



## APPENDIX C CHAPTER 6 SUPPORTING DOCUMENTATION

DOCUMENT	PREPARER	CONTACT
Coordination Plan	Horrocks Engineers	Craig Bown Horrocks Engineers 2162 W. Grove Parkway, Suite 400 Pleasant Grove, Utah 84602
2017 Public Meeting Summary	Horrocks Engineers Kim Hazlewood	Nicole Tolley Horrocks Engineers 2162 W. Grove Parkway, Suite 400 Pleasant Grove, Utah 84602
2018 Public Meeting Summary	Horrocks Engineers Kim Hazlewood	Nicole Tolley Horrocks Engineers 2162 W. Grove Parkway, Suite 400 Pleasant Grove, Utah 84602
2019 Public Hearing Summary	Horrocks Engineers Kim Hazlewood	Nicole Tolley Horrocks Engineers 2162 W. Grove Parkway, Suite 400 Pleasant Grove, Utah 84602
Agency Correspondence Letters	Horrocks Engineers	Craig Bown Horrocks Engineers 2162 W. Grove Parkway, Suite 400 Pleasant Grove, Utah 84602

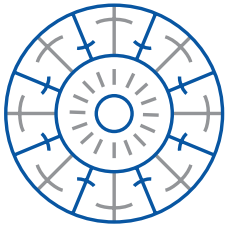


# COORDINATION PLAN

**PREPARED BY**  
Horrocks Engineers

**CONTACT**  
Craig Bown  
Horrocks Engineers  
2162 W. Grove Parkway, Suite 400  
Pleasant Grove, Utah 84602





# **I-15 MP 11 INTERCHANGE** ENVIRONMENTAL STUDY

## **COORDINATION PLAN**

I-15 Milepost 11 Environmental Impact Statement

**WASHINGTON COUNTY**

May 2019

## Table of Contents

Introduction .....	1
1.1 Purpose of this Coordination Plan .....	1
1.2 Project Overview .....	1
Figure 1. Study Area .....	2
2.0 Lead, Cooperating, and Participating Agencies .....	3
2.1 Agencies Roles and Responsibilities .....	3
Table 1: Agency Point of Contact .....	4
3.0 Agency Coordination, Public Involvement, and Scheduling .....	5
3.1 Participating and Cooperating Agencies .....	5
3.2 Public Involvement.....	5
3.3 Scheduling .....	6
Table 2: Summary of Key Coordination Milestones.....	6
4.0 Additional Agency Coordination .....	8
4.1 Project Development .....	8
4.2 Permits, Licenses, and Approvals.....	8
Table 3: Government Approvals and/or Regulatory Permits .....	8
5.0 Issue Identification and Resolution.....	9
6.0 Coordination Plan Revision History.....	9
Table 3: Coordination Plan Revisions.....	9



## Introduction

### 1.1 Purpose of this Coordination Plan

The Utah Department of Transportation (UDOT) is the lead agency responsible for preparing the Environmental Impact Statement (EIS) to study and evaluate potential transportation solutions at Interstate 15 (I-15)/Green Spring Drive Interchange (Exit 10) and the surrounding roadway system in Washington City within Washington County, Utah. Accordingly, compliance with Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU; Public Law 109-059), codified as Section 139 of amended Chapter 1 of Title 23, United States Code (23 USC § 139), requires preparation of a coordination plan for all projects which an EIS is being prepared.

The purpose of this coordination plan is communicate the process in which the lead agency (UDOT) will coordinate public and agency participation and gather comments during this study. This plan may be updated periodically to reflect schedule updates and other changes. In general, this coordination plan:

- Identifies lead, participating, and cooperating agencies
- Describes the agency coordination and consultation process
- Identifies opportunities for public involvement
- Describes project communication methods
- Describes the public meetings to be held, likely information to be presented at each meeting, along with anticipated dates and locations
- Establishes a schedule for completion of the environmental review process

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.

### 1.2 Project Overview

The environmental review process for this project began in the summer of 2017. An information meeting was held August 29, 2017 to gather public input related to the transportation needs within the study area and inform the community of the environmental process. Based on community concerns regarding potential outcomes of this study, UDOT decided the appropriate level of environmental review needed for this project would be best provided by proceeding with an EIS.

The proposed project study area extends east and west along I-15 between the I-15/Green Spring Drive Interchange (Exit 10) and I-15/Washington Parkway Interchange (Exit 13). The extent of the proposed study area is generally bound by Buena Vista Boulevard to the north and Telegraph Street to the south (see Figure 1). The proposed logical termini for this study are I-15 Exit 10 and Exit 13, as well as Buena Vista Boulevard, and Telegraph Street. Each of these streets are major arterials that provide north-south and east-west travel within the study area.

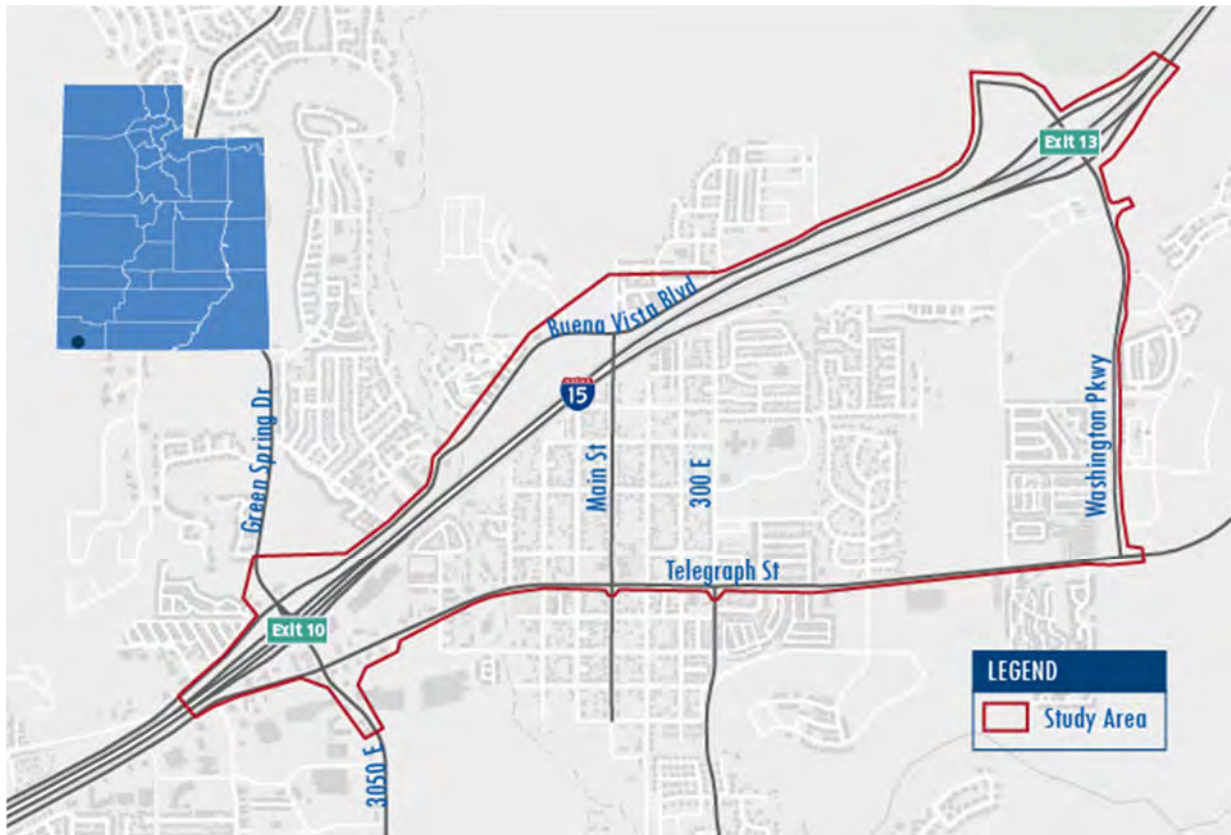


Figure 1. Study Area

As part of the EIS, UDOT will consider a range of alternatives based on the purpose and need of the project and taking into account agency and public input. The currently contemplated alternatives include: (1) taking no action (no-build); (2) making the existing system operate more efficiently; (3) adding capacity to the system; (4) dispersing of traffic more evenly throughout the system; (5) reducing traffic in the system; (6) combinations of any of the above; and (7) other reasonable alternatives if identified during the scoping process. Alternatives will be refined based on input from agencies and the public during the initial coordination/scoping period and agency and public involvement opportunities. Alternatives that do not meet the project purpose and need or that are otherwise not reasonable will not be carried forward for detailed consideration.

## 2.0 Lead, Cooperating, and Participating Agencies

### 2.1 Agencies Roles and Responsibilities

#### Lead Agency

Agency: UDOT  
Name: Kim Manwill  
Title: Project Manager  
Phone: 435-896-0733  
Email: kmanwill@utah.gov

Agency: UDOT  
Name: Elisa Albury  
Title: NEPA Program Oversight  
Phone: 801-834-5284  
Email: ealbury@utah.gov

As specified in the CEQ regulations for implementing NEPA (40 CFR Part 1501.5), lead agencies are responsible for supervising the preparation of the EIS. Lead agencies:

- Provide increased oversight in managing the process and resolving issues
- Identify and involve participating agencies
- Develop coordination plans
- Provide opportunities for public and participating agency involvement in defining the purpose of and need for the project and determining the range of alternatives
- Collaborate with participating agencies in determining methodologies and the level of detail for the analysis of alternatives
- Are responsible for project milestones, agency coordination, and scheduling

**Cooperating Agencies.** A cooperating agency is any federal, state, or local agency, other than a lead agency, that has special expertise or regulatory authority with respect to any environmental impact and that is requested by a lead agency to be a cooperating agency. Cooperating agencies share responsibility with the lead agencies for developing information and environmental analyses related to their respective areas of expertise. Every cooperating agency will also be a participating agency and share the responsibilities of participating agencies, including the responsibilities to participate in the NEPA process at the earliest possible time and to participate in the scoping process.

**Participating Agencies.** A participating agency is a federal, state, tribal, regional, or local government agency that has an interest in a project. Nongovernmental organizations and private entities cannot serve as participating agencies. Participating agencies are responsible for identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts. A participating agency's role is to:

- Participate in the scoping process
- Provide meaningful and early input on defining the purpose of and need for the project, potential alternatives to be considered, and determination of methodologies and level of detail required for the alternatives analysis
- Participate in coordination meetings and joint field reviews as appropriate
- Review and comment in a timely manner on the pre-draft or pre-final environmental documents
- Provide meaningful and timely input on unresolved issues

- Participate in meetings to resolve issues that could delay completion of the environmental review process or result in denial of approvals required for the project under applicable laws

See Table 1 for identification of lead, cooperating and participating agencies along with the point of contact.

Table 1: Agency Point of Contact

Agency	Role	Point of Contact
Utah Department of Transportation	Lead	Elisa Albury Title: NEPA Program Oversight Phone: 801-834-5284 Email: ealbury@utah.gov
Environmental Protection Agency	Participating	Philip Strobel Title: Region 8, NEPA Program Director Phone: 303-312-6704 Email: strobel.philip@epa.gov
U.S. Army Corps of Engineers	Participating	Craig Brown Title: St. George Regulatory Project Manger Phone: 435-986-3979 Email: Craig.J.Brown@usace.army.mil
U.S. Fish and Wildlife Service	Participating	Larry Crist Title: Utah Field Office Supervisor Phone: 801-975-3330 Email: larry_crist@fws.gov
Advisory Council on Historic Preservation	Participating	MaryAnn Naber Title: FHWA Liaison Advisory Council on Historic Preservation Phone: 202-517-0218 Email: MNABER@ACHP.GOV
Department of the Interior	Participating	Michaela Noble Title: Director Phone: 202-208-3891 Email:
Washington City	Participating	Mike Shaw Title: Public Works Director Phone: 435-656-6311 Email: mshaw@washington city.org
Dixie Metropolitan Planning Organization	Participating	Myron Lee Title: Director Phone: 435-673-3548 Email: mlee@fivecounty.utah.gov
Cedar Band of Paiute Indians	Participating	Mertin Bow Title: Phone: 435-586-1112 x 602 Email: mbow@utahpaiutes.org
Hopi Tribe	Participating	Danny Honanie Title: Phone: 928-734-3172 x 3171 Email: DHonanie@hopi.nsn.us

Agency	Role	Point of Contact
Indian Peaks Band of Paiute Indians	Participating	Jeanine Borchardt Title: Chairperson Phone: 435-238-0772 Email:
Paiute Indian Tribe of Utah	Participating	Tamra Borchardt-Slayton Title: Tribal Chairperson Phone: 435-586-1112 x 102 Email: tslayton@utahpaiutes.org
Shivwits Band of Paiute Indians	Participating	Patrick Charles Title: Band Chairman Phone: Email:
Ute Indian Tribe of the Uintah & Ouray Reservation	Participating	Luke Dunkin Title: Chairperson Phone: Email:

## 3.0 Agency Coordination, Public Involvement, and Scheduling

### 3.1 Participating and Cooperating Agencies

The lead agency will ask the participating and cooperating agencies to submit comments during scoping that summarize their interests related to the study area. Following scoping, the lead agencies will coordinate with all appropriate agencies on the purpose and need for the project, alternatives development and screening, and methodologies for documenting environmental conditions and assessing impacts. Participating and cooperating agencies will be notified of the availability of the Draft and Final EIS documents and will be given appropriate comment opportunities (see Table 2 below). The lead agency will also coordinate with appropriate agencies to complete the necessary permits after the lead agency has issued their Record of Decision (ROD).

### 3.2 Public Involvement

Specific study elements will be directly influenced by public involvement. Public involvement will focus around the following four key processes

**Public Scoping** – Public scoping meetings will be used to identify concerns from a local perspective. During these meetings the importance of public input, via verbal or written comment, is heavily emphasized as a crucial element that helps the lead agency in developing a purpose and need, potential alternatives, and information for impacts analysis.

**Purpose and Need/Development of Alternatives** - The lead agency will use information gained through scoping to develop the purpose and need and a reasonable range of project alternatives. This information will be made available for review and comment through the public meetings and the project website. The public will also be able to review and comment on the criteria for screening the alternatives. All comments gathered will be considered by the lead agency when finalizing methodologies for the alternatives screening process and impact analysis. The lead agency will provide the proposed analysis methodologies to the participating agencies for their review.

**Completion of the Draft EIS.** The lead agency will publish a notice of availability (NOA) of the Draft EIS in the Federal Register and in local newspapers. A 45-day comment period will follow publication of the Draft EIS. A public hearing will be held in support of the Draft EIS during the comment period. Cooperating and participating agencies will be included on the distribution list for the Draft EIS.

**Completion of the Final EIS and Issuance of the Record of Decision.** Per Section 1319 of the Moving Ahead for Progress in the 21st Century Act (MAP-21), the lead agency will release a combined Final EIS and ROD to cooperating and participating agencies and the public and will publish an NOA in the Federal Register.

The methods of communication that the lead agency will use with the public throughout the project are discussed in the public involvement plan (see Appendix A) and are summarized below:

- *Project Website* – The lead agency will develop a website for the project (<https://www.mp11.org/>) that will include project information, this coordination plan, an electronic comment form, and contact information. The information presented during the public meetings and the public hearing will be available on the website. The website will be updated as needed.
- *Project Hotline and Email* – A project hotline (435-477-6211) and email account ([info@mp11.org](mailto:info@mp11.org)) will be available to respond to stakeholder inquiries and concerns.
- *Project Newsletters* – Newsletters and fact sheets will be emailed by the lead agency to those that have signed up to be on the mailing list. The newsletters and fact sheets will also be available on the project website and at other public meetings or gatherings.

### 3.3 Scheduling

SAFETEA-LU Section 6002 states that, as part of the coordination plan, the federal lead agency may establish a schedule for completing the environmental review process for the project. The schedule should be developed in consultation with participating agencies and the lead agency. Table 2 summarizes key coordination milestone, timeframes for project milestones, and expected completion dates.

Table 2: Summary of Key Coordination Milestones

Milestone or Activity	Participant	Action	Expected Completion
Information Meeting	Lead agency and public	UDOT prepares for and holds initial public scoping meeting. UDOT requests public input during a <b>30-day comment period</b> .	August 2017 (Complete)
Early Agency Scoping Letters	Agencies	UDOT sends letters to agencies informing them of the environmental study and request agency input identifying potential resources or concerns in study area.	September 2017 (Complete)
Prepare Class of Action	Lead agency	UDOT Environmental Services initiates environmental review process as EIS with UDOT Deputy Director.	October 2017 (Complete)
Develop Draft Purpose and Need and Potential Range of Alternatives	Lead agency	UDOT uses information received during the early scoping phase to develop initial draft purpose and	Spring/Summer 2018 (Complete)



Table 2: Summary of Key Coordination Milestones

Milestone or Activity	Participant	Action	Expected Completion
		need statement and potential range of alternatives.	
Notice of Intent (NOI)	Lead agency	UDOT prepares NOI and coordinates with FHWA on publishing the NOI to Federal Register.	August 2018 (Complete)
Invitation Letters to Participating and Cooperating Agencies	Lead agency	UDOT sends letters to federal, state, and local agencies to inform them the study is now an EIS, invites them to be participating/cooperating agencies.	August 2018 (Complete)
Public meeting	Lead cooperating, and participating agencies, interested stakeholders, and public	UDOT holds an open house meeting to gather comments on scoping, the draft purpose and need statement, potential range of alternatives, and alternatives to be carried forward for detail review in EIS. UDOT requests public input during a <b>30-day comment period</b> .	August 2018 (Completed)
Scoping Report	Lead agency	UDOT prepares a report that summarizes scoping activities and comments.	Fall 2018 (Complete)
Analyze Environmental Impacts and Identify Preferred Alternative	Lead, participating, and cooperating agencies	UDOT characterizes environmental conditions and analyzes environmental effects of project alternatives. Prepare Draft EIS identifying the Preferred Alternative.	Fall 2018 (Complete)
Agency Input on Purpose and Need, range of Alternatives, and screening methodology	Lead, participating, and cooperating agencies, and public	UDOT provides draft Chapter 1 – Purpose and Need and draft Chapter 2 – Alternatives for participating and cooperating agency review, and comment. Request response within 30 days of receipt.	January 2019 (Completed)
Draft EIS Public Comment Period and Hearing	Lead, participating, and cooperating agencies, and public	UDOT publish a Draft EIS Notice of Availability (NOA) in the Federal Register. UDOT holds a public hearing on the Draft EIS and seek input during a <b>45-day comment period</b> .	March 2019 (Complete)
Compile and Respond to Comments Draft EIS	Lead agency	UDOT compiles, categorizes, and responds to comments received on the Draft EIS.	Spring 2019 (Complete)
Prepare Final EIS and Record of Decision (ROD)	Lead agency	UDOT prepares the Final EIS and ROD, which includes responses to comments.	Spring/Summer 2019 (Pending)

Table 2: Summary of Key Coordination Milestones

Milestone or Activity	Participant	Action	Expected Completion
Release Final EIS and ROD	Lead agency	UDOT releases the Final EIS and ROD with the NOA in the Federal Register.	Spring/Summer2019 (Pending)

## 4.0 Additional Agency Coordination

### 4.1 Project Development

In addition to the coordination necessary to meet the milestones described in this coordination plan, the lead agencies will engage in continued coordination with participating and cooperating agencies as necessary to discuss and/or resolve major issues early in the project development/environmental phase. These meetings might involve only one or several agencies having interest in a particular subject. The lead agencies will be responsible for documenting coordination in support of major decisions.

Supplemental agency coordination during the preparation of the EIS would also support successful securement of the necessary permits, license, and other approvals scheduled to occur after issuance of the ROD and prior to project construction.

### 4.2 Permits, Licenses, and Approvals

Coordination during project development would support obtaining other approvals needed for the NEPA process (for example, National Historic Preservation Act Section 106 consultation and Endangered Species Act compliance). Coordination would also address the same issues and concerns that regulatory agencies normally consider as part of necessary permit, license, and other approval processes that would take place after issuance of a ROD. For example, by working closely with USACE during the NEPA process, UDOT would ensure that necessary future permitting actions taken by USACE could rely on the work done as part of the EIS. This coordination would enable UDOT to address subjects that are important to USACE and would allow USACE to more efficiently process a Clean Water Act Section 404 authorization.

Table 3 summarize the permits, license, and approval that might be needed to support the project if an action alternative were selected. Because the needed permits, licenses, and approvals would depend on the types of resources that could be affected by a specific action alternative, the final list of permits, licenses, and approvals would be developed once UDOT selects a preferred alternative.

Table 3: Government Approvals and/or Regulatory Permits

Basis	Permit or Approval	Agency or Government Entity with Jurisdiction
New Interchange on I-15	Interchange Access Change Request	FHWA
Air Quality	Air Quality Approval Order	UDEQ/DAQ
Air Quality	Fugitive Dust Emission Control Plan	UDEQ/DAQ
Noise	Temporary Noise Permits	Washington County Health Department and Washington City
Water Resources	UPDES General Permit for Construction Activities	UDEQ/DWQ



Water Resources	UPDES Construction Dewatering and Hydrostatic Testing	UDEQ/DWQ
Wetlands and Waters of the U.S.	Nationwide 14 Permit	USACE
Wetlands and Waters of the U.S.	Stream Alteration Permit and the jointly obtained U.S. Army Corps of Engineers (USACE) Programmatic General Permit 10 (PGP 10)	UDWR/ USACE

## 5.0 Issue Identification and Resolution

When needed, conflict resolution between agencies regarding the EIS process would be resolved through a standard dispute-resolution ladder. If staff at the lead agency and the cooperating and participating resource agencies need assistance in resolving disputes, they would refer the dispute to their supervisors. Resolution efforts would continue up the chain of command at each agency until the dispute can be resolved to the satisfaction of all parties.

## 6.0 Coordination Plan Revision History

Table 3: Coordination Plan Revisions

Revision	Date	Completed By	Description of Update
1	12/06/18	Horrocks Engineers	1) Updated <i>Figure 1: Study Area</i> to match the figure within the environmental document. 2) No agency responses were received to become a cooperating agency. Therefore, in accordance with Section 6002 of SAFETEA-LU, the invited cooperating agencies were designated as participating agencies. <i>Table 1: Agency Point of Contact</i> was updated accordingly. 3) Non respondent agencies and government entities invited to be participating agencies were deleted from <i>Table 1: Agency Point of Contact</i> . 4) Added Table 3 to show potential government approvals and/or permits that may be needed if an alternative is selected.
2	12/19/18	Horrocks Engineers	1) Inserted Native American Tribes to <i>Table 1: Agency Point of Contact</i> to match language in EIS document.
3	03/01/19	Horrocks Engineers	1) Updated <i>Table 2: Summary of Key Coordination Milestones</i>
4	05/17/19	Horrocks Engineers	1) Updated <i>Table 2: Summary of Key Coordination Milestones</i>



## 2017 PUBLIC MEETING SUMMARY

**PREPARED BY**

Horrocks Engineers  
Kim Hazlewood

**CONTACT**

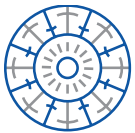
Nicole Tolley  
Horrocks Engineers  
2162 W. Grove Parkway, Suite 400  
Pleasant Grove, Utah 84602



# **I-15 MP 11 Interchange Environmental Study**

## **Public Open House Report**

### **August 29, 2017**



**I-15 MP 11 INTERCHANGE**  
ENVIRONMENTAL STUDY



## SUMMARY REPORT

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

### Meeting Type

The Utah Department of Transportation (UDOT) held a Public Open House to educate and inform the public about the MP 11 Environmental Study. The Environmental Study will consider transportation solutions (including a potential new interchange on I-15) to address congestion in the Washington City area between Exit 10/Green Spring Drive and Exit 13/Washington Parkway.

### When/Where

The Open House was held on Tuesday August 29, 2017 from 4:30 to 7:30 p.m. at Washington Elementary School in Washington, Utah.

### Advertisement

A variety of methods were employed to advertise the Open House:

- Approximately 1,800 mailers were sent to Washington City residents who live within the downtown area
- Members of the Community Coordination Team (CCT) were given fliers to distribute to their respective neighborhoods (Downtown, Green Spring, Washington Fields, etc.)
- Washington City mailed an announcement to all City residents in a newsletter that was sent out with utility bills
- Washington City posted an announcement on its social media outlets
- The City's reverse 911 system was used to contact residents to inform them of the meeting (there were 3,900 pickups)
- Fliers were hand-delivered to businesses at the Green Spring Interchange and on Telegraph Street from Green Spring Drive to 300 East
- UDOT sent a press release to the media which resulted in a news article and radio announcement

### Attendance

273 attendees signed in at the front entrance. There were a few attendees who did not sign in and a few who signed in as a household with more than one attendee. It is estimated that approximately 300 people attended the Open House.

At sign-in, each attendee was asked to put a sticker on a map to represent where they currently live. The majority of the attendees were from the downtown area with another large portion coming from the Green Spring area. Additionally, a few residents from Washington Fields, Coral Canyon and the areas southeast of Telegraph St attended.

### Information Presented at the Meeting

The meeting room was divided into four stations - Transportation, Environmental Study Process, Community & Environment, and Get Involved (comment area). Attendees received a "Tour Guide" at check-in to help guide them through the meeting room, and were free to roam and visit each station at will.

**Transportation** - information presented included current 2017 and future 2040 projected traffic volumes (with a no-build option). The Dixie MPO's long-range transportation plan was also included in the presentation materials. Attendees were asked to select their top 3 transportation concerns from 12 categories by placing stickers on a board. Categories included: Safety, Emergency Access, Transit, Travel Delay & Congestion, School Walking Routes, Business & Residential Access, Bicycle & Pedestrian Access, Road Widening/New Roads, Frontage Road Development, Commute Times, Regional Growth, Other.

The top 3 concerns in order of importance were:

1. Safety
2. Travel Delay and Congestion
3. School Walking Routes



**Environmental Study Process** - information presented included a large backdrop of a timeline representing the various phases of the environmental study and the intent of each phase. A board representing the project delivery process to help the public understand the events that took place prior to the environmental study and the events that need to occur after the study in order for a project to be constructed.

**Community and Environment** - information presented included a large map of Washington City detailing the various natural and built environmental resources within the study area. Attendees were asked to select their top 3 community and environmental concerns from 16 categories by placing stickers on a board. Categories included: Land Use, Social Environment, Economic Conditions/Economic Development, Right-of-Way Purchase & Relocations/Property Values, Environmental Justice Populations, Air Quality, Noise, Cultural, Paleontological Resources, Public Resources, Wetlands/Water Quality/Water Resources/Floodplains, Threatened & Endangered Species/Wildlife, Hazardous Materials & Hazardous Waste Sites, Visual & Aesthetic, Construction Impacts, Other.

The top 3 concerns are in order of importance were:

1. Right-of-Way Purchase & Relocations / Property Values (residential and commercial)
2. Social Environment (neighborhood cohesiveness)
3. Land Use (existing and future)

**Get Involved** - information presented included why public commenting was important to the process, comment cards and pens for attendees to leave written comments, information about the CCT members and who they represented, and information on what makes effective comments.

## Comments

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

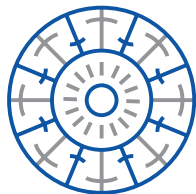
- A court reporter was available to record comments (report will be available in 2-3 weeks)
- An open microphone was available for attendees to voice their concerns and thoughts about the study. Each participant was asked to sign up for a 2-minute slot and the court reporter recorded all comments
- Three tables were available for attendees to sit and write their specific comments for each of the areas as well as general comments
- Information on how to provide comments to the study team electronically were given to attendees ([www.mp11.org](http://www.mp11.org), [info@mp11.org](mailto:info@mp11.org), or hotline 435-477-6211)

Approximately 304 comments were received via comment cards, emails, and through the interactive website. Many of the comments included more than one theme. The topics that received the most comments were:

- Recognize traffic congestion is an issue; request a wide range of alternatives be analyzed in place of a new interchange
- New interchange will bring negative impacts (e.g. decreased safety and property values, increased traffic volumes, noise, pollution, and growth, etc.)
- Maintain community heritage, cohesiveness and residences
- General concerns regarding community and transportation planning
- Support new interchange
- Environmental Study places too much emphasis on environmental resources and not the community needs; or general concern about study process
- Amenities at Exit 10 will continue to attract people with no relief to traffic congestion
- Agree with environmental study process
- Concern for relocation compensation

# APPENDIX

Meeting Materials  
Comments



# I-15 MP 11 INTERCHANGE ENVIRONMENTAL STUDY

## PUBLIC SCOPING MEETING (OPEN HOUSE FORMAT)

**August 29, 2017 | 4:30 - 7:30 p.m.**

Washington Elementary School (gymnasium)  
300 North 300 East, Washington, UT

The MP 11 Interchange Environmental Study will evaluate transportation needs in Washington City. The project team invites you to attend a Public Scoping Meeting to provide input and learn more about the study and the environmental process. The meeting will be an open house format from 4:30 to 7:30 p.m. Members of the public are invited to attend anytime during this period. Please note that an open microphone for verbal comments will be available from 5:30 to 6 p.m. and 6:30 to 7 p.m.

# PUBLIC SCOPING MEETING

**When** : August 29, 2017 | 4:30 – 7:30 p.m.

**Where** : Washington Elementary School (gymnasium)  
300 North 300 East, Washington, UT

The purpose of this meeting is to gather input from the public on transportation needs and environmental issues that should be considered during the study. Please visit our website or contact the study team via email or the hotline for questions about the Public Scoping Meeting or the MP 11 Interchange Environmental Study.

Additionally, a formal 30-day comment period will be held to inform the study process from August 15 to September 13, 2017. Comments can be made online at [www.mp11.org](http://www.mp11.org), via email at [info@mp11.org](mailto:info@mp11.org), or via mail at MP 11 Interchange Environmental Study, 555 S Bluff Street, Suite 101, St. George, Utah, 84770.

**In compliance with the Americans with Disabilities Act, individuals needing special accommodations should notify the team in advance.**

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

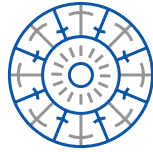


**I-15 MP 11 INTERCHANGE**  
ENVIRONMENTAL STUDY

555 South Bluff Street, Suite 101  
St. George, Utah 84770

🌐 [www.mp11.org](http://www.mp11.org) ✉ [info@mp11.org](mailto:info@mp11.org) ☎ 435.477.6211





# I-15 MP 11 INTERCHANGE ENVIRONMENTAL STUDY

## PUBLIC SCOPING MEETING (OPEN HOUSE FORMAT)

**29<sup>th</sup>**

**August, 2017**

**4:30 - 7:30 p.m.**

**Washington Elementary School (gymnasium) 300 North 300 East, Washington, UT**

The MP 11 Interchange Environmental Study will evaluate transportation needs in Washington City. The project team invites you to attend a Public Scoping Meeting to provide input and learn more about the study and the environmental process. The meeting will be an open house format from 4:30 to 7:30 p.m. Members of the public are invited to attend anytime during this period. Please note that an open microphone for verbal comments will be available from 5:30 to 6 p.m. and 6:30 to 7 p.m.

The purpose of this meeting is to gather input from the public on transportation needs and environmental issues that should be considered during the study. Please visit our website or contact the study team via email or the hotline for questions about the Public Scoping Meeting or the MP 11 Interchange Environmental Study.

**In compliance with the Americans with Disabilities Act, individuals needing special accommodations should notify the team in advance.**



 [www.mp11.org](http://www.mp11.org)

 [info@mp11.org](mailto:info@mp11.org)

435.477.6211



Like Following Share ...

Like Comment Share

1

1 share



Write a comment...



Washington City Utah

August 28 at 11:45am · 🌐

We need your input! UDOT and Washington City are conducting a study to evaluate transportation needs and potential solutions on I-15 near Green Spring Drive and Washington Parkway. Join us tomorrow night at an open house at Washington Elementary (300 North 300 East) between 4:30pm and 7:30pm to provide feedback and learn more about the study process. For more information and to sign up for email updates, visit [mp11.org](http://mp11.org)

#### Washington Elementary School (gymnasium) 300 North 300 East, Washington, UT

The MP 11 Interchange Environmental Study will evaluate transportation needs in Washington City. The project team invites you to attend a Public Scoping Meeting to provide input and learn more about the study and the environmental process. The meeting will be an open house format from 4:30 to 7:30 p.m. Members of the public are invited to attend anytime during this period. Please note that an open microphone for verbal comments will be available from 5:30 to 6 p.m. and 6:30 to 7 p.m.

The purpose of this meeting is to gather input from the public on transportation needs and environmental issues that should be considered during the study. Please visit our website or contact the study team via email or the hotline for questions about the Public Scoping Meeting or the MP 11 Interchange Environmental Study.

**In compliance with the Americans with Disabilities Act, individuals needing special accommodations should notify the team in advance.**



mp11

HOME

[MP11.ORG](http://MP11.ORG)

Like Comment Share

13

Chronological



👍 Liked ▾

📡 Following ▾

➦ Share

...



**Washington City Utah**

August 29 at 4:26pm · 🌐

We need your input! UDOT and Washington City are conducting a study to evaluate transportation needs and potential solutions on I-15 near Green Spring Drive and Washington Parkway. Join us today Aug 29th from now until 7:30 pm for an open house at Washington Elementary (300 North 300 East). You will be able to provide valuable feedback and learn more about the study process. For more information and to sign up for email updates, visit [www.mp11.org](http://www.mp11.org)



👍 Like

💬 Comment

➦ Share

***For Immediate Release***

## **UDOT to Oversee Study Examining I-15 Access and Associated Transportation Needs in Washington City**

*Public input sought at study scoping open house.*

**WASHINGTON, UTAH (August 28, 2017)** – The Utah Department of Transportation (UDOT) will conduct a public open house Tuesday afternoon, August 29th, at Washington Elementary School (300 North 300 East, Washington, Utah) to hear from residents and interested parties regarding the initiation of an environmental study that will consider the potential for an additional interchange on I-15 or other transportation solutions in the Washington City area. Residents are invited to attend anytime between 4:30 p.m. and 7:30 p.m.

The Public Scoping Open House will solicit public comment and provide information regarding transportation needs identified by Washington City and the Dixie Regional Metropolitan Planning Organization. UDOT representatives will also be available to discuss the environmental study process, and related community considerations typically explored in such studies.

Participants will be invited to meet the collaborative study team, identify needs, share ideas, consider local transportation solutions and express concerns critical to determining the extent of study to be pursued. Various opportunities for public comment will be provided including an open microphone available from 5:30 - 6:00 p.m. and from 6:30 - 7:00 p.m. Participants will also be introduced to opportunities for continued study input and information.

In addition to the scoping open house, the public can visit the study website at [www.mp11.org](http://www.mp11.org) to read more information or to provide comments on the interactive map under the “public input” tab. A study hotline is also available at 435-477-6211, or email [info@mp11.org](mailto:info@mp11.org) for raising questions, leaving comments, or to receive updates about the study.

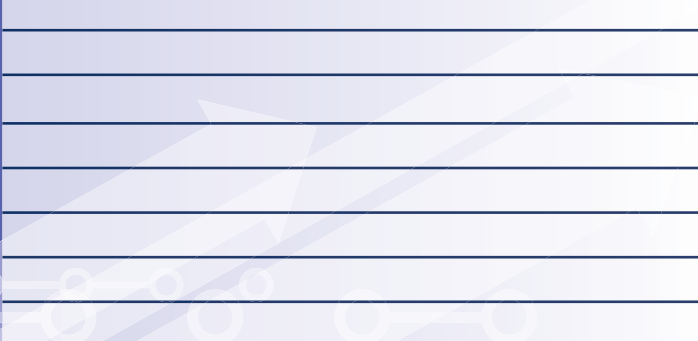
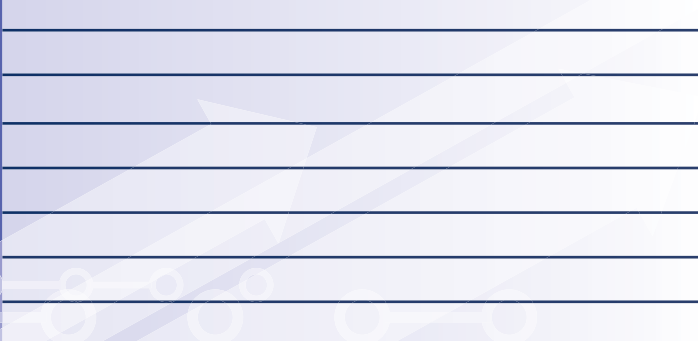
--UDOT--

Media Contact:  
Kevin Kitchen  
UDOT Region Four Communications  
Email: [kevin@utah.gov](mailto:kevin@utah.gov)  
Mobile: 435.979.4551

[illegible][illegible]


# Environmental Study Process

Do you have any comments on the environmental study process?



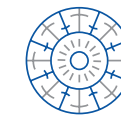
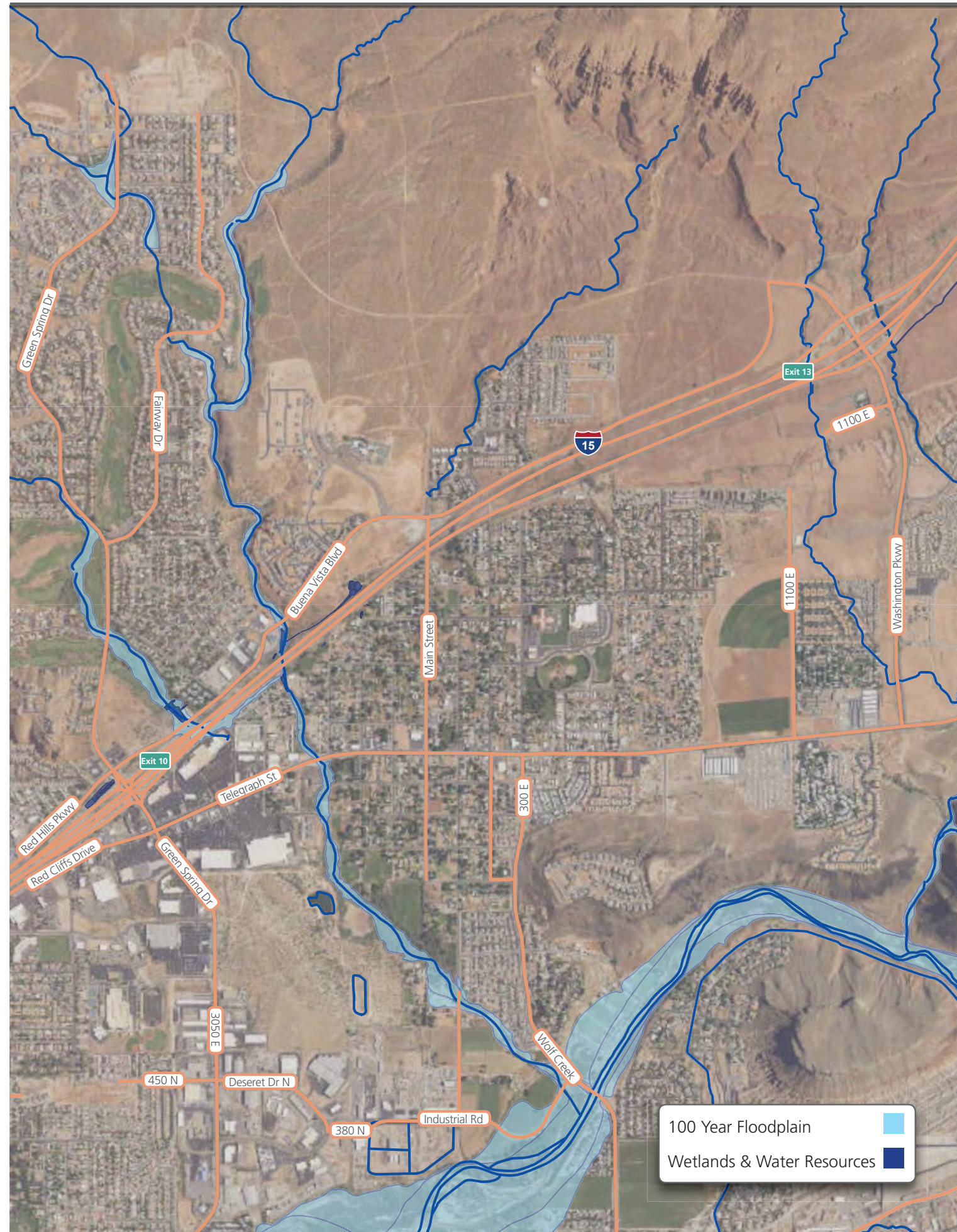
## Community & Environment

Please explain in detail why the listed transportation item, or items, are of concern to you?





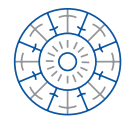
## STUDY AREA



**I-15** MP 11 INTERCHANGE  
ENVIRONMENTAL STUDY

## SCOPING MEETING

*August 29, 2017*



**I-15** MP 11 INTERCHANGE  
ENVIRONMENTAL STUDY



## Transportation



### PURPOSE & NEED

Projected growth anticipates that Washington City's population will double by 2040, meaning more cars will be on the road and congestion will be much greater than it is today.

This study is being conducted to evaluate transportation needs and develop alternative solutions on I-15 between Exit 10/Green Spring Drive and Exit 13/Washington Parkway in Washington City.



### LONG RANGE TRANSPORTATION PLAN (LRTP)

The Dixie Metropolitan Planning Organization (DMPO) is responsible for long-range transportation planning within the urbanized areas of Washington County.

The LRTP outlines all planned projects within DMPO boundaries over the next 25 years. It accounts for expected population growth and the community's desire to retain mobility for people, goods and services.

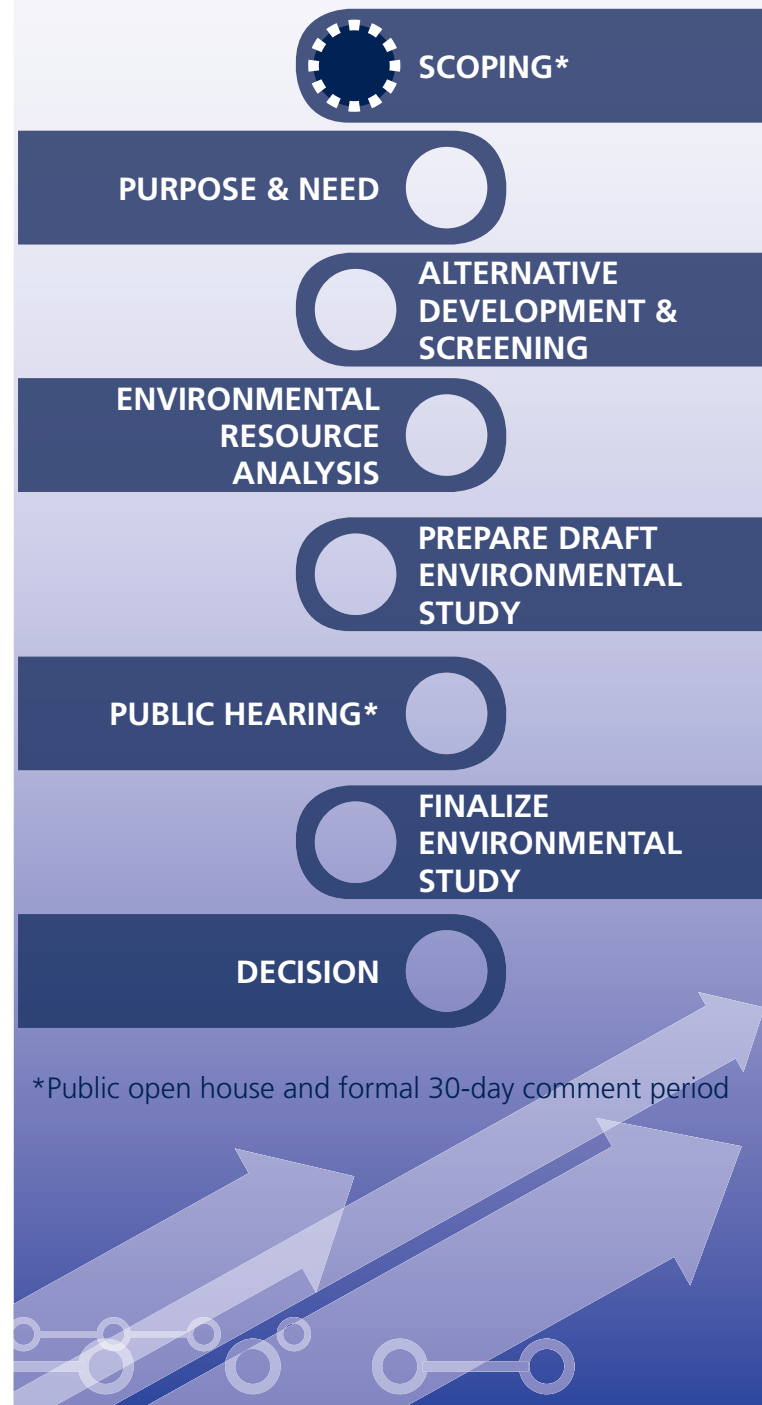
The 2015–2040 LRTP has identified a need for potential improvements on I-15 at milepost 11, which will be developed and analyzed during this study. Identified improvements on the LRTP itself are for planning and modeling purposes only. Some proposed improvements amount to little more than a proposed line on a map.

Long Range Transportation Plan:  
<http://arcg.is/1Qa29lF>

## Environmental Study Process

When a formal transportation improvement proposal is made, an environmental study is undertaken. A central purpose of an environmental study is to encourage a productive and enjoyable balance between the population and the environment while analyzing different transportation solutions and alternatives.

This study will serve as an evaluation process to identify potential solutions for improving traffic on I-15 between Exit 10/Green Spring Drive and Exit 13/Washington Parkway in Washington City through 2040. No outcome has been determined, as the process is currently in the scoping phase.



## Community & Environment



In an effort to find a balance between a growing population and the existing environment, each transportation alternative developed during the study will be evaluated for its potential social, economic and environmental impacts. The results will be clearly outlined in the environmental study document.

The environmental team will analyze potential impacts to a comprehensive list of resources, including but not limited to:

- Cultural (archaeological and historical)
- Wetlands & Waters of the U.S.
- Threatened & Endangered Species
- Noise
- Air Quality
- Social (community characteristics)
- Planned Economic Development
- Land Use
- Right of Way

For a complete list of resources that will be evaluated during this study, please visit [udot.utah.gov](http://udot.utah.gov).

## Get Involved



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



**HOTLINE:** 435-477-6211



**EMAIL:** [info@mp11.org](mailto:info@mp11.org)



### PUBLIC OPEN HOUSES

- Scoping - August 2017
- Alternatives - Early 2018
- Public Hearing - Late summer 2018



### PUBLIC COMMENTS

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

Your comments are an important contribution to the environmental process. Comments should be clear, concise and relevant to the transportation issues and needs in your community. Feedback that is solution-oriented and provides specific examples of concerns and ideas is the most helpful in shaping the environmental study.

Please remember that commenting is not a form of "voting" on an issue. The outcome of the study will be based on sound, technical and objective analyses, not on how many people like or dislike the results. All comments received will be documented in the project record. The study team will contact you if they need additional information or clarification.



# WELCOME

*The purpose of this meeting is to:*

- Gather public input related to transportation needs within the study area
- Inform the community of the environmental study process





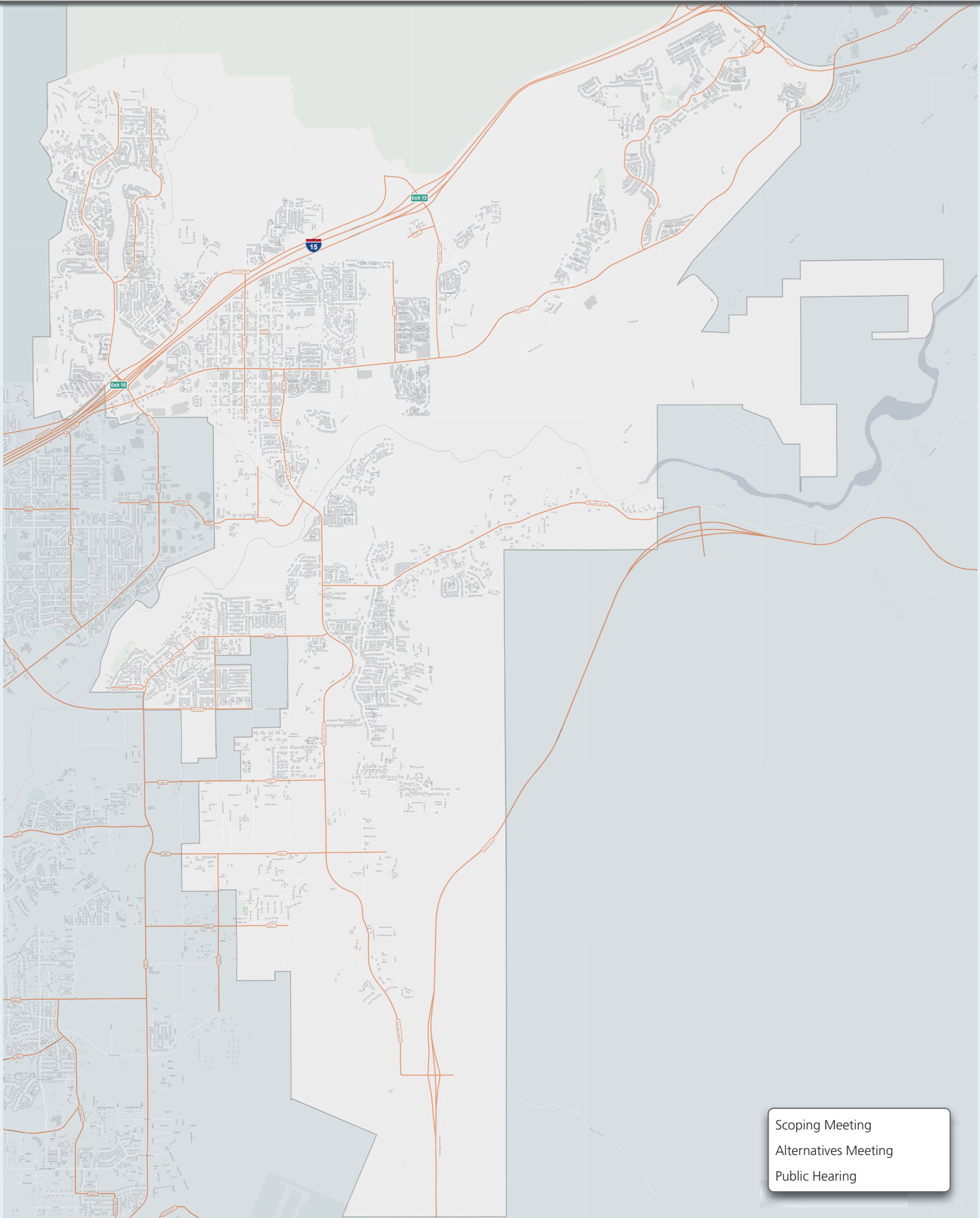
# TELL US WHERE YOU LIVE

This information will help the study team understand who we are engaging within the community and where we may need to do additional outreach.

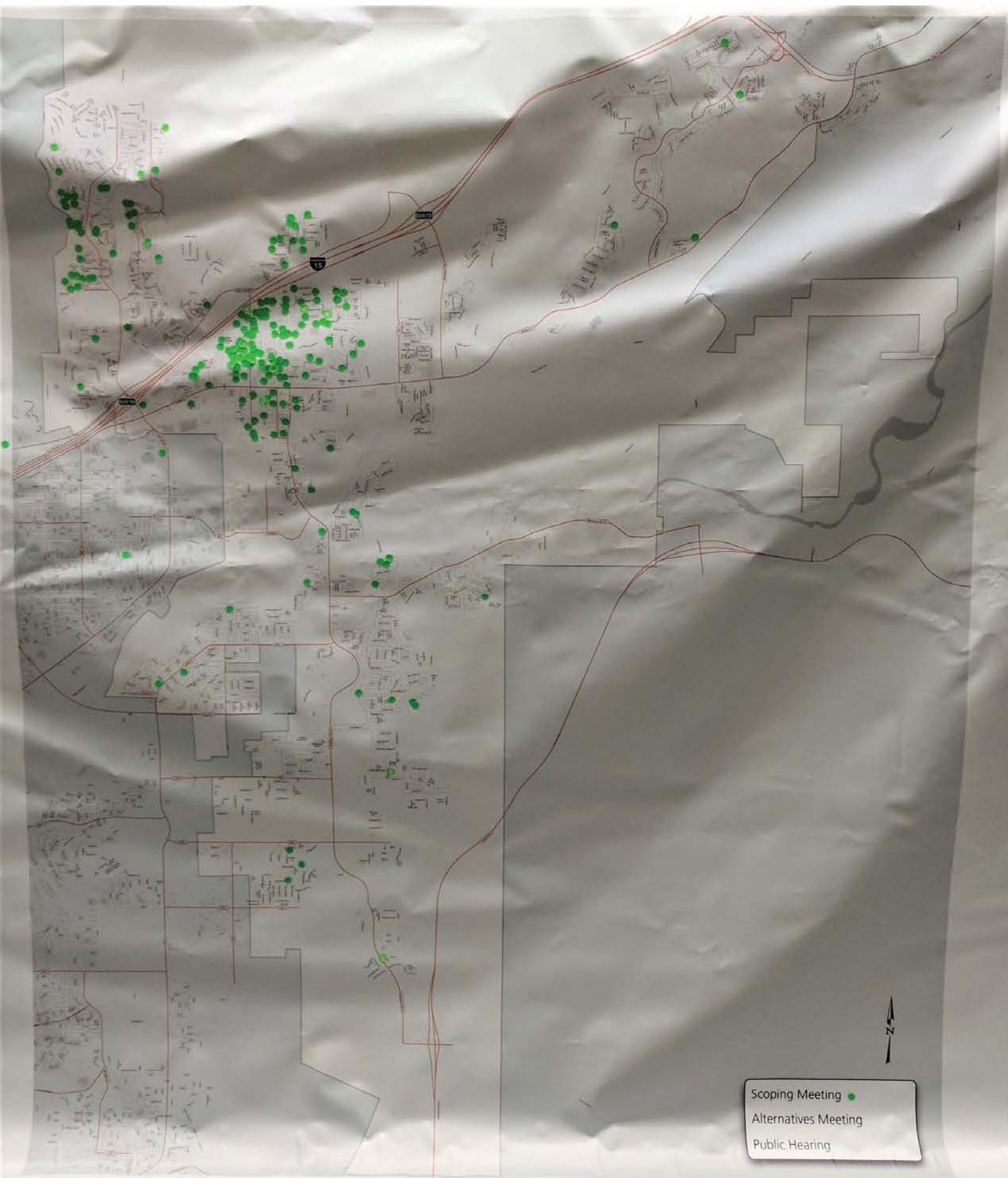
Ensuring that we are hearing from all members of the community will help us better understand the transportation needs within the study area.



# WHERE DO YOU LIVE?







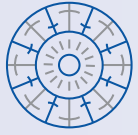
- Scoping Meeting ●
- Alternatives Meeting
- Public Hearing



# WHAT IS THE REGIONAL LONG RANGE TRANSPORTATION PLAN?

The Dixie Metropolitan Planning Organization (DMPO) is responsible for long-range transportation planning within the urbanized areas of Washington County.

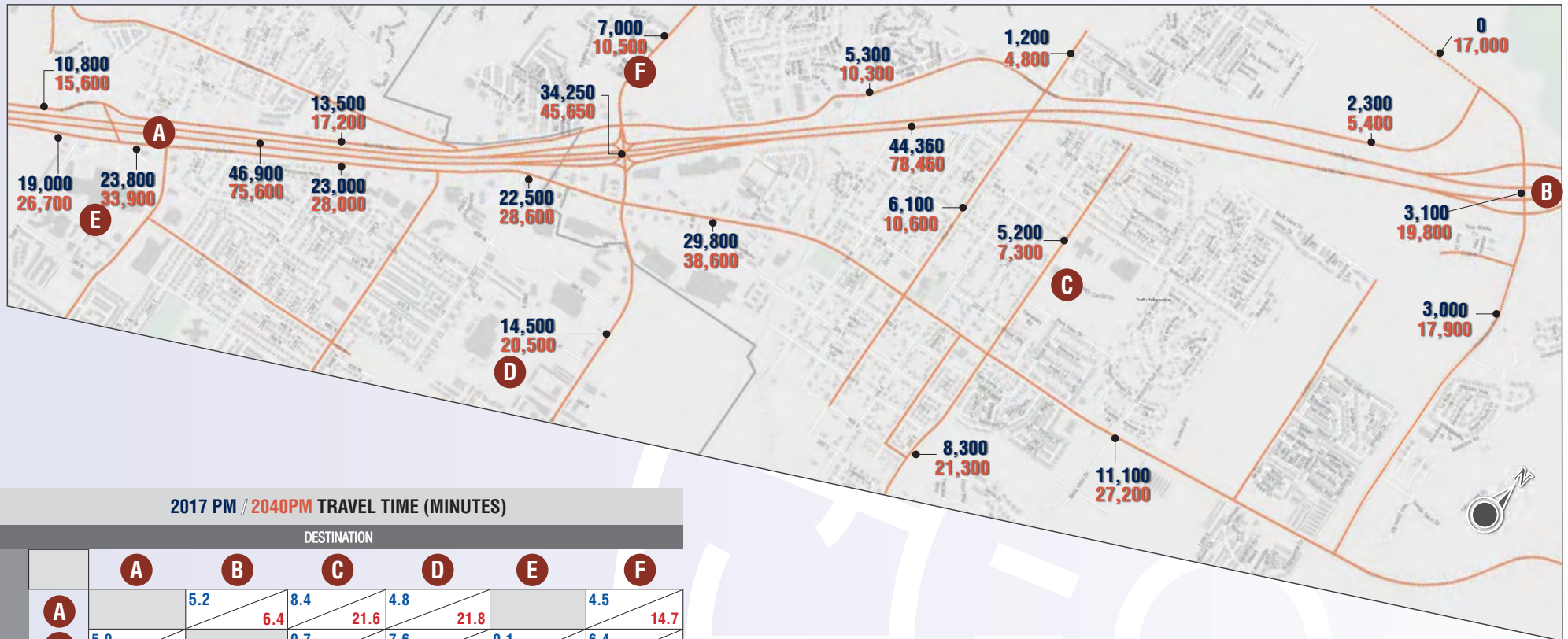
The Long Range Transportation Plan outlines all planned projects within DMPO boundaries over the next 25 years. It accounts for expected population growth and the community's desire to retain mobility for people, goods and services.



# I-15 MP 11 INTERCHANGE

ENVIRONMENTAL STUDY

# TRAFFIC INFORMATION



2017 PM / 2040 PM TRAVEL TIME (MINUTES)

DESTINATION

ORIGIN						
	A	B	C	D	E	F
A		5.2	8.4	4.8		4.5
B	5.9		9.7	7.6	9.1	6.4
C	6.5	6.0		8.2	9.8	6.6
D	5.1	10.2	7.5		10.2	9.2
E	5.1	8.2	5.0	4.7		2.6
F	3.6	4.9	8.1	3.2	4.9	

## 2017 Traffic Volumes

## 2040 Traffic Volumes

Traffic volumes represent Average Daily Weekday Traffic and are expressed in vehicles per day. 2040 volumes assume all projects identified on the DMPO Long Range Plan are constructed with the exception of the MP 11 Interchange which is NOT included in the 2040 volumes.



# TRANSPORTATION CONCERNS

*What transportation concerns are most important to you as we define the transportation needs and develop solutions to meet those needs?*

*Please place a sticker on your top 3 transportation concerns.*

**SAFETY**

**ECONOMIC DEVELOPMENT  
PLANS**

**TRANSIT**

**TRAVEL DELAY &  
CONGESTION**

**SCHOOL WALKING ROUTES**

**BUSINESS & RESIDENTIAL  
ACCESS**

**BICYCLE & PEDESTRIAN  
ACCESS**

**FRONTAGE ROAD  
DEVELOPMENT**

**COMPLEX UTILITY  
RELOCATIONS**

**PROPERTY VALUES**

**REGIONAL GROWTH**

**OTHER**

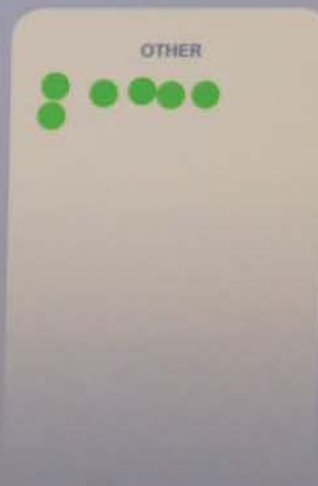
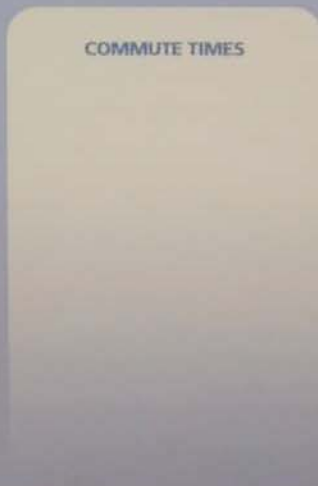
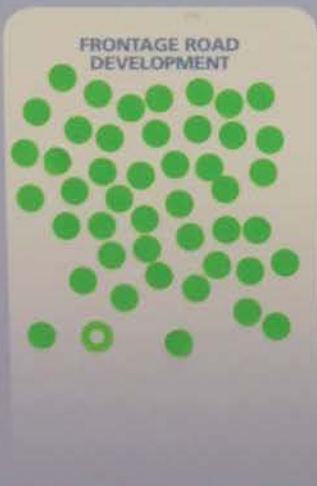
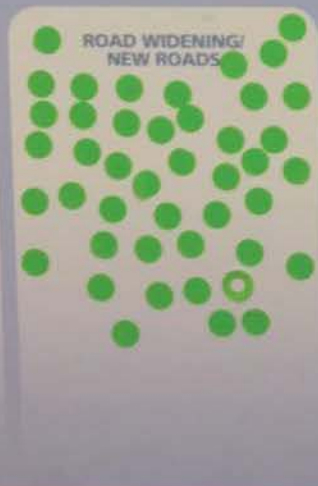
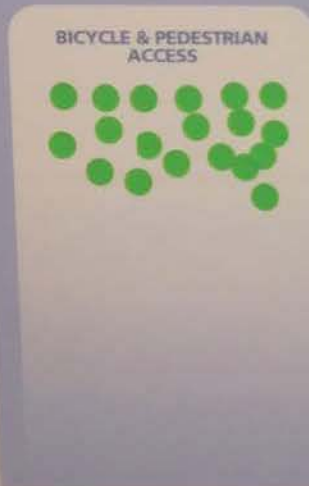
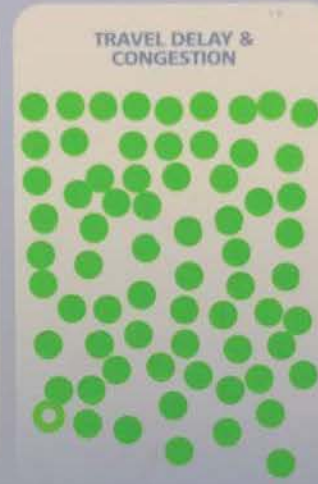
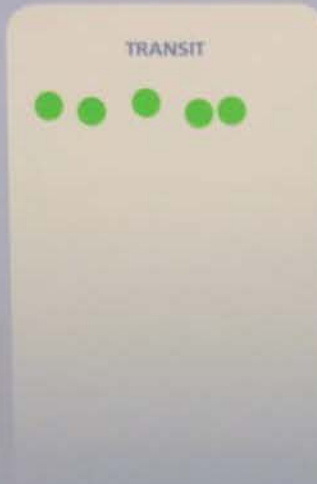




# TRANSPORTATION CONCERNS

*What transportation concerns are most important to you as we define the transportation needs and develop solutions to meet those needs?*

*Please place a sticker on your top 3 transportation concerns.*







## COMMUNITY RESOURCES







# COMMUNITY & ENVIRONMENTAL CONCERNS

*What community and environmental concerns are most important to you as we define the transportation needs and develop solutions to meet those needs?*

*Please place a sticker on your top 3 community and environmental concerns.*

LAND USE

SOCIAL  
ENVIRONMENT

ECONOMIC  
CONDITIONS

RIGHT-OF-WAY  
PURCHASE &  
RELOCATIONS  
(RESIDENTIAL & COMMERCIAL)

ENVIRONMENTAL  
JUSTICE POPULATIONS  
(MINORITY AND LOW-INCOME)

AIR QUALITY

NOISE

CULTURAL  
(ARCHAEOLOGICAL & HISTORIC  
ARCHITECTURE)

PALEONTOLOGICAL  
RESOURCES

PUBLIC PARKS

WETLANDS, WATER  
QUALITY, WATER  
RESOURCES, &  
FLOODPLAINS

THREATENED &  
ENDANGERED SPECIES

WILDLIFE

HAZARDOUS  
MATERIALS &  
HAZARDOUS WASTE  
SITES

VISUAL & AESTHETIC

CONSTRUCTION  
IMPACTS



## COMMUNITY & ENVIRONMENTAL CONCERNS

*What community and environmental concerns are most important to you as we define the transportation needs and develop solutions to meet those needs?*

*Please place a sticker on your top 3 community and environmental concerns.*

LAND USE  
(EXISTING & FUTURE)



SOCIAL  
ENVIRONMENT  
(NEIGHBORHOOD COHESIVENESS)



ECONOMIC  
CONDITIONS/  
ECONOMIC  
DEVELOPMENT



RIGHT-OF-WAY  
PURCHASE &  
RELOCATIONS/  
PROPERTY VALUES  
(RESIDENTIAL & COMMERCIAL)



ENVIRONMENTAL  
JUSTICE POPULATIONS  
(MINORITY AND LOW-INCOME)



AIR QUALITY



NOISE



CULTURAL  
(ARCHAEOLOGICAL & HISTORIC  
ARCHITECTURE)



PALEONTOLOGICAL  
RESOURCES



PUBLIC RESOURCES  
(PARKS, SCHOOLS, CEMETERY,  
RECREATION CENTER,  
GOVERNMENT BUILDINGS,  
UTILITIES, ETC.)



WETLANDS, WATER  
QUALITY, WATER  
RESOURCES, &  
FLOODPLAINS



THREATENED &  
ENDANGERED SPECIES/  
WILDLIFE



HAZARDOUS  
MATERIALS &  
HAZARDOUS WASTE  
SITES



VISUAL & AESTHETIC



CONSTRUCTION  
IMPACTS

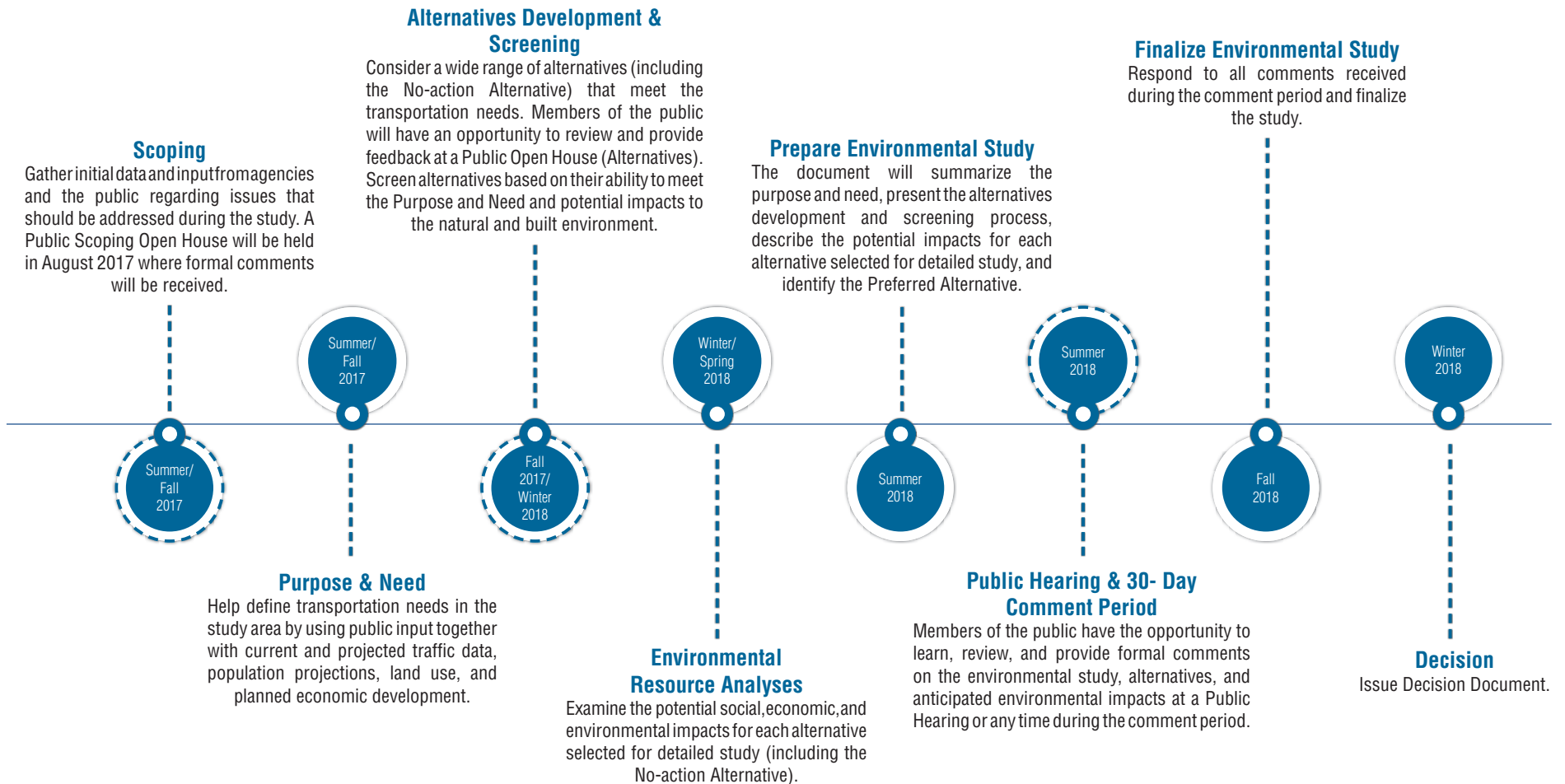


OTHER





## ENVIRONMENTAL PROCESS



 denotes formal comment period



## PROJECT DELIVERY PROCESS

### Concept Development

Communities recognize a transportation need. Perform initial feasibility studies to investigate the viability of possible solutions. A concept report is prepared outlining the basic elements of the project.

2

### Environmental Process

Select Environmental Study Team and conduct the environmental process. The environmental process is a detailed analysis that evaluates the transportation needs, a wide range of alternatives, and the potential social, economic, and environmental impacts for each alternative. If a build alternative is selected, the project delivery process advances.

4

### Construction

Select a Construction Team and construct the project.

1

### Regional Transportation Plan

Include the project on the Regional Transportation Plan. The Regional Transportation Plan outlines planned improvements within the Metropolitan Planning Organization's (MPO) boundaries over the next 25 years. Potential projects are evaluated and prioritized through a collaborative effort between community leaders, the public, and stakeholders. Funding for the project is identified to move the process forward.

3

### Design

Secure additional funding, if needed, and select a Design Team to conduct final design. Ongoing coordination is required with the environmental team to ensure environmental study obligations and mitigation commitments are included in the final design documents. Release project plans for bid and construction.

5



# COMMUNITY COORDINATION TEAM

- The study team has organized a Community Coordination Team (CCT) to attend a series of working meetings throughout the process.
- The CCT is made up of members of the public that represent a wide range of interests of the community.
- Look around and introduce yourself to a member of the CCT, as they are a resource available to represent you and keep you informed!

Name	Representation
Bryce Gubler	Business
Ryan Bishop	Business
Robin Sanderson	Downtown
J'Neal Robinson	Downtown
Bryan Beckstead	Downtown
Tyler Sprague	Brio
Ken Steelman	Coral Canyon
Solomon Lin	Green Spring
Todd Feltner	Washington Fields
Lenny Jones	Washington Fields
Kyle Pasley	SITLA
Chief Matt Evans	Emergency Response
Kelly Mitchell	Washington Elementary School
Bronson Bundy	City Personnel
Councilman Turek	City Council
Councilman Belliston	City Council



# HOW TO COMMENT

Comments should be clear, concise and relevant to the transportation issues and needs in your community. Feedback that is solution-oriented and provides specific examples of concerns and ideas is the most helpful in shaping the environmental study. Comments provided to the study team will be reviewed and considered as the environmental study develops.

Please remember that commenting is not a form of “voting” on an issue. The outcome of the study will be based on technically sound and objective analyses, not on how many people like or dislike the results.





# CONTACT US



Website: [www.mp11.org](http://www.mp11.org)



Email: [info@mp11.org](mailto:info@mp11.org)



Hotline: 435-477-6211

### I-15 MP 11 Interchange Scoping Open House Public Comment Themes and Answers

Approximately 304 comments were received during the scoping comment period. From those comments, 10 common themes were identified and then ranked based on the amount of interest received for each theme. Results are as follows:

Rank	Percentage	Theme
1	35%	Recognize traffic congestion is an issue; request a wide range of alternatives be analyzed in addition to a new interchange. <ul style="list-style-type: none"><li>• Expand study area outside of interchange at MP 11</li><li>• Improve exit 10/Green Spring Drive and/or exit 13/Washington parkway</li><li>• Frontage roads, flyover and off ramps of all varieties</li><li>• Improvements on other roads within area (telegraph, 300 East, Main Street, Buena vista, Red Hills Parkway, etc.)</li><li>• Build tunnels (similar to Mall Drive)</li><li>• Build northern corridor</li><li>• Designated truck routes</li><li>• Add general lane or truck lane on I-15</li></ul>
2	28%	New interchange will bring negative impacts (e.g. decreased safety and property values, increased traffic volumes, noise, pollution, growth, etc.).
3	19%	Maintain community heritage, cohesiveness and residences.
4	7%	General concerns regarding community and transportation planning.
5	4%	Support new interchange.
6	3%	Amenities at Exit 10 will continue to attract people with no relief to traffic congestion.
7	2%	Environmental Study places too much emphasis on environmental resources and not the community needs; or general concern about study process.
8	1%	Agree with Environmental Study process.
9	1%	Perceived conflict of interest.
10	1%	Concern for relocation and/or compensation.
	100%	Total



**1. Recognize traffic congestion is an issue; request a wide range of alternatives be analyzed in addition to a new interchange.**

Transportation planning efforts completed over the past 10 years have led to the I-15 MP 11 Interchange Environmental Study. This study is needed because planning traffic models conclude that even with all planned regional transportation improvements being operational (see links below), traffic congestion would still be present at Exit 10 in 2040. In winter 2017/2018, the Environmental Study will analyze transportation alternatives and design concepts within the study area that:

- Improve mobility and access to and from I-15 between Exit 10 and Exit 13.
- Improve roadway safety of I-15 and the surrounding roadway system within the study area.
- Improve operations of the I-15 and Green Spring Drive Interchange.
- Improve north-south connectivity across I-15 within the study area.

[Dixie Metropolitan Planning Organization 2015-2040 Regional Transportation Plan](#)

[Dixie Metropolitan Planning Organization 2015-2040 Regional Transportation Plan Appendix A – Map 1. 2015-2040 Projects and Phasing](#)

**2. New interchange will bring negative impacts (e.g. decreased safety and property values, increased traffic volumes, noise, pollution, growth, etc.).**

The Environmental Study will consider a wide range of alternatives including the No-action Alternative. The No-action Alternative (for baseline comparison) and each proposed alternative that meet the study's purpose and need will be carried forward for detailed analysis. In spring 2018, each alternative would be analyzed for the effects on the existing environmental, social and economic conditions within the study area.

**3. Maintain community heritage, cohesiveness and residences.**

To help identify important social and economic conditions within the study area, Dr. Richard Krannich PhD, will be conducting a door-to-door survey (Fall 2017) of residences within neighborhoods that could be potentially affected by a proposed alternative. Survey results will be discussed within Chapter 3 of the Environmental Study and will help guide the study team in making a more informed decision when comparing proposed alternatives.

#### **4. General concerns regarding community and transportation planning.**

Community and transportation planning is based on the best available information at the time to help to provide a balanced and consistent future. The only thing that remains constant within the planning process is change, which can make even the best of planning efforts appear short-sighted and in need of revisions. Chapter 3 (to be prepared Spring 2018) of the Environmental Study will look at how each specific alternative would relate with the City's current and planned land uses within the affect study area. For specific questions and concerns regarding residential and commercial development, please refer to the appropriate contact information:

- Washington Planning and Zoning Office
  - [washingtoncity.org/development/planningandzoning](http://washingtoncity.org/development/planningandzoning)
  - (435) 656-6325
  - [kspring@washingtoncity.org](mailto:kspring@washingtoncity.org)
- Washington County Community Development:
  - [www.washco.utah.gov/departments/community-development/](http://www.washco.utah.gov/departments/community-development/)
  - Director - Scott Messel (435) 634-5701
- Dixie Metropolitan Planning Organization
  - [www.dixiempo.com](http://www.dixiempo.com)
  - Director – Myron Lee; (435) 673-3584, ext. 124

#### **5. Support new interchange.**

No response required.

#### **6. Amenities at Exit 10 will continue to attract people with no relief to traffic congestion.**

Continued growth of Washington City and Washington County in general will place increasing pressure on the transportation system, which is one of the main reasons the Environmental Study is being conducted. The Environmental Study will take into account the continued public use of available amenities accessed via Exit 10 and investigate transportation alternatives that include a comprehensive solution to address the Environmental Study's needs.

**7. Environmental Study places too much emphasis on environmental resources and not the community needs; or general concern about study process.**

The goal of the Environmental Study is to complete a comprehensive, engineering and scientific based evaluation of solutions that helps to inform decision-makers and the public of whether proposed transportation improvements will have significant impacts to the community and environmental resources in the area. This Environmental Study contains some federal funding which requires compliance with all applicable federal laws for transportation projects. Chapter 3 of the Environmental Study will include the appropriate level of emphasis for each environmental resource as dictated by its specific federal rule and/or regulation.

Environmental and community resources that will be evaluated may include: Land Use, Farmland, Social Environment, Economic Conditions, Right-of-Way and Relocations, Environmental Justice Populations, Transportation, Pedestrian and Bicyclist Issues, Joint Development, Air Quality, Noise, Cultural (Archaeological and Architectural) Resources, Paleontological Resources, Section 4(f) and Section 6(f) Resources, Wetlands, Threatened and Endangered Species, Wildlife, Hazardous Materials and Hazardous Waste Sites, Soils and Geology, Visual and Aesthetic Resources, Construction Impacts, Wild and Scenic Rivers Impacts, Water Quality and Water Resources, Floodplains, Energy, Short-Term Uses versus Long-Term Productivity, and Irreversible and Irrecoverable Commitment of Resources. Based on this comprehensive analysis, a recommended alternative will be presented.

**8. Agree with Environmental Study process.**

No response required.

**9. Conflict of interest.**

Horrocks Engineers is the engineer of record for the Brio Development and has been working on the Brio project since 2013, before the Exit 11 Environmental Study was included in any regional (Dixie MPO 2015 Long Range Plan) or local (Washington City 2014 Transportation Master Plan) transportation plans. Per the Council on Environmental Quality Regulation 40 CFR.1506.5(c), Horrocks Engineers affirms that we do not have any financial or other interest in the outcome of the MP 11 Interchange Environmental Study and that we do not have any agreement, enforceable promise or guarantee to provide any future work related to the study, regardless of the outcome. Furthermore, we do not have any associations or professional or business relationships with anyone who has a financial interest in the outcome of the study nor does anyone with a financial interest in the outcome of the study exercise any control over our preparation of the study.

## **10. Concern for relocation compensation.**

If property acquisition is required, then UDOT must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 USC §4601 et seq., as amended 1989). The Uniform Act ensures the fair and equitable treatment of persons whose real property is acquired or who are displaced as a result of a federal or federally assisted project. Government-wide regulations provide procedural and other requirements (appraisals, payment of fair market value, notice to owners, etc.) in the acquisition of real property and provide for relocation payments and advisory assistance in the relocation of persons and businesses.

The [Relocation Brochure](#) describes the programs provided by UDOT for assistance to those who are required to move because the property they now occupy as a tenant or owner lies within the path of a state or federal highway project. These services are available to individuals, families, businesses, farmers, and non-profit organizations. The brochure provides an overview of Moving Assistance Payments and a Fixed Payment Schedule for a residential move from a property in the state of Utah. An Owner-Occupant or Tenant who is displaced may claim moving assistance based upon a federally approved schedule providing they own furniture that must be moved.

For question regarding the UDOT acquisition process, please contact:

Kimberly O'Reilly, UDOT Right-of-Way

(801) 801-965-4742

[koreilly@utah.gov](mailto:koreilly@utah.gov)

Contact Method	Comment
Public Website	<p>3 points in addressing the New Interchange:</p> <p>1 – Need and Usage: Exit 13 was installed with the intent to alleviate the congestion at exit 10 and to help move the traffic to the eastern side. Unfortunately this did not occur. The interchange is highly underused. The mentality in St. George area is if you want to go to Wal Mart, Home Depot or Costco, you get off at exit 10. It may be different in the Wasatch area but here people will continue to use that off ramp instead of going down farther and having to backtrack.</p> <p>2 – Community Heritage: A great deal of time and effort has been put into preserving the Heritage and History of Washington City. Washington has been able to maintain the small towns feel in spite of the tremendous growth. All of the events that are of a historic and community nature occur in the main street block, mostly at Veteran's park. The Cotton Days, The 24th of July, The Veterans Ceremony, the Christmas Tree Lighting, numerous sporting events, just to name a few. As well as the city office, police station and Main Street Chapel. Having an off ramp in either Main Street or 300 East would forever impact the center of town and the History of the area.</p> <p>3 – Impact on Neighborhoods: Along the Wasatch front sometimes it is necessary for the greater good to remove homes to put in off</p>
Public Website	My wife and I bought a home here in Washington (70 W 300 N.) in 2008. I also work in Washington, Ut. at Home Depot and have since 2005 and have very much enjoyed this city. I am very concerned that making a freeway exit at main street would effect my ability to keep my home, as it would probably be too close and not allow me to remain in this home. My concern along with my wife Lori is that even if it is made, what is being achieved, Main street accesses nothing other than Telegraph, all the traffic would be put on Telegraph and not solve any problem that exists. I would like to see other approaches looked at such as exit 13 with frontage roads that make sense. 300 East also puts too much traffic way too close to the grade
Public Website	Opposed to Main Street off ramp. Concerned about it being in residential area only three blocks from school. Children cross Main Street going to school. Already a problem with traffic not stopping. Concerned also of the noise and amount of traffic. Already too much traffic. Concerned of safety being that it's residential area. Concerned about reduction of my property value as I live on Main Street.
In Person	Do not want the constant traffic. Do not want the noise and the pollution. Want safety for school children, for the average citizen, for the elderly and in firm. even animals are a concern for their safety.
In Person	I'd like to see a city center, now we are so spread out we don't feel like a community. I don't want this to make us lose property value, but be an improvement to the area. I don't want to see a lot of poorly maintained high-density housing which some are promoting for this area. Safety is a concern.
In Person	1. Traffic congestion. 2. ineffective city council
In Person	Washington City is a beautiful city, the first in Southern Utah and I hate to see the small town supportive community be divided and effectively destroyed by being cut in half by a freeway ramp. I believe there are better options to resolve traffic concerns then funneling freeway/commercial traffic through residential
In Person	(1) Quality of life in my home on Main St. (2) Property value of my home. (3) Safety in my neighborhood
In Person	noise would greatly impact our lives and well-being. Extra dust from vehicles, smog, would ruin everything. I moved from California because I have severe asthma - please don't ruin the clean air.
In Person	to keep the historic integrity of washington
In Person	Safety - historical preservation - Noise level - right of way purchases and property value.
In Person	I want our downtown to still feel like "home". We need to keep our business entrances easy to enter/exit or we will lose the businesses and our tax base. More businesses coming to our downtown for more tax
In Person	What is being done with vacant lots and foundations and closed businesses on Telegraph?
In Person	people still want a small town feel in the center of Washington. so we could keep the traffic on the outside.
In Person	safety of the school zones and down town safety. so many more cars and trucks.
In Person	safety especially for our children. the impact of our historical and parks churches and schools and homes will change life in a negative way.

In Person	1) A freeway ramp will change the dynamic of the downtown area from being quiet, friendly, and walkable, to heavy traffic that takes the feel of the area away. 2) Our property values will be lowered. 3) Air quality will decrease with so many vehicles passing. 4) Crime will increase.
In Person	We need to keep the small town feel and the safety that makes the city such a wonderful place to live. I want to feel comfortable sending my child out to play or to community events without worrying about his
In Person	I'm concerned about the decrease in property values, increase in crime, and losing community unity if offramp is put in.
In Person	1. concerned about how close freeway access would be to our home - running behind our backyard. Easy access to my children being kidnapped or hurt. Too many people having more access to our homes and
In Person	I live right next to the freeway. I'm concerned about loss of value and loss of home if an exit coming onto Main Street
In Person	Top three concerns for community and environment are: 1) changing environment of downtown Washington. Downtown Washington is a place that has a "small town" feel. Green Springs does not have that feel. 2) An off amp would decrease home values and attractive businesses in downtown - No thanks!
In Person	I am concerned about the character and livability of our downtown. I'm concerned about noise, light, and other pollutants in our town.
In Person	Safety for community in downtown area. Bringing more traffic to residential area. Making no difference to the issues of industrial traffic using exit 10.
In Person	Warm springs housing tract will be more congested and the truck route will add to it. We don't need off ramps at main street will cost some family to relocate. That have been there for years.
In Person	I see children on this street and it worries me for their safety. will this be safer for all this cycles training?
In Person	Maintaining the home town feel of Washington City.
In Person	Children going to and from school. Is it going to be more convenient for all the people who live near this interchange. We already have freeway noise this will create more noise.
In Person	This is the most important issue. Don't ruin the small town feeling of our community.
In Person	*The pedestrians. We have a lot of wonderful people that walk throughout our neighborhoods. Some older and some younger. Not to mention our children. *Noise. The freeway is close enough to my house. I don't need a semi raising through my back yard! *Cost. The city is going to make me pay for it, and they have already started too!!
In Person	LDS Church on Main St. where will they park? Safety - I-15 to drugs and human trafficking. A depreciated area due to increase traffic and decrease safety created crime area. Cost breakdown of lost property values.
In Person	Increase in traffic and safety issues. Alternative with new over pass near mall with better direct access to fields areas, into commercial areas. better development on exit 13.
In Person	The people of old downtown Washington are THE top concern.
In Person	air quality and quality of community.
In Person	What is being done with vacant lots and foundations and closed businesses on Telegraph?
In Person	Safety accessibility to stores, shops, and traffic mitigation.
In Person	Some public being ignorant to the studies and causing traffic impacts for years to come
In Person	*Neighborhood cohesiveness * Safety - Not able to walk without harm *Noise/drugs/sex trafficking.
In Person	Traffic at exit 10 at peak hours, the left turn lane onto Telegraph backs up into the lanes going straight. this
In Person	1. community safety - our children ride their bikes and scooters homes from school - Washington city is a quiet, safe friendly place. Traffic from the highway will increase home invasions, theft, possible child kid
In Person	1: traffic- yes, it will be a problem. Funneling to the center of town is not a solution. 2: Safety - these areas are high walking traffic for young children. 3: Fiscal responsibility - this is a waste of money for trying to redirect traffic when the businesses off of exit 10 is where people are going.
In Person	I don't want an exit in my back yard. I feel like there would be dangerous people around and lots of traffic.
In Person	Too much noise, crime would rise, and not enough water.
In Person	It will necessitate homes to be sold and families to leave just for easier access to small businesses. There are other solutions to expand and grow. The exit is unnecessary and unsafe for families.
In Person	Loss of community as a result of poor planning and hyper focus on bringing in money.

In Person	I don't want the town that I moved to because I love this small town feel and the history, old homes, caring neighborhood to be destroyed and that is exactly what this will do. it will also take the homes and families and displace them and what we would be paid would never replace what we currently have.
In Person	1. cut the community in half and disrupt peoples lives. 2. Quality of life of this area will go down. 3.
In Person	1: residential neighborhoods - kids walk across the main street to get to and from school, library, and rec center. 2: I-15 is a HUGE drug and human trafficking corridor. Putting an exit straight into family neighborhoods. 3: families - real people-stand to lose their homes. Excellent people that have been here for
In Person	We put a tortoise before our children and families safety.
In Person	1.) Safety 2.) would like to see historic Washington developed and preserved.
In Person	1.) traffic flow and congestion 2.) safety 3.) access
In Person	Keep residential areas safe for children. Keep noise level low in residential areas.
In Person	congestion at exit 10 - too many trucks at Green Springs through Red Hills Parkway and Telegraph. Exit 13 - Northern corridor will not impact trucks exiting at exit 10. Noise from freeway increasing and the truck
In Person	The water park will add traffic to an already bad spot! Can it go up to exit 13 or further? I'm sure there are tax revenue aspects but there needs to be some balance. Long range planning is needed for development. I'm not against it, just do it in a measured way that contemplates quality of life, not just dollars.
In Person	Haze and such is already increasing in St. George. Traffic congestion will add to the haze. The tortoise reserve should not be reduced or segmented to encourage growth.
In Person	Do we really need another off ramp? We need at least 2 more roads that go from each side of the freeway. So two more tunnels, the new small tunnel appears to be working well. A tunnel at or really expanded tunnel at Main and one at possibly Middleton area. Traffic needs to move to each side easily. Exit 10 is now
Email	Thank you so much for the information on the study. It was very informative and I passed it along to other people. I am on a Facebook page for Washington City and yesterday I was encouraging people to contact your hotline because all sorts of things were being floated around. One person who is going to be greatly impacted if the exit happens brought up the fact that Horrocks engineering firm is the same company involved with Brio homes and the developers had told the buyers there will be an Exit going in right there...Exit 11. If that is the case there appears to be a huge conflict of interest going on here. She is of the belief that Horrocks is "in bed" with the developers of Brio and Exit 11 is going to happen. I would hope <del>that isn't the case and the study you are doing is impartial. Could you please address this situation. You</del>
In Person	I hope it puts a priority on the negative human impact on the entire multi-block area of Washington city south of I-15 if an interchange is placed at either main street or 300 East.
In Person	I believe the environmental study should be used to solve the traffic concerns and not focus on an additional interchange. We don't need a study to see that an interchange really doesn't solve the long-term issues of getting cars from I15 to and from commercial areas. Plus the social disadvantages that come
In Person	People with asthma, COPD, lung problems, breathing troubles do not need all these and other health problems from this change. We do not want this!!
In Person	I fear environmental study over shadows the needs of citizens. (too much weight given) Top 3 priorities listed: cultural, water, species (see brochure)
In Person	Plants and animals live out behind warm springs tract. We love our view and peace and quiet. They already have Buena Vista as a frontage road. It could be enlarged for trucks without ruining the environment.
In Person	I hope the northern corridor solves some of our issues.
In Person	was this figured out for towns like us we are not salt lake city we are small town yes we will grow but how
In Person	yes, who's idea was this to create this big move? will it be more confusing for every body to use and what about the elderly people in this town they won't know how to handle this new freeway?
In Person	Land values would drop in down town area.
In Person	Be careful to not put the "great voices" above the citizens of this great town.
In Person	What about moving some of the businesses that are causing a lot of the congestion on exit 10 to exit 13?
In Person	Freeways are not environmental anyway. People and their homes and investments are at risk. We need to spare both people and environment.
In Person	The cosmetics and way of life we've know will be disruptive and problematic.
In Person	Yes, it will cause some species of plant to die off. Don't need any more noise other than the free way. People have moved up her for clean air because of allergy, asthma, COPD, etc.
In Person	keep the integrity of the city.

In Person	I think the needs of the people should outweigh the turtle situation. so a belt way around the city - don't break up Washington.
In Person	The land would decrease in value. Change the access to our parks and historical schools the flavor of our community. Increase in pollution. Improve on the existing exits that are already in commercial areas.
In Person	increase current scope to include exit 10 and green springs. current scope is too small. Would like Don Epson on CCT grove?
In Person	I feel the environmental study area is too small an area. The study needs to be widened with areas of focus not being a residential neighborhood. There is a need for decongestion of exit 10, but placing a ramp on Main or 300 E or in any residential neighborhood is trading in one set of problems for another, or making
In Person	Increase current scope to address secondary streets. Look at exit 10 and changes for improvements. Soils,
In Person	I worry about the effect an off-ramp would have on the agriculture in Washington city especially air quality and noise pollution for nearby residents.
In Person	Humans are far more important than plant and bugs.
In Person	I fear it is a decoy to make us feel better about a decision we don't want that is already made.
In Person	No impact to existing water/wetland areas
In Person	My concerns revolve around the scope of the study. It seems the E.S. process has been determined by the city and hasn't evaluated the relief that could be given without dumping freeway traffic into residential
In Person	As volunteers we're asked for in helping this process, no contact to communicate was made as I volunteered to review the impact of the project. What is being done to open the scope of the project. It
In Person	Seems very thorough and appropriate.
In Person	The scope needs to include more options. Options that are much more viable, and do not impact a residential neighborhood in an extremely negative way. namely, exit 10 needs to be looked at and fixed.
In Person	I am concerned about noise pollution and car exhaust pollution social environment - our community is quiet and family friendly, kids feel safe.
In Person	MP11 is not the problem. Improper land use surrounding exit 10 is the problem.
In Person	It will increase pollution and traffic - crime will increase - I have true concerns about child abduction. To me this whole thing to disrupt and tear apart our town is unconscionable.
In Person	It concerns me greatly that the engineering firm for Brio is the very same company hired to conduct (persuade) the environmental study. it is a conflict of interest.
In Person	The scope needs to include more options. There are much more viable options that don't negatively impact so many in our city.
In Person	Open, transparent process with opportunities for public input.
In Person	Seems like a good process.
In Person	That Horrocks Engineering has the contract and they are the engineer for Brio (who want the off ramp)
In Person	1.) Transparency - more info to the public 2.) Who makes the final decision?
In Person	Thumbs up. We want the new exit!
In Person	Impact on home owners in historic Washington City is being addressed by what? Noise pollution from I-15 - is it going to get measured and reduced? How will a new exit affect truck congestion at Green springs and
In Person	Make sure to study alternatives! Can exit 10 be reworked to eliminate the lights?
In Person	I hope the whole process works as advertised.



Email	<p>My thoughts-</p> <p>-Trucks often block other vehicles from getting thru exit 10 at a quick pace. Too many cars get stopped twice while trying to get thru the intersection on the way to the shopping areas along Telegraph and Red Cliffs Drive.</p> <p>-Another factor that slows down cars coming from north of the intersection is the cars that get to make right turns when the stoplight is red off of Red Hills Parkway. I noticed the Mall street tunnel does not allow right turns on red on to Red Cliffs Drive.</p> <p>-For the people that come along Green Springs Drive from the north, there should be a right turn lane onto Red Hills Parkway, which should allow right turns on red. Currently, if the first car at the stoplight is going straight or onto I-15, all cars behind that car are held up. Since the Mall Street Tunnel opened, I try to take Red Hills Parkway to the tunnel to avoid the Exit 10 traffic whenever I can. It might help to have the local paper provide articles on the quickest way or the one with the least amount of traffic to get to Costco or other destinations. Too many people get used to the "old way" and never try new ways.</p> <p>-Designated truck routes could help, but I would suggest contacting the trucking companies that are located in busy areas to find out if they would consider moving to another, less busy part of town. Of course the city, county or state would need to make it financially feasible for the company to move their home bases. I see way too many Andrus truck block or slowing traffic during busy traffic times. It isn't the truck driver's fault that their trucks are slow to start up after stopping at a red light or that they are often slow to get thru the exit 10 traffic. I would help to see if they could be moved out of the heavy traffic areas.</p>
Phone	<p>This gentleman wanted to know if he could view any maps of the Long Range Plan and the various projects Councilman Ivie referred to in his Washington City newsletter article.</p> <p>I explained that the study we are currently doing does not have a map of those projects, but I did send him a link to the DPMO Long-Range Plan and an internet link to the DPMO's webpage where he could view the maps they created.</p>
Public Website	The most logical spot for the new exit. Its that simple. Build it.
Public Website	This is the best spot. Quick access to the community center, library, and other communal facilities.
Public Website	If you go on to 300 would you have to widen the road so would you have to move the graves down a little bit past the school and also over by the mall I know you're trying to get traffic down two the fields of this is wondering why they didn't hook up to the role that goes down past Boulevard Furniture it would have been
Public Website	road for the amount of traffic is completely ridiculous. You have let the building get way out in front of the roads. You should stop and think about using a moratorium until you can keep up with the traffic. The roads
Public Website	More should be done to increase usage of exit 13 such as increasing speed limits along Washington
Public Website	Traffic is already quite heavy on this area. It is a commonly used commercial frontage road and has large equipment on it pretty consistently. I'm worried about an INCREASE on this road because of a more convenient access for commercial vehicles. This is also a very environmentally sensitive area as well. With the springs just across an empty lot and more down the road, there is a lot of precious ground water coming to the surface here. The future of these water sources needs to be considered and protected. Several animals and plants we enjoy are only found here because of these rare water ways. PLEASE consider the
Public Website	The only way a on and off ramp would work here is if...#1. A 10 foot wall would have to go up on 300 East, the entire block of the Elementary School to the Library cutting off any access. #2 A new Elementary would have to be made on the track while school was in and after it was made the old one, torn down and the track made there. #3 The road access to the school would have to come from the Rec Center/ Library side. #4. The intersection at Bulloch and Rec Center Drive would have to be a four way stop. #5. Bulloch St, from Rec Center Drive, West would have to become a one way road, to accommodate for traffic. If all that would
Public Website	I am wondering about this water park that is already scheduled to come in right here for St. George. That is really going to make things 10X worse in the next 10 months when this opens and this study is for 18 months. Can we please, as Washington City, finish the road plans that we already have in the works so that

Public Website	I understand progress but I currently live on 300 East and we have seen cars already think that the street is an on/off ramp. None of them obey the speed limit. They speed up the street and then turn around and speed out. This will not change if the ramp is put onto this street. We will have more that will speed up the road and past the Elementary School. This is where I am very concerned. We need to protect our children. People speed and that is hard to control now let alone if the ramp happens. I worry that a death would happen because of the heavier usage of the road. Then I am concerned that the road narrows at 100 North 300 East. We currently have issues at times during the day with Heavy traffic at the stop light of 300 East. It is not wide enough for the traffic we have now especially when cars go straight south through the light.
Public Website	Putting a freeway offramp right through the middle of downtown Washington City is a terrible idea. This is just taking the mess that is exit 10 doubling it and moving it a few miles north . Dumping traffic in this area does nothing except ruin main street and increase the traffic flow on telegraph even more and make the old
Public Website	We do not need another free way exit. We were promised that Washington would keep the old town feel.
Public Website	No exit
Public Website	Now where ? Right? Back to exit 10 ? Bottleneck! Left ? 300 East another Bottleneck. Unless the plan is to extend main street traffic to 400 south or further. Put a stake right through the heart of Washington! Maybe we could just bulldoze the downtown area and start over. Its really inconvenient to have folks live in
Email	<p>I have two concerns regarding future development of Washington City; changes that would affect congestion on Telegraph Street and the benefits of extending the Northern Corridor to Bluff Street.</p> <p>First, I'm opposed to putting an I-15 off-ramp in the middle of old Washington City. Although this would alleviate some congestion at Exit 10, it would increase congestion in a residential neighborhood that is very close to Exit 10. The damage done to the core of Washington City would be worse than long rows of cars waiting at Exit 10 interchange. Traffic would flow down Main Street or 300 East and choke Telegraph all the way to the Walmart cluster. I don't see how this helps at all. I live next to the Turner turf farm, off Telegraph Street. Green Springs Drive is the only current congested area during my local commutes. A ramp on Main Street or 300 East would add two or three more congested intersections to my route. This is not an improvement. When I come home on I-15 from St George, I never use Exit 10. I use Exit 13 and double back to my house. It's a nice scenic drive and is no slower than sitting in traffic at Exit 10. Others could do the same if signs on the interstate would direct them.</p> <p>A Green Springs Drive to Washington Parkway extension would allow some of the traffic in the Green Springs community an alternative to Exit 10. Could a northbound fly-over ramp connecting to Mall Drive (this would affect the now small town aesthetics of the area) and a southbound off-ramp onto Buena Vista near the under-pass give the Washington Fields community an alternative to Exit 10?</p> <p>Secondly, I currently drive along Buena Vista or Telegraph/Red Cliffs Drive in order to access Red Hills Parkway or St George Boulevard in order to get to Bluff Street. It is very time consuming as well as hazardous. Having to maneuver through slow vehicles that can turn or stop in front of you at any time is dangerous. There are many older citizens living in this area and their reaction time is slower. The Northern Corridor through the Red Cliffs Preserve would eliminate much of the danger to local residents as well as getting commercial vehicle traffic off the existing roads. It would be more scenic than driving through town</p>
In Person	I can't imagine that our city leaders are willing to sacrifice the center of this wonderful city but they seem to be pushing for this interchange. The city manager told me in a conversation that he knows that over time the decision to put an interchange on main street would commercialize the main street area of Washington city. I'm surprised that he supports that idea knowing that this would put the center of the city into decline
In Person	A freeway exit would ruin this part of town. I don't see the wisdom because there is nowhere for it to go. (Main Street) I am very strongly against doing this. It would create another bottleneck like at exit 10. Make
In Person	This is a land use problem, not congestion. Fix exit 10, even if you develop in Washington city we will still be shopping in St. George and using exit 10.
In Person	-Fix Green Springs interchange - more lanes - most cities. Place off ramps in industrial areas not in residential. - What about the safety of my grandchildren? -I live on Main Street. -Already raised the speed
In Person	1. safety 2. walking/biking access within the residential communities 3. too much in residential
In Person	We need a south bound truck exit off of I-15 onto Buena Vista Blvd. Easy to put in exit - would require a

In Person	I am not for I-15 disrupting a residential district. Washington city needs its heritage and to be known for its founding fathers as is one example, safety another. The heavy traffic would disrupt the children walking to and from school, sports practice, anyone wanting to go to school or perhaps attending the Red Barn, the Brigham Young Playhouse, and etc on the other end of town. Even attending the museum, the post office one would feel the impact of this I-15 put in down Main Street. There are other alternatives to changing the
In Person	I would like to see the exit on 300 E. That would be a straight road to the fields area. Move the school so
In Person	Exit 10 is evidence of faulty planning. The government thinks solutions are too far out (20-30 years) we
In Person	You could consider running the north corridor through your neighborhood. It doesn't make sense to keep destroying the Utah land for profit. Keep doing things like this and people will stop coming and they will go
In Person	I have concerns about school and traffic. I also live on 300 E close to the freeway. The bridge on main st needs to be widened so it would make sense to do all at once. But do we really need another off ramp here? Won't the completion of the northern corridor fix some of the problems? I hate to open our
In Person	Why aren't you holding the feet of the Washington city planning commission to the fire for letting this situation get so out of control and not finding solutions until it becomes an emergency? why are they
In Person	The hub of the big box stores is part of the problem (Telegraph and Green Springs). The lack of adequate crossings to the Fields is the other. In your attempt to solve or alleviate these problems you would destroy our bedroom community, the reason we live here. I do not feel that this overpass and off ramp will significantly affect these issues of traffic consider 300 East if you want to help the Fields traffic. Do not take the easy way to show you are doing something that will not work, your last attempt was a failure as well
In Person	I feel more attention could be given to making 300 E in Washington a main artery from the I-15 to the airport. Currently it takes half the time to go to the airport than taking the I-15 thru St George to the airport
In Person	I understand this is a study with the end result potentially putting in a freeway ramp in residential downtown Washington. I am against the size of the study. Its too small of an area exit 10 needs relief, but the answer doesn't lie in destroying the Washington downtown area. A freeway ramp will undoubtedly change our way of life in Dristil Wats. We will not be able to walk our streets the way we can now. Our children wont be able to ride their bikes the way they do now because traffic will increase and it will be more unsafe that it is now. Air quality will decrease due to all the vehicles passing. Our property values will decrease
In Person	It is quite irksome that there seem to be no decent voices on the city council concerning the appropriateness of an interchange through town. It seems as if there was a unammory decision that is being sold to the citizens because of some unknown long-range plan that the city council has hatched.
In Person	I feel that the issue really lies at exit 10 not here in the middle of town. A fly over seems to me like a great solution to bypass interrupting the lives of so many citizens who would be affected by an exit being put in through the heart of the city. I personally would no longer feel it was safe for my child to walk to school or
In Person	Exit 13 is underutilized. It would be great to see that existing exit used and made more attractive for use. Easy routes coming from it moving throughout the community with access roads. It's in the beginning stages and a wonderful resource. Community needs to get behind it and make it a new habit.
In Person	Please consider flyways from I15. Find source and destination of traffic flow first. Impact of locals using I-15 to get across town. Make exit 10 more efficient!
In Person	I will be one of the first ones to drive on the new interchange. However, I don't believe it needed just yet. improving green springs and Washington plans are a bigger priority. A redesign at both could adequately benefit a better-managed current and future traffic. Waiting for 5 minutes at the traffic light every once and
In Person	BUILD IT! We need to be a community and help each other be safe on the roads and access our homes and
In Person	Please continue and increase the ways you reach out to the citizens of this community who would be
In Person	My concern as a long term citizen of Washington in regards to a new exit is this: a) I do not believe that adding a new exit to Main Street or 300 East will relieve what the real issue is at exit 10. That is the industrial traffic that uses it to go to St. George. b) By adding another exit to Washington within a residential
In Person	The studies are good and should side with the need of people before the environment. We don't want our city broken up - there is too much history here. If the road comes down 300 East it will be a threat to the safety of children at the school. If it comes down main street it will break up the city and be detrimental to
In Person	Let's be proactive rather than reactive.
In Person	They are planning on businesses and motel off Buena Vista & Green Springs. While I am in favor of new business, This will only add to traffic problem. I want to see a solution on how they will get in and out
In Person	Have some input from the Big city on how to revamp exit 10 to make it work for future traffic. I don't see Salt Lake area or even larger areas taking so many homes and area. They just put a freeway on top of the

In Person	If we had some frontage road on the south side of the freeway to the community center area from exit 13 that would help. More things at exit 13 would draw more people there. like a grocery store.
In Person	Figure out a way to solve the problem of traffic without removing homes. We feel an off ramp in a residential area would not solve any traffic issues. And would highly damage out town.
In Person	Fix exit 10! Fix green springs exits into Washington and St. George. Exit 13 could be utilized and become more effective. The red cliffs mall area could become an exit off I-15 which could help traffic going north
In Person	Don't Put Them In! I'm going to be up front and honest right up front, I Don't want an interchange on Main Street or 300 East. I live to close to Main Street and I have kids and I don't want them going out of the house to see friends and get hit by a semi that's just came off the freeway. Also its that easier for someone to kidnap my kids or someone else's kids. It will only get them out of town faster. Same with around the school on 300 East. Put yourself in my shoes would you put an interchange in your back yard, and next to the school where your kids go/went to school. If you would you have something Very wrong with your brain, If
In Person	I live and own two trailer homes in Washington heights trailer park, but I don't own the property. I would need relocation compensation. I am very concerned and scared about the property being sold from
In Person	although I understand that growth and change are likely inevitable, I believe that what little character and heritage that is a part of Washington city play very little impact upon the decision which will be made. I am perturbed that the city council appears to be willing to irrevocably alter the character of Washington city proper for the sake of growth for growth's sake. In addition, I believe that the proposed solutions to the apparent traffic difficulties will not actually address the added problem that all the current services and
In Person	Exit 10 needs the-designed. the problem is exit 10 being inadequate not congestion in Washington. We need the north corridor developed.
In Person	I am a concerned citizen of downtown Washington city. I am concerned about the safety of residents specifically children. If a freeway off-ramp comes either through main st or 300 E. I would like to see the north corridor connected to exit 13 and widened to accommodate more traffic. I would also like to see a fly over at Green Springs drive to avoid the congestion. Also, if this action would allow one of the lights to be eliminated I would really be for that. I would not like to see an off-ramp come through Washington city. If it
In Person	How about looking at bringing the traffic on the North side of exit 10 up and behind the gas stations to
In Person	I have concerns about the elementary on 3rd East. Widening the frontage roads would be hopeful. The Northern corridor would pull a lot of the traffic from the North side out the top end and get it to both the
In Person	I have owned my home for 8 years. Over that course of time I have grown to love the community of Washington. Although my house isn't a mansion it is in my eyes. It has been the place where my children have learned to walk, ride their bikes, walk to school and safely do all those things. My family is very important to me. My neighbors who I call my friends matter. With the possibility of tis interchange it would deeply impact not only my home but my neighbors and friends. I can't imagine why this would even be on anyone's agenda to demolish a community, the heart of Washington. I will stand by my neighbors who will
In Person	I live on main st, I am very concerned about heavy traffic and children walking to school, to church, or just being a kid and losing their freedom to walk, ride bikes and having fun like Washington used to be. We are losing our old town community to fast cars, big trucks, and construction vehicles. it will be worse if they put
In Person	I think it is unacceptable to put a off ramp through a neighborhood. The cost to the community is far to high. It would be much better to invest in a longer ramp into the commercial area in St George instead of put a off ramp into the mall area in St George. So that the Fields can be accessed there and spare the neighborhood in downtown Washington. We need help saving traffic issues without compromising families.
In Person	How will it impact me most? In a Negative way. No positives that I can see. My home value will tank.
In Person	for safety - divert all truck semi and trailer traffic off exit 10. Create a new south bound exit N of existing exit 10 and prohibit all truck and trailer traffic. Currently many semi - trailer combo's exit and go N then block all lanes of N bound traffic to make a left turn. Clearly mark exit 10 as NO truck traffic allowed. For
In Person	I do not want the free way off ramp put in I walk to school. My name is {removed for confidentiality} and I am 7 years old. Please don't put the freeway off ramp in. I don't want injuries. I love Washington Ut. It's the
Public Website	if you are going to put in a off ramp do it on main street. The drivers here will speed through the school zone and some child will be killed. it is not if but when that happens. We really don't need a new off ramp. this is just so that the washington fields residents can get home 5
In Person	Can not believe you would even consider putting more-faster traffic past a school and cemetery.
In Person	Our community is not in favor of this as a whole. The city has an agenda, businesses may want this but families and communities want to keep that which they hold dear - their homes, the rural green area, that

In Person	Quality of life for Main St and Downtown Washington should be the main concern. Crime, drugs, and trafficking come into communities with easy access to the freeway on and off ramps! Slow down growth we
In Person	I don't have a fabulous solution to suggest because I feel like no matter what, it will impact homeowners negatively, but I realize a solution is necessary. I would love to see more thought put into going north off I-15 rather than south because there are fewer homes in that direction to be hurt by increased traffic and such. I also feel like the road is wider in the Brio area so that would help keep homes and properties
In Person	We don't want the off-ramp come off main st. I live on main. We want it to stay a small town. There is already too much traffic and not enough road to accommodate all the cars. it will make no sense to bring an offramp to a small town. It will make more cost because they will have to make more roads and we would need side walks. this would pollute our town we already have an offramp by Albertson and at 13th street
In Person	Right of way purchase & relocations. My home is over 125 years old. It is a historical remainder of the first settlers many homes in our community are - they deserve to stand! More traffic off a highway increases
In Person	My family agrees with the ramp if the area won't have more noise. We want to have a safe area with fast emergency access and fast access to freeway.
In Person	Businesses want this but as a family WE DONT! There will be too much traffic and noise. We want to keep our city small and friendly. Putting an off ramp here is wrong. Fix exit 10 and do something with exit 13. It doesn't go anywhere. The traffic would be harmful to our children. My home is historical, it was built in
In Person	I work in downtown Washington. I think this is a great idea.
In Person	My main concerns with the proposed solutions are these: School, library, rec center and homes on 300 E - homes and increased traffic on 100 E. I truly despise the thought of anyone being forced to give up their property in any part, even if they are compensated fairly for it. They should always have the ability to choose for themselves what they would like to do. I also worry that the main street or 300 E options may impact traffic negatively near my home. We built our home in said location because we fell in love with the quiet, calm feel of the streets around as our division is full of beautiful young families whose children
Public Website	Even proposing to build an off-ramp on Main Street OR 300 East is further proof that mental midgets are in charge of our road systems. I grew up in old Washington, moved for a long time while going to school, then relocated back into this area two years ago. Washington and parts of Hurricane are perhaps the only other areas aside from old Santa Clara with a little bit of potential charm left. Encouraging massive flows of traffic down either of these streets would not only disrupt the feel of the town, but also increases the potential for pedestrians and/or animals vs. automobile (a game that man nor beast ever wins). It would be nice (for once) to see the leaders of this county actually preserve the feel of the community instead of ruining it even more, just as they managed to do to Telegraph. I could go on and on about the wasted potential of this
In Person	Please find a way without destroying our town or having people lose their homes, neighbors and church community. Please be thoughtful of those who live here and love their town. NO ONE should lose their homes and way of life for a road - NO ONE! Please find another way. don't put more roads through our
In Person	This whole idea is just plain stupid. I love the small town feel of Washington. If you wanted to put in an off ramp in, it should have been at the mall where peoples home would not be affected as much. we do not
In Person	Please don't put the ramp in my back yard! I grew up in Washington and want to still have the small town
In Person	Extend Washington Parkway across the and tie into third East. Put the northern corridor in.
In Person	I would want the city of Washington to invest the cities money and resources to help resolve the congestion by focusing on other solutions and take another exit completely out of the equation!
In Person	Washington County must develop realistic plans to accommodate growth without turning into another Sandy/Draper traffic jam. We have only one chance to get this right! Consider off ramps between exits 8
In Person	I do not think an exit at MP 11 would help the exit 10 problems. The Northern corridor should be explored. Is Brio pushing for the exit and how is the engineering company doing the study associated with Brio?
In Person	This is very ill planned. Main Street is not designed to handle the extra traffic a new exit would create and the two exits that are now in place are close enough to meet the needs of everyone.
In Person	I am a Green Springs resident who hikes in Red Hills Desert conservation area. Northern Parkway will affect tortoise habitat as well as traffic close to me and use of desert conservancy (hiking) Adding an exit will not address congestion issues of exit 10 - Green springs and Red Hills Parkway - Telegraph. Given that growth will occur how can industrial use through exit 10? Nothing impacts industrial use - Re-address issues already
In Person	Let's offer the trucking companies land at exit 13 - removing the trucks from exit 10. Lots of land at 13, trucking would have all its services at on location. If Brio puts in 1000 more homes and a hotel goes in at the Chevron plus the water park and no new way to get to the south side the back up will be not minutes but

Public Website	It would be better to get ride of this round about so that larger trucks can use this exit without the struggle of a round about. This should help the congestion at exit 10 without a new exit.
Public Website	<p>An interchange should be built at Washington Parkway and a new road should extend north around the north end of Green Springs subdivision and continue to connect either to Red Hills Parkway or even further to Hwy. 18. (Without regard to the turtles!)</p> <p>Then a Loop south of the interchange should be built from Washington Parkway to cross Telegraph and connect to the south end of Washington Fields, continuing east of the airport, connecting to the Southern Parkway and finally back to I-15. I understand the huge cost of this suggestion but if the bottleneck at Exit</p>
Public Website	Our suggestion would be to configure Buena Vista so that it would become a frontage road allowing easy access to Washington Parkway Exit 13. Then market Exit 13 as a desirable place to enter or exit the
Public Website	<p>It seems that a measured approach to the traffic problem surrounding exit 10 would be a reasonable approach. If a traffic engineer has not studied exit 10 to see what, if any, improvements can be made, perhaps one should be made.</p> <p>Second if the Northern Corridor is approved, see what positive impact that has on the Green Springs Exit.</p> <p>Third look into the benefits of adding a -third lane both north and south, to I - 15 from just south of exit ten to exit 13.</p>
Public Website	Projects such as connecting 850 S back into Washington should be completed before a study is even begun.
Public Website	I would like to see them continue "Washington Parkway" around the Brio development & Green Springs area. People can get off at exit 13, go right on Washington parkway & continue around town or go left on Buena Vista to Main St. & Brio Entrance. It could hook up at other areas further south like Mall drive. This would alleviate Exit 10 by routing people around it without all the Telegraph traffic, similar to Washington
Public Website	It would be wonderful to have a key parkway from Exit 13 at I-15 that goes Northwest of the Northbridge development and continues until it connects at the Red Cliffs Parkway. That would give much better access to these areas from the freeway and relieve some of the congestion at the Exit 10 interchange
Public Website	With most of the travel being to and from the south, putting a freeway on/off ramp at this location might be a benefit for the population east of Main St., south of 1100 East and north of Telegraph. For traffic outside of this area, the on/off ramp would be too far out of the way or hindered by slower speed limits to justify using it. Additionally, an elementary school on 300E at 300N has heavy traffic (cars and pedestrians), with speed limits of 20 mph. Morning traffic, which might be considered as a high use period, would opt to use an alternate route. The only value I see to the 300E/Freeway area would be to put in an



Public Website	<p>The possibility of a freeway off-ramp into the heart of Washington City is extremely concerning to me.</p> <p>1. As I observe the traffic in the downtown Washington area, I do not observe any traffic flow problems. For most people who live outside the older section of the city, downtown Washington is not a destination point. Most people who live in the Washington Fields area go to St. George to do shopping and to work. There are multiple routes for them to use.</p> <p>2. It doesn't make sense to have an off-ramp that goes through the middle of the city that divides the city and that will create hazards for children who walk to school. An off-ramp on Main Street also seems to contradict the city's plan to develop the "heart" of the downtown with carousel types of attractions that would then have a major road running through the middle of it.</p> <p>3. If the reason for looking to build an off-ramp is to alleviate the congestion on Exit 10, then the scope of this study needs to be expanded to include everything from Exit 10 to Exit 13 and look at making them part of the solution.</p> <p>4. Many homeowners stand to have the value of their homes devalued, something that would be devastating to many of those families.</p> <p>Solutions:</p> <p>1. Expand the study area. Some reconfiguring of Exit 10, with a drive-over, and perhaps a clover-leaf to move traffic more smoothly.</p> <p>2. Redo Exit 13 and widen the frontage road between it and Exit 10 to 4 lanes so that more traffic would</p>
Public Website	<p>Is there a reason why Bluff View Dr. can't continue on to 300 East and 200 East. Clearly we can't have a road like Buena Vista Blvd. but that would get us pretty close. Then people would start using Exit 13 more. I do like that there is now an access road off of exit #13 to the Bluff View Townhomes but those people who live further down into the neighborhood by the Rec Center do not like to use that road because you have to weave in and out of the neighborhoods and with all of the big dips in the road and the millions of little kids, it takes longer to go that way. If there was a straight shot to the neighborhoods on 300 and 200 then that</p>
In Person	<p>(1) Increased truck traffic into residential areas that an interchange on main or 300 East would cause. (2) Traffic is travelling too fast on main and 300 East. this would increase the problem. (3) We need to focus on solving exit 10 problems. This idea of an interchange at main and 300 East would destroy residential</p>
In Person	<p>Heavy equip. in residential - more traffic - noise and congestion.</p>
In Person	<p>Put this I-15 in your neighborhood. Invite all the druggies, the sexual harassers, the homeless to your neighborhood. Like would come here. We in Washington do not want the noise the traffic, the pollution,</p>
In Person	<p>An exit within Washington could help provide the following addressed: congestion at Green Springs and Telegraph hill still need to be addressed with a different, high flow intersection design. -Place the ramp at 300 E allowing the traffic to be distributed between Main Street and 300 E. -The ramp at 300 E would ensure traffic in the growing area of Washington fields has a direct route, allowing telegraph to be</p>
In Person	<p>(1) Fix Exit 10. (2) Fix exit 10! (3) Another exit out of Green Springs (north corridor)</p>
In Person	<p>I believe that a redesign of exit 10 and addition of local surface roads should be considered before an exit on/off the freeway. A new distribution access/frontage road would help significantly with the flow of traffic as it would eliminate some of the lights, intersections and provide more choices for drivers at exit 10. Also, additional surface streets accessing red hills Parkway and Buena Vista Blvd from Green Springs would also help. Traffic or not I feel that adding an intersection is selling out our community. With as many smart,</p>
In Person	<p>I believe sending more traffic through a residential area of Main Street or near will result in a more dangerous intersection. Crosswalks and Telegraph already is a high traffic accident area. If exit 13 had more incentive for businesses and travelers UDOT rest area there would be less traffic at exit 10. Exit 13 full of</p>
In Person	<p>I agree Green Springs Dr is getting too busy, and something needs to be done. I think having an interchange on the east end is important. If it goes down main that would be okay. It would open the old downtown area for business, and perhaps they would consider curb &amp; guttering &amp; sidewalks in the area as well.</p>
In Person	<p>We live in warm springs housing off main and Buena Vista, we do not need an on and off ramp at Main street, it is a waste of money. They have an off and on ramp one mile north at Washington Pkwy - The state</p>

In Person	Safety to residents - ease of access
Public Website	For about what it would cost to build an Off ramp and support roads, you could build a connection from Washington Pkwy to the Southern Pkwy, with intersections along the way. This would give two little used
In Person	Ease of access - safety - school walking routes - road widening concerns.
In Person	efficient thoroughfares - green springs/Albertsons intersection is a mess. - future growth - we know we're going to grow, let's be prepared. - If we can't get traffic moving better through exit 10, we will have a hard
In Person	Green Springs intersection busy. Need additional exit from Green Springs. Concerned if St. George Water park is built. Also concerned about homes in Washington Proper off Main. Will take away from the hometown feeling. Concerned about new business on Green Springs.
In Person	it would get me to the town of St. George and Midleton faster that's nice. What about bicycles on this road. What about busses like school bus stops?
In Person	Washington Parkway exit could be finished to go west to frontage road and hook up to Red Rock Parkway. Over pass to Costco & industrial area at Green Springs.
In Person	the traffic at exit 10 is bad and I know it will just get worse.
In Person	Why do we need this? Why not use exit 13 better? Then it is being used. Main St exit would kill the old town of Washington, may or could have to lose the old chapel of the old school. Which would be very sad. Fix exit
In Person	Adding traffic and using our town as a thorough fair. NOT coming to see us or shop here.
In Person	safety issues for children with increased traffic through the middle of residential areas. the noise of loud traffic. type of traffic drug distribution and sex trafficking.
In Person	Exit 10 - traffic congestion. Exit 13 - accelerate plan for access to highway 18 and need access to hwy 7 to
In Person	Safety concerns - drug and human trafficking - church parking lot - valuable community? - type of traffic changing from residential to mix commercial industrial residential. - walking to school - veterans park parking? Investment - total cost of freeway and infrastructure improvements, 15% reduction on exit 10 not good. Heritage - if traffic increases on Main St. what will happen to LDS church Parking on Main St.?
In Person	1) A freeway ramp will make it unsafe to walk and will make it difficult to access Washington Elementary and Washington Branch Library on foot. 2) Washington City is already difficult to walk without sidewalks in areas. The road is used as a walkway. A freeway ramp will make it impossible to use our roads safely.
In Person	Fix exit 10.
In Person	Right now I am concerned about safety due to the volume of traffic on Telegraph and at exit 10. if there were an offramp in Washington city, I would be very concerned about safety being that close to the
In Person	Worried that our children will be crossing these busy roads to go to school. Too easy access to our schools and children - open to more pedophiles and kidnappers.
In Person	2040 projections on interactive map are very low. Not at all accurate when compared Washington pkwy 2017 = 300 trips and 2040 = 18000 trips. Bella vista tract has no representation.
In Person	Lack of Signals. Allowing building without a aster plan. Playing catch up not a good plan. Charge builders to
In Person	Extra cars coming off a exit on to Main would cause: More Noise, disruptive/less safety
In Person	1) don't want large trucks coming down Main Street or 300 East 2) don't think it will alleviate much of Green Springs, which is mostly used by those going to shop anyway. 3) Washington Pkwy is close enough to the residential areas. Won' save much time.
In Person	Congestion - unsafe slow downs access to residential growth - Mainly traveled routes being large enough
In Person	1. Major concern is industrial traffic. 2. New exits will cause havoc for residents within the area being proposed. 3. Bring traffic to downtown area will not benefit any residence outside the main downtown
In Person	Won't be able to have recreational vehicles - animal abatement - Blocks Utahs scenic area
Public Website	I am appreciative that long-term solutions are being looked into. Exit 10 will be inadequate long-term. An exit near downtown, where Washington Fields residents can exit, is a logical solution. It is unfortunate for residents there, but is in the best interest of the city long-term. It will also give opportunity to create a nice
In Person	I want to know why we can't do something with the access road on Washington park way how come no over passes right by one another my heart is for all the people elderly children etc. walkers runner cyclist.
In Person	This will not help but hurts transportation more is not better.
In Person	Exit 10 intersection needs to be fixed. Fly over on Buena Vista.
In Person	Traffic on residential streets. Parking which now happens on street both at school, library, and church (main & 300). Foot and children traffic, bikes and such.

In Person	It is preposterous to have 3 freeway exits so close together. NO where else, even in the largest cities, have 3 exits in a 4 miles stretch. Common Sense needs to be used here. I can't believe some of these destructive options are even being considered. Use your college degrees and humanity.
In Person	Bicycle routes -road maintenance -effective transportation planning. Looking into whether a new build will
In Person	1. Washington Parkway exit could be finished to go west to frontage road and hook up to Red Rock Parkway.
In Person	Safety - The change of types and amount of cars in residential neighborhoods. Walking routes - the walker ability of our neighborhoods would be destroyed.
In Person	I don't want a off ramp! It will take away from our feeling of safety and cohesiveness of our community.
Public Website	Has a freeway on/off ramp been considered for 2450 E area? As I travel these roads everyday, it seems to me that most of the traffic and backup of traffic is traffic between St. George industrial area and Green Springs area. (West of Main Street in Washington). It appears to me that an exit in the 2450 E area that is
Public Website	Whether we like it or not change, progress and growth do happen. I believe that 300 East and I-15 is the most logical place for an on/off ramp. It is a direct connect to the bridge crossing the Virgin River without motorists weaving through a maze of intersections and streetlights. It also is a direct connect from I-15 to SR-7 toward the airport. Exit 10 needs relief from its current flow and residents south of the river will not travel to exit 13 to backtrack. There is not enough distance from exit 10 to Main Street for a smooth transition for future
In Person	I appreciate the proactivity in looking ahead and planning ahead. Exit 10 cannot handle traffic for the next 10, 20, 30 years. We need another exit to take off the pressure. That exit needs to be nearby soother Washington residents can conveniently use it as an alternative. We need to look ahead to the future. these
In Person	I grew up in Draper, UT. The 12300 S exit was always busy and packed with bumper to bumper traffic. During 2011-2012 they changed the traffic pattern to a series of U-turns that greatly reduced the traffic and provided a smooth traffic pattern. Doing something similar on exit 10 may be worth looking into.
In Person	Currently, i have no problem w the transportation. My hope is frontage roads and a belt route. Exit 13 is completely under used why not wider Buena Vista to a wide hwy. Connect by the best route the northern
In Person	I am SERIOUSLY concerned about how an exit will affect our community. Kids walking to schools, creating a hostile environment with drug and human trafficking, the fact that it won't address the incredibly poor land
In Person	Exit 10 is maxing out as it is. With the continued growth of Washington City, it cannot handle the traffic. We need to be proactive and plan ahead for the benefit of the entire city.
In Person	Use exit 13!
In Person	Use exit 10 and 13!
In Person	Greensprings will always be heavily traveled in peak hours. Please educate people to use alternate routes that are available now (wash pkwy) and the ones that are already planned to bridge and connect to bluff on the east side and plan to connect Walmart and Costco in a better way below Walmart. Adding another exit is not necessary and mowing down the homes on Main St. not a good idea and it will not help congestion.
In Person	-Brings more cars and traffic in (more pollution, unneeded congestion and unsafe traffic for rural home areas.) -Unneeded exit with 2 exits close (10 & 13)
In Person	The congestion that is being projected is not a problem due to this being a residential area. The problem is that all of our shopping is in one area. All of our entertainment is in one area. Fix exit 10 and that congestion you fix the projected congestion. Fix the improper land use and preserve the culture and
In Person	Exit 10, unwise land use that promotes congestion in one area continued approval of development without
In Person	Northern corridor - this will help the green springs problem. You've got to get people to the Fields O center
In Person	1: exit 10 and the poor land use is what needs to be fixed. An exit on main won't do squat for traffic heading to all areas on exit 10. 2: construction/semi trucks will now be barreling down a residential neighborhood.
In Person	Better traffic solutions are to spread the traffic out with belt routes and alternate routes. It is a waste of money to congest a central area even more, especially for a pitiful 10-15%. Also, development is happening far too fast to provide adequate infrastructure. I am not anti-growth but some breaks need to be applied to growth. The scope of this study needs to take into consideration where the traffic is coming from and going
In Person	I do worry about congestion/time driving to places. I also worry about safety. it seems to me the plans are to funnel traffic into the center, not an effective solution.
In Person	More traffic not less.

In Person	I am very upset that city officials petitioned this study in an incredibly under handed way. Zero citizen knowledge or input. We don't want this exit. More importantly, we do not need this exit. There would be no benefit to traffic congestion, and it would be a detriment to our entire community. This scope needs to be opened up to look at options that would benefit citizens and businesses. Exit 11 would not benefit either.
In Person	If the new interchange is approved - Main Street towards Telegraph needs attention for better access to cross the river for commercial and residential. Dead end at Telegraph does no good. I do not see how much
In Person	I am concerned about traffic prop values and safety.
In Person	We support the new interchange. The best spot, in my opinion, is on Main Street. It's already sufficiently wide to handle the traffic. Locating it at Brio would be a mistake. coming off the interchange and immediately into a development? Not a great idea. #00 E has an elementary school and doesn't connect to
In Person	Impact of extra traffic. Impact of home owners that would lose their homes with this move.
In Person	Congestion at exit 10 will not get better with another exit at MP 11. The number of semi trucks through exit 10 needs reduction. With water park at Red Hills Parkway, traffic and congestion at exit 10 will increase. Not
In Person	1.) Congestion at exit 10. I live in Green Springs and have to use it. 2.) Trucks using exit 10. Adding another exit won't fix that. Can the firms be helped to relocate? 3.) The proposed water park will make exit 10 much
In Person	I think other frontage roads which would go under the freeway and out behind the businesses would give another access for drivers to get to the stores. This would protect Main St. residents from increased traffic. you also have the substation (electric) on Buena Vista Blvd and Main. Vist other city's solutions to this
In Person	Safety - making interchanges easy to understand especially for visitors and people unfamiliar with the area. Congestion - making more roads; moving traffic away from congested areas (Green Springs and the freeway
In Person	Congestion at Green Springs exit continued building and growth around Green springs and Telegraph
In Person	1.) Exit 10 - Where is the traffic coming from and going to? 2.) Surface streets to get across town are limited.
In Person	1.) too much traffic at exit 10 2.) need to plan for future use and growth 3.) direct commercial traffic to exit
In Person	I hope that a lot of consideration is given on the Washington Parkway. If there is a way to come down Washington Parkway and find a way to tie in the southern corridor and to the west below Washington, this would help keep traffic away from the residential areas of the main street and 300 east. Washington Parkway at the point does not have residential that faces it. I feel this would also help with the traffic problems at the Green Springs exit. people coming south on I-15 that are traveling below Washington
In Person	Green Springs only has one way out. We need an alternative; perhaps the Northern Parkway, at least Green Springs Drive to exit 13. I think it would be better to fix exit 10 than add 11.
In Person	I think Main Street exit makes sense when the Northern Corridor is there. Comment related to the " mall cut off" road off Red Hills Parkway. Nice! some suggestions to improve safety! 1.) Put some rumble strips/dots in the center line of the road coming from the south (on Red Hill Parkway). People drive so fast on that curve before the light that drivers feel very vulnerable to a head-on collision - waiting to turn left. A distracted speeding driver almost hit me there. 2.) Put a sign on the center pole where the cutoff road meets Red Cliffs Drive - telling drivers turning right that they can't turn right on the red light. Drivers don't
In Person	Safety - Green Springs and Telegraph intersection has a high number of accidents. Traffic congestion delays
In Person	Concerned for children that walk and ride bikes to school. Concerned if roads have to be widened.
In Person	Would be wonderful if the mall drive underpass could be revisited!! The possibility of making that an exit off I-15 - a "dual" interchange - like the constructed dual interchange on Bluff and Red Hills Parkway. Should
In Person	I'm afraid it is too late to fix traffic problems - poor planning. Can exit 13 go to Red Hills Parkway near Bluff: No easy way to get from freeway to Santa Clara or Ivins right now.
In Person	Exit 10 interchange is already overloaded. Don't want a freeway exit into a residential area. Trade property to get trucking company near exit 13.
Public Website	I am very in favor of the proposed freeway exit being built coming off at Main Street. I feel that it will be good for the community to develop some viable commercial property in the area to bring in some vitality and establish an active city center rather than let all the new life grow on the outskirts of town.
Public Website	Exit 10 gets bottle-necked by congestion caused by the many stoplights. This is the exit that needs to be fixed, and the problem will not be remedied by pushing motorists one mile north so then they will have to double back one mile to get to the locations available at exit 10 (Home Depot, Walmart, Costco, etc.) Creating a smoother traffic flow at exit 10 via a drive-over on the north side or some other solution traffic engineers have been educated to develop will cut down on the stop and go traffic here.

Public Website	East Buena Vista Blvd can be widened to 4 lanes to move traffic from exit 13 to Buena Vista/Green Springs. Utilizing this access road could allow southbound I-15 travelers who wish to get to those areas to do so without taking exit 10.
Public Website	This road is partially rough-in. It has the potential to be a major connection to the Green Springs area and points farther west. The parkway exit is close to 300 East and can handle traffic to and from the Fields. Exit
Public Website	<p>The area of Washington between Telegraph and I-15, particularly from the commercial area on the west to 300 East, is a residential area. The master plan for Washington City calls for a family-friendly, walk-able area around Veteran's Park. Forcing traffic down Main Street from an exit at MP11 directly conflicts with this approved purpose.</p> <p>Speeds on Main Street already normally exceed 35 (the posted speed is 30). I am concerned about the safety of children with the increased traffic and the resulting increased speed. I also feel child trafficking would be easier if an exit were run directly through this residential area.</p> <p>I am a Cub Scout leader. The safety of my boys is a top priority. Increased traffic on Main Street would make it nigh to impossible for the boys to safely come to and from meetings held at the Church at 82 North Main Street. I cannot visualize them helping with a community event like passing out flyers for Scouting for Food. Outdoor activities held at the Church or the nearby Veteran's Park would be difficult due to increased noise from increased traffic.</p> <p>Another issue to consider is driver habit. Drivers try to get to their destination as directly as possible. I cannot envision a person driving on I-15 from St. George who is headed to Costco taking an exit on Main Street and then doubling back on Telegraph to turn left on 3050 East.</p> <p>If future traffic from I-15 to the Fields is being considered, the current Washington Parkway/Exit 13 can transport people to Telegraph and then 300 East.</p>



**COURT REPORTING, INC.**

Registered Professional Reporters  
Certified in Utah and Nevada

DIXIE METROPOLITAN  
PLANNING ORGANIZATION  
PROJECTS AND PHASING  
REGIONAL TRANSPORTATION PLAN  
2015-2040

WASHINGTON ELEMENTARY SCHOOL

DATE: AUGUST 29, 2017

TIME: 4:30 p.m. to 7:00 p.m.

**ORIGINAL**

Reported by Russel D. Morgan, CSR.



1  
2  
3  
4  
5  
6  
7  
8  
9  
0  
1  
2  
3  
4  
5  
6  
7  
8  
9  
0  
1  
2  
3  
4  
5

2  
3  
4  
5  
6  
7  
8  
9  
0  
1  
2  
3  
4  
5  
6  
7  
8  
9  
0  
1  
2  
3  
4  
5

3  
4  
5  
6  
7  
8  
9  
0  
1  
2  
3  
4  
5  
6

7  
8  
9  
0  
1  
2  
3  
4  
5

1 rid of those houses on Main Street.

2 RANDY MCDONALD: I live on Main Street, so I'm  
3 worried about this by my house. And I don't understand why  
4 the study only takes from Exit 10 up to Exit 13, why they  
5 won't consider going further back in St. George. That way  
6 they can come off the exit and go into a business area.  
7 There is no draw just going into a residential area. The  
8 people get off the freeway, come in crossing Main Street.  
9 What advantage is it? Why would a person get off the Main  
10 Street and come into a residential area? They are going to  
11 get off and go shopping. So, if we went up to like where  
12 that new underpass is, it's further south on the freeway.  
13 That would take you right off there. And it would alleviate  
14 people that are coming and going and getting into Exit 10.  
15 But if you put it on St. George Boulevard, I mean, if you  
16 put it on Main Street, people are still going to have to get  
17 off and go right down to Exit 10.

18 And they need to widen the roads, the frontage  
19 road parallel to the freeway. They need to make it a  
20 four-lane highway. And then that would relieve some of it.  
21 Probably heard it before. And it seems like to me they are  
22 going about it with their hands tied. Can't look at  
23 anyplace besides Exit 10 and 13.

24 JEANNINE DAVIS: I am just not for this at all.  
25 Well, I am not for this and neither are a lot of the

1 residences of Washington, Utah. A lot of them are against  
2 this because it's invading privacy and just the private way  
3 of living. Residential district does not have to have a  
4 commercial highway coming through it. Disrupts everything.  
5 Disrupts the school district. Disrupts residential living,  
6 everything.

7 JACKIE LEEDS: I live at [REDACTED]  
8 Eighty-six years ago my grandfather built this home and  
9 owned many of the lots around it. Family members still live  
10 there. And we are categorically against a freeway exit  
11 dumping onto our street and ruining our lives.

12 JUDY HOFFMAN: I would like to see them open up  
13 the northern corridor and keep the access away from our  
14 sleepy little town, which I don't see it taking any pressure  
15 off 10. She, Phyllis, also, can they consider doing an  
16 offramp by the mall where they just put it underneath and  
17 they do the freeway exit coming down in front of the mall  
18 there and taking it right down Mall Drive? I live on this  
19 corner down here, down at the bottom of this hill. You  
20 should see the kids that play and the traffic coming already  
21 down this hill. So, I am really concerned about safety  
22 issue to add a lot more cars, because that's going to be  
23 opened up more than it already is, because it comes up to  
24 the schools. It comes up to the rec. center, the ballpark.  
25 That's my concerns.

1           PHYLLIS HOLLINGSWORTH: I live on Main Street.  
2   And the Jolleys had that whole side of that street one time.  
3   For generations, like grandpa, grandma. Anyway, so it's  
4   been in the family for a long, long time, that block we call  
5   the Jolley block. I don't want them to take my house. And  
6   I would like sidewalk. We don't even have sidewalks to  
7   cross that street. I like my ditch because it's been there  
8   forever. And I had fun in it. My grandkids are having fun  
9   in it. But I don't want them to take my house. I would be  
10  glad to pay for sidewalk.

11           But it's safe there. Safety reasons, you know.  
12  You have a hard time getting out of your driveway with all  
13  that traffic. Safety. And I don't want you to take my  
14  home. Anyway, I just don't want it to come down my street.

15           THOMAS LEEDS: Thomas Leeds, [REDACTED]  
16  [REDACTED]. And my wife is Jackie Leeds, whose  
17  great-grandfather was founder in Washington County, Hans  
18  Iverson. And we have a lot of family that live around us on  
19  200 North and Main Street. And we just don't need any more  
20  traffic in those sections which the interchange on the north  
21  Main would bring. And, you know, we are, I have lived in  
22  some of the biggest cities in the country, Los Angeles being  
23  one of them. But, you know, you come to a little city like  
24  Washington, you want it to be preserved as a small city.  
25  City council has talked about revitalizing Telegraph and

1 Main downtown, but I see no plans to do so.

2           They can certainly take a lesson from Santa Clara.  
3 Santa Clara's Main Street is beautiful. And they have quite  
4 a bit of traffic going up and down there. I don't see that  
5 there is a traffic problem. I mean, I have lived in, and I  
6 work in Las Vegas, lived in Los Angeles, San Francisco.  
7 That's real traffic. But the thing of it is, it's tough.  
8 There is so much land here to correct the freeway exit  
9 problem. And I think you could correct it just by  
10 increasing the exit lanes in Green Valley, also the truck  
11 exits. Trucks don't have to exit there. You can control  
12 the truck traffic, they can go to Washington Parkway.

13           My suggestion would be to tie in the underpass at  
14 Mall Drive with a interchange on the west side of that where  
15 there is vacant land there now. That is the most direct  
16 route to the fields, is Mall Drive. If you were able to  
17 exit the freeway there, go down Mall Drive over the fairly  
18 new bridge, and you are in the fields. That would solve  
19 things. But we would like to see the downtown area within  
20 five blocks each way preserved.

21           HENRY MENDOZA: I have a mobile home park right  
22 here in Washington by the freeway. There is going to be an  
23 offramp right there. And I am wondering if they are going  
24 to cut it through my apartment. Nobody can tell me that. I  
25 think progress is good. Progress comes no matter what you



1 want. They need to have more exits. And progress is good.  
2 I am just wondering about my property. But that's all. I  
3 don't think I can give you much input. I think it's good  
4 what they are doing, if they do it. Out with the old and in  
5 with the new. The old motto works. Out with the old and in  
6 with the new. And people get old and they got to get out of  
7 here. Like, I'm 90. I don't have much input, say what goes  
8 on here in the city. I need to sell my property if somebody  
9 wants to buy it at a fair price so I can retire. I'm  
10 retired right now, but I don't want to worry about things,  
11 problems. And there is lots of problems. I don't have any  
12 solutions. That's my input. That's all.

13 MR. DAN CLUFF: First of all, my name is Dan  
14 Cluff. I am excited you guys all came out to be part of  
15 this coping process, because this is the way it will be.  
16 The thing I would like people to be concerned about -- okay.  
17 This process is, please be open that it is a great thing to  
18 have an environmental impact study at this point. And there  
19 are some true bees within our community. I know a lot of  
20 you are here talking about some existing bees. But please  
21 talk to all of these professionals.

22 One of the concerns that I have is, I have not  
23 been yet convinced we are in need of an off-ramp. And one  
24 of the reasons, I want to talk about the long term safety  
25 and investment that our community will invest in putting an

1 offramp where there is Main Street. The top concern that I  
2 have with I-15, it is definitely our corridor for business,  
3 for residential, for traffic to and from important places.  
4 But one of the concerns I have on the safety is the dark  
5 neighbors that live on I-15 are our sex trafficking and our  
6 drug trafficking, concerned that we create a district for  
7 its easy access to low income housing.

8 I am concerned of the things that will happen that  
9 will negatively impact our community. I am concerned about  
10 the loss of property value. And I am also concerned about  
11 the overall extent that citizens will have to bear, not only  
12 in the offramps, but in the long-term investments that we  
13 have to deal with, different types of transportation, impact  
14 fees. So, there are some real concerns, I think.

15 I think there are some real good alternatives and  
16 some real good projects we can focus on. I am a big  
17 proponent of using this environmental impact study to  
18 further propose things that we need in our city.

19 I would love to see Exit 10 addressed. If we  
20 could do a flyover that goes off Buena Vista to where we can  
21 relieve traffic off of that light. If we can have more  
22 access points to Green Springs. I am open for all of those  
23 things. And if this is a process that allows us for funding  
24 and address those needs, I am for it.

25 And so, please keep in mind if you have an

1 opportunity to express your concerns, please be articulate,  
2 because everything that you see as a citizen in this  
3 community takes our scope of just looking between Exit 10  
4 and Exit 13 down to a thousandth of a mile to really opening  
5 it up and addressing the issues we have in our city.

6 So, please keep in mind, there are so many people  
7 that are interested. And we have a lot of concerns. And  
8 the people are here to help that process in our city.

9 TRAVIS PARRY: My name is Travis Parry. I live up  
10 in the Green Springs area. And I want to actually speak out  
11 in favor of looking at an exit. And I know that may not be  
12 a popular opinion for some, but I think it's important that  
13 we hear everybody's opinion, every voice on it.

14 We have seen some major traffic issues at Exit 10.  
15 We have a lot of commercial traffic that's coming in that  
16 ties up traffic. It's hard for us to get through that  
17 interchange. You know, I think it's important that we look  
18 at and design, if we are going to add another interchange at  
19 Exit 11, they are calling, let's look at it to make sure  
20 that we can get rid of the commercial traffic off that  
21 interchange and more concentrate its residential traffic.  
22 That could help alleviate a lot of residents' concern there  
23 as far as coming down Main Street.

24 Main Street, the way it's designed right now, is a  
25 wide enough street that can handle that. At some point down

1 the road, it may make sense to add an access across the  
2 river to get down into the fields area.

3           Green Springs area, we are going to have in  
4 Middleton, some of you may or may not be aware of this, but  
5 there is a water park that's looking at going in right over  
6 in the Middleton area. The city council meeting is on that  
7 next week for final approval. If you have a water park in  
8 Middleton, and you have all of that residential traffic  
9 coming in along with the commercial traffic, it's going to  
10 make Exit 10 an absolute nightmare.

11           I agree with what was mentioned before where you  
12 have a flyover or readdressing some of the issues with the  
13 Exit 10. Coming in earlier on Buena Vista Boulevard, you  
14 can stack up that commercial traffic so it's not tying up  
15 the interchange. What you have, you have big trucks that  
16 are coming in headed south. They hit that interchange. And  
17 they want to turn left to go to the industrial park and  
18 other areas in St. George. And they are cutting across all  
19 those lanes of traffic. And it's really tying traffic up.

20           So, again, I think it's smart for us to look at  
21 doing an exit at Exit 11. I'm not a fan, necessarily, of  
22 going right into Brio Subdivision. There is three different  
23 options that they talked about. One is Brio. One is Main  
24 Street. One is 300 East. They are looking at three  
25 scenarios: 300 East, you've got an elementary school. It

1 really doesn't go anywhere to the north. I think Main  
2 Street, of the three options, is probably the best option,  
3 especially, if you can add a tie-in down in the fields later  
4 on down the road. That's my opinion.

5 BEAU HUNTER: Is Jennifer Gunnow available? And  
6 Sharon Ott?

7 JENNIFER GUNNOW: My name is Jennifer. I live  
8 here at [REDACTED]. And my main concern is the Exit 13,  
9 that the development of the road, it could access over to  
10 where the Hidebury [phonetic] is. And I have been here  
11 about 25 years. And the end of Green Springs Road was  
12 always supposed to be developed. And I think if we open  
13 that up, that would be the best.

14 My main concern is the school's safety. I have  
15 two young kids. We purposely bought a house within walking  
16 distance of the school of the churches and the library park  
17 and even the rec. center. We bought a fixer-upper.

18 And it's because we wanted to rebuild this  
19 community that we love so much. We love this area. We love  
20 the people. And we bought it with our intentions of being  
21 able to afford it.

22 My husband was to deploy for the fourth time. And  
23 during his third deployment we weren't sure if he was going  
24 to come back. So, if he was to be deployed a fourth time,  
25 we knew of injury or death, we knew we would be able to



1 afford the house we live in now.

2 Washington City itself has always been proud of  
3 their veterans and their active members, and they always  
4 supported us as a family member. They helped us with the  
5 rec. center and helped us give free programs for our kids  
6 while my husband was deployed. They helped me. They would  
7 make sure I was okay.

8 Washington City is a place we never wanted to  
9 move. And if this offramp comes on Main Street, we are  
10 going to have to move. We have no other options. And so,  
11 if this comes in, we are going to have to -- we built our  
12 lives and our future to stay here. If their freeway  
13 off-ramp goes to Main Street, you are forcing us to move.  
14 You are forcing a military family to move out of their home.  
15 You'll be forcing us to have no other option but to move out  
16 of this family unit.

17 SHARON OTT: My name is Sharon Ott. And I am  
18 representing some of the people in the Green Springs area.  
19 And the thing that we really would like to see realize that  
20 an exit off Main Street or an exit at anywhere else might be  
21 an issue. We feel like if work was done to extend the  
22 corridor off of 13 to go over to Bluff Street, if there was  
23 then also at Exit 10 a ramp that would take traffic off the  
24 freeway and only be able to go to the left over onto Red  
25 Hills Parkway to address the businesses over there and onto

1 Green Springs at the same time to address the people going  
2 up Green Springs Drive, as well as the new hotel that would  
3 go in there, as well as the people for the water park, if  
4 that should get approved.

5 The current exit coming down only would be able to  
6 make a left-hand-turn, go down to Costco, go down to  
7 Wal-Mart. We feel like this would help improve and also be  
8 able to meet the traffic and help this people in the city of  
9 Washington.

10 BEAU HUNTER: That's all that we have for this  
11 segment. If you are interested in using the open mic,  
12 please find me, and we'll sign you up for the next one.  
13 Thank you.

14 DALE HAFEN: I do not agree with an off-ramp  
15 either place. I think there are too many alternatives. You  
16 can take Washington Parkway. It's already shown on one map  
17 going across on the north end. You can put an exit on Main  
18 Street. You can put an exit on Exit 10 over to Green  
19 Springs. Take care of that. Also, that road should go all  
20 the way through to Bluff Street. I guess the way they say,  
21 Turtle is holding it up. I think people are more than  
22 important than turtles.

23 Another alternative is on Exit 13, stay on the  
24 south side of the freeway, come down through the Turner Turf  
25 Farm. And you could get onto that road that goes into the

1 Washington Fields that way. And that way you are not taking  
2 anyone's home. You are taking someone's business, but you  
3 are not taking homes. You are not taking, putting traffic  
4 into people's communities.

5 I think Washington, I realize this is a  
6 transportation problem. But I think Washington City needs  
7 to worry more about putting sidewalks and curbs in school  
8 crossings for these kids that have to cross Main Street  
9 right down. I guess that's all that I'll say. Thank you.

10 KAREN JOLLEY: A freeway exit would ruin this part  
11 of town. She doesn't see the wisdom because there is  
12 nowhere for it to go. I am very strongly against doing  
13 this. It would create another bottleneck like at Exit 10.  
14 So, I suggest that we make it a freeway exit, an underpass  
15 by the mall. Also, we need to fix Exit 10.

16 CAROL AVERETT: I live on [REDACTED]. And that  
17 street is so busy all the time anyway because we have the  
18 traffic coming from the rec. center. We have all our school  
19 traffic plus the subdivisions up here. All our traffic  
20 comes down 300 East. And I waited ten minutes this morning  
21 before I could get out of my driveway to come up to the  
22 school. I timed it. It was ten minutes. And that's, ten  
23 minutes is a long time when you got to go pick up a five  
24 year-old. So, but that's my biggest concern is it will dump  
25 more traffic on 300 East.

1 I don't know what kind of, feels to me like they  
2 are trying to push us out of our homes. One thing I think  
3 will help a lot is if they had a bus from St. George that  
4 came over and picked people up that don't have  
5 transportation and take them to St. George, and then they  
6 can ride the bus home. Then that way that might alleviate  
7 some traffic also.

8 I understand we are growing. It's not going to  
9 quit. But I don't think I'm going to live long enough to  
10 see it in 2040. My concern is while I am still alive and  
11 the safety of my grandkids. So, you have pretty clean air  
12 over here right now, but you add all this other traffic to  
13 it. And you are going to have truck fumes and car fumes.  
14 And it's going to make it, I feel like it's going to make it  
15 a safety hazard for us, that air quality thing. I think I'm  
16 done.

17 THOMAS LEEDS: I heard that they are going to  
18 propose a water park opposite the mall on the west side of  
19 the freeway where there is vacant land there. And my  
20 opinion is that's perfect land for circular interchange that  
21 could put traffic onto Mall Drive, onto the parkway or  
22 whatever. And the question is, why are they putting a  
23 facility that will create more congestion traffic-wise, both  
24 from St. George Boulevard and from Green Springs when there  
25 is so much outlying land, outlying lands and a water park

1 that people can go to and wouldn't cause congestion on a  
2 frequently traveled road. Just like they are putting in  
3 that park at the boilers when anything close to the freeway  
4 could be used to help this and the truck lane going down  
5 that way or whatever. I don't know why they are rushing  
6 into using the land when this property was used. That  
7 should be taken under consideration.

8 BROOKE BLAKE: So, well, I guess I just need to be  
9 specific. I have lived in two different homes on 200 North  
10 and Main Street and 300 North and Main Street. My parents  
11 have lived here for 15 years.

12 My great-great-great-grandfather helped settle  
13 Washington City. Jacob Bastion. There is a bust of him at  
14 the park. There is a bronze bust of his face at the park.  
15 He was my great-great-great-grandpa. The main thing I want  
16 to say is that the community and the people matter more than  
17 progress. And if the community and the people leave, the  
18 degradation of this community will happen. It will become a  
19 low income area. And coming back from that is very hard.

20 I would like them to spend more time developing  
21 what they already have, like Washington Parkway, adding more  
22 stores and reasons for people to use that, because they are  
23 going to take Green Springs no matter what. You could put  
24 16 in between the two, 16 off-ramps. But people are going  
25 to take Green Springs because there is a Costco, and an



1 Albertson's and a whole bunch of development. So, instead  
2 of adding roads, they need to develop businesses around the  
3 community instead of driving things in between it. That's  
4 all I got, I think.

5 NANCY ALLEN. I think they ought to utilize Exit  
6 10. They need to do -- they need to fix that and make it  
7 more efficient for one thing. And I think they need to do  
8 Exit 13 and utilize that, and make a corridor around instead  
9 of going down through neighborhoods. I do not like the idea  
10 of bringing that down through these residential areas. And  
11 Main makes no sense because it doesn't take them anywhere.  
12 And so, do something about what they've got, make it  
13 efficient. There is just a whole lot of traffic going up  
14 and down my street that goes from Main up to Third East and  
15 up to the rec. center and around that way. I would be in on  
16 the cross-traffic. And it's a ton already. And it's very  
17 noisy.

18 UNKNOWN MAN: They have asked me to kick this  
19 shindig off with comments. So, I guess this is the comment  
20 section, right? So, I get to go first. He told me to  
21 whistle. I don't know how to whistle. So, I just want to  
22 share a couple of my personal comments and feelings on this.  
23 Appreciate the study. In looking at some of the details, a  
24 few things that are concerning to me, obviously, with an  
25 exit on, as we live down Main Street, one of my biggest

1 concerns is property values, traffic congestion down through  
2 our neighborhoods. Safety is a big concern as well as  
3 transient neighborhood and things like that.

4 And in looking at the problems that are being  
5 identified, the traffic patterns and things in my mind, you  
6 know, the northern piece, it looks like they already have a  
7 road connected to the Exit 13. So, that problem's kind of  
8 solved there.

9 The biggest other problem areas down, the fields,  
10 most all of that traffic is flowing into the St. George  
11 area. So, again, I'm kind of scratching my head, why would  
12 we need to put an exit in on Main Street, because that's not  
13 going to impact that very much anyway. And so, as far as  
14 impact goes, I am hoping that those things are taken into  
15 consideration as part of that study. But as well as the  
16 neighborhood to be impacted directly, if there was an  
17 off-ramp on Main Street. So, those are my big concerns.  
18 Anyway, there you go. I started. Who is next?

19 HEATHER SMITH: So, I am Heather Smith. And I  
20 live on [REDACTED]. And we are just a couple blocks  
21 away from the under-ramp, I don't know. Anyway, we moved to  
22 this neighborhood because we were so impressed with the 24th  
23 of July picnic and how we felt the community here in St.  
24 George represents it. And we wanted to be a part of that.  
25 My big concern is, you know, we get this off-ramp coming

1 down that same exact road where we had the park and the old  
2 church house. I think we'll lose that whole thing.

3 I don't believe nobody is going to want to go to a  
4 picnic with a freeway going past them. We have a freeway  
5 really close by. It's still nice where I live. And I don't  
6 want to change that. Another concern I have is already I  
7 see cars coming up that road. And that's just one road  
8 across from maybe the off-ramp where I see cars coming up 30  
9 miles-per-hour. And we have no sidewalks. And I am fine  
10 with that. But we can't have that. It's only going to be  
11 more people taking different streets in order to get onto  
12 that off-ramp and on-ramp. And I think it's the wrong place  
13 to be growing in our neighborhoods. And that's why I am  
14 against this off-ramp.

15 JENELLE ROBINSON: My name is Jenelle Robinson. I  
16 live on [REDACTED]. And I have many concerns  
17 with putting a freeway ramp right into our neighborhood.  
18 Whether we look at the possibility of Main Street or 300  
19 North, I don't think either one of them are options that we  
20 should really be considering in our community. I think that  
21 we will be bringing in more problems than we are trying to  
22 solve. I don't see that we have enough traffic that will be  
23 coming away from Exit 10, which I believe is our main  
24 problem. I think that we really should be studying and  
25 trying to figure out how to fix that. I think it might be a

1 good idea to finish the northern corridor so that we can  
2 have Exit 13 connect up to the top of Green Spring and some  
3 of the other neighborhoods so that we have a direct route  
4 somewhere except taking these.

5 If we bring all of this traffic down through our  
6 residential area, I believe it would no longer be a  
7 residential area. My biggest fear is for all the residents  
8 that live right there in that area within a few blocks that  
9 it would be directly impacting, almost immediately our  
10 property values are going to drop. Who wants to live right  
11 there? I don't want to live right there. And I do live  
12 right there. And so, my fear is that bringing all of that  
13 traffic there will decrease the desirability of people to  
14 want to live in that area even down several blocks and out  
15 several blocks.

16 Our home values are going to decrease. We'll  
17 probably have some commercial builders come in and want to  
18 scoop up our property at some very nice low prices, then  
19 talk to the city about having it changed to commercial  
20 property, and there goes all of our downtown. It will no  
21 longer be residential. And if we do that, the street right  
22 down there where we have our park as Sarah, or her daughter,  
23 Heather, mentioned that, where will all that parking go?  
24 What will happen to the church that's being used there?  
25 What will happen to the park when we try to use that park?

1 And that's a huge part of our community. And I just believe  
2 we'll be creating more problems and have to make more roads  
3 to connect. And we'll be bringing traffic down into the  
4 residential area which will now funnel -- or not  
5 residential, industrial area which would now funnel  
6 industrial traffic down through Washington right through the  
7 main areas. So, I don't think this is an option. I think  
8 that there are other options we should consider, mainly  
9 being, you know, re-doing Exit 10 or some other surrounding  
10 routes. Thank you.

11 UNKNOWN LADY: I feel like my comments are going  
12 to mirror comments that have already been given up to this  
13 point. But as somebody who raised my family here and lived  
14 here for 23 years, what a mistake to ruin the wonderful  
15 place this is by putting up a huge highway right through the  
16 middle of town. So, I, for one, along with a lot of others,  
17 are against putting an interchange on Main Street. And  
18 channeling traffic right through the middle of town, there  
19 is no way that this could not change the face, the character  
20 of our town over the next five to ten years. It just  
21 couldn't do that.

22 And just as Heather said, there is so much in this  
23 town. And it has so much charm. And our celebrations in  
24 the city park, that's what we love about this place. We  
25 don't want to see it change into a huge commercial center

1 two blocks away from my house or three blocks away from my  
2 house.

3 I also feel like we are really giving up, and we  
4 are really destroying a part of our heritage, because where  
5 did everything start in Washington County? Where did  
6 everything start? It started right here in Washington City.  
7 This was the first place they settled. This was the first  
8 place they bloomed. They all died and tried to live through  
9 malaria. This, we have our own monuments here. We have our  
10 first church here. The first school here. All of these  
11 historical landmarks. Sure, you could build a lot of big  
12 buildings around, but it's not going to be the same. It's  
13 not going to be -- it's not going to be what we have now.  
14 We don't want to throw the baby out with the bath water.  
15 Can we look at more than Exit 10? I really feel like the  
16 woman who talked earlier about redesigning Exit 10 had some  
17 really good ideas. I hope UDOT will take that into  
18 consideration.

19 I also feel like Exit 13 has been put in. It  
20 isn't being used to the capacity that it could. And I  
21 realize, it's been explained to me that Exit 13 and the  
22 northern corridor, that all of this is the master plan. And  
23 they still feel like it's not going to take the pressure  
24 off. But it's not, putting a highway down the middle of the  
25 city isn't going to take the pressure off either. Because



1 that's not where everybody wants to go. We need to get a  
2 route out to the fields. And Exit 13, we can continue that  
3 out to the fields as well as to the north, to the northern  
4 corridor.

5 It really seems like those ideas could be looked  
6 at and developed more. And I really hope that those people  
7 that are making those decisions will consider those things  
8 really strongly, looking at Exit 13 and Exit 10, take care  
9 of our traffic problems maybe as well as some other arteries  
10 that don't impact and disrupt people's lives as a highway  
11 down the middle of the city would do. So, I hope they'll do  
12 that. And thank you very much.

13 DOUG WARD: Hi. My name is Doug Ward. My heart  
14 kind of resides in two places here in Washington. When I  
15 first came to Washington, I spent a couple of years living  
16 in Green Springs, made a lot of friends and left a part of  
17 my heart there. And now I live in the old town part of  
18 Washington and have learned to love the folks that are  
19 there. This would be a tragedy if we, if we overlooked the  
20 folks that are in Green Springs and the problems that they  
21 have. We really do need to give them a solution. They are  
22 in a community where they have almost one way in and one way  
23 out. We need to look at what we could do for them. It's a  
24 long-term planning that actually help them and address the  
25 issues that they have. We can't overlook that.

1           But I wish we would do a cost benefit analysis of  
2     putting a major freeway off-ramp into any type of community.  
3     I am a strong believer in community and believe this would  
4     really damage some folks there. I believe there are folks  
5     there who would truly never recover from a freeway off-ramp  
6     being installed in that area.

7           The MPO's original document, when they suggested  
8     or put the bid in to start this, suggested a freeway  
9     off-ramp on the Main Street or 300 would reduce traffic,  
10    freeway traffic to Exit 10 by 10 to 15 percent. I wish we  
11    modeled that here for folks, see how long that held. Their  
12    problem there on Exit 10 is not just freeway offramp  
13    traffic. It's the bottlenecking and the light stacking. I  
14    am sad if we end up with something that pits two communities  
15    against the other.

16           The fields probably haven't really woken up to how  
17    much this will really affect them if they don't get this  
18    done. But I would like to see this done right. I would  
19    like to see it given a solution. I hope we don't waste too  
20    much time on this project before we get around to doing what  
21    actually needs to be done. And I very much appreciate the  
22    people who have come, and the brave people who stood up  
23    here. Thank you for being involved and staying involved,  
24    folks. Appreciate it.

25           DON: Good evening. My name is Don. Compared to

1 the other people that have talked, I am a fairly newcomer,  
2 only five years here in Washington, but love it very much.  
3 We live in the Green Springs area. And as it is, we are  
4 kind of trapped in our neighborhood, at least, twice a year  
5 when the marathon is going on or something because we are  
6 all dependent on that Red Hills Parkway, Buena Vista and  
7 Green Springs Drive. That's pretty much our only way in and  
8 out. So, when that gets blocked we are trapped in the  
9 neighborhood.

10 And with two ill-advised construction projects  
11 that the city has undertaken, first, the Montessori School,  
12 which has greatly increased traffic because there is no  
13 buses. It's a private school. And now, the huge Brio  
14 development that is putting hundreds and hundreds of  
15 buildings there. I am really worried how that side of town  
16 is going to be able to be connected to the rest of the town.

17 I completely understand all the comments that were  
18 made about Main Street. That certainly doesn't seem to be  
19 an area that would lend itself to having an exit there. But  
20 pretty much driving Buena Vista and trying to get just on  
21 the other side of the freeway is becoming more difficult for  
22 us. So, I'm certainly open to finding out more about what  
23 can be done.

24 Exit 10 is a disaster. I don't know if it would  
25 be possible to maybe have an off-ramp from the southbound

1 side that would go onto Buena Vista earlier so that there is  
2 more room for traffic rather than just pushing all of this  
3 traffic right into the center of the intersection. But,  
4 ultimately, there would definitely have to be a solution for  
5 that that doesn't change the character of the city so much.

6 One other observation that I would like to share,  
7 and I would be very interested to find out if other folks  
8 have noticed this, since they have redid the highway, the  
9 traffic noise seems to have increased tremendously. I don't  
10 know what kind of pavement was being used and what's  
11 different about it, but our view faces towards Hurricane and  
12 The Cliffs of Zion. In the wintertime, we usually always  
13 like to sleep with windows open or spend time on the  
14 balcony. And we have just noticed that it seems like the  
15 highway is right there. It is so much louder. So, part of  
16 my concern is something that I hope that UDOT could also  
17 address would be just what kind of measures would they take  
18 for 15 anyways to just reduce the noise pollution that is  
19 being produced. And we all know that the traffic on that  
20 highway is only going to increase. It's one of the main and  
21 only corridors. So, I don't know if there is barriers that  
22 can be erected or what can be done just to reduce the noise.  
23 Thank you very much.

24 DARDEN ISOM: Good evening. It's good to see such  
25 a great crowd out here tonight. I am Darden Isom. But I

1 wanted to state that I am definitely against any freeway  
2 access to the center of town, the surrounding areas of town.  
3 I feel it would be a real disservice on the community. And  
4 just so -- and I agree with the most of everything that's  
5 been said tonight. And I think that this study is good in a  
6 way to get these different routes. It might help preserve,  
7 help take traffic away from I-10. But I think that there  
8 will be things that come in the future that we can't even  
9 think about now that might alleviate the problem.

10 And I think that, you know, if you do it on Main,  
11 I actually live on Main Street. So -- on South Main. And  
12 300 East, they would actually have to move the cemetery, I  
13 believe. And it's, just to me, it's a real, not even in the  
14 cards, you know, to do this. So, that was my main thing I  
15 wanted to state tonight, that I am definitely against  
16 anything through the center of town that would disrupt the  
17 homeowners that live in the center of town.

18 But I do agree that we need to look at all,  
19 everything else we can do to alleviate the problem on 10.  
20 But I do think that 13 is the relief valve. 10 gets so bad  
21 that it's almost like it's gridlocked. The 10 and 13 will  
22 take a lot of traffic. And that's what I would like to  
23 state tonight. Thank you.

24 UNKNOWN MAN: Thank you. I would like to thank  
25 the previous speakers. I agree with the comment just made

1 about not further messing up Main Street. I live nearby.  
2 And I guess all of you have seen it on the way in. Part of  
3 Main Street on I-15 is really wide. And they have gravel  
4 over on the side. I think it's the west side getting all  
5 set for, guess what? Making it wider. But you go up  
6 towards the freeway and, all of a sudden, the Main Street  
7 gets really narrow. Gosh, what a surprise. I just can't  
8 help but wonder how long the city fathers or whoever have  
9 known that they were going to need a wide, wide street on  
10 Main Street south of the freeway that they want to put in.

11 And look on the north side of the freeway, that  
12 great big huge barren piece of ground be a nice on or  
13 off-ramp, wouldn't it? And Buena Vista, that's been widened  
14 the last year or two. And the graded shoulder has been  
15 widened. Were any of you aware of this?

16 Did you know this is part of the plan to put in an  
17 interchange? I wasn't. Washington Zoning Department and  
18 Zoning Council and the City Council over the last year, and  
19 nobody knew anything about it. I believe they did. The map  
20 directly in front of me, in the back of you, shows that  
21 everybody from Hurricane and La Verkin over to maybe Ivins  
22 had city council or such government bodies involved in this.  
23 But the public finds out when? When it's too late. Thank  
24 you. When it's too -- I'll leave out some French words --  
25 late. There are ladies here. So, I left out the trash.



1 Why is it the public was not involved years ago, 5, 10, 15  
2 years ago? Why not? Why can we not have honesty,  
3 integrity, transparency in government. My main objection is  
4 that I am not seeing any transparency in government.

5 Now, the engineers, there are a lot of engineering  
6 technology in planning that can determine an optimal place  
7 to put an interchange and other roads. But my major  
8 concern, and I hope it is one of yours, is that we should  
9 vote against this simply because of the lack of integrity  
10 and transparency. Thank you.

11 BEAU HUNTER: That concludes our last open mic.  
12 We'll continue here for about another 20 minutes. If you  
13 have questions, please find a representative with a name  
14 tag. Thank you for coming tonight.

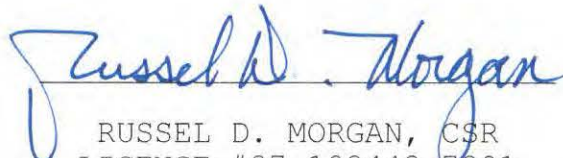
C E R T I F I C A T E

STATE OF UTAH

COUNTY OF WASHINGTON

THIS IS TO CERTIFY THAT THE FOREGOING PROCEEDINGS WERE  
TAKEN BEFORE ME, RUSSEL D. MORGAN, A CERTIFIED SHORTHAND  
REPORTER IN AND FOR THE STATE OF UTAH, RESIDING AT  
WASHINGTON COUNTY, UTAH;

THAT THE PROCEEDINGS WERE REPORTED BY ME IN STENOGRAPHY,  
AND THEREAFTER CAUSED BY ME TO BE TRANSCRIBED INTO  
TYPEWRITING, AND THAT A TRUE AND CORRECT TRANSCRIPTION OF  
SAID TESTIMONY SO TAKEN AND TRANSCRIBED TO THE BEST OF MY  
ABILITY IS SET FORTH IN THE FOREGOING PAGES 2 to 29.

  
RUSSEL D. MORGAN, CSR  
LICENSE #87-108442-7801

September 12, 2017.

