

RESOLUTION NO. 03-01-2011(a)

**A RESOLUTION CONTAINING THE OFFICIAL
COMMENTS OF THE WEST POINT CITY COUNCIL IN
REGARDS TO THE PROPOSED WEST DAVIS
CORRIDOR ALTERNATIVE ALIGNMENTS PROPOSED BY
THE UTAH DEPARTMENT OF TRANSPORTATION**

WHEREAS, The West Davis Corridor is a proposed alignment of a future highway that will pass through West Point City; and

WHEREAS, The Utah Department of Transportation (UDOT) is in the process of completing an environmental impact statement for several proposed alignments for the highway; and

WHEREAS, West Point City has been reserving a corridor based upon a UDOT study completed in 2001; and

WHEREAS, the original 2001 corridor has been eliminated as an alternative; and

WHEREAS, UDOT has requested that official comments be submitted by the City; and.

WHEREAS, the West Point City Council has received many public comments with regard to the corridor.

NOW, THEREFORE, BE IT RESOLVED, FOUND AND ORDERED, by the City Council of West Point City that the following comments shall be submitted to UDOT:

1. West Point City is in favor of a West Davis Corridor and is willing to participate in the EIS process. West Point City thanks UDOT for supplying information and being open about the process.
2. West Point City has made great efforts to preserve the original 2001 corridor and was greatly disappointed to see it eliminated as an alternative. The City has negotiated with several property owners in order to preserve the corridor and a large amount of tax payer dollars have been spent purchasing property within the corridor.
3. West Point City believes that the original 2001 corridor should be put back on the list of remaining alternatives so that it can continue to be studied. If it cannot be considered as an alternative, then the area of the original corridor should still be studied to allow the other remaining alternatives to be refined and realigned closer to the original corridor.
4. If the goal of eliminating the 2001 corridor is to protect and preserve wetlands, West Point City believes that this goal will not be accomplished. If the road is not built, then the property will be sold and eventually developed by private property owners, thus

eliminating any possible wetlands. Furthermore, West Point City believes that there are great opportunities to mitigate any wetlands that do exist in the 2001 corridor. Wetlands of a higher quality and number could be created to offset any lost wetlands.

5. Of the remaining routes, both alternative C option and alternative B option have their own impact. As currently drawn, alternative C would take many acres of productive farm ground, part of a golf course, pass near a school, and take existing homes. As currently drawn, alternative B would also take many acres of productive farm ground, pass next to a chapel, take existing homes, and move the highway further away from the intended route between Ogden and Salt Lake. Realigning either alternative B or C to the original 2001 corridor eliminates all of the above negative impacts.
6. Regardless of the alignment chosen in other cities, West Point City urges UDOT to select an alignment in West Point that is in the best interest of the City and its residents. West Point believes that such an alignment could reasonably be connected to other alignments to the north or south.
7. West Point City believes Alternative A-option (to the west of the sewer treatment plant) is unnecessary and is too far west to provide access for commuters in that area.
8. West Point City believes the impacts to homes and farmland should be carefully weighed against the impacts to wetlands and habitat.
9. Regardless of the alternative that is selected, the City urges UDOT to work with individual landowners on the road alignment to reduce impacts as much as possible and to ensure the maximum possible benefit for the property owner.
10. West Point City believes that any new highway will disrupt pedestrian, motor vehicle, and bicycle traffic and that no effort should be spared to ensure safe and convenient travel in and around the City. Ultimately the highway should include pedestrian and biking paths, underpasses or overpasses, and frontage roads if necessary. The City requests that UDOT consider the West Point City General Plan, Trails Master Plan, and Road Master Plan and work with the City to install the necessary infrastructure and work with any existing infrastructure.
11. West Point recognizes that the West Davis Corridor will be critical for convenient commuter access for future residents and key to the economic development of the City and strongly supports interchanges located at approximately 700 South and 1800 North.

PASSED AND ADOPTED this 1st day of March, 2011.

WEST POINT CITY,
A Municipal Corporation

By: 
Erik Craythorne., Mayor

ATTEST:



Amy Jensen, City Recorder

