

Section 4
State Agency

Responses

Responses to State Agency Comments

This section contains the responses to comments submitted by state agencies.

Utah Department of Environmental Quality

Comment Number SA-1-1

Response Section 4.21.3.10, *Water Quality*, in the Supplemental EIS addresses cumulative impacts on water quality resulting from development.

Comment Number SA-1-2

Response UDOT conducted groundwater modeling for the 2000 Final EIS and monitored the impacts of the road embankment on groundwater levels during the portion of construction that has been initiated. The results of these studies have been sent to UDEQ. The groundwater modeling conducted for the 2000 Final EIS (*Potential Impacts on Groundwater Flow: Addendum 2*, prepared by HDR Engineering, September 21, 1999) indicates that the maximum decrease in groundwater elevation would be less than 2.54 cm (1 inch) in areas where the fill is 2.74 m (9 ft) deep; most of the groundwater slope wetlands intercepted by Legacy Parkway are located in such areas. Furthermore, the Forster and Neff study (*Progress Report #2. Legacy Parkway Hydrologic Studies for Drainage Design*, prepared by C. Forster and M. Neff, 2002) preliminarily concluded: “The groundwater moving from the deeper aquifers is the principal source of water supplying wetlands near, and west of, the highway right-of-way.”

UDOT will continue to monitor the impacts of road fill on groundwater during the next construction phase. If necessary, based on the results of the monitoring, UDOT will consider installation of additional groundwater conveyance structures to minimize impacts on groundwater flow.

Comment Number SA-1-3

Response Section 4.11.2.1, *Federal Permits and Clearances*, of the Final Supplemental EIS has been revised to include the requirement for plans and specifications for BMPs and vegetated strips and swales in the discussion of the general construction stormwater permit.

Comment Number SA-1-4

Response The text of Section 4.11, *Permits and Clearances*, of the Final Supplemental EIS has been revised to reflect UDOT’s commitment to maintain current BMPs for stormwater treatment facilities.

Utah Governor's Office of Planning and Budget

Comment Number SA-2-1

Response The specific impacts that would occur on the Legacy Nature Preserve with implementation of Legacy Parkway are described in the *Analysis of the Adequacy of Wetlands and Wildlife Mitigation*, which is included as Appendix E of the Final Supplemental EIS.

Comment Number SA-2-2

Response Section 4.12.3.4, *Mitigation Measures*, and Appendix E, *Analysis of the Adequacy of Wetlands and Wildlife Mitigation*, of the Final Supplemental EIS describe the adequacy of the Legacy Nature Preserve to offset impacts on wetlands associated with Alternative E (Supplemental EIS Preferred Alternative). This analysis includes an assessment of the acreage and wetland functions that would be lost under Alternative E relative to those that would be gained by the Legacy Nature Preserve. Table 4.12-6 of the Final Supplemental EIS summarizes this analysis.

Comment Number SA-2-3

Response Table 3-2 and Figures 4a and 4b in Appendix E, *Analysis of the Adequacy of Wetlands and Wildlife Mitigation*, of the Final Supplemental EIS show the progressive change in habitat availability with rising lake level. The 4,212-ft elevation line defines the boundary between Inundation Zones 3 and 4.

Comment Number SA-2-4

Response UDWR's comments on the third and final internal review draft of the wildlife technical memorandum have been reviewed to ensure that all of those comments have been addressed in the wildlife technical memorandum and/or the Final Supplemental EIS. The majority of the UDWR comments were addressed in the Draft Supplemental EIS; changes have been made to Chapter 4.13, *Wildlife*, of the Final Supplemental EIS to address outstanding comments.

Comment Number SA-2-5

Response As described in Section 4.13.3.4, *Mitigation Measures*, of the Supplemental EIS, UDOT has committed to funding a study to determine the effects of highway noise on bird populations in the project area and comparable habitats, which would likely include the Farmington Bay Waterfowl Management Area. The study, which is being collaboratively designed by the federal lead agencies, UDOT, USFWS, and UDWR, will include the monitoring of bird populations and noise before, during, and after construction of Legacy Parkway. The results of the monitoring will be used to develop a tool for the analysis of noise impacts on wildlife for future projects. A statement of commitment outlining the specifics of the noise study is included in Appendix H, *Statement of Commitment*, of the Final Supplemental EIS.

Comment Number SA-2-6

Response On June 29, 2005, representatives from FHWA, UDOT, UDWR, and USFWS conducted a field review of the eastern boundary of the FBWMA and the proposed Legacy Parkway alignments. In the area of concern, the proposed alignments of Alternatives A and E are located adjacent to the UPRR and I-15 corridor, and are neither within nor immediately adjacent to the FBWMA. Therefore, impacts on the

FBWMA under these alternatives would be avoided and minimized to the maximum extent possible. Alternatives B and C would have direct impacts on the eastern entrance of the FBWMA.

The same group also reviewed the USFWS September 13, 2000, letter to the Corps, which outlines the UDOT agreement to purchase 317 additional acres adjacent to the FBWMA to buffer the FBWMA from future development. As indicated in the adopted mitigation in FHWA and the Corps' previous RODs on the 2000 Final EIS, part of the impetus for the location of the 317 acres of additional mitigation was to buffer FBWMA from future development, although neither USFWS, UDOT, nor FHWA had specifically indicated that to UDWR. As a result of the field review and the additional information on the extent of the mitigation lands, UDWR agreed that the recreation impacts would be sufficiently reduced such that monitoring would not be warranted.

Comment Number SA-2-7

Response The parcel indicated by the commenter has been included in Figure 5-1 and other applicable maps in the Final Supplemental EIS. Acreage calculations have been reviewed and updated as necessary to include the parcel. See Section 5.5, *Use of Section 4(f) and 6(f) Properties*, of the Final Supplemental EIS for a description of potential impacts on this parcel.

Comment Number SA-2-8

Response The commenter suggested that the federal lead agencies consider implementing a 5- to 10-year monitoring program to document indirect impacts on wildlife, including impacts associated with noise, habitat fragmentation, water quality, and air quality. UDOT is currently working with USFWS and UDWR to initiate long-term studies of the effects of noise on wildlife in the study area. See the responses to comments SA-2-5 and NG-7-47, as well as the wildlife technical memorandum, for a discussion of the noise monitoring studies.

Long-term monitoring is not proposed for wildlife impacts resulting from habitat fragmentation or changes in water or air quality that would be associated with implementation of the proposed build alternatives. These effects are summarized in 4.13.3.3, *Habitat Fragmentation*, 4.13.3.4, *Air Quality*, and 4.13.3.5, *Water Quality*, of the Final Supplemental EIS and are described in detail in Chapter 3 of the wildlife technical memorandum.

Comment Number SA-2-9

Response Section 4.12.1.3, *Regulatory Update*, of the Final Supplemental EIS has been revised to correct the information regarding the origin and flow of the Bear River.

Comment Number SA-2-10

Response Section 4.13.3.14, *Mitigation Measures*, of the Final Supplemental EIS has been revised to clarify that the Legacy Nature Preserve would mitigate project-specific impacts on wildlife rather than historic or future impacts.

Comment Number SA-2-11

Response The text in the Final Supplemental EIS has been modified in accordance with the commenter's suggestion.

Comment Number SA-2-12

Response Section 4.13.3.2 has been revised to include an expanded analysis of the impacts of Legacy Parkway on upland wetlands.

Comment Number SA-2-13

Response As discussed in Section 5.5.1, *Recreation, Wildlife, and Waterfowl Refuge Resources*, which describes the potential 4(f) impacts on the Bountiful City Pond property, modifications have been incorporated into the final design of all build alternatives to avoid direct use of the pond. Modifications include construction of a retaining wall to avoid any fill in the pond and associated wetlands.

Comment Number SA-2-14

Response The additional impacts on the Jordan River OHV Center that would occur with implementation of Alternative B are described in Section 4.3.5 of the Final EIS and in Section 5.5.1, *Recreation, Wildlife, and Waterfowl Refuge Resources*, of the Supplemental EIS. Division of State Parks' concern about the Jordan River OHV Center is noted. The lead agencies considered the impacts on the Jordan River OHV Center when determining the preferred alternative.

UDOT and the lead agencies are aware of the drainage issues pertaining to the southern interchange and the Jordan River OHV Center and will ensure that runoff from the interchange does not drain onto the OHV Center.

Comment Number SA-2-15

Response If Legacy Parkway were implemented, UDOT would coordinate with Utah Division of Air Quality to minimize fugitive dust during construction. As stated in Section 4.11.2.2, *State Permits and Clearances*, UDOT is required to prepare a fugitive dust control plan and to obtain an air quality approval order from Utah Division of Air Quality for the construction activities.

Utah House of Representatives

Comment Number SA-3-1

Response It is acknowledged that the State of Utah House of Representatives passed a resolution in support of the Legacy Parkway project.

Utah State Senate

Comment Number SA-4-1

Response It is acknowledged that the Utah State Senate passed a resolution in support of the Legacy Parkway project.

Representative, 19th District

Comment Number SA-5-1

Response Representative Sheryl L. Allen's support for the Legacy Parkway project is noted.

Comments



State of Utah

Department of Environmental Quality

Dianne R. Nielson, Ph.D.
Executive Director

DIVISION OF WATER QUALITY
Walter L. Baker, P.E.
Acting Director

JON M. HUNTSMAN, JR.
Governor

GARY HERBERT
Lieutenant Governor

March 2, 2005

Federal Highway Administration
Attention Legacy Parkway Project
2520 West 4700 South, Suite 9A
Salt Lake City Utah 84118

The mission of the Division of Water Quality (DWQ) is to 'protect, maintain and enhance the quality of Utah's surface and underground waters for appropriate beneficial uses'. It is our intention that the following comments reflect a careful review of the Legacy Parkway Supplemental EIS and meet the objectives of our mission:

Population growth and business development will eventually disrupt the private lands west of Davis County communities even if the project is not constructed. The rate and density of development will be influenced by this project that may degrade surface and/or groundwater quality, especially in adjacent wetlands. Local city/county planners should be vigilant in appropriate planning and zoning of local development and the preservation of wetlands in their jurisdiction.

The soil transmissivity, permeability and porosity should be evaluated more closely to ensure that the highway design provides for adequate hydrologic balance from the upgradient to the down gradient side of the highway. There are many springs in the planning area that may affect the hydrology in localized areas. We understand that roadbed compaction tests have indicated that tiles and French drains are not needed unless fill exceeds 3 meters (10 ft.). Because we are unaware of the details of these tests, we encourage a more conservative approach to this specification. For example, it would be logical to expect that additional settling will occur for years following construction; therefore, we urge you to consider reducing the required fill amount to something less than 3 meters before such groundwater flow structures are installed. Moreover, regardless of fill amount, we suggest that it would be prudent to place one or two underground flow structures at regular intervals; perhaps every 50 to 100 meters along the alignment. It is far easier and less expensive to provide for groundwater and storm water flows during construction than it would be to add structures at some later date.

The plans and specifications must require current Best Management Practices (BMPs) for facilities, including the vegetative strips and swales to remove Total Suspended Solids (TSS) from highway runoff prior to issuance of the General Construction Storm Water Permit for the proposed project. It is the opinion of DWQ staff that vegetative strips and filters are feasible alternatives to reduce TSS.

In addition, Utah Department of Transportation (UDOT) should maintain current BMPs for the storm water

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treatment facilities (including vegetation) after the Legacy Highway project is completed. These BMPs will be specified in the Phase II MS4 General Storm Water Permit for UDOT.

Please contact Shelly Quick at (801) 538-6516 if you have any questions regarding this letter.

Sincerely,

Walter L. Baker, Acting Director
Utah Division of Water Quality

Cc: Laynee Jones, HDR Consulting
Brian Adams, UDOT

Squick/wp/admin/legacy parkway comment ltr

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State of Utah

JON M. HUNTSMAN, JR.
Governor

GARY R. HERBERT
Lieutenant Governor

State of Utah
GOVERNOR'S OFFICE OF PLANNING AND BUDGET

Resource Development Coordinating Committee

JOHN A. HARIJA
Executive Director

March 2, 2005

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SA-2

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MAR 3 2005
BY: NK

Nancy Kang
US Army Corps of Engineers
Utah Regulatory Office
533 West 2600 South, Suite 150
Bountiful, Utah 84010-7744

SUBJECT: Legacy Parkway Draft Environmental Impact Statement and 4(f) Evaluation
Project No. 04-4744

Dear Ms. Kang:

The Resource Development Coordinating Committee (RDCC) has reviewed this proposal. The Department of Natural Resources comments:

Legacy Nature Preserve

Section 4.12.3.4, which discusses mitigation measures for the Legacy Nature Preserve (LNP), does not include any discussion related to the fact that many portions of the LNP are directly adjacent to the western edge of the Legacy Parkway. As such, the eastern edge of the LNP, which is mitigation for the Legacy Parkway, will be impacted by activities associated with highway development. The DSEIS does not contain analyses of impacts to the LNP, nor any discussion of how mitigation may or may not be adequate given these impacts.

In addition, although a Hydrogeomorphic analysis (HGM) was used to evaluate the functions and values of wetlands that will be lost to highway development, there is no reference to an HGM analysis for the LNP. Including the analysis that provides for an itemized accounting of the functions and values of the new added wetlands within the LNP will allow for an accurate accounting between the wetlands lost to the highway and the proposed mitigation wetlands. Without a reference to the analysis, it is difficult to verify that the mitigation package is complete.

The LNP discussion text and figure 4.12-2 should include the high elevation floodplain level of 4,212 feet and/or the wind tide elevation of 4,217 feet. This should help to clarify the potential long-term impacts to the LNP from high water elevations.

Wildlife Impacts Analysis Technical Memorandum

The UDWR comments provided on the third and final internal review draft of the Wildlife Technical Memo (WTM) did not appear to be incorporated into the draft final WTM, nor were they included in the appropriate sections/evaluations in the DSEIS. The division suggests the WTM and DSEIS incorporate these changes to make the documents more accurate and complete.

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Section 4(f) Evaluation (Chapter 5)

Farmington Bay Waterfowl Management Area (FBWMA) is owned and operated by UDWR and qualifies as a 4(f) property by the U. S. Department of Transportation and the Federal Highway Administration (FHA). The 4(f) determination was made because the property has some of the same functions as a waterfowl refuge. In addition, FBWMA also qualifies as a recreation resource protected under 4(f).

The division acknowledges that the FBWMA eastern entrance (off of Sheep Road) and parking area may be taken (direct use) if Alternative B or C is selected. It also understands that if this property is lost due to highway construction, the entrance road and parking area would be replaced.

In addition to direct uses, lands also can be lost to constructive uses. According to the DSEIS: "Constructive use occurs when the transportation project does not incorporate land from a section 4(f) resource, but the project's proximity impacts are so severe that the protected activities, features or attributes that qualify as a resource for protection under section 4(f) are substantially impaired. Substantial impairment occurs when the protected activities, features or attributes of the resource are substantially diminished." FBWMA qualifies as an activity category B resource where there is a noise impact if the noise level approaches or exceeds the FHA noise abatement criteria threshold of 67 dBA. The 4(f) analysis has determined that there will not be significant negative constructive use of FBWMA. UDWR is concerned, however, that there may be a reduction of bird use along the eastern edge of FBWMA due to increased noise levels. The division therefore requests bird population monitoring after construction to ensure that there are no negative impacts to FBWMA.

The division also is concerned about a potential reduction in recreational use of FBWMA due to increased noise levels. The FBWMA was constructed in the late 1930s by the Civilian Conservation Corps and has been maintained with U. S. Federal Aid dollars to provide waterfowl habitat and public recreation, primarily hunting. The FBWMA is the closest large publicly-owned waterfowl marsh to the Salt Lake City urban area, the largest urban area in Utah, and it is heavily used by consumptive and non-consumptive users. Twenty-five years ago, consumptive user visits averaged 20,644 per year (1979-1981) and non-consumptive user visits averaged 28,000 trips per year (1976-1978). In recent years, consumptive user annual visits have declined to approximately 14,500 (1997-2001), while non-consumptive user visits have increased to approximately 45,000 per year. The addition of the proposed Legacy Parkway adjacent to or near the eastern boundary of FBWMA and the increased noise (the noise maps indicate that high levels of noise will be found for a large distance onto the FBWMA property, close to the 67dBA level) may result in less recreation use of portions of the property.

To alleviate this concern, the division requests that UDOT monitor recreation use along the eastern boundary of the property for several years after the highway is complete. If use reduction is significant, additional mitigation may be needed to replace the lost values.

Figure 5-1 does not appear to include a land parcel that has become part of FBWMA since the Final Environmental Impact Statement was completed. The parcel is located immediately west of Sheep Road off the end of Parrish Lane in Centerville (private mitigation for a development in the Centerville area). UDWR does not believe that this parcel will be affected by the preferred alternative, but the maps should be updated to reflect this new parcel and the location should be reviewed to ascertain whether or not it will be impacted by Legacy Parkway. If this parcel will be impacted, additional mitigation may be needed, as this property was mitigation for a previous

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wetland impact.

Assessing Wildlife Impacts

Quantifying the effects of the Legacy Parkway project on the complex and dynamic Great Salt Lake ecosystem is understandably very difficult. Although the direct loss of wetland and upland habitats due to the highway's actual footprint can be calculated and mitigated, response by wildlife to indirect effects (sound pollution, habitat fragmentation, water quality and air quality) are not well understood. These indirect effects have the potential to affect wildlife in the area, including FBWMA and the Legacy Nature Preserve, which was set aside for mitigation. As such, the importance of providing an accurate and meaningful assessment of the parkway's impacts requires a working knowledge of both direct and indirect effects. Much of the data needed to formulate such a comprehensive assessment are currently unavailable. Limitations imposed by the lack of data were clearly reflected throughout the Wildlife Technical Memo in such statements as:

"Very limited data are available on the specific habitat use patterns of wildlife species within the project study area. It is not possible, therefore, to provide a detailed analysis of how the effects of fragmentation resulting from the Proposed Action would result in specific changes in the population biology of these species." (Page 3-9)

"In the context of the Legacy Parkway project, detailed species distribution data (i.e., number of individuals; birth rates; survival rates; and temporal, spatial and genetic variation) necessary for species-specific modeling of PVA's were not available. Consequently, prediction of minimum viable population size, population trends, and extinction rates was not practicable." (Page 3-10)

"Virtually nothing is known about how changes in air quality affect wildlife." (Page 3-16)

"No data are currently available to provide reasonable estimates of what level of road mortality would occur under each of the build alternatives." (Page 3-18)

The UDWR is concerned about quantifying the parkway's potential impacts from within the given data framework. In particular, conclusions drawn with regard to the parkway's indirect effects on surrounding habitats seem to overstep information availability. As a possible solution, the division encourages the federal and state agencies involved in implementing this project (Federal Highway Administration, Utah Department of Transportation, U.S. Army Corps of Engineers) to consider implementing a 5-10 year monitoring program to follow the progress of the highway and document its impacts on wildlife. The UDWR would strongly support research designed to address the data shortfalls mentioned in the Wildlife Technical Memo. In addition to the benefits monitoring would afford the current parkway project, the resulting data would be an immense asset to future roadway projects by improving direct and indirect impact assessment and accompanying mitigation.

Miscellaneous Comments

- Section 4.12.2.3, Regulatory Update:** The Bear River actually originates in Utah, flows into Wyoming and Idaho, and then flows back into Utah before entering the Great Salt Lake. To clarify this paragraph, it is worth noting that the Jordan and Weber rivers are the other two primary water sources into the Great Salt Lake.

- Section 4.13.3.14, Mitigation Measures.** The first paragraph states: "This Preserve would offset historic and future cumulative impacts through restoration and preservation of wildlife habitat within the project study area." The UDWR has the understanding that the LNP is mitigation for the current Legacy Parkway project, and is not mitigating for any historic projects, or for any future cumulative impacts. This paragraph should be clarified to reflect the project for which the LNP is providing mitigation.

- Section 4.13.3, Environmental Consequences and Mitigation Measures.** The second paragraph on page 4.13-13 states that "...all the proposed build alternatives could have impacts on wildlife and their upland and wetland habitats in the project study area." The word "could" should be changed to "will have" as all the alternatives will have some level of impact to wildlife and wildlife habitats.

- Section 4.13.3.2, Changes in Lake Level and Habitat Availability.** Although the UDWR agrees that the project study area is a small portion of the regional study area and, as such, the percentage of overall habitat loss (during high and low water years) is low, it is still concerned with impacts to the higher elevation wetlands that would no longer be available to wildlife once the highway is completed. The division suggests an analysis of these higher elevation wetlands within the project study area and the regional project area. This analysis should evaluate these wetlands considering high water years in order to more accurately reflect the functions and values that will be lost.

Section 4(f), Bountiful City Pond. This pond was wetland mitigation for a U.S. Army Corps of Engineers' 404 permit. The DSEIS does not contain a discussion of what additional wetland mitigation will be completed to compensate for the partial removal of this wetland mitigation site.

The Division of State Parks is concerned about the Jordan River OHV Center. The division does not support the procurement of additional property from State Parks OHV Center required under Alternative B. In a more general note, State Parks asks UDOT to be cognizant of drainage issues related to the construction and operation of the new I-215/Legacy interchange area. The division is concerned that excess water may drain onto OHV property and flood the trail system. The division suggests that UDOT construct a drainage system channeling the runoff from the interchange away from the division's property.

State Parks is also concerned about the cumulative impacts of fugitive dust from the operation of the OHV center and UDOT's interchange construction. The division feels some coordination between the two agencies can lessen the impacts to the adjacent community.

The Committee appreciates the opportunity to review this proposal. Please direct any other written questions regarding this correspondence to the Resource Development Coordinating Committee at the above address or call Carolyn Wright at (801) 537-9230 or Kim Frost at (801) 538-7326.

Sincerely,

John Harja
Executive Director
Resource Development Coordinating Committee

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Legacy Highway

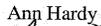
SA-3

The State of Utah and its citizens have limited financial resources. Therefore, we would encourage the expeditious and efficient construction of Legacy Highway. Unreasonable alterations or further delays, which increase costs significantly, should be avoided.

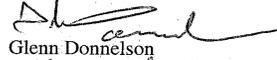

Aaron Tilton

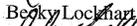

Craig Buttars


Fred Hunsaker


Ann Hardy


Craig Frank


Glenn Donnelson


Becky Lockman


Curtis Oda

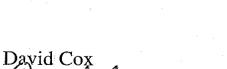

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Ben Ferry


David Clark


Greg Curtis


Brad Dee


David Cox

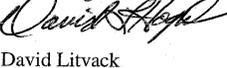

Gregg Buxton

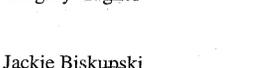

Brad King

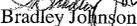

David Hogue

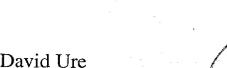

Gregory Hughes

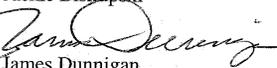

Bradley Daw

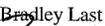

David Litvack


Jackie Biskupski

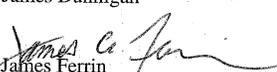

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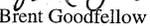

David Ure


James Dunnigan


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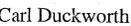

Demar "Bud" Bowman


James Ferrin

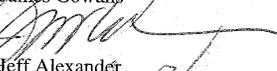

Brent Goodfellow

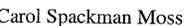

Doug Aagard


James Gowans

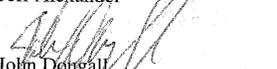

Carl Duckworth


Duane Bourdeaux


Jeff Alexander


Carol Spackman Moss


Eric Hutchings


John Dougall

State of Utah House of Representatives - - we reaffirm our support for Legacy Highway.

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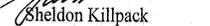
Legacy Highway

SA-4

The State of Utah and its citizens have limited financial resources. Therefore, we would encourage the expeditious and efficient construction of Legacy Highway. Unreasonable alterations or further delays, which increase costs significantly, should be avoided.

Fred Fife


Howard Stephenson


Sheldon Killpack

Scott McCoy


Ron Allen


Greg Bell

Gene Davis


Mark Madsen


Dan Eastman

Patrice Arent


John Valentine

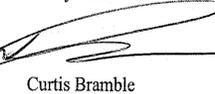

Darin Peterson

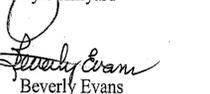
Ed Mayne


Parley Hellewell


Lyle Hillyard

Michael Waddoups


Curtis Bramble

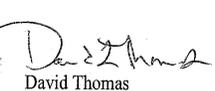

Beverly Evans

Karen Hale


Peter Knudson


Mike Dmitrich

Carlene Walker


David Thomas


Thomas Hatch

Al Mansell


Allen Christensen


John W (Bill) Hickman

D Chris Butters


Scott Jenkins

The Utah State Senate - - we reaffirm our support for Legacy Hwy.

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HOUSE OF REPRESENTATIVES
STATE OF UTAH

SA-5

REPRESENTATIVE SHERYL L. ALLEN

19TH DISTRICT

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STANDING COMMITTEES: PUBLIC UTILITIES AND
TECHNOLOGY; REVENUE AND TAXATION
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DEVELOPMENT AND HUMAN RESOURCES, CO-CHAIR

March 3, 2005

TO: U.S. Army Corp of Engineers

RE: Legacy Parkway in Utah

The Legacy Parkway is needed now! Northern Utah has no alternative north/south transportation artery to I-15 which is already overcrowded. We believe this highway can be built and still preserve the wetlands which we love so much.

Please approve the plans for the Legacy Parkway so construction can commence soon.

With regards,

A handwritten signature in cursive script that reads "Sheryl Allen".

Rep. Sheryl Allen