility hubs, avalanche mitigation alternatives, trailhead parking alternatives, and the No Winter Parking Alternative.

#### 26.5.3.1 S.R 210 – Wasatch Boulevard

The impacts to Section 4(f) resources from the Imbalanced-lane and Five-lane Alternatives with the Enhanced Bus Service in Peak-period Shoulder Lane Alternative would be the same as with the Enhanced Bus Service Alternative.

#### 26.5.3.2 S.R 210 - North Little Cottonwood Road to Alta

Implementing peak-period shoulder lanes and two bus stops in Little Cottonwood Canyon would require widening S.R. 210 and acquiring right of way.

### 26.5.3.2.1 Section 4(f) Historic Properties

Adding peak-period shoulder lanes would result in seven uses with *de minimis* impacts (land acquisition without adversely impacting the historic building) and four temporary occupancies with no use (temporary construction easement with minimal impact and without land acquisition) from North Little Cottonwood Road



to the town of Alta. Table 26.5-6 describes the use of each Section 4(f) historic property. Figures showing impacts are available in the DOE/FOE (Appendix 15B, *Determinations of Eligibility and Findings of Effect*).

Table 26.5-6. Use of Section 4(f) Historic Properties from North Little Cottonwood Road to Alta with the Enhanced Bus Service in Peak-period Shoulder Lane Alternative

ID	Address	Property Description	UDSH Rating <sup>a</sup>	Section 106 Effect Determination	Description of Use	Section 4(f) Use / Impact
61	3742 E. North Little Cottonwood Road	One-and-a-half- story Victorian Eclectic-style single-family dwelling	ES	No adverse effect	Widening North Little Cottonwood Road would require a temporary construction easement of ~0.19 acre. The historic building would not be affected.	No (temporary occupancy) / NA
63	4700 E. Little Cottonwood Canyon	Temple Granite Quarry Historical Marker	EC	No adverse effect	Widening Little Cottonwood Canyon Road would require a temporary construction easement of ~0.71 acre. The historical marker would not be affected.	No (temporary occupancy) / NA
64	4526 E. Little Cottonwood Canyon	One-story 20th- century other-style hydroelectric energy facility (Whitmore Power Plant)	ES	No adverse effect	Widening Little Cottonwood Canyon Road would require a temporary construction easement of ~0.01 acre. The historic building would not be affected.	No (temporary occupancy) / NA
66	5002 E. Little Cottonwood Canyon	One-and-a-half- story Tudor-style single-family dwelling	EC	No adverse effect	Widening Little Cottonwood Canyon Road would require a temporary construction easement of ~0.02 acre. The historic building would not be affected.	No (temporary occupancy) / NA
67	9111 E. Little Cottonwood Canyon	Two-story Organic-style single dwelling	ES	No adverse effect	Widening Little Cottonwood Canyon Road would require acquisition of less than 0.01 acre and a temporary construction easement of ~0.01 acre. The historic building would not be affected.	Yes / de minimis impact
68	9121 E. Snowbird Center Drive	Eleven-story Brutalist-style timeshare/ condominium (Iron Blosam Lodge)	ES	No adverse effect	Widening Little Cottonwood Canyon Road would require acquisition of ~0.12 acre from the property and a temporary construction easement of ~0.13 acre. The historic building would not be affected.	Yes / de minimis impact
69	9180 E. Lodge Drive	Two-story Brutalist-style condominium	ES	No adverse effect	Widening Little Cottonwood Canyon Road would require acquisition of ~0.05 acre from the property and a temporary construction easement of ~0.03 acre. The historic building would not be affected.	Yes / de minimis impact

Table 26.5-6. Use of Section 4(f) Historic Properties from North Little Cottonwood Road to Alta with the Enhanced Bus Service in Peak-period Shoulder Lane Alternative

ID	Address	Property Description	UDSH Rating <sup>a</sup>	Section 106 Effect Determination	Description of Use	Section 4(f) Use / Impact
70	9202 E. Lodge Drive	Seven-story Brutalist-style hotel/condominium (The Inn at Snowbird)	ES	No adverse effect	Widening Little Cottonwood Canyon Road would require acquisition of less than 0.01 acre from the property and a temporary construction easement of less than 0.01 acre. The historic building would not be affected.	Yes / de minimis impact
71	9260 E. Lodge Drive	Seven-story Brutalist-style hotel/condominium (The Lodge at Snowbird)	ES	No adverse effect	Widening Little Cottonwood Canyon Road would require acquisition of ~0.10 acre from the property and a temporary construction easement of ~0.35 acre. The historic building would not be affected.	Yes / de minimis impact
72	9385 S. Snowbird Center Drive	Three-story Brutalist-style commercial and recreation/culture building (Snowbird Center)	ES	No adverse effect	Widening Little Cottonwood Canyon Road would require acquisition of ~0.05 acre from the property and a temporary construction easement of ~0.78 acre. The historic building would not be affected.	Yes / de minimis impact
NV5b	6279 E. Little Cottonwood Canyon	Potential historicage building (Perpetual Storage)	Not eval- uated	No adverse effect	Widening Little Cottonwood Canyon Road would require acquisition of ~0.06 acre from the property and a temporary construction easement of ~0.82 acre. The potentially historic building would not be affected.	Yes / de minimis impact

<sup>~ =</sup> approximately; NA = not applicable

### 26.5.3.2.2 Section 4(f) Recreation Resources

Adding peak-period shoulder lanes on S.R. 210 from North Little Cottonwood Road to the town of Alta would result in two uses with *de minimis* impacts (land acquisition without adversely impacting the activities, features, and attributes) and three temporary occupancies with no use (temporary construction easement with minimal impact and without land acquisition) to six Section 4(f) recreation resources as described in Table 26.5-7. Impacts to the Alpenbock Loop and Grit Mill Climbing Opportunities and the Temple Quarry Nature Trail are shown in Figure 26.5-3. Impacts to Tanners Flat Campground, the Lisa Falls Trail, and the White Pine Trail are shown in Figure 26.5-4. The peak-period shoulder lanes would be constructed during the summer over a 2-to-3-year construction period. During construction, trailheads could be temporarily closed, which would limit access to the trails. 4(f) impacts to the Alpenbock Loop and Grit Mill Climbing Opportunities described in more detail in Appendix 26B, De Minimis *Correspondence*.

<sup>&</sup>lt;sup>a</sup> Utah Division of State History (UDSH) rating for historic structures: EC = eligible/contributing; ES = eligible/significant. For more information, see Chapter 15, *Cultural Resources*.

b Salt Lake County Assessor data indicated this legal parcel as potentially having a historic-age building; however, the resource was not visible enough from the public right of way to evaluate it for Section 4(f) impacts.



Table 26.5-7. Use of Section 4(f) Recreation Resources from North Little Cottonwood Road to Alta with the Enhanced Bus Service in Peak-period Shoulder Lane Alternative

Resource	Description of Use	Section 4(f) Use / Impact
Alpenbock Loop and Grit Mill Climbing Opportunities	Widening Little Cottonwood Canyon Road would require an easement or special-use authorization from the USDA Forest Service to incorporate ~0.14 acre of land (0.2% of the total area) into the transportation facility and a temporary construction easement of ~1.60 acre (2.8% of the total area) from the USDA Forest Service. The land required is located along the north side of S.R. 210. There would be no impacts to parking spots, restrooms, or interpretive signs at either the park-and-ride lot or the Grit Mill Trailhead.	Yes / de minimis impact
	Although multiple recreation uses exist in this area, climbing and bouldering are the predominant uses. For this reason, the impact analysis presented here focuses primarily on climbing opportunities. Impacts experienced by other users, such as hikers, would be similar except for impacts to climbing resources such as boulders.	
	Impacts to climbing opportunities would be minimized by constructing retaining walls where possible to protect some bouldering areas adjacent to S.R. 210; however, about seven climbing boulders (4.9% of the total climbing boulders in the area) would be removed.	
	Although individual boulders or groups of boulders are not themselves significant or essential for Section 4(f) purposes, they are contributing elements to the overall significance of the recreational climbing opportunities that make the property eligible for Section 4(f) protection. UDOT will seek to avoid, minimize, and mitigate boulder impacts. During construction, UDOT will evaluate whether any of these boulders could be relocated within the area. If the boulders could be relocated, it is likely that specific climbing routes, or "problems," on the boulder would be affected; however, there would be opportunities for new problems to be developed. None of the vertical routes would be impacted.	
	UDOT commits to working with the USDA Forest Service and the Salt Lake Climbers Alliance to ensure no net loss of accessible climbing boulder opportunities. If possible, removed climbing boulders would be relocated near the Grit Mill parking lot. If it is not possible to relocate boulders, new trails would be constructed to provide sustainable access to boulders that do not currently have trail access within the Alpenbock Loop and Grit Mill Climbing Opportunities area.	
	There is one boulder within about 15 feet of the road that is currently used for climbing despite the potential for being viewed from the road and roadway noise. After roadway widening, there would be about nine climbing boulders within 15 feet of the road. However, the peak-period shoulder lanes would not be in use during the summer and would be used by buses only during peak morning and afternoon periods during the winter. There would be no moving vehicles (bus) traffic in the lane closest to these boulders during the late spring, summer, and fall seasons when the vast majority of climbing occurs.	
	Furthermore, setting and visual qualities are not included in the features, attributes, or activities that qualify this property for protection under Section 4(f). Although some climbers might seek out different opportunities farther from the road, these areas would continue to be available for climbing. There would be only a minor increase in noise during the winter when the bus lanes are in use.	
	None of the vertical routes would be directly impacted. About 658 feet of the Alpenbock Loop Trail (4.7% of the total length of trails in the area) would be impacted by roadway widening. The impacted trail segment would be realigned to maintain connectivity and continued access to the climbing opportunities.	

Table 26.5-7. Use of Section 4(f) Recreation Resources from North Little Cottonwood Road to Alta with the Enhanced Bus Service in Peak-period Shoulder Lane Alternative

Resource	Description of Use	Section 4(f) Use / Impact
Temple Quarry Nature Trailhead (USDA Forest Service #1000)	Widening Little Cottonwood Canyon Road would require a temporary construction easement of ~0.40 acre from the USDA Forest Service. The land required is located between the Temple Quarry Nature Trailhead and S.R. 210 and would consist of an underground pipe that would not block the trailhead access road. There would be no impacts to parking spots, the restroom, or trails. Access to the trail would be maintained during construction.	No (temporary occupancy) / NA
Bonneville Shoreline Trail	The planned Bonneville Shoreline Trail includes connections to the park-and-ride lot (Alpenbock Loop Trailhead) and the Temple Quarry Nature Trailhead. The planned Bonneville Shoreline Trail could still connect to both trailheads. Thus, there would be no use of the Bonneville Shoreline Trail.	No use
Tanners Flat Campground	Widening Little Cottonwood Canyon Road would require a temporary construction easement of $\sim$ 0.49 acre from the USDA Forest Service. The land required is located between the campground features and S.R. 210. There would be no impacts to campground features such as campsites, bathroom facilities, volleyball court, and amphitheater. Some vegetation adjacent to S.R. 210 might be removed during construction. All disturbed areas would be revegetated.	No (temporary occupancy) / NA
Lisa Falls Trail (USDA Forest Service #1012)	Widening Little Cottonwood Canyon Road would require ~0.16 acre of land and a temporary construction easement of ~0.02 acre. The total number of parking spots would not be reduced. Disturbed land not used for the trailhead would be restored. See Figure 2.6-16, <i>Trailhead Parking Alternatives – Lisa Falls</i> , in Chapter 2, <i>Alternatives</i> .	Yes / de minimis impact
White Pine Trail (USDA Forest Service #1002) Trailhead	Widening Little Cottonwood Canyon Road would require a temporary construction easement of ~0.15 acre from the USDA Forest Service. The land required is located between the parking lot and S.R. 210. There would be no impacts to parking spots, the restroom, or trails.	No (temporary occupancy) / NA

<sup>~ =</sup> approximately; NA = not applicable

### 26.5.3.3 Mobility Hubs Alternative

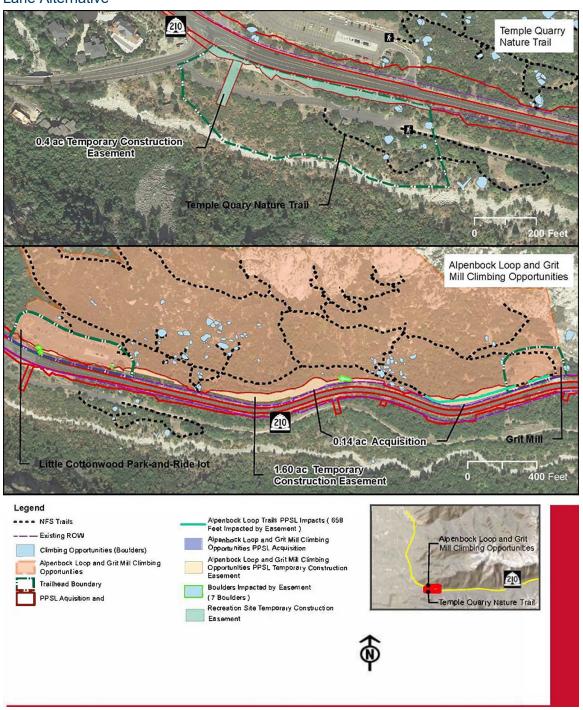
The impacts from the mobility hubs with the Enhanced Bus Service in Peak-period Shoulder Lane Alternative would be the same as with the Enhanced Bus Service Alternative.

### 26.5.3.4 Avalanche Mitigation Alternatives

The impacts from the avalanche mitigation alternatives with the Enhanced Bus Service in Peak-period Shoulder Lane Alternative would be the same as with the Enhanced Bus Service Alternative.



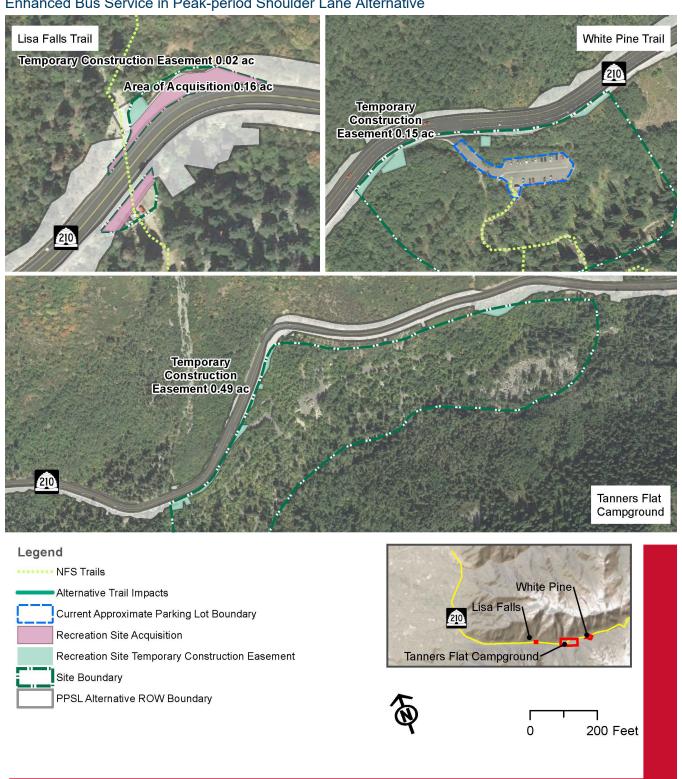
Figure 26.5-3. Use of the Alpenbock Loop and Grit Mill Climbing Opportunities and the Temple Quarry Nature Trail with the Enhanced Bus Service in Peak-period Shoulder Lane Alternative



ROW = right of way; PPSL = peak-period shoulder lane



Figure 26.5-4. Use of Tanners Flat Campground, Lisa Falls Trail, and White Pine Trail with the Enhanced Bus Service in Peak-period Shoulder Lane Alternative



NFS = National Forest System; ROW = right of way; PPSL = peak-period shoulder lane



### 26.5.3.5 Trailhead Parking Alternatives

The impacts to Section 4(f) resources from the trailhead parking alternatives with the Enhanced Bus Service in Peak-period Shoulder Lane Alternative would be the same as with the Enhanced Bus Service Alternative. Some of the trailhead parking alternatives would eliminate roadside parking that is used to access Section 4(f) resources. However, roadside parking is not part of a recreation resource or protected under Section 4(f).

### 26.5.3.6 No Winter Parking Alternative

The impacts to Section 4(f) resources from the No Winter Parking Alternative with the Enhanced Bus Service in Peak-period Shoulder Lane Alternative would be the same as with the Enhanced Bus Service Alternative.

### **26.5.4** Gondola Alternative A (Starting at Canyon Entrance)

This section describes the impacts to Section 4(f) resources from Gondola Alternative A, which includes a gondola alignment from the entrance to Little Cottonwood Canyon to the Snowbird and Alta ski resorts, improvements to the Wasatch Boulevard segment of S.R. 210, two mobility hubs, avalanche mitigation alternatives, trailhead parking alternatives, and the No Winter Parking Alternative.

#### 26.5.4.1 S.R 210 - Wasatch Boulevard

The impacts from the Imbalanced-lane and Five-lane Alternatives with Gondola Alternative A would be the same as with the Enhanced Bus Service Alternative.

#### 26.5.4.2 S.R 210 - North Little Cottonwood Road to Alta

With Gondola Alternative A, there would be no change to the existing S.R. 210 roadway from North Little Cottonwood Road to the town of Alta. The gondola base station would be located at the existing Little Cottonwood Canyon park-and-ride lot at the intersection of S.R. 209 and S.R. 210. The base station and associated parking were designed to avoid, as much as possible, climbing boulders adjacent to the existing park-and-ride lot and to provide adequate trailhead parking. This design included designing the base station area around three boulders (see

## What are gondola base, angle, and terminal stations?

As used in this chapter, the term terminal station refers to the first and last stations on a passenger's gondola trip. Passengers board and disembark the gondola cabins at the terminal stations.

The *base station* is the terminal station at the bottom of the canyon, and a *destination station* is a terminal station at the top of the canyon.

The gondola alternatives also include *angle stations*, which are needed to adjust the horizontal direction of the cabin; passengers remain in the cabin as it passes through an angle station.

A *tower* supports the gondola cable.

Figure 2.6-24, *Gondola Alternative A – Base Station Layout*, in Chapter 2, *Alternatives*. Right-of-way acquisition, an easement, or a special-use authorization would be required for the base stations, towers, and the gondola alignment where they are located on National Forest System lands. Where the gondola alignment crosses privately owned land, property would be acquired for the towers and stations, and a perpetual easement would be obtained for the gondola alignment.

UDOT does not currently know what type of right-of-way instrument (appropriation, easement, or special-use permit) would be used where the gondola alignment crosses USDA Forest Service land. Regardless of the



right-of-way instrument used, UDOT has assumed that land needed to construct the gondola towers and stations would be permanently incorporated into a transportation facility. In other words, UDOT has assumed that the gondola towers and stations located on a Section 4(f) property would result in a direct use. UDOT does not currently know whether an easement for the gondola alignment would include property rights for the land beneath the cables or aerial rights only. Therefore, UDOT does not know whether land associated with a Section 4(f) property under the cables would be permanently incorporated into a transportation facility, thereby resulting in a direct use.

This Section 4(f) analysis assumes that the gondola easement would result in a direct use of land under the cables. The easement is an 80-foot-wide area centered on the gondola cables and would encompass the area of gondola cabin overflight and the footprint of the gondola towers. If the right-of-way instrument ultimately used for the gondola system would not result in a direct use of the land under the cables (that is, aerial rights only), a constructive-use evaluation would be appropriate to determine whether proximity impacts from the gondola cabins passing overhead would result in a constructive use of Section 4(f) properties that do not have a direct use for towers or stations, but are entirely spanned by the gondola.

Constructive use occurs when a transportation project does not incorporate land from a Section 4(f) property, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Use with *de minimis* impact occurs when land is permanently incorporated into a transportation facility but the project would not adversely affect the activities, features, or attributes that make these resources eligible for Section 4(f) protection. When a *de minimis* impact finding has been made based on the assumption that the easement beneath the gondola alignment would result in a direct use, it necessarily means that there could not be a constructive use with an aerial easement.

### 26.5.4.2.1 Section 4(f) Historic Properties

Gondola Alternative A would result in five uses with *de minimis* impacts (land acquisition without adversely impacting the historic building) from North Little Cottonwood Road to the town of Alta. Table 26.5-8 describes the uses of each Section 4(f) historic property. Figures showing impacts are available in the DOE/FOE (Appendix 15B, *Determinations of Eligibility and Findings of Effect*).



Table 26.5-8. Use of Section 4(f) Historic Properties from North Little Cottonwood Road to Alta with Gondola Alternative A

ID	Address	Property Description	UDSH Rating <sup>a</sup>	Section 106 Effect Determination	Description of Use	Section 4(f) Use / Impact
70	9202 E. Lodge Drive	Seven-story Brutalist-style hotel/condominium (The Inn at Snowbird)	EC	No adverse effect	The alternative would require an easement of ~0.01 acre under the gondola cables. The historic building would not be affected.	Yes / de minimis impact
71	9260 E. Lodge Drive	Seven-story Brutalist-style hotel/condominium (The Lodge at Snowbird)	ES	No adverse effect	The alternative would require an easement of ~0.40 acre under the gondola cables. The historic building would not be affected.	Yes / de minimis impact
72	9385 S. Snowbird Center Drive	Three-story Brutalist-style commercial and recreation/culture building (Snowbird Center)	ES	No adverse effect	The alternative would require an easement of ~1.31 acre under the gondola cables and acquisition of ~0.15 acre for a gondola tower. The historic building would not be affected.	Yes / de minimis impact
82	10230 E. Little Cottonwood Road	Three-story mixed- style (cross-gabled ski chalet and International style) hotel (Alta Lodge)	ES	No adverse effect	The alternative would require an easement of ~0.35 acre under the gondola cables and acquisition of ~0.06 acre for a gondola tower. The historic building would not be affected.	Yes / de minimis impact
NV5b	6279 E. Little Cottonwood Canyon	Potential historicage building (Perpetual Storage)	Not eval- uated	No adverse effect	The alternative would require an easement of ~2.01 acres under the gondola cables and acquisition of ~0.15 acre for a gondola tower. The building would not be affected.	Yes / de minimis impact

<sup>~ =</sup> approximately

### 26.5.4.2.2 Section 4(f) Recreation Resources

Gondola Alternative A would have six uses with *de minimis* impacts (land acquisition without adversely impacting the features, attributes, or activities) to Section 4(f) recreation resources from North Little Cottonwood Road to the town of Alta as described in Table 26.5-9. Four of the Section 4(f) resources that would be impacted are USDA Forest Service facilities (a campground, climbing opportunities, trails, and trailheads). There would also be uses with *de minimis* impacts to Section 4(f) resources at the Snowbird and Alta resorts. Impacts to Tanners Flat Campground are shown in Figure 26.5-5. Impacts to the Alpenbock Loop and Grit Mill Climbing Opportunities are shown in Figure 26.5-6 and described in more detail in Appendix 26B, De Minimis *Correspondence*. Figures showing impacts to other Section 4(f) recreation

<sup>&</sup>lt;sup>a</sup> Utah Division of State History (UDSH) rating for historic structures: EC = eligible/contributing; ES = eligible/significant. For more information, see Chapter 15, *Cultural Resources*.

<sup>&</sup>lt;sup>b</sup> Salt Lake County Assessor data indicated this legal parcel as potentially having a historic-age building; however, the resource was not visible enough from the public right of way to evaluate it for Section 4(f) impacts.



resources are available in the Section 4(f) *de minimis* correspondence (Appendix 26B, De Minimis *Correspondence*).

Table 26.5-9. Use of Section 4(f) Parks and Recreation Resources from North Little Cottonwood Road to Alta with Gondola Alternative A

Resource	Description of Use	Section 4(f) Use / Impact
Tanners Flat Campground	No gondola stations or towers would be located in the campground. The gondola cables would span the campground. Two towers would be located near the campground area: one on the down-canyon side and one on the up-canyon side. There would be no physical impacts to the campground or its features. A $\sim$ 4.27-acre easement or a special-use permit (12.2% of the total area) would be required where the gondola cables would pass over the campground for about 2,300 feet. The easement or permit area would be about 80 feet wide (7.9% of the total area). This Section 4(f) de minimis impact analysis assumes that the gondola easement would include property rights for the land beneath the cables, permanently incorporating this land into a transportation facility. This would result in a direct use of land, but the land would still be available for campground use.	Yes / de minimis impact
	When the campground is open during the summer, the gondola could operate from about 8 AM to 8 PM (final operating times would be determined once the gondola is in operation). There would be visual impacts as campground users see gondola cabins moving overhead, as well as privacy impacts related to being viewed by passengers in the cabins as they pass by. Gondola towers might be visible from some areas of the campground, and the red Federal Aviation Administration warning lights (if required) might be visible from some areas of the campground at night (see Chapter 17, <i>Visual Resources</i> ). The visual impacts would vary from one campsite to another; the towers and gondola cabins would be obscured by vegetation in some areas. Gondola cabins would be visible moving through openings in the trees from the amphitheater and volleyball court. However, the visual and privacy attributes of the campground are not features that qualify the campground for Section 4(f) protection. For more information about visual impacts, see Chapter 17, <i>Visual Resources</i> .	
	UDOT expects that the noise levels from a Little Cottonwood Canyon gondola system at 175 feet from the tower, at the edge of the campground area where it would be loudest, would be about 48.2 A-weighted decibels (dBA), or less than noise generated by vehicles on S.R. 210 (projected at 59 dBA at the campground entrance; roadway noise levels within the campground would range from 47 to 57 dBA). If gondola operation noise is combined with the roadway noise, noise levels at the campground would increase by less than 1 dBA, a difference that is not audible to human hearing. Furthermore, the gondola system would not operate during the campground's quiet hours of 10 PM to 7 AM. For more information about noise impacts, see Chapter 11, <i>Noise</i> .	
	Different recreational user groups have different thresholds for sensory impacts. The gondola's summer operation could shift campground users toward a user group with a higher tolerance for development. For example, users could shift from tent campers to recreational vehicle (RV) campers.	



Table 26.5-9. Use of Section 4(f) Parks and Recreation Resources from North Little Cottonwood Road to Alta with Gondola Alternative A

10000 107 1100 17	Section 4(f)						
Resource	Description of Use	Use / Impact					
Resource		·					
Alpenbock Loop and Grit Mill Climbing Opportunities	Gondola Alternative A would require an easement or special-use authorization from the USDA Forest Service for ~3.17 acres of land (5.5% of the total area) incorporated into the transportation facility for the base station and the one gondola tower that would be located in the area. Most of the land required (~3.02 acres) would be for the base station, of which 1.60 acres are currently used as a park-and-ride lot and as a trailhead for the Alpenbock Loop Trail. An additional ~4.57 acres of easement or special-use permit would be required for the 80-foot-wide easement beneath the gondola cables (7.9% of the total area). This Section 4(f) <i>de minimis</i> impact analysis assumes that the gondola easement would include property rights for the land beneath the cables, permanently incorporating this land into a transportation facility. This would result in a direct use of land, but the land would still be available for recreation use.	Yes / de minimis impact					
	Although multiple recreation uses exist in this area, climbing and bouldering are the predominant uses. For this reason, the impact analysis presented here focuses primarily on climbing opportunities. Impacts experienced by other users, such as hikers, would be similar except for impacts to climbing resources such as boulders.						
	The gondola base station would be constructed at the current location of the park-and-ride lot, which also serves as the trailhead for the Alpenbock Loop Trail. The lot does not provide parking exclusively for climbers or users of the Alpenbock Loop Trail. It was originally used as a transit hub where people could park their cars and board a UTA bus to get to Snowbird and Alta. UTA no longer uses this parking lot as a transit hub, so the parking lot usually has excess capacity.						
	The total number of parking spaces at the park-and-ride lot would be reduced from about 160 to 95. Although the total number of parking spaces would be reduced, with the discontinuation of the bus service park-and-ride lot, UDOT expects that there would be enough parking for those users wanting to access the Alpenbock Loop and Grit Mill Climbing Opportunities area (HDR 2022). The existing restroom at the park-and-ride lot would be removed, but a new one would be provided. There would be no impacts to parking spots, restrooms, or interpretive signs at the Grit Mill Trailhead.						
	Four climbing boulders (2.8% of the total boulders in the area) would be removed. During construction, UDOT will evaluate whether any of these boulders could be relocated within the area. If the boulders could be relocated, it is likely that specific climbing routes, or "problems," would be affected; however, there would be opportunities for new problems to be developed. About 31 climbing boulders (21.7% of the climbing boulders in the area) would be located within the 80-foot-wide easement beneath the gondola cables but would not be directly impacted. Access to the boulders would not be restricted beneath the easement, and the boulders would still be used for climbing. None of the vertical routes would be impacted.						
	UDOT commits to working with the USDA Forest Service and the Salt Lake Climbers Alliance to ensure no net loss of accessible climbing boulder opportunities. If possible, removed climbing boulders would be relocated near the Grit Mill parking lot. If it is not possible to relocate boulders, UDOT commits to work with the USDA Forest Service to design and develop new trails, including obtaining any required environmental clearances, to provide sustainable access to boulders that currently do not have ready trail access. UDOT commits to ensure no net loss of accessible climbing boulder opportunities.						
	The gondola system would be visible from some climbing boulders and vertical routes. Climbers could be visible to passengers as gondola cabins pass overhead; however, many of the bouldering areas are shielded by vegetation. Some climbers might feel that the gondola system detracts from their scenic views of the canyon or might dislike that they could be viewed by						



Table 26.5-9. Use of Section 4(f) Parks and Recreation Resources from North Little Cottonwood Road to Alta with Gondola Alternative A

Resource	Description of Use	Section 4(f) Use / Impact
	gondola passengers. However, setting and visual qualities are not included in the features, attributes, or activities that qualify this resource for protection under Section 4(f). These areas would continue to be available for climbing. For more information about visual impacts, see Chapter 17, <i>Visual Resources</i> .  About 371 feet of the Alpenbock Loop Trail (2.6% of the total length of trails in the area) would be realigned, and connectivity from the reconstructed parking lot to the Alpenbock Loop Trail would be maintained. About 1,113 feet of trail (7.9% of the trails in the area) would be in the 80-foot-wide easement beneath the gondola cables but would not be directly impacted. Gondola Alternative A would result in noise levels of approximately 54 dBA (at the tower with decreasing noise levels away from the tower), which is within the existing noise conditions created by the S.R. 210 roadway. For more information about noise impacts, see Chapter 11, <i>Noise</i> .	
Bonneville Shoreline Trail	The planned Bonneville Shoreline Trail includes a connection to the park-and-ride lot (Alpenbock Loop Trailhead). The planned Bonneville Shoreline Trail could still connect to the reconstructed Alpenbock Loop Trailhead. Gondola Alternative A would pass over the planned Bonneville Shoreline Trail in the vicinity of the park-and-ride-lot, where the planned trail would cross S.R. 210.  Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, <i>Visual Resources</i> . The setting, visual qualities, or aesthetic features are secondary or tangential qualities of the trail but are not the primary features that qualify it protection under Section 4(f).  Based on noise monitoring of a similar gondola system, UDOT expects the gondola noise to average about 54 dBA (at the tower with decreasing noise levels away from the tower), which is within the existing noise conditions of the S.R. 210 roadway. Accordingly, Gondola Alternative A would not result in noise impacts to the trail. For more information, see Chapter 11, <i>Noise</i> .	Yes / de minimis impact
Little Cottonwood Creek Trail (USDA Forest Service #1001)	The gondola system would require an easement or special-use permit from the USDA Forest Service where the gondola cables pass over ~100 feet of the Little Cottonwood Creek Trail. The location of the crossing would be near the east end of the trail near the Lisa Falls Trailhead. There would be no physical impact to the trail. Visual qualities are not included in the features, attributes, or activities that qualify this resource for protection under Section 4(f). The trail would continue to be available for hiking. For more information about visual impacts, see Chapter 17, <i>Visual Resources</i> .  Based on noise monitoring of a similar gondola system, UDOT expects the gondola noise to average about 54 dBA (at the tower with decreasing noise levels away from the tower), which is within the existing noise conditions of the S.R. 210 roadway. Accordingly, Gondola Alternative A would not result in noise impacts to the trail. For more information, see Chapter 11, <i>Noise</i> .	Yes / de minimis impact



Table 26.5-9. Use of Section 4(f) Parks and Recreation Resources from North Little Cottonwood Road to Alta with Gondola Alternative A

Resource	Description of Use	Section 4(f) Use / Impact
White Pine Trail (USDA Forest Service #1002)	No gondola stations or towers would be located within the White Pine Trailhead; there would be no physical impacts to the parking area, restroom, or trails. The gondola system would require a ~0.75-acre easement or special-use permit from the USDA Forest Service where the gondola cables pass over the parking area. The area under the cables would continue to be used for trailhead purposes. Visual qualities are not included in the features, attributes, or activities that qualify this resource for protection under Section 4(f). The trail would continue to be available for hiking. For more information about visual impacts, see Chapter 17, <i>Visual Resources</i> .	Yes / de minimis impact
	Based on noise monitoring of a similar gondola system, UDOT expects the gondola noise to average about 54 dBA (at the tower with decreasing noise levels away from the tower), which is within the existing noise conditions of the S.R. 210 roadway. Accordingly, Gondola Alternative A would not result in noise impacts to the trail. For more information, see Chapter 11, <i>Noise</i> .	
Section 4(f) resources at Snowbird	The gondola cables would pass over parking and tennis courts within Snowbird's special-use permit area. About eight parking spaces near the Iron Blosam Lodge would be removed to construct a gondola tower. However, new parking facilities would be available at the mobility hub and/or base station. The tennis court would not be impacted.	Yes / de minimis impact
Section 4(f) resources at Alta	The gondola system would require an easement or special-use permit from the USDA Forest Service where the gondola cables pass over the transfer tow. There would be no physical impacts on the transfer tow or impacts to its use. The gondola cables, cabins, towers, and destination station would be visible from the rope tow.	Yes / de minimis impact
Alta Town Park	The Alta Town Park is on USDA Forest Service land and is used during the summer. The park is located next to the existing Alta ski resort lifts and facilities. The gondola cables would not be over the park, and the gondola towers would not be within the park boundary. The proximity of the gondola towers and cables would not substantially impair the use of the park as a volleyball court and picnic area. See Appendix 32D, Section 4(f) – No Constructive Use Determination.	No use

Source: Calculated from GIS-based inventory

### 26.5.4.3 Mobility Hubs Alternative

The impacts from the mobility hubs with Gondola Alternative A would be the same as with the Enhanced Bus Service Alternative.

### 26.5.4.4 Avalanche Mitigation Alternatives

The impacts from avalanche mitigation alternatives with Gondola Alternative A would be the same as with the Enhanced Bus Service Alternative.

### 26.5.4.5 Trailhead Parking Alternatives

The impacts from the trailhead parking alternatives with Gondola Alternative A would be the same as with the Enhanced Bus Service Alternative.

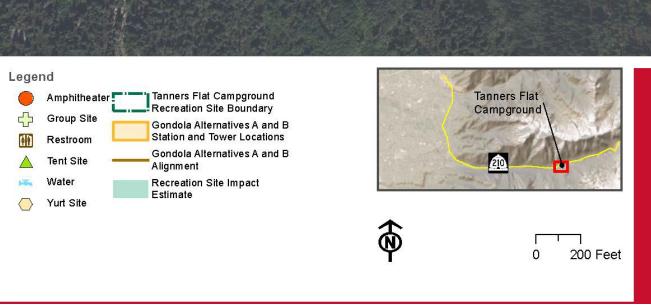
### 26.5.4.6 No Winter Parking Alternative

The impacts from the No Winter Parking Alternative with Gondola Alternative A would be the same as with the Enhanced Bus Service Alternative.

<sup>~ =</sup> approximately







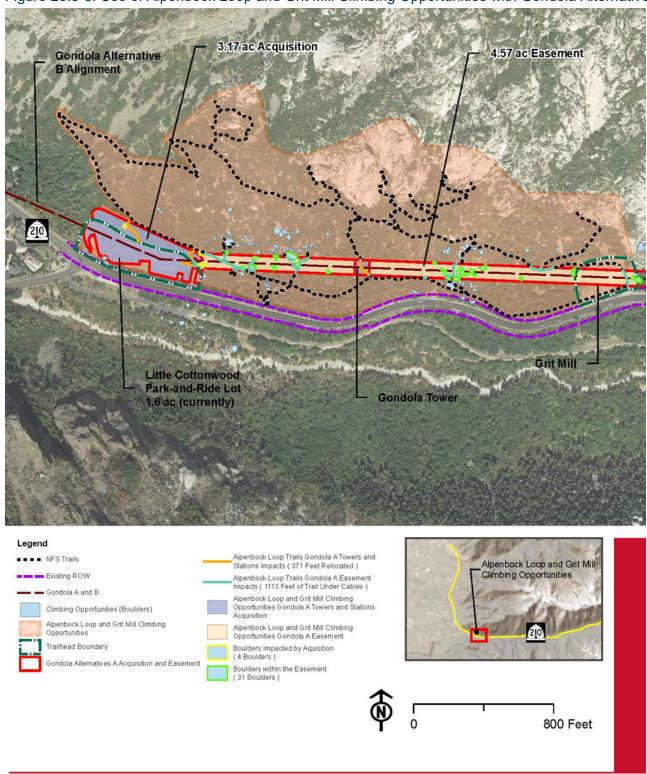


Figure 26.5-6. Use of Alpenbock Loop and Grit Mill Climbing Opportunities with Gondola Alternative A



### 26.5.5 Gondola Alternative B (Starting at La Caille)

This section describes the impacts to Section 4(f) resources from Gondola Alternative B, which includes a gondola alignment from La Caille to the Snowbird and Alta ski resorts, improvements to the Wasatch Boulevard segment of S.R. 210, improvements to the segment of S.R. 210 on North Little Cottonwood Road, avalanche mitigation alternatives, trailhead parking alternatives, and the No Winter Parking Alternative.

The use of Section 4(f) resources with Gondola Alternative B would be the same as with Gondola Alternative A except for the lack of mobility hubs and associated uses, additional uses of historic properties associated with the extra 0.75 mile of gondola alignment, and differences in the use of the Alpenbock Loop and Grit Mill Climbing Opportunities recreation property. The uses from the extra 0.75 mile of gondola alignment and the difference in use of the Alpenbock Loop and Grit Mill Climbing Opportunities property are addressed in the following two sections.

### 26.5.5.1.1 Section 4(f) Historic Properties

Gondola Alternative B would result in three additional uses with *de minimis* impacts (land acquisition without adversely impacting the historic building) to Section 4(f) historic properties (compared to Gondola Alternative A) at the base station at La Caille as described in Table 26.5-10. Figures showing impacts are available in the DOE/FOE (Appendix 15B, *Determinations of Eligibility and Findings of Effect*).

Table 26.5-10. Use of Section 4(f) Historic Properties at the Base Station at La Caille with Gondola Alternative B

ID	Address	Property Description	UDSH Ratings	Section 106 Effect Determination	Description of Use	Section 4(f) Use / Impact
61	3742 E. North Little Cottonwood Road	One-and-a-half-story Victorian Eclectic- style single-family dwelling	ES	No adverse effect	Constructing the gondola base station at La Caille would require acquisition of ~0.43 acre. The historic building would not be affected.	Yes / de minimis impact
84	9338 S. North Little Cottonwood Road	One-and-a half story side-passage type Victorian Eclectic- style single family dwelling	ES	No adverse effect	Constructing the gondola base station at La Caille would require acquisition of ~0.04 acre. The historic building would not be affected.	Yes / de minimis impact
NV3b	4261 Little Cottonwood Road	Potential historic-age building	Not eval- uated	No adverse effect	Constructing the gondola base station at La Caille would require an easement of ~0.16 acre under the gondola cables. The building would not be affected.	Yes / de minimis impact

<sup>~ =</sup> approximately

a Utah Division of State History (UDSH) rating for historic structures: ES = eligible/significant. For more information, see Chapter 15, Cultural Resources.

b Salt Lake County Assessor data indicated this legal parcel as potentially having a historic-age building; UDOT evaluated the property as a Section 4(f) resource.



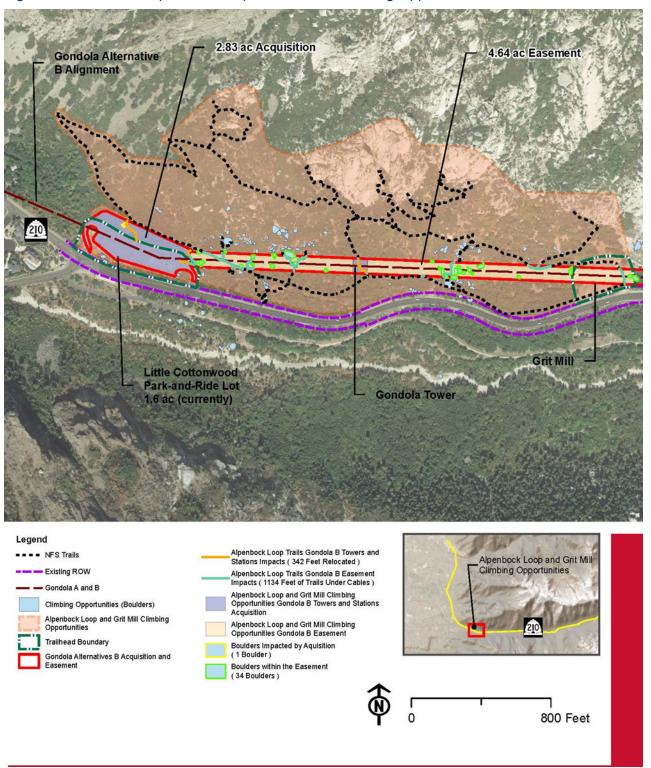
### 26.5.5.1.2 Section 4(f) Recreation Resources

The use of Section 4(f) recreation resources with Gondola Alternative B would be the same as with Gondola Alternative A except for the following differences in the use of the Alpenbock Loop and Grit Mill Climbing Opportunities recreation property (Figure 26.5-7):

- Gondola Alternative B would require an easement or special-use permit authorization from the USDA Forest Service for 2.83 acres of land versus 3.17 acres of land for Gondola Alternative A.
- For Gondola Alternative B, an additional 4.64 acres of easement or special-use permit would be required for the 80-foot-wide easement beneath the gondola cables versus 4.57 acres for Gondola Alternative A.
- Gondola Alternative B would require the removal of one climbing boulder versus 4 climbing boulders for Gondola Alternative A.
- Gondola Alternative B would result in 34 climbing boulders being within the 80-foot-wide easement beneath the gondola cables versus 31 climbing boulders for Gondola Alternative A.
- Gondola Alternative B would realign 342 feet of the Alpenbock Loop Trail versus 371 feet with Gondola Alternative A.
- Gondola Alternative B would have about 1,134 feet of the Alpenbock Loop Trail under the 80-footwide easement versus 1,113 feet for Gondola Alternative A.

Gondola Alternative B would have no additional impacts to Section 4(f) recreation properties at the base station at La Caille.

Figure 26.5-7. Use of Alpenbock Loop and Grit Mill Climbing Opportunities with Gondola Alternative B





### 26.5.6 Cog Rail Alternative (Starting at La Caille)

This section describes the impacts to Section 4(f) resources from the Cog Rail Alternative, which includes a cog rail alignment from La Caille to the Snowbird and Alta ski resorts, improvements to the Wasatch Boulevard segment of S.R. 210, improvements to the segment of S.R. 210 on North Little Cottonwood Road, avalanche mitigation alternatives, trailhead parking alternatives, and the No Winter Parking Alternative.

### 26.5.6.1 S.R. 210 - Wasatch Boulevard

The Section 4(f) impacts from the Imbalanced-lane and Five-lane Alternatives with the Cog Rail Alternative would be the same as with the Enhanced Bus Service Alternative.

## What are cog rail base and terminal stations?

As used in this chapter, the term terminal station refers to the first and last stations on a passenger's cog rail trip. Passengers board and disembark the cog rail vehicles at the terminal stations.

The base station is the terminal station at the bottom of the canyon, and a destination station is a terminal station at the top of the canyon.

### 26.5.6.2 S.R. 210 - North Little Cottonwood Road to Alta

The proposed cog rail system would include a base station at La Caille and an operations and maintenance facility at the existing Little Cottonwood Canyon park-and-ride lot (at the intersection of S.R. 209 and S.R. 210). The operations and maintenance facility would provide cog rail service, fueling, and administrative offices. The cog rail would operate on the north side of S.R. 210 in Little Cottonwood Canyon.

### 26.5.6.2.1 Section 4(f) Historic Properties

The Cog Rail Alternative would have seven uses with *de minimis* impacts (land acquisition without adversely impacting the historic building) and one temporary occupancy with no use (temporary construction easement with minimal impact and without land acquisition) from North Little Cottonwood Road to the town of Alta. Table 26.5-11 describes the uses of each Section 4(f) historic property. Figures showing impacts are available in the DOE/FOE (Appendix 15B, *Determinations of Eligibility and Findings of Effect*).

#### 26.5.6.2.2 Section 4(f) Recreation Resources

The Cog Rail Alternative would have one use with greater–than–*de minimis* impact, two uses with *de minimis* impacts (land acquisition with no adverse effects on the features, attributes, or activities of the property), and four temporary occupancies with no use (temporary construction easement with minimal impact and without land acquisition) to Section 4(f) recreation resources from North Little Cottonwood Road to the town of Alta as described in Table 26.5-12. Impacts to the Alpenbock Loop and Grit Mill Climbing Opportunities are shown in Figure 26.5-8 and described in more detail in Appendix 26B, De Minimis *Correspondence*. Impacts to other Section 4(f) resources are shown in the Section 4(f) *de minimis* correspondence (Appendix 26B, De minimis *Correspondence*). The cog rail tracks would be constructed during the summer over a 2-to-3-year construction period. During construction, trailheads could be temporarily closed, which would limit access to the trail.



Table 26.5-11. Use of Section 4(f) Historic Properties from North Little Cottonwood Road to Alta with the Cog Rail Alternative

ID	Address	Property Description	UDSH Rating <sup>a</sup>	Section 106 Effect Determin- ation	Description of Use	Section 4(f) Use / Impact
61	3742 E. North Little Cottonwood Road	One-and-a-half-story Victorian Eclectic-style single-family dwelling	ES	No adverse effect	Constructing the cog rail base station would require acquisition of ~0.43 acre. The historic building would not be affected.	Yes / de minimis impact
63	4700 E. Little Cottonwood Road	Temple Granite Quarry Historical Marker	EC	No adverse effect	Constructing the cog rail tracks would require a temporary construction easement of ~0.14 acre. The historical marker would not be affected.	No (temporary occupancy) / NA
67	9111 E. Little Cottonwood Canyon	Two-story Organic- style single dwelling	ES	No adverse effect	Constructing the cog rail tracks would require acquisition of ~0.08 acre. The historic building would not be affected.	Yes / de minimis impact
68	9121 E. Snowbird Center Drive	Eleven-story Brutalist- style timeshare/ condominium (Iron Blosam Lodge)	ES	No adverse effect	Constructing the cog rail tracks would require acquisition of ~0.36 acre from the property. The historic building would not be affected.	Yes / de minimis impact
72	9385 S. Snowbird Center Drive	Three-story Brutalist- style commercial and recreation/culture building (Snowbird Center)	ES	No adverse effect	Constructing the cog rail tracks would require acquisition of ~1.61 acres and a temporary construction easement of ~0.02 acre. The historic building would not be affected.	Yes / de minimis impact
84	9338 S. North Little Cottonwood Road	One-and-a half story side-passage-type Victorian Eclectic-style single family dwelling	ES	No adverse effect	Constructing the cog rail base station would require acquisition of ~0.04 acre. The historic building would not be affected.	Yes / de minimis impact
NV3b	4261 Little Cottonwood Road	Potential historic-age building	Not eval- uated	No adverse effect	Constructing the cog rail tracks would require acquisition of ~0.03 acre. The building would not be affected.	Yes / de minimis impact
NV5⁵	6279 E. Little Cottonwood Canyon	Potential historic-age building (Perpetual Storage)	Not eval- uated	No adverse effect	Constructing the cog rail tracks would require acquisition of ~2.22 acres and a temporary construction easement of ~1.23 acres. The building would not be affected.	Yes / de minimis impact

<sup>~ =</sup> approximately; NA = not applicable

<sup>&</sup>lt;sup>a</sup> Utah Division of State History (UDSH) rating for historic structures: EC = eligible/contributing; ES = eligible/significant. For more information, see Chapter 15, *Cultural Resources*.

<sup>&</sup>lt;sup>b</sup> Salt Lake County Assessor data indicated these legal parcels as potentially having historic-age buildings; however, the resources were not visible enough from the public right of way to evaluate them for Section 4(f) impacts. Therefore, the properties were assumed to be eligible and Section 4(f) resources.



Table 26.5-12. Use of Section 4(f) Recreation Resources from North Little Cottonwood Road to Alta with the Cog Rail Alternative

with the Cog N	Description of Use	Section 4(f) Use /
Resource		Impact
Tanners Flat Campground	Constructing the cog rail tracks would require a temporary construction easement of ~0.03 acre from the USDA Forest Service. The land required is located between the campground features and S.R. 210. There would be no impacts to campground features such as campsites, bathroom facilities, volleyball court, and amphitheater.	No (temporary occupancy) / NA
Alpenbock Loop and Grit Mill Climbing Opportunities	Constructing the cog rail system, including the operations and maintenance facility, would require an easement or special-use authorization for ~12.91 acres of USDA Forest Service land (22.3% of the total area). The land required is located along the north side of S.R. 210. The operations and maintenance facility would be constructed on land where the park-and-ride lot, which serves as the trailhead for the Alpenbock Trail, is currently located. The park-and-ride lot and Grit Mill Trailhead would both be reconstructed. After reconstruction, both trailheads would include restroom facilities, thereby providing the same benefits as under the current conditions. The total number of parking spaces at the park-and-ride lot would be reduced from about 160 to 150. Although the total number of parking spaces would be reduced, with the discontinuation of the bus service park-and-ride lot, UDOT expects that there would be enough parking for those users wanting to access the Alpenbock Loop and Grit Mill Climbing Opportunities area (HDR 2022).	Yes / Greater–than– de minimis impact
	Although multiple recreation uses exist in this area, climbing and bouldering are the predominant uses. For this reason, the impact analysis presented here focuses primarily on climbing opportunities. Impacts experienced by other users, such as hikers, would be similar except for impacts to climbing resources such as boulders.	
	About 51% of the total climbing boulders (73 of 143) in the area, none of which are individually significant or essential, would be removed. During construction, UDOT would evaluate whether any of these boulders could be relocated within the area. However, given the large number of boulders that would be removed, it would likely not be possible to relocate a significant number of them, or to provide new trail access to sufficient climbing boulder opportunities, to offset these impacts. None of the vertical routes would be directly impacted. About 4,454 feet of trail (31.7% of the total length of trails in the area) would be realigned. Connectivity from the reconstructed park-and-ride lot and Grit Mill Trailhead to the existing trail system would be maintained.	
	Based on the impacts listed above, UDOT has determined that the Cog Rail Alternative would have a greater–than– <i>de minimis</i> impact on the Alpenbock Loop and Grit Mill Climbing Opportunities. For more information, see Appendix 26B, De Minimis Correspondence.	
Temple Quarry Nature Trail (USDA Forest Service #1000)	Constructing the cog rail tracks would require a temporary construction easement of ~0.12 acre from the USDA Forest Service. The easement would go under the access road to the trailhead. There would be no impacts to the trail or trailhead features such as parking or restroom facilities, and the easement area would be restored.	No (temporary occupancy) / NA
Bonneville Shoreline Trail	The planned Bonneville Shoreline Trail includes connections to the park-and-ride lot (Alpenbock Loop Trailhead) and Temple Quarry Nature Trailhead. Impacts to these trailheads are discussed above in the table. UDOT would work with the USDA Forest Service to ensure that ~550 feet of trail could be realigned to provide continuity on the northeast side of S.R. 210 across the road from the cog rail base station at La Caille.	Yes / de minimis impact



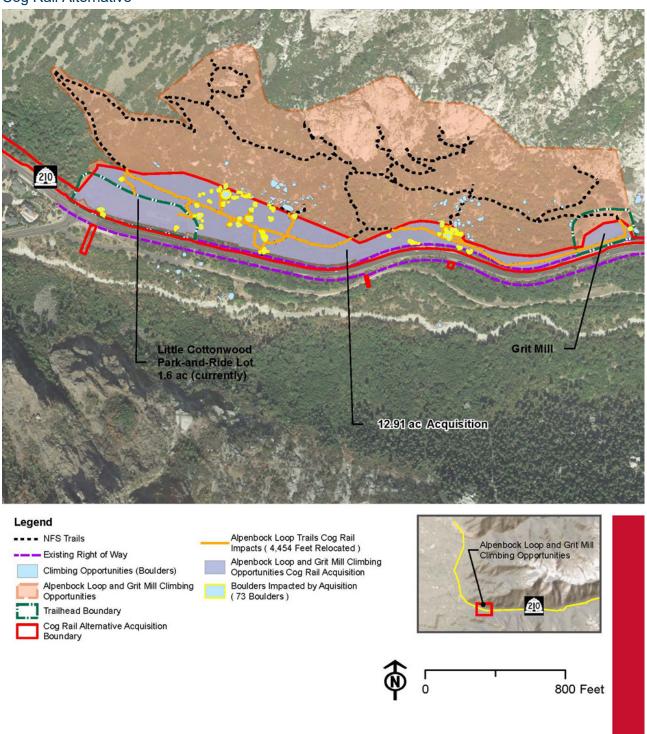
Table 26.5-12. Use of Section 4(f) Recreation Resources from North Little Cottonwood Road to Alta with the Cog Rail Alternative

Resource	Description of Use	Section 4(f) Use / Impact
Little Cottonwood Creek Trail (USDA Forest Service #1001)	The Little Cottonwood Creek Trail begins at the Temple Quarry Nature Trail Trailhead. Impacts would be the same as described for the Temple Quarry Nature Trail above.	No (temporary occupancy) / NA
Lisa Falls Trail (USDA Forest Service #1012)	As part of the cog rail design, the dirt pullout that serves as the Lisa Falls Trailhead would be reconstructed to include restroom facilities and designated parking areas. About 150 feet of trail would be impacted, and ~0.15 acre of the existing trailhead parking area would be acquired for trailhead improvements. The overall access to Lisa Falls Trail would be improved compared to existing conditions.	Yes / de minimis impact
White Pine Trail (USDA Forest Service #1002)	Constructing the cog rail tracks would require a temporary construction easement of ~0.03 acre from the USDA Forest Service. The easement would be located adjacent to S.R. 210 west of the access road. It would not affect the trail, access to the trailhead, or trailhead features such as parking or restroom facilities.	No (temporary occupancy) / NA

Source: Calculated from GIS-based inventory ~ = approximately; NA = not applicable



Figure 26.5-8. Use of Alpenbock Loop and Grit Mill Climbing Opportunities with the Cog Rail Alternative





### 26.5.6.3 Mobility Hubs Alternative

There are no mobility hubs associated with the Cog Rail Alternative.

### 26.5.6.4 Avalanche Mitigation Alternatives

The Section 4(f) impacts from the avalanche mitigation alternatives with the Cog Rail Alternative would be the same as with the Enhanced Bus Service Alternative for the mid-canyon snow sheds. However, with the Cog Rail Alternative, an additional snow shed would be constructed in the upper canyon between the westend and east-end connections of the Alta Bypass Road to S.R. 210 to minimize avalanche risk to the cog rail system. Constructing this snow shed would require right-of-way acquisition and a temporary construction easement from one historic property (ID# 72, The Snowbird Center). The upper-canyon snow shed is integral to the Cog Rail Alternative; the alternative would not be constructed without it. For this reason, impacts from the snow shed were not calculated separately. Impacts related to this snow shed are included with the cog rail impacts described in Table 26.5-11 above, *Use of Section 4(f) Historic Properties from North Little Cottonwood Road to Alta with the Cog Rail Alternative*.

### 26.5.6.5 Trailhead Parking Alternatives

The Cog Rail Alternative would have a use with *de minimis* impact to the Lisa Falls Trailhead and temporary occupancy of the White Pine Trailhead. The Lisa Falls Trailhead would be reconstructed as part of the cog rail design. Impacts to the Lisa Falls Trailhead are described in Table 26.5-12 above, *Use of Section 4(f)* Recreation Resources from North Little Cottonwood Road to Alta with the Cog Rail Alternative. The impacts from the Cog Rail Alternative to the White Pine Trailhead would be the same as with the Enhanced Bus Service Alternative.

### 26.5.6.6 No Winter Parking Alternative

The impacts from the No Winter Parking Alternative with the Cog Rail Alternative would be the same as with the Enhanced Bus Service Alternative.



### 26.6 Avoidance Alternatives

Unless the use of land from a Section 4(f) property is determined to be a use with a *de minimis* impact, UDOT must determine that no feasible and prudent avoidance alternative exists before approving the use of such land (23 CFR Section 774.3). Two Section 4(f) properties would have uses with greater—than—*de minimis* impacts: Site 42SL419 with the avalanche mitigation sub-alternatives and the Alpenbock Loop and Grit Mill Climbing Opportunities with the Cog Rail Alternative. This section evaluates whether a feasible and prudent avoidance alternative exists for either of these two properties.

According to 23 CFR Section 774.17, the definition of a "feasible and prudent avoidance alternative" is one that avoids using Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. An alternative is not feasible if it cannot be built as a matter of sound engineering judgment. Multiple factors are listed in 23 CFR Section 774.17 that must be considered in determining whether an avoidance alternative is not prudent. An alternative is not prudent if:

- 1. It compromises the project to a degree that is unreasonable to proceed with the project in light of its stated purpose and need;
- 2. It results in unacceptable safety or operational problems;
- 3. After reasonable mitigation, it still causes:
  - a. Severe social, economic, or environmental impacts;
  - b. Severe disruption to established communities;
  - c. Severe disproportionate impacts to minority or low income populations; or
  - d. Severe impacts to environmental resources protected under other federal statutes;
- 4. It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
- 5. It causes other unique problems or unusual factors; or
- 6. It involves multiple factors in paragraphs 1 through 5 of this definition, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

Also, the *Section 4(f) Policy Paper* states that "a project alternative that avoids one Section 4(f) property by using another Section 4(f) property is not an avoidance alternative" (FHWA 2012).

### **26.6.1** Site 42SL419 – Avalanche Mitigation Alternatives

Site 42SL419 is an archaeological site (a historic railroad with intact retaining wall segments known colloquially as the "China Wall") as described in Table 26.4-1. Site 42SL419 would have a use with greater—than—de minimis impact with either of the avalanche mitigation sub-alternatives, as described in Table 26.5-4. Avalanche mitigation is required with all the primary action alternatives. Therefore, site 42SL419 would have a use with greater—than—de minimis impact with both enhanced bus service alternatives, both gondola alternatives, and the Cog Rail Alternative.



### 26.6.1.1 No Avalanche Mitigation

Per FHWA guidance, evaluation of avoidance alternatives should include a no-action alternative. For this analysis, the no-action alternative would not include any avalanche mitigation measures. It would not result in use of site 42LS419. However, it would not meet the purpose of and need for the project. Avalanche mitigation is required for all of the primary action alternatives to improve reliability related to road closures and to improve safety associated with avalanche hazards. Because it would not meet the purpose of and need for the project, it is not a prudent alternative (see prudence factor 1 above).

### 26.6.1.2 Active Avalanche Mitigation

When evaluating avalanche mitigation alternatives, UDOT first considered passive and active avalanche-control measures. Active measures include blasting using artillery or explosives to create a controlled avalanche release, during which time the road is closed. UDOT currently uses active measures to control avalanches, which requires closing S.R. 210 during avalanche-control processes. Passive measures include placing snow sheds over the road, building walls to stop avalanches from impacting the road, or realigning the road outside the avalanche path. Passive measures normally do not require closing the road.

Active avalanche mitigation would not result in use of site 42LS419. However, it would not meet the purpose of and need for the project. The project purpose requires that avalanche mitigation improve S.R. 210's reliability by substantially reducing the number of days and hours when the road is closed for avalanche control and incidents. Because active measures would still require road closure during the avalanche-mitigation process (as with the existing conditions) and would not reduce the number of days or hours of closure, they were eliminated from detailed consideration. Because the active avalanche mitigation would not meet the purpose of and need for the project, it is not a prudent alternative (see prudence factor 1 above).

### 26.6.1.3 Passive Avalanche Mitigation (Other than Snow Sheds)

Multiple passive avalanche mitigation alternatives were considered including snow-supporting structures, roadway realignment, and deflection and stopping walls. Table 26.6-1 lists the passive avalanche mitigation alternatives that could avoid the use of site 42SL419.

UDOT conducted a review of each passive avalanche mitigation alternative to determine whether the avalanche mitigation could substantially reduce the hours and days of closure caused by the type of avalanche that typically occurs in Little Cottonwood Canyon. In Little Cottonwood Canyon, the nature of the terrain (typically gullied and/or with smooth ground cover) and often dry snow characteristics result in very fast-moving, turbulent, mixed-flow avalanches, which have a basal dense flow component and a turbulent powder component. Wet flows are also common in the spring. This analysis is based on a review of the avalanche mitigation alternatives conducted by Dynamic Avalanche Consulting (2018a, 2018b).

Little Cottonwood Canyon is in the Uinta-Wasatch-Cache National Forest. The canyon is home to two National Wilderness Areas: Twin Peaks Wilderness to the north of S.R. 210 and Lone Peak Wilderness to the south. The Wilderness Act does not allow permanent structures within a wilderness. Therefore, as part of the review of passive avalanche mitigation alternatives, UDOT determined that any alternative that would conflict with the Wilderness Act by requiring construction of a significant structure or fence in a wilderness area is not prudent (see prudence factor 5 above).



Table 26.6-1. Passive Avalanche Mitigation Avoidance Alternatives

Avalanche Mitigation Alternative	Desci	iption
Snow-supporting Structures Alternative	Snow-supporting structures are placed in the avalanche starting zone to hold the snow in place and prevent avalanches. Modern snow-supporting structures are now typically constructed using anchored wire nets either with one single anchor point or with supporting posts.	
Road Realignment and Bridges Alternative	S.R. 210 would be realigned to facilitate structures that would be built so that the avalanche flows could pass under the roadway to eliminate risk, or S.R. 210 would be realigned to move the road outside the avalanche path.	
Earth Berms Alternative (Stopping Dams and Diversion Berms)	Earth berms are large, earth-fill structures that are constructed in the runout zone to divert or stop avalanche flows. Berms that stop avalanches are called stopping dams, and berms that divert flow are called diversion berms. Berms are typically constructed of compacted earth, but other materials such as geotextiles and facing units (for example, gabions, concrete blocks, or stacked rock) can be used to create a steep upslope face and reduce the amount of fill needed. The "China Wall" at the base of the White Pine path is an example of an earth-fill berm with stone facing.	
Stopping Walls Alternative	Stopping walls are constructed to stop avalanche dense flows in the runout zone typically adjacent to a highway or structure that is to be protected. Stopping walls can be reinforced concrete, concrete blocks, snow fence/catcher, and/or driven piles with cross members. Stopping walls are typically constructed where there are space restrictions; otherwise, earthfill diversions or stopping dams tend to be more economical and can be constructed much higher.	



# 26.6.1.3.1 Snow-supporting Structures Alternative

With this alternative, snow-supporting structures could be applied in many of the avalanche starting zone areas above Little Cottonwood Canyon. However, this option would require the structure to be placed in a designated Wilderness Area, which conflicts with the Wilderness Act. Because snow-supporting structures would need to be placed in a Wilderness Area, they were considered not prudent (see prudence factor 5 above).

# 26.6.1.3.2 Road Realignment and Bridges Alternative

With this alternative, S.R. 210 would be realigned and bridges would be built so that avalanches would not impact the roadway. This could potentially be achieved by rerouting the roadway (away from the avalanche paths) or, in the right circumstances, spanning the avalanche paths with bridges. Although road realignment and bridges would prevent most avalanches from impacting the road, there would still be powder avalanche risk that would require UDOT to perform active avalanche control, and this risk would require road closure (Dynamic Avalanche Consulting 2018b). The road realignment would also require an increase in the S.R. 210 road grade from 8% to about 9.5%, which would increase the risk for slide offs and incidents in icy conditions with the steeper grade. Based on the need to have an active avalanche program to reduce the risk of powder avalanches and the increase in road grade, UDOT determined that the Road Realignment and Bridges Alternative would not be feasible (that is, it would be inconsistent with sound engineering judgment) or prudent (see prudence factors 1, 2, and 5 above). Figure 26.6-1 shows the potential road realignment with bridges.

The Road Realignment and Bridges Alternative was determined not feasible, but the road realignment would also need to be realigned into the Tanners Flat Campground, which is also a Section 4(f) property. With the realignment, most of the camp sites would be eliminated, resulting in a Section 4(f) use with greater—than—de minimis impact. Therefore, this alternative would not be considered an avoidance alternative.

A second alignment was also suggested that would cross Little Cottonwood Creek south of the Tanners Flat Campground, run on the south side of the canyon, and cross the creek to reconnect with S.R. 210 west of Snowbird Entry 1. This alternative was determined not prudent since it would cross into the Lone Peak Wilderness (see prudence factor 5 above).

BROADS FORK HELLGATE BACKBOWL MAIN SUPERIOR MONTE CRISTO LITTLE SUPERIOR PERIOR HELLGATE SIXTY-FOUR CHUTE SAFALLS 11 WHITEPINE TANNERS COTTONWOOD DRAW VALERIE'S HIGH MODELS LE PIN LITTLE PINE EAST MAYBIRD WILLOWS 10 DALTON'S WHITE PINE CHUTES 9 CHNE 8 THUNDER FACE WILBERE BOWL SCOTTY'S NOTCH THUNDER BO SNOWBIRD - THE DISPLAY RIDGE SCOTTY' BOWL CIRQUE WHITE PINE Area Map **LEGEND** Mileposts Road Realignment Tanners Flat Campground Avalanche Paths Snowbird Ski and Summer Resort

Figure 26.6-1. Road Realignment and Bridges Alternative



#### 26.6.1.3.3 Earth Berms Alternative

Berms need to be constructed tall enough to either stop an avalanche flow or divert it. The height is determined by the sum of the height of snow on the ground, the height of previous deposits, the avalanche flow height, and, most importantly, the speed of the avalanche, which determines the run-up height of the avalanche flow on the berm. Avalanche flows would run up higher on a stopping dam where the dam is oriented perpendicular to the flow compared to a diversion berm, where the berm is oriented obliquely to the flow direction.

In Little Cottonwood Canyon, the nature of the terrain (typically gullied and/or with smooth ground cover) and often dry snow characteristics result in very fast-moving, turbulent, mixed-flow avalanches, which have a basal dense flow component and a turbulent powder component. Wet flows are also common in the spring. Because of the fast-moving avalanches, diversion and stopping berms need to be very high to be effective for the dense flow and would typically be ineffective for stopping or diverting the powder component. Because berm walls would not be effective for very fast-moving avalanches and would be overtopped by powder avalanches which would become airborne below the berm, they were considered not feasible (that is, they would be inconsistent with sound engineering judgment) or prudent (see prudence factors 1, 2, and 5 above). Diversion berms were not considered feasible because the berm would divert avalanche flows to adjacent areas, which could reduce the hazard in one path and increase the risk in others, thereby not changing the overall risk (Dynamic Avalanche Consulting 2018a).

# 26.6.1.3.4 Stopping Walls Alternative

The Little Cottonwood Canyon corridor was reviewed to determine areas where stopping walls would be feasible. The avalanche paths produce fast-moving, turbulent avalanches that would simply overtop these structures, and active avalanche control would still be needed to reduce risk to acceptable levels (Dynamic Avalanche Consulting 2018b). Therefore, stopping walls were determined not to be feasible (that is, they would be inconsistent with sound engineering judgment) or prudent (see prudence factors 1, 2, and 5 above).

## 26.6.1.4 Design Changes

Design changes were evaluated to determine whether the locations or sizes of the snow sheds proposed with the avalanche mitigation sub-alternatives could be modified in a manner that would avoid a greater—than—de minimis impact to site 42SL419.

#### 26.6.1.4.1 Snow Shed Location

Site 42SL419 is within the White Pine avalanche chute, which is considered a high-risk avalanche path with respect to S.R. 210 (Dynamic Avalanche Consulting 2018a). To meet the screening criteria for avalanche mitigation of improving S.R. 210's reliability by substantially reducing the number of days and hours when the road is closed for avalanche mitigation, the White Pine avalanche chute must have passive mitigation. Moving the snow shed outside the White Pine avalanche chute is not feasible (that is, it would be inconsistent with sound engineering judgment) or prudent (see prudence factors 1, 2, and 5 above).

Snow sheds are designed to allow avalanche flows to pass over the top of the shed rather than hitting the side of the shed. This requires fill to be placed behind the snow shed, and the fill would bury site 42SL419.



Realigning the road to the south (farther away from site 42SL419) would still result in the site being buried to maintain the hill slope over the snow shed. Therefore, realigning the road to the south is not an avoidance alternative.

#### 26.6.1.4.2 Snow Shed Size

Using field-based avalanche path mapping combined with desk-based avalanche modelling, a review of historical records and photographs, and discussions with UDOT avalanche forecasters, the minimum estimated length of snow shed that covers the White Pine avalanche chute would need to be 640 feet if the snow shed included guiding berms. A 640-foot-long snow shed would impact site 42SL419 and would not be an avoidance alternative. A shorter snow shed that would avoid site 42SL419 would result in the avalanche still impacting S.R. 210 and causing the avalanche to overtop the snow shed entrances; therefore, a shorter-length snow shed that would avoid site 42SL419 would not be feasible (that is, it would be inconsistent with sound engineering judgment) or prudent (see prudence factors 1, 2, and 5 above).

In summary, UDOT did not identify any feasible and prudent avoidance alternatives to the use of site 42SL419 in connection with the avalanche sub-alternatives.

# 26.6.2 Alpenbock Loop and Grit Mill Climbing Opportunities – Cog Rail Alternative

The Alpenbock Loop and Grit Mill Climbing Opportunities Section 4(f) recreation resource would have a use with greater–than–*de minimis* impact with the Cog Rail Alternative, as described in Table 26.5-12.

#### 26.6.2.1 No-Action Alternative

Per FHWA guidance, evaluation of avoidance alternatives should include a no-action alternative. For this analysis, the no-action alternative would not include any cog rail improvements. It would not result in use of the Alpenbock Loop and Grit Mill Climbing Opportunities. However, it would not meet the purpose of and need for the project. Because it would not meet the purpose of and need for the project, it is not a prudent alternative.

# 26.6.2.2 Alternative Operations and Maintenance Facility Location

The Cog Rail Alternative would require an operations and maintenance facility. The facility would include administrative and operations offices, equipment storage, an enclosed vehicle maintenance facility, a fueling station, restrooms, and parking for employees. The operations and maintenance facility would likely be two stories to accommodate servicing cog rail vehicles. The operations and maintenance facility would need to be located along or near the rail alignment. A remote facility would result in additional impacts to connect to the rail alignment without providing mobility benefits.

There is very little land available in the area that would be appropriate for and large enough for an operations and maintenance facility. UDOT evaluated several undeveloped areas near the mouth of the canyon. It is not feasible to construct the operations and maintenance facility at the cog rail base station at La Caille because there is not enough available land; the area is large enough only for the station and parking. One area on Wasatch Boulevard, referred to colloquially as the Christmas Tree Farm, would be large enough, but the property sits on top of the Wasatch Fault. It would not be feasible (that is, it would be



inconsistent with sound engineering judgment) or prudent (see prudence factors 2 and 5 above) to construct a major infrastructure facility directly on a major fault.

# 26.6.2.3 South-side Alignment

UDOT considered a cog rail alignment on the south side of S.R. 210 (the Cog Rail Alternative is on the north side) from the cog rail base station at La Caille to Snowbird Entry 3. This alignment would result in greater—than—de minimis impacts to two Section 4(f) properties (the historic property at 5002 E. Little Cottonwood Road and the Temple Quarry Nature Trail). An alternative that avoids one Section 4(f) property by using another Section 4(f) property is not an avoidance alternative.

# 26.6.2.4 Alignment Shift to the South

UDOT considered shifting the operations and maintenance facility to the south to avoid the Alpenbock Loop and Grit Mill Climbing Opportunities. This would require shifting S.R. 210 to the south, which would result in a greater—than—de minimis impact to the Temple Quarry Nature Trail, which is also a Section 4(f) property. An alternative that avoids one Section 4(f) property by using another Section 4(f) property is not an avoidance alternative.

# 26.7 Least Overall Harm Analysis and All Possible Planning

As described in Section 26.6, *Avoidance Alternatives*, there are no feasible and prudent avoidance alternatives to using two Section 4(f) properties: site 42SL419 with the avalanche mitigation sub-alternatives and the Alpenbock Loop and Grit Mill Climbing Opportunities with the Cog Rail Alternative. When there is no feasible and prudent avoidance alternative to using a Section 4(f) property, in accordance with 23 CFR Section 774.3(c), UDOT may approve from the remaining alternatives that would use the property only the alternative that:

- 1. Causes the least overall harm in light of the statute's preservation purpose. The least overall harm is determined by balancing the following factors:
  - a. The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property);
  - b. The relative severity of the remaining harm, after mitigation to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
  - c. The relative significance of each Section 4(f) property;
  - d. The views of the official(s) with jurisdiction over each Section 4(f) property;
  - e. The degree to which each alternative meets the purpose of and need for the project;
  - f. After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and
  - g. Substantial differences in costs among alternatives.
- 2. The alternative selected must include all possible planning, as defined in 23 CFR Section 774.17, to minimize harm to Section 4(f) property.



UDOT did not identify the Cog Rail Alternative as the preferred primary alternative in this Final EIS. Therefore, UDOT did not conduct a least-overall-harm analysis for the Cog Rail Alternative. As stated in Section 26.6.1, *Site 42SL419 – Avalanche Mitigation Alternatives*, both of the avalanche mitigation subalternatives would result in a greater–than–*de minimis* use of site 42SL419, and UDOT did not identify a feasible and prudent alternative that would avoid use of site 42SL419. Accordingly, each of the avalanche mitigation sub-alternatives is analyzed below in terms of the factors above to determine which would cause the least overall harm.

# 26.7.1 Ability to Mitigate Adverse Impacts

The first factor is the ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property). Both avalanche mitigation sub-alternatives would result in the same impacts to one Section 4(f) property, site 42SL419. The eastern segment of this site consisting of an intact retaining wall (known colloquially as the "China Wall") would be removed. Mitigation for both avalanche mitigation sub-alternatives would be the same—archaeological data recovery conducted in consultation with the USDA Forest Service and the Utah SHPO. Both avalanche mitigation sub-alternatives perform equally with respect to this factor.

# 26.7.2 Relative Severity of the Remaining Harm to Each Section 4(f) Property

The second factor is the relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection. Because the impacts and mitigation would be the same for both avalanche mitigation sub-alternatives, they perform equally with respect to this factor.

# 26.7.3 Relative Significance of Each Section 4(f) Property

The third factor is the relative significance of each Section 4(f) property. Both avalanche mitigation subalternatives would impact the same Section 4(f) property, site 42SL419. Therefore, both avalanche mitigation sub-alternatives perform equally with respect to this factor.

# 26.7.4 Views of the Officials with Jurisdiction over Each Section 4(f) Property

The fourth factor is the views of the officials with jurisdiction over each Section 4(f) property. The Utah SHPO is the official with jurisdiction over historic Section 4(f) properties including site 42SL419. Because there is only one Section 4(f) property used by both avalanche mitigation sub-alternatives, and the impacts and mitigation are the same, the views of the officials with jurisdiction would also be the same for both alternatives. Therefore, both avalanche mitigation sub-alternatives perform equally with respect to this factor.

# 26.7.5 Degree to Which Each Alternative Meets the Purpose and Need

The fifth factor is the degree to which each alternative meets the purpose of and need for the project. UDOT analyzed the transportation performance of each avalanche mitigation sub-alternative to determine how well the alternative would meet the purpose of and need for the project. The evaluation included the degree to which each alternative would meet the following objectives:

- Substantially reduce the number of hours and/or days during which avalanches delay users.
- Substantially reduce the avalanche hazard for roadway users.

As shown in Table 26.7-1, the two avalanche mitigation sub-alternatives would equally meet UDOT's objectives. Therefore, both avalanche mitigation sub-alternatives perform equally with respect to this factor. However, the Snow Sheds with Realigned Road Alternative would straighten the S.R. 210 roadway in the immediate area of the snow sheds (the Snow Sheds with Berms Alternative would leave the road in its current configuration), thereby improving vehicle safety by providing better driver sight distance in the sheds.

Table 26.7-1. S.R. 210 – Average Days and Hours of Road Closures with the No-Action Alternative and Avalanche Mitigation Sub-alternatives (2050)

Alternative	Average Days of Closures	Average Hours of Closures	Avalanche Hazard Index <sup>a</sup>
No-Action	10.5 to 21	56 to 108+	96
Snow Sheds with Berms	4 to 6	2 to 11	59
Snow Sheds with Realigned Road	4 to 6	2 to 11	59

a Avalanche hazard index. <1 = very low; 1 to 10 = low; 10 to 40 = moderate; 40 to 150 = high; >150 = very high.

# 26.7.6 After Reasonable Mitigation, Magnitude of any Adverse Impacts to Resources Not Protected by Section 4(f)

The sixth factor is the magnitude of any adverse impacts (after reasonable mitigation) to resources not protected by Section 4(f). Table 26.7-2 compares the no-action and avalanche mitigation sub-alternatives for the resources evaluated in this Final EIS.

As shown in the table, the environmental impacts of the two avalanche mitigation sub-alternatives would be similar, with the main difference being that the Snow Sheds with Berms Alternative would have a greater visual impact because the berms would extend 300 feet up the mountainside at a height of up to 20 feet. Visual impacts are an important consideration. Concerns regarding visual impacts were a major component of scoping, and S.R. 210 is a state scenic byway.

In addition, the impacts to Riparian Habitat Conservation Areas would be 0.14 acre with the Snow Sheds with Realigned Road Alternative compared to 0.23 acre with the Snow Sheds with Berms Alternative. The USDA Forest Service has defined Riparian Habitat Conservation Areas as important areas to conserve to help protect the overall health of the watershed and ecosystems.

The Snow Sheds with Realigned Road Alternative would result in greater impacts to wildlife habitat and floodplains compared to the Snow Sheds with Berms Alternative. However, the wildlife habitat impacted would be adjacent to the road and low quality. The floodplains impacted would also be adjacent to the road.



Impacts to Riparian Habitat Conservation Areas are considered to be of greater consequence than impacts to floodplains.

Because of the greater visual impacts and impacts to Riparian Habitat Conservation Areas, UDOT determined that the Snow Sheds with Realigned Road Alternative performs better than the Snow Sheds with Berms Alternative with respect to this factor.

Table 26.7-2. Environmental Impacts of the No-Action Alternative and Avalanche Mitigation Sub-alternatives

Impact Category	Unit	No-Action Alternative	Snow Sheds with Berms	Snow Sheds with Realigned Road
Land converted to transportation use	Acres	0	15	19
Residential relocations	Number	0	0	0
Business relocations	Number	0	0	0
Recreation areas affected	Number	0	0	0
Community facilities affected	Number	0	0	0
Environmental justice impacts	Yes/No	No	No	No
Economic impacts	Yes/No	Yes	No	No
Existing trails affected	Number	0	0	0
Climber boulders and trails affected	Number	0	0	0
Air quality impacts above regulations	Yes/No	No	No	No
Receptors with modeled noise levels above criteria	Number	0	0	0
Wildlife habitat impacted	Acres	0	6	10
Threatened and endangered species	Yes/No	No	No	No
Increase in impervious surface	Number	0	0	0
Water quality standards exceeded	Yes/No	No	No	No
Impacts to waters of the United States	Acres	0	0	0
Impacts to intermittent, perennial, and ephemeral streams	Acres	0	0.01	0.01
Impact to Riparian Habitat Conservation Areas	Acres	0	0.23	0.14
Adverse impacts to cultural resources	Number	0	1	1
Hazardous waste sites affected	Number	0	0	0
Floodplain impacts	Acres	0	0.01	0.14
Visual change <sup>a</sup>	Category	None	High	High

<sup>&</sup>lt;sup>a</sup> See Chapter 17, *Visual Resources*, for the definition of a high visual change. Although both of the snow shed sub-alternatives were given a high rating in the visual resources analysis, the Snow Sheds with Berms Alternative would require avalanche guiding berms that extend 300 feet up the mountain side at a height of up to 20 feet. These berms could be viewed by the public and would result in more of a visual change than with the Snow Sheds with Realigned Road Alternative.



# 26.7.7 Substantial Differences in Costs among the Alternatives

The seventh and last factor is substantial differences in costs among alternatives. Table 26.7-3 shows the estimated construction costs of the avalanche mitigation sub-alternatives. As shown in the table, the Snow Sheds with Berms Alternative would cost less than the Snow Sheds with Realigned Road Alternative. A 19% cost difference is notable but is not considered enough under the circumstances to be a substantial difference in cost—in other words, the costs are essentially similar.

Table 26.7-3. Preliminary Construction Cost Estimates for the Avalanche Mitigation Sub-alternatives

In millions of 2020 dollars

Alternative	Construction Cost Estimate
Snow Sheds with Berms	72
Snow Sheds with Realigned Road	86

## 26.7.8 Conclusions for the Least Overall Harm

By balancing these seven factors, UDOT has made the determination that the Snow Sheds with Realigned Road Alternative would cause the least overall harm in light of the preservation purpose of 49 United States Code (USC) Section 303. Balancing these factors allows UDOT to make project decisions in the best overall public interest.

- Both avalanche mitigation sub-alternatives perform equally with respect to the first four factors concerning the degree of harm to Section 4(f) properties.
- Both avalanche mitigation sub-alternatives meet the project purpose and need equally. However, the Snow Sheds with Realigned Road Alternative would provide better driver sight distance in the sheds, thereby providing a safer alternative compared to the Snow Sheds with Berms Alternative.
- The Snow Sheds with Realigned Road Alternative would result in fewer impacts to resources not protected by Section 4(f) including visual resources and Riparian Habitat Conservation Areas.
- The Snow Sheds with Realigned Road Alternative would cost more than the Snow Sheds with Berms Alternative. However, UDOT does not believe that the additional cost outweighs the other factors listed above.



# 26.7.9 All Possible Planning to Minimize Harm

Both avalanche mitigation sub-alternatives would have a use with greater—than—de minimis impact to historic property 42SL419 (D&RGW Railroad/Wasatch & Jordan Valley Railroad/Salt Lake & Alta) due to the need to place the snow shed backfill over the only intact feature of the site, that is, the retaining wall referred to as "China Wall." There is no feasible and prudent alternative to the use of site 42SL419. See Section 26.6, Avoidance Alternatives. Due to the location of the retaining wall within the lower end of the White Pine avalanche chute, it is not possible to minimize harm by shortening the snow shed to partially avoid the wall, since that would expose a portion of the road to avalanches. Thus, based on all possible planning, minimization of harm for site 42SL419 would consist of mitigation in the form of data recovery performed in consultation with the USDA Forest Service and the Utah SHPO.

# 26.7.10 Conclusion Regarding Use of Site 42SL419

Overall, UDOT has made the determinations that there is no feasible and prudent alternative that would avoid the use of site 42SL419, that the Snow Sheds with Realigned Road Alternative is the avalanche mitigation alternative with the least overall harm to the site, and that the project includes all possible planning to minimize harm to the site. Accordingly, UDOT has also identified the Snow Sheds with Realigned Road Alternative as the preferred alternative for NEPA purposes.

# 26.8 Measures to Minimize Harm

Avoidance, minimization, and mitigation measures for Section 4(f) properties have been considered during the development of the action alternatives and were incorporated into all of the action alternatives, including those determined to have uses with only *de minimis* impacts. *De minimis* impact determinations are based on the degree of impact after the inclusion of any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) to address the Section 4(f) use (that is, the net impact). After considering measures to minimize harm, UDOT has also determined that the S.R. 210 Project would not result in constructive use of Section 4(f) resources (see Appendix 32D, Section 4(f) – No Constructive Use Determination).



# 26.8.1 Section 4(f) Historic Properties

Table 26.8-1 describes the proposed measures to minimize harm to Section 4(f) historic properties. For all temporary construction easements, the disturbed land would be restored and revegetated.

Table 26.8-1. Measures to Minimize Harm to Section 4(f) Historic Properties

(1)					
Section 4(f) Historic Property	Alternatives with Effect	Avoidance, Minimization, and Mitigation			
Historic properties on Wasatch Boulevard	<ul><li>Imbalanced-lane Alternative</li><li>Five-lane Alternative</li></ul>	<ul><li>Widening mainly to the east side of Wasatch Boulevard</li><li>Retaining walls in select locations</li></ul>			
Historic properties at La Caille base station (ID# 61, 84)	<ul><li>Gondola Alternative B</li><li>Cog Rail Alternative</li></ul>	<ul> <li>Access road aligned to minimize impacts to historic parcel</li> </ul>			
Historic properties along S.R. 210 in lower canyon (ID# 63, 64, 66)	<ul> <li>Enhanced Bus Service in Peak- period Shoulder Lane Alternative</li> <li>Cog Rail Alternative</li> </ul>	<ul> <li>Widening mainly to the north side of S.R. 210</li> <li>Retaining walls in select locations</li> </ul>			
9111 E. Little Cottonwood Canyon Road (ID# 67)	<ul> <li>Enhanced Bus Service in Peak- period Shoulder Lane Alternative</li> <li>Cog Rail Alternative</li> </ul>	<ul> <li>Shift in roadway alignment</li> <li>Retaining wall</li> <li>During final design, UDOT would work with property owner to reconstruct parking area</li> </ul>			
Historic Snowbird Lodges: Iron Blosam, The Inn at Snowbird, The Lodge at Snowbird (ID# 68, 69, 70, 71)	<ul> <li>Enhanced Bus Service in Peak- period Shoulder Lane Alternative</li> <li>Cog Rail Alternative</li> </ul>	Retaining wall			
Historic Snowbird Lodges: Iron Blosam, The Inn at Snowbird, The Lodge at Snowbird (see Table 2.5-6, IDs # 68, 69, 70, 71)	Gondola alternatives	<ul> <li>Gondola tower would be located to reduce visual impacts from the historic lodges toward the mountain</li> <li>Single-pole gondola tower would be used in place of lattice tower to reduce visual impacts</li> </ul>			
Snowbird Center (ID# 72)	Gondola alternatives	<ul> <li>Gondola tower would be located to avoid impacts to Snowbird Center</li> <li>Single-pole gondola tower would be used in place of lattice tower to reduce visual impacts</li> </ul>			
Alta Lodge (ID# 82)	Gondola alternatives	<ul> <li>Gondola tower would be located to reduce visual impacts from the historic lodge toward the mountain</li> <li>Single-pole gondola tower would be used in place of lattice tower to reduce visual impacts</li> </ul>			
Site 42SL419	<ul> <li>Snow Sheds with Berms         Alternative</li> <li>Snow Sheds with Realigned         Road Alternative</li> </ul>	<ul> <li>See Section 26.6, Avoidance Alternatives.</li> <li>Archaeological data recovery for site 42SL419 will be conducted in consultation with the USDA Forest Service and the Utah SHPO.</li> </ul>			



# 26.8.2 Section 4(f) Recreation Resources

Table 26.8-2 describes the proposed measures to minimize harm to Section 4(f) recreation properties. During the final design of the selected alternative(s), UDOT will work with USDA Forest Service to evaluate interpretive opportunities to mitigate impacts to Section 4(f) recreation resources on NFS land. Interpretive opportunities could include information about the history of recreation in Little Cottonwood Canyon or recreation opportunities presented on a kiosk or delivered on transit systems. For all temporary construction easements, the disturbed land would be restored and revegetated.

Table 26.8-2. Measures to Minimize Harm to Section 4(f) Recreation Properties

Resource Alternatives with Effect		Avoidance, Minimization, and Mitigation
Ferguson Trailhead off Prospector Drive	Imbalanced-lane     Alternative     Five-lane Alternative	<ul> <li>UDOT will coordinate with Cottonwood Heights City during the Ferguson         Trailhead design process to ensure that the location of the multi-use trail is         considered during development of the park plan.</li> <li>If planned trailhead improvements are not constructed prior to widening Wasatch         Boulevard, UDOT would regrade the existing parking lot to maintain the number         of parking spaces.</li> </ul>
Golden Hills Park	<ul><li>Imbalanced-lane Alternative</li><li>Five-lane Alternative</li></ul>	<ul> <li>Impacts to park features (parking, playground, walking path, restrooms) would be avoided.</li> <li>All disturbed areas would be revegetated.</li> </ul>
Tanners Flat Campground	Gondola alternatives	<ul> <li>No towers or stations would be located in the campground.</li> <li>There would be no impacts to campground features (for example, campsites, bathroom facilities, volleyball court, or amphitheater).</li> <li>The gondola would not operate during campground summer quiet hours of 10 PM to 7 AM.</li> <li>During final design, a landscape architect would evaluate impacts at each site. Potential mitigation would include as applicable the following: <ul> <li>Reconfiguring sites to visually shield tables and fire pits from the gondola cabins overhead</li> <li>Relocating the group area to a location with less visual impact</li> <li>Redesigning sites to accommodate different user groups</li> <li>Adding shade structures or pavilions to screen sites from visual impacts</li> <li>Planting trees to create a visual screen over time</li> </ul> </li> </ul>
Tanners Flat Campground	<ul> <li>Enhanced Bus Service in Peak-period Shoulder Lane Alternative</li> <li>Cog Rail Alternative</li> </ul>	<ul> <li>No impacts to campground features (for example, campsites, bathroom facilities, volleyball court or amphitheater).</li> <li>Enhanced bus service would not operate in the summer when the campground is open.</li> <li>The cog rail would not operate during campground summer quiet hours of 10 PM to 7 AM.</li> <li>Visual impacts would be mitigated by selecting materials and surface treatments that help project elements blend into the backdrop and minimizing vegetation clearing.</li> </ul>

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Table 26.8-2. Measures to Minimize Harm to Section 4(f) Recreation Properties

Resource	Alternatives with Effect	Avoidance, Minimization, and Mitigation
Alpenbock Loop and Grit Mill Climbing Opportunities	Enhanced Bus Service in Peak-period Shoulder Lane Alternative	<ul> <li>Impacts to USDA Forest Service trails would be mitigated through trail realignment so that connectivity would be maintained.</li> <li>UDOT would work with the USDA Forest Service and the contractor to provide trail access during construction as much as possible.</li> <li>In coordination with the USDA Forest Service, UDOT would implement a public involvement program to inform potential recreation users of potential temporary trailhead closures during construction.</li> <li>UDOT would construct retaining walls where possible to protect bouldering areas adjacent to S.R. 210.</li> <li>UDOT commits to working with the USDA Forest Service and the Salt Lake Climbers Alliance to ensure no net loss of climbing boulders opportunities. If possible, removed climbing boulders would be relocated near the Grit Mill parking lot. If it is not possible to relocate boulders, new trails, including obtaining environmental clearances, would be constructed to provide sustainable access to boulders that do not currently have trail access within the Alpenbock Loop and Grit Mill climbing opportunities area. UDOT commits to no net loss of accessible climbing boulder opportunities.</li> </ul>
Alpenbock Loop and Grit Mill Climbing Opportunities	Gondola alternatives	<ul> <li>The park-and-ride lot would be reconstructed to accommodate 95 parking spaces.</li> <li>The restroom facility at the park-and-ride lot would be reconstructed if the restroom cannot be avoided during the final design process.</li> <li>Impacts to USDA Forest Service trails would be mitigated through trail realignment so that connectivity and function would be maintained.</li> <li>UDOT would work with the USDA Forest Service and the contractor to provide trail access during construction as much as possible.</li> <li>In coordination with the USDA Forest Service, UDOT would implement a public involvement program to inform potential recreation users of potential temporary trailhead closures during construction.</li> <li>UDOT commits to working with the USDA Forest Service and the Salt Lake Climbers Alliance to ensure no net loss of climbing boulders opportunities. If possible, removed climbing boulders would be relocated near the Grit Mill parking lot. If it is not possible to relocate boulders, including obtaining environmental clearances, would be constructed to provide sustainable access to boulders that do not currently have trail access within the Alpenbock Loop and Grit Mill Climbing Opportunities area. UDOT commits to no net loss of accessible climbing boulder opportunities.</li> </ul>

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Table 26.8-2. Measures to Minimize Harm to Section 4(f) Recreation Properties

Resource	Alternatives with Effect	Avoidance, Minimization, and Mitigation
Alpenbock Loop and Grit Mill Climbing Opportunities	Cog Rail Alternative	<ul> <li>The park-and-ride lot would be reconstructed to accommodate 160 spaces.</li> <li>The Grit Mill Trailhead would be reconstructed to include a restroom facility and about the same number of parking spaces as the currently planned trailhead.</li> <li>Impacts to USDA Forest Service trails would be mitigated through trail realignment so that connectivity would be maintained.</li> <li>UDOT would work with the USDA Forest Service and the contractor to provide trail access during construction as much as possible.</li> <li>In coordination with the USDA Forest Service, UDOT would implement a public involvement program to inform potential recreation users of potential temporary trailhead closures during construction.</li> <li>During construction, UDOT in working with the USDA Forest Service will evaluate whether any of the impacted boulders could be relocated within the area.</li> <li>UDOT commits to working with the USDA Forest Service and the Salt Lake Climbers Alliance. If possible, some of the removed climbing boulders would be relocated near the Grit Mill parking lot. If it is not possible to relocate boulders, new trails, including obtaining environmental clearances, would be constructed to provide sustainable access to boulders that do not currently have trail access within the Alpenbock Loop and Grit Mill Climbing Opportunities area. However, given the high number of boulders that would be removed with the Cog Rail Alternative, UDOT expects that relocating many boulders would not be feasible.</li> </ul>
Temple Quarry Nature Trail (USDA Forest Service #1000)  Little Cottonwood Creek Trail (USDA Forest Service #1001)  Bonneville Shoreline Trail	<ul> <li>Enhanced Bus Service in Peak-period Shoulder Lane Alternative</li> <li>Cog Rail Alternative</li> </ul>	<ul> <li>No impacts to trailhead parking spots, restroom, or trails.</li> <li>UDOT would work with the USDA Forest Service and the contractor to provide trail access during construction as much as possible.</li> <li>In coordination with the USDA Forest Service, UDOT would implement a public involvement program to inform potential recreation users of potential temporary trailhead closures during construction.</li> </ul>
Little Cottonwood Creek Trail (USDA Forest Service #1001)	Gondola alternatives	No towers or stations located on trail (gondola cabins would pass overhead).
Lisa Falls Trail (USDA Forest Service #1012)	Trailhead parking alternatives	<ul> <li>Informal parking would be consolidated into a larger formal lot with additional parking spaces.</li> <li>Restrooms would be added.</li> <li>UDOT would work with the USDA Forest Service and the contractor to provide trail access during construction as much as possible.</li> <li>In coordination with the USDA Forest Service, UDOT would implement a public involvement program to inform potential recreation users of potential temporary trailhead closures during construction.</li> </ul>

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Table 26.8-2. Measures to Minimize Harm to Section 4(f) Recreation Properties

Resource	Alternatives with Effect	Avoidance, Minimization, and Mitigation
Lisa Falls Trail (USDA Forest Service #1012)	<ul> <li>Enhanced Bus Service in Peak-period Shoulder Lane Alternative</li> </ul>	<ul> <li>Widening S.R. 210 would have minor impacts, but the total number of parking spots would not be reduced.</li> <li>UDOT would work with the USDA Forest Service and the contractor to provide trail access during construction as much as possible.</li> <li>In coordination with the USDA Forest Service, UDOT would implement a public involvement program to inform potential recreation users of potential temporary trailhead closures during construction.</li> </ul>
Lisa Falls Trail (USDA Forest Service #1012)	Cog Rail Alternative	<ul> <li>Informal parking would be reconstructed to include restroom facilities and designated parking areas.</li> <li>UDOT would work with the USDA Forest Service and the contractor to provide trail access during construction as much as possible.</li> <li>In coordination with the USDA Forest Service, UDOT would implement a public involvement program to inform potential recreation users of potential temporary trailhead closures during construction.</li> </ul>
White Pine Trail (USDA Forest Service #1002)	Trailhead parking alternatives	<ul> <li>Parking lot would be expanded to provide additional parking spaces.</li> <li>The single entrance would be replaced with a one-way-entrance and a one-way exit.</li> <li>UDOT would work with the USDA Forest Service and the contractor to provide trail access during construction as much as possible.</li> <li>In coordination with the USDA Forest Service, UDOT would implement a public involvement program to inform potential recreation users of potential temporary trailhead closures during construction.</li> </ul>
White Pine Trail (USDA Forest Service #1002)	<ul> <li>Enhanced Bus Service in Peak-period Shoulder Lane Alternative</li> <li>Cog Rail Alternative</li> </ul>	<ul> <li>No impacts to parking spaces, restroom, or trail.</li> <li>UDOT would work with the USDA Forest Service and the contractor to provide trail access during construction as much as possible.</li> <li>In coordination with the USDA Forest Service, UDOT would implement a public involvement program to inform potential recreation users of potential temporary trailhead closures during construction.</li> </ul>
White Pine Trail (USDA Forest Service #1002)	Gondola alternatives	No towers or stations located in trailhead (gondola cabins would pass overhead).
Parking within the special-use permit area at Snowbird	Gondola alternatives	During the final design of the selected alternative(s), UDOT would work to minimize the loss of parking for tower construction near the Iron Blosam Lodge.
Transfer tow at Alta	Gondola alternatives	<ul> <li>During the final design of the selected alternative(s), UDOT would work to minimize impacts to infrastructure at Alta such as the transfer tow to ensure that the gondola system does not interfere with the infrastructure's operation.</li> </ul>



# 26.9 Coordination

Chapter 27, *Public and Agency Consultation and Coordination*, summarizes the meetings held with the public and agencies, including Cottonwood Heights City, the USDA Forest Service, and the Town of Alta, during the development of the action alternatives and the preparation of the Draft and Final EISs. In addition, after the release of the Draft EIS and Revised Section 4(f) Chapter, UDOT coordinated with the above agencies about their comments regarding Section 4(f) properties and revised this chapter based on those comments. Chapter 15, *Cultural Resources*, includes summaries of coordination efforts specific to historic resources and the National Historic Preservation Act.

# 26.9.1 Section 4(f) Historic Properties

UDOT coordinated with the Utah SHPO, the official with jurisdiction over Section 4(f) historic properties, regarding UDOT's Determinations of Eligibility and Findings of Effect (DOE/FOE). Under a 2017 programmatic agreement between the Advisory Council on Historic Preservation, FHWA, the Utah SHPO, and UDOT regarding Section 4(f) *de minimis* impact determinations, the SHPO is notified of UDOT's intent to make a Section 4(f) *de minimis* impact determination when there is a Section 106 finding of no adverse effect. Because of this agreement, *de minimis* impact determinations became effective after SHPO concurred with the DOE/FOE on May 14, 2021, March 16, 2022, and May 13, 2022. The DOE/FOEs are available in Appendix 15B, *Determinations of Eligibility and Findings of Effect*.

UDOT also coordinated with the SHPO regarding UDOT's temporary occupancy finding. The SHPO concurred with UDOT's temporary occupancy findings on August 1, 2022. This concurrence is available in Appendix 15B.

# 26.9.2 Section 4(f) Recreation Resources

UDOT coordinated with Cottonwood Heights City, Salt Lake County, and the USDA Forest Service and consulted with the Town of Alta, the agencies with jurisdiction over Section 4(f) recreation resources in the study area. Coordination occurred through discussions at meetings, postal mail, and email correspondence.

Before making a *de minimis* impact determination for a Section 4(f) recreation resource, UDOT must inform the official with jurisdiction over that resource of its intent to make a *de minimis* impact determination. UDOT must provide public notice and an opportunity for public review and comment concerning the effects on the protected activities, features, or attributes of the property.

UDOT gave the public an opportunity to review and comment on this project, including its impacts to Section 4(f) properties and UDOT's proposed *de minimis* impact determinations, during the public comment period for this Draft EIS, which was from June 25 through September 3, 2021. UDOT also provided another opportunity to review and comment on a Revised Section 4(f) and Section 6(f) Evaluation in the form of a public comment period for the revised Section 4(f) and Section 6(f) evaluation chapter from December 10, 2021, to January 10, 2022.

To notify the public, UDOT placed legal advertisements in *The Salt Lake Tribune* and *Deseret News* on December 10, 2021, and sent out a notification email to UDOT's mailing list on December 10, 2021. Information regarding the public review period was also posted on the S.R. 210 Project website and UDOT's



social media sites (Facebook, Instagram, and Twitter). Also see Chapter 27, *Public and Agency Consultation and Coordination*.

Following an opportunity for public review and comment, the official with jurisdiction over the Section 4(f) resource must concur in writing that the use will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection. UDOT can then finalize any *de minimis* impact findings concurred with by the official with jurisdiction and approve the use of the Section 4(f) property. The *de minimis* impact concurrence letters are available in Appendix 26B, De Minimis *Correspondence*.

# 26.10 Section 4(f) Summary

# 26.10.1 Section 4(f) Uses

Of the primary alternatives, the enhanced bus service alternatives and gondola alternatives would all have uses with *de minimis* impacts and could be selected by UDOT. Section 26.5, *Use of Section 4(f) Resources*, describes the uses with *de minimis* impacts from each of these alternatives.

The Cog Rail Alternative would have a use with greater—than—de minimis impact to the Alpenbock Loop and Grit Mill Climbing Opportunities Section 4(f) recreation resource. UDOT could not select the Cog Rail Alternative unless an analysis showed that it would cause the least overall harm in light of the preservation purpose of Section 4(f). UDOT did not identify the Cog Rail Alternative as the preferred primary alternative and therefore did not conduct that least-overall-harm analysis.

Of the sub-alternatives, the Wasatch Boulevard alternatives, Mobility Hubs Alternative, and trailhead parking alternatives would all have uses with *de minimis* impacts and can be selected by UDOT. Section 26.5, *Use of Section 4(f) Resources*, describes the *de minimis* impacts.

The No Winter Parking Alternative would not result in a use of any Section 4(f) resource.

Both avalanche mitigation sub-alternatives would have a use with greater—than—de minimis impact to historic property 42SL419 (D&RGW Railroad/Wasatch & Jordan Valley Railroad/Salt Lake & Alta). There is no feasible and prudent alternative to the use of site 42SL419. See Section 26.6, Avoidance Alternatives. The Snow Sheds with Realigned Road Alternative has been determined to be the avalanche mitigation sub-alternative that would cause the least overall harm to Section 4(f) properties in light of the Section 4(f) statute's preservation purpose, and the proposed action includes all possible planning to minimize harm to site 42SL419. See Section 26.7, Least Overall Harm Analysis and All Possible Planning. Accordingly, the Snow Sheds with Realigned Road Alternative is the only avalanche mitigation sub-alternative that can be approved by UDOT.



# 26.11 References

#### Cottonwood Heights City

No date Bicycle and Trails Master Plan.

#### **Dynamic Avalanche Consulting**

- 2018a Snow Avalanche Hazard Baseline Conditions Report. July 3.
- 2018b Snow Avalanche Hazard Improvement Options Report. October 4.

#### [FHWA] Federal Highway Administration

- 2012 Section 4(f) Policy Paper. <a href="https://www.environment.fhwa.dot.gov/legislation/section4f/4fpolicy.aspx">https://www.environment.fhwa.dot.gov/legislation/section4f/4fpolicy.aspx</a>. July 20.
- 2017 Memorandum of Understanding between the Federal Highway Administration and the Utah Department of Transportation Regarding the State of Utah's Participation in the Surface Transportation Project Delivery Program Pursuant to 23 USC 317. January 17.

#### HDR, Inc.

2022 Little Cottonwood Canyon Park-and-Ride Capacity Review Memorandum. May.

#### [UDOT] Utah Department of Transportation

Third Amended Programmatic Agreement among the Federal Highway Administration, the Utah State Historic Preservation Officer, the Advisory Council on Historic Preservation, the United States Army Corps of Engineers, Sacramento District, and the Utah Department of Transportation Regarding Section 106 Implementation for Federal-Aid Transportation Project in the State of Utah. Available at: <a href="https://drive.google.com/file/d/1uO3B7H8kgEhb1dn8TAaW-3VDwHyo4">https://drive.google.com/file/d/1uO3B7H8kgEhb1dn8TAaW-3VDwHyo4</a> ix/view. Accessed November 30, 2020.

## [USDA Forest Service] United States Department of Agriculture Forest Service

- 2003 Revised Forest Plan: Wasatch-Cache National Forest. South Jordan, Utah: U.S. Department of Agriculture, Forest Service, Intermountain Region, Uinta-Wasatch-Cache National Forest. <a href="https://www.fs.usda.gov/detailfull/uwcnf/landmanagement/planning/?cid=stelprdb5076923">https://www.fs.usda.gov/detailfull/uwcnf/landmanagement/planning/?cid=stelprdb5076923</a> &width=full.
- Decision Notice and FONSI [Finding of No Significant Impact] for the Grit Mill and Climbing Master Plan Project, Salt Lake Ranger District, Uinta-Wasatch-Cache National Forest, Salt Lake County, Utah. September.
- Tri-Canyon Trails [map]. Prepared by the Salt Lake City Ranger District, Uinta-Wasatch-Cache National Forest, Intermountain Region. May.
- 2019 Email from Nate Lewis, USDA Forest Service Intermountain Region, to Andrea Clayton of HDR regarding Section 6(f) parcels. August 27.
- Letter from David Whittekiend, Uinta-Wasatch-Cache National Forest, to Josh Van Jura of UDOT regarding Section 4(f) applicability for climbing boulders. September 15.
- 2021a Email from Lance Kovel, Unita-Wasatch-Cache National Forest, to Vince Izzo of HDR regarding Section 4(f) resource concurrence. March 26.
- 2021b Letter from David Whittekiend, Uinta-Wasatch-Cache National Forest, to Josh Van Jura of UDOT regarding Section 4(f) applicability of the Alpenbock climbing area. November 19.
- Letter from David Whittekiend, Uinta-Wasatch-Cache National Forest, to Josh Van Jura of UDOT regarding Section 4(f) applicability for climbing boulders. February 17.



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# **APPENDIX 26A**

USDA Forest Service Letter Regarding Section 4(f)
Determination for Climbing Boulders

857 West South Jordan Parkway South Jordan, UT 84095 801-999-2103

Fax: 801-253-8118

**File Code:** 1950; 2330

**Date:** February 17, 2022

Mr. Josh Van Jura Little Cottonwood Canyon EIS Project Manager Utah Department of Transportation PO Box 141245 Salt Lake City, UT 84114-1245

Dear Mr. Van Jura,

This responds to the January 25, 2022, request for clarification from the Utah Department of Transportation (UDOT) regarding individual boulders located on National Forest System (NFS) lands. To be clear, individual boulders on NFS lands that may be used by the public for climbing or bouldering are not considered by the Forest Service to be significant recreation resources or significant properties relative to Section 4(f) of the Department of Transportation Act of 1966.

The 2003 Wasatch-Cache Revised Forest Plan identifies applicable standards and guidelines for specific areas of NFS lands. It does not provide prescriptions, standards, or guidelines that direct the management of boulders for recreational climbing/bouldering purposes. Furthermore, there is no special management plan that governs the management or use of individual, or groups of boulders located on NFS lands. Therefore, these boulders are managed by the Forest Service as general forest resources and are not considered significant recreation resources or significant properties relative to the definitions contained in Section 4(f) of the Transportation Act.

Similarly, individual boulders that are contributing elements to an area identified as protected under Section 4(f) are not significant in and of themselves. Section 4(f) is a land-based regulation, applying to properties that consist of parks and recreation areas, publicly owned wildlife and waterfowl refuges, and historical sites of national, state, or local significance (49 U.S. Code § 303). Individual features within a property considered significant in relationship to Section 4(f) are not considered significant in and of themselves by the mere fact that they exist within the boundary of the Section 4(f) area.

If you have any additional questions, please do not hesitate to contact our UDOT Liaison, Mr. Lance Kovel, at 801-999-2131 or lance.kovel@usda.gov.

Sincerely,

DAVID

Digitally signed by DAVID WHITTEKIEND

Date: 2022.02.17
14:52:28-07'00'

DAVID WHITTEKIEND

Forest Supervisor





857 West South Jordan Parkway South Jordan, UT 84095 801-999-2103

Fax: 801-253-8118

**File Code:** 1950; 2330

Date: November 19, 2021

Mr. Josh Van Jura Little Cottonwood Canyon EIS Project Manager Utah Department of Transportation PO Box 141245 Salt Lake City, UT 84114-1245

Dear Mr. Van Jura,

After consideration of additional facts and circumstances following UDOT's release of the Little Cottonwood Canyon Draft Environmental Impact Statement, the USDA Forest Service has determined that the area accessed by the Alpenbock Loop Trail (Trail No. 1020), Alpenbock Spur Trail (Trail No. 1020A), and Grit Mill Connector (Trail No. 1020B), as shown on the enclosed figure, is a significant recreational resource as defined under 23 CFR §774.11(d) due to the quality, relative proximity, and ease of access to climbing, bouldering, and other recreational opportunities in this finite area. The Forest Service maintains that individual cliffs, boulders, groups of boulders, bouldering problems, and/or vertical climbing routes are contributing elements to the overall significance of the recreational climbing opportunities in the Alpenbock Trail area, but do not have a corresponding level of significance and are not essential features when assessed individually.

Since the Alpenbock Trail area is managed as general Forest System lands under the 2003 Revised Wasatch-Cache National Forest Plan, and is not included in an area-specific management or master plan, the Forest Service evaluated the significance of the area based on its current functionality and use in addition to the standards and guidelines in the 2003 Revised Forest Plan, including the following key considerations:

- The Alpenbock trail system was developed and approved under the 2014 Grit Mill and Climbing Master Plan Environmental Assessment (EA) and associated Forest Service Decision Notice (DN) and Finding of No Significant Impact (FONSI), with a purpose to, "Establish a managed and sustainable system of trails, with appropriate access and parking that maintains high quality climbing and other recreation opportunities for users, while improving resource conditions to the biological, physical, and social environments, including the protected watershed."
- Although multiple recreational uses exist in the Alpenbock Trail area, climbing and bouldering are predominant uses in this area.
- The Forest Service decision to provide improved access, and the associated Forest Plan amendment to allow parking to support the climbing use in the Grit Mill area, demonstrate actions taken by the Forest Service to specifically manage sustainable access





Mr. Josh Van Jura

to the high-quality climbing resources in this area. The Forest Service focus on access management predominantly for climbing use in this area make this area unique and differentiate it from general forest area access to climbing and bouldering opportunities elsewhere on the Uinta-Wasatch-Cache National Forest.

Based on these key considerations, the Forest Service has determined that the Alpenbock Trail area is a significant resource due to the area's current functionality, and the previous Forest Service decision and Forest Plan amendment to provide access and parking in support of the climbing use of this area.

As indicated in my September 15, 2020 letter, the Forest Service determined that the boulders or groups of boulders identified as Parking Lot-West, Bathroom Boulder, Secret Garden, Cabbage Patch, Syringe, 5-Mile, and All Thumbs in LCC were not significant resources as defined under 23 CFR §774.11(d). That determination remains unchanged. The Forest Service does not consider individual-boulders or individual-groups of boulders as significant resources or essential features.

If you have any questions, please do not hesitate to contact our UDOT Liaison, Mr. Lance Kovel, at 801-999-2131 or lance.kovel@usda.gov.

Sincerely,

DAVID

Digitally signed by DAVID
WHITTEKIEND

WHITTEKIEND Date: 2021.11.19 15:43:48

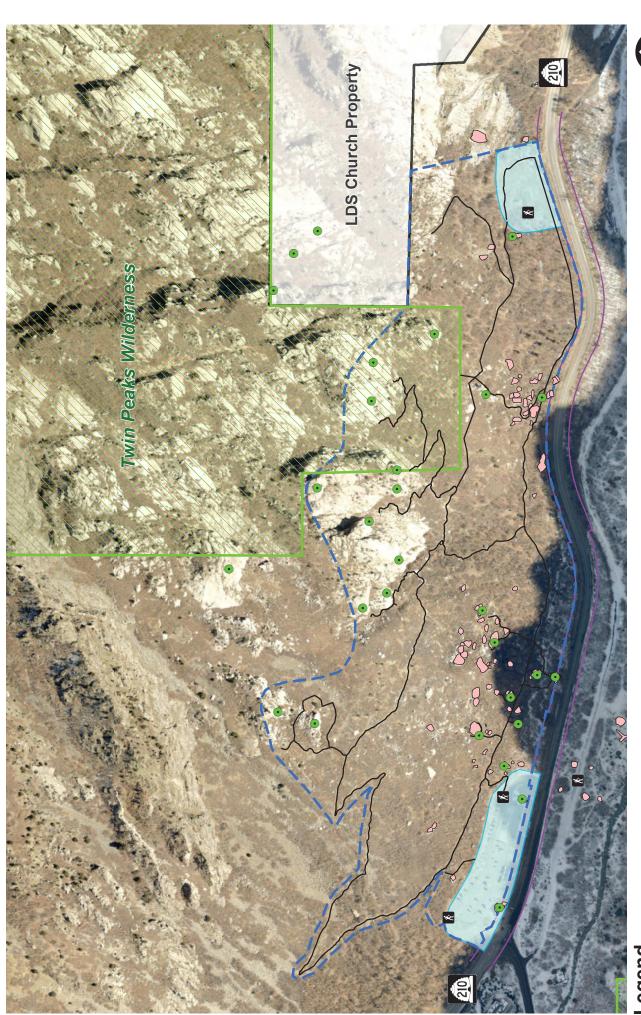
-07'00

DAVID WHITTEKIEND Forest Supervisor

1,000 Feet

500

250



# Legend

Alpenbock Climbing Opportunities Climbing Trailheads ✓ Alpenbock Trails Climbing Areas







✓ UDOT ROW

LDS Church Property





Climbing Boulders

**USFS Recreation Site Boundaries** 

857 West South Jordan Parkway South Jordan, UT 84095 801-999-2103

Fax: 801-253-8118

**File Code:** 1950; 2330

Date: September 15, 2020

Mr. Josh Van Jura Little Cottonwood Canyon EIS Project Manager Utah Department of Transportation PO Box 141245 Salt Lake City, UT 84114-1245

Dear Mr. Van Jura,

The Utah Department of Transportation (UDOT) recently asked the USDA Forest Service whether specific boulders on National Forest System (NFS) lands in Little Cottonwood Canyon qualify for protection under Section 4(f) of the U.S. Department of Transportation Act of 1966. In response, the Uinta-Wasatch-Cache National Forest has determined that the following boulders or groups of boulders identified as Parking Lot-West, Bathroom Boulder, Secret Garden, Cabbage Patch, Syringe, 5-Mile, and All Thumbs, do not appear to meet the applicability requirements of 23 CFR §774.11(d) and therefore do not quality for protection under Section 4(f) of the Transportation Act.

While the Forest Service recognizes that the identified boulders provide convenient recreation opportunities for climbers, the climbing boulders do not play a significant role in the function or availability of the Uinta-Wasatch-Cache National Forest, and are not specifically managed, protected, or otherwise designated in the Forest Plan as a significant recreation resource. Furthermore, other similar recreation opportunities exist in the vicinity of these boulders, and across the Uinta-Wasatch-Cache National Forest.

Although the identified boulders do not quality for protection under Section 4(f) of the Transportation Act, the Forest Service requests that UDOT attempt to preserve these boulders and/or consider relocating boulders, as technically and financially feasible, to maintain recreational opportunities for forest visitors if the current locations of one or more of these boulders conflict with future transportation system improvements.





Mr. Josh Van Jura

If you have any questions, please do not hesitate to contact our UDOT Liaison, Mr. Lance Kovel, at 801-999-2131 or lance.kovel@usda.gov

Sincerely,



DAVID WHITTEKIEND Forest Supervisor



# **APPENDIX 26B**

De Minimis Correspondence



SPENCER J. COX
Governor

DEIDRE M. HENDERSON
Lieutenant Governor

#### DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E. Executive Director

TERIANNE S. NEWELL, P.E. Deputy Director of Planning and Investment

LISA J. WILSON, P.E.
Deputy Director of Engineering and Operations

February 8, 2022

Mike Weichers Mayor Cottonwood Heights City 2277 E. Bengal Blvd. Cottonwood Heights, UT 84121

Subject:

UDOT Project No. S-R299(281), Little Cottonwood Canyon Environmental Impact

Statement, Salt Lake County, Utah (PIN 16092)

FINAL Section 4(f) De Minimis Impact Concurrence Request

Dear Mr. Weichers:

The purpose of this letter is to notify you that the Utah Department of Transportation (UDOT) intends to make *de minimis* impact findings regarding two Section 4(f) recreation resources under your jurisdiction, and to request your concurrence that the Little Cottonwood Canyon Project (also referred to as the S.R. 210 Project) would not adversely affect the activities, features, or attributes that make these resources eligible for Section 4(f) protection.

These *de minimis* impact findings are pursuant to Section 4(f) of the Department of Transportation Act of 1966; Section 6009 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and 23 Code of Federal Regulations Part 774. The review, consultation, and other actions required by these laws and rules are being carried out by UDOT pursuant to 23 United States Code Section 327 and a Memorandum of Understanding dated January 17, 2017, and executed by the Federal Highway Administration and UDOT.

UDOT is preparing an EIS for Little Cottonwood Canyon and Wasatch Boulevard in partnership with the U.S. Department of Agriculture (USDA) Forest Service to provide an integrated transportation system that improves the reliability, mobility, and safety for residents, visitors, and commuters who use State Route (S.R.) 210. The proposed project study area extends from the intersection of S.R. 210 and S.R. 190/Fort Union Boulevard in Cottonwood Heights, to the terminus of S.R. 210 in the town of Alta. Transportation improvements are needed to address congestion, improve safety for all users, and enhance the availability of public transportation options in Little Cottonwood Canyon.

#### **Action Alternatives**

Five action alternatives are being evaluated in detail in the Draft EIS:

- Enhanced Bus Service Alternative
- Enhanced Bus Service in Peak-period Shoulder Lane (PPSL) Alternative
- Gondola Alternative A (Starting at Canyon Entrance)
- Gondola Alternative B (Starting at La Caille)
- Cog Rail Alternative (Starting at La Caille)

All five action alternatives would require widening Wasatch Boulevard. There are two subalternatives under consideration for how to widen Wasatch Boulevard: the Imbalanced-lane Alternative and the Five-lane Alternative. Both of these sub-alternatives include a multi-use path on the east side of Wasatch Boulevard.

Detailed information regarding the alternatives is available on the project website at <a href="www.littlecottonwoodeis.udot.utah.gov">www.littlecottonwoodeis.udot.utah.gov</a>. Avoidance, minimization, and mitigation measures have been considered during the development of the action alternatives and were incorporated into all of the action alternatives. All five of the action alternatives would result in a *de minimis* impact to Section 4(f) recreation resources under your jurisdiction as described below.

#### Section 4(f) Recreation Resources

Section 4(f) applies to significant publicly owned parks and recreation areas that are open to the public. The land must be officially designated as a park or recreation area, and the officials with jurisdiction of the land must determine that its primary purpose is as a park or recreation area. UDOT has identified two Section 4(f) recreation resources under Cottonwood Heights City's jurisdiction potentially affected by this project: Ferguson Trailhead off Prospector Drive and Golden Hills Park.

#### De Minimis Impact Definition

For a recreation resource, a *de minimis* impact is one that would not adversely affect the features, attributes, or activities of a property that qualify the resource for protection under Section 4(f). *De minimis* impact determinations are based on the degree of impact after the inclusion of any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) to address the Section 4(f) use (that is, the net impact).

#### Ferguson Trailhead off Prospector Drive

The Ferguson Trailhead off Prospector Drive is a supplemental overflow trailhead for the Ferguson Canyon Trail with access off Prospector Drive at about 7650 South. The land is owned by Salt Lake County, but the trailhead is managed by Cottonwood Heights City. The trailhead currently consists of a 0.14-acre unpaved lot on a 3.10-acre parcel. Cottonwood Heights City is planning to improve the trailhead at this location and make it the primary trailhead for Ferguson Canyon. Planned improvements span 6.45 acres on multiple adjoining parcels and include a formal paved parking lot, a restroom, and walking paths. Conceptual plans for the trailhead also include a multi-use path on the east side of Wasatch Boulevard. See Figure 1. Cottonwood Heights City's Ferguson Trailhead Concept Plan.

Widening Wasatch Boulevard would result in *de minims* impacts to the Ferguson Trailhead off Prospector Drive. With both the Imbalanced-lane and Five-lane Alternatives, about 1.05 acre of the 6.45-acre planned trailhead would be acquired to accommodate the proposed multi-use path

on the east side of Wasatch Boulevard. A temporary construction easement of 0.59 acre would be required. See Figure 2. Use of Ferguson Trailhead off Prospector Drive with the Imbalanced-lane and Five-lane Alternatives. UDOT will coordinate with Cottonwood Heights City during the Ferguson Trailhead design process to ensure that the location of the multi-use trail proposed with the Imbalanced-lane and Five-lane Alternatives is considered during development of the park plan. If planned trailhead improvements are not constructed prior to widening Wasatch Boulevard, UDOT would regrade the exiting parking lot to maintain the number of parking spaces.

#### Golden Hills Park

Golden Hills Park is located at 8303 S. Wasatch Boulevard. The 5.3-acre park is owned and managed by Cottonwood Heights City. Park features include a pavilion for 30 people, a playground, a walking path, restrooms, and a tennis court.

Widening Wasatch Boulevard would result in *de minims* impacts to the Golden Hills Park. With the Imbalanced-lane Alternative, about 0.63 acre would be acquired. With the Five-lane Alternative, about 0.65 acre would be acquired. The acquisition for both alternatives would occur in the open landscaped area on the western frontage of the park. The driveway would need to be reconstructed with both alternatives. There would be no impact to park activities or features (parking, pavilion, path, restroom, playground, or tennis court) with either alternative. The proposed trail on the east side of Wasatch Boulevard would connect to park trails. See Figure 3, Use of Golden Hills Park with the Imbalanced-lane and Five-lane Alternatives.

# **Public Notice and Opportunity for Public Comment**

UDOT provided public notice and an opportunity for public review and comment concerning the effects on the protected activities, features, or attributes of Section 4(f) recreation resources in conjunction with the opportunity for public review of and comments on the Draft EIS. UDOT released the Draft EIS on June 25, 2021, followed by a 70-day public comment period that ended on September 3, 2021.

#### **Request for Concurrence**

Cottonwood Height provided preliminary concurrence with UDOT's intent to make a Section 4(f) de minimis impact finding on March 1, 2021. This correspondence was included in the Draft EIS. UDOT did not receive any comments concerning the effects on the protected activities, features, or attributes of the Ferguson Trailhead off Prospector Drive or Golden Hills Park during the public comment period. We are now requesting your final concurrence that the project will not adversely affect the activities, features, or attributes that make these properties eligible for Section 4(f) protection. If you have any questions, please contact me at (801) 910-2035 or lizrobinson@utah.gov.

Sincerely, Liz Robinson

Liz Robinson

Cultural Resources Program Manager

Utah Department of Transportation

Regarding the Ferguson Trailhead off Prospector Drive and Golden Hills Park, I concur with the Section 4(f) evaluation described above and with UDOT's intent to make a Section 4(f) de minimis impact finding.

Mike Weichers

Date

Mayor

Cottonwood Heights City







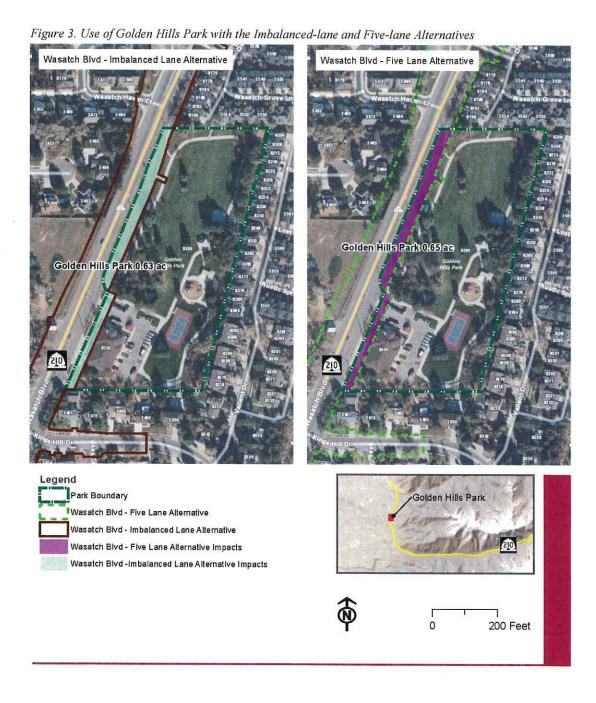
Ferguson Trailhead Concept Plan



Figure 1. Cottonwood Heights City's Ferguson Trailhead Concept Plan



Figure 2. Use of Ferguson Trailhead off Prospector Drive with the Imbalanced-lane and Five-lane Alternatives





March 1, 2021

Liz Robinson, Utah Department of Transportation Cultural Resources Program Manager Delivered via email to Vince Izzo, EIS Project Manager

Ms. Robinson,

As an addendum to my signature to your January 19, 2021 requesting concurrence with Section 4(f) De Minimus Impacts for the Little Cottonwood Canyon Environmental Impact Statement, and for the project record, I would like to clarify my understanding of providing signed concurrence as requested:

- My signature of this document should not signify my, or the city of Cottonwood Heights' support for any one of the current alternatives in the EIS process. As a city, we continue to review all alternatives and discuss potential impacts with UDOT project officials.
- My signature of this document should not preclude further discussion from taking place regarding the specific impacts to each of the sites referenced in your letter. As a preferred alternative is developed and refined, I request that the city continue to take part in design and engineering discussions in these specific areas and throughout the Wasatch Boulevard corridor.
- The property impacted in Figure 1, and a portion of the property shown in Figure 3 (the
  fire station), is owned by Salt Lake County. While the city is planning improvements to
  the Ferguson Trailhead property depicted in Figure 1, my signature does not represent
  full concurrence by Salt Lake County officials. I recommend that UDOT take proper steps
  to involve the County as needed.

Thank you for the opportunity to review these impacts and for further discussion of the impacts with the EIS project team.

Sincerely.

Michael J Peterson

Mayor Cottonwood Heights



# State of Utah

SPENCER J. COX Governor

DEIDRE M. HENDERSON Lieutenant Governor

# DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E. Executive Director

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

LISA J. WILSON, P.E.
Deputy Director of Engineering and Operations

February 8, 2022

Walt Gilmore Associate Division Director – Planning and Development Salt Lake County Parks & Recreation 2001 South State Street S4-700 Salt Lake City, UT 84190

Subject:

UDOT Project No. S-R299(281), Little Cottonwood Canyon Environmental Impact

Statement, Salt Lake County, Utah (PIN 16092)

FINAL Section 4(f) De Minimis Impact Concurrence Request

Dear Mr. Gilmore:

The purpose of this letter is to notify you that the Utah Department of Transportation (UDOT) intends to make *de minimis* impact findings regarding a Section 4(f) recreation resources under your jurisdiction, and to request your concurrence that the Little Cottonwood Canyon Project (also referred to as the S.R. 210 Project) would not adversely affect the activities, features, or attributes that make these resources eligible for Section 4(f) protection.

This *de minimis* impact finding is pursuant to Section 4(f) of the Department of Transportation Act of 1966; Section 6009 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and 23 Code of Federal Regulations Part 774. The review, consultation, and other actions required by these laws and rules are being carried out by UDOT pursuant to 23 United States Code Section 327 and a Memorandum of Understanding dated January 17, 2017, and executed by the Federal Highway Administration and UDOT.

UDOT is preparing an EIS for Little Cottonwood Canyon and Wasatch Boulevard in partnership with the U.S. Department of Agriculture (USDA) Forest Service to provide an integrated transportation system that improves the reliability, mobility, and safety for residents, visitors, and commuters who use State Route (S.R.) 210. The proposed project study area extends from the intersection of S.R. 210 and S.R. 190/Fort Union Boulevard in Cottonwood Heights, to the terminus of S.R. 210 in the town of Alta. Transportation improvements are needed to address congestion, improve safety for all users, and enhance the availability of public transportation options in Little Cottonwood Canyon.

#### **Action Alternatives**

Five action alternatives are being evaluated in detail in the Draft EIS:

- Enhanced Bus Service Alternative
- Enhanced Bus Service in Peak-period Shoulder Lane (PPSL) Alternative
- Gondola Alternative A (Starting at Canyon Entrance)
- Gondola Alternative B (Starting at La Caille)
- Cog Rail Alternative (Starting at La Caille)

All five action alternatives would require widening Wasatch Boulevard. There are two subalternatives under consideration for how to widen Wasatch Boulevard: the Imbalanced-lane Alternative and the Five-lane Alternative. Both of these sub-alternatives include a multi-use path on the east side of Wasatch Boulevard.

Detailed information regarding the alternatives is available on the project website at <a href="https://www.littlecottonwoodeis.udot.utah.gov">www.littlecottonwoodeis.udot.utah.gov</a>. Avoidance, minimization, and mitigation measures have been considered during the development of the action alternatives and were incorporated into all of the action alternatives. All five of the action alternatives would result in a *de minimis* impact to a Section 4(f) recreation resources under your jurisdiction as described below.

## Section 4(f) Recreation Resources

Section 4(f) applies to significant publicly owned parks and recreation areas that are open to the public. The land must be officially designated as a park or recreation area, and the officials with jurisdiction of the land must determine that its primary purpose is as a park or recreation area. UDOT has identified one Section 4(f) recreation resources under Salt Lake County's jurisdiction potentially affected by this project: Ferguson Trailhead off Prospector Drive.

# De Minimis Impact Definition

For a recreation resource, a *de minimis* impact is one that would not adversely affect the features, attributes, or activities of a property that qualify the resource for protection under Section 4(f). *De minimis* impact determinations are based on the degree of impact after the inclusion of any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) to address the Section 4(f) use (that is, the net impact).

#### Ferguson Trailhead off Prospector Drive

The Ferguson Trailhead off Prospector Drive is a supplemental overflow trailhead for the Ferguson Canyon Trail with access off Prospector Drive at about 7650 South. The land is owned by Salt Lake County, but the trailhead is managed by Cottonwood Heights City. The trailhead currently consists of a 0.14-acre unpaved lot on a 3.10-acre parcel. Cottonwood Heights City is planning to improve the trailhead at this location and make it the primary trailhead for Ferguson Canyon. Planned improvements span 6.45 acres on multiple adjoining parcels and include a formal paved parking lot, a restroom, and walking paths. Conceptual plans for the trailhead also include a multi-use path on the east side of Wasatch Boulevard. See Figure 1. Cottonwood Heights City's Ferguson Trailhead Concept Plan.

Widening Wasatch Boulevard would result in *de minims* impacts to the Ferguson Trailhead off Prospector Drive. With both the Imbalanced-lane and Five-lane Alternatives, about 1.05 acre of the 6.45-acre planned trailhead would be acquired to accommodate the proposed multi-use path on the east side of Wasatch Boulevard. A temporary construction easement of 0.59 acre would be

March 2022

required. See Figure 2. Use of Ferguson Trailhead off Prospector Drive with the Imbalanced-lane and Five-lane Alternatives. UDOT will coordinate with Cottonwood Heights City during the Ferguson Trailhead design process to ensure that the location of the multi-use trail proposed with the Imbalanced-lane and Five-lane Alternatives is considered during development of the park plan. If planned trailhead improvements are not constructed prior to widening Wasatch Boulevard, UDOT would regrade the exiting parking lot to maintain the number of parking spaces.

## Public Notice and Opportunity for Public Comment

UDOT provided public notice and an opportunity for public review and comment concerning the effects on the protected activities, features, or attributes of Section 4(f) recreation resources in conjunction with the opportunity for public review of and comments on the Draft EIS. UDOT released the Draft EIS on June 25, 2021, followed by a 70-day public comment period that ended on September 3, 2021.

# Request for Concurrence

You provided preliminary concurrence with UDOT's intent to make a Section 4(f) *de minimis* impact finding on March 18, 2021. This correspondence was included in the Draft EIS. UDOT did not receive any comments concerning the effects on the protected activities, features, or attributes of the Ferguson Trailhead off Prospector Drive during the public comment period. We are now requesting your final concurrence that the project will not adversely affect the activities, features, or attributes that make these properties eligible for Section 4(f) protection.

We also requested concurrence from Cottonwood Heights City because they manage the Ferguson Trailhead off Prospector Drive and are planning improvements. If you have any questions, please contact me at (801) 910-2035 or lizrobinson@utah.gov.

Sincerely,

Liz Robinson

Liz Robinson

Cultural Resources Program Manager Utah Department of Transportation

Regarding the Ferguson Trailhead off Prospector Drive, I concur with the Section 4(f) evaluation described above and with UDOT's intent to make a Section 4(f) *de minimis* impact finding.

Walt Gilmore

Associate Division Director - Planning & Development

Salt Lake County Parks & Recreation



Figure 1. Cottonwood Heights City's Ferguson Trailhead Concept Plan







Ferguson Trailhead Concept Plan

Regrade gravel parking lot to maintain number of parking spaces (if planned trailhead Temporary Construction Essement 0.69 as improvements are not constructed prior to widening Wasatch Boulevard). Legend Ferguson Existing Gravel Parking Lot Planned Ferguson Trailhead Recreation Site Acquisition Recreation Site Temporary Construction Easement Wasatch Blvd - Five Lane Alternative Wasatch Blvd - Imbalanced Lane Alternative 200 Feet

Figure 2. Use of Ferguson Trailhead off Prospector Drive with the Imbalanced-lane and Five-lane Alternatives

From: Chris Cawley
To: Josh Van Jura

Cc: Izzo, Vincent; 10101304 UDOTLittleCottonwoodCanyonEIS

Subject: RE: TOA Park

Date: Wednesday, November 24, 2021 2:07:33 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks Josh.

From: Josh Van Jura <jvanjura@utah.gov>

**Sent:** Wednesday, November 24, 2021 11:51 AM **To:** Chris Cawley <ccawley@townofalta.com>

**Cc:** Vince Izzo <Vincent.Izzo@hdrinc.com>; EIS archive

<10101304 UDOTLittleCottonwoodCanyonEIS@hdrinc.com>

**Subject:** TOA Park

Chris,

Thank you for the comments on Draft EIS. In our update meeting with the Town of Alta on September 23, 2021, UDOT discussed the Town's comments on the Draft EIS and is making appropriate revisions to the Final EIS to address the concerns raised. The Town of Alta noted in their comments that "UDOT should formally acknowledge the Town of Alta Park in DEIS Table 4.3-1 and must analyze whether the impacts of nearby gondola elements would constitute impacts to a recreation resource under Section 4(f) of the Department of Transportation Act." UDOT will include the town park in Table 4.3-1 of the Final EIS and as a Section 4(f) property in the Section 4(f) Evaluation.

There are three types of use in the context of Section 4(f). The first type of use is when land from a Section 4(f) property is permanently incorporated into a transportation facility through purchase or easement. This type of use is sometimes referred to as a direct use. As the gondola towers, destination station, and easement for the cables would not be within the boundary of the town park, there would be no direct use.

The second type of use is a *temporary occupancy*. This results when a Section 4(f) property, in whole or in part, is required for activities related to project construction. With temporary occupancy, the Section 4(f) property is not permanently incorporated into a transportation facility, but the activity is considered to be adverse in terms of the preservation purpose of Section 4(f) law and is therefore considered a Section 4(f) use. The Alta Town Park would not be used during construction; therefore, there would be no temporary occupancy.

The third type of use is *constructive use*. A constructive use involves no actual physical use of the Section 4(f) property via permanent incorporation of land or a temporary occupancy of land into a transportation facility. A constructive use occurs when the proximity impacts of a project result in a substantial impairment to the property's activities, features, or attributes that qualify the property for protection under Section 4(f). A constructive use determination is rare. It is unusual for proximity impacts tobe so great that the purpose of the property that qualifiesthe resource for protection would be substantially diminished.

UDOT evaluated constructive use and determined the gondola alternatives would not result in a constructive use of Alta Town Park. This determination is based on the following factors:

- The predicted noise level for receptors near the gondola destination station would not exceed noise abatement criteria for the Alta Town Park (66 dBA).
- The primary activities, features, and attributes of Alta Town Park include a volleyball court with bench seating, barbecue grills, and covered picnic tables that can be used in summer months. The gondola would not affect how these features are used. The towers and cable would not disrupt the ability for users to play volleyball or use the pavilion.
- The gondola would not substantially detract from the setting because Alta Town Park is located within a ski resort setting adjacent to the Alta Ski Area Transfer Tow. Base-area facilities dominate the immediate foreground views.
- Access to the Town of Alta Park would not be impacted.

If you have any questions regarding the 4(f) use please contact me.

Best Regards, Josh Van Jura 801-231-8452 Jvanjura@utah.gov



# State of Utah

SPENCER J. COX Governor

DEIDRE M. HENDERSON Lieutenant Governor

### DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E. Executive Director

TERIANNE S. NEWELL, P.E. Deputy Director of Planning and Investment

LISA J. WILSON, P.E.
Deputy Director of Engineering and Operations

May 11, 2022

David Whittekiend Uinta-Wasatch-Cache National Forest Supervisor U.S. Department of Agriculture Forest Service 857 W. South Jordan Parkway South Jordan, UT 84095

Subject: UDOT Project No. S-R299(281), Little Cottonwood Canyon Environmental Impact Statement,

Salt Lake County, Utah (PIN 16092)

Section 4(f) De Minimis Impact and Temporary Occupancy Concurrence Request

Dear Mr. Whittekiend:

The purpose of this letter is to notify you that the Utah Department of Transportation (UDOT) intends to make *de minimis* impact and temporary occupancy findings regarding multiple Section 4(f) recreation properties under your jurisdiction that would be affected by various alternatives of the proposed Little Cottonwood Canyon Project (also referred to as the S.R. 210 Project) and to request your concurrence with regard to these proposed findings.

These *de minimis* impact and temporary occupancy findings are pursuant to Section 4(f) of the Department of Transportation Act of 1966; Section 6009 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and 23 Code of Federal Regulations (CFR) Part 774. The review, consultation, and other actions required by these laws and rules are being carried out by UDOT pursuant to 23 United States Code Section 327 and a Memorandum of Understanding dated January 17, 2017, and executed by the Federal Highway Administration and UDOT.

### **Project Description**

UDOT is preparing an Environmental Impact Statement (EIS) for Little Cottonwood Canyon and Wasatch Boulevard in cooperation with the U.S. Department of Agriculture (USDA) Forest Service to provide an integrated transportation system that improves the reliability, mobility, and safety for residents, visitors, and commuters who use State Route (S.R.) 210. The proposed project study area extends from the intersection of S.R. 210 and S.R. 190/Fort Union Boulevard in Cottonwood Heights to the terminus of S.R. 210 in the town of Alta. Transportation improvements are needed to address congestion, improve safety for all users, and enhance the availability of public transportation options in Little Cottonwood Canyon.

#### **Primary Alternatives and Sub-alternatives**

Five primary alternatives are being evaluated in detail in the Final EIS:

- Enhanced Bus Service Alternative
- Enhanced Bus Service in Peak-period Shoulder Lane (PPSL) Alternative
- Gondola Alternative A (Starting at Canyon Entrance)
- Gondola Alternative B (Starting at La Caille)
- Cog Rail Alternative (Starting at La Caille)

Various sub-alternatives are also being evaluated. The sub-alternatives that could impact Section 4(f) recreation resources under your jurisdiction are the two trailhead improvement sub-alternatives and the Snow Sheds with Realigned Road Alternative:

- Trailhead Improvements and No S.R. 210 Roadside Parking within ¼ Mile of Trailheads Alternative
- Trailhead Improvements and No Roadside Parking from S.R. 209/S.R. 210 Intersection to Snowbird Entry 1 Alternative
- Snow Sheds with Realigned Road Alternative

The two trailhead improvement sub-alternatives listed above include the same improvements at the Lisa Falls and White Pine Trailheads. The difference between the two alternatives is where roadside parking would be allowed, which is not relevant to Section 4(f). For the purpose of this letter, these two trailhead improvement alternatives are discussed together.

Detailed information regarding all of the alternatives is available on the project website at www.littlecottonwoodeis.udot.utah.gov. Avoidance, minimization, and mitigation measures have been considered during the development of the alternatives, and the appropriate measures were incorporated into all of the alternatives. It is UDOT's determination that four of the five of the primary alternatives and both trailhead improvement sub-alternatives would result in a *de minimis* impact to, and/or temporary occupancy of but no use of, one or more Section 4(f) recreation properties under your jurisdiction, as described below. One of the primary alternatives (the Cog Rail Alternative) would result in a use with greater—than—*de minimis* impact to one Section 4(f) recreation property under your jurisdiction, as described below.

#### Section 4(f) Recreation Resources

Section 4(f) applies to significant publicly owned parks and recreation areas that are open to the public. Section 4(f)'s applicability for multiple-use public land holdings such as the Uinta-Wasatch-Cache National Forest is defined in 23 CFR Section 774.11(d). Section 4(f) applies only to those portions of lands that function for—or are designated in USDA Forest Service plans as being for—significant park, recreation, or wildlife and waterfowl refuge purposes..

The USDA Forest Service, with UDOT input, determined which lands in the EIS study area qualify as Section 4(f) recreation properties. See email from Lance Kovel dated March 26, 2021. UDOT has found that determination reasonable, i.e., the recreation resources identified as being subject to Section 4(f), which are described in more detail in the EIS and this letter, reasonably include six designated and signed trailheads and associated trails, a developed campground, a planned future regional trail, portions of two ski areas managed for recreation under special use permits, and a designated climbing opportunity area with parking and trails and subject to a special management plan. UDOT has also found reasonable the USDA Forest Service determination that dispersed climbing boulders and climbing routes outside the designated climbing opportunity area, on general NFS land, are not Section 4(f) resources, given the absence of applicable provisions in the Forest Plan or an applicable special management plan.

When land from a Section 4(f) property is permanently incorporated into a transportation facility, it constitutes a use of that property. A use could result from appropriation of land, an easement, or a permit. Ten Section 4(f) recreation properties under USDA Forest Service jurisdiction would potentially used be by this project:

- Tanners Flat Campground
- Alpenbock Loop and Grit Mill Climbing Opportunities
- Temple Quarry Nature Trail (USDA Forest Service #1000)
- Little Cottonwood Creek Trail (USDA Forest Service #1001)
- Planned Bonneville Shoreline Trail
- Lisa Falls Trail (USDA Forest Service #1012)
- White Pine Trail (USDA Forest Service #1002)
- Alta Brighton Trail (USDA Forest Service #1007)
- Recreation facilities within Snowbird's special-use permit area
- Recreation facilities within Alta's special-use permit area

During public comment periods, UDOT received more comments regarding impacts to Tanners Flat Campground and the Alpenbock Loop and Grit Mill Climbing Opportunities compared to other Section 4(f) recreation properties under the USDA Forest Service's jurisdiction. For this reason, impacts to these two properties are described in greater detail in this letter.

### De Minimis Impact Definition

For a recreation property, a *de minimis* impact is one that would constitute a use of the property but would not adversely affect the features, attributes, or activities of the property that qualify the property for protection under Section 4(f). *De minimis* impact determinations are based on the degree of impact after the inclusion of any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) to address the Section 4(f) use (that is, the net impact).

### **Temporary Occupancy Definition**

Temporary occupancy occurs when a recreation property is occupied during construction but the impacts are so minimal that they do not constitute a use within the meaning of Section 4(f). The following conditions must be satisfied:

- 1. The duration must be temporary, that is, less than the time needed for construction of the project, and there should be no change in ownership of the land;
- 2. The scope of the work must be minor, that is, both the nature and the magnitude of the changes to the Section 4(f) property are minimal;

- 3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis;
- 4. The land being used must be fully restored, that is, the property must be returned to a condition which is at least as good as that which existed prior to the project; and
- 5. There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

### **Visual and Noise Impact Considerations**

UDOT, in consultation with the USDA Forest Service, determined that the setting, visual qualities, noise qualities, and aesthetic features are not a substantial part of the recreation properties protected under Section 4(f) considered in this letter. The activities that qualify these properties for protection include, but are not limited to, camping, climbing, biking, hiking, and skiing. Protected features support these activities. The identified recreation properties do not derive their value in substantial part due to setting, visual qualities, noise qualities, or aesthetic features. These are secondary or tangential qualities of the area but are not the primary features that qualify the areas for protection under Section 4(f). Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, *Visual Resources*, of the Final EIS. Noise impacts are evaluated separately from Section 4(f) impacts in Chapter 11, *Noise*, of the Final EIS.

## **Tanners Flat Campground**

Tanners Flat Campground is a USDA Forest Service campground south of S.R. 210 about 4 miles up Little Cottonwood Canyon. The area is about 35 acres in total. There are 31 single sites, 3 double sites, 4 group sites, bathroom facilities, a volleyball court, and an amphitheater. The campground is open from late May through late September and is closed during the winter. The activities, features, or attributes that qualify the property for protection under Section 4(f) include campsites, a volleyball court, an amphitheater, and camping and related activities (for example, volleyball and/or programs at the amphitheater) set within the forest and adjacent to Little Cottonwood Creek. Impacts to Tanners Flat Campground are described in Table 1.

Table 1. Use of Tanners Flat Campground

Alternative	Description of Use	Type of Use
Enhanced Bus Service	None	No use
Enhanced Bus Service in PPSL	A temporary construction easement of ~0.49 acre adjacent to S.R. 210 (1.4% of the total area) would be required. The duration of the easement would be less than for widening the road; the easement area would be fully restored. The land required is located between the campground features and S.R. 210. There would be no impacts to campground features such as campsites, bathroom facilities, volleyball court, or amphitheater. Some vegetation adjacent to S.R. 210 might be removed during construction; however, all disturbed areas would be revegetated.	Temporary occupancy with no use
	UDOT intends to make a temporary occupancy exception. That exception is based on the following factors:	
	The duration of the easement would be temporary and shorter than the time to construct the widened road, and land ownership would not change.	
	• The scope of the work would be minor. Only a small portion of the land would be temporarily occupied (1.4% of the total area), and it would not include any campground features.	

Alternative	Description of Use	Type of Use
	• Permanent adverse physical impacts are not anticipated; campground features and activities (campsites, bathroom facilities, volleyball court, and amphitheater) would not be interfered with.	
	The easement area will be fully restored.	
Gondola A, Gondola B	No gondola stations or towers would be located in the campground. The gondola cables would span the campground. Two towers would be located near the campground area: one on the down-canyon side and one on the up-canyon side. There would be no physical impacts to the campground or its features. A ~4.27-acre easement or a special-use permit (12.2% of the total area) would be required where the gondola cables would pass over the campground for about 2,300 feet. The easement or permit area would be about 80 feet wide. This Section 4(f) <i>de minimis</i> impact analysis assumes that the gondola easement would include property rights for the land beneath the cables, permanently incorporating this land into a transportation facility. This would result in a direct use of land, but the land would still be available for campground use. See Figure 1.	Use with de minimis impact
	When the campground is open during the summer, the gondola could operate from about 8 AM to 8 PM (final operating times would be determined once the gondola is in operation). There would be visual impacts as campground users see gondola cabins moving overhead, as well as privacy impacts related to being viewed by passengers in the cabins as they pass by. Gondola towers might be visible from some areas of the campground, and the red Federal Aviation Administration (FAA) warning lights might be visible from the campground at night. The visual impacts would vary from one campsite to another; the towers and gondola cabins would be obscured by vegetation in some areas. Gondola cabins would be visible moving through openings in the trees from the amphitheater and volleyball court. However, the visual and privacy attributes of the campground are not features that qualify the campground for Section 4(f) protection.	
	UDOT expects that the noise levels from a Little Cottonwood Canyon gondola system at 175 feet from the tower, at the edge of the campground area where it would be loudest, would be about 48.2 A-weighted decibels (dBA), or less than noise generated by vehicles on S.R. 210 (projected at 59 dBA at the campground entrance; roadway noise levels within the campground would range from 47 to 57 dBA). If gondola operation noise is combined with the roadway noise, noise levels at the campground would increase by less than 1 dBA, a difference that is not audible to human hearing. Furthermore, the gondola system would not operate during the campground's quiet hours of 10 PM to 7 AM.	
	Different recreational user groups have different thresholds for sensory impacts. The gondola's summer operation could shift campground users toward a user group with a higher tolerance for development. For example, users could shift from tent campers to recreational vehicle (RV) campers.	
	During construction of the gondola system, temporary impacts would occur due to elevated noise levels from construction equipment.	
	During the final design of a gondola alternative, a landscape architect would evaluate visual impacts at each site. For sites where the gondola	

Alternative	Description of Use	Type of Use
	would be prominently visible, mitigation would include the following as applicable:	
	Reconfiguring the site to visually shield tables and fire pits from the gondola cabins overhead	
	Relocating the group area to a location with less visual impact	
	Redesigning sites to accommodate different user groups	
	Adding shade structures or pavilions to screen sites from visual impacts	
	Planting trees to create a visual screen over time	
	Based on the above analysis, UDOT concludes that, with applicable mitigation, Gondola Alternatives A and B would not adversely affect the activities, features, or attributes that qualify this property for protection. UDOT intends to make a <i>de minimis</i> impact determination. That determination is based on the following factors:	
	• Only a small portion of the land would be incorporated into a transportation facility (12.2% within the 80-foot-wide easement beneath the gondola cables). This land would not be physically impacted and would still be available for campground use.	
	• There would be no physical impact to the campground or its features (campsites, bathroom facilities, volleyball court, or amphitheater).	
	• There would be no perceptible increase in noise at the campground. Furthermore, the gondola system would not operate during the campground's quiet hours of 10 PM to 7 AM when the campground is in use.	
	Visual impacts to the campground would be mitigated through measures appropriate for each campsite as determined by a landscape architect during final design.	
	This Section 4(f) <i>de minimis</i> impact analysis assumes that the gondola easement would result in a direct use of land under the cables.	
Cog Rail	A temporary construction easement of ~0.03 acre (0.1% of the total area) adjacent to S.R. 210 would be required. The duration of the easement would be less than for cog rail construction; the easement area would be restored. There would be no impacts to campground features such as campsites, bathroom facilities, volleyball court, or amphitheater.	Temporary occupancy with no use
	UDOT concludes that the Cog Rail Alternative would not result in permanent adverse physical impacts, nor would it interfere with the protected activities, features, or attributes of the property on either a temporary or permanent basis. UDOT intends to make a temporary occupancy exception. That exception is based on the following factors:	
	The duration of the easement would be temporary and shorter than the time to construct the cog rail tracks, and land ownership would not change.	
	• The scope of work would be minor. Only a small portion of the land would be temporarily occupied (0.1% of the total area), and it would not include any campground features.	

Alternative	Description of Use	Type of Use
	Permanent adverse physical impacts are not anticipated; campground features and activities (campsites, bathroom facilities, volleyball court, and amphitheater) will not be interfered with.	
	The easement area will be fully restored.	

### Alpenbock Loop and Grit Mill Climbing Opportunities

The area referred to as the Alpenbock Loop and Grit Mill Climbing Opportunities for the purposes of the EIS is located on the north side of S.R. 210 at the entrance to Little Cottonwood Canyon, roughly from milepost 3.8 to milepost 4.5. The area is about 58 acres in total, and climbing opportunities are accessed by the Alpenbock Loop Trail (Trail No. 1020), Alpenbock Spur Trail (Trail No. 1020A), and Grit Mill Connector (Trail No. 1020B). It is a significant recreation resource as defined under 23 CFR Section 774.11(d) due to the quality, relative proximity, and ease of access to climbing, bouldering, and other recreation opportunities. Although multiple recreation uses exist in this area, climbing and bouldering are the predominant uses.

The Alpenbock trail system was developed and approved under the 2014 *Grit Mill and Climbing Master Plan Environmental Assessment* (EA) and associated *Decision Notice and FONSI [Finding of No Significant Impact] for the Grit Mill and Climbing Master Plan Project.* The purpose of the project was to "[e]stablish a managed and sustainable system of trails, with appropriate access and parking that maintains high-quality climbing and other recreation opportunities for users, while improving resource conditions to the biological, physical, and social environments, including the protected watershed."

The area includes two trailheads: the park-and-ride lot at the base of Little Cottonwood Canyon on the west side and the Grit Mill Trailhead on the east side. The park-and-ride lot includes parking, a restroom, and an area that serves as the trailhead for the Alpenbock Loop Trail. The Grit Mill Trailhead includes parking, a restroom, an interpretive sign, and a connection to the Grit Mill Connector Trail. The overall area includes more than 14,000 feet of trails that provide access to about 143 climbing boulders<sup>1</sup> and at least 13 locations servicing multiple vertical routes. Individual cliffs, boulders, groups of boulders, bouldering problems, and/or vertical climbing routes are contributing elements to the overall significance of the recreational climbing opportunities in the area, but they do not have a corresponding level of significance and are not essential features when assessed individually (USDA Forest Service correspondence dated November 19, 2021).

Impacts to the Alpenbock Loop and Grit Mill Climbing Opportunities are described in Table 2.

Table 2. Use of Alpenbock Loop and Grit Mill Climbing Opportunities

Alternative	Description of Use	Type of Use
Enhanced Bus Service	None	No use
Enhanced Bus Service in PPSL	Widening Little Cottonwood Canyon Road would require an easement or special-use authorization from the USDA Forest Service to incorporate ~0.14 acre of land (0.2% of the total area) into the transportation facility and a temporary construction easement of ~1.60 acre (2.8% of the total area) from the USDA Forest Service. The land required is located along the north side of S.R. 210. There would be no impacts to parking spots, restrooms, or interpretive signs at either the park-and-ride lot or the Grit Mill Trailhead. See Figure 2.	Use with de minimis impact

<sup>&</sup>lt;sup>1</sup> Boulder locations were provided by the Salt Lake Climbers Alliance and/or identified in *The Climbers Black Bible* and were verified in the field by UDOT.

Alternative	Description of Use	Type of Use
	Although multiple recreation uses exist in this area, climbing and bouldering are the predominant uses. For this reason, the impact analysis presented here is focuses primarily on climbing opportunities. Impacts experienced by other users, such as hikers, would be similar except for impacts to climbing resources such as boulders.	
	Impacts to climbing opportunities would be minimized by constructing retaining walls where possible to protect some bouldering areas adjacent to S.R. 210; however, about seven climbing boulders (4.9% of the total climbing boulders in the area) would be removed.	
	Although individual boulders or groups of boulders are not themselves significant or essential for Section 4(f) purposes, they are contributing elements to the overall significance of the recreational climbing opportunities that make the property eligible for Section 4(f) protection. UDOT will seek to avoid, minimize, and mitigate boulder impacts. During construction, UDOT will evaluate whether any of these boulders could be relocated within the area. If the boulders could be relocated, it is likely that specific climbing routes, or "problems," on the boulder would be affected; however, there would be opportunities for new problems to be developed. None of the vertical routes would be impacted.	
	UDOT commits to working with the USDA Forest Service and the Salt Lake Climbers Alliance to ensure no net loss of accessible climbing boulder opportunities. If possible, removed climbing boulders would be relocated near the Grit Mill parking lot. If it is not possible to relocate boulders, new trails would be constructed to provide sustainable access to boulders that do not currently have trail access within the Alpenbock Loop and Grit Mill Climbing Opportunities area.	
	There is one boulder within about 15 feet of the road that is currently used for climbing despite the potential for being viewed from the road and roadway noise. After roadway widening, there would be about nine climbing boulders within 15 feet. However, the peak-period shoulder lanes (PPSL) would not be in use during the summer and would be used by buses only during peak morning and afternoon periods during the winter. There would be no vehicle (bus) traffic in the lane closest to these boulders during the late spring, summer, and fall seasons when the vast majority of climbing occurs.	
	Furthermore, setting and visual qualities are not included in the features, attributes, or activities that qualify this property for protection under Section 4(f). Although some climbers might seek out different opportunities farther from the road, these areas would continue to be available for climbing. There would be only a minor increase in noise during the winter when the PPSLs are in use.	
	None of the vertical routes would be directly impacted. About 658 feet of the Alpenbock Loop Trail (4.7% of the total length of trails in the area) would be impacted by roadway widening. The impacted trail segment would be realigned to maintain connectivity and continued access to the climbing opportunities.	
	Based on the above analysis, UDOT concludes that, with applicable mitigation, the Enhanced Bus Service in PPSL Alternative would not adversely affect the climbing opportunities that qualify this area for	

Alternative	Description of Use	Type of Use
	Section 4(f) protection. UDOT intends to make a <i>de minimis</i> impact determination. That determination is based on the following factors:	
	• Only a small portion of the land would be incorporated into a transportation facility (0.2% permanently, 2.8% temporarily).	
	• Less than 5% of the climbing boulders (7 of 143) in the area, which are not individually significant or essential, would be impacted, and, if feasible, impacts would be mitigated through relocation. If relocation is not feasible, UDOT commits to work with the USDA Forest Service to design and develop new trails, including obtaining any required environmental clearances, to provide new sustainable access to boulders that currently do not have ready trail access. UDOT commits to ensure no net loss of accessible climbing boulder opportunities.	
	• None of the vertical climbing routes would be impacted.	
	• There would be no increase in noise during the late spring, summer, and fall seasons when most of the climbing occurs, and only a minor increase in noise during winter.	
	• Less than 5% of the trails would be impacted, and connectivity would be maintained.	
	• There would be no impacts to trailhead parking, restrooms, or interpretive signs.	
Gondola A	Gondola Alternative A would require an easement or special-use authorization from the USDA Forest Service for ~3.17 acres of land (5.5% of the total area) incorporated into the transportation facility for the base station and the one gondola tower that would be located in the area. Most of the land required (~3.02 acres) would be for the base station, of which 1.60 acres are currently used as a park-and-ride lot and as a trailhead for the Alpenbock Loop Trail. An additional ~4.57 acres of easement or special-use permit would be required for the 80-foot-wide easement beneath the gondola cables (7.9% of the total area). This land would still be available for recreation use. See Figure 3.	Use with de minimis impact
	Although multiple recreation uses exist in this area, climbing and bouldering are the predominant uses. For this reason, the impact analysis presented here focuses primarily on climbing opportunities. Impacts experienced by other users, such as hikers, would be similar except for impacts to climbing resources such as boulders.	
	The gondola base station would be constructed at the current location of the park-and-ride lot, which also serves as the trailhead for the Alpenbock Loop Trail. The lot does not provide parking exclusively for climbers or users of the Alpenbock Loop Trail. It was originally used as a transit hub where people could park their cars and board a UTA bus to get to Snowbird and Alta. UTA no longer uses this parking lot as a transit hub, so the parking lot usually has excess capacity.	
	The total number of parking spaces at the park-and-ride lot would be reduced from about 160 to 95. Although the total number of parking spaces would be reduced, with the discontinuation of the bus service park-and-ride lot, UDOT expects that there would be enough parking for those users wanting to access the Alpenbock Loop and Grit Mill Climbing Opportunities area. The existing restroom at the park-and-	

Alternative	Description of Use	Type of Use
	ride lot would be removed, but a new one would be provided. There would be no impacts to parking spots, restrooms, or interpretive signs at the Grit Mill Trailhead.	
	Four climbing boulders (2.8% of the total boulders in the area) would be removed. During construction, UDOT will evaluate whether any of these boulders could be relocated within the area. If the boulders could be relocated, it is likely that specific climbing routes, or "problems," would be affected; however, there would be opportunities for new problems to be developed. About 31 climbing boulders (21.7% of the climbing boulders in the area) would be located within the 80-footwide easement beneath the gondola cables but would not be directly impacted. Access to the boulders would not be restricted beneath the easement, and the boulders would still be used for climbing. None of the vertical routes would be impacted.	
	UDOT commits to working with the USDA Forest Service and the Salt Lake Climbers Alliance to ensure no net loss of accessible climbing boulder opportunities. If possible, removed climbing boulders would be relocated near the Grit Mill parking lot. If it is not possible to relocate boulders, UDOT commits to work with the USDA Forest Service to design and develop new trails, including obtaining any required environmental clearances, to provide sustainable access to boulders that currently do not have ready trail access. UDOT commits to ensure no net loss of accessible climbing boulder opportunities.	
	The gondola system would be visible from some climbing boulders and vertical routes. Climbers could be visible to passengers as gondola cabins pass overhead; however, many of the bouldering areas are shielded by vegetation. Some climbers might feel that the gondola system detracts from their scenic views of the canyon or might dislike that they could be viewed by gondola passengers. However, setting and visual qualities are not included in the features, attributes, or activities that qualify this resource for protection under Section 4(f). These areas would continue to be available for climbing. Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, <i>Visual Resources</i> , of the Final EIS.	
	About 371 feet of the Alpenbock Loop Trail (2.6% of the total length of trails in the area) would be realigned, and connectivity from the reconstructed parking lot to the Alpenbock Loop Trail would be maintained. About 1,113 feet of trail (7.9% of the trails in the area) would be in the 80-foot-wide easement beneath the gondola cables but would not be directly impacted.	
	UDOT evaluated noise impacts separately from Section 4(f) impacts in Chapter 11, <i>Noise</i> , of the Final EIS. Gondola Alternative A would result in noise levels of approximately 54 dBA, which is within the existing noise conditions created by the S.R. 210 roadway.	
	Based on the above analysis, UDOT concludes that Gondola Alternative A, with applicable mitigation, would not adversely affect the climbing opportunities that make this area significant. UDOT intends to make a <i>de minimis</i> impact determination. That determination is based on the following factors:	

Alternative	Description of Use	Type of Use
	• Only a small portion of the land would be incorporated into a transportation facility (5.5% for the station and one tower, and 7.9% within the 80-foot-wide easement beneath the gondola cables).	
	• Only 2.8% of the climbing boulders (4 of 143) in the area, which are not individually significant or essential, would be impacted, and, if feasible, impacts would be mitigated through relocation. If relocation is not feasible, new trails would be developed to provide access to new boulders. UDOT commits to ensure no net loss of accessible climbing boulder opportunities.	
	None of the vertical climbing routes would be directly impacted.	
	• There would be no increase in noise from existing conditions.	
	• Only 2.6% of the trails would be impacted by relocation, and connectivity would be maintained.	
	• 7.9% of the trails would be located within the 80-foot-wide easement beneath the gondola cables but would not be directly impacted.	
	• The Alpenbock Loop Trailhead at the existing park-and-ride lot would be reconstructed to provide the same features that are currently offered (parking and restroom). Although the total number of parking spaces would be reduced, with the discontinuation of the bus service park-and-ride lot, UDOT expects that there would be enough parking for those users wanting to access the Alpenbock Loop and Grit Mill Climbing Opportunities area.	
	• There would be no impact to the Grit Mill Trailhead.	
	This Section 4(f) <i>de minimis</i> impact analysis assumes that the gondola easement would result in a direct use of land under the cables.	
Gondola B	Gondola Alternative B would require an easement or special-use authorization from the USDA Forest Service for ~2.83 acres of land (4.9% of the total area) incorporated into the transportation facility for the angle station and the one gondola tower that would be located in the area. Most of the land required (~2.68 acres) would be for the angle station, of which 1.60 acres are currently used as a park-and-ride lot and as a trailhead for the Alpenbock Loop Trail. An additional ~4.64 acres of easement or special-use permit would be required for the 80-foot-wide easement beneath the gondola cables (8.0% of the total area). See Figure 4.	Use with de minimis impact
	Although multiple recreation uses exist in this area, climbing and bouldering are the predominant uses. For this reason, the impact analysis presented here focuses primarily on climbing opportunities. Impacts experienced by other users, such as hikers, would be similar except for impacts to climbing resources such as boulders.	
	The gondola angle station would be constructed at the current location of the park-and-ride lot, which serves as the trailhead for the Alpenbock Loop Trail. The lot does not provide parking exclusively for climbers or users of the Alpenbock Loop Trail. It was originally used as a transit hub where people could park their cars and board a UTA bus to get to Snowbird and Alta. UTA no longer uses this parking lot as a transit hub, so the parking lot usually has excess capacity.	
	The total number of parking spaces at the park-and-ride lot would be reduced from about 160 to 95, but continued access for Alpenbock	

Alternative	Description of Use	Type of Use
	Loop Trail users would be maintained. Although the total number of parking spaces would be reduced, with the discontinuation of the bus service park-and-ride lot, UDOT expects that there would be enough parking for those users wanting to access the Alpenbock Loop and Grit Mill Climbing Opportunities area. There would be no impacts to parking spots, restrooms, or interpretive signs at the Grit Mill Trailhead.	
	One climbing boulder (0.7% of the total climbing boulders in the area) would be removed. During construction, UDOT will evaluate whether this boulder could be relocated within the area. If the boulder could be relocated, it is likely that specific climbing routes, or "problems," would be affected; however, there would be opportunities for new problems to be developed. About 34 climbing boulders (23.8% of the climbing boulders in the area) would be located within the 80-footwide easement beneath the gondola cables but would not be directly impacted. Access to the boulders would not be restricted beneath the easement, and the boulders would still be used for climbing. None of the vertical routes would be impacted.	
	UDOT commits to working with the USDA Forest Service and the Salt Lake Climbers Alliance to ensure no net loss of accessible climbing boulder opportunities. If possible, removed climbing boulders would be relocated near the Grit Mill parking lot. If it is not possible to relocate boulders, UDOT commits to work with the USDA Forest Service to design and develop new trails, including obtaining any required environmental clearances to provide sustainable access to boulders that currently do not have ready trail access. UDOT commits to ensure no net loss of accessible climbing boulder opportunities.	
	The gondola system would be visible from some climbing boulders and vertical routes. Climbers could be visible to passengers as gondola cabins pass overhead; however, many of the bouldering areas are shielded by vegetation. Some climbers might feel that the gondola system detracts from their scenic views of the canyon or might dislike that they could be viewed by gondola passengers. However, setting and visual qualities are not included in the features, attributes, or activities that qualify this resource for protection under Section 4(f). These areas would continue to be available for climbing. Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, <i>Visual Resources</i> , of the Final EIS.	
	About 342 feet of the Alpenbock Loop Trail (2.4% of the total length of trails in the area) would be realigned, and connectivity from the reconstructed parking lot to the Alpenbock Loop Trail would be maintained. About 1,134 feet of trail (8.1% of the trails in the area) would be in the 80-foot-wide easement beneath the gondola cables but would not be directly impacted.	
	UDOT evaluated noise impacts separately from Section 4(f) impacts in Chapter 11, <i>Noise</i> , of the Final EIS. Gondola Alternative B would result in noise levels of approximately 54 dBA, which is within the existing noise conditions created by the S.R. 210 roadway.	
	Based on the above analysis, UDOT concludes that Gondola Alternative B would not adversely affect the climbing opportunities that make this area significant. UDOT intends to make a <i>de minimis</i>	

Alternative	Description of Use	Type of Use
	impact determination. That determination is based on the following factors:	
	• Only a small portion of the land would be incorporated into a transportation facility (4.9% for the angle station and one tower, and 8.0% within the 80-foot-wide easement beneath the gondola cables).	
	• Only 0.7% of the climbing boulders (1 of 143) in the area, which is not individually significant or essential, would be impacted, and, if feasible, the impact would be mitigated through relocation. If relocation is not feasible, new trails would be developed to provide access to new boulders. UDOT commits to ensure no net loss of accessible climbing boulder opportunities.	
	• None of the vertical climbing routes would be directly impacted.	
	• There would be no increase in noise from existing conditions.	
	• Only 2.4% of the trails would be impacted by relocation, and connectivity would be maintained.	
	• 8.1% of the trails would be located within the 80-foot-wide easement beneath the gondola cables but would not be directly impacted.	
	• The Alpenbock Loop Trailhead at the existing park-and-ride lot would be reconstructed to provide the same features that are currently offered (parking and restroom). Although the total number of parking spaces would be reduced, with the discontinuation of the bus service park-and-ride lot, UDOT expects that there would be enough parking for those users wanting to access the Alpenbock Loop and Grit Mill Climbing Opportunities	
	• There would be no impact to the Grit Mill Trailhead.	
	This Section 4(f) <i>de minimis</i> impact analysis assumes that the gondola easement would result in a direct use of land under the cables.	
Cog Rail	Constructing the cog rail system, including the operations and maintenance facility, would require an easement or special-use authorization for ~12.91 acres of USDA Forest Service land (22.3% of the total area). The land required is located along the north side of S.R. 210. The operations and maintenance facility would be constructed on land where the park-and-ride lot, which serves as the trailhead for the Alpenbock Loop Trail, is currently located. The park-and-ride lot and the Grit Mill Trailhead would both be reconstructed. After reconstruction, both trailheads would include restroom facilities and designated parking areas, thereby providing the same benefits as under the current conditions. See Figure 5.	Use with greater—than—de minimis impact
	Although multiple recreation uses exist in this area, climbing and bouldering are the predominant uses. For this reason, the impact analysis presented here focuses primarily on climbing opportunities. Impacts experienced by other users, such as hikers, would be similar except for impacts to climbing resources such as boulders.	
	About 51% of the total climbing boulders (73 of 143) in the area, none of which are individually significant or essential, would be removed. During construction, UDOT will evaluate whether any of these boulders could be relocated within the area. If the boulders could be relocated, it is likely that specific climbing routes, or "problems," would be affected; however, there would be opportunities for new	

Alternative	Description of Use	Type of Use
	problems to be developed. None of the vertical routes would be directly impacted.	
	About 4,454 feet of trail (31.7% of the total length of trails in the area) would be realigned. Connectivity from the reconstructed park-and-ride lot and Grit Mill Trailhead to the existing trail system would be maintained.	
	Based on the above analysis, UDOT concludes that the Cog Rail Alternative would adversely affect the climbing opportunities that make this area significant. UDOT intends to make an impact determination of a use with greater—than—de minimis impact. That determination is based on the following factors:	
	• About 22.3% of the land, nearly a quarter of the area, would be incorporated into the transportation facility.	
	<ul> <li>Just over half of the climbing boulders in the area, about 51%, would be impacted, and it would likely not be possible to relocate a significant number of them, or to provide new trail access to sufficient climbing boulder opportunities, to offset these impacts.</li> </ul>	
	• About 31.7% of the trails would be impacted by relocation, but connectivity would be maintained.	
	• The combined impacts of this alternative, even with mitigation, would adversely affect the features and attributes that qualify the climbing boulder opportunities area for protection under Section 4(f).	

# Temple Quarry Nature Trail (USDA Forest Service #1000)

The Temple Quarry Nature Trail is a 0.3-mile loop trail at the bottom of Little Cottonwood Canyon. The paved interpretive trail begins at the Temple Quarry Nature Trail Trailhead on the south side of S.R. 210 at the intersection with S.R. 209. The trail is wheelchair-accessible and has an amphitheater with seating for about 35 people. Impacts to the Temple Quarry Nature Trail are described in Table 3.

Table 3. Use of Temple Quarry Nature Trail

Alternative	Description of Use	Type of Use
Enhanced Bus Service	None	No use
Enhanced Bus Service in PPSL	Widening Little Cottonwood Canyon Road would require a temporary construction easement of ~0.40 acre from the USDA Forest Service. Duration of easement use would be less than for the road widening project. The land required is located between the Temple Quarry Nature Trail Trailhead and S.R. 210. There would be no impacts to parking spaces, the restroom, or trails, and the easement area would be restored. Access to the trail would be maintained during construction. See Figure 6.	Temporary occupancy with no use
	UDOT intends to make a temporary occupancy exception. That exception is based on the following factors:	
	The duration of the easement would be temporary and shorter than the time to construct the widened road, and land ownership would not change.	
	• The scope of the work would be minor. Only a small portion of land would be temporarily occupied (~0.40 acre), and it would not include the trail, parking, or amphitheater.	
	• Permanent adverse physical impacts are not anticipated; trail features and activities (trail, parking, restroom facility, and amphitheater) would not be interfered with.	
	The easement area will be fully restored.	
Gondola A, Gondola B	None	No use
Cog Rail	Constructing the cog rail tracks would require a temporary construction easement of ~0.12 acre from the USDA Forest Service. The duration of the easement would be less than for constructing the cog rail tracks. The easement would span the access road to the trailhead. There would be no impacts to the trail or trailhead features such as parking or restroom facilities, and the easement area would be restored. See Figure 6.	Temporary occupancy with no use
	UDOT intends to make a temporary occupancy exception. That exception is based on the following factors:	
	The duration of the easement would be temporary and shorter than the time to construct the cog rail tracks, and land ownership would not change.	
	• The scope of the work would be minor. Only a small portion of land would be temporarily occupied (~0.12 acre), and it would not include the trail, parking, or amphitheater.	

Alternative	Description of Use	Type of Use
	<ul> <li>Permanent adverse physical impacts are not anticipated; trail features and activities (trail, parking, restroom facility, and amphitheater) would not be interfered with.</li> <li>The easement area will be fully restored.</li> </ul>	

## Little Cottonwood Creek Trail (USDA Forest Service #1001)

The Little Cottonwood Creek Trail is a 3.3-mile unpaved hiking and mountain biking trail parallel to Little Cottonwood Creek. It starts at the Temple Quarry Nature Trail Trailhead on the south side of S.R. 210 at the intersection with S.R. 209. The out-and-back trail ends across the creek from the ruins of an old power plant. There is also access to the upper trail from the Lisa Falls Trailhead. Impacts to the Little Cottonwood Creek Trail are described in Table 4.

Table 4. Use of Little Cottonwood Creek Trail

Alternative	Description of Use	Type of Use
Enhanced Bus Service	None	No use
Enhanced Bus Service in PPSL	The Little Cottonwood Creek Trail begins at the Temple Quarry Nature Trail Trailhead. Impacts would be the same as described for the Temple Quarry Nature Trail (Table 3).	Temporary occupancy with no use
Gondola A, Gondola B	The gondola system would require an easement or special-use permit from the USDA Forest Service where the gondola cables pass over ~100 feet of the trail segment connecting the Little Cottonwood Creek Trail to the Lisa Falls Trailhead. There would be no physical impact to the trail.	Use with de minimis impact
	Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, <i>Visual Resources</i> , of the Final EIS. The setting, visual qualities, or aesthetic features are secondary or tangential qualities of the trail but are not the primary features that qualify it for protection under Section 4(f).	
	Based on noise monitoring of a similar gondola system, UDOT expects the gondola noise to average about 54 dBA, which is slightly less than the existing noise conditions at the Little Cottonwood Creek Trail (56 dBA). Accordingly, neither of the gondola alternatives would result in noise impacts to the trail. For more information, see Chapter 11, <i>Noise</i> , of the Final EIS.	
Cog Rail	The Little Cottonwood Creek Trail begins at the Temple Quarry Nature Trail Trailhead. Impacts would be the same as described for the Temple Quarry Nature Trail (Table 3).	Temporary occupancy with no use

#### **Planned Bonneville Shoreline Trail**

The Bonneville Shoreline Trail is a planned mixed-use (biking and hiking) trail that follows the shoreline of ancient Lake Bonneville. To qualify for Section 4(f) protection, the planned trail must be (1) significant, (2) on publicly owned land, and (3) formally designated by the public agency that owns the land. The planned segments on USDA Forest Service land at the entrance to Little Cottonwood Canyon are considered Section 4(f) resources. The planned trail includes connections to the park-and-ride lot at the entrance to Little Cottonwood Canyon (Alpenbock Loop Trailhead) and the Temple Quarry Nature Trail Trailhead. Impacts to these trailheads are discussed above in Table 3. Impacts to the planned Bonneville Shoreline Trail are described in Table 5.

Table 5. Use of Planned Bonneville Shoreline Trail

Alternative	Description of Use	Type of Use
Enhanced Bus Service	None	No use
Enhanced Bus Service in PPSL	The planned Bonneville Shoreline Trail includes connections to the park-and-ride lot (Alpenbock Loop Trailhead) and the Temple Quarry Nature Trailhead. Impacts to these trailheads are discussed above (Table 2 and Table 3). The planned Bonneville Shoreline Trail could still connect to both trailheads. Thus, there would be no use of the Bonneville Shoreline Trail.	No Use
Gondola A, Gondola B	The planned Bonneville Shoreline Trail includes a connection to the park-and-ride lot (Alpenbock Loop Trailhead). Changes to trailhead from the gondola alternatives are discussed above in Table 2. The planned Bonneville Shoreline Trail could still connect to the reconstructed Alpenbock Loop Trailhead. The gondola alternatives would pass over the planned Bonneville Shoreline Trail in the vicinity of the park-and-ride-lot, where the planned trail would cross S.R. 210.	Use with de minimis impact
	Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, <i>Visual Resources</i> , of the Final EIS. The setting, visual qualities, or aesthetic features are secondary or tangential qualities of the trail but are not the primary features that qualify it protection under Section 4(f).	
	Based on noise monitoring of a similar gondola system, UDOT expects the gondola noise to average about 54 dBA, which is within the existing noise conditions of the S.R. 210 roadway. Accordingly, neither of the gondola alternatives would result in noise impacts to the trail. For more information, see Chapter 11, <i>Noise</i> , of the Final EIS.	
Cog Rail	UDOT would work with the USDA Forest Service during final design to accommodate or realign ~550 feet of planned trail on USDA Forest Service land on the northeast side of S.R. 210 across the road from the cog rail base station at La Caille.	Use with de minimis impact

# Lisa Falls Trail (USDA Forest Service #1012)

The Lisa Falls Trail is a 0.2-mile unpaved hiking trail on the north side of S.R. 210 about 2.8 miles up Little Cottonwood Canyon. Trailhead parking consists of informal dirt pullouts on the north and south sides of the road. The trail begins on the north side of the road and ends at the Lisa Falls waterfall. The area is popular with rock climbers. Impacts to the Lisa Falls Trail would be concentrated at the trailhead as described in Table 6 and shown in Figure 7.

Table 6. Use of Lisa Falls and Little Cottonwood Creek Trails and Trailhead

Alternative	Sub-alternative(s)	Description of Use	Type of Use
Enhanced Bus Service Trailhead improvements  No trailhead improvements		Existing trailhead parking in informal dirt pullouts on the north and south sides of the road (17 parking spaces total) would be consolidated into a larger formal parking lot on the north side of the road (41 parking spaces). Roadside parking would be eliminated to reduce the safety conflicts among pedestrians, bicyclists, and vehicles. An advancewarning sign would be provided for pedestrians to cross the road to reach the Little Cottonwood Creek Trailhead. Restrooms would be added. About 260 feet of the Lisa Falls Trail and about 38 feet of trail connecting to the Little Cottonwood Creek Trail would be incorporated into the consolidated parking area. The trails would continue to provide access to Lisa Falls and use of Little Cottonwood Canyon Trail. Trailhead improvements would require ~0.18 acre of the existing trailhead parking area, but a larger and improved area with restrooms would be provided in its place. During construction, the trailheads could be temporarily closed or only limited portions open, resulting in a temporary impact. See Figure 7.	Use with de minimis impact
		Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, <i>Visual Resources</i> , of the Final EIS. The setting, visual qualities, or aesthetic features are secondary or tangential qualities of the trail and trailhead but are not the primary features that qualify it protection under Section 4(f).	
		Noise impacts are evaluated separately from Section 4(f) impacts in Chapter 11, <i>Noise</i> , of the Final EIS. The Enhanced Bus Service Alternative would not result in noise impacts to the trail.	
		Overall, the existing parking and trailhead facilities would be expanded, improved, and made safer. The trails would be slightly shortened but would continue to provide a quality hiking experience and access to Lisa Falls. There would be no adverse effect to trailheads or trail function.	
		There would be no impacts with the Enhanced Bus Service Alternative combined with the No Trailhead Improvements and No Roadside Parking from S.R. 209/S.R. 210 Intersection to Snowbird Entry 1 Alternative.	No use

Alternative	Sub-alternative(s)	Description of Use	Type of Use
Enhanced Bus Service in PPSL	Trailhead improvements	The Enhanced Bus Service in PPSL Alternative could include the trailhead improvement alternatives as described for the Enhanced Bus Service Alternative above.	Use with de minimis impact
	No trailhead improvements	Widening Little Cottonwood Canyon Road would require ~0.16 acre of land transferred to, and a temporary construction easement of ~0.02 acre from, the USDA Forest Service. The total number of parking spots would not be reduced.	Use with de minimis impact
		Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, <i>Visual Resources</i> , of the Final EIS. The setting, visual qualities, or aesthetic features are secondary or tangential qualities of the trail and trailhead but are not the primary features that qualify it for protection under Section 4(f).	
		Noise impacts are evaluated separately from Section 4(f) impacts in Chapter 11, <i>Noise</i> , of the Final EIS. The Enhanced Bus Service in PPSL Alternative would not result in noise impacts to the trail.	
Gondola A, Gondola B	Trailhead improvements	Gondola Alternatives A and B could include the trailhead improvement alternatives as described for the Enhanced Bus Service Alternative above.	Use with de minimis impact
	No trailhead improvements	There would be no impacts from Gondola Alternatives A and B combined with the No Trailhead Improvements and No Roadside Parking from S.R. 209/S.R. 210 Intersection to Snowbird Entry 1 Alternative.	No use
Cog Rail	As part of the cog rail design, the dirt pullout that serves as the Lisa Falls Trailhead would be reconstructed to include restroom facilities and designated parking areas. About 150 feet of trail would be removed, and ~ 0.15 acre of USDA Forest Service land would be required through an easement or permit for trailhead improvements. The overall access to the Lisa Falls Trail would be improved compared to existing conditions. See Figure 7.		Use with de minimis impact
	Section 4(f) impac setting, visual qual qualities of the trai qualify it for protect	and visual qualities are evaluated separately from ts in Chapter 17, <i>Visual Resources</i> , of the Final EIS. The ities, or aesthetic features are secondary or tangential and trailhead but are not the primary features that ction under Section 4(f).	
		evaluated separately from Section 4(f) impacts in of the Final EIS. The Cog Rail Alternative would not acts to the trail.	

### White Pine Trail (USDA Forest Service #1002)

The White Pine Trail is a 5.0-mile hiking and mountain biking trail on the south side of S.R. 210 about 5.6 miles up Little Cottonwood Canyon. The trail starts at a paved parking lot with a restroom and ends at White Pine Lake. The White Pine Trailhead also serves Red Pine Trail (USDA Forest Service #1003), Maybird Trail (USDA Forest Service #1004), and the White Pine–Snowbird Link Trail (USDA Forest Service #1014). This is an area for backcountry skiing and other uses during the winter. Impacts to the White Pine Trail would be concentrated at the trailhead as described in Table 7 and shown in Figure 8.

Table 7. Use of White Pine Trail

Alternative	Sub-alternative(s)	Description of Use	Type of Use
Enhanced Bus Service	Trailhead improvements	The existing trailhead parking lot would be expanded from 52 parking spaces to 144 parking spaces.  Additional restrooms would be added. The single entrance to the parking lot would be replaced with a one-way entrance and a one-way exit. Roadside parking would be eliminated to reduce the safety conflicts among pedestrians, bicyclists, and vehicles. About 2.60 acres of USDA Forest Service land would be required for trailhead improvements. During construction, the trailheads could be temporarily closed or only limited portions open, resulting in a temporary impact. See Figure 8.	Use with de minimis impact
		Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, <i>Visual Resources</i> , of the Final EIS. The setting, visual qualities, or aesthetic features are secondary or tangential qualities of the trail and trailhead but are not the primary features that qualify it for protection under Section 4(f).	
		Noise impacts are evaluated separately from Section 4(f) impacts in Chapter 11, <i>Noise</i> , of the Final EIS. The Enhanced Bus Service Alternative would not result in noise impacts to the trail.	
		Overall, the existing parking and trailhead facilities would be expanded, improved, and made safer. There would be no adverse effect to trailhead function or the trail.	
	No trailhead improvements	There would be no impacts to the White Pine Trail with the Enhanced Bus Service Alternative combined with the No Trailhead Improvements and No Roadside Parking from S.R. 209/S.R. 210 Intersection to Snowbird Entry 1 Alternative.	No use
Enhanced Bus Service in PPSL	Trailhead improvements	The Enhanced Bus Service in PPSL Alternative could include the trailhead improvement alternatives as described for the Enhanced Bus Service Alternative above.	Use with de minimis impact
	No trailhead improvements	Widening Little Cottonwood Canyon Road would require a temporary construction easement of ~0.15 acre from the USDA Forest Service. The land required is located between the parking lot and	Temporary occupancy with no use

Alternative	Sub-alternative(s)	Description of Use	Type of Use
		S.R. 210. There would be no impacts to parking spaces, the restroom, or trails.	
		UDOT intends to make a temporary occupancy exception. That exception is based on the following factors:	
		The duration of the easement would be temporary and shorter than the time to reconstruct the widened road, and land ownership would not change.	
		• The scope of the work would be minor. Only a small portion of the land would be temporarily occupied (0.15 acre), and it would not include any parking spaces, the restroom, or trails.	
		Permanent adverse physical impacts are not anticipated; trail and trailhead features and activities (parking spaces, restroom facility, and trail) would not be interfered with.	
		The easement area will be fully restored.	
Gondola A, Gondola B	Trailhead improvements	Gondola Alternatives A and B could include the trailhead improvement alternatives as described for the Enhanced Bus Service Alternative above.	Use with de minimis impact
	No trailhead improvements	No gondola stations or towers would be located within the White Pine Trailhead footprint; there would be no physical impacts to the parking area, restroom, or trails. The gondola system would require a ~0.75-acre easement or a special-use permit from the USDA Forest Service where the gondola cables pass over the parking area, which is assumed to include the land and therefore be a use. The area under the cables would continue to be used for trailhead purposes. The gondola cables and cabins could be seen, but visual qualities or aesthetic features are not what qualify the trailhead for Section 4(f) protection. Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, Visual Resources, of the Final EIS.  Based on noise monitoring of a similar gondola system, UDOT expects the gondola noise to average about 54 dBA, which is within the existing noise conditions of the S.R. 210 roadway. Accordingly, neither of the gondola alternatives would result in noise impacts to the trailhead. For more information,	Use with de minimis impact
Cog Rail	Trailhead improvements	see Chapter 11, <i>Noise</i> , of the Final EIS.  The Cog Rail Alternative could include the trailhead improvement alternatives as described for the	Use with de minimis

Alternative	Sub-alternative(s)	Description of Use	Type of Use
	No trailhead improvements	Constructing the cog rail tracks would require a temporary construction easement of 0.03 acre from the USDA Forest Service. The easement would be located adjacent to S.R. 210 west of the access road. This alternative would not affect the trail, access to the trailhead, or trailhead features such as parking or restroom facilities.	Temporary occupancy with no use
		UDOT intends to make a temporary occupancy exception. That exception is based on the following factors:	
		The duration of the easement would be temporary and shorter than the time to construct the cog rail tracks, and land ownership would not change.	
		• The scope of the work would be minor. Only a small portion of the land would be temporarily occupied (0.03 acre), and it would not include any parking spaces, the restroom, or trails.	
		Permanent adverse physical impacts are not anticipated; trail and trailhead features and activities (parking spaces, restroom facility, and trail) would not be interfered with.	
		The easement area will be fully restored.	

# Alta-Brighton Trail (USDA Forest Service #1007)

The Alta-Brighton Trail is a 1.7-mile hiking trail on the north side of S.R. 210 about 8.4 miles up Little Cottonwood Canyon. It starts at the Flagstaff Trailhead on the north side of S.R. 210 near the entrance to Alta's upper parking lot and ends at Twin Lakes Reservoir in Big Cottonwood Canyon. This is a major area for backcountry skiing in winter. The Flagstaff Trailhead also serves Snakepit Trail (USDA Forest Service #1015) and Albion Meadows Trail (USDA Forest Service #1006). There would be no impacts to the Alta-Brighton Trail from any of the action alternatives.

### Recreation Facilities within Snowbird's Special-use Permit Area

Snowbird is a privately owned year-round ski and summer resort located about 7 miles up Little Cottonwood Canyon. Land ownership is a combination of privately owned land and land leased from the USDA Forest Service. The resort operates under a special-use permit. The resort is considered a multiple-use public land holding per 23 CFR Section 774.11(d). Recreation facilities that are on National Forest System land and designated in the USDA Forest Service special-use permit as being used primarily for public parks or recreation are considered Section 4(f) properties. Section 4(f) resources within the project area and the special-use permit area include parking (needed to support recreation) and a tennis court near the Iron Blosam Lodge. Impacts to Section 4(f) recreation facilities are described in Table 8.

Table 8. Use of Section 4(f) Recreation Resources at Snowbird

Alternative	Description of Use	Type of Use
Enhanced Bus Service	None	No use
Enhanced Bus Service in PPSL	None	No use
Gondola A, Gondola B	The gondola system would require an easement or special-use permit from the USDA Forest Service where the gondola cables pass over parking and the tennis court. About eight parking spaces near the Iron Blosam Lodge would be removed to construct a gondola tower. However, new parking facilities for the gondola alternatives would be available at the mobility hub and/or base station. If a gondola alternative is selected, during the final design UDOT would work to minimize the loss of parking for tower construction near the Iron Blosam Lodge.  Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, <i>Visual Resources</i> , of the Final EIS. The setting, visual qualities, or aesthetic features are secondary or tangential qualities of the tennis court but are not the primary features that qualify it for protection under Section 4(f).  Noise impacts are evaluated separately from Section 4(f) impacts in Chapter 11, <i>Noise</i> , of the Final EIS. The gondola alternatives would not result in noise impacts to the tennis court.	Use with de minimis impact
Cog Rail	None	No use

#### Recreation Facilities within Alta's Special-use Permit Area

Alta is a privately owned year-round ski and summer resort located at the top of Little Cottonwood Canyon. Land ownership is a combination of privately owned land and land leased from the USDA Forest Service. The resort operates under a special-use permit. The resort is considered a multiple-use public land holding per 23 CFR Section 774.11(d). Recreation facilities that are on National Forest System land and designated in the USDA Forest Service special-use permit as being used primarily for public parks or recreation are considered Section 4(f) properties. Section 4(f) resources within the project area and the special-use permit area include parking (needed to support recreation) and the transfer tow (a rope tow that runs between the Sunnyside and Collins lifts). Impacts to Section 4(f) recreation facilities are described in Table 9.

Table 9. Use of Section 4(f) Recreation Resources at Alta

Alternative	Description of Use	Type of Use
Enhanced Bus Service	None	No use
Enhanced Bus Service in PPSL	None	No use
Gondola A, Gondola B	The gondola system would require an easement or special-use permit from the USDA Forest Service where the gondola cables pass over the transfer tow. There would be no physical impacts on the transfer tow or impacts to its use. Gondola cables, cabins, towers, and the destination station, would be visible from the rope tow.	Use with de minimis impact
	Impacts to setting and visual qualities are evaluated separately from Section 4(f) impacts in Chapter 17, <i>Visual Resources</i> , of the Final EIS. The setting, visual qualities, or aesthetic features are secondary or tangential qualities of the transfer tow but are not the primary features that qualify it for protection under Section 4(f).	
	Noise impacts are evaluated separately from Section 4(f) impacts in Chapter 11, <i>Noise</i> , of the Final EIS. The gondola alternatives would not result in noise impacts at the transfer tow.	
Cog Rail	None	No use

## **Public Notice and Opportunity for Public Comment**

UDOT provided public notice and an opportunity for public review and comment concerning the effects on the protected activities, features, or attributes of Section 4(f) recreation resources in conjunction with the opportunity for public review of and comments on the Draft EIS. UDOT released the Draft EIS on June 25, 2021, followed by a 70-day public comment period that ended on September 3, 2021. UDOT released a Revised Draft Section 4(f)/Section 6(f) Evaluation on December 10, 2021, followed by a 30-day public comment period that ended on January 10, 2022. UDOT will also have a 30-day public review period for release of the Final EIS.

#### **Request for Concurrence**

On March 3, 2021, you provided preliminary concurrence with UDOT's intent to make a Section 4(f) de minimis impact finding for all resources discussed in this memo except the Alpenbock Loop and Grit Mill Climbing Opportunities. This correspondence was included in the Draft EIS. You provided preliminary concurrence for the Alpenbock Loop and Grit Mill Climbing Opportunities on November 23, 2021. This correspondence was included in the Revised Draft Section 4(f)/Section 6(f) Evaluation.

During both public comment periods, UDOT received numerous comments concerning the effects on the protected activities, features, or attributes of the Section 4(f) resources under your jurisdiction. UDOT, in conjunction with the USDA Forest Service, developed responses to these comments, and these responses are included in the Final EIS in Section 32.26, Section 4(f) and Section 6(f) Evaluation, of Chapter 32, Response to Comments on the Draft EIS. This letter also contains other changes, including modification of some of the avoidance, minimization, and mitigation measures for some of the Section 4(f) properties and clarification of some of the features and attributes that qualify some properties for Section 4(f) protection.

We are now requesting your concurrence with the Section 4(f) de minimis impact and temporary occupancy findings. If you have any questions, please contact me at (801) 910-2035 or lizrobinson@utah.gov.

Sincerely.

Liz Robinson

Liz Robinson

Cultural Resources Program Manager Utah Department of Transportation

I concur with the Section 4(f) evaluation described above and with UDOT's intent to make a Section 4(f) de minimis impact or temporary occupancy finding for the following resources:

- Tanners Flat Campground
- Alpenbock Loop and Grit Mill Climbing Opportunities
  - (Exception for the Cog Rail Alternative, which would result in a use with greater-thande minimis impact)
- Temple Quarry Nature Trail (USDA Forest Service #1000)
- Little Cottonwood Creek Trail (USDA Forest Service #1001)
- Planned Bonneville Shoreline Trail
- Lisa Falls Trail (USDA Forest Service #1012)
- White Pine Trail (USDA Forest Service #1002)
- Alta Brighton Trail (USDA Forest Service #1007)
- Recreation facilities within Snowbird's special-use permit area
- Recreation facilities within Alta's special-use permit area

DAVID WHITTEKIEND WHITTEKIEND

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David Whittekiend

Date

Uinta-Wasatch-Cache National Forest Supervisor U.S. Department of Agriculture Forest Service

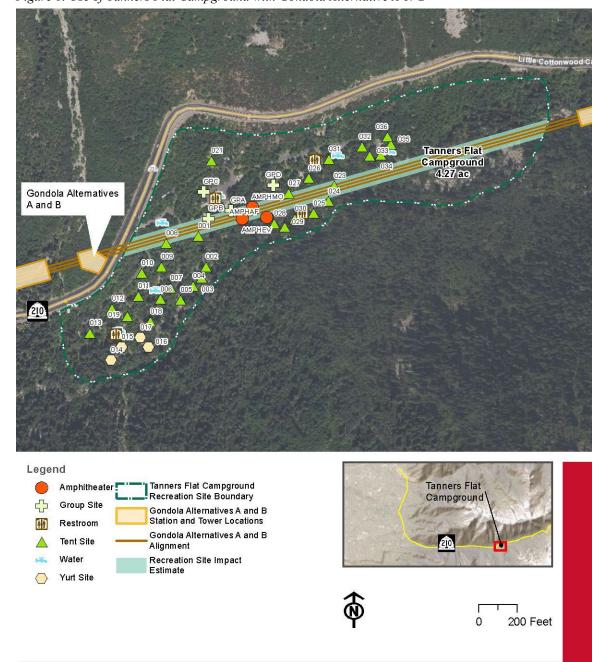


Figure 1. Use of Tanners Flat Campground with Gondola Alternative A or B

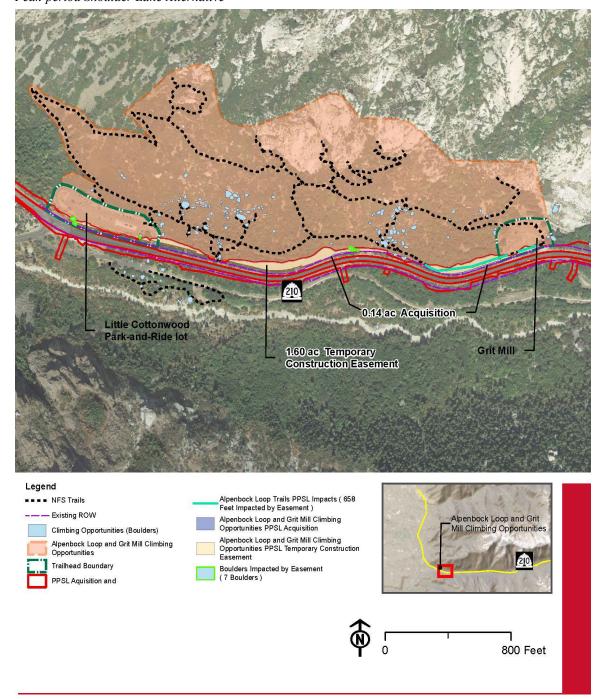


Figure 2. Use of Alpenbock Loop and Grit Mill Climbing Opportunities with the Enhanced Bus Service in Peak-period Shoulder Lane Alternative

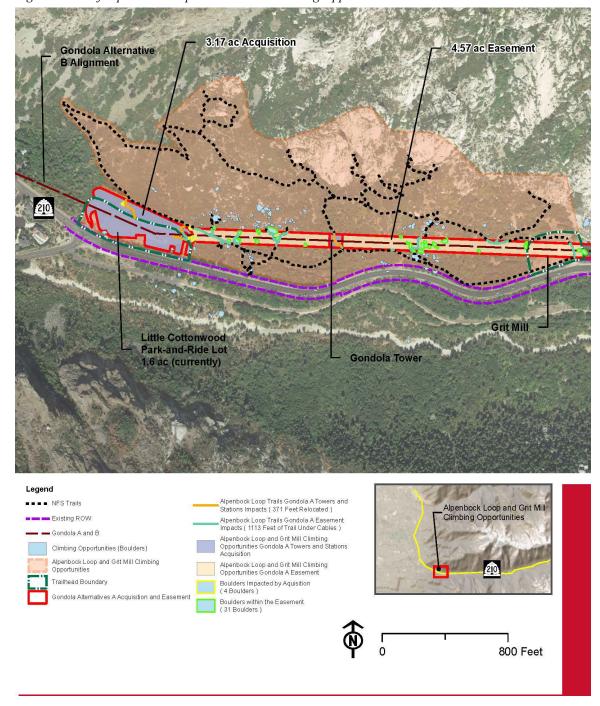


Figure 3. Use of Alpenbock Loop and Grit Mill Climbing Opportunities with Gondola Alternative A

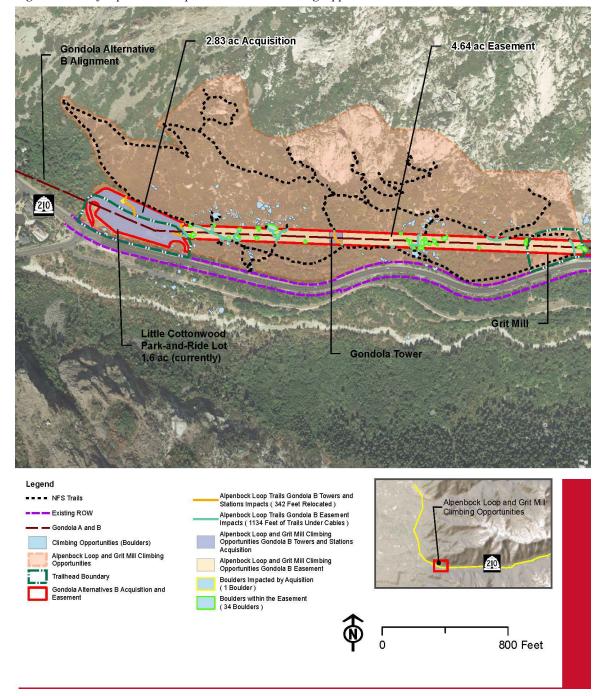


Figure 4. Use of Alpenbock Loop and Grit Mill Climbing Opportunities with Gondola Alternative B

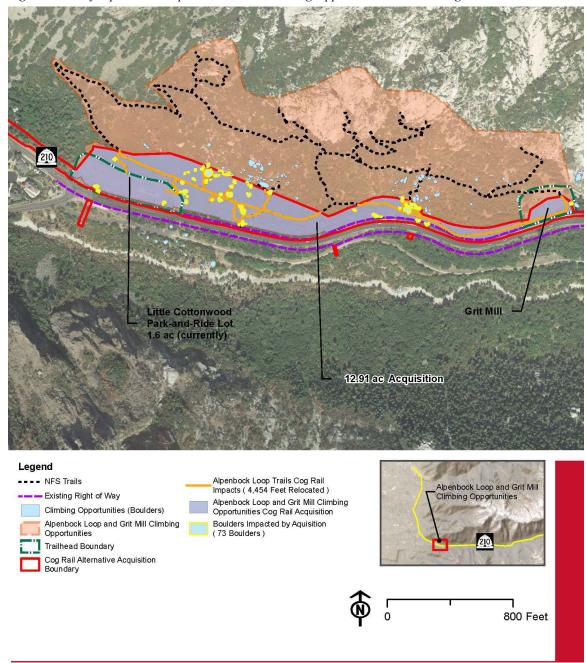


Figure 5. Use of Alpenbock Loop and Grit Mill Climbing Opportunities with the Cog Rail Alternative

Temple Quarry NatureTrailhead Cog Rail Alternative Temple Quarry
Historic Site 0.12 ac Temple Quarry Nature Trailhead Peak-Period Shoulder Lane Alternative ittle Cottonwood Canyon Temple Quarry Historic Site 0.40 ac Legend Layer Temple Quarry ----- Cog Rail Alternative Alignment NatureTrailhead Cog Rail Alternative Peak-Period Shoulder Lane Alternative Recreation Site Impact Estimate Current Approximate Parking Lot Boundary 200 Feet

Figure 6. Use of Temple Quarry Nature Trail with the Enhanced Bus Service in Peak-period Shoulder Lane Alternative or Cog Rail Alternative

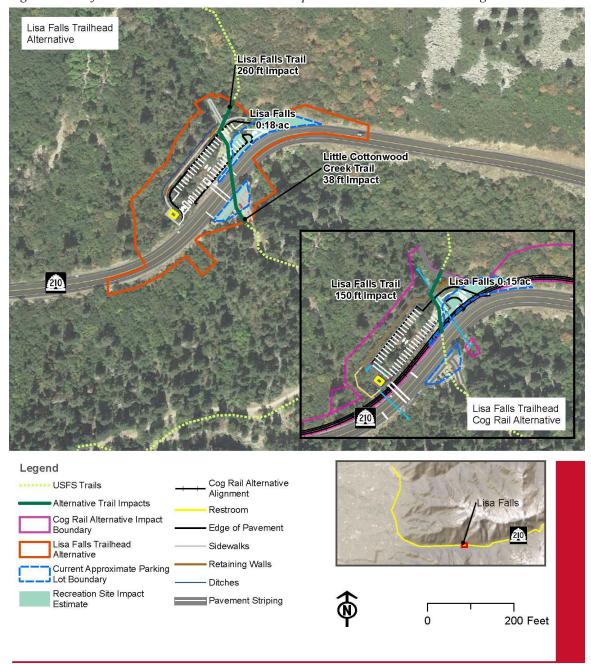


Figure 7. Use of Lisa Falls Trail with the Trailhead Improvement Alternatives or the Cog Rail Alternative

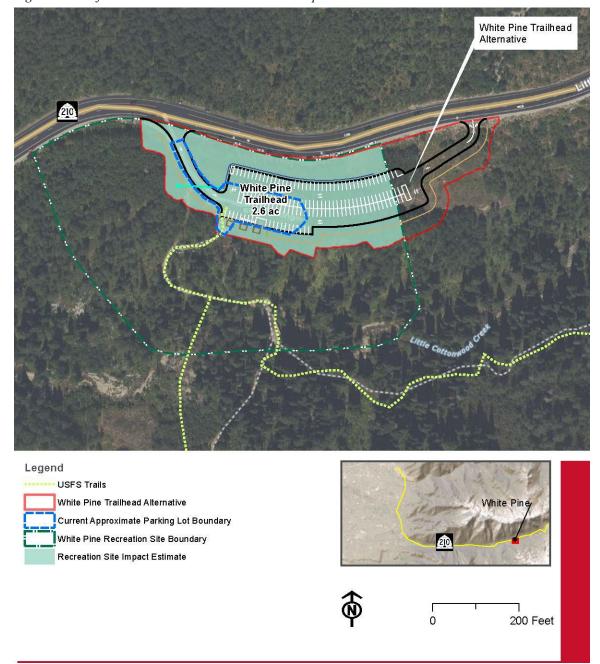


Figure 8. Use of White Pine Trail with the Trailhead Improvement Alternatives



# Chapter 27: Public and Agency Consultation and Coordination

### **27.1 Introduction**

This chapter describes the public and agency coordination for the Little Cottonwood Canyon Environmental Impact Statement (EIS). An EIS is typically led by a federal agency because the National Environmental Policy Act (NEPA) is required only for federal actions. In the case of transportation projects that involve federal funding or approval of improvements to the highway system, this agency is the Federal Highway Administration (FHWA).

However, for highway transportation projects in Utah, the Utah Department of Transportation (UDOT) has been assigned the authority to carry out FHWA's responsibility under NEPA and other specified federal Who is the lead agency for the Little Cottonwood Canyon EIS?

Pursuant to a memorandum executed by FHWA and UDOT, UDOT is the lead agency responsible for preparing this EIS and carrying out many of the consultation requirements described in this chapter.

environmental laws, including the authority to act as the lead agency for preparing EISs. This assignment was made pursuant to 23 United States Code (USC) Section 327 and is documented in a January 17, 2017, Memorandum of Understanding between FHWA and UDOT. As the lead agency, UDOT is responsible for preparing the Little Cottonwood Canyon EIS, including the requirements for conducting and documenting public and agency coordination and consultation (<a href="https://udot.utah.gov/connect/about-us/program-development-group/environmental-division">https://udot.utah.gov/connect/about-us/program-development-group/environmental-division</a>).

The public involvement effort described in this chapter was extensive to ensure that all stakeholder input concerns were heard and considered. The public involvement effort resulted in UDOT receiving over 15,000 comments during the Draft EIS comment period.

## 27.2 Regulatory Setting

FHWA's guidance for preparing EISs states that an EIS should contain copies of pertinent correspondence with each cooperating agency, other agencies, and the public. It should summarize (1) the early coordination process, including scoping; (2) the meetings with community groups (including minority and nonminority interests) and individuals; and (3) the key issues and pertinent information received from the public and government agencies through these efforts (FHWA 1987).

#### What is scoping?

Scoping is the formal early coordination process required by the Council on Environmental Quality's 1979 regulations (40 CFR Section 1501.7). It is an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action.



## 27.3 Public and Agency Involvement

Public and agency involvement is important to the success of any project that could affect the community. The planning for the Little Cottonwood Canyon EIS involved extensive coordination and consultation with the affected community, agencies, and other stakeholders. The affected community includes not only the residents and businesses but also landowners, individuals, groups, tribes, and others interested in the project study area.

The planning process was structured and implemented to ensure that all relevant factors were considered, including the affected community's concerns and issues related to the project's purpose and need, engineering solutions, social impacts, environmental impacts, economic effects, and other issues of concern to the community.

## 27.3.1 Public Outreach Activities and Information Exchange

The goal of the public and agency involvement program and process as a part of NEPA is to gather input from the local community, tribes, and government leadership to help inform the decisions regarding the impacts and implementation of a Preferred Alternative. The public and agency involvement process is open to ensure that interested parties have an opportunity to be involved in planning. Stakeholders had an opportunity to direct, review, and comment on the EIS analysis and results at major milestones reached during the course of the study.

Note that the public involvement process under NEPA is not meant to be a vote-casting or vote-counting process. The information provided through comments during the NEPA process benefits the decision-makers by providing them with relevant information about how the proposed alternative actions are expected to affect the environment, what kind of alternatives or mitigation measures might be appropriate to analyze or require, what resources are important to the stakeholders, and other information. The intent of NEPA, including public comments, is to increase the quantity and quality of information available to decision-makers about the consequences of the proposed action.

#### What is the intent of NEPA?

The intent of NEPA, including public comments, is to increase the quantity and quality of information available to decision-makers about the consequences of the proposed action.

The public involvement plan for the S.R. 210 Project is available as Appendix A of the *Little Cottonwood Canyon EIS Coordination Plan*, which is available on the project website (<a href="https://littlecottonwoodeis.udot.utah.gov">https://littlecottonwoodeis.udot.utah.gov</a>).

## 27.3.2 Outreach Compliance with Federal Laws

The public and agency involvement program was conducted in a manner consistent with NEPA and the regulations in Section 106 of the National Historic Preservation Act. This program was also designed to be consistent with 23 USC Section 139, *Efficient Environmental Reviews for Project Decision-making*, and the corresponding regulations and guidelines of FHWA.

The preparation of this EIS followed these laws by reaching out to the agencies, the public, and other stakeholders and providing an opportunity for input into and collaboration on the processes of defining the project purpose and need and identifying potential alternatives.



## 27.4 Initial Coordination (Notices of Intent)

A lead agency must publish a Notice of Intent (NOI) to prepare an EIS. The NOI is a requirement of the Council on Environmental Quality's regulation at 40 Code of Federal Regulations (CFR) Section 1501.9 that initiates the mandated scoping process for all EISs. This notice provides a short description of the project, the proposed action, and preliminary alternatives. The NOI also describes the scoping process, identifies any upcoming formal public meetings that are associated with the project, and includes the name, address, and phone number of a contact person.

For the Little Cottonwood Canyon EIS process, three NOIs were published.

### 27.4.1 First NOI: March 9, 2018

On March 9, 2018, FHWA, on behalf of UDOT, published an NOI to prepare the Little Cottonwood Canyon EIS for proposed improvements to State Route (S.R.) 210 (Federal Register Vol. 83, No. 47, page 10545). The NOI stated UDOT's proposal to make operational improvements, introduce demand-management measures such as tolling, and facilitate implementation of improved public transit service on S.R. 210. UDOT requested public and agency input to the scope of the EIS during a 57-day scoping period from March 9 to May 4, 2018.

## 27.4.2 Second NOI: March 5, 2019

After reviewing scoping comments and the need for the project, UDOT revised the scope of this EIS to focus on making operational improvements to key intersections in Little Cottonwood Canyon, enhancing safety, and improving wintertime mobility through avalanche mitigation, improving parking at existing U.S. Department of Agriculture (USDA) Forest Service trailheads, and making roadway improvements to Wasatch Boulevard from S.R. 190/Fort Union Boulevard to North Little Cottonwood Road. FHWA, on behalf of UDOT, published a revised NOI on March 5, 2019 (Federal Register Vol. 84, No. 43, page 7967), describing UDOT's revised scope for the project and initiating a new scoping process. Comments on the revised NOI were due on May 3, 2019.

## 27.4.3 Third NOI: May 15, 2019

As part of the release of the March 5, 2019, revised NOI, UDOT invited public and agency comments during a scoping period from March 5 to May 3, 2019, which included a public scoping meeting on April 9, 2019.

Just prior to the initiation of this scoping period, the Wasatch Front Regional Council (WFRC) released a draft version of its 2019–2050 *Wasatch Front Regional Transportation Plan* (RTP), which included project R-S-53 to widen Little Cottonwood Canyon Road (S.R. 210) from two to three lanes from Wasatch Boulevard to the end of the canyon. This project was not included in WFRC's previous 2015–2040 RTP. The draft 2019–2050 RTP also included a project to implement special bus service in Little Cottonwood Canyon.

## What is the Wasatch Front Regional Council (WFRC)?

WFRC is the designated metropolitan planning organization for the Wasatch Front. WFRC works with stakeholders to develop the Wasatch Front Regional Transportation Plan, which is the region's plan for highway, transit, and other transportation-related improvements to meet the area's growing transportation needs over the next 30 years.



After reviewing the draft 2019–2050 RTP, UDOT revised the scope of the Little Cottonwood Canyon EIS. The revised scope included the same elements from the March 5, 2019, revised NOI plus the addition of the two projects on S.R. 210 in Little Cottonwood Canyon from the draft 2019–2050 RTP. The third NOI was published on May 15, 2019 (Federal Register Vol. 94, No. 94, page 21895).

To ensure that the public was informed about UDOT's intention to analyze widening Little Cottonwood Canyon Road in the EIS, UDOT sent an email to interested stakeholders and agencies and held an agency scoping meeting on April 3, 2019, notifying them of the change in EIS focus. In addition, the change in EIS focus was included in project information provided at the April 9, 2019, public scoping meeting. The scoping period for public comments was extended from May 3 to June 14, 2019, to allow additional time for the public and agencies to comment on the third NOI.

## 27.5 Agency Coordination

Throughout the EIS process, UDOT coordinated with federal, state, and local agencies that oversee the management of natural resources in the project study area. Since these agencies oversee impacts and issue permits regarding their resource areas, it is important to include them from the initial scoping activities throughout the project's development. In this way, issues are identified early so that they can be properly considered and, if necessary, avoided, minimized, or mitigated as the project progresses.

During the EIS scoping period for the first (March 9, 2018) NOI, the agencies were notified of the consultation and coordination requirements in 23 USC Section 139 at the agency scoping meeting that was held in Salt Lake City on April 9, 2018. The preparation of this EIS meets the intent of this law because UDOT reached out to agencies and gave them an opportunity to provide input into and collaborate on the processes of defining the project's purpose and need and identifying potential alternatives.

As part of the release of the second NOI on March 5, 2019, a second agency scoping meeting was held in Salt Lake City on April 3, 2019. Information from both agency scoping meetings was used to inform the development of this EIS.

#### 27.5.1 Coordination Plan

The purpose of the *Little Cottonwood Canyon EIS Coordination Plan* was to identify the coordination that UDOT would undertake with the federal, state, and local agencies who agreed to be participating or cooperating agencies during the NEPA process for the Little Cottonwood Canyon EIS in accordance with 23 USC Section 139. The *Coordination Plan* defined the roles and expectations of the participating and cooperating agencies and established a commitment to review the EIS at specific milestones. The public was notified of the availability of the *Coordination Plan* at the public scoping meeting (see Section 27.7.2, *Public Scoping*) as part of the scoping period for the March 9, 2018, NOI.

As part of the release of the March 5, 2019, NOI, UDOT revised and released the *Coordination Plan* for agency and public review in June 2019.

Since that time, the members of the UDOT team and participating and cooperating team members changed, with UDOT announcing a new project manager and several of the agencies announcing a new point of contact. Following these changes, UDOT revised the *Coordination Plan* in February 2021 and placed it on the project website (<a href="https://littlecottonwoodeis.udot.utah.gov">https://littlecottonwoodeis.udot.utah.gov</a>) for review.



## 27.5.2 Identification of Participating and Cooperating Agencies

Agencies that would have permitting or other authority for the S.R. 210 Project were invited to participate in the project planning process as NEPA cooperating agencies.

In addition, federal and nonfederal agencies that might have an interest in the project but not necessarily permitting authority were invited to participate in the project planning process as participating agencies. These agencies were invited to become participating agencies in the environmental review process according to 23 USC Section 139.

The roles and responsibilities of cooperating and participating agencies include but are not limited to:

- Participating in the NEPA process starting at the earliest possible time, especially with regard to the development of the purpose and need statement, range of alternatives, methodologies, and Preferred Alternative.
- Identifying, as early as practicable, any issues of concern regarding the project's potential
  environmental or socioeconomic impacts. Participating agencies are also allowed to participate in an
  issue-resolution process.
- Providing meaningful and timely input on unresolved issues.
- Participating in the scoping process.

Other federal, state, and local agencies and organizations (referred to as nonparticipating agencies and organizations) were contacted as necessary to obtain information about the study area and any issues or concerns they had.

#### 27.5.2.1 Cooperating Agencies

A cooperating agency is defined in 40 CFR Section 1508.5 of the Council on Environmental Quality's NEPA regulations as a federal agency, other than a lead agency, that has jurisdiction by law or special expertise with respect to environmental impacts involved in a proposed project or project alternative. Their selection and responsibilities are defined in 40 CFR Section 1501.6. All cooperating agencies are participating agencies by definition.

As part of the release of the first (March 9, 2018) NOI, UDOT sent invitation letters to five federal agencies (Advisory Council on Historic Preservation, U.S. Army Corps of Engineers, USDA Forest Service, U.S. Environmental Protection Agency, and U.S. Fish and Wildlife Service) and two local agencies (Salt Lake City Department of Public Utilities and Utah Transit Authority) on March 7, 2018, inviting them to be either a

## What is a cooperating agency?

A cooperating agency is any federal agency, other than a lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. All cooperating agencies are participating agencies by definition.

cooperating agency or a participating agency. The U.S. Army Corps of Engineers, the USDA Forest Service, the U.S. Environmental Protection Agency, the Salt Lake City Department of Public Utilities, and the Utah Transit Authority accepted the invitation to be a cooperating agency.

As part of the release of the second (March 5, 2019) NOI, UDOT sent a letter on February 27, 2019, to the cooperating agencies that accepted the March 7, 2018, invitation informing them of the revised NOI and



second EIS scoping period. The letter noted the revised scope of the EIS process. The letter also stated that UDOT intended to continue the process with the list of agencies that accepted cooperating and/or participating agency status as part of the first (March 9, 2018) NOI, unless the agency wished to change its status of being a cooperating and/or participating agency. None of the agencies changed its cooperating agency status.

## 27.5.2.2 Participating Agencies

A participating agency is defined as a federal or nonfederal agency "that might have an interest in the project." The selection and responsibilities for participating agencies are defined in 23 USC Section 139 and differ from those defined for cooperating agencies. For instance, participating agencies are given an opportunity to help develop the project's purpose and need statement and the range of alternatives considered as well as the coordination plan and the schedule for the project. A participating agency is not necessarily also a cooperating agency.

## What is a participating agency?

A participating agency is a federal or nonfederal agency that might have an interest in the project. A participating agency is not necessarily also a cooperating agency.

As part of the release of the first (March 9, 2018) NOI, UDOT sent invitation letters on March 7, 2018, to the 7 agencies listed in Section 27.5.2.1, *Cooperating Agencies*, as well as 37 additional state agencies, regional governments or agencies, and local governments inviting them to participate in the environmental review process as a participating agency. Letters for the state agencies were sent through the Governor's Office of Management and Budget, Resource Development Coordinating Committee (RDCC), since UDOT's environmental process guidelines state that requests for state agencies to become participating agencies should be processed through RDCC. Of the agencies invited to be participating agencies, 17 accepted the invitation. The participating agencies are:

- U.S. Fish and Wildlife Service
- Governor's Office, Public Lands Policy Coordinating Office, Resource Development Coordinating Committee (RDCC)
- Utah Division of Air Quality
- Utah Division of Forestry, Fire and State Lands
- Utah Division of Indian Affairs
- Utah Division of Water Quality
- Utah Office of Tourism
- Salt Lake County, Planning and Development

- Salt Lake County, Public Works and Municipal Services Department, Engineering Division
- Salt Lake County, Regional Transportation, Housing and Economic Development
- Cottonwood Heights City
- Murray City
- Sandy City
- Town of Alta
- Central Wasatch Commission
- Metropolitan Water District of Salt Lake and Sandy
- Wasatch Front Regional Council

As part of the release of the second (March 5, 2019) NOI, UDOT sent letters on February 27, 2019, to the participating agencies that accepted the March 7, 2018, invitation informing them of the revised NOI and second EIS scoping period. The letter noted that the EIS process had been focused on fewer improvements that were practicable and implementable. The letter also stated that UDOT intended to continue the process with the list of agencies that accepted cooperating and/or participating agency status as part of the March 9,



2018, NOI unless the agency wished to change its status of being a cooperating and/or participating agency. None of the agencies changed its participating agency status.

#### 27.5.2.3 Tribes

Because of the potential for cultural resources near the project study area, invitations to be participating agencies were sent on March 7, 2018, and on February 27, 2019, to the Cedar Band of Paiutes, Confederated Tribes of the Goshute Reservation, Eastern Shoshone Tribe of the Wind River Reservation, Northwest Band of the Shoshone Nation, Shivwits Band of the Paiute Indian Tribe of Utah, Shoshone-Bannock Tribe of the Fort Hall Reservation, Skull Valley Band of Goshutes, and Ute Indian Tribe of the Uintah and Ouray Reservation. The tribes were provided project information and invited to attend the agency scoping meeting. None of the tribes responded to the request to become a participating agency.

## 27.6 Agency Scoping

### 27.6.1 April 9, 2018, Agency Scoping Meeting

On March 7, 2018, as part of the release of the first (March 9, 2018) NOI, UDOT sent invitation letters to the agencies listed in Section 27.5.2.1, *Cooperating Agencies*, as well as 37 additional state agencies, regional governments or agencies, and local governments inviting them to participate in the environmental review process as a cooperating and/or participating agency and notifying them of the agency scoping meeting scheduled for April 9, 2018. These letters invited agency representatives to attend the meeting, requested agency involvement as a cooperating or participating agency for the Little Cottonwood Canyon EIS, and solicited agency comments on the resources in the project study area. In addition, the tribes listed in Section 27.5.2.3, *Tribes*, were invited to the agency scoping meeting. Table 27.6-1 lists the agencies that attended the first agency scoping meeting.

Table 27.6-1. Attendees of the April 9, 2018, Agency Scoping Meeting

Attendees					
U.S. Army Corps of Engineers	Utah Transit Authority				
U.S. Department of Agriculture Forest Service	Salt Lake County				
U.S. Environmental Protection Agency	Cottonwood Heights City				
Governor's Office, Public Lands Policy Coordinating Office, Resource Development Coordinating Committee (RDCC)	Salt Lake City Department of Public Utilities				
Utah Division of Air Quality	Sandy City				
Utah Division of Forestry, Fire and State Lands	Town of Alta				
Utah Division of Indian Affairs	Central Wasatch Commission				
Utah Division of Water Quality	Metropolitan Water District of Salt Lake and Sandy				
Utah Office of Tourism	Wasatch Front Regional Council				

A brief presentation was given that included a project overview as well as the requirements of being a cooperating and/or participating agency. The materials that were discussed at the meeting included the



purpose of and need for the project, potential alternatives, alternatives screening, indirect impacts, and other issues pertaining to the S.R. 210 Project. In addition, to help identify potential issues, UDOT completed an environmental checklist with input from the agencies. The meeting minutes, a summary of the comments received, and the meeting notification materials are included in the July 12, 2018, *Little Cottonwood Canyon EIS Scoping Summary Report*, which is available on the project website (<a href="https://littlecottonwoodeis.udot.utah.gov">https://littlecottonwoodeis.udot.utah.gov</a>).

## 27.6.2 April 3, 2019, Agency Scoping Meeting

On February 27, 2019, as part of the release of the second (March 5, 2019) NOI, UDOT sent letters to the cooperating and participating agencies listed in Section 27.5.2, *Identification of Participating and Cooperating Agencies*, inviting them to attend a second agency scoping meeting scheduled for April 3, 2019. These letters invited agency representatives to attend the meeting, requested agency involvement as a cooperating or participating agency, and solicited agency comments on the resources in the project study area. Table 27.6-2 lists the agencies that attended the second agency scoping meeting.

Table 27.6-2. Attendees of the April 3, 2019, Agency Scoping Meeting

Attendees				
U.S. Army Corps of Engineers	Cottonwood Heights City			
U.S. Department of Agriculture Forest Service	Murray City			
Utah Division of Air Quality	Salt Lake City Department of Public Utilities			
Utah Office of Tourism	Central Wasatch Commission			
Utah Transit Authority	Metropolitan Water District of Salt Lake and Sandy			
Salt Lake County	Wasatch Front Regional Council			

A brief presentation was given that included a project overview. The materials that were discussed at the meeting included the purpose of and need for the project, potential alternatives, alternatives screening, indirect impacts, and other issues pertaining to the project. In addition, to help identify potential issues, UDOT completed an environmental checklist with input from the agencies. Following the meeting, an email was sent to all of the participating and cooperating agencies that both attended and did not attend the April 3, 2019, meeting with a copy of the presentation and a fact sheet about the project. The meeting minutes, a summary of the comments received, and the meeting notification materials are included in the September 27, 2019, *Little Cottonwood Canyon EIS Scoping Summary Report*, which is available on the project website (<a href="https://littlecottonwoodeis.udot.utah.gov">https://littlecottonwoodeis.udot.utah.gov</a>).

## 27.6.3 Additional Agency Coordination

UDOT used the agency comments received during the scoping period, along with other transportation and environmental data and the analysis collected during the environmental studies, to help identify the purpose of and need for the project, refine alternatives, and make decisions regarding the methodology for the alternatives analysis.



## 27.6.4 Opportunities for the Cooperating and Participating Agencies to Help Develop the Project Purpose and Need Statement

#### 27.6.4.1 March 11, 2019, Purpose and Need Statement

The statute at 23 USC Section 139 requires an opportunity for cooperating and participating agencies to help develop a project's purpose and need statement. On March 11, 2019, as part of the second (March 5, 2019) scoping period, UDOT published a draft of the project purpose and need statement for review by the agencies and the public through June 17, 2019. Members of the public and agencies were encouraged to provide comments by email, on the project website, and by postal mail. UDOT received two comments on the draft purpose and need statement. The draft purpose and need statement was also discussed at the agency scoping meeting on April 3, 2019.

#### 27.6.4.2 November 4, 2019, Purpose and Need Statement

Based on comments received on the March 11, 2019, purpose and need statement and the revised scope of the project described in the third (May 15, 2019) NOI, UDOT revised the purpose and need statement. A notice about the comment period for the revised purpose and need statement was sent to cooperating and participating agencies on October 11, 2019, notifying the agencies of the comment period from November 4 through December 13, 2019, and an agency meeting to discuss the revised purpose and need statement on October 30, 2019.

Table 27.6-3 lists the agencies that attended the meeting. Darker blue shading indicates agencies that provided comments on the purpose and need statement during the comment period.

Table 27.6-3. Attendees of the October 30, 2019, Agency Meeting

Attendees				
U.S. Army Corps of Engineers	Salt Lake County			
U.S. Department of Agriculture Forest Service	Cottonwood Heights City			
U.S. Environmental Protection Agency	Murray City			
Utah Division of Air Quality	Salt Lake City Department of Public Utilities			
Utah Division of Water Quality	Sandy City			
Utah Office of Tourism	Central Wasatch Commission			
Utah Public Lands Policy Coordinating Office	Metropolitan Water District of Salt Lake and Sandy			
Utah Transit Authority	Wasatch Front Regional Council			

Darker blue shading indicates agencies that provided comments on both the purpose and need statement and the *Alternatives Screening Methodology Report*.



## 27.6.5 Opportunities for the Cooperating and Participating Agencies To Help Define the Range of Alternatives

#### 27.6.5.1 March 11, 2019, Alternatives Screening Methodology Report

The statute at 23 USC Section 139 requires an opportunity for cooperating and participating agencies to help define the range of alternatives. On March 11, 2019, UDOT published a draft of the *Alternatives Screening Methodology Report* for review by the agencies and the public through June 14, 2019. Members of the public and agencies were encouraged to provide comments by email, on the project website, and by postal mail. UDOT received two comments on the draft *Alternatives Screening Methodology Report*. The report was also discussed at the agency scoping meeting on April 3, 2019.

#### 27.6.5.2 November 4, 2019, Alternatives Screening Methodology Report

Based on comments received on the March 11, 2019, *Alternatives Screening Methodology Report* and the revised scope of the project described in the third (May 15, 2019) NOI, UDOT revised the *Alternatives Screening Methodology Report*. A notice about the comment period for the revised report was sent to cooperating and participating agencies on October 11, 2019, notifying them of the comment period from November 4 through December 13, 2019, and an agency meeting to discuss the report on October 30, 2019.

Table 27.6-3 above lists the agencies that attended the meeting. Darker blue shading indicates agencies that provided comments on the *Alternatives Screening Methodology Report* during the comment period.

### 27.6.5.3 June 8, 2020, Alternatives Screening Report

Based on the alternatives suggested by the public and agencies during the scoping periods, the review of the purpose and need statement, and the review of the *Alternatives Screening Methodology Report*, UDOT conducted an alternatives development and screening process. The results of this process were published in the *Alternatives Screening Report* for agency and public review on June 8, 2020. The review and comment period was open from June 8 through July 10, 2020. UDOT sent notifications of the release of the *Alternative Screening Report* for review by email on May 11, 2020. In addition, UDOT held an agency meeting online on June 4, 2020, to go over the results of the report. At the meeting, UDOT provided an overview of the alternatives considered, the screening process, and the results of the screening process.

Table 27.6-4 shows the agencies that attended on online meeting. The meeting was held online because of social distancing requirements related to the Coronavirus Disease 2019 (COVID-19) pandemic.



Table 27.6-4. Attendees of the June 4, 2020, Online Alternatives Development Meeting

Attendees				
U.S. Army Corps of Engineers	Utah Transit Authority			
U.S. Department of Agriculture Forest Service	Salt Lake County			
U.S. Environmental Protection Agency	Cottonwood Heights City			
Utah Division of Air Quality	Salt Lake City Department of Public Utilities			
Utah Division of Indian Affairs	Sandy City Water Department			
Utah Division of Water Quality	Town of Alta			
Utah Office of Tourism	Central Wasatch Commission			
Utah Public Lands Policy Coordinating Office	Metropolitan Water District of Salt Lake and Sandy			

## 27.6.6 Coordination and Consultation Required by Section 106 of the National Historic Preservation Act

Section 106 of the National Historic Preservation Act (codified at 54 USC Section 306108) requires federal agencies that fund, permit, or are otherwise involved in a project (for example, as a landowner) to consider the impacts that the federal undertaking would have on historic and archaeological resources. Pursuant to the Memorandum of Understanding by which FHWA assigned certain of its authorities to UDOT, UDOT is responsible for compliance with Section 106 for the S.R. 210 Project and is conducting the compliance process as part of this EIS.

The regulations at 36 CFR Part 800, commonly referred to as the Section 106 regulations, implement the National Historic Preservation Act and describe the process through which the above actions are carried out. This process includes steps for consulting with state and/or tribal historic

preservation officers, the Advisory Council on Historic Preservation, Native American tribes, and other interested parties.

For the S.R. 210 Project, in addition to federal and state agencies, UDOT consulted with several other entities with direct interest in historic architectural properties or archaeological resources that could be affected by the action alternatives. Agencies with direct jurisdiction over land within or adjacent to the action alternatives were also consulted. These entities included certified local governments (CLGs), historical societies and organizations, and mayors or town councils where no CLG or historical society exists. CLGs are entities that meet historic preservation standards established by the National Park Service and the State Historic

### What is an undertaking?

An undertaking is a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a federal agency, including those carried out by or on behalf of a federal agency, those carried out with federal financial assistance, and those requiring a federal permit, license, or approval.

#### What are interested parties?

Interested parties include property owners, local historic preservation societies, and neighborhood associations with a demonstrated interest in the project.

Preservation Office (SHPO), that act under the guidance of the SHPO, and that can be federally funded through the SHPO.



UDOT contacted the following groups by letter, invited them to become consulting parties for the project, and invited them to provide information about architectural and archaeological resources of importance to their communities or organizations:

- Alta Community Enrichment
- Alta Historical Society
- Cottonwood Canyons Foundation
- Cottonwood Heights CLG
- Cottonwood Heights Historic Committee

- Friends of Alta
- Salt Lake City CLG
- Save Our Canyons
- The Church of Jesus Christ of Latter-day Saints, Church History Department
- Wasatch Mountain Club

UDOT's consultation with the agencies, municipalities, and CLGs focused on soliciting information about the known or potential presence of historic architectural properties and archaeological resources in the areas that could be directly or indirectly affected by the action alternatives. To date, none of the above groups has identified any specific concerns in the project's area of potential effects.

#### 27.6.7 Tribal Consultation

The National Historic Preservation Act and Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, require that federal agencies involved in a project that could affect resources of importance to Native American tribes must consult with those tribes when the location of the federal undertaking is within an area of traditional use for the tribe and/or could affect resources of cultural, religious, or traditional importance to the tribe. This consultation is to occur at a government-to-government level in recognition of the sovereign status of the tribes.

Under the January 17, 2017, Memorandum of Understanding executed between FHWA and UDOT, FHWA has assigned most of its responsibilities in the environmental review process to UDOT, but FHWA has retained its responsibility for government-to-government consultation with Native American tribes under Section 106 of the National Historic Preservation Act. In accordance with the Memorandum of Understanding, UDOT is responsible for carrying out most of the responsibilities of a federal agency in the Section 106 process, including notifying Native American tribes. If a tribe requests government-to-government consultation with the federal government, FHWA would be responsible for carrying out that consultation directly with the tribe.



UDOT provided notification of the S.R. 210 Project and EIS to the tribal chairperson or president, and to the tribal historic preservation officer, of the Cedar Band of Paiutes, Confederated Tribes of the Goshute Reservation, Eastern Shoshone Tribe of the Wind River Reservation, Northwest Band of the Shoshone Nation, Shivwits Band of the Paiute Indian Tribe of Utah, Shoshone-Bannock Tribe of the Fort Hall Reservation, Skull Valley Band of Goshutes, and Ute Indian Tribe of the Uintah and Ouray Reservation. Notification included written correspondence inviting the tribes to participate in consultation on the project. The following specific correspondences were sent:

- Letter on March 7, 2018. The letter included an invitation to become a consulting party in the Section 106 process and a brief description of the project.
- Letter on February 27, 2019. The letter included information about the release of a revised Notice of Intent, project study area, potential project alternatives, and date and time of a scoping meeting.
- **Email on April 4, 2019.** The email included information about the release of a revised Notice of Intent and two attachments—one a presentation about the project that included information about the study area and potential alternatives and the other a fact sheet detailing why the project is needed.
- Letter on April 5, 2019. The letter provided new information regarding the release of a revised
  Notice of Intent and changes to the project including the potential to add vehicle capacity to S.R. 210
  in Little Cottonwood Canyon.
- Letter on June 21, 2019. The letter included an updated invitation to become a Section 106
  consulting party and information about the revised Notice of Intent published in the Federal Register
  on May 15, 2019.
- Email on June 25, 2021. The email announced the availability of the Draft EIS, described the comment process, and included a letter that summarized the EIS process and provided an update to the Section 106 process.

One tribe responded to the letters and email. The Shoshone-Bannock Tribe of the Fort Hall Reservation responded to the February 27, 2019, letter and requested copies of the cultural resources survey conducted for the area. UDOT provided the project archaeological survey report to the tribe in February 2021 after the surveys were completed. The tribe also asked that the tribes be notified of any inadvertent discoveries during project implementation, which has been included in the project mitigation per the tribe's request.

In addition to receiving the letters and email listed above, the tribes were also included in the general email list for the project and received the notifications described in this chapter for each stage of the EIS process. To date, none of the tribes has identified any specific sites, resources, or traditional cultural places of concern in the project's area of potential effects. To date, no tribe has requested direct government-to-government consultation with FHWA.



#### 27.6.8 Coordination with Providers of Environmental Justice Services

A primary goal of environmental justice coordination is to reach low-income and minority populations that have historically not been able to participate in the transportation decision-making process as readily as other groups. UDOT made specific efforts to contact all people living along and adjacent to S.R. 210, including any low-income or minority populations.

Representatives with public agencies, social services, and nonprofit organizations were contacted and interviewed to identify low-income, minority, and homeless populations in and around the environmental

justice impact analysis area (for more information, see Chapter 5, *Environmental Justice*). This included outreach to the following County, Cities, and Town that currently provide services in this area:

- Salt Lake County
- Cottonwood Heights City
- Sandy City
- Town of Alta

Other public involvement and outreach efforts included the following:

- Public Meetings. During the development of this Draft EIS, two different series of public meetings (scoping and alternatives development) were held. Meetings were announced in local media outlets and through city websites.
- Email Update List. Members of the public who wanted to receive project information by email were sent regular updates about the project. These updates notified recipients about new information on the project website, upcoming events, and major project milestones.
- Telephone Comment Line. A telephone comment line recorded messages from people who called
  in their comments. A record was kept of all comments, and people who requested a response were
  contacted within a few days of their call. The telephone number was advertised on all communication materials including fact sheets, newsletters, brochures, display advertisements, and information
  displays. Fliers and comment forms also have contact information for Spanish speakers to get
  project information.
- Project Website. The project website (<a href="https://littlecottonwoodeis.udot.utah.gov">https://littlecottonwoodeis.udot.utah.gov</a>) was used to provide public access to timely information about the project and to allow quick, easy interaction with UDOT team members. The public was able to read information about the project, including the plans under consideration, and submit their comments online. Although the website was not a primary communication method for those who do not have internet access, it was an important way for those who do have access to become involved in the project. The project website was also available in Spanish. UDOT also coordinated with local municipalities to post links on their websites that send the public to the S.R. 210 Project website if they want more information.
- Social Media. UDOT provided project updates and posted notification of public meetings and comment periods on Facebook, Twitter, and Instagram.

## What is environmental justice?

Environmental justice is a term used to describe the fair and equitable treatment of minority and low-income people with regard to federally funded projects and activities.



## 27.6.9 Meetings with City and County Councils

During the scoping process for the first (March 9, 2018) NOI, UDOT presented at one town council meeting, one city council meeting, and one county council meeting. UDOT presented to the Town of Alta Council on April 12, 2018; the Sandy City Council on April 17, 2018; and the Salt Lake County Council on April 24, 2018. The presentations included information regarding the project's purpose and need, alternatives, environmental review process, and schedule.

During the scoping process for the second (March 5, 2019) NOI, UDOT presented to the Town of Alta Council on April 11, 2019; the Sandy City Council on April 23, 2019; the Salt Lake County Council on June 11, 2019; the Salt Lake City Council on June 11, 2019; and the Cottonwood Heights City Council on April 2, 2019. UDOT encouraged councils to submit scoping comments.

At each major EIS milestone following the scoping process (purpose and need statement and alternatives development), UDOT met with the town, city, and county councils. For more information, see Section 27.7.3, *Purpose and Need Public Review and Comment Periods*, and Section 27.7.4, *Alternatives Development Process*.

## 27.6.10 Meetings with the Cottonwood Heights City Planning and Engineering Departments

Throughout the EIS process, UDOT meet with members of the Cottonwood Heights City planning and engineering departments to discuss development of the Wasatch Boulevard alternatives and issues important to their residents. UDOT worked with Cottonwood Heights City to ensure that elements of its *Wasatch Boulevard Corridor Master Plan* were considered in developing alternatives. UDOT scheduled meetings at least monthly with Cottonwood Heights City throughout development of the Final EIS.

## 27.6.11 Meetings with the Salt Lake City Department of Public Utilities

Throughout the EIS process, UDOT meet with staff from the Salt Lake City Department of Public Utilities to discuss water quality and stormwater runoff issues related to the watershed in Little Cottonwood Canyon. Staff with the Department of Public Utilities stated in these meetings the importance of the watershed in Little Cottonwood Canyon to Salt Lake City's water supply. During the meetings, the attendees discussed best management practices related to stormwater runoff. UDOT scheduled monthly meetings with the Department of Public Utilities throughout the development of this Final EIS.

## 27.6.12 Meetings with the USDA Forest Service

Throughout the EIS process, UDOT regularly met with staff from the USDA Forest Service to discuss issues related to project impacts to National Forest System land in Little Cottonwood Canyon. The meetings included exchanges of information about existing conditions and discussions about the methodology for the environmental analysis, potential alternatives to be considered in the EIS, and land transfers and easements.



## 27.6.13 Meetings with the Utah Transit Authority

Throughout the EIS process, UDOT regularly met with staff from the Utah Transit Authority (UTA) to discuss issues related to the development of transit alternatives. UTA provided technical expertise regarding the operation of bus service and rail service including maintenance. This expertise allowed UDOT to develop transit alternatives that could be operated by UTA.

#### 27.7 Public Involvement

In addition to agency coordination, public participation is important to developing sound recommendations and selecting alternatives that are supported by the community. UDOT's commitment at the beginning of this environmental review process was to proactively involve the public so decisions could be made that reflect the goals of those who live, work, and travel in the project study area. Throughout this process, UDOT has kept the public informed and has incorporated their feedback.

UDOT designed this EIS process to comply with public involvement requirements under NEPA and 23 USC Section 139 by reaching out to the public and giving the public an opportunity to provide input into and collaborate on the processes of defining the project purpose and need statement, identifying potential alternatives, and seeking an understanding of how a Preferred Alternative or Alternatives was selected.

#### 27.7.1 Coordination and Public Involvement Plan

The Little Cottonwood Canyon EIS Coordination Plan included a public involvement element that introduced several strategies to inform the public about the project, develop an understanding of how a Preferred Alternative or Alternatives was selected, and address agency and public issues during the course of the EIS process. The goals of this plan were to:

- Provide a way for stakeholder agencies and the public to have direct and meaningful impacts on the project.
- Develop and implement a communication strategy that includes the public in the decision-making process and provides an early opportunity to comment and raise issues throughout the project's different phases and milestones.
- Identify stakeholder issues and concerns early and throughout the study process to avoid potential delaying issues.
- Increase awareness about the S.R. 210 Project.

The Coordination Plan ensured that UDOT worked with the public to address their concerns and suggestions and that these concerns and suggestions were directly reflected in the alternatives that were developed. The plan also ensured that UDOT provided feedback regarding how the public's input influenced the decisions made during the EIS process. The plan was updated throughout the process.

The *Little Cottonwood Canyon EIS Coordination Plan* is available on the project website (https://littlecottonwoodeis.udot.utah.gov).



## 27.7.2 Public Scoping

As the first step in the NEPA process, scoping uses public and agency participation to develop possible solutions and identify issues regarding a proposed project. Scoping also helps determine the needs, objectives, resources, constraints, potential alternatives, and any additional requirements for screening criteria used to screen the preliminary alternatives.

UDOT relies on public comments made during scoping to help identify issues as well as to gauge public sentiment about the proposed improvements. Because the alternatives under consideration for this project could affect owners of property adjacent to the action alternatives as well as the public along the Wasatch Front, a combination of measures was taken to ensure that the public was notified about the project and invited to participate in the process.

## 27.7.2.1 Scoping Period for the First (March 9, 2018) NOI

#### 27.7.2.1.1 Notifications

The scoping period for the first NOI was initiated with the Federal Register notice on March 9, 2018, and ended on May 4, 2018. The following methods were used to notify the general public of the public scoping meeting and activities:

- Advertisements were placed in the following publications:
  - Deseret News, March 27 and April 3, 2018
  - o The Salt Lake Tribune, March 27 and April 3, 2018
- Information regarding the public meeting and the scoping period was posted on the S.R. 210 Project website and UDOT social media sites (Facebook, Instagram, and Twitter) on March 27; April 3, 6, 9, 10, 13, 17, 19, 24, 26, and 27; and May 2 and 4, 2018.
- An email notice was sent to the UDOT mailing list on March 27 and April 6, 2018.
- A UDOT press release was sent to local media outlets on April 9, 2018, as a reminder of the public meeting on April 10, 2018.



#### 27.7.2.1.2 Public Scoping Meeting

UDOT held a public scoping meeting on April 9, 2018, at the Cottonwood Heights City offices in Cottonwood Heights, Utah. The meeting was held in an open-house format with an interactive workshop from 4:00 PM to 8:00 PM.

The public scoping meeting included the following elements:

- The public was encouraged but not required to sign in at the registration desk.
- On entering the meeting room, each participant was given a brief explanation of the meeting format, information about how to submit comments, and details about where to find additional information about the project.
- Comment sheets were made available to each participant.
- Participants were encouraged to leave their comments.
- A project video summarizing the project was running continuously.
- Project staff members were available to answer questions and provide information.
- Four stations were set up with scroll maps of the project area, which included artist's renditions of
  potential improvements that could be considered. Meeting participants were encouraged to draw
  their ideas on the maps and make notes of issues and concerns.
- Two computer stations were available for commenters to identify specific areas on a map and record their comment.
- Commenters could give comments via a video interview.

About 158 people attended the April 9, 2018, public scoping meeting. During the scoping process, UDOT received more than 400 individual comment submissions from the public and agencies. The majority of the comments were related to alternatives for reducing congestion, improving the transit system, providing parking, and increasing safety for motorists and cyclists. Several comments expressed concern for natural resources and water quality in Little Cottonwood Canyon. Many commenters were concerned about impacts to neighborhoods along Wasatch Boulevard.

#### 27.7.2.1.3 2018 Scoping Summary Report

UDOT prepared a *Scoping Summary Report* summarizing the public and agency input that was gathered during the first scoping period, which ran from March 9 through May 4, 2018. The 2018 *Scoping Summary Report* summarizes the agency and public scoping activities and comments received, and the report's appendices contain all scoping materials, including the meeting sign-in sheet, fact sheet, display boards, and copies of comments received during the 2018 scoping period. The 2018 *Scoping Summary Report* is available on the project website (<a href="https://littlecottonwoodeis.udot.utah.gov">https://littlecottonwoodeis.udot.utah.gov</a>).



#### 27.7.2.1.4 Other Scoping Period Outreach

During the first scoping period, UDOT met with the following stakeholders to inform them about the Little Cottonwood Canyon EIS and obtain input on issues important to their interests:

- Snowbird ski resort, March 21, 2018
- Alta ski resort, March 27, 2018
- Canyon Trail Users, March 28, 2018
- Cottonwood Heights residents, March 29, 2018
- Salt Lake City Department of Public Utilities, April 4, 2018
- Save Our Canyons, April 4, 2018 (this meeting included members of the following organizations:
   Friends of Alta, League of Women Voters, Salt Lake City Alliance, Salt Lake Climbers Alliance, Salt
   Lake County Planning, Sierra Club, Utah Native Plants, Utahns for Better Transportation, Wasatch
   Alta Club, Wasatch Backcountry Alliance, and Wild Utah Project)
- Granite Community neighborhood, April 25, 2018

#### 27.7.2.2 Scoping Periods for the Second and Third (March 5 and May 15, 2019) NOIs

#### 27.7.2.2.1 Notifications

The scoping period for the second NOI was initiated with the Federal Register notice on March 5, 2019, and was planned to end on May 3, 2019. With the release of the third NOI on May 15, 2019, the end of this scoping period was extended to June 14, 2019. The following methods were used to notify the general public of the public scoping meeting and activities:

- Advertisements were placed in the following publications:
  - Deseret News, March 26 and April 2, 2019
  - o The Salt Lake Tribune, March 26 and April 2, 2019
- Information regarding the public meeting and the scoping period was posted on the S.R. 210 Project website and UDOT social media sites (Facebook, Instagram, and Twitter) on March 18; April 8, 9, 10, 23, 25, and 26; May 17, 21, and 29; and June 7, 11, 12, 13, and 14, 2019.
- Email notices were sent to the UDOT mailing list on March 10, April 23, May 15, and June 14, 2019.



#### 27.7.2.2.2 Public Scoping Meeting

UDOT held a public scoping meeting on April 9, 2019, at the Cottonwood Heights City offices in Cottonwood Heights, Utah. The meeting was held in an open-house format with an interactive workshop from 4 PM to 8 PM.

The public scoping meeting included the following elements related to the EIS:

- The public was encouraged but not required to sign in at the registration desk.
- On entering the meeting room, each participant was given a brief explanation of the meeting format, information about how to submit comments, and details about where to find additional information about the project.
- Comment sheets were made available to each participant.
- Participants were encouraged to leave their comments.
- A project video summarizing the project was running continuously.
- Project staff members were available to answer questions and provide information.
- Four stations were set up with scroll maps of the project area. The scroll maps presented preliminary
  concepts that would address identified needs related to mobility, avalanche risk, and trailhead
  parking. Meeting participants were encouraged to make notes on the maps regarding issues and
  concerns related to the project study area and the preliminary concepts.
- Two computer stations were available for commenters to identify specific areas on a map and record their comment.
- Commenters could give comments via a video interview.

About 400 people attended the second public scoping meeting. During the second scoping period, UDOT received more than 1,100 individual comment submissions from the public and agencies. The majority of the comments were related to alternatives for reducing congestion, improving the transit system, providing parking, and increasing safety for motorists and cyclists. Several comments expressed concern for natural resources and water quality in Little Cottonwood Canyon. Many commenters were concerned about impacts to neighborhoods along Wasatch Boulevard.

#### 27.7.2.2.3 2019 Scoping Summary Report

UDOT prepared a *Scoping Summary Report* summarizing the public and agency input that was gathered during the second scoping period, which ran from March 5 through June 14, 2019. The 2019 *Scoping Summary Report* summarizes the agency and public scoping activities and comments received, and the report's appendices contain all scoping materials, including the meeting sign-in sheet, fact sheet, display boards, and copies of comments received during the 2019 scoping period. The 2019 *Scoping Summary Report* is available on the project website (<a href="https://littlecottonwoodeis.udot.utah.gov">https://littlecottonwoodeis.udot.utah.gov</a>).



#### 27.7.2.2.4 Other Scoping Period Outreach

In January 2019, prior to the start of the 2019 scoping period, UDOT met with the following stakeholders to inform them about the revised NOI for the Little Cottonwood Canyon EIS and obtain input on issues important to their interests:

- Alta ski resort, January 8, 2019
- Town of Alta, January 8, 2019
- Big Cottonwood Community Council, January 9, 2019
- Cottonwood Heights residents, January 9, 2019
- Salt Lake City Public Utilities, January 9, 2019
- Snowbird ski resort, January 9, 2019
- Granite Community residents, January 15, 2019
- Save Our Canyons, January 16, 2019 (this meeting included members of the following organizations: League of Women Voters, Salt Lake Climbers Alliance, Sierra Club, Utahns for Better Transportation, Wasatch Backcountry Alliance, and Wild Utah Project)

## 27.7.3 Purpose and Need Public Review and Comment Periods

#### 27.7.3.1 March 11, 2019, Purpose and Need Statement

The statute at 23 USC Section 139 requires an opportunity for the public and agencies to help develop a project's purpose and need statement. On March 11, 2019, as part of the second (March 5, 2019) scoping period, UDOT published a draft of the project purpose and need statement for review by the agencies and the public through June 17, 2019. Members of the public and agencies were encouraged to provide comments by email, on the project website, and by postal mail.

### 27.7.3.2 November 4, 2019, Purpose and Need Statement

Based on comments received on the March 11, 2019, purpose and need statement and the revised scope of the project described in the third (May 15, 2019) NOI, UDOT revised the purpose and need statement. The revised purpose and need statement was posted on the project website on November 6, 2019. A notice about the comment period for the revised purpose and need statement was sent to the public on November 6, 2019. The notification provided a link to the document on the project website, an overview of the project purpose and need, and a reminder that comments were due by December 13, 2019. About 350 comments were received during the comment period.

Following the comment period, UDOT published a Frequently Asked Questions and Responses document on the project website along with the comments received. Comments focused on expanding the project to include Big Cottonwood Canyon, the purpose being too narrowly focused, and statements that the project purpose should include protecting environmental resources.



### 27.7.4 Alternatives Development Process

## 27.7.4.1 Public Review and Comment Periods for the Alternatives Development and Screening Methodology Report

#### 27.7.4.1.1 March 11, 2019, Alternatives Screening Methodology Report

According to 23 USC Section 139, the public must be provided the opportunity to help define the range of alternatives. On March 11, 2019, UDOT published a draft of the *Alternatives Screening Methodology Report* for review by the agencies and the public through June 14, 2019. Members of the public and agencies were encouraged to provide comments by email, on the project website, and by postal mail. The comments were provided as part of the scoping comment period from March 5, 2019, through June 14, 2019.

#### 27.7.4.1.2 November 4, 2019, Alternatives Screening Methodology Report

Based on comments received on the March 11, 2019, *Alternatives Screening Methodology Report* and the revised scope of the project described in the third (May 15, 2019) NOI, UDOT revised the *Alternatives Screening Methodology Report*. A notice about the comment period for the revised report was sent to the public on November 6, 2019. The notification provided a link to the document on the project website, an overview of the project's purpose and need, and a reminder that comments were due on December 13, 2019. About 350 comments were received during the comment period. Following the comment period, a Frequently Asked Questions and Responses document was published on the project website along with the comments received.

Comments stated that the alternatives screening criteria should include protecting natural resources including evaluating impacts to the watershed, wildlife, natural habitats, and air quality. Others commented that the screening criteria should include a visitor capacity analysis to determine the number of people that the resources in the Little Cottonwood Canyon can receive before resources become seriously degraded. The commenters said that, by determining the canyon's carrying capacity, the alternatives could be developed to avoid impacts to the watershed and other natural resources.



#### 27.7.4.1.3 Public Review and Comment Period for the Alternatives Screening Report

Based on the alternatives suggested by the public and agencies during the scoping periods, the review of the purpose and need statement, and the review of the *Alternatives Screening Methodology Report*, UDOT conducted an alternatives development and screening process. The results of this process were published in the *Alternatives Screening Report* for agency and public review on June 8, 2020. The review and comment period was from June 8 through July 10, 2020. The following methods were used to notify the general public of the release of the *Alternatives Screening Report* and the associated public meetings as follows:

- Advertisements were placed in the following publications:
  - o Deseret News, June 8 and June 15, 2020.
  - o The Salt Lake Tribune, June 8 and June 15, 2020
- Information regarding the public meeting and the scoping period was posted on the S.R. 210 Project website and UDOT social media sites (Facebook, Instagram, and Twitter) on June 4 and June 8, 2020.
- Email notices were sent to the UDOT mailing list on June 4, June 8, and June 15, 2020.
- A UDOT press release was sent to local media outlets on June 4, 2020, as a reminder of the public meetings on June 22, 23, and 24, 2020.

Because of the COVID-19 pandemic, UDOT altered the format of the public meetings to follow social distancing guidelines as follows:

- June 22, 2020: Virtual online meeting from 6 to 8 PM. Notification about the meeting and participant guidelines were posted on the project website and social media and were emailed on June 15, 19, and 22, 2020. The meeting format was a presentation followed by a question-and-answer period. About 190 people attended this online meeting, and about 193 comments or discussion topics were submitted during the meeting. UDOT responded to as many of the comments as possible before the meeting ended at 8 PM.
- June 23, 2020: Virtual online meeting from 6 to 8 PM. Notification about the meeting and
  participant guidelines were posted on the project website and social media and were emailed on
  June 15, 19, and 23, 2020. The meeting format was a presentation followed by a question-andanswer period. About 100 people attended this online meeting, and about 344 comments or
  discussion topics were submitted during the meeting. UDOT responded to as many of the comments
  as possible before the meeting ended at 8 PM.
- June 24, 2020: In-person meeting from 6 to 8 PM. This meeting was held for members of the public who did not have internet access. Notification about the meeting and participant guidelines were posted the project website and social media and were emailed on June 15 and 19, 2020. Attendees needed to make reservations prior to the meeting, and the meeting was limited to 50 people. The meeting format was a presentation followed by a question-and-answer period. Two people attended the meeting.



About 295 people attended the three public meetings. During the comment period for the *Alternatives Screening Report*, UDOT received about 6,500 individual comment submissions from the public and agencies. The majority of the comments were related to the need for transportation improvements, visual impacts, water quality impacts, overcrowding in Little Cottonwood Canyon, and year-round access. Commenters also provided comments relating to support for or opposition to a specific alternative, concerns about tolling, the need for summer transit service, and statements that a visitor capacity analysis should be conducted. Some commenters provided additional alternatives for UDOT to consider.

In addition to the public meetings held during the 35-day public review period for the <u>Alternatives Screening</u> <u>Report</u>, UDOT met with the following stakeholders through online meetings to present the findings of the report:

- Utah Office of Tourism, June 4, 2020
- Business community representatives, June 8, 2020
- Town of Brighton, June 9, 2020
- Alta, Brighton, Solitude and Snowbird Ski Resorts, June 12, 2020
- Central Wasatch Commission Board, June 15, 2020
- Save Our Canyons Coalition, June 15, 2020
- Lower Little Cottonwood Canyon Businesses/Access, June 16, 2020
- Sandy City Council, June 16, 2020

- Salt Lake City Department of Public Utilities, June 19, 2020
- Town of Alta staff, June 24, 2020
- Cottonwood Heights/Granite residents, June 29, 2020
- Salt Lake County Council, June 30, 2020
- Granite Community Council, July 2, 2020
- Cottonwood Heights City Council, July 7, 2020
- Salt Lake City Council, July 7, 2020
- Town of Alta Council, July 8, 2020
- Holladay City Council, July 9, 2020

On September 20, 2020, all comments received during the comment period and a Frequently Asked Questions and Responses document were published on the project website (<a href="https://littlecottonwoodeis.udot.utah.gov">https://littlecottonwoodeis.udot.utah.gov</a>). An email announcing the availability of the comments and frequently asked questions was sent to agencies and the public, and notifications were posted on social media.

#### 27.7.4.2 Alternatives Screening Report Addendum

During the public comment period for the June 8, 2020, *Alternatives Screening Report*, UDOT identified several new alternatives that should be put through the screening process. As a result, UDOT prepared an *Alternatives Screening Report Addendum*. The addendum was placed on the project website (<a href="https://littlecottonwoodeis.udot.utah.gov">https://littlecottonwoodeis.udot.utah.gov</a>) on November 20, 2020. A public email notification was sent to the project email database announcing that the addendum was available.



#### 27.7.5 USDA Forest Service Amendment Process

On April 23, 2021, the USDA Forest Service published a notice that the Forest Service might need to make a decision to authorize the use of National Forest System land outside the right of way to be appropriated by FHWA and to amend the *Revised Forest Plan: Wasatch-Cache National Forest* (USDA Forest Service 2003) for that use if the use is inconsistent with the current *Forest Plan* (Federal Register Vol. 86, No. 77, page 21683).

Concurrent with the publication of this notice in the Federal Register, UDOT placed a legal advertisement in *The Salt Lake Tribune* and the *Deseret News* (April 23, 2021, and April 25, 2021), and UDOT sent an email to the project email database announcing the notice (April 23, 2021). The notice was also made available on the project website and posted on UDOT's social media channels.

### 27.7.6 Draft EIS Outreach and Public Hearings

In compliance with NEPA, the Little Cottonwood Canyon Draft EIS was released for public review and comment in June 2021. Notice of availability for the Draft EIS was published in the Federal Register on June 25, 2021 (see 86 Federal Register 33705). Paper copies of the Draft EIS were distributed to local libraries, municipal buildings, and local copy centers. See Table 27.7-1 for a list of distribution locations where the Draft EIS was made available to the public for review. The Draft EIS was also posted on the project website. Fact sheets were developed that summarized sections of the Draft EIS and were distributed to the media, local government officials, and the public. The availability of the Draft EIS was announced using local media outlets, electronic distribution methods, and printed collateral materials through the following methods:

- Advertisements were placed in the following publications:
  - Deseret News, June 25 and July 9, 2021
  - o The Salt Lake Tribune, June 27 and July 11, 2021
- Email notices were sent to the UDOT mailing list on June 25 and 29; July 6, 12, 13, 15, 19, 20, and 30; August 9, 20, and 30; and September 2, 2021.
- Information regarding the Draft EIS, public hearings, and the comment period was posted on the S.R. 210 Project website and UDOT social media sites (Facebook, Instagram, and Twitter) on June 25 and 26; July 6, 12, 13, 19, 20, 21, 25, and 30; August 9, 20, 23, 25, and 30; and September 2 and 3, 2021.
- A UDOT press release was sent to local media outlets on June 25, 2021.

Table 27.7-1. Public Review Locations for the Draft EIS

Name	Address
Whitmore Library	2197 Fort Union Boulevard, Cottonwood Heights
Anderson-Foothill Library	1135 South 2100 East, Salt Lake City
Viridian West Jordan Library	8030 South 1825 West, West Jordan
Cottonwood Heights City Building	2277 Bengal Boulevard, Cottonwood Heights
Utah Department of Transportation	4501 South 2700 West, Salt Lake City



The official comment period initially extended from June 25, 2021, to August 9, 2021, but was extended to September 3, 2021, at the request of several Cities and nongovernmental organizations. Notice of the extended comment period was published in the Federal Register on July 23, 2021 (see 86 Federal Register 39018). The total Draft EIS comment period was 70 days. The public had the opportunity to comment using a variety of methods. Official comments were accepted by postal mail, email, comment form, comment postcard, oral testimony to a court reporter, or the project telephone comment line. During the Draft EIS comment period, UDOT received about 13,400 submissions from the public and agencies.

UDOT held two public hearings in July 2021 that had about 550 total attendees.

- An in-person public open house and hearing was held on Tuesday, July 13, 2021, from 4:30 to 8:30
  PM at Butler Middle School at 7530 South 2700 East in Cottonwood Heights. Attendees had the
  opportunity to provide official comments using comment forms, by individually speaking to a court
  reporter, or making verbal comments to a hearing panel, which were captured by a court reporter.
- A virtual public hearing was held on Tuesday, July 20, 2021, from 6:00 to 8:30 PM via Zoom with comments documented by a court reporter. The virtual public hearing was held in this format to accommodate those concerned about the COVID-19 pandemic.

The Draft EIS notice of availability, notice of Draft EIS comment period extension, public hearing legal notices, public advertisements and press releases, email and social media notifications and reminders, sign-in sheets, and the materials presented at the public hearings are provided in Appendix 27A, *Public Hearing Notices and Materials*. Comments received at the public hearings are summarized and the responses provided in Chapter 32, *Response to Comments*.

In addition to the public hearings held during the 70-day public review period for the Draft EIS, UDOT met with the following stakeholders through online meetings to present information on the detailed analysis:

- Association of Community Councils, July 8, 2021
- Snowbird Ski Resort, July 6 and August 20, 2021
- Central Wasatch Commission, July 12 and 21, 2021
- Salt Lake Chamber of Commerce, August 4, 2021
- Salt Lake County Council, August 17, 2021
- Granite Community Council, August 4, 2021
- Cottonwood Heights City Council, July 20, 2021
- Town of Alta Council, July 14, 2021
- Sandy City Council, July 27, 2021

## 27.7.7 Chapter 26: Revised Section 4(f) and Section 6(f) Evaluation Public Review

Following the Draft EIS comment period, and based on public comments and further consideration of the facts and circumstances, UDOT and the USDA Forest Service determined that it would be appropriate to combine two recreation resources that had been evaluated separately into a single Section 4(f) recreation resource and to further delineate and characterize the resulting Section 4(f) property and related impact analysis. In light of this development, UDOT decided to prepare a revised version of Draft EIS Section 4(f) and Section 6(f) Evaluation (Chapter 26 of the Draft EIS) for public review and comment. The public comment period was for 30 days from December 10, 2021, to January 10, 2022. To notify the public, UDOT placed legal advertisements in the *Deseret News and The Salt Lake Tribune* on December 10, 2021, and



December 12, 2021, and sent out a notification email to UDOT's mailing list on December 10, 2021. Information regarding the public review period was also posted on the S.R. 210 Project website and UDOT's social media sites (Facebook, Instagram, and Twitter). UDOT received about 860 comments on the revised chapter. Legal notices for review of a revised Draft EIS Chapter 26, Section 4(f) and Section 6(f) Evaluation, are available in Appendix 27B, Revised Section 4(f) and Section 6(f) Evaluation Public Review Notices, of this Final EIS.

#### 27.7.8 Other Public Outreach

Additional outreach activities have been occurring throughout the EIS process; some examples are listed below.

- Social media. UDOT provided project updates and posted notifications of public meetings and comment periods on Facebook, Twitter, and Instagram in order to reach members of the public who do not receive email notifications.
- Frequently asked questions and public comments. At the end of the two scoping periods, the comment period for the purpose and need statement and the Alternatives Screening Methodology Report, and comment period for the Alternatives Screening Report, UDOT posted all public comments received. UDOT also produced a response document to frequently asked questions during each comment period. Emails were sent notifying the public when the materials were posted on the project website.
- Scoping summary reports posted on the project website. In July 2018 and September 2019, UDOT posted the Scoping Summary Report for each scoping period and sent an email to the project email list to notify stakeholders that the report was available for review.
- Notices of Intent. All three NOIs were posted on the project website.
- **Open-house materials.** Materials used in the scoping open houses and in the release of the *Alternatives Screening Report* were posted on the project website.
- Stakeholder meetings. At key project milestones, UDOT held meetings with various stakeholder groups to provide a project update and share information about the information released at that milestone. Table 27.7-2 summarizes these meetings.

Table 27.7-2. Stakeholder Meetings at Key Project Milestones

Table 27:17 2: Otakerior	aor mooningo at	Trey i reject imie			
Stakeholder or Project Milestone	Scoping Period	Scoping Period, Purpose and Need Statement, and Alternatives Screening Methodology Report	Revised Purpose and Need Statement and Revised Alternatives Screening Methodology Report	Draft Alternatives Screening Report	Draft EIS
Project Milestones					
Public engagement period	3/9/2018– 5/14/2018	3/5/2019– 6/14/2019	11/4/2019– 12/13/2019	6/4/2020— 7/10/2020	6/25/2021– 9/3/2021
Agency coordination meeting	4/9/2018	4/3/2019	10/30/2019	6/4/2020 8/19/2020	
Stakeholders					
Salt Lake County Council	4/24/2018	6/11/2019		6/30/2020	8/17/2021
Town of Alta			12/10/2019		
Town of Brighton		1/9/2019	11/14/2019	6/9/2020	
Alta Town Council	4/12/2018	4/11/2019	11/13/2019	7/8/2020	7/14/2021
Cottonwood Heights City Council	4/24/2018	4/2/2019	11/19/2019	7/7/2020	7/20/2021
Granite Community Council		3/6/2019	11/6/2019 11/20/2019	7/2/2020	8/4/2021
Holladay City Council				7/9/2020	
Salt Lake City Council		6/11/2019		7/7/2020	
Salt Lake City Dept. of Public Utilities			11/19/2020	6/19/2020	
Sandy City Council	4/17/2018	4/23/2019	12/10/2019	6/16/2020	7/27/2021
Central Wasatch Commission	3/28/2018	4/17/2019 5/6/2019	11/18/2019	6/15/2020	7/12/2021 7/21/2021
Friends of Alta	4/4/2018			6/15/2020	
League Women of Voters	4/4/2018			6/15/2020	
Lower Little Cottonwood Canyon Businesses/Access	3/30/2018	4/30/2019	11/26/219	6/16/2020	
Mountainous Planning Commission			12/5/2019	8/6/2020	
Salt Lake Climbers Alliance	4/4/2018	5/1/2019		5/7/2020 6/15/2020 8/21/2020	11/5/2021
Save Our Canyons Coalition	4/4/2018		11/13/2019	6/15/2020	
Utahns for Better Transportation	4/4/2018			6/15/2020	

(continued on next page)



Table 27.7-2. Stakeholder Meetings at Key Project Milestones

Stakeholder or Project Milestone	Scoping Period	Scoping Period, Purpose and Need Statement, and Alternatives Screening Methodology Report	Revised Purpose and Need Statement and Revised Alternatives Screening Methodology Report	Draft Alternatives Screening Report	Draft EIS
Wasatch Backcountry Alliance	4/4/2018			4/14/2020 6/15/2020	5/19/2021
Wasatch Mountain Club	4/4/2018			6/15/2020	
Cottonwood Heights residents	3/29/2018	4/8/2020	11/13/2019 11/25/2019	6/29/2020	
Granite Community residents	3/29/2018		11/18/2019	6/29/2020	8/4/2021
Alta ski resort	3/27/2018	1/8/2019	12/2/2019	6/12/2020	7/8/2021
Brighton ski resort			12/2/2019	6/12/2020	
Snowbird ski resort	3/26/2018	1/9/2019	12/2/2019	6/12/2020	7/6/2021 8/20/2021 9/7/2021
Solitude ski resort			12/2/2019	6/12/2020	

## 27.8 Project Website

The S.R. 210 Project website, <a href="https://littlecottonwoodeis.udot.utah.gov">https://littlecottonwoodeis.udot.utah.gov</a>, is accessible through the navigation menu on the home page of UDOT's website. The project website allows the public to view current project information. The website provides all project-related materials and is updated periodically as new information becomes available. Comments can be submitted to the project's public involvement coordinator through the website at any time.

## 27.9 References

[FHWA] Federal Highway Administration

1987 Guidance for Preparing and Processing Environmental and Section 4(f) Documents. October.

[USDA Forest Service] U.S. Department of Agriculture Forest Service

2003 Revised Forest Plan: Wasatch-Cache National Forest. South Jordan, Utah: U.S. Department of Agriculture, Forest Service, Intermountain Region, Uinta-Wasatch-Cache National Forest. <a href="https://www.fs.usda.gov/detailfull/uwcnf/landmanagement/planning/?cid=stelprdb5076923">https://www.fs.usda.gov/detailfull/uwcnf/landmanagement/planning/?cid=stelprdb5076923</a> &width=full.



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#### **APPENDIX 27A**

Public Hearing Notices and Materials



#### **PUBLIC HEARING NOTICES**



protected. The www.regulations.gov website is an "anonymous access" system, which means EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send an email comment directly to EPA without going through www.regulations.gov, your email address will be automatically captured and included as part of the comment that is placed in the public docket and made available on the internet. If you submit an electronic comment, EPA recommends that you include your name and other contact information in the body of your comment and with any disk or CD-ROM you submit. If EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comment. Electronic files should avoid the use of special characters, any form of encryption, and be free of any defects or viruses. For additional information about EPA's public docket visit the EPA Docket Center homepage at www.epa.gov/epahome/dockets.htm.

Docket: Documents in the docket are listed in the www.regulations.gov index. Although listed in the index, some information is not publicly available, e.g., CBI or other information whose disclosure is restricted by statute. Certain other materials, such as copyrighted material, are publicly available only in hard copy. Publicly available docket materials are available either electronically in www.regulations.gov or in hard copy at the ORD Docket in the EPA Headquarters Docket Center.

#### Wayne Cascio,

Director, Center for Public Health and Environmental Assessment. [FR Doc. 2021–13517 Filed 6–24–21; 8:45 am]

BILLING CODE 6560-50-P

#### ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-9057-1]

#### Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information 202– 564–5632 or https://www.epa.gov/nepa. Weekly receipt of Environmental Impact Statements (EIS)

Filed June 7, 2021 10 a.m. EST Through June 21, 2021 10 a.m. EST Pursuant to 40 CFR 1506.9.

#### Notice

Section 309(a) of the Clean Air Act requires that EPA make public its

comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: https://cdxnodengn.epa.gov/cdx-enepa-public/action/eis/search.

EIS No. 20210072, Draft, Caltrans, CA, El Camino Real Roadway Renewal Project, Comment Period Ends: 08/09/ 2021, Contact: Yolanda Rivas 510– 506–1461.

EIS No. 20210073, Draft, USFS, WY, Invasive and Other Select Plant Management on the Bighorn NF, Comment Period Ends: 08/09/2021, Contact: Christopher D. Jones 307– 674–2627.

EIS No. 20210074, Draft, USFS, CA, Sugar Pine Project Water Right Permit 15375 Extension and Radial Gates Installation, Comment Period Ends: 08/24/2021, Contact: Timothy Cardoza 530–478–6210.

EIS No. 20210075, Draft Supplement, USFS, MT, Gold Butterfly Project, Comment Period Ends: 08/09/2021, Contact: Matthew Anderson 406–363–7121.

EIS No. 20210076, Draft, FERC, NY, Enhancement by Compression Project, Comment Period Ends: 08/09/2021, Contact: Office of External Affairs 866–208–3372.

EIS No. 20210077, Final, USFS, ID, Caribou-Targhee National Forest and Curlew National Grassland Integrated Weed Management Analysis, Review Period Ends: 08/09/2021, Contact: Heidi Heyrend 208–847–0375.

EIS No. 20210078, Draft, UDOT, UT, Little Cottonwood Canyon Environmental Impact Statement Wasatch Boulevard to Alta, Comment Period Ends: 08/09/2021, Contact: Josh Van Jura 801–231–8452.

EÍS No. 20210079, Final, CHSRA, CA, Bakersfield to Palmdale Project Section: Final Environmental Impact Report/Environmental Impact Statement, Review Period Ends: 07/ 26/2021, Contact: Scott Rothenberg 916–403–6936.

EIS No. 20210080, Draft, FERC, DE, Marcus Hook Electric Compression Project, Comment Period Ends: 08/09/ 2021, Contact: Office of External Affairs 866–208–3372.

EIS No. 20210081, Draft, FERC, AL, Coosa River Hydroelectric Project, Comment Period Ends: 08/16/2021, Contact: Office of External Affairs 866–208–3372.

EIS No. 20210082, Final, FAA, GA, Spaceport Camden, Review Period Ends: 07/26/2021, Contact: Stacey Zee 202–267–9305.

EIS No. 20210083, Draft, NOAA, PRO, Surveying and Mapping Projects in United States Waters for Coastal and Marine Data Acquisition, *Comment Period Ends:* 08/24/2021, *Contact:* Giannina DiMaio 240–533–0918.

#### **Amended Notice**

EIS No. 20200223, Draft, NRC, NM,
Disposal of Mine Waste at the United
Nuclear Corporation Mill Site in
McKinley County, New Mexico,
Comment Period Ends: 11/01/2021,
Contact: Ashley Waldron 301–415–
7317. Revision to FR Notice Published
02/12/2020; Reopening the Comment
Period to end 11/01/2021.

EIS No. 20210052, Draft, NMFS, PRO, Programmatic Environmental Impact Statement for the Marine Mammal Health and Stranding Response Program, Comment Period Ends: 07/28/2021, Contact: Stephen Manley 301–427–8476. Revision to FR Notice Published 05/14/2021; Extending the Comment Period from 06/28/2021 to 07/28/2021.

Dated: June 21, 2021.

#### Cindy S. Barger,

Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2021–13558 Filed 6–24–21; 8:45 am] BILLING CODE 6560–50–P

#### FEDERAL ACCOUNTING STANDARDS ADVISORY BOARD

Notice of Request for Comment on a Proposed Interpretation Exposure Draft, Debt Cancellation: An Interpretation of Statement of Federal Financial Accounting Standards (SFFAS) 7, Paragraph 313

**AGENCY:** Federal Accounting Standards Advisory Board.

**ACTION:** Notice.

SUMMARY: Notice is hereby given that the Federal Accounting Standards Advisory Board (FASAB) has issued an exposure draft of a proposed Interpretation of Federal Financial Accounting Standards titled Debt Cancellation: An Interpretation of SFFAS 7, Paragraph 313.

**DATES:** Respondents are encouraged to comment on any part of the exposure draft. Written comments are requested by July 23, 2021, and should be sent to fasab@fasab.gov or Monica R. Valentine, Executive Director, Federal Accounting Standards Advisory Board, 441 G Street NW, Suite 1155, Washington, DC 20548.

**ADDRESSES:** The exposure draft is available on the FASAB website at https://www.fasab.gov/documents-forcomment/. Copies can be obtained by contacting FASAB at (202) 512–7350.



revisions related to Order No. 2222 to be Pursuant to 40 CFR 1506.9. effective 12/31/9998.

Filed Date: 7/19/21.

Accession Number: 20210719-5126. Comments Due: 5 p.m. ET 8/9/21. Docket Numbers: ER21-2461-000. Applicants: TransAlta Energy

Marketing (U.S.) Inc.

Description: Compliance filing: Notice and Justification for Spot Sales above WECC Soft Cap to be effective N/A.

Filed Date: 7/19/21.

Accession Number: 20210719-5142. Comments Due: 5 p.m. ET 8/9/21. Docket Numbers: ER21-2462-000. Applicants: Sempra Gas & Power Marketing, LLC.

Description: Compliance filing: WECC Cost Justification Filing to be effective N/A.

Filed Date: 7/19/21.

Accession Number: 20210719-5158. Comments Due: 5 p.m. ET 8/9/21.

The filings are accessible in the Commission's eLibrary system (https:// elibrary.ferc.gov/idmws/search/ feregensearch.asp) by querying the docket number.

Any person desiring to intervene or protest in any of the above proceedings must file in accordance with Rules 211 and 214 of the Commission's Regulations (18 CFR 385.211 and 385.214) on or before 5:00 p.m. Eastern time on the specified comment date. Protests may be considered, but intervention is necessary to become a party to the proceeding.

eFiling is encouraged. More detailed information relating to filing requirements, interventions, protests, service, and qualifying facilities filings can be found at: http://www.ferc.gov/ docs-filing/efiling/filing-req.pdf. For other information, call (866) 208–3676 (toll free). For TTY, call (202) 502–8659.

Dated: July 19, 2021.

Debbie-Anne A. Reese,

Deputy Secretary.

[FR Doc. 2021-15695 Filed 7-22-21; 8:45 am]

BILLING CODE 6717-01-P

#### ENVIRONMENTAL PROTECTION **AGENCY**

[ER-FRL-9057-5]

#### **Environmental Impact Statements;** Notice of Availability

Responsible Agency: Office of Federal Activities, General Information 202– 564-5632 or https://www.epa.gov/nepa. Weekly receipt of Environmental Impact

Statements (EIS)

Filed July 12, 2021 10 a.m. EST Through July 19, 2021 10 a.m. EST

Section 309(a) of the Clean Air Act requires that EPA make public its commeuts on EISs issued by other Federal agancies. EPA's comment letters on EISs are available at: https:// cdxnodengn.epo.gov/cdx-enepa-public/ action/eis/search.

EIS Na. 20210099, Draft Supplement, CHSRA, CA, California High-Speed Rail San Francisco to San Jose Project Section Revised Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement, Comment Period Ends: 09/08/2021, Contact: Scott Rothenberg 916-403-

EIS No. 20210100, Draft, FERC, LA, Evangeline Pass Expansion Project, Comment Period Ends: 09/07/2021, Contact: Office of External Affairs 866-208-3372.

#### Amended Notice

EIS No. 20210051, Draft, USN, CA. Navy Old Town Campus Revitalization, Comment Period Ends: 08/12/2021, Contact: Ron Bochenek 619-705-5560.

Revision to FR Notice Published 05/ 14/2021; Extending the Comment Period from 07/13/2021 to 08/12/2021

#### EIS No. 20210078, Draft, UDOT, UT.

Little Cottonwood Canyon Environmental Impact Statement Wasatch Boulevard to Alta, Comment Period Ends: 09/03/2021, Contact: Josb Van Jura 801-231-8452.

Revision to FR Notice Published 06/ 25/2021; Extending the Comment Period from 08/09/2021 to 09/03/2021.

Dated: July 19, 2021.

#### Cindy S. Barger,

Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2021-15678 Filed 7-22-21; 8:45 am] BILLING CODE 6560-50-P

#### ENVIRONMENTAL PROTECTION AGENCY

[EPA-HQ-OECA-2014-0027; FRL-8764-01-OMS]

Information Collection Request Submitted to OMB for Review and Approval; Comment Request; NSPS for Bulk Gasoline Terminals (Renewal)

**AGENCY:** Environmental Protection Agency (EPA).

ACTION: Notice.

**SUMMARY:** The Environmental Protection Agency (EPA) has submitted an information collection request (ICR),

NSPS for Bulk Gasoline Terminals (EPA ICR Number 0664.13, OMB Control Number 2060-0006), to the Office of Management and Budget (OMB) for review and approval in accordance with the Paperwork Reduction Act, This is a proposed extension of the ICR, which is currently approved through September 30, 2021. Public comments were previously requested, via the Federal Register, on May 12, 2020 during a 60day comment period. This notice allows for an additional 30 days for public comments. A fuller description of the ICR is given below, including its estimated burden and cost to the public. An agency may neither conduct nor sponsor, and a person is not required to respond to, a collection of information unless it displays a currently-valid OMB control number.

DATES: Additional comments may be submitted on or before August 23, 2021. ADDRESSES: Submit your comments, referencing Docket ID Number EPA-HQ-OECA-2014-0027 online using www.regulations.gov (our preferred method), or by mail to: EPA Docket Center, Environmental Protection Agency, Mail Code 28221T, 1200 Pennsylvania Ave. NW, Washington, DC 20460. EPA's policy is that all comments received will be included in the public docket without change including any personal information provided, unless the comment includes profanity, threats, information claimed to be Confidential Business Information (CBI), or other information whose disclosure is restricted by statute.

Submit written comments and recommendations to OMB for the proposed information collection within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find this particular information collection by selecting "Currently under 30-day Review-Open for Public Comments" or by using the search function.

#### FOR FURTHER INFORMATION CONTACT:

Patrick Yellin, Monitoring, Assistance, and Media Programs Division, Office of Compliance, Mail Code 2227 $\Lambda$ , Environmental Protection Agency, 1200 Pennsylvania Ave. NW, Washington, DC 20460; telephone number: (202) 564-2970; fax number: (202) 564-0050; email address: yellin.potrick@epa.gov.

#### SUPPLEMENTARY INFORMATION:

Supporting documents, which explain in detail the information that the EPA will be collecting, are available in the public docket for this ICR. The docket can be viewed online at www.regulations.gov, or in person at the EPA Docket Center, WJC West, Room 3334, 1301 Constitution Ave. NW,



#### **UDOT Announces Two Preferred Transportation Alternatives for Little Cottonwood Canyon**

1 message

Courtney Samuel <csamuel@utah.gov> Bcc: bbinnebose@pennapowers.com

#### **UDOT Announces Two Preferred Transportation Alternatives for Little Cottonwo**

Public review and comment period open today through August 9

**SALT LAKE CITY (June 25, 2021)** – The Utah Department of Transportation (UDOT) announced two preferred alternatives to improve transportation in Lit developed as part of the Little Cottonwood Canyon Draft Environmental Impact Statement (EIS), include enhanced bus service in a dedicated shoulder land single preferred alternative.

The Enhanced Bus Service in Peak-Period Shoulder Lane alternative offers bus-only shoulder lanes on S.R. 210 to be used during peak travel times. With and able to pass slower moving traffic in the general purpose lane, providing direct service to each destination. Those using the bus service would have the (located at the mouth of Big Cottonwood Canyon) or at 9400 S and Highland, with a bus departing every 5 minutes. Of the alternatives examined, this alter cost and when not in use, the shoulder lanes could become pedestrian and cyclist lanes.

The Gondola B alternative would construct a base station near the mouth of Little Cottonwood Canyon (from La Caille) and offer direct service to each dest travelers could expect a cabin to arrive every two minutes. The Gondola base station would include 1,500 parking spaces, reducing the need for passenger alternative can operate independently of S.R. 210, avoiding delays related to snow removal, avalanche mitigation and traffic. This alternative has the higher climbing boulders and the watershed.

Members of the public can review the preferred alternatives on this video or on the project website. Along with the public comment period, UDOT will host a from 4:30-8:30pm at Butler Middle School to review the alternatives and answer questions from the public. The public hearing and presentation will begin a Group and UDOT Cottonwoods Instagram, with recordings posted on the project website. A virtual public hearing will be held on July 20 from 6-8:30pm. De website.

#### **MEDIA MATERIALS**

###

#### MEDIA CONTACT:

Courtney Samuel UDOT Communication Manager 801-866-8088 csamuel@utah.gov

#### Additional background information

To identify the preferred alternatives, UDOT began with a list of 124 concepts proposed by stakeholders during the 2019 public scoping period, 2020 draft a studies to address transportation needs in Little Cottonwood Canyon. These concepts were evaluated based on their ability to substantially improve transports on S.R. 210 from Fort Union Boulevard through the town of Alta. UDOT also considered an alternative's environmental impacts, which included water quali-

Based on those criteria, the list of 124 concepts was pared down to five alternatives: Enhanced Bus Service; Enhanced Bus Service in Peak-Period Should Alternative B (base station from La Caille); and Cog Rail (from La Caille).

After further technical analysis was conducted, UDOT identified the Enhanced Bus Service in Peak-Period Shoulder Lane as the alternative that best improfrom La Caille) as the alternative that best improves reliability. By selecting two alternatives that differ in alignment, impacts, and mode; UDOT is providing two differing considerations.

In addition to the two preferred alternatives, other elements have also been developed that would be combined to support each alternative. These include s keep it clear of snow in case of avalanches); mobility hubs (larger-capacity park-and-ride lots with transit service); widening and other improvements to War addressing trailhead parking and eliminating some winter roadside parking. Additional information on the preferred alternatives and these elements can be

The Little Cottonwood Canyon EIS was initiated in 2018 by UDOT in partnership with the USDA Forest Service, Utah Transit Authority and Salt Lake City P UDOT will identify a preferred alternative in the Final EIS and Record of Decision, which is expected to be complete by winter 2021/2022.

#### **MEDIA MATERIALS**

-UDOT-



#### **PUBLIC NOTICE**

#### **LEGAL NOTICE - PUBLIC HEARING AND OPPORTUNITY TO PROVIDE COMMENTS**

The Utah Department of Transportation (UDOT) is issuing this notice to advise the public that the Little Cottonwood Canyon Draft Environmental Impact Statement (EIS) for proposed transportation improvements on State Route (S.R.) 210 in Salt Lake County, Utah, is available for public review and comment. UDOT, as the assigned National Environmental Policy Act (NEPA) lead agency, is preparing an EIS to evaluate transportation solutions to substantially improve roadway safety, reliability, and mobility on S.R. 210 from Fort Union Boulevard through the Town of Alta for all users on S.R. 210. The project study area is centered on S.R. 210 from Fort Union Boulevard through the Town of Alta.

In addition to a UDOT decision on a selected alternative, a U.S. Department of Agriculture, Forest Service (Forest Service) decision would authorize project activities from the UDOT selected alternative, if any, that occur on National Forest System lands that are not otherwise appropriated by the Federal Highway Administration (FHWA) at the time of implementation of those activities. The proposed project is implementing a land management plan, is not authorized under the Healthy Forests Restoration Act (HFRA), and is subject to subparts A and B of 36 Code of Federal Regulations (CFR) 218. The Forest Service intends to use the EIS to make its decision for the NFS lands it administers, including a project-specific amendment to the land management plan, if needed. In such a case, the Uinta-Wasatch-Cache National Forest Supervisor would be the responsible official.

The purpose of this notice is to offer an opportunity for public comment. Further, as part of this notice and pursuant to Section 6009 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the associated FHWA guidance dated December 13, 2005, UDOT has determined that a Section 4(f) greater than de minimis impact finding is appropriate for the subject project. The proposed project will be processed as an individual evaluation under Section 4(f) and is considered an adverse effect under Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 300101 et seq.).

Comments sought by UDOT on the Draft EIS include: specific comments to the preferred alternatives; the environmental analysis; and other transportation performance considerations.

UDOT will hold two public hearings. The first public open house and hearing will be held on Tuesday, July 13, 2021, from 4:30 - 8:30 p.m. at Butler Middle School, 7530 S 2700 E, Cottonwood Heights, UT 84121. The public hearing portion of the meeting will start at 6 p.m. with a brief presentation. Verbal comments at the public hearing will be transcribed by a court reporter and written comments will be accepted at the public open house. The second public hearing will be a virtual public hearing that will be recorded. The virtual public hearing will be held on Tuesday, July 20, 2021, from 6:00 - 8:30 p.m. via Zoom. The public hearing will start at 6 p.m. with a brief presentation. A meeting link and information will be posted on the project website.

Written comments or questions on the Draft EIS should be directed to Little Cottonwood Canyon EIS, c/o HDR, 2825 E Cottonwood Parkway #200, Cottonwood Heights, UT 84121 (hand delivered comments accepted from 8 a.m. to 5 p.m.), can be emailed to littlecottonwoodeis@utah.gov, or voice messages left at 801-200-3465. For more detailed information on the Little Cottonwood Canyon Draft ElS and public hearing, visit the project website at littlecttonwoodeis.udot.utah.gov. The Environmental Protection Agency published a Notice of Availability (NOA) for the Draft ElS in the Federal Register on June 25, 2021. Draft ElS comments will be accepted for 45 days from June 25 to August 9, 2021.

If a Forest Service decision is required, only those persons or organizations who submit timely and specific written comments regarding the proposed project during the public comment period described above are eligible to file an objection to the Forest Service decision. Additionally, for objection eligibility, each individual or representative from each entity must either sign the comments or verify identity upon request. Objections filed in accordance with 36 CFR 218 Subpart B are only applicable to the Forest Service decision.

Comments provided to the study team will be reviewed and considered by UDOT. All comments received will be documented in the project record. UDOT's responses to comments made during the formal Draft EIS comment period will be included in the Final EIS.

The EIS can viewed on the project website at littlecottonwoodeis.udot.utah. gov or paper copies at the Whitmore Library, 2197 Fort Union Boulevard, Cottonwood Heights; Anderson-Foothill Library at 1135 S 2100 E, Salt Lake City; Viridian West Jordan Library, 8030 S 1825 W, West Jordan; the Cottonwood Heights City Building at 2277 Bengal Blvd, Cottonwood Heights; and the Utah Department of Transportation, 4501 South 2700 West, Salt

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 the Federal Highway Administration and UDOT.

In compliance with the Americans with Disabilities Act (ADA), individuals needing special accommodations (including auxiliary communicative aids and services), or language translation services during this meeting should notify the project team five days in advance at the contact information pro-

#### NOTICE OF PUBLIC MEETING

On Proposed Improvements for the Bangerter Highway (S.R. 154) and 13400 South Intersection in Salt Lake County, UT; UDOT Project No. S-0154(92)0

As part of the State Environmental Study, the Utah Department of Transportation (UDOT) advises all interested persons or groups that two Public Meeting opportunities, in both an online and in-person format, will be held for the proposed improvements at the Bangerter Highway and 13400 South intersection in Salt Lake County, UT.

The proposed project includes constructing a grade-separated interchange at the intersection of Bangerter Highway and 13400 South.

Online Public Meeting
When: Tuesday, July 13, 2021, from 6 - 7 p.m.

Where: Visit udot.utah.gov/bangerter13400south for instructions on how to

join the online meeting

In-person Public Meeting
When: Wednesday, July 14, 2021, from 6 - 7:30 p.m.
Where: South Hills Middle School, 13508 South 4000 West, Riverton, UT

Members of the public are invited to attend the Public Meetings and are encouraged to provide comments for consideration as the study progresses. Information to be presented at the meetings will include the study goals, the State Environmental Study process, and schedule. Specific alternatives or

The meeting materials will be available on the study website starting on July 13, 2021, at udot.utah.gov/bangerter13400south. Written comments should be sent to:

concepts are not available at this point in the study and will not be presented

Bangerter Environmental c/o HDR 2825 East Cottonwood Parkway, Suite 200 Salt Lake City, UT 84121-7077.

Comments may also be submitted via email at bangerter@utah.gov.

Comments need to be submitted by July 28, 2021, to be included in the official transcripts of the Public Meetings. Comments provided to the study team will be reviewed and considered by UDOT as the 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.

If you have questions about the Public Meetings, please contact a study representative at 888-766-ROAD (7623) or bangerter@utah.gov, or visit udot. utah.gov/bangerter13400south.

In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and  $% \left( 1\right) =\left( 1\right) \left( 1\right) \left($ services) or language translation services during this meeting should notify the study team five days in advance at 888-766-ROAD (7623) or bangerter@ utah.gov.

Para información en español, llame al 888-766-ROAD (7623). DN0012628

#### Invitation to Bid

Salt Lake City Department of Public Utilities (SLCDPU) -New Water Reclamation Facility (WRF) Project Liquid Train 1 - Liquid Train Package 1 Project No.: 524905271 & 524905380

Sundt/PCL, a Joint Venture is accepting bids for the Liquid Train 1 (LT-1) Liquid Train, defined in the Contract Documents and other associated parts of the work included as part of the SLCDPU New WRF Project. The Project is generally described as new construction of a Water Reclamation Facility located at 1365 W 2300 N, Salt Lake City, UT 84116, as indicated in the

Sundt/PCL, a Joint Venture (Sundt/PCL), is seeking and encouraging qualified, disadvantaged business Enterprises (DBEs) for all areas as listed below.

This project is receiving funding from the U.S. Environmental Protection Agency (EPA) Water Infrastructure Finance and Innovation Act (WIFIA) loan program. A DBE must complete Section 4.0 MBE/WBE/DBE/DVBE/HUB Participation on Attachment 2\_Scope Bid Form.xlsx.

The participation goals for Minorities and Females are established as a percentage participation rate, expressed in percentage terms for the Sundt/ PCL aggregate workforce in each trade on all construction work. The Goals for Females is a nationwide goal of 6.9%. The Goals for Minorities for the "economic area" of the Salt Lake City-Ogden, UT covered area and is 6.0%.

ALL entities are expected to comply with the federal regulations pursuant to WIFIA loan program requirements referenced in Exhibit I, Rev 1. Several of these federal regulations include, but are not limited to:

- a. Davis-Bacon Wage Requirements, including certified payroll
- b. American Iron and Steel (AIS) Requirements
- c. Disadvantaged Business Enterprise (DBE) Requirement d. Federal Nondiscrimination, Civil Rights, and EEO Requirements
- e. New Restrictions on Lobbying
- \* Disadvantaged Business Enterprise (DBE) means an entity owned or controlled by a socially and economically disadvantaged individual as described by Public Law 102-389 (42 U.S.C. 4370d) or an entity owned and controlled by a socially and economically disadvantaged individual as described by Title X of the Clean Air Act Amendments of 1990 (42 U.S.C. 7601 note); a Small Business Enterprise (SBE); a Small Business in a Rural Area (SBRA); or a Labor Surplus Area Firm (LSAF), a Historically Underutilized Business (HUB) Zone Small Business Concern, or a concern under a successor program

#### Debarment and Suspension, Executive Order 12549, 51 FR 6370, February

A person "contract" who is debarred or suspended is excluded from activities involving Federal financial and nonfinancial assistance and benefits. Sundt/PCL uses the System for Award Management Exclusions (SAM Exclusions) to determine whether to enter into a transaction "contract" with a person, as required under Title 2 Part 180 (§180.430). All contractors, including vendors and suppliers, who anticipate working on this project must have an active SAM.gov registration with no active exclusions prior to receiving a contract on this project. Suspension and debarment information can be accessed at https://www.sam.gov. Sundt/PCL requests that you register prior to submitting a bid.

#### New Restrictions on Lobbying, 31 USC 1352

Recipients of federal financial assistance may not pay any person for influencing or attempting to influence any officer or employee of a federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress with respect to the award, continuation, renewal, amendment, or modification of a federal grant, loan, or contract. These requirements are implemented for US EPA in 40 CFR Part 34.

#### The following are scopes associated with this Work Package:

#### 1. ONLY SCOPE OF WORK NOTED ON DRAWINGS AS LT-1 IS INCLUDED IN THIS CONTRACT PACKAGE.

2. Ancillary project controls and work as defined in the General Conditions and Division 01 specifications not explicitly listed below.

- 3. Clearing and grubbing, site preparation, asphalt and concrete demolition, and general construction area preparation.
- 4. Demolition and removal of existing conflicting utilities and associated utility relocations.
- 5. Foundation and soil preparation.6. Installation of foundation piles for the Headworks Facility. 7. Construction of the Liquid Train, Gravity Thickener, Chemical Storage, and
- appurtenances (Cast In Place Concrete Only).
- 8. Construction of odor control facilities. 9. Underground and under slab process, utility and plumbing piping.

Please note that Sundt/PCL will be self-performing the listed scopes below. We are requesting materials bid associated with the following scopes

- 1. Cast In Place Concrete
- 2. Structural Steel and Miscellaneous Metals Installation 3. Structural Excavation and Backfill
- 4. Site Grading 5. Site piping Installation
- 6. Process Piping Installation 7. Process Equipment Installation

Bids are due no later than 2:00 PM MST, July 28, 2021. Bidding documents can be obtained by contacting Sundt/PCL at  $\underline{\text{tauayfuay@sundt.com}}.$  Please do not contact Owner or Engineer. All questions to be emailed to tauayfuay@sundt.com and are due no later than 14 calendar days prior to bid due date. Procedures for submitting bids, claiming an error, withdrawal of bids and other pertinent information are contained in the Instructions to Bidders. Sundt/PCL and Owner reserves the right to reject any or all bids. DN0012607

#### NOTICE TO CONTRACTORS

Sealed bids will be received at the office of the Salt Lake City Department of Public Utilities, 1805 West 500 South, Salt Lake City, Utah 84104 between 1:30 p.m. and 2:00 p.m., local prevailing time, as conclusively established by the clock at the Bid opening location, on Friday July 16, 2021 for the Parleys Access Control Project, Project No 512450080 and BCWTP Security Controls and Access Improvements Project No 512627481

**Bids can also be submitted electronically** no later than 2:00 PM on Friday, July 16, 2021, through the U3P (Utah Public Procurement Place) project site.

Bids will be publicly opened and read in the Zions Conference Room, Salt Lake City Department of Public Utilities Building, 1805 West 500 South, Salt Lake City, Utah 84104 at 2:00 p.m., local prevailing time, on Friday July 16, 2021, by a Public Utilities representative. Also, will be held via GoToMeeting, see project manual for details.

On the outside of the envelope, the bidder shall indicate the project number, description of the bid and the bidders return mailing address

Bid Security amount must equal 5 percent of the total amount of the Bid. A PDF of the Bid Security should be included in the bid documents. Bids utilizing cashier's checks or cash equivalent may not be submitted electronically. Bid Security will be returned to each unsuccessful Bidder after tabulation and award of the Construction Contract.

INSTRUCTIONS TO BIDDERS: Current projects being bid by Public Utilities are listed on the City's procurement website www.slcpurchasing.com [navigate to current bids and proposals by clicking on the link labeled  $\underline{\text{Utah}}$ Public Procurement Place (U3P). This project will be listed on June 25, 2021. To get digital copies of the plans and specifications log into U3P Utah Public Procurement Place and navigate to the project in question. You will need to register with U3P Utah Public Procurement Place to view and download the project information. It is the responsibility of applicant to periodically check and download additional information that may be posted. Alternatively, specifications and plans may be obtained at the Salt Lake City Public Utilities Office at 1805 West 500 South, Salt Lake City, Utah, 84104. A \$50.00 non-refundable fee and one week's notice will be required for each complete hard-copy set. If you have a hard-copy, it is your responsibility to check for updated information and addendums during the bidding period.

ATTENTION TO CONTRACTORS: On Tue, Jun 29, 2021 9:30 AM - 11:00 AM (MDT), a pre-bid conference will be held at The pre-bid conference will begin at Parleys Water Treatment Plant and may also include a visit to Big Cottonwood Water Treatment Plant. All contractors intending to submit a bid are invited to have one (1) representative attend to obtain relevant information concerning the project. Bidders are advised that information affecting drawings, specifications, conditions, scope may be discussed.

NON-DISCRIMINATION IN EMPLOYMENT: Bidders on this work will be required to comply with the President's Executive Order No. 11246, and the provisions of Executive Order no. 11375, Section 3 of the Housing and Urban Development Act of 1968 and 24 CRF Part 135 as included therein. The requirements for bidders and contractors under these regulations are explained in the specifications. The right is reserved to reject any or all bids.

For information concerning this project post questions on U3P Utah Public Procurement Place.

#### DN0012619

#### NOTICE OF PUBLIC HEARING AND BONDS TO BE ISSUED

PUBLIC NOTICE IS HEREBY GIVEN pursuant to the provisions of the Local Building Authority Act, Title 17D, Chapter 2, Utah Code Annotated 1953, as amended, and the Local Government Bonding Act, Title 11, Chapter 14, Utah Code, as amended (together, the "Act"), that on June 22, 2021, the Governing Board (the "Governing Board") of the Local Building Authority of Canyons School District, Utah (the "Authority") adopted a resolution (the "Resolution") declaring its intention to issue its Lease Revenue Bonds, Series 2021 (the "Bonds"), and calling a public hearing to receive input from the public with respect to the issuance of the Bonds.

#### TIME, PLACE AND LOCATION OF PUBLIC HEARING

The Authority shall hold a public hearing on Tuesday, July 13, 2021, at the hour of 7:00 p.m. The location of the public hearing is at the District offices of Canyons School District, Utah (the "District") located at 9361 South 300 East, Sandy, Utah. The purpose of the hearing is to receive input from the public with respect to: (a) the proposed Bonds and (b) any potential economic impact that the improvements, facility or property financed in whole or in part with the proceeds of the Bonds may have on the private sector. All members of the public are invited to attend and participate.

#### PURPOSE FOR ISSUING BONDS

The Authority intends to issue the Bonds to provide funds to (a) finance school facilities, improvements and equipment (collectively, the "Series 2021 Project"); (b) fund any required deposits to a debt service reserve fund; and (c) pay costs associated with the issuance of the Bonds.

#### PARAMETERS OF THE BONDS

The Authority intends to issue the Bonds in a principal amount of not to exceed Thirty-Eight Million Dollars (\$38,000,000), to bear interest at a rate or rates of not to exceed five percent (5.0%) per annum, to mature in not more than twenty-one (21) years from their date or dates, and to be sold at a price not less than ninety-eight percent (98%) of the total principal amount thereof, plus accrued interest, if any, to the date of delivery of the Bonds. The Bonds are to be issued and sold by the Authority pursuant to the Resolution, including as attachments to said Resolution forms of a General Indenture of Trust, a First Supplemental Indenture of Trust (collectively, the "Indenture") and a Master Lease Agreement (the "Lease"), which were before the Governing Board at the time of the adoption of the Resolution. The Indenture and the Lease are to be executed by the Authority and/or the Board with such terms and provisions and any changes thereto as authorized

#### SECURITY FOR THE BONDS

The Bonds are payable solely from the rents, revenues and other income received by the Authority from the leasing of the Series 2021 Project to the Board on an annually renewable basis (the "Lease Revenues").

OUTSTANDING BONDS SECURED BY LEASE REVENUES The Authority currently has \$-0- of bonds outstanding secured by Lease Revenues.

OTHER OUTSTANDING BONDS OF THE AUTHORITY Information regarding all of the Authority's outstanding bonds may be found in the Board's audited financial report (the "Financial Report") at https://re-

porting.auditor.utah.gov/searchreport. For additional information, including any more recent than as of the date of the Financial Report please contact Leon Wilcox, at (801) 826-5040. TOTAL ESTIMATED COST

Based on an estimate of the current interest rate and financing plan, the estimated total debt service cost of the Bonds, if held until maturity, is \$48,902,195.

A copy of the Resolution and the forms of Indenture and the Lease are on file in the District offices, located at 9361 South 300 East, in Sandy, Utah, where they may be examined during regular business hours from 8:00 a.m. to 5:00 p.m., Monday through Friday (legal holidays excepted) for a period of at least thirty (30) days from and after the date of publication of this notice.

NOTICE IS FURTHER GIVEN that a period of thirty (30) days from and after the date of the publication of this notice is provided by law during which (i) any person in interest shall have the right to contest the legality of the Resolution, the Indenture, the Lease, or the Bonds, or any provision made for the security and payment of the Bonds, and after such time, no one shall have any cause of action to contest the regularity, formality or legality thereof for any cause whatsoever, and (ii) active voters (as defined in Section 20A-1-102 of the Utah Code) within the District may sign a written petition requesting an election to authorize the issuance of the Bonds. If written petitions which have been signed by at least twenty percent (20%) of the active voters of the District are filed with the Authority during said 30-day period, the Authority shall be required to hold an election to obtain voter authorization prior to the issuance of the Bonds. If fewer than twenty percent (20%) of the active voters of the District file a written petition during said 30-day period, the Authority may proceed to issue the Bonds without an election. DATED this June 22, 2021.

/s/ Leon Wilcox Secretary-Treasurer

#### DN0012621

#### NOTICE TO CONTRACTORS

Sealed bids will be received at the office of the Salt Lake City Department of Public Utilities, 1805 West 500 South, Salt Lake City, Utah 84104 between n., local prevailing time by the clock at the Bid opening location, on Friday July 23, 2021 for the Foothill Drive - 2100 E to Stringham Ave Sewer Rehab Project, Project No

Bids can also be submitted electronically no later than 2:00 PM on Friday July 23, 2021, through the U3P (Utah Public Procurement Place) project site.

Bids will be publicly opened and read in the Zions Conference Room, Salt Lake City Department of Public Utilities Building, 1805 West 500 South, Salt Lake City, Utah 84104 at 2:00 p.m., local prevailing time, on Friday July 23, 2021, by a Public Utilities representative. Also, will be held via GoToMeeting, see project manual for details.

On the outside of the envelope, the bidder shall indicate the project number, description of the bid and the bidders return mailing address.

Bid Security amount must equal 5 percent of the total amount of the Bid. A PDF of the Bid Security should be included in the bid documents. Bids utilizing cashier's checks or cash equivalent may not be submitted electronically. Bid Security will be returned to each unsuccessful Bidder after tabulation and award of the Construction Contract.

INSTRUCTIONS TO BIDDERS: Current projects being bid by Public Utilities are listed on the City's procurement website www.slcpurchasing.com [navigate to current bids and proposals by clicking on the link labeled Utah <u>Public Procurement Place</u> (U3P). This project will be listed on June 25, 2021. To get digital copies of the plans and specifications log into U3P Utah Public Procurement Place and navigate to the project in question. You will need to register with U3P Utah Public Procurement Place to view and download the project information. It is the responsibility of applicant to periodically check and download additional information that may be posted. Alternatively, specifications and plans may be obtained at the Salt Lake City Public Utilities Office at 1805 West 500 South, Salt Lake City, Utah, 84104. A \$50.00 non-refundable fee and one week's notice will be required for each complete hard-copy set. If you have a hard-copy, it is your responsibility to check for updated information and addendums during the bidding period.

ATTENTION TO CONTRACTORS: On July 12, 2021 at 10 am, a Pre-bid Meeting will be held at via GoTo Meeting. All contractors are invited to attend to obtain relevant information concerning the project. Guidelines for bidding will be explained and questions pertinent to the contract, bonds, plans and specifications will be discussed.

NON-DISCRIMINATION IN EMPLOYMENT: Bidders on this work will be required to comply with the President's Executive Order No. 11246, and the provisions of Executive Order no. 11375, Section 3 of the Housing and Urban Development Act of 1968 and 24 CRF Part 135 as included therein. The requirements for bidders and contractors under these regulations are explained in the specifications. The right is reserved to reject any or all bids.

For information concerning this project post questions on U3P Utah Public Procurement Place. DN0012618

#### **ITB #2021-8 - UTAH COUNTY** NORTH ANNEX **ROOF REPLACEMENT**

Utah County is accepting sealed bids to furnish and install a new roof on the North Annex Building located at 256 W 3200 N, Spanish Fork. Proposers must attend a mandatory pre-bid conference on June 23, 2021. See details on the U3P website or at  $\frac{\text{http://www.utahcounty.gov/Dept/}}{\text{ClerkAud/Bids.asp}}$ DN0012592

#### **PUBLIC NOTICE** STATE OF UTAH

Utah State Parks and Recreation will conduct an administrative checkpoint from 3:00 p.m. to 9:00 p.m., Sunday, July 4th at Henefer Weber River in Summit County. All vehicles will be checked for prop-

er registration, current driver license. Visit stateparks.utah.gov for more information or call 801-538-7220.

#### DN0012549

#### **POLITICAL DIVIDE**

## Here's how bad the social media 'echo chamber' has become

By D. Hunter Schwarz Deseret News

Social media is often criticized for creating echo chambers when it comes to our news consumption and politics, and a new study shows just how deep a partisan divide social media has created.

A Pew Research Center analysis of Facebook posts on 25 popular pages found coverage of President Joe Biden's early days in office depended largely on the partisan affiliation of the pages.

Pew found that on self-identified conservatives pages, posts about Biden were 67% negative, 32% neutral and 1% positive. On self-identified liberal pages, posts were 1% negative, 52% neutral and 47% positive.

The study also found that the issues these Facebook pages emphasized were different: 46% of the posts on liberal pages were about the economy, while 32% of posts on conservative pages were about immigration.

The analysis covered March 8-14, 2021, a week in which Biden signed the \$1.9 trillion American Rescue Plan coronavirus relief bill. A total of 5,458 Facebook posts from 25 of the mostengaged public pages were reviewed by human coders who determined whether their assessments about the Biden administration were positive, neutral or negative.

"These differences in assessments follow the same pattern found in the broader news media study and are another reminder of the deeply polarized information environment in the country," Pew wrote.

And it explains why it can sometimes feel like we're talking past each other when we're talking politics. We're experiencing politics in completely different universes.

"It's not surprising," said Jieun Shin, assistant professor in the department of telecommunication at University of Florida's College of Journalism and Communications, but it's also not as bad as it seems.

"Media consumption on social media, it's not as divided as we might believe," she said.

In a 2020 study, Shin found that although Twitter users do tend to follow like-minded accounts, there was actually a significant amount of media consumption overlap between conservatives and liberals.

#### How to make social media less partisan

Partisan news media in the U.S. dates back to the colonial era. In the 1780s, Americans got their news from partisan and party-backed newspapers. Today, the mostengaged news on Facebook is driven by a whole new cast of political players.

The top 25 most-engaged pages Pew studied was determined by data from the Facebook-owned social listening company CrowdTangle and included hyperpartisan nonprofits and new media startups with clear political viewpoints. There were also a number of personalities, including the pages of former President Barack Obama, Donald Trump Jr., Ben Shapiro and Glenn Beck. Pew removed news outlets that appeared in an earlier study of TV, radio and online news, as well as pages based outside of the U.S.

News consumption on social media matters because it is one of Americans' top news sources. In 2020, 53% of U.S. adults "often" or "sometimes" got their news from social media, according to Pew. And although Americans are more likely to keep up with current events on news websites, apps or search engines, social media is the top news source for young people.

Closing the partisan gap on social media could be difficult because users



often create their own echo chambers themselves. Researchers have found that since we're more likely to engage online with like-minded friends and click news stories that reinforce our beliefs, social media algorithms feed us more of what we want. One MIT study found that having in-common political views makes Twitter users three times more likely to follow back.

And fostering understanding won't be as easy as simply showing people news that challenges their worldview.

"A few years ago, people believed if we make people exposed to the other side of the opinion, breaking their echo chamber, they will become more moderate, but this wasn't true," said Shin. "Actually, when you are forced to encounter the other side of the story, it may backfire."

Shin said social networks can continue to add "friction" to their platforms, encouraging users to think before they post, like when Twitter added a prompt suggesting people who hadn't read stories they were about to retweet to actually read them.

She also said algorithms could emphasize "high-quality" news, like promoting professionally reported stories over low-grade partisan posts or hot takes.

"We are moving onto the next level, which is developing an algorithm that distinguishes good-quality versus low, junk-quality news," she said.

Another possible fix is to change the social media experience from "centralized" networks organized around a relatively small number of big accounts or "influencers," to something more egalitarian, where influence is more evenly distributed. A study published in Proceedings of the National Academy of Sciences in 2019 found that it was possible for subjects to moderate their viewpoints on issues like immigration, gun control and unemployment when talking to people who shared their politics.

The solution wasn't to eliminate echo chambers, but "to be intentional about the social networks in those echo chambers," wrote Damon Centola, one of the study's coauthors. "The more equity in people's social networks, the less biased and more informed groups will become — even when those groups start off with highly partisan opinions."

#### **PUBLIC NOTICE**

Little Cottonwood Canyon FRACT DATES S.R. 210 | Wasatch Blvd. to Alta

The Utah Department of Transportation (UDOT) is conducting an Environmental Impact Statement (EIS) for Little Cottonwood Canyon and Wasatch Boulevard to improve the reliability, mobility and safety for all users on S.R. 210 from Fort Union Boulevard through the Town of Alta. The Draft EIS will be available on the project website beginning June 25, 2021 for public review and comment.



COMMENT PERIOD OPEN JUNE 25 - AUGUST 9, 2021 Comments may be submitted through the website, email, public hearings, voicemail or written letter. Visit the website for more details.

#### IN-PERSON PUBLIC HEARING

July 13, 2021

Open House 4:30-8:30 p.m.

Presentation 6:00-6:30 p.m.

Hearing 6:30-8:30 p.m.

BUTLER MIDDLE SCHOOL 7530 South 2700 East Cottonwood Heights, UT 84121

#### VIRTUAL PUBLIC HEARING

July 20, 2021

Presentation 6:00-6:30 p.m. Hearing 6:30-8:30 p.m.

For more information on the public hearings and Draft EIS, visit:

LittleCottonwoodEIS.udot.utah.gov

Individuals needing special accommodations (including auxiliary communications aids and services) during either of the hearings should notify the project team at 801-200-3465 or LittleCottonwoodEIS@utah.gov by July 6, 2021.

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.











TICKETS \$22

utahfestival.org 800.262.0074

#### **Legal Notices**

#### **PUBLIC NOTICE**

LEGAL NOTICE — PUBLIC HEARING AND OPPORTUNITY TO PROVIDE

The Utah Department of Transportation (UDOT) is issuing this notice to advise the public that the Little Cottonwood Draft Environmental Impact Statement (EIS) for proposed transportation improvements on State Route (S.R.) 210 in Salt Lake County, Utah, is available for public review and comment. UDOT, as the assigned National Environmental Policy Act (NEPA) lead agency, is preparing an EIS to evaluate transportation solutions to substantially improve roadway safety, reliability, and mobility on S.R. 210 from Fort Union Boulevard through the Town of Alta for all users on S.R. 210. The project study area is centered on S.R. 210 from Fort Union Boulevard through the Town of Alta.

In addition to a UDOT decision on a selected alternative, a U.S. Department of Agriculture, Forest Service (Forest Service) decision would authorize project activities from the UDOT selected alternative, if any, that occur on National Forest System lands that are not otherwise appropriated by the Federal Highway Administration (FHWA) at the time of implementation of those activities. The proposed project is implementing a land management plan, is not authorized under the Healthy Forests Restoration Act (HFRA), and is subject to subparts A and B of 36 Code of Federal Regulations (CFR) 218. The Forest Service intends to use the EIS to make its decision for the NFS lands it administers, including a projectspecific amendment to the land management plan if needed. In such a case, the Uinta-Wasatch-Cache National Forest Supervisor would be the

The purpose of this notice is to offer an opportunity for public comment. Further, as part of this notice and pursuant to Section 6009 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the associated FHWA guidance dated December 13, 2005, UDOT has determined that a Section 4(f) greater than de minimis impact finding is appropriate for the subject project. The proposed project will be processed as an individual evaluation under Section 4(f) and is considered an adverse effect under Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 300101 et seq.).

Comments sought by UDOT on the Draft EIS include: specific comments to the preferred alternatives; the environmental analysis; and other transportation performance considerations.

UDOT will hold two public hearings. The first public open house and hearing will be held on Tuesday, July 13, 2021, from 4:30 — 8:30 p.m. at Butler Middle School, 7530 S 2700 E, Cottonwood Heights, UT 84121. The public hearing portion of the meeting will start at 6 p.m. with a brief presentation. Verbal comments at the public hearing will be transcribed by a court reporter, and written comments will be accepted at the public open house. The second public hearing will be a virtual public hearing that will be recorded. The virtual public hearing will be held on Tuesday, July 20, 2021, from 6:00-8:30 p.m. via Zoom. The public hearing will start at 6 p.m. with a brief presentation. A meeting link and information will be posted on the project website.

Written comments or questions on the Draft EIS should be directed to Little Cottonwood Canyon EIS, c/o HDR, 2825 E Cottonwood Parkway #200, Cottonwood Heights, UT 84121 (hand-delivered comments accepted from 8 a.m. to 5 p.m.), can be emailed to littlesottomwoodsis@utalh.gov, or voice messages left at 801-200-3465. For more detailed information on the Little Cottonwood Canyon Draft EIS and public hearing, visit the project website at littlecottonwoodeis.udot.utah.gov. The Environmental Protection Agency published a Notice of Availability (NOA) for the Draft EIS in the Federal Register on June 25, 2021. Draft EIS comments will be accepted for 45 days from June 25 to August 9, 2021.

If a Forest Service decision is required, only those persons or organizations who submit timely and specific written comments regarding the proposed project during the public comment period described above are eligible to file an objection to the Forest Service decision. Additionally, for objection eligibility, each individual or representative from each entity must either sign the comments or verify identity upon request. Objections filed in accordance with 36 CFR 218 Subpart B are only applicable to the

Comments provided to the study team will be reviewed and considered by UDOT. All comments received will be documented in the project re-cord. UDOT's responses to comments made during the formal Draft EIS comment period will be included in the Final EIS.

The EIS can be viewed on the project website at littlecottonwoodeis.udot. utah.gov or paper copies at the Whitmore Library, 2197 Fort Union Boulevard, Cottonwood Heights; Anderson-Foothill Library at 1135 S 2100 E, Salt Lake City; Viridian West Jordan Library, 8030 S 1825 W, West Jordan; the Cottonwood Heights City Building at 2277 Bengal Blvd, Cottonwood Heights; and the Utah Department of Transportation, 4501 South 2700 West, Salt Lake City.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have carried out by UDOT pursuant to 23 U.S.C of Understanding dated January 17, 2017, and executed by the Federal Highway Administration and UDOT.

In compliance with the Americans with Disabilities Act (ADA), individuals needing special accommodations (including auxiliary communicative aids and services) or language translation services during this meeting should notify the project team five days in advance at the contact information

SLT0012824

#### **Public Notice** 30-Day Comment Period Alta Depot

Soils impacted by lead and polycyclic aromatic hydrocarbons (PAHs) have been identified at a property located at 565 West 100 South, Salt Lake City, Salt Lake County, Utah. Volatile organic compounds (VOCs) were also identified in groundwater in the southern portion of the Site.

The prospective developer of the Site, WP West Acquisitions, LLC, has enrolled the property in the Utah Department of Environmental Quality (UDEQ), Division of Environmental Response and Remediation's (DERR's) Voluntary Cleanup Program (VCP) in order to properly address the impacts prior to Site redevelopment. WP West Acquisitions, LLC intends to redevelop the Site with a multi-level apartment building development.

WP West Acquisitions, LLC worked with the UDEQ to develop a Remedial Action Plan that will manage soils that will be disturbed during site redevelopment. Soil management may include reuse of the soils on the Site or transportation of the soils for disposal at an appropriately permitted off-site disposal facility.

During excavation work associated with the impacted soils, access to the site will be controlled using temporary fencing, and fugitive dust will be monitored to ensure the safety of workers and the community. It is anticipated that work will start in the fall of 2021. Site redevelopment activities that may disturb impacted soils are anticipated to take approximately 10

Impacted soils will remain on the Site and will be managed under protective cover to protect human health and the environment. They will be capped with clean soil or hardscape (e.g., building, asphalt, or concrete) and managed with activity and use limitations on the property.

To address the VOCs identified in groundwater at the Site, a vapor intrusion mitigation system (VIMS) will be installed during construction of the occupied building structure on Site. The VIMS will include a vapor barrier beneath the building(s) and a passive venting system to vent the vapors above the roofline of the new buildings.

Following completion of remediation activities, a Site Management Plan will be generated to define the site management requirements, any activity and use limitations at the Site, management and maintenance of the vapor mitigation system, and Site inspection and reporting requirements. Engineering controls and institutional controls will be incorporated at the Site to ensure continued protection of human health and the environment.

The Remedial Action Plan may be viewed, and comments on the plan received at the Utah DEQ/DERR offices at the address below. The Public Comment period will commence on June 25, 2021, and comments will be received through July 25, 2021.

Please send comments to:

Joe Katz, Project Manager Voluntary Cleanup/Brownfields Section Division of Environmental Response and Remediation Utah Department of Environmental Quality P.O. Box 144840, 195 North 1950 West, 1st Floor Salt Lake City, Utah 84114-4840 jkatz@utah.gov (801) 536-4100 SLT0012831

#### Notice to the Public

Comment Period for the Wasatch Front Regional Council's Draft 2022-2027 Transportation Improvement Program and Proposed 2019-2050 Regional Transportation Plan Amendment #3

The Wasatch Front Regional Council (WFRC) seeks public review and comment on its Draft 2022-2027 Transportation Improvement Program (TIP) and corresponding air quality conformity determination (Memorandum 40a), as well as a proposed amendment to the 2019-2050 Regional Transportation Plan (RTP) and Draft Air Quality Memorandum 40, which provides the accompanying air quality conformity analysis.

The TIP is a six-year program of roadway, transit, and active transportation projects funded by federal, state, and local revenues in Salt Lake, Davis, Morgan, Tooele, and Weber Counties, as well as the urbanized portion of Box Elder County. The RTP anticipates future growth by providing a critical blueprint over the next few decades for transportation in our local communities and across the region. The RTP accomplishes this through proactive planning by integrating multiple transportation modes and working to enhance the capacity of the transportation system overall. A public comments period regarding the proposed documents begins on June 26, 2021, and extends through July 31, 2021.

Two in-person public open houses will be held on Tuesday, July 13, 2021, and Thursday, July 15, 2021. Both events will run from 4:30 pm to 6:30 pm.

A copy of the draft TIP and corresponding air quality conformity determination, as well as the proposed amendment and accompanying draft air quality memorandum, are posted on the WFRC website at wfrc.org. Members of the public are asked to learn more and comment directly on the proposed TIP projects via an online interactive map. Copies of the proposed documents are also available at WFRC's office at 41 N Rio Grande St, Suite 103, Salt Lake City, UT 84101.

The Utah Transit Authority (UTA) has coordinated with WFRC to ensure that the procedures established in UTA's public involvement policy, including public notice and time established for public review and comment, satisfy public participation requirements identified in the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307, and other FTA formula funds.

Requests for information, questions, or comments may be directed to Andrea Pearson during business hours at (801) 363-4250 ext. 1100, e-mail at apearson@wfrc.org, or mail via the address listed above.

To ensure full participation in the public involvement process, accommodations for effective communication such as sign language interpreters or printed materials in an alternate format must be requested at least five working days prior to the date on which they will be needed. Requests for accommodations should be directed to Andrea Pearson via the contact information specified above. For deaf/hearing impaired persons, dial 711 to make a relay call or send a request for assistance to apearson@wfrc. org. Follow @WasatchFrontRegionalCouncil on Facebook and @Wasatch-Council on Twitter for updates and information. SLT0012797

#### CAMERON M. BEECH - 15536

MICHAEL D. HARRINGTON — 12540 Allred, Brotherson & Harrington, P.C., dba:

#### HARRINGTON BEECH LAW

Attorneys for Petitioners 148 S. Vernal Ave., Ste. 101 Vernal, Utah 84078 (435) 789-7800

cameronbeech@gmail.com

michael.d.harrington@gmail.com
IN THE EIGHTH JUDICIAL DISTRICT COURT OF DUCHESNE COUNTY ROOSEVELT DEPARTMENT, STATE OF UTAH Petitioners, Notice of Adoption Proceedings

ALISHA HOPE MOORE and JIMMY MARTINEZ, Respondents.

In the Interest of:

T.T.M.M, a Minor

Judge: Samuel P Chiara 1. This is a notice of adoption proceedings regarding the minor

child identified in the caption above. 2. A Verified Petition to Terminate Parental Rights and for Adoption has been filed in the above-captioned matter.

3. If you intend to intervene in or contest the adoption, you shall

fulfill the requirements of Utah Code Ann. § 78B-6-110(6)(a) within thirty (30) days after the day on which you are served with this Notice of Adoption Proceedings. Utah Code Ann. § 78B-6-110(6)(a) states:

A person who has been served with notice of an adoption proceeding and who wishes to contest the adoption shall file a motion to intervene in the adoption proceeding:

(i) within 30 days after the day on which the person was served with notice of the adoption proceeding;

(ii) setting forth specific relief sought; and (iii) accompanied by a memorandum specifying the factual and legal

grounds upon which the motion is based. 4. If you fail to file a motion for relief within thirty (30) days after the day on which you are served with this Notice of Adoption Proceed ings that fully and strictly complies with all of the requirements described in Utah Code Ann. § 78B-6-110(6)(a) then, pursuant to Utah Code Ann. § 78B-6-110(6)(b), you (A) waive any right to further notice in connection with the adoption, (B) forfeit all rights in relation to the adoptee, and (C) are barred from thereafter bringing or maintaining any action to assert

any interest in the adoptee. 5. You may obtain a copy of the Verified Petition to Terminate Parental Rights and for Adoption from the Eighth Judicial District Courthouse - Roosevelt Department at 255 S. State St., Roosevelt, Utah 84066.

6. A party whom the Court determines is indigent and at risk of losing his parental rights has the right to appointment of legal counsel. DATED this 19th day of May 2021.

HARRINGTON BEECH LAW /s/ Cameron M. Beech

Case No.: 203000008

#### SLT0012686

#### NOTICE OF AVAILABILITY

#### AGENEY:

Department of the Air Force, Department of Defense

#### ASTION:

Notice of Availability

#### SUMMARY:

#### Air Force announces availability of Final environmental study on Ground Based Strategic Deterrant (CBM recapitalization Test Program

The Department of the Air Force announces the availability of the Final Environmental Assessment/Overseas Environmental Assessment for the Ground Based Strategic Deterrent Test Program and the program's Mitigated Finding of No Significant Impact. The analysis can be found at http://gbs dtesteaoea.gov support.us.

The GBSD program would modernize the aging U.S. land-based intercontinental ballistic missile Minuteman III system.

The Air Force plans to modernize the land-based leg of the nuclear triad, recapitalizing its ICBM fleet while upgrading the weapon system technology, supporting infrastructure, and command and control functions. Test program-related actions would occur primarily at Hill Air Force Base, Utah, and at Vandenberg Space Force Base, California. Such tests would include conducting missile launches from Vandenberg Space Force Base with flights over the Pacific Ocean in the Western Test Range. Additional test support activities would occur at U.S. Army Dugway Proving Ground, Utah. The environmental assessment also includes analysis of the proposed GBSD Formal Training Unit/Schoolhouse at Vandenberg Space Force Base. The GBSD and Minuteman III test demonstrations are proposed to occur at U.S. Army Garrison—Kwajalein Atoll and within the Republic of the Marshall Islands territorial waters. The analysis of overseas environmental impacts is also included in the assessment. Test activities would comply with the U.S. Army Kwajalein Atoll environmental

For more information, visit: http://gbsdtesteaoea.govsupport.us or contact Air Force Global Strike Command at AFGSC.PAWorkflow@us.af.mil SLT0012812

#### Notice of Self Storage Sale

Please take notice Prime Storage — West Valley located at 4895 West 3500 South, West Valley, UT 84120 intends to hold an Auction of storage units in default of payment. The sale will occur as an Online Auction via www.storagetreasures.com on 7/15/2021 with the sale to conclude no earlier than 12:00 PM. This sale is pursuant to the assertion of lien for rental at the self-storage facility. Tomas Meza unit #00137; Alexis Magana unit #00175; Robbie Phillips unit #00200; John Stumpf unit #00227: Nathan Carrillo unit #00282: Lisiate Kauvaka unit #00397: Prisila Sandy Pina Sanchez unit #00503. This sale may be withdrawn at any time without notice. Certain terms and conditions apply. SLT0012735

#### NOTICE TO AIDDERS

Competitive sealed proposals will be received electronically via SciQuest until 2:00 p.m. local prevailing time, on Wednesday, July 7, 2021, for the following project: 1300 East Concept Design and Environmental Study (CATEX): 2100 South to 3300 South, Job No. RDW21042

Proposals delivered to any other location will not be accepted. E-mails or downloads from shared sites shall not be considered. Late Proposals including other required documents as outlined in the RFP manual, will not be accepted.

INSTRUCTIONS TO BIDDERS:

The scope of work and submittal requirements will be available on June 13, 2021. The documents can also be viewed and downloaded at the  $following websites: \\ https://bids.sciquest.com/apps/Router/PublicEvent?CustomerOrg=Stathart.$ 

To ensure notification of addenda is received, BIDDERS, please register with Utah Public Procurement Portal (SciQuest).

The work will consist of a corridor analysis, public engagement, recommendations for improvements, and environmental study on 1300 East from 2100 South to 3300 South. 1300 East is a City arterial street that connects the Sugar House Central Business District, I-80, Brickyard, and Millcreek's new City Center. Salt Lake City has received federal funding to reconstruct this roadway in 2024. This project will evaluate alternatives, develop concepts, engage the public, businesses, and project stakeholders, and complete an Environmental Study. It is expected that the Environmental Study will be a Categorical Exclusion (CATEX). It is also expected that the Concept Design and Environmental Study will be completed towards the end of 2022 and that the Final Design will begin in fall/winter of 2022 with construction in 2024. More detailed project information is provided in the RFP manual.

The City reserves the right to reject any or all proposals or to waive any informality or technicality in any proposal if deemed to be in the best

In compliance with the Americans with Disabilities Act (ADA), the following information is provided, contact person: Dan Hanover, Contract Administrator, City Engineer's Office. If assistance is required, please contact the above office 72 hours before the bid opening. SLT0012650

#### NOTICE OF TRUSTEE'S SALE

The following described real property will be sold at public auction to the highest bidder, purchase price payable in lawful money of the United States of America at the time of sale, at the main entrance of the Weber County Courthouse, a/k/a Second Judicial District, 2525 Grant Avenue, Ogden, Utah, on Friday, July 16, 2021, at the hour of 4:00 p.m. of that day for the purpose of foreclosing a deed of trust originally executed by Chris A. Hernandez and Lisa M. Walkeronice-Hernandez, in favor of Mortgage Electronic Registration Systems, Inc., as beneficiary, as nominee for First Franklin Financial Corp., an Op. Sub. of MLB&T Co., FSB, its successors and assigns, covering real property located at approximately 5544 West 5100 South, Hooper, Weber County, Utah, and more particularly described as:

LOT 1, STEVE THOMPSON SUBDIVISION, HOOPER CITY, WEBER COUNTY, UTAH, ACCORDING TO THE OFFICIAL PLAT THEREOF, ON FILE AND OF RECORD IN THE OFFICE OF THE WEBER COUNTY RECORDER. 09-464-0001

The current beneficiary of the trust deed is First Franklin Mortgage Loan Trust, Mortgage Loan Asset-Backed Certificates, Series 2007-FFC, U.S. Bank National Association, as Trustee, successor in interest to Bank of America, N.A., as Trustee, successor by merger to LaSalle Bank National Association, as Trustee, and the record owner of the property as of the recording of the notice of default is Chris A. Hernandez and Lisa M. Walkeronice-Hernandez. The trustee's sale of the aforedescribed real property will be made without warranty as to title, possession, or encumbrances. Bidders must be prepared to tender a cashier's check in the amount of \$20,000.00 at the sale. The balance of the purchase price must be paid by cashier's check or wire transfer received by 12:00 noon the following business day. The trustee reserves the right to void the effect of the trustee's sale after the sale based upon information unknown to the trustee at the time of the sale, such as a bankruptcy filing, a loan reinstatement, or an agreement between the trustor and beneficiary to postpone or cancel the sale. If so voided, the only recourse of the highest bidder is to receive a full refund of the money paid to the trustee. THIS IS AN ATTEMPT TO COLLECT A DEBT. ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE.

DATED this 7th day of June 2021

Scalley Reading Bates Hansen & Rasmussen, P.C., successor trustee By: Marlon L. Bates Its: Supervising Partner 15 West South Temple, Ste. 600 Salt Lake City, Utah 84101 Telephone: (801) 531-7870 Business Hours: 9:00 a.m. to 5:00 p.m Trustee No. 87152-324F

#### SLT0012617

#### SHIMIMARY OF

#### SALT LAKE COUNTY ORDINANCE NO. 1986

On the 22 day of June 2021, the County Council of Salt Lake County adopted Ordinance No. 1881, which amends Chapter 2.26 concerning the Hazardous Local Emergency Planning Committee to remove state elected officials from the Committee, clarify that local officials may be represented by a designee, create a minimum number of Committee members, and make technical additions and punctuation corrections.

SALT LAKE COUNTY COUNCIL

By /s/ STEVE DEBRY Steve DeBry, Chair

ATTEST:

By /s/ SHERRIE SWENSEN Salt Lake County Clerk

Voting: Councilmember Alvord "Aye Councilmember Bradley "Aye" Councilmember Bradshaw "Aye" Councilmember DeBry

Council Member Granato "Aye" Councilmember Snelgrove "Aye" Councilmember Stringham "Aye" Councilmember Theodore Councilmember Winder Newton "Aye"

A complete copy of the ordinance is available in the office of the Salt Lake County Clerk, 2001 South State St., N2-700, Salt Lake City, SLT0012828

#### NOTICE OF PETITION AND HEARING

In the matter of the estate of JAMES EDWARD WILLIAMS, Civil No. 213901374.

Notice is hereby given that on June 9, 2021, a Petition for an Order Determining Heirs of James Edward Williams was filed with the 3rd District Court Salt Lake Department.

A copy of the petition is on file with the clerk of the court and may be reviewed upon request. The petition asks that anyone claiming to be an heir appear at a hearing, and if none appear, that the court determine that the Decedent's surviving spouse Muriel Williams was the sole heir.

The petition has been set for a virtual hearing before Judge Faust on July 7, 2021, at 9 a.m. For information to join virtually, contact the court or counsel for petitioners below at 801-363-4300.

Dated June 10, 2021. Leslie Van Frank, Esq., Counsel for Petitioners, 111 E Broadway, 11th Fl., SLC, UT 84111. SLT0012672

#### Notice of Self Storage Sale

Please take notice Prime Storage — Draper located at 14039 Minuteman Dr., Draper, UT 84020 intends to hold an Auction of storage unit in default of payment. The sale will occur as an Online Auction via www. storagetreasures.com on 7/15/2021 with the sale to conclude no earlier than 12:00 PM. This sale is pursuant to the assertion of lien for rental at the self-storage facility. Jared Eyanson unit #00086. This sale may be withdrawn at any time without notice. Certain terms and conditions apply. **SLT0012736** 

THE SALT LAKE TRIBUNE **D10** » Sunday, Jun 27, 2021

INFORMATION TECHNOLOGY

Associate w/ Goldman Sachs Services LLC in Salt Lake City,

UT. Member of the Network

Engg Execution team, leveraging

knowledge of industry trends &

complex network concepts to em-

ploy different networking design

techniques to improve service to

our clients. Perform network ad-

min activities as part of the Firm's

tech infrastructure team. Regs:

Bach or Master's deg (U.S. or for-

eign equiv) in Comp Sci, Comp

Networking, Comp Info Scis, or

rel field. Min 5 yrs of exp w/ Bach deg or 2 yrs of exp w/ Master's

deg in the job offered or in a rel

role. Job Code: ENGG5238816.

QUALIFIED APPLICANTS: Apply

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Sachs is an equal employment/af-

firmative action employer Female/

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**ENGINEERING** 

Autoliv ASP, Inc. has an opening

for a Commodity Supplier Quality

Engineer = Metallurgy in Brigham

City, UT. Duties include: ensure

robust supplier base in the metal

team with focus on automotive

tubing & stamped parts for infla-

tors, airbag, steering wheels & seat belts. Position requires up

to 10% domestic & international

travel. Mail resume referencing

Job Code CSQEM62RSR to: Auto-

liv - Toni Mund, 3350 Airport Rd.

**Process Controls Engineer IV** 

Reliable Controls Corporation

seeks a Process Controls Enginee

IV in Salt Lake City, UT. Full de-

scription at https://www.rcontrols.

com/careers/. Travel to remote cli-

ent mining and gas industry sites,

both in surrounding states and

internationally, is required. Aver-

age frequency and duration of site

visits is approximately 3 weeks.

Send resumes to josh.libberton@

CLERICAL

Must be able to converse in Eng-

High School Diploma/GED or For-

michelle@triumphyouthservices.

INFORMATION TECHNOLOGY

Work and live in Moab! Grand

County School District is now hir-

ing for a full-time Network Engi-

neer to join its IT team. For all the

www.grandschools.org and click

tions" under the District tab. We

are also hiring for a preschool

teacher, bus driver, secretary, and

"Employment and Applica-

Triumph Youth Services LLC

Brigham City, UT 84302

eign Equivalent required.

1 Full Time available

lish and Spanish

Send inquiries to:

details please visit

Information Clerk

Ogden, UT 84405

al Orientation/Gender Identity

at gs.com & click on "Careers."

#### Jobs

#### ORACLE MAINTENANCE SUPPORT ENGINEER

Support the Medicaid Management Information System operating the Medicaid Management Information System (MMCS). Design and develop Oracle APEX Applications and all Oracle APEX functionalities. Design technical specifications based off business requirements provided. Review technical specifications with lead developer and business analyst. Develop code in Oracle (PL/ SQL) or ORACLE APEX (PL/SQL/ HTML/JS). Performance reviews of the code developed before passing it along for final approval. Maintain accurate documentation of data structures, queries, and reports. Develop Applications in the Oracle APEX to replace the existing MMCS system which is using Oracle Forms and Reports. Develop functionality to access Oracle APEX Applications from Oracle Forms. Modify code to meet changing Federal and State regulatory requirements. Perform emergency troubleshooting to restore failed processes both during regular business and after hours. Troubleshoot production issues across business areas and across some different technologies. Involved with client-server applications in the context of establishing and supporting connectivity and database interaction with Oracle. Work on SQL and desktop-resident query tools. Analyze requirements and translate into database requirements and implement in database code. Collaborate with Development Manager and business analysts to analyze, design and implement automation, integration or other improvements. Requires M.S. degree in Computer Science and knowledge of Oracle Objects, Oracle Packages, Oracle Functions, Oracle DML, Oracle DDL, Oracle Triggers, Oracle PL/SQL, Oracle Apex, CSS, Ajax and JavaScript; familiarity with HTML and JavaScript, PL/ SQL batches, stored procedures, and database triggers creation and maintenance. Job located in Salt Lake City UT 84106. Resume to: Smith Johnson Group, Attn: Rhonda Grillone, 8899 S 700 E, #275, Sandy UT 84070.

#### **TECHNOLOGY**

Engineer-Software Test sought by DISH Network, LLC in American Fork, UT. Dvlp, execute & maintain automated & manual test scripts & test suites; review & test s/ware changes to the application code; integrate test results of automated tests, define problems, collect data, establish facts, & draw valid conclusions; create & maintain s/ware build automation projects on platforms; & maintain manual & automation test docs & reports. Req's: BS in Comp Sci, S/ ware Engg, Mechanical Engg, or closely related field & 5 yrs' progressive, post-baccalaureate exp in job offered or as Sr S/ware Test Engineer-Automation/Test Engineer. Reqs 3 yrs of exp using Java, video streaming protocols, DRM schemes, Python, JavaScript, Agile (Scrum), Jenkins, Git, Jest, Bitbucket, Jira. Drug screen & background check reqd. Apply at careers.dish.com. Ref: 2021-55762

#### **GENERAL LABORER**

BrightView Landscape Services Inc. (Salt Lake, UT) seeks mult. Grounds Maintenance Workers to cut lawns; trim/edge using gaspowered edger/trimer; operate backpack blower; trim shrubs/low trees; plant seasonal color; apply chemicals/fertilizers; perf. light irrigation repair; clean-up; perf. weeding. Perf. spring clean-up/ winter maintenance (snow shoveling using shovel/snow blowers/ snow plowing equip). Req: Ability to lift/carry 40 lbs. Ability to load/ unload burlaps w/plant cuttings onto trailer (up to 50 lbs.) Travel to unanticipated work locations & BrightView offices w/in Salt Lake, UT MSA. Email resumes to derek.martindale@Brightview.com

#### MARKETING

Director of International Marketing sought by Ultradent in South Jordan, UT. Advise in Analysis and Assessment of markets and future Requires international travel to work on site with teams every other month, up to 6 trips per year. Apply at jobpostingtoday.com, #94966.

> 14 Important Properties throughout Utah including

> Commercial, Residential &

**Industrial Development Parcels** 

**JULY 20** 

#### **EDUCATION**

Research Associate at the University of Utah in Salt Lake City: Requires MD or foreign equivalent and at least 12 months experience engaging in direct patient care. The Research Associate in the Cardiovascular Research & Training Institute (CVRTI) will assist the PI with clinical research from design to interpretation of results; perform research and stay current with project-related scientific literature; engage in clinical data collection and interpretation; participant enrollment; statistical analysis: harvest/process/storage of heart tissue; perform histological and biochemical analysis of tissue; collaborate with internal and external investigators on multiple clinical research projects ensuring scientific significance and feasibility; prepare grant applications; and draft manuscripts for publication. This position does not engage in patient care. Qualified applicants must submit a CV to: Tara Hitzeman, CVRTI, 95 South 2000 East, Salt Lake City, UT 84112.

INFORMATION TECHNOLOGY Vice President w/ Goldman Sachs Services LLC in Salt Lake City, UT. Design & deploy core networks w/ new secured technologies in Segment-Routing, EVPN, MPLS, MPLS-VPN, VPLS, QOS on internal global back bone network comprising of high-end multivendor network products w/ reqd scalability & resiliency. Design & deploy sensitive & critical trading environments such as High Frequency Trading (HFT) zones, Low Latency Zones (LLZ), Demilitarized zone (DMZ's) w/ secure resource pools (SRP), Business to Business (B2B) networks, Exchange connections, Multicast setups w/ various security platform network gears such as Routers, switches, firewalls, proxies, VPNs etc. Reqs: Bach deg (U.S. or foreign equiv) in Comp Sci, Comp Engg, Info Tech, Info Systems or a closely rel field. Min 5 yrs of exp in the job offered or in a rel role. Job Code: ENGG5247632. QUALIFIED AP-PLICANTS: Apply at gs.com & click on "Careers." NO PHONE CALLS PLEASE. ©The Goldman Sachs Group, Inc., 2021. All rights reserved. Goldman Sachs is an equal employment/affirmative action employer Female/Minority/ Disability/Veteran/Sexual Orientation/Gender Identity

#### **ENGINEERING**

Pavement Design and Materials Engineer. Work w/civil engineers, materials lab personnel in pavement design, materials eval, construction mgmt. Draft, present tech findings, consultation for clients incl state, local govt, consultant personnel. Generate research reports on innovative strategies for pavement materials w/statistical, math calculations in sampling, testing materials, analyzing relevant data. Local travel to construction plants for inspection, documentation reqd. Duties also require some night-time, wknd work, overnight travel in Utah for up to 2 weeks at a time, approx 3 times/year. Review pubs, articles to implement current principles, practices, new devs in pavement materials. Manage multiple tasks, work under tight deadlines, accept frequent priority changes. Reqs: MS in Civil Engineering or related field; proficient in following tools: AASHTO Pave-mentME; Finite Element Analysis; Computer-Aided Drafting (CAD). Must also be proficient in use of Non-Destructive Pavement Testing equipment; Cold In-Place recycling; Hot In-Place recycling, treated base applications; have proven ability to present work, answer tech questions. Send resume to Timothy Biel, PEPG Consulting, 9270 S 300 West, Suite A-2, Sandy

#### INFORMATION TECHNOLOGY IT Specialist to improve & manage

all tech solutions for the entity & its affiliates. Install programs, configure networks, databases, & aiding end users. Mon-Fri., 40 hrs/wk. 12 mos. exp. in related occupation or Associate's in IT/related field of study req'd. Mail resume to Home Care Management LLC 11 E 200 N Orem, UT 84057.

#### TRUCKING

Truck Driver Huaraca Trucking 1 position, min. 6 months exp, CDL required West Bountiful, UT 84087 Contact Gerardo Huaraca at huaraca\_trucking@hotmail.com or (385) 282-1018

#### **DATA SCIENCE**

Data Scientist needed to devise new cmptr mdelng technqs & creates new Clinical Trial Mgmnt Systm (CTMS) tech; & initiates rsrch topics/hypotheses to increase robustness of prdcts. Duties: consult w/stkehldrs; design exprmnts to test ops of CTMS apps; ensure rsrch goals are met; analyze results; innovate algorithms that are used to detect/analyze patterns in datasets & improve clinical tril anlytics reslts; form/implmnt new sltns; presenting findings to mgmnt; specify new tech pricts to deploy; monitor app perfmnc & make fixes; train sub sftwre dvlpmnt staff. MUST wrk @ Salt Lake City, UT offc 4-5 days per quartr (20 days/yr max); otherwise, reg telecommuting from anywhere in the contiguous U.S. REQUIRED: U.S. Master's deg in Comp Sci + 2 yrs exp: 1) analyzing/developing/ testing CTMS apps, w/focus on Electronic Data Capture & Remote Monitoring; 2) dsgn, dvlpmnt & eval of scalable modls using traceability matrices, stat data analysis & predictive clinical trial dsgn for ID of efficiencies; & 3) deliver solutions to existing clinical rsrch sftwre app probs. MAIL resume to Protocol First Inc., 1245 E Brick-yard Rd #110, Salt Lake City, UT

#### **TECHNICAL**

Adobe Inc. is accepting resumes for the following positions in LEHI, UT: Technical Support Engineer (REF#LERSTSE) Troubleshoot, replicate and resolve Tier 2 technical support issues within the online proofing platform and document component of Workfront platform. Telecommuting Permitted. Software Development Engineer (REF#LENMSDE) Work with the Engineering team and partner with Product Management to take ideas for products and turn them into realized features in the Work Automation Cloud platform. Software Development Engineer (REF#LEATSDE) Design, collaborate, and execute on amazing software features in an industry leading Software As a Service (SAAS) ecosystem. Telecommuting Permitted. Software Development Engineer (REF#LERMSDE) Design, develop and test user experience applications developed in a variety of programming languages and using multiple frameworks. Mail resume to Adobe Inc., Mailstop W8-435, 345 Park Avenue, San Jose, CA 95110. Must include REF code. No phone calls please. EOE. www.adobe.com/

#### INFORMATION TECHNOLOGY

Senior Software Engineer (Finastra Technology Inc., Salt Lake City, UT): Responsible for designing, developing, analyzing, and maintaining high-quality software product applications. Daily duties: Exercise a high level of personal initiative and ownership in a fastpaced, Agile/continuous flow environment; Exhibits outstanding communication, troubleshooting and independent problem-solving; Reverse-engineers lightlydocumented enterprise legacy environments, quickly comprehends application functionality from pre-existing code base and interface specifications; Participate in software design meetings and analyze user needs to determine technical requirements; Design and develop high-quality code; Test, debug, analyze and fix application problems/issues; Work closely with stakeholders to fix issues in a timely fashion; Follow the software development lifecycle process; and Interact with internal stakeholders to support product releases and/or resolves program problems. Min. Req: Bachelor's degree, or foreign equivalent, Computer Science or related plus 8 years of progressive software development experience including design and development in a financial industry. Special Skills: Experience with the following: C++ in an enterprise application environment; Oracle; Application security including browser-based security; Host interfaces, web services, TCP sockets, channel encryption, multi-threading, performance harness testing, application profiling; Java, JBoss, JavaScript, jquery, Axis; and RESTful web services. Qualified applicants directly mail resumes to Frances Torres, HR Specialist, Finastra Technology Inc., 774 Primera Blvd., Ste. 2000, Lake Mary, FL 32746 w/ ref to job code: FinastraSSE. No calls please

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#### **Legal Notices**

NOTICE OF PETITION FOR FORMAL APPOINTMENT OF PERSONAL REPRESENTATIVE

Case No. 213901363

IN THE THIRD JUDICIAL DISTRICT COURT SALT LAKE COUNTY, STATE OF UTAH

IN THE MATTER OF THE ESTATE OF JOSEPH RAY GRAHAM (A/K/A JOSEPH R. GRAHAM A/K/A JOSEPH GRAHAM), a deceased person.

Notice is hereby given to all persons who are interested in or who claim an interest in the above estate that on or about June 7, 2021, John V. Garavaglia filed with the registrar of this court a Petition for Formal Appointment for Personal Representative to appoint John V. Garavaglia as personal representative of the above-referenced estate, to act without bond. A copy of the Petition is on file with the clerk of the court and may be reviewed upon request.

A hearing on the matter is scheduled before the Honorable Judge Robert Faust, on Wednesday, July 14, 2021, at 9:00 a.m., at the Third Judicial District Courthouse, Salt Lake County, State of Utah, located at 450 S. State Street, Salt Lake City, UT 84111. The proceedings will be broadcast online via www.webex.com; contact the probate clerk for login information. Failure to appear and object at or before the hearing will result in the Petition being granted.

DATED: June 9, 2021

**FABIAN VANCOTT** 

/s/ Jennifer E. Decker Jennifer E. Decker Attorneys for Petitioner

SLT0012639

#### **Public Notice**

Holder-Big-D Construction, a Joint Venture, CMAR for the Salt Lake City Terminal Redevelopment Program and the Salt Lake City Department of Airports, will be holding a Disadvantaged Business Enterprise (DBE) outreach event regarding the upcoming airfield paving work for the SLC airport redevelopment project. This event will be held virtually via online transmission on July 16, 2021, from 9:00 to 10:00 am. Please RSVP to Mohammad Abdulrahman at mabdulrahman@hdivteam.com\_no later than July 9, 2021, to request a link to this outreach event. SLT0012853

#### **PRODUCTION**

Production Manager: Nutrix International, LLC., Salt Lake City, UT: assist the Dir. of Operations in all aspects of production, Duties include: oversee production team; perform annual review; manage, coach, train, and motivate area leads and production staff. E-Mail resumes: HR@Nutrixusa.com

#### INFORMATION TECHNOLOGY

Complete Merchant Solutions, located in Orem, Utah seeks a Senior Full Stack Developer. Duties include: Create and maintain event-based microservices that govern the ETL of billions of points of data for major credit card processors. Requirements: Bachelor's Degree in Computer Science or a related degree. Foreign equivalent degree accepted. Demonstrable ability to program proficiently in C#, JavaScript, NodeJS, Serverless, PHP, SQL, and MySQL. For additional information and instructions on how to apply, visit: https://cmsonline.com/careers/

#### **Legal Notice**

The DFCM Horticulture Building at the New Utah State Correctional Facility is a one level wood frame building with EIFS exterior. 2,000 sf total made up of classrooms, offices, restrooms and storage.

SLT0012757

#### Announcement of Appointment and **Notice to Creditors** Estate of Gary Jones

Case No.213901134

Mattie Barton has been appointed personal representative of this Estate. All persons having claims against the decedent must present their claims in writing within three months after the date of the first publication of this notice or the claims will be forever barred. Written claims may be delivered or mailed to the personal representative or their attorney at the address below or Filed with the Clerk of the District Court in Salt Lake County Date of First Publication: June 13, 2021 Mattie Barton 2078 W Arya Ct, South Jordan, UT 84095. SLT0012657

#### **PUBLIC NOTICE**

Little Cottonwood Canyon FINITED IN THE STATEMENT

The Utah Department of Transportation (UDOT) is conducting an Environmental Impact Statement (EIS) for Little Cottonwood Canyon and Wasatch Boulevard to improve the reliability, mobility and safety for all users on S.R. 210 from Fort Union Boulevard through the Town of Alta. The Draft EIS will be available on the project website beginning June 25, 2021 for public review and comment.



**COMMENT PERIOD OPEN JUNE 25 - AUGUST 9, 2021** Comments may be submitted through the website, email, public hearings, voicemail or written letter. Visit the website for more details.

#### IN-PERSON PUBLIC HEARING

July 13, 2021

Presentation 6:00-6:30 p.m. Hearing 6:30-8:30 p.m.

Open House 4:30-8:30 p.m. | BUTLER MIDDLE SCHOOL 7530 South 2700 East Cottonwood Heights, UT 84121

#### **VIRTUAL PUBLIC HEARING**

July 20, 2021

Presentation 6:00-6:30 p.m. 6:30-8:30 p.m. Hearing

For more information on the public hearings and Draft EIS, visit: LittleCottonwoodEIS.udot.utah.gov

Individuals needing special accommodations (including auxiliary communications aids and services) during either of the hearings should notify the project team at 801-200-3465 or LittleCottonwoodEIS@utah.gov by July 6, 2021.

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.







#### **Sweetwater County School District #1**

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#### **PUBLIC NOTICE**

#### LEGAL NOTICE - PUBLIC HEARING AND OPPORTUNITY TO PROVIDE COMMENTS

The Utah Department of Transportation (UDOT) is issuing this notice to advise the public that the Little Cottonwood Canyon Draft Environmental Impact Statement (EIS) for proposed transportation improvements on State Route (S.R.) 210 in Salt Lake County, Utah, is available for public review and comment. UDOT, as the assigned National Environmental Policy Act (NEPA) lead agency, is preparing an EIS to evaluate transportation solutions to substantially improve roadway safety, reliability, and mobility on S.R. 210 from Fort Union Boulevard through the Town of Alta for all users on S.R. 210. The project study area is centered on S.R. 210 from Fort Union Boulevard

In addition to a UDOT decision on a selected alternative, a U.S. Department of Agriculture, Forest Service (Forest Service) decision would authorize project activities from the UDOT selected alternative, if any, that occur on National Forest System lands that are not otherwise appropriated by the Federal Highway Administration (FHWA) at the time of implementation of those activities. The proposed project is implementing a land management plan, is not authorized under the Healthy Forests Restoration Act (HFRA), and is subject to subparts A and B of 36 Code of Federal Regulations (CFR) 218. The Forest Service intends to use the EIS to make its decision for the NFS lands it administers, including a project-specific amendment to the land management plan, if needed. In such a case, the Uinta-Wasatch-Cache National Forest Supervisor would be the responsible official.

The purpose of this notice is to offer an opportunity for public comment. Further, as part of this notice and pursuant to Section 6009 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the associated FHWA guidance dated December 13, 2005, UDOT has determined that a Section 4(f) greater than de minimis impact finding is appropriate for the subject project. The proposed project will be processed as an individual evaluation under Section 4(f) and is considered an adverse effect under Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 300101 et seq.).

Comments sought by UDOT on the Draft EIS include: specific comments to the preferred alternatives; the environmental analysis; and other transportation performance considerations.

UDOT will hold two public hearings. The first public open house and hearing will be held on Tuesday, July 13, 2021, from 4:30 - 8:30 p.m. at Butler Middle School, 7530 S 2700 E, Cottonwood Heights, UT 84121. The public hearing portion of the meeting will start at 6 p.m. with a brief presentation. Verbal comments at the public hearing will be transcribed by a court reporter and written comments will be accepted at the public open house. The second public hearing will be a virtual public hearing that will be recorded. The virtual public hearing will be recorded. The virtual public hearing will be held on Tuesday, July 20, 2021, from 6:00 - 8:30 p.m. via Zoom. The public hearing will start at 6 p.m. with a brief presentation. A meeting link and information will be posted on the project website.

Written comments or questions on the Draft EIS should be directed to Little Cottonwood Canyon EIS, c/o HDR, 2825 E Cottonwood Parkway #200, Cottonwood Heights, UT 84121 (hand delivered comments accepted from 8 a.m. to 5 p.m.), can be emailed to littlecottonwoodeis@utah.gov, or voice messages left at 801-200-3465. For more detailed information on the Little Cottonwood Canyon Draft EIS and public hearing, visit the project website at <a href="https://littlecottonwoodeis.udot.utah.gov">https://littlecottonwoodeis.udot.utah.gov</a>. The Environmental Protection Agency published a Notice of Availability (NOA) for the Draft EIS in the Federal Register on June 25, 2021. Draft EIS comments will be accepted for 45 days from June 25 to August 9, 2021.

If a Forest Service decision is required, only those persons or organizations who submit timely and specific written comments regarding the proposed project during the public comment period described above are eligible to file an objection to the Forest Service decision. Additionally, for objection eligibility, each individual or representative from each entity must either sign the comments or verify identity upon request. Objections filed in accordance with 36 CFR 218 Subpart B are only applicable to the Forest Service decision.

Comments provided to the study team will be reviewed and considered by UDOT. All comments received will be documented in the project record. UDOT's responses to comments made during the formal Draft EIS comment period will be included in the Final EIS.

The EIS can viewed on the project website at littlecottonwoodeis.udot.utah. gov or paper copies at the Whitmore Library, 2197 Fort Union Boulevard, Cottonwood Heights; Anderson-Foothill Library at 1135 S 2100 E, Salt Lake City; Viridian West Jordan Library, 8030 S 1825 W, West Jordan; the Cottonwood Heights City Building at 2277 Bengal Blvd, Cottonwood Heights; and the Utah Department of Transportation, 4501 South 2700 West, Salt Lake City.

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 the Federal Highway Administration and UDOT.

In compliance with the Americans with Disabilities Act (ADA), individuals needing special accommodations (including auxiliary communicative aids and services), or language translation services during this meeting should notify the project team five days in advance at the contact information provided above.

#### DN0012594

#### NOTICE OF PUBLIC MEETING On Proposed Improvements for the

Bangerter Highway (S.R. 154) and 4700 South Intersection in Salt Lake County, UT; UDOT Project No. S-0154(92)0

As part of the State Environmental Study, the Utah Department of Transportation (UDOT) advises all interested persons or groups that two Public Meeting opportunities, in both an online and in-person format, will be held for the proposed improvements at the Bangerter Highway and 4700 South intersection in Salt Lake County, UT.

The proposed project includes constructing a grade-separated interchange at the intersection of Bangerter Highway and 4700 South.

#### Online Public Meeting When: Tuesday, July 20, 2021, from 6 - 7 p.m.

Where: Visit <u>udot.utah.gov/bangerter4700south</u> for instructions on how to join the online meeting

#### In-person Public Meeting When: Wednesday, July 21, 2021, from 6 - 7:30 p.m.

Where: Kennedy Jr. High School, 4495 South 4800 West, West Valley City, UT 84120

Members of the public are invited to attend the Public Meetings and are encouraged to provide comments for consideration as the study progresses. Information to be presented at the meetings will include the study goals, the State Environmental Study process, and schedule. Specific alternatives or concepts are not available at this point in the study and will not be presented at the meetings.

The meeting materials will be available on the study website starting on July 20, 2021, at  $\underline{udot.utah.gov/bangerter4700south}$ . Written comments should be sent to:

Bangerter Environmental c/o Avenue Consultants 6605 South Redwood Rd., Suite 200 Taylorsville, UT 84123

Comments may also be submitted via email at <a href="mailto:bangerter@utah.gov">bangerter@utah.gov</a>. Comments need to be submitted by Aug. 4, 2021, to be included in the official transcripts of the Public Meetings. Comments provided to the study team will be reviewed and considered by UDOT as the 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.

In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) or language translation services during this meeting should notify the study team five days in advance at 888-766-ROAD (7623) or <a href="mailto:bangerter@utah.gov">bangerter@utah.gov</a>. Para información en español, llame al 888-766-ROAD (7623).

<a href="mailto:DN0012676">DN0012676</a>

#### NOTICE BY SOUTH JORDAN CANAL CO

Jack D Hansen and Jeannette Rejaili trustee have requested a replacement South Jordan Canal Company stock certificate be issued into the ConToy Memorial Family Trust. Company records show Waldo Hansen as owner of affected stock certificate D-6214. Any interested person may file a written notice of objection with the South Jordan Canal Co within 60 days after the last date of publication. Absent any objections, a replacement certificate may be issued to ConToy Memorial Family Trust and certificate D-6214 will be permanently canceled on the company records. Written objections should be mailed to PO Box 17869 Salt Lake City, UT 84117

#### NOTICE OF PUBLIC MEETING

#### On Proposed Improvements for the Bangerter Highway (S.R. 154) and 9800 South Intersection in Salt Lake County, UT; UDOT Project No. S-0154(92)0

As part of the State Environmental Study, the Utah Department of Transportation (UDOT) advises all interested persons or groups that two Public Meeting opportunities, in both an online and in-person format, will be held for the proposed improvements at the Bangerter Highway and 9800 South intersection in Salt Lake County, UT.

The proposed project includes constructing a grade-separated interchange at the intersection of Bangerter Highway and 9800 South.

Online Public Meeting

When: Wednesday, July 28, 2021, from 6 - 7 p.m. Where: Visit udot.utah.gov/bangerter9800south for instructions on how to join the online meeting

In-person Public Meeting

When: Thursday, July 29, 2021, from 6 - 7:30 p.m. Where: Elk Ridge Middle School, 3659 West 9800 South, South Jordan, UT 84009

Members of the public are invited to attend the Public Meetings and are encouraged to provide comments for consideration as the study progresses. Information to be presented at the meetings will

include the study goals, the State Environmental Study process, and schedule. Specific alternatives or concepts are not available at this point in the study and will not be presented at the meetings.

The meeting materials will be available on the study website starting on July 28, 2021, at udot.utah.gov/bangerter9800south. Written comments should be sent to:

Bangerter Environmental c/o Horrocks Engineers 2162 West Grove Parkway, Suite 400 Pleasant Grove, UT 84062

Comments may also be submitted via email at bangerter@utah.gov. Comments need to be submitted by Aug. 11, 2021, to be included in the official transcripts of the Public Meetings. Comments provided to the study team will be reviewed and considered by UDOT as the 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.

If you have questions about the Public Meetings, please contact a study representative at 888-766-ROAD (7623) or bangerter@utah.gov, or visit udot. utah.gov/bangerter9800south.

In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) or language translation services during this meeting should notify the study team five days in advance at 888-766-ROAD (7623) or bangerter@utah.gov.

Para información en español, llame al 888-766-ROAD (7623).

#### Notice of Trustee's Sale

The following property will be sold at public auction to the highest bidder without warranty, at the main entrance of the First District Court Building of Box Elder County, 43 North Main Street, Brigham City, Utah, on 8/5/21 at 11:15 AM, for the purpose of foreclosing a Trust Deed executed by Ronald Williams, as Trustor, in favor of Mortgage Electronic Registration Systems, Inc., as Beneficiary, as nominee for Aegis Lending Corporation, its successors and assigns, recorded on 1/28/04, as Entry # 196125, covering real property purportedly known as 260 North 100 West, Tremonton, UT 84337, and more particularly described as: Lot 13, Block 2, Plat A, Tremonton City Survey. TAX # 05-053-0038. U.S. Bank National Association, As Trustee, Successor In Interest To Wachovia Bank National Association, As Trustee For Aegis Asset Backed Securities Trust Mortgage Pass-Through Certificates, Series 2004-2 is the current Beneficiary of the Trust Deed. Record owner of the property as of the recording of the Notice of Default is reported to be Ronald Williams. A \$20,000.00 deposit in the form of a bank or credit union cashier's check or a bank official check, payable to Halliday, Watkins & Mann, P.C., is required to bid. A successful bidder who fails to tender the full purchase price will forfeit the entire deposit. The successful bidder must tender the deposit at the sale and the balance of the purchase price by 12:00 noon the following business day. The balance must be in the form of a wire transfer, bank or credit union's cashier's check, or bank official check payable to Halliday, Watkins & Mann, P.C. A bank or credit union cashier's check must be pre-printed and clearly state that it is a cashier's check. A bank official check must be pre-printed and clearly state that it is an official check. Cash payments are not accepted. A trustee's deed will be delivered to the successful bidder within five business days after receipt of the amount bid. Successor Trustee disclaims liability for any error in the street address shown herein. Successor Trustee may void sale due to any unknown facts at time of sale that would cause the cancellation of the sale. If sale is voided, Successor Trustee shall return funds to bidder, and the Successor Trustee and Beneficiary shall not be liable to bidder for any damages. If the sale is set aside for any reason, the Purchaser at the sale shall be entitled only to a return of the deposit paid. The Purchaser shall have no further recourse against the Beneficiary, Trustor, Successor Trustee or the Successor Trustee's attorney. This is an attempt to foreclose a security instrument and any information obtained will be used for that purpose. Dated: 6/28/21. Halliday, Watkins & Mann, P.C., Successor Trustee, 376 E 400 S, Ste 300, SLC, UT 84111, PH 801-355-2886, Office Hours: M-F: 8am – 5pm, **H/W # UT10352** 

#### Notice of Trustee's Sale

The following property will be sold at public auction to the highest bidder without warranty, at the main entrance of the Uintah County District Court, 920 E. Hwy 40, Vernal, Utah, on 8/5/21 at 12:15 PM, for the purpose of foreclosing a Trust Deed executed by Jason Webb and Magdalyn Webb, as Trustors, in favor of Mortgage Electronic Registration Systems, Inc., as beneficiary, as nominee for Mountain America Federal Credit Union, its successors and assigns, recorded on 12/22/15, as Entry # 2015010352, covering real property purportedly known as 792 South 2050 West, Vernal, UT 84078, and more particularly described as: Lot 18, of the Countryside Drive Subdivision, No 2, according to the official plat thereof on file in the office of the Recorder, Uintah County, Utah. TAX # 05-074-0118. Wilmington Savings Fund Society, FSB, as Trustee of Juniper Mortgage Loan Trust A is the current Beneficiary of the Trust Deed. Record owners of the property as of the recording of the Notice of Default are reported to be Jason Webb and Magdalyn Webb. A \$20,000.00 deposit in the form of a bank or credit union cashier's check or a bank official check, payable to Halliday, Watkins & Mann, P.C., is required to bid. A successful bidder who fails to tender the full purchase price will forfeit the entire deposit. The successful bidder must tender the deposit at the sale and the balance of the purchase price by 12:00 noon the following business day. The balance must be in the form of a wire transfer, bank or credit union's cashier's check, or bank official check payable to Halliday, Watkins & Mann, P.C. A bank or credit union cashier's check must be pre-printed and clearly state that it is a cashier's check. A bank official check must be pre-printed and clearly state that it is an official check. Cash payments are not accepted. A trustee's deed will be delivered to the successful bidder within five business days after receipt of the amount bid. Successor Trustee disclaims liability for any error in the street address shown herein. Successor Trustee may void sale due to any unknown facts at time of sale that would cause the cancellation of the sale. If sale is voided, Successor Trustee shall return funds to bidder, and the Successor Trustee and Beneficiary shall not be liable to bidder for any damages. If the sale is set aside for any reason, the Purchaser at the sale shall be entitled only to a return of the deposit paid. The Purchaser shall have no further recourse against the Beneficiary, Trustor, Successor Trustee or the Successor Trustee's attorney. This is an attempt to foreclose a security instrument and any information obtained will be used for that purpose. Dated: 6/28/21. Halliday, Watkins & Mann, P.C., Successor Trustee, 376 E 400 S, Ste 300, SLC, UT 84111, PH 801-355-2886, Office Hours: M-F: 8am – 5pm, **H/W # UT11061** DN0012683

#### Request for Proposals

REQUEST FOR PROPOSALS FOR THE PREPARATION OF AN ENVIRON-MENTAL ASSESSMENT FOR THE ALPINE AQUEDUCT REACH 1 RESILIEN-CY AND REPLACEMENT PROJECT Notice is hereby given that the Central Utah Water Conservancy District (District) and the United States Department of the Interior-Central Utah Project Completion Act Office, as Joint Lead Agencies, announce a Request for Proposals (RFP) for preparing an Environmental Assessment (EA), in compliance with the National Environmental Policy Act, for the proposed Alpine Aqueduct Reach 1 Resiliency and Replacement Project. The NEPA process will be managed by the District. Interested firms may download the RFP beginning July 7, 2021, from the District's website at https://cuwcd.com/resources.html located under Current Notices (titled AA-1 RFP). To be responsive to this RFP, interested firms must submit eight (8) hard copies along with an electronic PDF copy of their proposal and a separately sealed cost proposal (cost is not used in the RFP evaluation) to the Central Utah Water Conservancy District, Attn: Sarah Sutherland, 1426 E 750 N Suite 400, Orem, Utah 84097-5474, no later than 4:00 PM August 2, 2021. A selection committee will be formed to review each proposal submitted and will evaluate each proposal based on the responsiveness, expertise, and experience as outlined in the RFP.

### UTAH COUNTY SHERIFF'S OFFICE NOTICE OF SALE

In the Fourth Judicial District Court, COUNTY OF UTAH, STATE OF UTAH. American Fork Department

DITECH FINANCIAL LLC, Plaintiff,

Defendants.

vs.

JAMES L. HIATT, an individual,
DORENE HIATT, an individual, and
DOES 1 THROUGH 10,

SHERIFF'S NO. 20-4531 Writ of Execution (Personal Property) Case No. 190100146

To be sold at Sheriff's Sale, at 1094 West 465 North, in the City of Orem, County of Utah, State of Utah, on the 15th day of July, 2021 at 10:00 o'clock a.m. on said day that certain piece or parcel of personal property situated in Utah County, State of Utah, described as follows to-wit:

All right, title, claim and interest of the defendants named above:

1994 Champion Sequoia manufactured home, having Title number 7647342 and VIN number 16944281177A/B as well as all other property described therein.

Purchase price payable in legal tender of the United States.

Dated at Provo City, Utah this 29th day of June, 2021.

Michael L. Smith, Sheriff of Utah County, State of Utah

By /s/ Deputy Rhoades

Attorney: Halliday, Watkins & Mann, PC 376 East 400 South; Suite 300 Salt Lake City, UT 84111

Date of publication: July 9th, 2021 (Deseret News) **DN0012743** 

UTAH DEPARTMENT OF ENVIRONMENTAL QUALITY
DIVISION OF WASTE MANAGEMENT AND RADIATION CONTROL
NOTICE OF PUBLIC COMMENT ON
FRANCISCH STAND LL C. Mixed Worth Facility

EnergySolutions LLC, Mixed Waste Facility

Treatment Variance Request for Treatment and Disposal of

Ash Contaminated with Dioxins and Furans

The public comment period to receive comments on this Treatment Variance Request will commence on July 12, 2021 and end on August 10, 2021. A public hearing on these issues will be held upon request.

EnergySolutions requests approval to receive ash from incinerator and metal recycling processes that contains dibenzo-p-dioxin and dibenzo-furan UHCs above their respective treatment standards denoted with the Universal Treatment Standards (UTS) in R315-268-48. All other required treatment standards associated with the waste will be met prior to disposal.

Requiring the waste to meet the dioxin and furan treatment standards is inappropriate based on the processes that generate the waste. Because of the waste generation processes, all the ash waste contains dioxins and furans; however, in accordance with regulations, only a portion of the waste needs to be treated for those contaminants. The generator has previously analyzed each container of ash for metals contamination. If metals were below the toxicity characteristic concentrations described in 40 CFR 261.24 (R315-261-24), the waste would be shipped to the Clive facility as Low-Level Radioactive Waste (LLRW) and disposed in the Class A Embankment. If metals were above the Toxicity Characteristic concentrations, then the waste would need treated for those metals as well as all UHCs, including dioxins and furans. It is inappropriate to require treatment of dioxin and furan contaminants in instances where characteristic metals are found in the waste when treatment is not required if metals are below characteristic concentrations in the waste.

Furthermore, the stabilized ash was re-incinerated in an attempt to reduce the concentration of dioxins and furans in the ash. Re-incineration resulted in very little reduction in the concentrations. It is inappropriate to require this additional incineration in order to attempt to meet the standards.

Final disposal of the waste will occur in the Mixed Waste Disposal Cell at the Energy Solutions Mixed Waste Facility.

The public comment period to receive comments on the proposed action will commence on July 12, 2021 and end on August 10, 2021. A public hearing on these issues will be held upon request.

Documents related to this application can be reviewed on the Internet at https://deq.utah.gov/waste-management-and-radiation-control/waste-management-radiation-control-public-notices

Written comments will be accepted if received by 5:00 p.m. on August 10, 2021. Comments should be submitted to the address below or by electronic mail as detailed below.

Douglas J. Hansen, Director
Division of Waste Management and Radiation Control
Department of Environmental Quality
P.O. Box 144880
Salt Lake City, UT 84114-4880

Comments can also be sent by electronic mail to: dwmrcpublic@utah.gov. Comments sent in electronic format should be identified by putting the following in the subject line: public comment on Treatment Variance Request. All documents included in comments should be submitted as ASCII (text) files or in pdf format.

Under Utah Code Section 19-1-301.5 a person who wishes to challenge a Permit Order may only raise an issue or argument during an adjudicatory proceeding that was raised during the public comment period and was supported with sufficient information or documentation to enable the director to fully consider the substance and significance of the issue.

For further information contact Tyler Hegburg of the Division of Waste Management and Radiation Control at (801) 536-4271. In compliance with the Americans with Disabilities Act, individuals with special needs (including auxiliary communicative aids and services) should contact Larene Wyss, Office of Human Resources at (801) 536-4284, Telecommunications Relay Service 711, or by email at "lwyss@utah.gov".

DN0012751

#### NOTICE OF TRUSTEE'S SALE

The following-described property (the "Property") will be sold at public auction to the highest bidder on the August 13, 2021 payable in lawful money of the United States at the time of sale, at the Salt Lake City District Court located at 450 South State Street, Salt Lake City Utah 84114 at 10:00 a.m. in the rotunda, on said day, for the purpose of foreclosing an association's lien which pursuant to U.C.A. § 57-8-47 may be foreclosed by nonjudicial foreclosure as though it were a trust deed. The Property is located in a certain subdivision created by the Declaration of Condominium of Carriage Home Condominiums, as amended and supplemented, recorded as Entry No. 9559763 in the Salt Lake County Recorder's Office on November 21, 2005 (the "Declaration"). The association's lien was created in favor of Daybreak Carriage Home COA, Inc. pursuant to U.C.A. § 57-8-44 and a Notice of Lien was executed by Vial Fotheringham, LLP and recorded on October 5, 2015 as entry No. 12145659 of the Records of the Salt Lake County Recorder, State of Utah. Said property is located at:

Name of reputed property owner: Sheridan Black
Legal Description: SEC/TWN/RNG/MER:SEC 24 TWN 3S RNG 2W UNIT 1,
BLDG A, KENNECOTT DAYBREAK CONDOMINIUM MAP 3B-2. 9410-6883
Property Address: 11776 S Grandville Ave #101

South Jordan, Utah 84095 Parcel No.: 26-24-454-109

The current holder of the association's lien is Daybreak Carriage Home COA. The sale is subject to bankruptcy filing, payoff, reinstatement or any other circumstances that would affect the validity of the sale. If any such circumstances exist, the sale shall be void, the successful bidder's funds returned and the trustee and current lien holder shall not be liable to the successful bidder for any damage.

Bidders must tender to the trustee a \$10,000.00 deposit at the sale and the balance of the purchase price by 12:00 noon the work day following the sale. Both the deposit and the balance must be paid to Vial Fotheringham, LLP in the form of a wire transfer, cashier's check or certified funds. Cash payments, personal checks or trust checks are not accepted.

DATED this June 30, 2021. /s/ B. Scott Welker B. Scott Welker Successor Trustee Vial Fotheringham, LLP 310 East 4500 South, Suite 102 Murray, Utah 84107 Telephone: (801) 355-9594

DN0012686

DN0012760

THE SALT LAKE TRIBUNE **D10** » Sunday, Jul 11, 2021

#### **Legal Notices**

#### **PUBLIC NOTICE**

LEGAL NOTICE — PUBLIC HEARING AND OPPORTUNITY TO PROVIDE

The Utah Department of Transportation (UDOT) is issuing this notice to advise the public that the Little Cottonwood Draft Environmental Impact Statement (EIS) for proposed transportation improvements on State Route (S.R.) 210 in Salt Lake County, Utah, is available for public review and comment. UDOT, as the assigned National Environmental Policy Act (NEPA) lead agency, is preparing an EIS to evaluate transportation solutions to substantially improve roadway safety, reliability, and mobility on S.R. 210 from Fort Union Boulevard through the Town of Alta for all users on S.R. 210. The project study area is centered on S.R. 210 from Fort Union Boulevard through the Town of Alta.

In addition to a UDOT decision on a selected alternative, a U.S. Department of Agriculture, Forest Service (Forest Service) decision would authorize project activities from the UDOT selected alternative, if any, that occur on National Forest System lands that are not otherwise appropriated by the Federal Highway Administration (FHWA) at the time of implementation of those activities. The proposed project is implementing a land management plan, is not authorized under the Healthy Forests Restoration Act (HFRA), and is subject to subparts A and B of 36 Code of Federal Regulations (CFR) 218. The Forest Service intends to use the EIS to make its decision for the NFS lands it administers, including a project-specific amendment to the land management plan if needed. In such a case, the Uinta-Wasatch-Cache National Forest Supervisor would be the responsible official.

The purpose of this notice is to offer an opportunity for public comment. Further, as part of this notice and pursuant to Section 6009 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the associated FHWA guidance dated December 13, 2005, UDOT has determined that a Section 4(f) greater than de minimis impact finding is appropriate for the subject project. The proposed project will be processed as an individual evaluation under Section 4(f) and is considered an adverse effect under Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 300101 et seq.).

Comments sought by UDOT on the Draft EIS include: specific comments to the preferred alternatives; the environmental analysis; and other transportation performance considerations.

UDOT will hold two public hearings. The first public open house and hearing will be held on Tuesday, July 13, 2021, from 4:30 — 8:30 p.m. at Butler Middle School, 7530 S 2700 E, Cottonwood Heights, UT 84121. The public hearing portion of the meeting will start at 6 p.m. with a brief presentation. Verbal comments at the public hearing will be transcribed by a court reporter, and written comments will be accepted at the public open house. The second public hearing will be a virtual public hearing that will be recorded. The virtual public hearing will be held on Tuesday, July 20, 2021, from 6:00 — 8:30 p.m. via Zoom. The public hearing will start at 6 p.m. with a brief presentation. A meeting link and information will be posted on the project website.

Written comments or questions on the Draft EIS should be directed to Little Cottonwood Canyon EIS, c/o HDR, 2825 E Cottonwood Parkway #200, Cottonwood Heights, UT 84121 (hand-delivered comments accepted from 8 a.m. to 5 p.m.), can be emailed to **littlenottonwoodsizeutah.gov,** or voice messages left at 801-200-3465. For more detailed information on the Little Cottonwood Canyon Draft EIS and public hearing, visit the project website at littlecottonwoodeis.udot.utah.gov. The Environmental Protection Agency published a Notice of Availability (NOA) for the Draft EIS in the Federal Register on June 25, 2021. Draft EIS comments will be accepted for 45 days from June 25 to August 9, 2021.

If a Forest Service decision is required, only those persons or organizations who submit timely and specific written comments regarding the proposed project during the public comment period described above are eligible to file an objection to the Forest Service decision. Additionally, for objection eligibility, each individual or representative from each entity must either sign the comments or verify identity upon request. Objections filed in accordance with 36 CFR 218 Subpart B are only applicable to the Forest Service decision.

Comments provided to the study team will be reviewed and considered by UDOT. All comments received will be documented in the project record. UDOT's responses to comments made during the formal Draft EIS comment period will be included in the Final EIS.

The EIS can be viewed on the project website at littlecottonwoodeis.udot. utah.gov or paper copies at the Whitmore Library, 2197 Fort Union Boulevard, Cottonwood Heights; Anderson-Foothill Library at 1135 S 2100 E, Salt Lake City; Viridian West Jordan Library, 8030 S 1825 W, West Jordan; the Cottonwood Heights City Building at 2277 Bengal Blvd, Cottonwood Heights; and the Utah Department of Transportation, 4501 South 2700

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 the Federal Highway Administration and UDOT.

In compliance with the Americans with Disabilities Act (ADA), individuals needing special accommodations (including auxiliary communicative aids and services) or language translation services during this meeting should notify the project team five days in advance at the contact information provided above. SLT0012824

IN THE SEVENTH JUDICIAL DISTRICT FOR THE STATE OF TENNESSEE CHANCERY DIVISION AT CLINTON, TENNESSEE

Carlos Gustavo Vallido Whereabouts Unknown

Last Known Address: 1/157 W. Rivardall Road Murray, UF 64/123

Robin Michalle Vallido Petitioner Vs.

Case No. 21CH2985

Carlos Gustavo Vallido Defendant

#### MOTIVE OF SERVICE BY PUBLICATION

It appears from the pleadings filed in this cause that Carlos Gustavo Wellido's whereabouts are unknown. In compliance with the provisions of T.C.A. 21-1-204 and the Order of Publication of this court entered June 15, 2021, service of process will be made by publication.

IF IS, THEREFORE, HEREBY REQUIRED TO APPEAR ON OR BEFORE THIRTY (30) DAYS AFTER THE LAST DATE OF PUBLICATION before the Clerk and Master of Chancery Court, located at 100 N. Main Street, Suite 308, Clinton, Tennessee, and make defense to the complaint filed against had in said court by Robin Michaels Vellido, Petitioner, or otherwise said complaint will be taken for confessed, and a Judgment by Default entered. Defendant is required to file responsive pleadings with the court and Plaintiff's Attorney, Kasey A. Wasson, Emory Place, Mosylle, Th. 37917. It is further ordered that this Notice be published in the salt later ribune for four consecutive weeks. PLEASE BE ADVISED, A HEARING HAS BEEN SET FOR THIS MATTER ON JULY 28, 2021.

> This June 22, 2021. Harold P. Cousins Jr. Clerk and Master By: Blake Williams Deputy Clerk

SLT0012815

#### \* \* \* \* ATTENTION LEGAL NOTICE \* \* \* \*

A VIRTUAL PUBLIC HEARING on the State of Utah Home Energy Assistance Target (HEAT) Program will be held on Wednesday, July 14, 2021 HEAT funds help low-income households with year-round home energy costs. All aspects of the 2021 2022 HEAT Program will be discussed.

DATE: Wednesday, July 14, 2021 TIME: 11:00 AM — 12:00 PM

GOOGLE MEET LINK: https://meet.google.com/xiw-nzft-xpe

JOIN BY PHONE: (US) +1 617-675-4444

140 347 119 0361# More phone numbers: https://tel.meet/xiw-nzft-xpe?pin=1403471190361

To obtain copies of the State Plan, visit https://jobs.utah.gov/department/ publicnotices.html. Written comments will be accepted until 8:00 AM, Friday, August 13, 2021. Address all comments to Sisifo Taatiti, Program Manager, Home Energy Assistance Target (HEAT) Office, Housing & Community Development Division, Department of Workforce Services, PO Box  $\,$ 147130, Salt Lake City, Utah 84114-7120, or email staatiti@utah.gov. SLT0012983

Darwin H. Bingham (#7810) SCALLEY READING BATES HANSEN & RASMUSSEN, P.C. Attorneys for District CP3, L.C. 15 West South Temple, Suite 600 Salt Lake City, Utah 84101 Telephone: (801) 531-7870 Facsimile: (801) 326-4669 E-mail: dbingham@scalleyreading.net

IN THE THIRD JUDICIAL DISTRICT COURT IN AND FOR SALT LAKE COUNTY SALT LAKE DEPARTMENT, STATE OF UTAH

DISTRICT CP3, L.C., SUMMONS (21 DAYS) Plaintiff,

DDK ENTERPRISES, UT1, LLC dba PLAYLIVE NATION and DEBBY KALLINIKOS,

THE STATE OF UTAH TO: DEBBY KALLINIKOS

Civil No. 210901698

Judge Kara Pettit Defendants.

YOU ARE HEREBY SUMMONED and required to file an answer in writing to the complaint on file with the clerk of the above-entitled Third Judicial District Court, Salt Lake County, 450 S. State St., P.O. Box 1860, Salt Lake City, Utah 84114-1860, and to serve upon, or mail to Darwin H. Binham, SCALLEY READING BATES HANSEN & RASMUSSEN, P.C., Plaintiff's attorneys, 15 West South Temple, Suite 600, Salt Lake City, Utah 84101, a copy of said answer, within twenty-one (21) days after service of this summons upon you.

If you fail to do so, judgment by default will be taken against you for the relief demanded in said complaint, which has been filed with the Clerk of the Court and a copy of which is herewith served upon you.

DATED this 21st day of June 2021.

SCALLEY READING BATES HANSEN & RASMUSSEN, P.C.

> /s/ Darwin H. Bingham Darwin H. Bingham Attorneys for Plaintiff

Type of Action: Debt Collection

Bilingual Notice to Responding Party for Summons for Publication (for compliance with URCP 4)

A lawsuit has been started against Se ha iniciado una demanda en su Ajawsyit has been started against you fru myst despondes writing por fact has court to consider your side. You can find a que ewent arm on the court's axemsite nutcourts gork ans. considere su versión. Puede the court's website: **utcourts.gov/** encontrar el formulario de Yallamust file your Answer with this courtspuesta en el sitio de la red del

tribunal: utcourts.gov/ans-span.
Third District Court, 450 S. State St., P.O. Box 1860, Salt Lake City, Urah 8413461869 YAMMUST also remail and archands delives a copy of your Answer to the other party or their stresses Pasyein H. Ringham, SCALLEY READING BATES HANSEN & RASMUSSEN, P.C., Plaintiff's attornieuro 155/Nest Seutto Tesmolat Suite TARRI Baltilake Gity, Attals 84188. of your Answer to the other party correo postal o entregar If grounder area file and serve an Answer by stheir deadline, she other party cannaskathe south for a Blada NG judgmantsphalafaultajudgmantemeans the obateanth with the steel of the Ready, the acordinator petition carefully ailtress platns melyst, the control of the second plaint or petition carefully ailtress platns melyst, the control of the second plaint or petition carefully ailtress platns melyst, the control of the second plaint or petition carefully ailtress platns melyst, the control of the second plaint or petition carefully ailtress platns melyst, the control of the second plaint or petition carefully ailtress platns melyst, the control of the second plaint or petition carefully ailtress platns melyst, the control of the second plaint or petition carefully ailtress platns melyst, the control of the second plaint or petition carefully ailtress platns melyst, the second plaint or petition carefully ailtress platns melyst, and the second plaint of the second plaint or petition carefully ailtress platness melyst mely is asking for in their lawsuit. You are brangosues less des Saulles to City, \$84,551.12 Utah 84101. Utah 84101.

(FORMATTUNG: WITH ISPAINLS HITRANS LIATION OF COMPATIBLE WITH IRUBICISHT- WILLEBE ADDEDE OUTESIDE OF JEST BICKET TRIBUNAL Y party within 21 days of the last day entregarla formalmente a la otra (SFAGING) FORTEGARMATTING AND PRICENCE RURRED SEST (as después del último día de esta publicación.

If you do not file and serve an \*Answer by the deadline, the other party can ask the court for a \* default judgment. A default judgment means the other party \* wins, and you do not get the

formalmente una respuesta antes de la fecha límite, la otra parte puede solicitar al juez que dicte un fallo por incumplimiento. Un fallo por incumplimiento significa que la otra parte gana, y usted no tiene la oportunidad de exponer chance to tell your side of the \* story. su versión de los hechos

Read the complaint or petition \*You are being sued for: debt collection \$84,551.12

Lea cuidadosamente la demanda \* carefully. It explains what the other o la petición. En esa se explica lo party is asking for in their lawsuit. que la otra parte está pidiendo en su demanda. Se le está demandando por: cobro de deudas \$84,551.12

Si no presenta y entrega

SLT0012961

#### NOTICE TO BIDDERS

Sealed bids will be received at the office of the City Engineer, located at 349 South 200 East, Suite 600, Salt Lake City, Utah 84111 until 2:00 p.m. local prevailing time, on Wednesday, July 14, 2021, for the following BRIDGE PRESERVATION PROGRAM 2018/2019, JOB No. 83100629. Electronically submitted bids or bids delivered to any other location will

Bids will be publicly opened online via WebEx at or about 2:15 p.m., local prevailing time on July 14, 2021.

INSTRUCTIONS TO BIDDERS: Contract Documents may be obtained for free online via SciQuest (The Utah Supplier Portal).

The plans and specifications can be reviewed and downloaded at the following website:

https://bids.sciquest.com/apps/Router/PublicEvent?CustomerOrg=Stat

To ensure notification of addenda is received, BIDDERS, please register with Utah Public Procurement Place (SciQuest). The construction contract will be awarded in compliance with the City's

value-based procurement program, which takes into account certain

factors in the Bidder's work environment. For more information about

this program, please read SLC Administrative Rules, Procurement Roles Chapter 19 (See document 00 22 18, Article 1.2 paragraph "A" for a ATTENTION TO CONTRACTORS: On Tuesday, July 8, 2021, at 8:00 a.m., a pre-bid conference will be held online via Webex. Specific meeting instructions will be found on SciQuest prior to the meeting. Attendance

is highly encouraged. All contractors intending to submit a bid are invited to attend to obtain relevant information concerning the project. Bidders are advised that information affecting drawings, specifications, conditions, Scope of Work, etc., may be discussed. OWNER assumes no obligation to disclose information discussed at the pre-bid conference to Bidders who do not attend. Absent Bidders assume all risk of failure

The work to be performed consists of furnishing and installing the equipment, facilities, services, and appurtenances indicated in the Contract Documents. The Work generally includes, but is not limited to, clearing bridge decks, drains, and joints, hot-pour joint sealant.

The City reserves the right to reject any or all bids or to waive any informality or technicality in any Bid if deemed to be in the best interest

In compliance with the Americans with Disabilities Act (ADA), the following information is provided: FAX number 801.535-6093. TDD Number 801.535-6219, contact person: Dan Hanover, 385-315-0795, City Engineer's Office. If assistance is required, please contact the above office 72 hours before the bid opening.

Publication: June 27, July 4, and July 11 SLT0012844

#### **LEGAL NOTICE**

The Wyoming State Parks, Historic Sites & Trails is seeking Requests for Information (RFI) for development of concession management opportunities at Hot Springs State Park, Thermopolis, WY. RFI information can be found on the following web page www.wyoparks.wyo.gov, obtain copies at 2301 Central, Barrett Bldg., 4th Floor, Cheyenne, WY, 82002, Attention: Julie Huntley available by writing the above address, calling 307-777-6025, or emailing julie.huntley@wyo.gov. SLT0012814

Request for Qualifications for Professional Services for Teton County, Wyoming

Teton County is issuing this Request for Qualifications ("RFQ") in search of consultants/environmental engineers that have expertise and experience in the field of Water Quality Management Planning. Teton County seeks a consultant to enter into a process of study and planning to shape the current understanding of existing and potential future human induced threats to both surface water and groundwater quality and develop strategies for properly managing them. This project requires the support of a consultant team with a wide range of engineering, environmental, technical, public engagement, and administrative services to assist Teton County, Wyoming, in bringing to completion the development of a Comprehensive Water Quality Management Plan. Specific areas of expertise sought include: Community Water Planning; Wastewater Planning; sewer plant engineering; onsite septic system engineering; drinking water system planning and engineering; source water protection planning; surface and groundwater quality management; natural resources mapping and data analysis; coordination with multiple governmental entities; meeting/group/project coordination, management and facilitation; non-point source pollution; and, Wyoming's regulatory structure governing water. Organized and proactive management of this large planning project with multiple governmental agencies and interested stakeholders is also key to the project's success.

Professional services will require close coordination with all project partners, including Teton County, the Town of Jackson, Protect Our Waters Jackson Hole (POWJH), and the Teton Conservation District (TCD).

A mandatory pre-proposal session (via online virtual platform) is scheduled for Thursday, July 29, 2021, 38 2pm (MDT) to provide an overview of the project goals, objectives, and possible scope of work items as well as answer questions from interested firms. All interested firms are REQUIRED to attend this session. Please use the following link to join this meeting: https://us02web.zoom.us/j/89265715978.

Interested parties are directed to the Public Purchase website to access the full RFQ documents: (www.publicpurchase.com, bid id # 144371). Respondents must register (free) on the website to access the RFQ and respond to it. Questions regarding the RFQ may be posted on the Public Purchase website, and teams are encouraged to submit questions in advance of the mandatory pre-proposal session. Responses to questions, as well as any RFQ addenda, will be posted, and both questions and answers will be available to all respondents. Proposals shall be submitted via the Public Purchase website. Proposals are due on Finding, August 6, 2021, by no later than 5pm (MIDT).

Teton County reserves the right to reject all proposals and to waive informalities and irregularities in proposals.

Publish as a legal ad:

- Jackson Hole News and Guide on Wednesdays, July 7, 14, and 21,
- Idaho Falls Post Register, the Salt Lake Tribune, and the Casper Star Tribune on Sundays, July 11 and 18, 2021

#### SLT0012847

#### **LEGAL NOTICE**

#### Notice of Proposed Rule: Proposed Threatened Status for Resoldantk

The U.S. Fish and Wildlife Service (Service) is proposing to reclassify the razorback sucker (*Xyrauchen texanus*) from an "endangered" to a "threatened" species under the Endangered Species Act, with a proposed 4(d) rule. The Service invites comments from the public on this proposed rule, which we published in the Federal Register on July 6, 2021. Copies of the proposed rule and other information about this issue are available online at http://www.regulations.gov under docket FWS-R6-ES-2020-0057 or by calling the Upper Colorado River Endangered Fish Recovery Office at 303-236-4573. If you use a telecommunications device for the deaf (TDD), please call the Federal Information Relay Service (FIRS) at 1-800-877-8339.

The razorback sucker is a freshwater fish species endemic to warm-water portions of the Colorado River basin in the southwestern United States, uniquely identified by a bony, dorsal keel (ridge) located behind its head. Recovery efforts have improved the condition of this unique fish species such that it is no longer in danger of immediate extinction. Despite the continued conservation progress for the razorback sucker, stressors continue to impact this native fish species, most notably the threat of predation and competition from non-native predators, such that we propose to reclassify the razorback sucker as a threatened species. The proposed special rule under section 4(d) of the Endangered Species Act would mean the Service no longer regulates "take" of razorback sucker resulting from certain conservation actions that benefit the razorback

The Service invites public comment on the proposed rule for a 60-day period. After the public comment period, the Service will decide if the rule should be approved, revised, or withdrawn. This process encourages the participation of all interested parties, including the general public. Comments and materials from all interested parties must be postmarked caived by September 5, 2021, All comp either to the Federal Rulemaking Portal at http://www.regulations.gov by following the instructions for submitting comments or by U.S. mail to Public Comments Processing, Attn: FWS-R6-ES-2020-0057; U.S. Fish and Wildlife Service Headquarters, MS: BPHC, 5275 Leesburg Pike, Falls Church, VA 22041-3803. We will not accept emails or faxes. We will post all comments on http://www.regulations.gov, which generally means that we will post any personal information provided through the process.

Requests for a public hearing on this proposal must be received by August 21, 2021, within 45 days of this announcement. Such requests should be sent to Public Comments Processing, Attn: FWS-R6-ES-2020-0057; U.S. Fish and Wildlife Service Headquarters, MS: BPHC, 5275 Leesburg Pike, Falls Church, VA 22041-3803. For the immediate future, we will provide these public hearings using webinars that will be announced on the Upper Colorado River Endangered Fish Recovery Office's website at <a href="http://coloradoriverrecovery.org">http://coloradoriverrecovery.org</a>, in addition to the Federal Register. The use of these virtual public hearings is consistent with our regulation at 50 CFR 424.16(c)(3).

#### **PUBLIC NOTICE**

All former workers of Salt Lake Mattress and Manufacturing Company DBA Serta Restonic, Sunset Apparel, Sunset Manufacture, Salt Lake City, Utah, have recently been approved by the Department of Labor to apply for Trade Adjustment Assistance (TAA) and Reemployment Trade Adjustment Assistance (RTAA) under the Trade Adjustment Assistance Reauthorization Act of 2015 according to Justin Williams, Unemployment Insurance (UI) Program Director with the Utah Department of Workforce Services (DWS).

Trade Act benefits are available to workers who have been laid off totally or partially on or after December 12, 2018, through December 12, 2020. All workers threatened with total or partial separation are eligible to apply for adjustment assistance during that same time period, as well. Affected workers may qualify for training, job search, and relocation allowances even if they do not qualify for Trade Readjustment Allowances (TRA). Affected workers over 50 years of age may choose the RTAA program. This is a subsidy for re-employment wages that are less than the former tradeaffected wage. Those eligible for TRA/RTAA can also qualify for Health Coverage Tax Credit (HCTC) through the IRS.

To receive TRA (income support payments), workers must meet the enrollment requirements, or have a waiver and worked at least 26 weeks within a 52-week period, and earned \$30 or more a week. Inquire with the TRA Unit at the DWS UI Claims Center to obtain more specific information.

For more information, please contact your nearest DWS employment center to apply for TAA benefits. To file a claim for UI benefits, contact the UI Claims Center or visit jobs.utah.gov, [Salt Lake/So. Davis County 801-526-4400; Weber/North Davis County 801-612-0877; Utah County 801-375-4067; and elsewhere in the state and out of state 888-848-0688]. To file a TRA claim, contact a TRA Specialist. For additional information on this notice, contact the TRA Unit or Catherine Rolling, TRA Coordinator, at 801-526-9547 or crolling@utah.gov. SLT0012989

#### 54 Storage

#### **Taylorsville Ut**

Notice is hereby given by 54 Storage, which the following property in the  $\,$ storage facilities at 3852 W 5400 S, Taylorsville, UT 84129 will be sold at said premises. The said lien parties and the public may bid at the time of

July 17, 2021, at 8:00 A.M. Unit C3- Alvernon Boltis: Furniture, décor, lawnmower, misc. items; Unit C4- Alvernon Boltis: Furniture, décor, clothing, misc. items; Unit C6- Alvernon Boltis: Furniture, clothing, décor, bikes, misc. items; Unit C7- Alvernon Boltis: Furniture, electric bike, bikes, fake plants, décor, misc. building supplies; Unit C8- Alvernon Boltis: Furniture, glass, lamps, home décor, misc. items.

SLT0012948

THE SALT LAKE TRIBUNE **D8** » Sunday, Jul 11, 2021

### Even pro golfers turn to remote learning

By PAUL SULLIVAN

The New York Times

It has been well over a year since Lucas Herbert, the Australian golfer who won the Irish Open last week and is playing in this week's Scottish Open, regularly hit balls in front of his swing coach, Dominic Azzopardi. The coronavirus pandemic has been the reason for their separation, but it has not stopped the work they do.

With Herbert living in Orlando, Florida, and Azzopardi in Queensland, traveling has not been possible, particularly with a strict quarantine for people entering Australia.

Instead, the men went virtual last summer, using the golf teaching app Skillest during the lockdown to film Herbert's swings, send annotated feedback from coach to player and even have live sessions — albeit early morning for Herbert and late night for Azzopardi. The men, who missed working side-by-side, said the system had worked surprisingly well.

"It's 10:30 p.m. in the evening here, and Lucas is about to go and practice at 8:30 a.m., so the time zones make it so different," Azzopardi said. "Instead, I wake up and see his swings, view them, draw lines on them and do a voice-over. It's just been a really easy way to communicate."

Herbert said not having his coach with him was different at first. But the connection through the app has worked well.

"I'm quite visual," Herbert said. "I like to see what I want to change, what's going well, in front of me. The app is good for that. I can put a picture to my mind to see and a voice to guide me."

Teaching apps to connect pros with their coaches - but also average golfers with experienced teachers - had been growing in popularity for a few years before the pandemic. But in lockdown, players searched for ways to get better. Because players were stuck indoors, away from other golfers and nowhere near a coach, this teaching technology slowly boomed.

"We've tripled in size in the past 12 months," said Baden Schaff, co-founder and director of instruction of Skillest. "I've always known that it was right for the elite players in the game. They've always interacted to a degree like this with their coaches. What's more exciting is the average person has more interaction with their coach and is getting what elite players have always had."

Schaff, who has been a teaching professional in England, Singapore and Australia, said elite players sought regular coaching weekly, if not daily, so the stayat-home orders in the pandemic

forced them to seek other ways to keep that feedback going in a remote way.

"The elite players get better because they have constant feedback from the best coaches in the world," he said. "When an average player comes back every three or four weeks, you don't progress because you don't hold on to what you're working on. The elite players have the ability to come back the next day and the day after that. That's why they get better."

Herbert, who tied for fourth at last year's Scottish Open and is ranked in the top 100 in the world, said he had worked in person with Azzopardi for about a decade. Not working with him in person was strange at first.

But the alternative of flying home to Australia while the country was under strict quarantine restrictions was worse. "I struggled last year when I did the two-week quarantine," he said. "I have nothing to do on a computer. I felt I had nothing to do for the whole day."

So they started meeting through the app and analyzing video of his swing.

Azzopardi sees the value as twofold. The time zone difference gives him more time to analyze the videos of what Herbert is doing right and wrong. It is different from having to react in person. Like other teachers on the platform,

change for using the Skillest technology, the company takes a cut.

The Skillest system also allows Azzopardi to store videos of Herbert's swings, so they can go back to the times when he was playing well and look at what has changed if he is playing poorly.

Skillest, which charges \$80 to \$400 a month for instruction depending on the frequency and the coach's reputation, has company among apps seeking to entice amateurs into a level of scrutiny typically reserved for professionals. Each app has a slightly different approach, but they are seeing pro and amateur customers increase.

"Everyone goes through that period when you're really flushing it for two weeks or a month," said Jeehae Lee, CEO of Sportsbox AI, who played professionally for five years, with three of those on the LPGA tour. "If you have that data you can go back and review it. Imagine you're Bryson DeChambeau, and it's 10 p.m., and you're on the range. You can look at this and say that is a good swing."

Stephen Ames, who won the Players Championship in 2006 and now plays on the PGA Tour Champions, said during lockdown at home in Trinidad and Tobago that he began scrolling through Instagram like other bored golfers. He landed on an instructor

Azzopardi sets his fee and, in ex- in Canada, Shauheen Nakhjavani, and liked what he was posting. So Ames sent him a direct message like a fan, not someone with 13 professional victories.

Pretty soon they were mixing in-person and virtual coaching. But after finishing second at a Champions Tour event where fans and coaches were not allowed to attend, he was hesitant to reach out for virtual coaching.

"It's not that coaches are hands on," Ames said. "They're looking with their eyes. And I realized it was the same with the camera."

But when he did, it worked.

Nakhjavani, who has taught on Skillest since 2017, said he came to coaching through math and science. The analytical aspect of coaching elite players and amateurs online appealed to how he looked to solve problems.

"How I explain the golf swing is more or less the same to professionals and amateurs," said Nakhjavani, who also teaches in person. "Professional golfers ask more detailed questions, and they're really good at practicing and knowing how much time to spend on it.

"You have to be way more structured with the recreational golfer and continuously communicate with them to keep them on the train tracks. It's almost more important to the recreational player," Nakhjavani said.

#### Jobs

INFORMATION TECHNOLOGY

Target Enterprise, Inc. is seeking a full-time Senior Software Engineer at our offices in Salt Lake City, UT. The Senior Software Engineer is responsible for building the best omni-channel platform for selling connected devices by designing, coding, integration, support, and maintenance of the application. This position requires a Bachelor's degree or equivalent in Electrical and Electronics Engineering, Electronic Engineering, Computer Engineering, or a related field and 5 years related (progressive, postbaccalaureate) experience. Must also have 12 months of experience (which may have been gained concurrently) with each of the following: (1) designing and developing RESTful services using Spring Boot and ORM frameworks; (2) working in an Agile environment; (3) diagnosing, isolating and debugging software problems and perform problem resolution; (4) maintaining existing software systems by identifying and correcting software defects; and (5) utilizing the following technologies: Activiti Workflow Engine, Mongo Db, Postgres Db, Kotlin, Drone, Groovy, Java, J2EE, Apache Tomcat, Springboot 2.0, Spring 5.0, Cassandra, Kafka, Gradle, Jenkins, JIRA, Git, UNIX, Splunk, Kibana, Grafana, Spinnaker, IntellJIdea, and GCP. Position includes a telecommute benefit within commuting distance to a Salt Lake Cityarea Target office, as directed. Please apply online at https://cor-

INFORMATION TECHNOLOGY

porate.target.com/careers/.

Gameplay Programmer(s) to join Epic Game's Engrg team at S. Jordan, UT Studio. Min req MS degree in Entmt Arts & Engrg, or closely related & 3 yrs. Exp as a gameplay programmer in videogame ind. with: Designing & architecting software systems to meet req of game design. C++, C#, C & Lua & the ability to code & architect gameplay mechanics & tools. UE 4 with Blueprint expertise. Fixing bugs & issues by testing gameplay. Enhancing & extending gameplay systems. 2 comm mobile game releases-Adventure & FPS survival games. Also 2 yrs. Exp working on live service game. Must pass gameplay engrg test. Bkgd check. Multiple Openings. Go to www.epicgames.com/careers, click on "See All Open Positions", select the "Job Title," and click "Apply," OR send an e-mail to jobs@epicgames.com.

INFORMATION TECHNOLOGY Associate w/ Goldman Sachs Ser-

vices LLC in Salt Lake City, UT. Associate in the Enterprise Tech Operations (ETO) bus unit, providing specialist production support for the ETO engg products for the firm. Work as a specialist in AppBank Operations to provide production support for ETO Engg products used across the firm like Fabric (Monitoring), Pulse (Metrics), Big Data Logging Service (Logging) etc. Reqs: Master's deg (U.S or foreign equiv) in Comp Sci, Electrical or Electronics Engg or rel field & 3 yrs of exp in the job offered or a rel role OR Bach deg (U.S. or foreign equiv) in Comp Sci, Electrical or Electronics Engg or rel field & 5 yrs of exp in the job offered or a rel role. Job Code: ENGG5242663. QUALIFIED AP-PLICANTS: Apply at gs.com & click on "Careers." NO PHONE CALLS PLEASE. ©The Goldman Sachs Group, Inc., 2021. All rights reserved. Goldman Sachs is an equal employment/affirmative action employer Female/Minority/ Disability/Veteran/Sexual OrientaINFORMATION TECHNOLOGY

Software Engineer — Sandy, UT & sites thruout US - Dsgn/dvlp/ config customized solutions incl. Salesforce community sites using full Salesforce toolset. Create/ maintain Salesforce fields, views, reports, dashboards, campaigns, objects, page layouts, custom objects & new apps. Dsgn/create/maintain users, roles, security settings, profiles, workflows, workflow rules & assignment rules. Dvlp architectural approach to meet key biz objectives. Write test class code coverage & execute unit tests. Dsgn/dvlp docs & reports using Conga Composer. Translate biz regs into detailed tech specs; perform build activities to deliver a solution from dsgn stage to a func'l app. Utilize analysis & diagramming tools to represent biz processes. Utilize Visualforce, APEX programming, Force.com APIs, Lightning & Web Services. REQ: MS Comp Sci or related + min. 1 yr related exp. Resume: Altius Technologies, 9547 South 700 E, STE 200, Sandy, UT

INFORMATION TECHNOLOGY Vice President w/ Goldman Sachs

Services LLC in Salt Lake City, UT. Network Frontline Resolution Engineer position w/ a focus on troubleshooting networks & connectivity issues. Troubleshoot complex network issues both at the device-level & network-level, in a multi-vendor environment. Reqs: Bach deg in Comp Sci, Comp Info Systems or a rel field. Employer will accept single deg or any combination of degs, certificates &/or prof'l work exp where determined to be equiv to U.S. bach deg by a qualified credential evaluation service. Min 5 yrs of exp in the job offered or in a rel role. Job Code: ENGG5407237. QUALIFIED APPLICANTS: Apply at <u>gs.com</u> & click on "Careers." NO PHONE CALLS PLEASE. ©The Goldman Sachs Group, Inc., 2021. All rights reserved. Goldman Sachs is an equal employment/affirmative action employer Female/ Minority/Disability/Veteran/Sexual Orientation/Gender Identity

INFORMATION TECHNOLOGY Associate w/ Goldman Sachs Services LLC in Salt Lake City, UT. Specialist in AppBank Operations responsible for supporting enterprise messaging products for the Firm. Provide production support for enterprise messaging products. Reqs: Bach deg (U.S. or foreign equiv) or Master's deg (U.S. or foreign equiv) in Comp Sci, Electrical or Electronic Engg or a rel tech field. Min 5 yrs of exp w/ a Bach deg or 3 yrs of exp w/ a Master's deg in the job offered or a rel role w/in the tech industrv. Job Code: ENGG5258194. QUALIFIED APPLICANTS: Apply at gs.com & click on "Careers. NO PHONE CALLS PLEASE. ©The Goldman Sachs Group, Inc., 2021. All rights reserved. Goldman Sachs is an equal employment/affirmative action employer Female/ Minority/Disability/Veteran/Sexual Orientation/Gender Identity

CHEF

Head Chef wanted for Bambu in Salt Lake City. Culinary arts experience required. Contact Kami for more information: kamichiem@yahoo.com

INFORMATION TECHNOLOGY Motorola Solutions, Inc. has an opening in West Valley City, UT, for a Sr. Software Engineer to develop requirements, code, and create unit and other automated testing solutions for enterpriselevel systems and services (Job ID R13507 and R13508). To apply for a position or positions, go to https://motorolasolutions.wd5. myworkdayjobs.com/Careers and

search job ID#. EEO/fully supports affirmative action practices.

INFORMATION TECHNOLOGY

Vice President w/ Goldman Sachs Services LLC in Salt Lake City, UT. Responsible for providing support to the Firm's critical apps that leverage multiple database platforms, incl ensuring the health, performance & availability of systems, achieving the desired outcomes of those apps, & assuming responsibility for performance tuning & database queries. Provide support for SAP ASE/ Replication/IQ & IBM DB2 standardization programs from design, dvlpmnt & implementation. incl security. Reqs: Bach deg (U.S. or foreign equiv) in Comp Sci, Info Systems, or a rel field & 5 yrs of exp in the job offered or a rel role OR Master's deg (U.S. or foreign equiv) in Comp Sci, Info Systems, or a rel field & 3 yrs of exp in the job offered or a rel role. Job Code: ENGG5216549. QUALIFIED AP-PLICANTS: Apply at <u>gs.com</u> & click on "Careers." NO PHONE CALLS PLEASE. ©The Goldman Sachs Group, Inc., 2021. All rights reserved. Goldman Sachs is an equal employment/affirmative action employer Female/Minority/ Disability/Veteran/Sexual Orientation/Gender Identity

#### **ENGINEERING**

Micron Technology Utah, LLC. has openings for Wet- Process Owners in Lehi, Utah. Responsible for directing and sustaining improvement efforts for quality, throughput, cost, and yield in the process engineering areas. Mail resume to Amberley Johnson, 8000 S. Federal Way, Boise, Idaho 83716. Please reference Job #10878.3505.

#### CONSTRUCTION Construction Laborer

Mery Floor Coverings 2 positions, min. 6 months West Jordan, UT Contact Nicole Mery at mery99@msn.com or (801) 647-7035

FINANCE

Associate w/ Goldman Sachs & Co. LLC in Salt Lake City, UT. Utilize the firm's systems & knowledge of the firm's risk appetite on a dayto-day basis to review & approve requests for employees' private investments & participate in outside activities. Provide guidance to the firm's employees on appropriate interpretation & application of policies/procedures related to private investments & outside activities. Reqs: Bach deg (U.S. or foreign equiv) in Fin, Mgmt, Law or rel field in bus or law. Min 2 yrs of exp in the role offered or a rel compliance role. Job Code: COMP5228447. QUALIFIED AP-PLICANTS: Apply at gs.com & click on "Careers." NO PHONE CALLS PLEASE. ©The Goldman Sachs Group, Inc., 2021. All rights reserved. Goldman Sachs is an equal employment/affirmative action employer Female/Minority/ Disability/Veteran/Sexual Orientation/Gender Identity

#### Classifieds

\* AFFORDABLE \* Complete General Clean-Up Raking Leaves, Flower Beds, Weeding, Shrubs, Tree Service, Haul. Free Est. 891-595-1912

**HAULING** ANGEL'S HAULING #1 Spring Clean-Up, Bsmts, Yards, Demo. Anything. Anytime. Lic./Ins. 801-897-9297

**ROOFING** TAYLORSVILLE ROOFING Licensed & Insured 801-604-4625

**ANALYST** 

Programmer Analyst — Design, develop, test & implement application s/w utilizing HTML5, CSS3, Bootstrap, JavaScript, JQuery, AJAX, Typescript, JSON3, Angular JS, SOAP, Node.JS, SASS(SCSS), SQL server, Grunt, Jasmine, Karma. Must be willing to travel & relocate to unanticipated client locations throughout the US. Regs MS in Sci, Comp Sci, Eng or rel w/ 2 yrs of exp. Mail resumes to Jobs N Profiles LLC, 9980 South 300 W, Ste 200, Sandy, UT 84070.

**ANALYST** Tablerock Capital seeks a Financial

Analyst in Draper, UT: engaging in financial analyst duties for a real estate private equity firm. Telecommute position (can live anywhere in the U.S.). E-Mail resumes: careers@tablerock-capital.com

INFORMATION TECHNOLOGY

Senior Engineer, Software sought by Social Finance, Inc. in Salt Lake City, UT. Perform full development life cycle from project requirement to deployment. Tele-commuting permitted. Apply @ www.jobpostingtoday.com

**ACCOUNTING** 

Deloitte Tax LLP seeks a Tax Senior in Salt Lake City, UT to assist clients to balance compliance details & long-term tax strategies as well as understand national, state & local, & int'l tax structures & align tax functions w/ bus. objectives. To apply visit https://jobs2. deloitte.com/us/en. Enter XSF-H22FT0621SLC1 in 'Search jobs" field. EOE, including disability/

**ENGINEERING** 

DigiCert Inc., Site Reliability Engineer, Lehi, Utah. Design & develop solutions, document design specifications, installation instructions, & other system-related information. May telecommute. Mail CV to Alison Arnold, 2801 North Thanksgiving Way, Ste 500, Lehi, Utah, 84043. Refer job ID:

#### MECHANIC

1Nation Auto, LLC is hiring Automobile Mechanic. US/Foreign equiv Mech TRNG in a Vocational School. 12 months exp in automotive mechanic. Certified as a Technician by KIA, Ford, or Toyota. Layton, UT. No relocate. Resumes to <u>1nationauto@gmail.com</u>

#### **PUBLIC NOTICE**

Little Cottonwood Canyon Levironmental Canyon

The Utah Department of Transportation (UDOT) is conducting an Environmental Impact Statement (EIS) for Little Cottonwood Canyon and Wasatch Boulevard to improve the reliability, mobility and safety for all users on S.R. 210 from Fort Union Boulevard through the Town of Alta. UDOT has identified two preferred alternatives in the Draft EIS that are available for public review and comment on the project website.



**COMMENT PERIOD OPEN JUNE 25 - AUGUST 9, 2021** Comments may be submitted through the website, email, public hearings, voicemail or written letter. Visit the website for more details.

#### IN-PERSON PUBLIC HEARING

July 13, 2021

Presentation 6:00-6:30 p.m. Hearing 6:30-8:30 p.m.

Open House 4:30-8:30 p.m. | BUTLER MIDDLE SCHOOL 7530 South 2700 East Cottonwood Heights, UT 84121

#### VIRTUAL PUBLIC HEARING

July 20, 2021

Presentation 6:00-6:30 p.m. Hearing 6:30-8:30 p.m.

For more information on the public hearings and Draft EIS, visit:

#### LittleCottonwoodEIS.udot.utah.gov

Individuals needing special accommodations (including auxiliary communications aids and services) for the virtual hearing should notify the project team at 801-200-3465 or LittleCottonwoodEIS@utah.gov by July 13, 2021.

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.









#### **NOTIFICATION - Draft EIS Available on Website**

1 message

Little Cottonwood EIS Project Team < littlecottonwoodeis@utah.gov>

Fri, Jun 25, 2021 at 10:02 AM

Reply-To: littlecottonwoodeis@utah.gov To: littlecottonwoodeis@utah.gov

Can't read or see images? View this email in a browser

# Little Cottonwood Canyon Environmental IMPACT STATEMENT S.R. 210 | Wasatch Blvd. to Alta

## Two Preferred Alternatives Identified In Draft EIS Public comment period open June 25 - August 9

#### ALTERNATIVE IMPACTS SUMMARY

ALTERNATIVE	Meets Project Purpose and Reed									
	å	Substantially Reduce Vehicle Backup Distance from S.R. 209/S.R. 210 Intersection (Feet)		Reduced (Build Environment Impacts					Cests	
	Substantially Improve Average Per Person Travel Time (Across all travel modes for each user)	On S.R. 209	On S.R. 700	Visual change	Air quality standards exceeded	(mpacted noise receptors	Water quality standards exceeded	Relocations	(\$) Capital costs	D&M cost
No-Action Alternative	80-85 MIN	6,700	13,000	None	No	173	No	0	9	-
ENHANCED BUS  NO ADDITIONAL ROADWAY CAPACITY IN LCC	46 MIN	1,275	4,300	Low	No	173 + 57 No-action Alternative baseline noise repact	No	(already acquired)	\$355 M	\$141 Winte
ENHANCED BUS WITH ROADWAY WIDENING FOR PEAR-PERIOD (SHOULDER LANE) IN LCC	37 HIN	350	3,050	Medium	No	173 + 60 No-action Affernative baseine reas repart	No	1 (already accured)	\$510 M	\$117 Wester
ONDOLA A (FROM LCC PARK-AND-RIDE) WITH SUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY IN LCC	46 MIN	350	3,050	High	No	173 + 57 No-action Alternative baseline noise empact	No	(already acquired)	\$561M	\$9.5 Winte \$5 M Summ
GONDOLA B (FROM LA CAILLE) WITH BUS FROM MOBILITY HURS NO ADDITIONAL ROADWAY CAPACITY IN LCC	43 MIN Dryving to base station: 45 MIN Bus to base station	350	3,050	High	No	173 + 57 No-action Alternative baseline roose impact	No	1 (stready acquired)	\$592M	\$7.61 Winter \$3.M Summe
COG RAIL (FROM LA CAILLE) WITH BUS FROM MOBILITY HURS NO ADDITIONAL ROADWAY CAPACITY IN ECC	43 tem Driving to base station 45 tem Bus to have station	350	3,050	Medium	No	173 + 58 No-action Alternative besidne noise impact	No	(already acquired)	\$1.106B	\$7 M Winter \$2.21 Summ

Thank you for your continued interest in the Little Cottonwood Canyon Environmental Impact Statement (EIS). The Utah Department of Transportation (UDOT) has identified two preferred alternatives to improve transportation in Little Cottonwood Canyon in the Draft EIS. In the Final EIS, UDOT will identify a single preferred alternative.

To identify the preferred alternatives, UDOT considered an alternative's ability to substantially improve transportation-related safety, reliability, and mobility for all users on S.R. 210 from Fort Union Boulevard through the Town of Alta. UDOT also considered an alternative's environmental impacts, which includes water quality, air quality, and visual and noise impacts, among others.

Based on the technical analysis conducted, UDOT identified the Enhanced Bus Service in Peak-Period Shoulder Lane as the alternative that best improves mobility and the Gondola Alternative B (base station from La Caille) as the alternative that best improves reliability.

The Enhanced Bus Service in Peak-Period Shoulder Lane Alternative offers bus-only shoulder lanes on S.R. 210 (from N. Little Cottonwood Road to the Bypass Road) to be used during peak travel times. With this alternative, bus service is removed from congestion and able to pass slower moving traffic in the general-purpose lane, providing direct service to each destination. Those using the bus service would have the option of parking at either the gravel pit mobility hub (located at the mouth of Big Cottonwood Canyon) or at 9400 S and Highland, with a bus departing every 5 minutes to each ski resort. Of the alternatives examined, this alternative offers the fastest travel time, the second lowest cost and when not in use, the shoulders could be used by pedestrians and cyclists.

The Gondola B Alternative would construct a base station approximately one mile from the mouth of Little Cottonwood Canyon (from La Caille) and offer direct service to each destination. Each gondola could hold up to 35 people and travelers could expect a cabin to arrive every two minutes. The Gondola base station includes 1,500 parking spaces, reducing the need for passengers to use

bus service from the mobility hubs. The gondola alternative can operate independently of S.R. 210, avoiding delays related to snow removal, avalanche mitigation, crashes, slide offs and traffic. This alternative has the highest visual impacts but low impacts to wildlife movement, climbing boulders and the watershed compared to the other alternatives.

In addition to the preliminary preferred alternatives, other elements have also been developed that would be combined to support each alternative. These include snow sheds (concrete structures built over the roadway to keep it clear of snow in case of avalanches); mobility hubs (larger-capacity park-and-ride lots with transit service); widening and other improvements to Wasatch Boulevard; tolling or single occupancy restrictions; addressing trailhead parking and eliminating winter roadside parking above Snowbird Entry 1.

Additional information on the preferred alternatives and these elements can be reviewed on the project website.



Please watch the Draft EIS overview provided by UDOT Project

Manager Josh Van Jura to learn more about the preferred alternatives

and EIS process.



#### Public Hearings To Be Held On July 13 & 20

In-person hearing on July 13 & virtual hearing on July 20

Today is the start of a 45-day Draft EIS public comment period from June 25 until August 9, 2021. UDOT is seeking public comment on the preferred alternatives, the environmental impacts associated with each, and other transportation performance considerations. Comments may be submitted at the public hearings, through the website, email, voicemail or sending a letter to the address found in the Contact Us section.

Along with the public comment period, UDOT will host an in-person public open house and hearing on July 13 to review the alternatives and answer questions during the open house portion, along with a virtual presentation and public hearing on July 20. Both public hearings will be live-streamed on the project Facebook Group and the in-person hearing will also be live-streamed to

the LIDOT Cottonwoods Instagram. Recordings will be posted on the project website the following day, details on the public hearings and how to participate are posted on the project website.

July 13 In-Person Hearing Guide

**July 20 Virtual Hearing Guide** 

View the video below for more information on the environmental study process the Little Cottonwood Canyon EIS is following.

As a reminder, commenting on the Draft EIS is not a vote on an alternative or action, but an opportunity to provide the project team with input regarding the environmental analysis or other factors that UDOT should consider in making a final decision.



#### **Process and Timeline**



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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.

This email was sent by littlecottonwoodeis@utah.gov to littlecottonwoodeis@utah.gov Not interested? Unsubscribe | Update profile

HDR | Kansas, United States,



#### NOTIFICATION: Comment period extended to Sept. 3

1 message

Little Cottonwood EIS Project Team < littlecottonwoodeis@utah.gov>

Mon, Jul 12, 2021 at 3:00 PM

Reply-To: littlecottonwoodeis@utah.gov To: littlecottonwoodeis@utah.gov

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## Draft EIS public comment period extended to 70 days Comment period now extends from June 25 - September 3

Thank you for your continued interest in the Little Cottonwood Canyon Environmental Impact Statement (EIS). During the current public comment period for the Draft EIS, the Utah Department of Transportation (UDOT) has received requests to extend the length of the current review and comment period from 45 days, to either 60 days or 90 days.

The public review period established by the National Environmental Policy Act (NEPA) for a Draft EIS is a minimum of 45 days after publication in the Federal Register. The Federal Highway Administration establishes a maximum 60-day comment period but does allow the lead agency (in this case, UDOT) to extend and exceed the comment period for good cause.

Based on the review of comments thus far and these considerations, UDOT has decided to extend the comment period to 70 days to allow for a more thorough review of the Draft EIS. The comment period will now end on Friday September 3, 2021.

UDOT is seeking public comment on the preferred alternatives, the environmental impacts associated with each, and other transportation performance considerations. Comments may be submitted at upcoming public hearings, through the <a href="website">website</a>, <a href="emailto:

All comments received through formal channels are viewed equally. Verbal comments made during the hearings are not given preference in the Final EIS.

Electronic comment submissions (website, email) that included an email address should expect an emailed confirmation of receipt. UDOT's responses to comments made during the formal Draft EIS comment period will be included in the Final EIS.

#### Two preferred alternatives identified in Draft EIS



UDOT has identified two preferred alternatives to improve transportation in Little Cottonwood Canyon in the Draft EIS. In the Final EIS, UDOT will identify a single preferred alternative.

To identify the preferred alternatives, UDOT considered an alternative's ability to substantially improve transportation-related safety, reliability, and mobility for all users on S.R. 210 from Fort Union Boulevard through the Town of Alta. UDOT also considered an alternative's environmental impacts, which includes water quality, air quality, and visual and noise impacts, among others.

Based on the technical analysis conducted, UDOT identified the Enhanced Bus Service in Peak-Period Shoulder Lane as the alternative that best improves mobility and the Gondola Alternative B (base station from La Caille) as the alternative that best improves reliability.

In addition to the preliminary preferred alternatives, other elements have also been developed that would be combined to support each alternative. These include snow sheds (concrete structures built over the roadway to keep it clear of snow in case of avalanches); mobility hubs (larger-capacity park-and-ride lots with transit service); widening and other improvements to Wasatch Boulevard; tolling or single occupancy restrictions; addressing trailhead parking and eliminating winter roadside parking above Snowbird Entry 1.

Detailed information on the preferred alternatives and these elements can be reviewed on the project website.



Please watch the Draft EIS overview provided by UDOT Project

Manager Josh Van Jura to learn more about the preferred alternatives

and EIS process.



#### Public Hearings To Be Held On July 13 & 20

In-person hearing on July 13 & virtual hearing on July 20

Along with the public comment period, UDOT will host an in-person public open house and hearing on July 13 to review the alternatives and answer questions during the open house portion, along with a virtual presentation and public hearing on July 20.

Both public hearings will be live-streamed on the project Facebook Group and the in-person hearing will also be live-streamed to the UDOT Cottonwoods Instagram.

Details on the public hearings and how to participate are posted on the project website. Recordings of the hearings will be posted on the project website the day following each hearing.

**July 13 In-Person Hearing Guide** 

**July 20 Virtual Hearing Guide** 

View the video below for more information on the environmental study process the Little Cottonwood Canyon EIS is following.

As a reminder, commenting on the Draft EIS is not a vote on an alternative or action, but an opportunity to provide the project team with input regarding the environmental analysis or other factors that UDOT should consider in making a final decision.



**Process and Timeline** 

**PUBLIC SCOPING** DRAFT PURPOSE AND **ALTERNATIVES** DRAFT EIS FINAL EIS/ROD DEVELOPMENT AND REFINEMENT **NEED AND ALTERNATIVE** I Spring 2019 Winter Summer 2021 **SCREENING CRITERIA** 2021/2022 |Summer 2019 to |Summer 2020 to Spring 2020 Spring 2021 · Public Hearing · Notification of Open House • 40-day Public Open House 90-day Public Comment Period Comment Period \* 35-day Public Comment Period • 70-day Public action in the Federal Register **Comment Period** ONGOING STAKEHOLDER ENGAGEMENT

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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.

This email was sent by littlecottonwoodeis@utah.gov to littlecottonwoodeis@utah.gov Not interested? Unsubscribe | Update profile

HDR | Kansas, United States,



#### Public invited to open house & hearing for Little Cottonwood Canyon EIS project

1 message

**John Gleason** <jgleason@utah.gov> Bcc: bbinnebose@pennapowers.com

Mon, Jul 12, 2021 at 5:07 PM

## Public invited to open house & hearing for Little Cottonwood Canyon EIS project

Project team to provide important information on the gondola and enhanced bus service alternatives

#### WHAT:

The Utah Department of Transportation (UDOT) is hosting an in-person public open house to review the transportation alternatives being considered as part of the Little Cottonwood Canyon Draft Environmental Impact Statement (EIS).

UDOT has identified two preferred alternatives to improve transportation in Little Cottonwood Canyon in the Draft EIS: enhanced bus service in a dedicated shoulder lane and a gondola. In the Final EIS, UDOT will identify a single preferred alternative. In addition to the preliminary preferred alternatives, other elements like road widening, snow sheds and mobility hubs have also been developed to support the alternatives.

Based on the review of comments thus far and these considerations, UDOT has decided to extend the comment period to 70 days to allow for a more thorough review of the Draft EIS. The comment period will now end on Friday September 3, 2021. UDOT is also holding public hearings on July 13 and a virtual public hearing on July 20, 2021. Comments may be submitted at the public hearings, through the website or by sending an email, voicemail or letter to the addresses found in the Contact Us section.

#### WHO:

Josh Van Jura, UDOT Little Cottonwood Canyon EIS Project Manager (available for interviews 4:30-6 p.m.)

#### WHEN:

Tuesday, July 13 from 4:30 - 8:30pm

Open House 4:30 – 8:30 p.m.

Presentation 6:00 – 6:30 p.m.

Public Hearing 6:30 - 8:30 p.m.

#### WHERE:

Butler Middle School, 7530 S 2700 E, Cottonwood Heights, UT 84121

The public hearing and presentation will also be live-streamed on the project Facebook Group and UDOT Cottonwoods Instagram account, with recordings posted on the project website.

-UDOT-

#### **MEDIA CONTACT:**

John Gleason UDOT Public Information Officer jgleason@utah.gov 801-560-7740 Little Cottonwood EIS < littlecottonwoodeis@utah.gov> Example Public Hearing notification and availability of recording e-mails sent on 07/13/2021, 07/15/2021, 07/19/2021, 07/20/2021 and 07/21/2021

#### **REMINDER: Public Open House & Hearing Today**

1 message

Little Cottonwood EIS Project Team < littlecottonwoodeis@utah.gov>

Tue, Jul 13, 2021 at 9:36 AM

Reply-To: littlecottonwoodeis@utah.gov To: littlecottonwoodeis@utah.gov

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#### Public Hearings To Be Held On July 13 & 20

In-person hearing on July 13 & virtual hearing on July 20

Along with the public comment period, UDOT will host an in-person public open house and hearing tonight, July 13 to review the alternatives and answer questions during the open house portion, along with a virtual presentation and public hearing on July 20.

Please read the participant guides prior to attending to be aware of what to expect at each event.

In-Person Public Open House & Hearing July 13, 2021 4:30 – 8:30 p.m.

Butler Middle School 7530 S 2700 E, Cottonwood Heights, UT 84121

• Open House 4:30 – 8:30 p.m.

Presentation 6:00 – 6:30 p.m.

Hearing

6:30 – 8:30 p.m.

Both public hearings will be live-streamed on the <u>project Facebook Group</u> and the in-person hearing will also be live-streamed to the <u>UDOT Cottonwoods</u>
<u>Instagram</u>.

Details on the public hearings and how to participate are posted on the project website. Recordings of the hearings will be posted on the project website the day following each hearing.

If you are unable to attend tonight, all the open house materials are on the project website and comments are also being accepted through the website, email, voicemail or written letter. Contact information is listed on the Contact Us section of the website.

July 13 In-Person Hearing Guide

**July 20 Virtual Hearing Guide** 

**View All DEIS Materials** 

Two preferred alternatives identified in Draft EIS

#### ALTERNATIVE IMPACTS SUMMARY

ALTERNATIVE	Meets Project Purpose and Need									
	Substantially Reduce Vehicle Backup Distance from S.R. 209/S.R. 270 Intersection (Feet)		Halunal Dulk Environment Impacts					lesis		
	Substantially Improve Average Per Person Travel Time (Across all travel modes for each user)	On S.R. 209	On S.R. 710	Visual champs	Air quality standards exceeded	Impanded noise receptors	Water quality standards exceeded	Relocations	(\$) Capital costs	DBH costs
No-Action Alternative	80-85 MH	6,700	13,000	None	No	173	No	0	-	-
EMHANCED BUS NO ADDITIONAL ROADWAY CAPACITY IN LCC	46 MIN	1,275	4,300	Low	No	173 + 57 Mo-action Atternative baseline noise impact	No	(already adjuired)	\$355 M	\$14 M Winter
ENHANCED BUS WITH ROADWAY WIDENING FOR PEAN-PERIOD (SHOULDER LANE) IN LCC	37 HIN	350	3,050	Medium	No	173 + 60 No-ation Manatine basisine more impact	No	(already acquired)	\$510 M	Ş11 M Winter
ONDOLA A (FROM LCC PARK-AND-RIDE) WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROLOWAY CAPACITY IN LCC	46 MIN	350	3,050	High	No	173 + 57 No-action Alternative baseline noise impact	No	(stready acquired)	\$561M	\$9.5 N Winter \$5 M Summer
GONDOLA B (FROM LA CAILLE) WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY IN LCC	43 MIN Oriving to base station 45 MIN Bus to base station	350	3,050	High	No	173 + 57 No-action Alternative baseine noise impart	No	) (already acquired)	\$592 M	\$7.61 Winter \$3.M Summe
COG RAIL (FROM LA CAILLE) WITH BUS FROM MOBILITY HUES NO ADDITIONAL ROADWAY CAPACITY IN LCC	43 mm Oriving to base station 45 mm Bus to base station	350	3,050	Medium	Ho	173 + 58 No-action Atternative baseline noise impact	No	(already acquired)	\$1.106B	\$7 M Winter \$2.2 M Summer

UDOT has identified two preferred alternatives to improve transportation in Little Cottonwood Canyon in the Draft EIS. In the Final EIS, UDOT will identify a single preferred alternative.

To identify the preferred alternatives, UDOT considered an alternative's ability to substantially improve transportation-related safety, reliability, and mobility for all users on S.R. 210 from Fort Union Boulevard through the Town of Alta. UDOT also considered an alternative's environmental impacts, which includes water quality, air quality, and visual and noise impacts, among others.

Based on the technical analysis conducted, UDOT identified the Enhanced Bus Service in Peak-Period Shoulder Lane as the alternative that best improves mobility and the Gondola Alternative B (base station from La Caille) as the alternative that best improves reliability.

In addition to the preliminary preferred alternatives, other elements have also been developed that would be combined to support each alternative. These include snow sheds (concrete structures built over the roadway to keep it clear of snow in case of avalanches); mobility hubs (larger-capacity park-and-ride lots with transit service); widening and other improvements to Wasatch Boulevard;

tolling or single occupancy restrictions; addressing trailhead parking and eliminating winter roadside parking above Snowbird Entry 1.

Detailed information on the preferred alternatives and these elements can be reviewed on the project website.

View All DEIS Materials

View DEIS Executive Summary

View DEIS Fact Sheet

Submit Comment

Please watch the Draft EIS overview provided by UDOT Project

Manager Josh Van Jura to learn more about the preferred alternatives

and EIS process.



## Draft EIS public comment period extended to 70 days Comment period now extends from June 25 - September 3

Thank you for your continued interest in the Little Cottonwood Canyon Environmental Impact Statement (EIS). During the current public comment period for the Draft EIS, the Utah Department of Transportation (UDOT) has received requests to extend the length of the current review and comment period from 45 days, to either 60 days or 90 days.

The public review period established by the National Environmental Policy Act (NEPA) for a Draft EIS is a minimum of 45 days after publication in the Federal Register. The Federal Highway Administration establishes a maximum 60-day comment period but does allow the lead agency (in this case, UDOT) to extend and exceed the comment period for good cause.

Based on the review of comments thus far and these considerations, UDOT has decided to extend the comment period to 70 days to allow for a more thorough review of the Draft EIS. The comment period will now end on Friday September 3, 2021.

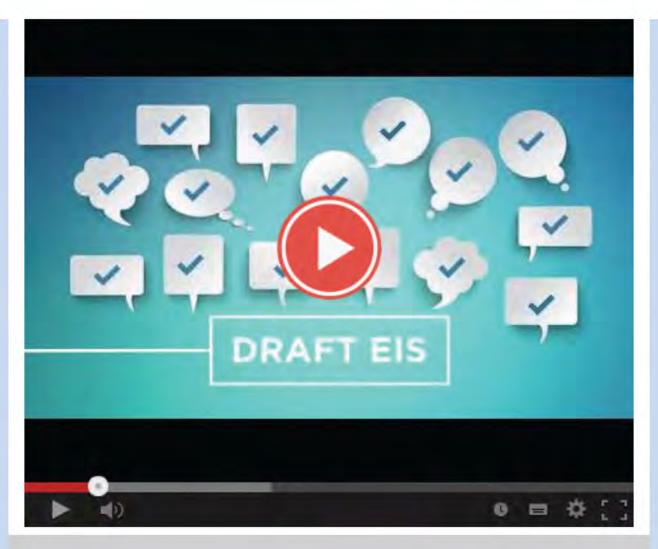
UDOT is seeking public comment on the preferred alternatives, the environmental impacts associated with each, and other transportation performance considerations. Comments may be submitted at upcoming public hearings, through the <a href="website">website</a>, <a href="emailto:

All comments received through formal channels are viewed equally. Verbal comments made during the hearings are not given preference in the Final EIS.

Electronic comment submissions (website, email) that included an email address should expect an emailed confirmation of receipt. UDOT's responses to comments made during the formal Draft EIS comment period will be included in the Final EIS.

View the video below for more information on the environmental study process the Little Cottonwood Canyon EIS is following.

As a reminder, commenting on the Draft EIS is not a vote on an alternative or action, but an opportunity to provide the project team with input regarding the environmental analysis or other factors that UDOT should consider in making a final decision.



#### **Process and Timeline**

**PUBLIC SCOPING** DRAFT PURPOSE AND **ALTERNATIVES** DRAFT EIS FINAL EIS/ROD NEED AND ALTERNATIVE SCREENING CRITERIA DEVELOPMENT ISpring 2019 Winter Summer 2021 AND REFINEMENT 2021/2022 Summer 2019 to Spring 2020 |Summer 2020 to Spring 2021 Open House
 90-day Public
 Comment Period • Public Hearing Notification of • 40-day Public • Open House • 35-day Public Comment Period action in the Federal Register Comment Period ONGOING STAKEHOLDER ENGAGEMENT

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Example DEIS comment period notification e-mail sent on 07/30/2021, 08/09/2021, 08/20/2021, 08/30/2021, and 09/02/2021

#### REMINDER: Draft EIS Comment Period Closes On Sept. 3

1 message

Little Cottonwood EIS Project Team < littlecottonwoodeis@utah.gov>

Fri, Jul 30, 2021 at 4:30 PM

Reply-To: littlecottonwoodeis@utah.gov
To: littlecottonwoodeis@utah.gov

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# Little Cottonwood Canyon I ENVIRONMENTAL IMPACT STATEMENT S.R. 210 | Wasatch Blvd. to Alta

## Two preferred alternatives identified in Draft EIS Comment Period Closes on September 3

#### ALTERNATIVE IMPACTS SUMMARY

ALTERNATIVE	Noets Project Propose and Ideal Substantially Reduce Vehicle Backup Distance from S.R. 209/S.R. 270 Intersection (Feet)			Natural Opin Servicement Impacts					Cests	
	Substantially Improve Average Per Person Travel Time (Across all travel modes for each user)	On S.R. 209	On S.H. 700	Visual change	Air quality standards exceeded	(mpacted noise receptors	Water quality standards exceeded	Relocations	(§) Capital costs	TY DAM costs
No-Action Alternative	80-85 mm	6,700	13,000	None	No	173	No	0	*	
ENHANCED BUS NO ADOTTIONAL ROADWAY CAPACITY IN LCC	46 MIN	1,275	4,300	Low	No	173 + 57 No-action Allemative baseline noise impact	No	(already acquired)	\$355 M	\$14 H Winter
ENHANCED BUS WITH ROLLIWAY WIDERING FOR PEAK PERIOD (SHOULDER LANE) IN LCC	37 HUN	350	3,050	Medium	No	173 + 60 Ne-action Afternative tassine note insact	No	1 (already acquired)	\$510 M	\$11 M
60NDOLA A (FROM LCC PARK-AND-RIDE) WITH BUS FROM MOBILITY HURS NO ADDITIONAL ROADWAY CAPACITY IN LCC	46 MIN	350	3,050	High	No	173 + 57 No-action Alternative baseline noise impact	No	(already acquired)	\$561M	\$9,51 Winter \$5 M Summe
GONDOLA B (FROM LA CAILLE) WITH BUS FROM MOBILITY HURS NO ADDITIONAL ROADWAY CAPACITY IN LCC	43 inth Driving to base station 45 mm Bus to base station	350	3,050	High	No	173 + 57 No-action Afternative baseline noise impact	No	1 (already acquired)	\$592 M	\$7.61 Winter \$3 M Summe
COG RAIL (FROM LA CAILLE) WITH BUS FROM MOBILITY HURS NO ADDITIONAL ROADWAY CAPACITY IN LCC	43 mm Oriving to base station 45 mm Bus to base station	350	3,050	Medium	No	173 + 58 No-action Alternative baseline noise mount	No	(already acquired)	\$1.106B	\$7 M Winter \$2.21 Summi

UDOT has identified two preferred alternatives to improve transportation in Little Cottonwood Canyon in the Draft EIS. In the Final EIS, UDOT will identify a single preferred alternative.

To identify the preferred alternatives, UDOT considered an alternative's ability to substantially improve transportation-related safety, reliability, and mobility for all users on S.R. 210 from Fort Union Boulevard through the Town of Alta. UDOT also considered an alternative's environmental impacts, which includes water quality, air quality, and visual and noise impacts, among others.

Based on the technical analysis conducted, UDOT identified the Enhanced Bus Service in Peak-Period Shoulder Lane as the alternative that best improves mobility and the Gondola Alternative B (base station from La Caille) as the alternative that best improves reliability.

In addition to the preliminary preferred alternatives, other elements have also been developed that would be combined to support each alternative. These include snow sheds (concrete structures built over the roadway to keep it clear of snow in case of avalanches); mobility hubs (larger-capacity park-and-ride lots with transit service); widening and other improvements to Wasatch Boulevard; tolling or single occupancy restrictions; addressing trailhead parking and eliminating winter roadside parking above Snowbird Entry 1.

Detailed information on the preferred alternatives and these elements can be reviewed on the project website.

Please watch the Draft EIS overview provided by UDOT Project

Manager Josh Van Jura to learn more about the preferred alternatives

and EIS process.



#### **Recordings of the Draft EIS Public Hearings Available**

Thank you for your continued interest in the Little Cottonwood Canyon Environmental Impact Statement (EIS). The Utah Department of Transportation (UDOT) hosted an in-person public hearing on July 13 and a virtual public hearing on July 20 to review the alternatives and accept verbal public comments. Recordings of the presentations and hearings are available to view.

# **View July 13 Hearing**

# **View July 20 Hearing**

# Draft EIS public comment period extended to 70 days Comment period now extends from June 25 - September 3

During the current public comment period for the Draft EIS, UDOT received requests to extend the length of the current review and comment period from 45 days, to either 60 days or 90 days.

The public review period established by the National Environmental Policy Act (NEPA) for a Draft EIS is a minimum of 45 days after publication in the Federal Register. The Federal Highway Administration establishes a maximum 60-day comment period but does allow the lead agency (in this case, UDOT) to extend and exceed the comment period for good cause.

Based on the review of comments thus far and these considerations, UDOT decided to extend the comment period to 70 days to allow for a more thorough review of the Draft EIS. The comment period will now end on Friday September 3, 2021.

UDOT is seeking public comment on the preferred alternatives, the environmental impacts associated with each, and other transportation performance considerations. Comments may be submitted at the virtual public hearing, through the <a href="website">website</a>, <a href="emailto:email">email</a>, voicemail or sending a letter to the address found in the Contact Us section of the website.

All comments received through formal channels are viewed equally. Verbal comments made during the hearing are not given preference in the Final EIS.

Electronic comment submissions (website, email) that included an email address should expect an emailed confirmation of receipt. UDOT's responses to comments made during the formal Draft EIS comment period will be included in the Final EIS.

View the video below for more information on the environmental study process the Little Cottonwood Canyon EIS is following.

As a reminder, commenting on the Draft EIS is not a vote on an alternative or action, but an opportunity to provide the project team with input regarding the environmental analysis or other factors that UDOT should consider in making a final decision.



**Process and Timeline** 

**PUBLIC SCOPING** DRAFT PURPOSE AND **ALTERNATIVES** DRAFT EIS FINAL EIS/ROD DEVELOPMENT AND REFINEMENT **NEED AND ALTERNATIVE** I Spring 2019 Winter Summer 2021 **SCREENING CRITERIA** 2021/2022 |Summer 2019 to |Summer 2020 to Spring 2020 Spring 2021 · Public Hearing · Notification of Open House • 40-day Public Open House 90-day Public Comment Period Comment Period \* 35-day Public Comment Period • 70-day Public action in the Federal Register **Comment Period** ONGOING STAKEHOLDER ENGAGEMENT

# Connect with us.











Website

**Email** 

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Twitter

Instagram

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.

This email was sent by littlecottonwoodeis@utah.gov to littlecottonwoodeis@utah.gov Not interested? Unsubscribe | Update profile

HDR | Kansas, United States,





udotcottonwoods Mark your garendar for the Gutantransportation Little Cottonwood Conyon EIS public fregring on Tuesday, July 18 at Butler Middle School from 4.30 - 8.30pm. Attend the meeting to learn more about the preferred oilernatives and participate in the EIS process: #LGCEIS















adolepitorwoods interested in transportation solutions being developed for Little Cottonwood Carlyon? outsitississophation has identified two preferred Elternatives in the Little Cottonwood Conyon Drail Environmental Impact Statement (EIS). The public comment period is open until Sept. 3. Visit the project website for more information.

#### Instagram



udajpanjanwagas Sparmorest.





#### Learn more











udalcattanwoods Interested in Transportation solutions being developed for Little Cottonwood Canyon? Detahtransportation has identified two preferred alternatives in the Little Collonwood Canyon Braff. Environmental Impact Statement (EIS). The public comment period is open until Aug. 9 and we hope you il fain the project feath for the subject workings on July 12 & 20. Visit the project website for more WITGINIATION.





#### LCC EIS @UDOTIcceis · Now

Interested in transportation solutions for Little Cottonwood Canyon? @UtahDOT has identified two preferred alternatives in the Draft Environmental Impact Statement (EIS). Visit the project website to learn more.

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17

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Promoted

#### LCC EIS @UDOTicceis · Now

Mark your calendar for the @UtahDOT Little Cottonwood Canyon EIS public hearing on Tues., July 13 at Butler Middle School 4:30 - 8:30pm. Attend to learn more about the alternatives & participate in the EIS process.

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Promoted

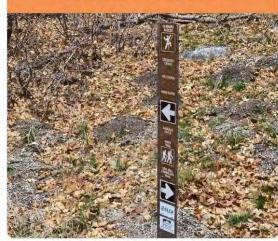
#### ← Tweet

LCC EIS
@UDOTIcceis

■ ③ Please make sure that you take some time to review the @UtahDOT Draft EIS Revised Chapter 26 (recreation resources) & submit a comment by Jan. 10. #LCCEIS #SR210

@ littlecottonwoodeis.udot.utah.gov

# **PUBLIC NOTICE**



9:00 AM - Jan 4, 2022 - Twitter Web App

#### ← Tweet

LCC EIS

@UtahDOT has identified 2 preferred alternatives to improve transportation on #SR210. Comment period starts today through August 9, public hearing on July 13. Watch the video update & visit the website for more info. #LCCEIS.

#### @UWCNF @RideUTA



10:00 AM - Jun 25, 2021 - eClincher

#### ← Tweet



@UtahDOT will be holding a public hearing for the two preferred alternatives on Tues., 7/13 at Butler Middle School 4:30 - 8:30pm. Attend to learn more about the alternatives & participate in the EIS process. Visit littlecottonwoodeis.udot.utah.gov for more info! #LCCEIS



10:00 AM - Jun 26, 2021 - eClincher

#### ← Thread



If you plan on attending the @UtahDOT in-person public hearing for the Draft EIS on Tuesday, July 13 at Butler Middle School (which we hope you will), here's some information so you'll have an idea of what to expect: bit.ly/3jOITlu

#LCCEIS



7:00 PM - Jul 6, 2021 - eClincher

#### ← Tweet



A reminder that the @UtahDOT public hearing for the Draft EIS is tomorrow (Tuesday, July 13) at Butler Middle School from 4:30 - 8:30pm. #LCCEIS

Don't forget to review the participant guide so you know what to expect: bit.ly/3jOITlu



10:15 AM - Jul 12, 2021 - eClincher

#### ← Tweet



■ ③ Based on the review of comments thus far, @UtahDOT has decided to extend the comment period for the #LCCEIS to 70 days to allow for a more thorough review of the Draft EIS. The comment period will now end on Sept. 3, more info on website. bit.ly/2ZpRpwA

# **PUBLIC NOTICE**



3:00 PM · Jul 12, 2021 · Twitter Web App

#### ← Thread



The @UtahDOT public hearing for the Draft EIS is TODAY at Butler Middle School from 4:30 - 8:30pm. If you are not able to attend in person, tune in to the livestream at 6pm MST on the #LCCEIS Facebook Group or the @UDOTCottonwoods Instagram Live.



8:30 AM · Jul 13, 2021 · eClincher

#### ← Tweet

LCC EIS

©UDOT coeis

For those not able to attend the public hearing for the @UtahDOT Draft EIS in-person, you can now view the full recording of the July 13th hearing here. ULCCEIS



youtube.com

Little Cottonwood Canyon Draft EIS In-Person Public Heari... Recording of the presentation and public hearing for the Little Cottonwood Canyon Draft Environmental Impact

10:46 AM - Jul 16 2021 Twitter Web App

#### ← Tweet

LCC EIS
@UDOTIcceis

A reminder that the @UtahDOT virtual public hearing for the Draft EIS is tomorrow (Tuesday, 7/20) on Zoom from 6:00-8:30pm. #LCCEIS

Register to submit a comment here: bit.ly/3xpYax4

& don't forget to review the participant guide: bit.ly/3xnHMwO



1:10 PM - Jul 19, 2021 - eClincher

#### ← Tweet

LCC EIS
@UDOTicceis

Reminder that the @UtahDOT virtual public hearing for the Draft EIS is TODAY on Zoom from 6:00 - 8:30pm.

If you have not registered to speak at the hearing tonight & would like to, please fill out this form now: bit.ly/3xpYax4

#### See you tonight! #LCCEIS



9:00 AM - Jul 20, 2021 - eClincher

#### ← Tweet

LCC EIS
@UDOTicceis

For those not able to attend @UtahDOT virtual public hearing for the Draft ElS last night, you can now view the full recording of the hearing here: youtu.be/NfQqXKjdpeo

#### #LCCEIS #SR210



youtube.com Little Cottonwood Canyon Draft EIS Virtual Public Hearing: ... Little Cottonwood Canyon Draft EIS Virtual Public Hearing:

2:13 PM - Jul 21, 2021 - Twitter Web App

#### ← Tweet



Still working on your comments? The @UtahDOT #LCCEIS project website has an interactive map you can view on desktop and mobile for more details on the alternatives.

Draft EIS - Little Cottonwood EIS ecs.page.link/AwknN

Check out this video to see how to use it.



10:01 AM - Jul 25, 2021 - eClincher

#### ← Tweet



Have you submitted a formal comment for the Draft EIS? If you haven't and you're curious about how public comments work in the EIS process and what kind of public input @UtahDOT looks for, tune into Episode 5 of the #CottonwoodCanyons podcast:

#### bit.ly/3sbHAxp



3:21 PM · Jul 30, 2021 · Twitter for iPhone

#### ← Tweet



A reminder that @UtahDOT extended the comment period for the Draft EIS from 45 to 70 days. The last day to submit a comment is 9/3. All #LCCEIS materials are on the website for review. Get informed & submit a formal comment through , , , a or . littlecottonwoodeis.udot.utah.gov/draft-eis/



11:30 AM - Aug 9, 2021 | eClincher

#### ← Tweet



Thanks from the @UtahDOT #LCCEIS project team for all the comments on the Draft EIS so far.

Take a look at this short video for things to help inform your comments. This information can be found in Chapter 2 (Alternatives). Comments are due by Friday, Sept. 3!



10:12 AM · Aug 20, 2021 Twitter Web App

#### Tweet



Curious about the resource impacts, such as visual, that the alternatives would have on #SR210? Review the Draft EIS chapters for detailed impacts analysis (chapter 17 is visual). #LCCEIS

Submit formal comments by Fri., 9/3! littlecottonwoodeis.udot.utah.gov/draft-eis/



10:48 AM - Aug 23, 2021 - Twitter Web App

#### ← Thread



Curious about community resources that could be impacted by the Enhanced Bus Service in PPSL alt or the air quality impacts of the Gondola B alt? Make sure to review all the environmental, economic & community impacts in the Draft EIS. #LCCEIS

#### littlecottonwoodeis.udot.utah.gov/draft-eis/



6:54 PM - Aug 25, 2021 - Twitter Web App

#### - Tweet



Reminder that comments made on social media, while appreciated and informative, are not considered formal comments toward the #LCCEIS. More info on comments in the #NEPA process here:



voutube.com

UDOT Little Cottonwood Canyon EIS National Environment...
Learn more about the NEPA environmental process for the
Little Cottonwood Canyon EIS.

9:00 AM · Aug 30, 2021 · eClincher

#### ← Tweet



One day left to submit a comment for the Draft EIS! All materials are on the website for  $\bullet \bullet$  .

bit.ly/3CLzcLk #LCCEIS

#### littlecottonwoodeis.udot.utah.gov

∭littlecottonwoodeis@utah.gov ■801-200-3465

LCC EIS c/o HDR

2825 E Cottonwood Parkway, #200 Cottonwood Heights, UT 84121



9:00 AM · Sep 2, 2021 · eClincher

#### ← Tweet



Thanks to all who already submitted comments for the Draft EIS. Today is the last day to comment - you have until 11:59PM!

littlecottonwoodeis.udot.utah.gov



10:27 AM - Sep 3, 2021 from Little Cottonwood Canyon - Twitter for iPhone

#### ← Tweet

LCC EIS
@UDOTicceis

Thank you to all who participated in the public comment period for the Draft EIS! @UtahDOT received over 13,200 formal comments that the team is currently reviewing. Visit the website for more details! #LCCEIS #SR210

@littlecottonwoodeis.udot.utah.gov/#current-phase



4:30 PM Sep 16, 2021 - eClincher

We know many of you have been waiting for this moment since last year when @UtahDOT announced the draft alternatives. UDOT has identified two preferred alternatives to improve transportation in Little Cottonwood Canyon in the Draft EIS.

To identify preferred alternatives, UDOT considered an alternative's ability to substantially improve transportation-related safety, reliability, and mobility for all users on S.R. 210 from Fort Union Boulevard through the town of Alta. UDOT also considered an alternative's environmental impacts with water quality, air quality, visual and noise, among others.

Based on the technical analysis conducted, UDOT identified the Enhanced Bus Service in Peak-Period Shoulder Lane as the alternative that best improves mobility while the Gondola Alternative B (base station from La Caille) as the alternative that best improves reliability.

In addition to the preferred alternatives, other elements have also been developed that would be combined to support each alternative. These include snow sheds; mobility hubs; widening and other improvements to Wasatch Boulevard; tolling or single occupancy restrictions; addressing trailhead parking and eliminating winter roadside parking above Snowbird Entry 1.

The 45-day public review and comment period starts today through August 9 and UDOT will be holding an in-person public hearing on July 13 and a virtual hearing on July 20. Details on the hearings and how to participate are posted on the project website. Please review before attending to have an idea of what to expect.

For more information on the alternatives, take some time to watch the project video update for more details on the alternatives (less than 20 minutes of your day). Visit the project website for even more details & please share this post.

A https://littlecottonwoodeis.udot.utah.gov/

https://voutu.be/WeXfDbINZfE

U.S. Forest Service Uinta-Wasatch-Cache National Forest

#### Alternative Commonalities





YOUTUBE.COM

Little Cottonwood Canyon Draft EIS Preferred Alternatives Overview - June 25,



Utan DOT will be holding an in-person public hearing for the Draft EIS on Tuesday, July 13 at Butler Middle School from 4:30 - 8:30pm.

There will be a presentation on the two preferred alternatives from 6:00 - 6:30pm followed by the two hour hearing portion where those who would like, may request to submit a verbail

For those not able to attend in person, the public hearing will also be live-streamed starting at 6:00pm to this group and to the UDOT Cottonwoods instagram. All materials that will be on display at the open house are also posted on the project website.

A second presentation and hearing will be held on July 20 via Zoom and live-streamed to this group in case you can't attend on July 13.

For those of you who may not be able to attend either of the hearings, be sure to submit your comment through one of the other formal channels. Comments or DMs on social media DO NOT COUNT as formal comments. Formal comments will be accepted through the form on the project website, at the public hearings or by sending an email, volcemail or letter to the addresses found in the Contact Us section on the website.

All comments received through formal charinels are viewed equally, the verbal comments made during the hearings are not given preference in the Final EIS.

Thank you again to everyone participating in the EIS process!

\*\* IIII legostronwegdels.udot.utaln.gov





During the current public comment period for the Draft EIS, Utah DOT received requests to extend the length of the current review and comment period from 45 days, to either 60 days or 90 days.

The public review period established by the National Environmental Policy Act (NEPA) for a Draft EIS is a minimum of 45 days after publication in the Federal Register. The Federal Highway Administration establishes a maximum 60-day comment period but does allow the lead agency (in this case, UDOT) to extend and exceed the comment period for good cause.

Based on the review of comments thus far and these considerations, UDOT has decided to extend the comment period to 70 days to allow for a more thorough review of the Draft EIS. The comment period will now end on Friday September 3, 2021.

#### PUBLIC HEARING REMINDER

The in-person public hearing for the Draft EIS is tomorrow (Tuesday, July 13) at Butler Middle School from 4:30 - 8:30pm.

The public hearing will be live-streamed starting at 6:00pm to this group and to the UDOT Cottonwoods Instagram for those who cannot attend in person.

Altendees may submit a written or verbal comment at the in-person public hearing. Comments can also be submitted through the website, email, voicemail or written letter.

Please remember that comments or messages on social media are not considered formal comments in the National Environmental Policy Act (NEPA) process and will not be included in the Final EIS.

For more information about the public hearing and to submit a comment, visit the project website: a littlecottonwoodeis.udot.utah.gov.



If you plan on attending the Utah DOT in-person public hearing for the Draft EIS on Tuesday, July 13 at Butler Middle School (which we hope you will), here's some information so you'll have an idea of what to expect. This meeting will be live-streamed here if you can't make it or would prefer to attend virtually. All the materials that will be shown at the open house are located in the Draft EIS section of the website, which include fact sheets, poster boards and scroll plots (large maps).

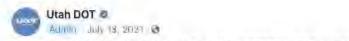
As a reminder, all comments received through formal channels are viewed equally. The verbal comments made during the hearings are not given preference in the Final EIS.

In-person participant guide for July 13 hearing: https://bit.ly/3jOITlu Virtual participant guide for July 20 hearing: https://bit.ly/3xnHMw0

# PUBLIC NOTICE







The Utah DOT public hearing for the Draft EIS is TODAY at Butler Middle School from 4:30 -8:30pm. If you are not able to attend in person, you can tune in to the live-stream here at 6pm MST or on the UDOT Cottonwoods Instagram.

If you can't make it tonight, all the open house materials are on the Little Cottonwood EIS project website and you can still submit comments through the website, email, voicemail or written letter.

Ittlecottonwoodeis.udor.utah.gov



Live-stream of the Little Cottonwood Canyon Draft EIS Public Hearing, held on July 13, 2021 at Butler Middle School.









For those interested or not able to attend Utah DOT public hearing for the Draft EIS in-person, the full recording can now be found on the project website or YouTube.

https://www.youtube.com/watch?v=BR0uQd54dTo

littlecottonwoodeis.udot.utah.gov

The second public hearing will be held on Tuesday, July 20. Make sure to register in advance if you'd like to make a verbal comment.

Comments can also be submitted through the website, email, voicemail or written letter. As a reminder, all comments received through formal channels are viewed equally. The verbal comments made during the hearings are not given preference in the Final EIS.



A reminder that the Utah DOT virtual public hearing for the Draft EIS is tomorrow (Tuesday, July 20) on Zoom from 6:00 - 8:30pm.

Those who would like to submit a verbal comment during the hearing are required to register in advance by filling out this form: https://bit.ly/3xpYax4

Make sure to review the virtual participant guide so you know what to expect: nttps://bit.ly/3xnHMWD

The public hearing will also be live-streamed starting at 6:00pm to this group.

Please remember that comments or messages on social media are not considered formal comments in the National Environmental Policy Act (NEPA) process and will not be included in the Final EIS.



YOUTUBE COM

Little Cottonwood Canyon Draft EIS In-Person Public Hearing: July 13, 2021

Recording of the presentation and public hearing for the Little Cottonwood Canyon Draft En.





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2 Comments 2 Spares

The Utan DOT virtual public hearing for the Draft EIS is TODAY on Zoom from 6:00 - 8:30pm. You can also tune in to the live-stream here at 6pm MST.

If you have not registered to speak at the virtual meeting and would like to, please do so by filling out this form: https://bit.ly/3xpYax4

Those that do not register before the meeting may not be called on to speak. Please do not register to speak if you spoke at the July 13 hearing to help give everyone an opportunity to speak.

For more information about the virtual public hearing and all things Draft EIS, visit the project website: littlecottonwoodeis.udot.utah.gov.



Virtual presentation and hearing for the Draft EIS. UDOT is seeking public comment on the preferred alternatives, the environmental impacts associated with each, and other transportation performance considerations.

Formal comments will be accepted during the hearing or by sending an email, voicemail or letter to the addresses found in the Contact Us section of the project website until September 3.

UDOT's responses to comments made during the formal Draft EIS comment period will be included in the Final EIS.











A recording of the Utah DOT virtual public hearing for the Draft EIS is now posted on the website and YouTube.

₱ https://www.youtube.com/watch?v=NfQqXKidpec

Fhttps://littlecottonwooders.udot.utan.gov/draft-eis/

If you couldn't make it to the hearing, comments for the Draft EIS can still be submitted until September 3 through the following formal channels: website form, email, voicemail or written letter. Contact information is on the Contact Us section of the website.

Please keep in mind that all comments received through formal channels are viewed equally. The verbal comments that were submitted during both hearings are not given preference in the Final FIS.

A reminder that comments and messages on social media are not one of the formal channels so make sure that the comments you leave on social are also submitted formally if you would like a response in the Final EIS.

Thank you to everyone who joined the meeting or watched the live-stream!



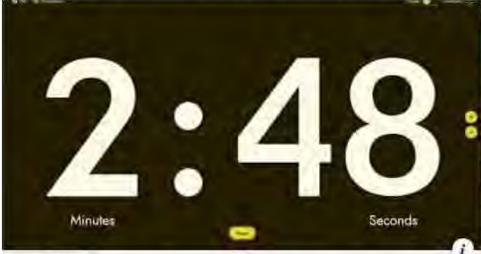
Still working on your comments? The project website has an Interactive Map you can view on desktop and mobile that shows the design plans for each of the alternatives.

#### @ littlecottonwoodeis.udot.utah.gov/draft-eis

Watch this short video so you know how to use the map and can review details such as the layout for the trailhead improvements, plans for the bus shoulder lane, where the new shared use path for Wasatch Boulevard would be located or the alignment, tower locations and height of the gondola. Don't forget to click on the "Legend" in the top right corner so you know what you're looking at!

\*A friendly reminder that comments on social media - while appreciated and informative - are not considered formal comments for the Draft EIS.\*

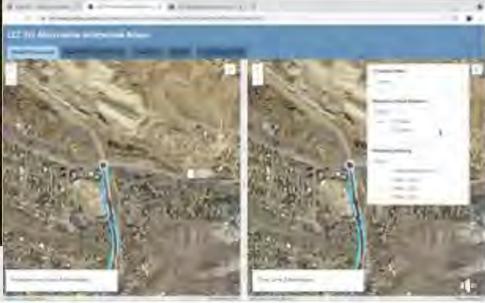
Please submit your formal comment by *Friday, September 3rd* through official channels: email, voicemail, on the project website or letter. Contact information can be found on the project website: littlecottonwoodeis.udot.utah.gov



YOUTUBE COM

Little Cottonwood Canyon Draft EIS Virtual Public Hearing: July 20, 2021

Little Cottonwood Canyon Draft EIS Virtual Public Hearing: July 20, 2021.



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1 Share

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Have you submitted your formal comment for the Draft EIS? If you haven't, here's some information you should know about how public comments work with the EIS process, and what kind of public input Utah DOT looks for.

P.S. If you'd rather listen than read, Episode 5 of the Cottonwood Canyons podcast series is a great one to tune into for this information: https://bit.ly/3sbHAxp

UDOT is following the NEPA process, and public input is just one of the considerations UDOT takes into account when identifying a preferred alternative.

Public comments are not a popular vote, though the comments received are taken into consideration during the decision-making process.

So what is the LCC EIS project team looking for? In drafting comments, try to focus on how the proposed alternatives may or may not meet the Purpose and Need of the project, and the analysis or mitigation of the environmental impacts of the alternatives. Some examples of this could be offering a different way an alternative could be implemented or providing specific examples of how an alternative may impact a resource or community. Comments like this are really helpful to the project and give better insight on what to review *more so* than the comments that just say whether or not you're for or against an alternative.

#### Comments are submitted. Then what?

Comments will be reviewed and considered. All comments will be documented to the project record. The project team will contact you if they need additional information or clarification.

UDOT responses to comments will be included in the Final EIS.

Comments are a matter of public record and subject to public release if requested,

For more information or to submit a comment on the website, head over to littlecottonwoodeis.udot.utah.gov. Comments will be accepted now through Friday, September 3rd.





A reminder that Utah DOT extended the comment period for the Draft EIS from 45 days to 70 days. The original final day of the comment period was today, August 9th, but it is now *Friday*, *September 3rd*.

All the materials for the Draft EIS are on the project website's Draft EIS page for review, which include an overview of the two preferred alternatives, fact sheets, the detailed analysis in four volumes and 31 chapters, life cycle cost analysis and more.

Review, get informed and submit a formal comment through the website, email, voicemail or written letter.

https://littlecottonwoodeis.udot.utah.gov/draft-eis/



View insights 3 post reach >



View insights

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A big thank you from the Ulan DOT Little Cottonwood EIS project team to everyone who has submitted a comment on the Draft EIS so far. We appreciate that so many people are taking the time to participate in such an important process. With the end of the comment period coming up on Sept. 3, we want to remind you of a few things to consider when making your comments, whether you are submitting one for the first time or adding on to previous comments.

Take a look at this short video for things to help inform your comments.

If you are limited on time and can't get through all 31 chapters, all this information can be found in Chapter 2 (Alternatives) or by checking out the June 25 Little Cottonwood EIS update video post in this group or on the UDOT Cottonwoods IGTV channel.

PLEASE SHARE THIS POST with your fellow canyon users, there's a lot of detailed information in the Draft EIS and we want to make sure everyone is aware.



The Utah BOT Little Cottonwood Draft EIS has four volumes and 31 chapters. Have you taken some time to review any of the chapters? If not, we highly recommend it. The detailed analysis in the Draft EIS contains great information on how each alternative impacts the various resources on S.R. 210.

Resource impacts such as visual, water resources, air quality, community, environmental justice, economic, among others, all have a chapter dedicated to them. For example, visual resources were analyzed in Chapter 17 and you'll find detailed analysis photo simulations of key observation points (KOPs). These represent viewing locations from where one would typically view the project elements from either stationary locations (e.g. residential areas or recreation sites) or linear locations (e.g. highways and major roads).

The video below shows the visual simulations of what the various alternatives could look like if implemented. This one example of the type of information contained in the Draft ElS.

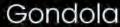
For more detailed information on other resource impacts, please take a look at each of the Draft EIS chapters for the resources that matter the most to you:

Pittlecottonwoodels.udot.utah.gov/draft-els

Please submit your formal comment by Friday, September 3rd, through official channels: email, voicemail, on the project website or letter, contact info is on the project website.



by improving overall mobility to the greatest number of builts, other controlling such as backcountry skins and combins would builtful from reduced traffic congestion.





View insights

10 post reach

View insights

76 post reach.







Searching for more information about community resources (such as climbing, trails, parks, campgrounds, residences, etc.) that could be impacted by the Enhanced Bus Service in Peak-Period Shoulder Lane alternative? How about the air quality impacts of the Gondola B (base station from La Caille) alternative? What about noise and water resources impacts? Cumulative impacts for any of the proposed actions?

To review the detailed analysis of these impacts, make sure to check out the following chapters:

Chapter 3 - Land Use

Chapter 4 - Community & Property

Chapter 5 - Environmental Justice

Chapter 10 - Air Quality

Chapter 11 - Noise

Chapter 12 - Water Resources

Chapter 13 - Ecosystem Resources

Chapter 21 - Cumulative impacts

The above and all 31 chapters are available on the project website for review. Don't have time to read the chapters? The fact sheets, graphic boards and scroll plots from the open house are another great source of information.

https://littlecottonwooders.udot.utah.gov/draft-eis/

Remember to submit a formal comment by Friday, September 3, through the official channels: email, voicemail, on the project website or letter - contact information is on the Contact Us section of the website.



# Chapter 4: Community and **Property Impacts**

#### Introduction

This chapter despribes the accord characteristics of this communities in the conveyingly impact arealysis area and the effects the project adematives sould have on the social environment and community resources. The scoop (Nationalists of the enjact analysis area are presented in this chapter by the following topics

- · Ninghbarhood and community columns
- Quality of the
- Recreation Insources

material proof only to page 5 made ment on Labor Comments party of Ball Lane Courts Server by S. R. (117 Seen Front Union Boulevard to the steel of

5 post reach

Utah DOT shared a link. Admin - August 30, 2021 - 3

We appreciate all the interest and comments about the preferred alternatives. Many thanks for having the discussions and sharing our information!

A reminder that comments made on social media, while appreciated and informative, are not considered formal comments in the National Environmental Policy Act (NEPA) process and will not be included in the Final EIS.

To make your voice heard, please use one of the formal channels, which are: email, voicemail, on the project website, or letter. If you went to one of the hearings and made a verbal or written comment, those are considered formal comments too. For contact info, visit the project website.

& https://littlecottonwoodeis.udot.utah.gov/

Watch this short video for more information about the process and how comments are used. Episode 5 of the Cottonwood Canyons podcast also has great information:

https://littlecottonwoodeis.udot.utah.gov/documents/

https://youtu.be/VNbamLVZrkY



YOUTUBE.COM

UDOT Little Cottonwood Canyon EIS National Environmental Policy Act Process Video

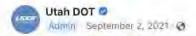
View insights

5 post reach

View insights

1 Share

4 Shares



One day left to submit a formal comment for the Draft EIS before the **deadline tomorrow** (9/3)! All the materials for the Draft EIS are on the project website's Draft EIS page for review so please take some time if you haven't already to review the information and submit a comment. Please help us spread the word and share this post!

#### @ littlecottonwoodels.udot.utah.gov/draft-els

Comments can be submitted through the following official channels:

- ■littlecottonwoodeis.udot.utah.gov
- littlecottonwoodeis@utah.gov
- 2 801-200-3465
- Little Cottonwood Canyon EIS c/o HDR

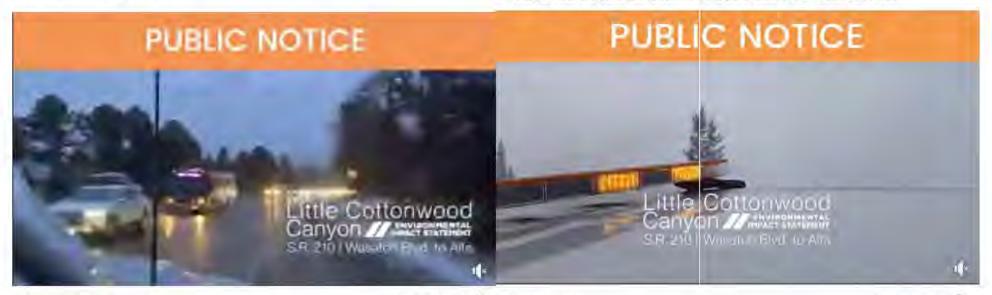
2825 E Cottonwood Parkway, Suite 200

Cottonwood Heights, UT 84121



A big thank you to all who have already submitted formal comments for the Draft EIS during this comment period. Today is the last day to comment – you have until 11:59PM! littlecottonwoodeis.udot.utah.gov

We appreciate everyone taking some time to participate in the #LCCEIS process!



View insights

6 post reach

View insights

42 post reach





# **PUBLIC HEARING MATERIALS**

# IN-PERSON OPEN HOUSE & PUBLIC HEARING GUIDE



## ABOUT THE OPEN HOUSE AND HEARING

July 13, 2021 4:30 - 8:30 p.m. Butler Middle School, 7530 South 2700 East Cottonwood Heights, UT 84121

- The open house will be held continuously from 4:30-8:30 p.m.
- A presentation from UDOT will be held from 6:00-6:30 p.m.
- The public may provide oral comments during the hearing from 6:30-8:30 p.m.
- All comments received through formal channels are treated equally, oral comments at the hearings are not given preference in the Final EIS.

#### PUBLIC HEALTH CONSIDERATIONS

- Masks are not required, but recommended for those who have not been vaccinated.
- If you're sick, please stay home.
- Use "Enter" and "Exit" doors appropriately.
- ✓ Avoid hand shaking or physical contact with other attendees.
- Maintain hygiene standards such as handwashing/sanitizing; covering coughs and sneezes with tissues, sleeves or elbows.

### **DURING THE OPEN HOUSE**

- M Project team members will be available to answer questions prior to the hearing.
- A court reporter will be available to take oral comments from 4:30-8:30 p.m. in the cafeteria. Written comments may be submitted by filling out provided forms.
- Questions and comments made at the open house stations are helpful to the project team, but we ask that you please submit formal comments on the EIS by filling out a written form or making an oral comment to a court reporter during the open house, oral comment during the hearing, or through other official channels listed on the project website.

#### **DURING THE HEARING**

- The presentation and hearing will be live-streamed to the UDOT LCC EIS Facebook Group.
- Following the presentation, the public is invited to make oral comments during the remaining time. Oral comments can only be taken in-person.
- Those wishing to comment will fill out a form and submit to a moderator to be called.
- Filling out a form does not guarantee speaking time if there are more speakers than time allows. Speakers will be called in random order. Public comments during the hearing will be limited to three minutes per speaker, so that we can accommodate all speakers.
- If you fill out a form and are not called to speak, priority will be given to those individuals at the July 20 virtual hearing.
- Comments made during the hearing will not be responded to during the hearing. The project team will collect all comments submitted during the public hearing and comment period and provide responses in the Final EIS.
- Respect the group and presenter. Attendees that have questions or comments that include foul language, yelling, threats or obscenities will be removed from the meeting at UDOT's discretion.

#### AFTER THE HEARING

A recording of the hearing will be placed on the project website. Formal comments outside of the hearing will be accepted through the following official channels: email, website, voicemail, written letter from June 25 to August 9, 2021.







# VIRTUAL PUBLIC HEARING GUIDE



## **ABOUT THE HEARING**

July 20, 2021 6:00 - 8:30 p.m.

- The virtual hearing will be conducted as a video webinar through Zoom.
- A presentation from UDOT will be held from 6:00-6:30 p.m.
- The public may provide oral comments during the hearing from 6:30-8:30 p.m.
- The presentation and hearing will be live-streamed to the UDOT LCC EIS Facebook Group.
- Comments that are made publicly 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.

### **BEFORE THE HEARING**

- All speakers are required to register to speak in advance of the hearing, even those who previously requested to speak at the July 13 hearing. A registration form is available on the project website.
- 🗹 In order to accommodate all speakers please do not register to speak if you spoke on July 13.
- Please ensure the name you register with is the same as your Zoom meeting name. This is how you will be identified to speak.

### JOINING THE HEARING FROM A COMPUTER OR AN APP

- So to LittleCottonwoodEIS.udot.utah.gov to access the link for the hearing.
- **Solution** Ensure you have either speakers or headphones to listen to the hearing.

## LISTENING TO THE HEARING ON A PHONE

**Solution** Call in to listen to the meeting from a phone by dialing:

1-346-248-7799 | Meeting ID: 984 5988 0787

## **DURING THE HEARING**

- **Sollowing the presentation, the public is invited to make oral comments during the remaining time.**
- Only panelists and registered commenters will be allowed to speak, all attendees will be muted unless it is their turn to speak.
- Registering to speak does not guarantee speaking time. Speaker priority will be given to those who requested to speak on July 13, but were unable to do so. Remaining speakers will be called in random order.
- When it's your turn to speak, your name will be called. Click the "Raise Hand" button to identify yourself and a host will temporarily promote you to a panelist. Speakers may turn on their own video when commenting if desired
- Speakers should be prepared to begin within 15 seconds of being called. All public comments during the hearing will be limited to three minutes per speaker, so that we can accommodate as many speakers as possible.
- Comments made during the hearing will not be responded to. The project team will record all comments given during both hearings and comment period and provide responses in the Final EIS.
- Respect the group and presenter. Attendees that have comments that include foul language, threats or obscenities will be removed from the hearing at UDOT's discretion.

# AFTER THE HEARING

A recording of the hearing will be placed on the project website. Formal comments outside of the hearing will be accepted through the following official channels: email, website, voicemail, written letter from June 25 to August 9, 2021.











# UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET

Little Cottonwood Canyon Environmental Impact Statement

Project Number: S-R399(271)
PIN: S-R299(281)
July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
Elizabeth Geodell				
Pau Carmillian				
Steve Morley				
Kordell Black				
Nicole Winkler				
Kim Adams				
Sandra Haak				





# UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET

Little Cottonwood Canyon Environmental Impact Statement

Project Number: S-R399(271) PIN: S-R299(281) July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	-12-1	OPTIONAL
COLE FOR					
Greg Miller					
Jordan Tenney				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Natalie Studdard					
Shawn Newell					
Boh Elkinger				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Andrew Kadsohivakus					





Project Number: S-R399(271) PIN: S-R299(281) July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
Dothe Morley				
Peter Gail				
D was keast		20108		
Rower Kerry				
Michael Adams				
nancy Hardy				
Carthy Spuck				
			[1]	Male [ ] American Indian/Alaskan Native Female [ ] Asian/Pacific Islander Person with [ ] Black [ ] Hispanic Disability [ ] White [ ] Other





# UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET

Little Cottonwood Canyon Environmental Impact Statement

Project Number: S-R399(271) PIN: S-R299(281) July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number		OPTIONAL
amy & John Staphus			40 70211	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Sow BAKISR					
Erin i Lukas Ember				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
John Payne					
JOHN GOODELL					
Vin White					
Stewn Clark					





nwood Canyon Environmental Impact Statement Project Number: S-R399(271)

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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number		OPTIONAL
Daniel Collett					
Randys Long					
Randys Long Elver Georgy					
Marc Call					
Scott Colemene					
Del Draper					
				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other





Project Number: S-R399(271) PIN: S-R299(281)

July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
Mark Leutz				
TROY HAAS				
LEA BERRY	writing con the			
Regan Pratt				
PETE GRIFFEN			2	
Sajatah Boyle				
Mark Hooyer				





Project Number: S-R399(271) PIN: S-R299(281) July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
Abby Jorgenson				
Mark Shah				
Patti Hobfoll				
ARI HOBSIL		1)		
Zue Robbins		) r	25	
Karen Heath				
Matt York				





Project Number: S-R399(271) PIN: S-R299(281) July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
ERIC R. KRAAN				
Anna McNamer				
Lori Onsae				
Dennis Iverson				
Deborah IVERSON	И	K	61	
ART OAKES				
Mike Frome				





Project Number: S-R399(271) PIN: S-R299(281) July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
Star Rosenzucij				
Thomas Colemere				
Carol Colemere				[ ] Male [ ] American Indian/Alaskan Native [ ] Female [ ] Asian/Pacific Islander [ ] Person with [ ] Black [ ] Hispanic Disability [ ] White [ ] Other
Joy H DOUGLASS				
REZA AHMADI				
ALTON Le NELMAN		>1		
Shane Moreno				





Project Number: S-R399(271) PIN: S-R299(281)

July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
Penny Heatley				
Lynne Romney  Jic PREECE BLEVINS				
The PREECE BLEVINS				
BOB JACOBS			É	
Ban Kovach PAULA BURNS-MIEWA				
PAULA BURNS-MCELUM				
Nanci Bockelie				[ ] Male [ ] American Indian/Alaskan Native [ ] Female [ ] Asian/Pacific Islander [ ] Person with [ ] Black [ ] Hispanic Disability [ ] White [ ] Other





Project Number: S-R399(271) PIN: S-R299(281) July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
MIKE MAUGHAN				
samantha Descultares				
9 Mily Pitson	Comment			
Meg Ryan-gates				
Lori Dekeyzer	9			
Karin Limmth		A n		
Catherine Kanter				





Project Number: S-R399(271)

PIN: S-R299(281) July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number		OPTIONAL
Teri Newell				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
MAILE EVANS					
Joyce P. Walker		L			
MIKE PETERSON  Alan Jarrett					
Alan Jarrett					
Valerie Jarrett					
CLINTSUH					





Little Cottonwood Canyon Environmental Impact Statement

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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number		OPTIONAL
GILES FLORENCE					
Theresa Heinvich					
MATT AWER				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
TIM HAUGER				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Mike Johnson				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Andy Hulka				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Melonie Engder		*		[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other





Little Cottonwood Canyon Environmental Impact Statement

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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
Lani Eggertsen-Goff				
JASON SUMMERS				
Colby Harman				
DAN SIMONS				
Anna Roberts				
Rich Lisanbec				Male   [ ] American Indian/Alaskan Native   Female   [ ] Asian/Pacific Islander   Person with   [ ] Black   [ ] Hispanic   [ ] White   [ ] Other
CHERYL KODER				





Project Number: S-R399(271)
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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL		
Mike Bockelie				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other	
Nima Mahak						
Kim Erndes				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other	
GARY & SILL MEGEE				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other	
Peggy Hunt				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other	
THERM SCLAUDIA THORUM				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other	
Katya Brown				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other	





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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number		OPTIONAL
Matthew Hiebing					
				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Krin Kirijas Steve Pollido				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
MICHAEL BEAUN				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Maddine Galang				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Maddine Galang MICHAEL BREHM		<i>\$</i>		[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Justin Von Ekelenburg					





Project Number: S-R399(271) PIN: S-R299(281) July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number		OPTIONAL
Suzie Zidek					
David Titlotson					
Siena Call					
pachael warner					
Josh Warner					
Parge Rausch					
Parge Racesch Barb Enlason-Hansen				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other





Project Number: S-R399(271) PIN: S-R299(281) July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number		OPTIONAL
MARK GESSEL					
Catherine Gerhardt					
Rayo Hagighdam					
ALAN BUCHANAN				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Alex Johnwook				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Elisa Albury					
Jim Bennett					





Project Number: S-R399(271) PIN: S-R299(281)

July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number		OPTIONAL
STEPHEN WOODWARD					
Brian Roberts					
Patrick (orrel					
MARCICLIA Jones				[ ] Male [ -] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Mark Cooley					
ane & Weiss			943		
Ryan Romborgh				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other





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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
TALI BRENNER				
Jason Enclison				
Keran King				
Woody Blevin				
George Varyyas				
Jade Volarquez				
Leo Balishy				





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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number		OPTIONAL
Lary & Napel					
Susan Despain		4 11		[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Preston Regalin					
Jacalyn Rogel				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Tanner Rozier					
Jon Harsen				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asían/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Cada federik				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other





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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
HEATHER FOWLER				
Britney Ward				
Brad Rutledge				[ ] Male [ ] American Indian/Alaskan Native [ ] Female [ ] Asian/Pacific Islander [ ] Person with [ ] Black [ ] Hispanic Disability [ ] White [ ] Other
Chris Peterson				
M ckenna aunderson	J			
Tim Wormano				
Mandi West				





Little Cottonwood Canyon Environmental Impact Statement

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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
Andrew Neilson				
CLARK SESSIONS				
JOHN HAWKES				
MICHAEL MIRTIN				
BARBARA FITCH	5			
Lowell Smoger				
Sheila Benson			[1]	Male [ ] American Indian/Alaskan Native   Female





Little Cottonwood Canyon Environmental Impact Statement
Project Number: S-R399(271)

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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
DANIELE MARIOTT		$I = V^3 = I = I$		
Bout Deulie				
Carolyn Orthner	U.			
projeta Herented				
Jon Swift				
IV & Rysel.				
Daviel Glaron				





Project Number: S-R399(271)
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July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number		OPTIONAL
ROGER BOURKE					
Margaret Bourke		1.4	1.		
Craig Heimark					
Rob Ence				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Liz Ence		1(			
Randy Skeen Debbie Skeen				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Elizabeth Tea					





Project Number: S-R399(271)
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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number		OPTIONAL
Claire Mischel				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Bill Greenland				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Asmey Revsen				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Shape Charlebox				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Kelvyn Wllimore					
Maria Ravaino					
Robert Webster					





Project Number: S-R399(271) PIN: S-R299(281) July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number		OPTIONAL
Bob Paxon				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Camille Pierce			*		
RIMIDY EVES					
NORM HENDERSON					
Will Marvill					
JEFF GISHEN				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Carduce Losenson				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other





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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number		OPTIONAL
KELSET SELIN					
Mike Wojtczak					
Rodjen Renotron				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
MATT RAWLINGS					
Christian Orellana					
Matt Baker					
Gayle Shuler					





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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number		OPTIONAL
Steve Jansen					
Kint Hossau					
Fred Burton					
Comy Peton					
Kew Connigh				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Dan M.16					
Steve Rith				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other





Project Number: S-R399(271) PIN: S-R299(281) July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number		OPTIONAL
Michael Anne 4 Dave Richerson	Con			[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Charlotte Pratt				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Dave Fields					
David Otterstrom				[ /]-Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Mun Tarker R.F. SAURER				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
R.F. SAURER					
Chris Borte				25 3.84 1	f 1 American Indian (Alaskan Alatica





Little Cottonwood Canyon Environmental Impact Statement

Project Number: S-R399(271) PIN: S-R299(281) July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
ENAN + THAMY SNOW				
Matt + Jognne North				
Swe M Kinnon				
Brandon Farley				
Madison O Bogy	- V			
BLAKE VANREDSENBAAL				
Steve Williams				





ttonwood Canyon Environmental Impact Statemen Project Number: S-R399(271)

PIN: S-R299(281) July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
Karoline Meador				
Adrian Leonard		1		[ ] Male [ ] American Indian/Alaskan Native [ ] Female [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Leanne Andersen				
Denny Gross Alyce				
FRIIL WOOD				
Layre Denton				
Pitt Greve		S.		





Project Number: S-R399(271)
PIN: S-R299(281)
July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number		OPTIONAL
ERIN VISINCS					
WALTER MATTASION					
Tim Jones					
Christian Prescott					
Kyle Ticotin					
Bob Toursky				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Mandy Mehler					





Little Cottonwood Canyon Environmental Impact Statement

Project Number: S-R399(271) PIN: S-R299(281) July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number		OPTIONAL
Pan Stucki			4	[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Betty Wycoff					
JIM EDWARDS					
Shown Margnerolt				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Christopher Chicades					
Christopher Chicades  MATT TIETHE  CINDY MECKLENBURG  POBERT Webster					
CINDY MECKLENBURG					
Robert Webster				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other





Little Cottonwood Canyon Environmental Impact Statement

Project Number: S-R399(271) PIN: S-R299(281) July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
Kathryn Higgs				
Elizaboth Freety				
Helen Peters				
LeeAnn Ehrhart				
JASON ENRHART				
Coby Walsh				
Coby Walsh Jodie Rust			*	[ ] Male [ ] American Indian/Alaskan Native [ ] Female [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other





Project Number: S-R399(271)
PIN: S-R299(281)
July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
Gay Lynn Bennion				
David HISTANIA		<i>y</i>		
ARROW DEYEYZEL				
Lucas Clayton				
Repecca Faulconer				
Friz Nesturel				
Geran Febr			र्क क	Male F. J. American Ledian / Alaskan Mative





Project Number: S-R399(271) PIN: S-R299(281) July 13, 2021

Marty Jopling Miki Karg	Email address	Address (City, State and Zip)	p) Phone Number		OPTIONAL			
Marty Jopling								
Miki Karg				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other			
Jee Jepling				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other			
Jun Day Dunton								
Jenny Nazzaro								
BOB BONAR				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other			
GEOFFREY HEATH				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other			





Project Number: S-R399(271) PIN: S-R299(281)

July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL			
FAUL V. BRADY				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other		
1	,						
LARIO SERRANO							
Sarah Walker							
muke Finnertn				[ ] Male [ ] Female	[ ] American Indian/Alaskan Nativ		
muke Fininerty Brenda Finnerty				[ ] Person with Disability	[ ] Black [ ] Hispanic [ ] White [ ] Other		
Susan NERSON							
Sam Bloom							
Martin & Pat Mc Gregor							
Mc Gregor							





Project Number: S-R399(271) PIN: S-R299(281) July 13, 2021

Name (Please print or write clearly)  Rob Hertess	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL			
	ý			[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other		
M. Ke Falk				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other		
Mr.e				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other		
TimTingey				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other		
TIMTINGEY RICHARD SCHUTT				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other		
Chins 800 Conveller							
Karitlasebi							





Little Cottonwood Canyon Environmental Impact Statement

Project Number: S-R399(271) PIN: S-R299(281) July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL			
Joe Spataro							
Steve Glaser				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other		
Alex Crawford							
TOHN DONNER				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other		
clustin Wilson							
David Anderson							
But Haged							





Little Cottonwood Canyon Environmental Impact Statement

Project Number: S-R399(271)
PIN: S-R299(281)
July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number		OPTIONAL
Valerie Winwood					
RICH WINWOOD					
Vietoria Edwards					
madeline byognin					
Stephanie Hays					
Taylor Waride					
				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other





Project Number: S-R399(271) PIN: S-R299(281) July 13, 2021

Sara Mantlik  Natalie Stapk-1  Mart Mig Bitch  Eric Sovenson	Email address (City, State and Zip)		Phone Number	OPTIONAL			
Autumn Hu				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other		
Kim Clark				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other		
Sara Mantlik							
Natalie Stapky				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other		
MATT MISSACH							
Eric Schenson				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other		
David & Brude Ave. lesi				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other		





Project Number: S-R399(271) PIN: S-R299(281)

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number		OPTIONAL
Kat Marek					
David Jelmini				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
Stag Johnini				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other
BRENT LANGE					
ANDREW TATE					
Rohit Surathu					
SCOTT C STOUDARD	A.				





Little Cottonwood Canyon Environmental Impact Statement

Project Number: S-R399(271) PIN: S-R299(281) July 13, 2021

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL			
Brendaly, Bas				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other		
Joe Bru							
Lindsey Mcbuire				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other		
Karl Sun				[ ] Male [ ] Female [ ] Person with Disability	[ ] American Indian/Alaskan Native [ ] Asian/Pacific Islander [ ] Black [ ] Hispanic [ ] White [ ] Other		
USA OLIVER S							
Craig Shuler							
Peter Vallage				B-2-0-1-	f 7 A si la di (Alada Alada		

mestamp		First Name	Last Name	Address	Email	Phone Number	Receive Project Informatic OPTIONAL
	6/25/2020 20:37:46						
	7/14/2021 12:42:41	Brianna	Binnebose				
	7/19/2021 17:04:26	Joshua	Van Jura				
	7/19/2021 17:04:31	Carissa	Watanabe				
	7/20/2021 17:57:07	Mike	MAUGHAN				
	7/20/2021 17:57:24	Steve	Pruitt				
	7/20/2021 17:57:36	Chris	Reisinger				
	7/20/2021 17:57:41	Helen	Peters		4	2	
	7/20/2021 17:57:42	Theresa	Heinrich			9	
	7/20/2021 17:57:50	patrick	shea				
	7/20/2021 17:59:31	Marvin	Lorica				
	7/20/2021 18:10:21	HENRY	HARTZLER				
	7/20/2021 18:10:28	Andy	Agardy				44
	7/20/2021 18:10:45	Sarah	Bennett				
	7/20/2021 18:10:45	Anastasia	Kellogg				
	7/20/2021 18:10:53	Harris	Sondak				
	7/20/2021 18:10:54	Brian	Kissmer				
	7/20/2021 18:10:59	Taylor	Meadows				
	7/20/2021 18:10:59	Carolyn	Smith				
	7/20/2021 18:11:02	Jenna	Winkler				
	7/20/2021 18:11:36	scott	klepper				
	7/20/2021 18:11:41	Peter	Carlston				
	7/20/2021 18:11:47	David	Leta				
	7/20/2021 18:11:51	Jeff	Edwards				
	7/20/2021 18:11:53	Ken	Perko				
	7/20/2021 18:12:39	Val	Oveson				
	7/20/2021 18:13:27	Catherine	Kanter				
	7/20/2021 18:14:09	DAN EL	BERGER	- Charles			
	7/20/2021 18:14:35	Brad	Barton				
	7/20/2021 18:15:48	Dan	Barrell				
	7/20/2021 18:20:54	cole	fox	(			
	7/20/2021 18:23:33	Matt	Murphy				
	7/20/2021 18:24:17	Steven	Issowits		· ·		
	7/20/2021 18:40:02	Jacob	Young				
	7/20/2021 20:34:01	Susie	Albertson	*		85	
	7/20/2021 20:34:02	Jon	Cracroft				
	7/20/2021 20:34:08	Blake	Quinton				
	7/20/2021 20:34:09	Thomas	Newhall				
	7/20/2021 20 34:11	Kaesi	Johansen				
	7/20/2021 20:34:12	Jenna	Templeton				
	7/20/2021 20:34:18	Jay	Aguilar				
	7/20/2021 20:34:21	Lucy	Smith				
	7/20/2021 20:34:48		Nielson			× 1	
	7/20/2021 20:34:55	Autumn	Hu				
	7/20/2021 20:34:59	Kevin	Johansen				
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	7/31/2021 22:37:08		Newhall				

## LITTLE COTTONWOOD CANYON EIS

#### PROJECT OVERVIEW AND DRAFT EIS ALTERNATIVES SUMMARY

### PROJECT PURPOSE

The Utah Department of Transportation (UDOT) began an Environmental Impact Statement (EIS) in the spring of 2018 for Little Cottonwood Canyon and Wasatch Boulevard in partnership with Utah Transit Authority (UTA), US Department of Agriculture (USDA) Forest Service and Salt Lake City Public Utilities (SLCPU). The purpose of the EIS is to provide an integrated transportation system. that improves the reliability, mobility and safety for all users on S.R. 210 from Fort Union Boulevard through the Town of Alta. Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains.

#### DRAFT EIS OVERVIEW

To identify preferred alternatives, UDOT considered an alternative's ability to meet the project purpose and need, associated environmental impacts and estimated cost.

Based on the technical analysis conducted by the project team and the cooperating agency peer review of the analysis, UDOT has identified the Enhanced Bus Service in Peak-Period Shoulder Lane and Gondola Alternative B (base station from La Caille) as the two preferred alternatives in the Draft EIS.

These alternatives were selected as they best meet the project purpose and need while considering environmental impacts in comparison to the other three alternatives - Enhanced Bus Service, Gondola A (from LCC park-and-ride) and Cog Rail (from La Caille).

### **UDOT'S MISSION**

**ENHANCE QUALITY OF LIFE** THROUGH TRANSPORTATION

#### **QUALITY OF LIFE FRAMEWORK**





Better Mobility

Good Health





Connected Communities

Strong Economy

### **EVALUATION CRITERIA**

#### **PURPOSE & NEED**

- Improve mobility in 2050
- Improve peak-hour per-person travel times
- Meet peak-hour demand on busy ski days
- Reduce vehicle backups on S.R. 210 and S.R. 209
- Meet level of service (LOS) D on Wasatch Boulevard
- Improve reliability and safety in 2050
- Reduce avalanche delays and hazards
- Reduce traffic conflicts and improve roadway safety at trailheads
- Reduce or eliminate roadside parking

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#### ENVIRONMENTAL/ **REGULATORY IMPACTS**

- Impacts to natural resources and to the built environment (visual, air, noise, water quality, relocations, etc.)
- Cost
- Consistency and compatibility with local and regional plans
- Compatibility with permitting requirements

#### OTHER **TRANSPORTATION PERFORMANCE** CONSIDERATIONS

- Scalable Service/Phased **Implementation**
- Mechanical Complexity
- Snow Removal
- Avalanche Mitigation Risk
- Supports Active Transportation









# **ALTERNATIVE IMPACTS SUMMARY**

	Q,		/ehicle Backup Distance 10 Intersection (Feet)		Natural/Built Environment Impacts				Costs		
ALTERNATIVE	Substantially Improve Average Per Person Travel Time (Across all travel modes for each user)	On S.R. 209	On S.R. 210	Visual change	Air quality standards exceeded	Impacted noise receptors	Water quality standards exceeded	Relocations	\$ Capital costs	O&M cost	
No-Action Alternative	80-85 min	6,700	13,000	None	No	173	No	0	-	٠	
ENHANCED BUS  NO ADDITIONAL ROADWAY  CAPACITY IN LCC	46 MIN	1,275	4,300	Low	No	173 + 57 No-action Alternative baseline noise impact	No	<b>1</b> (already acquired)	\$355 M	<b>\$14 M</b> Winter	
ENHANCED BUS  WITH ROADWAY WIDENING FOR PEAK-PERIOD (SHOULDER LANE) IN LCC	37 MIN	350	3,050	Medium	No	173 + 60 No-action Alternative baseline noise impact	No	<b>1</b> (already acquired)	\$510 M	<b>\$11 N</b> Winte	
GONDOLA A (FROM LCC PARK-AND-RIDE) WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY IN LCC	46 MIN	350	3,050	High	No	173 + 57 No-action Alternative baseline noise impact	No	<b>1</b> (already acquired)	\$561 M	\$9.5 Winte	
GONDOLA B (FROM LA CAILLE)  WITH BUS FROM MOBILITY HUBS  NO ADDITIONAL ROADWAY CAPACITY IN LCC	43 MIN Driving to base station 45 MIN Bus to base station	350	3,050	High	No	173 + 57 No-action Alternative baseline noise impact	No	<b>1</b> (already acquired)	\$592 M	\$7.61 Winter \$3 M Summe	
COG RAIL (FROM LA CAILLE) WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY IN LCC	43 MIN Driving to base station 45 MIN Bus to base station	350	3,050	Medium	No	173 + 58  No-action Alternative baseline noise impact	No	<b>1</b> (already acquired)	\$1.106 B	\$7 M Winter \$2.2 N Summer	

### 45-DAY COMMENT PERIOD

JUNE 25-AUGUST 9, 2021

The public may submit comments on the Draft EIS at the public hearings and through mail, email, voicemail or on the project website.

### IN-PERSON PUBLIC HEARING JULY 13, 2021

### VIRTUAL PUBLIC HEARING JULY 20, 2021

#### DRAFT EIS PUBLIC ENGAGEMENT OPPORTUNITIES

PUBLIC COMMENT PERIOD

PUBLIC OPEN HOUSE (IN-PERSON)

PUBLIC HEARINGS (IN-PERSON AND VIRTUAL)

STAKEHOLDER MEETINGS



**INCOME SENTATIONS** 



EDUCATIONAL VIDEOS



SOCIAL MEDIA PROMOTIONS



WEBSITE

#### **PROCESS & SCHEDULE**

PUBLIC SCOPING Spring 2019

DRAFT PURPOSE AND NEED AND ALTERNATIVE **SCREENING CRITERIA** Summer 2019 to Spring 2020

**ALTERNATIVES DEVELOPMENT** AND REFINEMENT Summer 2020 to Spring 2021

DRAFT EIS Summer 2021

FINAL EIS/ROD Winter 2021/2022

- Open House • 90-day Public Comment Period
- 40-day Public **Comment Period**
- Open House
- 35-day Public **Comment Period**
- Public Hearing • 45-day Public
  - Comment Period
- Public notification of release of Final EIS and ROD

#### ONGOING STAKEHOLDER ENGAGEMENT



#### CONTACT INFORMATION

- LittleCottonwoodEIS.udot.utah.gov
- LittleCottonwoodEIS@utah.gov
- **UDOT Little Cottonwood Canyon** Environmental Impact Statement (EIS)
- @UDOTIcceis
- Little Cottonwood Canyon EIS c/o HDR 2825 E. Cottonwood Parkway, Suite 200 Cottonwood Heights, UT 84121
- 801-200-3465

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.









## **ALTERNATIVE IMPACTS**

## Little Cottonwood Canyon Penvironmental IMPACT STATEMENT S.R. 210 | Wasatch Blvd. to Alta

## **ALTERNATIVE IMPACT SUMMARY**

		Meets Proj	ect Purpose and Need								
				Pehicle Backups Distance The Intersection (Feet)			Natural/Built Environment Impacts			Cos	rts
	ALTERNATIVE	Substantially Improve Average Per Person Travel Time (Across all travel modes for each user)	On S.R. 209	On S.R. 210	Visual change	Air quality standards exceeded	Impacted noise receptors	Water quality standards exceeded	Relocations	\$ Capital costs	TT 0&M costs
	No-Action Alternative	80-85 MIN	6,700	13,000	None	No	173	No	0	-	_
	ENHANCED BUS  NO ADDITIONAL ROADWAY CAPACITY	46 MIN	1,275	4,300	Low	No	173 + 57 No-action Alternative baseline noise impact	No	<b>1</b> (already acquired)	\$355 M	\$14 M Winter
Preferred Alternative	ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK-PERIOD (SHOULDER LANE)	37 MIN	350	3,050	Medium	No	173 + 60 No-action Alternative haseline noise impact	No	<b>1</b> (already acquired)	\$510 M	\$11 M Winter
	GONDOLA A WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	46 MIN	<b>350</b>	3,050	High	No	173 + 57 No-action Alternative haseline noise impact	No	<b>1</b> (already acquired)	\$561 M	\$9.5 M Winter \$5 M Summer
Preferred Alternative	GONDOLA B (FROM LA CAILLE)  WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	43 MIN Driving to base station 45 MIN Bus to base station	350	3,050	High	No	173 + 57 No-action Alternative baseline noise impact	No	<b>1</b> (already acquired)	\$592 M	\$7.6 M Winter \$3 M Summer
	COG RAIL (FROM LA CAILLE) WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	43 MIN Driving to base station 45 MIN Bus to base station	350	3,050	Medium	No	173 + 58 No-action Alternative haseline noise impact	No	<b>1</b> (already acquired)	\$1.106 B	\$7 M Winter \$2.2 M Summer







## **ALTERNATIVE CONSIDERATIONS**



## OTHER TRANSPORTATION PERFORMANCE CONSIDERATIONS

	ALTERNATIVE	Mobility	Travel Reliability	Safety	Scalability	<b>Supports Active Transportation</b>
	ENHANCED BUS  NO ADDITIONAL ROADWAY CAPACITY	1,008 people per hour (Meets goal)	<ul> <li>Operate in same travel lane as personal vehicles</li> <li>Slide offs/crashes may block single lane</li> <li>Snow/icy conditions would slow service</li> </ul>	<ul> <li>Snow sheds lower risk of service delays due to avalanche mitigation</li> <li>Snow sheds improve roadway reliability and safety</li> </ul>	<ul> <li>Scalable - could start with a smaller bus fleet</li> <li>&amp; fewer mobility hub parking spaces</li> <li>Build on service as demand grows</li> </ul>	<ul> <li>No change to pedestrian/cyclist facilities</li> </ul>
Preferred Alternative	ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK-PERIOD (SHOULDER LANE)	1,008 people per hour (Meets goal)	<ul> <li>Buses could operate around slide offs/crashes</li> <li>Snow/icy conditions would slow service</li> </ul>	<ul> <li>Snow sheds lower risk of service delays due to avalanche mitigation</li> <li>Snow sheds improve roadway reliability and safety</li> </ul>	<ul> <li>Scalable - could start with a smaller bus fleet</li> <li>&amp; fewer mobility hub parking spaces</li> <li>Build on service as demand grows</li> </ul>	PPSL becomes pedestrian and cyclist lane when not in use
	GONDOLA A WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	1,050 people per hour (Meets goal)	<ul> <li>Not impacted by slide offs/crashes</li> <li>Gondola could operate while debris is removed from roadway</li> <li>Not impacted by snowfall</li> </ul>	<ul> <li>System would not operate during avalanche mitigation</li> <li>Snow sheds improve gondola and roadway safety and reliability</li> <li>Gondola alignment separate from roadway increases roadway safety</li> </ul>	Not scalable - complete infrastructure required at start	No change to pedestrian/cyclist facilities
Preferred Alternative	GONDOLA B (FROM LA CAILLE) WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	1,050 people per hour (Meets goal)	<ul> <li>Not impacted by slide offs/crashes</li> <li>Gondola could operate while debris is removed from roadway</li> <li>Not impacted by snowfall</li> </ul>	<ul> <li>System would not operate during avalanche mitigation</li> <li>Snow sheds improve gondola and roadway safety and reliability</li> <li>Gondola alignment separate from roadway increases roadway safety</li> </ul>	Not scalable - complete infrastructure required at start	No change to pedestrian/cyclist facilities
	COG RAIL (FROM LA CAILLE) WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	1,050 people per hour (Meets goal)	<ul> <li>Not impacted by slide offs/crashes</li> <li>Cog rail could not operate when debris is being removed from track</li> </ul>	<ul> <li>System would not operate during avalanche mitigation</li> <li>Rail alignment separate from roadway increases roadway safety</li> </ul>	Not scalable - complete infrastructure required at start	<ul> <li>6'-8' shoulder would be built between downhill travel lane and cog rail alignment</li> <li>Shoulder could be used by pedestrians/cyclists</li> </ul>









## ENVIRONMENTAL IMPACTS OF THE NO-ACTION AND PRIMARY ACTION ALTERNATIVES



IMPACT CATEGORY	UNIT	NO-ACTION ALTERNATIVE	ENHANCED BUS SERVICE	ENHANCED BUS SERVICE (IN PEAK-PERIOD SHOULDER LANE)	GONDOLA A (FROM LCC PARK-AND-RIDE)	GONDOLA B (FROM LA CAILLE)	<b>COG RAIL</b> (From La Caille)
and converted to alternative use	ACRES	0	115-120	151-156	127-132	158-163	212-217
esidential relocations	NUMBER	0	1	1	1	1	1
otential business relocations	NUMBER	0	0	0	0	0	0
ecreation areas affected	NUMBER	0	2	4	3	3	5
ommunity facilities affected	NUMBER	0	0	1	1	1	1
nvironmental justice impacts	YES/NO	NO	NO	NO	NO	NO	NO
conomic impacts	YES/NO	NO	NO	NO	NO	NO	NO
cisting Forest Service trails affected	NUMBER	0	0	1	1	1	1
imbing resources (existing boulders and trails fected)	NUMBER	0	0	5	1	1	17
r quality impacts above regulations	YES/NO	NO	NO	NO	NO	NO	NO
eceptors with modeled noise levels above criteria	NUMBER	173	213-230	216-233	213-230	213-230	213-230
crease in impervious surface	ACRES	0	15.6-16.8	37.6-38.8	15.6-16.8	22-23.2	52.2-53.4
ater quality standards exceeded	YES/NO	NO	NO	NO	NO	NO	NO
fildlife habitat impacted	ACRES	0	9–13	42-46	13-17	21–25	84-88
nreatened and endangered species	YES/NO	NO	NO	NO	NO	NO	NO
npacts to waters of the United States	ACRES	0	0	0	0	0	0.01
npacts to intermittent, perennial, and ephemeral reams	ACRES	0	0.03-0.17	0.32-0.46	0.03-0.17	0.03-0.17	0.35-0.49
npacts to Riparian Habitat Conservation areas	ACRES	0	0.14-0.83	1.58-2.18	0.14-0.83	0.14-0.83	0.75-1.44
dverse impacts to cultural resources	NUMBER	0	1	1	2	2	2
azardous waste sites affected	NUMBER	0	1	2	1	2	3
loodplain impacts	ACRES	0	1.18-1.32	2.1-2.2	1.56-1.6	2.1-2.3	1.5-1.6
isual change (primary alternative/supporting lement)	CATEGORY	None	Negligible/high	Moderate/high	High/high	High/high	High/high
ection 4(f) uses (with greater—than—de minimis npact)	NUMBER	0	1	1	1	1	1







## **NOISE IMPACTS**



Decembers with Medaled Neice			To	tal Noise Impacts		
Receptors with Modeled Noise Greater than UDOT Noise Abatement Criteria (NAC) with No-Action Alternative.	WASATCH BOULEVARD ALTERNATIVES	ENHANCED BUS SERVICE	ENHANCED BUS SERVICE (IN PEAK-PERIOD SHOULDER LANE)	GONDOLA A (FROM LCC PARK- AND-RIDE)	GONDOLA B (FROM LA CAILLE)	COG RAIL (FROM LA CAILLE)
177	IMBALANCED-LANE ALTERNATIVE	213	216	213	213	213
	FIVE-LANE ALTERNATIVE	230	233	230	230	230



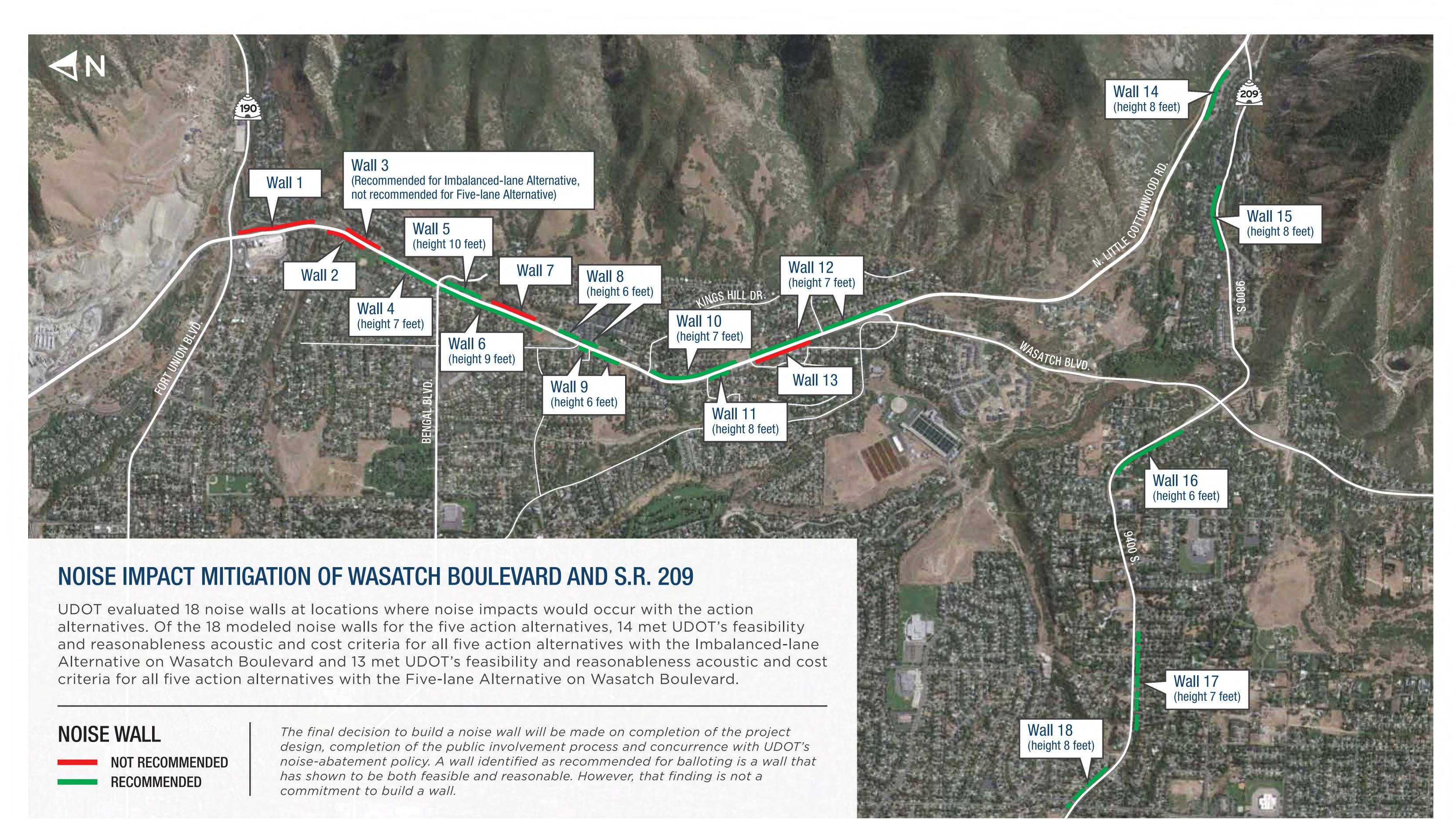






## NOISE IMPACT MITIGATION













#### LITTLE COTTONWOOD CANYON EIS

#### **DRAFT EIS EVALUATION PROCESS**



#### PROJECT PURPOSE

The Utah Department of Transportation (UDOT) began an Environmental Impact Statement (EIS) in the spring of 2018 for Little Cottonwood Canyon and Wasatch Boulevard in partnership with Utah Transit Authority (UTA), US Department of Agriculture (USDA) Forest Service and Salt Lake City Public Utilities (SLCPU). The purpose of the EIS is to provide an integrated transportation system that improves the reliability, mobility and safety for all users on S.R. 210 from Fort Union Boulevard through the Town of Alta. Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains.

#### **ALTERNATIVES EVALUATION PROCESS**

UDOT conducted a three level screening evaluation of alternatives brought forward from stakeholders throughout the study and from previous studies. Alternatives that passed Level 1 and Level 2 screening were further refined for detailed impacts analysis to identify preferred alternatives.

## PREFERRED ALTERNATIVES EVALUATION CRITERIA AND CONSIDERATIONS

To identify the preferred alternatives, UDOT considered an alternative's ability to meet the project purpose and need, associated environmental impacts and estimated cost. Environmental impacts considered the amount and type of impacts to the natural and human environment an alternative would have, such as visual, water quality, air and recreation sites. Estimated cost considered how much an alternative would cost, both for the infrastructure needed, and the cost to operate and maintain the alternative.

#### **ALTERNATIVES EVALUATION PROCESS**



#### **EVALUATION CRITERIA**

#### **PURPOSE & NEED**

- Improve mobility in 2050
- Improve peak-hour per-person travel times
- Meet peak-hour demand on busy ski days
- Reduce vehicle backups on S.R. 210 and S.R. 209
- · Meet level of service (LOS) D on Wasatch Boulevard
- Improve reliability and safety in 2050
- Reduce avalanche delays and hazards
- Reduce traffic conflicts and improve roadway safety at trailheads
- Reduce or eliminate roadside parking

## ALTERNATIVE CONCEPTS DRAFT ALTERNATIVES PREFERRED ALTERNATIVES OTHER REGULATORY IMPACTS TRANSPORTATION

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- Cost
- Consistency and compatibility with local and regional plans
- Compatibility with permitting requirements

## OTHER TRANSPORTATION PERFORMANCE CONSIDERATIONS

- Scalable Service/Phased Implementation
- Mechanical Complexity
- · Snow Removal
- Avalanche Mitigation Risk
- Supports Active Transportation









#### **NEXT PHASE**

- ☑ Following the completion of the Draft EIS public review and 45-day comment period, UDOT will review and respond to comments and revise the Draft EIS based on the input received during the Draft EIS comment period.
- ☑ The Final EIS will identify a single preferred alternative that best meets the project purpose and need and solves transportation challenges in the canyon.
- ☑ When determining the single preferred alternative for the Final EIS, UDOT will take into consideration how each alternative compares against the following:



- ✓ UDOT intends to issue a combined Final EIS/Record of Decision (ROD). However, depending on the comments received on the Draft EIS, the USDA Forest Service approval process and other factors, UDOT could change that position and issue a separate Final EIS followed by a 30-day wait period before releasing the ROD.
- ▼ The ROD is the final agency decision of a selected alternative and will include an explanation of the decision.
- ☑ Implementation of the selected alternative may only occur after the ROD is issued and when funding is identified.

#### **UDOT'S MISSION**

ENHANCE QUALITY OF LIFE THROUGH TRANSPORTATION

#### **QUALITY OF LIFE FRAMEWORK**





**Better Mobility** 

Good Health





Connected Communities

Strong Economy

#### PROCESS & SCHEDULE

PUBLIC SCOPING | Spring 2019

DRAFT PURPOSE AND
NEED AND ALTERNATIVE
SCREENING CRITERIA
I Summer 2019 to
Spring 2020

ALTERNATIVES
DEVELOPMENT
AND REFINEMENT
| Summer 2020 to
Spring 2021

DRAFT EIS
Summer 2021

2021 | Winter | 2021/2022

- Open House90-day Public
- 90-day Public
   Comment Period
- 40-day Public Comment Period
- Open House
- 35-day Public Comment Period
- Public Hearing
- 45-day Public Comment Period
- Public notification of release of Final EIS and ROD

FINAL EIS/ROD

ONGOING STAKEHOLDER ENGAGEMENT

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.



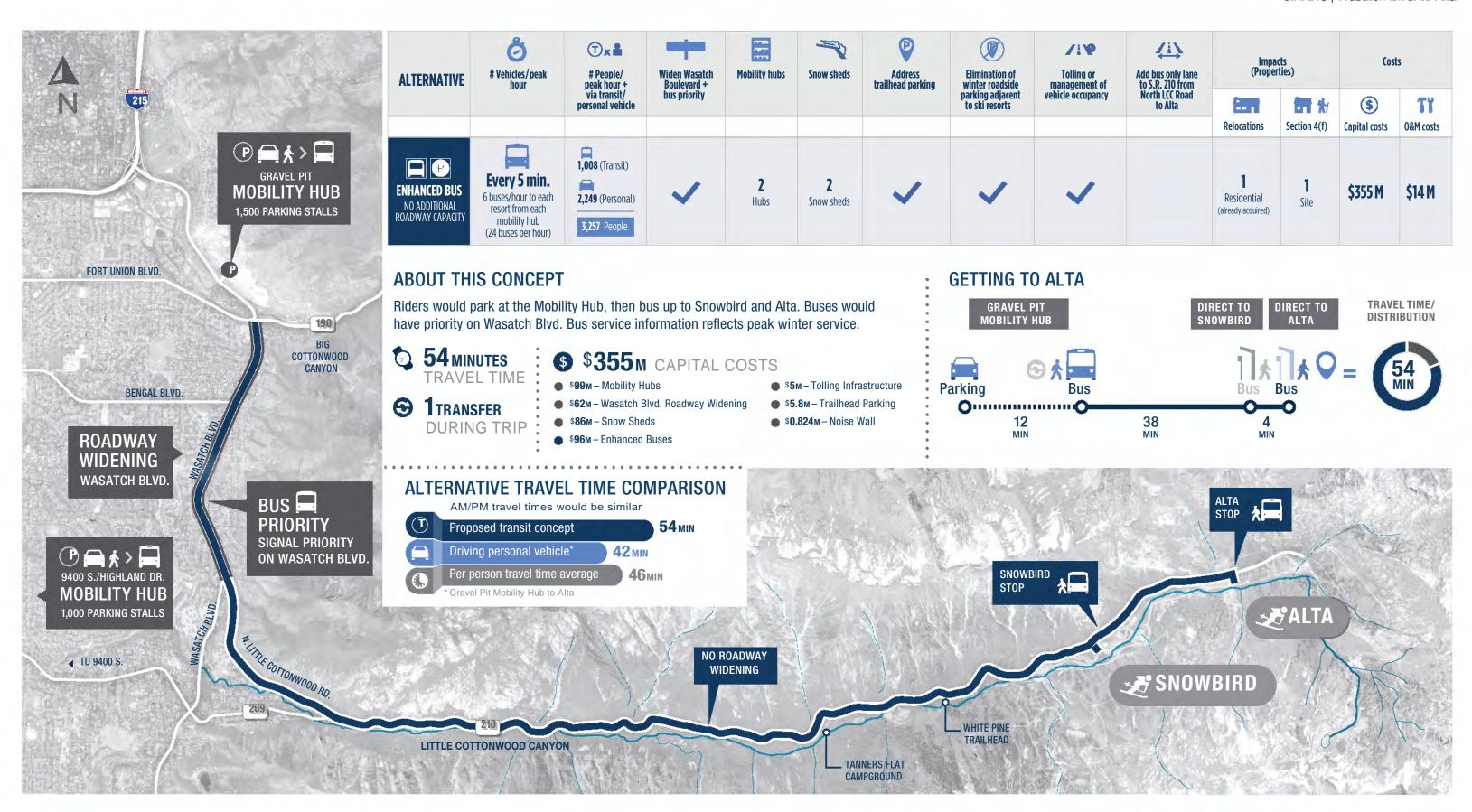






#### **ENHANCED BUS SERVICE ALTERNATIVE**













### **ENHANCED BUS SERVICE ALTERNATIVE**



#### **ALTERNATIVE IMPACT SUMMARY**

	Meets Proj	ect Purpose and Need									
	å	Substantially Reduce Vehicle Backups Distance from S.R. 209/S.R. 210 Intersection (Feet)			Natural/Built Environment Impacts					Costs	
ALTERNATIVE	Substantially Improve Average Per Person Travel Time (Across all travel modes for each user)	On S.R. 209	On S.R. 210	Visual change	Air quality standards exceeded	Impacted noise receptors	Water quality standards exceeded	Relocations	\$ Capital costs	O&M costs	
No-Action Alternative	80-85 MIN	6,700	13,000	None	No	173	No	0	-	-	
ENHANCED BUS  NO ADDITIONAL  ROADWAY CAPACITY	46 MIN	1,275	4,300	Low	No	173 + 57 No-action Alternative baseline noise impact	No	<b>1</b> (already acquired)	\$355 M	<b>\$14 M</b> Winter	

#### OTHER TRANSPORTATION PERFORMANCE CONSIDERATIONS

ALTERNATIVE	Mobility	Travel Reliability	Safety	Scalability	Supports Active Transportation
ENHANCED BUS  NO ADDITIONAL ROADWAY CAPACITY	<b>1,008</b> people per hour (Meets goal)	<ul> <li>Operate in same travel lane as personal vehicles</li> <li>Slide offs/crashes may block single lane</li> <li>Snow/icy conditions would slow service</li> </ul>	<ul> <li>Snow sheds lower risk of service delays due to avalanche mitigation</li> <li>Snow sheds improve roadway reliability and safety</li> </ul>	<ul> <li>Scalable - could start with a smaller bus fleet &amp; fewer mobility hub parking spaces</li> <li>Build on service as demand grows</li> </ul>	No change to pedestrian/cyclist facilities





## ENHANCED BUS SERVICE IN PEAK-PERIOD SHOULDER LANE (PPSL) ALTERNATIVE













## ENHANCED BUS SERVICE IN PEAK-PERIOD SHOULDER LANE (PPSL) ALTERNATIVE



#### **ALTERNATIVE IMPACT SUMMARY**

	Meets Proj	ect Purpose and Need								
		Substantially Reduce Vehicle Backups Distance from S.R. 209/S.R. 210 Intersection (Feet)			Natural/Built Environment Impacts				Costs	
ALTERNATIVE  No-Action Alternative	Substantially Improve Average Per Person Travel Time (Across all travel modes for each user)	On S.R. 209 On S.R. 210		Visual change	Air quality standards exceeded	Impacted noise receptors	Water quality Relocations standards exceeded		\$ Capital costs	O&M costs
No-Action Alternative	80-85 MIN	6,700	13,000	None	No	173	No	0	-	-
ENHANCED BUS  WITH ROADWAY WIDENING FOR PEAK-PERIOD (SHOULDER LANE)	37 MIN	350	3,050	Medium	No	173 + 60 No-action Alternative haseline noise impact	No	<b>1</b> (already acquired)	\$510 M	<b>\$11 M</b> Winter

#### OTHER TRANSPORTATION PERFORMANCE CONSIDERATIONS

ALTERNATIVE	Mobility	Travel Reliability	Safety	Scalability	Supports Active Transportation
ENHANCED BUS WITH ROADWAY WIDENING FOR PEAK-PERIOD (SHOULDER LANE)	1,008 people per hour (Meets goal)	<ul> <li>Buses could operate around slide offs/crashes</li> <li>Snow/icy conditions would slow service</li> </ul>	<ul> <li>Snow sheds lower risk of service delays due to avalanche mitigation</li> <li>Snow sheds improve roadway reliability and safety</li> </ul>	<ul> <li>Scalable - could start with a smaller bus fleet &amp; fewer mobility hub parking spaces</li> <li>Build on service as demand grows</li> </ul>	PPSL becomes pedestrian and cyclist lane when not in use

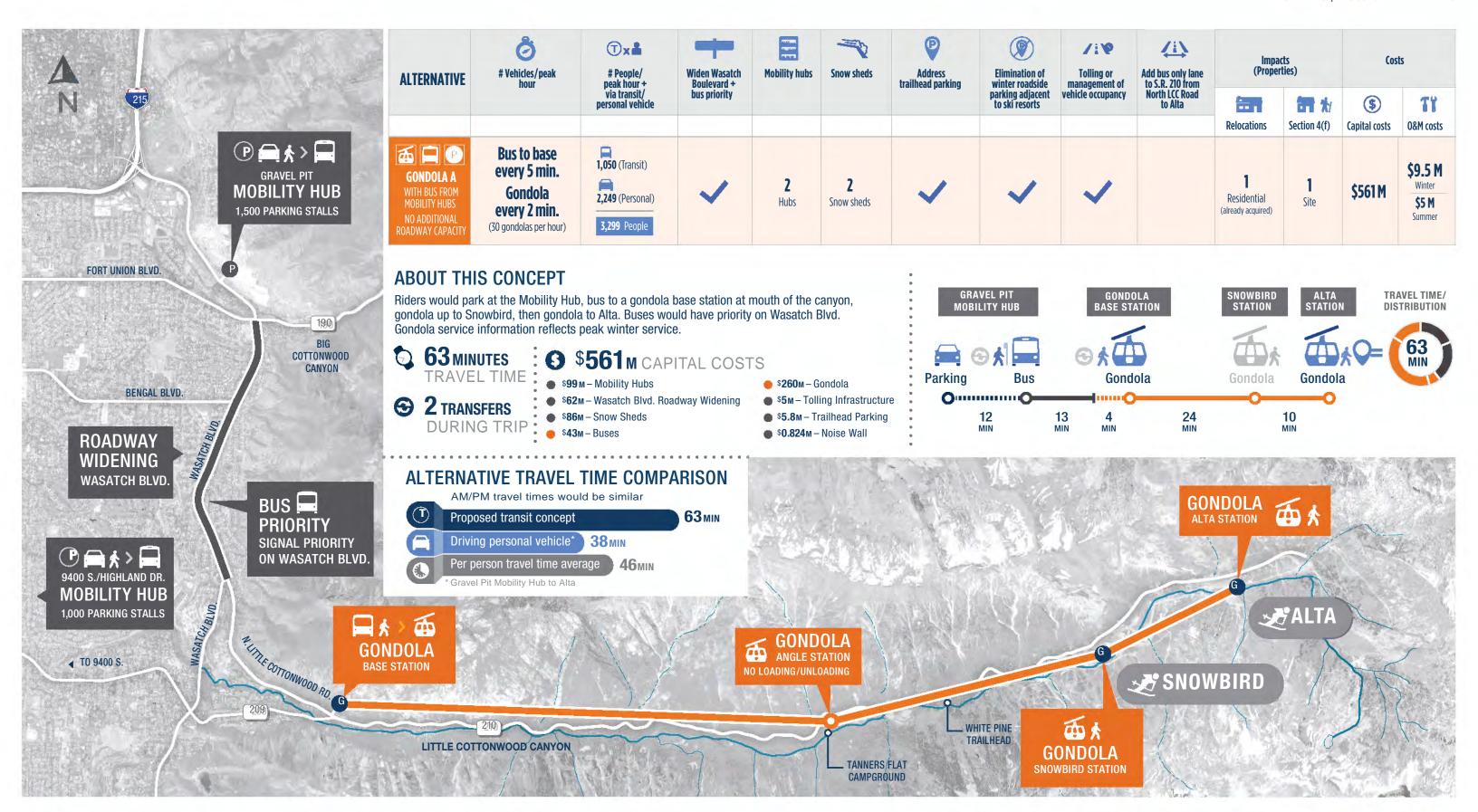






#### GONDOLA ALTERNATIVE A (FROM LCC PARK-AND-RIDE)













## GONDOLA ALTERNATIVE A (FROM LCC PARK-AND-RIDE)



#### **ALTERNATIVE IMPACT SUMMARY**

	Meets Proj	ect Purpose and Need								
	Ö	Substantially Reduce Vehicle Backups Distance from S.R. 209/S.R. 210 Intersection (Feet)		Natural/Built Environment Impacts					Costs	
ALTERNATIVE	Substantially Improve Average Per Person Travel Time (Across all travel modes for each user)	On S.R. 209 On S.R. 210		Visual change	Visual Air quality Impacted noise receptors Water quality Rel				Selocations Capital costs	
No-Action Alternative	80-85 MIN	6,700	13,000	None	No	173	No	0	-	-
GONDOLA A  WITH BUS FROM MOBILITY HUBS  NO ADDITIONAL ROADWAY CAPACITY	46 MIN	350	3,050	High	No	173 + 57 No-action Alternative noise impact	No	<b>1</b> (already acquired)	\$561 M	<b>\$9.5</b> Winter <b>\$5 M</b> Summe

#### OTHER TRANSPORTATION PERFORMANCE CONSIDERATIONS

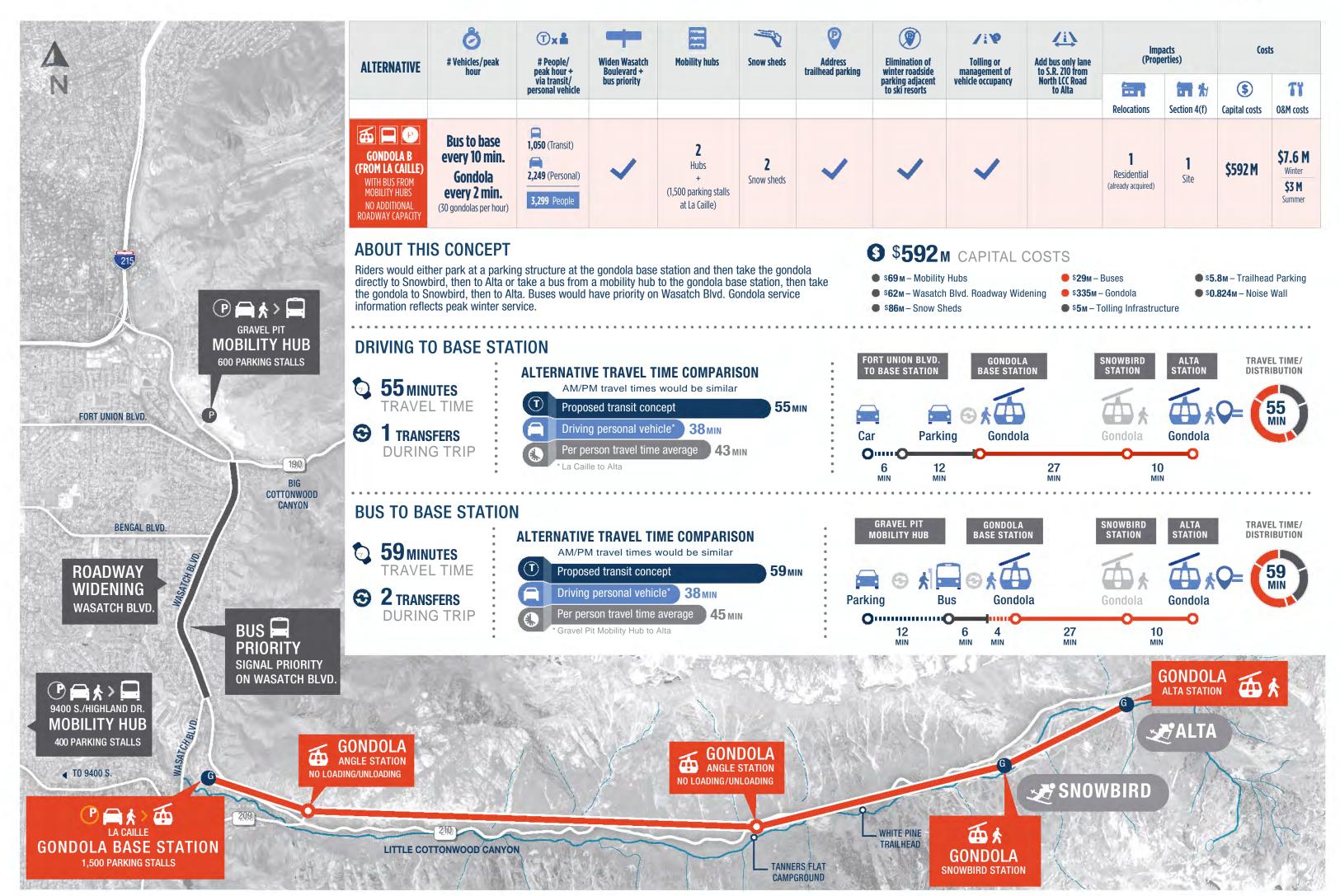
ALTERNATIVE	Mobility	Travel Reliability	Safety	Scalability	Supports Active Transportation
GONDOLA A WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	1,050 people per hour (Meets goal)	<ul> <li>Not impacted by slide offs/crashes</li> <li>Gondola could operate while debris is removed from roadway</li> <li>Not impacted by snowfall</li> </ul>	<ul> <li>System would not operate during avalanche mitigation</li> <li>Snow sheds improve gondola and roadway safety and reliability</li> <li>Gondola alignment separate from roadway increases roadway safety</li> </ul>	Not scalable - complete infrastructure required at start	No change to pedestrian/cyclist facilities





#### **GONDOLA ALTERNATIVE B (FROM LA CAILLE)**









## **GONDOLA ALTERNATIVE B (FROM LA CAILLE)**



#### **ALTERNATIVE IMPACT SUMMARY**

	Meets Proje	ect Purpose and Need									
	Ö	Substantially Reduce Vehicle Backups Distance from S.R. 209/S.R. 210 Intersection (Feet)			Natural/Built Environment Impacts					Costs	
ALTERNATIVE	Substantially Improve Average Per Person Travel Time (Across all travel modes for each user)	On S.R. 209	On S.R. 210	Visual change	Air quality standards exceeded	Impacted noise receptors	Water quality standards exceeded	Relocations	\$ Capital costs	O&M costs	
No-Action Alternative	80-85 MIN	6,700	13,000	None	No	173	No	0	-	-	
GONDOLA B (FROM LA CAILLE)  WITH BUS FROM MOBILITY HUBS  NO ADDITIONAL ROADWAY CAPACITY	43 MIN Driving to base station 45 MIN Bus to base station	350	3,050	High	No	173 + 57 No-action Alternative haseline noise impact	No	<b>1</b> (already acquired)	\$592 M	\$7.6 M Winter \$3 M Summer	

#### OTHER TRANSPORTATION PERFORMANCE CONSIDERATIONS

ALTERNATIVE	Mobility	Travel Reliability	Safety	Scalability	Supports Active Transportation
GONDOLA B (FROM LA CAILLE)  WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	<b>1,050</b> people per hour (Meets goal)	<ul> <li>Not impacted by slide offs/crashes</li> <li>Gondola could operate while debris is removed from roadway</li> <li>Not impacted by snowfall</li> </ul>	<ul> <li>System would not operate during avalanche mitigation</li> <li>Snow sheds improve gondola and roadway safety and reliability</li> <li>Gondola alignment separate from roadway increases roadway safety</li> </ul>	Not scalable - complete infrastructure required at start	No change to pedestrian/cyclist facilities



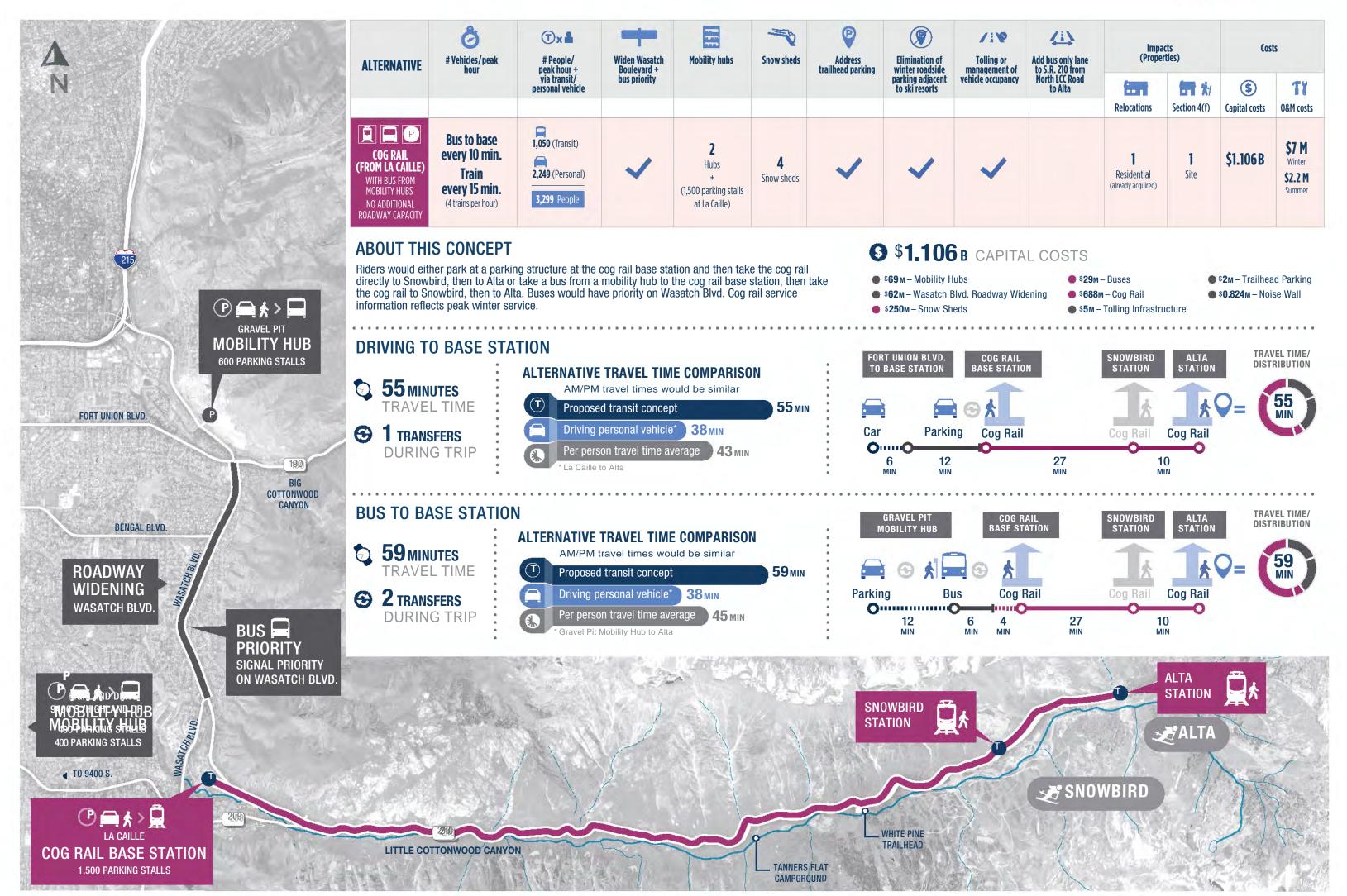






#### **COG RAIL ALTERNATIVE (FROM LA CAILLE)**









## **COG RAIL ALTERNATIVE (FROM LA CAILLE)**



#### **ALTERNATIVE IMPACT SUMMARY**

	Meets Proj	ect Purpose and Need	_							
ALTERNATIVE		Substantially Reduce Vehicle Backups Distance Natural/Built Environment Impacts					Costs			
	Substantially Improve Average Per Person Travel Time (Across all travel modes for each user)	On S.R. 209	On S.R. 210	Visual change	Air quality standards exceeded	Impacted noise receptors	Water quality standards exceeded	Relocations	\$ Capital costs	O&M costs
No-Action Alternative	80-85 MIN	6,700	13,000	None	No	173	No	0	-	-
COG RAIL (FROM LA CAILLE) WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	43 MIN Driving to base station 45 MIN Bus to base station	350	3,050	Medium	No	173 + 58 No-action Alternative haseline noise impact	No	<b>1</b> (already acquired)	\$1.106 B	\$7 M Winter \$2.2 M Summer

#### OTHER TRANSPORTATION PERFORMANCE CONSIDERATIONS

ALTERNATIVE	Mobility	Travel Reliability	Safety	Scalability	Supports Active Transportation
COG RAIL (FROM LA CAILLE) WITH BUS FROM MOBILITY HUBS NO ADDITIONAL ROADWAY CAPACITY	<b>1,050</b> people per hour (Meets goal)	<ul> <li>Not impacted by slide offs/crashes</li> <li>Cog rail could not operate when debris is being removed from track</li> </ul>	<ul> <li>System would not operate during avalanche mitigation</li> <li>Rail alignment separate from roadway increases roadway safety</li> </ul>	Not scalable – complete infrastructure required at start	<ul> <li>6'-8' shoulder would be built between downhill travel lane and cog rail alignment</li> <li>Shoulder could be used by pedestrians/cyclists</li> </ul>





#### MOBILITY HUB ALTERNATIVES



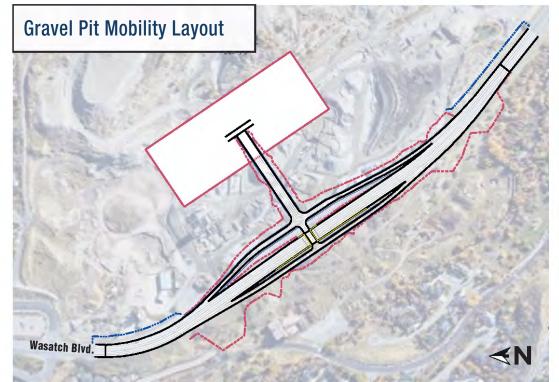
#### MOBILITY HUB ALTERNATIVES EVALUATED

To support personal vehicle parking for the transit alternatives (bus, gondola and rail), UDOT evaluated 15 potential locations for a mobility hub to service Little Cottonwood Canyon. The mobility hub locations could be used for bus service directly to the ski resorts or for bus service to a train or gondola station. These locations were used with each bus, gondola and rail alternative to help evaluate each transit alternative. UDOT selected the Gravel Pit and 9400 S./Highland as the preferred locations.



Traffic count data indicates about 40% of the traffic going to Little Cottonwood Canyon comes from the south Salt Lake Valley and uses 9400 South/S.R. 209, and about 60% comes from the north and uses S.R. 210. Based on the traffic count data, UDOT assumed that about 40% of transit users would park at the south transit hub and about 60% would park at the north transit hub.

	Estimate	d Number of Parking Stal	Cost (millions)			
Transit Ridership	Gravel Pit	9400 S./Highland	La Caille	Gravel Pit	9400 S./Highland	La Caille
Enhanced Bus Service, Enhanced Bus Service in Peak-Period Shoulder Lane and Gondola A (from LCC Park-and-Ride) Alternatives	1,500	1,000	N/A	\$78	\$21	N/A
Gondola B and Cog Rail (from La Caille) Alternatives	600	400	1,500	\$29	\$8	\$32



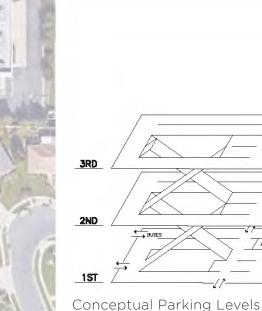
9400 S./Highland Dr. Layout



Concept of Mobility Hub at the Gravel Pit

What is a mobility hub?

# A mobility hub is a location where users can transfer from their personal vehicles to a bus.





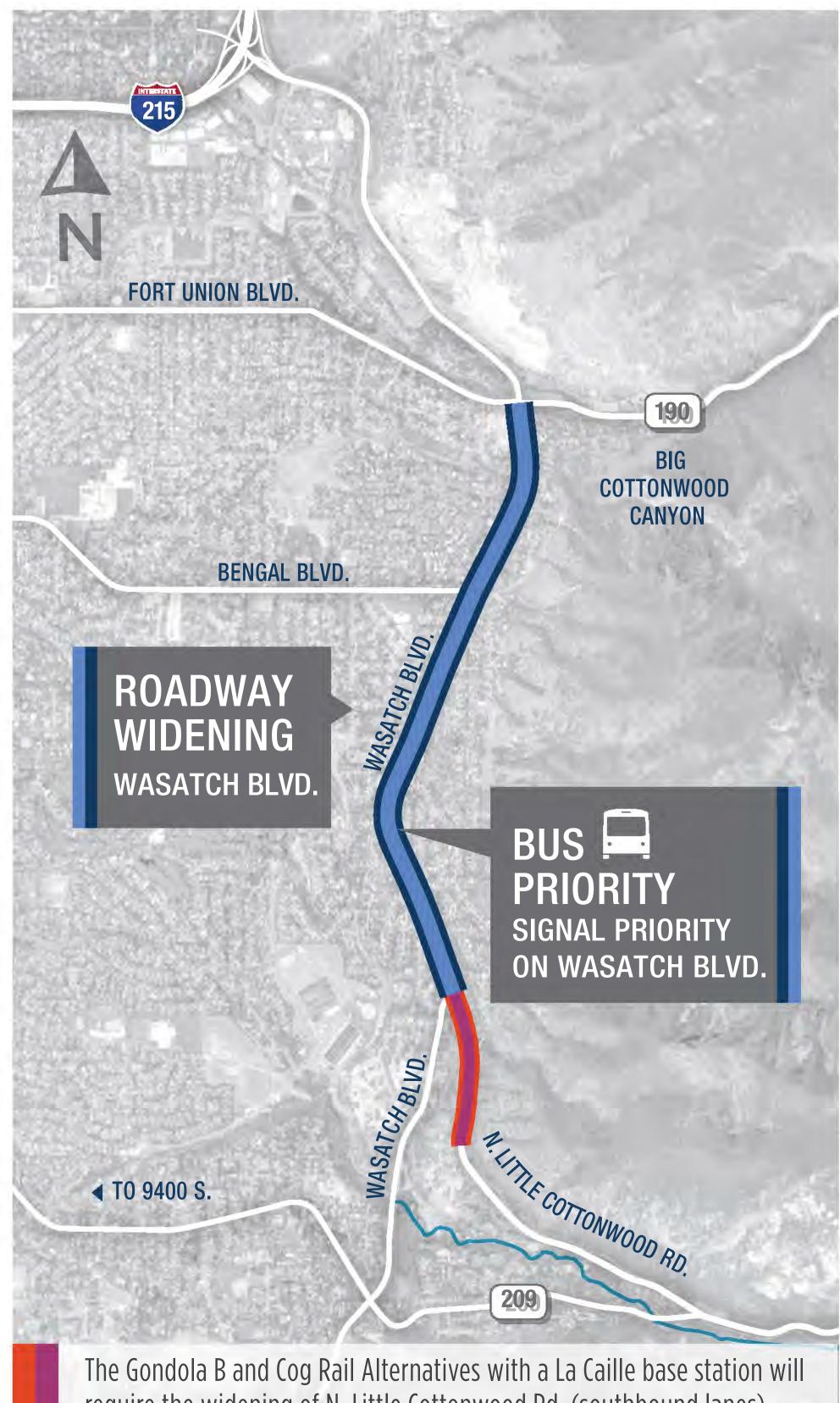




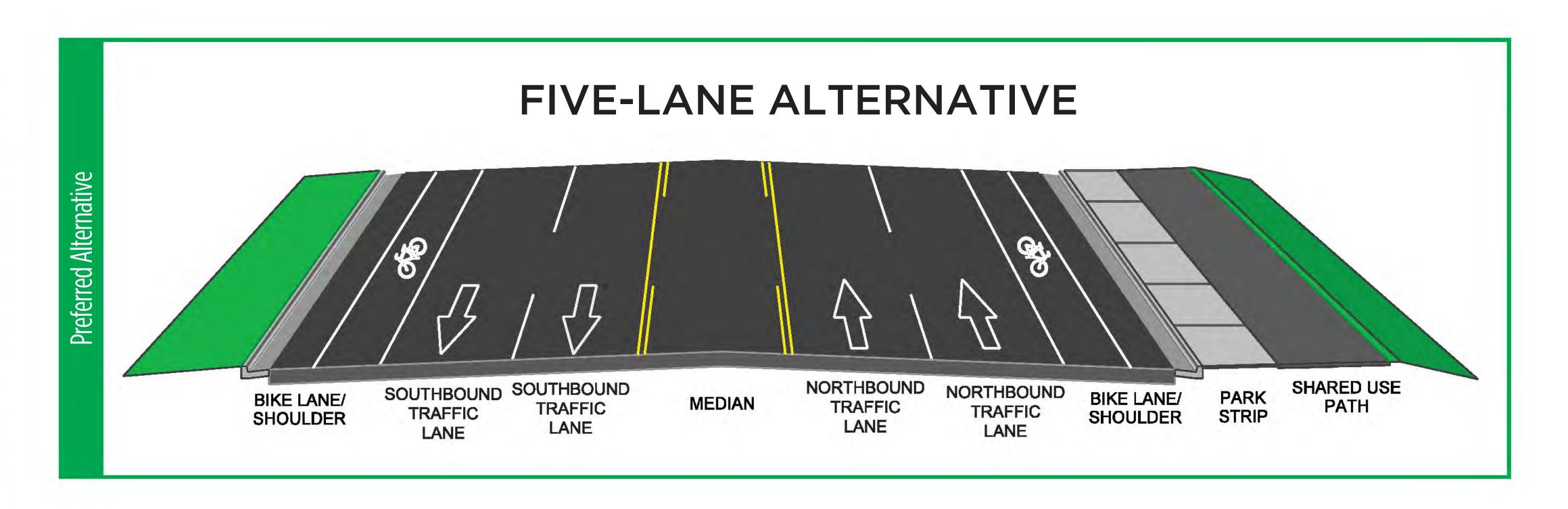


## WASATCH BOULEVARD ALTERNATIVES

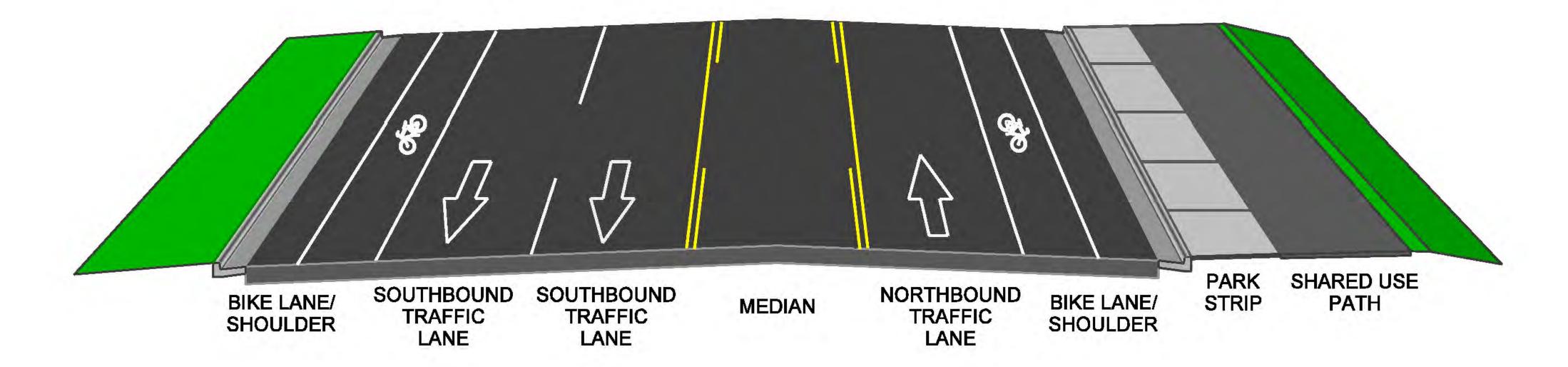




The Gondola B and Cog Rail Alternatives with a La Caille base station will require the widening of N. Little Cottonwood Rd. (southbound lanes) to be extended to the La Caille entrance. Costs for this extra length of widening are included in the primary alternatives.



## IMBALANCED-LANE ALTERNATIVE











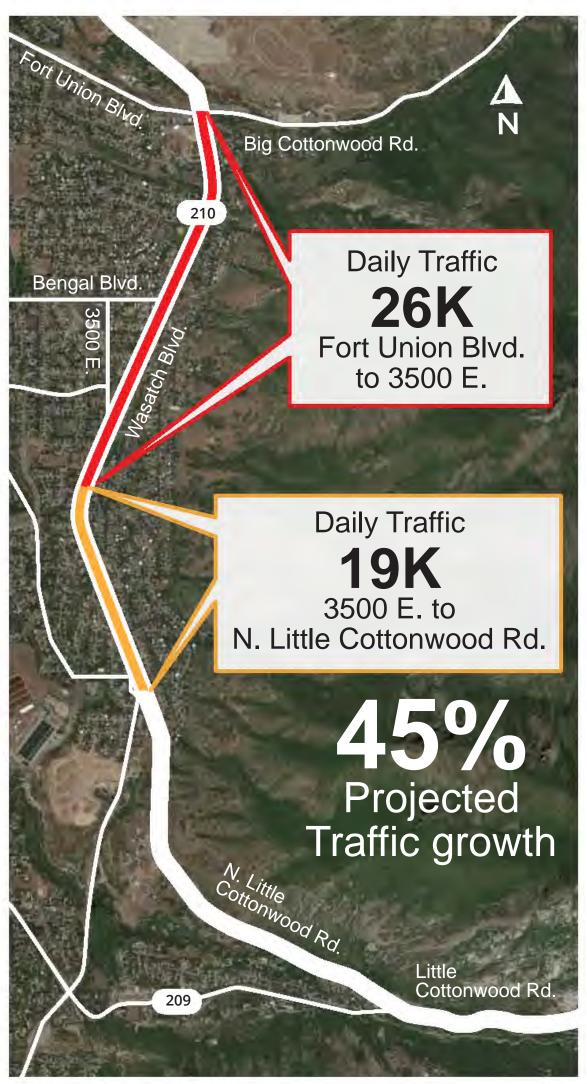
## WASATCH BOULEVARD ALTERNATIVES - IMPACTS



Existing Conditions (2015) P.M. Peak-Period



Future No-action Conditions (2050) P.M. Peak-Period



Level of Service (Passing criteria	Northbound in AM/PM Peak	Southbound in AM/PM Peak	WASATCH BLVD  Widen Wasatch Boulevard +	Impacts (Properties)		Costs (\$ Millions)	
are LOS A-D)			Bus Priority	Relocations	Section 4(f)	\$ Capital costs	
(LOS D-E)	4:22/4:40	3:53 / 10:15		<b>O</b> Sites	<b>O</b> Sites	\$0	
(LOS C)	4:05/4:37	3:32/4:21		Residential (already acquired)	O Sites	\$57	
(LOS B-C)	3:51/4:00	3:32/4:12		Residential (already acquired)	O Sites	\$61	
	Level of Service (Passing criteria are LOS A-D)  (LOS D-E)  (LOS C)	Northbound in AM/PM Peak Hour  Travel Time from For North Little Cottonwood  (LOS D-E)  4:22 / 4:40  4:05 / 4:37  (LOS C)	Northbound in AM/PM Peak Hour  Travel Time from Fort Union Blvd. to North Little Cottonwood Road (Minutes)  4:05/4:37  3:51/4:00  3:32/4:12	Level of Service Passing criteria are LOS A-D)  Northbound in AM/PM Peak Hour  Travel Time from Fort Union Blvd. to North Little Cottonwood Road (Minutes)  (LOS D-E)  4:22 / 4:40  3:53 / 10:15  4:05 / 4:37  3:32 / 4:21	Level of Service (Passing criteria are LOS A-D)  Northbound in AM/PM Peak Hour  Travel Time from Fort Union Blvd. to North Little Cottonwood Road (Minutes)  (LOS D-E)  4:22 / 4:40  3:53 / 10:15  0 Sites  1 Residential (already acquired)	Level of Service (Passing criteria are LOS A-D)  Travel Time from Fort Union Blvd. to North Little Cottonwood Road (Minutes)  (LOS D-E)  4:22 / 4:40  3:53 / 10:15  0 Sites  1 Residential (already acquired)  1 Residential (already acquired)  3:51 / 4:00  3:32 / 4:12  1 Residential (already acquired)  3:58 / 6:58	

## **Level of Service**

## A NO DELAYS

Highest quality of service.

Free traffic flow with few restrictions on maneuverability or speed.

## B NO DELAYS

Stable traffic flow.

Speed becoming slightly restricted.
Low restriction on maneuverability.

## c MINIMAL DELAYS

**Stable traffic flow.**Less freedom to select speed.

## **r** UDOT Goal −

D NOTICEABLE DELAYS

**Traffic flow becoming unstable.**Speed subject to sudden change.

## E CONSIDERABLE DELAYS

Unstable traffic flow.

Speed changes quickly and maneuverability is low.

## F CONSIDERABLE DELAYS

Heavily congested traffic.

Demand exceeds capacity and speed varies greatly.



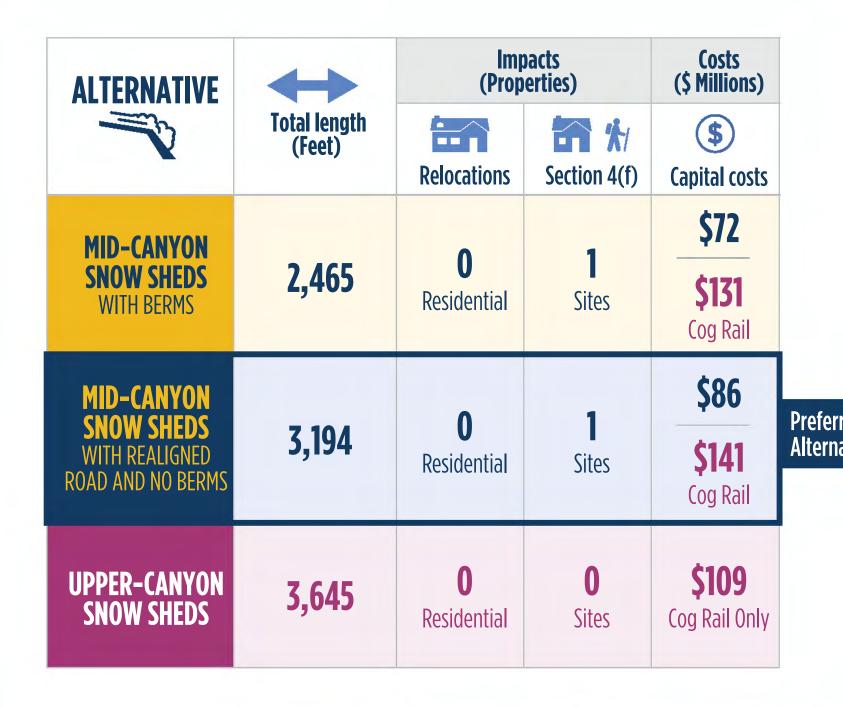


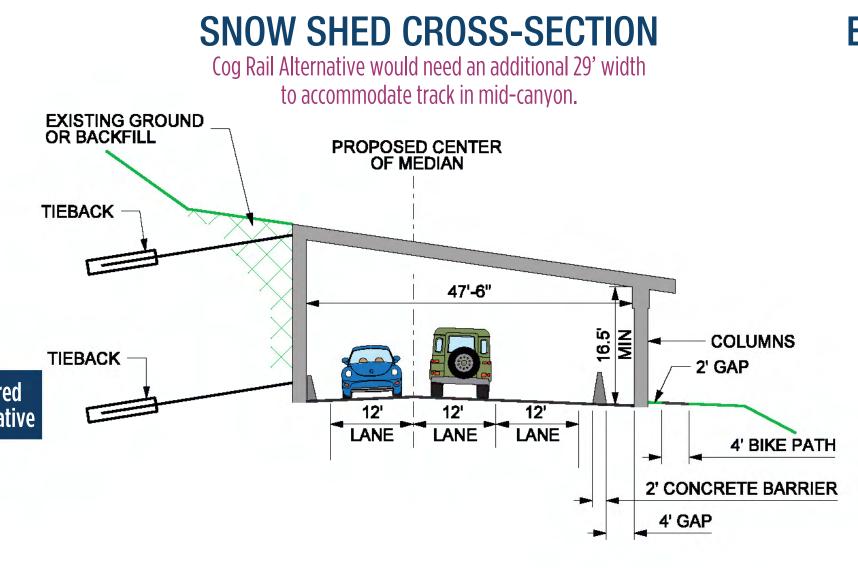


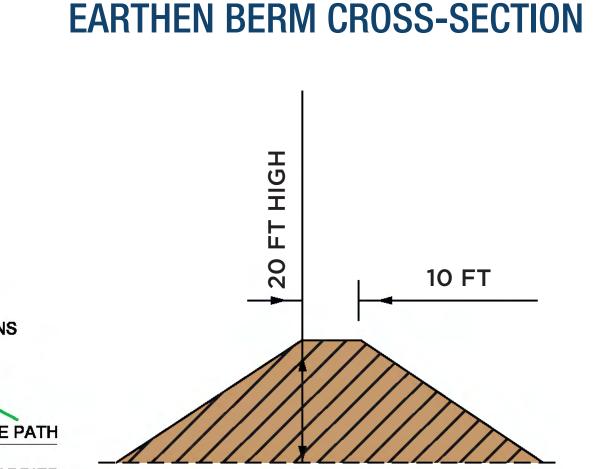


## **AVALANCHE MITIGATION ALTERNATIVES**

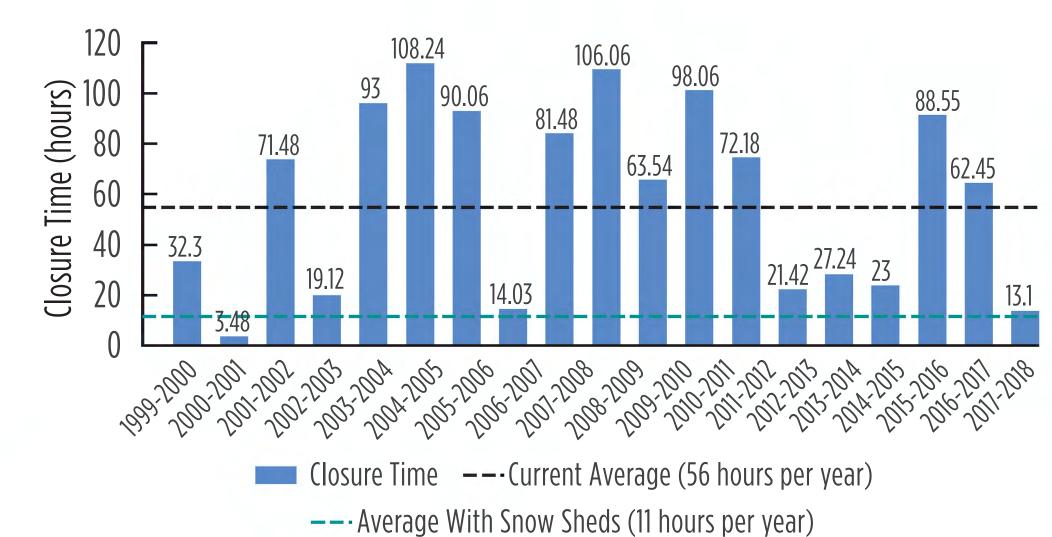




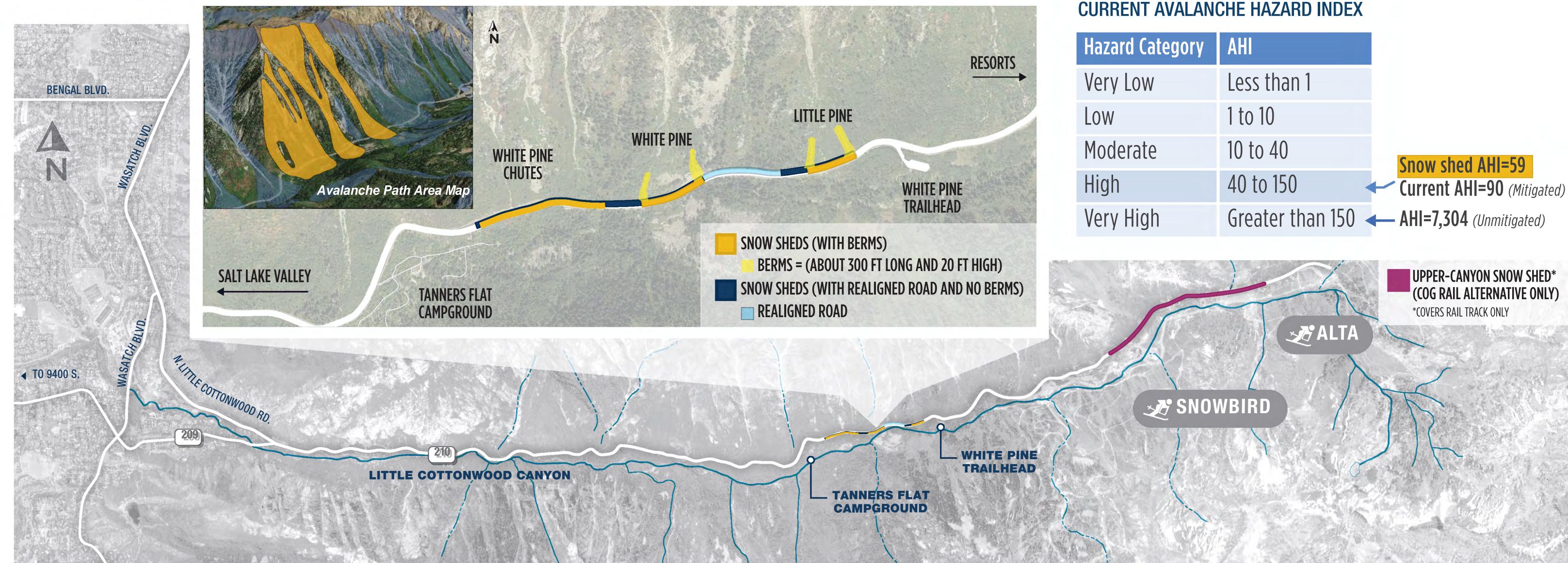




50 FT



YEARLY LCC CLOSURE HOURS DUE TO AVALANCHE MITIGATION











## TRAILHEAD PARKING ALTERNATIVES



Trailhead Parking Alternatives – Total Parking Spaces from S.R. 209/S.R. 210 Intersection to Snowbird Entry 1 by Trailhead Alternative

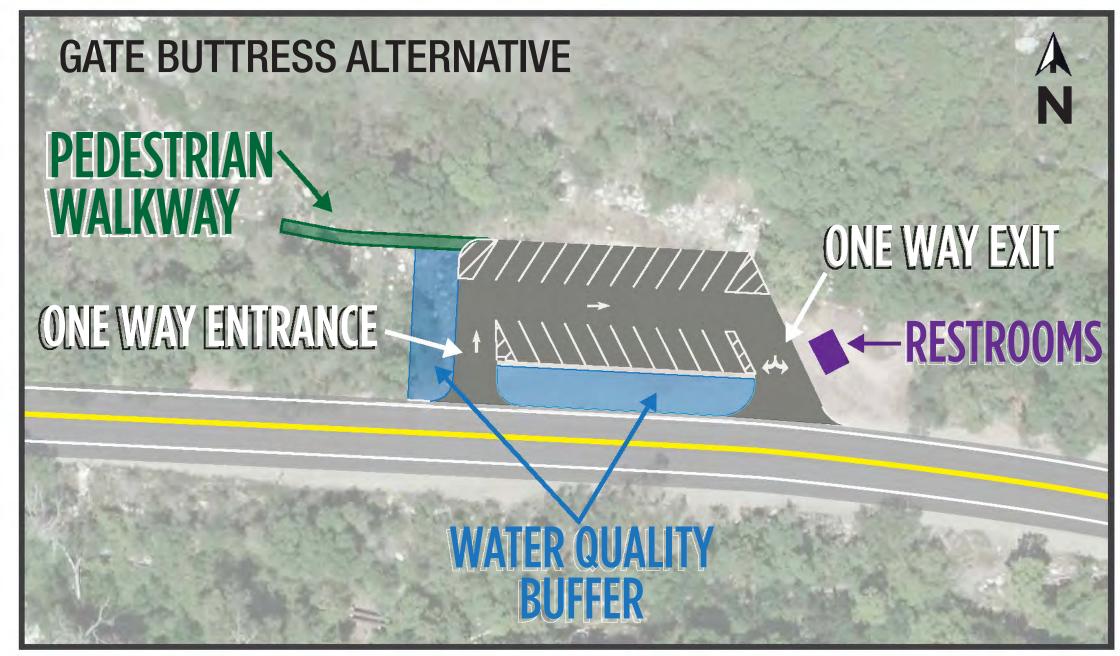
If PPSL is selected, Alternative B would be implemented

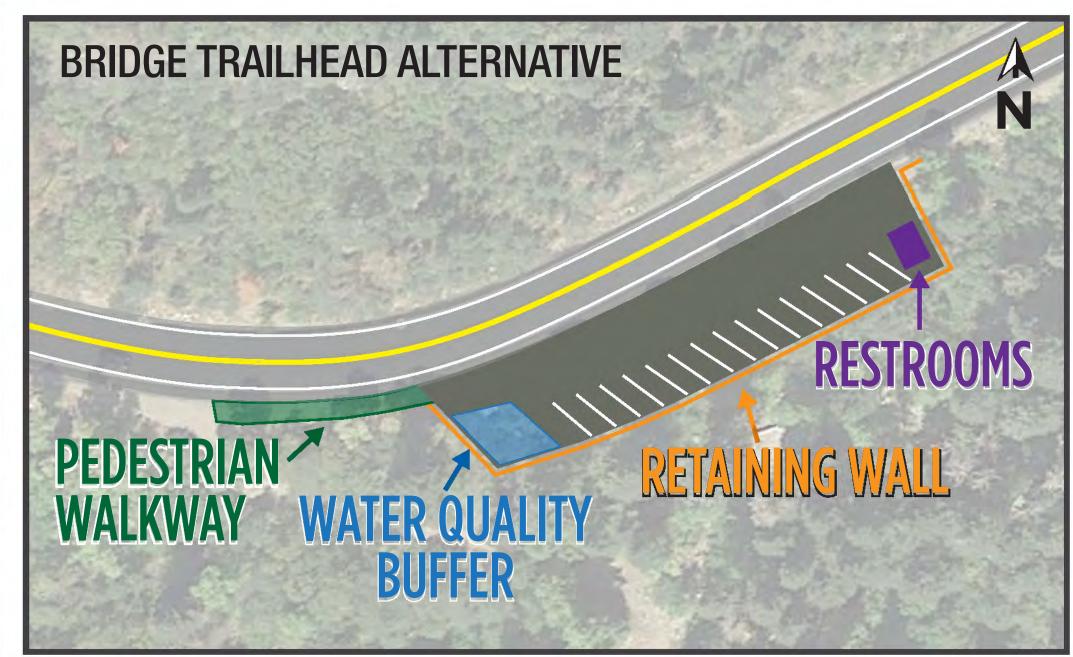
	Number of Parking Spaces							
		Improve Trailhe	No Improvement to Trailhead Alternative					
Parking Area	Existing Parking	No Roadside Parking ¼ Mile from Trailhead below Snowbird Entry 1 (Alternative A)	No Roadside Parking below Snowbird Entry 1 (Alternative B)	No Roadside Parking below Snowbird Entry 1 (Alternative C)				
Roadside parking	429	290	0	0				
Gate Buttress Trailhead	30 (in formal dirt lot)	21	21	30 (in formal dirt lot)				
Bridge Trailhead	Not applicable (roadside parking only)	15	15	0				
Lisa Falls Trailhead	17 (north and south dirt pullouts)	41	41	17 (north and south dirt pullouts)				
White Pine Trailhead	52	144	144	52				
Total parking spaces	528	511	221	99				

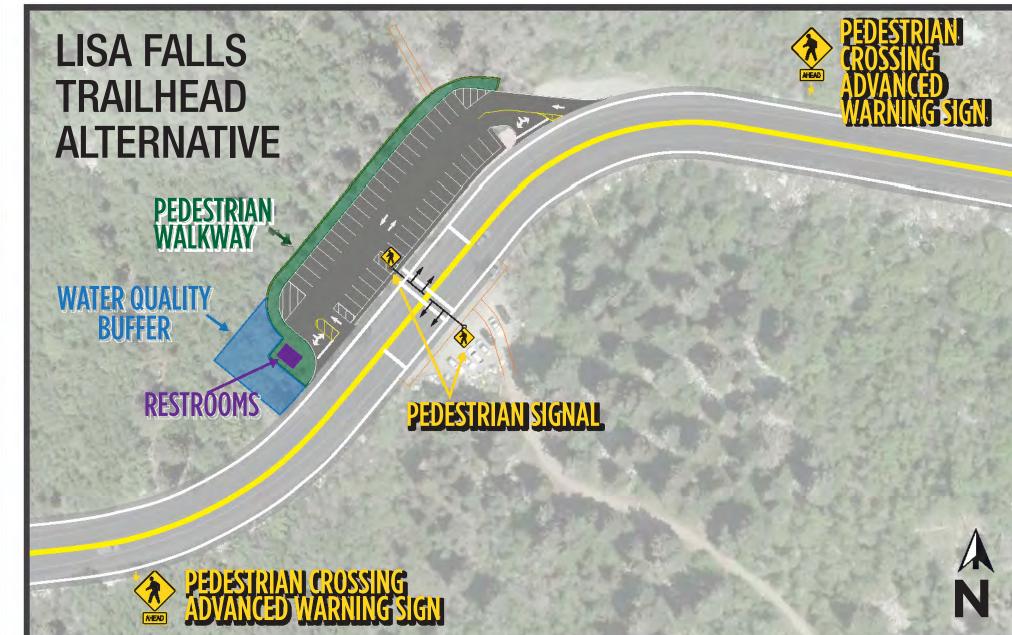
#### **Trailhead Parking Alternatives**

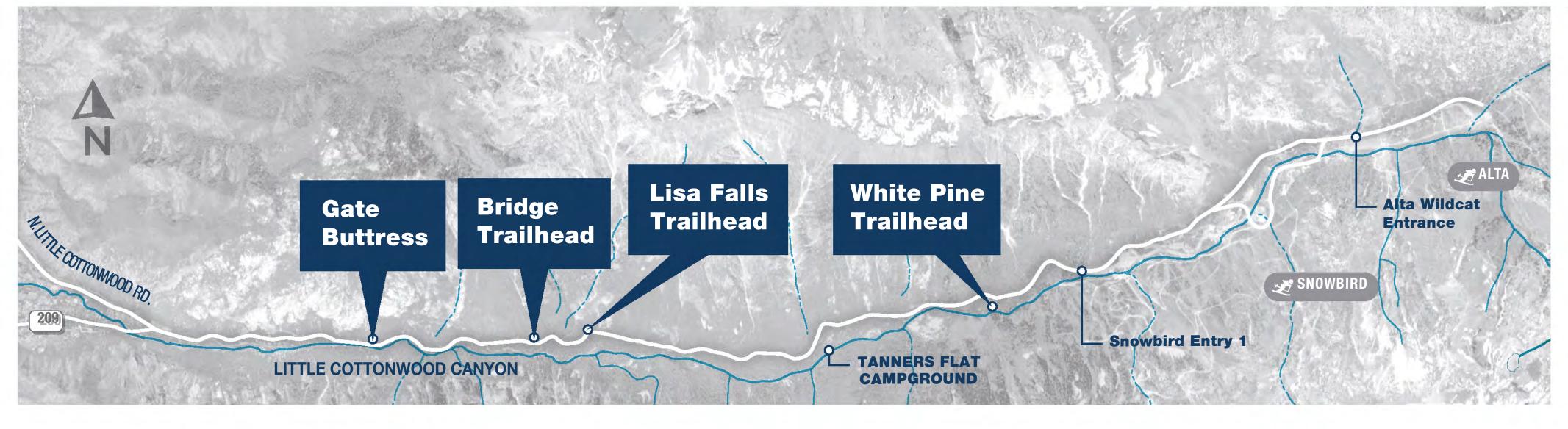
Alternative	Description
Alternative A	Eliminate roadside parking within $\frac{1}{4}$ mile of each trailhead parking area below Snowbird Entry 1
Alternative B	Eliminate roadside parking from the intersection of S.R. 209/S.R. 210 below Snowbird Entry 1
Alternative C	Eliminate roadside trailhead parking related to summer use from the intersection of S.R. 209/S.R. 210 below Snowbird Entry 1 and no expansion of existing parking areas

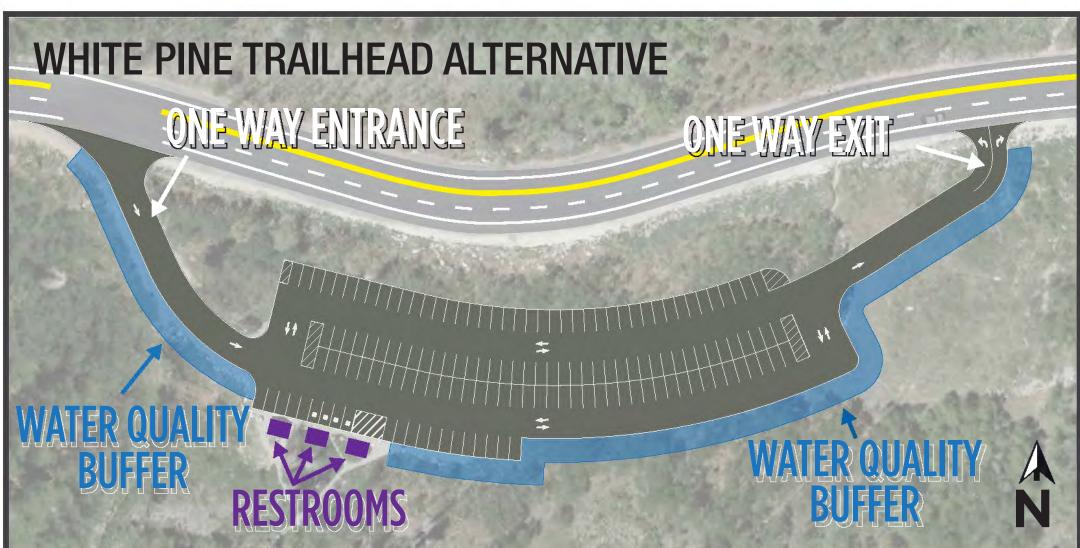
The Cog Rail Alternative at Gate Buttress and Lisa Falls will relocate trailhead improvements farther away from the road, toward the mountain-side.













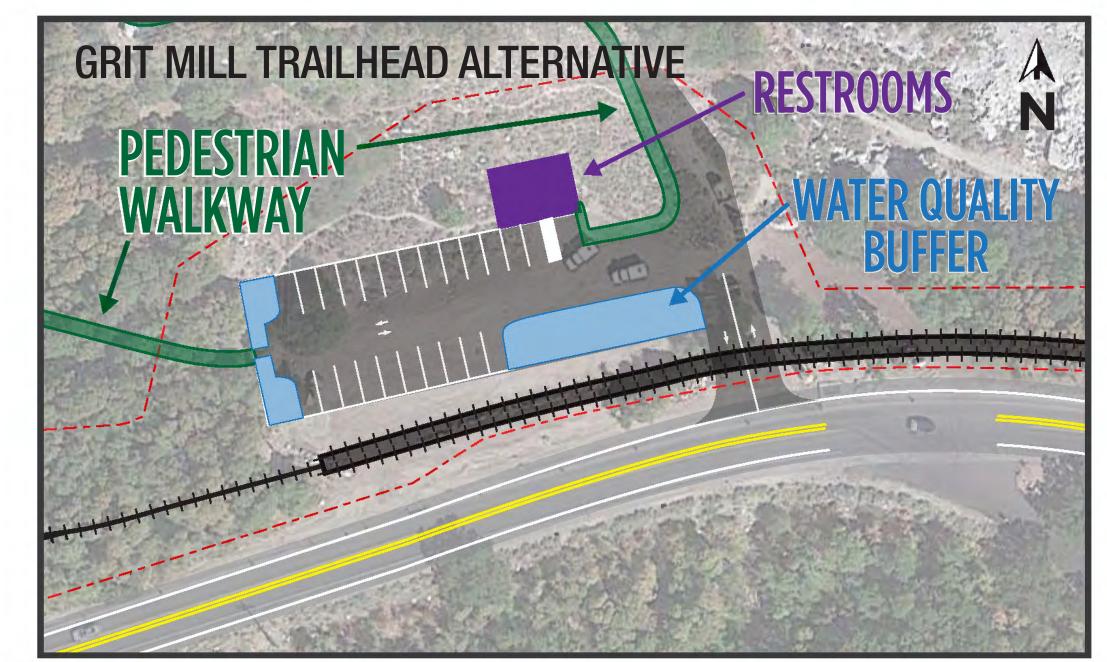


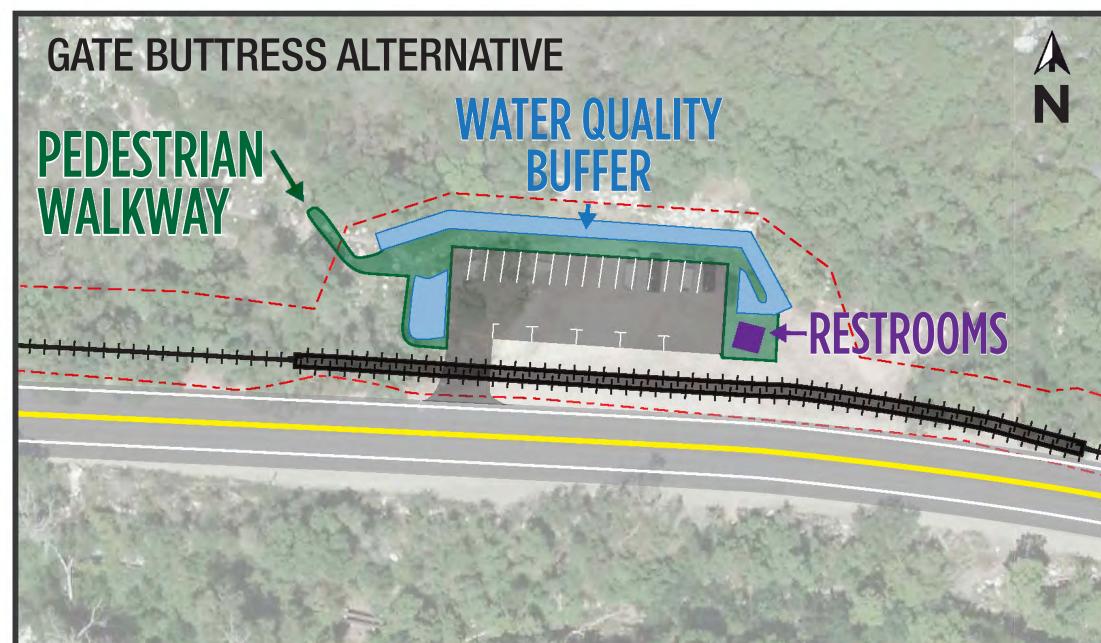


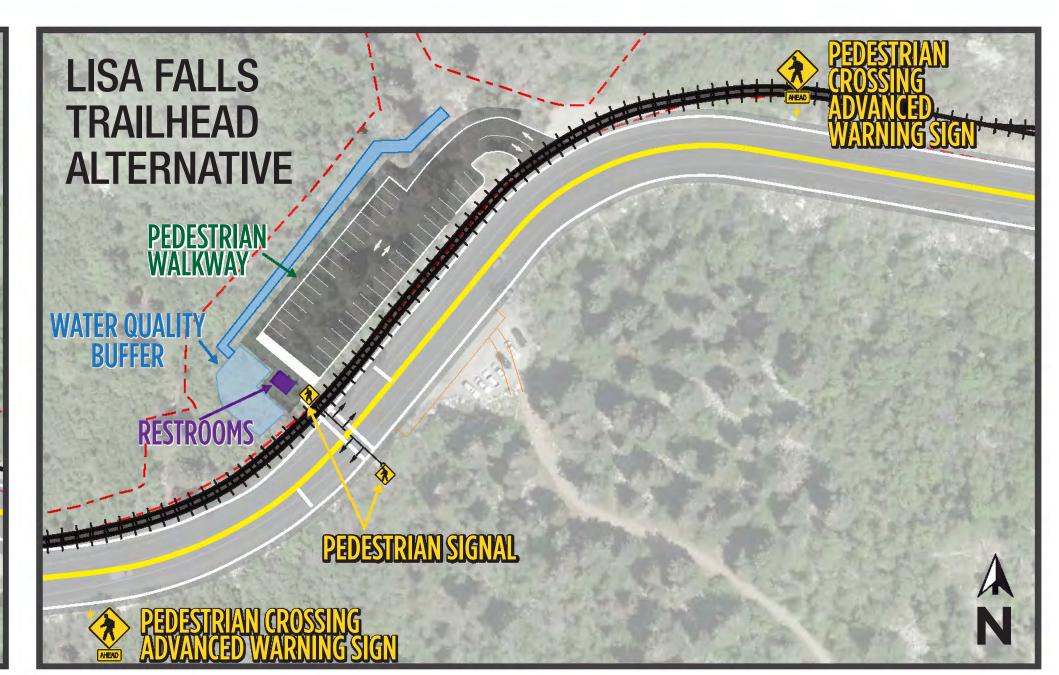


## COG RAIL TRAILHEAD PARKING ALTERNATIVES











The Bridge and White Pine design will not change from what is shown in the other four alternatives.









## NO WINTER PARKING ALTERNATIVE



With the No Winter Parking Alternative, about 230 roadside parking spots would be eliminated during the winter near the ski resorts. The map below shows the locations where new no-parking areas would be located. Roadside parking is used during winter peak days when the main ski area parking lots are at capacity. With the action alternatives, there would be sufficient parking in the valley to accommodate users. No winter roadside parking on S.R. 210 only applies to the area above Snowbird Entry 1.











#### TRAVEL DEMAND MANAGEMENT

#### TOLLING AND VEHICLE OCCUPANCY RESTRICTIONS



#### WHAT IS TRAVEL DEMAND MANAGEMENT (TDM)?

- TDM broadly refers to a set of strategies implemented by transportation agencies to ease traffic congestion by reducing demand on roadways.
- TDM strategies use an incentive and disincentive approach to achieving a shift in travel modes to reduce traffic congestion, such as tolling and vehicle occupancy restrictions.
- Any TDM strategy would require an improved, robust transit system in order to be successful.

#### ASSESSING TRAVEL DEMAND MANAGEMENT STRATEGIES

- In support of the Little Cottonwood Canyon EIS, a tolling survey was conducted to identify TDM strategies to improve mobility on S.R. 210.
- The survey was conducted by Lighthouse Research & Development, Inc., for UDOT in 2019 (focusing on residents in Davis, Salt Lake, Summit and Utah Counties who visited the ski resorts during the winter season at least once within the past 5 years). The survey explored canyon traveler profiles and the public's willingness to pay for travel time improvements generated by a potentially faster route or a new, quick and reliable transit system.

#### MOST FREQUENTLY USED WINTER CANYON TRAVEL MODES

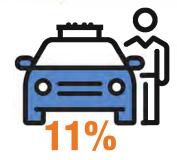
Actual traffic count data from 2018 shows the following vehicle occupancy:

36% SINGLE OCCUPANT VEHICLES

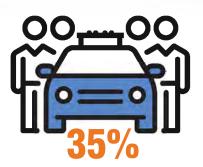
38% DOUBLE OCCUPANT VEHICLES

26% THREE OR MORE OCCUPANT VEHICLES

#### SURVEY RESULTS



SINGLE DRIVER WITH NO PASSENGERS



CARPOOL WITH FAMILY, FRIENDS OR OTHERS



BUS





**52%** 

#### **OTHER**

Other includes travel modes not listed above or respondents didn't provide a travel mode.











#### ESTIMATING MODE CHOICE - WILLINGNESS TO PAY SURVEY

#### SUMMARY

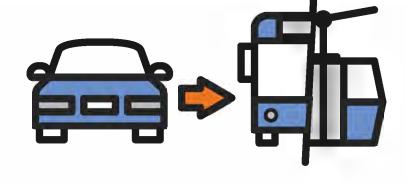
The survey showed that overall, the majority of the respondents (54%) were willing to pay a fee for more-reliable travel times or improved transit service. The results also indicate that there is a demand among local canyon users for improved travel times and an openness for considering alternative transportation modes, but there is still a level of preference to continuing using a personal vehicle.



TDM strategies considered include tolls or congestion pricing, occupancy restriction and parking management. Results suggest that a winter peak-period fee of \$20 to \$30 per vehicle yields the highest potential for improving mobility.

#### LIKELIHOOD TO SWITCH TO TRANSIT

61% of respondents who indicated they were extremely willing to switch modes were also willing to pay a higher price.





#### IMPORTANCE OF FASTER TRAVEL TIME

57% of respondents who indicated that faster travel was very important to them were also willing to pay a higher price.



#### IMPORTANCE OF PREDICTABLE TRAVEL TIME

55% of respondents who indicated that predictable travel time was extremely important to them were also willing to pay a higher price.

The survey results are exploratory in nature, and further tolling and revenue analysis is needed before implementing.









## TOLLING OR VEHICLE OCCUPANCY RESTRICTIONS IN LITTLE COTTONWOOD CANYON

Tolling and vehicle occupancy restrictions would only be implemented during the winter on-peak use days when congestion levels are high. There are no plans to implement a toll or vehicle occupancy restrictions on S.R. 210 in Little Cottonwood Canyon outside of the winter ski season.

#### **TOLLING**

With improved transit options (bus, gondola or cog rail), tolls during the ski season would make users of personal vehicles consider whether an added toll would make transit a better option. The exact amount of the toll has yet to be determined, but the toll could range from \$20 to \$30 for most vehicles during peak-periods, with possible variations based on the time of day and the day of the week. Tolling would be focused on the area of S.R. 210 around the ski resorts that would be served by the proposed transit in the action alternatives. Residents of Little Cottonwood Canyon, drivers of service vehicles and potentially resort employees would likely be exempt from paying the toll.



I-15 toll lane

#### **TOLLING CONSIDERATIONS**

UDOT did consider low-income populations in how a toll would be implemented. Practicable measures to avoid or reduce the potential adverse effects would include:

- Subsidized transit service similar to the existing bus service with a reduced cost for use.
- Place the toll gantry below Snowbird Entry 1. This would allow all users including low-income populations wanting to recreate outside the ski resorts in the lower portions of Little Cottonwood Canyon to avoid having to pay the toll.
- Have the toll in effect only during the morning peak-period (7 a.m. to 10 a.m.), which would allow low-income populations to avoid paying the toll in the upper canyon by recreating after 10 a.m.

#### **VEHICLE OCCUPANCY RESTRICTIONS**

Another form of congestion management would be to exclude certain vehicles from entering Little Cottonwood Canyon based on vehicle occupancy, requiring those users to take transit. With this implementation strategy, during busy ski days (typically Friday through Sunday and holidays), single-occupant vehicles would not be allowed in the canyon from 7 a.m. to 10 a.m. Occupancy readers or other enforcement strategies would be implemented to determine the number of vehicle occupants. Violators would be fined for violating the occupancy requirements. To avoid riding in a single-occupant vehicle, some single occupants might carpool, which would improve traffic conditions by reducing the number of vehicles in the canyon.









#### ENFORCEMENT TECHNOLOGY

Tolling strategies would require technology solutions to support enforcement, a toll booth at the entrance to the canyon would cause significant queuing and delay. A dynamic tolling system would need to be implemented.

UDOT has not identified a specific tolling technology. It could be a cell phone-based system, an E-ZPass-type system and/or a license plate reader. If the tolling system requires a gantry, UDOT would prefer a single-pole gantry over the uphill travel lane on S.R. 210 just below Snowbird Entry 1. To minimize visual impacts, UDOT would coordinate with the U.S. Department of Agriculture (USDA) Forest Service regarding the pole aesthetics.

Technology	Vehicle Requirement	Consumer Cost	Operator Cost
Dedicated Short-Range Communication (DSRC) (e.g., EZPASS)	On-board transponder unit	Medium	Medium
License Plate Recognition (LPR)	License plate	None	Medium to high
Radio Frequency Identification (RFID)	RFID tag	Low	Low
Smartphone App	Phone	Low (app fee)	Medium to high
Vehicle Occupancy Detection	Dependent on detection program	Low to medium	Highest

#### POTENTIAL TOLLING REVENUE USAGE

The toll fees generated would be used to pay for the operation of the tolling system and potentially the operation and maintenance costs of the transit system to reduce fares to make transit an attractive option to paying a toll. Any tolling would need to follow applicable Federal Highway Administration and State of Utah requirements. Tolling revenue generated from a toll on a state highway must be deposited into the Tollway Special Revenue Fund and used for acquiring right-of-way and designing, constructing, reconstructing, operating, maintaining and enforcing state transportation systems and facilities, including making operating improvements to the tollway and other facilities used exclusively for the operation of a tollway facility.

#### **NEXT STEPS**

**TOLLING ANALYSIS** 

**DESIGN** 

CONSTRUCTION



Tolling gantry









# POTENTIAL FOREST PLAN AMENDMENTS ASSOCIATED WITH THE PROPOSED PROJECT COMPONENTS AND ACTIONS AND PRIMARY ALTERNATIVES ANALYZED IN THE DRAFT EIS



PROJECT COMPONENT OR ACTION	FOREST PLAN STANDARD	AREA OF RESOURCE CONFLICT OR AMENDMENT CONSIDERATION	PRIMARY ALTERNATIVE						
			ENHANCED BUS SERVICE	ENHANCED BUS SERVICE (IN PEAK-PERIOD SHOULDER LANE)	<b>GONDOLA A</b> (FROM LCC PARK-AND-RIDE)	<b>GONDOLA B</b> (FROM LA CAILLE)	<b>COG RAIL</b> (FROM LA CAILLE)		
FHWA appropriation of NFS lands	NOT APPLICABLE	FHWA appropriation of NFS lands for highway purposes							
Snow sheds and berm construction	S3.1W	Road construction							
Snow sheds and realigned road construction	S3.1W	Road construction							
New trailhead development — Bridge and/or Lisa Falls Trailhead(s)	S3.1W	New recreation facility development							
Expansion of existing White Pine Trailhead	S3.1W	New recreation facility development							
Reconstruction of Grit Mill Trailhead	S3.1W	New recreation facility development							
Reconstruction of Alpenbock Trailhead	S3.1W	New recreation facility development							
Peak-period shoulder lane construction	S3.1W	Road construction							
Cog rail track construction	S3.1W	Road construction							
Cut-and-fill slopes	<b>S22</b>	Scenic integrity level							









## FOREST PLAN AMENDMENT PROCESS



## PUBLIC INVOLVEMENT

Public notice

✓ Public comments

## REQUIREMENTS

- ☑ Base the amendment on a preliminary identification of the need to change the plan.
- Market Provide opportunities for public participation and public notification.
- 🗹 Amend the plan consistent with the Forest Service's National Environmental Policy Act (NEPA) procedures.
- ☑ Follow the applicable format for plan components set out in the planning regulations for the plan direction added or modified by the amendment.
- ☑ Determine which specific substantive requirement(s) within the planning regulations is (are) directly related to the plan direction being added, modified, or removed by the amendment, and apply such requirement(s) within the scope and scale of the amendment.

## ADMINISTRATIVE REVIEW

- ☑ The Forest Service's planning regulations include a pre-decisional administrative review (referred to in the Draft EIS as objection) process for plan amendments. This process gives an individual or entity an opportunity for an independent Forest Service review and resolution of issues before a plan amendment is approved.
- ☑ If the Forest Service amends the 2003 Revised Forest Plan: Wasatch-Cache National Forest, the amendment would apply only to the project, and the decision for the project-specific amendment would be in the same decision document that would approve the project. As such, per the planning regulations, the administrative review process of 36 CFR part 218, subparts A and B, would apply.
- Written objections, including any attachments, must be filed within 45 days following the publication date of the draft decision for a project-specific plan amendment. The reviewing officer must issue a written response to the objector(s) concerning their objection(s) within 45 days of the end of the objection-filing period. The responsible official would not issue a decision document concerning the proposed plan amendment until the reviewing officer has responded in writing to all objections.











#### **APPENDIX 27B**

Chapter 26: Revised Section 4(f) and Section 6(f) Evaluation Public Review Notices

WWW.SLTRIB.COM Sunday, Dec 12, 2021 « **D13** 

#### **Legal Notices**

#### NOTICE OF TRUSTEE'S SALE

The following described property will be sold at public auction to the highest bidder at the West Foyer on West Steps, Sanpete County Courthouse, 160 North Main, Manti, Utah, on December 29, 2021, at 12:00 pm, for the purpose of foreclosing a deed of trust dated October 24, 2002, and executed by Joseph G. Vallejos and Tina Dale Shunk, as trustors, in favor of Far West Bank, covering the following real property purported to be located in Sanpete County at 10340 East 34500 North, Fairview, UT 84629 (the undersigned disclaims liability for any error in the address), and more particularly described as:

- Parcel 1: Beginning North 17 deg. 45'29" West 397.45 feet and South 64 deg. 23'21" West 150.55 feet from the Southeast corner Lot 202, Plat "C," HIDEAWAY VALLEY SUBDIVISION, according to the official plat thereof, filed in the office of the Sanpete County Recorder; thence South 64 deg. 23'21" West 320.00 feet, thence South 85 deg. 07'33" West 326.12 feet, thence North 48 deg. 21'38" West 270.00 feet, thence South 89 deg. 03'38" East 815.39 feet to the point of beginning. Being in Lot 201, Plat "C," HIDEAWAY VALLEY
- Excepting all minerals in or under said land including, but not limited to metals, oil, gas, coal, stone and mineral rights, mining rights, and easements rights or other matter relating thereto, whether expressed or implied.
- Parcel 2: Lot 202, Plat "C," HIDEAWAY VALLEY SUBDIVISION, according to the official plat thereof, filed in the office of the Sanpete County Recorder.
- Excepting all minerals in or under said land including, but not limited to metals, oil, gas, coal, stone and mineral rights, mining rights, and reasments rights or other matters relating thereto, whether ex-
- Less and excepting the following by reason of that certain Partial Reconveyance executed by Far West Bank, recorded April 28, 2003, as Entry No. 104079, in Book 479, at Page 2553.
- Parcel 1: Beginning North 17 deg. 45'29" West 397.45 feet and South 64 deg. 23'21" West 150.55 feet from the Southeast corner of Lot 202, Plat "C," HIDEAWAY VALLEY SUBDIVISION, according to the official plat thereof, filed in the office of the Sanpete County Recorder; thence South 64 deg. 23'21" West 320.00 feet, thence South 85 deg. 07'33" West 326.12 feet, thence North 48 deg. 21'38" West 270.00 feet, thence South 89 deg. 03'38" East 815.39 feet to the point of beginning. Being in Lot 201, Plat "C," HIDEAWAY VALLEY SUBDIVISION.
- Excepting all minerals in or under said land including, but not limited to metals, oil, gas, coal, stone and mineral rights, mining rights, and easements rights or other matter relating thereto, whether expressed or implied.
- More Correctly Described As:
- Parcel 1: Beginning North 17 deg. 45'29" West 397.45 feet and South 64 deg. 23'21" West 150.55 feet from the Southeast corner of Lot 202, Plat "C," HIDEAWAY VALLEY SUBDIVISION, according to the official plat thereof, filed in the office of the Sanpete County Recorder; thence South 64 deg. 23'21" West 320.00 feet, thence South 85 deg. 07'33" West 326.12 feet, thence North 48 deg. 21'38" West 270.00 feet, thence South 89 deg. 03'38" East 815.39 feet to the point of beginning. Being in Lot 201, Plat "C," HIDEAWAY VALLEY SUBDIVISION.
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- Excepting all minerals in or under said land including, but not limited to metals, oil, gas, coal, stone and mineral rights, mining rights, and easements rights or other matter relating thereto, whether expressed or implied.
- Together with all the improvements now or hereafter erected on the property, and all easements, appurtenances, and fixtures now or hereafter a part of the property. Parcel No.: 40156X & 40157
- The current beneficiary of the deed of trust is Fidelity Bank, and the record owner of the property as of the recording of the notice of default is Jose Gilberto Vallejos.

The sale is subject to bankruptcy filing, payoff, reinstatement, or other circumstance that affects the validity of exists, the sale shall be void, the successful bidder's funds returned, and the trustee and current beneficiary shall not be liable to the successful bidder for any damage.

A \$20,000,00 deposit in the form of a bank or credit union cashier's check or a bank official check, payable to Lundberg & Associates, PC, is required to bid. A successful bidder who fails to tender the full purchase price will forfeit the entire deposit. The successful bidder must tender the deposit at the sale and the balance of the purchase price by 12:00 noon the day following the sale. The balance must be in the form of a wire transfer bank or credit union cashier's check, or bank official check payable to Lundberg & Associates, PC. A bank or credit union cashier's check must be pre-printed and clearly state that it is a cashier's check. A bank official check must be pre-printed and clearly state that it is an official check. Cash payments are not accepted. A trustee's deed will be delivered to the successful bidder within five business days after receipt of the amount bid.

DATED: November 28, 2021 Lundberg & Associates, PC, Trustee By: /s/ Lori King Printed Name: Lori King Authorized Officer 3269 South Main Street, Suite 100 Salt Lake City, UT 84115 (801) 263-3400

Office Hours: 8:00 a.m. - 5:00 p.m. L&A Case No. 21.80007.1/LB
THIS COMMUNICATION IS AN ATTEMPT TO COLLECT A DEBT, AND ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE. SLT0014751

#### NOTICE TO AIDDERS

Sealed bids will be received at the office of the City Engineer, located at 300 South 200 East, Suite 600, Salt Lake City, Utah 84111 until 2:00 p.m. local prevailing time, on Wednesday, December 15, 2021, for the

RUHIE Way Concrete 2021/2022, Job No. RDW21073; Electronically submitted bids or bids dalivered to any other location will not be accepted.

Bids will be publicly opened online via Webex at or about 2:15 p.m., local prevailing time on December 15, 2021.

INSTRUCTIONS TO BIDDERS: Contract Documents may be obtained for free online via SciQuest (The Utah Supplier Portal)

The plans and specifications can be reviewed and downloaded at the following website: https://bids.sciquest.com/apps/Router/PublicEvent?Cus

tomerOrg=StateOfUtah

To ensure notification of addenda is received, BIDDERS please register with Utah Public Procurement Place (SciQuest).

The construction contract will be awarded in compliance with the City's value-based procurement program which takes into account certain factors in the Bidder's work environment. For more information about this program please read SLC Administrative Rules, Procurement Roles Chapter 19 (See document 00 22 18, Article 1.2 paragraph "A" for a link).

ATTENTION TO CONTRACTORS: On Tuesday, December 7, 2021, at 9,00 a.m. a pre-bid conference will be held online via Webex. Specific meeting instructions will be found on SciQuest prior to the meeting. Attendance is highly encouraged. All contractors intending to submit a bid are invited to attend to obtain relevant information concerning the project. Bidders are advised that information affecting drawings, specifications, conditions, Scope of Work, etc. may be discussed. OWNER assumes no obligation to disclose information discussed at the pre-bid conference to Bidders who do not attend. Absent Bidders assume all risk of failure to attend.

The work to be performed generally includes but is not limited to concrete flatwork replacement.

The City reserves the right to reject any or all bids or to waive any informality or technicality in any Bid if deemed to be in the best interest of

In compliance with the Americans with Disabilities Act (ADA), the following information is provided: FAX number 801.535-6093, TDD Number 801.535-6219, contact person: Dan Hanover, 385-315-0795, City Engineer's Office. If assistance is required, please contact the above office 72 hours before the bid opening.

ADVERTISEMENT FOR BIDS

#### Hodi Reservation, Arleona Bla water systems at Keams Canyon

#### General Notice

Hopi Utilities Corporation (HUC), on behalf of the Bureau of Indian Affairs (BIA), is requesting Bids for the construction of the following Project:

BIA Water Systems Improvements at Keams Canyon Engineer's Project #DB19.1382

Bids for the construction of the Project will be received electronically by Bids received will be publicly opened and read. The Bid Opening will be conducted virtually. An invitation to the virtual meeting will be emailed to all planholders.

The Project includes the following Work:

Improvements to two water systems that are owned and operated by the Bureau of Indian Affairs (BIA) on the Hopi Reservation in Arizona: Keams Canyon and Hopi Junior/Senior High School (HJSHS). This independent water system will be connected to the HUC regional transmission water system. The work is to be completed as follows:

#### BID LOT 1

- 1. Connection of two water systems to HUC's existing water transmission system:
- Construction of approximately 3.8 miles of 8-inch piping to connect the Keams Canyon Booster Station, located at the Low Mountain Junction with Highway 264, to the HAMP transmission main near East Polacca.
- Construction of approximately 1.4 miles of 6-inch piping to connect the HJSHS to the existing water transmission main at Highway 264. Add metering as appropriate. (HUC will need to bill BIA. Maybe BIA
- will not care about metering for the Justice Center, HJSHS, and village, and if not, a single SCADA metering station will suffice. However, if BIA wants meters?) (see "Comments")

- 1. Correction of deficiencies to water systems.
- At HJSHS: repairs to the elevated water storage tank. At Keams Canyon BPS 1: demolition of buried tanks, construction of a new 24,000-gallon above grade steel storage tank.
- Replacement of approximately 8.3 miles of existing 6-inch AC transmission main with 8-inch PVC water main and associated service reconnections.
- 3. Replacement of existing corroded steel storage tanks on the mesa top with a 200,000-gallon elevated storage tank in the canyon; includes demolition of two existing 300,000-gallon storage tanks.
- 4. A new 100,000-gallon welded steel at-grade storage tank, and booster station within a CMU building along the alignment of the existing transmission main at Highway 264.

#### Obtaining the Bidding Documents

Information and Bidding Documents for the Project can be found at the following designated website:

#### https://www.ariplans.com/jobs/public

Prospective Bidders must register with the designated website as a plan holder, even if Bidding Documents are obtained from a plan room or source other than the designated website in either electronic or paper format. The designated website will be updated periodically with addenda, lists of registered plan holders, reports, and other information relevant to submitting a Bid for the Project. All official notifications, addenda, and other Bidding Documents will be offered only through the designated website. Neither Owner nor Engineer will be responsible for Bidding Documents, including addenda, if any, obtained from sources other than the designated website.

#### Pre-Bid Conference

A mandatory pre-bid conference for the Project will be held on January 5, 2022 at 1 p.m. st Hopl Cultural Certes, AZ-264, Second Mass, AZ 86043. Bids will not be accepted from Bidders that do not attend the mandatory pre-bid conference. No questions will be answered during this time. Questions must be submitted in writing to Justin Vangraefschepe at jvangraefschepe@geo-logic.com by 5:00 p.m. (MST) on Wadnesday, January 19, 2021. Answers to questions will be submitted to plan holders via addenda by 5:00 p.m. (MST) on Friday, January 21, 2021.

#### Instructions to Bidders

For all further requirements regarding bid submittal, qualifications, procedures, and contract award, refer to the Instructions to Bidders that are included in the Bidding Documents.

#### This Advertisement is issued by:

Engineer: Daniel B. Stephens & Associates 1*E4 E*9E1 SLT0014903

#### Salt Lake City Corporation EXCAVATION RESTRICTIONS 2022 Construction Projects

In accordance with Salt Lake City Code Section 14.32.085 (Excavation Restrictions), this publication identifies the public way projects scheduled for construction in Calendar Year 2022, including the nature of the excavation restrictions, and the effective date and duration of excavation restrictions. All potential users to whom the excavation restriction applies shall submit application to the City Engineer to participate in the stated projects to address co-locating facilities or other actions as needed in the best interest of the City. A GIS map showing the 2021 construction projection and previously established excavation restrictions can be viewed on the City's website at: https://maps.slcgov.com/mws/excavationrestriction.htm

#### <u>CAPITAL IMPROVEMENT PROGRAM / 2022 STREET CONSTRUCTION PROJECTS</u>

- Reconstruction Projects:
   300 West from 900 South to 2100 South
- 900 South from Lincoln St to 900 West 200 South from 400 West to 900 East
- Local Streets 2022
- Industrial Road from 2100 South to Associated Avenue
- 800 West from 600 South to 900 South Kensington Avenue from 800 East to 900 East
- Roosevelt Avenue from 600 East to 700 East
- Bryan Avenue from 800 East to 900 East Liberty Avenue from Lake Street to 800 East

Nature of Restrictions: All utility excavations
Effective Bate of Restrictions: October 2021 to October 2028
Bullation of Restriction: Seven (7) years from completion date of project

## SUBDIVISION STREET IMPROVEMENT PROJECTS (2022 CONSTRUCTION)

Subdivision Projects:
SLC Port GLC Plat B (6880 West Street from 700 North to 1000 North, and 1000 North from 6550 West to 6880 West)

- Copper Crossing Plat 2 (6400 West Street from 300 South to 150 South) Copper Crossing Plat 3 (6400 West Street from 700 South to 800
- South) Mountain View Industrial Park Plat 1 (150 South Street from 5960
- West to 6040 West) Quadrant Plat A (6880 West Street from 1000 North to 1400 North,
- 1400 North from 6700 West to 6880 West) SLC Port GLC Rail Plat A (7400 West Street from 400 North to 700 North, 400 North from 7400 West to 8000 West)
- Ice House Subdivision (490 West Street from 300 North to 400 North) Copper Crossing Plat 4 (300 South Street from 6400 West to 6500
- Copper Crossing Plat 5 (150 South Street from 6400 West to 6800
- West)

700 North Street from 7200 West to 8000 West

- 8000 West from 1600 North to 2000 North Swaner Subdivision (2200 West from 2650 North to 3000 North, 2900 West from 2650 North to 3500 North, 3200 West from 2650 North to 3500 North, 2950 North from 2200 West to 3200 West, 3300 North from 2600 West to 3200 West, 3500 North from 2600 West to 2900 West)
- Station Center (reconstruction of 300 South from 500 West to 600

Nature of Restriction: All utility excavations.

The control of th

Duration of Restriction: Seven (7) years from completion date of project.

#### Public Notice Ambulance License Application

As required by Utah Code § 26-8a-406 et seq., notice is given that the Utah Department of Health, Bureau of Emergency Medical Services and Preparedness is commencing an informal adjudicative proceeding to determine whether to grant Clinton City Fire Department a new Paramedic Non-Transport License. Clinton City Fire Department currently holds an Advanced Emergency Medical Technician (AEMT) Ground Ambulance Transport and Advanced Emergency Medical Technician (AEMT) Interfacility Ground Ambulance Transport.

Clinton City Fire Department proposes to provide Paramedic Non-Transport License service in the following geographic area:

Beginning at the point on the north boundary line of Davis County; south from the northwest corner of Section 20, T5N, R2W, SLB&M, US Survey and running thence east along the north boundary of Davis County three miles to the west boundary line of the Union Pacific Railroad right-of-way; thence southeasterly along the west bound-ary line of said railroad right-of-way to the south line of the northwest ¼ Section 35; T5N; R2W; thence west two and one-half miles to the southwest corner of the northwest  $\mbox{\em 14}$  Section 33, T5N; R2W; thence north one-half mile to the northwest corner of the northwest  $% \left\{ 1,2,...,n\right\}$ 1/4 Section 33; T5N; R2W; thence west to the southwest corner of the southeast ¼ Section 29; T5N; R2W; thence north three-quarter mile to the northwest corner of the southwest  $\ensuremath{\ensuremath{^{1\!\!/}}}$  of the northeast  $\ensuremath{\ensuremath{^{1\!\!/}}}$  Section 29; T5N; R2W; thence west three-quarter mile to the northwest corner of the southeast  $\mbox{\em 14}$  of the northeast  $\mbox{\em 14}$  section 30; T5N; R2W; thence northeasterly along an arc to a point 1012 feet more or less west of the southwest corner of Section 20; T5N; R2W; thence west 1012 feet more or less to the southwest corner of Section 20; T5N; R2W; thence north 2040 feet more or less to the point of beginning this description being the corporate limits of Clinton City as on file with the Lt. Governor's office and Davis County Recorder's Office. Additionally, said service area includes that portion of Davis County west of Clinton City more commonly referred to as unincorporated

The Bureau of Emergency Medical Services will accept written public comments on the application until December 29, 2021, at 5:00 p.m.

For further information regarding this notice or the application contact the Bureau of Emergency Medical Services & Preparedness at 801-273-6666.

#### SLT0014795

#### **PUBLIC NOTICE** LEGAL NOTICE - PUBLIC OPPORTUNITY TO PROVIDE COMMENTS

The Utah Department of Transportation (UDOT) is issuing this notice to advise the public that the Little Cottonwood Canyon Draft Environmental Impact Statement (EIS) Revised Draft Section 4(f)/6(f) Evaluation for proposed transportation improvements on State Route (S.R.) 210 in Salt Lake County, Utah is available for public review and comment. UDOT, as the assigned National Environmental Policy Act (NEPA) lead agency, is preparing an EIS to evaluate transportation solutions to substantially improve roadway safety, reliability, and mobility on S.R. 210 from Fort Union Boulevard through the Town of Alta for all users on S.R. 210.

Pursuant to Section 6009 of the Safe, Accountable, Flexible, Efficient  $\,$ Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the associated FHWA guidance dated Dec. 13, 2005, UDOT has determined that a Section 4(f) greater than de minimis impact finding is appropriate for the subject project. Comments sought by UDOT on the Revised Draft Section 4(f)/6(f) Evaluation are specific to this evaluation. Comments not related to the evaluation will not be responded to in the Final EIS. The Revised Draft Section 4(f)/6(f) Evaluation can be reviewed at https://littlecottonwoodeis.udot.utah.gov/.

Written comments or questions on the Revised Draft Section 4(f)/6(f)Evaluation should be directed to Little Cottonwood Canyon EIS, c/o HDR, 2825 E Cottonwood Parkway #200, Cottonwood Heights, UT 84121 (hand delivered comments accepted from 8 a.m. to 5 p.m.), submitted through the project website or emailed to littlecottonwoodeis@utah.gov. Verbal comments can be made by leaving a message at 801-200-3465. Comments will be accepted for 30 days from December 10, 2021 to January 10, 2022. Comments provided to the study team will be reviewed and considered by UDOT. All comments received will be documented in the project record. UDOT's responses to comments regarding this Revised Draft Section 4(f)/6(f) evaluation made during the comment period will be included in the Final EIS.

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 the Federal Highway Administration and UDOT.

#### **Notice to Creditors**

Estate and Trust of Lynn Dale Bennett

All parties having claims against the above estate or the Lynn Bennett Living Trust dated August 2, 2019, are required to present them to the undersigned, at the address provided within three months from the date of first publication of this notice, or said claim shall be forever barred.

Crystal Worthen, Trustee 6130 W 13400 S Herriman, Utah 84096 801-995-8237 SLT0014060

#### <u>INNATATION TO BLD</u>

Washington County School District in St. George, Utah, is receiving sealed General Contractor Request for Proposals (RFP) until 2:00 p.m. for the Enterprise High School Addition located in Enterprise, Utah, on Tuesday, January 18, 2022, at the office of the Owner. Refer to RFP for description of submittal process.

PANANER:

TEARTER JUSTINES ATHURED MOTENHELAW AFTINI: BRYAN EMER 124 WEST TABERNASCLE ST. GEORGE, VITAH 84770 (434) 652 4730

ARCHITECT.

NAYARA WENTWORTH LUND ABOUTHEETS, NO. YAA WEST YAKA SOUTH, SUITE Y ST. GEORGE, UTAIN 8477A (499) 956-2888

Project Construction Documents will be available from the Architect by email on Tuesday, December 7, 2021. There will be a mandatory onsite (565 W 200 N, Enterprise, UT 84725) meeting for all prospective bidders Wednesday, January 5, 2022, at 10:00 a.m. All bidders acknowledge the right of the Owner to reject any or all proposals and to waive any informality or irregularity in any proposal received. The Owner reserves the right to accept the most qualified proposal, as determined by the Owner's RFP evaluation factors.

If bidders desire to receive hard copies, they can notify the architect who will assist them in obtaining copies. The cost of printing hard copies will be billed directly to the bidder. SLT0014785

#### **Public Notice**

Invitation to Bid:

The City of South Salt Lake will accept bids for the project titled: South Salt Lake City 900 W 2100 S to 3300 S Catch Basin Grate Replacement (East Side), until 1:00 p.m. on January 20, 2022. Bids received after 1:00 p.m. will not be opened. The scope of work for this contract includes the equipment, facilities, services, and appurtenances thereto as included in the contract documents for the replacement of existing open hood catch basin grates to SSL approved non-open hood grates as described in project schedules. All required documents for the bidding process shall be directly emailed to South Salt Lake City Recorder, Craig Burton, at cburton@ sslc.gov until 1:00 p.m. on January 20, 2022.

Plans and specifications for the project can be obtained from SciQuestor the Engineer, Lingkun Li, P.E., PMP at Ili@sslc.gov after 9:00 a.m. on December 13, 2021. There will be a mandatory Pre-Bid Meeting for this project on Tuesday, January 11th at 2 pm. A pre-registration is required for bidders to attend the Pre-Bid Conference, bidders shall email the EN-GINEER, Lingkun Li, P.E., PMP at Ili@sslc.gov before 2 pm January 10, 2022 for registration. In the email, bidders shall indicate their name, address, and contact information. The meeting location or meeting link will be sent only to pre-registered bidders by 5 pm, January 10, 2022

Due to the COVID-19, bids will be open internally at 1:00 p.m. on January 20, 2022. The apparent low bidder will be notified by 5 p.m. on January 21, 2022. A 5% Bid Security will be required. The City of South Salt Lake reserves the right to reject any and all bids or to waive any informality or technicality in any bid if deemed to be in the best interest of the City. For further information contact Lingkun Li at 801-483-6040.

SIT0014919

C14

NOTICE OF TRUSTEE'S SALE

The following property will be sold at public auction to the highest bidder, without any warranty, at the South main entrance of the Fourth Judicial District Courthouse located at 75 £.80 N., American Fork, Utah, on January 10, 2022 at 9:00 an., for the purpose of foncedoring a Trust Deed executed by RIDGEPOINT SUNRISE, LLC, a Utah Imited liability company, as Trustor, in favor of Soctar f. McCord and Sylvia R. McCord, recorded August 26, 2020 as Entry 12/001/2020 in the Utah County Recorder's Office, State of Utah, sorribed as:

The basis of bearing for this description is South 0074/23 3\* East between the East Quarter of Section 9, Pownship 8 South, Range 3 East, Salt Lake Base and Meridian, and the Southeast corner of said section 9.

Beginning at a point South 0074/233\* East 366.46 feet along the section line and West 318.26 feet from the East Quarter of Section 9, Township 5 and 12.33 feet; themce North 18.24 if feet; thence North 20.00 feet; thence North 8746/40\* East 26.18 feet thence Dest 33.64.85.75 feet to the point of beginning at a post 100 feet; thence North 8746/40\* East 26.35 feet feet to the point of beginning any portion within 800 North Street, (Historical Serial/Tax Sas and excepting any portion within 800 North Street, (Historical Serial/Tax Sas and excepting any portion within 800 North Street, (Historical Serial/Tax

point of beginning. Less and excepting any portion within 800 North Street. (Fistorical Serial/Tax IDB 26.059.0099. Current Purported Serial/Tax IDB 26.059.0101) Scott F. McCord and Sylvia F. McCord are the current Beneficiaries of the Trust Deed. The record owners of the property, as of the recording of the Notice of Default, are HANAHOU, LC, a Utah limited liability company; and HANPER LANE, LLC, a Utah limited liability company; as their interests may asopear.

and HAMPER LANE, LLC, a Utsh limited liability company, as their interests may appear, and their interests may appear and the properties of a wire transfer, bank or credit union's calabries cheek populate of the form of a wire transfer, bank or credit union's calabries cheek populate to Scott F.M.C.Cord. A successful bidder with first purchase price will deed will be provided to the successful bidder with first business days. Successor Trustee, in his discretion, may void the sale due to bankruptcy, payoff or any other circumstances affecting the validity of the sale. If the sale is voided, Successor Trustee shall return funds to bidder, and the Successor Crustee dictains liability for any error in the address/serial number provided herein.

provided herein. This is an attempt to foreclose a security instrument and any information obtained will be used for that purpose. David B. Boye, PLLC, Successor Trustee David B. 12/8/2021

/s/ By: Brad D. Boyce, Attorney 2340 Berkeley St., SLC, UT 84109 (801) 485-5455; 9:00 a.m.-5:00 p.m. File No.: 7509 DN0014585

#### Notice of Trustee's Sale

Notice is hereby given that on the 18th day of Jenuery, 2022, at the hour of 2:30 pm hear the front door of the Methaeon Courthouse bosted at 450 pm hear the front door of the Methaeon Courthouse bosted at 450 pm hear the form of 2:50 pm hear the front door of the Methaeon Courthouse bosted at 450 pm hear the first person of the first person of

diaclaims liability for any error in the purported address), being more particularly described as follows:

Lagel Deacetplaten: SER ATACHED EVHIBIT

TEX. Dr. 14.36-37-50-638

Purchase price payable at the time and place of sale in lawful money of the United States. The sale will be made with out covenant or warranty regarding title, possession or encumbrances, for the purpose of paying the obligation secured by such Irrust Dead, including fees, charges and expenses of the Trustee, and sums, if any, expended under its terms thereof, and interest thereon.

the Trustee, and sums, if any, expended under its terms thereof, and interest thereon.

Successful bidder must tender to Trustee a \$20,000.00 deposit in the form of a coshier's check made payable to Weatern Mortgang Services Corporation as carbier's check made payable to Weatern Mortgang Services Corporation on paid within 24 hours of sale shidshill and returned as dismager if balance not paid within 24 hours of sale shidshill and returned as dismager if balance not paid within 24 hours of sale of SMIHIT "A"

ALL OF THE EAST 101.75 REET OF LOT 29, CRESTVIEW MANOR SUBDIVISION, ACCORDING TO THE OF THE OF THE EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL.

BEGINNING AT A POINT 100 EAST FROM THE SOUTHWEST CORNER OF LOT 29, CRESTVIEW MANOR SUBDIVISION, THENCE ENSTERN 27.8 FEET ALONG THE ARE OF A 244.0 FOOT TRADUS CURVE TO THE ON THE CAST EDGE OF A CHOICER FROM THE SOUTHWEST CANDIS AND FENCE THE FOLLOWING THERE (3) COURSES, THENCE ENSTERN ADD FENCE THE FOLLOWING THERE (3) COURSES, THENCE SOUTH 10º4816\* WEST 23.11 FEET, THENCE WEST CAS FEET, THENCE CAST SUTH 11º4945\* WEST 24.60 FEET, THENCE MOST ABOUT OF 28.10 THE AST ENDER OF A CHOICER TO SET THENCE END SUTH 11º4945\* WEST 24.60 FEET TO THE FOINT OF BEGINNING.

Both 18, Purp Thustes

Edwin B. Perry, Trustee Edwin B. Parry, Trustee P. O. Box 1387, Bountiful, Utah 84010 (801) 397-2660

DN0014592

PUBLIA NUTICE: REQUEST FOR DEVELOPMENT PROPOSAL

The State of Utah's School and Institutional Trust Lands Administration (SIT-LA) has received interest in 200 +1- acres within Toolec City limits. STILA hereby gives public notice of this interest and is requesting proposals from all interested parts. STILAX 200+4, acres is NE of Highway 112 and is located within the E half of the NE quarter of section 18 and the SN quarter and the N half of the SE quarter of section 18 and the SN quarter and the N half of the SE quarter of section 18 and the SN quarter and the N half of the SE quarter of section 18 and the SN quarter and the N half of the SE quarter of section 18 and the SN quarter and the N half of the SE quarter of section 18 and the SN quarter of the SN qu

#### LEGAL NOTICE OF OPPORTUNITY FOR PUBLIC HEARING AND PUBLIC COMMENT On Proposed Intersection Widening of 9400 South/700 East in Sandy, Utah UDOT Project No. F-2098(1)1; PIN: 17851

UDOT Project No. F-2098(1); Pilk: 17851

NOTICE OF OPPOTITUATY FOR A PUBLIC HEARING for the proposed intransaction videning of 9600 South 8, 700 East, Sandy City,
Sandy City in partnership with the Usah Department of Transportation
(UDOT), are evaluating design options for an intersection widening at 9400
South 8, 700 East. The goal is to reduce traffic congestion and enhance safety along the corridor. The proposed widening of intersection will include but
both directions, roadway retariping for additional turn lanes, widening the
roadway surface, relocating utilities along the corridor and reconstruction of
various portions of sidewalk, cuty, and gutter.
Design and acquisitions for this project are planned to continue through
2022 and construction is expected to Begin in 2022.
Design and acquisitions for this project are planned to continue through
2022 and construction is expected to Begin in 2022.
Design and acquisitions for request special to respect a special provided the request is sent by
Jan. 7, 2022. Comments and requests for a public hearing can be submitted
wit the project errapial to renewed bandy studies, goal Comment and requests
8775 South 700 West, Sandy, UT 84070 and will be accepted if postmarked
by Jan. 6, 2022.
DN0014594

An Emergency Hazardous Waste Permit No. UT-031-2021 has been issued to the Tooele Army Depot North Area (TEAD-N) in Tooele County, Utah. The permit authorizes the TEAD-N to detonate several items found to be compromised during routine inspections.

This permit was effective November 22, 2021, and expired November 23, 2021. For further information, or to request a copy of the permit, please contact Rick Page of the Division of Waste Management and Radiation Control at (2011) 536-0230. In compliance with the Americans with Diabilities Act, individuals with special needs (including auxiliary communicative aids and services) should contact Larene Wyss, Office of Human Resources at (8011) 554-4234. Telecommunications Relay Service 171, or by email at 18011 554-4245.

#### NOTICE

An emergency hazardous waste permit (#UT-033-2021) has been issued to Brigham Young University in Utah County, Utah. The permit authorizes Brigham Young University to treat one container of hazardous waste onsite. The waste has been deemed unstable for transport and disposal and requires treatment prior to shipment.

This permit was effective December 6, 2021 and expired December 9, 2021. For further information, or to request a copy of the permit, please contact Gabrielle Marinick of the Division of Waste Management and Radiation Control at 8011 \$58-6214. In compliance with the Americans with Disabilities Act, individuals with speech revest furthering acting communication at 8011 \$58-6214. Indecommunications Relay Service 711, or by email at 18011 \$58-4284. Telecommunications Relay Service 711, or by email at 19012 \$600.

An Emergency Hazardous Waste Permit (#UT-025-2021) has been issued to the Toole Army Depot North Area (TEAD-N) in Toolee County, Utah. The permit authorizes the TEAD-N to detonate several items discovered during a surface clearance of an on-going Military Munition Response Program project.

This permit was effective October 18, 2021, and expired October 19, 2021. For further information, or to request a copy of the permit, please contact Reik Rega of the Univain of Waste Management and Radiation Control at (801) 53-60230. In compliance with the Americans with Disabilities Act, individuals with special needs (including auxiliary communicative aids and individuals with special needs (including auxiliary communicative aids and 53-64244, Telecommunications Relay Service 711, or by email at "hygs:8" are the north property of the Pays 18 or 19 or 19

#### NOTICE

An emergency hazardous waste permit (#UT-032-2021) has been issued to the University of Utah in Salt Lake Courty, Utah. The permit authorizes the University of Utah in Salt Lake Courty, Utah. The permit authorizes the University of Utah to treat 2th Pausardous waste containers onsite. The material has been deemed unstable for transport and disposal and will require treatment prior to shipment.

This permit was effective December 6, 2021, and expired December 9, 2021. For further information, or to request a copy of the permit, please contact Gabrielle Marinic of the Division of Waste Management and Redation Control at 801) 536-0214. In compliance with the Americans with Diabellitest Act, individuals with special needs fincluding auditing communicative aids and services) should contact Larene Wyss, Office of Human Resources at 801) 536-4245. Redecommunications Relig Service 171, or by emil all contact Larene Wyss, Office of Human Resources at 801) 536-4245.

#### NOTICE

An emergency hazardous waste permit (#UT-034-2021) has been issued to ICU Medical in Salt Lake County, Utah. The permit authorizes ICU Medical to treat one container of hazardous waste onsite. The waste has been deemed unstable for transport and disposal and requires treatment prior to shipment.

This permit was effective December 6, 2021 and expired December 9, 2021. For further information, or to request a copy of the permit, please contact Gabrielle Marinic of the Division of Waste Management and Redation Control at (201) 536-0214. In compliance with the Americans with Disabilities Act, individuals with special needs (including auding vocnumicative aids and services) should contact Larene Wyss, Office of Human Resources at (801) 554-4263, Telecommunications Relay Service 711, or by email at (801) 554-4261. "lwyss@utah.gov DN0014602

#### NOTICE OF RESCHEDULED PUBLIC HEARING

Notice is hereby given that the public hearing previously scheduled to be held on December 14, 2021, in the Courty Government Center, 2001 Sc. State Street, North Building, Room NI-110, Salt Lake City, Utah, is being rescheduled to be held on January 4, 2022, at the 4:00 pm Salt Lake Courty Courtel meeting.

The purpose of the hearing is to discuss the authorization to dispose of several parcels of real property owned by Salt Lake County. The parcels are located in South Jonach Jush at 1108 95 south 2200 West [Kig ID Noz. 271-535-1004; 27.2-2101-00.1], 27.2-2-101-00.3], and 27.2-2-151-005. In 11375 South 2005 south [Kig ID Noz. 272-27-251-008]. In 1105 South Redwood Road, [Kix ID Noz. 27-22-12-2-053 and 27-22-73-018]. In 1158 South Redwood Road (Tax ID Noz. 27-22-12-6-05], and 11154 South Redwood Road (Tax ID Noz. 27-22-12-6-05), and 11154 South Redwood Road (Tax ID Noz. 27-22-12-6-05), and 11154 South Redwood Road (Tax ID Noz. 27-22-12-6-07).

During the current phase of COVID-19 response and recovery, members of the public may attend the Council's meetings electronically as described below or in person on a limited basis.

This public hearing will be simulcast electronically via Webex Events This public hearing will be simulcast electronically via Webes Events. Ingli-viduals wishing to comment electronically must escase be public hearing, using the Webes link indicated in the Salt Lake County Countils January 4, 2022, 400 TM Meeting Agends which can be accessed at alco.logistic som) by the beginning of the "Public Hearing" portion of that meeting, if an individual is unable to attend the meeting, they may entail their comments to councilwebse@lico.org by 1000 AN the day of the public hearing to have those comments distributed to the Council and read into the record at the

The first time joining via the link may take longer to get through the set-up steps. Please plan accordingly.

/s/ STEVE DEBRY Chair

This permit was effective December 6, 2021 and expired December 9, 2021. For further information, or to request a copy of the permit, please contact Gabrielle Marrick of the Division of Waste Management and Relation Control at (2011) 535-62214. In compliance with the Americans with Disabili-ties Act, individuals with speedli received including guidency promoted the properties of the Control of the Contr

#### NOTICE BY SOUTH JORDAN CANAL CO

Fem Cloward has requested a replacement South Jordan Canal Company stock certificate be issued in the name of Dewmer Development. Company records show Deveme Development as owners of effected stock certificate D-8085. Any interested person may life a written notice of objection with Absent any objections, a replacement certificate may be issued to Dewme Development and certificate D-8085 will be permanently canceled on the company records with the permanently canceled on the company records within the permanent of the permanent

#### IN THE SECOND JUDICIAL DISTRICT COURT OF DAVIS COUNTY, STATE OF UTAH

Citibank, N.A., as Owner Trustee of NRMLT 2020-2, Plaintiff,

SUMMONS FOR PUBLICATION Case No. 210700619 Judge Michael D. Direda

v. Calvin C. Curtis; Melanie A. Curtis; Ditech Financial, LLC; American Land Title Association; Unknown Parties of Interest DOES I – XX, Defendants.

Interest DOES 1- XX, Defendants.

The State of Utah To: American Land Title Association and Unknown Parties of Interest DOES LXC.
A lawasit has been started against you. You must respond in writing for the court to consider your side. You can find an Answer form on the court's website: utcourts gov/ans You must file your Answer with this court. Second Judicial District Court of Davis County, 800 West State Steer, Farmington, to the other party or their attorney. Jamie G. Siler, Murr Siler & Accomazzo, PCC., 1999 Broadway, Sulte 3100, Devener, Colorado Bo220: Your response must be filed with the court and served on the other party within 30 days of the last day of this publication, which is December 24, 2021. If you do not file and serve an Answer by the deadline, the other party can ask the court for a do not get the Annea to tell your side of the story, Real the complaint or pertition carefully. It explains what the other party is asking for in their leavast. She is included und demands en su contra. Usted debe responder por escrib para que el ribunal considere as unexión. Puede encoratin del formation de deformance and the consideration of the

Announcement of Appointment and Appointment and September 1997. Appointment 1997. Appointmen

#### STORAGE AUCTION

STORAGE AUCTION
Apps. Storage (Formerly Known as
Sandy Mini Storage) will be conducing a storage auction on Sturdby,
Apps. Storage location on Sturdby,
Apps. Storage located at 8865 S Harrison Street, Sandry, Utah 84070. The
contents in the following units will
be auctioned at the aforementioned
time and date. Unit & 1016, belonging to Leon Aguillar of 1623 Elsie
Drive, Salt Lake Grip, Utah 84122,
which contains hauting equipment,
bown, home decor, taskdermy deer
head, tools and other miscellaneous
items. items. DN0014343

NOTICE OF AUCTION SALE OF STORED GOODS
In accordance with Utah Code Sec. 38-84 (Utah Self Storage Facility Act) notice is hereby given that the contents of the following unit will be contents of the following unit will be contents of the following unit will be seld in Street Storage, 558 N. Main Street, North Salt Lake, UT on Dec 10 at 2pm. Unit will be sold in its enterty to the highest bidder. Unit al. Content is reduced to the following the salt following care salt united semantics of the content of the salt of th

SUMMONS
Casell 214904742/ Judge Hogan
Tie Sergio Isal Querdia whose place of residence is unknown. Take notice that Marisas Shanice García has filed a case for Divorce & Custody of Minor Children with the West Jordan District Court, 8000 S. Redwood Rd, Ste 1701, West Jordan, UT 84088.
DNO01454S

#### LEGAL NOTICE

THE \$02 WOODSIDE CONDO-MINIUM OWNERS' ASSOCIATION, INC., a Utah corporation, having a former address of 502 Woodside Avenue, Park City, Utah 8400, field on December 2, 2021, Articles of IDs-solution with the State of Utah, De-partment of Commerce, Division of Corporations & Commercial Code.

Corporations & Commercial Code.

Creditors of THE 502 WOODSIDE
CONDOMINUM OWNERS' ASSOCIATION, INC. are hereby notified to
(1) deliver or mall their water actions.

C. Gilbert, Gillagett LAW OFFICE at
the following address: R.O. Boar 706,
Boartfild, Usin 40011: or otherwise present their claims in writing with
stillicent information reasonably to
inform the corporation of the substance of by their claims in writing with
stillicent to enforce the claims in out
commercial within 5 years after publication of this notice, or be forever
barred.

Region 10 Education Service Center (ESC), on behalf of Equalis Group members, is requesting proposels for Office Supplies and Related Prod-usts and Services.

Proposals are due 01/06/2022 be-fore 2:00 PM Central Time: To be considered respondents must sub-mit a proposal to Region 10 ESD a accordance with solicitation docu-mentation available at https://www. region10.org/about-uu/reguest-far-proposala-blds/. The bid opening will take place at 2:00 P.M. Central Time via Zoom as stated in the RFP. DN0014504

#### CONSTABLE SALE

Double Wide Mobile Home at 603 Segamore St. #215 North Salt Lake City, 84054 Camelot MHC at 10:00 AM on December 17th, 2021 Camelot MHC, LLC vs. Tamara Marie Moosman, by Kolkman Constable Service 385-400-1092 DN0014595





01/04/2022 and 01/10/2022

## NOTIFICATION: Public Comment Period for Draft EIS Revised Chapter 26 (4(f) and 6(f)) Evaluation Begins Today

1 message

Little Cottonwood EIS Project Team < littlecottonwoodeis@utah.gov>

Fri, Dec 10, 2021 at 9:01 AM

Reply-To: littlecottonwoodeis@utah.gov To: littlecottonwoodeis@utah.gov

Can't read or see images? View this email in a browser

## Little Cottonwood Canyon Environmental IMPACT STATEMENT S.R. 210 | Wasatch Blvd. to Alta

Public Comment Period For Revised Draft EIS Section 4(f) and 6(f) Evaluation Open Until January 10

Comments and responses to the revised chapter will be published in the Final EIS



Thank you for your continued interest in the Little Cottonwood Canyon Environmental Impact Statement (EIS).

As many of you are aware, the Utah Department of Transportation (UDOT) released the Draft Environmental Impact Statement (EIS) for Little Cottonwood Canyon and held a public comment period, with the project team receiving 13,400+ comments.

Following the Draft EIS comment period and based on public comment and further consideration of the facts and circumstances, UDOT and the USDA Forest Service have decided to revise Chapter 26 of the Draft EIS (Section 4(f) & Section 6(f) Evaluation) and release the revised chapter for public review and comment. The primary differences between this chapter and the one published on June 25, 2021, are that the Alpenbock Loop Trail, the Grit Mill Trailhead, and the area between the two are now evaluated as a single Section 4(f) resource. This combined recreation resource is referred to as Alpenbock Loop and Grit Mill Climbing opportunities and includes the trailheads, trails, and climbing resources (boulders and vertical routes) that are accessed from either trailhead.

The public review and comment period for the Draft EIS Revised Chapter 26 is open now until January 10 and the project team is accepting comments on the

analysis contained in the revised Chapter 26, including effects of the action alternatives on the protected activities and features or attributes of Section 4(f) recreation resources (Alpenbock Loop Trail and Grit Mill trailheads).

Formal comments can be submitted through the project website, email, voicemail and text.

Please note that as the public had the opportunity to comment on the Draft EIS as a whole earlier in the year, comments unrelated to the revisions in this chapter will not be responded to in the Final EIS.

**View Revised Chapter 26** 

**Submit Comment** 

#### **Summary of Draft EIS Chapter 26 Revisions**

Little Cottonwood Canyon

Based on public comments and revised data provided by stakeholders, UDOT and the USDA Forest Service determined that it would be appropriate to combine two recreation resources that had been evaluated separately into a single Section 4(f) recreation resource and revise the evaluation in Chapter 26 of the Draft EIS.

- The main difference between this chapter and the one published on June 25, 2021, is that the Alpenbock Loop Trail, the Grit Mill Trailhead, and the area between the two are now evaluated as a single Section 4(f) resource.
- This combined recreation resource is referred to as Alpenbock Loop and Grit Mill Climbing opportunities. The revised chapter now evaluates how the reasonable alternatives use this 4(f) resource.
- The Alta Town Park has also been included as a Section 4(f) resource in the revised Chapter 26.



# The Alpenbock Loop and Grit Mill Climbing opportunities area is considered a recreation Section 4(f) property.

- A recreation area is determined a 4(f) resource if it is a park or recreation area of national, state, or local significance that is both publicly owned and open to the public.
- The Alpenbock Loop and Grit Mill Climbing opportunities area is about 58 acres and includes about 143 climbing boulders, at least 13 vertical climbing routes, two trailheads, and numerous trails.

Lillle Cottonwood Canyon

A de minimis impact is one that would constitute a use of the resource but would not adversely affect the features, attributes, or activities that qualify the resource for protection under Section 4(f).

- De minimis impact determinations are based on the degree of impact after the inclusion of any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures).
- Having a de minimis impact does not prohibit an action alternative from being selected as the preferred alternative in the Final EIS.
- Through detailed analysis of available data, UDOT determines the level of impact to Section 4(f) resources.



The Enhanced Bus Service Alternative would not have an impact to the Alpenbock Loop and Grit Mill Climbing opportunities area as there are no roadway improvements in this area under this alternative.

Little Cottonwood Canyon // AND STATE OF A PLANT OF A P

The Enhanced Bus Service in Peak-period Shoulder Lane Alternative would have a de minimis impact, based on the following factors:

- Widening Little Cottonwood Canyon Road would require an easement or special-use authorization from the USDA Forest Service for ~0.14 acre of land (0.2% of the total area).
- 7 of the 143 climbing boulders (less than 5% of the climbing boulders in the area) would be removed, and if feasible, impacts would be mitigated.
- · None of the vertical climbing routes would be impacted.
- There would be no increase in noise during the late spring, summer, and fall seasons when
  most of the climbing occurs, and only a minor noise increase in winter.
- · Less than 5% of the trails would be relocated.
- No impact to trailhead parking, restrooms, or interpretive signs.

Little Cottonwood Canyon

# Gondola Alternative A, with applicable mitigation, would have a *de minimis* impact, based on the following factors:

- Gondola Alternative A would require an easement or special-use authorization from the USDA Forest Service for ~3.17 acres of land (5.5% of the total area).
- An additional ~4.57 acres of easement or special-use permit would be required for the 80-foot-wide easement beneath the gondola cables (7.9% of the total area).
- 4 of the 143 climbing boulders would be removed, and if feasible, impacts would be mitigated.
- 31 of the 143 climbing boulders would be located within the easement beneath the gondola cables but access and use of those boulders as a climbing resources would still be allowed.
- · None of the vertical climbing routes would be impacted.
- There would be no increase in noise.
- The Alpenbock Trailhead at the existing park-and-ride lot would be reconstructed to provide the same features that are currently offered (parking and restroom).
- · There would be no impact to the Grit Mill Trailhead.

Little Cottonwood Canyon // Standard In Allo

#### Gondola Alternative B would have a de minimis impact, based on the following factors:

- Gondola Alternative B would require an easement or special-use permit authorization from the USDA Forest Service for 2.83 acres.
- An additional 4.64 acres of easement or special-use permit would be required for the 80-footwide easement beneath the gondola cables.
- 1 of the 143 climbing boulders would be removed, and if feasible, the impact would be mitigated.
- 34 of the 143 climbing boulders would be located in the easement beneath the gondola cables but access and use of those boulders would still be allowed.
- None of the vertical climbing routes would be impacted.
- There would be no increase in noise.
- The Alpenbock Trailhead at the existing park-and-ride lot would be reconstructed to provide the same features that are currently offered (parking and restroom).
- There would be no impact to the Grit Mill Trailhead.



The Cog Rail Alternative would have a greater-than-de minimis impact on climbing resources, based on the following factors:

- Constructing the cog rail system, including the operations and maintenance facility, would
  require an easement or special-use authorization for ~12.91 acres of USDA Forest Service land
  (22.3% of the total area).
- 73 of the 143 climbing boulders (about 51% of the total climbing boulders in the area) would be removed and if feasible, the impact would be mitigated.
- · None of the vertical routes would be impacted.
- There would be a noise impact to one bouldering area.
- About 31.7% of the trails would be relocated, but connectivity would be maintained.

Detailed information on the Draft EIS preferred alternatives and associated elements can be reviewed on the project website.

**View All Draft EIS Materials** 

View the video below for more information on the environmental study process the Little Cottonwood Canyon EIS is following.



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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.

This email was sent by littlecottonwoodeis@utah.gov to littlecottonwoodeis@utah.gov Not interested? Unsubscribe | Update profile

As many of you are aware, Utah DOT released the Draft Environmental Impact Statement (EIS) for Little Cottonwood Canyon earlier this summer and held a public comment period, with the

project team receiving 13,400+ comments (thanks again for making your voice heard).

Following the Draft EIS comment period, based on public comment and further consideration, UDOT and the USDA Forest Service have decided to revise Chapter 26 of the Draft EIS (Section 4(f) & Section 6(f) Evaluation) and release the revised chapter for public review and comment. The primary differences between this chapter and the one published on June 25, 2021, are that the Alpenbock Loop Trail, the Gnt Mill Trailhead, and the area between the two are now evaluated as a single Section 4(f) resource. This combined recreation resource is referred to as Alpenbock Loop and Grit Mill Climbing opportunities and includes the trailheads, trails, and climbing resources (boulders and vertical routes) that are accessed from either trailhead.

The public review and comment period is open now until January 10 and the project team wants to hear from you on the analysis contained in the revised Chapter 26 (full chapter posted on the project website). Formal comments can be submitted through the project website, email, voicemail and text.

Please note that as the public had the opportunity to comment on the Draft EIS as a whole earlier in the year, comments unrelated to the revisions in this chapter will not be responded to in the Final EIS.

https://littlecottony/oode/s.udot.utah.gov/



Based on public comments and revised data provided by stakeholders, UDOT and the USDA Forest Service determined that it would be appropriate to combine two recreation resources that had been evaluated separately into a single Section 4(f) recreation resource and revise the evaluation in Chapter 26 of the Draft EIS.

- The main difference between this chapter and the one published on June 25, 2021, is that the Alpenbock Loop Trail, the Grit Mill Trailhead, and the area between the two are now evaluated as a single Section 4(f) resource.
- This combined recreation resource is referred to as Alpenbock Loop and Grit Mill Climbing opportunities. The revised chapter now evaluates how the reasonable alternatives use this 4(f) resource.
- The Alta Town Park has also been included as a Section 4(f) resource in the revised Chapter 26.



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• \*\*) Project update! @UtahDOT has revised Draft EIS Chapter 26 Section 4(f) & 6(f) evaluation. Comment period starts today through Jan. 10, watch the video for a summary of revisions. Visit the website for more info & submit a comment. #LCCEIS #SR210

@littlecottonwoodeis.udot.utah.gov

#### Little Cottonwood Carryon

Based on public comments and revised data provided by stakeholders, LDOT and the USDA Forest Service determined that it would be appropriate to combine two recreation resources that had been evaluated separately into a single Section 4(f) recreation resource and revise the evaluation in Chapter 26 of the Draft EtS.

- The main difference between this chapter and the one published on June 25, 2021, is that the Alpenbock Loop Trail, the Cirk Mill Trailhead, and the area between the two are now evaluated as a single Section 4ft resource.
- as a single Section 4(f) resource.

  This combined recreation resource is referred to as Alpenbock Loop and Grit Mill Climbing opportunities. The revised chapter now evaluates how the reasonable alternatives use this 4(f
- The Alta Town Park has also been included as a Section 4(f) resource in the revised Chapter 25

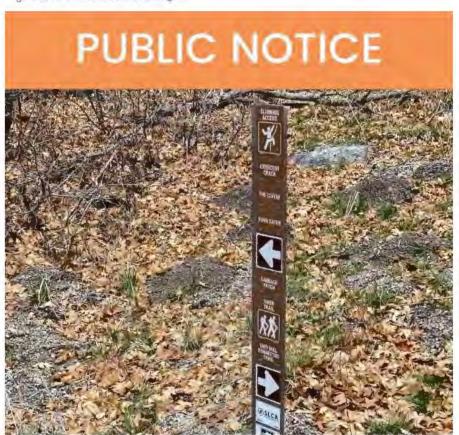
2:00 2,336 views



Thank you to everyone who has already submitted a comment on the Draft EIS Revised Chapter 26 Section 4(f) & Section 6(f) evaluation. This chapter contains the analysis on the impacts of the alternatives on recreation resources, which you can read in full on the project website. The comment period is open until Jan. 10 so please take some time to review the revised chapter and submit a comment in the next week.

For a short summary of the revised impacts analysis, please watch the short video from our post on Dec. 10. Please remember that comments unrelated to the revisions in this chapter will not be responded to in the Final EIS, and make sure you are focusing your comments on the analysis contained in the revised chapter.

We ask that you take into consideration the following when making a comment: the effects of the alternatives on the protected activities and on the features or attributes of the Section 4(f) resources (Alpenbock Loop Trail and Grit Mill Trailhead).





# Chapter 28: U.S. Department of Agriculture Forest Service Forest Plan Amendments

#### 28.1 Introduction

This chapter discusses the potential amendments to the U.S. Department of Agriculture (USDA) Forest Service's 2003 Revised Forest Plan: Wasatch-Cache National Forest (Forest Plan; USDA Forest Service 2003) associated with the action alternatives described in Chapter 2, Alternatives. Only those portions of the action alternatives that are located on National Forest System (NFS) lands are discussed in this chapter.

All actions authorized by the USDA Forest Service on NFS lands must be consistent with the approved forest plan. If a proposed project-specific action is not consistent with or does not conform to the forest plan, the Forest Supervisor may modify the proposed action to make it conform to

### What is the purpose of this chapter?

This chapter discusses the potential amendments to the USDA Forest Service's 2003 Revised Forest Plan: Wasatch-Cache National Forest associated with the action alternatives.

or be consistent with the plan, reject the proposed action, or amend the plan such that the action will be consistent with the plan as amended.

Implementation of any of the action alternatives described in Chapter 2, *Alternatives*, would require an amendment to the 2003 *Revised Forest Plan: Wasatch-Cache National Forest*, regardless of the specific authorities used by the Forest Service to authorize the use of NFS lands. However, the nature of the inconsistencies with the *Forest Plan* would vary by alternative, as described in this chapter.

Under 23 United States Code (USC) Section 317, the Federal Highway Administration (FHWA) is authorized under certain conditions to cause the transfer of highway easements over federal land to state transportation departments such as the Utah Department of Transportation (UDOT). The appropriation of NFS lands by FHWA and the transfer of these lands to UDOT would be in the form of a nonexclusive right of way for highway purposes. The Forest Service would still administer the appropriated lands, but UDOT would have an easement on these lands for highway purposes. If the proposed use on the appropriated lands is not consistent with the *Forest Plan*, a plan amendment would be required to allow the appropriation.

If NFS land is not appropriated and an action alternative is selected, UDOT would be required to obtain a special-use authorization (easement or special-use permit) from the Forest Service under 36 Code of Federal Regulations (CFR) Part 251 for those uses occurring on NFS lands. If the proposed use on NFS land is not consistent with the *Forest Plan*, a plan amendment would be required for the Forest Service to authorize these uses.

For the State Route (S.R.) 210 Project, UDOT in coordination with the USDA Forest Service identified each potential situation of nonconformance or inconsistency with the *Forest Plan* through a comparison to the



Forest Plan. Where an alternative or component of an alternative would be inconsistent with the Forest Plan, UDOT in coordination with the USDA Forest Service developed a project-specific plan amendment that would allow authorization. The Forest Service's land use planning regulations require that an Environmental Impact Statement (EIS) identify those plan amendments that best meet multiple-use and sustained-yield mandates in the National Forest Management Act. Plan amendments would be implemented only for the alternative(s) selected in the Record of Decision for the project.

#### 28.2 Forest Plan Amendment Process

The Forest Service prepares land and resource management plans in accordance with the National Forest Management Act and the regulations in 36 CFR Part 219. The 2003 Revised Forest Plan: Wasatch-Cache National Forest was prepared with the Forest Service 1982 forest planning regulations. If the Forest Service decides to amend the plan to address issues discussed in this EIS, it would do so with the 2012 planning rule and regulations at 36 CFR Part 219. The requirements of the 2012 planning rule and regulations are described in the following sections.

#### 28.2.1 Public Involvement

The inclusions of the potential project-specific plan amendment are subject to public review and the procedures in the federal regulations at 36 CFR Sections 219.4 and 219.16. The inclusion of the project-specific amendments in this EIS meets that intent. If a project-specific plan amendment is approved in a decision document, the administrative review process would apply, which would be the objection process at 36 CFR Part 218.

The responsible official must provide opportunities to the public for participating in the plan amendment process. When developing opportunities for public participation, the responsible official must take into account the discrete and diverse roles, jurisdictions, responsibilities, and skills of interested and affected parties; the accessibility of the process, opportunities, and information; and the cost, time, and available staffing [36 CFR Section 219.4(a)].

For each plan amendment, a public notice must identify the Forest Service planning rule provisions that are likely to be directly related to and therefore applicable to the plan amendment. The notice must also identify the applicable administrative review process for the Forest Service decision regarding the actions on NFS lands and the plan amendment.

The Forest Service published a Federal Register notice on April 23, 2021, notifying the public of the previous Notices of Intent published by FHWA on March 9, 2018, March 5, 2019, and May 15, 2019, regarding the preparation of this EIS. The Forest Service's Federal Register notice also notified the public of the potential for a plan amendment and the required administrative review process.

Under 36 CFR Section 219.16(b), when a plan amendment is approved by the Forest Service in a decision document approving a project or activity and the amendment applies only to the project or activity, the notification requirements for the project or activity apply. The required 45-day opportunity for comment on this Draft EIS was provided with a 70-day comment period from June 25 to September 3, 2021. Comments received on the plan amendments during the Draft EIS comment period were considered in this Final EIS.



#### 28.2.2 Forest Plan Amendment Requirements

Plan amendments may be broad or narrow, depending on the need for change, and should be used to keep plans current and to adapt to new information or changing conditions. The responsible official decides whether and how to amend the plan and determines the scope and scale of any amendment. The responsible official must do the following for every plan amendment [36 CFR Section 219.13(b)]:

- Base the amendment on a preliminary identification of the need to change the plan.
- Provide opportunities for public participation and public notification.
- Amend the plan consistent with the Forest Service's National Environmental Policy Act (NEPA) procedures.
- Follow the applicable format for plan components set out in the planning regulations for the plan direction added or modified by the amendment.
- Determine which specific substantive requirement(s) within the planning regulations is (are) directly
  related to the plan direction being added, modified, or removed by the amendment, and apply such
  requirement(s) within the scope and scale of the amendment.
- For an amendment to a plan developed or revised under a prior planning regulation, if species of
  conservation concern (SCC) have not been identified for the plan area and if scoping or a NEPA
  effects analysis for the proposed amendment reveals substantial adverse impacts to a specific
  species, or if the proposed amendment would substantially lessen protection for a specific species,
  the responsible official must determine whether such species is a potential SCC, and, if so, apply
  36 CFR Section 219.9(b) with respect to that species as if it were an SCC.

As discussed in its Federal Register notice, the Forest Service determined that the substantive requirements of the 2012 planning rule likely to be directly related and, therefore, applicable to the *Forest Plan* amendment are 36 CFR Sections 219.10(a)(1) and (3), scenery and transportation corridors.

The 2012 planning rule also requires the Forest Service to determine whether a plan amendment is considered a significant change in the plan for the purposes of the National Forest Management Act and therefore requires a 90-day comment period for the proposed plan and Draft EIS [36 CFR Section 219.13(b)(3)]. Because the potential *Forest Plan* amendments would be project-specific, one-time exceptions to the *Forest Plan* requirements and would not change the existing management prescriptions, the Forest Service has determined that the proposed plan amendments would not be significant changes to the *Forest Plan*.



#### 28.2.3 Administrative Review Process

The Forest Service's planning regulations include a predecisional administrative review (referred to in this chapter as *objection*) process for plan amendments. This process gives an individual or entity an opportunity for an independent Forest Service review and resolution of issues before a plan amendment is approved.

If the Forest Service amends the 2003 Revised Forest Plan: Wasatch-Cache National Forest, the amendment would apply only to the project, and the decision for the project-specific amendment would be in the same decision document that would approve the project. For this reason, per the planning regulations, the administrative review process of 36 CFR Part 218, Subparts A and B, would apply.

#### What is an objection?

An objection is a predecisional administrative review process for plan amendments that gives an individual or entity an opportunity for an independent Forest Service review and resolution of issues before a plan amendment is approved.

Written objections, including any attachments, must be filed within 45 days of the end of the objection-filing period. The responsible official would not issue a decision document concerning the proposed plan amendment until the reviewing officer has responded in writing to all objections.



#### 28.3 Potential Forest Plan Amendments

This section presents relevant forest planning definitions; presents relevant standards and definitions from the 2003 *Revised Forest Plan: Wasatch-Cache National Forest* that have been identified as inconsistent with one or more of the action alternatives described in Chapter 2, *Alternatives*; and describes the potential *Forest Plan* amendments that might be required to authorize the action alternatives.

#### 28.3.1 Definitions from Forest Planning Regulations

The Forest Service planning regulations at 36 CFR Part 219 require that all forest plans include desired conditions, objectives, standards, guidelines, and suitability of lands as plan components. A plan may also include goals as plan components.

Adhering to the standards in the forest plan is mandatory; inconsistencies between a standard and a proposed use would trigger the need for a plan amendment. Inconsistencies between a proposed use and a desired future condition, objective, guideline, or goal do not necessarily trigger the need for a plan amendment. Any inconsistencies with uses proposed as part of the EIS action alternatives and *Forest Plan* desired future conditions, objectives, guidelines, standards, and goals are described in the relevant resource chapters of this EIS.

- Desired Condition: A desired condition is a description of specific social, economic, and/or
  ecological characteristics of the plan area, or a portion of the plan area, toward which management
  of the land and resources should be directed. Desired conditions must be described in terms that are
  specific enough to allow progress toward their achievement to be determined, but do not include
  completion dates.
- Objective: An objective is a concise, measurable, and time-specific statement of a desired rate of
  progress toward a desired condition or conditions. Objectives should be based on reasonably
  foreseeable budgets.
- Standard: A standard is a mandatory constraint on project and activity decision-making, established to help achieve or maintain the desired condition or conditions, to avoid or mitigate undesirable effects, or to meet applicable legal requirements.
- Guideline: A guideline is a constraint on project and activity decision-making that allows for
  departure from its terms, so long as the purpose of the guideline is met. If a guideline is not met, the
  USDA Forest Service decision document will provide justification for not meeting that guideline.
  Guidelines are established to help achieve or maintain a desired condition or conditions, to avoid or
  mitigate undesirable effects, or to meet applicable legal requirements.
- Suitability of Lands: Specific lands within a plan area will be identified as suitable for various
  multiple uses or activities based on the desired conditions applicable to those lands. The plan will
  also identify lands within the plan area as not suitable for uses that are not compatible with desired
  conditions for those lands. The suitability of lands need not be identified for every use or activity.
  Suitability identifications may be made after considering historic uses and issues that have arisen
  during the planning process.
- Goal: A goal is a broad statement of intent, other than a desired condition, usually related to a
  process or interaction with the public. Goals are expressed in broad, general terms but do not
  include completion dates.



# 28.3.2 Relevant Standards and Definitions from the 2003 Revised Forest Plan: Wasatch-Cache National Forest

This section contains relevant standards and definitions from the 2003 Revised Forest Plan: Wasatch-Cache National Forest with which one or more of the action alternatives described in Chapter 2, Alternatives, were determined to be inconsistent.

#### 28.3.2.1 Standard S3.1W – Watershed Emphasis

The 2003 Revised Forest Plan: Wasatch-Cache National Forest establishes a watershed emphasis management area. In this area, the emphasis is on maintaining or improving the quality of watershed conditions and aquatic habitats. Watershed function and aquatic habitat values are recognized as important and might require restoration to reach desired conditions. Areas of municipal watershed and public drinking water sources will be managed to maintain or improve soil processes and watershed conditions. Where improvement is needed, it is achieved by implementing watershed improvement projects and by applying soil and water conservation practices to land-disturbing activities (USDA Forest Service 2003, page 4-69).

The Forest Plan applies Standard 3.1W to the watershed emphasis area. Standard 3.1W states:

• **\$3.1W.** Timber harvest, road construction, and new recreation facility development are not allowed (USDA Forest Service 2003, page 4-69).

Relevant definitions from the *Forest Plan* that apply to the Forest Service's interpretation of Standard S3.1W are the following:

- Road construction refers to activity that results in the addition of forest classified or temporary road
  miles. Road is defined as a motor vehicle travelway over 50 inches wide, unless designated and
  managed as a trail. A road can be classified, unclassified, or temporary (USDA Forest Service 2003,
  page 4-61).
- Travelway represents linear concentrations of public viewing including freeways, highways, roads, railroads, trails, commercial flight paths, rivers, canals, and other waterways (USDA Forest Service 2003, page GL-25).
- New recreation development refers to major structural public-use facilities such as campgrounds
  and trailheads. It does not refer to construction within already established developed recreation
  sites. Trails and single restrooms are not considered recreation development for these descriptions
  (USDA Forest Service 2003, page 4-61).



#### 28.3.2.2 Standard S22 - Scenery Management

The 2003 Revised Forest Plan: Wasatch-Cache National Forest establishes standards and guidelines for scenery management.

The Forest Plan applies Standard S22 to the entire forest. Standard S22 states:

• **\$22.** Management actions that would result in a scenic integrity level of Unacceptably Low are prohibited in all Landscape Character Themes (USDA Forest Service 2003, page 4-48).

Relevant definitions from the *Forest Plan* that apply to the Forest Service's interpretation of Standard S22 are the following:

Unacceptably Low scenic integrity refers to landscapes where the valued landscape character
being viewed appears extremely altered. Deviations are extremely dominant and borrow little if any
form, line, color, texture, pattern, or scale from the landscape character. Landscapes at this level of
integrity need rehabilitation. This level should be used only to inventory existing integrity. It must not
be used as a management objective (USDA Forest Service 1995).

# 28.3.3 Identified Inconsistencies between Uses Proposed as Part of the Action Alternatives and the 2003 Revised Forest Plan: Wasatch-Cache National Forest

This section describes inconsistencies that were identified by the Forest Service between uses or components of the action alternatives described in Chapter 2, *Alternatives*, and the 2003 *Revised Forest Plan: Wasatch-Cache National Forest*.

#### 28.3.3.1 Appropriation of National Forest System Lands for Highway Use

If NFS lands are appropriated for highway use by FHWA in accordance with 23 USC Section 317 and pursuant to requirements of Section III.A in the 1998 Memorandum of Understanding between the Forest Service and FHWA, this appropriation would be inconsistent with *Forest Plan* Standard S3.1W because road construction in Management Prescription 3.1W is not allowed outside lands previously appropriated by FHWA.

Although the Forest Service is currently unaware whether a cog rail transportation system would fall under the authority of FHWA (pending FHWA's determination), a train engine is a motorized vehicle that travels on a travelway, which is inclusive of railroads as defined in the *Forest Plan* (USDA Forest Service 2003, page GL-25). This, combined with the fact that the majority of the proposed alignment for the Cog Rail Alternative is adjacent to and integrated into the proposed road prism, indicates that constructing the Cog Rail Alternative could be considered road construction under the definition of *travelway* in the *Forest Plan*.

#### 28.3.3.2 Construction, Expansion, or Reconstruction of Trailheads

Constructing the proposed new trailheads (Bridge and Lisa Falls Trailheads), expanding an existing trailhead (White Pine Trailhead), reconstructing trailheads as part of the Cog Rail Alternative (Grit Mill and Alpenbock Trailheads), and reconstructing a trailhead as part of a gondola alternative (Alpenbock Trailhead) would be inconsistent with *Forest Plan* Standard S3.1W because developing a new recreation facility is not allowed outside existing recreation facilities in areas under Management Prescription S3.1W.



#### 28.3.3.3 Construction of Snow Sheds, Shoulder Lanes, or Cog Rail Tracks

Constructing snow sheds with or without berms, constructing shoulder lanes on S.R. 210, and/or constructing cog rail tracks adjacent to S.R. 210 would be inconsistent with *Forest Plan* Standard S3.1W because road construction in Management Prescription 3.1W is not allowed for proposed actions outside lands previously appropriated by FHWA or for actions not otherwise authorized within existing FHWA easements.

Although the Forest Service is currently unaware whether a cog rail transportation system would fall under the authority of FHWA (pending FHWA's determination), a train engine is a motorized vehicle that travels on a travelway, which is inclusive of railroads as defined in the *Forest Plan* (USDA Forest Service 2003, page GL-25). This, combined with the fact that the majority of the proposed alignment for the Cog Rail Alternative is adjacent to and integrated into the proposed road prism, indicates that constructing the Cog Rail Alternative could be considered road construction under the definition of *travelway* in the *Forest Plan*.

#### 28.3.3.4 Construction of Cog Rail Tracks or Peak-period Shoulder Lanes

Constructing cog rail tracks or peak-period shoulder lanes would be inconsistent with *Forest Plan* Standard S22 because these actions would result in a scenic integrity level of Unacceptably Low within an area with a Scenic Integrity Objective of High.

#### 28.3.4 Potential Forest Plan Amendment Language

The amendment(s) to the 2003 Revised Forest Plan: Wasatch-Cache National Forest would add the following language to Standards S3.1W and S22, depending on the selected alternative(s):

• This standard does not apply to the activities approved for the Utah Department of Transportation's S.R. 210 Project (Record of Decision, [date]).

See Section 28.3.5 below for the standard(s) to which the above language would be added based on the selected alternative(s).

# 28.3.5 Summary of Potential Forest Plan Amendments by Action Alternative

Table 28.3-1 lists the project components and actions that would be inconsistent with the 2003 *Revised Forest Plan: Wasatch-Cache National Forest* and for which a plan amendment might be required for each alternative described in Chapter 2, *Alternatives*. The table includes the applicable standards with which each project component or action would be inconsistent, the reason each project component or action would be inconsistent with these standards, and the alternatives with which each project component or action is associated.



Table 28.3-1. Potential Forest Plan Amendments Associated with the Proposed Project Components and Actions and Primary Alternatives Analyzed in the Draft EIS

		Area of Resource	Primary Alternative				
Project Component or Action	Forest Plan Standard	Conflict or Amendment Consideration	Enhanced Bus Service Alternative	Enhanced Bus Service in Peak- period Shoulder Lane Alternative	Gondola Alternative A (Starting at Canyon Entrance)	Gondola Alternative A (Starting at La Caille)	Cog Rail Alternative
FHWA appropriation of NFS lands	Not applicable	FHWA appropriation of NFS lands for highway purposes <sup>a</sup>		✓b	√b	√b	<b>√</b> b
Snow sheds and berm construction	S3.1Wc	Road construction	✓	✓	✓	✓	✓
Snow sheds and realigned road construction	S3.1Wc	Road construction	✓	✓	✓	✓	✓
New trailhead development – Bridge and/or Lisa Falls Trailhead(s)	S3.1Wc	New recreation facility development	✓	✓	✓	✓	✓
Expansion of existing White Pine Trailhead	S3.1Wc	New recreation facility development	✓	✓	✓	✓	✓
Reconstruction of Grit Mill Trailheadd	S3.1W <sup>c</sup>	New recreation facility development					✓
Reconstruction of Alpenbock Trailheade	S3.1W <sup>c</sup>	New recreation facility development			✓	✓	✓
Peak-period shoulder lane construction	S3.1Wc	Road construction		✓			
Cog rail track construction	S3.1Wc	Road construction					✓
Cut-and-fill slopes	S22f	Scenic integrity level		✓			✓

<sup>&</sup>lt;sup>a</sup> Reference: USDA Forest Service and FHWA 1998. "Not applicable" is stated to reflect that no Forest Plan standard specifically applies to the FHWA appropriation of NFS lands.

<sup>&</sup>lt;sup>b</sup> Pending FHWA's determination of proposed actions eligible for appropriation of NFS lands under 23 USC Section 317.

<sup>°</sup> S3.1W: Timber harvest, road construction, and new recreation facility development are not allowed (USDA Forest Service 2003, page 4-69).

d Reconstructing the Grit Mill Trailhead within Management Prescription 3.1W might be required to mitigate impacts under Section 4(f) of the Department of Transportation Act of 1966.

e Reconstructing the Alpenbock Trailhead within Management Prescription 3.1W might be required to mitigate impacts under Section 4(f) of the Department of Transportation Act of 1966 associated with constructing a gondola base station, gondola angle station, or cog rail operations and maintenance facility at the location of the current trailhead.

<sup>&</sup>lt;sup>f</sup> S22: Management actions that would result in a scenic integrity level of Unacceptably Low are prohibited in all Landscape Character Themes (USDA Forest Service 2003, page 4-48).



# 28.4 Environmental Impacts of the Potential Forest Plan Amendments

The potential *Forest Plan* amendments are proposed as project-specific, one-time exceptions to *Forest Plan* requirements. The potential *Forest Plan* amendments would not provide opportunities for future development on NFS lands beyond those developments analyzed in this EIS and approved in the decision. Because the site-specific potential amendments would be applicable only to the S.R. 210 Project and would not establish a precedent for other potential amendments, the amendments are nonsignificant. The environmental impacts of the amendments would be the same as the impacts of each applicable action alternative analyzed in this EIS.

#### 28.5 References

[USDA Forest Service] U.S. Department of Agriculture, Forest Service

- 1995 Agriculture Handbook Number 701, Landscape Aesthetics: A Handbook for Scenery Management.
- 2003 Revised Forest Plan: Wasatch-Cache National Forest. South Jordan, Utah: U.S. Department of Agriculture, Forest Service, Intermountain Region, Uinta-Wasatch-Cache National Forest. <a href="https://www.fs.usda.gov/detailfull/uwcnf/landmanagement/planning/?cid=stelprdb5076923">https://www.fs.usda.gov/detailfull/uwcnf/landmanagement/planning/?cid=stelprdb5076923</a> <a href="https://www.fs.usda.gov/detailfull/uwcnf/landmanagement/planmanagement/planmanagement/planmanagement/planmanagement/planmanagement/planmanagement/planmanagement/planmanagement/pla
- [USDA Forest Service and FHWA] U.S. Department of Agriculture, Forest Service, and U.S. Department of Transportation, Federal Highway Administration
  - Memorandum of Understanding Between United States Department of Agriculture, Forest Service, and United States Department of Transportation, Federal Highway Administration, Regarding the Appropriation and Transfer of National Forest System Lands for Highway Purposes.



# **Chapter 29: List of Preparers**

The following preparers played a significant role in the composition of this EIS. Because of the nature of this project, the list includes lead agencies, sponsoring agencies, outside consultants, and firms that were involved in and consulted regarding the S.R. 210 Project.

Name and Title	Project Role	Education	Years of Experience	
Utah Department of Transportation (U	JDOT)			
Josh Van Jura, PE, Project Manager	Project Manager	BS, Civil Engineering	20	
Elisa Albury, NEPA Program Oversight	Noise Oversight	MS, Geology	17	
Elizabeth Giraud, NEPA/NHPA Specialist	Cultural Resources Oversight	MA, Historic Preservation and Planning BA, Business Administration	24	
Rod Hess, Senior Landscape Architect	Wetlands Oversight	BA, Landscape Architecture and Environmental Planning AA, General Studies	22	
Naomi Kisen, NEPA Program Oversight	Air Quality Oversight	BS, Ecology	14	
Liz Robinson, Cultural Resources Program Manager	Cultural Resources Oversight	MA, Anthropology BA, Anthropology	22	
Carissa Watanabe, Environmental Performance Manager	NEPA Oversight	BS, Environmental Science, Chemistry	14	
Brandon Weston, Environmental Services Director	Environmental Oversight	BS, Landscape Architect	19	
U.S. Department of Agriculture, Forest Service (USDA Forest Service)				
Bekee Hotze, Salt Lake District Ranger	Line Officer	MS, Forestry BS, Biology	29	
Lance Kovel, PE, Special Projects Coordinator/UDOT Liaison	Project Manager/UDOT Liaison	MS, Arctic Engineering BS, Civil Engineering	26	
Paul Cowley, Natural Resource and Planning Staff Officer	Natural Resource and Planning Oversight	MS, Fisheries Management BS, Fish and Wildlife Management	33	
Renee Flanagan, PE, Recreation, Heritage, Wilderness and Lands Staff Officer	Recreation, Cultural Resources, Wilderness, and Lands Oversight	BS, Civil Engineering	29	
Ryan Stone, PE, Forest Engineer, GIS, and Minerals Staff Officer	Engineering and Minerals Oversight	ME, Civil and Environmental Engineering BS, Civil Engineering	20	



Name and Title	Project Role	Education	Years of Experience
Tom Flanigan, Forest Archaeologist	Cultural Resources	PhD, Anthropology MA, Anthropology BA, Anthropology (archaeology emphasis)	25
Charlie Condrat, Soil and Water Program Manager	Soils	MS, Watershed Sciences BS, Forestry	32
Brendan Waterman, Forest Hydrologist	Hydrology/Wetlands	BS, Environmental Studies	18
Charles Rosier, Lands and Permits Specialist	Lands and Permits	BS Resource Management	21
Pamela Manders, Fish and Wildlife Program Manager	Fisheries and Wildlife	BS, Marine Biology	32
Jana Leinbach, Forest Botanist	Botany and Invasive Plants	BS, Rangeland and Wildlife Management with Minor in Outdoor Recreation	32
Elisha Hornung, NEPA Coordinator	Environmental Planning	BS, Environmental Studies	21
Marshall Alford, Recreation Staff Officer	Recreation and Trails	BS, Natural Resources Management	13
Arben Kraja, Winter Sports/Special Uses Program Manager	Winter Sports and Special Uses	MS, Natural Resource Recreation Planning and Management Graduate Certificate – Urban Planning BS, Environmental Studies	7
Scott Frost, Forester	Forestry	MS, Forestry BS, Geography	7
Guy Wilson, Fuels and Fire Management Specialist	Fuels and Fire	BS, Fire Ecology and Management	20
Ilia Fiene, Regional Landscape Architect	Visuals and Site/Facility Designs	MLA, Landscape Architecture BA, Environmental Studies	2
Zinnia Wilson, Natural Resource Specialist	Recreation and Trails	MS, Environmental Science BA, Biology	25
Tova Spector, Botanist	Botany and Invasive Plants	MS, Ecology	25
Nancy Brunswick, Regional Landscape Architect	Visuals and Site/Facility Designs Oversight	MLA, Landscape Architecture BFA, Fine Arts	24
Parsons Behle & Latimer			
Mike Malmquist, Attorney	Environmental Review	JD, Law	30



Name and Title	Project Role	Education	Years of Experience
HDR, Inc.			
Vincent Izzo, Senior Environmental Planner	Project Manager	BA, Geography	28
Andrea Clayton, Environmental Planner	NEPA Lead	MS, Civil Engineering BS, Civil Engineering	23
Mark Bedke, PE, Roadway Design	Project Engineer	BS, Civil Engineering	15
John Blumenkamp, PE, Roadway Design	Project Engineer	BS, Civil Engineering	21
Sirena Brownlee, Senior Environmental Scientist	Biological Analyst	BS, Biological/Life Sciences	25
Colby Christensen PE, Structures Design	Structures	BS, Civil Engineering	18
Conner Mikre, Air Quality Specialist	Air Quality	BS, Sustainable Systems Management	3
Amy Croft, Ecologist	Environmental Analyst Biological Analyst	PhD, Biology MS, Biology BA, Biology	8
Nathan Dye, PE, Roadway Design	Project Engineer	MS, Civil Engineering BS, Civil Engineering	5
Jacob Flansberg, PE, Hydraulics	Water Quality	BS, Civil Engineering	2
Kelly Johnston, PE, Roadway Design	Transportation Engineer	BS, Civil Engineering	8
Kevin Kilpatrick, Environmental Planner	Environmental Analyst	MS, Bioregional Planning BS, Applied Mathematics	12
Ed Liebsch, Air Quality Practice Lead	Air Quality	MS, Meteorology BA, Earth Sciences	42
Karen Nichols, PE, Water Resources	Water Quality Analyst	BS, Civil Engineering	25
Ryan O'Mahony, PE, Hydraulics	Hydraulic Engineer	BS, Civil Engineering	11
Mike Parsons, Noise Engineer	Noise Engineer	BS, Civil Engineering	19
Mike Perkins, Field Ecologist	Biological Analyst Wetlands Analyst	MS, Environmental Science/Studies BS, Biological, Life Science	18
Bill Pope, PE, Hydraulics	Hydraulic Engineer	MS, Civil Engineering BS, Civil Engineering	19
Sarah Rigard, Environmental Planner	Environmental Analyst	MLA, Landscape Architecture and Environmental Planning BS, Landscape Contracting	8
Carol Snead, Senior Environmental Planner	Environmental Analyst	MS, Geology BS, Geology	30



Name and Title	Project Role	Education	Years of Experience
Jeffrey Simmons, PE, Roadway Design	Transportation Engineer	BS, Civil Engineering	21
Heidi Spoor, Environmental Planner	Environmental Analyst	BS, Civil and Environmental Engineering BA, English	15
Carrie Ulrich, Technical Editor	Technical Editor	MS, English BS, Environmental Studies	24
Terry Warner, PE, Environmental Planner	Environmental Analyst	MS, Civil Engineering BS, Civil and Environmental Engineering	24
Ronald Ying, PE	Noise Engineer	MBA, Business Administration BS, Environmental Engineering	5
SWCA Environmental Consultants			
Chris Bockey	Visual Resources	BLA, Landscape Architecture	11
Laren Cyphers	Visual Resources	MS, Forest Science and Environmental Policy	3
Megan Daniels, Architectural Historian	Cultural Resources	MPS, Preservation Studies BA, Art History	7
Jeremy Eyre	Land Use	JD, Law, environmental and natural resources law emphasis	16
Kevin Rauhe	Visual Resources	BLA, Landscape Architecture	9
Penna Powers			
Dave Smith, APR, Partner/CFO	Public Involvement Strategist	BA, Communications	26
Brianna Binnebose, Account Manager	Public Involvement Lead	MPP, Public Policy BA, Political Science	6
SE Group			
Steve Putnam, Mountain Planner	Gondola Analyst	MS, Civil Engineering BA, Environmental Economics	15
Dynamic Avalanche Consulting, Ltd.			
Jordy Hendrikx, Associate Professor	Avalanche Analyst	Ph.D, Geography BSc, Physical Geography BS, Geology	15
Alan Jones, Snow Avalanche Specialist	Avalanche Lead	MSC, Civil Engineering BASc, Geology Engineering	23
Gerhart Cole, Inc.			
Ryan Cole, Principal	Geotechnical	PhD, Geology BS, Geology	20



Name and Title	Project Role	Education	Years of Experience
Fehr & Peers			
Jon Nepstad, AICP, Transportation Planner	Multi-modal Transportation Planning	B.A. Liberal Arts M.U.P Urban Planning	32
Preston Stinger, PTP, LEED GA	Parking and Traffic Analysis	BS Civil Engineering	15
Seishi Yamagata, PE, Traffic Engineering	Traffic Analysis	BS Civil & Environmental Engineering	7
Chris Bender, PE, Traffic Engineering	Traffic Analysis	BS Civil and Environmental Engineering	5



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## **Chapter 30: Distribution**

The following agencies and organizations were notified that the Final EIS was available on the project website and that an electronic copy could be provided on request.

#### **Federal Agencies**

U.S. Army Corps of Engineers

U.S. Department of Agricultural Forest Service

U.S. Environmental Protection Agency

#### **Native American Tribes**

Cedar Band of Paiutes

Confederated Tribes of the Goshute Reservation

Eastern Shoshone Tribe of the Wind River Reservation

Northwestern Band of the Shoshone Nation

Shivwits Band of the Paiute Indian Tribe of Utah

Shoshone-Bannock Tribes of the Fort Hall Reservation

Skull Valley Band of Goshutes

Ute Indian Tribe of the Uintah and Ouray Reservation

#### **State Agencies**

Governor's Office:

Resource Development Coordinating Committee

Department of Community and Culture:

- Division of State History Deputy State Historic Preservation Office
- Division of State History State Archaeologist

Department of Environmental Quality:

- Division of Air Quality
- Division of Water Quality

Department of Heritage and Arts:

Division of Indian Affairs

Department of Natural Resources:

· Division of Forestry, Fire and State Lands

#### **Local and Regional Agencies**

Salt Lake County

Cottonwood Heights City

Murray City

Salt Lake City

Sandy City

Town of Alta

Metropolitan Water District of Salt Lake City and Sandy

**Utah Transit Authority** 

Wasatch Front Regional Council

#### Other Entities

Central Wasatch Commission

Salt Lake City Public Library, Anderson-Foothill Branch

Salt Lake County Library, Whitmore Branch

Utah Office of Tourism

#### **Elected Officials**

Senator Kathleen Riebe - Utah Senate, District 8

Senator Kirk Cullimore - Utah Senate, District 9

Representative Steven Eliason – Utah House of Representatives, District 45

Representative Gay Lynn Bennion – Utah House of Representatives, District 46

Representative Robert Spendlove – Utah House of Representatives, District 49

Jenny Wilson, Salt Lake County Mayor

Mike Weichers, Cottonwood Heights City Mayor

Brett Hales, Murray City Mayor

Erin Mendenhall, Salt Lake City Mayor

Monica Zoltanski, Sandy City Mayor

Roger Bourke, Town of Alta Mayor



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