

ENVIRONMENTAL STUDY

Project Name: **Harrison Blvd. (South): 7th Street to 2nd Street**

PIN: **10014**

Project No.: **F-LC57(21)**

Job/Proj: **53542**

Prepared By: **PETER STEELE**

For guidance in preparing this environmental study, refer to Chapter 4 of the UDOT Environmental Process Manual of Instruction:

<http://www.udot.utah.gov/go/environmental>

REQUIRED SIGNATURES

I have reviewed the information presented in this Environmental Study and I hereby attest that the document is complete and the details of the document are correct.

Reviewer's (Signature):  Date: **08-02-13**

Reviewer (Printed): **Charles Easton**

Firm/UDOT Region: **Project Engineering Consultants**

FEDERAL AID PROJECTS

Based upon the information provided in this document and the analysis contained herein, the State has determined that, pursuant to the provisions of 23 CFR 771.117(a), this project has no significant impacts on the environment and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the State has determined that the project is categorically excluded from the requirements to prepare an environmental assessment or environmental impact statement under the National Environmental Policy Act per 23 CFR 771.117 d(1). The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of title 23, United States Code, Section 326 and a Memorandum of Understanding dated June 30, 2011 executed between the FHWA and the State.

Approved: _____ Date: _____

UDOT Region Environmental Manager

1. Purpose and Need for Action

Motorists and pedestrians on Harrison Boulevard from 7th Street to 2nd Street in Ogden, Utah routinely experience significant safety hazards. Specifically, high levels of congestion, combined with the narrow lanes and shoulders of the roadway, make traffic maneuvers such as merging and turning difficult and hazardous. The offset intersections of Harrop Street, Douglas Street, and 2nd Street/Sheridan Drive present head-on collision situations to motorists who are attempting to make left turns to merge onto Harrison Boulevard. Pedestrian safety is also a concern because traffic moves through the corridor at higher-than-posted speeds without safe offset distances between traffic and pedestrians. In addition, sidewalks in the project area are not consistent and do not meet safety and ADA standards.

The purpose of the project is to improve safety on Harrison Boulevard and to improve safety at the intersections of Harrison Boulevard with Harrop Street, Douglas Street, and 2nd Street/Sheridan Drive.

2. Description

The project proposes to widen Harrison Boulevard between 7th Street and Sheridan Drive to a three-lane roadway, including a center turn lane with ten-foot shoulders. Most widening will take place on the west side of the roadway. In addition, the intersection of 2nd Street/Sheridan Drive with Harrison Boulevard will be realigned by shifting 2nd Street to the north to line up with Sheridan Drive. The intersections of Harrop Street and Douglas Street will also be realigned in the same fashion. As part of the project, sidewalks, curb and gutter, and pedestrian ramps will be reconstructed as needed. See Appendix A for Project Area Map.

3. Public Hearing/Opportunity for Public Hearing

- NO** This project could result in public controversy or substantial impacts to adjacent properties, or substantially changes roadway geometry.
- NO** There are significant social, economic, environmental or other effects. If YES, a Categorical Exclusion is not applicable. Consult with UDOT Central Environmental Services.
- NO** UDOT/FHWA has determined that a public hearing is in the public interest.

If the answer to ANY of the above questions is YES, a public hearing or opportunity for a public hearing is required (attach documentation identifying date and location of hearing, summary of comments, and responses to substantial comments, or include certification of opportunity for hearing.)

The following types of public involvement have been provided:

- NO** Public Hearing in accordance with state and federal procedures
- NO** Opportunity for Public Hearing
- YES** Open House
- YES** Other: Individual meetings with stakeholders and Ogden City Council public meetings. See documentation and public comments in Appendix B.
- YES** Documentation is attached identifying the date and location of hearing, summary of comments, and responses to substantial comments; or the Certification of Opportunity for a Hearing is attached.

4. Right-of-Way

- YES** Acquisition of Right-of-Way is required.
- NO** The right-of-way required is significant because of its size, location, use, or relationship to remaining property and abutting properties. (If the right-of-way required is significant, the project does not qualify as a Categorical Exclusion.)
- Comments:** Two full acquisitions and 39 partial acquisitions will be required (see map in Appendix C). Right-of-way acquisition would total approximately 1.25 acres.

5. Cultural

According to the UDOT Region NHPA/NEPA Specialist and/or the Architectural Historian, the Finding of Effect for the project is one of the following:

NO No historic properties affected

NO No adverse effect

YES Adverse effect

Project documentation for determination of eligibility and finding of effect consists of one of the following and is attached:

NO Memo from UDOT Region NEPA/NHPA Specialist and/or Architectural Historian stating a finding of No Historic Properties Affected.

YES SHPO concurrence with the Determinations of Eligibility and Finding of Effect AND memo from UDOT Region NEPA/NHPA Specialist and/or Architectural Historian stating a finding of No Adverse Effect or Adverse Effect.

YES Have letters for Native American Consultation been sent? Attach letters.

YES Have letters for federal and state agencies, CLGs, historical societies, etc. been sent? If so attach letters.

YES Do the Impacts to historic properties require mitigation?

If YES, a signed Memorandum of Agreement (MOA) is attached.

Comments: See Appendix D for cultural correspondence.

6. Paleontological

- NO** This project is one of the 16 types of projects listed in Stipulation III of the Memorandum of Understanding (MOU) with the Utah Geological Survey (UGS) that has no effect on paleontological resources and does not require notification to the UGS. If YES, a memo from the UDOT Region NEPA/NHPA Specialist is attached (can be included in cultural memo).

For all other projects, the UGS has been notified and has responded with the following (attach UGS letter and memo from the UDOT Region NEPA/NHPA Specialist):

- YES** There are no known paleontological localities in the area of potential effects and the formations in the project area have a low potential for containing fossil remains (Class 1 or 2).
- NO** Fossil-bearing formations (Class 3-5) and/or known paleontological localities are present in the area of potential effects, but the UDOT Region NEPA/NHPA Specialist (or paleontologist) has determined that they will not be affected by the project.
- NO** Fossil-bearing formations (Class 3-5) and/or know paleontological localities are present in the area of potential effects and may be affected by construction activities. A survey and/or monitoring by a qualified paleontologist is required.

Comments: See Appendix D for paleontological correspondence.

7. Federally Threatened, Endangered, or Candidate Species

For Federally Funded Projects:

- YES** Project will have "**no effect**" to T&E species, or their critical habitats, protected under the Endangered Species Act. If YES, attach "**no effect**" memo or review/comments (in the case of local government projects) from UDOT's Wildlife Biologist.
- NO** Project "**may affect, but is not likely to adversely affect**" T&E species, or their critical habitats, protected under the Endangered Species Act. If YES, attach BA and "concurrence" from the U.S. Fish and Wildlife Services (USFWS). List all mitigation/conservation measures.
- NO** Project "**may affect, and is likely to adversely affect**" threatened and endangered species, or their critical habitats, protected under the Endangered Species Act. If YES, attach BA and USFWS BO. List all mitigation/conservation measures.
- NO** The USFWS has issued a "**jeopardy**" opinion regarding this project. If YES, attach BA and BO as above. This project cannot go forward without being reconsidered.

Comments: See Appendix E for wildlife correspondence.

8. Wildlife

NO Project has the potential to affect state-sensitive species, important wildlife habitat, big game migration routes, habitat connectivity, migratory birds, and fish spawning habitat or fish passage.

Memo from UDOT Wildlife Biologist is attached.

Comments: See Appendix E for wildlife correspondence.

9. Invasive Species

If the project involves earthwork, grading or landscaping, there is potential to introduce or spread invasive weed species.

YES Based upon location, this project has the potential to introduce or spread invasive species included on the noxious weed list of the State of Utah and the county noxious weed lists.

10. Noise

Projects that may affect noise levels to adjacent receptors include changes in roadway alignment, roadway widening and the addition of traffic lanes.

YES This project has the potential to increase noise to adjacent receptors.

YES A noise study is attached.

Comments: See Appendix F for traffic noise analysis.

11. Wetlands, Water Resources, Storm Water, and Floodplains

Wetlands and Water Resources

- NO** The project is a type that does not have the potential to affect or cross a Waters of the United States. If YES, no concurrence letter is needed.
- NO** Project affects waters of the United States (e.g. wetlands, mudflats, lakes, or perennial or ephemeral streams). If NO, have a UDOT Landscape Architect provide a concurrence letter stating they agree with the determination. In order to indicate "NO" on this question, answers to the following statements must also be "NO".
- N/A** Project impacts perennial, intermittent, or ephemeral streams that have a riparian vegetation component. If YES, a Programmatic General Permit 40 (PGP40), also known as a Stream Alteration Permit, from the Utah Division of Water Rights will be required.
- N/A** Project exceeds the impact limitations for streams or washes indentified in the PGP40. If YES, both a PGP40 and a separate Department of the Army permit will be required.
- N/A** Project impacts an ephemeral wash not captured under PGP40 that has an ordinary high water mark (OHWM) with a connected flow to a downstream Traditional Navigable Water and the impact below the OHWM exceeds 1/10 of an acre per crossing. If YES, a Department of the Army permit will be required.
- N/A** Project impacts a perennial or intermittent stream below the OHWM less than 1/10 of an acre per crossing. If YES, notification to the U.S. Army Corps of Engineers will be required.
- N/A** Project impacts navigable waters of the United States (Lake Powell, Flaming Gorge Reservoir, Bear Lake, Green River - mouth to 20 miles above Green River Station, Colorado River - mouth of Castle Creek to Cataract Canyon - 4.5 miles below mouth of Green River) below the OHWN. If YES, a Section 10 Department of the Army permit will be required.
- N/A** Project impacts jurisdictional wetlands. If YES, a Department of Army Nationwide Permit (NWP) will be required for wetland impacts under the 1/2 acre threshold; a Letter of Permission (LOP) will be required for wetland impacts between 1/2 and 1 acre; an Individual Permit (IP) will be required for impacts greater than 1 acre.
- N/A** Project impacts non-jurisdictional wetlands. If YES, wetland mitigation may still be required under the federal policy of "no net loss." Consult UDOT Environmental Section.

Storm Water Runoff

- YES** Project disturbs 1 acre or more of ground surface.

If YES, a UPDES Storm Water Discharge Permit for Construction Activities is required from the Utah Division of Water Quality.

Floodplains

NO This project requires new construction or alteration of existing structures within the FEMA designated 100-year flood plain.

If YES, a "development permit" is required from the local permit official.

Comments: See UDOT Landscape Architect memo in Appendix G.

12. Hazardous Waste

NO Has a visual inspection of the project area found substances that may be hazardous to human health and/or the environment?

YES This project involves excavation beyond or below the existing roadway footprint.

If YES to either question 1 or 2, then site investigations and coordination with DEQ may be necessary.

Comments: A review of DEQ and EPA maps showed one potential site of concern: the gas station at the corner of 2nd Street and Harrison Boulevard. If the underground tanks at the gas station are impacted, UDOT standard specification 01355 will be followed. See Appendix H for hazardous materials maps.

13. Prime, Unique, Statewide, or Locally Important Farmland

Projects in areas whose land use maps indicate no current or future farming activities would not usually affect farmlands.

NO This project MAY affect Prime, Unique, Statewide, or Locally Important Farmlands.

N/A The Natural Resource Conservation Service letter and Form AD1006 are attached.

14. Air Quality

YES This project has the potential to increase particulate matter due to construction activities.

NO This project adds or alters roadway capacity or will result in increased traffic volumes at signalized intersections.

If YES, the Air Quality Supplement is attached.

15. Relocations

YES There may be relocations of residences or businesses as a result of this project.

16. Land Use/Urban Policy

NO This project may affect land use or urban policy.

17. Section 4(f) Properties

YES Section 4(f) properties are impacted.

YES An Individual Section 4(f) Evaluation AND written concurrence from UDOT Environmental Services on the Individual Section 4(f) determination is attached.

NO A Programmatic Section 4(f) Evaluation AND written concurrence from UDOT Environmental Services on the Programmatic Section 4(f) determination is attached.

NO The 4(f) property(s) is an historic property and the impact is considered **de minimis**.

N/A SHPO has concurred in writing on UDOT's "**no adverse effect**" determination to historic properties and has been notified of the intent to make a **de minimis** finding. Attach letter to SHPO and **de minimis** agreement letter.

NO The 4(f) property(s) is a park, recreational area, wildlife or waterfowl refuge and the impact is considered **de minimis**.

N/A The official(s) with jurisdiction have concurred, in writing, that the project will "**not adversely affect**" the activities, features, and attributes that qualify the resource for protection under Section 4(f) and have been notified of the intent to make the **de minimis** impact finding. Letters are attached.

N/A The project sponsor has provided public notice and opportunity for public review and comment. Describe public involvement efforts in the comments below.

N/A Written concurrence from UDOT Environmental Services is attached.

Comments: See Appendix I for individual Section 4(f) Evaluation.

18. Other Environmental Factors Considered

This Project, except as noted and explained in attachments, will have no disproportionate, serious or lasting effect on the following:

- NO** Visual
- NO** Social/Economic
- NO** Title VI and/or Environmental Justice
- NO** Natural Resources
- NO** Construction
- NO** Energy
- NO** Geology/Soils
- NO** Wild/Scenic Rivers
- NO** Ecology

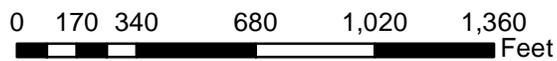
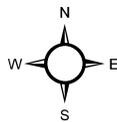
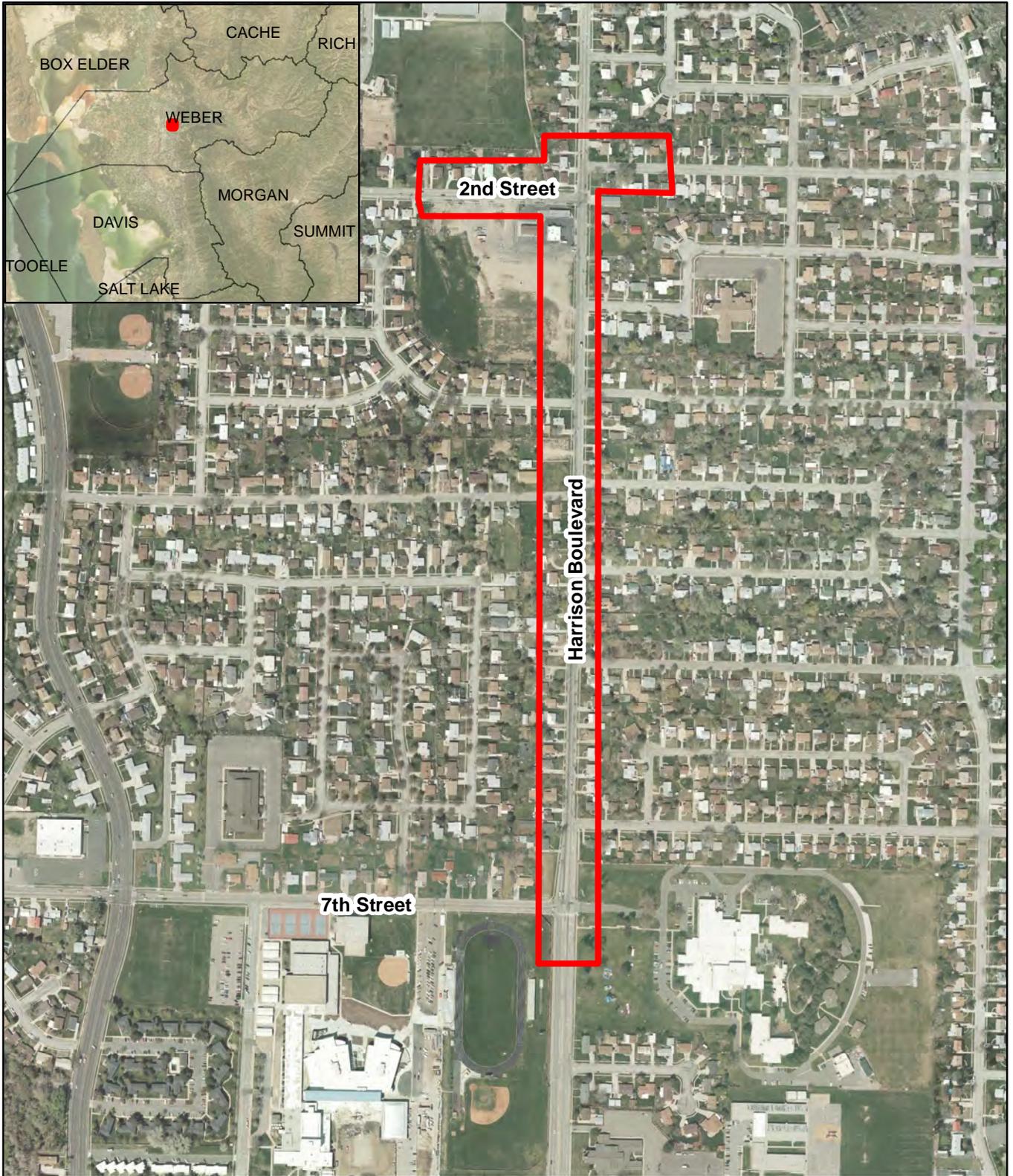
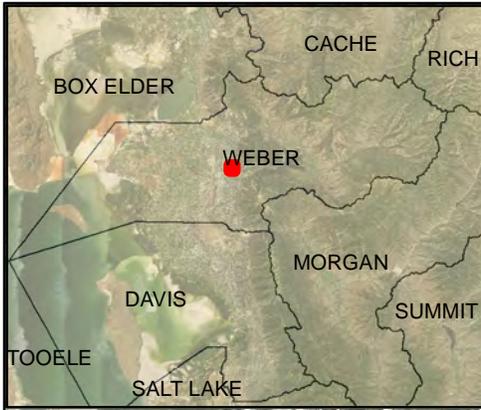
19. Conclusion

- NO** This project may have substantial controversy or significant impacts.

MITIGATION COMMITMENTS

| CONSTRUCTION | | Responsible |
|--------------------------------|---|--------------------|
| Air Quality | Requirements outlined in Standard Specification 01572 titled "Dust Control and Watering" will be followed. | Contractor |
| Cultural | UDOT Standard Spec 01355, Part 3.8 | Contractor |
| Invasive Species | Supplemental Specification 02924S titled "Invasive Weed Control" will be included in the contract documents and outlines the BMP's that will be incorporated. | Contractor |
| PRELIMINARY ENGINEERING | | Responsible |
| Relocations | Property Owners will be compensated according to the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended. | Udot Right Of Way |
| Water Quality | The project will disturb 1 acre or more of ground surface. Therefore, a storm water pollution prevention plan (SWPPP) must be included in the plans and a UPDES Permit from the Division of Water Quality must be obtained prior to construction. | Contractor |

**Appendix A –
Project Area Map**



**Appendix B –
Public Involvement**

INTRODUCTION

This report summarizes the public involvement efforts associated with the Harrison Boulevard; 7th Street to 2nd Street project. At the project kick-off, Ogden City, in consultation with the Utah Department of Transportation (UDOT), determined that individual meetings with the prominent stakeholders adjacent to the proposed study area and one publicly advertised open house were sufficient effort to satisfy the disclosure needs of the environmental document phase of the project.

STAKEHOLDER MEETINGS

The project team met with prominent stakeholders in or adjacent to the proposed study area over the months of September and October 2012. The purpose of these meetings was to acquaint the stakeholders with the project, discuss concerns, and coordinate project activities. In particular, three options for realigning 2nd Street and Sheridan Drive to form a conventional four-way intersection were discussed with the residents, and their opinion of the options was solicited.

Chevron Gas Station, September 13, 2012

Beginning September 13, Chuck Easton and Ginger Belnap met with Bill and Kurt Sneddon, owners of the Chevron gas station and carwash located on the southwest corner of the intersection of 2nd Street and Harrison Boulevard. The project team introduced the project to Mr. Sneddon, who expressed concern about potential impacts to his business. He felt that impacts to his parking and other areas of the property could lead to a significant loss of business. Ogden City also met with the Sneddons in order to discuss right-of-way and impacts to the business. It was decided to phase the project, and construct the section near the gas station in Phase II.

Justin Amos and Rod Nielson, September 14, 2012

Chuck Easton met with Mr. Amos and Mr. Nielson, who are neighbors living on Sheridan Drive. They expressed concern about losing their houses to some of the proposed options to realign 2nd Street and Sheridan Drive. The project team explained the right-of-way acquisition process. A preferred alternative had not been decided on at this time.

Cheryll Coffman, September 18, 2012

Chuck Easton spoke with Ms. Coffman, who lives on Sheridan Drive. He explained the project and options. She was not concerned as none of the options impacted her home.

Jon Neese, September 18, 2012

Chuck Easton spoke with Mr. Neese, who was representing his mother-in-law Beth Hunter, a resident of 2nd Street. Mr. Neese preferred leaving 2nd Street in place, and was concerned with traffic and signal lights shining into Beth's house.

DeVon Hunzaker, September 18, 2012

Chuck Easton spoke with DeVon Hunzaker, a resident of Sheridan Drive. Mr. Hunzaker preferred the options that would pull Sheridan Drive further away from his home. He agreed that a change was needed at the intersection, and expressed a desire for a traffic light to be installed at the 2nd Street/Harrison Boulevard intersection.

Emily Gibson, September 21, 2012

Mrs. Gibson, a resident of 2nd Street, spoke with Chuck Easton. Chuck explained the various options. Mrs. Gibson preferred a different option, where 2nd Street would be realigned south of the gas station. If that was not an option, she preferred that Sheridan be rerouted, rather than 2nd Street. She believes the project is unnecessary.

Dave Luna, September 26, 2012

Chuck Easton spoke with Dave Luna and explained the project details, including timeline, funding, and the various options under consideration. Mr. Luna was not opposed to the project, and the right-of-way acquisition process was explained to him.

Generro and Clair Valenciano, September 26, 2012

Chuck Easton met with the Valencianos and introduced the project, including the options for realigning 2nd Street and Sheridan Drive. The Valencianos are opposed to the project, as they have made recent improvements to their home. The right-of-way acquisition process was explained.

Glory to God Church, October 11, 2012

Chuck Easton met with Father Jim Morgan whose church is located on the northwest corner of Harrison Boulevard and Harrop Street. Father Morgan was concerned that he had not been notified of the project. It was explained that all stakeholders will be notified when the project team is able to answer questions regarding impacts. Chuck also explained the purposes of the project, the schedule, and the opportunity for comment at an open house in January.

Peebles Household, October 26, 2012

Chuck Easton met with Mrs. Peebles, John, and Jim Peebles. They expressed their concern about the future of their property if 2nd Street is shifted closer to them. Their home would then be on the corner. They also expressed concern about their driveway and asked if it could be realigned to the new alignment of 2nd Street.

PUBLIC OPEN HOUSE

A public open house was held by Ogden City on January 16, 2013 at Ben Lomond High School from 5:00 to 7:00 PM. The open house was advertised in the Salt Lake Tribune and Ogden Standard-Examiner two weeks before the open house, on January 2, 2013. This same date marked the beginning of the 30-day comment period, which ended on January 31, 2013. Residents in the study area were given additional notification of the open house through flyers delivered to homes and businesses one week before the open house.

The purpose of the meeting was to introduce the proposed project, disclose the environmental resources in the project area, discuss the public's concerns, and provide an opportunity for the public to submit comments. Approximately fifty residents and business owners attended the open house. Forty-two signed the attendance record, and a few others attended without signing in.

STAKEHOLDER FEEDBACK

During the open house, staff from Ogden City and PEC fielded questions from the public and discussed their concerns. Attendees were interested in the general project description and noted the additional right-of-way required for the project. Most attendees voiced strong concern about the proposed right-of-way required from their properties along Harrison Boulevard, and at its intersections with 2nd Street and Sheridan Drive. Many of these attendees did not view a need to improve Harrison through this corridor. Others, despite the need to acquire a portion of their property, voiced their support for the improvements and emphasized the need to improve this roadway corridor.

A total of 23 comments were submitted as a result of the Open House. Table 1 lists the concerns brought up by attendees and the number of times these concerns were mentioned.

The official comment period closed on January 31, 2013; however, the project team will continue to work with interested stakeholders and address their questions and concerns throughout the life of the project. Public comments, and project team responses to those comments, are included in the Appendix.

Table 1. Public Open House comments by type.

| Subject | Number of Occurrences | Corresponding Comment Number (See Comment Matrix in Appendix) |
|-------------------------|-----------------------|--|
| Harrop Street | 7 | 3, 7, 8, 13, 14, 21, 23 |
| Right-of-Way | 5 | 16, 17, 18, 20, 22 |
| 2nd Street Intersection | 5 | 4, 5, 6, 11, |
| Safety/Sidewalks | 5 | 2, 13, 14, 15, 22 |
| Offset Intersections | 3 | 12, 13, 19 |
| Harrison Boulevard | 3 | 6, 9, 10 |
| Drainage | 1 | 1 |

APPENDIX

Open House Affidavit

Open House Visuals

Stakeholder Comments and Responses Matrix

Order Confirmation for Ad #0000845621-01

| | | | |
|---------------------|---|-----------------------|---|
| Client | PROJECT ENGINEERING CONSULTANTS INC | Payor Customer | PROJECT ENGINEERING CONSULTA |
| Client Phone | 801-858-3248 801-889-6595 | Payor Phone | 801-858-3248 801-889-6595 |
| Account# | 9001483585 | Payor Account | 9001483585 |
| Address | 986 WEST 9000 SOUTH WEST JORDAN UT 84088 USA | Payor Address | 986 WEST 9000 SOUTH WEST JORDAN UT 84088 |
| Fax | | Ordered By | Acct. Exec |
| E-Mail | ceaston@pec.us.com | Ginger | kstowe |

Ad Content Proof Actual Size

NOTICE OF PUBLIC OPEN HOUSE to discuss proposed roadway improvements to Harrison Blvd: 7th Street to 2nd Street, Ogden, Utah

Ogden City invites all interested persons to a public open house to discuss planned pedestrian and traffic safety improvements to Harrison Boulevard from 7th Street to 2nd Street. The public is invited to attend and provide comments regarding the proposed improvements.

The meeting will be held on **Wednesday, January 16, 2013 from 5:00 p.m. to 7:00 p.m.** in the commons area of Ben Lomond High School located at 1080 9th Street, Ogden, UT 84404. Comments on this project will be received until midnight Friday, February 1, 2013. If you are unable to attend and would like to submit comments, please contact Ginger Belnap at 801-858-3362, or email gbelnap@pec.us.com. The meeting room is ADA accessible. If you have any special language, audio, or visual needs, please contact Ginger at 801-858-3362 at least 48 hours prior to the meeting so that accommodations can be provided.
845621 UPAXLP

| | | | | |
|----------------------------|----------------|--------------------|------------------|-------------------|
| Total Amount | \$57.50 | | | |
| Payment Amt | \$0.00 | | | |
| Amount Due | \$57.50 | Tear Sheets | Proofs | Affidavits |
| | | 1 | 1 | 1 |
| Payment Method | | PO Number | Ogden Open House | |
| Confirmation Notes: | | | | |
| Text: | Ginger | | | |

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| Ad Type | Ad Size | Color |
| Legal Liner | 1.0 X 42 Li | <NONE> |

| <u>Product</u> | <u>Placement</u> | <u>Position</u> |
|---------------------------|---------------------------|---------------------------------|
| Salt Lake Tribune:: | Legal Liner Notice - 0998 | Public Meeting/Hear-ing Notices |
| Scheduled Date(s): | 1/2/2013 | |
| <u>Product</u> | <u>Placement</u> | <u>Position</u> |
| sltrib.com:: | Legal Liner Notice - 0998 | Public Meeting/Hear-ing Notices |
| Scheduled Date(s): | 1/2/2013 | |
| <u>Product</u> | <u>Placement</u> | <u>Position</u> |
| utahlegals.com:: | utahlegals.com | utahlegals.com |
| Scheduled Date(s): | 1/2/2013 | |

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OGDEN UT 84412-2790

ORDER CONFIRMATION

Salesperson: Not Applicable

Printed at 12/20/12 08:57 by dmailo

Acct #: 353480

Ad #: 509420

Status: N

PROJECT ENGINEERING CONSULTANTS
986 W 9000 S
WEST JORDAN UT 84088

Start: 01/02/2013 Stop: 01/02/2013
Times Ord: 1 Times Run: ***
LEGL 2.00 X 28.00 Words: 168
Total LEGL 56.00
Class: 30090 LEGALS
Rate: LEGAL Cost: 103.29
Affidavits: 1

Contact: CHUCK EASTON
Phone: (801)495-4240
Fax#: (801)495-4244
Email: @pec.us.com
Agency:

Descript: OPEN HOUSE 1/16
Given by: EMAIL GINGER BELNAP
Created: dmail 12/20/12 08:54
Last Changed: dmail 12/20/12 08:56

PUB ZONE ED TP START INS STOP SMTWTFS
SE A 97 W 01/02/13 1 01/02/13 SMTWTFS

AUTHORIZATION

Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.

Name (print or type)

Name (signature)

.

**NOTICE OF
PUBLIC OPEN HOUSE**

to discuss proposed roadway improvements to
Harrison Blvd: 7th Street to 2nd Street, Ogden,
Utah

Ogden City invites all interested persons to a
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The meeting will be held on Wednesday, January
16, 2013 from 5:00 p.m. to 7:00 p.m. in the com-
mons area of Ben Lomond High School, located
at 1080 9th Street, Ogden, UT 84404. **Comments
on this project will be received until midnight
Friday, February 1, 2013.**

If you are unable to attend and would like to
submit comments, please contact Ginger Belnap
at 801-858-3362, or email gbelnap@pec.us.com. The
meeting room is ADA accessible. If you have
any special language, audio, or visual needs,
please contact Ginger at 801-858-3362 at least 48
hours prior to the meeting so that accommoda-
tions can be provided.

Pub.: January 2, 2013.

509420

Public Open House

HARRISON BLVD

7th Street to 2nd Street, Ogden



Ogden City invites you to a public open house to discuss planned pedestrian and traffic safety improvements to Harrison Blvd between 7th Street and 2nd Street.

Ogden City is preparing an environmental document to examine the potential impacts of the proposed improvements.

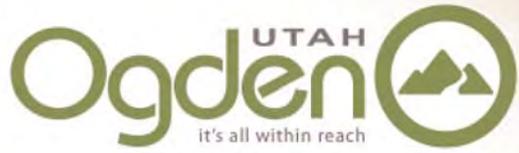
We value your input. Come and share your ideas and concerns about issues relating to Harrison Blvd.

Contact Ginger Belnap via phone (801) 858-3362 or via email gbelnap@pec.us.com with questions or comments.

Date: Wednesday, January 16, 2013

When: 5:00 p.m. to 7:00 p.m.

Where: Commons Area
Ben Lomond High School
1080 9th Street
Ogden, UT 84404

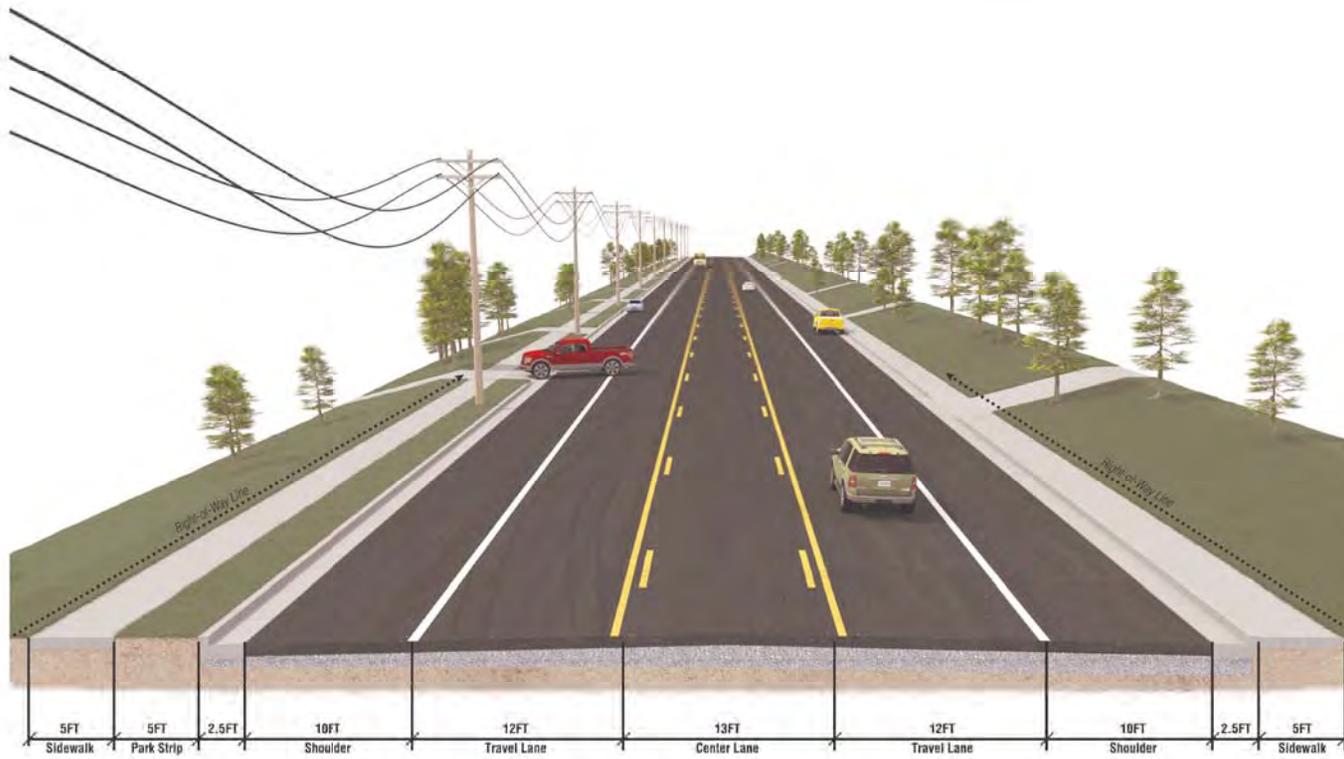


HARRISON BLVD: 7TH STREET TO 2ND STREET

WELCOME



HARRISON BLVD: 7TH STREET TO 2ND STREET



TYPICAL SECTION



PROJECT TIMELINE



HARRISON BLVD: 7TH STREET TO 2ND STREET



PROJECT OVERVIEW

Harrison Boulevard: 7th Street to 2nd Street
Public Comments and Responses

| Comment Number | Date | Commenter | Media Used | Comment | Response |
|----------------|-----------|---------------|----------------|--|---|
| 1 | 1/16/2013 | Laura Sargent | Public Meeting | Check storm drain across the street. (Lake Robertson) plugs alot w/leaves. | Your comment has been forwarded to the designers so that they can take the issue into consideration during the design and construction phases. |
| 2 | 1/16/2013 | Sue Hiatt | Public Meeting | Please provide me with statistics referable to the volume of auto accidents at Second & Harrison Sts. with comparable statistics from another/other intersection(s). | <p>No fatalities or other accident statistics have been documented at this intersection that could be located within recent years.</p> <p>The purpose of the project is to allieviate future congestion, and current traffic and safety concerns. The roadway at this location does not meet current safety standards, for the volume of traffic Harrison Boulevard carries. The project proposes to address this problem by constructing a center turn lane, uniform shoulders, curb, gutter, and sidewalk. This will provide standard offset distances between opposing lanes of traffic and between traffic and pedestrians.</p> |
| 3 | 1/16/2013 | Cody Cartus | Public Meeting | Have you considered making Harrop Street a dead end going onto Harrison Blvd? If not, would you? Also, if the ground is taken for the re-alignment, is a traffic light going to be installed so cars may get across? | <p>Closing Harrop Street at Harrison Blvd is not considered a part of this project, as there are numerous residents on Harrop who depend on that connectivity. With the construction of a center turn lane on Harrison, offset intersections such as Harrop, Douglas, and 2nd Street, create opportunities for head-on collisions. In order to have a properly functioning and safe center turn lane on Harrison, offset intersections (Harrop, Douglas, 2nd and Sheridan) must be corrected.</p> <p>The project does not plan to install at traffic light at Harrop and Harrison. A center turn lane on Harrison will be constructed that will allow motorists to make a left turn from Harrop and merge into traffic on Harrison.</p> |

Harrison Boulevard: 7th Street to 2nd Street
Public Comments and Responses

| Comment Number | Date | Commenter | Media Used | Comment | Response |
|----------------|-----------|-----------|----------------|--|---|
| 4 | 1/16/2013 | Sue Hiatt | Public Meeting | <p>My name is Sue Hiatt. I live at 155 Harrison Boulevard. My home is in the name of Sue Shrum, because that was my name when I moved there and bought the house, and I haven't changed it on the title. I live in the fifth house --excuse me--fourth house on the west side of Harrison after you pass 2nd Street going north.</p> <p>From what I've been told tonight, at least two houses next to me would be taken to widen Harrison -- or to widen 2nd, I presume. And that would leave me two houses away from 2nd Street. And then I was told, only when I asked the specific question, that, Oh, yes. We will also widen Harrison about 10 feet. Which means that Harrison will be at the bottom of my front steps.</p> <p>I'm 70 years old. I've been in this home since 1978, except for a brief period when I bought something else, because I was afraid they were going to widen Harrison and move it to the bottom of my front steps. That was in the mid-'70s, mid-to late '70s. And after about eight to ten years I became convinced, after speaking to some people in city government, that it wasn't going to happen. And I moved back to my little house, and put a considerable amount of money into making it what I wanted it to be. A total of \$40,000 invested in just a garage and a new kitchen, another \$5,000 on a bathroom.</p> <p>I'm 70 years old. I don't want to move. I don't want to sit on Harrison Boulevard. And I don't want to hear the traffic from 2nd Street.</p> <p>I'm told -- let me rephrase that. There have been efforts in the past for us to get a stoplight at the top of 2nd. We've been told all along that there isn't enough traffic to warrant a stoplight. Now suddenly there is so much traffic that we have to widen the street, but we can't have a stoplight. It doesn't make a whole lot of sense to me, and I'm totally opposed to this happening.</p> | <p>2nd Street will not be widened by the project, but will be realigned to meet Sheridan Drive in a future phase. Realigning the roadway to create a conventional four-way intersection at 2nd Street/Sheridan Drive and Harrison Boulevard will increase safety and improve traffic flow, as will the addition of a continuous center turn lane on Harrison Boulevard. Once this intersection is realigned, it is very likely that a 4-way signal will be installed to safely control traffic flow.</p> <p>The phase of the project involving the realignment of 2nd Street, and improvements to Harrison Boulevard north of 2nd Street, is uncertain at this time.</p> <p>When that phase of the project is funded, property owners will be notified well in advance of the project, and compensated at fair market value for any property acquired as a result of the project.</p> |

**Harrison Boulevard: 7th Street to 2nd Street
Public Comments and Responses**

| Comment Number | Date | Commenter | Media Used | Comment | Response |
|----------------|-----------|------------------|----------------|--|--|
| 5 | 1/16/2013 | Roy E. Alexander | Public Meeting | <p>My name is Roy E. Alexander, at 445 Harrison Boulevard. So my concern is they're not accomplishing anything by the way they're doing this. The bottleneck -- I live on Harrison, so I know where the bottleneck is. The bottleneck is 2nd Street, not Harrison. They're going completely opposite from what they should. Anybody in their right mind -- I know they're very sensitive to the guy who has his little gas station on the corner, extremely sensitive, because that's where they stop is before they get to him.</p> <p>But probably 75 percent of the traffic is either going up or down 2nd Street. It doesn't have a light. You have people coming here, which is a left turn, there's about this much room for the people going south to get by. Well, there's enough room for a car. They're coming this way, then they have to turn. For somebody that's making a left turn. Because they do have a left turn signal there. They're more concerned with the left turn signal up here where there's little traffic, but they don't seem a damn bit concerned about where the bottleneck is. So if you're backing up traffic, you're not backing it up here. You're backing it up on 2nd Street. That's where the bottleneck is. And they're not going to do anything about that until further funding, which only God knows, and he ain't talking. So in order to make the flow more reasonable, they should take care of 2nd Street. Once again, the little man who owns the gas station is sensitive to that. He's very sensitive. A hundred of us people live along Washington Boulevard. We're not sensitive. Just this guy.</p> <p>So they're going to move 2nd Street, which would give him more property. But he's sensitive because he thinks it's going to interfere with his gas station. But if they're going to turn left and they want gas, they're going to go in there anyway. But they're not accomplishing the traffic -- the slowing or speeding up of traffic on Harrison by starting at 7th and then stopping before they get to 2nd Street. Anybody in their right mind can simply look at that and see that isn't the problem. The problem is 2nd Street. So when they move this and they have a light -- I assume they're going to have a light -- you know, then the traffic would run smoother than it is now, because there's nothing on 2nd Street. Just a stop sign.</p> <p>So I'm totally against the way they're going here. Especially when they can't tell me how many feet they're taking of everybody's property, what they're going to do with the power lines that's going to have to be moved that was just put in three years ago, brand new poles. Now they want to move them closer to us, which we don't appreciate. They can't tell me how many feet they're taking. They can't tell me when they're going to take care of 2nd Street. Oh, whenever we get some money. Well, when are you going to get some money? I don't know.</p> <p>So this whole business from 7th to almost the little man with the gas station, they're going to stop. It accomplishes nothing, because you have about five or six people -- I mean, roads that go west. So the people are limited that go up there. They're not all going up the same road like they are on 2nd Street. 2nd Street is consistently busy. That's where all the traffic goes down, or probably 75 percent of it. The other 25 percent comes from North Ogden, in that area. That's where the traffic comes. Because you have Monroe, you have Washington, you have Harrisville, and you have 2nd Street.</p> <p>So all of this that they're doing, they started at the wrong end. And they can't answer my questions. What the hell are they holding a meeting for? They're very sensitive to this gentleman here, but they don't seem to care a hell of a lot about 100-and-some people that live along here. They're not too concerned about that. I've got an issue with that. I hate that word. We don't have problems anymore. We dumbed down our language. You know, they dumbed down the English language. We don't have problems. We have issues. Problems is a naughty name. You know, you can't handle problems, but an issue is all right.</p> <p>So see, they didn't show that on those fliers. They just showed it's going all the way through 2nd. When I get up here and they said, No. We'll stop there. We're sensitive to the little man on the corner. He don't like the 2nd phase either. But they didn't talk to me. They didn't talk to the 100-and-some people about how we feel about it. But as far as I'm concerned, they're not doing anything. Nothing. Because you're going to have the same bottleneck. They've accomplished nothing. Amen.</p> | <p>Due to the high levels of traffic for a two-lane road with no shoulders, safety measures are planned for Harrison Boulevard. These will include a center turn lane, uniform shoulders, curb, gutter, and sidewalks. These improvements will provide safer offset distances between lanes of traffic, and between traffic and pedestrians.</p> <p>The project team has identified the problems existing at the intersection of 2nd Street and Harrison Boulevard, and believes the planned modifications will alleviate many of them. When funding is in place, the intersection of 2nd Street will be realigned and Harrison Boulevard north of the intersection will be improved.</p> <p>While we are early in the design process, and actual figures for property acquisition will be forthcoming, we estimate that the back of sidewalk will be moved approximately 14 feet west on the west side, and approximately 4 feet east on the east side of Harrison Boulevard.</p> |

Harrison Boulevard: 7th Street to 2nd Street
Public Comments and Responses

| Comment Number | Date | Commenter | Media Used | Comment | Response |
|----------------|-----------|---------------|----------------|---|--|
| 6 | 1/16/2013 | Barry Sackett | Public Meeting | <p>My name is Barry Sackett. My house is at 204 Harrison, but I own 200 Harrison, a duplex, 180 Harrison, a duplex, and 1225 Sheridan, a duplex. So when he told me over there that they were going to take Option 3, or whatever, I definitely am happy about that. Because that doesn't take any of my apartments. Otherwise, if they take one or two, I'll lost two or three of them.</p> <p>And I've had them from 1970. and I'm just getting ready to retire, and so that's my retirement. So I was not very happy. So other than that, I'm kind of glad if they're considering -- according to him, they were going to take Option 3. So in that case, I'm for that. And I have no problem with them widening Harrison. They stop at 3rd Street, which is before my house. I don't have a problem with that. So that's all I have to say.</p> | Thank you for your comment. |
| 7 | 1/16/2013 | Darren Hayes | Public Meeting | <p>My name is Darren Hayes. My address is 2679 Van Buren Avenue. And I think instead of -- they have those little curves on Harrop and -- now I can't remember the other one -- Douglas. I think they should be dead ends instead of turning onto them. Because what they said over there, of the two cars coming and turning, I don't think it will do them any good. And I don't like this idea at all, just so you know. That's about it. Honestly, I hope they don't do it.</p> | <p>The project does not include reducing access to Harrison Boulevard from Harrop or Douglas, due to the need for residents on Harrop and Douglas to access Harrison Boulevard.</p> <p>As stated at the Open House, construction of a center turn lane on Harrison is needed to provide adequate safe distance between opposing lanes of traffic, and to allow safe left turns. Offset intersections present a head-on collision hazard to motorists in the center turn lane. City, state, and federal traffic standards do not allow this situation to persist, therefore, realigning these intersections is required to have a properly functioning and safe center turn lane on Harrison Boulevard.</p> |

Harrison Boulevard: 7th Street to 2nd Street
Public Comments and Responses

| Comment Number | Date | Commenter | Media Used | Comment | Response |
|----------------|-----------|-------------------|----------------|---|--|
| 8 | 1/16/2013 | Father Jim Morgan | Public Meeting | <p>Father Jim Morgan, at 375 Harrison Boulevard, corner of Harrop and Harrison. I think it's a bad plan. I especially dislike what they're doing to Harrop in taking so much of the church property. I think a better plan would be to make Harrop either a dead end or a cul-de-sac, that Harrop can empty several different ways. It does empty several different ways. It can go through the subdivision into Monroe, or it can go through the subdivision north and empty on 2nd.</p> <p>So there's no need to butcher Harrop the way they want to butcher it. So, you know, I can maybe come on board with the widening of Harrison, but that whole thing with Harrop, as it impacts the church property, is crazy to me. And I am dead set against it. I will be calling the mayor and the city counsel and seeking legal advice on the whole thing, too.</p> | <p>Widening Harrison Boulevard to include a center turn lane, uniform shoulders, curb, gutter, and sidewalk between 7th and 2nd Streets has been on the city's plan for many years. A center turn lane allows cars to get out of through-traffic to make a left turn, without significantly delaying through-traffic. In order to have a properly functioning and safe center turn lane on Harrison, offset intersections (Harrop, Douglas, 2nd and Sheridan) must be corrected.</p> <p>Offset intersections present a head-on collision hazard to motorists in the center turn lane. For example, a motorist proceeding eastbound on 2nd who then makes a left turn (north) on Harrison and is waiting in the center turn lane to merge with northbound traffic will meet, head-on, a motorist who made a left turn from Sheridan into the Harrison center turn lane, and who is trying to merge into southbound traffic.</p> <p>Closing Harrop Street at Harrison Blvd is not considered as part of this project, as there are numerous residents on Harrop who depend on that connectivity.</p> |
| 9 | 1/16/2013 | Caroline Belnap | Public Meeting | Caroline Belnap, and my address is 5362 South 2050 West in Roy. And I'm just coming to say that I think the addition of a turning lane would enhance the traffic flow along Harrison Boulevard. That's all. | Thank you for your comment. |
| 10 | 1/16/2013 | Carl Belnap | Public Meeting | I was going to ditto that. My name is Carl Belnap. So the same thing, you know, we support a turning lane for Harrison. | Thank you for your comment. |

Harrison Boulevard: 7th Street to 2nd Street
Public Comments and Responses

| Comment Number | Date | Commenter | Media Used | Comment | Response |
|----------------|-----------|-----------------------|----------------|---|--|
| 11 | 1/16/2013 | DeVon & Inga Hunzeker | Public Meeting | <p>DeVon: 138 Harrison, corner of Sheridan and Harrison, east side. Sheridan doesn't have any sidewalks on either side. I was just wondering about Sheridan. That one block doesn't have any sidewalks on either side. It would be nice to have a sidewalk there, but I don't know if they can do that or not.</p> <p>Inga: Then we'd have to put in that sidewalk all the way up to the next house.</p> <p>DeVon: If they could include that into--</p> <p>Inga: Into the deal. But he was saying that that curve would just go up on either side. They wouldn't do anything with sidewalks.</p> <p>DeVon: No, I know.</p> <p>Inga: So I don't know. I don't like any of it. Because I sit -- we're in our living room, and we've got corner windows. So we look west and south, right there. We see everything that comes up 2nd Street and everything going north and south. There are very few people that stop going up 2nd Street. One lady said -- well, she hasn't really seen any accidents there. Well, she lives on the west side. But we have. We've seen a lot of accidents there on the corner of Sheridan and 2nd -- not Sheridan. 2nd and Harrison. Sorry.</p> <p>DeVon: I was hoping that a busy corner would be a little bit further from our property, but I guess not.</p> <p>Inga: South. The way they've got that scheduled on there, as long as wait till next year, wait till '14, '15, '16. I know we were told when we moved there that they were going to build a big highway coming up from the mountain and going up Polk coming down Sheridan. A big, old highway coming down from the mouth of the mountain. That's what we're told over 40 years ago, that it was going to come from the mouth of the canyon, come up Polk, and come down Sheridan. And I thought, Oh, my gosh. They better not. But now they're doing this other thing, coming up, cutting this off, 2nd, then coming up Sheridan. And there's so many homes that they've built up above there, up above Polk in that cul-de-sac up there. The traffic is constant coming up and down.</p> <p>DeVon: There's busy traffic on Sheridan. They need to do something with that zigzag corner there. I can see that.</p> <p>Inga: Extremely busy. And they come so fast. The problem is it's quite a downhill. They come so fast down that hill. And I thought, Oh, they're never going to stop at Harrison.</p> <p>DeVon: There was another little problem, but it probably doesn't have anything to do with this construction. They put a water tank under the road, and they left it uneven. The cars come down there and they bump that. They hit that hole.</p> <p>Inga: We've got it there on Sheridan and we've got it right there on Harrison, too. Boom, boom, boom, boom, boom, boom. You hear it through the whole house. Boom, boom, boom. Constantly. I talked to the guys that were -- when they were doing this one on Harrison. So he looked at it. And he says, Well, yeah. I think I can fix that. Well, it wasn't fixed.</p> <p>I told the guys when they come and they check it periodically, that water thing there, where they built this water thing on Sheridan, and then they took a big tank there, and then they went across to the other side for the water, I guess, to come down. Whatever. And then you know what they did? They says, Oh. So they took a piece of -- oh, there was a piece of paper or something. So they lifted it up, stuck that piece of paper in, and says, There you go. I mean, who do they think we are? Idiots or something?</p> <p>DeVon: I don't know of any other problems.</p> <p>Inga: Who is it that does that anyway? Ogden City? Or who is it that did that?</p> <p>DeVon: I think it was Ogden City. Yeah. I don't know of any other problems.</p> | <p>Thank you for your comments. The current project does not plan to make any modifications to Sheridan Drive beyond completing sidewalks at the intersection with Harrison Boulevard. We will forward your comments to Ogden City staff for consideration in future phases.</p> |

Harrison Boulevard: 7th Street to 2nd Street
Public Comments and Responses

| Comment Number | Date | Commenter | Media Used | Comment | Response |
|----------------|-----------|---------------|----------------|---|---|
| 12 | 1/16/2013 | Tiffin Friese | Public Meeting | <p>They were talking about the proposals on Harrop and Douglas, that some other folks had suggested a cul-de-sac be put there to make them dead ends. Stupid idea. Dead set against that. There would be literally no access to Douglas other than to go all the way down 2nd Street and then come up from Jackson. That would be the only access to my street. So I would have to say "No" on that. I like what they're doing, what the proposal is with the little, slight S curve. Much better idea. Keep the access onto Harrison. That's all I have.</p> | <p>Thank you for your comment.</p> |
| 13 | 1/16/2013 | Kim Roe | Public Meeting | <p>My name is Kim Roe, 977 Mountain Road. And I use Harrison a lot to get to work, because I'm with the Standard. And my only problem is I don't want to see people driving faster. If we widen it, they'll go faster. And that's my only problem with it, well, besides the fact that it takes land away from my church. I'm concerned for the safety of children. That's pretty much it.</p> | <p>The project proposes to increase the offset distance between motorists and pedestrians by adding shoulders and parkstrip, which will significantly increase safety of this portion of Harrison Blvd.</p> <p>Widening Harrison Boulevard to include a center turn lane, uniform shoulders, curb, gutter, and sidewalks between 7th and 2nd Streets has been on the city's plan for many years. In order to have a properly functioning and safe center turn lane on Harrison, offset intersections (Harrop, Douglas, 2nd and Sheridan) must be corrected.</p> <p>Offset intersections present a head-on collision hazard to motorists in the center turn lane. For example, a motorist proceeding eastbound on 2nd who then makes a left turn (north) on Harrison and is waiting in the center turn lane to merge with northbound traffic will meet, head-on, a motorist who made a left turn from Sheridan into the Harrison center turn lane, and who is trying to merge into southbound traffic.</p> |

Harrison Boulevard: 7th Street to 2nd Street
Public Comments and Responses

| Comment Number | Date | Commenter | Media Used | Comment | Response |
|----------------|-----------|-----------------------|----------------|---|---|
| 14 | 1/16/2013 | Rachel Christian | Public Meeting | <p>Rachel Christian, 1148 Harrop. I attend the church that's on the corner where there's a lot of property that's going to be taken out. And if they can guarantee safety with the high school kids that drive around the corner -- they're going to go faster because it's going to become a speedway. And we have small kids in the neighborhood. If you can guarantee that there's going to be some way to show that there -- like a sign that says, Slow, Children in Area, something to stop the kids from being hurt.</p> <p>And I'm still not sold on the idea of not having a dead end. I think that that should be a dead end. I don't think it should be widened. I mean we've got people who are losing sizable chunks of property. It's not fair. It's not right.</p> | <p>Your comment regarding signage has been forwarded to the designers so that it can be taken into consideration.</p> <p>The project proposes to increase the offset distance between traffic and pedestrians by adding shoulders and parkstrip, which will significantly increase safety of this portion of Harrison Blvd.</p> <p>Widening Harrison Boulevard to include a center turn lane, uniform shoulders, curb, gutter, and sidewalks between 7th and 2nd Streets has been on the city's plan for many years. In order to have a properly functioning and safe center turn lane on Harrison, offset intersections (Harrop, Douglas, 2nd and Sheridan) must be corrected.</p> <p>Offset intersections present a head-on collision hazard to motorists in the center turn lane. For example, a motorist proceeding eastbound on 2nd who then makes a left turn (north) on Harrison and is waiting in the center turn lane to merge with northbound traffic will meet, head-on, a motorist who made a left turn from Sheridan into the Harrison center turn lane, and who is trying to merge into southbound traffic.</p> |
| 15 | 1/16/2013 | DeVon & Inga Hunzeker | Public Meeting | <p>Devon: I said something about the sidewalks on Sheridan, didn't I? There's no sidewalks there, just the first block.</p> <p>Inga: Kids are always walking in the roads.</p> <p>DeVon: They ought to have sidewalks on Sheridan. That was the only thing I wanted to make sure. I don't know if that means I have to clean more sidewalks, but I've got a blower anyway.</p> | <p>Your comment will be forwarded to city staff for further consideration.</p> |
| 16 | 1/16/2013 | Michael Gibson | Public Meeting | <p>Michael Gibson, and it's the property at 1150 2nd Street. So I've got five issues. One is the land value, you know, how it's going to compare. Putting a road where -- you know, we use it to grow a garden, feed the family, that sort of stuff. We wouldn't have near the room to do that with the project. And then there's no commitment right now to buy the full property, which would be the best for us. I look at it as an all-or-nothing type thing.</p> <p>And then the one question I had was, if after they put the road in and we decide -- because it's an older home -- we want to rebuild, are they going to allow us to build a home there? The avenue I'm coming from is, is there enough space that they would allow a home to be built on the existing space? And then, any possibilities of improvements after that? And then the final one would be, they're looking at Phase 1 in 2014. They still haven't indicated that there will be a Phase 2, or when it will be. So you know, to me that's just a big question that's hanging over the whole matter right now. So that's all I have.</p> | <p>The project will follow the Uniform Relocation Act in negotiating appropriate compensation for a loss of property and improvements. The project team will keep you informed throughout the project.</p> <p>If you decided to rebuild your home, you would be subject to city zoning, setback requirements, and established landscaping ordinances.</p> |

Harrison Boulevard: 7th Street to 2nd Street
Public Comments and Responses

| Comment Number | Date | Commenter | Media Used | Comment | Response |
|----------------|-----------|------------------|----------------|--|--|
| 17 | 1/16/2013 | Emily Gibson | Public Meeting | <p>I'm his wife, Emily Gibson. And my comment is, how can they say we're not impacted when they take away our whole lifestyle? If they were to look at my property, it's very private, as much as it could be living on a street like that. And they say we're not impacted if they take away all our front property, all of our vegetation, and privacy. They say, You're okay, because you're 10 feet back from the curb. That's not right.</p> <p>And we wouldn't be able to sell it. I mean, who would buy it? And we're older. So if we're not compensated, we can't move. We can't sell it. And we don't have money of our own to go somewhere else. And I didn't buy that place from -- you know, it was in my family since 1947. And so I bought it as a heritage place for all my brothers and sisters and all our kids. And what happened to the idea that you could have a home place and it was your whole reason for having the property? I mean, and nowadays people just buy a newer house, a cuter house, or whatever. But if it's the home place, I mean, they don't take into consideration that.</p> <p>And living that close to the street, I mean, we have grandfathered in a hedge that gives us a little bit of privacy. But out there are they going to allow us to plant any trees or anything like that so we have privacy? Or are we just going to be out in the world for everybody to just drive by, honk, and throw their garbage in our yard? Do you know what I mean? They haven't said that we could have fences or hedges or anything in the front. Usually when people get all of their yard taken away they do a sound wall for privacy. Well, they're not going to want to that. It won't look nice. So I feel like they have to compensate us somehow.</p> <p>I kind of resent the way that the City described us in their overall plan. They described us as an aging population with little, small houses that weren't worth a lot. You know, that's not true. They might not be high-priced like everybody else's, but they're our homes. And who's to say what's a good house? Do you know what I mean? So with him, I would say that it's unacceptable that they just buy the land off from us and not take the whole thing. Because I could use it as a loss that way. But if I have to sit there and live with it every day, it's too much.</p> | <p>It does not appear that a full acquisition of your property is warranted, due to your offset from 2nd Street. The project will compensate you for all acquired property, including any landscaping removed as a result of construction. Once compensated for the loss, replacement of landscaping is at your discretion and should be done according to established city ordinances.</p> <p>Noise walls are not constructed to ensure privacy, but to reduce noise impacts. In the case of your property, if the standard criteria for a noise wall was met, a noise wall would not be effective because of required gaps in the wall for driveways and other access.</p> |
| 18 | 1/16/2013 | Clara Valenciano | Public Meeting | <p>My name is Clara Valenciano, and my husband's name is Genero. He's actually the owner. Well, we both are. But same last name. 189 Harrison Boulevard, right on the corner across from the gas station. So I guess I already asked him a lot of questions. But we're just disappointed, because we had just remodeled the house. My husband just built his dream garage. And well, he was telling us that we still might have anywhere from three to five years before, because it's not extended all the way to 2nd Street yet, the funding. So he said there will be more meetings and someone will be in contact with us. So that's good. I really don't know what other questions to ask or what to say. Just that we're disappointed. Been there for a long time.</p> | <p>Thank you for your comment. When your property is acquired by the project, you will be compensated for all improvements at fair market value, in addition to relocation costs.</p> |

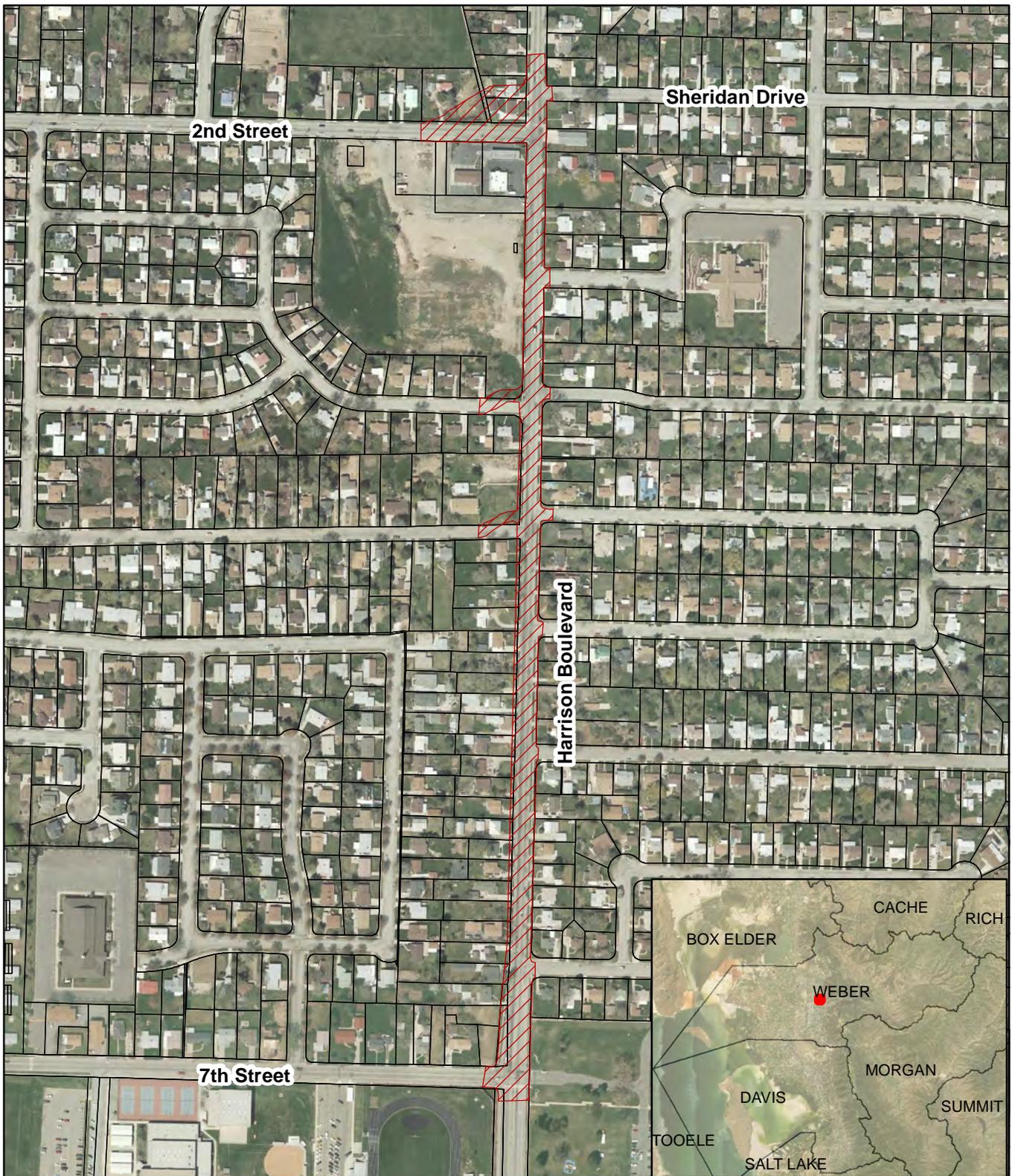
Harrison Boulevard: 7th Street to 2nd Street
Public Comments and Responses

| Comment Number | Date | Commenter | Media Used | Comment | Response |
|----------------|-----------|------------------|----------------|--|--|
| 19 | 1/16/2013 | Natalie Toone | Public Meeting | Natalie Toone, 530 Harrison Boulevard. I'm so excited I can't even stand it. Taking Douglas and Hudson and making them to where they line up, perfect. Having the extra parking out on the street is awesome for not only for the plows, for just, I mean, just to be able to come out of my driveway into that lane and then down. No more accidents. Let's see. The light on 2nd Street, that has needed to happen for a long time. The speed coming through 7th Street for people to get over to merge in, I've seen horrible accidents. Usually one or two a summer, it seems like. Maybe even more than that. I'm just -- I'm excited. It's great. It's good. | Thank you for your comment. |
| 20 | 1/25/2013 | Darrell Graff | E-mail | We were out of town when the public open house was held discussing the changes on Harrison Blvd. between 7th and 2nd Street. We own the property at 504 Harrison. What decisions were made at the meeting on Jan. 16? What are the long range plans? How will it impact property frontage in that area? Thank you for helping us understand the long range goals. | The project proposes to add a center turn lane, uniform shoulders, curb, gutter, and sidewalk on Harrison Boulevard between 7th and 2nd Streets. In addition, the intersection of 2nd Street and Harrison Boulevard will be realigned to meet Sheridan Avenue. Harrison Boulevard will need to be widened to accommodate the center-turn lane. Although the widening will be primarily to the west, it will require a relatively small amount of property from the east side of Harrison. While we are early in the design process, it is estimated that the sidewalk in most areas on the east side will be moved approximately 4 feet to the east to accommodate roadway widening. As the design is finalized, the project will meet with you to discuss impacts to your property and compensation. |
| 21 | 1/28/2013 | Beatrica Salinas | U.S. Mail | I feel that their ways to fix thing, but to take away from the Holy land is not right. So if you can please find it in your heart not to take from this Holy land would be appreciated thank you. | <p>Widening Harrison Boulevard to include a center turn lane between 7th and 2nd Streets has been on the city's plan for many years. The city cannot build a center turn lane on Harrison without addressing the problem of the offset intersections (Harrop, Douglas, 2nd and Sheridan). As you know, a center turn lane allows cars to get out of through-traffic to make a left turn, without delaying all the through-traffic.</p> <p>Offset intersections present a head-on collision hazard to motorists in the center turn lane. For example, a motorist proceeding eastbound on 2nd who then makes a left turn (north) on Harrison and is waiting in the center turn lane to merge with northbound traffic will meet, head-on, a motorist who made a left turn from Sheridan into the Harrison center turn lane, and who is trying to merge into southbound traffic.</p> <p>Closing Harrop Street at Harrison Blvd is not considered as part of this project, as there are numerous residents on Harrop who depend on that connectivity.</p> |

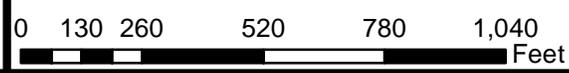
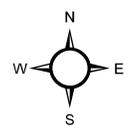
Harrison Boulevard: 7th Street to 2nd Street
Public Comments and Responses

| Comment Number | Date | Commenter | Media Used | Comment | Response |
|----------------|-----------|--------------------------|------------|---|---|
| 22 | 1/30/2013 | Emily Gibson | E-mail | <p>After attending the "Open House" at Ben Lomond High School on January 16, 2013 and reviewing the plans and listening to the presenters there; I am submitting this statement to be entered into the official record. I am against the proposed plan to widen 2nd Street and align Sheridan Drive to form an intersection with traffic light. At the open house you failed to present data or supporting documentation that the project is necessary. You also failed to provide evidence that there is in fact a safety issue and that by completing the project you would rectify the problem. The project seems arbitrary, without clear goals and not at all sensitive or respectful to the current land owners and the impact to their property. I do not accept or approve of the project. The proposal to compensate my family for the land needed to complete the project while negating the impact to the value of the existing house and property is unacceptable. I demand further consideration of the merits of the project, impact to my property and the proposed compensation in writing.</p> | <p>Widening Harrison Boulevard to include a center turn lane, uniform shoulders, curb, gutter, and sidewalk between 7th and 2nd Streets has been on the city's plan for 20 years. Such improvements both increase safety between opposing lanes of traffic, and between traffic and pedestrians. In order to have a properly functioning and safe center turn lane on Harrison, offset intersections (Harrop, Douglas, 2nd and Sheridan) must be corrected.</p> <p>Offset intersections present a head-on collision hazard to motorists in the center turn lane. For example, a motorist proceeding eastbound on 2nd who then makes a left turn (north) on Harrison and is waiting in the center turn lane to merge with northbound traffic will meet, head-on, a motorist who made a left turn from Sheridan into the Harrison center turn lane, and who is trying to merge into southbound traffic.</p> <p>City, state, and federal traffic standards do not allow this situation to persist. There have been minor crashes and other traffic/pedestrian accidents on Harrison Boulevard in the last few years, but the main reason for realigning these intersections is that Federal, State, and local traffic design standards do not allow us to construct a project that knowingly produces a head-on collision situation.</p> |
| 23 | 1/31/2013 | Rev. James W. Morgan Jr. | U.S. Mail | <p>I am writing to protest your ill conceived idea in straightening Harrop. It will cause us great hardship and is completely unnecessary. Your idea makes it impossible for us to grow and butchers our property. This is consecrated ground and as such should be deserving of your respect.</p> <p>The widening of Harrison Blvd is another bad idea as you will turn this neighborhood into a race track with, as regards the children, dangerous implications.</p> | <p>Thank you for your comment. We have registered your opposition to the project. The project will follow the Uniform Relocation Act in negotiating appropriate compensation for a loss of property and improvements.</p> <p>Widening Harrison Boulevard to include a center turn lane, uniform shoulders, curb, gutter, and sidewalk between 7th and 2nd Streets has been on the city's plan for 20 years. Such improvements both increase safety between opposing lanes of traffic, and between traffic and pedestrians. In order to have a properly functioning and safe center turn lane on Harrison, offset intersections (Harrop, Douglas, 2nd and Sheridan) must be corrected.</p> |

**Appendix C –
Right of Way**



 Project Footprint



**Harrison Boulevard
Right of Way Impacts**

**Appendix D –
Cultural Resources**



State of Utah

GARY R. HERBERT
Governor

GREG BELL
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

12-2274
Received
DEC 13 2012
USHPO

December 13, 2012

Mr. Cory Jensen
Senior Preservation Program Specialist
Division of State History
300 Rio Grande
Salt Lake City, UT 84101-1182

RE: UDOT Project Number: F-LC57(21); Harrison Boulevard: 2nd Street to 7th Street, Ogden, Weber County, Utah (PIN: 10014). Division of State History Project: U-12-ZP-0638ps.
Determination of Eligibility and Finding of Adverse Effect

Dear Mr. Jensen:

Ogden City, in conjunction with the Utah Department of Transportation (UDOT) and the Federal Highway Administration (FHWA), initiated a Categorical Exclusion (CE) to study the environmental impacts that may result from proposed improvements to Harrison Boulevard between 2nd Street and 7th Street in Ogden, Weber County.

In accordance with Stipulation II, Part A and Appendix B of the *Memorandum of Understanding, State Assumption of Responsibility for Categorical Exclusions (23 USC §326)* (executed June 30, 2011), the UDOT assumes responsibility, assigned by the Federal Highway Administration (FHWA), for ensuring compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. In accordance with the *First Amended Programmatic Agreement Among the Federal Highway Administration, the Utah Department of Transportation, the Utah State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah* (executed April 16, 2010), Section 106 of the NHPA (16 U.S.C. § 470 et seq.), and U.C.A.9-8-404, the UDOT has taken into account the effects of this undertaking on historic properties, and is affording the Advisory Council on Historic Preservation (ACHP) and the Utah State Historic Preservation Officer (SHPO) an opportunity to comment on the undertaking.

Project Description:

Ogden City, in conjunction with UDOT and FHWA, proposes to make improvements to Harrison Boulevard. Improvements include:

- Widen Harrison Boulevard from its current two-lane section to a three-lane section, including shoulders, parkstrips and sidewalk.
- Install consistent sidewalk throughout the project area.

- Realign the intersection of 2nd Street and Harrison Boulevard to meet the intersection of Sheridan Drive and Harrison Boulevard.

Cultural Resources:

A Class I Records Search, field review, and consultation with Native American tribes on traditional cultural properties and other historic property types, were conducted to identify any cultural resources within the project area. A copy of the architectural and archaeological survey results reports and associated documentation materials are enclosed with this letter. Project Engineering Consultants (PEC) completed the archaeological survey, with the letter report titled *A Cultural Resource Inventory for the Harrison Boulevard, 2nd Street to 7th Street Project, Ogden City, Weber County, Utah*, as well as the architectural survey, with the report titled *A Selective Reconnaissance-Level Survey of Architectural Resources for the Harrison Boulevard, 7th Street to 2nd Street Project, Ogden, Weber County, Utah*.

The Area of Potential Effects (APE) consists of an area running along Harrison Boulevard from 7th Street in the south to Sheridan Drive in the north, one parcel deep. It also encompasses each side street from 7th Street to 3rd Street to a depth of up to three parcels, and 2nd street and Sheridan Drive to a depth of 8 parcels from Harrison Boulevard to account for possible changes in the intersection. The APE contains 64.25 acres (26 hectares). Within the APE a reconnaissance-level archaeological survey and selective reconnaissance-level architectural survey were undertaken.

Architectural Resources:

During the architectural survey a total of 89 historic properties were recorded, all historic buildings. Of these, 60 have been determined eligible for the National Register of Historic Places (NRHP) while 29 have been determined ineligible. No properties are listed on the NRHP. Of the eligible properties, two, at 179 Harrison Boulevard and 189 Harrison Boulevard, would be acquired and demolished, resulting in a finding of **Adverse Effect** by this project. The project would have **No Adverse Effect** to twenty-three properties, which would have small portions of their properties acquired, but which would not impact any features which contribute to the eligibility of the properties. The project would result in a finding of **No Historic Properties Affected** to the remaining 35 eligible properties included in the study area (see Table 1).

| Property | Date | Style/Type | USHPO Rating/NRHP Eligibility | Finding of Effect | Description of Impact |
|--|------|--------------------------------------|-------------------------------|---------------------------------|----------------------------|
| 138 Harrison Boulevard | 1946 | Ranch/Split-Level | NC/Ineligible | No Historic Properties Affected | |
| 146 Harrison Boulevard | 1956 | Ranch/Split-Level | NC/Ineligible | No Historic Properties Affected | |
| 165 Harrison Boulevard | 1956 | Ranch/Ranch | EC/Eligible | No Historic Properties Affected | |
| 179 Harrison Boulevard | 1956 | Ranch/Ranch | EC/Eligible | Adverse Effect | Acquisition and Demolition |
| 180 Harrison Boulevard/ 1207 Sheridan Drive | 1949 | Minimal Traditional/WWII-Era Cottage | NC/Ineligible | No Historic Properties Affected | |
| 189 Harrison Boulevard | 1955 | Ranch/Ranch | EC/Eligible | Adverse Effect | Acquisition and Demolition |
| 200/202 Harrison Boulevard | 1950 | Ranch/Ranch | NC/Ineligible | No Historic Properties Affected | |

| | | | | | |
|------------------------|------|--|---------------|---------------------------------|-----------------------------------|
| 204 Harrison Boulevard | 1948 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Historic Properties Affected | |
| 244 Harrison Boulevard | 1958 | Ranch/Early Ranch | EC/Eligible | No Historic Properties Affected | |
| 304 Harrison Boulevard | 1955 | Ranch/Ranch | EC/Eligible | No Historic Properties Affected | |
| 310 Harrison Boulevard | 1955 | Ranch/Ranch | NC/Ineligible | No Historic Properties Affected | |
| 326 Harrison Boulevard | 1952 | Ranch/Early Ranch | EC/Eligible | No Historic Properties Affected | |
| 352 Harrison Boulevard | 1938 | Tudor Revival/Period Revival | EC/Eligible | No Historic Properties Affected | |
| 354 Harrison Boulevard | 1930 | None/Other | EC/Eligible | No Historic Properties Affected | |
| 370 Harrison Boulevard | 1950 | Ranch/Ranch | NC/Ineligible | No Historic Properties Affected | |
| 403 Harrison Boulevard | 1949 | Minimal Traditional/Early Ranch | NC/Ineligible | No Historic Properties Affected | |
| 412 Harrison Boulevard | 1950 | Neocolonial/Cape Cod | EC/Eligible | No Historic Properties Affected | |
| 420 Harrison Boulevard | 1956 | Ranch/Ranch/Rambler | EC/Eligible | No Historic Properties Affected | |
| 421 Harrison Boulevard | 1952 | Ranch/Early Ranch | EC/Eligible | No Adverse Effect | Strip Take of 574 ft ² |
| 431 Harrison Boulevard | 1947 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Adverse Effect | Strip Take of 534 ft ² |
| 437 Harrison Boulevard | 1948 | Minimal Traditional/WWII-Era Cottage | NC/Ineligible | No Historic Properties Affected | |
| 445 Harrison Boulevard | 1957 | Minimal Traditional/Ranch | EC/Eligible | No Adverse Effect | Strip Take of 527 ft ² |
| 453 Harrison Boulevard | 1944 | None/WWII-Era Cottage | NC/Ineligible | No Historic Properties Affected | |
| 459 Harrison Boulevard | 1945 | Minimal Traditional/Foursquare Cottage | EC/Eligible | No Adverse Effect | Strip Take of 418 ft ² |
| 496 Harrison Boulevard | 1949 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Adverse Effect | Strip Take of 224 ft ² |
| 501 Harrison Boulevard | 1960 | Neo-Spanish/Mansard | NC/Ineligible | No Historic Properties Affected | |
| 504 Harrison Boulevard | 1948 | Minimal Traditional/WWII-Era Cottage | ES/Eligible | No Adverse Effect | Strip Take of 313 ft ² |
| 509 Harrison Boulevard | 1940 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Adverse Effect | Strip Take of 531 ft ² |
| 515 Harrison Boulevard | 1950 | Ranch/Early Ranch | EC/Eligible | No Adverse Effect | Strip Take of 528 ft ² |
| 522 Harrison Boulevard | 1949 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Adverse Effect | Strip Take of 310 ft ² |

| | | | | | |
|-----------------------------|---------|---------------------------------------|---------------|---------------------------------|---|
| 523 Harrison Boulevard | 1942 | Minimal Traditional/Early Ranch | NC/Ineligible | No Historic Properties Affected | |
| 525 Harrison Boulevard | 1950 | None/Ranch | NC/Ineligible | No Historic Properties Affected | |
| 530 Harrison Boulevard | 1953 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Adverse Effect | Strip Take of 224 ft ² |
| 545 Harrison Boulevard | 1960 | Ranch/Ranch | EC/Eligible | No Adverse Effect | Strip Take of 437 ft ² |
| 560 Harrison Boulevard | 1955 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Adverse Effect | Strip Take of 294 ft ² |
| 570 Harrison Boulevard | 1955 | Minimal Traditional/Early Ranch | EC/Eligible | No Adverse Effect | Strip Take of 112 ft ² |
| 585 Harrison Boulevard | 1945 | None/WWII-Era Cottage | NC/Ineligible | No Historic Properties Affected | |
| 600 Harrison Boulevard | 1955 | Ranch/Early Ranch | EC/Eligible | No Adverse Effect | Strip Take of 167 ft ² |
| 610 Harrison Boulevard | 1955 | Ranch/Ranch | EC/Eligible | No Adverse Effect | Strip Take of 203 ft ² |
| 613 Harrison Boulevard | 1950 | None/WWII-Era Cottage | NC/Ineligible | No Historic Properties Affected | |
| 620 Harrison Boulevard | 1955 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Adverse Effect | Strip Take of 214 ft ² |
| 621 Harrison Boulevard | 1960 | Ranch/Ranch | NC/Ineligible | No Historic Properties Affected | |
| 625 Harrison Boulevard | 1960 | Split-Level/Split-Level | NC/Ineligible | No Historic Properties Affected | |
| 631 Harrison Boulevard | 1946 | 20 th Century: Other/Other | NC/Ineligible | No Historic Properties Affected | |
| 653 Harrison Boulevard | 1967 | Ranch/Ranch | EC/Eligible | No Adverse Effect | Strip Take of 1,229 ft ² |
| 1100 2 nd Street | c. 1950 | Minimal Traditional/WWII-Era Cottage | NC/Ineligible | No Historic Properties Affected | |
| 1104 2 nd Street | 1960 | Ranch/Ranch/Rambler | EC/Eligible | No Historic Properties Affected | |
| 1110 2 nd Street | 1942 | Minimal Traditional/WWII-Era Cottage | NC/Ineligible | No Historic Properties Affected | |
| 1118 2 nd Street | 1961 | None/Ranch/Rambler | EC/Ineligible | No Historic Properties Affected | |
| 1126 2 nd Street | 1949 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Historic Properties Affected | |
| 1150 2 nd Street | 1953 | Ranch/Ranch | EC/Eligible | No Adverse Effect | Partial Take of 0.16 acres (7,097 ft ²) |
| 1220 Sheridan Drive | 1950 | Ranch/WWII-Era Cottage | EC/Eligible | No Historic Properties Affected | |
| 1225 Sheridan Drive | 1953 | Ranch/Ranch/Rambler | EC/Eligible | No Historic Properties Affected | |

| | | | | | |
|-----------------------------|------|---|---------------|---------------------------------|-----------------------------------|
| 1230 Sheridan Drive | 1956 | Ranch/Ranch | EC/Eligible | No Historic Properties Affected | |
| 1231 Sheridan Drive | 1954 | Ranch/Ranch | EC/Eligible | No Historic Properties Affected | |
| 1236 Sheridan Drive | 1949 | Ranch/Ranch/Rambler | NC/Ineligible | No Historic Properties Affected | |
| 1239 Sheridan Drive | 1956 | Ranch/Ranch | NC/Ineligible | No Historic Properties Affected | |
| 1246 Sheridan Drive | 1956 | Ranch/WWII-Era Cottage | EC/Eligible | No Historic Properties Affected | |
| 1247 Sheridan Drive | 1956 | Ranch/Ranch/Rambler | EC/Eligible | No Historic Properties Affected | |
| 1254 Sheridan Drive | 1954 | Ranch & Minimal Traditional/Ranch | EC/Eligible | No Historic Properties Affected | |
| 1255 Sheridan Drive | 1953 | Ranch/Early Ranch | EC/Eligible | No Historic Properties Affected | |
| 1262 Sheridan Drive | 1951 | Ranch/Ranch | NC/Ineligible | No Historic Properties Affected | |
| 1263 Sheridan Drive | 1953 | Ranch/Early Ranch | EC/Eligible | No Historic Properties Affected | |
| 1271 Sheridan Drive | 1953 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Historic Properties Affected | |
| 1272 Sheridan Drive | 1951 | Ranch/WWII-Era Cottage | EC/Eligible | No Historic Properties Affected | |
| 1204 3 rd Street | 1959 | Ranch/Ranch | NC/Ineligible | No Historic Properties Affected | |
| 1212 3 rd Street | 1958 | Ranch/Ranch | NC/Ineligible | No Historic Properties Affected | |
| 1215 3 rd Street | 1957 | Ranch/Ranch | EC/Eligible | No Historic Properties Affected | |
| 1220 3 rd Street | 1962 | 20 th Century: Other/Split-Level | EC/Eligible | No Historic Properties Affected | |
| 1225 3 rd Street | 1957 | Ranch/Ranch/Rambler | EC/Eligible | No Historic Properties Affected | |
| 685 Iowa Avenue | 1957 | Minimal Traditional & Ranch/Ranch | EC/Eligible | No Historic Properties Affected | |
| 1170 Douglas Street | 1957 | Ranch/Ranch | EC/Eligible | No Historic Properties Affected | |
| 1175 Douglas Street | 1956 | Ranch/Ranch | EC/Eligible | No Adverse Effect | Strip Take of 25 ft ² |
| 1185 Douglas Street | 1956 | Ranch/Ranch | EC/Eligible | No Adverse Effect | Strip Take of 817 ft ² |
| 1208 Harrop Street | 1950 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Historic Properties Affected | |
| 1209 Harrop Street | 1951 | Ranch/Ranch | NC/Ineligible | No Historic Properties Affected | |

| | | | | | |
|-----------------------------|------|--------------------------------------|---------------|---------------------------------|-----------------------------------|
| 1208 5 th Street | 1950 | Ranch/Ranch | EC/Eligible | No Historic Properties Affected | |
| 1209 5 th Street | 1950 | Minimal Traditional/WWII-Era Cottage | NC/Ineligible | No Historic Properties Affected | |
| 1203 Hudson Street | 1950 | Ranch/Ranch | EC/Eligible | No Adverse Effect | Strip Take of 263 ft ² |
| 1213 Hudson Street | 1950 | Ranch/Ranch | EC/Eligible | No Historic Properties Affected | |
| 1223 Hudson Street | 1951 | Ranch/Ranch | NC/Ineligible | No Historic Properties Affected | |
| 1231 Hudson Street | 1951 | Ranch/Ranch | EC/Eligible | No Historic Properties Affected | |
| 1152 7 th Street | 1949 | Ranch/Early Ranch | NC/Ineligible | No Historic Properties Affected | |
| 1205 7 th Street | 1955 | Minimal Traditional/Ranch | EC/Eligible | No Adverse Effect | Strip Take of 576 ft ² |
| 1206 7 th Street | 1955 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Adverse Effect | Strip Take of 99 ft ² |
| 1215 7 th Street | 1957 | Ranch/Ranch | NC/Ineligible | No Historic Properties Affected | |
| 1218 7 th Street | 1955 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Historic Properties Affected | |
| 1223 7 th Street | 1955 | Minimal Traditional/Ranch | EC/Eligible | No Historic Properties Affected | |
| 1231 7 th Street | 1955 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Historic Properties Affected | |

Historic Boundaries:

All residential properties within the APE retain their historical property boundary as their current legal parcel boundary. As such, the current legal parcel boundary has been used as the historical property boundary for all residential properties.

Archaeological Resources:

No archaeological sites, traditional cultural properties, or paleontological resources were identified or recorded in the APE.

Consultation:

The FHWA and the UDOT initiated consultation with several Native American tribes/bands, including the Skull Valley Band of the Goshute Indians, the Eastern Shoshone Tribe of the Wind River Reservation, the Shoshone-Bannock Tribes of Fort Hall, the Paiute Indian Tribe of Utah, the Northwestern Band of the Shoshone Nation, the Uintah and Ouray Ute Indian Reservation, the Cedar Band of the Paiutes, and the Shivwits Band of Paiute Indians. Consultation has been initiated with the Ogden City Certified Local Government (CLG). Formal letters sent to the tribes/bands in September 2012 requested information on any cultural resources in the project vicinity and invited them to be consulting parties. As of the date of this letter, none of the contacted parties have responded. Should any of the parties respond, the FHWA and the UDOT will continue any necessary consultation.

In addition, after receipt of your concurrence to this letter, UDOT will continue Section 106 compliance through notification of the Advisory Council on Historic Preservation (ACHP) and public notice of the adverse effect.

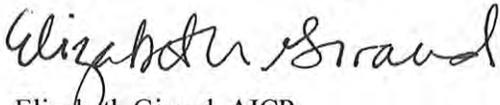
Summary:

PEC, Ltd., under the direction of the UDOT Region 1 Archaeologist and UDOT Architectural Historian conducted a cultural resources inventory, including a Class I Records Search and field visit, for the project APE. The inventory documented 89 historic architectural properties, of which 60 were determined eligible. The project will not affect 35 of the eligible historic architectural properties. The project will have **No Adverse Effect** on twenty-three architectural properties, and an **Adverse Effect** on two architectural properties. The overall Section 106 effect to historic properties for this project is an **Adverse Effect**.

The cultural resource inventory results report letter and associated materials, project location, historic property location maps, diagrams showing project effects to the NRHP-eligible historic property, and a CD containing digital photographs of the historic buildings are enclosed with this DOE-FOE letter.

Please review this document and, providing you agree with the findings contained herein, sign and date the signature line at the end of this letter. Should you have any questions or need additional information, please feel free to contact Elizabeth Giraud at (801) 965-4917 or egiraud@utah.gov.

Sincerely,

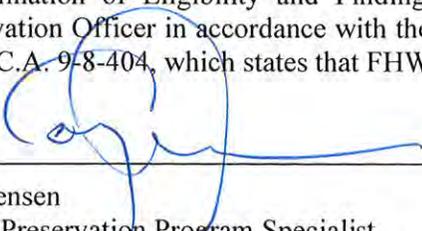


Elizabeth Giraud, AICP
UDOT Architectural Historian

Enclosures:

- Cultural Resources Inventory Results Reports and associated materials
- Maps showing impacts to cultural resources.
- CD with digital photographs of historic buildings.

Regarding the UDOT Project Number: F-LC57(21); Harrison Boulevard, 2nd Street to 7th Street, I concur with the Determination of Eligibility and Finding of Effect described above, submitted to the Utah State Historic Preservation Officer in accordance with the First Amended Programmatic Agreement, Section 106 of the NHPA, and U.C.A. 9-8-404, which states that FHWA and UDOT have determined that the finding is **Adverse Effect**.



Cory Jensen
Senior Preservation Program Specialist
Division of State History

12/20/2012
Date



State of Utah

GARY R. HERBERT
Governor

GREG BELL
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

January 17, 2013

Najah Duvall-Gabriel
Historic Preservation Specialist
Advisory Council on Historic Preservation
1100 Pennsylvania Ave, NW, Suite 803
Washington, D.C, 20004

RE: UDOT Project Number: F-LC57(21); Harrison Boulevard, 2nd Street to 7th Street, Ogden City, Weber County, Utah (PIN 10014).
Advisory Council Notification of Adverse Effect.

Dear Ms. Duvall-Gabriel:

In accordance with Stipulation IX (D)(4)(e) of the *First Amended Programmatic Agreement Among the Federal Highway Administration, the Utah Department of Transportation, the Utah State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah* (executed April 16, 2010), the Utah Department of Transportation (UDOT) has been delegated the responsibility of notifying the Advisory Council on Historic Preservation of findings of adverse effects.

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT), in conjunction with Ogden City, proposes to make improvements to Harrison Boulevard. Improvements include widening Harrison Boulevard from its current two-lane section to a three-lane section (including shoulders, sidewalk, and parkstrip), and realign the intersection of 2nd Street and Harrison Boulevard to meet the intersection of Sheridan Drive and Harrison Boulevard.

In accordance with 36 CFR 800.6(a)(1), the FHWA and the UDOT are providing this letter to the Advisory Council as notification that the project will have an **Adverse Effect** on two architectural properties. The documentation specified in 36 CFR 800.11(e) is enclosed, including all consultation letters and a copy of the cultural resources inventory reports.

The Area of Potential Effects (APE) as defined by 36 CFR 800.16(d), consists of a corridor along Harrison Boulevard from 7th Street in the south to Sheridan Drive in the north, one parcel deep. It also encompasses each side street from 7th Street to 3rd Street to a depth of up to three parcels, and 2nd street and Sheridan Drive to a depth of 8 parcels from Harrison Boulevard to account for possible changes in the intersection. Within the APE, a reconnaissance-level archaeological survey and selective reconnaissance-level architectural survey were undertaken.

The effort to identify and evaluate all historic, archaeological, and paleontological resources within the APE, as required by 36 CFR 800.4, was conducted in accordance with the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 Federal Register Part IV). Project Engineering Consultants (PEC) completed the archaeological and the architectural surveys and the complete results are reported in *A Cultural Resource Inventory for the Harrison Boulevard, 2nd Street to 7th Street Project, Ogden City, Weber County, Utah*, and *A Selective Reconnaissance-Level Survey of Architectural Resources for the Harrison Boulevard, 7th Street to 2nd Street Project, Ogden, Weber County, Utah*.

During the cultural resources inventory of the APE, 89 architectural properties were identified. Of these, 60 have been determined eligible for the National Register of Historic Places (NRHP). No archaeological sites, known traditional cultural properties or paleontological resources are located in the APE. Two eligible properties (179 Harrison Boulevard and 189 Harrison Boulevard) would be acquired and demolished. In accordance with 36 CFR 800.5, FHWA and UDOT applied the criteria of adverse effect and determined that demolition of the two architectural properties an **Adverse Effect** to both resources. The Utah SHPO has concurred with the Determinations of Eligibility and the Findings of Effect for this project (see enclosed letter dated December 13, 2012). We will continue to work with their office and other consulting parties to develop a Memorandum of Agreement for the resolution of adverse effects.

The FHWA and the UDOT initiated consultation with several Native American tribes/bands, including the Skull Valley Band of the Goshute Indians, the Eastern Shoshone Tribe of the Wind River Reservation, the Shoshone-Bannock Tribes of Fort Hall, the Paiute Indian Tribe of Utah, the Northwestern Band of the Shoshone Nation, the Uintah and Ouray Ute Indian Reservation, the Cedar Band of the Paiutes, and the Shivwits Band of Paiute Indians. Consultation has been initiated with the Ogden City Certified Local Government (CLG). As of the date of this letter, none of the contacted parties have responded. Additional public involvement was conducted through the environmental study process and included city council meetings, flyers, an open house, and individual meetings with affected homeowners. While residences were interested in the historic nature of their neighborhood, no one has expressed concern over impacts specific to historic properties.

The FHWA and the UDOT request that the Council review the enclosed information and determine whether it wishes to enter the consultation process. If the Council chooses to participate, a response within 15 days would be appreciated. Please do not hesitate to contact me at 801-518-4956 or at jelsken@utah.gov if you have any questions or need additional information.

Respectfully,



Jennifer Elsken
Cultural Resources Program Manager
UDOT Environmental Services

Enclosures

Cc: Chris Lizotte, UDOT Region 1 Environmental Manager
Chuck Easton, PEC NEPA Project Manager



Preserving America's Heritage

January 30, 2013

Jennifer Elsken
Cultural Resources Program Manager
UDOT Environmental Services
Calvin Rampton Complex
4501 South 2700 West
Salt Lake City, UT 84114-8450

Ref: *Proposed Harrison Boulevard Improvement Project (2nd Street to 7th Street)
Ogden City, Weber County, Utah
UDOT Project Number:F-LC57(21); PIN 10014*

Dear Ms. Elsken:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Utah State Historic Preservation Office (SHPO), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Ms. Najah Duvall-Gabriel at 202-606-8585 or at ngabriel@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone:202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov



U.S. Department
of Transportation

**Federal Highway
Administration**

Utah Division

October 22, 2012

2520 West 4700 South, Suite 9A

Salt Lake City, UT 84129-1874

(801) 955-3500

(801) 955-3539

<http://www.fhwa.dot.gov/utdiv/utah.htm>

In Reply Refer To:

HDA-UT

Richard Jenks Jr., Chairman
Ute Indian Tribe of the Uintah and Ouray Ute Indian Reservation
P.O. Box 190
Fort Duchesne, UT 84026

Dear Mr. Jenks:

Under project number and title F-LC57(21); Harrison Boulevard; 7th Street to 2nd Street (PIN 10014), the Utah Department of Transportation (UDOT) and Ogden City, intend to utilize federal funding to widen Harrison Boulevard from 7th Street to 2nd Street in Ogden, Weber County, Utah from a current two-lane configuration to three lanes, including a center turn lane. Work may also include realignment of cross-streets to form better intersection geometry, particularly the intersection of 2nd Street and Sheridan Avenue. Work will take place both within and outside of UDOT roadway right-of-way. Property acquisition would be required for the project. The area has been heavily disturbed by residential and commercial construction; there are few areas within the project area that remain undisturbed.

In accordance with Section 106 of the National Historic Preservation Act (NHPA) and the *First Amended Programmatic Agreement among the Federal Highway Administration, the Utah Department of Transportation, the Utah State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah* (Section 106 PA) (signed into effect April 16, 2010), the FHWA will be responsible for consultation with Native American tribes/bands on this project. In accordance with Stipulation II, Part A and Appendix B of the *Memorandum of Understanding, State Assumption of Responsibility for Categorical Exclusions (23 USC §326)* (signed into effect July 1, 2008), the UDOT assumes responsibility, assigned by the FHWA, for ensuring compliance with Section 106 of the NHPA, except for Native American consultation.

In compliance with the 106 PA, the FHWA invites you to participate in the Section 106 consultation for the project and requests that you review the information in this letter and enclosed project information to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by the proposed undertaking. If you feel that there are any historic properties that may be impacted, we request your notification as such and your participation as a consulting party during the development of the environmental document. Please be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, the FHWA and the UDOT will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural places that may be affected by this proposed undertaking.

The area of potential effects (APE) for the project is one property parcel deep on each side of Harrison Boulevard and extends from 7th St. to 2nd St. The APE at the intersections and along cross streets extends away from Harrison Boulevard up to eight property parcels. Project Engineering Consultants (PEC) conducted a cultural resources inventory of the project APE. No prehistoric or historic archaeological sites were found during the inventory. A number of historic buildings were recorded in the corridor. A copy of the cultural resources inventory results documentation will be prepared and kept on file at the UDOT Region One Headquarters in Ogden, Utah. A copy of the results documentation will also be available for your review upon request.

At your request, the FHWA and the UDOT staff will be available to meet with you to discuss any concerns you might have about the project. Should you have any questions or concerns about this project and/or wish to be a consulting party, feel free to contact me at 801-955-3525 or at Paul.Ziman@dot.gov. We would also appreciate any suggestions you might have about other groups or individuals that we should contact regarding this project or ways that we may more effectively consult with your Tribe/Band.

To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Yours truly,

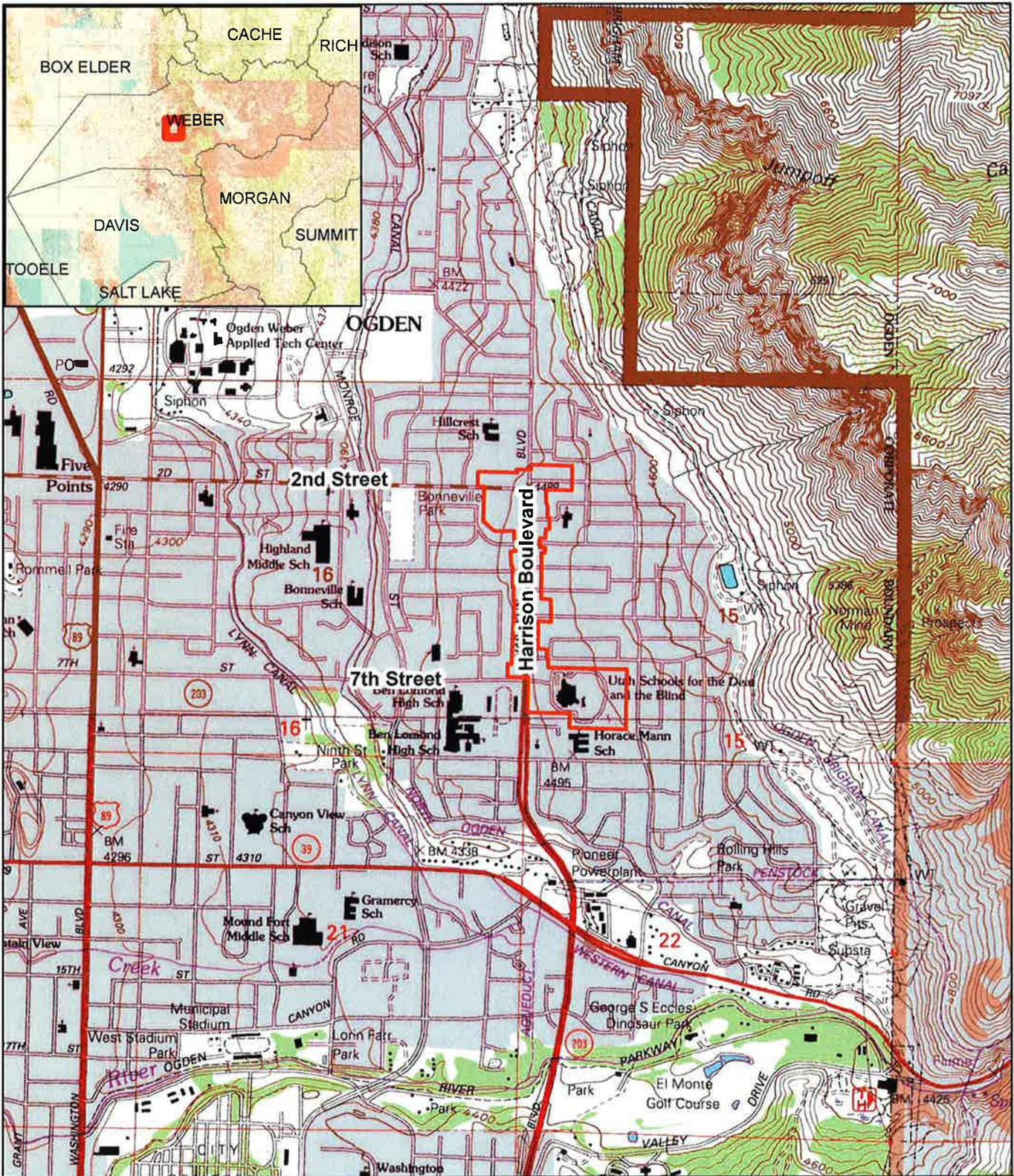


Paul Ziman
FHWA Area Engineer

Enclosures: Project Location Maps, List of Contacted Tribes

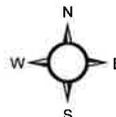
cc: Betsy Chapoose, Director, Cultural Rights and Protection
Edward Woolford, FHWA, Environmental Program Manager

PZIMAN/dm



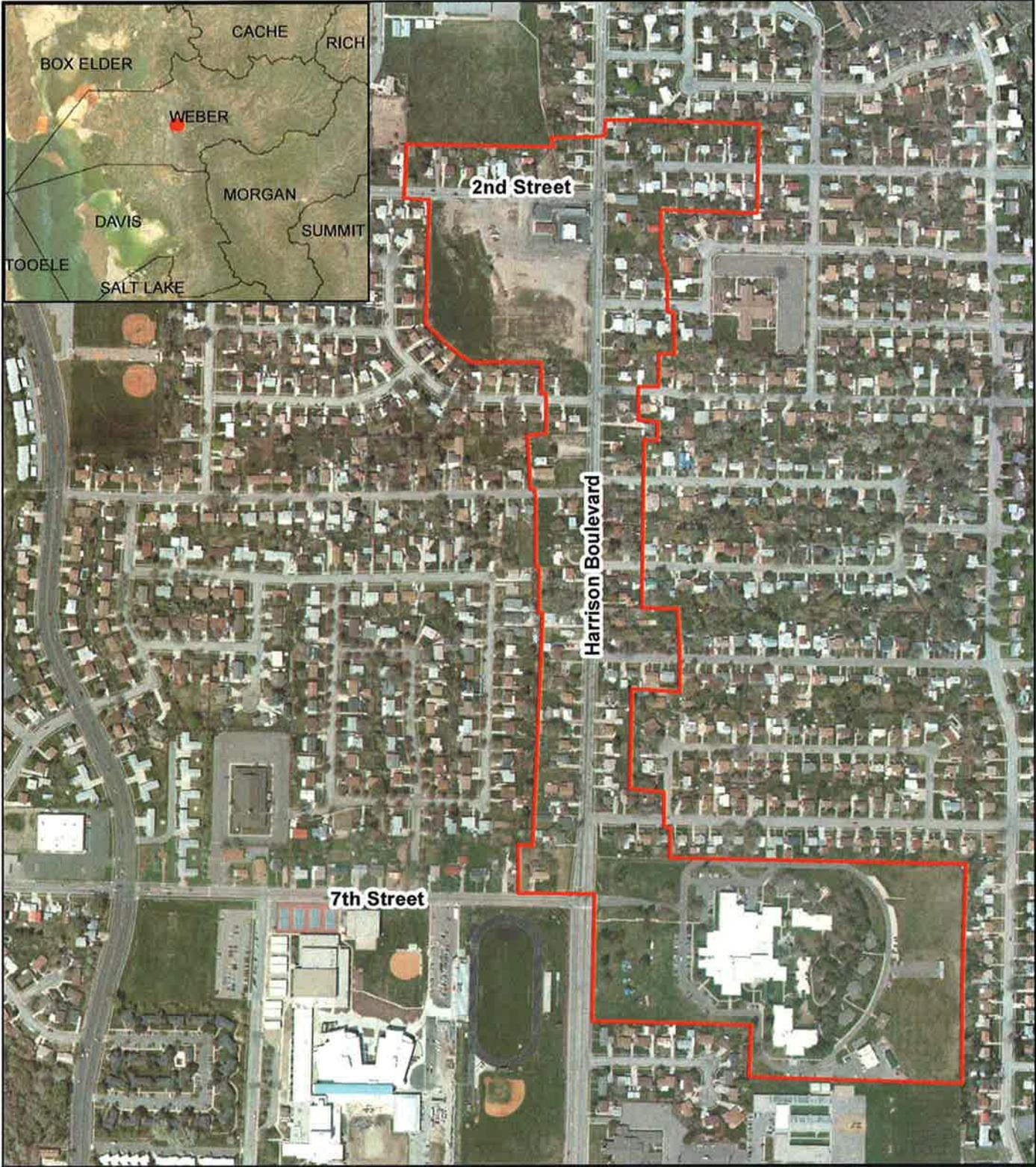
**PROJECT
ENGINEERING
CONSULTANTS**

 Area of Potential Effects

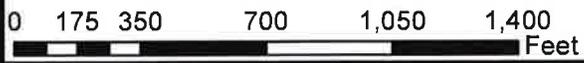
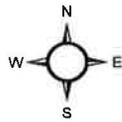


0 625 1,250 2,500 3,750 5,000
Feet

**Harrison Boulevard
Figure 1 -
Area of Potential Effects**



 Area of Potential Effects



**Harrison Boulevard
Figure 1 -
Area of Potential Effects**

LIST OF OTHER TRIBES/BANDS NOTIFIED OF THE PROJECT:

Tribal Contact List For: F-LC57(21); Harrison Boulevard; 7th Street to 2nd Street (PIN 10014)

IDENTICAL COPIES OF THIS LETTER SENT TO THE FOLLOWING:

| Original to: | CC to: |
|---|--|
| <p>Mike LaJeunesse, Chairman Eastern Shoshone Tribe of the Wind River Reservation P.O. Box 538/15 North Fork Rd Fort Washakie, WY 82514</p>  | <p>Glenda Trosper, Director, Cultural Center Eastern Shoshone Tribe of the Wind River Reservation P.O. Box 538/15 North Fork Rd Fort Washakie, WY 82514</p> <p>Wilfred Ferris, THPO Eastern Shoshone Tribe of the Wind River Reservation P.O. Box 538/15 North Fork Rd Fort Washakie, WY 82514</p> |
| <p>Nathan Small, Chair Shoshone-Bannock Tribes of Fort Hall P.O. Box 306 Pima Drive Fort Hall, ID 83203</p> | <p>Carolyn Smith, Cultural Resource Director Shoshone-Bannock Tribes of Fort Hall P.O. Box 306 Pima Drive Fort Hall, ID 83203</p> |
| <p>Jeanine Borchardt, Tribal Chairperson Paiute Indian Tribe of Utah 440 North Paiute Drive Cedar City, UT 84720</p> | <p>Dorena Martineau, Cultural Resources Manager Paiute Indian Tribe of Utah 440 North Paiute Drive Cedar City, UT 84720</p> |
| <p>Gwen Davis, Chairwoman Northwestern Band of Shoshone Nation 707 North Main Street Brigham City, UT 84302</p> | <p>Patty Timbimboo-Madsen, Cultural Specialist Northwestern Band of Shoshone Nation 707 North Main Street Brigham City, UT 84302</p> |
| <p>Richard Jenks, Jr., Chairperson Ute Indian Tribe of the Uintah and Ouray Ute Indian Reservation P.O. Box 190 Fort Duchesne, UT 84026</p>  | <p>Betsy Chapoose, Director, Cultural Rights and Protection Ute Indian Tribe of the Uintah and Ouray Ute Indian Reservation P.O. Box 190 Fort Duchesne, UT 84026</p> |

PROJECT INITIAL TRIBAL NOTIFICATION FORM WITH PROJECT INFORMATION SENT TO THE FOLLOWING (IN ACCORDANCE WITH TRIBAL SECTION 106 PAs; SENT BY THE UDOT REGION ARCHAEOLOGIST):

| Mail Original to: | Mail CC to: | Email to: |
|---|---|--|
| <p>Lora Tom, Band Chairwoman Cedar Band of Paiutes 4655 North Utah Trail Enoch, UT 84720</p> | <p>Eleanor Tom, Cultural Resources Representative Cedar Band of Paiutes 4562 N. Wagonwheel Dr. Cedar City, UT 84721</p> | <p>cbcletom@q.com (Lora Tom)</p> |
| <p>Charlotte Lomeli, Chairwoman Shivwits Band of Paiute Indian Tribe of Utah 26 South 400 West LaVerkin, UT 84745</p> | <p>Shanan Martineau, Cultural Resource Director Shivwits Band of Paiute Indian Tribe of Utah 6060 West 3650 North Ivins, UT 84738</p> | <p>lomeli20034@aol.com martineau@shivwits.org</p> |



GARY R. HERBERT

Governor

GREG BELL

Lieutenant Governor

State of Utah

DEPARTMENT OF NATURAL RESOURCES

MICHAEL R. STYLER

Executive Director

Utah Geological Survey

RICHARD G. ALLIS

State Geologist/Division Director

August 27, 2012

Peter Steele
Project Engineering Consultants
986 West 9000 South
West Jordan UT 84088

RE: Paleontological File Search and Recommendations for the Harrison Boulevard Road Widening Project, Weber County, Utah
U.C.A. 79-3-508 compliance; literature search for paleontological specimens or sites

Dear Peter:

I have conducted a paleontological file search for the Harrison Boulevard Road Widening Project in response to your email of August 27, 2012. This project qualifies for treatment under the UDOT/UGS executed Memorandum of Understanding.

There are no paleontological localities recorded in our files for this project area. Quaternary and Recent alluvial deposits that are exposed here have a low potential for yielding significant fossil localities (PFYC 1-2). Unless fossils are discovered as a result of construction activities, this project should have no impact on paleontological resources.

If you have any questions, please call me at (801) 537-3311.

Sincerely,

Martha Hayden
Paleontological Assistant



**Appendix E –
Wildlife**



October 05, 2012

Bekee Hotze
Terrestrial Supervisor - USFWS
2369 Orton Circle #50,
West Valley City, UT 84119-7603

RE: Threatened and Endangered Species Habitat and Wildlife Concurrence
UDOT Project Number: F-LC57(21) PIN:10014

Dear Bekee:

Under project number and title F-LC57(21); Harrison Boulevard; 7th Street to 2nd Street (PIN 10014), the Utah Department of Transportation (UDOT) and Ogden City, intend to utilize federal funding to widen Harrison Boulevard from 7th Street to 2nd Street in Ogden, Weber County, Utah from a current two-lane configuration to three lanes, including a center turn lane. Work may also include realignment of cross-streets to form better intersection geometry, particularly the intersection of 2nd Street and Sheridan Avenue. Work will take place outside of city right-of-way, and property will be acquired for the project. The area has been heavily disturbed by residential and commercial construction, and there are few areas within the project area that remain undisturbed.

According to the Endangered Species Act, Section 7 Consultation is only required when a proposed federal action may affect listed species or their habitats. We have checked the Utah Division of Wildlife Resources (UDWR) database and the United States Fish and Wildlife (USFW) IPAC system. Both databases indicate that there could potentially be federally listed, threatened, endangered, or candidate species, big game, or critical habitat within the project area. There are no riparian areas located within the study area and it is located within a residential and commercial area with little to no native vegetation remaining. One vacant lot with mowed weeds is located adjacent to Harrison Blvd., but the rest of the properties within the study area have manicured lawns and ornamental plantings typical of a suburban neighborhood (See site photos). We have determined that there will be "no effect" to critical habitat for Federally and/or State Threatened and Endangered Species or big game. Therefore, Section 7 Consultation is not required for this project.

Attached you will find a Project Area Map and site photos that show general characteristics of the site. We would ask that you review the information and let us know if you need any additional information prior to providing your concurrence of our findings.

Sincerely,

A handwritten signature in cursive script that reads "Dustin Wiberg".

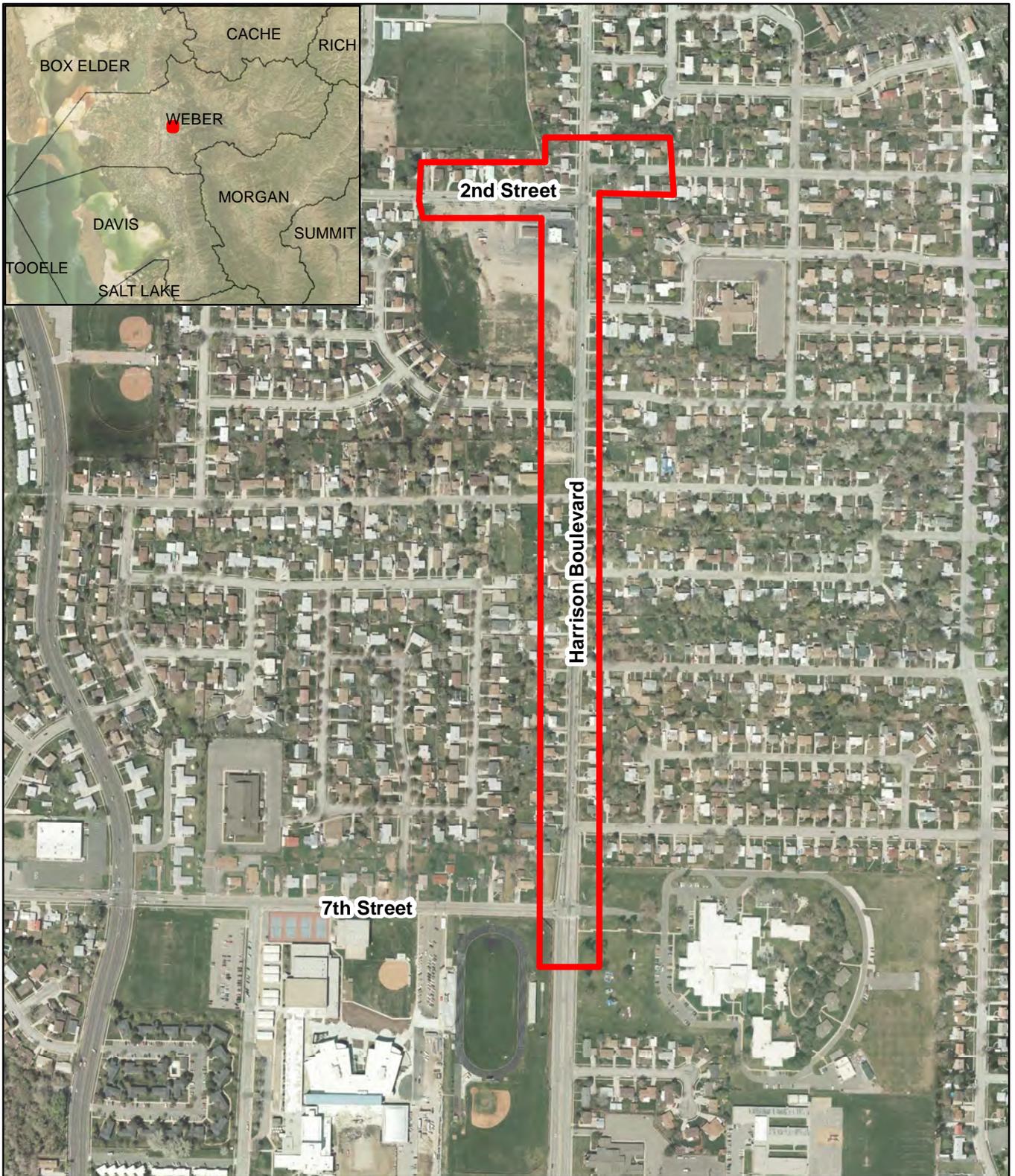
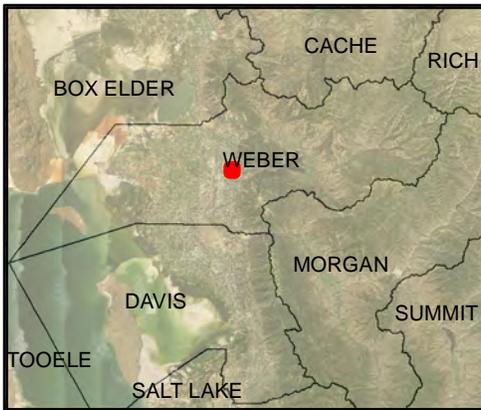
Dustin Wiberg
Environmental Planner



Photo 1: Harrison Blvd. at 670 S. (view looking north)



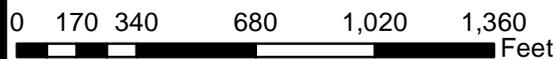
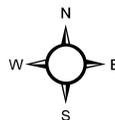
Photo 2: From 300 South (view facing south)



**PROJECT
ENGINEERING
CONSULTANTS**



Study Area



**Harrison Boulevard
Study Area**



Wiberg, Dustin <dwiberg@pec.us.com>

Harrison Blvd. - T&E Species

2 messages

Wiberg, Dustin <dwiberg@pec.us.com>

Fri, Oct 5, 2012 at 11:24 AM

To: utahfieldoffice_esa@fws.gov

Cc: Charles Easton <ceaston@pec.us.com>, Bekee Hotze <Bekee_Hotze@fws.gov>

Bekee,

Attached you'll find a T&E determination for the Harrison Blvd. roadway widening project located in Ogden, Utah. Please let us know if you have any questions.

Thanks,

--

Dustin Wiberg - PLA, ASLA

Environmental Planner / Landscape Architect

direct: (801) 858-3352

dwiberg@pec.us.com

986 West 9000 South

West Jordan, UT 84088

main: (801) 495-4240

fax: (801) 495-4244

pec.us.com



T&E_Concurrence Request USFWS.pdf

2440K

Bekee_Hotze@fws.gov <Bekee_Hotze@fws.gov>

Fri, Oct 5, 2012 at 4:18 PM

To: "Wiberg, Dustin" <dwiberg@pec.us.com>

Cc: Charles Easton <ceaston@pec.us.com>

Dustin,

We received your request for information (see below). Based on information from your request and additional information you have provided, we have not identified any issues that give us concern relative to species or critical habitat listed under the Endangered Species Act. This finding is based on our understanding of the nature of the project, local conditions, and/or current information indicating that no listed species are present. Should the nature of your project change, you may need to contact us for additional information.

Bekee Hotze, Branch Chief, Terrestrial Endangered Species Branch

US Fish and Wildlife Service, Utah Field Office
2369 West Orton Circle, Suite 50
West Valley City, Utah 84119
Telephone: (801) 975-3330 x 146
Fax: (801) 975-3331

"Wiberg, Dustin" <dwiberg@pec.us.com>

To utahfieldoffice_esa@fws.gov

10/05/2012 11:24 AM

cc Charles Easton <ceaston@pec.us.com>, Bekee Hotze <Bekee_Hotze@fws.gov>

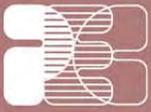
Subject Harrison Blvd. - T&E Species

[Quoted text hidden]



T&E Concurrence Request USFWS.pdf
2440K

**Appendix F –
Noise**



Memo

To: Alex Fisher
From: Chuck Easton
CC: Brandon Weston, Gary Horton, Marcus Bennett, Allison Hall, Peter Steele
Date: 2/22/2013
Re: UDOT Project No. F-LC57(21), PIN 10014; Harrison Boulevard: 7th Street to 2nd Street; Noise Analysis

This memo describes the results of the noise analysis for F-LC57(21), PIN 10014; Harrison Boulevard, 7th Street to 2nd Street, Ogden, UT. The City of Ogden, in conjunction with the Utah Department of Transportation, proposes to make modifications to Harrison Boulevard between approximately 7th Street and 2nd Street, Weber County, Utah (see Attachment A). The project will include the addition of a two way left turn (TWLT) lane for the length of the project area, upgraded pedestrian facilities, and realigned intersections at Harrop Street, Douglas Street, 2nd Street, and Sheridan Drive. This noise analysis consists of a determination of existing noise levels, future noise levels, noise impacts, and potential noise abatement measures.

UDOT'S NOISE ABATEMENT POLICY

UDOT's Noise Abatement Policy (08A2-01.1) establishes the policy and procedure for conducting traffic noise studies and implementing noise abatement measures. The two relevant criteria to consider when identifying and evaluating noise abatement measures for mitigation are (1) feasibility and (2) reasonableness. According to the policy feasibility includes the following:

- **Engineering Considerations** – Engineering considerations such as safety, presence of cross streets, sight distance, access to adjacent properties, barrier height, topography, drainage, utilities, maintenance access, and maintenance of the abatement measure must be taken into account as part of establishing feasibility. Noise abatement measures are not intended to serve as privacy fences or safety barriers. Abatement measures shall be consistent with general AASHTO design principles.
- **Safety on Urban Non-Access Controlled Roadways** - To avoid a damaged wall from becoming a safety hazard, in the event of a failure, wall height shall be no greater than the distance from the back of curb to the face of proposed wall.
- **Acoustic Feasibility** - Noise abatement must be considered “acoustically feasible.” This is defined as achieving at least a 5 dBA highway traffic noise reduction for at least 75 percent of front-row receptors.

According to the policy reasonableness includes the following:

- **Noise Abatement Design Goal** - Every reasonable effort should be made to obtain substantial noise reductions. UDOT defines the minimum noise reduction (design goal) from proposed abatement measures to be 8 dBA or greater for at least 75 percent of front-row receptors. In accordance with 23 CFR 772, no abatement measure shall be deemed reasonable if the noise abatement design goal cannot be achieved.
- **Cost Effectiveness** – The cost of noise abatement measures must be deemed reasonable in order to be included in the project. Noise abatement costs are determined by multiplying a fixed

unit cost per square foot by the height and length of the barrier. Methods for determining cost effectiveness of abatement are discussed in the Noise Abatement Policy.

- **Viewpoints of Property Owners and Residents** - Viewpoints of property owners and residents (non-owners) must be solicited to determine if noise abatement is desired. Methods for determining viewpoints of property owners are discussed in the Noise Abatement Policy.

Noise abatement will be provided if it is determined that all criteria for both feasibility and reasonableness are met.

NOISE ENVIRONMENT

The primary source of noise adjacent to the roadways is traffic noise. Adjacent to Harrison Boulevard there are residential land uses and schools. Activities were categorized using the UDOT Noise Abatement Criteria (NAC) from UDOT’s Noise Abatement Policy as shown in Table 1.

Table 1. UDOT Noise Abatement Criteria.

| Activity Category | FHWA Criteria Leq(h) | UDOT Criteria¹ Leq(h) | Evaluation Location | Activity Description |
|--------------------------|-----------------------------|---|----------------------------|---|
| A | 57 | 56 | Exterior | Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. |
| B | 67 | 66 | Exterior | Residential |
| C | 67 | 66 | Exterior | Active sports areas, amphitheatres, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails and trail crossings. |
| D | 52 | 51 | Interior | Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios. |
| E | 72 | 71 | Exterior | Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F. |
| F | - | - | - | Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing |
| G | - | - | - | Undeveloped lands that do not currently have permits. |

EXISTING NOISE LEVELS

Existing noise levels were determined using TNM (Traffic Noise Model) 2.5. TNM is a noise prediction model produced by the Federal Highway Administration (FHWA). Version 2.5 is the current version of TNM, version 3.0 has been in development since 2008; however, it is not available for use at this time. The model takes into account the existing roadway geometry, LOS C traffic volumes and receptor locations. The model then uses this information to predict corresponding noise levels. Harrison Boulevard and 2nd Street LOS C volumes were assumed to be 670 vehicles per hour per lane at 35 mph (Highway Capacity Manual 2010 Exhibit 14-5). Receptors were placed in locations between the proposed

right-of-way line and buildings where frequent human activity occurs. The receptor locations and proposed project are shown in Attachment A.

The TNM model was validated by taking traffic counts and in-field noise measurements at two locations and comparing the noise measurements with the model results. The noise measurements are within 3 dBA of what the model predicted. The existing LOS C noise levels reported by the validated model are shown in Table 2.

BUILD NOISE LEVELS

Once the existing noise levels were determined, the worst-case design noise levels were predicted using TNM 2.5. With the project adding a center left turn lane the primary difference in the build noise model is the location of the lanes. In the model, Harrison Boulevard and 2nd Street LOS C volumes remain at 670 vehicles per hour per lane at 35 mph (Highway Capacity Manual 2010 Exhibit 14-5). The worst-case design noise levels are reported in Table 1. Some of the noise levels are projected to decrease after construction of the proposed project. At receptor W-1-1 the decrease in traffic noise is attributed to the travel lanes being shifted to the east. At receptor E-1-4 the decrease in traffic noise is a result of one northbound travel lane in the build condition opposed to the two lanes in the existing condition.

NOISE IMPACTS

The noise impacts occur at locations where projected traffic noise levels meet or exceed the UDOT NAC or are 10 dBA greater than the existing noise level. This occurs at three receptor locations which represent three residences (W-1-4, E-1-1, and E-4-3; see Table 2 and Attachment A). The exceedances of the UDOT NAC occur in both the existing and build conditions with an average increase in noise levels for impacted receivers of 0.56 dBA. The noise levels at the impacted receivers all remained below 67 dBA. At all of these locations the criteria for an impact is 66 dBA. At no location did an impact result from an increase in noise level of as much as 10 dBA. The average increase in noise levels for all receivers was 0.68 dBA as a result of the proposed project.

NOISE ABATEMENT

To provide noise abatement for the impacted receivers, noise walls were considered. Other noise abatement measures are not feasible based on project purpose criteria. Impacted receivers are W-1-4, E-1-1, E-4-3.

Construction of noise walls to abate noise impacts for all impacted noise receptors (W-1-4, E-1-1, E-4-3) does not meet engineering criteria because access requirements to existing residences and roadways substantially limits the length of the wall, such that a wall would not sufficiently reduce noise levels. Given the need to maintain residential and roadway access to Harrison Boulevard and side streets, and the fact that access requirements create large gaps in the noise wall that severely limit the ability of a wall to abate traffic noise, no noise walls were modeled here. A noise wall would not be considered feasible based on the engineering criteria of access requirements in UDOT's Noise Abatement Policy.

CONCLUSION

The proposed project results in negligible changes in traffic noise levels, however impacts to three residences occur. Given the need to maintain access there are no noise abatement measures that meet UDOT's Noise Abatement Policy requirements for feasibility and reasonability that would mitigate traffic noise impacts as a result of the proposed project.

Table 2: Noise Impacts

| Receptor Number ¹ | Activity Category | Criteria Noise Level (dBA) | Existing Noise Level (dBA) | Build Noise Level (dBA) | Increase in Noise Level (dBA) | Impact ² | Number of Associated Impacted Receivers |
|------------------------------|-------------------|----------------------------|----------------------------|-------------------------|-------------------------------|---------------------|---|
| W-1-1 | C (School) | 66 | 62.2 | 60.3 | -1.9 | N | |
| W-1-2 | C (School) | 66 | 56 | 56.1 | 0.1 | N | |
| W-1-3 | B | 66 | 64.6 | 65.9 | 1.3 | N | |
| W-1-4 | B | 66 | 65.5 | 66 | 0.5 | Y - NAC | 1 |
| W-2-1 | B | 66 | 64.8 | 65.1 | 0.3 | N | |
| W-2-2 | B | 66 | 65.7 | 65.8 | 0.1 | N | |
| W-2-3 | B | 66 | 64.8 | 65.1 | 0.3 | N | |
| W-2-4 | B | 66 | 65.4 | 65.7 | 0.3 | N | |
| W-2-5 | B | 66 | 62.1 | 63.4 | 1.3 | N | |
| W-2-6 | B | 66 | 64 | 64.7 | 0.7 | N | |
| W-2-7 | B | 66 | 60.9 | 63 | 2.1 | N | |
| W-2-8 | B | 66 | 64.7 | 65.3 | 0.6 | N | |
| W-2-9 | B | 66 | 64.7 | 65.4 | 0.7 | N | |
| W-2-10 | B | 66 | 64.6 | 65.3 | 0.7 | N | |
| W-3-1-V | - | - | 65.2 | 66.2 | 1 | N | |
| W-3-2 | C (Church) | 66 | 60.2 | 62.3 | 2.1 | N | |
| W-3-3 | D (Church) | 51 | 47.7 | 49.5 | 1.8 | N | |
| W-3-4 | B | 66 | 62.5 | 64 | 1.5 | N | |
| W-4-1 | B | 66 | 61.1 | 64.7 | 3.6 | N | |
| W-4-2 | B | 66 | 64.8 | 65.8 | 1 | N | |
| W-4-3 | B | 66 | 65.4 | 65.7 | 0.3 | N | |
| W-4-4 | B | 66 | 65.7 | 65.7 | 0 | N | |
| W-4-5 | B | 66 | 64.9 | 64.9 | 0 | N | |
| E-1-1 | B | 66 | 66.4 | 66.9 | 0.5 | Y - NAC | 1 |
| E-1-2 | C (School) | 66 | 56.9 | 59 | 2.1 | N | |
| E-1-3 | C (School) | 66 | 50 | 50.2 | 0.2 | N | |
| E-1-3 | D (School) | 51 | 40 | 40.2 | 0.2 | N | |
| E-1-4 | B | 66 | 66.2 | 65.9 | -0.3 | N | |
| E-2-1 | B | 66 | 64.9 | 65.6 | 0.7 | N | |
| E-2-2 | B | 66 | 64 | 64.7 | 0.7 | N | |

¹ Names that include a “V” are locations where the model was validated.

² “Y-NAC” is listed when the noise level is greater than the NAC, “Y-10 dBA” is listed when the NAC is not exceeded however the sound level has increased by 10 dBA.

Table 2: Noise Impacts (Continued)

| Receptor Number ¹ | Activity Category | Criteria Noise Level (dBA) | Existing Noise Level (dBA) | Build Noise Level (dBA) | Increase in Noise Level (dBA) | Impact ² | Number of Associated Impacted Receivers |
|------------------------------|-------------------|----------------------------|----------------------------|-------------------------|-------------------------------|---------------------|---|
| E-2-3 | B | 66 | 61.7 | 63.5 | 1.8 | N | |
| E-2-4 | B | 66 | 63.8 | 64.6 | 0.8 | N | |
| E-2-5 | B | 66 | 63.7 | 64.5 | 0.8 | N | |
| E-2-6 | B | 66 | 61.6 | 63.3 | 1.7 | N | |
| E-2-7 | B | 66 | 60.2 | 62.6 | 2.4 | N | |
| E-2-8 | B | 66 | 63 | 63.8 | 0.8 | N | |
| E-2-9 | B | 66 | 64.6 | 64.8 | 0.2 | N | |
| E-2-10 | B | 66 | 64.3 | 64.5 | 0.2 | N | |
| E-2-11 | B | 66 | 58.4 | 60.4 | 2 | N | |
| E-3-1 | B | 66 | 62.7 | 63.4 | 0.7 | N | |
| E-3-2 | B | 66 | 65.3 | 65.3 | 0 | N | |
| E-3-3 | B | 66 | 62.4 | 63.4 | 1 | N | |
| E-3-4 | B | 66 | 63.9 | 64.2 | 0.3 | N | |
| E-3-5-V | B | 66 | 63.5 | 63.9 | 0.4 | N | |
| E-3-6 | B | 66 | 64 | 64.3 | 0.3 | N | |
| E-3-7 | B | 66 | 64.7 | 64.8 | 0.1 | N | |
| E-3-8 | B | 66 | 65.1 | 65.2 | 0.1 | N | |
| E-3-9 | B | 66 | 64.6 | 64.9 | 0.3 | N | |
| E-3-10 | B | 66 | 64.5 | 64.8 | 0.3 | N | |
| E-3-11 | B | 66 | 65.5 | 65.6 | 0.1 | N | |
| E-3-12 | B | 66 | 65.4 | 65.4 | 0 | N | |
| E-3-13 | B | 66 | 64.8 | 65.1 | 0.3 | N | |
| E-4-1 | B | 66 | 64.7 | 65.5 | 0.8 | N | |
| E-4-2 | B | 66 | 64.9 | 65.6 | 0.7 | N | |
| E-4-3 | B | 66 | 65.3 | 66 | 0.7 | Y - NAC | 1 |
| E-4-4 | B | 66 | 64.8 | 64.8 | 0 | N | |
| E-4-5 | B | 66 | 64.8 | 65.2 | 0.4 | N | |
| E-4-6 | B | 66 | 65.2 | 65.5 | 0.3 | N | |
| E-4-7 | B | 66 | 65.3 | 65.6 | 0.3 | N | |

¹ Names that include a “V” are locations where the model was validated.

² “Y-NAC” is listed when the noise level is greater than the NAC, “Y-10 dBA” is listed when the NAC is not exceeded however the sound level has increased by 10 dBA.

Attachment A: Representative Receivers Figures





W-2-4

W-2-3

W-2-2

W-2-1

W-1-4

W-1-3

7th St.

Harrison Blvd.

7th St.

E-1-4

Utah School for the Deaf and Blind

W-1-2

W-1-1

Ben Lomond High School

E-1-3

E-1-2

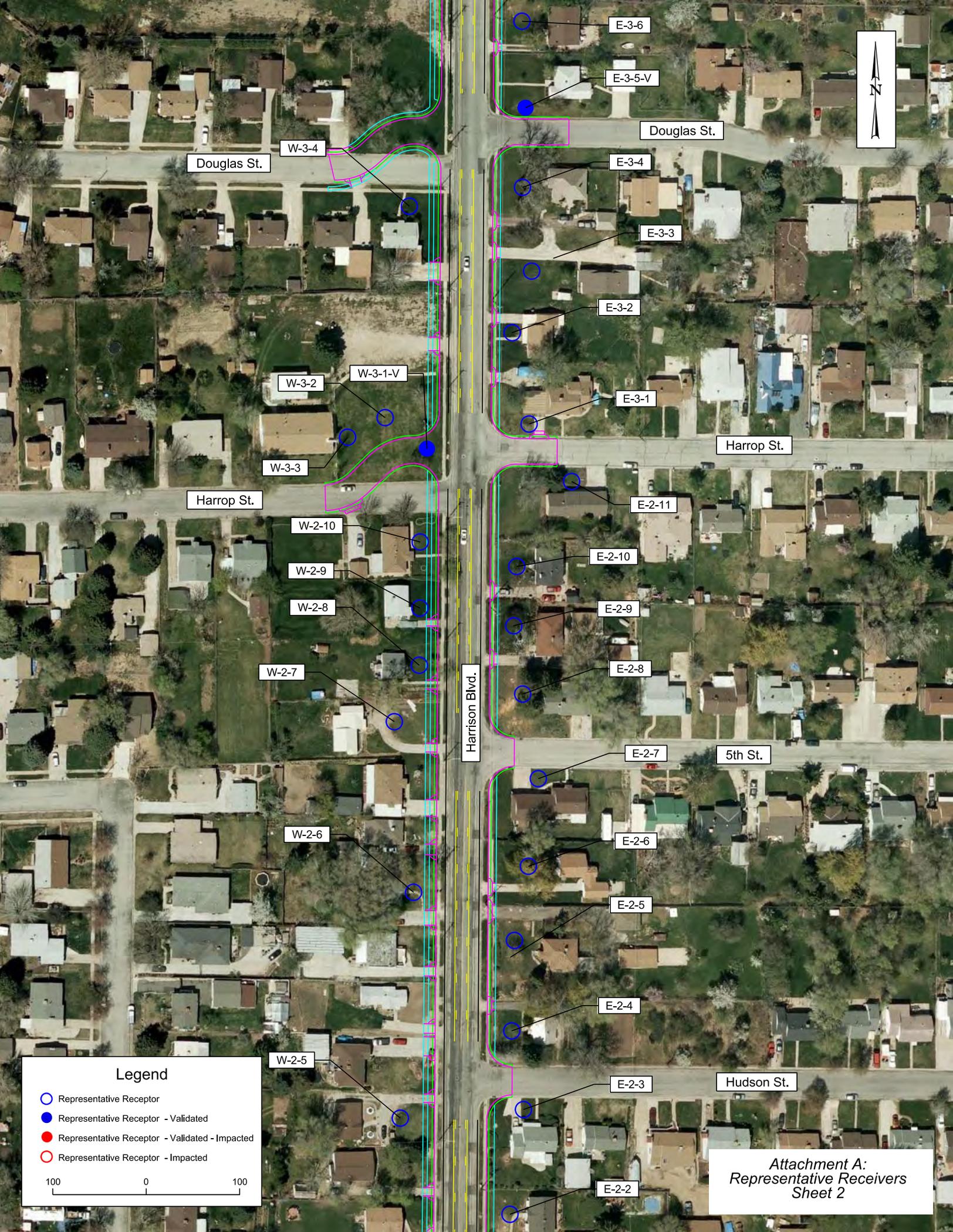
E-1-1

Legend

- Representative Receptor
- Representative Receptor - Validated
- Representative Receptor - Validated - Impacted
- Representative Receptor - Impacted

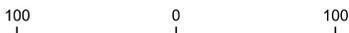
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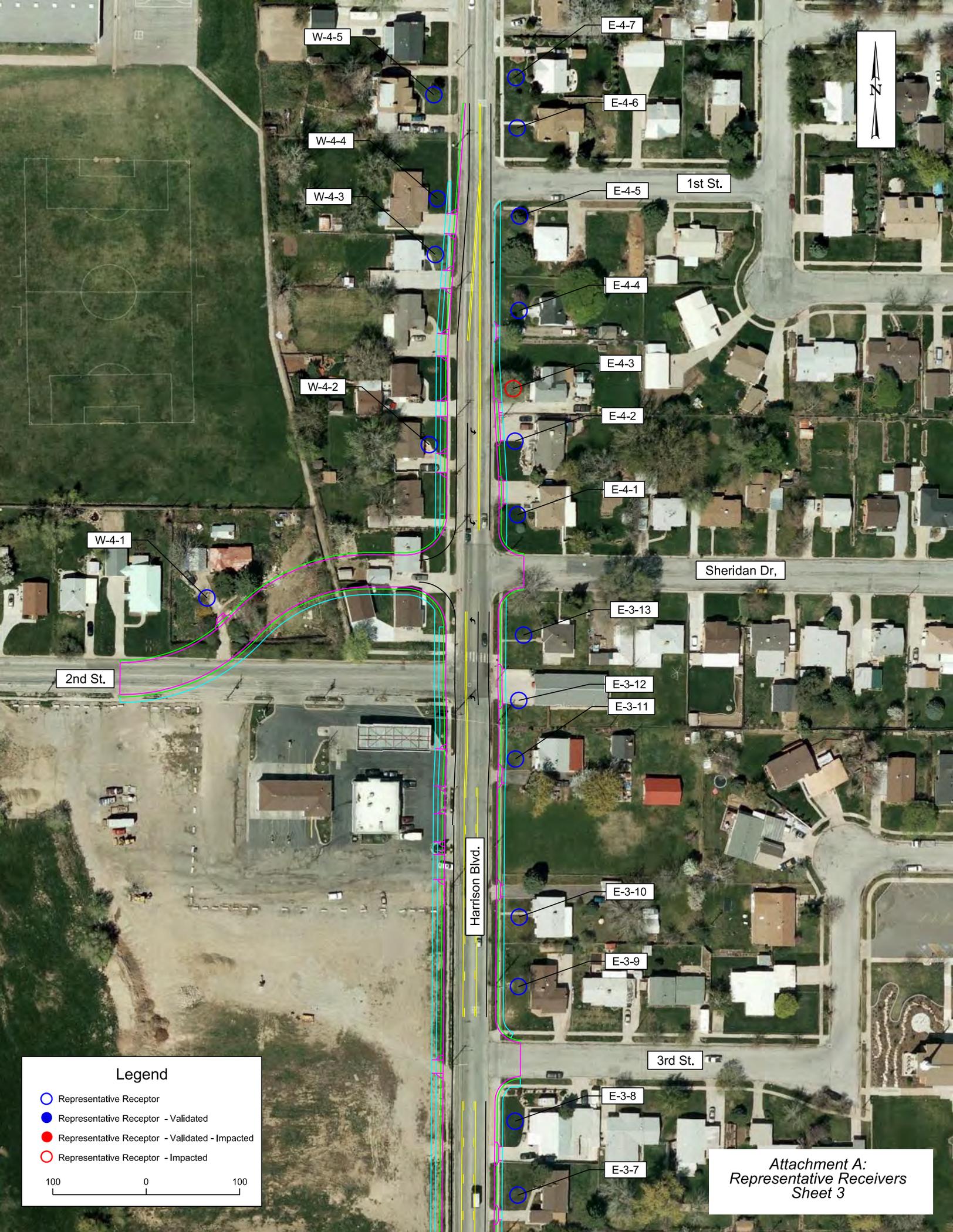
*Attachment A:
Representative Receivers
Sheet 1*



Legend

- Representative Receptor
- Representative Receptor - Validated
- Representative Receptor - Validated - Impacted
- Representative Receptor - Impacted





W-4-5

E-4-7

W-4-4

E-4-6

W-4-3

E-4-5

1st St.

W-4-2

E-4-4

E-4-3

E-4-2

W-4-1

E-4-1

Sheridan Dr.

2nd St.

E-3-13

E-3-12

E-3-11

Harrison Blvd.

E-3-10

E-3-9

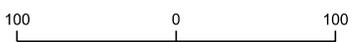
3rd St.

E-3-8

E-3-7

Legend

- Representative Receptor
- Representative Receptor - Validated
- Representative Receptor - Validated - Impacted
- Representative Receptor - Impacted



*Attachment A:
Representative Receivers
Sheet 3*

**Appendix G –
Water Resources**



Memorandum

UTAH DEPARTMENT OF TRANSPORTATION
Region One - 166 West Southwell Street, Ogden, UT 84404-4194

TO: Lars Anderson – Environmental Manager, P.E.C.

FROM: Ryan Halverson – Region One Landscape Architect

DATE: December 5, 2012

SUBJECT: F-LC57(21); Harrison Blvd; 7th Street to 2nd Street, Ogden, Weber County (Pin 10014)

CC: Chris Lizotte – UDOT Region One Environmental Manager

I have reviewed the proposed project to widen Harrison Blvd. between 7th street and 2nd Street in the Ogden, Weber County, Utah. The work described in the project description and in the information provided, will not impact Waters of the US or jurisdictional wetlands, therefore a permit under section 404 will not be required.

If there are any changes to this proposed scope of work, additional review may be necessary.

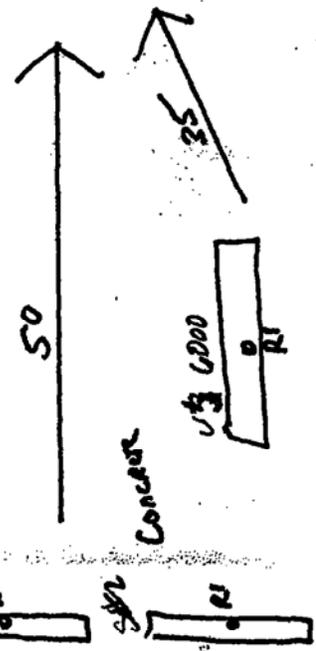
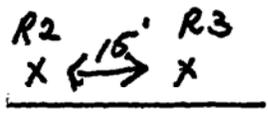
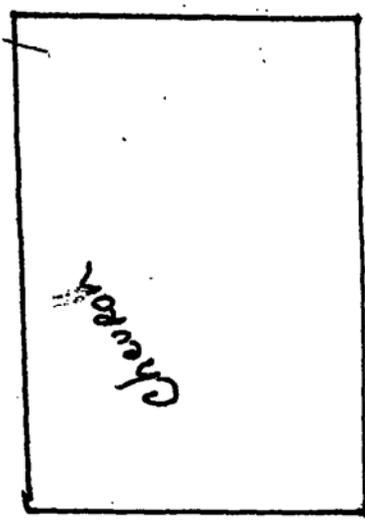
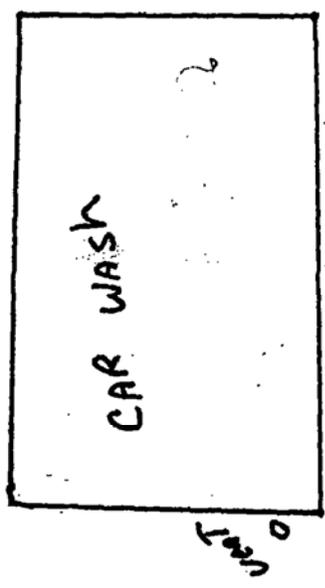
Ryan Halverson
Region One Landscape Architect

**Appendix H –
Hazardous Materials**

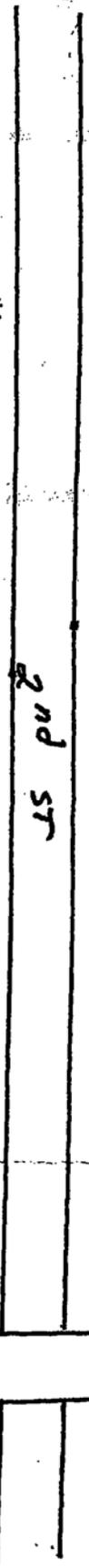
Hazardous Materials Sites for Harrison Boulevard

Two hazardous materials sites listed in the project area. Both are associated with Karmart gas station on the southwest corner of 2nd Street and Harrison Boulevard. One represents closed tanks from a time when the station was shifted east. The other involves the underground storage tanks at the current Karmart, and a small fuel spill which did not contaminate soil nor enter the water system. No impacts are anticipated, but if the tanks will be impacted, UDOT standard specification 01355 will be followed.

Vert-Tank, Inc.

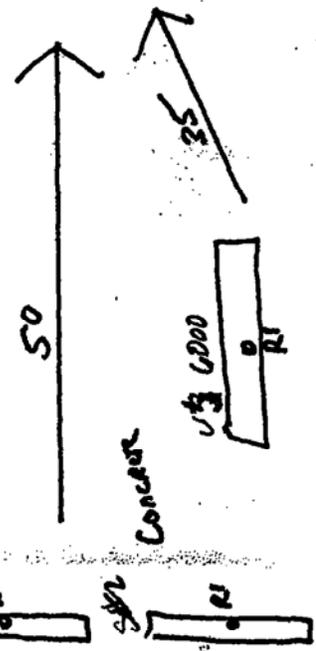
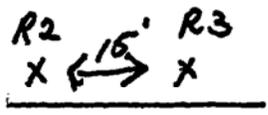
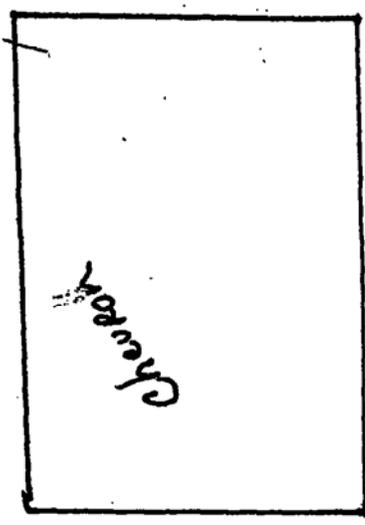
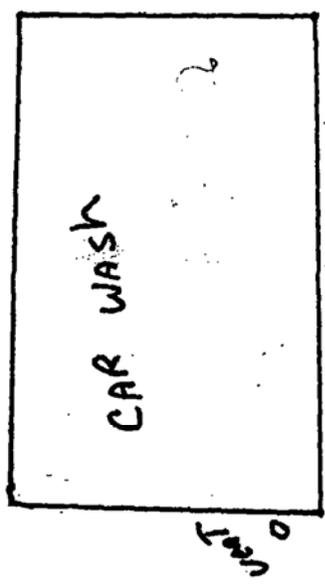


X X
pumps X



Harrison Blvd.

Vert-Tank, Inc.



X X
pumps X

Harrison Blvd.

15' and ST

EPA: United States Environmental Protection Agency



Air, Water, Waste... Clear

Select an option to map:

- Air (1)
- Water (1)
- Waste (12)
- Land (12)
- Toxics (0)
- Radiation (0)

View:

All 20 per page

Single facility

Facility cluster

Program Systems

Chemicals

Industry

Greenhouse Gas Emissions

Search Place: Ogden, UT Search on map Enter facility name

© 2013 Microsoft Corporation © 2010 NA

Shapefile Spreadsheet GeoRSS KML Metadata Where Can I Get the Data?

| Facility Name/Address | AIRS/AFS | ACRES | BR | CERCLIS | GHG | PCS/ICIS | RADIInfo | RCRAInfo | TRI | TSCA |
|---|----------|-------|----|---------|-----|----------|----------|-----------------------------|-----|------|
| B & E DRY CLEANING & LAUNDRY 599 WASHINGTON BLVD OGDEN, UT 84404 | - | - | - | - | - | - | - | View Report | - | - |
| BEN LOMOND HIGH SCHOOL 800 JACKSON AVENUE OGDEN, UT 84404-5199 | - | - | - | - | - | - | - | View Report | - | - |
| FRESENIUS MEDICAL CARE OGDEN 475 WEST CUTTER WAY OGDEN, UT 84404 | - | - | - | - | - | - | - | View Report | - | - |
| GREAT SALT LAKE MINERALS & CHE 765 NORTH & 10500 NORTH OGDEN, UT 84404 | - | - | - | - | - | - | - | View Report | - | - |
| JEFFY LUBE NUMBER 2 369 2ND ST OGDEN, UT 844043949 | - | - | - | - | - | - | - | View Report | - | - |
| MINIT-LUBE #1015 104 NORTH WASHINGTON BLVD NORTH OGDEN, UT 84404 | - | - | - | - | - | - | - | View Report | - | - |
| OGDEN WATER USERS ASSOCIATION 900 CANYON ROAD OGDEN, UT 84401 | - | - | - | - | - | - | - | View Report | - | - |
| ONE HOUR MARTINIZING 428 2ND STREET OGDEN, UT 84404 | - | - | - | - | - | - | - | View Report | - | - |
| PIONEER HYDRO CENTER 1218 12TH STREET OGDEN, UT 84404-5147 | - | - | - | - | - | - | - | View Report | - | - |

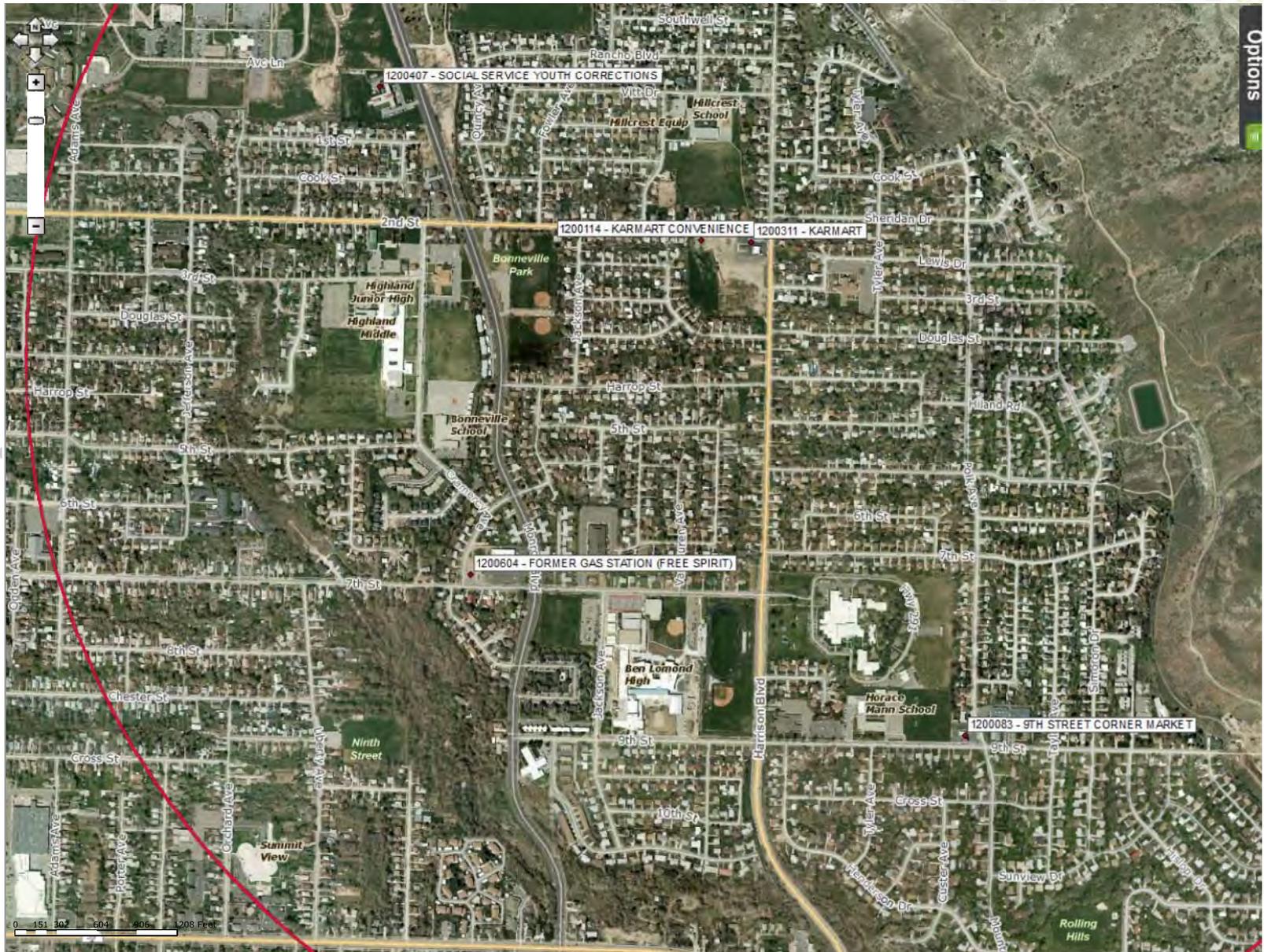
DEQ Interactive Map

[Show Wizard](#) | [Hide Wizard](#) | [Select Layers](#) | [Query Methods](#) | [Search Results](#) | [Tools](#)



Wizard

- Contents
- Map Layers
 - Air
 - Land
 - Environmental Protections
- Map Data
 - Sections
 - Townships
 - Hydrologic Units
 - Land Ownership & Designation



Options

**Appendix I –
Section 4(f)**

Section 4(f) Evaluation

Harrison Boulevard; 2nd Street to 7th Street UDOT Project No. F-LC57(21)

July 2013



1.0 INTRODUCTION

Ogden City in cooperation with the Utah Department of Transportation (UDOT) plans to make roadway improvements to address current and future congestion and safety issues along Harrison Boulevard between 2nd Street and 7th Street in Ogden, Utah. The proposed improvements are subject to the National Environmental Policy Act (NEPA), Section 4(f) of the Department of Transportation Act of 1966 (Section 4(f)), and Section 106 of the National Historic Preservation Act (NHPA) because they will utilize federal funds administered by the Federal Highway Administration (FHWA) under the Federal-Aid Highway Program.

The proposed improvements are within a category of actions designated by the FHWA as a Categorical Exclusion (CE) under NEPA. The CE is among the types that UDOT is responsible for processing under the FHWA/UDOT NEPA Delegation MOU (see Renewed Memorandum of Understanding between Federal Highway Administration, Utah Division and the Utah Department of Transportation, State Assumption of Responsibility for Categorical Exclusions (July 11, 2011)). Under the MOU, UDOT is also responsible for complying with Section 4(f) in connection with the CEs it processes.

This Section 4(f) evaluation has been prepared in connection with the CE being processed by UDOT for the planned improvements to Harrison Boulevard. This evaluation also relies, in part, on information generated by UDOT's compliance with NHPA Section 106 for the proposed action.

2.0 PROPOSED ACTION

This section summarizes the project purpose and need and the proposed action.

2.1 Project Area

The proposed project is located in Ogden, Weber County, Utah. The study area is located on Harrison Boulevard between 7th Street in the south and 2nd Street/Sheridan Drive in the north. It also includes up to 700 feet in either direction on 2nd Street and Sheridan Drive to allow for potential intersection modifications (Figure 1).

2.2 Purpose and Need

Harrison Boulevard narrows from four lanes south of the 7th Street intersection to two lanes north of the intersection. Significant amounts of traffic continue through this narrowed section to 2nd Street, and traffic from residential streets intersecting Harrison Boulevard adds to congestion. This congestion has created safety concerns at residential streets intersecting with Harrison Boulevard as well as reducing mobility on Harrison Boulevard itself. In addition, the offset intersections of 2nd Street/Sheridan Drive, Douglas Street, and Harrop Street create safety concerns due to difficult turning maneuvers from these streets onto Harrison Boulevard, including head-on collision situations for motorists who attempt to make left turns to merge onto Harrison. Pedestrian safety is also a concern, as traffic moves through the corridor at higher than posted speed limits without safe offset distances between traffic and pedestrians. In addition, sidewalks in the project area are not consistent and do not meet safety and ADA standards.

The purpose of the project is to 1) improve safety and mobility on Harrison Boulevard, from the 7th Street intersection to the 2nd Street/Sheridan Drive intersection; and 2) improve safety at the three offset intersections along this segment of Harrison Boulevard. These intersections include 2nd Street/Sheridan Drive, Douglas Street and Harrop Street (Figure 1).

2.3 Proposed Action

The Proposed Action is to widen Harrison Boulevard between 7th Street and Sheridan Drive to a three-lane section, including a center turn-lane, ten foot shoulders, and improved sidewalk, curb, and gutter. In addition, the offset intersections of 2nd Street/Sheridan Drive, Harrop Street, and Douglas Street will be aligned to eliminate the offset intersections in the project area (Figures 2 and 3).

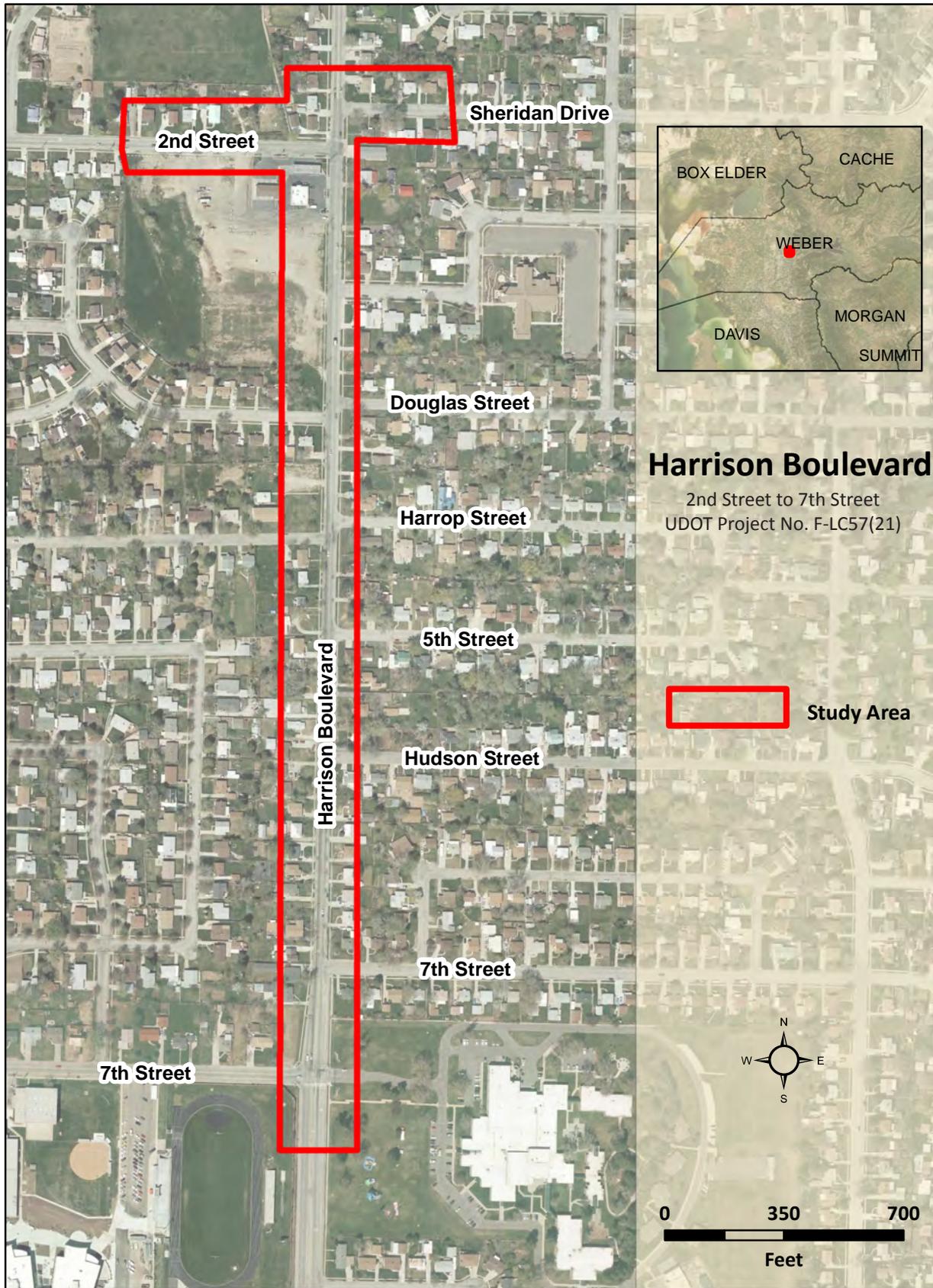


Figure 1. Harrison Boulevard Study Area.

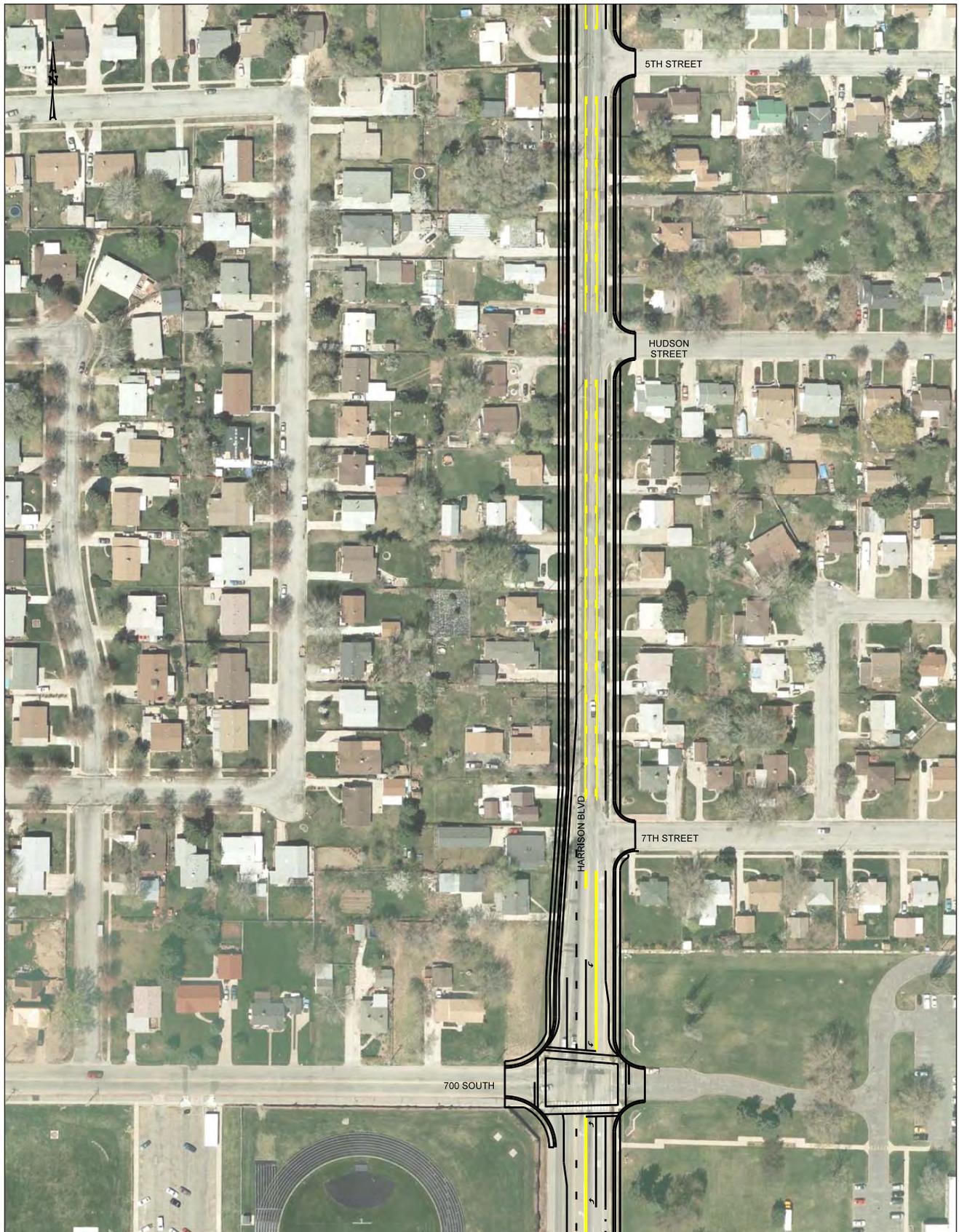


Figure 2. Action Alternative, 7th Street to 5th Street.



Figure 3. Action Alternative, Harrop Street to Sheridan Drive.

3.0 REGULATORY SETTING

The proposed project is expected to utilize federal funding through the Federal Aid Highway Program administered by FHWA; therefore, the project must comply with Section 4(f). Section 4(f) refers to the original section in the U.S. Department of Transportation Act of 1966 which established the requirement for consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development. The law, now codified in 49 U.S.C. §303 and 23 U.S.C. §138, is implemented by the FHWA through the regulations in 23 CFR Part 774 and through a guidance document that supplements the regulations, titled the “Section 4(f) Policy Paper” (FHWA, July 2012). Pursuant to the FHWA/UDOT NEPA Delegation MOU, UDOT has responsibility for implementing Section 4(f), 23 CFR Part 774 and the Section 4(f) Policy Paper for the proposed project.

3.1 Regulatory Requirements for Section 4(f) Evaluation and Approval of Section 4(f) Uses

Under Section 4(f), a transportation project may not cause the “use” of a “Section 4(f) property” unless specified requirements are met. As defined in Section 774.17 of the regulations, a Section 4(f) property “means publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance.” The “use” of a Section 4(f) property occurs when:

- 1) Land is permanently incorporated into a transportation facility;
- 2) There is a temporary occupancy of land that is adverse in terms of the statute’s preservation purpose as determined by the criteria in 23 CFR 774.13(d); or
- 3) There is a “constructive use” of a Section 4(f) property as determined by the criteria in 23 CFR 774.15.

Section 4(f) prohibits UDOT, as FHWA’s delegee, from approving the use of any Section 4(f) property for a transportation project except as follows (see 23 CFR Section 774.3):

- First, the use of a Section 4(f) property can be approved upon a finding that the use would have only a *de minimis* impact on that property. When a finding of *de minimis* impacts is made, there is no requirement to seek alternatives that would avoid the use of that property.
- Second, a use with a greater than *de minimis* impact on a Section 4(f) property (hereafter referred to as a “greater than *de minimis* use”) can be approved upon a determination that 1) there is no feasible and prudent alternative to the use of land; and 2) the action includes all possible planning to minimize harm to that property.
- Third, where there are greater than *de minimis* uses and no feasible and prudent avoidance alternative can be identified, UDOT may approve only the alternative that 1) causes the least overall harm in light of the statute’s preservation purpose; and 2) the alternative selected must include all possible planning, as defined in 23 CFR 774.17, to minimize harm to the Section 4(f) property.

An alternative is not “feasible” for purposes of Section 4(f) if it “cannot be built as a matter of sound engineering judgment.” An alternative is not “prudent” if it:

- Compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;
- Results in unacceptable safety or operational problems;
- After reasonable mitigation, it still causes:
 - Severe social, economic, or environmental impacts;
 - Severe disruption to established communities;
 - Severe disproportionate impacts to minority or low income populations; or
 - Severe impacts to environmental resources protected under other Federal statutes (see 23 CFR 774.17).

When no feasible and prudent avoidance alternative for a greater than *de minimis* use can be identified, the alternative with the “least overall harm” is determined by balancing the following factors:

- The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property);

- The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
- The relative significance of each Section 4(f) property;
- The views of the official(s) with jurisdiction over each Section 4(f) property;
- The degree to which each alternative meets the purpose and need for the project;
- After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and
- Substantial differences in costs among the alternatives (see 23 CFR 774.3(c)).

If the assessment of overall harm finds that two or more alternatives are substantially equal, UDOT can approve any of those alternatives (Section 4(f) Policy Paper 3.3.3.1.).

3.2 De Minimis Section 4(f) Impact

As noted above, upon finding that a Section 4(f) use would have only a *de minimis* impact on a Section 4(f) property, that use can be allowed and does not require further analysis of potential avoidance alternatives. For Section 4(f) properties that are parks, recreation areas, or refuges, a finding of *de minimis* impact applies only if the transportation program or project will not adversely affect the activities, features, and attributes of the park, recreation area, or wildlife or waterfowl refuge. This finding requires the concurrence of the official with jurisdiction over the resource, after the public has been given an opportunity to comment (23 CFR Sections 774.5(b)(2) and 774.17).

For Section 4(f) resources that are historic properties, a finding of *de minimis* impact applies only if the transportation program or project will have “no effect” or “no adverse effect” on the historic property. These findings require the concurrence of the Utah State Historic Preservation Office (USHPO) which has jurisdiction over historic properties in Utah, and must be developed in coordination with any consulting parties involved in the NHPA Section 106 process (as further described below) (see 23 CFR Section 774.5(b)(1)).

4.0 IDENTIFICATION OF SECTION 4(F) PROPERTIES AND DETERMINATIONS OF USE

This section describes the Section 4(f) properties within the study area that could be affected by the proposed action alternatives. The study area was examined for publicly owned parks, recreational areas, wildlife and waterfowl refuges, and historic properties.

4.1 Publicly Owned Parks, Recreational Areas, Wildlife and Waterfowl Refuges

File searches, field surveys, and discussions with city officials were conducted to identify potential Section 4(f) properties in the study area. There are no publicly owned parks or recreation areas in the study area. There are also no wildlife or waterfowl refuges within the study area. Ben Lomond High School and the Utah School for the Deaf and Blind have sports fields and associated open space adjacent to Harrison Boulevard just south of the 7th Street intersection. These fields and open space may qualify as Section 4(f) properties, but because there will be no acquisition or other use or impacts to these properties, they are not considered in this evaluation.

4.2 Historic Properties

An historic property is considered significant, and is protected under Section 4(f), if it is listed on or is eligible for listing on the National Register of Historic Places (NRHP) as described in the National Historic Preservation Act (NHPA) (see 23 CFR 774.17). The determination of eligibility, and the evaluation of project effects on listed and eligible properties, is made by UDOT in consultation with the USHPO as part of the delegated NHPA Section 106 process (compliance with Section 106 of the NHPA is another responsibility that has been assigned to UDOT under the FHWA/UDOT Delegation MOU).

As part of the Section 106 process, literature searches and field surveys for architectural and archaeological properties were conducted to determine the presence of historic properties in the study area. According to the Section 106 implementing regulations (as found in 36 CFR 800.16) the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties is defined as the Area of Potential Effect (APE). The APE for the Harrison Boulevard Project is the same as the study area in Figure 1.

The architectural survey (A Selective Reconnaissance-Level Survey of Architectural Resources for the Harrison Boulevard, 7th Street to 2nd Street Project, Ogden, Weber County, Utah (October 2012)) identified 62 eligible historic architectural properties within the survey area (Appendix A).

A survey was also undertaken to locate archaeological resources within the study area (A Cultural Resource Inventory for the Harrison Boulevard; 2nd Street to 7th Street Project, Ogden, Weber County, Utah (August 2012)). The survey located no eligible archaeological resources within the study area.

4.3 Determinations of Use

Twenty-five historic properties will be impacted by the proposed action. Pursuant to the Section 106 process, a finding of “no adverse effect” has been made for 23 of these properties, with a finding of “adverse effect” for the other two properties. The impacted properties, and the determination and description of effects, are identified in Table 1.

USHPO has given its written concurrence with these findings, and has been informed by UDOT that it intends to make Section 4(f) *de minimis* impact determinations for the 23 “no adverse effect” properties (see DOEFOE in Appendix A).

Table 1. Impacts to Section 4(f) Properties (square footage is approximate).

| | Address | Property Description | Section 106 Effect Determination | Section 4(f) Use | Description of Effect |
|---|---|---------------------------------|----------------------------------|------------------------------------|--|
| 1 |  179 Harrison Boulevard | Ranch House built 1956 | Adverse Effect | Greater than <i>de minimis</i> Use | Property will be acquired and structure demolished by the project. |
| 2 |  189 Harrison Boulevard | Ranch House built 1955 | Adverse Effect | Greater than <i>de minimis</i> Use | Property will be acquired and structure demolished by the project. |
| 3 |  421 Harrison Boulevard | Early Ranch House built 1952 | No Adverse Effect | <i>de minimis</i> Use | 521 ft ² of the property will be acquired by the project. |
| 4 |  431 Harrison Boulevard | WWII-Era Cottage built 1947 | No Adverse Effect | <i>de minimis</i> Use | 534 ft ² of the property will be acquired by the project. |

| | | | | | |
|----|---|----------------------------------|-------------------|-----------------------|--|
| 5 |  445 Harrison Boulevard | Ranch House built 1957 | No Adverse Effect | <i>de minimis Use</i> | 527 ft ² of the property will be acquired by the project. |
| 6 |  459 Harrison Boulevard | Foursquare Cottage built 1945 | No Adverse Effect | <i>de minimis Use</i> | 418 ft ² of the property will be acquired by the project. |
| 7 |  496 Harrison Boulevard | WWII-Era Cottage built 1949 | No Adverse Effect | <i>de minimis Use</i> | 224 ft ² of the property will be acquired by the project. |
| 8 |  504 Harrison Boulevard | WWII-Era Cottage built 1948 | No Adverse Effect | <i>de minimis Use</i> | 313 ft ² of the property will be acquired by the project. |
| 9 |  509 Harrison Boulevard | WWII-Era Cottage built 1940 | No Adverse Effect | <i>de minimis Use</i> | 531 ft ² of the property will be acquired by the project. |
| 10 |  515 Harrison Boulevard | Early Ranch House built 1950 | No Adverse Effect | <i>de minimis Use</i> | 528 ft ² of the property will be acquired by the project. |
| 11 |  522 Harrison Boulevard | WWII-Era Cottage built 1949 | No Adverse Effect | <i>de minimis Use</i> | 310 ft ² of the property will be acquired by the project. |
| 12 |  530 Harrison Boulevard | WWII-Era Cottage built 1953 | No Adverse Effect | <i>de minimis Use</i> | 224 ft ² of the property will be acquired by the project. |

| | | | | | |
|----|---|---------------------------------|-------------------|-----------------------|---|
| 13 |  545 Harrison Boulevard | Ranch House built 1960 | No Adverse Effect | <i>de minimis Use</i> | 437 ft ² of the property will be acquired by the project. |
| 14 |  560 Harrison Boulevard | WWII-Era Cottage built 1955 | No Adverse Effect | <i>de minimis Use</i> | 294 ft ² of the property will be acquired by the project. |
| 15 |  570 Harrison Boulevard | Early Ranch House built 1955 | No Adverse Effect | <i>de minimis Use</i> | 112 ft ² of the property will be acquired by the project. |
| 16 |  600 Harrison Boulevard | Early Ranch House built 1955 | No Adverse Effect | <i>de minimis Use</i> | 167 ft ² of the property will be acquired by the project. |
| 17 |  610 Harrison Boulevard | Ranch House built 1955 | No Adverse Effect | <i>de minimis Use</i> | 203 ft ² of the property will be acquired by the project. |
| 18 |  620 Harrison Boulevard | WWII-Era Cottage built 1955 | No Adverse Effect | <i>de minimis Use</i> | 214 ft ² of the property will be acquired by the project. |
| 19 |  653 Harrison Boulevard | Ranch House built 1967 | No Adverse Effect | <i>de minimis Use</i> | 1,229 ft ² of the property will be acquired by the project. |
| 20 |  1150 2nd Street | Ranch House built 1953 | No Adverse Effect | <i>de minimis Use</i> | 7,097 ft ² (0.16 acres) of the property will be acquired by the project. |

| | | | | | |
|----|--|--------------------------------|-------------------|-----------------------|--|
| 21 |  1175 Douglas Street | Ranch House built 1956 | No Adverse Effect | <i>de minimis</i> use | 25 ft ² of the property will be acquired by the project. |
| 22 |  1185 Douglas Street | Ranch House built 1956 | No Adverse Effect | <i>de minimis</i> Use | 817 ft ² of the property will be acquired by the project. |
| 23 |  1203 Hudson Street | Ranch House built 1950 | No Adverse Effect | <i>de minimis</i> Use | 263 ft ² of the property will be acquired by the project. |
| 24 |  1205 7th Street | Ranch House built 1955 | No Adverse Effect | <i>de minimis</i> Use | 576 ft ² of the property will be acquired by the project. |
| 25 |  1206 7th Street | WWII-Era Cottage built 1955 | No Adverse Effect | <i>de minimis</i> Use | 99 ft ² of the property will be acquired by the project. |

Twenty-one of the 23 properties that will incur *de minimis* Section 4(f) impacts are located on Harrison Boulevard (9 on the west side, 12 on the east side) and will be impacted by strip takes needed for widening (Figure 4). Of the other two *de minimis* impact properties, one is located on 2nd Street just west of its intersection with Harrison Boulevard, the other is on Douglas Street just west of its intersection of Harrison Boulevard. These two properties will be impacted by the improvements needed to eliminate the offset intersections (Figure 4).

The two properties with a greater than *de minimis* use are located on the west side of Harrison Boulevard, just north of 2nd Street (179 Harrison Boulevard and 189 Harrison Boulevard), and are impacted by the improvements needed to eliminate the offset intersection of 2nd Street and Sheridan Drive. These properties will be acquired and the buildings demolished (Figure 4).

5.0 AVOIDANCE ALTERNATIVES, LEAST OVERALL HARM ANALYSIS, AND MEASURES TO MINIMIZE HARM

This section describes the consideration of potential total avoidance alternatives, a determination of the alternative with least overall harm to Section 4(f) properties, and measures to avoid and minimize impacts to individual Section 4(f) properties.

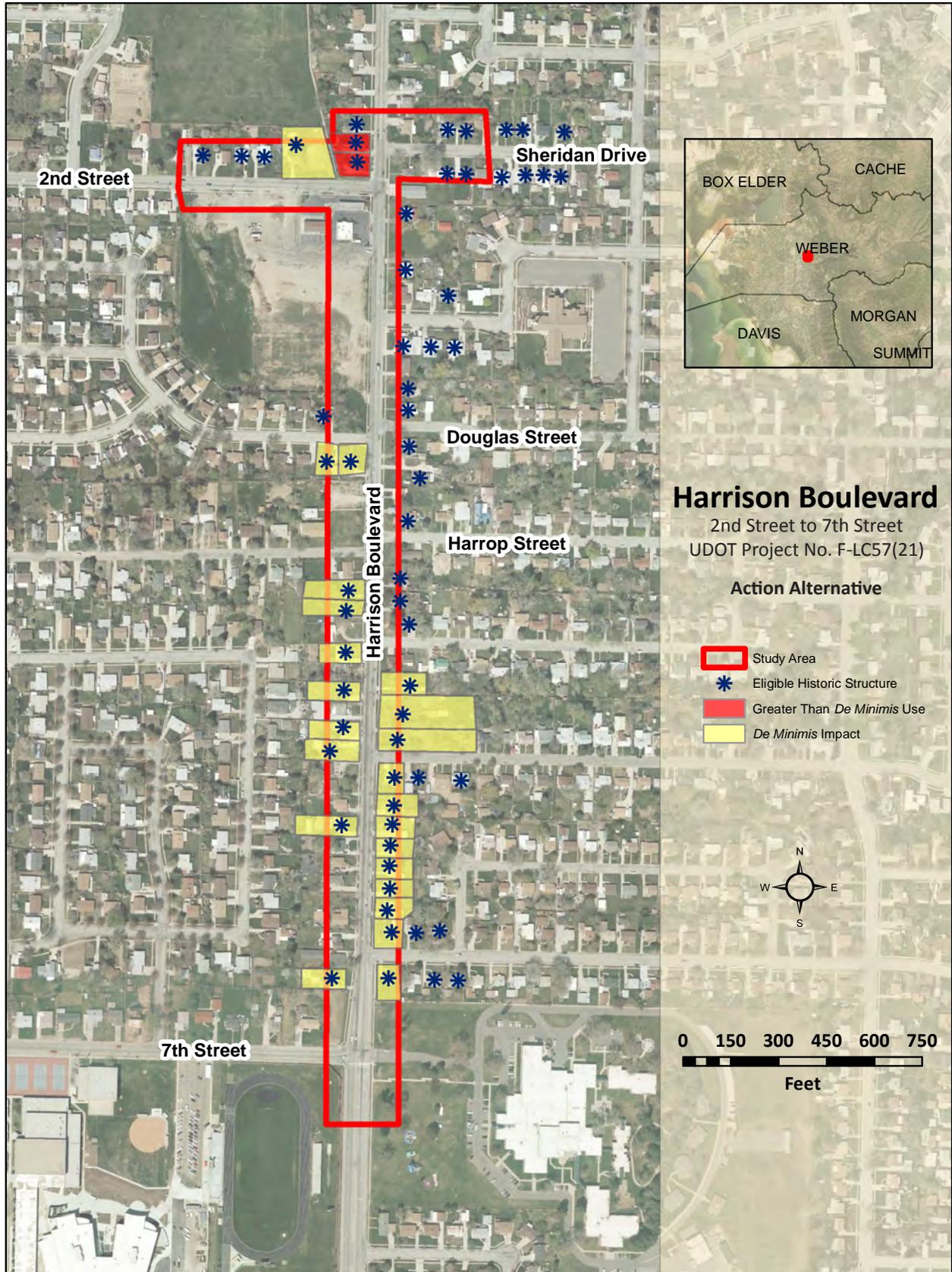


Figure 4. Action Alternative (Harrison Widening Alternative 3, Widen to West; with Intersection Alternative 3).

5.1 Avoidance Alternatives

Before UDOT can approve a greater than *de minimis* use of a Section 4(f) resource, feasible and prudent alternatives to avoid that use must be considered. Where an action would cause *de minimis* uses of some properties and greater than *de minimis* uses for others, avoidance alternatives need not be considered for the properties with *de minimis* impacts (Section 4(f) Policy Paper 3.3.3.1).

All of the Section 4(f) uses caused by the widening of Harrison Boulevard have *de minimis* impacts, and thus avoidance alternatives need not be considered for those uses (although as described below, alternatives were considered for Harrison Boulevard and included in the least overall harm analysis). The improvements proposed to remedy the offset intersection of 2nd Street and Sheridan Drive would cause greater than *de minimis* uses of Section 4(f) resources, requiring consideration of avoidance alternatives for those uses.

Given the site specific nature of the problem being addressed by the proposed improvements (eliminating difficult turning maneuvers, including head-on collision situations for motorists making left turns to merge onto Harrison caused by the offset intersection at 2nd Street and Sheridan Drive), there are no feasible or prudent locational alternatives or alternatives using different transportation modes. A No-Action alternative would leave the safety problems unaddressed and thus would not meet the purpose and need. Thus, the only potential avoidance alternatives would be alignment modifications that might avoid the Section 4(f) properties at the offset intersection.

At the offset intersection of 2nd Street and Sheridan Drive at Harrison Boulevard there are Section 4(f) properties along the north side of 2nd Street, the corner of 2nd Street and Harrison Boulevard, the west side of Harrison Boulevard, and the south and north sides of Sheridan Drive (Figures 4, 5, 6, and 7). As described below, given the location of these properties it was determined that it is not physically possible to align the intersection to eliminate the offset while avoiding the use of any Section 4(f) properties.

Accordingly, there are no feasible and prudent avoidance alternatives for the greater than *de minimis* Section 4(f) uses associated with improvements at the 2nd Street/Sheridan Drive offset intersection.

5.1.1 2nd Street/Sheridan Drive Intersection Alternatives

To determine if there were avoidance alternatives for the greater than *de minimis* uses from the 2nd Street/Sheridan Drive intersection improvements, and, if not, for purposes of a least overall harm analysis, three alternative configurations were considered to eliminate the intersection offset. After initial design, parkstrips were eliminated in order to reduce impacts to adjacent properties.

Intersection Alternative 1 (Figure 5) would shift both 2nd Street and Sheridan Drive to meet between their current alignments. This alignment would result in a greater than *de minimis* use of three Section 4(f) properties and a *de minimis* impact on two Section 4(f) properties. Intersection Alternative 1 is not an avoidance alternative.

Intersection Alternative 2 (Figure 6) would shift Sheridan Drive south to meet 2nd Street. This alignment would result in the greater than *de minimis* use of two Section 4(f) properties and *de minimis* impacts on one Section 4(f) property. Intersection Alternative 2 is also not an avoidance alternative.

Intersection Alternative 3 (Figure 7) would shift 2nd Street north to meet Sheridan Drive. This alignment would result in the greater than *de minimis* use of two Section 4(f) properties and *de minimis* impacts on one Section 4(f) property. Intersection Alternative 3 is not an avoidance alternative.

Intersection Alternative 1 would cost slightly more than the others, given the need to completely acquire four properties in total. Other impacts of the three Intersection Alternatives do not differ substantially. In sum, based upon an assessment of the three different alignment scenarios potentially available to avoid Section 4(f) properties at the 2nd Street and Sheridan Drive offset intersection, it was determined that no avoidance alternative exists.

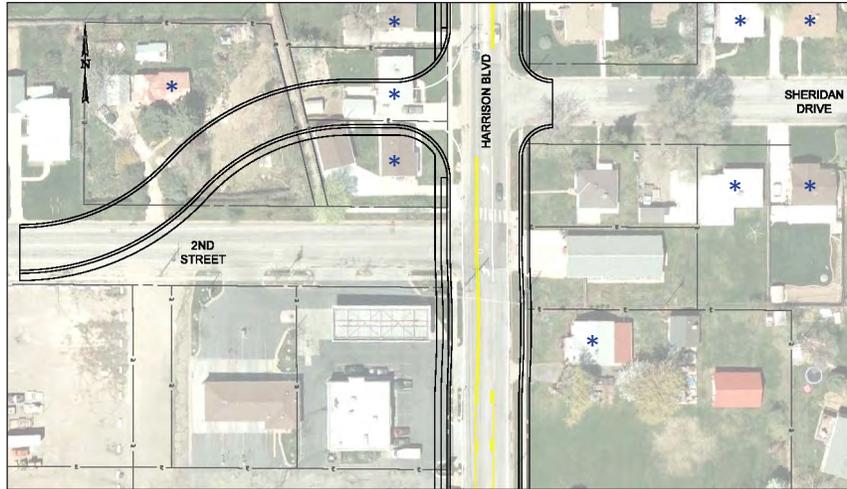


Figure 5. Intersection Alternative 1, align both 2nd Street and Sheridan Drive; *indicates Section 4(f) Property.

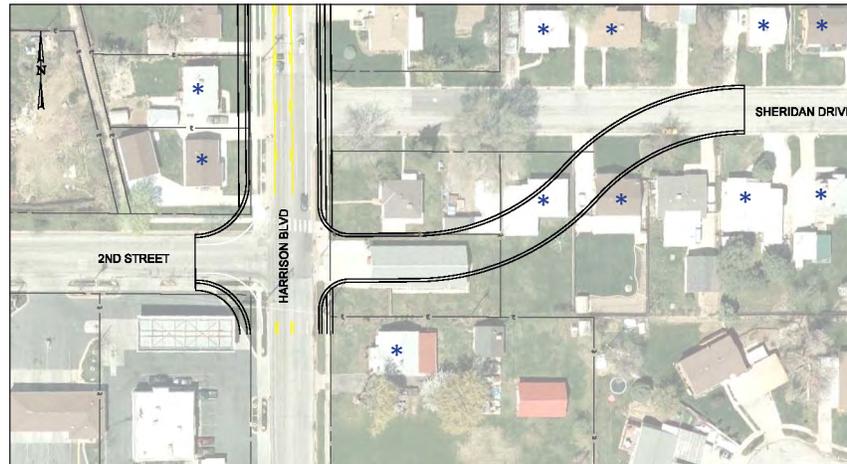


Figure 6. Intersection Alternative 2, align Sheridan Drive with 2nd Street; *indicates Section 4(f) Property.

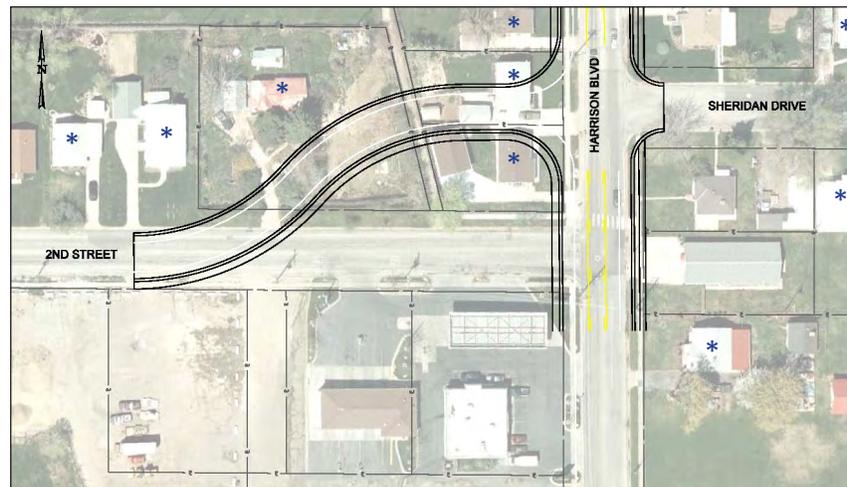


Figure 7. Intersection Alternative 3, align 2nd Street with Sheridan Drive (Action Alternative); *indicates Section 4(f) Property.

5.1.2 Harrison Boulevard Widening Alternatives

In assessing the optimal widening alignment on Harrison Boulevard, three alternatives were considered. Widening Harrison Boulevard would cause only *de minimis* uses of Section 4(f) properties, meaning that analysis of potential alternatives to avoid these uses was not required. However, these alternatives were considered for purposes of assessing and minimizing overall property takes and associated costs, and to minimize environmental impacts. Each resulted in different numbers of Section 4(f) properties with *de minimis* impacts, so they were considered for purposes of least harm analysis and for the minimization of Section 4(f) impacts.

All of the Harrison Boulevard Widening Alternatives would widen Harrison Boulevard between 7th Street and Sheridan Drive to a three-lane section, including a center turn-lane, ten foot shoulders, and improved sidewalk, curb, and gutter. The total additional width would be approximately 20 feet.

Harrison Boulevard Widening Alternative 1 (Figure 8) would widen Harrison Boulevard from the center, with the additional width being apportioned equally between the east and west sides of the road. This alternative would have a *de minimis* impact on 33 Section 4(f) properties, partial takes of 55 properties (including the Section 4(f) properties), and no full property takes. Due to the number of partial property takes, this alternative would cost slightly more than the other alternatives.

Harrison Boulevard Widening Alternative 2 (Figure 9) would widen Harrison Boulevard only to the east. This alternative would have *de minimis* impacts on 29 Section 4(f) properties, partial takes of 46 properties (including the Section 4(f) properties), and no full property takes. Due to the number of partial property takes, this alternative would cost slightly less than Widening Alternative 1 and slightly more than Widening Alternative 2.

Harrison Boulevard Widening Alternative 3, the Action Alternative (Figure 10), would widen Harrison Boulevard only to the west. This alternative would have *de minimis* impacts on 22 Section 4(f) properties, partial takes of 38 properties (including the Section 4(f) properties), and no full property takes. Due to the number of partial property takes, this alternative would cost slightly less than either of the other two Widening Alternatives.

Other impacts of the three Widening Alternatives do not differ substantially. Table 2 summarizes the impacts of both the 2nd Street/Sheridan Drive Intersection Alternatives and the Harrison Boulevard Widening Alternatives.

Table 2. Impacts of the Harrison and Intersection Alternatives.

| Type of Use | 2nd Street/Sheridan Drive Intersection | | | Harrison Boulevard Widening | | |
|--|--|---------------|---------------|-----------------------------|---------------|---------------|
| | Alternative 1 | Alternative 2 | Alternative 3 | Alternative 1 | Alternative 2 | Alternative 3 |
| Greater Than <i>De Minimis</i> Use | 3 | 2 | 2 | 0 | 0 | 0 |
| <i>De Minimis</i> Impact | 2 | 1 | 1 | 33 | 29 | 22 |
| Non-4(f) Full Acquisitions | 1 | 2 | 0 | 0 | 0 | 0 |
| Non-4(f) Partial Property Acquisitions | 2 | 2 | 1 | 23 | 18 | 19 |

5.2 Least Overall Harm Analysis

As there is no prudent and feasible avoidance alternative, an analysis was conducted to determine which of the various alternatives considered would have least overall harm. This analysis first addresses and, where possible, quantifies the least harm factors for each alternative. Then, the analysis compares the alternatives to determine least overall harm.

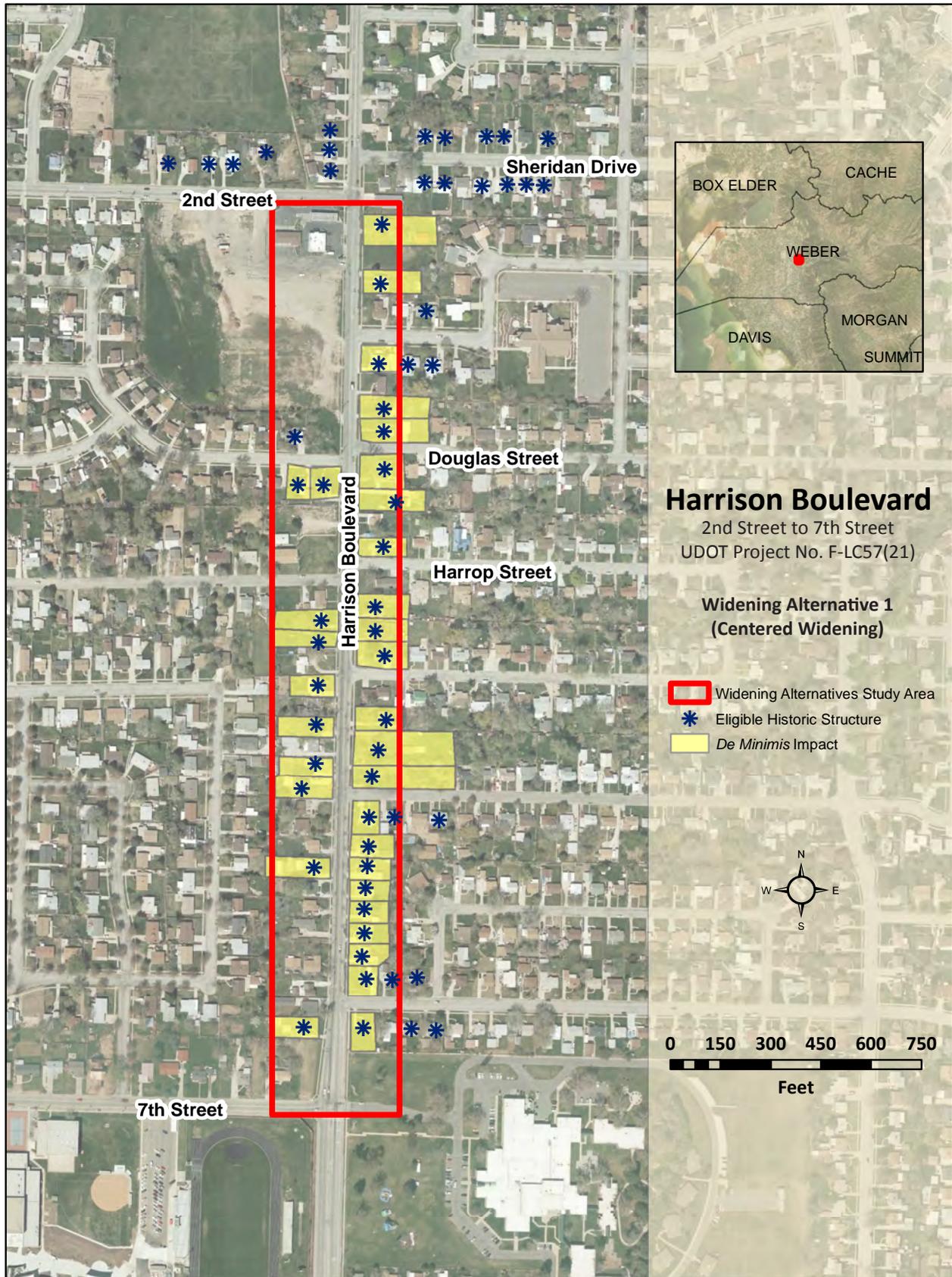


Figure 8. Widening Alternative 1 (Widen from Center) Impacted Section 4(f) Properties.



Figure 9. Widening Alternative 2 (Widen to East) Impacted Section 4(f) Properties.

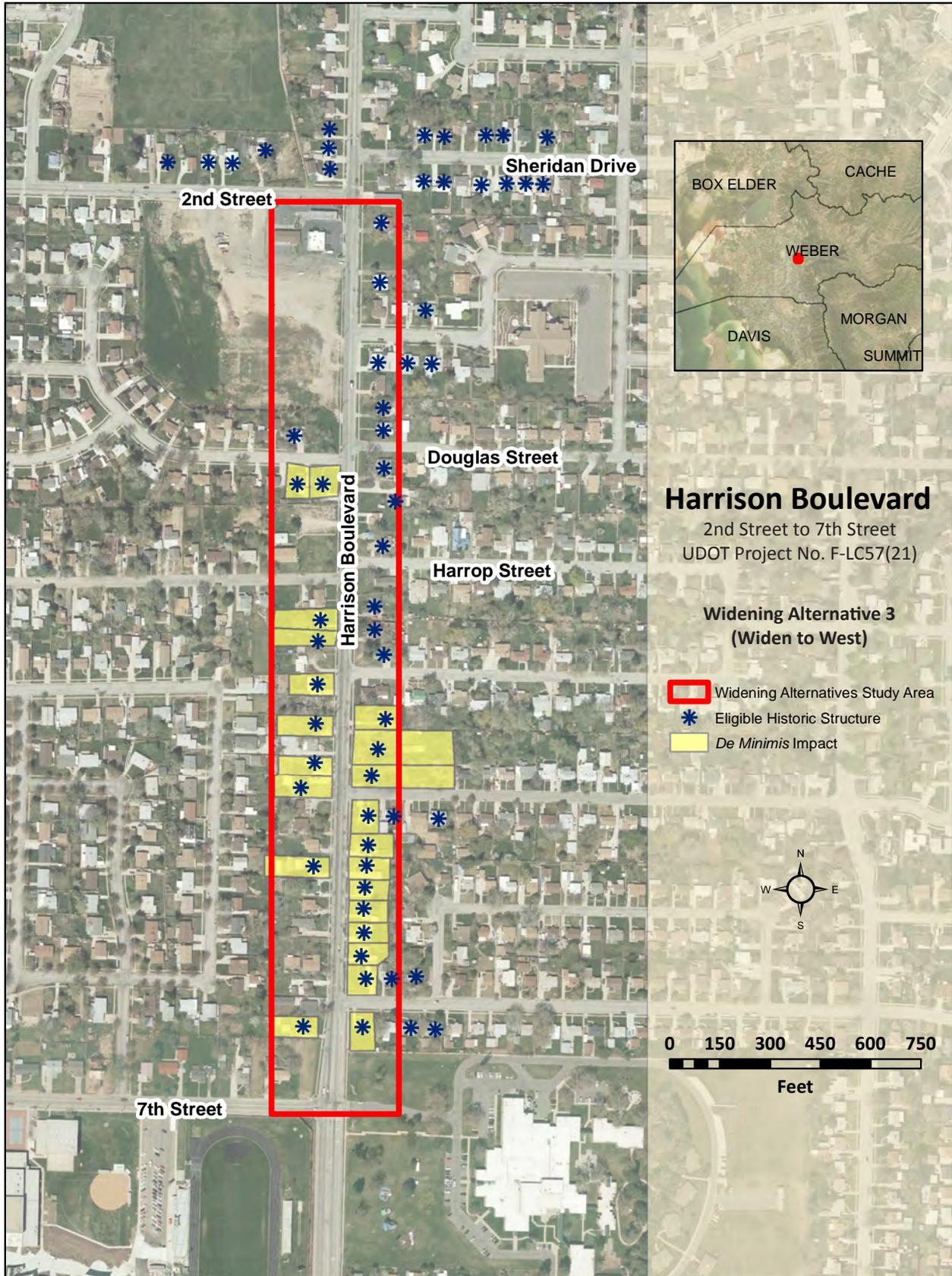


Figure 10. Widening Alternative 3 (Widen to West). Impacted Section 4(f) Properties

5.2.1 Significance, Mitigation, and Severity of Section 4(f) Harm

Since all the Section 4(f) properties potentially used by the alternatives are historic properties, their significance was determined using criteria set forth in 36 CFR 60 and National Register Bulletin 15 (Andrus 1990, rev. 2002) in conjunction with the USHPO ratings for architectural properties. Consultation between UDOT and USHPO staff regarding historic properties was held throughout the process. All archaeological or historic architectural resources must be evaluated under four specific criteria and with consideration of seven elements of integrity to be considered significant and thus eligible for inclusion on the NRHP. An archaeological or historic architectural resource may be considered eligible for inclusion on the NRHP if it:

- A - is associated with events that have made a significant contribution to the broad patterns of our history; OR
- B - is associated with the lives of persons significant in our past; OR
- C - embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; OR
- D - yielded, or may be likely to yield, information important in prehistory or history.

Sites and buildings considered significant, and potentially eligible for the NRHP under one of the four aforementioned criteria must also be evaluated for integrity of location, design, setting, materials, workmanship, feeling, and association. To be eligible for the NRHP, a site/building must possess integrity of those elements directly related to the criterion or criteria under which it would be determined eligible.

Given that all Section 4(f) properties in the project area are historic homes the relative significance of the eligible properties potentially impacted by the alignments was determined using Utah State Historic Preservation Office ratings. These ratings are ES (Eligible-Significant), EC (Eligible-Contributing) and NC (Non-Contributing). All eligible historic properties in this area are either World War II Era Cottages or Ranch House style residences, with very few notable differences. One property in the study area, 504 Harrison Boulevard, was determined to warrant an ES rating, because it is a better example of the architectural style with fewer alterations to the structure. It is therefore, more relatively significant than all others in the project area. All Harrison Widening Alternatives would result in a *de minimis* impact to this property.

There is no difference in significance between the properties subject to a greater than *de minimis* use, i.e., the historic homes at the 2nd Street and Sheridan Drive offset intersection.

For the historic properties that will incur greater than *de minimis* uses, i.e., the historic homes at the 2nd Street/Sheridan Drive intersection, mitigation will be performed. The mitigation will be determined through consultation between UDOT, the USHPO and Ogden City and formalized in a Memorandum of Agreement (MOA). The mitigation may include documenting the affected properties or contributing funding to an Ogden City historic preservation project. The mitigation will reduce the severity of the Section 4(f) harm, but not to the extent that it will no longer be a greater than *de minimis* use. It is not expected that mitigation for the affected historic properties will differ in a way that makes the remaining impacts more or less severe for any of these properties.

Based on the above, the Intersection Alternatives with the lowest number of properties with greater than *de minimis* Section 4(f) uses (Alternatives 2 and 3, with 2 properties each) would cause less harm to Section 4(f) properties than the alternative with more properties with such uses (Alternative 1, with 3 properties.)

With respect to the widening of Harrison Boulevard, Harrison Widening Alternative 3 would cause less Section 4(f) harm than Alternatives 1 and 2, since it would have *de minimis* impacts on fewer Section 4(f) properties (Table 2). However, since *de minimis* impacts are considered negligible, this difference is very slight (see Section 4(f) Property Paper 3.3.1 “while the *de minimis* impact will be considered in that analysis, the *de minimis* impact is unlikely to be a significant differentiating factor between alternatives because the net harm resulting from the *de minimis* impact is negligible”).

5.2.2 Views of the Official with Jurisdiction

The official with jurisdiction over all Section 4(f) properties in the project area is the USHPO. The USHPO has expressed its views on the project and agreed with the determinations regarding the Action Alternative through their written concurrence in the Determination of Eligibility and Finding of Effect (DOE-FOE) letter, dated December 13, 2012 (Appendix A).

5.2.3 Purpose and Need and Cost

All of the alternatives (except the No-Action alternative) would fulfill the project's purpose and need criteria to an equal degree. Intersection Alternative 1 would be slightly more expensive than Intersection Alternatives 2 and 3 due to one additional full acquisition. Harrison Widening Alternatives 2 and 3 would be slightly more expensive than Alternative 1 due to the additional partial takes. The cost difference between alternatives is not significant for the purposes of this evaluation.

5.2.4 Non-Section 4(f) Impacts

The only difference in non-Section 4(f) impacts between the alternatives is in the number of property acquisitions, and resulting impacts on property owners (Table 2). The 2nd Street/Sheridan Drive Intersection Alternatives would result in differing numbers of full acquisitions of non-Section 4(f) properties (1, 2, and 0 for Intersection Alternatives 1, 2, and 3 respectively). The total number of full acquisitions of private property (regardless of Section 4(f) status) is 4, 4, and 2 for Intersection Alternatives 1, 2, and 3 respectively. The Intersection Alternatives also would result in differing numbers of partial acquisitions of non-Section 4(f) properties (2, 2, and 1 for Intersection Alternatives 1, 2, and 3 respectively). The total number of partial acquisitions of private property (regardless of Section 4(f) status) is 4, 3, and 2 for Intersection Alternatives 1, 2, and 3 respectively. Intersection Alternative 3 results in the least number of full property acquisitions.

The Harrison Boulevard Widening Alternatives would result in differing numbers of partial acquisitions of non-Section 4(f) properties (23, 18, and 19 for Alternatives 1, 2 and 3 respectively), and no full acquisitions (Table 2). The total number of partial acquisitions of private property (regardless of Section 4(f) status) is 56, 47, and 41 for Harrison Widening Alternatives 1, 2, and 3 respectively. Harrison Widening Alternative 3 would result in the least number of property acquisitions.

5.2.5 Least Overall Harm

By comparing all alternatives to the least overall harm criteria, Harrison Widening Alternative 3 and 2nd Street/Sheridan Drive Intersection Alternative 3 have the least overall harm for purposes of Section 4(f).

As discussed in Section 5.2.1, relative significance criteria do not apply to any Section 4(f) property affected by the intersection alternatives. In comparing non-Section 4(f) impacts, Intersection Alternative 1 would require one full acquisition of a non-Section 4(f) property. Intersection Alternative 2 would require two full acquisitions of non-Section 4(f) properties. Intersection Alternative 3 would require no full acquisitions. Intersection Alternative 1 would require greater than *de minimis* use of three Section 4(f) properties. Intersection Alternatives 2 and 3 would each require greater than *de minimis* use of two Section 4(f) properties. Intersection Alternative 3 would result in the least overall harm of the three intersection alternatives because it would require the fewest number of full acquisitions of non-Section 4(f) properties, and fewer than or the same number of greater than *de minimis* Section 4(f) uses, with all other impacts being essentially the same.

Given that all Harrison Widening Alternatives have *de minimis* impacts on all Section 4(f) properties, the criteria of relative significance does not differentiate an alternative with least overall harm. No Harrison Widening Alternative would require any full property acquisitions, and Harrison Widening Alternative 3 has the least number of partial acquisitions (Section 5.2.4). Harrison Widening Alternative 1 would result in 33 *de minimis* impacts, Alternative 2 would result in 29 *de minimis* impacts, and Alternative 3 would result in 22 *de minimis* impacts. Harrison Widening

Alternative 3 has the least overall harm because it causes *de minimis* impacts to fewer Section 4(f) properties, although that difference is considered small due to the inherently negligible nature of *de minimis* impacts.

5.3 Measures to Minimize Harm/All Possible Planning

Appropriate design modifications were applied to minimize impacts to Section 4(f) properties. These modifications included eliminating park strips, making minor shifts in alignment for the Intersection Alternatives, and shifting the alignment of the Harrison Boulevard Widening Alternatives. These minimization measures, together with the mitigation that will be implemented for the greater than *de minimis* uses as discussed in Section 5.2.1, demonstrate compliance with the “all possible planning” requirements of the Section 4(f) regulations (see 23 CFR Section 774.3(a)(2)).

6.0 COORDINATION

Section 4(f) implementing regulations state that coordination with both the official having jurisdiction over the Section 4(f) property and with the Department of the Interior must occur. 23 CFR 774.5(a). Because the Section 4(f) properties affected by the proposed action are historic properties, the USHPO is the official with jurisdiction that must be consulted. UDOT, on behalf of FHWA, has consulted with the USHPO regarding the proposed properties being used for transportation purposes, including their eligibility for listing on the NRHP, and the Section 106 effect of the proposed action. The SHPO has signed the Determination of Eligibility and Finding of Effect (DOE-FOE), which includes an assessment of these factors. A copy of correspondence with the USHPO is attached as Appendix A. Coordination with the USHPO is ongoing, and will include an MOA to mitigate the effect of the project on historic properties.

This Section 4(f) evaluation will be submitted to the Department of the Interior for review and comment as required by the Section 4(f) regulations. Consultation between Ogden City and affected property owners, though not required for Section 4(f) purposes, is ongoing through letters, meetings, and public hearings. UDOT also solicited the views of the Ogden City Certified Local Government (CLG), which represents the City for matters of historical interest. No additional information was received from the CLG.

As part of the Section 106 consultation process, FHWA has initiated consultation with a number of Native American Tribes, including the Eastern Shoshone Tribe of the Wind River Reservation, the Shoshone-Bannock Tribes of Fort Hall, the Paiute Indian Tribe of Utah, the Northwestern Band of the Shoshone Nation, the Ute Indian Tribe of the Uintah and Ouray Ute Indian Reservation, the Skull Valley Band of Goshute Indians, the Cedar Band of Piutes, and the Shivwits Band of the Paiute Indian Tribe of Utah. To date, no response has been received.

The public was notified of the proposed action’s potential effect on historic properties at an open house on January 16, 2013, and through a public notice published in the Salt Lake Tribune and the Ogden Standard Examiner on May 15, 2013. A copy of the public notice is attached as Appendix B. No public comments were received regarding impacts to historic properties.

7.0 SUMMARY OF SECTION 4(F) DETERMINATION

No feasible and prudent avoidance alternatives were identified as a result of this analysis. Of the alternatives that were evaluated to avoid and minimize impacts to the Section 4(f) properties, the Action Alternative (Harrison Alternative 3, Intersection Alternative 3) would have the least overall harm for the purposes of Section 4(f) while meeting the project’s purpose and need criteria. After all possible planning to minimize harm, the Action Alternative would result in a greater than *de minimis* use of two Section 4(f) properties, and a *de minimis* impact on 23 properties. Further, the Action Alternative resulted in fewer total property acquisitions. Impacts to these properties will be further minimized and mitigated through an MOA executed by UDOT and the SHPO pursuant to Section 106 of the NHPA.

WORKS CITED

Andrus, Patrick W. 1990, Rev. 2002. "How to Apply the National Register Criteria for Evaluation." National Register Bulletin 15. U.S. Department of the Interior, National Park Service. Washington, D.C.

Steele, Peter. 2012. *A Selective Reconnaissance-Level Survey of Architectural Resources for the Harrison Boulevard, 7th Street to 2nd Street Project, Ogden, Weber County, Utah*. Project Engineering Consultants, Ltd. West Jordan, Utah.

U.S. General Publications Office. 2011. Electronic Code of Federal Regulations (23 CFR 774).

U.S. General Publications Office. 2011. Electronic Code of Federal Regulations (36 CFR 60).

U.S. General Publications Office. 2011. Electronic Code of Federal Regulations (36 CFR 800).

**Appendix A –
Correspondence**



State of Utah

GARY R. HERBERT
Governor

GREG BELL
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

12-2274

Received
DEC 13 2012
USHPO

December 13, 2012

Mr. Cory Jensen
Senior Preservation Program Specialist
Division of State History
300 Rio Grande
Salt Lake City, UT 84101-1182

RE: UDOT Project Number: F-LC57(21); Harrison Boulevard: 2nd Street to 7th Street, Ogden, Weber County, Utah (PIN: 10014). Division of State History Project: U-12-ZP-0638ps.
Determination of Eligibility and Finding of Adverse Effect

Dear Mr. Jensen:

Ogden City, in conjunction with the Utah Department of Transportation (UDOT) and the Federal Highway Administration (FHWA), initiated a Categorical Exclusion (CE) to study the environmental impacts that may result from proposed improvements to Harrison Boulevard between 2nd Street and 7th Street in Ogden, Weber County.

In accordance with Stipulation II, Part A and Appendix B of the *Memorandum of Understanding, State Assumption of Responsibility for Categorical Exclusions (23 USC §326)* (executed June 30, 2011), the UDOT assumes responsibility, assigned by the Federal Highway Administration (FHWA), for ensuring compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. In accordance with the *First Amended Programmatic Agreement Among the Federal Highway Administration, the Utah Department of Transportation, the Utah State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah* (executed April 16, 2010), Section 106 of the NHPA (16 U.S.C. § 470 et seq.), and U.C.A.9-8-404, the UDOT has taken into account the effects of this undertaking on historic properties, and is affording the Advisory Council on Historic Preservation (ACHP) and the Utah State Historic Preservation Officer (SHPO) an opportunity to comment on the undertaking.

Project Description:

Ogden City, in conjunction with UDOT and FHWA, proposes to make improvements to Harrison Boulevard. Improvements include:

- Widen Harrison Boulevard from its current two-lane section to a three-lane section, including shoulders, parkstrips and sidewalk.
- Install consistent sidewalk throughout the project area.

- Realign the intersection of 2nd Street and Harrison Boulevard to meet the intersection of Sheridan Drive and Harrison Boulevard.

Cultural Resources:

A Class I Records Search, field review, and consultation with Native American tribes on traditional cultural properties and other historic property types, were conducted to identify any cultural resources within the project area. A copy of the architectural and archaeological survey results reports and associated documentation materials are enclosed with this letter. Project Engineering Consultants (PEC) completed the archaeological survey, with the letter report titled *A Cultural Resource Inventory for the Harrison Boulevard, 2nd Street to 7th Street Project, Ogden City, Weber County, Utah*, as well as the architectural survey, with the report titled *A Selective Reconnaissance-Level Survey of Architectural Resources for the Harrison Boulevard, 7th Street to 2nd Street Project, Ogden, Weber County, Utah*.

The Area of Potential Effects (APE) consists of an area running along Harrison Boulevard from 7th Street in the south to Sheridan Drive in the north, one parcel deep. It also encompasses each side street from 7th Street to 3rd Street to a depth of up to three parcels, and 2nd street and Sheridan Drive to a depth of 8 parcels from Harrison Boulevard to account for possible changes in the intersection. The APE contains 64.25 acres (26 hectares). Within the APE a reconnaissance-level archaeological survey and selective reconnaissance-level architectural survey were undertaken.

Architectural Resources:

During the architectural survey a total of 89 historic properties were recorded, all historic buildings. Of these, 60 have been determined eligible for the National Register of Historic Places (NRHP) while 29 have been determined ineligible. No properties are listed on the NRHP. Of the eligible properties, two, at 179 Harrison Boulevard and 189 Harrison Boulevard, would be acquired and demolished, resulting in a finding of **Adverse Effect** by this project. The project would have **No Adverse Effect** to twenty-three properties, which would have small portions of their properties acquired, but which would not impact any features which contribute to the eligibility of the properties. The project would result in a finding of **No Historic Properties Affected** to the remaining 35 eligible properties included in the study area (see Table 1).

| Property | Date | Style/Type | USHPO Rating/NRHP Eligibility | Finding of Effect | Description of Impact |
|--|------|--------------------------------------|-------------------------------|---------------------------------|----------------------------|
| 138 Harrison Boulevard | 1946 | Ranch/Split-Level | NC/Ineligible | No Historic Properties Affected | |
| 146 Harrison Boulevard | 1956 | Ranch/Split-Level | NC/Ineligible | No Historic Properties Affected | |
| 165 Harrison Boulevard | 1956 | Ranch/Ranch | EC/Eligible | No Historic Properties Affected | |
| 179 Harrison Boulevard | 1956 | Ranch/Ranch | EC/Eligible | Adverse Effect | Acquisition and Demolition |
| 180 Harrison Boulevard/ 1207 Sheridan Drive | 1949 | Minimal Traditional/WWII-Era Cottage | NC/Ineligible | No Historic Properties Affected | |
| 189 Harrison Boulevard | 1955 | Ranch/Ranch | EC/Eligible | Adverse Effect | Acquisition and Demolition |
| 200/202 Harrison Boulevard | 1950 | Ranch/Ranch | NC/Ineligible | No Historic Properties Affected | |

| | | | | | |
|------------------------|------|--|---------------|---------------------------------|-----------------------------------|
| 204 Harrison Boulevard | 1948 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Historic Properties Affected | |
| 244 Harrison Boulevard | 1958 | Ranch/Early Ranch | EC/Eligible | No Historic Properties Affected | |
| 304 Harrison Boulevard | 1955 | Ranch/Ranch | EC/Eligible | No Historic Properties Affected | |
| 310 Harrison Boulevard | 1955 | Ranch/Ranch | NC/Ineligible | No Historic Properties Affected | |
| 326 Harrison Boulevard | 1952 | Ranch/Early Ranch | EC/Eligible | No Historic Properties Affected | |
| 352 Harrison Boulevard | 1938 | Tudor Revival/Period Revival | EC/Eligible | No Historic Properties Affected | |
| 354 Harrison Boulevard | 1930 | None/Other | EC/Eligible | No Historic Properties Affected | |
| 370 Harrison Boulevard | 1950 | Ranch/Ranch | NC/Ineligible | No Historic Properties Affected | |
| 403 Harrison Boulevard | 1949 | Minimal Traditional/Early Ranch | NC/Ineligible | No Historic Properties Affected | |
| 412 Harrison Boulevard | 1950 | Neocolonial/Cape Cod | EC/Eligible | No Historic Properties Affected | |
| 420 Harrison Boulevard | 1956 | Ranch/Ranch/Rambler | EC/Eligible | No Historic Properties Affected | |
| 421 Harrison Boulevard | 1952 | Ranch/Early Ranch | EC/Eligible | No Adverse Effect | Strip Take of 574 ft ² |
| 431 Harrison Boulevard | 1947 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Adverse Effect | Strip Take of 534 ft ² |
| 437 Harrison Boulevard | 1948 | Minimal Traditional/WWII-Era Cottage | NC/Ineligible | No Historic Properties Affected | |
| 445 Harrison Boulevard | 1957 | Minimal Traditional/Ranch | EC/Eligible | No Adverse Effect | Strip Take of 527 ft ² |
| 453 Harrison Boulevard | 1944 | None/WWII-Era Cottage | NC/Ineligible | No Historic Properties Affected | |
| 459 Harrison Boulevard | 1945 | Minimal Traditional/Foursquare Cottage | EC/Eligible | No Adverse Effect | Strip Take of 418 ft ² |
| 496 Harrison Boulevard | 1949 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Adverse Effect | Strip Take of 224 ft ² |
| 501 Harrison Boulevard | 1960 | Neo-Spanish/Mansard | NC/Ineligible | No Historic Properties Affected | |
| 504 Harrison Boulevard | 1948 | Minimal Traditional/WWII-Era Cottage | ES/Eligible | No Adverse Effect | Strip Take of 313 ft ² |
| 509 Harrison Boulevard | 1940 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Adverse Effect | Strip Take of 531 ft ² |
| 515 Harrison Boulevard | 1950 | Ranch/Early Ranch | EC/Eligible | No Adverse Effect | Strip Take of 528 ft ² |
| 522 Harrison Boulevard | 1949 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Adverse Effect | Strip Take of 310 ft ² |

| | | | | | |
|-----------------------------|---------|---------------------------------------|---------------|---------------------------------|---|
| 523 Harrison Boulevard | 1942 | Minimal Traditional/Early Ranch | NC/Ineligible | No Historic Properties Affected | |
| 525 Harrison Boulevard | 1950 | None/Ranch | NC/Ineligible | No Historic Properties Affected | |
| 530 Harrison Boulevard | 1953 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Adverse Effect | Strip Take of 224 ft ² |
| 545 Harrison Boulevard | 1960 | Ranch/Ranch | EC/Eligible | No Adverse Effect | Strip Take of 437 ft ² |
| 560 Harrison Boulevard | 1955 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Adverse Effect | Strip Take of 294 ft ² |
| 570 Harrison Boulevard | 1955 | Minimal Traditional/Early Ranch | EC/Eligible | No Adverse Effect | Strip Take of 112 ft ² |
| 585 Harrison Boulevard | 1945 | None/WWII-Era Cottage | NC/Ineligible | No Historic Properties Affected | |
| 600 Harrison Boulevard | 1955 | Ranch/Early Ranch | EC/Eligible | No Adverse Effect | Strip Take of 167 ft ² |
| 610 Harrison Boulevard | 1955 | Ranch/Ranch | EC/Eligible | No Adverse Effect | Strip Take of 203 ft ² |
| 613 Harrison Boulevard | 1950 | None/WWII-Era Cottage | NC/Ineligible | No Historic Properties Affected | |
| 620 Harrison Boulevard | 1955 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Adverse Effect | Strip Take of 214 ft ² |
| 621 Harrison Boulevard | 1960 | Ranch/Ranch | NC/Ineligible | No Historic Properties Affected | |
| 625 Harrison Boulevard | 1960 | Split-Level/Split-Level | NC/Ineligible | No Historic Properties Affected | |
| 631 Harrison Boulevard | 1946 | 20 th Century: Other/Other | NC/Ineligible | No Historic Properties Affected | |
| 653 Harrison Boulevard | 1967 | Ranch/Ranch | EC/Eligible | No Adverse Effect | Strip Take of 1,229 ft ² |
| 1100 2 nd Street | c. 1950 | Minimal Traditional/WWII-Era Cottage | NC/Ineligible | No Historic Properties Affected | |
| 1104 2 nd Street | 1960 | Ranch/Ranch/Rambler | EC/Eligible | No Historic Properties Affected | |
| 1110 2 nd Street | 1942 | Minimal Traditional/WWII-Era Cottage | NC/Ineligible | No Historic Properties Affected | |
| 1118 2 nd Street | 1961 | None/Ranch/Rambler | EC/Ineligible | No Historic Properties Affected | |
| 1126 2 nd Street | 1949 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Historic Properties Affected | |
| 1150 2 nd Street | 1953 | Ranch/Ranch | EC/Eligible | No Adverse Effect | Partial Take of 0.16 acres (7,097 ft ²) |
| 1220 Sheridan Drive | 1950 | Ranch/WWII-Era Cottage | EC/Eligible | No Historic Properties Affected | |
| 1225 Sheridan Drive | 1953 | Ranch/Ranch/Rambler | EC/Eligible | No Historic Properties Affected | |

| | | | | | |
|-----------------------------|------|---|---------------|---------------------------------|-----------------------------------|
| 1230 Sheridan Drive | 1956 | Ranch/Ranch | EC/Eligible | No Historic Properties Affected | |
| 1231 Sheridan Drive | 1954 | Ranch/Ranch | EC/Eligible | No Historic Properties Affected | |
| 1236 Sheridan Drive | 1949 | Ranch/Ranch/Rambler | NC/Ineligible | No Historic Properties Affected | |
| 1239 Sheridan Drive | 1956 | Ranch/Ranch | NC/Ineligible | No Historic Properties Affected | |
| 1246 Sheridan Drive | 1956 | Ranch/WWII-Era Cottage | EC/Eligible | No Historic Properties Affected | |
| 1247 Sheridan Drive | 1956 | Ranch/Ranch/Rambler | EC/Eligible | No Historic Properties Affected | |
| 1254 Sheridan Drive | 1954 | Ranch & Minimal Traditional/Ranch | EC/Eligible | No Historic Properties Affected | |
| 1255 Sheridan Drive | 1953 | Ranch/Early Ranch | EC/Eligible | No Historic Properties Affected | |
| 1262 Sheridan Drive | 1951 | Ranch/Ranch | NC/Ineligible | No Historic Properties Affected | |
| 1263 Sheridan Drive | 1953 | Ranch/Early Ranch | EC/Eligible | No Historic Properties Affected | |
| 1271 Sheridan Drive | 1953 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Historic Properties Affected | |
| 1272 Sheridan Drive | 1951 | Ranch/WWII-Era Cottage | EC/Eligible | No Historic Properties Affected | |
| 1204 3 rd Street | 1959 | Ranch/Ranch | NC/Ineligible | No Historic Properties Affected | |
| 1212 3 rd Street | 1958 | Ranch/Ranch | NC/Ineligible | No Historic Properties Affected | |
| 1215 3 rd Street | 1957 | Ranch/Ranch | EC/Eligible | No Historic Properties Affected | |
| 1220 3 rd Street | 1962 | 20 th Century: Other/Split-Level | EC/Eligible | No Historic Properties Affected | |
| 1225 3 rd Street | 1957 | Ranch/Ranch/Rambler | EC/Eligible | No Historic Properties Affected | |
| 685 Iowa Avenue | 1957 | Minimal Traditional & Ranch/Ranch | EC/Eligible | No Historic Properties Affected | |
| 1170 Douglas Street | 1957 | Ranch/Ranch | EC/Eligible | No Historic Properties Affected | |
| 1175 Douglas Street | 1956 | Ranch/Ranch | EC/Eligible | No Adverse Effect | Strip Take of 25 ft ² |
| 1185 Douglas Street | 1956 | Ranch/Ranch | EC/Eligible | No Adverse Effect | Strip Take of 817 ft ² |
| 1208 Harrop Street | 1950 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Historic Properties Affected | |
| 1209 Harrop Street | 1951 | Ranch/Ranch | NC/Ineligible | No Historic Properties Affected | |

| | | | | | |
|-----------------------------|------|--------------------------------------|---------------|---------------------------------|-----------------------------------|
| 1208 5 th Street | 1950 | Ranch/Ranch | EC/Eligible | No Historic Properties Affected | |
| 1209 5 th Street | 1950 | Minimal Traditional/WWII-Era Cottage | NC/Ineligible | No Historic Properties Affected | |
| 1203 Hudson Street | 1950 | Ranch/Ranch | EC/Eligible | No Adverse Effect | Strip Take of 263 ft ² |
| 1213 Hudson Street | 1950 | Ranch/Ranch | EC/Eligible | No Historic Properties Affected | |
| 1223 Hudson Street | 1951 | Ranch/Ranch | NC/Ineligible | No Historic Properties Affected | |
| 1231 Hudson Street | 1951 | Ranch/Ranch | EC/Eligible | No Historic Properties Affected | |
| 1152 7 th Street | 1949 | Ranch/Early Ranch | NC/Ineligible | No Historic Properties Affected | |
| 1205 7 th Street | 1955 | Minimal Traditional/Ranch | EC/Eligible | No Adverse Effect | Strip Take of 576 ft ² |
| 1206 7 th Street | 1955 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Adverse Effect | Strip Take of 99 ft ² |
| 1215 7 th Street | 1957 | Ranch/Ranch | NC/Ineligible | No Historic Properties Affected | |
| 1218 7 th Street | 1955 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Historic Properties Affected | |
| 1223 7 th Street | 1955 | Minimal Traditional/Ranch | EC/Eligible | No Historic Properties Affected | |
| 1231 7 th Street | 1955 | Minimal Traditional/WWII-Era Cottage | EC/Eligible | No Historic Properties Affected | |

Historic Boundaries:

All residential properties within the APE retain their historical property boundary as their current legal parcel boundary. As such, the current legal parcel boundary has been used as the historical property boundary for all residential properties.

Archaeological Resources:

No archaeological sites, traditional cultural properties, or paleontological resources were identified or recorded in the APE.

Consultation:

The FHWA and the UDOT initiated consultation with several Native American tribes/bands, including the Skull Valley Band of the Goshute Indians, the Eastern Shoshone Tribe of the Wind River Reservation, the Shoshone-Bannock Tribes of Fort Hall, the Paiute Indian Tribe of Utah, the Northwestern Band of the Shoshone Nation, the Uintah and Ouray Ute Indian Reservation, the Cedar Band of the Paiutes, and the Shivwits Band of Paiute Indians. Consultation has been initiated with the Ogden City Certified Local Government (CLG). Formal letters sent to the tribes/bands in September 2012 requested information on any cultural resources in the project vicinity and invited them to be consulting parties. As of the date of this letter, none of the contacted parties have responded. Should any of the parties respond, the FHWA and the UDOT will continue any necessary consultation.

In addition, after receipt of your concurrence to this letter, UDOT will continue Section 106 compliance through notification of the Advisory Council on Historic Preservation (ACHP) and public notice of the adverse effect.

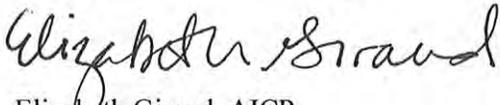
Summary:

PEC, Ltd., under the direction of the UDOT Region 1 Archaeologist and UDOT Architectural Historian conducted a cultural resources inventory, including a Class I Records Search and field visit, for the project APE. The inventory documented 89 historic architectural properties, of which 60 were determined eligible. The project will not affect 35 of the eligible historic architectural properties. The project will have **No Adverse Effect** on twenty-three architectural properties, and an **Adverse Effect** on two architectural properties. The overall Section 106 effect to historic properties for this project is an **Adverse Effect**.

The cultural resource inventory results report letter and associated materials, project location, historic property location maps, diagrams showing project effects to the NRHP-eligible historic property, and a CD containing digital photographs of the historic buildings are enclosed with this DOE-FOE letter.

Please review this document and, providing you agree with the findings contained herein, sign and date the signature line at the end of this letter. Should you have any questions or need additional information, please feel free to contact Elizabeth Giraud at (801) 965-4917 or egiraud@utah.gov.

Sincerely,

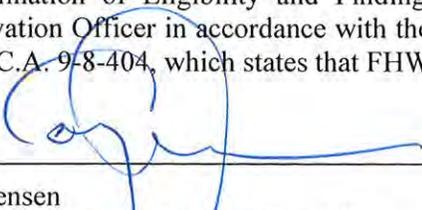


Elizabeth Giraud, AICP
UDOT Architectural Historian

Enclosures:

- Cultural Resources Inventory Results Reports and associated materials
- Maps showing impacts to cultural resources.
- CD with digital photographs of historic buildings.

Regarding the UDOT Project Number: F-LC57(21); Harrison Boulevard, 2nd Street to 7th Street, I concur with the Determination of Eligibility and Finding of Effect described above, submitted to the Utah State Historic Preservation Officer in accordance with the First Amended Programmatic Agreement, Section 106 of the NHPA, and U.C.A. 9-8-404, which states that FHWA and UDOT have determined that the finding is **Adverse Effect**.



Cory Jensen
Senior Preservation Program Specialist
Division of State History

12/20/2012
Date



U.S. Department
of Transportation

**Federal Highway
Administration**

Utah Division

October 22, 2012

2520 West 4700 South, Suite 9A

Salt Lake City, UT 84129-1874

(801) 955-3500

(801) 955-3539

<http://www.fhwa.dot.gov/utdiv/utah.htm>

In Reply Refer To:

HDA-UT

Richard Jenks Jr., Chairman
Ute Indian Tribe of the Uintah and Ouray Ute Indian Reservation
P.O. Box 190
Fort Duchesne, UT 84026

Dear Mr. Jenks:

Under project number and title F-LC57(21); Harrison Boulevard; 7th Street to 2nd Street (PIN 10014), the Utah Department of Transportation (UDOT) and Ogden City, intend to utilize federal funding to widen Harrison Boulevard from 7th Street to 2nd Street in Ogden, Weber County, Utah from a current two-lane configuration to three lanes, including a center turn lane. Work may also include realignment of cross-streets to form better intersection geometry, particularly the intersection of 2nd Street and Sheridan Avenue. Work will take place both within and outside of UDOT roadway right-of-way. Property acquisition would be required for the project. The area has been heavily disturbed by residential and commercial construction; there are few areas within the project area that remain undisturbed.

In accordance with Section 106 of the National Historic Preservation Act (NHPA) and the *First Amended Programmatic Agreement among the Federal Highway Administration, the Utah Department of Transportation, the Utah State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah* (Section 106 PA) (signed into effect April 16, 2010), the FHWA will be responsible for consultation with Native American tribes/bands on this project. In accordance with Stipulation II, Part A and Appendix B of the *Memorandum of Understanding, State Assumption of Responsibility for Categorical Exclusions (23 USC §326)* (signed into effect July 1, 2008), the UDOT assumes responsibility, assigned by the FHWA, for ensuring compliance with Section 106 of the NHPA, except for Native American consultation.

In compliance with the 106 PA, the FHWA invites you to participate in the Section 106 consultation for the project and requests that you review the information in this letter and enclosed project information to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by the proposed undertaking. If you feel that there are any historic properties that may be impacted, we request your notification as such and your participation as a consulting party during the development of the environmental document. Please be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, the FHWA and the UDOT will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural places that may be affected by this proposed undertaking.

The area of potential effects (APE) for the project is one property parcel deep on each side of Harrison Boulevard and extends from 7th St. to 2nd St. The APE at the intersections and along cross streets extends away from Harrison Boulevard up to eight property parcels. Project Engineering Consultants (PEC) conducted a cultural resources inventory of the project APE. No prehistoric or historic archaeological sites were found during the inventory. A number of historic buildings were recorded in the corridor. A copy of the cultural resources inventory results documentation will be prepared and kept on file at the UDOT Region One Headquarters in Ogden, Utah. A copy of the results documentation will also be available for your review upon request.

At your request, the FHWA and the UDOT staff will be available to meet with you to discuss any concerns you might have about the project. Should you have any questions or concerns about this project and/or wish to be a consulting party, feel free to contact me at 801-955-3525 or at Paul.Ziman@dot.gov. We would also appreciate any suggestions you might have about other groups or individuals that we should contact regarding this project or ways that we may more effectively consult with your Tribe/Band.

To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Yours truly,

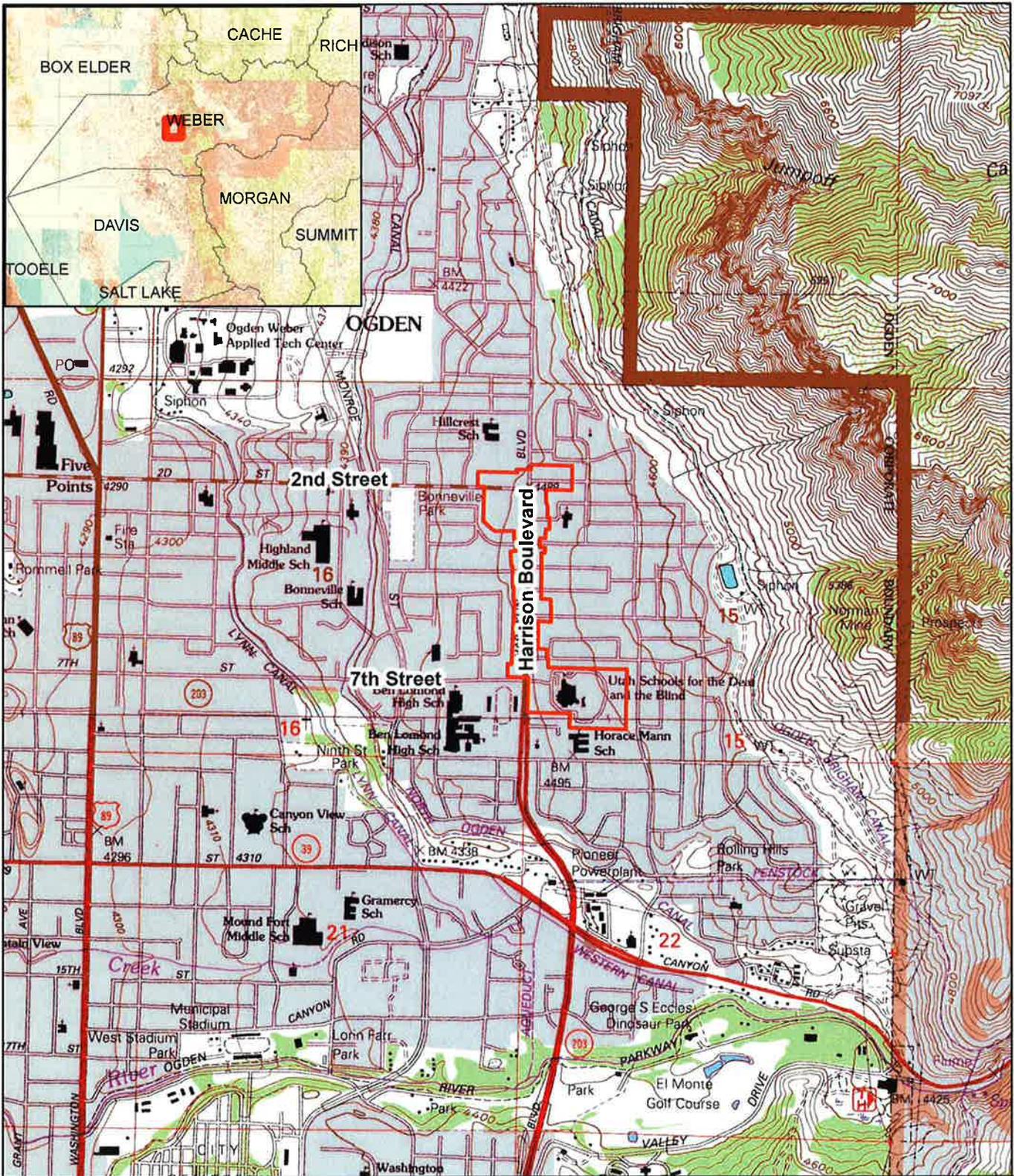


Paul Ziman
FHWA Area Engineer

Enclosures: Project Location Maps, List of Contacted Tribes

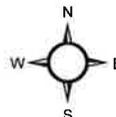
cc: Betsy Chapoose, Director, Cultural Rights and Protection
Edward Woolford, FHWA, Environmental Program Manager

PZIMAN/dm



**PROJECT
ENGINEERING
CONSULTANTS**

 Area of Potential Effects

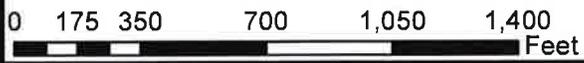
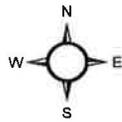


0 625 1,250 2,500 3,750 5,000
Feet

**Harrison Boulevard
Figure 1 -
Area of Potential Effects**



 Area of Potential Effects



**Harrison Boulevard
Figure 1 -
Area of Potential Effects**

LIST OF OTHER TRIBES/BANDS NOTIFIED OF THE PROJECT:

Tribal Contact List For: F-LC57(21); Harrison Boulevard; 7th Street to 2nd Street (PIN 10014)

IDENTICAL COPIES OF THIS LETTER SENT TO THE FOLLOWING:

| Original to: | CC to: |
|---|--|
| <p>Mike LaJeunesse, Chairman Eastern Shoshone Tribe of the Wind River Reservation P.O. Box 538/15 North Fork Rd Fort Washakie, WY 82514</p>  | <p>Glenda Trosper, Director, Cultural Center Eastern Shoshone Tribe of the Wind River Reservation P.O. Box 538/15 North Fork Rd Fort Washakie, WY 82514</p> <p>Wilfred Ferris, THPO Eastern Shoshone Tribe of the Wind River Reservation P.O. Box 538/15 North Fork Rd Fort Washakie, WY 82514</p> |
| <p>Nathan Small, Chair Shoshone-Bannock Tribes of Fort Hall P.O. Box 306 Pima Drive Fort Hall, ID 83203</p> | <p>Carolyn Smith, Cultural Resource Director Shoshone-Bannock Tribes of Fort Hall P.O. Box 306 Pima Drive Fort Hall, ID 83203</p> |
| <p>Jeanine Borchardt, Tribal Chairperson Paiute Indian Tribe of Utah 440 North Paiute Drive Cedar City, UT 84720</p> | <p>Dorena Martineau, Cultural Resources Manager Paiute Indian Tribe of Utah 440 North Paiute Drive Cedar City, UT 84720</p> |
| <p>Gwen Davis, Chairwoman Northwestern Band of Shoshone Nation 707 North Main Street Brigham City, UT 84302</p> | <p>Patty Timbimboo-Madsen, Cultural Specialist Northwestern Band of Shoshone Nation 707 North Main Street Brigham City, UT 84302</p> |
| <p>Richard Jenks, Jr., Chairperson Ute Indian Tribe of the Uintah and Ouray Ute Indian Reservation P.O. Box 190 Fort Duchesne, UT 84026</p>  | <p>Betsy Chapoose, Director, Cultural Rights and Protection Ute Indian Tribe of the Uintah and Ouray Ute Indian Reservation P.O. Box 190 Fort Duchesne, UT 84026</p> |

PROJECT INITIAL TRIBAL NOTIFICATION FORM WITH PROJECT INFORMATION SENT TO THE FOLLOWING (IN ACCORDANCE WITH TRIBAL SECTION 106 PAs; SENT BY THE UDOT REGION ARCHAEOLOGIST):

| Mail Original to: | Mail CC to: | Email to: |
|---|---|--|
| <p>Lora Tom, Band Chairwoman Cedar Band of Paiutes 4655 North Utah Trail Enoch, UT 84720</p> | <p>Eleanor Tom, Cultural Resources Representative Cedar Band of Paiutes 4562 N. Wagonwheel Dr. Cedar City, UT 84721</p> | <p>cbcletom@q.com (Lora Tom)</p> |
| <p>Charlotte Lomeli, Chairwoman Shivwits Band of Paiute Indian Tribe of Utah 26 South 400 West LaVerkin, UT 84745</p> | <p>Shanan Martineau, Cultural Resource Director Shivwits Band of Paiute Indian Tribe of Utah 6060 West 3650 North Ivins, UT 84738</p> | <p>lomeli20034@aol.com martineau@shivwits.org</p> |



State of Utah

GARY R. HERBERT
Governor

GREG BELL
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

January 17, 2013

Najah Duvall-Gabriel
Historic Preservation Specialist
Advisory Council on Historic Preservation
1100 Pennsylvania Ave, NW, Suite 803
Washington, D.C, 20004

RE: UDOT Project Number: F-LC57(21); Harrison Boulevard, 2nd Street to 7th Street, Ogden City, Weber County, Utah (PIN 10014).
Advisory Council Notification of Adverse Effect.

Dear Ms. Duvall-Gabriel:

In accordance with Stipulation IX (D)(4)(e) of the *First Amended Programmatic Agreement Among the Federal Highway Administration, the Utah Department of Transportation, the Utah State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah* (executed April 16, 2010), the Utah Department of Transportation (UDOT) has been delegated the responsibility of notifying the Advisory Council on Historic Preservation of findings of adverse effects.

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT), in conjunction with Ogden City, proposes to make improvements to Harrison Boulevard. Improvements include widening Harrison Boulevard from its current two-lane section to a three-lane section (including shoulders, sidewalk, and parkstrip), and realign the intersection of 2nd Street and Harrison Boulevard to meet the intersection of Sheridan Drive and Harrison Boulevard.

In accordance with 36 CFR 800.6(a)(1), the FHWA and the UDOT are providing this letter to the Advisory Council as notification that the project will have an **Adverse Effect** on two architectural properties. The documentation specified in 36 CFR 800.11(e) is enclosed, including all consultation letters and a copy of the cultural resources inventory reports.

The Area of Potential Effects (APE) as defined by 36 CFR 800.16(d), consists of a corridor along Harrison Boulevard from 7th Street in the south to Sheridan Drive in the north, one parcel deep. It also encompasses each side street from 7th Street to 3rd Street to a depth of up to three parcels, and 2nd street and Sheridan Drive to a depth of 8 parcels from Harrison Boulevard to account for possible changes in the intersection. Within the APE, a reconnaissance-level archaeological survey and selective reconnaissance-level architectural survey were undertaken.

The effort to identify and evaluate all historic, archaeological, and paleontological resources within the APE, as required by 36 CFR 800.4, was conducted in accordance with the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 Federal Register Part IV). Project Engineering Consultants (PEC) completed the archaeological and the architectural surveys and the complete results are reported in *A Cultural Resource Inventory for the Harrison Boulevard, 2nd Street to 7th Street Project, Ogden City, Weber County, Utah*, and *A Selective Reconnaissance-Level Survey of Architectural Resources for the Harrison Boulevard, 7th Street to 2nd Street Project, Ogden, Weber County, Utah*.

During the cultural resources inventory of the APE, 89 architectural properties were identified. Of these, 60 have been determined eligible for the National Register of Historic Places (NRHP). No archaeological sites, known traditional cultural properties or paleontological resources are located in the APE. Two eligible properties (179 Harrison Boulevard and 189 Harrison Boulevard) would be acquired and demolished. In accordance with 36 CFR 800.5, FHWA and UDOT applied the criteria of adverse effect and determined that demolition of the two architectural properties an **Adverse Effect** to both resources. The Utah SHPO has concurred with the Determinations of Eligibility and the Findings of Effect for this project (see enclosed letter dated December 13, 2012). We will continue to work with their office and other consulting parties to develop a Memorandum of Agreement for the resolution of adverse effects.

The FHWA and the UDOT initiated consultation with several Native American tribes/bands, including the Skull Valley Band of the Goshute Indians, the Eastern Shoshone Tribe of the Wind River Reservation, the Shoshone-Bannock Tribes of Fort Hall, the Paiute Indian Tribe of Utah, the Northwestern Band of the Shoshone Nation, the Uintah and Ouray Ute Indian Reservation, the Cedar Band of the Paiutes, and the Shivwits Band of Paiute Indians. Consultation has been initiated with the Ogden City Certified Local Government (CLG). As of the date of this letter, none of the contacted parties have responded. Additional public involvement was conducted through the environmental study process and included city council meetings, flyers, an open house, and individual meetings with affected homeowners. While residences were interested in the historic nature of their neighborhood, no one has expressed concern over impacts specific to historic properties.

The FHWA and the UDOT request that the Council review the enclosed information and determine whether it wishes to enter the consultation process. If the Council chooses to participate, a response within 15 days would be appreciated. Please do not hesitate to contact me at 801-518-4956 or at jelsken@utah.gov if you have any questions or need additional information.

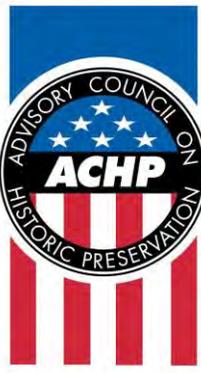
Respectfully,



Jennifer Elsken
Cultural Resources Program Manager
UDOT Environmental Services

Enclosures

Cc: Chris Lizotte, UDOT Region 1 Environmental Manager
Chuck Easton, PEC NEPA Project Manager



Preserving America's Heritage

January 30, 2013

Jennifer Elsken
Cultural Resources Program Manager
UDOT Environmental Services
Calvin Rampton Complex
4501 South 2700 West
Salt Lake City, UT 84114-8450

Ref: *Proposed Harrison Boulevard Improvement Project (2nd Street to 7th Street)
Ogden City, Weber County, Utah
UDOT Project Number:F-LC57(21); PIN 10014*

Dear Ms. Elsken:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Utah State Historic Preservation Office (SHPO), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Ms. Najah Duvall-Gabriel at 202-606-8585 or at ngabriel@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone:202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov



State of Utah

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Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

November 21, 2012

Mr. Ron Atencio
Ogden Certified Local Government
2212 Washington Blvd.
Ogden, Utah 84401-3111

RE: Project No. F-LC57(21); Harrison Boulevard; 7th Street to 2nd Street (PIN 10014).

Dear Mr. Atencio,

Ogden City and the Utah Department of Transportation (UDOT) are conducting an environmental review of proposed improvements to Harrison Boulevard between Seventh Street and Second Street in Ogden (see attached map). The proposed improvements include widening Harrison Boulevard to three lanes, constructing consistent sidewalk, curb, and gutter, and realigning the offset intersection of 2nd Street and Sheridan Drive.

In accordance with the implementing regulations (36 CFR Part 800) for Section 106 of the National Historic Preservation Act (NHPA), I am writing to request that you notify us of any concerns you might have regarding historic sites in the project area and the undertaking's potential effect on historic properties (i.e., historic properties are those historic sites that are at least 45-years-old and exhibit an adequate level of integrity to be eligible for the National Register of Historic Places [NRHP]). As part of the environmental review, surveys to identify historic buildings and archaeological sites (e.g., historic railroads, historic canals, prehistoric and historic artifact scatters) within the project's area of potential effects were conducted to determine if historic buildings or archaeological sites would be impacted by the proposed project improvements. I would be happy to provide you with the full historic building and archaeological resources survey reports prepared in conjunction with this review.

The historic building survey identified 89 buildings within the study area that are potentially eligible for the NRHP, meaning that they are at least 45-years-old and exhibit sufficient physical character to impart their historic or architectural association with the historic growth and expansion of Ogden. Of these 89 historic-period buildings, 25 are likely to be impacted by the proposed project improvements (see Table 1).

| Table 1. Historic Properties that would be affected by the proposed preferred alternative | | | |
|--|-----------------------------|-----------------------|---------------------------|
| | Address/Site No. | Type of Impact | Section 106 Effect |
| 1 | 179 Harrison Boulevard | Full Take | Adverse Effect |
| 2 | 189 Harrison Boulevard | Full Take | Adverse Effect |
| 3 | 421 Harrison Boulevard | Strip take for ROW | No Adverse Effect |
| 4 | 431 Harrison Boulevard | Strip take for ROW | No Adverse Effect |
| 5 | 445 Harrison Boulevard | Strip take for ROW | No Adverse Effect |
| 6 | 459 Harrison Boulevard | Strip take for ROW | No Adverse Effect |
| 7 | 496 Harrison Boulevard | Strip take for ROW | No Adverse Effect |
| 8 | 504 Harrison Boulevard | Strip Take for ROW | No Adverse Effect |
| 9 | 509 Harrison Boulevard | Strip take for ROW | No Adverse Effect |
| 10 | 515 Harrison Boulevard | Strip take for ROW | No Adverse Effect |
| 11 | 522 Harrison Boulevard | Strip take for ROW | No Adverse Effect |
| 12 | 530 Harrison Boulevard | Strip take for ROW | No Adverse Effect |
| 13 | 545 Harrison Boulevard | Strip take for ROW | No Adverse Effect |
| 14 | 560 Harrison Boulevard | Strip take for ROW | No Adverse Effect |
| 15 | 570 Harrison Boulevard | Strip take for ROW | No Adverse Effect |
| 16 | 600 Harrison Boulevard | Strip take for ROW | No Adverse Effect |
| 17 | 610 Harrison Boulevard | Strip take for ROW | No Adverse Effect |
| 18 | 620 Harrison Boulevard | Strip take for ROW | No Adverse Effect |
| 19 | 653 Harrison Boulevard | Strip take for ROW | No Adverse Effect |
| 20 | 1150 2 nd Street | Strip take for ROW | No Adverse Effect |
| 21 | 1175 Douglas Street | Strip take for ROW | No Adverse Effect |
| 22 | 1185 Douglas Street | Strip take for ROW | No Adverse Effect |
| 23 | 1203 Hudson Street | Strip take for ROW | No Adverse Effect |
| 24 | 1205 7 th Street | Strip take for ROW | No Adverse Effect |
| 25 | 1206 7 th Street | Strip take for ROW | No Adverse Effect |

Ogden and UDOT are currently considering a preferred alternative that would require varying amounts of right-of-way acquisition from the historic buildings located at the addresses indicated in Table 1. UDOT has determined that the preferred alternative under consideration would have an “adverse effect” on 179 Harrison Boulevard and 189 Harrison Boulevard, requiring full acquisition of both

properties due to the realignment of Second Street to align with Sheridan Drive. Under the preferred alternative currently in consideration, right-of-way acquisition from the remaining historic buildings included in Table 1 would be relatively small strip takes that would not adversely affect any of the historic buildings' integrity.



UDOT employees will be available upon request to meet with you to discuss any concerns you may have regarding the impacts to historic properties. Should the Ogden City CLG wish to participate as a consulting party during the Section 106 review process, please advise us in writing. If the project team does not hear back from you by December 6, 2012, I will assume, as outlined in 36 CFR Part 800 of the NHPA, that you have no concerns about this project and do not wish to be a consulting party.

I appreciate your time. Please feel free to contact me if you have any questions or need any additional information.

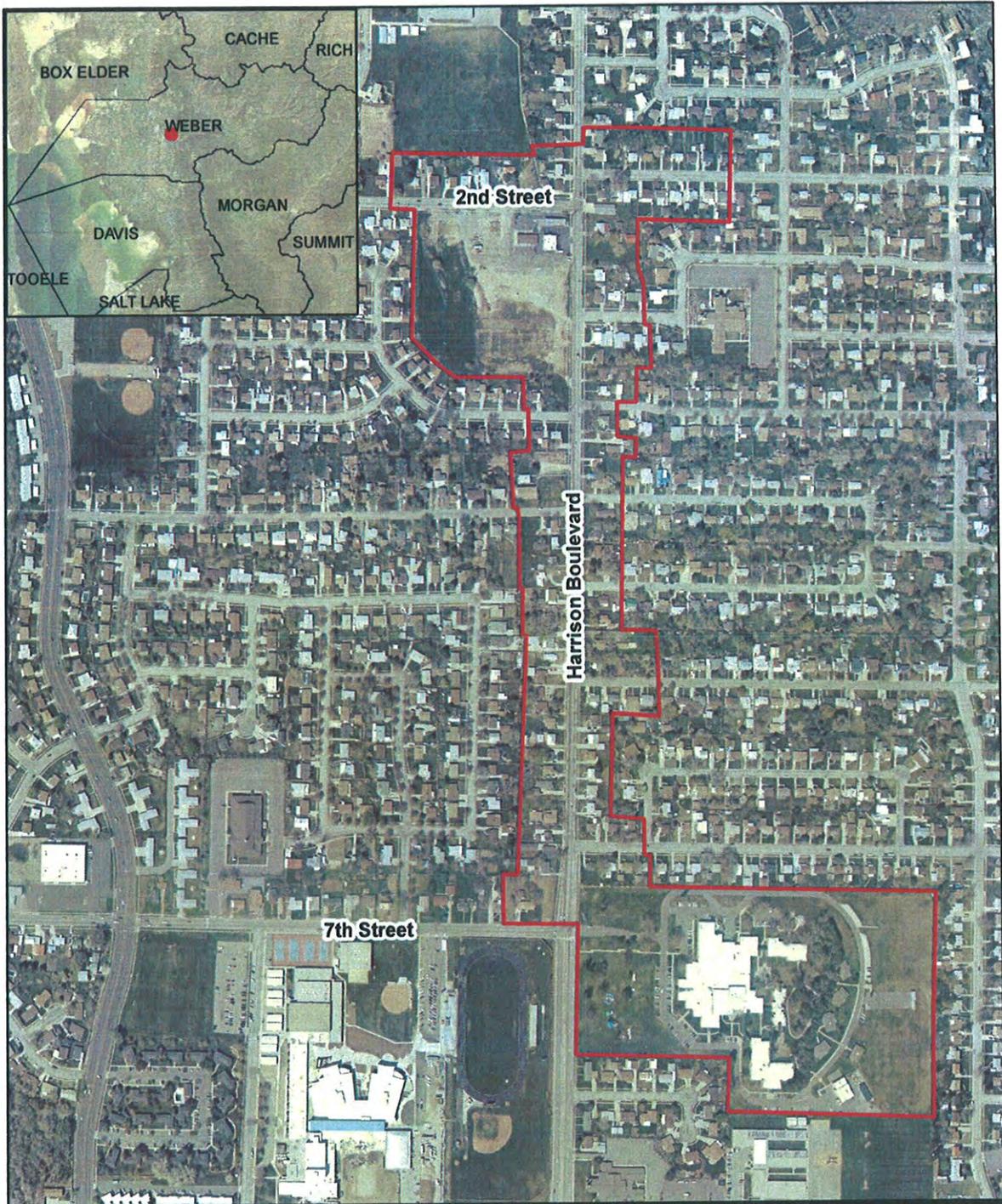
Thank you for your attention to this project notification and for any comments you may have.

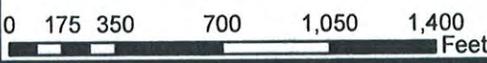
Sincerely,



Elizabeth Giraud, AICP
UDOT Architectural Historian
(801) 965-4917
egiraud@utah.gov

CC: Brett Slater, Project Manager, UDOT Region 1
Brandon Weston, UDOT Central Environmental Manager
Justin Anderson, City Engineer, Ogden City
Greg Montgomery, Ogden Community Development Department



| | | | |
|--|---|--|--|
|  PROJECT ENGINEERING CONSULTANTS |  Area of Potential Effects |  | Harrison Boulevard Figure 1 - Area of Potential Effects |
|  | | | |

**Appendix B –
Public Notice of Adverse Effect**

Order Confirmation for Ad #0000879393-01

| | | | |
|---------------------|---|-----------------------|---|
| Client | PROJECT ENGINEERING CONSULTANTS INC | Payor Customer | PROJECT ENGINEERING CONSULTA |
| Client Phone | 801-858-3248 801-889-6595 | Payor Phone | 801-858-3248 801-889-6595 |
| Account# | 9001483585 | Payor Account | 9001483585 |
| Address | 986 WEST 9000 SOUTH WEST JORDAN UT 84088 USA | Payor Address | 986 WEST 9000 SOUTH WEST JORDAN UT 84088 |
| Fax | | Ordered By | Acct. Exec |
| E-Mail | ceaston@pec.us.com | Peter | kstowe |

Ad Content Proof Actual Size

Notice to the Public of Adverse Effects
On two homes adjacent to Harrison Boulevard at 2nd Street in Ogden
UDOT Project F-LC57(21)

The Utah Department of Transportation (UDOT), in cooperation with Ogden City, is proposing to improve Harrison Boulevard from 7th Street to 2nd Street in Ogden, Weber County. In accordance with Section 106 of the National Historic Preservation Act of 1966 and Utah Code Annotated § 9-8-404, UDOT herewith advise all interested persons or groups that the proposed project will have an Adverse Effect on two historic buildings, eligible for the National Register of Historic Places. The two homes are as follows: 179 Harrison Blvd and 189 Harrison Blvd. UDOT is proposing to demolish the homes in order to make the road improvements.

Any person or group wishing to submit comments regarding the Adverse Effect to the two homes may do so in writing. The public comment period is thirty days, beginning from the first date of publication of this notice. Comments should be directed to Elizabeth Giraud, UDOT Architectural Historian, 4501 S. 2700 W., Box 148450, Salt Lake City, Utah 84114-8450. Letters must be postmarked no later than June 15, 2013.

A report of the history of the area surveyed in conjunction with the Harrison Blvd improvements is available to the public during regular office hours, at the address in Salt Lake City, indicated above.
879393 UPAFLP

| | | | | |
|----------------------------|----------------|--------------------|----------------------|-------------------|
| Total Amount | \$76.25 | | | |
| Payment Amt | \$0.00 | | | |
| Amount Due | \$76.25 | Tear Sheets | Proofs | Affidavits |
| | | 1 | 1 | 1 |
| Payment Method | | PO Number | UDOT Project F-LC57(| |
| Confirmation Notes: | | | | |
| Text: | Peter | | | |

| | | |
|----------------|----------------|--------------|
| Ad Type | Ad Size | Color |
| Legal Liner | 1.0 X 57 Li | <NONE> |

| <u>Product</u> | <u>Placement</u> | <u>Position</u> |
|---------------------------|---------------------------|---------------------------------|
| Salt Lake Tribune:: | Legal Liner Notice - 0998 | Public Meeting/Hear-ing Notices |
| Scheduled Date(s): | 5/16/2013 | |
| <u>Product</u> | <u>Placement</u> | <u>Position</u> |
| sltrib.com:: | Legal Liner Notice - 0998 | Public Meeting/Hear-ing Notices |
| Scheduled Date(s): | 5/16/2013 | |
| <u>Product</u> | <u>Placement</u> | <u>Position</u> |
| utahlegals.com:: | utahlegals.com | utahlegals.com |
| Scheduled Date(s): | 5/16/2013 | |