

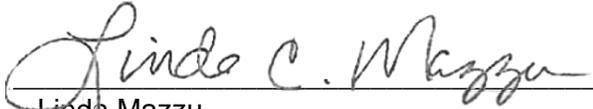


National Park Service
U.S. Department of the Interior

Bryce Canyon National Park
Utah

FINDING OF NO SIGNIFICANT IMPACT
State Route 12 Road Stabilization and Improvements

Recommended:



Linda Mazzu
Superintendent, Bryce Canyon National Park

9/10/19
Date

Approved:



Palmer L. Jenkins
Acting Regional Director, Intermountain Region, National Park Service

9/18/19
Date

INTRODUCTION

In compliance with the National Environmental Policy Act (NEPA), the National Park Service (NPS) and the Utah Department of Transportation (UDOT) as joint lead agencies prepared an Environmental Assessment (EA) to evaluate long-term improvements along the portion of Utah State Route 12 (SR-12) that passes through Bryce Canyon National Park (BRCA). Issues along the stretch of SR-12 within the park include landslides and safety concerns.

The purpose of the project is to ensure long-term road stabilization near the 2017 landslide area, preserve infrastructure, and improve traffic mobility and safety along the existing SR-12 by providing a transportation corridor that improves access for vehicles, bicyclists, and pedestrians. The purpose is also to formally define the transportation corridor within BRCA for a permanent transportation easement for SR-12 under 23 Code of Federal Regulations (CFR) 710.601 and under the NPS Director's Order #87D (NPS 2000) and Federal Highway Easement Deed (HED) process.

The statements and conclusions reached in this finding of no significant impact (FONSI) are based on documentation and analysis provided in the EA and associated decision file. To the extent necessary, relevant sections of the EA are incorporated by reference below

SELECTED ALTERNATIVE AND RATIONALE FOR THE DECISION

Selected Alternative

Based on the analysis presented in the EA, the NPS selected Alternative 2 - Full Reconstruction with Roadway Widening Eastbound (South). The selected alternative will formally define the right-of-way (ROW) of SR-12 through BRCA, be implemented in three distinct phases, and includes the following elements:

- Construct a 51-foot-wide roadway footprint and a 5-foot wide bicycle lane on either side of the travel lanes with 1-foot wide shoulders. ROW width varies from 150 to 200 feet.
- Provide a long-term geotechnical and/or structural improvement solution that ensures the slope's stability within the landslide area by slightly extending the existing soil wall and adding anti-corrosive soil nails as necessary. Cut slopes (14.8 acres total disturbed area) will occur between Milepost 14.6 and Milepost 15.7.
- The selected alternative's cut volume is 117,000 cubic yards (cy) which 20% of the cut volume is rock excavation. The length of the cut volume is 4,250 feet and the cut depth varies from 0 to 100 feet. The cut width varies from 0 to 160 feet.
- The selected alternative's fill volume, on-site or borrow material placed during construction of roadway, is 93,000 cy. The length of the fill is 3,200 feet. The fill depth varies from 0 to 100 feet and the fill width varies from 0 to 200 feet.
- Install a guard rail near Milepost 14.8 on the westbound travel lane.
- Install a concrete barrier at Milepost 14.75.
- Install guardrail between Mileposts 14.6 and 14.75.
- Install guardrail between Milepost 14.85 and Milepost 15.4.
- Provide drainage solutions that reroute both surface and subsurface drainage away from the landslide area. These include a French drain and drainage system with collection pipes to capture water migrating through the slope. The new drainage system is proposed to be constructed along the north side of the road running along the entire length of the existing wall and draining south away from the landslide area. Culvert extensions are estimated to be between 20 feet to 40 feet. Outlets of these extended

culverts will include energy dissipation measures, including riprap, inlets, and drainage structures. The existing outfall from the soil nail wall exits into a boulder field southeast beyond the extent of the wall.

- Perform full depth pavement reconstruction through the landslide area from approximately Milepost 14.6 to Milepost 14.9 to address the pavement damaged during the 2017 landslide (Phase II).
- Widen the highway to include three 12-foot-wide travel lanes along SR-12 between Mileposts 14.6 and 15.8 to accommodate a westbound passing lane extension to meet current travel demand.
- Relocate, within the roadway footprint, the fiber-optic line owned by South Central Utah Telephone Association at various locations between Mileposts 14.6 and 15.8.
- Widen the highway to accommodate the addition of 5-foot-wide bicycle lanes in the eastbound and westbound directions to facilitate bicycle traffic. These bike lanes will be provided on both sides of the roadway from Milepost 14.65 to Milepost 15.7. The eastbound bike lane will continue from Milepost 15.8 to Milepost 17.4. The bike lane westbound will be provided from Milepost 16.05 to Milepost 17.4.
- Improve safety (reduce congestion and improve mobility for vehicles, bicyclists, and pedestrians) throughout the project corridor by providing signing, striping, and other roadside safety improvements such as concrete barriers and guardrails that accompany the previously mentioned improvements (Phases II and III).
- Mossy Cave Bridge may need to be widened during Phase III; however, no final determination has been made, and future planning and compliance will be completed as necessary through a separate process.
- Provide a 12-foot-wide westbound turn lane and an additional eastbound merge lane at the Mossy Cave trailhead (Milepost 17.2) to increase visitor safety and mobility (Phase III).

Rationale

Alternative 2 was selected because it will reduce the amount of cut volume and loss of rock formations compared to Alternative 1 while also meeting the project purpose to:

- Ensure long-term road stabilization near the 2017 landslide area.
- Preserve infrastructure.
- Improve traffic mobility and safety along the existing SR-12 by providing a transportation corridor that improves access for vehicles, bicyclists, and pedestrians.
- Formally define the transportation corridor within BRCA for a permanent transportation easement for SR-12 under 23 Code of Federal Regulations (CFR) 710.601 and under the NPS Director's Order #87D (NPS 2000) and Federal Highway Easement Deed (HED) process.

MITIGATION MEASURES

The selected alternative incorporates the mitigation measures listed in Appendix A of this document.

FINDING OF NO SIGNIFICANT IMPACT

CEQ regulations at 40 CFR Section 1508.27 identify ten criteria for determining whether the selected alternative will have a significant effect on the human environment. The NPS reviewed

each of these criteria given the environmental impacts described in the EA and determined there will be no significant direct, indirect, or cumulative impacts under any of the criteria. The following impact topics were dismissed from full analysis in the EA and are not discussed in this FONSI: air quality, community impacts, cultural resources, economics, environmental justice, farmlands, floodplains, hazardous materials and hazardous waste sites, Indian trust resources, land use, night skies, noise/natural sounds, paleontological resources, ROW/relocations, Section 6(f), soils and geology, vegetation (federally listed plant species and BCRA-listed plant species), visitor use and experience, water quality and water quantity, Wild and Scenic Rivers, wilderness, wildlife and wildlife habitat (including special-status species), and Migratory Bird Treaty Act and Bald and Golden Eagle Protection Act. As described in the EA, the selected alternative has the potential for adverse impacts on common vegetation, aquatic resources, visual resources, and human health and safety; however, no potential for significant adverse impacts was identified.

There will be no significant impacts on unique characteristics of the region and no highly uncertain or controversial impacts, unique or unknown risks, significant cumulative effects, or elements of precedence were identified. Implementation of the NPS selected alternative will not violate any federal, state, or local environmental protection law.

Specific impacts on the topics that were fully analyzed in the EA are summarized below.

Common Vegetation

Construction will result in the removal of 16.9 acres of vegetation. This permanent loss of common vegetation will be a relatively small area comprising vegetation types that are abundant in the park. This will result in an impact of approximately 5.95% for the identified six vegetation types in the 284-acre cumulative impacts analysis areas (CIAA). In addition, the removal of native vegetation through surface disturbance may indirectly affect vegetation communities over the long term by increasing the potential for the spread and introduction of noxious and invasive weeds. This impact will be minimized by the implementation of mitigation measures to prevent invasive species from spreading during construction, as described in Appendix A, Mitigation Measures; therefore, the risk of invasive species spreading or a change to vegetation communities will be low. UDOT has an ongoing maintenance program to minimize the spread of invasive species after construction. When the effects of Alternative 2 are combined with other past, present, and reasonably foreseeable future impacts, the total cumulative impact on vegetation will be adverse, with a small incremental contribution from Alternative 2.

Aquatic Resources

Based on preliminary design, Alternative 2 will result in a permanent loss of approximately less than 0.05 acre of potentially jurisdictional Waters of the U.S. (WOUS), out of the 336 acres of potentially jurisdictional WOUS in the CIAA. This impact will stretch along approximately 260 linear feet of SR-12. Practical avoidance measures could be implemented to further minimize impacts during final design. The hydrologic connection between potentially jurisdictional WOUS on either side of the expanded highway will be maintained through culverts (similar to the current conditions); therefore, Alternative 2 will not cause new indirect WOUS impacts by changing the hydrologic connectivity of the broader setting. The potential jurisdictional waters identified in the project area have been identified by NPS staff as dry washes that do not flow or are not saturated to the surface in the growing season of every year. Such washes are not considered wetlands by the NPS; therefore, they are not subject to the NPS wetland protection procedures. When the effects of Alternative 2 are combined with other past, present, and

reasonably foreseeable future impacts, the total cumulative impact on aquatic resources will be adverse, with a small incremental contribution from Alternative 2.

Visual Resources

Five representative viewpoints for analyzing impacts to scenic quality within the project area were selected through consultation with NPS resource specialist. The impacts of the selected alternative on each of these viewpoints are described below.

- Viewpoint 1 (MP 14.5): Visitors looking southeast will see the visual effects of temporary construction activities (e.g., human activity, construction vehicles, cut slope activities, dust) beginning 0.1 mile away. Scenic views of areas that do not incorporate SR-12 will remain unchanged; however, new safety improvements on SR-12 will be visible over the long term.
- Viewpoint 2 (MP 15.2): Visitors traveling by Viewpoint 2 will be in the middle of construction activities that will temporarily negatively alter views of the roadway and adjacent lands. This alternative will result in larger fill slopes (93,000cy) with areas of impact seen along the road from MPS 14.9 to 15.4
- Viewpoint 3 (MP.16.7): Visitors traveling by this viewpoint will see temporary construction activities that will alter views of the roadway and roadway corridor. No cut or fill slopes occur in this area so there will be no related viewshed impacts.
- At Viewpoint 4 (just after MP 17.2): Visitors in this area will see temporary construction activities that will alter views of the roadway and roadway corridor. Because this viewpoint is near the Mossy Cave trailhead, the restriping of the roadway and additional signage will be visible over the long-term; however, no cut or fill slopes will occur here so there will be no related impacts on the viewshed.
- Viewpoint 5 (rim overlook): The visual characteristics of Viewpoint 5 will generally not change. Visitors looking west from Viewpoint 5 to the project area may be able to see the visual impacts of temporary construction activities, but they will be in the background.

The above impacts will be contained within the road corridor and will not affect key visual features, including those that were critical to the establishment of the park. When the effects of Alternative 2 are combined with the impacts of past, present, and reasonably foreseeable future actions, the total cumulative impact on visual resources will be short term and adverse with a beneficial contribution from Alternative 2 by providing long-term stabilization.

Human Health and Safety

During construction activities, human health and safety may be an issue for vehicles, bicyclists, and pedestrians in the project area because of the presence of construction vehicles and equipment, dust, and human activity; however, the safety risk will be low due to implementation of project mitigation measures. Project mitigation measures will include appropriate traffic safety measures, such as proper signing and traffic direction. A thorough public information program will be implemented to inform the public about construction activities and to reduce impacts. Information will include work hours. Construction signs will be used to notify drivers about work activities and changes in traffic patterns. All lights will be shielded and will be pointed downward (directional) toward the ground should nighttime construction occur. The additional light will be confined to the construction zone and may last up to 6 months. Human health and safety will benefit from the selected alternative because his alternative will improve vehicle mobility by reducing congestion. It will also provide additional shoulder room (1 ft on each side of the

roadway) for collision avoidance and mechanical breakdowns and create delineated space for bicyclists and pedestrians, which will reduce the potential for collisions with vehicles. The lane improvements at the Mossy Cave trailhead will improve human health and safety by reducing conflicts between through traffic and vehicles turning and merging in and out of the trailhead parking area. When the effects of Alternative 2 are combined with the impacts of past, present, and future actions, the total cumulative impact on human health and safety will be beneficial, with a substantial contribution from Alternative 2.

CONCLUSION

As described above, the selected alternative does not constitute an action meeting the criteria that normally requires preparation of an environmental impact statement (EIS). The selected alternative will not have a significant effect on the human environment in accordance with Section 102(2)(c) of NEPA.

Based on the foregoing, it has been determined that an EIS is not required for this project and, thus, will not be prepared.

NON-IMPAIRMENT DETERMINATION

Bryce Canyon National Park State Road 12 Stabilization and Improvements August 2019

The NPS Organic Act of 1916 and the General Authorities Act of 1970 prohibit impairment of park resources and values. The 2006 NPS Management Policies use the terms “resources and values” to mean the full spectrum of tangible and intangible attributes for which the park is established and managed, including the Organic Act’s fundamental purpose and any additional purposes as stated in the park’s establishing legislation. The impairment of park resources and values may not be allowed unless directly and specifically provided by statute. The primary responsibility of the NPS is to ensure that park resources and values will continue to exist in an unimpaired condition that will allow people to have present and future opportunities for enjoyment of them.

Before approving a selected alternative in a Finding of No Significant Impact (FONSI), the NPS decision-maker must determine in writing that the selected alternative will not impair those park resources and values that were analyzed in detail in the environmental assessment. This written document is called a “non-impairment determination.”

The following non-impairment determination has been made for the selected alternative (Alternative 2: Full Reconstruction with Roadway Widening Eastbound South), analyzed in the Bryce Canyon National Park State Road 12 Road Stabilization and Improvements Environmental Assessment (EA). The topics evaluated in the EA were: human health and safety, common vegetation, aquatic resources, and visual resources. The topics analyzed in the EA that are subject to non-impairment review are natural resources (common vegetation and aquatic resources) and visual resources. Note that, although analyzed in detail in the EA, impacts to human health and safety are not subject to the non-impairment standard established by the Organic Act and clarified further in Section 1.4.6 of NPS Management Policies 2006.

Natural Resources

Construction of the selected action will result in removal of 16.9 acres of vegetation, which comprises approximately 5.95% for the identified six vegetation types in the 284-acre cumulative impacts analysis area (CIAA).

Based on preliminary design, Alternative 2 will result in a permanent loss of less than 0.05 acre of potentially jurisdictional Waters of the U.S. (WOUS), out of the 336 acres of potentially jurisdictional WOUS in the CIAA. This impact will stretch along approximately 260 linear feet of SR-12. Practical avoidance measures could be implemented to further minimize impacts during final design. All temporarily disturbed wetland areas will be revegetated with native species following construction. Permanent wetland impacts will be mitigated in accordance with NPS Wetland Protection Guidelines, DO 77-1.

Visual Resources

The selected alternative will not result in the loss of rock formations. As discussed in the EA, it will result in larger fill slopes. However, the impacts from the selected preferred alternative will be contained within the road corridor and will not affect key visual features including those that were critical to the establishment of the park; therefore, no impacts are anticipated.

Conclusion

In conclusion, based on the preceding analysis and in consideration of the park's purpose and significance, it is the Superintendent's professional judgment that these resources will continue to be present for enjoyment by current and future generations. Therefore, implementation of the selected alternative will not constitute an impairment of the resources or values of Bryce Canyon National Park.

State Route 12 Road Stabilization and Improvements Environmental Assessment

Errata Sheets

August 2019

This section itemizes clarifications, corrections, and changes made to the State Route 12 Road Stabilization and Improvements Environmental Assessment following publication and public review. The errata should be maintained with all copies of the EA. The complete record of the completed environmental impact analysis. The changes and corrections incorporate responses to public, agency, and interview review comments received on the EA. Revised or new language is underlined. Deleted text is marked by strikethrough.

Where a change is made as part of a response to public comment, the concern identification number is noted in brackets at the ends of the text change, see Public Outreach and Engagement Report link. <http://parkplanning.nps.gov/BRCASR12EAPublicOutreachandEngagementReport>

Cover Pages

Revised EA title to include Bryce Canyon National Park and updated the date:

State Route 12 Road Stabilization and Improvements Bryce Canyon National Park Garfield County, Utah

August 2019

Removed language about comments on the Draft EA

~~Comments on this environmental assessment are due by June 24, 2019, and should be sent to udot.utah.gov/go/sr12Bryce~~

Table of Contents

Page ii Appendices, A new appendix was added, Public Outreach and Engagement Report:

Appendix D. Public Outreach and Engagement Report (see above link to report)

Table 1-2

Page 6 in Table 1-2 Resource Impact Topics, for Paleontological Resources. The following was changed to dismiss with mitigation and it is explained as the following:

Dismiss with mitigation

The project area is in a Potential Fossil Yield Classification system Class 4 (high potential to contain fossils) area, and numerous paleontological localities consisting of vertebrate and invertebrate fossils have been recorded near the project area (Transcon 2018a). ~~The project would not impact any of these localities because project actions would avoid the fossil-bearing formation. Unanticipated paleontological resources could be encountered by the road; however, these resources were likely disturbed by the creation of SR-12 and would therefore lack important provenance information. Through coordination with the Utah Geological Survey (UGS), Office of the State Paleontologist, it was determined that this project qualifies for~~

~~treatment under the UDOT/UGS-executed MOU (2010).~~ In accordance with the 2010 Memorandum of Understanding (MOU) between the UDOT and the Utah Geological Survey (UGS), paleontological survey or monitoring will be conducted of the Wahweap Formation between milepost 14.8 to 15.5 of SR-12 prior to construction. If it's determined there is potential to impact significant paleontological specimens, UDOT will consult with UGS to seek ways to avoid, minimize, or mitigate the impacts as described in the MOU. This could include mitigation by collection or excavation if determined appropriate.

Section 2.1.2.1

Page 11 The following element of Alternative 1 were revised:

- Provide a long-term geotechnical and/or structural improvement solution that ensures the slope's stability within the landslide area ~~(Phase II)~~ by slightly extending the existing soil wall and adding anti-corrosive soil nails as necessary. ~~A stability berm concept is under design but is anticipated to include a soil nail wall with a 2:1 slope ratio.~~ Proposed cut slopes (see Table 2-1) would occur between MP 14.6 and MP 15.7.
- Provide drainage solutions that reroute both surface and subsurface drainage away from the landslide area (Phase II). These include a French drain and drainage system with collection pipes to capture water migrating through the slope. The new drainage system is proposed to be constructed along the north side of the road running along the entire length of the existing wall and draining south away from the landslide area.

Table 3-2

Page 30 The following text under Direct Impacts to Alternative 1 was revised.

Information would include work hours ~~and alternate routes.~~

Section 3.3.2

Page 29 For clarity, the text was revised.

The 6.72 acres of potentially jurisdictional WOUS are located within the study area and comprises eight intermittent and one perennial stream. This impact will stretch along approximately 11,429 feet of SR-12.

Table 3-5

Page 30 Aquatic Resources in Table 3-5, Impacts of the Alternatives on Aquatic Resources. Acreage numbers were updated for the following:

Based on preliminary design, Alternative 1 would result in a permanent loss of ~~approximately 0.029 acre (850 236.52 ft)~~ less than 0.05 acre of potentially jurisdictional Waters of the U.S. (WOUS), out of the 336 acres of potentially jurisdictional WOUS in the CIAA . This impact will stretch along approximately 240 linear feet of SR-12.

The permanent loss of less than 0.05 acre from Alternative 1, would result in an adverse impact. The permanent loss of potentially jurisdictional WOUS from past actions combined with

Alternative 1 (approximately 4.63 acres or approximately 1.37% of the CIAA) would be considered adverse.

Based on preliminary design, Alternative 2 would result in a permanent loss of ~~approximately 0.031 acre (703-259.11 ft)~~ less than 0.05 acre of potentially jurisdictional WOUS, out of the 336 acres of potentially jurisdictional WOUS in the CIAA. This impact will stretch along approximately 260 linear feet of SR-12.

The permanent loss of ~~approximately 0.031 acre (703-259.11 ft)~~ less than 0.05 acre from Alternative 2 would result in adverse impacts. The permanent loss of potentially jurisdictional WOUS from past actions combined with Alternative 2 (approximately 4.63 acres or approximately 1.37% of the CIAA) would be considered adverse.

Table 3-7

Page 38 The following text under Direct Impacts to Alternative 2 was revised.

Alternative 2 would not result in the loss of special geologic rock formations (e.g., hoodoos).

Appendix A

On page A-1, a mitigation measures were added for paleontological resources so the heading was revised and the new measure was added to the text:

Mitigation Measures for Historic, and Archaeological, and Paleontological Resources

In accordance with the 2010 Memorandum of Understanding (MOU) between the UDOT and the Utah Geological Survey (UGS), paleontological survey or monitoring will be conducted of the Wahweap Formation between milepost 14.8 to 15.5 of SR-12 prior to construction. If it's determined there is potential to impact significant paleontological specimens, UDOT will consult with UGS to seek ways to avoid, minimize, or mitigate the impacts as described in the MOU. This could include mitigation by collection or excavation if determined appropriate.

On page A-2 the following mitigation measure for vegetation was removed, because here is no suitable habitat for the Ute's lady tresses in the project area. Removal of this mitigation measure did not change the analysis in the EA

- ~~• Surveys for the federally protected Ute's lady tresses (*Spiranthes diluvialis*) will be conducted by BRCA staff in the Mossy Cave area near the confluence of Water Canyon and Tropic Canyon. Surveys of habitat determined to be suitable for this species (Fertig et al. 2005; Transcon Environmental 2018; U.S. Fish and Wildlife Service [USFWS] 2015) will take place over 3 consecutive years following USFWS survey guidelines. If the species is detected within the project buffer area, formal consultation with USFWS will be initiated.~~

On page A-2, the heading for Migratory Bird Treaty Act was corrected. In addition, one mitigation measure was removed, because it was already incorporated in a different mitigation measure. Removal of this mitigation did not change the analysis in the EA.

Mitigation Measures for Bats and Compliance with the Migratory Treaty Bird Treaty Act

- ~~Mitigation for nesting birds falls under the requirements of the Migratory Bird Treaty Act. Raptor nests within the range of disturbance of project activities (Romin and Muck 2002) will be surveyed before construction if the construction occurs during the raptor nesting season (April 1 through August 31). USFWS recommends identifying nests within the project limits before trees leaf out and surveying again after nesting has begun to determine which nests are active and which species are using them. If an active raptor nest is identified within the USFWS guidance distance (Romin and Muck 2002), UDOT will coordinate with USFWS and/or the Utah Division of Wildlife Resources.~~

A new appendix, Appendix D, Public Outreach and Engagement Report was added to the EA.

MITIGATION MEASURES FOR UTAH STATE ROUTE 12 PROPOSED ACTION

Mitigation Measures for Historic, Archaeological, and Paleontological Resources

Because no adverse effects would occur to historic properties (that is, resources included in or eligible for the National Register of Historic Places [NRHP]), it was not necessary to consider mitigation measures under the National Historic Preservation Act. Although unidentified cultural resources could be encountered during construction, these resources might not be intact and likely would have been affected by the initial creation of State Route 12 (SR-12).

In accordance with the Utah Department of Transportation's (UDOT) Standard Specifications for Environmental Protection, if cultural resources are discovered during construction, activities in the area of the discovery will immediately stop. The construction contractor will notify UDOT of the nature and exact location of the finding and will not damage or remove the resource. Work in the area of the discovery will be delayed until UDOT evaluates the extent and cultural significance of the site in consultation with the SHPO. The course of action and the construction delay will vary depending on the nature and location of the discovery. If any previously undetected or unreported cultural features or deposits are encountered during project-related activities, these activities will be discontinued in the immediate area of the discovery and a UDOT or National Park Service (NPS) archaeologist will be consulted to evaluate their nature and significance. Construction will not resume until the contractor receives written authorization from UDOT to continue.

In accordance with the 2010 Memorandum of Understanding (MOU) between the UDOT and the Utah Geological Survey (UGS), paleontological survey or monitoring will be conducted of the Wahweap Formation between milepost 14.8 to 15.5 of SR-12 prior to construction. If it's determined there is potential to impact significant paleontological specimens, UDOT will consult with UGS to seek ways to avoid, minimize, or mitigate the impacts as described in the MOU. This could include mitigation by collection or excavation if determined appropriate.

Mitigation Measures for Vegetation Impacts

Constructing the SR-12 Phase II improvements would remove vegetation and could also introduce invasive species into the surrounding areas. To prevent further, permanent effects, temporary impacts to vegetation will be mitigated once construction is complete and no further disturbance is anticipated. Mitigation will include the following measures:

- Vegetation management plan: The park-wide vegetation management plan, completed in July 2010, directs efforts to protect and restore native plant communities while controlling the spread of invasive vegetation within the park. Specific actions in the vegetation management plan include integrated techniques (fire, mechanical, chemical, and biological control) to manage invasive plants; implementation of a sensitive species monitoring/protection program; and implementation of a restoration program.
- All fill materials brought onto the project site will be required to be clean of any chemical contamination as per Section 02056 (Embankment, Borrow, and Backfill) of UDOT's 2017 Standard Specifications For Road and Bridge Construction (UDOT 2017a). Topsoil for landscaping must also be free of weed seeds as per Section 02912 (Topsoil) of UDOT's 2017 Standard Specifications For Road and Bridge Construction (UDOT 2017a). Native topsoil that is displaced during construction will be conserved and replaced when construction is completed. Replacing native topsoil will act as a natural seed source for revegetation. Soil excavated from areas with known populations of invasive species within the project area will not be transferred and used as

State Route 12 Road Stabilization and Improvements: Appendix A: Mitigation Measures

backfill in other project locations. Bryce Canyon National Park (BRCA) resource management (RM) staff will provide a species list and known locations.

- Compacted soils will be ripped, stabilized, and reseeded with seed mixes genetically native to BRCA or adjacent areas. Seed mixes must be approved by BRCA RM staff.
- Erosion-control features, such as landscape logs, wattles, and hydromulching, will be used to prevent the loss of topsoil and plant materials on steep, revegetated cut slopes or disturbed areas. Materials will be weed free and approved by the park.
- The contractor will be required to follow noxious weed mitigation and control measures identified in the most recent version of UDOT Special Provision Section 02924S, Invasive Weed Control (UDOT 2017b). All weed control will comply with the BRCA Vegetation Management Plan and Environmental Assessment (NPS 2010).
- Reseeding with native plants, followed by monitoring seedlings and invasive species until the vegetation has re-established, will mitigate direct-disturbance impacts and reduce the potential for weed invasions. UDOT will be responsible for monitoring and determining when vegetation becomes re-established.
- Removal of riparian vegetation will be minimized to the greatest extent practicable. UDOT will revegetate temporarily affected riparian areas with native riparian plant mixes that include willows and cottonwoods from native BRCA stock.
- UDOT will consider Federal Highway Administration's (FHWA) roadside best management practices that benefit pollinators as part of revegetating and long-term maintenance of the clear zone.

Mitigation Measures for Bats and Compliance with the Migratory Bird Treaty Act

- The avoidance period for removal of nesting/maternity roost substrate for all species is April 1 to August 31; therefore, tree and shrub removal will be timed to occur during the non-nesting/maternity season (September 1 to March 31). If this is not possible, the contractor will arrange for preconstruction surveys for both migratory bird and bat species to be conducted no more than 10 days before ground-disturbing activities. These surveys will be conducted by a qualified wildlife biologist of the area that will be disturbed to determine whether active bird nests are present within the project limits. Bat surveys will include an acoustic survey.
- If cutting during the specified period is not possible, a qualified wildlife biologist will need to verify the area to be cleared is without bats. Tools the biologist could use will be to 1) protect all snags and any trees that are likely by their characteristics to act as roosts until the cutting season, and 2) use acoustic surveys to supplement the biologist's assessment.
- If a nest/maternity roost is discovered during surveys, the NPS and UDOT biologist will be contacted to provide further direction.
- All lights will be directional lights pointed toward the ground (night skies lighting).
- UDOT correspondence with UDWR resulted in a recommendation that if work within sage-grouse suitable habitat needs to occur between March 1 and May 15, excessive noise would be avoided between 6 a.m. and 9 a.m. and at sundown.

Mitigation Measures for Visual Impacts

All aesthetic treatments will be completed in accordance with UDOT Policy 08C-03, Project Aesthetics and Landscaping Plan Development and Review (UDOT 2014a), and UDOT's Aesthetics Guidelines (UDOT

2014b). UDOT's policy is to set a budget for aesthetics and landscape enhancements based on the aesthetics guidelines. The aesthetic features considered during the final design phase of the project could include lighting; vegetation and plantings; the color of bridges, structures, and retaining walls; and other architectural features such as railings.

Aesthetic treatments are typically evaluated during the final design phase of the project after an alternative is selected in the project's Finding of No Significance and funding has been allocated for the project. UDOT will coordinate with the local municipalities to determine whether the desired aesthetics can be implemented within the project budget.

Best Practices for Night Skies

Incorporated by reference the Bryce Canyon National Park International Dark Sky Park Application and Lighting Management Plan (NPS 2019). Best practices include the following:

- Light only where it is needed
- Light only when it is needed
- Shield lights and direct them downward
- Select lamps with warmer colors
- Use less light
- Select most energy efficient lamps and fixtures (pg. 34)

Mitigation Measures for Noise Impacts

To reduce temporary noise impacts associated with construction, the contractor will comply with all state and local regulations relating to construction noise. Construction noise impacts will be minimized in accordance to Part 3.6 of Section 01355 (Environmental Compliance) of UDOT's *2017 Standard Specifications For Road and Bridge Construction* (UDOT 2017a), which requires avoidance of activities that exceed specified noise levels and avoiding work on Sundays or holidays.

Mitigation Measures for Water Quality and Water Quantity

A Utah Pollutant Discharge Elimination System General Stormwater Discharge Permit would be required. As part of the requirements of the permit, the contractor would be required to develop and implement a stormwater pollution prevention plan. The plan would identify measures to prevent impacts to receiving waters from construction activities including site grading, materials handling and storage, fueling, and equipment maintenance.

State Route 12 Road Stabilization and Improvements:
Appendix A: Mitigation Measures

Literature Cited

- Fertig, W., R. Black, and P. Wolken. 2005. *Range-wide Status Review of Ute Ladies'-Tresses (Spiranthes diluvialis)*. Prepared for the United States Fish and Wildlife Service and Central Utah Water Conservancy District. 21 pp.
- National Park Service. 2010. *Vegetation Management Plan and Environmental Assessment*. April 2010. Available at: <https://www.nps.gov/brca/learn/management/upload/VegetationManagementPlanEA041310.pdf>. Accessed March 8, 2019.
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State Route 12

BRYCE CANYON

Environmental Assessment

A UDOT & BRYCE CANYON NATIONAL PARK STUDY

PUBLIC OUTREACH AND ENGAGEMENT REPORT

July 12, 2019



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EXECUTIVE SUMMARY

In advance of the release of the S.R. 12 Environmental Assessment Document for public review, the project public involvement (PI) team coordinated with a variety of stakeholders to inform them of the project and publicize the document's release and comment period. This report documents the public information and engagement activities implemented during the time period from May to July 2019.

Stakeholders

The PI team called local municipalities and coordinated with Bryce Canyon National Park Staff to build an email list of interested and potentially affected stakeholders including, but not limited to:

- Local municipalities
 - Tropic, Bryce, Henrieville, Hatch, Cannonville, Panguitch, Kanab
- Area business owners
- Area residents
- Iron and Garfield County Commissioners
- Iron and Garfield County personnel
- NGOs
- Bureau of Land Management
- Native American Tribes
- U.S. Fish and Wildlife Service
- U.S. Forest Service
- U.S. Department of Agriculture
- Universities including Southern Utah University and Utah State University
- Local media outlets and the Associated Press

The full list of email subscribers and businesses visited is attached as Appendix A.

Outreach Tactics

A newsletter (Appendix B) was distributed in person to 85 businesses along S.R. 12 from Panguitch to Cannonville on May 31, 2019. Business owners and managers were presented with the newsletter and encouraged to subscribe to the email update list for information regarding the EA, Open House and future project developments.

575 postcard mailers (Appendix C) were distributed to all mail recipients from Panguitch to Cannonville on June 11, 2019. The postcard mailer announced the release of the EA, detailed the purpose and need, and announced the Open House. The mailer distribution map is also included as Appendix D.

Email newsletters provided information about the EA's purpose and need, announced the release and location of the document and publicized the comment period and open house information. Emails also reminded subscribers about the open house and final days of the comment period. These emails were distributed to a list of 214 subscribers on June 3, June 11, June 18 and June 27, 2019. Emails are attached as Appendix E.

The EA was hosted on a project-specific webpage within the UDOT website ([www.udot.utah.gov/go/SR12 BryceCanyon](http://www.udot.utah.gov/go/SR12BryceCanyon)). The EA was also listed on the National Parks Service (NPS) Planning, Environment and Public Comment (PEPC) site (<https://parkplanning.nps.gov/projectHome.cfm?projectID=81089>). Both sites provided an overview of the study, a link to download the EA and a link to provide comments electronically. Screenshots of both sites are included as Appendix F.

Public Hearing In Open House Format

On June 18, 2019, the project team held a public hearing in open house format at the Tropic Heritage Center in Tropic, Utah. This open house provided the opportunity for the public to review the document, gain more information about the purpose and need, schedule, alternatives, impacts and mitigations in person. Materials provided at the open house are included as Appendix G.



Members of the project team from UDOT, BRCA and consultants including the project Environmental lead, Designer and PI Team attended to assist the public by answering questions and sharing information about the document, process, alternatives and potential impacts.

In addition to the previously described outreach tactics, the open house was also specifically advertised via legal notice in the two statewide newspapers – *The Salt Lake Tribune* and *Deseret News* on May 28 and June 11, 2019. The legal notice and proof of publication are included as Appendix H. On May 28, 2019, BRCA also issued a media advisory announcing the release of the document for comment, the comment period and the open house. This advisory is included as Appendix I.

Nine people attended the open house and signed in. Two or three others attended but declined to sign in. Of those who did sign in, several had already submitted comments via the electronic form. One person made a comment to the court reporter at the meeting. Hard-copy comment forms and three tablets linked to the electronic comment form were also available at the open house, but not utilized by attendees. The sign-in sheet is included as Appendix J.

Comments

Documentation of all comments received is included in the comment management matrix as Appendix K. PDFs of the original comments received in all formats – letter, electronic comment form, emails and via court reporter are also included as Appendix L.

Primarily, commenters were in support of the planned improvements and wanted to see additional improvements at the Mossy Cave trailhead, which are currently outside the scope of the first phase of the project. Several comments also requested additional paleontological investigation, which the team is taking steps to move forward prior to construction.

APPENDIX A: SR-12 Bryce Canyon Stakeholder Contact List

ridemule@scinternet.net

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ckrupp@wildearthguardians.org

utah@tnc.org

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ashley.soltysiak@sierraclub.org

info@conservationalliance.com

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leah@somers-jaramillo.com

rshipp@le.utah.gov

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keithday@utah.gov

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rrodriguez01@fs.fed.us

ttoombs@environmentaldefense.org

ron_bolander@ut.blm.gov

casey.burns@ut.usda.gov

terry.messmer@usu.edu

becky_bonebrake@blm.gov

teresagriffin@utah.gov

lchurch@ut.blm.gov

jschoppe@fs.fed.us

chris_colton@blm.gov

jancanderson@gmail.com

christopherkeleher@utah.gov

hildebrand@suu.edu

elise.boeke@ut.usda.gov

blainecox@utah.gov

james_priest@blm.gov

adamkavalunas@utah.gov

elissablack@suu.edu

updhceprogram@hotmail.com

smswaner7@yahoo.com

clint_wirick@fws.gov

sandyn@rockin.tv

tjones@wildearthguardians.org

con@conslobodchikoff.com

nrosmarino@wildearthguardians.org

kate_novak@fws.gov

blainea@rubysinn.com

bvibryce@yahoo.com

horses@color-country.net

kmickson@kanab.net

lance@rubysinn.com

shaine@rubysinn.com
brycetp@color-country.net
bvkoa@color-country.net
5newsdesk@kvvu.com
assignment.desk@ksl.com
bsmith07@fs.fed.us
gaylep@scinternet.net
lesap@scinternet.net
paulah@scinternet.net
shawnc@scinternet.net
david_mecham@blm.gov
frank_hayde@nps.gov
info@randomactsofnature.com
karen_breslin@nps.gov
newsdesk@klastv.com
nperkins@infowest.com
melissa@thespectrum.com
rick_frost@nps.gov
snapshot@scinternet.net
sunews@kanab.net
travgar@color-country.net
robert_mitsuyasu@blm.gov
jholland.sb12@gmail.com
dandsmosier@color-country.net
gcclerk@mountainwest.net
mikenelson@utah.gov
skunzler@utah.gov
ckcall@fs.fed.us
kflannigan@fs.fed.us
mary_dewitz@blm.gov
nglidden@fs.fed.us
smith_a@suu.edu
news@stgnews.com
desk@ktnv.com
bmaffly@sltrib.com
fosters@color-country.net
bcresort@yahoo.com
bcpines@color-country.net
jean@rubysinn.com
kurt@nationalparkstraveler.org
news@nationalparkstraver.org
m_baud@hotmail.com
ames_79@msn.com
newsroom@sltrib.com
news@deseretnews.com
chris@rubysinn.com
lbcagm@brycecanyonforever.com
lbcgm@brycecanyonforever.com
bcaims@standard.net
gld136@yahoo.com
leland.pollock@hotmail.com
dmartineau@utahpaiutes.org
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david@rubysinn.com
superintendent@nps.gov
grca_superintendent@nps.gov
tica_superintendent@nps.gov
nabr_superintendent@nps.gov
nabr_interpretation@nps.gov
glca_interpretation@nps.gov
lame_interpretation@nps.gov
lame_superintendent@nps.gov
dino_superintendent@nps.gov
brca_all_employees@nps.gov
shannan_marcak@nps.gov
sharon_ringsven@nps.gov
marc_neidig@nps.gov
reapered@richfieldreaper.com
cherylchurch@gmail.com
jtaylor@jtsteel.com
desertglassrecycling@gmail.com
stay@southwesternretreat.com
manager@bluespringslodge.com
tracy@tracyarmstrong.com
cbulletts@kaibabpaiute-nsn.gov
clarkescountrymarket@gmail.com
jbeal@blm.gov
fjolley@ksl.com
snapshot@live.com
carmine@suu.edu
pegmcentee@sltrib.com
paula_ogden-muse@nps.gov
tbprettyman@gmail.com
clive@upharts.org
jjbluis@yahoo.com
brian.cambria@redcyntransit.com
klundberg@ironcounty.net
cmacnulty@npca.org
maildropmw@gmail.com
colorcountrydispatch@gmail.com
mabele@npca.org
bmccombs@ap.org
immews@nps.gov
tlees@thespectrum.com
news@kcsq.com
kurt@nationalparkstraveler.com
brettp@sltrib.com
newstips@desnews.com
lwhitehurst@ap.org
bryceshuttle@aol.com
larry_glickman@blm.gov
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tturner@civilsience.com
blast@le.utah.gov
rlanderson@utah.gov
holland.sb12@gmail.com
lisa@harmonypublicinvolvement.com
tricia.larue@swca.com
nkisen@utah.gov
gina_pearson@nps.gov
alma@ironcounty.net
dmbrinkerhoff@ironcounty.net
mbleak@ironcounty.net
hatchut@scinternet.net
tclark@kanab.utah.gov
issues@suwa.org
walonb@socen.com
drhookut@yahoo.com
wisemanbrook@gmail.com
lisahotandspicey@yahoo.com
shiloh.bcc@gmail.com
mikestevens1004@gmail.com
gary@rubysinn.com
bryceaccc@gmail.com
cherrie.tebbs@gmail.com
sydsyrett@gmail.com
deannarubysinn@gmail.com
henrievilletown@scinternet.net
info@brycecanyoncountry.com
kevin@atozion.com
nathanschwebach@utah.gov
jonathannez@navajo-nsn.gov
cyellowhair_sjspt.president@outlook.com
hcuthair@utemountain.org
osegundo@kaibabpaiute-nsn.gov
hopicouncil@hopi.nsn.us
rexann.hughte@ashiwi.org
dparry@arrowpoint.us
candaceb@svgooshutes.com
csage@southernmute.gov
chair.mbop@moapabandofpaiutes.org
shaunc@utetribe.com
contact@lvpaiute.com
eatcity@utemountain.org
chairman@cit-nsn.gov
tamiborchardt@gmail.com
patrick.charles@ihs.gov
pootcheev@gmail.com
jeanine.borchardt@gmail.com
corrina_bow@yahoo.com
imao@koosharempaiutes.org
rupertsteele@yahoo.com

SR-12 Area Businesses Canvassed

Bryce City

Bryce Canyon Resort

Cowboy Ranch House

Subway

Bryce Canyon City Office

Best Western Plus Ruby's Inn

Bryce View Lodge

Canyon Diner

Ruby's Inn Cowboy's Buffet

Bryce Canyon Rock Shop

Sinclair

Ebenezer's Barn and Grill

Ruby's Inn RV Park

Cannonville

Cannonville KOA

Grand Staircase Inn

Bryce Canyon Villas

Cannonville Visitor Center

The Evergreen

Hatch

The Lookout

Bear in the Bed and Breakfast

Sevier River Retreat

Bryce Zion Inn

Outlaw Saloon

Sevier Coffee

Mountain Ridge Cabins

Hatch Station

Hoodoo Hideout Café

Henrieville

Sunrise Hollow

Henrieville Post Office

Panguitch

Best Host Inn

Marianna Inn

Silver Eagle

Subway

Flying M

Color Country

Bryce Way

Adobe Sands

Bryce Canyon Lodge

Phillips 66

Henry's Hideout

Peggy Egan

Grandma's Cottage

Blue Pine

Kenny Ray's
Panguitch Inn
Tandoori Taqueria
Cowboy's Smokehouse Café
Days Inn
Panguitch City Office
Panguitch Rally Stop
Purple Sage Motel
The Panguitch House
C-Stop Pizza
<u>Tropic</u>
Bryce Vista Vacation Apartments
Bryce Point
Buffalo Sage and Breakfast
Bryce Country Cabins
Americas Best Value Inn
Clarks Country Market
Bryce Canyon Log Cabins
Bryce Way Retreat
Bryce Canyon Inn
Tropic City Office
Bryce Zion Trail Rides
Canyon Trail Rides
Bybee's Stepping Stone Inn and Gallery
Bryce Canyon Vivary B&B
Bryce Trails B&B
Stone Hearth Grille
Bulberry Inn B&B



State Route 12

BRYCE CANYON

Environmental Assessment
A UDOT & BRYCE CANYON NATIONAL PARK STUDY

The National Park Service (NPS) and Utah Department of Transportation (UDOT) are partnering to improve safety and mobility on State Route 12 in Bryce Canyon National Park (BRCA) between mileposts 14.42-18.16. UDOT and NPS are performing an Environmental Assessment (EA) to evaluate the social, economic, and environmental impacts of the proposed improvements to SR-12:

- extend the existing passing lane approximately one mile east
- restore the previously lost travel lane and shoulder
- widen road shoulders along SR-12
- update the legal description and map of the highway alignment

The Environmental Assessment is now available for public review and comment at www.udot.utah.gov/go/SR12BryceCanyon. Paper copies of the document are also available at the following UDOT offices:

UDOT Central Complex
4501 Constitution Blvd
Taylorsville, UT
84129

UDOT Region 4
210 W 800 S
Richfield, UT
84701



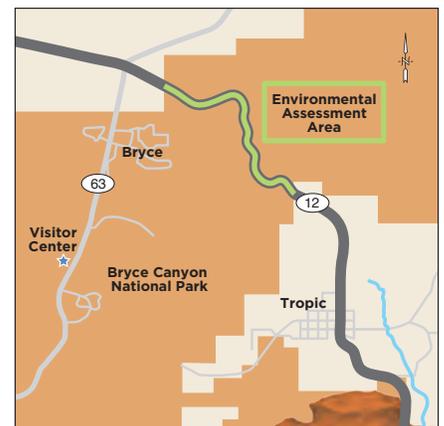
JOIN NPS and UDOT to learn more at a public hearing in open house format.

June 18, 2019
5:00-7:00 p.m.
Tropic Heritage Center
20 N Main Street
Tropic, UT

The official public comment period will be open from May 28 to June 27, 2019.

CONTACT INFO:
SR12BryceCanyon@utah.gov
888-556-0232
udot.utah.gov/go/sr12Bryce

The open house will be accessible according to the requirements of the Americans with Disabilities Act (ADA). If you have any special language, audio or visual needs please contact the project at least 72 hours prior to the meeting so that accommodations can be provided.





PROJECT NEED:

State Route 12 is a critical transportation corridor between the towns of Tropic and Bryce, as well as for Bryce Canyon National Park. It is also a critical emergency access and popular route for tourists visiting Bryce Canyon National Park and other nearby recreation areas. This area is prone to landslides, and the proposed improvements would not only restore a portion of the roadway lost during a slide in 2017, but it would also make long-term improvements to prevent future slides.

BENEFITS:

The proposed improvements will

- ✓ preserve infrastructure by providing a long-term solution to stabilize the slope
- ✓ improve mobility by rebuilding portions of the lost travel lane and adding a new passing lane in this area
- ✓ improve safety by re-stabilizing the slide area and widening shoulders

SCHEDULE:

Construction activities could begin in early 2020, with the majority of work anticipated in Summer 2020.

NO BUILD:

If the improvements are not implemented, the existing SR-12 has the potential to deteriorate further, posing a risk to public safety and limiting access to the town of Tropic. Additionally, increased traffic demand from recreational tourism, area growth, and climbing visitation rates at Bryce Canyon National Park will increase congestion on SR-12, resulting in decreased capacity, mobility, and operational efficiency.

CONTACT INFO:

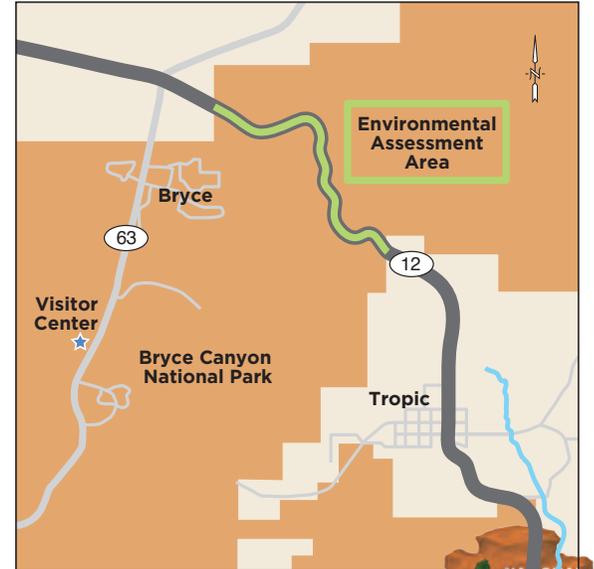
SR12BryceCanyon@utah.gov
888-556-0232
udot.utah.gov/go/SR12BryceCanyon



State Route 12

BRYCE CANYON

Environmental Assessment
A UDOT & BRYCE CANYON NATIONAL PARK STUDY



Hotline: 888-556-0232 Email: SR12BryceCanyon@utah.gov

The National Park Service (NPS) and the Utah Department of Transportation (UDOT) are partnering to make improvements to the section of Utah State Route 12 (SR-12) that passes through the Bryce Canyon National Park (MP 14.42-18.16). The two-lane SR-12, a Scenic Byway, is a critical emergency access and popular route for tourists visiting Bryce Canyon National Park and other nearby recreation areas. NPS and UDOT have initiated an Environmental Assessment to evaluate potential improvements to address landslides, add a passing lane and widen shoulders. The project also proposes to update the legal description, map and right-of-way documents in the project area.

The Environmental Assessment is now available on the project website www.udot.utah.gov/go/SR12BryceCanyon for public review and comment.

The official public comment period will be open from May 28 to June 27, 2019.

The open house will be accessible according to the requirements of the Americans with Disabilities Act (ADA). If you have any special language, audio or visual needs please contact the project at least 72 hours prior to the meeting so that accommodations can be provided.

CONTACT INFO:
SR12BryceCanyon@utah.gov
888-556-0232

State Route 12 **BRYCE CANYON**

Environmental Assessment
A UDOT & BRYCE CANYON NATIONAL PARK STUDY

JOIN NPS and **UDOT** to learn more at a public hearing in open house format.

June 18, 2019
5:00-7:00 p.m.
Tropic Heritage Center
20 N Main Street
Tropic, UT

APPENDIX D - MAILER DISTRIBUTION AREA



APPENDIX E - EMAIL UPDATES



State Route 12

BRYCE CANYON

Environmental Assessment

A UDOT & BRYCE CANYON NATIONAL PARK STUDY

The National Park Service (NPS) and Utah Department of Transportation (UDOT) are partnering to improve safety and mobility on State Route 12 in Bryce Canyon National Park (BRCA) between mileposts 14.42 - 18.16. UDOT and BRCA initiated the study to address a troublesome landslide area on SR-12 between mileposts 14 and 15.

Since 2015, UDOT Region 4 has performed multiple repairs and preventative activities. In February 2017 a deep-seated landslide occurred creating a large scar nearly 1,000 feet down the slope and losing a 200-foot-long section of the

eastbound travel lane. Emergency repairs were made and UDOT and BRCA began coordinating to make permanent repairs.

UDOT and NPS have performed an Environmental Assessment (EA) to evaluate the social, economic, and environmental impacts of the proposed improvements to SR-12.

- extend the existing passing lane approximately one mile east
- restore the previously lost travel lane and shoulder
- widen road shoulders along SR-12
- update the legal description and map of the highway alignment

The EA is available online at www.udot.utah.gov/go/SR12BryceCanyon for public review and comment.

Paper copies of the document are also available at the following UDOT offices:

UDOT Central Complex
4501 Constitution Blvd
Taylorsville, UT
84129

UDOT Region 4
210 W 800 S
Richfield, UT
84701

A Public Hearing in open house format will be held from 5:00 -7:00 p.m., June 18, 2019 at the Tropic Heritage Center, 20 North Main Street in Tropic, Utah.

STAY INFORMED

Sign up for project emails to stay up to date by contacting the project team via one of the methods below.

Hotline: 888-556-0232

Email: SR12BryceCanyon@Utah.Gov



State Route 12

BRYCE CANYON

Environmental Assessment

A UDOT & BRYCE CANYON NATIONAL PARK STUDY

The National Park Service (NPS) and Utah Department of Transportation (UDOT) are partnering to improve safety and mobility on State Route 12 in Bryce Canyon National Park (BRCA) between mileposts 14.42 - 18.16. UDOT and BRCA initiated the study to address a troublesome landslide area on SR-12 between mileposts 14 and 15.

Since 2015, UDOT Region 4 has performed multiple repairs and preventative activities. In February 2017 a deep-seated landslide occurred creating a large scar nearly 1,000 feet down the slope and losing a 200-foot-long section of the

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Email: SR12BryceCanyon@Utah.Gov



State Route 12

BRYCE CANYON

Environmental Assessment

A UDOT & BRYCE CANYON NATIONAL PARK STUDY

We hope to see you tonight, June 18, at the Tropic Heritage Center, 20 North Main Street, from 5pm - 7pm for the SR-12 Environmental Assessment Open House

The National Park Service (NPS) and Utah Department of Transportation (UDOT) are partnering to improve safety and mobility on State Route 12 in Bryce Canyon National Park (BRCA) between mileposts 14.42 - 18.16. UDOT and BRCA initiated the study to address a troublesome landslide area on SR-12 between mileposts 14 and 15.

Since 2015, UDOT Region 4 has performed multiple repairs and preventative activities. In February 2017 a deep-seated landslide occurred creating a large scar nearly 1,000 feet down the slope and losing a 200-foot-long section of the eastbound travel lane. Emergency repairs were made and UDOT and BRCA began coordinating to make permanent repairs.

UDOT and NPS have performed an Environmental Assessment (EA) to evaluate the social, economic, and environmental impacts of the proposed improvements to SR-12.

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84701

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STAY INFORMED

Sign up for project emails to stay up to date by contacting the project team via one of the methods below.

Hotline: 888-556-0232

Email: SR12BryceCanyon@Utah.Gov

APPENDIX F - WEBSITES

The screenshot shows the National Park Service website for the State Route 12 Stabilization and Expansion project. The page features a dark header with the NPS logo and navigation links. Below the header is a banner image of Bryce Canyon National Park. The main content area is titled "State Route 12 Stabilization and Expansion" and includes a "Document List" link. The page also features a "PROJECT LINKS" sidebar with links to Project Home, Plan Process, Meeting Notices, Links, Document List, and Open For Comment (0). The footer contains the NPS logo, the text "nps.gov", and the slogan "EXPERIENCE YOUR AMERICA™".

National Park Service

Find a Park Discover History Explore Nature Get Involved Working With Communities Teachers Kids About Us

PEPC Planning, Environment & Public Comment

PEPC Home Documents by Park Policy/Links Park Planning Search Documents

PROJECT LINKS

- Project Home
- Plan Process
- Meeting Notices
- Links
- Document List
- Open For Comment (0)

State Route 12 Stabilization and Expansion

[Bryce Canyon National Park](#) » [State Route 12 Stabilization and Expansion](#) » [Document List](#)

The National Park Service (NPS) and Utah Department of Transportation (UDOT) are partnering to improve safety and mobility on State Route 12 in Bryce Canyon National Park (BRCA) between mileposts 14.42-18.16. An Environmental Assessment (EA) is now available online at www.udot.utah.gov/go/SR12BryceCanyon for public review and comment. Comments can be made from May 28, 2019 through June 27, 2019 on the website or by emailing SR12BryceCanyon@utah.gov.

UDOT and BRCA initiated the study to address a troublesome landslide area on SR-12 at between mileposts 14 and 15. Since 2015, UDOT Region 4 has performed multiple repairs and preventative activities. In February 2017 a deep-seated landslide occurred creating a large scar nearly 1,000 feet down the slope and losing a 200-foot-long section of the eastbound travel lane. Emergency repairs were made and UDOT and BRCA began coordinating to make permanent repairs.

The Environmental Assessment is now available for public review and comment. It evaluated the social, economic and environmental impacts of the following proposed improvements to SR-12:

- Extending the existing passing lane approximately one mile east
- Restoring the previously lost travel lane and shoulder
- Widening road shoulders along SR-12
- Updating the legal description and map of the highway alignment

A Public Hearing in open house format will be held from 5:00 -7:00 p.m., June 18, 2019 at the Tropic Heritage Center, 20 North Main Street in Tropic, Utah. The public can contact the project for more information at 888-556-0232 or SR12BryceCanyon@utah.gov

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PEPC Planning, Environment & Public Comment

PROJECT LINKS

- [Project Home](#)
- [Plan Process](#)
- [Meeting Notices](#)
- [Links](#)
- [Document List](#)
- [Open For Comment \(0\)](#)

Links

[Bryce Canyon National Park](#) » [State Route 12 Stabilization and Expansion](#)

Click on the links below for additional park/project information.

- [SR-12 EA](#)

Note: Some of the files may be in PDF format and can be viewed using the Adobe Acrobat Reader software. You may download a free copy of [Acrobat Reader](#) from Adobe Systems.

Print Page

Close

SR-12; Emergency Slope Stabilization, Phase 2 - Pin: 15632
(GARFIELD County)**Route**

SR-12 / Start Milepost: 14.7 - End Milepost: 15

Description

UDOT and Bryce Canyon National Park are partnering to improve safety and mobility of State Route 12 in Bryce Canyon National Park (BRCA) between mileposts 14.42 - 18.16. UDOT and NPS are performing an Environmental Assessment (EA) to evaluate the environmental impacts of the proposed improvements.

Community Notices

The EA is now available for public review and comment by clicking the link below. Paper copies of the document are also available at the following UDOT offices:

UDOT Central Complex
4501 Constitution Blvd
Taylorsville, UT
84129

UDOT Region 4
210 W 800 S
Richfield, UT
84701

Comments can be submitted through June 27th, 2019. A public hearing for this project will be held on June 18, 2019 between 5 - 7:00 p.m. at the Tropic Heritage Center located at 20 North Main Street in Tropic Utah.

[S.R. 12 Road Stabilization and Improvements Environmental Assessment \(46MB PDF File\)](#)

To provide comment please complete this [online form](#).

UDOT and NPS anticipate that a decision will be issued on the project by late summer 2019.

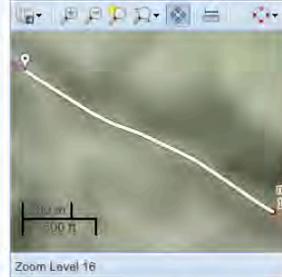
Schedule

This project is in the planning process and the schedule is yet to be determined.

Contact Information

Public Involvement Team
Hotline: 888-556-0232
Email: SR12BryceCanyon@utah.gov

(Click here for larger map.)



ROADVIEW EXPLORER HD

WELCOME

ENVIRONMENTAL ASSESSMENT OPEN HOUSE

JUNE 18, 2019
5:00 – 7:00 p.m.



HOTLINE 888-556-0232 EMAIL SR12BryceCanyon@utah.gov



State Route 12

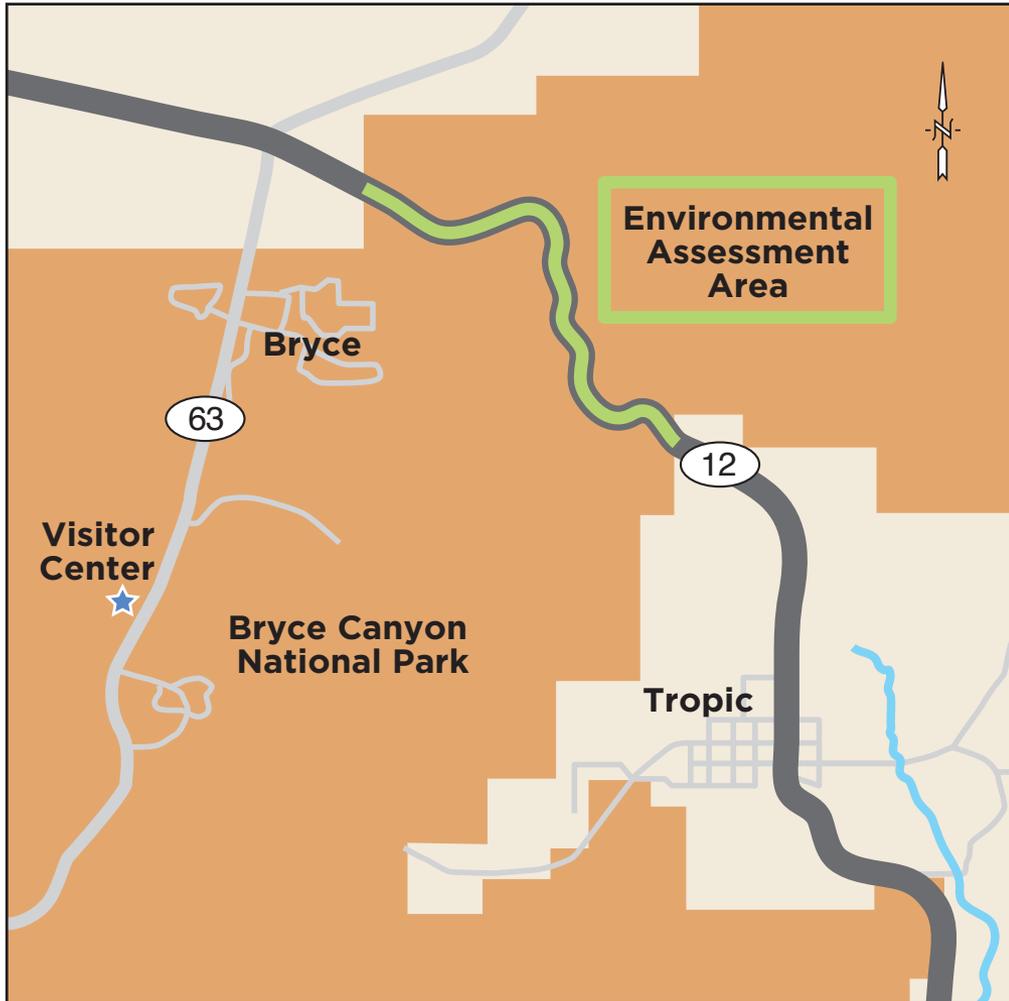
BRYCE CANYON

Environmental Assessment

A UDOT & BRYCE CANYON NATIONAL PARK STUDY

PROJECT NEED

State Route 12 is a critical transportation corridor between the towns of Tropic and Bryce, as well as for Bryce Canyon National Park (BRCA). It is also heavily traveled by tourists visiting Bryce Canyon National Park and other nearby recreation areas. SR-12 has the potential for further deterioration, increasing safety concerns, and more congestion as traffic demands and visitor use rises, resulting in decreases in capacity, mobility, and operational efficiency.



PURPOSE OF THE PROJECT

The purpose of the project is to ensure long-term road stability, preserve infrastructure and improve traffic mobility and safety along the existing SR-12 by providing a transportation corridor that improves access for vehicles, bicyclists and pedestrians.

The purpose is also to formally define the transportation corridor within BRCA for a permanent transportation easement. Under 23 Code of Federal Regulations (CFR) 710.601 and NPS Director's Order #87D (NPS 2000) and Federal Highway Easement Deed process, the project will update the legal description and map of the highway alignment.

State Route 12

BRYCE CANYON

Environmental Assessment
A UDOT & BRYCE CANYON NATIONAL PARK STUDY



HOTLINE 888-556-0232 EMAIL SR12BryceCanyon@utah.gov



PROPOSED IMPROVEMENTS

State Route 12

BRYCE CANYON

Environmental Assessment

A UDOT & BRYCE CANYON NATIONAL PARK STUDY

- Provide geotechnical stabilization solutions in and around the 2017 landslide area (approx. MP 14.6-14.9) and other areas as necessary.
 - Full-depth pavement reconstruction, add drainage solutions and stability berm/soil nail wall.
- Widen SR-12 to include three 12' travel lanes, including a westbound passing lane and widened shoulders between MPs 14.6 and 15.8.
- Provide 5' bicycle lanes on both sides of SR-12 from MP 14.6 to MP 15.7;
 - eastbound bike lane continuing from MP 15.8 to MP 17.4.
 - westbound bike lane continuing from MP 16.05 to MP 17.4.
- Improve roadside safety with concrete barriers, guardrail, signing striping and other features.



TRAFFIC DATA

State Route 12

BRYCE CANYON

Environmental Assessment
A UDOT & BRYCE CANYON NATIONAL PARK STUDY

In 2017, more than 2.5 million people visited BRCA (NPS 2019a). In 2018, the traffic count of visitors entering the main entrance ranged from 12,661 in January to 86,940 in July (NPS 2019b). To better evaluate the traffic counts on SR-12, the Average Annual Daily Traffic (AADT) is used. The AADT is the average volume of traffic for the average 1-day (24-hour) period during a data reporting year at a specific location or specific segment of road. The AADT is projected to increase to 4,122 in 2036 (UDOT 2018a). More recent SR-12 traffic counts from 2017 are shown in Table 1-1 below.

Table 1-1. 2017 Traffic Counts on State Route 12 from Mileposts 14.3 to 18.4

SR-12 Milepost	Number of Vehicles in 2017		
	Westbound	Eastbound	Combined
14.3	1,248	1,552	2,800
14.8	1,255	1,526	2,781
15.4	1,244	1,531	2,775
16.3	1,240	1,538	2,778
17.5	1,141	1,452	2,593
18.4	1,113	1,437	2,550

Source: UDOT (2017b).

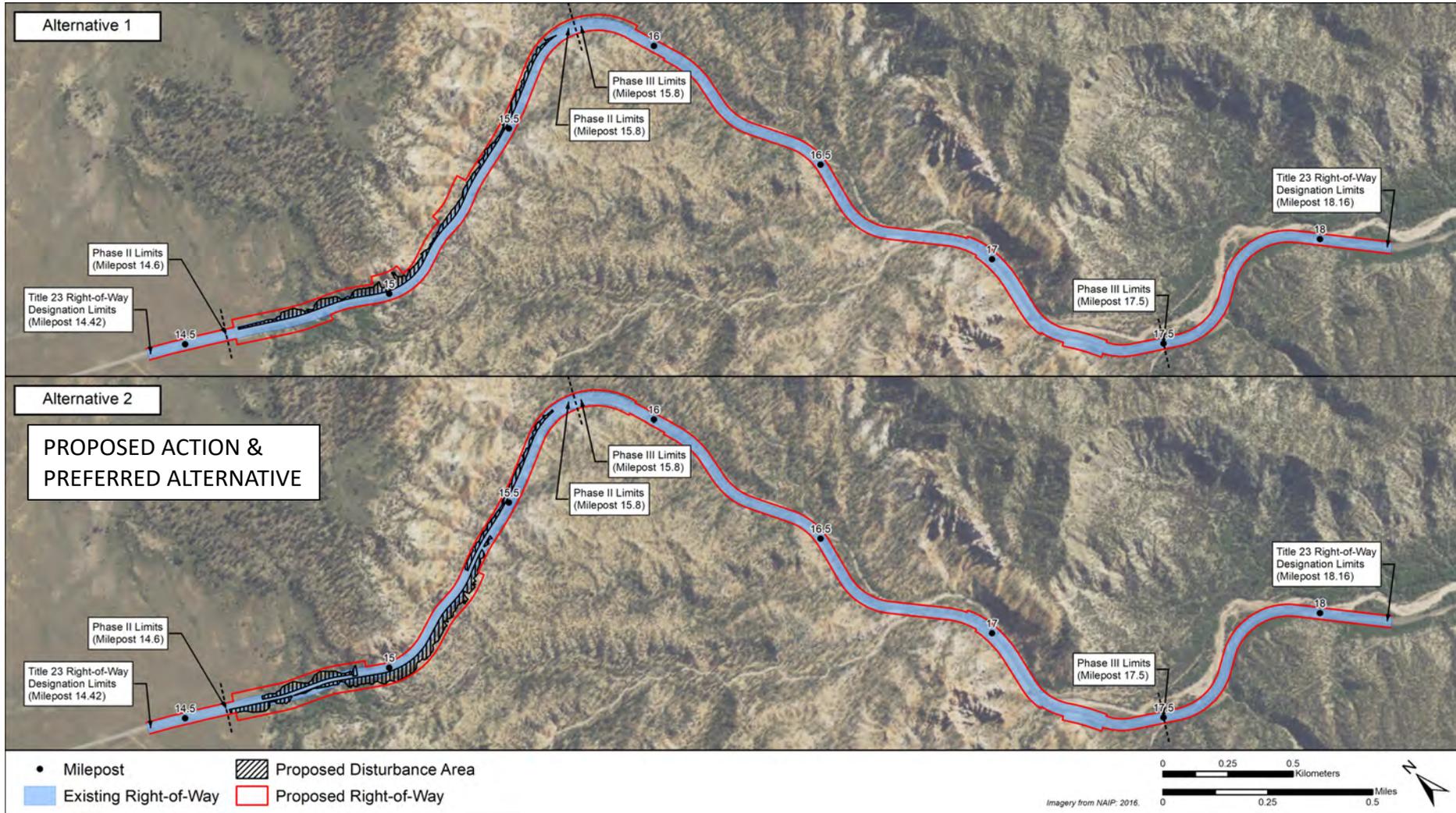
Note: Mossy Cave parking area is near MP 17.5.



ALTERNATIVES

State Route 12 BRYCE CANYON

Environmental Assessment
A UDOT & BRYCE CANYON NATIONAL PARK STUDY



POTENTIAL PROJECT IMPACTS

Human Health & Safety: would benefit from the proposed project vehicle mobility improvements by:

- reducing congestion,
- providing additional shoulder room for collision avoidance and mechanical breakdowns,
- and creation of bike lanes which would reduce the potential for collisions with vehicles.

During construction activities, construction signs would be used to notify drivers about work activities and changes in traffic patterns.

Vegetation: Alternative 1 would result in the removal of 15.14 acres of vegetation and Alternative 2 would result in the removal of 16.9 acres of vegetation. The permanent loss of vegetation would be a relatively small area comprising vegetation types that are abundant in the park.



POTENTIAL PROJECT IMPACTS

Visual/Scenic Resources:

Under Alternative 1 scenic views would remain unchanged with the exception of the loss of rock formations at MP 15.2; however, these would not include special geologic formations such as hoodoos.

Alternative 2 would not result in the loss of rock formations. This alternative would result in larger fill slopes at MPs 14.9 to 15.4. The impacts would be contained within the road corridor and would not affect key visual features, including those that were critical to the establishment of the park.

Aquatic Resources:

Based on preliminary design, Alternative 1 would result in a permanent loss of approximately 0.029 acre (236.52 ft)* of potentially jurisdictional WOUS. Alternative 2 would result in a permanent loss of approximately 0.031 acre (259.11 ft)* of potentially jurisdictional WOUS. Practical avoidance measures could be implemented to further minimize impacts during final design.

**this data was erroneously reported in the EA. This correction will be addressed as part of the errata in the FONSI.*



ECOLOGICAL SYSTEM WITHIN THE PROJECT AREA

State Route 12 BRYCE CANYON

Environmental Assessment
A UDOT & BRYCE CANYON NATIONAL PARK STUDY

Classified as “Developed, Open Space,” a mosaic of ecological systems adjacent to the project area include:

- **Colorado Plateau:** Pinyon-Juniper Woodland and Mixed Bedrock Canyon and Tableland
- **Intermountain Basins:** Big Sagebrush Shrubland and Montane Sagebrush Steppe
- **Southern Rocky Mountain:** Ponderosa Pine Woodland
- **Rocky Mountain:** Cliff and Canyon and Rocky Mountain Ponderosa Pine Woodland

Planned construction activities will have no long term, adverse impacts on the ecological systems present in the survey area.



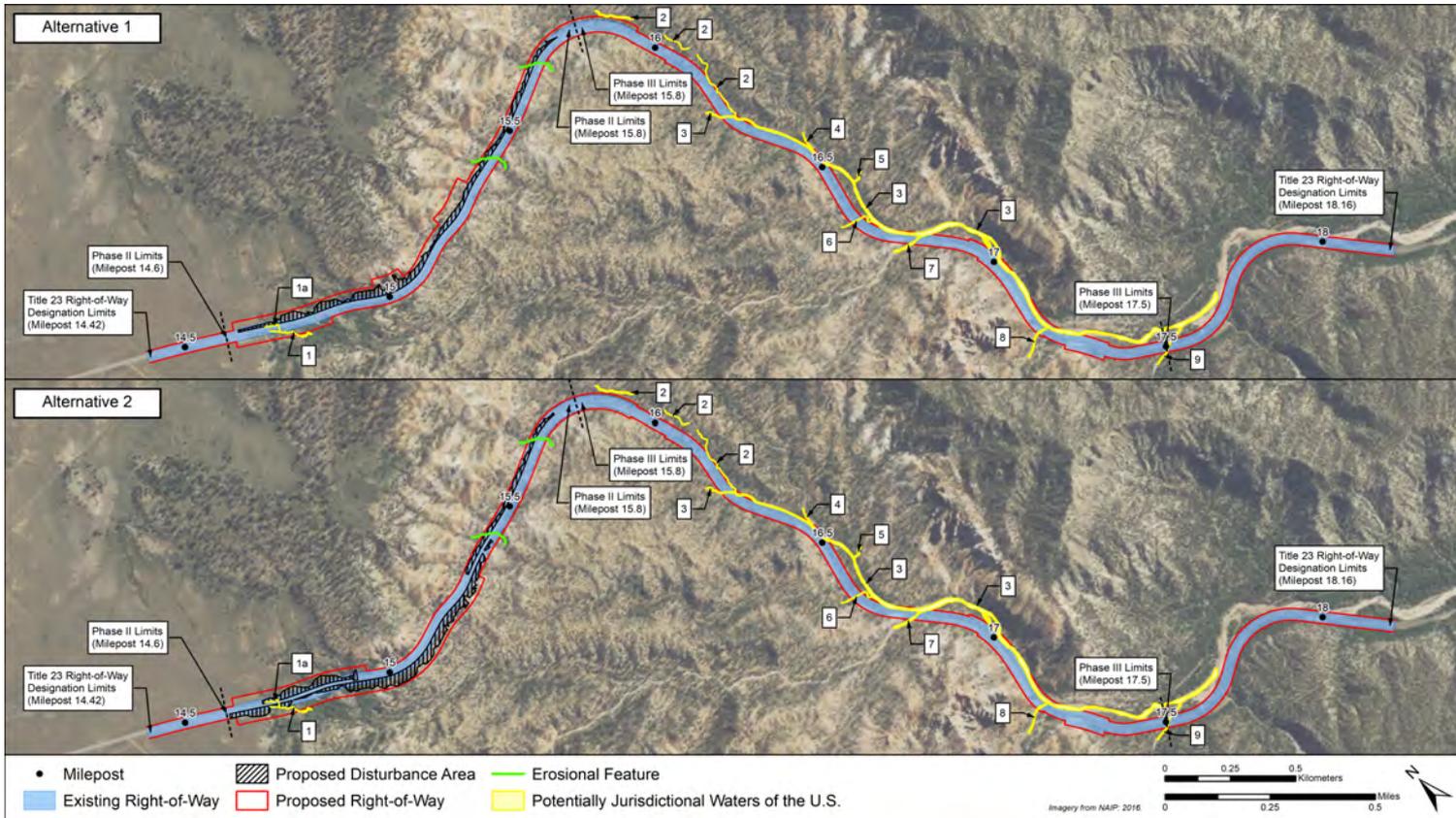
HOTLINE 888-556-0232 EMAIL SR12BryceCanyon@utah.gov



POTENTIALLY JURISDICTIONAL WATERS OF THE UNITED STATES (WOTUS)

State Route 12 BRYCE CANYON

Environmental Assessment
A UDOT & BRYCE CANYON NATIONAL PARK STUDY



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State Route 12

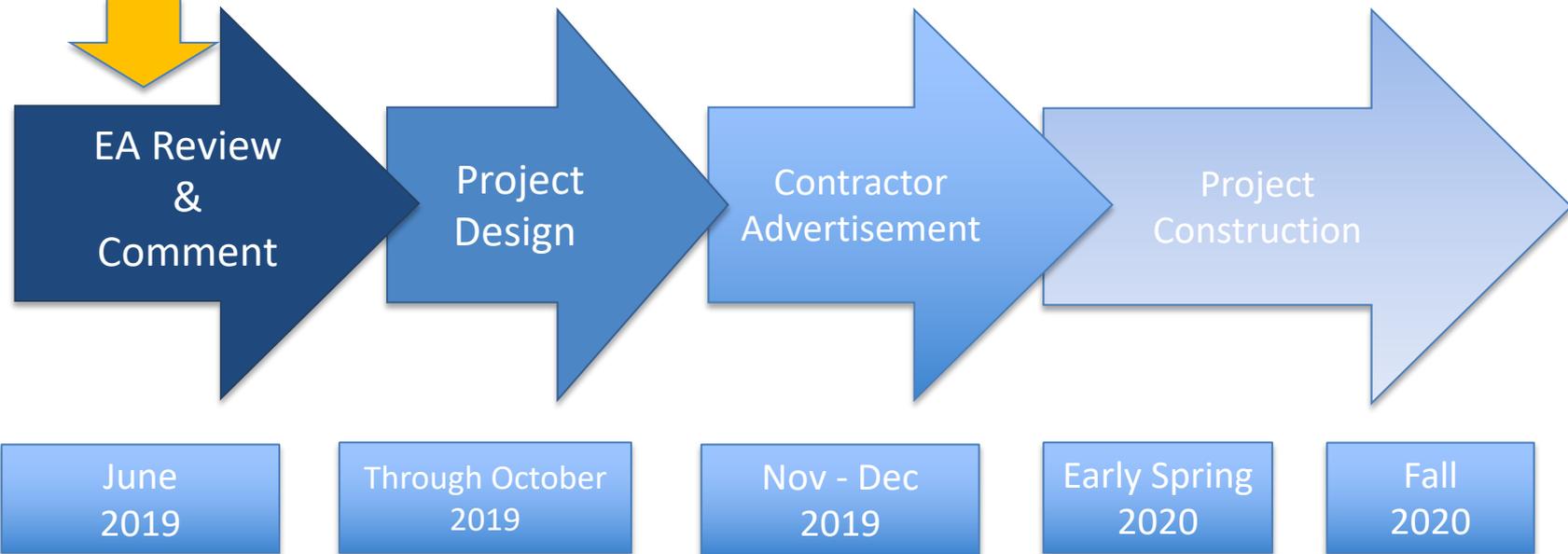
BRYCE CANYON

Environmental Assessment

A UDOT & BRYCE CANYON NATIONAL PARK STUDY

ANTICIPATED PROJECT SCHEDULE

We are here



** schedule is subject to change*



HOTLINE 888-556-0232 EMAIL SR12BryceCanyon@utah.gov



COMMENT PROCESS



State Route 12 BRYCE CANYON

Environmental Assessment
A UDOT & BRYCE CANYON NATIONAL PARK STUDY

The Environmental Assessment is open for public comment through June 27, 2019.

The EA is available on the project website now:

www.udot.utah.gov/go/SR12Bryce

Comments can be made online, at the open house or by emailing the project team at the email address below.



HOTLINE 888-556-0232 EMAIL SR12BryceCanyon@utah.gov



CONTACT US

State Route 12

BRYCE CANYON

Environmental Assessment

A UDOT & BRYCE CANYON NATIONAL PARK STUDY

This project has a dedicated public involvement team. We are here to help throughout the project and can be reached at the contact information below.

Subscribe to email updates to stay up to date on project progress by providing your email address at the sign-in table or emailing “subscribe” to the email address below.

Updates will also be posted on the project website:

www.udot.utah.gov/go/SR12BryceCanyon



HOTLINE 888-556-0232 EMAIL SR12BryceCanyon@utah.gov



4770 S. 5600 W.
WEST VALLEY CITY, UTAH 84118
FED. TAX I.D.# 87-0217663
801-204-6910

APPENDIX H

Deseret News



The Salt Lake Tribune

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DATE

6/11/2019

ACCOUNT NAME

SOMERS-JARAMILLO & ASSOCIATES, INC,

TELEPHONE

8015300933

ORDER # / INVOICE

0001255625 / 101255625-

PUBLICATION SCHEDULE

START 05/28/2019 END 06/11/2019

CUSTOMER REFERENCE NUMBER

SR 12 EA Legal Notice

CAPTION

PUBLIC NOTICE The National Park Service (NPS) and Utah Department of Transportation (UDOT)

SIZE

41 LINES 3 COLUMN(S)

TIMES

6

TOTAL COST

418.28

PUBLIC NOTICE

The National Park Service (NPS) and Utah Department of Transportation (UDOT) are partnering to improve safety and mobility on State Route 12 in Bryce Canyon National Park (BRCA) between mileposts 14.42-18.16. UDOT and NPS are performing an Environmental Assessment (EA) to evaluate the social, economic, and environmental impacts of the proposed improvements to SR 12:

- extend the existing passing lane approximately one mile east
- restore the previously lost travel lane and shoulder
- widen the road shoulders
- update the legal description and map of the highway alignment

The official public comment period will be open from May 28 - June 27, 2019. A public hearing in open house format will be held on June 18, 2019 from 5 - 7 p.m. at the Tropic Heritage Center, 20 North Main Street, Tropic Utah. EA is available on the project website for public review and comment. Paper copies of the document are also available at the following UDOT offices:

UDOT Central Complex
4501 Constitution Blvd
Taylorsville, UT
84129

UDOT Region 4
210 W 800 S
Richfield, UT
84701

Comments can be submitted via the project website www.udot.utah.gov/go/SR12BryceCanyon or by emailing SR12BryceCanyon@utah.gov through 11:59 p.m. on June 27, 2019.

The open house will be accessible according to the requirements of the Americans with Disabilities Act (ADA). If you have any special language, audio, visual needs please contact the project at least 72 hours prior to the meeting so that accommodations can be provided.

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

CONTACT INFO:
SR12BryceCanyon@utah.gov
888-556-0232
udot.utah.gov/go/SR12BryceCanyon
1255625

PAXLP

AFFIDAVIT OF PUBLICATION

AS NEWSPAPER AGENCY COMPANY, LLC dba UTAH MEDIA GROUP LEGAL BOOKER, I CERTIFY THAT THE ATTACHED ADVERTISEMENT OF **PUBLIC NOTICE The National Park Service (NPS) and Utah Department of Transportation (UDOT) are partnering to improve safety and mobility on State Route 12 in B** FOR **SOMERS-JARAMILLO & ASSOCIATES, INC,** WAS PUBLISHED BY THE NEWSPAPER AGENCY COMPANY, LLC dba UTAH MEDIA GROUP, AGENT FOR DESERET NEWS AND THE SALT LAKE TRIBUNE, DAILY NEWSPAPERS PRINTED IN THE ENGLISH LANGUAGE WITH GENERAL CIRCULATION IN UTAH, AND PUBLISHED IN SALT LAKE CITY, SALT LAKE COUNTY IN THE STATE OF UTAH. NOTICE IS ALSO POSTED ON UTAHLEGALS.COM ON THE SAME DAY AS THE FIRST NEWSPAPER PUBLICATION DATE AND REMAINS ON UTAHLEGALS.COM INDEFINITELY. COMPLIES WITH UTAH DIGITAL SIGNATURE ACT UTAH CODE 46-2-101; 46-3-104.

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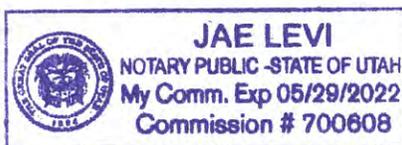
SIGNATURE _____

STATE OF UTAH)

COUNTY OF SALT LAKE)

SUBSCRIBED AND SWORN TO BEFORE ME ON THIS 11TH DAY OF JUNE IN THE YEAR 2019

BY LORRAINE GUDMUNDSON.



NOTARY PUBLIC SIGNATURE

4770 S. 5600 W.
WEST VALLEY CITY, UTAH 84118
FED.TAX I.D.# 87-0217663
801-204-6910

Deseret News



The Salt Lake Tribune

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PUBLISHED ON Start 05/28/2019 End 06/11/2019

DATE 6/11/2019

SIGNATURE *Stu Mundson*

STATE OF UTAH)

COUNTY OF SALT LAKE)

SUBSCRIBED AND SWORN TO BEFORE ME ON THIS 11TH DAY OF JUNE IN THE YEAR 2019

BY LORAIN GUDMUNDSON.



Jae Levi
NOTARY PUBLIC SIGNATURE



National Park Service
U.S. Department of the
Interior

Bryce Canyon National Park
P.O. Box 640201
Bryce, Utah 84764

435-834-5322
www.nps.gov/brca

May 28, 2019
For Immediate Release
UDOT: Kevin Kitchen (435)-979-4551
NPS: Peter Densmore (435) 834-4744

19-08

Bryce Canyon and UDOT Study to Repair State Route 12 Available for Public Comment



BRYCE, UT – The National Park Service (NPS) and Utah Department of Transportation (UDOT) are partnering to improve safety and mobility on State Route 12 in Bryce Canyon National Park (BRCA) between mileposts 14.42-18.16. An Environmental Assessment (EA) is now available online at www.udot.utah.gov/go/SR12BryceCanyon for public review and comment. Comments can be made from May 28, 2019 through June 27, 2019 on the website or by emailing SR12BryceCanyon@utah.gov.

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-NPS-

About the National Park Service: More than 20,000 National Park Service employees care for America's 419 national park units and work with communities across the nation to help preserve local history and create close-to-home recreational opportunities. Visit us at www.nps.gov, on Facebook www.facebook.com/nationalparkservice, Twitter www.twitter.com/natparkservice, and YouTube www.youtube.com/nationalparkservice.

APPENDIX J - OPEN HOUSE SIGN-IN

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Project Description: SR-12 Bryce Canyon Environmental Assessment
Project Number: F-0012(43)15
Pin: 15632

The Utah Department of Transportation monitors attendance to ensure non-discrimination. We appreciate you providing this information.

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jeffrey Eaton	jeaton@weber.edu	P.O. Box 231 Tropic, UT 84776	435-679-8685	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Dennis Pollock	dipollock@tycho.com	P.O. Box 39 Tropic UT 84776	435-679-8020	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
WALON BRINKERHOFF	walonb@socw.com	P.O. Box 75 Tropic, UT 84776	435-616-0606	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
LOWELL MECHAM		Box 38 Tropic UT 84776	435-679-8828	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Andy Mortensen		PO Box 55 Henrieville UT	435-231-3019	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
David Telby	david.telby@gmail.com	PoBox 640032 Bryce, UT 84304	435-231-1872	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
JOHN HOLLAND	jholland_sbl2@gmail.com	PO Box 132 Tropic, UT 84776		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Joe Thompson	joseph.thompson@hotmail.com	Box 60 Cannonville UT 84718	435-691-5559	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).

Sign In sheet will become part of the public record for this project.

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Project Description: SR-12 Bryce Canyon Environmental Assessment
Project Number: F-0012(43)15
Pin: 15632

The Utah Department of Transportation monitors attendance to ensure non-discrimination. We appreciate you providing this information.

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
Clint Pierson	clintpierson.gcsso@gmail.com	po box 165 Tropic, ut	435-679-8479	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).

Sign In sheet will become part of the public record for this project.

APPENDIX K: COMMENT RESPONSE MATRIX

Document Title		State Route 12, Road Stabilization and Improvements -Garfield County, Utah – Environmental Assessment				
Document Date		May 2019				
Item	Page	Section	Sent.	Comment	Comment Type	Response
Paleontological Resources	6	1.5	May 29, 2019	There are significant vertebrate fossil localities along the planned construction (which were previously reported to UDOT) are and nothing was included in the mitigation for these localities. There should be some sampling of these sites and monitoring during construction.	Request for additional study/mitigation	<p>In accordance with the 2010 Memorandum of Understanding (MOU) between the Utah Department of Transportation (UDOT) and the Utah Geological Survey (UGS), paleontological survey or monitoring will be conducted of the Wahweap Formation between milepost 14.8 to 15.5 of SR-12 prior to construction. If it is determined there is potential to impact significant paleontological specimens, UDOT will consult with UGS to seek ways to avoid, minimize, or mitigate the impacts as described in the MOU. This could include mitigation by collection or excavation if determined appropriate.</p> <p>This commitment, as well as a correction to the paleontological resources evaluation in the EA, has been added to project mitigation commitments as documented in the FONSI errata.</p>
Purpose and Need	3	1.3	June 10, 2019	Seriously, working to improve the safety and add passing lanes??? Do not realize that 90% of the drivers turn off of SR 12 at the junction to Bryce Canyon National Park. Why are you spending your efforts to mitigate supposed problems on the road that gets the least amount of Bryce Canyon traffic. I timed myself yesterday (June 9, 2019) from Mossy Cave to the top, it took 5.5 minutes. How much money are you proposing to spend so that I can reach	Question about project purpose.	<p>The preferred alternative would permanently stabilize the roadway in the vicinity of the landslide and improve mobility and safety along SR-12 within Bryce Canyon National Park (BRCA), reduction of corridor travel time is not part of the project's purpose.</p> <p>Additionally, the project area does not include Red Canyon which is located outside of BRCA.</p>

Comment Response Matrix

Document Title		State Route 12, Road Stabilization and Improvements -Garfield County, Utah – Environmental Assessment				
Document Date		May 2019				
Item	Page	Section	Sent.	Comment	Comment Type	Response
				the summit a minute earlier? This is a total waste of time and resources, instead put in a passing lane on SR 12 in Red Canyon shortly after the tunnels. That's where its needed and would be an easy fix. I see that you have already started planning, so apparently you are not really interested in hearing from us, i don't for one minute think you actually read or care about my opinion. Another point to finish-- if you think that speed is a problem, especially around Mossy Cave, just go ahead and put in your "improvements" and you will really see the speeds go up. Give them more room and they will take advantage of it.		
Bike Lanes, Phasing, Mossy Cave	7,12	1.5, 2.1.2.1	June 11, 2019	I think the project is great but it should only be the first phase of the Hwy 12 improvements through the park. Because of the roads very narrow shoulders, bicycles are a major hazard, so the bike lane needs to be extended to the eastern park line. Also, there needs to be work in the Mossy Cave area to accommodate the massive increase in visitors to that area. This needs to include more parking and pullouts.	Request for additional phases.	Bike lanes would be added between MP 14.65 and 17.4 in eastbound and westbound directions under the Preferred Alternative. Extension of bike lanes east of MP 17.4 and additional improvements in the vicinity of Mossy Cave are not part of the proposed action for this project but may be considered in the future. Improvements to the Mossy Cave parking area would be outside of the proposed UDOT ROW.

Comment Response Matrix

Document Title		State Route 12, Road Stabilization and Improvements -Garfield County, Utah – Environmental Assessment				
Document Date		May 2019				
Item	Page	Section	Sent.	Comment	Comment Type	Response
			June 12, 2019	I support this project. Highway 12 is important to ours and the surrounding communities. The fear of this road being closed when it was sloughing off was worrisome to our residents. We rely on this road to get our kids to school and attend church. Many employees from the communities below Bryce work in Bryce Canyon City and in the park. This is the only route we have. Hwy 12 is also one of the main corridors that tourist take to get from Zion National Park to Arches.	Statement of preference.	Thank you for your comment
			June 16, 2019	This is a great project and needs to be done. I'm all for it!	Statement of preference.	Thank you for your comment
Phasing, Mossy Cave	8, 18	1.5, 3.1	June 17, 2019	I would like to see the Highway 12 repair project, through Bryce Canyon, extend to include parking at Mossy Cave pullout. The most dangerous part of the road is at the Mossy Cave trailhead. My children have had near misses at this location many times. Please do the right thing and include an expanded parking lot at Mossy Cave while you are repairing the other section of road.	Request for additional phases.	Additional improvements in the vicinity of Mossy Cave are not part of the proposed action for this project but may be considered in the future, as discussed in Chapter 3 of the EA. Improvements to the Mossy Cave parking area would be located outside of the proposed UDOT ROW.

Comment Response Matrix

Document Title		State Route 12, Road Stabilization and Improvements -Garfield County, Utah – Environmental Assessment				
Document Date		May 2019				
Item	Page	Section	Sent.	Comment	Comment Type	Response
Phasing, Mossy Cave	8, 18	1.5, 3.1	June 18, 2019	I would love for there to be expanded parking at the Mossy cave pull out! There have been many times where a tourist pulls out in front of me or my family. This needs to be addressed!	Request for additional phases.	Additional improvements in the vicinity of Mossy Cave are not part of the proposed action for this project but may be considered in the future, as discussed in Chapter 3 of the EA. Improvements to the Mossy Cave parking area would be located outside of the proposed UDOT ROW.
Phasing, Mossy Cave	8, 18	1.5, 3.1	June 18, 2019	I am thankful they are going to finally fix the dump but until the park service is willing to put time and money into the mossy cave turn out, it needs to be closed to the public before someone is killed! I have had numerous close calls. Especially no tours buses!	Request for additional phases.	Additional improvements in the vicinity of Mossy Cave are not part of the proposed action for this project but may be considered in the future, as discussed in Chapter 3 of the EA. Improvements to the Mossy Cave parking area would be located outside of the proposed UDOT ROW.
Phasing, Passing Lane, Mossy Cave	3, 8, 18	1.3, 1.5, 3.1	June 18, 2019	A passing lane from the bottom to the top of the dump is needed due to the sheer increase in park visitation traffic. Also, the mosey cave parking area is one of the most dangerous areas on highway 12. It is critical that this area be included in the project. I've seen so many near misses that it's has become the norm to decrease traveling speed to 20 to 25 miles an hour when approaching it. The near misses are not only with vehicles but people walking along side the road to get to vehicles parked outside the parking area along side the road to the south and north. If something is not done here, someone is going to get killed.	Request for additional phases.	Additional improvements in the vicinity of Mossy Cave are not part of the proposed action for this project but may be considered in the future, as discussed in Chapter 3 of the EA. Improvements to the Mossy Cave parking area would be located outside of the proposed UDOT ROW.

Comment Response Matrix

Document Title		State Route 12, Road Stabilization and Improvements -Garfield County, Utah – Environmental Assessment				
Document Date		May 2019				
Item	Page	Section	Sent.	Comment	Comment Type	Response
Phasing, Mossy Cave	8, 18	1.5, 3.1	June 19, 2019	Mossy cave has had a huge rise in tourist visitation. It has caused many people parking alongside the road and causing a dangerous situation. Some additional parking needs to be provided to eliminate the possibility of accidents and injuries. The local people have had or seen some very close calls while trying to return home.	Request for additional phases.	Additional improvements in the vicinity of Mossy Cave are not part of the proposed action for this project but may be considered in the future, as discussed in Chapter 3 of the EA. Improvements to the Mossy Cave parking area would be located outside of the proposed UDOT ROW.
Phasing, Mossy Cave	8, 18	1.5, 3.1	June 19, 2019	Mossy Cave has seen a huge rise in visitors and unless something is done to provide parking there is going to be some people getting hurt. Use some of the near by property to make it easier for visitors to safely visit this unique site.	Request for additional phases.	Additional improvements in the vicinity of Mossy Cave are not part of the proposed action for this project but may be considered in the future, as discussed in Chapter 3 of the EA. Improvements to the Mossy Cave parking area would be located outside of the proposed UDOT ROW.
Phasing, Mossy Cave	8, 18	1.5, 3.1	June 21, 2019	Expanding and making the mossy cave parking is essential. The risk of having car pedestrian accidents in this area is incredibly high.	Request for additional phases.	Additional improvements in the vicinity of Mossy Cave are not part of the proposed action for this project but may be considered in the future, as discussed in Chapter 3 of the EA. Improvements to the Mossy Cave parking area would be located outside of the proposed UDOT ROW.
Paleontological Resources	6	1.5	June 18, 2019	So, I was asked to make a manner of record of the knowledge that I have of a dinosaur fossil located below the highway in the project area. And my commitment to Ryan Anderson, project manager for the Department of Transportation, is I am going to retrieve	Request for additional study/ mitigation.	In accordance with the 2010 Memorandum of Understanding (MOU) between the Utah Department of Transportation (UDOT) and the Utah Geological Survey (UGS), paleontological survey or monitoring will be conducted of the Wahweap Formation between milepost 14.8 to 15.5 of SR-12 prior

Comment Response Matrix

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Document Date		May 2019				
Item	Page	Section	Sent.	Comment	Comment Type	Response
				<p>a photograph which I will send to him along with GPS coordinates for the location of the fossil.</p> <p>This had been discovered two years ago. As close as we can tell, speaking to a couple of different paleontologists, I think the best advice I got was it was likely an avian dinosaur bone. And it's embedded in a boulder, so it's not to be moved unless it was something of great value to science. Then it certainly could be moved. But the advice is, it was probably an avian bone and not significant because, not part of the skull, not part of a cervical spine. And not significant.</p> <p>Interesting that it's located in the claron formation, the limestone of Bryce Canyon, which was deposited between 65 and 40 million years ago because there were no dinosaurs here at that time. But it's pretty clear to me from its location, and just looking at the bones, appears to have been broken off, that it probably relocated itself from uphill above the highway. So, maybe when the highway was under construction the bone fell on the road, and it got pushed off the road. But it likely came out of the layer of cliff forming above the highway in the project area, and then was</p>		<p>to construction. If it is determined there is potential to impact significant paleontological specimens, UDOT will consult with UGS to seek ways to avoid, minimize, or mitigate the impacts as described in the MOU. This could include mitigation by collection or excavation if determined appropriate.</p> <p>This commitment, as well as a correction to the paleontological resources evaluation in the EA, has been added to project mitigation commitments as documented in the FONSI errata.</p>

Comment Response Matrix

Document Title		State Route 12, Road Stabilization and Improvements -Garfield County, Utah – Environmental Assessment				
Document Date		May 2019				
Item	Page	Section	Sent.	Comment	Comment Type	Response
				relocated to where I found it two years ago. That's it. There's a bone. It's there. It's a fossil. It belonged to a dinosaur.		
Passing lane, Bike lane, Mossy Cave	7	1.5	June 27, 2019	Yes, we need a third lane for trucks. There are a lot of trucks. Plus the bridge on the curve at Mossy Cave has GOT to be fixed, widened, whatever. What we DON'T need are bicycles on Highway 12. Even when wider shoulders or bicycle paths are provided, they do not use them and they command that you cannot pass another vehicle if they are bicycling along the highway. Not to mention how they ride on the road, no matter the conditions, amount of traffic, they do not care. They do not own the roads. And a bad, bad killing accident is bound to happen. And soon. Plus, ending wider shoulders at the bridge only puts them back on the road, impeding traffic and causing major hazards. Highway 12 is not made for this much traffic, let alone bicycles too. Just get the dump fixed, get a third lane for the big trucks and all the slow traffic, fix the bumpy road, fix the bridge at Mossy Cave, more parking at Mossy Cave, and restrict bicycles on Highway 12. That's it	Statement of Preference, Request for additional phases	<p>The preferred alternative would improve mobility and safety for all modes along SR-12 within Bryce Canyon National Park (BRCA).</p> <p>Additional improvements in the vicinity of Mossy Cave are not part of the proposed action for this project but may be considered in the future, as discussed in Chapter 3 of the EA. Improvements to the Mossy Cave parking area would be located outside of the proposed UDOT ROW.</p>



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
*Lieutenant
Governor*

Office of the Governor
PUBLIC LANDS POLICY COORDINATING OFFICE

KATHLEEN CLARKE
Director

APPENDIX L -
ORIGINAL COMMENTS

June 25, 2019

Sent via electronic mail: nkisen@utah.gov

Naomi Kisen
Environmental Program Manager I
Utah Department of Transportation
2010 South 2760 West
Salt Lake City, Utah, 84104

Subject: **State Route 12 Road Stabilization and Improvements EA**
RDCC Project No. 69443

Dear Ms. Kisen:

The Public Lands Policy Coordinating Office received the following comments from Utah Geological Survey (UGS) concerning the State Route 12 Road Stabilization and Improvements project located in Garfield County.

Initial paleontological recommendations for this project were submitted in 2017 under U.C.A. 79-3-508 (Paleontological) Compliance as a project that qualifies for treatment under the UDOT/UGS executed Memorandum of Understanding. UGS's analysis indicated the occurrence of significant paleontological resources and a recommendation for mitigation of these resources (see p. 86 of UDOT EA). The purpose of the current EA project is to ensure long-term stabilization near the 2017 landslide area, which has also resulted in ongoing impacts to the paleontological resource. Recommendations of paleontologist Jeffrey G. Eaton, Ph.D. (retired Professor of Geology, Weber State University), were submitted to UDOT in a letter dated May 31, 2019. The office of the State Paleontologist, Utah Geological Survey, concurs with these recommendations and the need to mitigate these critical paleontological resources.

Naomi Kisen
Environmental Program Manager I
UDOT
June 25, 2019
Page 2

Thank you for the opportunity to provide comment on the proposed road stabilization and improvements project. Please direct any written questions regarding this correspondence to the Public Lands Policy Coordinating Office at the address below, or call to discuss any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Clarke', with a long horizontal flourish extending to the right.

Kathleen Clarke
Director

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address *

[REDACTED]

Name

[REDACTED]

Affiliation

Retired

Phone Number

[REDACTED]

Comment

There are significant vertebrate fossil localities along the planned construction (which were previously reported to UDOT) are and nothing was included in the mitigation for these localities. There should be some sampling of these sites and monitoring during construction.

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[Redacted]

Name

[Redacted]

Affiliation

Business owner

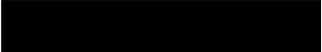
Phone Number

[Redacted]

Comment

Seriously, working to improve the safety and add passing lanes??? Do not realize that 90% of the drivers turn off of SR 12 at the junction to Bryce Canyon National Park. Why are you spending your efforts to mitigate supposed problems on the road that gets the least amount of Bryce Canyon traffic. I timed myself yesterday (June 9, 2019) from Mossy Cave to the top, it took 5.5 minutes. How much money are you proposing to spend so that I can reach the summit a minute earlier? This is a total waste of time and resources, instead put in a passing lane on SR 12 in Red Canyon shortly after the tunnels. That's where its needed and would be an easy fix. I see that you have already started planning, so apparently you are not really interested in hearing from us, i don't for one minute think you actually read or care about my opinion. Another point to finish-- if you think that speed is a problem, especially around Mossy Cave, just go ahead and put in your "improvements" and you will really see the speeds go up. Give them more room and they will take advantage of it.

Sincerely,


Cannonville, UT

This form was created inside of State of Utah.

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[REDACTED]

Name

[REDACTED]

Affiliation

Resident

Phone Number

[REDACTED]

Comment

I think the project is great but it should only be the first phase of the Hwy 12 improvements through the park.

Because of the roads very narrow shoulders, bicycles are a major hazard, so the bike lane needs to be extended to the eastern park line.

Also, there needs to be work in the Mossy Cave area to accommodate the massive increase in visitors to that area. This needs to include more parking and pullouts.

This form was created inside of State of Utah.

UTAH STATE GOVERNMENT
DEPARTMENT OF HERITAGE AND ARTS

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[REDACTED]

Name

[REDACTED]

Affiliation

Bryce Canyon City

Phone Number

[REDACTED]

Comment

I support this project. Highway 12 is important to ours and the surrounding communities. The fear of this road being closed when it was sloughing off was worrisome to our residents. We rely on this road to get our kids to school and attend church. Many employees from the communities below Bryce work in Bryce Canyon City and in the park. This is the only rout we have. Hwy 12 is also one of the main corridors that tourist take to get from Zion National Park to Arches.

This form was created inside of State of Utah.

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[REDACTED]

Name

[REDACTED]

Affiliation

Tropic town resident, employed at Ruby's Inn

Phone Number

[REDACTED]

Comment

This is a great project and needs to be done. I'm all for it!

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[REDACTED]

Name

[REDACTED]

Affiliation

Resident Bryce Canyon City

Phone Number

[REDACTED]

Comment

I would like to see the Highway 12 repair project, through Bryce Canyon, extend to include parking at Mossy Cave pullout. The most dangerous part of the road is at the Mossy Cave trailhead. My children have had near misses at this location many times. Please do the right thing and include an expanded parking lot at Mossy Cave while you are repairing the other section of road.

This form was created inside of State of Utah.

Created by [unclear]

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[REDACTED]

Name

[REDACTED]

Affiliation

Tropic resident

Phone Number

[REDACTED]

Comment

I would love for there to be expanded parking at the Mossy cave pull out! There have been many times where a tourist pulls out in front of me or mny family. This needs to be addressed!

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[REDACTED]

Name

[REDACTED]

Affiliation

.....

Phone Number

[REDACTED]

Comment

I am thankful they are going to finally fix the dump but until the park service is willing to put time and money into the mossy cave turn out, it needs to be closed to the public before someone is killed! I have had numerous close calls. Especially no tours buses!

.....

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[REDACTED]

Name

[REDACTED]

Affiliation

Resident of Tropic

Phone Number

[REDACTED]

Comment

A passing lane from the bottom to the top of the dump is needed due to the sheer increase in park visitation traffic. Also, the mosey cave parking area is one of the most dangerous areas on highway 12. It is critical that this area be included in the project. I've seen so many near misses that it's become the norm to decrease traveling speed to 20 to 25 miles an hour when approaching it. The near misses are not only with vehicles but people walking along side the road to get to vehicles parked outside the parking area along side the road to the south and north. If something is not done here, someone is going to get killed.

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S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[REDACTED]

Name

[REDACTED]

Affiliation

Resident in tropic

Phone Number

[REDACTED]

Comment

Mossy cave has had a huge rise in tourist visitation. It has caused many people parking along side the road and causing a dangerous situation. Some additional parking needs to be provided to eliminate the possibility of accidents and injuries. The local people have had or seen some very close calls while trying to return home.

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[REDACTED]

Name

[REDACTED]

Affiliation

Tropic resident who travels this route every day

Phone Number

[REDACTED]

Comment

Mossy Cave has seen a huge rise in visitors and unless something is done to provide parking there is going to be some people getting hurt. Use some of the near by property to make it easier for visitors to safely visit this unique site. Art & Vicki Syrett

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[REDACTED]

Name

[REDACTED]

Affiliation

Tropic resident

Phone Number

Comment

Expanding and making the mossy cave parking is essential. The risk of having car pedestrian accidents in this area is incredibly high.

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[Redacted]

Name

[Redacted]

Affiliation

Phone Number

Comment

Yes, we need a third lane for trucks. There are a lot of trucks. Plus the bridge on the curve at Mossy Cave has GOT to be fixed, widened, whatever. What we DONT need are bicycles on Highway 12. Even when wider shoulders or bicycle paths are provided, they do not use them and they command that you cannot pass another vehicle if they are bicycling along the highway. Not to mention how they ride on the road, no matter the conditions, amount of traffic, they do not care. They do not own the roads. And a bad, bad killing accident is bound to happen. And soon. Plus, ending wider shoulders at the bridge only puts them back on the road, impeding traffic and causing major hazards. Highway 12 is not made for this much traffic, let alone bicycles too. Just get the dump fixed, get a third lane for the big trucks and all the slow traffic, fix the bumpy road, fix the bridge at Mossy Cave, more parking at Mossy Cave, and restrict bicycles on Highway 12. That's it.

This form was created inside of State of Utah.

Caro, Jr. Perini