

# SR-10; 3200 South to 1150 South, Price Section 4(f) Evaluation

December 2016



Utah Department of Transportation



UDOT Project No. F-0010(75)66

UDOT PIN 13664

## **1.0 INTRODUCTION**

The Utah Department of Transportation (UDOT), in cooperation with the Federal Highway Administration (FHWA), proposes to make roadway improvements to address current safety issues along State Route (SR) 10 between mileposts (MP) 65.4 and 67.5. The proposed improvements are subject to the National Environmental Policy Act (NEPA), Section 4(f) of the Department of Transportation Act of 1966 (Section 4(f)), and Section 106 of the National Historic Preservation Act (NHPA) because they will utilize federal funds administered by the FHWA under the Federal-Aid Highway Program.

The proposed improvements are within a category of actions designated by the FHWA as Categorically Excluded (CE) under NEPA. UDOT is responsible for processing CEs under the FHWA/UDOT NEPA CE Assignment MOU (see Second Renewed Memorandum of Understanding between Federal Highway Administration, Utah Division and the Utah Department of Transportation, State Assumption of Responsibility for Categorical Exclusions (June 30, 2014)). As part of the MOU, UDOT is also responsible for complying with Section 106 of the NHPA as well as Section 4(f).

This Section 4(f) evaluation has been prepared in conjunction with the CE being prepared for the planned improvements to SR-10. This evaluation relies, in part, on information generated by UDOT's compliance with NHPA Section 106 for the proposed action.

## **2.0 Proposed Action**

This section summarizes the project purpose and need and the Proposed Action.

### **2.1 Study Area**

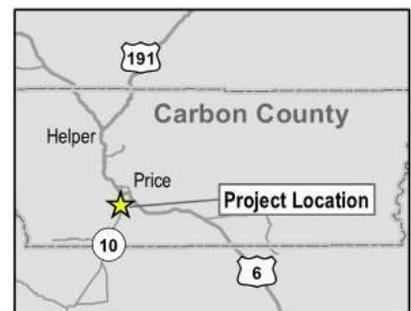
The proposed project is located south of Price, Utah in Carbon County. The study area is on SR-10, between approximate MP 65.6 and MP 67.5 (see Figure 1).

Figure 1. Study Area



- Area of Potential Effect
- Study Area
- Milepost

0 1,000 2,000 3,000 Feet



## 2.2 Purpose and Need

The purpose of the project is to improve the roadway and safety along the corridor. Crash data shows an increase in crashes along SR-10 as the corridor narrows from four lanes to two lanes (approximately from 1450 South to 3000 South). This is likely due in part to insufficient width (e.g., no center turn lane and narrow shoulders) for vehicles trying to make necessary movements (i.e., slow down to turn left or right) to and from adjoining properties. A three-lane section with wider shoulders would provide additional lane width, as well as provide separation between opposing traffic and turning vehicles. (Avenue Consultants 2013)

There is currently no sidewalk along the corridor; pedestrians walk on the roadway shoulder. Adding sidewalks would improve pedestrian safety.

The sight distance on the vertical curve near MP 67.0 is at the minimum standard; reconstructing the vertical curve will improve sight distance and safety. The pavement section along SR-10 is starting to fail due to the large volume of passenger vehicles and truck traffic. A new pavement section is needed to allow the corridor to function to the 20-year design life. The roadway drainage system is also deficient and needs to be upgraded to capture roadway runoff. (Lochner 2004)

## 2.3 Proposed Action

The Proposed Action is to reconstruct SR-10 from approximate MP 65.6 to MP 67.5 (see Figure 1). Reconstruction of SR-10 would include the following elements:

- Widening to accommodate a 14-foot-wide center turn lane, two 12-foot-wide travel lanes (one south bound and one north bound), and 6-foot-wide shoulders in both directions
- Adding curb, gutter, and 6-foot-wide sidewalks on both sides to serve pedestrians
- Replacing granular borrow, untreated base course, and pavement to extend the life of the pavement section
- Adding turn lanes at Roberson Road, 2750 South, and 3000 South
- Replacing driveways and matching elevation of side streets
- Relocating utilities, as needed
- Installing a new drainage system, including pipes, manholes, and inlets to collect roadway runoff
- Extending or replacing pipe and box culverts, and installing new headwalls and rip rap
- Lowering the profile at the vertical curve near MP 67.0 to improve sight distance.

The Proposed Action would widen SR-10 on both sides of a meandering alignment to minimize impacts to adjacent properties. Figure 2 illustrates the proposed typical cross section and Figure 3 shows the alignment of the Proposed Action.

Figure 2. Typical Cross Section

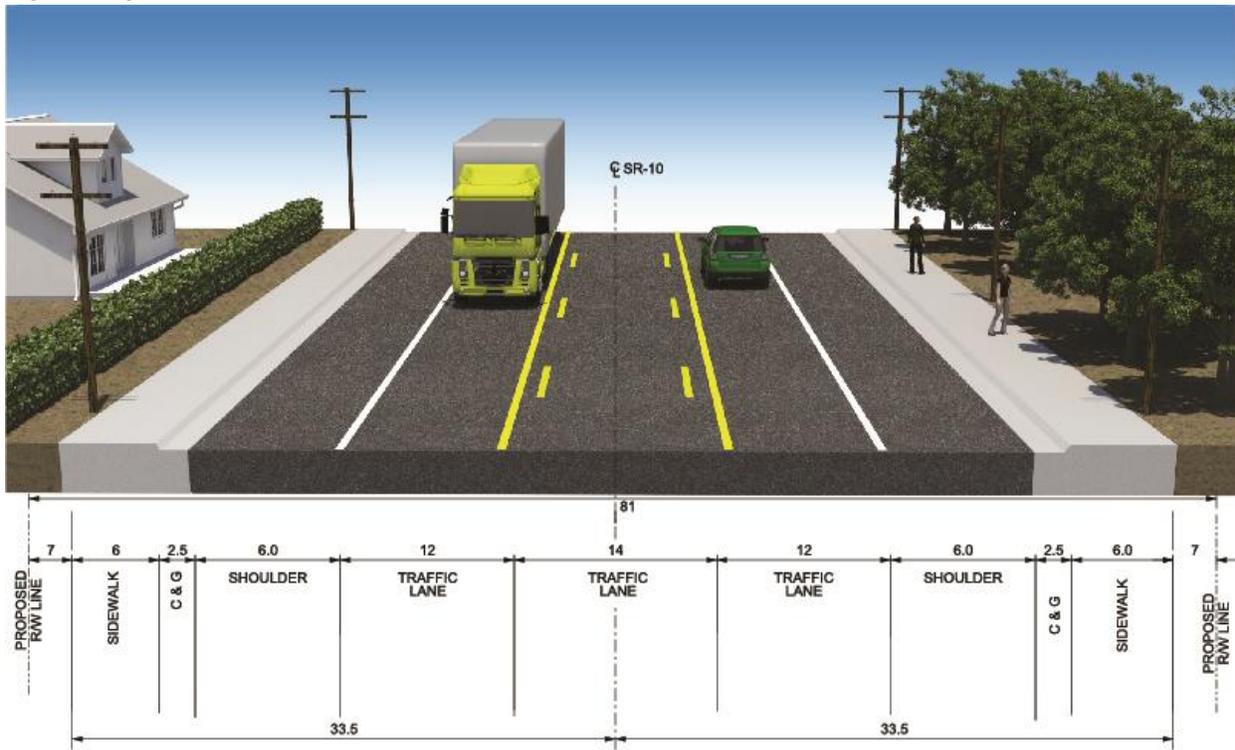


Figure 3. Proposed Action (1 of 6)



- Curb and Gutter
- Sidewalks
- Retaining Wall
- Milepost

0 100 200 300 400 Feet



Page 1 of 6

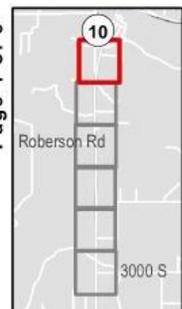


Figure 3. Proposed Action (2 of 6)



-  Curb and Gutter
-  Sidewalks
-  Retaining Wall
-  Milepost

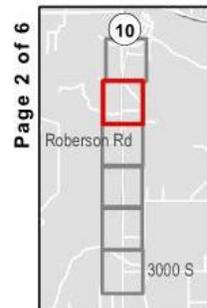
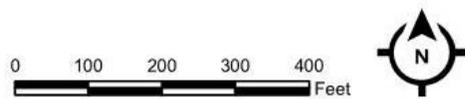
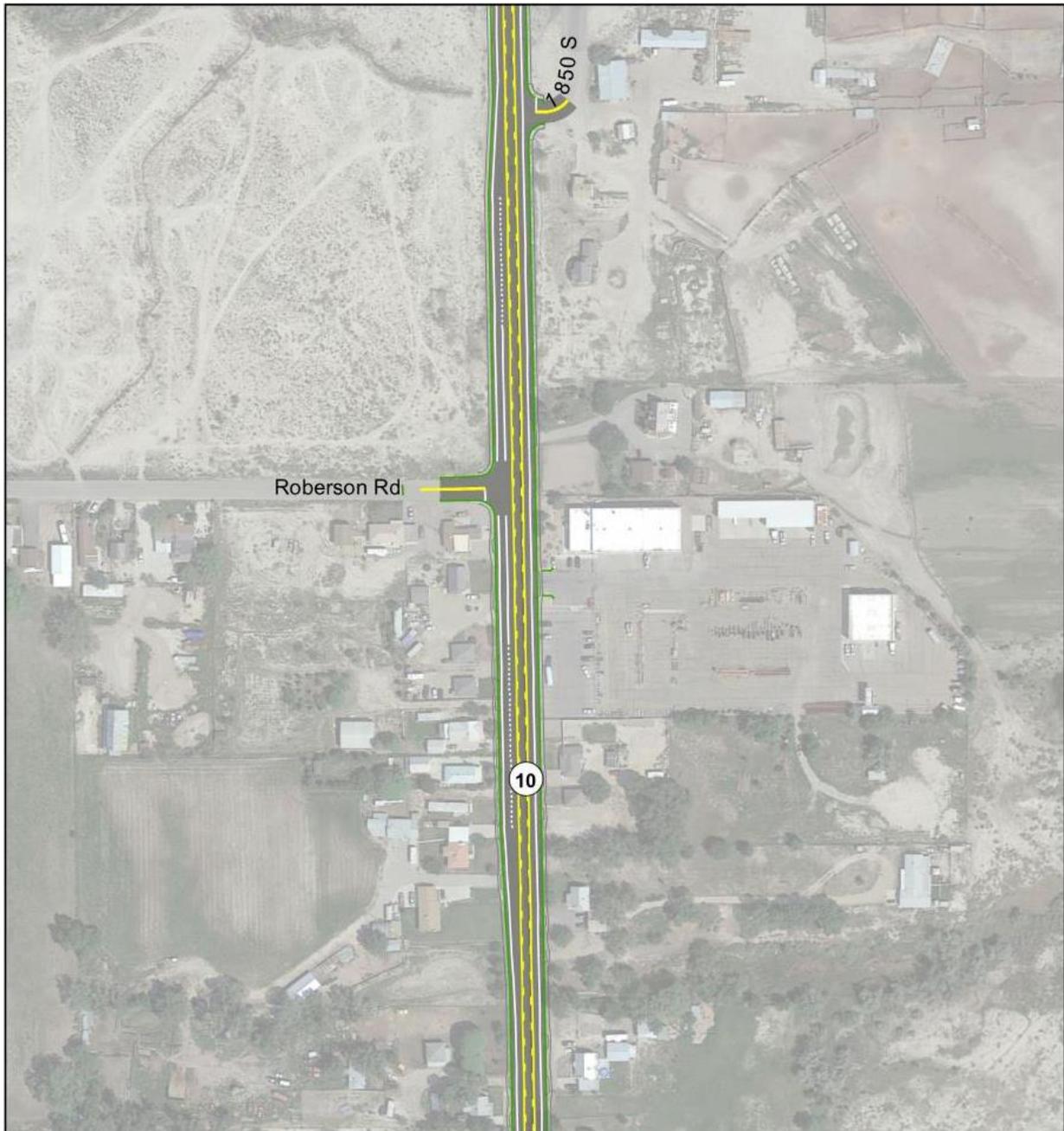


Figure 3. Proposed Action (3 of 6)



- Curb and Gutter
- Sidewalks
- Retaining Wall
- Milepost

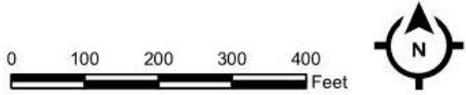


Figure 3. Proposed Action (4 of 6)



-  Curb and Gutter
-  Sidewalks
-  Retaining Wall
-  Milepost

0 100 200 300 400 Feet



Figure 3. Proposed Action (5 of 6)

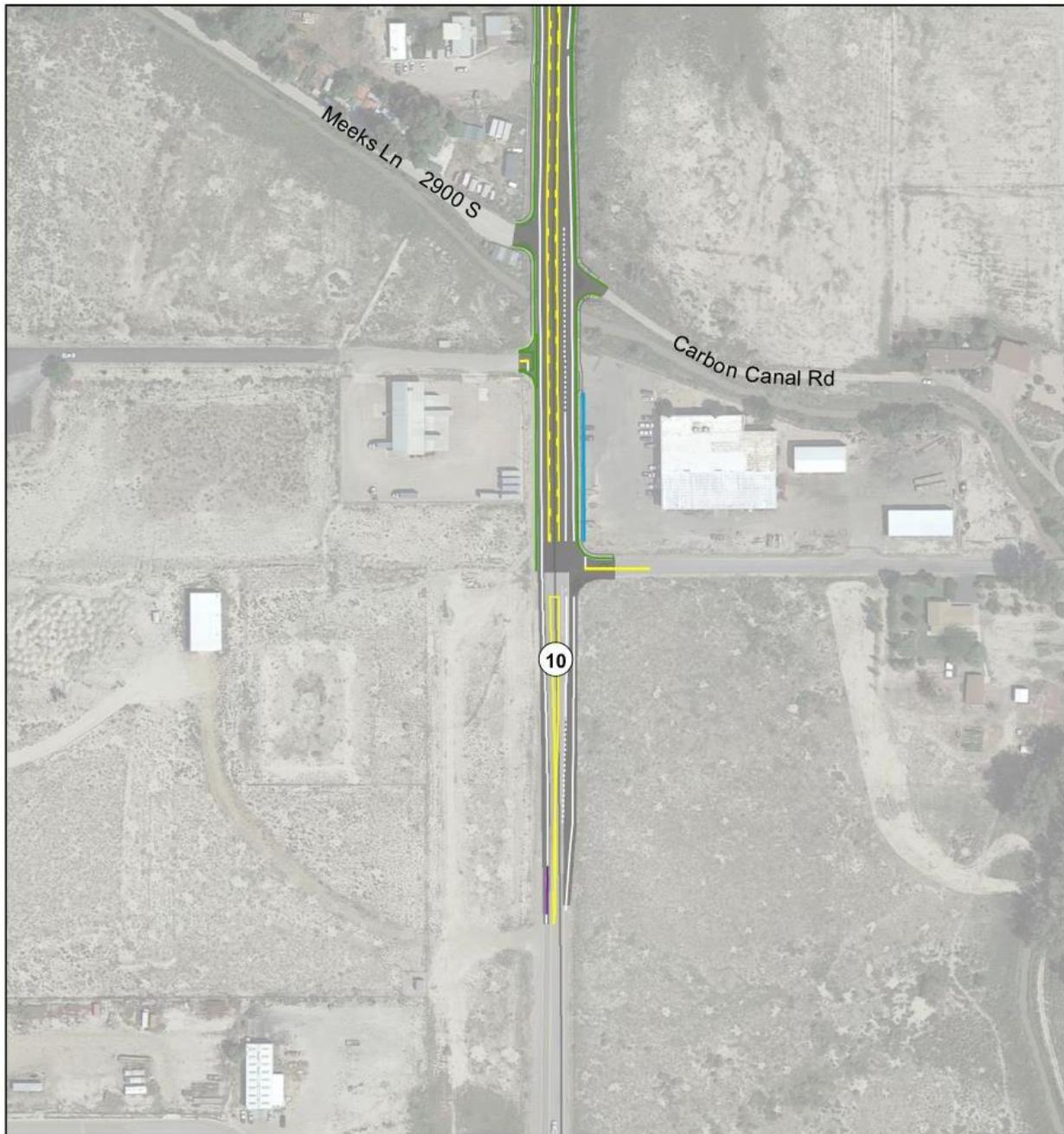


-  Curb and Gutter
-  Sidewalks
-  Retaining Wall
-  Milepost

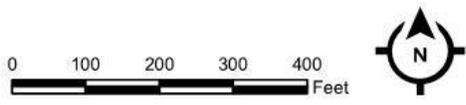
0 100 200 300 400 Feet



Figure 3. Proposed Action (6 of 6)



- Curb and Gutter
- Sidewalks
- Retaining Wall
- Milepost



### 3.0 Regulatory Setting

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

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

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

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

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

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

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

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

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

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

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

### **3.2 De Minimis Section 4(f) Impact**

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

For Section 4(f) resources that are historic properties, a finding of *de minimis* impact applies only if the transportation program or project will have either *no effect* or *no adverse effect* on the historic property. These findings require the concurrence of the Utah State Historic Preservation Office (USHPO), which has

jurisdiction over historic properties in Utah, and must be developed in coordination with any consulting parties involved in the NHPA Section 106 process (as further described below) (see 23 CFR 774.5(b)(1)).

### **3.3 Temporary Occupancy**

Temporary Occupancy is identified in 23 CFR 774.13(d) as an exception to the Section 4(f) approval requirement, if the following conditions are met:

1. Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of land;
2. Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
4. The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and
5. There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) regarding the above conditions.

## **4.0 Identification of Section 4(f) Properties and Determinations of Use**

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

### **4.1 Publicly Owned Parks, Recreation Areas, Wildlife and Waterfowl Refuges**

File searches, field reviews, and correspondence with city and county officials took place to identify potential Section 4(f) properties in the study area. There are no publicly owned parks, recreation areas, or wildlife and waterfowl refuges in the study area.

### **4.2 Historic Properties**

An historic property is considered significant, and is protected under Section 4(f), if it is listed on or is eligible for listing on the National Register of Historic Places (NHRP) (see 23 CFR 774.17). The determination of eligibility, and the evaluation of project effects on listed and eligible properties, is made by UDOT in consultation with the USHPO as part of the delegated NHPA Section 106 process.

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

The architectural survey (*Literature and Field Verification of Utah Department of Transportation’s State Route 10 Road Widening Between MP 65.27 and MP 67.5; South Price to Ridge Road, Carbon County, Utah (March 3, 2016)*) identified 31 eligible historic architectural properties within the study area.

A survey was also undertaken to locate archaeological resources within the study area (*Site Verification and Class III Inventory of Utah Department of Transportation’s State Route 10 Road Widening Between MP 65.27 and MP 67.5; South Price to Ridge Road, Carbon County, Utah (March 6, 2016)*). The survey located four eligible archaeological sites in the study area. None of the four eligible archaeological sites warrant preservation in place and, therefore, Section 4(f) does not apply.

### 4.3 Determination of Use

Twenty-seven eligible historic architectural properties would be impacted by the Proposed Action. Pursuant to the Section 106 process, a finding of *no adverse effect* has been made for 18 of these properties, with a finding of *adverse effect* for the other nine properties. The impacted properties, and their determination and description of effects, are identified in Table 1.

USHPO has given its written concurrence with these findings, and has been informed by UDOT that it intends to make Section 4(f) *de minimis* impact determinations for 17 of the 18 *no adverse effect* properties. The remaining *no adverse effect* property would be a Section 4(f) temporary occupancy (see Determination of Eligibility/Finding of Effect (DOEFOE) in Appendix A). The temporary occupancy of 1777 S. Highway 10 was determined based on the criteria listed in Section 3.3. A temporary construction easement would be required to construct a side slope from the widened roadway elevation to the existing ground elevation. As such, construction efforts would be shorter than the timeframe to needed to construct the project; ownership would not change; there would be no permanent adverse effects nor interference with protected activities, features, or attributes; and the area would be fully restored.

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

Address	Date	Style/Type	Finding of Effect	Section 4(f) Use
 ?2010	1944	1-story service station in Post-WWII: other	Adverse Effect; Structure will be demolished by the project	Greater than <i>de minimis</i>
	1940	1-story foursquare / 20 <sup>th</sup> century other	Adverse Effect; Structure will be demolished by the project	Greater than <i>de minimis</i>

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

Address	Date	Style/Type	Finding of Effect	Section 4(f) Use
2044 S. Highway 10				
 2066 S. Highway 10	1940	1-story foursquare / 20 <sup>th</sup> century other	Adverse Effect; Structure will be demolished by the project	Greater than <i>de minimis</i>
 2067 S. Highway 10	1941	Ranch/rambler	Adverse Effect; Structure will be demolished by the project	Greater than <i>de minimis</i>
 2088 S. Highway 10	1941	20 <sup>th</sup> century other / other residential	Adverse Effect; Structure will be demolished by the project	Greater than <i>de minimis</i>
 ?2188 S. Highway 10	1946	1-story single dwelling clipped gable cottage	Adverse Effect; Structure will be demolished by the project	Greater than <i>de minimis</i>
 2198 S. Highway 10	1947	1-story single dwelling clipped gable cottage	Adverse Effect; Structure will be demolished by the project	Greater than <i>de minimis</i>
 1947	1947	1/2 story single dwelling post-WWII: other	Adverse Effect; Structure will be demolished by the project	Greater than <i>de minimis</i>

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

Address	Date	Style/Type	Finding of Effect	Section 4(f) Use
2305 S. Highway 10				
 2433 S. Highway 10	1970	1-story single-gable ranch/rambler	Adverse Effect; Structure will be demolished by the project	Greater than <i>de minimis</i>
 1767 S. Highway 10	1920	1-story foursquare / Post-WWII: other / 20 <sup>th</sup> century: other	No Adverse Effect; Temporary Construction Easement (TCE): 1,488 sq. ft.; Partial Acquisition: 116 sq. ft.	<i>de minimis</i>
 1867 S. Highway 10	1960	1-story side-gabled Post-WWII: other / other residential	No Adverse Effect; TCE: 5,119 sq. ft.; Partial Acquisition: 6,974 sq. ft.	<i>de minimis</i>
 45 E. Roberson Road (2000 S.)	1950	1-story hip-roofed single dwelling ranch/rambler	No Adverse Effect; Partial Acquisition: 359 sq. ft.	<i>de minimis</i>
 2098 S. Highway 10	1970	Mobile home / mobile home	No Adverse Effect; TCE: 408 sq. ft.; Partial Acquisition: 2,093 sq. ft.	<i>de minimis</i>

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

Address	Date	Style/Type	Finding of Effect	Section 4(f) Use
 2111 S. Highway 10	1954	1/2-story single dwelling Cape Cod / WWII-era cottage	No Adverse Effect; TCE: 4,413 sq. ft.; Partial Acquisition: 1,813 sq. ft.	<i>de minimis</i>
 ?2154 S. Highway 10	1930	1-story WWII-era cottage / 20th century: other	No Adverse Effect; TCE: 3,512 sq. ft.; Partial Acquisition: 976 sq. ft.	<i>de minimis</i>
 2199 S. Highway 10	1945	1-story single dwelling clipped gable cottage	No Adverse Effect; TCE: 2,219 sq. ft.; Partial Acquisition: 1,111 sq. ft.	<i>de minimis</i>
 ?2218 S. Highway 10	1958	1-story single-gable early ranch/rambler	No Adverse Effect; TCE: 781 sq. ft.; Partial Acquisition: 244 sq. ft.	<i>de minimis</i>
 2266 S. Highway 10	1944	1 1/2-story front-gabled other residential / Post WWII: other	No Adverse Effect; TCE: 5,187 sq. ft.; Partial Acquisition: 505 sq. ft.	<i>de minimis</i>
 2289 S. Highway 10	1925	1-story other residential / 20th century other	No Adverse Effect; TCE: 950 sq. ft.; Partial Acquisition: 704 sq. ft.	<i>de minimis</i>

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

Address	Date	Style/Type	Finding of Effect	Section 4(f) Use
 2345 S. Highway 10	1946	traditional style single dwelling WWII-era cottage	No Adverse Effect; TCE: 4,331 sq. ft.; Partial Acquisition: 1,696 sq. ft.	<i>de minimis</i>
 2354 S. Highway 10	1939	1-story single dwelling hipped roof WWII-era cottage / 20th century: other	No Adverse Effect; TCE: 6,625 sq. ft.; Partial Acquisition: 1,400 sq. ft.	<i>de minimis</i>
 2410 S. Highway 10	1935	Minimal traditional / 1-story single dwelling hipped- roof WWII-era cottage	No Adverse Effect; TCE: 2,247 sq. ft.; Partial Acquisition: 435 sq. ft.	<i>de minimis</i>
 2511 S. Highway 10	1945	1-story WWII-era cottage / post WW II: other	No Adverse Effect; TCE: 1,212 sq. ft.; Partial Acquisition: 1,474 sq. ft.	<i>de minimis</i>
 2754 S. Highway 10	1955	1-story ranch/rambler	No Adverse Effect; TCE: 954 sq. ft.; Partial Acquisition: 850 sq. ft.	<i>de minimis</i>
 2767 S. Highway 10	1957	2-story split level single dwelling	No Adverse Effect; TCE: 1,935 sq. ft.; Partial Acquisition: 3,827 sq. ft.	<i>de minimis</i>

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

Address	Date	Style/Type	Finding of Effect	Section 4(f) Use
 2832 S. Highway 10	1959	1 1/2 story Cape Cod type minimal traditional	No Adverse Effect; TCE: 631 sq. ft.; Partial Acquisition: 1,555 sq. ft.	<i>de minimis</i>
 1777 S. Highway 10	1930	1-story central block with projecting bays / 20 <sup>th</sup> century: other	No Adverse Effect; TCE: 1,056 sq. ft.	Temporary Occupancy

Implementation of the Proposed Action would result in a greater than *de minimis* use of nine properties, all of which are located on SR-10 (three on the east side and six on the west side). These properties would be acquired and the buildings would be demolished to widen SR-10 (see Figure 4).

Implementation of the Proposed Action would result in a *de minimis* use of 17 properties. Seventeen properties are located on SR-10 (eight on the east side and eight on the west side). These parcels would be affected by the partial acquisition of property to widen SR-10. A partial acquisition is required from one property located on Roberson Road, west of SR-10 to allow SR-10 to tie into Roberson Road (see Figure 4).

One property on the east side of SR-10 would be affected by a temporary construction easement, which would result in a temporary occupancy.

## 5.0 Avoidance Alternatives, Least Overall Harm Analysis, and Measures to Minimize Harm

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

### 5.1 Avoidance Alternatives

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

There are no feasible and prudent location alternatives (i.e., the re-routing of the entire project along a different alignment) or alternatives using different transportation modes to avoid the use of Section 4(f) resources because the purpose of the project is to improve vehicular and pedestrian safety, and replace the pavement section to extend the operational life of SR-10. The No-Action Alternative would leave the safety problems and operational life of SR-10 unaddressed and would not meet the purpose and need of the project. Therefore, the only potential avoidance alternatives would be alignment modifications that might avoid Section 4(f) properties.

Using the same cross section as the Proposed Action (see Figure 2), two potential avoidance alternatives were developed: Widen East and Widen West (see Figure 4).

The Proposed Action is a meandering alternative that widens SR-10 on both sides to minimize property impacts. It would result in greater than *de minimis* uses of nine Section 4(f) properties, one temporary occupancy, and 17 *de minimis* uses. The Proposed Action would also result in full acquisition of two properties and partial acquisition of 38 properties that do not qualify for protection under Section 4(f).

The Widen West Alternative would hold the existing right-of-way at the existing location on the east side and widen to the west of SR-10. It would result in greater than *de minimis* uses of 10 Section 4(f) properties, temporary occupancy of 11 properties, and 6 *de minimis* uses. It would also result in full acquisition of 7 properties and partial acquisition of 19 properties that do not qualify for protection under Section 4(f).

The Widen East Alternative would hold the existing right-of-way at the existing location on the west side and widen to the east of SR-10. It would result in greater than *de minimis* uses of eight Section 4(f) properties, temporary occupancy of 16 properties, and four *de minimis* uses. It would also result in full acquisition of five properties and partial acquisition of 12 properties that do not qualify for protection under Section 4(f).

Table 2 summarizes the Section 4(f) and right-of-way impacts for the Proposed Action, Widen West Alternative, and Widen East Alternative. It is not possible to modify the alignment of SR-10 to avoid the use of all Section 4(f) properties.

**Table 2. Comparison of Section 4(f) and Right-of-Way Impacts**

Type of Use / Property Acquisition	Proposed Action	Widen West	Widen East
Greater than <i>de minimis</i>	9	10	8
<i>De Minimis</i>	17	6	4
Temporary Occupancy	1	11	16
Non-4(f) Full Acquisition	2	7	5
Non-4(f) Partial Acquisition	38	19	12

Figure 4. Right-of-way Impact Comparison of Section 4(f) Resources (1 of 3)

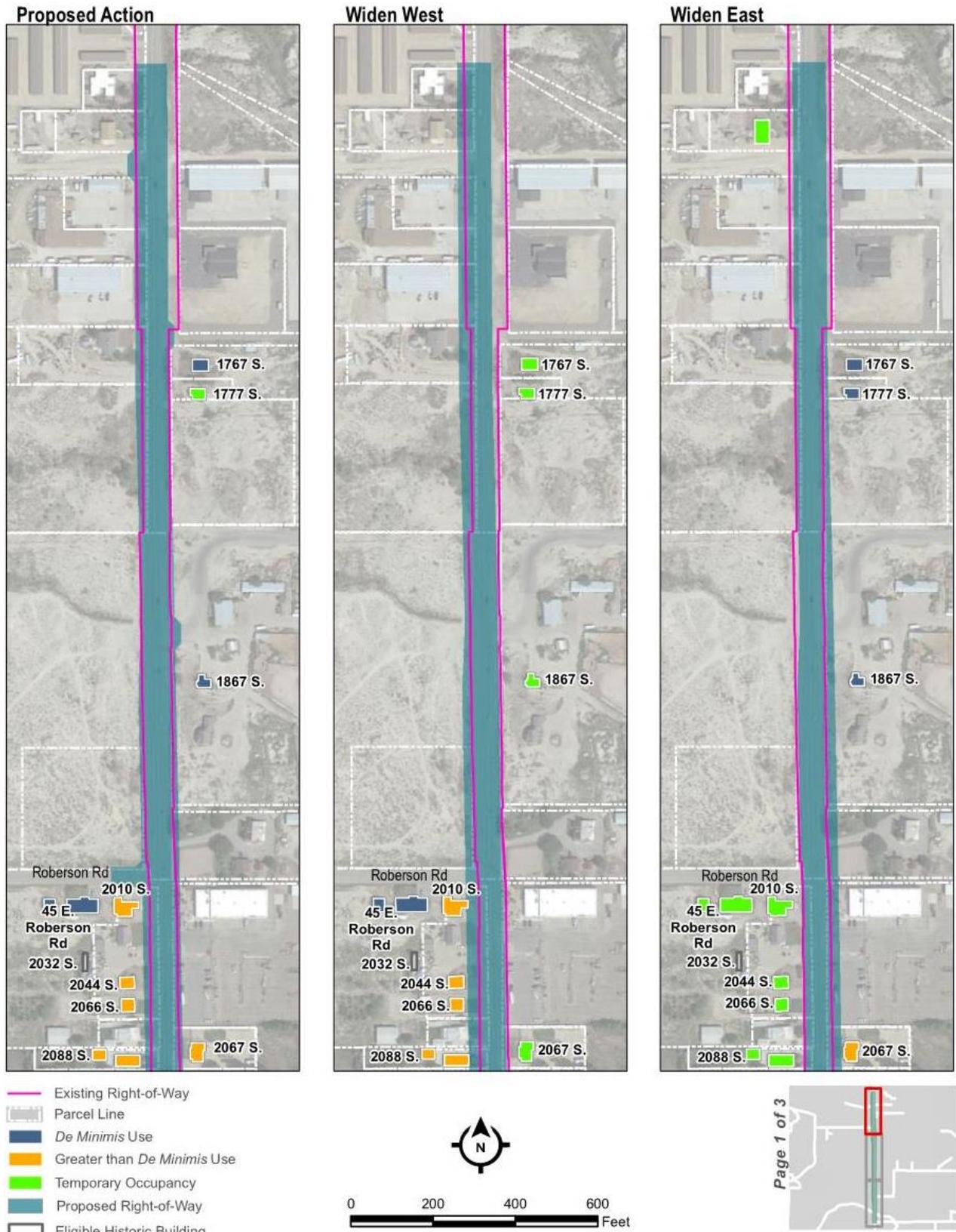


Figure 4. Right-of-way Impact Comparison of Section 4(f) Resources (2 of 3)

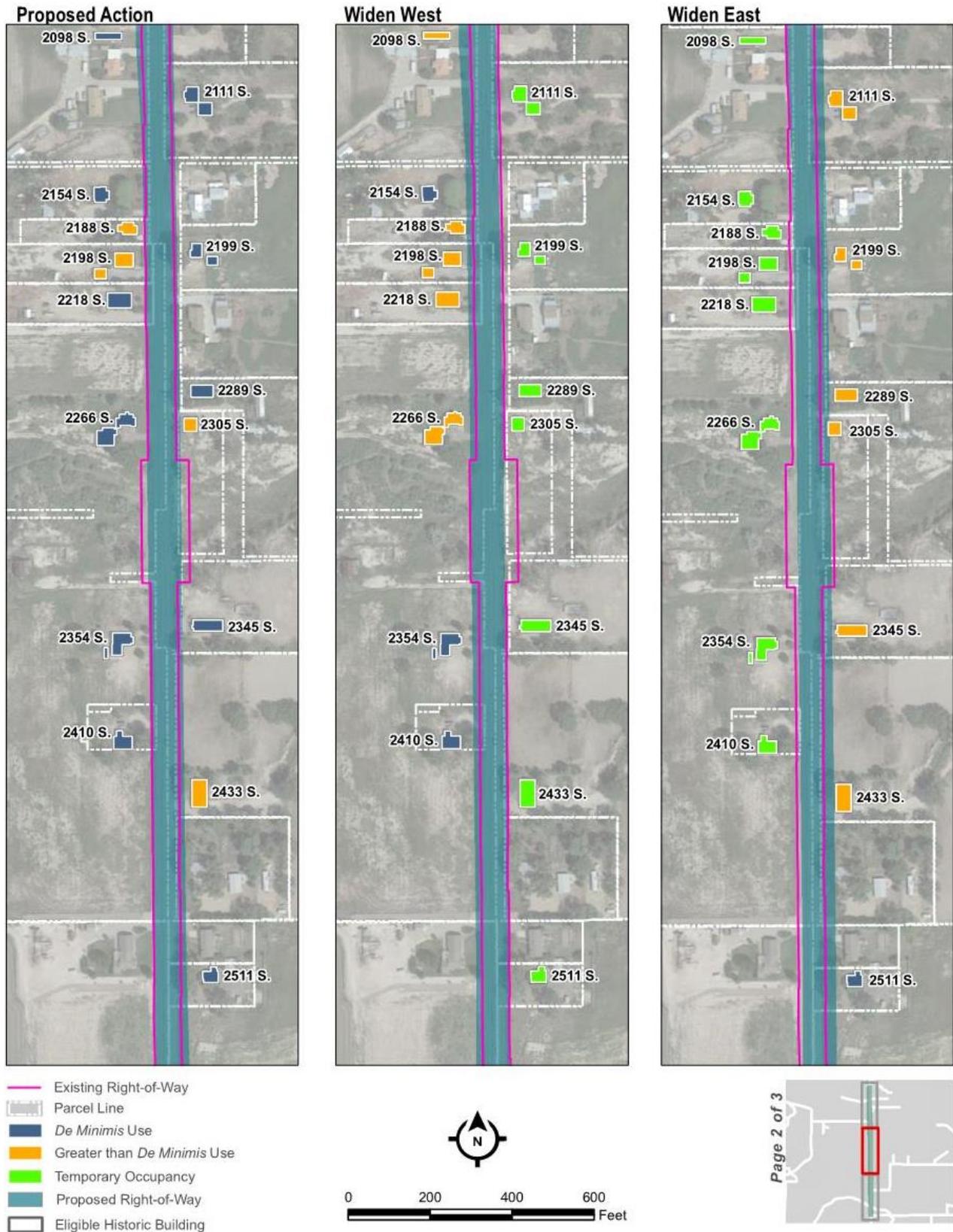
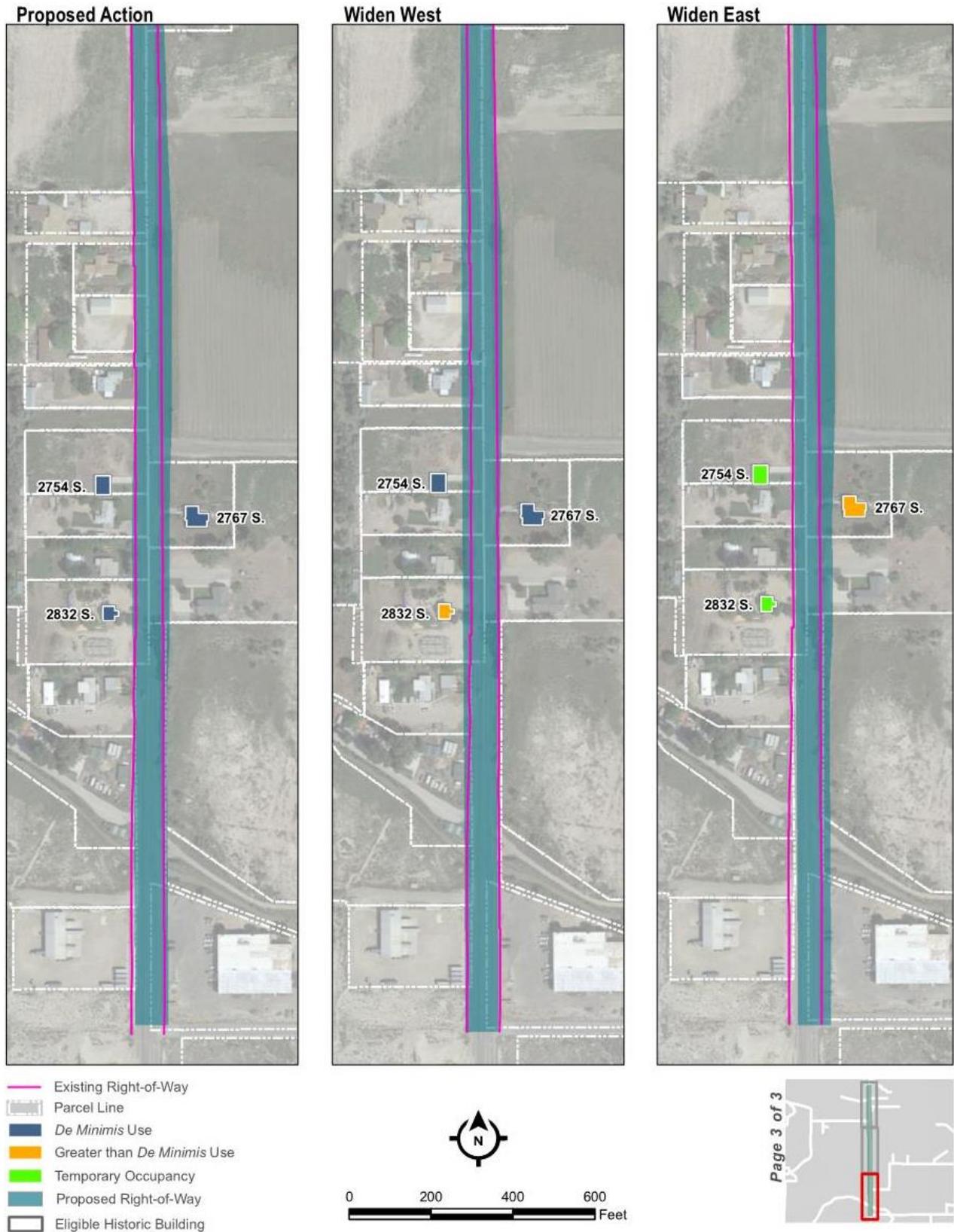


Figure 4. Right-of-way Impact Comparison of Section 4(f) Resources (3 of 3)



## 5.2 Least Overall Harm Analysis

Because there is not a feasible and prudent avoidance alternative, an analysis was conducted to determine which of the alternatives considered would result in the least overall harm. This analysis first addresses and, where possible, quantifies the least harm factors for each alternative. Then, the analysis compares the alternatives to determine the least overall harm.

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

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

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

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

Because all Section 4(f) properties in the study area are historic homes, the relative significance of the eligible properties potentially impacted by the alignments was determined using USHPO ratings. These ratings are ES (Eligible-Significant), EC (Eligible-Contributing), and NC (Non-Contributing). The majority of eligible homes in the APE date from 1940 to 1959. These homes are overwhelmingly simple, one-story structures with gable roofs, closed eaves, and minimal architectural detail. Homes pre-dating 1940 are simple, one-story foursquare structures, the majority of which were relocated along SR-10 from nearby mining towns, such as Hiawatha, after coal mines were closed. Other architectural styles along SR-10 include ranch, split-level, basement, Cape Cod, and clipped-gable cottage. All properties in the study area warranted an EC rating. There is no difference in significance between the properties subject to a greater than *de minimis* use.

Mitigation will be completed for the historic properties incurring greater than *de minimis* uses. Mitigation was determined through consultation between UDOT and USHPO, and formalized in a Memorandum of Agreement (MOA) signed on November 7, 2016 (see Appendix A). Mitigation includes documenting the affected properties according to the Utah State Intensive Level Survey Standards. The mitigation will reduce the severity of the Section 4(f) harm, but not to the extent that it will no longer be a greater than *de minimis* use. It is not expected that mitigation for the affected properties will differ in a way that makes the remaining impacts more or less severe for any of these properties.

Based on the above information, the Widen East Alternative would result in the fewest Section 4(f) properties subject to a greater than *de minimis* use (8) followed by the Proposed Action (9) and Widen West Alternative (10); therefore, the Widen East Alternative would cause slightly less harm to Section 4(f) properties.

### 5.2.2 Views of the Official with Jurisdiction

The official with jurisdiction over all Section 4(f) properties is the USHPO. The USHPO expressed its views on the project and agreed to the determinations regarding the Proposed Action through written concurrence documented in the DOEFOE letter dated October 17, 2016 and the amendment letter signed on November 9, 2016 (see Appendix A).

### 5.2.3 Purpose and Need and Cost

All of the alternatives, except the No-Action Alternative, would equally fulfill the project’s purpose and need. The Widen West Alternative would be the least expensive alternative with a total cost of approximately \$18.6 million (in 2016 dollars) followed by the Proposed Action (approximately \$18.9 million) and Widen East Alternative (approximately \$19.4 million) (see Table 3). These differences are primarily attributable to varying right-of-way costs associated with the number of partial and full acquisitions required to widen SR-10. Considering the overall cost of the project, these cost differences are not substantially different.

**Table 3. Comparison of Costs<sup>1</sup>**

	<b>Proposed Action</b>	<b>Widen West</b>	<b>Widen East</b>
Total (millions)	\$18.9	\$18.6	\$19.4
Difference Compared to Proposed Action	NA	-1.6%	2.6%

1. Costs were estimated using 2016 dollars.

### 5.2.4 Non-Section 4(f) Impacts

The only difference in the non-Section 4(f) impacts between the alternatives is the number of property acquisitions and the resulting impacts on property owners (see Table 2). Overall, the Proposed Action has the fewest number of full acquisitions of non-Section 4(f) properties (2), followed by the Widen East Alternative (5) and Widen West Alternative (7).

The Widen East Alternative also has notable impacts to parcels that would be partially acquired. Widening to the east would require shortening the driveway to the front door of the Seventh Day Adventist meeting house at 2821 S. Highway 10 by approximately 10 feet. The Widen East Alternative would also result in the loss of parking stalls and reconfiguration of the parking lot associated with PacifiCorp's maintenance facility. 1850 South would be moved to the east to increase the turning radius onto SR-10. As a result, one agricultural structure would be removed. In addition, overhead electric distribution and communication lines would be relocated closer to homes that would not be fully acquired and relocated.

### **5.2.5 Least Overall Harm**

By comparing all alternatives to the least overall harm criteria, it has been determined the Proposed Action would result in the least overall harm. The Proposed Action represents the best design for minimizing right-of-way impacts along both sides of the corridor. Where possible, the alignment meanders to take advantage of vacant or agricultural fields to avoid the full acquisition and relocation of property. As a result, the Proposed Action would require more partial acquisitions (combination of non-Section 4(f) partial acquisitions and *de minimis* impacts to Section 4(f) properties) but fewer total full acquisitions than the other alternatives. The Proposed Action would result in 11 full acquisitions compared to 17 for the Widen West Alternative and 13 for the Widen East Alternative. The Proposed Action performs better than the Widen West alternative because it has fewer greater than *de minimis* uses and full acquisitions of non-Section 4(f) properties.

Although the Proposed Action would result in one additional greater than *de minimis* use compared to the Widen East Alternative, it would require fewer full acquisitions overall and would cost less. The Proposed Action also performs better because it would not require the realignment of 1850 South and removal of one agricultural structure. In addition, the Proposed Action would not impact the driveway to the Seventh Day Adventist meeting house nor would it reconfigure the PacifiCorp parking lot. Although the Proposed Action would relocate overhead utilities along the east side of SR-10, the Widen East Alternative would relocate these utilities closer to residences not fully acquired and relocated.

In summary, the Proposed Action has fewer greater than *de minimis* uses of Section 4(f) properties compared to the Widen West Alternative. Although the Proposed Action has one more greater than *de minimis* use compared to the Widen East Alternative, it would not have the additional and relatively significant impacts associated with the Seventh Day Adventist meeting house, PacifiCorp property, the agricultural structure at 1850 South, and full acquisition of three additional properties; therefore, it was determined the Proposed Action has the least overall harm.

Relative significance was not a determining factor because all properties in the study area warranted an EC rating. The number of *de minimis* impacts was also not a determining factor because the impacts would be negligible.

### 5.3 Measures to Minimize Harm/All Possible Planning

Appropriate design modifications were applied to minimize impacts to Section 4(f) properties while still ensuring pedestrian and vehicular safety. These modifications included reducing the width of shoulders from 10 feet to 6 feet and additional right-of-way needed for overhead utilities from 15 feet to 7 feet; eliminating three-foot wide park strips; and meandering the alignment of SR-10 approximately 10 feet to the west north of Roberson Road and approximately 10 feet to the east south of the unnamed wash (approximately 2305 South). These minimization measures, together with the mitigation that will be implemented for the greater than *de minimis* uses discussed in Section 5.2.1, demonstrate compliance with the “all possible” requirements of the Section 4(f) regulations (see 23 CFR 774.3(a)(2)).

### 6.0 Coordination

Section 4(f) implementing regulations state that coordination with both the official with jurisdiction over the Section 4(f) property and with the Department of Interior must occur (23 CFR 774.5(a)). Because the Section 4(f) properties affected by the proposed action are historic properties, the USHPO is the official with jurisdiction that must be consulted. UDOT, on behalf of FHWA, has consulted with the USHPO regarding the proposed properties being used for transportation purposes, including their eligibility on the NRHP, and the Section 106 effects of the Proposed Action. The USHPO has signed the DOEFOE, which includes an assessment of these factors. Correspondence with the USHPO, including the MOA, is attached as Appendix A. Coordination with the USHPO is ongoing..

This Section 4(f) evaluation will be submitted to the Department of Interior for review and comment as required by the Section 4(f) regulations. Coordination between Carbon County and affected property owners, though not required for Section 4(f) purposes, is ongoing through letters, individual landowner meetings, and a public meeting. UDOT also informed and solicited views from Price City – a certified local government (CLG) – regarding the adverse effects the Proposed Action would have on eligible historic properties (sent October 25, 2016). No additional information was received from the CLG.

As part of the Section 106 consultation process, UDOT initiated consultation with Native American Tribes including the Pueblo of Hopi, Paiute Indian Tribe of Utah, Uintah and Ouray Ute Tribes, Cedar Band of the Paiute Indians, and Shivwits Band of the Paiute Indian Tribe of Utah (sent December 18, 2015). The Paiute Indian Tribe of Utah was the only tribe that responded. The tribe has no objections to the project.

The public was notified of the Proposed Action’s potential effect on historic properties at an open house held on November 17, 2016, through a public notice published in the Sun Advocate on November 10, and November 17, 2016, and individual mailers sent to property owners affected by the project, as well as interested parties. Display boards explaining the Section 106 and Section 4(f) processes as well as a map showing the location of greater than *de minimis* uses under the Proposed Action were available for viewing at the meeting. Copies of the meeting materials and public notices are included in Appendix B. No public comments were received regarding impacts to historic properties.

## 7.0 Summary of Section 4(f) Determination

No feasible and prudent avoidance alternatives were identified as a result of this analysis. Of the alternatives that were evaluated to avoid and minimize impacts to the Section 4(f) properties, the Proposed Action would have the least overall harm for the purposes of Section 4(f) while meeting the project's purpose and need. After all possible planning to minimize harm, the Proposed Action would result in greater than *de minimis* use of nine Section 4(f) properties, temporary occupancy of one Section 4(f) property, and *de minimis* impacts to 17 properties. However, the Proposed Action would result in the fewest number of full acquisitions overall. Impacts to Section 4(f) properties will be further minimized and mitigated through an MOA executed by UDOT and the USHPO pursuant to Section 106 of the NHPA.

## References

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

Avenue Consultants. 2013. SR-10 Small Project Development Memorandum to UDOT Region 4.

Federal Highway Administration (FHWA). 2012. Section 4(f) Policy Paper. Washington, D.C.

Lochner. 2005. SR-10 Corridor Study, Stake Farm Road to US-6.

U.S. General Publications Office. 2016. Electronic Code of Federal Regulations (23 CFR 774).

U.S. General Publications Office. 2016. Electronic Code of Federal Regulations (36 CFR 60).

U.S. General Publications Office. 2016. Electronic Code of Federal Regulations (36 CFR 800).

## **Appendix A Correspondence**

### **Contents:**

Determination of Eligibility and Finding of Effect (October 17, 2016)
Determination of Eligibility and Finding of Effect Amendment (November 9, 2016)
Memorandum of Agreement (November 7, 2016)
Certified Local Government Correspondence (October 25, 2016)
Advisory Council on Historic Preservation Electronic Section 106 Documentation Submittal System (e106)
Form (no date)
Advisory Council on Historic Preservation Response (October 24, 2016)



State of Utah

GARY R. HERBERT  
Governor

SPENCER J. COX  
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.  
Executive Director

SHANE M. MARSHALL, P.E.  
Deputy Director

16-1257

September 29, 2016

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

RE: UDOT Project No. F-0010(75)66, SR-10, US-6 to Ridge Road, Carbon County, Utah (PIN 13664).  
**Determination of Eligibility and Finding of Adverse Effect.**

Dear Mr. Jensen:

The Utah Department of Transportation (UDOT) is preparing to undertake the subject federal-aid project. In accordance with Stipulation II, Part A and Appendix B of the *Memorandum of Understanding, State Assumption of Responsibility for Categorical Exclusions (23 USC §326)* (executed June 30, 2011), the UDOT assumes responsibility, assigned by the Federal Highway Administration (FHWA), for ensuring compliance with Section 106 of the NHPA and with Section 4(f) of the DOT Act of 1966, as amended. In accordance with the *Second Amended Programmatic Agreement among the FHWA, the Utah State Historic Preservation Officer, the Advisory Council on Historic Preservation, the USACE Sacramento District, and the UDOT Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah* (executed June 3, 2013), Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 300101 et seq.), and U.C.A.9-8-404, the UDOT has taken into account the effects of this undertaking on historic properties, and is affording the Utah State Historic Preservation Officer (SHPO) an opportunity to comment on the undertaking. Additionally, this submission is in compliance with Section 4(f) of the Department of Transportation Act of 1966, 23 U.S.C. § 138 (as amended) and 49 U.S.C. § 303 (as amended).

**PROJECT DESCRIPTION**

This project proposes to construct improvements to SR-10 south of Price, in Carbon County, Utah. The project extends from approximately M.P. 65.4 to 67.5. This project includes widening to accommodate a center turn lane, adding curb, gutter and sidewalk in areas where there is a need to serve pedestrians, extending or replacing pipe and box culverts, lowering the profile at the vertical curve near M.P. 67, rehabilitating pavement, relocating utilities and rehabilitating culverts and installing headwalls, and adding turn lanes at critical intersections.

The area of potential affects (APE) has been defined as a 2.1-mile-long corridor along SR-10 that extends 200 feet from the current roadway centerline. The APE has been entirely previously surveyed for archaeology and therefore work for this project consisted of a reconnaissance level survey and field verification of known sites. This Class II inventory was conducted by Montgomery Archaeological Consultants, under State Antiquities Project Number U-15-MQ-0493s, and the results are reported in *Site Verification and Class III Inventory of Utah Department of Transportation's State Route 10 Road Widening Between MP 65.27 and MP 67.5; South Price to Ridge Road, Carbon County, Utah* (see enclosed report). A selective reconnaissance level survey was conducted to record

Received  
OCT 7, 2016  
USHPO

architectural properties abutting the APE, and the results are reported in *Cultural Resources Survey State Route 10; South Price to Ridge Road, Milepost 65.276 to 76.5, Carbon County, Utah*, prepared by Bee Lufkin for Montgomery Archaeological Consultants, Inc. (see enclosed report).

The SR-10 surveys resulted in the location of 11 previously documented archaeological sites and 48 architectural properties. Of these, 4 archaeological sites and 31 architectural properties are eligible to the National Register of Historic Places (NRHP). No known traditional cultural properties or paleontological resources are located in the APE. The Determinations of Eligibility and Findings of Effects is provided in Table 1 for archaeological resources and in Table 2 for architectural properties.

## ARCHAEOLOGICAL RESOURCES

Table 1. Determinations of Eligibility and Findings of Effect for Archaeological Resources

Site	Name or Description	NRHP Eligibility	Finding of Effect	Warrants preservation in place	Section 4(f) Use
42CB1040	Carbon Canal	Eligible, Criterion A and C	No Adverse Effect	No	NA
42CB1270	Old SR-10	Eligible, Criterion A	No Adverse Effect	No	NA
42CB1435	Trash Scatter	Not Eligible	No Historic Properties Affected	NA	NA
42CB1436	Trash Scatter	Eligible, Criterion D	No Historic Properties Affected	No	NA
42CB1437	Trash Scatter	Not Eligible	No Historic Properties Affected	NA	NA
42CB2139	Irrigation Ditch	Not Eligible	No Historic Properties Affected	NA	NA
42CB2140	Irrigation Ditch	Not Eligible	No Historic Properties Affected	NA	NA
42CB2141	Trash Scatter	Eligible, Criterion D	No Adverse Effect	No	NA
42CB2142	Dismantled Billboard	Not Eligible	No Historic Properties Affected	NA	NA
42CB2143	Abandoned Road Segment	Not Eligible	No Historic Properties Affected	NA	NA
42CB2144	Trash Scatter	Not Eligible	No Historic Properties Affected	NA	NA

**Description of Effect to Site 42CB1040:** The proposed project includes extending the culvert that carries the Carbon Canal under SR-10 on both the inlet and outlet ends. The original section of the culvert directly under the highway will not be touched. The project will affect a relatively small portion of the site and will not substantially impact or alter any contributing elements of the site or any of the character-defining features for which it was determined eligible for the NRHP. Thus, the proposed project will result in a finding of No Adverse Effect.

*Description of Effect to Site 42CB1270:* This proposed project includes adding headwalls and riprap at the inlet and outlet ends to the original culvert pipe that channels Drunkard Wash, but the pipe will remain in place. This culvert is all that remains of old SR-10 in this location. The project will affect a relatively small portion of the site and will not substantially impact or alter any contributing elements of the site or any of the character-defining features for which it was determined eligible for the NRHP. Thus, the proposed project will result in a finding of No Adverse Effect.

*Description of Effect to Site 42CB2141:* The proposed project will remove a strip of the site closest to the SR-10 edge-of-oil on the east side of the highway near MP 67.1. Site 42CB2141 comprises multiple historic time-period, single episode trash dumps. None of the documented concentrations will be touched by this construction proposal. The project will affect a relatively small portion of the site and will not substantially impact or alter any contributing elements of the site or any of the character-defining features for which it was determined eligible for the NRHP. Thus, the proposed project will result in a finding of No Adverse Effect.

## **ARCHITECTURAL PROPERTIES**

Ms. Lufkin documented and evaluated 48 architectural properties that could be impacted by the project. All 48 are buildings, and of these, 31 are eligible for the National Register of Historic Places. The impacts are described in the paragraph following Table 2.

Table 2. Determinations of Eligibility and Findings of Effect for Architectural Properties

Figure	Address	Date	Style/Type	SHPO Rating/NRHP Eligibility	Finding of Effect	Section 4(f) Use
	1275 S. Fairgrounds Road	1948	Post-WWII: other / other late 20 <sup>th</sup> century	EC/Eligible	No Historic Properties Affected	N/A
	?1266 S. Highway 10	1946	1-story foursquare / Post-WWII: other	EC/Eligible	No Historic Properties Affected	N/A
	1288 S. Highway 10	1948	Post-WWII: other / other late 20 <sup>th</sup> century	EC/Eligible	No Historic Properties Affected	N/A
	1308 S. Highway 10	1965	Post-WWII: other / other late 20 <sup>th</sup> century	NC/Ineligible	No Historic Properties Affected	N/A
	?1310 S. Highway 10	1955	Post-WWII: other / other late 20 <sup>th</sup> century	NC/Ineligible	No Historic Properties Affected	N/A
	1332 S. Highway 10	1948	Early ranch / early ranch/rambler	EC/Eligible	No Historic Properties Affected	N/A
	1510 S. Highway 10	1935/1957	Other commercial/public / other late 20 <sup>th</sup> century	NC/Ineligible	No Historic Properties Affected	N/A
	1632 S. Highway 10	1950	Post-WWII modern / ranch/rambler	NC/Ineligible	No Historic Properties Affected	N/A
	1654 S. Highway 10	1970	Late 20 <sup>th</sup> century other / other late 20 <sup>th</sup> century	NC/Ineligible	No Historic Properties Affected	N/A
	1700 S. Highway 10	1945/1985	Late 20 <sup>th</sup> century other / other late 20 <sup>th</sup> century	NC/Ineligible	No Historic Properties Affected	N/A
1	1767 S. Highway 10	1920	1-story foursquare / Post-WWII: other / 20 <sup>th</sup> century: other	EC/Eligible	No Adverse Effect; TCE: 1,488 sq. ft.; Partial Acquisition: 116 sq. ft.	<i>de minimis</i>
1	1777 S. Highway 10	1930	1-story central block with projecting bays / 20 <sup>th</sup> century: other	EC/Eligible	No Adverse Effect; TCE: 1,056 sq. ft.	Temporary Occupancy
2	1867 S. Highway 10	1960	1-story side-gabled Post-WWII: other / other residential	EC/Eligible	No Adverse Effect; TCE: 5,119 sq. ft.; Partial Acquisition: 6,974 sq. ft.	<i>de minimis</i>
	1899 S. Highway 10	1940	1 1/2-story cross-gabled WWI-era cottage / simple Post-WWII: other	NC/Ineligible	No Historic Properties Affected	N/A
3	?2010 S. Highway 10	1944	1-story service station in Post-WWII: other	EC/Eligible	Adverse Effect; Structure will be acquired by the project	Greater than <i>de minimis</i>
3	45 E. Robertson Road (2000 S.)	1950	1-story hip-roofed single dwelling ranch/rambler	EC/Eligible	No Adverse Effect; Partial Acquisition: 359 sq. ft.	<i>de minimis</i>

Table 2. Determinations of Eligibility and Findings of Effect for Architectural Properties

Figure	Address	Date	Style/Type	SHPO Rating/NRHP Eligibility	Finding of Effect	Section 4(f) Use
	2022 S. Highway 10	1931	Side-gabled 1-story single dwelling in Post-WWII; other / other residential type	NC/Ineligible	No Historic Properties Affected	N/A
	2032 S. Highway 10	1967	Mobile home / mobile home	EC/Eligible	No Historic Properties Affected	N/A
4	2044 S. Highway 10	1940	1-story foursquare / 20 <sup>th</sup> century other	EC/Eligible	Adverse Effect; Structure will be demolished by the project	Greater than <i>de minimis</i>
4	2066 S. Highway 10	1940	1-story foursquare / 20 <sup>th</sup> century other	EC/Eligible	Adverse Effect; Structure will be acquired by the project	Greater than <i>de minimis</i>
5	2067 S. Highway 10	1941	Ranch/rambler	EC/Eligible	Adverse Effect; Structure will be acquired by the project	Greater than <i>de minimis</i>
	2078 S. Highway 10	1948	Residential / Post WWII	NC/Ineligible	No Historic Properties Affected	N/A
6	2088 S. Highway 10	1941	20 <sup>th</sup> century other / other residential	EC/Eligible	Adverse Effect; Structure will be acquired by the project	Greater than <i>de minimis</i>
6	2098 S. Highway 10	1970	Mobile home / mobile home	EC/Eligible	No Adverse Effect; TCE: 408 sq. ft.; Partial Acquisition: 2,093 sq. ft.	<i>de minimis</i>
	2099 S. Highway 10	1930	1-story foursquare / 20 <sup>th</sup> century other	NC/Ineligible	No Historic Properties Affected	N/A
	2100 S. Highway 10	1961	1-story ranch/rambler / single dwelling	NC/Ineligible	No Historic Properties Affected	N/A
7	2111 S. Highway 10	1954	1/2-story single dwelling Cape Cod/WWII-era cottage	EC/Eligible	No Adverse Effect; TCE: 4,413 sq. ft.; Partial Acquisition: 1,813 sq. ft.	<i>de minimis</i>
8	?2154 S. Highway 10	1930	1-story WWII-era cottage / 20 <sup>th</sup> century; other	EC/Eligible	No Adverse Effect; TCE: 3,512 sq. ft.; Partial Acquisition: 976 sq. ft.	<i>de minimis</i>
8	?2188 S. Highway 10	1946	1-story single dwelling clipped gable cottage	EC/Eligible	Adverse Effect; Structure will be acquired by the project	Greater than <i>de minimis</i>
10	2198 S. Highway 10	1947	1-story single dwelling clipped gable cottage	EC/Eligible	Adverse Effect; Structure will be acquired by the project	Greater than <i>de minimis</i>
9	2199 S. Highway 10	1945	1-story single dwelling clipped gable cottage	EC/Eligible	No Adverse Effect; TCE: 2,219 sq. ft.; Partial Acquisition: 1,111 sq. ft.	<i>de minimis</i>
12	2266 S. Highway 10	1944	1 1/2-story front-gabled other residential / Post WWII; other	EC/Eligible	No Adverse Effect; TCE: 5,187 sq. ft.; Partial Acquisition: 505 sq. ft.	<i>de minimis</i>
11	2289 S. Highway 10	1925	1-story other residential / 20 <sup>th</sup> century other	EC/Eligible	No Adverse Effect; TCE: 950 sq. ft.; Partial Acquisition: 704 sq. ft.	<i>de minimis</i>

Table 2. Determinations of Eligibility and Findings of Effect for Architectural Properties

Figure	Address	Date	Style/Type	SHPO Rating/NRHP Eligibility	Finding of Effect	Section 4(f) Use
11	2305 S. Highway 10	1947	1/2 story single dwelling post-WWII; other	EC/Eligible	Adverse Effect; Structure will be acquired by the project	Greater than <i>de minimis</i>
13	2345 S. Highway 10	1946	Traditional style single dwelling WWII-era cottage	EC/Eligible	No Adverse Effect; TCE: 4,331 sq. ft.; Partial Acquisition: 1,696 sq. ft.	<i>de minimis</i>
14	2354 S. Highway 10	1939	1-story single dwelling hipped roof WWII-era cottage / 20th century: other	EC/Eligible	No Adverse Effect; TCE: 6,625 sq. ft.; Partial Acquisition: 1,400 sq. ft.	<i>de minimis</i>
15	2410 S. Highway 10	1935	Minimal traditional / 1-story single dwelling hipped-roof WWII-era cottage	EC/Eligible	No Adverse Effect; TCE: 2,247 sq. ft.; Partial Acquisition: 435 sq. ft.	<i>de minimis</i>
16	2433 S. Highway 10	1970	1-story single-gable ranch/rambler	EC/Eligible	Adverse Effect; Structure will be acquired by the project	Greater than <i>de minimis</i>
	2477 S. Highway 10	1933	1-story single dwelling WWII-era cottage / 20th century: other	NC/Ineligible	No Historic Properties Affected	N/A
	2502 S. Highway 10	1942	1-story clipped-gable cottage single dwelling	NC/Ineligible	No Historic Properties Affected	N/A
17	2511 S. Highway 10	1945	1-story WWII-era cottage / post WWII: other	EC/Eligible	No Adverse Effect; TCE: 1,212 sq. ft.; Partial Acquisition: 1,474 sq. ft.	<i>de minimis</i>
	2680 S. Highway 10	1930	1-story single dwelling other / 20th century: other	NC/Ineligible	No Historic Properties Affected	N/A
	2710 S. Highway 10	1952	1-story early ranch/rambler single dwelling	NC/Ineligible	No Historic Properties Affected	N/A
18	2754 S. Highway 10	1955	1-story ranch/rambler	EC/Eligible	No Adverse Effect; TCE: 954 sq. ft.; Partial Acquisition: 850 sq. ft.	<i>de minimis</i>
19	2767 S. Highway 10	1957	2-story split level single dwelling	EC/Eligible	No Adverse Effect; TCE: 1,935 sq. ft.; Partial Acquisition: 3,827 sq. ft.	<i>de minimis</i>
	2776 S. Highway 10	1952	1-story early ranch/rambler single dwelling	NC/Ineligible	No Historic Properties Affected	N/A
	2798 S. Highway 10	1959	1-story post-WWII other / late 20th century: other.	NC/Ineligible	No Historic Properties Affected	N/A
20	2832 S. Highway 10	1959	1 1/2 story Cape Cod type minimal traditional	EC/Eligible	No Adverse Effect; TCE: 631 sq. ft.; Partial Acquisition: 1,555 sq. ft.	<i>de minimis</i>

*Description of Effects:* This proposed project requires right of way acquisitions of approximately 2 to 15 feet for 17 properties evaluated as eligible to the NRHP and whose impact is considered "No Adverse Effect. The project will have an Adverse Effect, requiring the acquisition of the building, for 9 properties. Thus, the proposed project will result in a finding of Adverse Effect and a Section 4(f) *Greater than de minimis* impact for each adversely affected property.

## CONSULTATION EFFORTS

Native American consultation was initiated through letters sent to the Uintah and Ouray Ute Tribes, Shoshone-Bannock Tribes, and Northwestern Band of Shoshone Nation (sent December 16, 2015). The UDOT is continuing consultation with the Price Certified Local Government. An open house will be held so that the public will be notified of the impacts to cultural resources among other considerations.

## SUMMARY

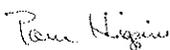
To summarize, the project will result in a finding of Adverse Effect for 9 architectural properties, a finding of No Adverse Effect for 3 archaeological sites and 17 architectural properties, and a finding of No Historic Properties Affected for all remaining architectural properties and archaeological sites. The project will also result in 9 Section 4(f) *Greater than de minimis* uses, 16 Section 4(f) *de minimis* uses, and 1 Section 4(f) temporary occupancy use. Therefore, the Finding of Effect for the proposed UDOT Project No. F-0010(75)66, SR-10, US-6 to Ridge Road, Carbon County, Utah, is **Adverse Effect**.

Please review this document and, providing you agree with the findings contained herein, sign and date the signature line at the end of this letter. Should you have any questions or need additional information, please feel free to contact Liz Robinson at 801-910-2035 or [lizrobinson@utah.gov](mailto:lizrobinson@utah.gov); Elizabeth Giraud at 801-965-4917 or [egiraud@utah.gov](mailto:egiraud@utah.gov), or Pam Higgins at 435-253-2524 or [phiggins@utah.gov](mailto:phiggins@utah.gov).

Sincerely,



Liz Robinson, M.A., RPA  
Cultural Resources Program Manager  
UDOT Environmental Services



Pam Higgins  
Oct 5 2016 4:22 PM

Pamela Higgins  
NEPA/NHPA Specialist, Region 4 Area  
UDOT Environmental Services

Elizabeth  
Giraud

Digitally signed by Elizabeth  
Giraud  
DN: cn=Elizabeth Giraud  
Date: 2016.10.05 16:31:27 -0600

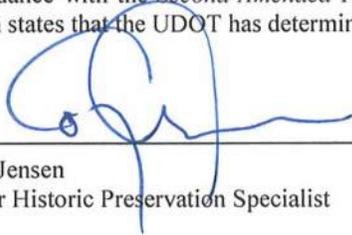
Elizabeth Giraud, AICP  
Architectural Historian  
UDOT Environmental Services

Enclosures

cc: Troy Torgersen, Project Manager  
Eric Hansen, Environmental Manager

---

Regarding UDOT Project No. F-0010(75)66, SR-10, US-6 to Ridge Road, Carbon County, Utah, I concur with the Determination of Eligibility and Finding of Effect, submitted to the Utah State Historic Preservation Office in accordance with the *Second Amended Programmatic Agreement*, Section 106 of the NHPA, and U.C.A. 9-8-404, which states that the UDOT has determined that the finding is **Adverse Effect**.



---

Cory Jensen  
Senior Historic Preservation Specialist

10/17/2016  
Date



State of Utah

GARY R. HERBERT  
*Governor*

SPENCER J. COX  
*Lieutenant Governor*

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.  
*Executive Director*

SHANE M. MARSHALL, P.E.  
*Deputy Director*

16-7460

November 7, 2016

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

RE: UDOT Project No. F-0010(75)66, SR-10, US-6 to Ridge Road, Carbon County, Utah (PIN 13664). Amended Determination of Eligibility and Finding of Adverse Effect.

Dear Mr. Jensen:

The Utah Department of Transportation (UDOT) is preparing to undertake the subject federal-aid project. In accordance with Stipulation II, Part A and Appendix B of the Memorandum of Understanding, State Assumption of Responsibility for Categorical Exclusions (23 USC §326) (executed June 30, 2011), the UDOT assumes responsibility, assigned by the Federal Highway Administration (FHWA), for ensuring compliance with Section 106 of the NHPA and with Section 4(f) of the DOT Act of 1966, as amended. In accordance with the *Second Amended Programmatic Agreement among the FHWA, the Utah State Historic Preservation Officer, the Advisory Council on Historic Preservation, the USACE Sacramento District, and the UDOT Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah* (executed June 3, 2013), Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 300101 et seq.), and U.C.A.9-8-404, the UDOT has taken into account the effects of this undertaking on historic properties, and is affording the Utah State Historic Preservation Officer (SHPO) an opportunity to comment on the undertaking. Additionally, this submission is in compliance with Section 4(f) of the Department of Transportation Act of 1966, 23 U.S.C. § 138 (as amended) and 49 U.S.C. § 303 (as amended).

**PROJECT DESCRIPTION**

This project proposes to construct improvements to SR-10 south of Price, in Carbon County, Utah. The project extends from approximately M.P. 65.4 to 67.5. This project includes widening to accommodate a center turn lane, adding curb, gutter and sidewalk in areas where there is a need to serve pedestrians, extending or replacing pipe and box culverts, lowering the profile at the vertical curve near M.P. 67, rehabilitating pavement, relocating utilities and rehabilitating culverts and installing headwalls, and adding turn lanes at critical intersections.

## PREVIOUS CONSULTATION WITH THE UTAH SHPO

This letter is an addendum to the Determination of Eligibility and Findings of Effect submitted on October 7, 2016. UDOT submitted a request for consultation, making determinations of eligibility for 11 previously documented archaeological sites and 48 architectural properties. The UDOT determined that the Proposed Action would result in a finding of Adverse Effect and Section 4(f) greater than *de minimis* impact for 9 architectural properties. The determination of eligibility of the properties and the effects of the project were included in a table submitted as part of the DOEFOE ("Table 2").

## DETERMINATION OF ELIGIBILITY AND FINDING OF EFFECT FOR AN ADDITIONAL PROPERTY

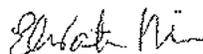
One eligible property, located at 72218 S. Highway 10, was inadvertently excluded from Table 2. The primary structure associated with the property is a residential building constructed in 1958 and is an example of Early Ranch/Rambler style. The building is included in the historic architectural resource survey that accompanied the afore-mentioned DOEFOE. The project would require the acquisition of 1,111 sq. ft. along the property frontage and 781 sq. ft. for a Temporary Construction Easement (TCE), and thus the impact of the project on the property would be No Adverse Effect. This impact will result in a *de minimis* Section 4(f) use. A map of the affected property and the correct table is included.

## SUMMARY

To summarize, the total number of architectural resources reviewed has changed from 48 to 49. The number of architectural properties that will be adversely affected by the project remains at 9 and the finding of No Adverse Effect remains at 3 for archaeological properties. The number of architectural properties categorized as No Adverse Effect by impacts of the project has changed from 17 to 18, and the finding of No Historic Properties Affected for all remaining architectural properties and archaeological sites remains unchanged from the previous DOEFOE. The project continues to result in 9 Section 4(f) greater than *de minimis* uses and 1 Section 4(f) temporary occupancy use. The number of properties categorized as Section 4(f) *de minimis* uses has changed from 16 to 17. The Finding of Effect for the proposed UDOT Project No. R-0010(75)66, SR-10, US-6 to Ridge Road, Carbon County, Utah, remains Adverse Effect.

Please review this document and, providing you agree with the findings contained herein, sign and date the signature line at the end of this letter. Should you have any questions or need additional information, please feel free to contact Liz Robinson at 801-910-2035 or [lizrobinson@utah.gov](mailto:lizrobinson@utah.gov); Elizabeth Giraud at 801-965-4917 or [egiraud@utah.gov](mailto:egiraud@utah.gov).

Sincerely,



Liz Robinson, M.A., RPA  
Cultural Resources Program Manager  
UDOT Environmental Services



Elizabeth Giraud, AICP  
Architectural Historian  
UDOT Environmental Services

Enclosures

Regarding UDOT Project No. F-0010(75)66, SR-10, US-6 to Ridge Road, Carbon County, Utah, I concur with the Determination of Eligibility and Finding of Effect regarding the property located at 72218 S. Highway 10, submitted to the Utah State Historic Preservation Office in accordance with the Second Amended Programmatic Agreement, Section 106 of the NHPA, and U.C.A. 9-8-404, which states that the UDOT has determined that the determination of eligibility on the subject property is eligible and finding of effect is No Adverse Effect. The finding of effect of the project in its entirety remains Adverse Effect.



Cory Jensen  
Senior Historic Preservation Specialist

11/9/2016

Date



SR-10; 3200 S. to 1150 S., Price  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 10

1. The existing corridor is defined by a prescriptive right-of-way. Evidence of the prescriptive right-of-way includes roadway improvements, fences, ditches, and utilities. These were surveyed by SDDOT and define the existing right-of-way line. For title extensions to the center of the roadway, as indicated by property boundaries based on deed descriptions.
- 2.



- Partial Acquisition
- Temporary Construction Easement
- Relocation/Full Acquisition
- Eligible Historic Building
- Easement Line
- Proposed Right-of-Way Line
- Existing Right-of-Way Line
- Property Line



Table 2. Determinations of Eligibility and Findings of Effect for Architectural Properties

Figure	Address	Date	Style/Type	SHPO Rating/NRHP Eligibility	Finding of Effect	Section 4(f) Use
	1275 S. Fairgrounds Road	1948	Post-WWII: other / other late 20 <sup>th</sup> century	EC/Eligible	No Historic Properties Affected	N/A
	?1266 S. Highway 10	1946	1-story foursquare / Post-WWII: other	EC/Eligible	No Historic Properties Affected	N/A
	1288 S. Highway 10	1948	Post-WWII: other / other late 20 <sup>th</sup> century	EC/Eligible	No Historic Properties Affected	N/A
	1308 S. Highway 10	1965	Post-WWII: other / other late 20 <sup>th</sup> century	NC/Ineligible	No Historic Properties Affected	N/A
	?1310 S. Highway 10	1955	Post-WWII: other / other late 20 <sup>th</sup> century	NC/Ineligible	No Historic Properties Affected	N/A
	1332 S. Highway 10	1948	Early ranch / early ranch/rambler	EC/Eligible	No Historic Properties Affected	N/A
	1510 S. Highway 10	1935/1957	Other commercial/public / other late 20 <sup>th</sup> century	NC/Ineligible	No Historic Properties Affected	N/A
	1632 S. Highway 10	1950	Post-WWII modern / ranch/rambler	NC/Ineligible	No Historic Properties Affected	N/A
	1654 S. Highway 10	1970	Late 20 <sup>th</sup> century other / other late 20 <sup>th</sup> century	NC/Ineligible	No Historic Properties Affected	N/A
	1700 S. Highway 10	1945/1985	Late 20 <sup>th</sup> century other / other late 20 <sup>th</sup> century	NC/Ineligible	No Historic Properties Affected	N/A
1	1767 S. Highway 10	1920	1-story foursquare / Post-WWII: other / 20 <sup>th</sup> century: other	EC/Eligible	No Adverse Effect; TCE: 1,488 sq. ft.; Partial Acquisition: 116 sq. ft.	<i>de minimis</i>
1	1777 S. Highway 10	1930	1-story central block with projecting bays / 20 <sup>th</sup> century: other	EC/Eligible	No Adverse Effect; TCE: 1,056 sq. ft.	<i>de minimis</i>
2	1867 S. Highway 10	1960	1-story side-gabled Post-WWII: other / other residential	EC/Eligible	No Adverse Effect; TCE: 5,119 sq. ft.; Partial Acquisition: 6,974 sq. ft.	<i>de minimis</i>
	1899 S. Highway 10	1940	1 1/2-story cross-gabled	NC/Ineligible	No Historic Properties	N/A

Table 2. Determinations of Eligibility and Findings of Effect for Architectural Properties

Figure	Address	Date	Style/Type	SHPO Rating/NRHP Eligibility	Finding of Effect	Section 4(f) Use
			WWII-era cottage / simple Post-WWII; other		Affected	
3	2210 S. Highway 10	1944	1-story service station in Post-WWII; other	EC/Eligible	Adverse Effect; Structure will be demolished by the project	Greater than <i>de minimis</i>
3	45 E. Robertson Road (2000 S.)	1950	1-story hip-roofed single dwelling ranch/rambler	EC/Eligible	No Adverse Effect; Partial Acquisition: 359 sq. ft.	<i>de minimis</i>
	2022 S. Highway 10	1931	Side-gabled 1-story single dwelling in Post-WWII; other / other residential type	NC/Ineligible	No Historic Properties Affected	N/A
	2032 S. Highway 10	1967	Mobile home / mobile home	EC/Eligible	No Historic Properties Affected	N/A
4	2044 S. Highway 10	1940	1-story foursquare / 20 <sup>th</sup> century other	EC/Eligible	Adverse Effect; Structure will be demolished by the project	Greater than <i>de minimis</i>
4	2066 S. Highway 10	1940	1-story foursquare / 20 <sup>th</sup> century other	EC/Eligible	Adverse Effect; Structure will be demolished by the project	Greater than <i>de minimis</i>
5	2067 S. Highway 10	1941	Ranch/rambler	EC/Eligible	Adverse Effect; Structure will be demolished by the project	Greater than <i>de minimis</i>
	2078 S. Highway 10	1948	Residential / Post WWII	NC/Ineligible	No Historic Properties Affected	N/A
6	2088 S. Highway 10	1941	20 <sup>th</sup> century other / other residential	EC/Eligible	Adverse Effect; Structure will be demolished by the project	Greater than <i>de minimis</i>
6	2098 S. Highway 10	1970	Mobile home / mobile home	EC/Eligible	No Adverse Effect; TCE: 408 sq. ft.; Partial Acquisition: 2,093 sq. ft.	<i>de minimis</i>
	2099 S. Highway 10	1930	1-story foursquare / 20 <sup>th</sup> century other	NC/Ineligible	No Historic Properties Affected	N/A
	2100 S. Highway 10	1961	1-story ranch/rambler / single dwelling	NC/Ineligible	No Historic Properties Affected	N/A

Table 2. Determinations of Eligibility and Findings of Effect for Architectural Properties

Figure	Address	Date	Style/Type	SHPO Rating/NRHP Eligibility	Finding of Effect	Section 4(f) Use
7	2111 S. Highway 10	1954	1/2-story single dwelling Cape Cod / WWII-era cottage	EC/Eligible	No Adverse Effect; TCE: 4,413 sq. ft.; Partial Acquisition: 1,813 sq. ft.	<i>de minimis</i>
8	?2154 S. Highway 10	1930	1-story WWII-era cottage / 20th century: other	EC/Eligible	No Adverse Effect; TCE: 3,512 sq. ft.; Partial Acquisition: 976 sq. ft.	<i>de minimis</i>
8	?2188 S. Highway 10	1946	1-story single dwelling clipped gable cottage	EC/Eligible	Adverse Effect; Structure will be demolished by the project	Greater than <i>de minimis</i>
10	2198 S. Highway 10	1947	1-story single dwelling clipped gable cottage	EC/Eligible	Adverse Effect; Structure will be demolished by the project	Greater than <i>de minimis</i>
9	2199 S. Highway 10	1945	1-story single dwelling clipped gable cottage	EC/Eligible	No Adverse Effect; TCE: 2,219 sq. ft.; Partial Acquisition: 1,111 sq. ft.	<i>de minimis</i>
10	?2218 S. Highway 10	1958	1-story single-gable early ranch/rambler	EC/Eligible	No Adverse Effect; TCE: 781 sq. ft.; Partial Acquisition: 244 sq. ft.	<i>de minimis</i>
12	2266 S. Highway 10	1944	1 1/2-story front-gabled other residential / Post WWII: other	EC/Eligible	No Adverse Effect; TCE: 5,187 sq. ft.; Partial Acquisition: 505 sq. ft.	<i>de minimis</i>
11	2289 S. Highway 10	1925	1-story other residential / 20th century other	EC/Eligible	No Adverse Effect; TCE: 950 sq. ft.; Partial Acquisition: 704 sq. ft.	<i>de minimis</i>
11	2305 S. Highway 10	1947	1/2 story single dwelling post-WWII: other	EC/Eligible	Adverse Effect; Structure will be demolished by the project	Greater than <i>de minimis</i>
13	2345 S. Highway 10	1946	traditional style single dwelling WWII- era cottage	EC/Eligible	No Adverse Effect; TCE: 4,331 sq. ft.; Partial Acquisition: 1,696 sq. ft.	<i>de minimis</i>
14	2354 S. Highway 10	1939	1-story single dwelling	EC/Eligible	No Adverse Effect; TCE: 6,625	<i>de minimis</i>

Table 2. Determinations of Eligibility and Findings of Effect for Architectural Properties

Figure	Address	Date	Style/Type	SHPO Rating/NRHP Eligibility	Finding of Effect	Section 4(f) Use
15	2410 S. Highway 10	1935	Minimal traditional / 1-story single dwelling hipped-roof WWII-era cottage	EC/Eligible	No Adverse Effect; TCE: 2,247 sq. ft.; Partial Acquisition: 435 sq. ft.	<i>de minimis</i>
16	2433 S. Highway 10	1970	1-story single dwelling ranch/rambler	EC/Eligible	Adverse Effect; Structure will be demolished by the project	Greater than <i>de minimis</i>
	2477 S. Highway 10	1933	1-story single dwelling WWII-era cottage / 20th century: other	NC/Ineligible	No Historic Properties Affected	N/A
	2502 S. Highway 10	1942	1-story clipped-gable cottage single dwelling	NC/Ineligible	No Historic Properties Affected	N/A
17	2511 S. Highway 10	1945	1-story WWII-era cottage / post WW II: other	EC/Eligible	No Adverse Effect; TCE: 1,212 sq. ft.; Partial Acquisition: 1,474 sq. ft.	<i>de minimis</i>
	2680 S. Highway 10	1930	1-story single dwelling other / 20th century: other	NC/Ineligible	No Historic Properties Affected	N/A
	2710 S. Highway 10	1952	1-story early ranch/rambler single dwelling	NC/Ineligible	No Historic Properties Affected	N/A
18	2754 S. Highway 10	1955	1-story ranch/rambler	EC/Eligible	No Adverse Effect; TCE: 954 sq. ft.; Partial Acquisition: 850 sq. ft.	<i>de minimis</i>
19	2767 S. Highway 10	1957	2-story split level single	EC/Eligible	No Adverse Effect; TCE: 1,935	<i>de minimis</i>

Table 2. Determinations of Eligibility and Findings of Effect for Architectural Properties

Figure	Address	Date	Style/Type	SHPO Rating/NRHP Eligibility	Finding of Effect	Section 4(f) Use
			dwelling		sq. ft.; Partial Acquisition: 3,827 sq. ft.	
	2776 S. Highway 10	1952	1-story early ranch/rambler single dwelling	NC/Ineligible	No Historic Properties Affected	N/A
	2798 S. Highway 10	1959	1-story post-WWII other / late 20th century: other.	NC/Ineligible	No Historic Properties Affected	N/A
20	2832 S. Highway 10	1959	1 1/2 story Cape Cod type minimal traditional	EC/Eligible	No Adverse Effect; TCE: 631 sq. ft.; Partial Acquisition: 1,555 sq. ft.	<i>de minimis</i>

**MEMORANDUM OF AGREEMENT  
AMONG  
THE UTAH DEPARTMENT OF TRANSPORTATION  
AND THE UTAH STATE HISTORIC PRESERVATION OFFICER**

**REGARDING**

**PROJECT #: F-0010(75)66;  
SR-10, 3200 South to 1150 South, Price, Carbon County, Utah**

**WHEREAS**, the Utah Department of Transportation (UDOT) proposes to use federal funds to undertake **PROJECT #: F-0010(75)66; SR-10, 3200 South to 1150 South, Price, Carbon County**, which proposes improvements to SR-10 south of Price, in Carbon County, Utah; and

**WHEREAS**, in accordance with Stipulation II, Part A and Appendix B of the *Memorandum of Understanding, State Assumption of Responsibility for Categorical Exclusions (23 USC §326)* (executed June 30, 2011), the UDOT assumes responsibility, assigned by the Federal Highway Administration (FHWA), for ensuring compliance with Section 106 of the NHPA and with Section 4(f) of the DOT Act of 1966, as amended; and

**WHEREAS**, the UDOT has taken into account the effects of **PROJECT #: F-0010(75)66; SR-10, 3200 South to 1150 South, Price, Carbon County**, on historic properties and has determined that this undertaking will have an adverse effect on nine architectural properties eligible for inclusion in the National Register of Historic Places. UDOT has consulted with the Utah State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

**WHEREAS**, in accordance with the *Second Amended Programmatic Agreement Among the Federal Highway Administration, the Utah Department of Transportation, the Utah State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah* (executed June 3, 2013) and in accordance with 36 CFR 800.6(a)(1), the UDOT has notified the Advisory Council on Historic Preservation (Council) of its adverse effect determination with specified documentation and the Council has chosen not to participate in the consultation pursuant to 36 CFR 800.6(a)(1)(iii); and

**WHEREAS**, the FHWA and the UDOT have consulted with the Paiute Indian Tribe of Utah, the Uintah & Ouray Ute Indian Reservation, the Hopi Pueblo, the Cedar Band of the Paiutes, and the Shivwits Band of Paiute Indians; and the Tribes have been afforded an opportunity to review the project and have not responded with objections; and

**WHEREAS**, the UDOT has consulted with the Price Certified Local Government and Price City, which has not responded with objections; and

**NOW, THEREFORE**, the UDOT and the Utah SHPO agree that upon UDOT's decision to proceed with the undertaking, UDOT shall ensure that the following stipulations are implemented in order to take into account the effects of the undertaking on historic properties, and the stipulations shall govern the undertaking and all of its parts until this MOA expires or is terminated.

## STIPULATIONS

The UDOT shall ensure that the following measures are carried out:

### I. MITIGATION OF HISTORIC BUILDINGS

UDOT shall be responsible for the documentation of the following buildings in Price, Utah

- 2010 S. Highway 10
- 2044 S. Highway 10
- 2066 S. Highway 10
- 2067 S. Highway 10
- 2088 S. Highway 10
- 2188 S. Highway 10
- 2198 S. Highway 10
- 2305 S. Highway 10
- 2433 S. Highway 10

The buildings will be documented according to the Utah State Intensive Level Survey Standards (ILS) as required by SHPO. Documentation will include a completed ILS Historic Site Forms, which will be based partly on title searches and obituary research, photographs of the exterior of the buildings, photographs burned onto a gold CD, a sketch map of the property layout, aerial photograph maps indicating the location of the buildings, and a U.S. Geological Survey map (scale: 1:24,000) indicating the location of the buildings.

**II. REPORTING:** The UDOT shall ensure that any/all reports on activities carried out pursuant to this agreement are provided to the SHPO, the Council, the signatories to this MOA, and upon request, to any other interested parties.

**III. PERSONNEL QUALIFICATIONS:** The UDOT shall ensure that all historic work carried out pursuant to this agreement is completed by or under the direct supervision of a person or persons meeting or exceeding the Secretary of the Interior's Historic Preservation Professional Qualification Standards for History (36 CFR 61 Appendix A).

**IV. DURATION:** This agreement will be null and void if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, the UDOT may consult with the other signatories to reconsider the terms of the agreement and amend it in accordance with Stipulation VII below.

**V. DISCOVERY:** The following measures regarding inadvertent discoveries of historic properties, archaeological sites, and paleontological resources will be implemented:

- A. In accordance with Stipulation XI.B of the *Second Amended Programmatic Agreement among the FHWA, the Utah State Historic Preservation Officer, the Advisory Council on Historic Preservation, the USACE Sacramento District, and the UDOT Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah* (executed June 3, 2013), and pursuant to 36 CFR 800.13(b), the UDOT is providing for the protection, evaluation, and treatment of any historic property discovered prior to or during construction. Should a discovery occur, construction will stop immediately and the UDOT will consult with the SHPO, Native American tribes, and any other identified interested parties, toward developing and implementing an appropriate treatment plan prior to resuming construction. If neither the SHPO nor a Tribe files an objection within 72 hours to UDOT's plan for addressing the discovery, UDOT may carry out the requirements of 36 CFR 800.13 on behalf of FHWA, and the Council does not need to be notified.

- B. UDOT Standard Specifications Section 01355, Part 3.8, Discovery of Historical, Archaeological or Paleontological Objects, Features, Sites, or Human Remains, will be enforced during this project. This specification stipulates procedures to be followed should any archaeological, historic, or paleontological resources be discovered during construction of the project. These procedures are as follows:
- 1) Immediately suspend construction operations in the vicinity of the discovery if a suspected historic, archeological or paleontological item, feature, or site is encountered or if suspected human remains are encountered.
  - 2) Verbally notify the engineer of the nature and exact location of the findings.
  - 3) The Engineer contacts the UDOT region staff archaeologist, who will assess the nature of the discovery and determine the necessary course of action.
  - 4) Protect the discovered objects or features and provide written confirmation of the discovery to the Engineer within two calendar days.
  - 5) The Engineer keeps the Contractor informed concerning the status of the restriction:
    - 1) the time necessary for the Department to handle the discovered item, feature, or site is variable, dependent on the nature and condition of the discovered item; and
    - 2) the Engineer will provide written confirmation when work may resume in the area.

**VI. DISPUTE RESOLUTION:** Should any party to this agreement object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, the UDOT shall consult with the objecting parties to resolve the objection. If the UDOT determines, within 30 days, that the objection(s) cannot be resolved, the UDOT will:

- A. Forward all documentation relevant to the dispute to the Council in accordance with 36 CFR 800.2(b)(2). Upon receipt of adequate documentation, the Council shall review and advise the UDOT on the resolution of the objection within 30 days. Any comment provided by the Council, and all comments from the parties to the MOA, will be taken into account by the UDOT in reaching a final decision regarding the dispute.
- B. If the Council does not provide comments regarding the dispute within 30 days after receipt of adequate documentation, the UDOT may render a decision regarding the dispute. In reaching its decision, the UDOT will take into account all comments regarding the dispute from the parties to the MOA.
- C. The UDOT's responsibilities to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged. The UDOT will notify all parties of its decision in writing before implementing that portion of the undertaking subject to dispute under this stipulation. The UDOT's decision will be final.
- D. Further, at any time during implementation of the measures stipulated in this agreement should an objection to any such measure be raised by a member of the public, the UDOT shall take the objections into account and consult as needed with the objecting party, the SHPO, or the Council to resolve the objection.

**VII. AMENDMENTS AND NONCOMPLIANCE:** If any signatory to this MOA, including any invited signatory, determines that its terms will not or cannot be carried out or that an amendment to its terms must be made, that party shall immediately consult with the other parties to develop an amendment to this MOA pursuant to 36 CFR 800.6(c)(7) and 800.6(c)(8). The amendment will be effective on the date a copy signed by all of the original signatories is filed with the Council. If the signatories cannot agree to appropriate terms to amend the MOA, any signatory may terminate the agreement in accordance with Stipulation VIII, below.

**VIII. TERMINATION:** If an MOA is not amended following the consultation set out in Stipulation VII and Stipulation VIII, it may be terminated by any signatory or invited signatory. Within 30 days following termination, the UDOT shall notify the signatories if it will initiate consultation to execute an MOA with the





State of Utah

GARY R. HERBERT  
*Governor*

SPENCER J. COX  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.  
*Executive Director*

SHANE M. MARSHALL, P.E.  
*Deputy Director*

October 25, 2016

Mayor Joe Picolo, Price City  
PO Box 893  
Price, UT 84501

RE: F-0010(75)66, SR-10; US-6 to Ridge Road CMGC, Carbon County (PIN 13664)  
Notification of Project Adverse Effect to Historical Buildings

Dear Mayor Picolo:

Approximately a year ago, I communicated with you regarding a Utah Department of Transportation (UDOT) proposal to improve State Route (SR) 10 between milepost (MP) 65.4 and MP 67.5, south of Price, Carbon County, Utah. The project design is now nearing completion. Construction of the final road widening will result in adverse effects to nine buildings eligible for the National Register of Historic Places (NRHP).

This notification only concerns the implementation of Section 106 of the National Historic Preservation Act regarding the preservation of historical properties. The Environmental Division of UDOT cannot address questions regarding acquisition of property or construction dates. Nevertheless, if you have any questions or concerns regarding the adverse construction effects to historical buildings, please contact Elizabeth Giraud, UDOT Architectural Historian at 801-965-4917, [egiraud@utah.gov](mailto:egiraud@utah.gov) or myself at 435-253-2524, [phiggins@utah.gov](mailto:phiggins@utah.gov). Thank you for your interest in UDOT projects.

Sincerely,

Pamela Higgins, NEPA/NHPA Specialist  
UDOT Environmental, Region 4

PH

C: Mr. Nick Tatton, Price City, PO Box 893, Price, UT 84501



State of Utah

GARY R. HERBERT  
*Governor*

SPENCER J. COX  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.  
*Executive Director*

SHANE M. MARSHALL, P.E.  
*Deputy Director*

October 25, 2016

Mr. Nick Tatton  
Price City Building Development Planning and Zoning  
P.O. Box 893  
Price, UT 84501

RE: F-0010(75)66, SR-10; US-6 to Ridge Road CMGC, Carbon County (PIN 13664)  
Notification of Project Adverse Effect to Historical Buildings

Dear Mr. Tatton:

Approximately a year ago, I communicated with you regarding a Utah Department of Transportation (UDOT) proposal to improve State Route (SR) 10 between milepost (MP) 65.4 and MP 67.5, south of Price, Carbon County, Utah. The project design is now nearing completion. Construction of the final road widening will result in adverse effects to nine buildings eligible for the National Register of Historic Places (NRHP).

This notification only concerns the implementation of Section 106 of the National Historic Preservation Act regarding the preservation of historical properties. The Environmental Division of UDOT cannot address questions regarding acquisition of property or construction dates. Nevertheless, if you have any questions or concerns regarding the adverse construction effects to historical buildings, please contact Elizabeth Giraud, UDOT Architectural Historian at 801-965-4917, [egiraud@utah.gov](mailto:egiraud@utah.gov) or myself at 435-253-2524, [phiggins@utah.gov](mailto:phiggins@utah.gov). Thank you for your interest in UDOT projects.

Sincerely,

Pamela Higgins, NEPA/NHPA Specialist  
UDOT Environmental, Region 4

PH

C: Carbon County Certified Local Government, 120 East Main Street, Price, UT 84510-3057



*Preserving America's Heritage*

**Advisory Council on Historic Preservation  
Electronic Section 106 Documentation Submittal System (e106) Form  
MS Word format**

**Send to: *e106@achp.gov***

**I. Basic information**

- 1. Name of federal agency** (If multiple agencies, state them all and indicate whether one is the lead agency):

In accordance with Stipulation IX (D)(4)(e) of the Second Amended Programmatic Agreement among the FHWA, the Utah State Historic Preservation Officer, the Advisory Council on Historic Preservation, the USACE Sacramento District, and the UDOT Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah (executed June 3, 2013), the Utah Department of Transportation (UDOT) has been delegated the responsibility of notifying the Advisory Council on Historic Preservation of findings of adverse effects.

- 2. Name of undertaking/project** (Include project/permit/application number if applicable):

UDOT Project No. F-0010(75)66, SR-10, US-6 to Ridge Road, Carbon County, Utah (PIN 13664)

- 3. Location of undertaking** (Indicate city(s), county(s), state(s), land ownership, and whether it would occur on or affect historic properties located on tribal lands):

The project is located along SR-10 from approximately M.P. 65.4 to 67.5, near Price, Carbon County, Utah. The majority of the project will be within the UDOT ROW but some private lands are also involved.

- 4. Name and title of federal agency official and contact person for this undertaking**, including email address and phone number:

Bryan Dillon, FHWA Area 2 Engineer  
Email: Bryan.Dillon@dot.gov  
Phone: (801) 955-3517  
Address: 2520 West 4700 South, Suite 9A  
Salt Lake City UT 84129

Liz Robinson, UDOT Cultural Resources Manager  
Email: lizrobinson@utah.gov  
Phone: (801) 910-2035  
Address: 4501S. 2700 West, Box 148450  
Salt Lake City UT 84114

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 □ Washington, DC 20001-2637  
Phone: 202-517-0200 Fax: 202-517-6381 achp@achp.gov www.achp.gov

**5. Purpose of notification.** Indicate whether this documentation is to:

UDOT is providing notice to the ACHP of a finding that an undertaking may adversely affect historic properties.

**II. Information on the Undertaking\***

**6. Describe the undertaking and nature of federal involvement** (if multiple federal agencies are involved, specify involvement of each):

UDOT proposes to use federal funds to construct improvements to SR-10 from approximately M.P. 65.4 to 67.5 in Carbon County. This project includes widening to accommodate a center turn lane, adding curb, gutter and sidewalk in areas where there is a need to serve pedestrians, extending or replacing pipe and box culverts, lowering the profile at the vertical curve near M.P. 67, rehabilitating pavement, relocating utilities and rehabilitating culverts and installing headwalls, and adding turn lanes at critical intersections.

**7. Describe the Area of Potential Effects:**

The area of direct potential affects (APE) has been defined as a 2.1-mile-long corridor along SR-10 that extends 200 feet from the current roadway centerline, approximately 51 acres of land. The APE for indirect effects included all land parcels adjoining the ROW.

**8. Describe steps taken to identify historic properties:**

The APE has been entirely previously surveyed for archaeology and therefore work for this project consisted of a reconnaissance level survey and field verification of known sites. A selective reconnaissance level survey was also conducted to record architectural properties abutting the APE. This work was completed by Montgomery Archaeological Consultants in 2016.

**9. Describe the historic property** (or properties) and any National Historic Landmarks within the APE (or attach documentation or provide specific link to this information):

The SR-10 surveys resulted in the location of 11 previously documented archaeological sites and 48 architectural properties. Of these, 4 archaeological sites and 31 architectural properties are eligible to the NRHP. See attached Determination of Eligibility/Finding of Effect for details on these resources.

**10. Describe the undertaking's effects on historic properties:**

**Archaeological historic properties and project effects.**

Site	Name or Description	NRHP Eligibility	Finding of Effect
42CB1040	Carbon Canal	Eligible, Criterion A and C	No Adverse Effect
42CB1270	Old SR-10	Eligible, Criterion A	No Adverse Effect
42CB1436	Trash Scatter	Eligible, Criterion D	No Historic Properties Affected
42CB2141	Trash Scatter	Eligible, Criterion D	No Adverse Effect

*Site 42CB1040:* The proposed project includes extending the culvert that carries the Carbon Canal under SR-10 on both the inlet and outlet ends. The original section of the culvert directly under the highway will not be touched.

*Site 42CB1270:* This proposed project includes adding headwalls and riprap at the inlet and outlet ends to the original culvert pipe that channels Drunkard Wash, but the pipe will remain in place. This culvert is all that remains of old SR-10 in this location.

*Site 42CB1436:* Site will be avoided

*Site 42CB2141:* : The proposed project will remove a strip of the site closest to the SR-10 edge of the pavement on the east side of the highway near MP 67.1. Site 42CB2141 comprises multiple historic time-period, single episode trash dumps. None of the documented concentrations will be touched by this construction proposal.

### Architectural historic properties and project effects.

Address	Date	Style/Type	SHPO Rating/NRHP Eligibility	Finding of Effect
1275 S. Fairgrounds Road	1948	Post-WWII: other / other late 20 <sup>th</sup> century	EC/Eligible	No Historic Properties Affected
?1266 S. Highway 10	1946	1-story foursquare / Post-WWII: other	EC/Eligible	No Historic Properties Affected
1288 S. Highway 10	1948	Post-WWII: other / other late 20 <sup>th</sup> century	EC/Eligible	No Historic Properties Affected
1332 S. Highway 10	1948	Early ranch / early ranch/rambler	EC/Eligible	No Historic Properties Affected
1767 S. Highway 10	1920	1-story foursquare / Post-WWII: other / 20 <sup>th</sup> century: other	EC/Eligible	No Adverse Effect; TCE: 1,488 sq. ft.; Partial Acquisition: 116 sq. ft.
1777 S. Highway 10	1930	1-story central block with projecting bays / 20 <sup>th</sup> century: other	EC/Eligible	No Adverse Effect; TCE: 1,056 sq.ft.
1867 S. Highway 10	1960	1-story side-gabled Post-WWII: other / other residential	EC/Eligible	No Adverse Effect; TCE: 5,119 sq. ft.; Partial Acquisition: 6,974 sq. ft.
?2010 S. Highway 10	1944	1-story service station in Post-WWII: other	EC/Eligible	Adverse Effect; Structure will be acquired by the project
45 E. Robertson Road (2000 S.)	1950	1-story hip-roofed single dwelling ranch/rambler	EC/Eligible	No Adverse Effect; Partial Acquisition: 359 sq. ft.
2032 S. Highway 10	1967	Mobile home / mobile home	EC/Eligible	No Historic Properties Affected
2044 S. Highway 10	1940	1-story foursquare / 20 <sup>th</sup> century other	EC/Eligible	Adverse Effect; Structure will be demolished by the project
2066 S. Highway 10	1940	1-story foursquare / 20 <sup>th</sup> century other	EC/Eligible	Adverse Effect; Structure will be acquired by the project
2067 S. Highway 10	1941	Ranch/rambler	EC/Eligible	Adverse Effect; Structure will be acquired by the project
2088 S. Highway 10	1941	20 <sup>th</sup> century other / other residential	EC/Eligible	Adverse Effect; Structure will be acquired by the project
2098 S. Highway 10	1970	Mobile home / mobile home	EC/Eligible	No Adverse Effect; TCE: 408 sq. ft.; Partial Acquisition: 2,093 sq. ft.
2111 S. Highway 10	1954	½-story single dwelling Cape Cod/WWII-era cottage	EC/Eligible	No Adverse Effect; TCE: 4,413 sq. ft.; Partial Acquisition: 1,813 sq. ft.
?2154 S. Highway 10	1930	1-story WWII-era cottage / 20 <sup>th</sup> century: other	EC/Eligible	No Adverse Effect; TCE: 3,512 sq. ft.; Partial Acquisition: 976 sq. ft.
?2188 S. Highway 10	1946	1-story single dwelling clipped gable cottage	EC/Eligible	Adverse Effect; Structure will be acquired by the project
2198 S. Highway 10	1947	1-story single dwelling clipped gable cottage	EC/Eligible	Adverse Effect; Structure will be acquired by the project
2199 S. Highway 10	1945	1-story single dwelling	EC/Eligible	No Adverse Effect; TCE: 2,219 sq. ft.;

Address	Date	Style/Type	SHPO Rating/NRHP Eligibility	Finding of Effect
		clipped gable cottage		Partial Acquisition: 1,111 sq. ft.
2266 S. Highway 10	1944	1 1/2-story front-gabled other residential / Post WWII: other	EC/Eligible	No Adverse Effect; TCE: 5,187 sq. ft., Partial Acquisition: 505 sq. ft.
2289 S. Highway 10	1925	1-story other residential / 20th century other	EC/Eligible	No Adverse Effect; TCE: 950 sq. ft.; Partial Acquisition: 704 sq. ft.
2305 S. Highway 10	1947	1/2 story single dwelling post-WWII: other	EC/Eligible	Adverse Effect; Structure will be acquired by the project
2345 S. Highway 10	1946	Traditional style single dwelling WWII-era cottage	EC/Eligible	No Adverse Effect; TCE: 4,331 sq. ft.; Partial Acquisition: 1,696 sq. ft.
2354 S. Highway 10	1939	1-story single dwelling hipped roof WWII-era cottage / 20th century: other	EC/Eligible	No Adverse Effect; TCE: 6,625 sq. ft.; Partial Acquisition: 1,400 sq. ft.
2410 S. Highway 10	1935	Minimal traditional / 1-story single dwelling hipped-roof WWII-era cottage	EC/Eligible	No Adverse Effect; TCE: 2,247 sq. ft.; Partial Acquisition: 435 sq. ft.
2433 S. Highway 10	1970	1-story single-gable ranch/rambler	EC/Eligible	Adverse Effect; Structure will be acquired by the project
2511 S. Highway 10	1945	1-story WWII-era cottage / post WW II: other	EC/Eligible	No Adverse Effect; TCE: 1,212 sq. ft.; Partial Acquisition: 1,474 sq. ft.
2754 S. Highway 10	1955	1-story ranch/rambler	EC/Eligible	No Adverse Effect; TCE: 954 sq. ft.; Partial Acquisition: 850 sq. ft.
2767 S. Highway 10	1957	2-story split level single dwelling	EC/Eligible	No Adverse Effect; TCE: 1,935 sq. ft.; Partial Acquisition: 3,827 sq. ft.
2832 S. Highway 10	1959	1 1/2 story Cape Cod type minimal traditional	EC/Eligible	No Adverse Effect; TCE: 631 sq. ft.; Partial Acquisition: 1,555 sq. ft.

**11. Explain how this undertaking would adversely affect historic properties** (include information on any conditions or future actions known to date to avoid, minimize, or mitigate adverse effects):

The project will require the acquisition and removal of 9 properties. UDOT design was able to minimize impacts to the remaining 17 eligible properties to small acquisitions that will not impact the structure or character-defining features.

**12. Provide copies or summaries of the views provided to date by any consulting parties, Indian tribes or Native Hawai'ian organizations, or the public**, including any correspondence from the SHPO and/or THPO.

Native American consultation was initiated through letters sent to the Uintah and Ouray Ute Tribes, Pueblo of Hopi, Paiute Indian Tribe of Utah and the Shivwits and Cedar Bands of Paiute (sent December 18, 2015). The Paiute Indian Tribe of Utah was the only tribe to respond and they had no concerns with the project. The UDOT is continuing consultation with the Price Certified Local Government. Consultation with the public is ongoing but no comments on the adverse effects to historic properties have been received.

\* see *Instructions for Completing the ACHP e106 Form*

### III. Optional Information

**13. Please indicate the status of any consultation that has occurred to date.** Are there any consulting parties involved other than the SHPO/THPO? Are there any outstanding or unresolved concerns or issues that the ACHP should know about in deciding whether to participate in consultation?

No unresolved issues or concerns from the consulting parties remain.

**14. Does your agency have a website or website link where the interested public can find out about this project and/or provide comments?** Please provide relevant links:

No.

**15. Is this undertaking considered a “major” or “covered” project listed on the Federal Infrastructure Projects Permitting Dashboard or other federal interagency project tracking system?** If so, please provide the link or reference number:

No.

**The following are attached to this form** (check all that apply):

- Section 106 consultation correspondence
- Maps, photographs, drawings, and/or plans
- Additional historic property information
- Other:



State of Utah

GARY R. HERBERT  
Governor

SPENCER J. COX  
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.  
Executive Director

SHANE M. MARSHALL, P.E.  
Deputy Director

16-1257

September 29, 2016

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

RE: UDOT Project No. F-0010(75)66, SR-10, US-6 to Ridge Road, Carbon County, Utah (PIN 13664).  
**Determination of Eligibility and Finding of Adverse Effect.**

Dear Mr. Jensen:

The Utah Department of Transportation (UDOT) is preparing to undertake the subject federal-aid project. In accordance with Stipulation II, Part A and Appendix B of the *Memorandum of Understanding, State Assumption of Responsibility for Categorical Exclusions (23 USC §326)* (executed June 30, 2011), the UDOT assumes responsibility, assigned by the Federal Highway Administration (FHWA), for ensuring compliance with Section 106 of the NHPA and with Section 4(f) of the DOT Act of 1966, as amended. In accordance with the *Second Amended Programmatic Agreement among the FHWA, the Utah State Historic Preservation Officer, the Advisory Council on Historic Preservation, the USACE Sacramento District, and the UDOT Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah* (executed June 3, 2013), Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 300101 et seq.), and U.C.A.9-8-404, the UDOT has taken into account the effects of this undertaking on historic properties, and is affording the Utah State Historic Preservation Officer (SHPO) an opportunity to comment on the undertaking. Additionally, this submission is in compliance with Section 4(f) of the Department of Transportation Act of 1966, 23 U.S.C. § 138 (as amended) and 49 U.S.C. § 303 (as amended).

**PROJECT DESCRIPTION**

This project proposes to construct improvements to SR-10 south of Price, in Carbon County, Utah. The project extends from approximately M.P. 65.4 to 67.5. This project includes widening to accommodate a center turn lane, adding curb, gutter and sidewalk in areas where there is a need to serve pedestrians, extending or replacing pipe and box culverts, lowering the profile at the vertical curve near M.P. 67, rehabilitating pavement, relocating utilities and rehabilitating culverts and installing headwalls, and adding turn lanes at critical intersections.

The area of potential affects (APE) has been defined as a 2.1-mile-long corridor along SR-10 that extends 200 feet from the current roadway centerline. The APE has been entirely previously surveyed for archaeology and therefore work for this project consisted of a reconnaissance level survey and field verification of known sites. This Class II inventory was conducted by Montgomery Archaeological Consultants, under State Antiquities Project Number U-15-MQ-0493s, and the results are reported in *Site Verification and Class III Inventory of Utah Department of Transportation's State Route 10 Road Widening Between MP 65.27 and MP 67.5; South Price to Ridge Road, Carbon County, Utah* (see enclosed report). A selective reconnaissance level survey was conducted to record

Received  
OCT 7, 2016  
USHPO

architectural properties abutting the APE, and the results are reported in *Cultural Resources Survey State Route 10: South Price to Ridge Road, Milepost 65.276 to 76.5, Carbon County, Utah*, prepared by Bee Lufkin for Montgomery Archaeological Consultants, Inc. (see enclosed report).

The SR-10 surveys resulted in the location of 11 previously documented archaeological sites and 48 architectural properties. Of these, 4 archaeological sites and 31 architectural properties are eligible to the National Register of Historic Places (NRHP). No known traditional cultural properties or paleontological resources are located in the APE. The Determinations of Eligibility and Findings of Effects is provided in Table 1 for archaeological resources and in Table 2 for architectural properties.

## ARCHAEOLOGICAL RESOURCES

Table 1. Determinations of Eligibility and Findings of Effect for Archaeological Resources

Site	Name or Description	NRHP Eligibility	Finding of Effect	Warrants preservation in place	Section 4(f) Use
42CB1040	Carbon Canal	Eligible, Criterion A and C	No Adverse Effect	No	NA
42CB1270	Old SR-10	Eligible, Criterion A	No Adverse Effect	No	NA
42CB1435	Trash Scatter	Not Eligible	No Historic Properties Affected	NA	NA
42CB1436	Trash Scatter	Eligible, Criterion D	No Historic Properties Affected	No	NA
42CB1437	Trash Scatter	Not Eligible	No Historic Properties Affected	NA	NA
42CB2139	Irrigation Ditch	Not Eligible	No Historic Properties Affected	NA	NA
42CB2140	Irrigation Ditch	Not Eligible	No Historic Properties Affected	NA	NA
42CB2141	Trash Scatter	Eligible, Criterion D	No Adverse Effect	No	NA
42CB2142	Dismantled Billboard	Not Eligible	No Historic Properties Affected	NA	NA
42CB2143	Abandoned Road Segment	Not Eligible	No Historic Properties Affected	NA	NA
42CB2144	Trash Scatter	Not Eligible	No Historic Properties Affected	NA	NA

**Description of Effect to Site 42CB1040:** The proposed project includes extending the culvert that carries the Carbon Canal under SR-10 on both the inlet and outlet ends. The original section of the culvert directly under the highway will not be touched. The project will affect a relatively small portion of the site and will not substantially impact or alter any contributing elements of the site or any of the character-defining features for which it was determined eligible for the NRHP. Thus, the proposed project will result in a finding of No Adverse Effect.

*Description of Effect to Site 42CB1270:* This proposed project includes adding headwalls and riprap at the inlet and outlet ends to the original culvert pipe that channels Drunkard Wash, but the pipe will remain in place. This culvert is all that remains of old SR-10 in this location. The project will affect a relatively small portion of the site and will not substantially impact or alter any contributing elements of the site or any of the character-defining features for which it was determined eligible for the NRHP. Thus, the proposed project will result in a finding of No Adverse Effect.

*Description of Effect to Site 42CB2141:* The proposed project will remove a strip of the site closest to the SR-10 edge-of-oil on the east side of the highway near MP 67.1. Site 42CB2141 comprises multiple historic time-period, single episode trash dumps. None of the documented concentrations will be touched by this construction proposal. The project will affect a relatively small portion of the site and will not substantially impact or alter any contributing elements of the site or any of the character-defining features for which it was determined eligible for the NRHP. Thus, the proposed project will result in a finding of No Adverse Effect.

## **ARCHITECTURAL PROPERTIES**

Ms. Lufkin documented and evaluated 48 architectural properties that could be impacted by the project. All 48 are buildings, and of these, 31 are eligible for the National Register of Historic Places. The impacts are described in the paragraph following Table 2.

Table 2. Determinations of Eligibility and Findings of Effect for Architectural Properties

Figure	Address	Date	Style/Type	SHPO Rating/NRHP Eligibility	Finding of Effect	Section 4(f) Use
	1275 S. Fairgrounds Road	1948	Post-WWII: other / other late 20 <sup>th</sup> century	EC/Eligible	No Historic Properties Affected	N/A
	?1266 S. Highway 10	1946	1-story foursquare / Post-WWII: other	EC/Eligible	No Historic Properties Affected	N/A
	1288 S. Highway 10	1948	Post-WWII: other / other late 20 <sup>th</sup> century	EC/Eligible	No Historic Properties Affected	N/A
	1308 S. Highway 10	1965	Post-WWII: other / other late 20 <sup>th</sup> century	NC/Ineligible	No Historic Properties Affected	N/A
	?1310 S. Highway 10	1955	Post-WWII: other / other late 20 <sup>th</sup> century	NC/Ineligible	No Historic Properties Affected	N/A
	1332 S. Highway 10	1948	Early ranch / early ranch/rambler	EC/Eligible	No Historic Properties Affected	N/A
	1510 S. Highway 10	1935/1957	Other commercial/public / other late 20 <sup>th</sup> century	NC/Ineligible	No Historic Properties Affected	N/A
	1632 S. Highway 10	1950	Post-WWII modern / ranch/rambler	NC/Ineligible	No Historic Properties Affected	N/A
	1654 S. Highway 10	1970	Late 20 <sup>th</sup> century other / other late 20 <sup>th</sup> century	NC/Ineligible	No Historic Properties Affected	N/A
	1700 S. Highway 10	1945/1985	Late 20 <sup>th</sup> century other / other late 20 <sup>th</sup> century	NC/Ineligible	No Historic Properties Affected	N/A
1	1767 S. Highway 10	1920	1-story foursquare / Post-WWII: other / 20 <sup>th</sup> century: other	EC/Eligible	No Adverse Effect; TCE: 1,488 sq. ft.; Partial Acquisition: 116 sq. ft.	<i>de minimis</i>
1	1777 S. Highway 10	1930	1-story central block with projecting bays / 20 <sup>th</sup> century: other	EC/Eligible	No Adverse Effect; TCE: 1,056 sq. ft.	Temporary Occupancy
2	1867 S. Highway 10	1960	1-story side-gabled Post-WWII: other / other residential	EC/Eligible	No Adverse Effect; TCE: 5,119 sq. ft.; Partial Acquisition: 6,974 sq. ft.	<i>de minimis</i>
	1899 S. Highway 10	1940	1 1/2-story cross-gabled WWII-era cottage / simple Post-WWII: other	NC/Ineligible	No Historic Properties Affected	N/A
3	?2010 S. Highway 10	1944	1-story service station in Post-WWII: other	EC/Eligible	Adverse Effect; Structure will be acquired by the project	Greater than <i>de minimis</i>
3	45 E. Robertson Road (2000 S.)	1950	1-story hip-roofed single dwelling ranch/rambler	EC/Eligible	No Adverse Effect; Partial Acquisition: 359 sq. ft.	<i>de minimis</i>

Table 2. Determinations of Eligibility and Findings of Effect for Architectural Properties

Figure	Address	Date	Style/Type	SHPO Rating/NRHP Eligibility	Finding of Effect	Section 4(f) Use
	2022 S. Highway 10	1931	Side-gabled 1-story single dwelling in Post-WWII; other / other residential type	NC/Ineligible	No Historic Properties Affected	N/A
4	2032 S. Highway 10	1967	Mobile home / mobile home	EC/Eligible	No Historic Properties Affected	N/A
	2044 S. Highway 10	1940	1-story foursquare / 20 <sup>th</sup> century other	EC/Eligible	Adverse Effect; Structure will be demolished by the project	Greater than <i>de minimis</i>
4	2066 S. Highway 10	1940	1-story foursquare / 20 <sup>th</sup> century other	EC/Eligible	Adverse Effect; Structure will be acquired by the project	Greater than <i>de minimis</i>
5	2067 S. Highway 10	1941	Ranch/rambler	EC/Eligible	Adverse Effect; Structure will be acquired by the project	Greater than <i>de minimis</i>
	2078 S. Highway 10	1948	Residential / Post WWII	NC/Ineligible	No Historic Properties Affected	N/A
6	2088 S. Highway 10	1941	20 <sup>th</sup> century other / other residential	EC/Eligible	Adverse Effect; Structure will be acquired by the project	Greater than <i>de minimis</i>
6	2098 S. Highway 10	1970	Mobile home / mobile home	EC/Eligible	No Adverse Effect; TCE: 408 sq. ft.; Partial Acquisition: 2,093 sq. ft.	<i>de minimis</i>
	2099 S. Highway 10	1930	1-story foursquare / 20 <sup>th</sup> century other	NC/Ineligible	No Historic Properties Affected	N/A
	2100 S. Highway 10	1961	1-story ranch/rambler / single dwelling	NC/Ineligible	No Historic Properties Affected	N/A
7	2111 S. Highway 10	1954	½-story single dwelling Cape Cod/WWII-era cottage	EC/Eligible	No Adverse Effect; TCE: 4,413 sq. ft.; Partial Acquisition: 1,813 sq. ft.	<i>de minimis</i>
8	2154 S. Highway 10	1930	1-story WWII-era cottage / 20 <sup>th</sup> century; other	EC/Eligible	No Adverse Effect; TCE: 3,512 sq. ft.; Partial Acquisition: 976 sq. ft.	<i>de minimis</i>
8	2188 S. Highway 10	1946	1-story single dwelling clipped gable cottage	EC/Eligible	Adverse Effect; Structure will be acquired by the project	Greater than <i>de minimis</i>
10	2198 S. Highway 10	1947	1-story single dwelling clipped gable cottage	EC/Eligible	Adverse Effect; Structure will be acquired by the project	Greater than <i>de minimis</i>
9	2199 S. Highway 10	1945	1-story single dwelling clipped gable cottage	EC/Eligible	No Adverse Effect; TCE: 2,219 sq. ft.; Partial Acquisition: 1,111 sq. ft.	<i>de minimis</i>
12	2266 S. Highway 10	1944	1 1/2-story front-gabled other residential / Post WWII; other	EC/Eligible	No Adverse Effect; TCE: 5,187 sq. ft.; Partial Acquisition: 503 sq. ft.	<i>de minimis</i>
11	2289 S. Highway 10	1925	1-story other residential / 20 <sup>th</sup> century other	EC/Eligible	No Adverse Effect; TCE: 950 sq. ft.; Partial Acquisition: 704 sq. ft.	<i>de minimis</i>

Table 2. Determinations of Eligibility and Findings of Effect for Architectural Properties

Figure	Address	Date	Style/Type	SHPO Rating/NRHP Eligibility	Finding of Effect	Section 4(f) Use
11	2305 S. Highway 10	1947	1/2 story single dwelling post-WWII; other	EC/Eligible	Adverse Effect; Structure will be acquired by the project	Greater than <i>de minimis</i>
13	2345 S. Highway 10	1946	Traditional style single dwelling WWII-era cottage	EC/Eligible	No Adverse Effect; TCE: 4,331 sq. ft.; Partial Acquisition: 1,696 sq. ft.	<i>de minimis</i>
14	2354 S. Highway 10	1939	1-story single dwelling hipped roof WWII-era cottage / 20th century; other	EC/Eligible	No Adverse Effect; TCE: 6,625 sq. ft.; Partial Acquisition: 1,400 sq. ft.	<i>de minimis</i>
15	2410 S. Highway 10	1935	Minimal traditional / 1-story single dwelling hipped-roof WWII-era cottage	EC/Eligible	No Adverse Effect; TCE: 2,247 sq. ft.; Partial Acquisition: 435 sq. ft.	<i>de minimis</i>
16	2433 S. Highway 10	1970	1-story single-gable ranch/rambler	EC/Eligible	Adverse Effect; Structure will be acquired by the project	Greater than <i>de minimis</i>
	2477 S. Highway 10	1933	1-story single dwelling WWII-era cottage / 20th century; other	NC/Ineligible	No Historic Properties Affected	N/A
	2502 S. Highway 10	1942	1-story clipped-gable cottage single dwelling	NC/Ineligible	No Historic Properties Affected	N/A
17	2511 S. Highway 10	1945	1-story WWII-era cottage / post WWII; other	EC/Eligible	No Adverse Effect; TCE: 1,212 sq. ft.; Partial Acquisition: 1,474 sq. ft.	<i>de minimis</i>
	2680 S. Highway 10	1930	1-story single dwelling other / 20th century; other	NC/Ineligible	No Historic Properties Affected	N/A
	2710 S. Highway 10	1952	1-story early ranch/rambler single dwelling	NC/Ineligible	No Historic Properties Affected	N/A
18	2754 S. Highway 10	1955	1-story ranch/rambler	EC/Eligible	No Adverse Effect; TCE: 954 sq. ft.; Partial Acquisition: 850 sq. ft.	<i>de minimis</i>
19	2767 S. Highway 10	1957	2-story split level single dwelling	EC/Eligible	No Adverse Effect; TCE: 1,935 sq. ft.; Partial Acquisition: 3,827 sq. ft.	<i>de minimis</i>
	2776 S. Highway 10	1952	1-story early ranch/rambler single dwelling	NC/Ineligible	No Historic Properties Affected	N/A
	2798 S. Highway 10	1959	1-story post-WWII other / late 20th century; other.	NC/Ineligible	No Historic Properties Affected	N/A
20	2832 S. Highway 10	1959	1 1/2 story Cape Cod type minimal traditional	EC/Eligible	No Adverse Effect; TCE: 631 sq. ft.; Partial Acquisition: 1,555 sq. ft.	<i>de minimis</i>

*Description of Effects:* This proposed project requires right of way acquisitions of approximately 2 to 15 feet for 17 properties evaluated as eligible to the NRHP and whose impact is considered "No Adverse Effect. The project will have an Adverse Effect, requiring the acquisition of the building, for 9 properties. Thus, the proposed project will result in a finding of Adverse Effect and a Section 4(f) *Greater than de minimis* impact for each adversely affected property.

### CONSULTATION EFFORTS

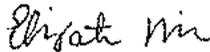
Native American consultation was initiated through letters sent to the Uintah and Ouray Ute Tribes, Shoshone-Bannock Tribes, and Northwestern Band of Shoshone Nation (sent December 16, 2015). The UDOT is continuing consultation with the Price Certified Local Government. An open house will be held so that the public will be notified of the impacts to cultural resources among other considerations.

### SUMMARY

To summarize, the project will result in a finding of Adverse Effect for 9 architectural properties, a finding of No Adverse Effect for 3 archaeological sites and 17 architectural properties, and a finding of No Historic Properties Affected for all remaining architectural properties and archaeological sites. The project will also result in 9 Section 4(f) *Greater than de minimis* uses, 16 Section 4(f) *de minimis* uses, and 1 Section 4(f) temporary occupancy use. Therefore, the Finding of Effect for the proposed UDOT Project No. F-0010(75)66, SR-10, US-6 to Ridge Road, Carbon County, Utah, is **Adverse Effect**.

Please review this document and, providing you agree with the findings contained herein, sign and date the signature line at the end of this letter. Should you have any questions or need additional information, please feel free to contact Liz Robinson at 801-910-2035 or [lizrobinson@utah.gov](mailto:lizrobinson@utah.gov); Elizabeth Giraud at 801-965-4917 or [egiraud@utah.gov](mailto:egiraud@utah.gov), or Pam Higgins at 435-253-2524 or [phiggins@utah.gov](mailto:phiggins@utah.gov).

Sincerely,

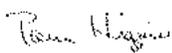


Liz Robinson, M.A., RPA  
Cultural Resources Program Manager  
UDOT Environmental Services

Elizabeth  
Giraud

Digitally signed by Elizabeth  
Giraud  
DN: cn=Elizabeth Giraud  
Date: 2016.10.05 16:31:27 -0500

Elizabeth Giraud, AICP  
Architectural Historian  
UDOT Environmental Services



Pam Higgins  
Oct 5 2016 4:22 PM

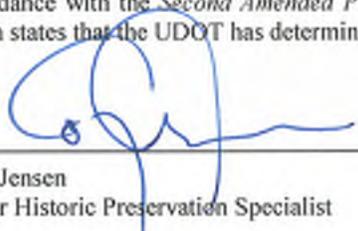
Pamela Higgins  
NEPA/NHPA Specialist, Region 4 Area  
UDOT Environmental Services

Enclosures

cc: Troy Torgersen, Project Manager  
Eric Hansen, Environmental Manager

---

Regarding UDOT Project No. F-0010(75)66, SR-10, US-6 to Ridge Road, Carbon County, Utah, I concur with the Determination of Eligibility and Finding of Effect, submitted to the Utah State Historic Preservation Office in accordance with the *Second Amended Programmatic Agreement*, Section 106 of the NHPA, and U.C.A. 9-8-404, which states that the UDOT has determined that the finding is **Adverse Effect**.



---

Cory Jensen  
Senior Historic Preservation Specialist

10/17/2016  
Date



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Utah Division

December 18, 2015

2520 West 4700 South, Suite 9A  
Salt Lake City, UT 84129-1874  
(801) 955-3500  
(801) 955-3539

In Reply Refer To:  
HDA-UT

Mr. Herman G. Honanie, Chairman  
Pueblo of Hopi  
P.O. Box 123  
Kykotsmovi, AZ 86039

Subject: UDOT Project Number F-0010(75)66  
SR-10; South Price to Ridge Road, Carbon County (PIN 13664)  
Project Notification and Invitation to be a Section 106 Consulting Party

Dear Mr. Honanie:

To improve safety conditions, the Utah Department of Transportation (UDOT) is proposing to improve State Route (SR) 10 between milepost (MP) 65.4 and MP 67.5, south of Price, Carbon County, Utah. Crash data shows an increase in number of collisions in this segment of the highway corridor as it narrows to two lanes (approximately from 1450 South to 3000 South). This segment is without turn lanes and the shoulders are narrow leaving insufficient width for cars to avoid accidents. Additionally, pedestrians currently walk on the roadway shoulder increasing the potential for pedestrian and vehicle impacts. Finally, the sight distance on the vertical curve near MP 67 is deficient, raising the potential for head-on encounters near the top of the curve. The proposed construction could potentially include the following elements:

- Widening to accommodate a center turn lane
- Widening shoulders
- Adding curb, gutter and sidewalk in areas where there is a need to serve pedestrians
- Extending or replacing pipe and box culverts
- Lowering the profile at the vertical curve near MP 67
- Adding turn lanes at critical intersections

Widening SR-10 to include a three-lane section with wider shoulders would provide drivers with more room to avoid other vehicles. Adding curb, gutter and sidewalks would improve pedestrian safety. Lowering the pavement profile at MP 67 will improve vehicular sight distance and safety. The project is federally-funded and a project footprint map is attached.

In accordance with Section 106 of the National Historic Preservation Act (NHPA) and the Second Amended Programmatic Agreement among the Federal Highway Administration, the Utah Department of Transportation, the Utah State Historic Preservation Officer, the USACE Sacramento District, and the Advisory Council on Historic Preservation Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah (Section 106 PA) (signed into effect June 3, 2013), the FHWA will be responsible for consultation with Native American tribes/bands on this project. In accordance with Stipulation II, Part A and Appendix B

of the Renewed Memorandum of Understanding, State Assumption of Responsibility for Categorical Exclusions (23 USC §326), the UDOT assumes responsibility, assigned by the FHWA, for ensuring compliance with Section 106 of the NHPA, except for Native American consultation.

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

At your request, the FHWA and the UDOT staff will be available to meet with you to discuss any concerns you might have about the project. Should you have any questions or concerns about this project and/or wish to be a consulting party, feel free to contact me at 801-955-3517 or at [bryan.dillon@dot.gov](mailto:bryan.dillon@dot.gov), or Pamela Higgins at 435-253-2524 or at [phiggins@utah.gov](mailto:phiggins@utah.gov). We would also appreciate any suggestions you might have about other groups or individuals that we should contact regarding this project or ways that we may more effectively consult with your Tribe/Band.

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

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

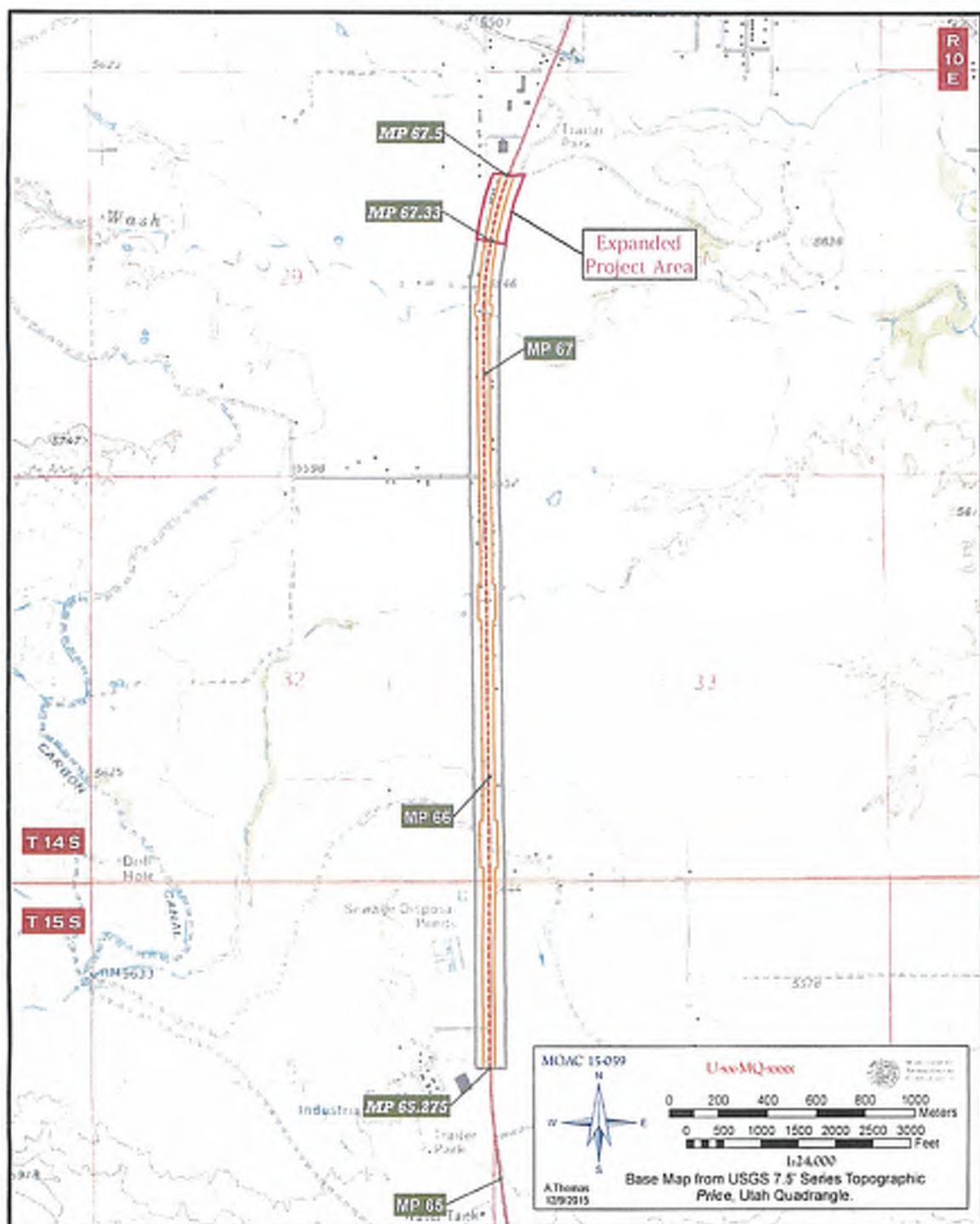
Yours truly,



*Bryan Dillon*  
Bryan Dillon,  
Area Engineer, Region 4

Enclosure: (1)

C: Mr. Leigh Kuwanwisiwma, Director, Hopi Cultural Preservation Office  
Pamela Higgins, NEPA/NHPA Specialist - UDOT Region 4



IDENTICAL COPIES OF THIS LETTER SENT TO:

Original to:	CC to:
Ms. Gari Lafferty, Tribal Chairwoman Paiute Indian Tribe of Utah 440 North Paiute Drive Cedar City, UT 84721	Ms. Dorena Martineau Cultural Resource Representative Paiute Indian Tribe of Utah 440 North Paiute Drive Cedar City, UT 84721
Mr. Gordon Howell, Chairman Uintah & Ouray Ute Indian Reservation PO Box 190 Ft. Duchesne, UT 84026	Ms. Betsy Chapoose, Director Cultural Rights and Protection Department The Ute Indian Tribe PO Box 190 Ft. Duchesne, UT 84026
Mr. Herman G. Honanie, Chairman Pueblo of Hopi P.O. Box 123 Kykotsmovi, AZ 86039	Mr. Leigh Kuwanwisiwma, Director Hopi Cultural Preservation Office Pueblo of Hopi P.O. Box 123 Kykotsmovi, AZ 86039

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

Original to:	CC to:
Ms. Lora E. Tom, Band Chairwoman Cedar Band of the Paiute Indians 4655 North Utah Trail Enoch, UT 84720	Ms. Vala Parashonts Cultural Resource Representative Cedar Band of the Paiute Indians 533 South 640 West Cedar City, UT 84721
Ms. Jetta Wood, Band Chairwoman Shivwits Band of the Paiute Indian Tribe of Utah 6060 West 3650 North Ivins, UT 84738	Ms. Shanana Anderson Cultural Resources Director Shivwits Band of the Paiute Indian Tribe of Utah 6060 West 3650 North Ivins, UT 84738

**UDOT Project Initial Tribal Notification Form  
Section 106 Consultation**

Date: December 18, 2015

UDOT PIN/Project: 13664; F-0010(75)66; SR-10; South Price to Ridge Road, Carbon County

Contact Name: Pamela Higgins

Address: 210 West 800 South, Richfield, UT 84701

Telephone: (435) 253-2524

Email: [phiggins@utah.gov](mailto:phiggins@utah.gov)

**Project Description**

To improve safety conditions, the Utah Department of Transportation (UDOT) is proposing to improve State Route (SR) 10 between milepost (MP) 65.4 and MP 67.5, south of Price, Carbon County, Utah. Crash data shows an increase in number of collisions in this segment of the highway corridor as it narrows to two lanes (approximately from 1450 South to 3000 South). This segment is without turn lanes and the shoulders are narrow leaving insufficient width for cars to avoid accidents. Additionally, pedestrians currently walk on the roadway shoulder increasing the potential for pedestrian and vehicle impacts. Finally, the sight distance on the vertical curve near MP 67 is deficient, raising the potential for head-on encounters near the top of the curve. The proposed construction could potentially include the following elements:

- Widening to accommodate a center turn lane
- Widening shoulders
- Adding curb, gutter and sidewalk in areas where there is a need to serve pedestrians
- Extending or replacing pipe and box culverts
- Lowering the profile at the vertical curve near MP 67
- Adding turn lanes at critical intersections

Widening SR-10 to include a three-lane section with wider shoulders would provide drivers with more room to avoid other vehicles. Adding curb, gutter and sidewalks would improve pedestrian safety. Lowering the pavement profile at MP 67 will improve vehicular sight distance and safety. The project is federally-funded and a project footprint map is attached.

**Archaeological Potential (Prehistoric or Historic Sites)**

- |   |   |
|---|---|
| <input type="checkbox"/> Known prehistoric sites in the project area          | <input type="checkbox"/> Unlikely to find prehistoric sites in the project area |
| <input checked="" type="checkbox"/> Known historic sites in the project area  | <input type="checkbox"/> Unlikely to find historic sites in the project area    |
| <input type="checkbox"/> Likely to find prehistoric sites in the project area | <input type="checkbox"/> No expected ground disturbance                         |
| <input type="checkbox"/> Likely to find historic sites in the project area    | <input type="checkbox"/> Other:   |

**Additional Information/Comments**

The project inventory has been previously inventoried and no prehistoric sites were located inside the UDOT ROW.

**Tribal Information**

Tribe: Shivwits Band of the Paiute Indian Tribe of Utah

Name of tribal contact/representative: Ms. Jetta Wood, Band Chairwoman

Address: 6060 West 3650 North

City, State, Zip: Ivins, UT 84738

Telephone:

Email:

Copies to: Ms. Shanan Anderson, Cultural Resources Director, Shivwits Band of the Paiute Indian Tribe of Utah

**Comments**

- |   |                              |                             |                                   |
|---|------------------------------|-----------------------------|-----------------------------------|
| 1. Do you wish to be a Section 106 consulting party on this project?  | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Not Sure |
| 2. If you do not wish to be a Section 106 consulting party, do you wish to continue to be involved in the development of this project?<br><b>Note:</b> If your answer is "Not Sure," UDOT will continue to provide information. | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Not Sure |
| 3. Are you aware of any traditional religious or culturally important places in or near the project area?   | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Not Sure |
| 4. If yes, can you share details about the place (e.g., location and other characteristics) and any concerns you may have?  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |                                   |
| 5. Is this information sensitive?   | <input type="checkbox"/> Yes | <input type="checkbox"/> No |                                   |

**Additional Comments**

Name of person completing this form, if different from above:

Signature:

Date:

**UDOT Project Initial Tribal Notification Form  
Section 106 Consultation**

Date: December 18, 2015

UDOT PIN/Project: 13664; F-0010(75)66; SR-10; South Price to Ridge Road, Carbon County

Contact Name: Pamela Higgins

Address: 210 West 800 South, Richfield, UT 84701

Telephone: (435) 253-2524

Email: [phiggins@utah.gov](mailto:phiggins@utah.gov)

**Project Description**

To improve safety conditions, the Utah Department of Transportation (UDOT) is proposing to improve State Route (SR) 10 between milepost (MP) 65.4 and MP 67.5, south of Price, Carbon County, Utah. Crash data shows an increase in number of collisions in this segment of the highway corridor as it narrows to two lanes (approximately from 1450 South to 3000 South). This segment is without turn lanes and the shoulders are narrow leaving insufficient width for cars to avoid accidents. Additionally, pedestrians currently walk on the roadway shoulder increasing the potential for pedestrian and vehicle impacts. Finally, the sight distance on the vertical curve near MP 67 is deficient, raising the potential for head-on encounters near the top of the curve. The proposed construction could potentially include the following elements:

- Widening to accommodate a center turn lane
- Widening shoulders
- Adding curb, gutter and sidewalk in areas where there is a need to serve pedestrians
- Extending or replacing pipe and box culverts
- Lowering the profile at the vertical curve near MP 67
- Adding turn lanes at critical intersections

Widening SR-10 to include a three-lane section with wider shoulders would provide drivers with more room to avoid other vehicles. Adding curb, gutter and sidewalks would improve pedestrian safety. Lowering the pavement profile at MP 67 will improve vehicular sight distance and safety. The project is federally-funded and a project footprint map is attached.

**Archaeological Potential (Prehistoric or Historic Sites)**

- |   |   |
|---|---|
| <input type="checkbox"/> Known prehistoric sites in the project area          | <input type="checkbox"/> Unlikely to find prehistoric sites in the project area |
| <input checked="" type="checkbox"/> Known historic sites in the project area  | <input type="checkbox"/> Unlikely to find historic sites in the project area    |
| <input type="checkbox"/> Likely to find prehistoric sites in the project area | <input type="checkbox"/> No expected ground disturbance                         |
| <input type="checkbox"/> Likely to find historic sites in the project area    | <input type="checkbox"/> Other:   |

**Additional Information/Comments**

The project inventory has been previously inventoried and no prehistoric sites were located inside the UDOT ROW.

**Tribal Information**

Tribe: Cedar Band of the Paiute Indians

Name of tribal contact/representative: Ms. Lora E. Tom, Band Chairwoman

Address: 4655 North Utah Trail

City, State, Zip: Enoch, UT 84720

Telephone: (435) 586-9433

Email: [lora.tom@ihs.gov](mailto:lora.tom@ihs.gov)

Copies to: Ms. Vala Parashonts, Cultural Resource Representative, 533 South 640 West, Enoch, UT 84720

**Comments**

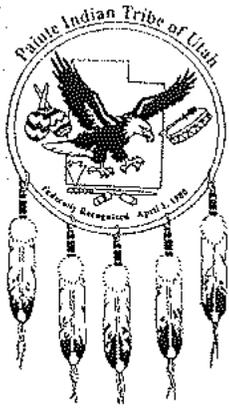
- |   |                              |                             |                                   |
|---|------------------------------|-----------------------------|-----------------------------------|
| 1. Do you wish to be a Section 106 consulting party on this project?  | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Not Sure |
| 2. If you do not wish to be a Section 106 consulting party, do you wish to continue to be involved in the development of this project?<br><b>Note:</b> If your answer is "Not Sure," UDOT will continue to provide information. | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Not Sure |
| 3. Are you aware of any traditional religious or culturally important places in or near the project area?   | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Not Sure |
| 4. If yes, can you share details about the place (e.g., location and other characteristics) and any concerns you may have?  | <input type="checkbox"/> Yes | <input type="checkbox"/> No |                                   |
| 5. Is this information sensitive?   | <input type="checkbox"/> Yes | <input type="checkbox"/> No |                                   |

**Additional Comments**

Name of person completing this form, if different from above:

Signature:

Date:



# THE PAIUTE INDIAN TRIBE OF UTAH

440 North Paiute Drive • Cedar City, Utah 84721 • (435) 586-1112 • Fax (435) 586-7388

January 21, 2016

Bryan Dillon, Area Engineer, Region 4  
U. S. Department of Transportation  
Federal Highway Administration  
Utah Division  
2520 West 4700 South, Suite 9-A  
Salt Lake City, Utah 84118-1847

Dear Mr. Dillon,

**Subject: UDOT Project Number F-0010(75)66 sr-10; South Price to Ridge Road, Carbon County (PIN 13664)**

The Paiute Indian Tribe of Utah is in receipt of your letter December 18, 2015 and has reviewed the material and do not have any objections pertaining to the project named above. At this time we are aware of any cultural resource sites, practices, or locations of importance in the tribe's traditional religions or culture. As you are aware the Tribes support the identification and avoidance of prehistoric archaeological sites and Traditional Cultural Properties.

The Paiute Tribe sincerely appreciates the effort you and your staff have made to consult with the tribe.

Sincerely,

Dorena Martineau/Cultural Resources  
Paiute Indian Tribe of Utah  
435-586-1112 ext. 107



State of Utah

GARY R. HERBERT  
Governor

SPENCER J. COX  
Lieutenant Governor

## DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.  
Executive Director

SHANE M. MARSHALL, P.E.  
Deputy Director

December 16, 2015

Mayor Joe Picolo  
Price City  
185 East Main Street  
PO Box 893  
Price, UT 84501

RE: F-0010(75)66, SR-10; US-6 to Ridge Road CMGC, Carbon County (PIN 13664)  
Project Notification and Request to be a Consulting Party

Dear Mayor Picolo:

To improve safety conditions, the Utah Department of Transportation (UDOT) is proposing to improve State Route (SR) 10 between milepost (MP) 65.4 and MP 67.5, south of Price, Carbon County, Utah. A project footprint map is attached. Crash data shows an increase in number of collisions in this segment of the highway corridor as it narrows to two lanes (approximately from 1450 South to 3000 South). This segment is without turn lanes and the shoulders are narrow leaving insufficient width for cars to avoid accidents. Additionally, pedestrians currently walk on the roadway shoulder increasing the potential for pedestrian and vehicle impacts. Finally, the sight distance on the vertical curve near MP 67 is deficient, raising the potential for head-on encounters near the top of the curve. The proposed construction could potentially include the following elements:

- Widening to accommodate a center turn lane
- Widening shoulders
- Adding curb, gutter and sidewalk in areas where there is a need to serve pedestrians
- Extending or replacing pipe and box culverts
- Lowering the profile at the vertical curve near MP 67
- Adding turn lanes at critical intersections

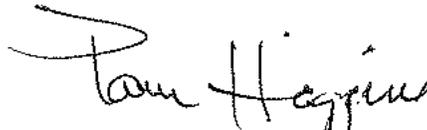
Widening SR-10 to include a three-lane section with wider shoulders would provide drivers with more room to avoid other vehicles. Adding curb, gutter and sidewalks would improve pedestrian safety. Lowering the pavement profile at MP 67 will improve vehicular sight distance and safety.

To widen this section of SR-10 properly, it is likely that new ROW will be needed. The current ROW ranges from 60 ft. to 80 ft. wide. The proposed ROW width will total approximately 100 ft. Existing transportation corridor is either owned by UDOT or is a prescriptive easement through private property. The project is federally-funded.

The proposed widening may potentially result in adverse effects to eligible historic properties. If UDOT determines this type of construction impact, appropriate cultural resource treatment is assured by UDOT policy, federal, and state regulations.

If you have any questions or concerns, please contact 435-253-2524 or phiggins@utah.gov. Thank you for your efforts.

Sincerely,



Pamela Higgins, NEPA/NHPA Specialist  
UDOT, Region 4

PH/attachment

C: Mr. Nick Tatton, Price CLG, P.O. Box 893, Price, UT 84501  
Carbon County CLG, 120 East Main Street, Price, UT 84510-3057



## DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.  
*Executive Director*

SHANE M. MARSHALL, P.E.  
*Deputy Director*

State of Utah

GARY R. HERBERT  
*Governor*

SPENCER J. COX  
*Lieutenant Governor*

June 6, 2016

Mr. Timm Kennedy  
United States Army Corps of Engineers  
Bountiful Regulatory Office  
533 West 2600 South, Suite 150  
Bountiful, UT 84010

RE: F-0010(75)66; US-191; SR-10; South Price to Ridge Road, Carbon County  
Project Notification

Dear Mr. Kennedy:

To improve safety conditions, the Utah Department of Transportation (UDOT) is proposing to improve State Route (SR) 10 between milepost (MP) 65.4 and MP 67.5, south of Price, Carbon County, Utah. Crash data shows an increase in number of collisions in this segment of the highway corridor as it narrows to two lanes (approximately from 1450 South to 3000 South). This segment is without turn lanes and the shoulders are narrow leaving insufficient width for cars to avoid accidents. Additionally, pedestrians currently walk on the roadway shoulder increasing the potential for pedestrian and vehicle impacts. Finally, the sight distance on the vertical curve near MP 67 is deficient, raising the potential for head-on encounters near the top of the curve. The proposed construction could potentially include the following elements:

- Widening to accommodate a center turn lane
- Widening shoulders
- Adding curb, gutter and sidewalk in areas where there is a need to serve pedestrians
- Extending or replacing pipe and box culverts, potentially impacting wetlands
- Lowering the profile at the vertical curve near MP 67
- Adding turn lanes at critical intersections

Widening SR-10 to include a three-lane section with wider shoulders would provide drivers with more room to avoid other vehicles. Adding curb, gutter and sidewalks would improve pedestrian safety. Lowering the pavement profile at MP 67 will improve vehicular sight distance and safety. The project is federally funded and a project footprint map is attached.

An archaeological consultant and an architectural historian have completed cultural resource inventory (CRI) of the entire project area. The following table summarizes archaeological site information:

Site Number	Site Type	NRHP Assessment	Land Status
42Cb1040	Carbon Canal	Eligible, Criterion A and C	UDOT ROW
42Cb1270	Old SR-10	Eligible, Criterion A	UDOT ROW
42Cb1435	Trash Scatter	Not Eligible	Private Land
42Cb1436	Trash Scatter	Eligible, Criterion D	Private Land
42Cb1437	Trash Scatter	Not Eligible	Private Land
42Cb2139	Irrigation Ditch	Not Eligible	Private Land
42Cb2140	Irrigation Ditch	Not Eligible	Private Land
42Cb2141	Trash Scatter	Eligible, Criterion D	Private Land
42Cb2142	Dismantled Billboard	Not Eligible	Private Land
42Cb2143	Abandoned Road Segment	Not Eligible	Private Land
42Cb2144	Trash Scatter	Not Eligible	Private Land

The architectural information is in a separate report. If you would like a table reflecting those findings, please let me know.

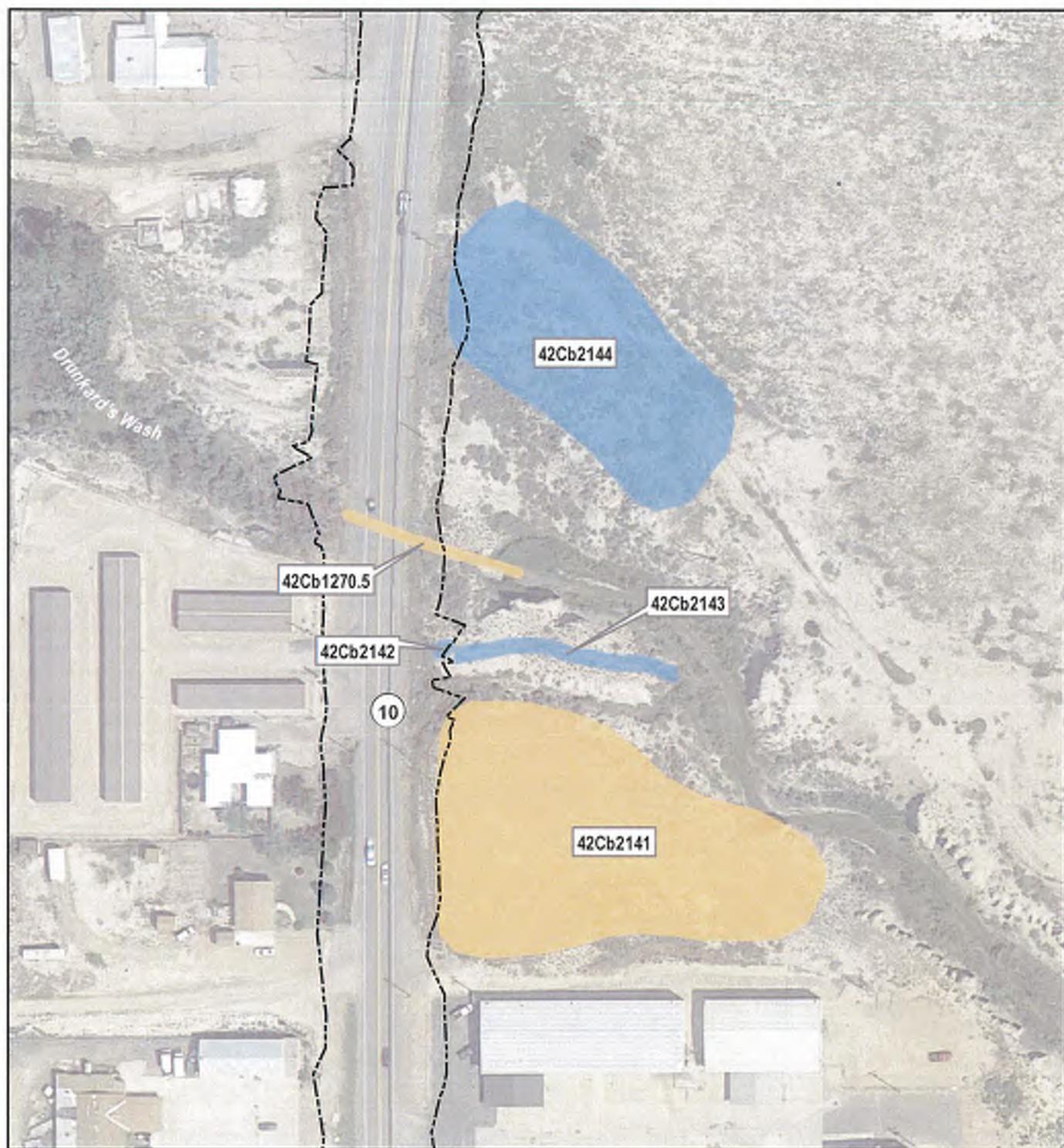
Thank you for your time and comments. If you have any questions or concerns regarding this proposal, please call 435-253-2524 or contact [phiggins@utah.gov](mailto:phiggins@utah.gov).

Sincerely,



Pamela Higgins, NEPA/NHPA Specialist  
UDOT, Region 4

PH/attachment

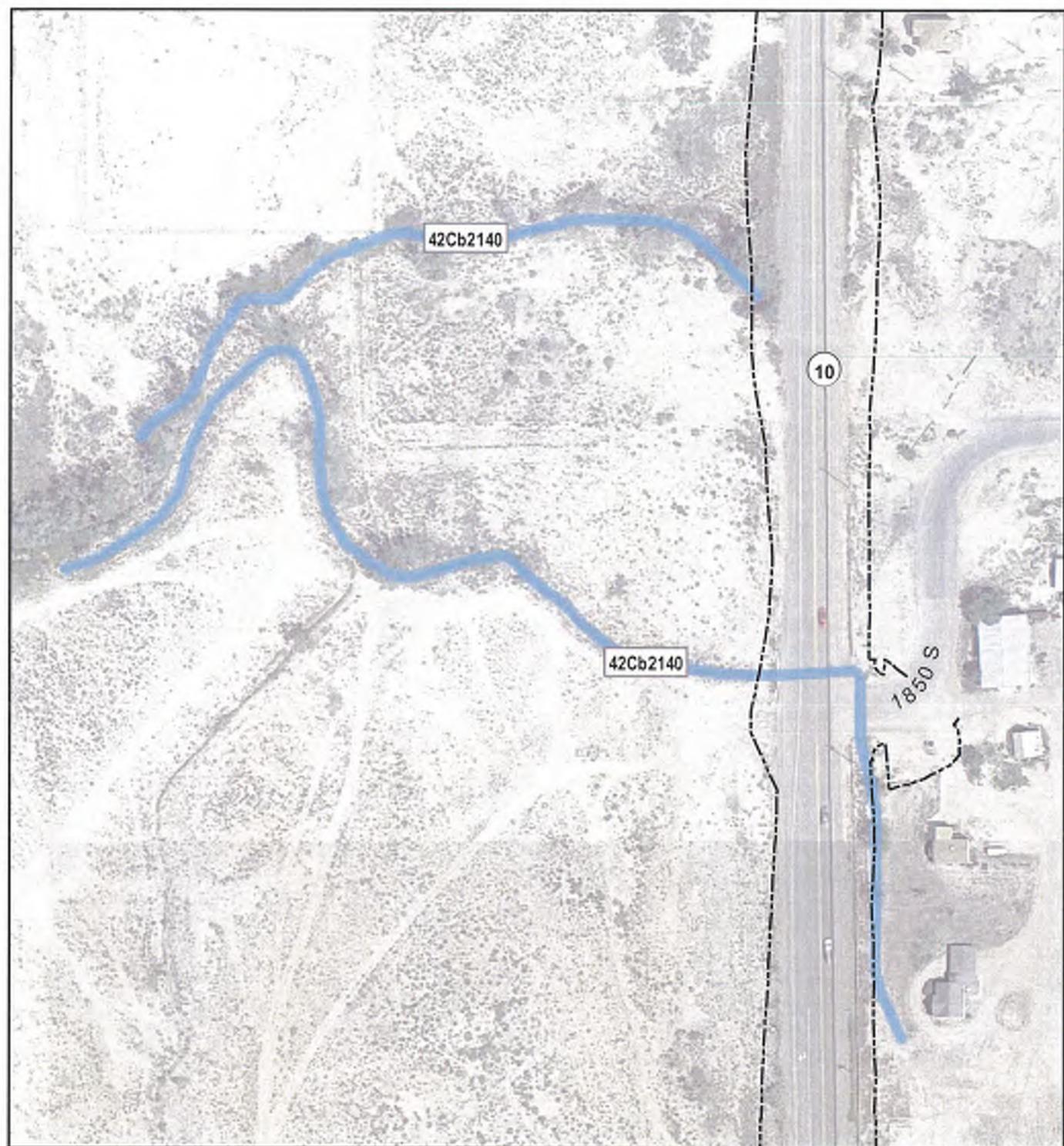


SR-10; South Price to Ridge Road  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 21

**Archaeological Sites**  
 ■ Eligible  
 ■ Not Eligible  
 - - - Cut and Fill Line





SR-10; South Price to Ridge Road  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 22

**Archaeological Sites**  
 ■ Eligible  
 ■ Not Eligible  
 - - - Cut and Fill Line



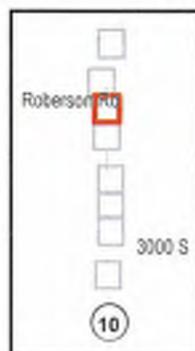


SR-10; South Price to Ridge Road  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 23

Archaeological Sites

- Eligible
- Not Eligible
- Cut and Fill Line





SR-10; South Price to Ridge Road  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 24

**Archaeological Sites**  
 ■ Eligible  
 ■ Not Eligible  
 - - - Cut and Fill Line

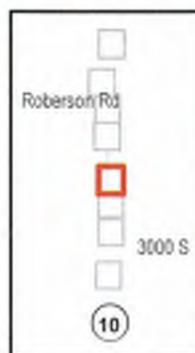


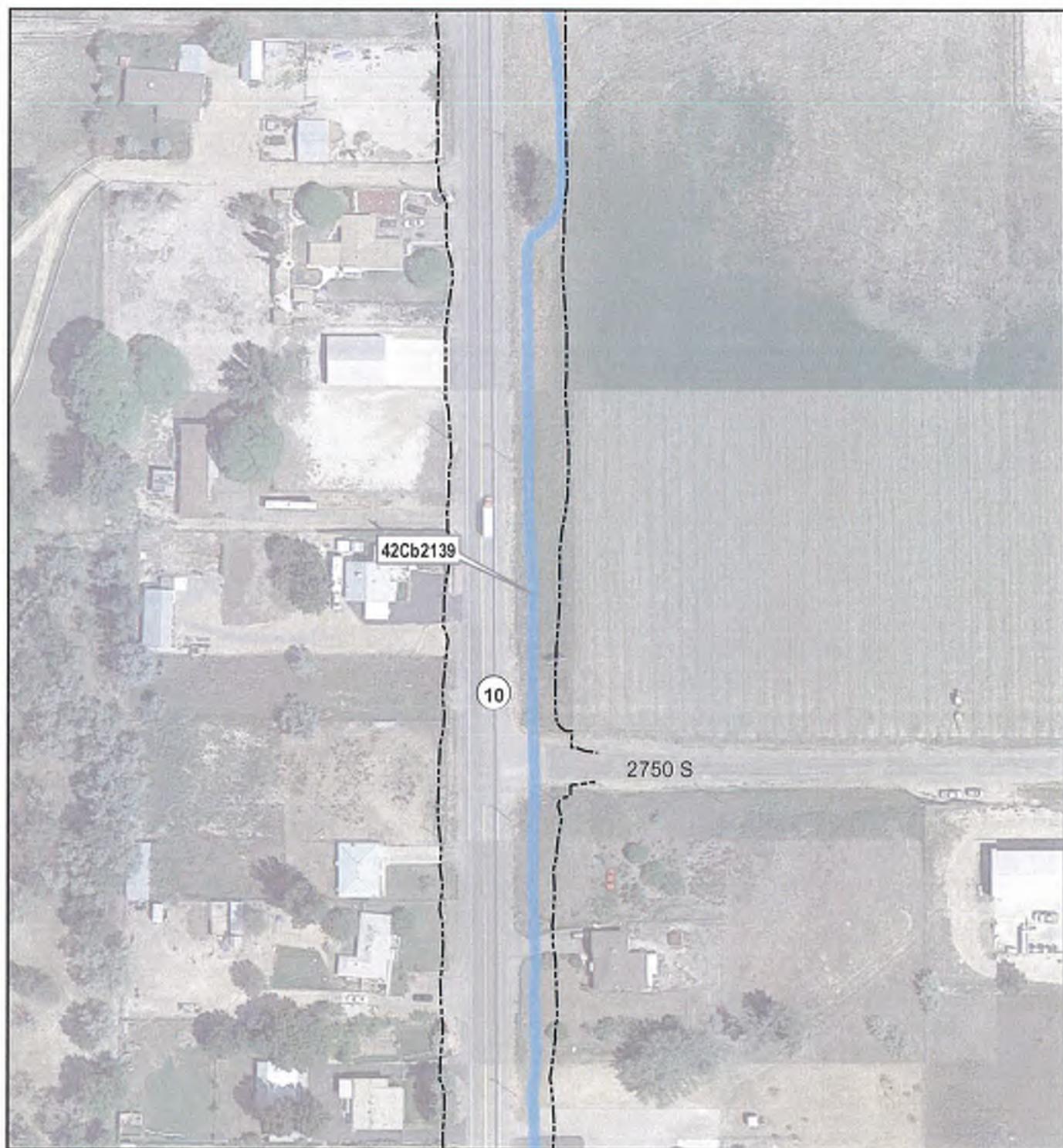


SR-10; South Price to Ridge Road  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 25

**Archaeological Sites**  
 ■ Eligible  
 ■ Not Eligible  
 - - - Cut and Fill Line



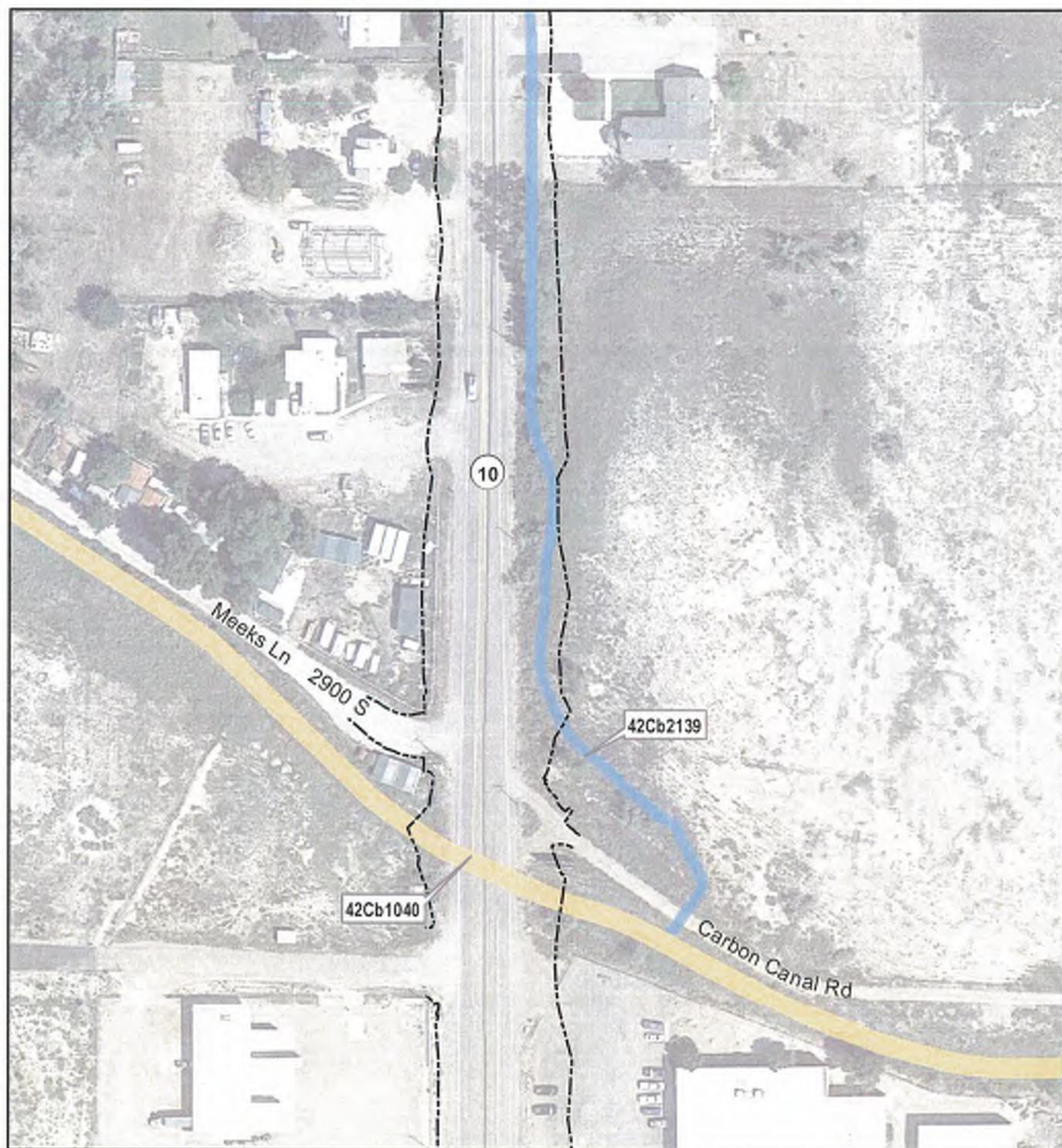


SR-10; South Price to Ridge Road  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 26

**Archaeological Sites**  
 Eligible  
 Not Eligible  
 - - - - - Cut and Fill Line

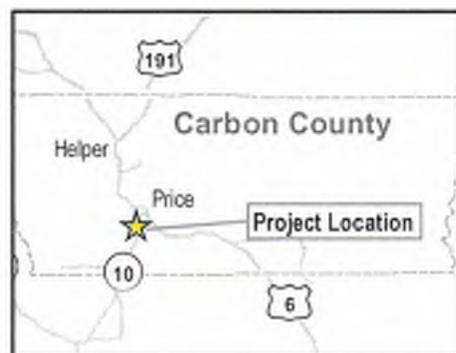




SR-10; South Price to Ridge Road  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 27

**Archaeological Sites**  
 ■ Eligible  
 ■ Not Eligible  
 - - - Cut and Fill Line



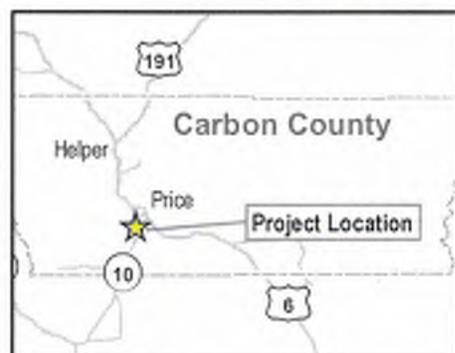
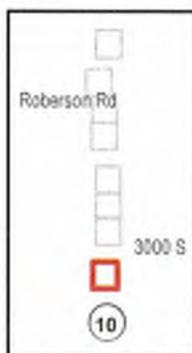


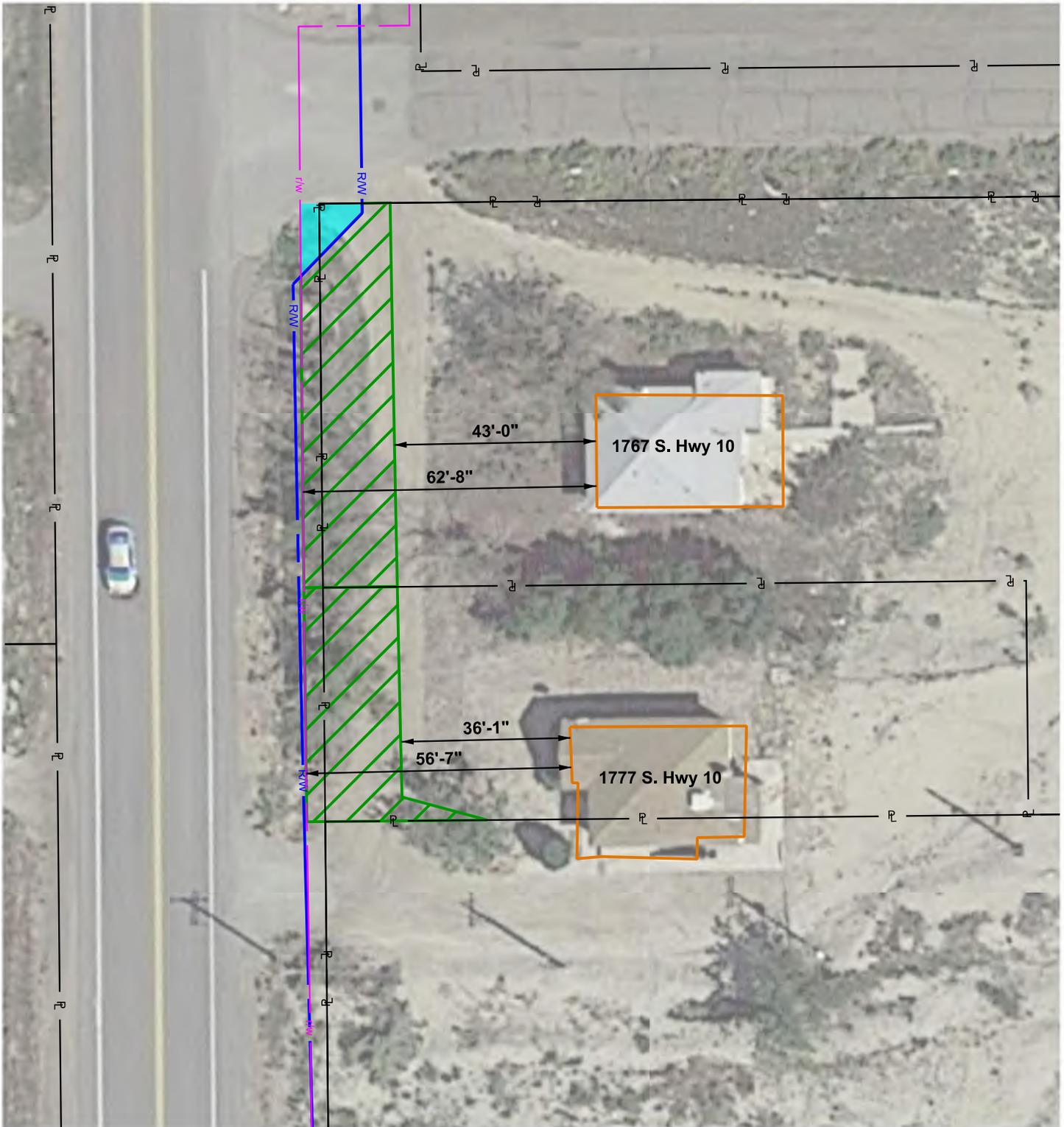
SR-10; South Price to Ridge Road  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 28

Archaeological Sites

- Eligible
- Not Eligible
- Cut and Fill Line



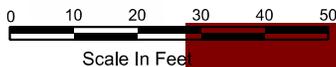


SR-10; 3200 S. to 1150 S., Price  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 1

1. The existing corridor is defined by a prescriptive right-of-way. Evidence of the prescriptive right-of-way includes roadway improvements, fences, ditches, and utilities. These were surveyed by UDOT and define the existing right-of-way line.
2. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.

- Partial Acquisition
- Temporary Construction Easement
- Relocation/Full Acquisition
- Eligible Historic Building
- Easement Line
- Proposed Right-of-Way Line
- Existing Right-of-Way Line



Property Line

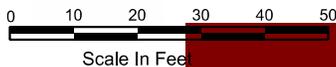


SR-10; 3200 S. to 1150 S., Price  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 2

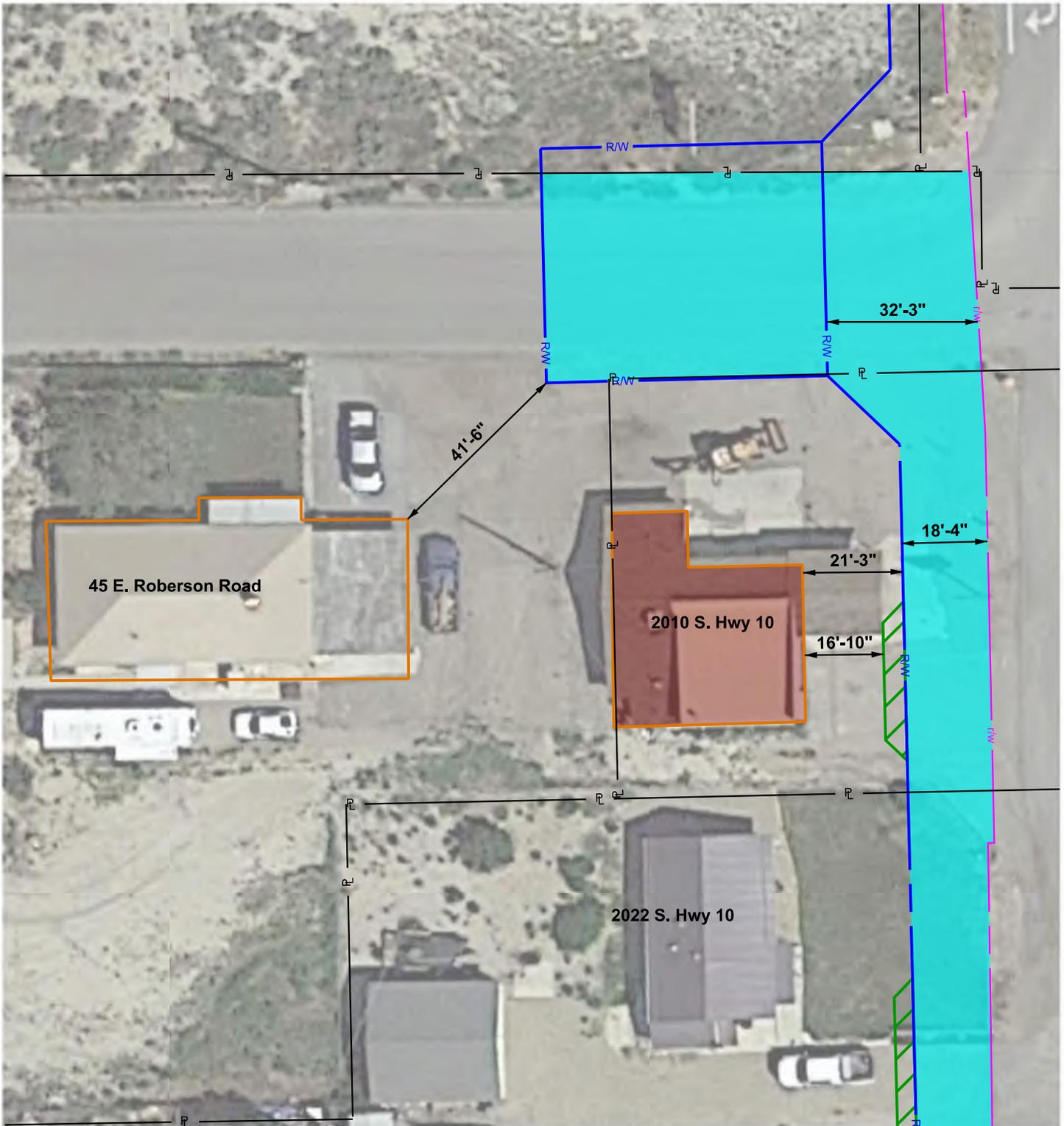
1. The existing corridor is defined by a prescriptive right-of-way. Evidence of the prescriptive right-of-way includes roadway improvements, fences, ditches, and utilities. These were surveyed by UDOT and define the existing right-of-way line.
2. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.

- Partial Acquisition
- Temporary Construction Easement
- Relocation/Full Acquisition
- Eligible Historic Building
- Easement Line
- Proposed Right-of-Way Line
- Existing Right-of-Way Line



Property Line



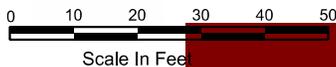


SR-10; 3200 S. to 1150 S., Price  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 3

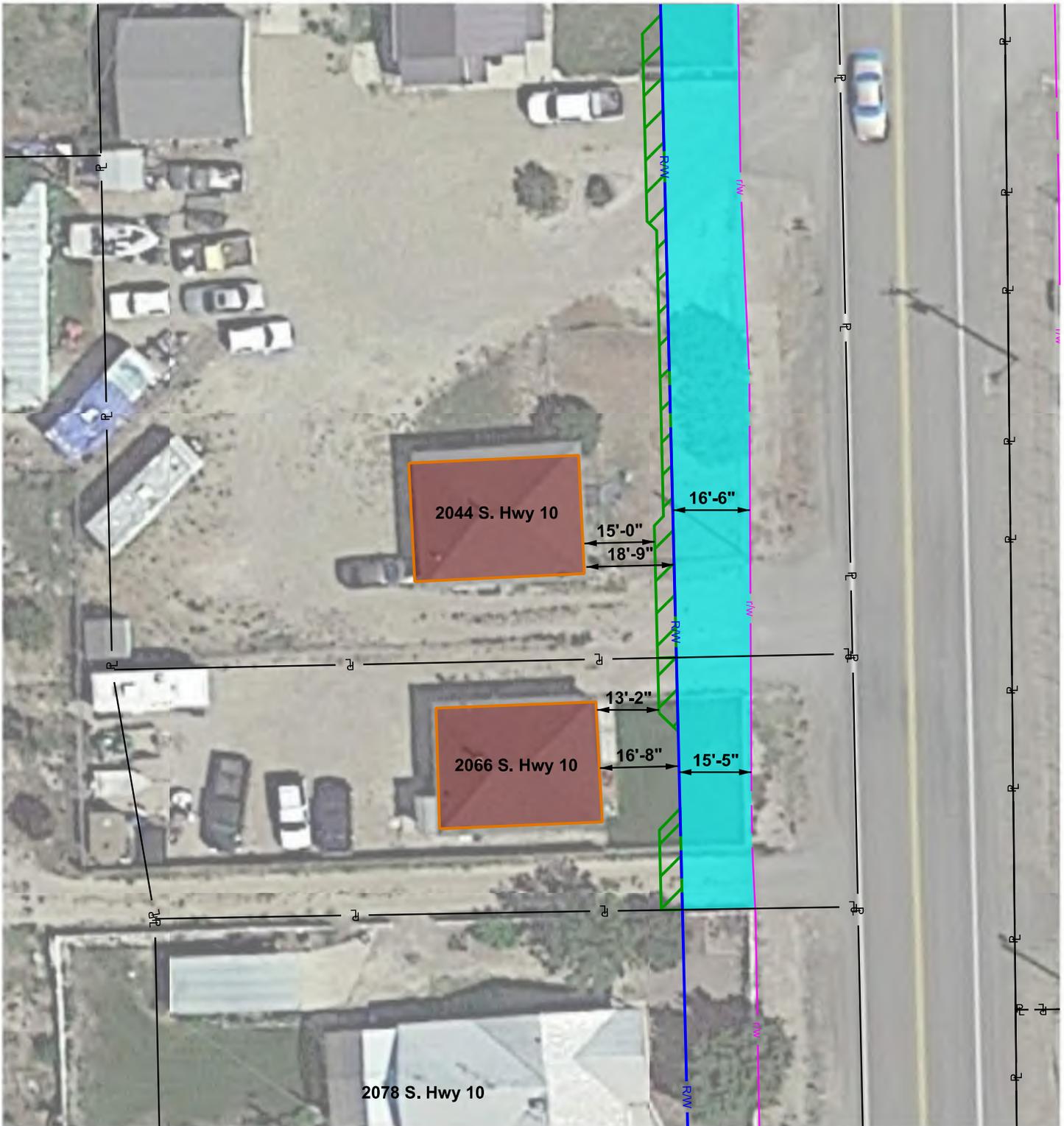
1. The existing corridor is defined by a prescriptive right-of-way. Evidence of the prescriptive right-of-way includes roadway improvements, fences, ditches, and utilities. These were surveyed by LIDOT and define the existing right-of-way line.
2. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.

- Partial Acquisition
- Temporary Construction Easement
- Relocation/Full Acquisition
- Eligible Historic Building
- Easement Line
- Proposed Right-of-Way Line
- Existing Right-of-Way Line



Property Line



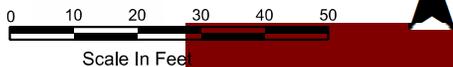


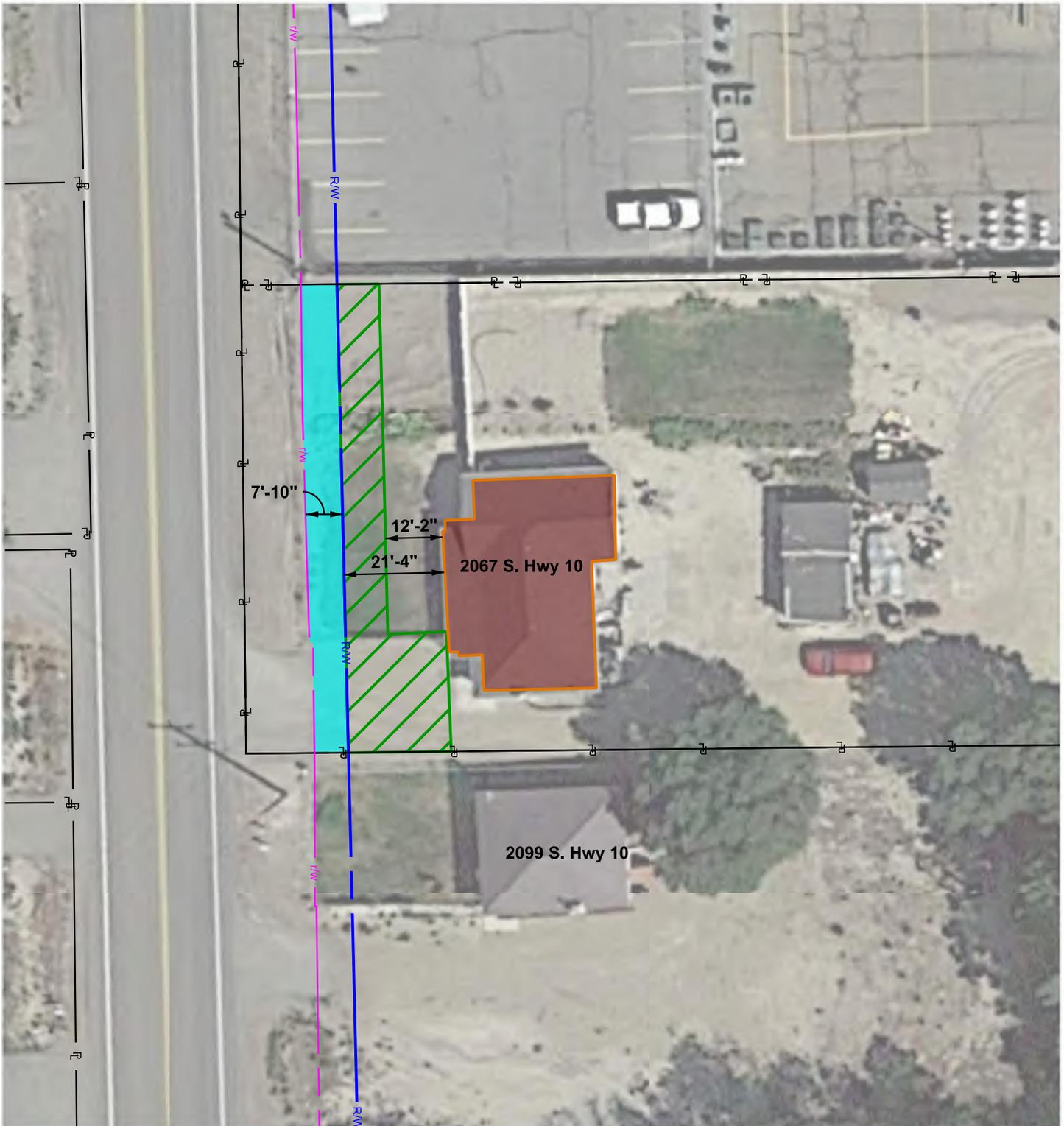
SR-10; 3200 S. to 1150 S., Price  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 4

1. The existing corridor is defined by a prescriptive right-of-way. Evidence of the prescriptive right-of-way includes roadway improvements, fences, ditches, and utilities. These were surveyed by LDOT and define the existing right-of-way line.
2. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.

- Partial Acquisition
- Temporary Construction Easement
- Relocation/Full Acquisition
- Eligible Historic Building
- Easement Line
- Proposed Right-of-Way Line
- Existing Right-of-Way Line
- Property Line

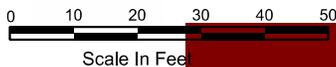




SR-10; 3200 S. to 1150 S., Price  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 5

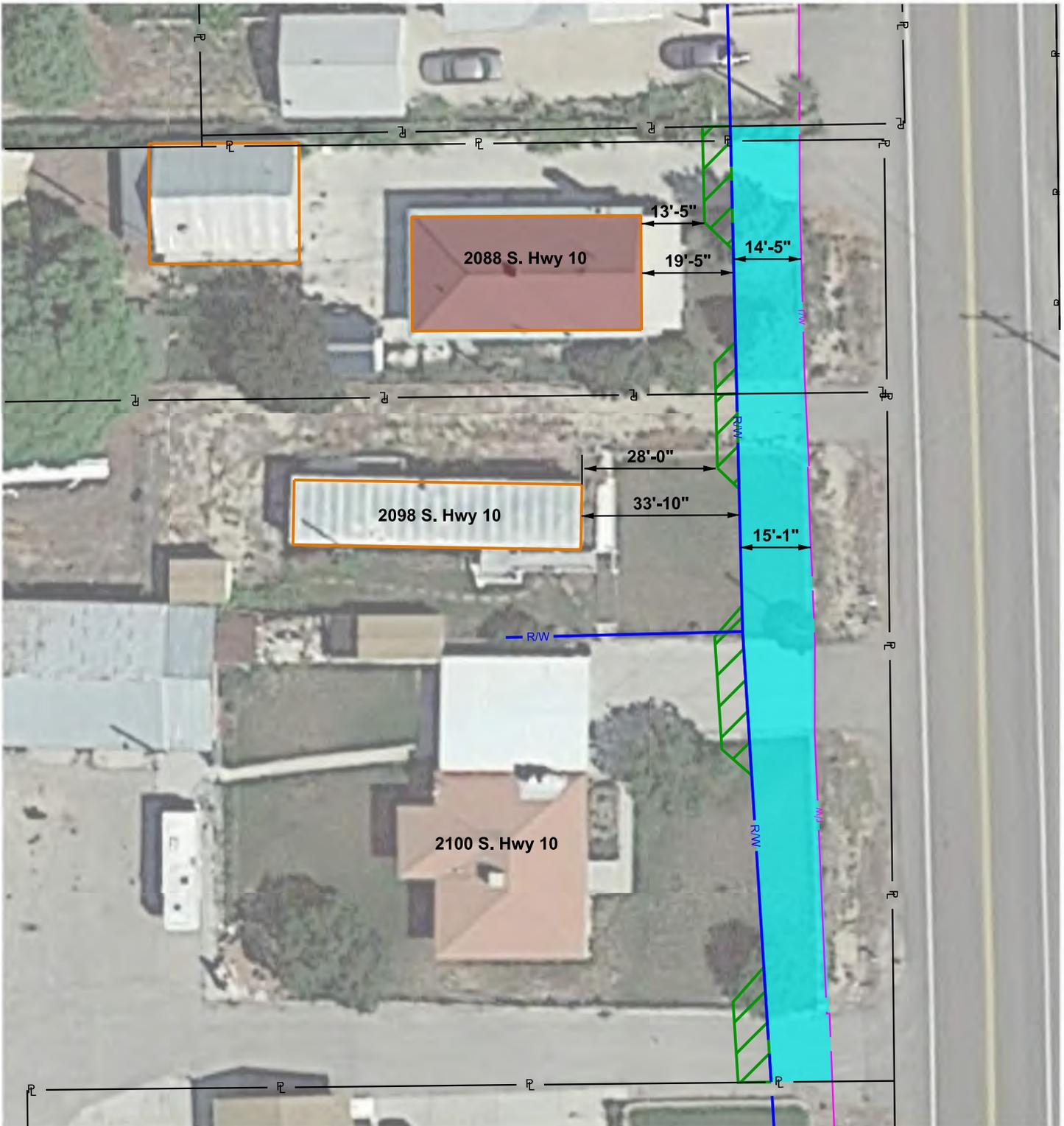
1. The existing corridor is defined by a prescriptive right-of-way. Evidence of the prescriptive right-of-way includes roadway improvements, fences, ditches, and utilities. These were surveyed by UDOT and define the existing right-of-way line.
2. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.



- Partial Acquisition
- Temporary Construction Easement
- Relocation/Full Acquisition
- Eligible Historic Building
- Easement Line
- Proposed Right-of-Way Line
- Existing Right-of-Way Line

Property Line



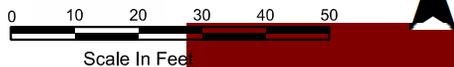


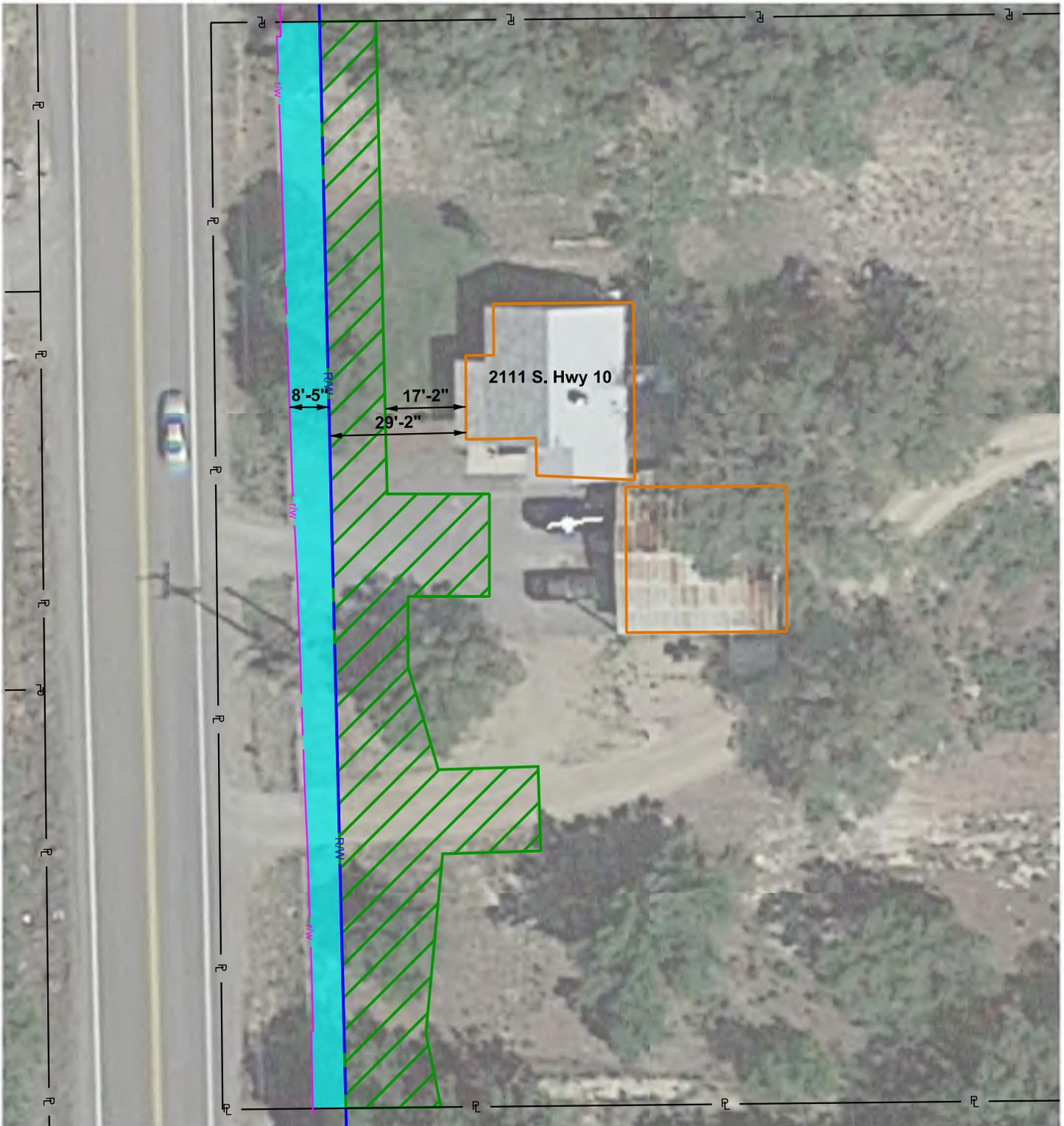
SR-10; 3200 S. to 1150 S., Price  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 6

1. The existing corridor is defined by a prescriptive right-of-way. Evidence of the prescriptive right-of-way includes roadway improvements, fences, ditches, and utilities. These were surveyed by UDOT and define the existing right-of-way line.
2. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.

- Partial Acquisition
- Temporary Construction Easement
- Relocation/Full Acquisition
- Eligible Historic Building
- Easement Line
- Proposed Right-of-Way Line
- Existing Right-of-Way Line
- Property Line



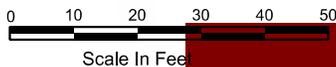


SR-10; 3200 S. to 1150 S., Price  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 7

1. The existing corridor is defined by a prescriptive right-of-way. Evidence of the prescriptive right-of-way includes roadway improvements, fences, ditches, and utilities. These were surveyed by UDOT and define the existing right-of-way line.
2. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.

- Partial Acquisition
- Temporary Construction Easement
- Relocation/Full Acquisition
- Eligible Historic Building
- Easement Line
- Proposed Right-of-Way Line
- Existing Right-of-Way Line



Property Line

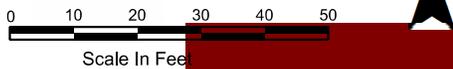


SR-10; 3200 S. to 1150 S., Price  
 Project No.: F-0010(75)66  
 PIN: 13664

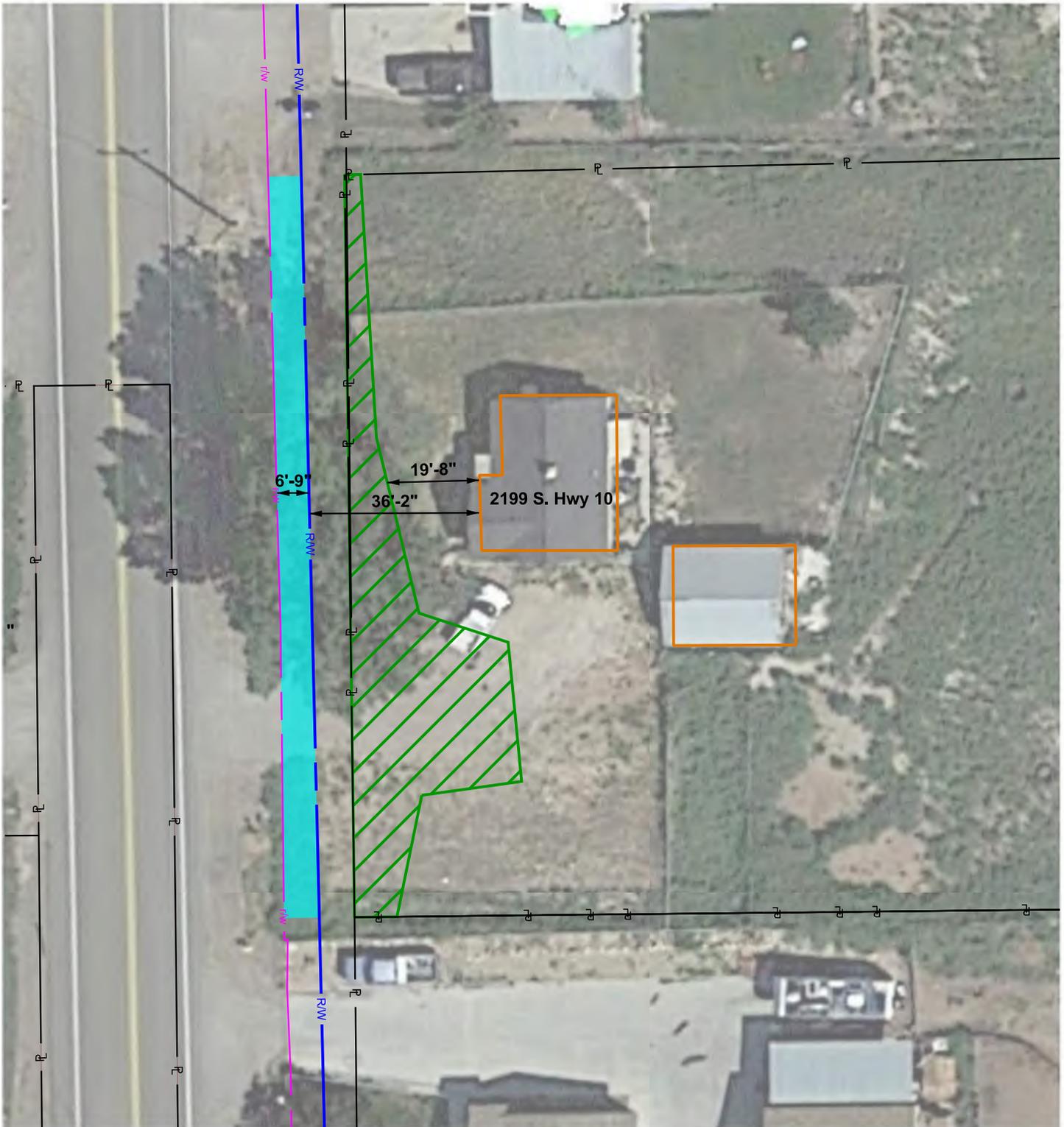
Figure 8

1. The existing corridor is defined by a prescriptive right-of-way. Evidence of the prescriptive right-of-way includes roadway improvements, fences, ditches, and utilities. These were surveyed by UDOT and define the existing right-of-way line.
2. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.

- Partial Acquisition
- Temporary Construction Easement
- Relocation/Full Acquisition
- Eligible Historic Building
- Easement Line
- Proposed Right-of-Way Line
- Existing Right-of-Way Line



Property Line

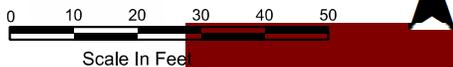


SR-10; 3200 S. to 1150 S., Price  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 9

1. The existing corridor is defined by a prescriptive right-of-way. Evidence of the prescriptive right-of-way includes roadway improvements, fences, ditches, and utilities. These were surveyed by UDOT and define the existing right-of-way line.
2. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.

- Partial Acquisition
- Temporary Construction Easement
- Relocation/Full Acquisition
- Eligible Historic Building
- Easement Line
- Proposed Right-of-Way Line
- Existing Right-of-Way Line
- Property Line

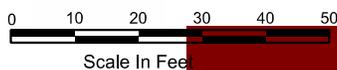




SR-10; 3200 S. to 1150 S., Price  
 Project No.: F-0010(75)66  
 PIN: 13664

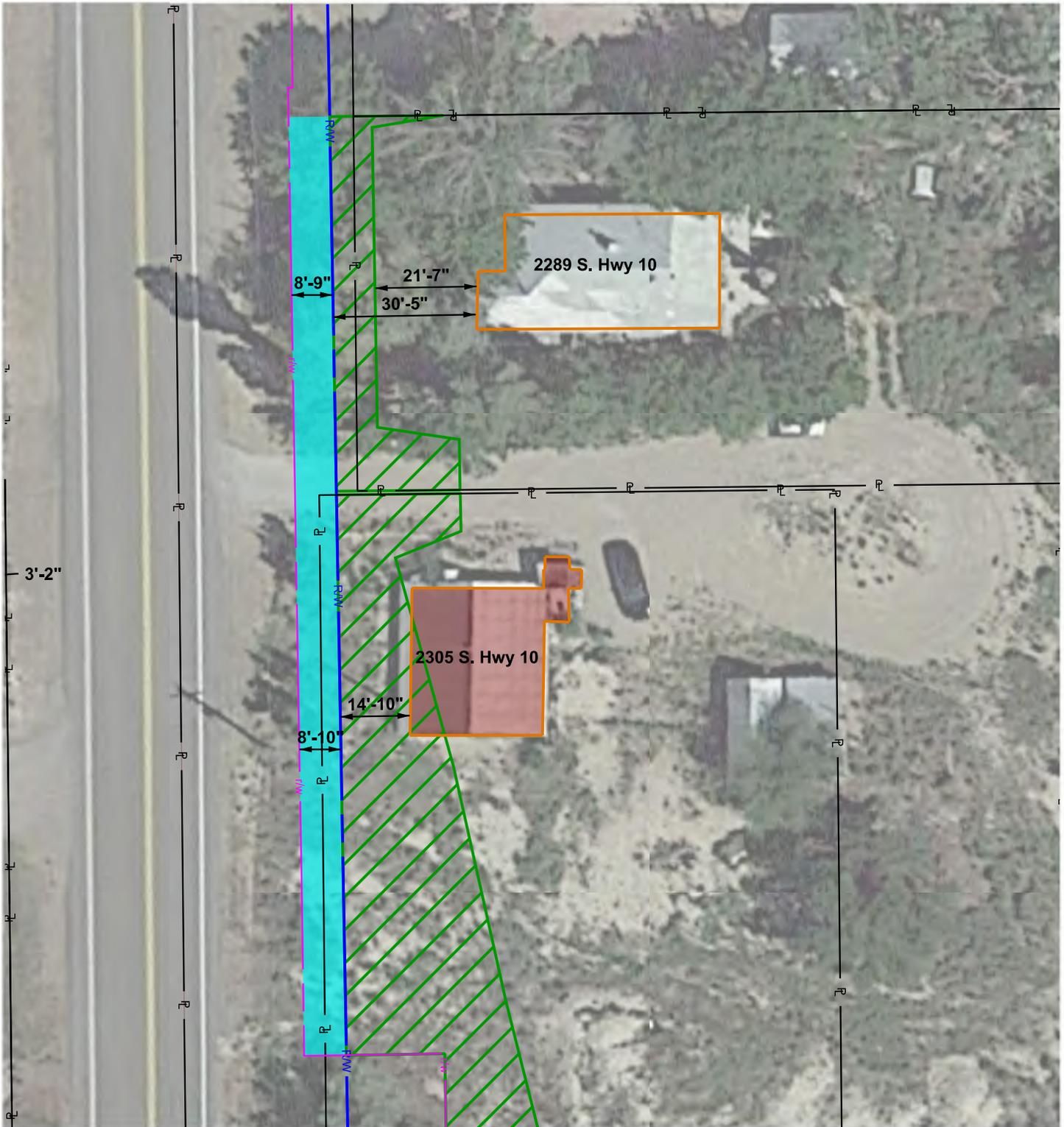
Figure 10

1. The existing corridor is defined by a prescriptive right-of-way. Evidence of the prescriptive right-of-way includes roadway improvements, fences, ditches, and utilities. These were surveyed by UDOT and define the existing right-of-way line. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.
2. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.



- Partial Acquisition
- Temporary Construction Easement
- Relocation/Full Acquisition
- Eligible Historic Building
- Easement Line
- Proposed Right-of-Way Line
- Existing Right-of-Way Line



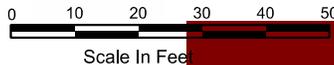


SR-10; 3200 S. to 1150 S., Price  
 Project No.: F-0010(75)66  
 PIN: 13664

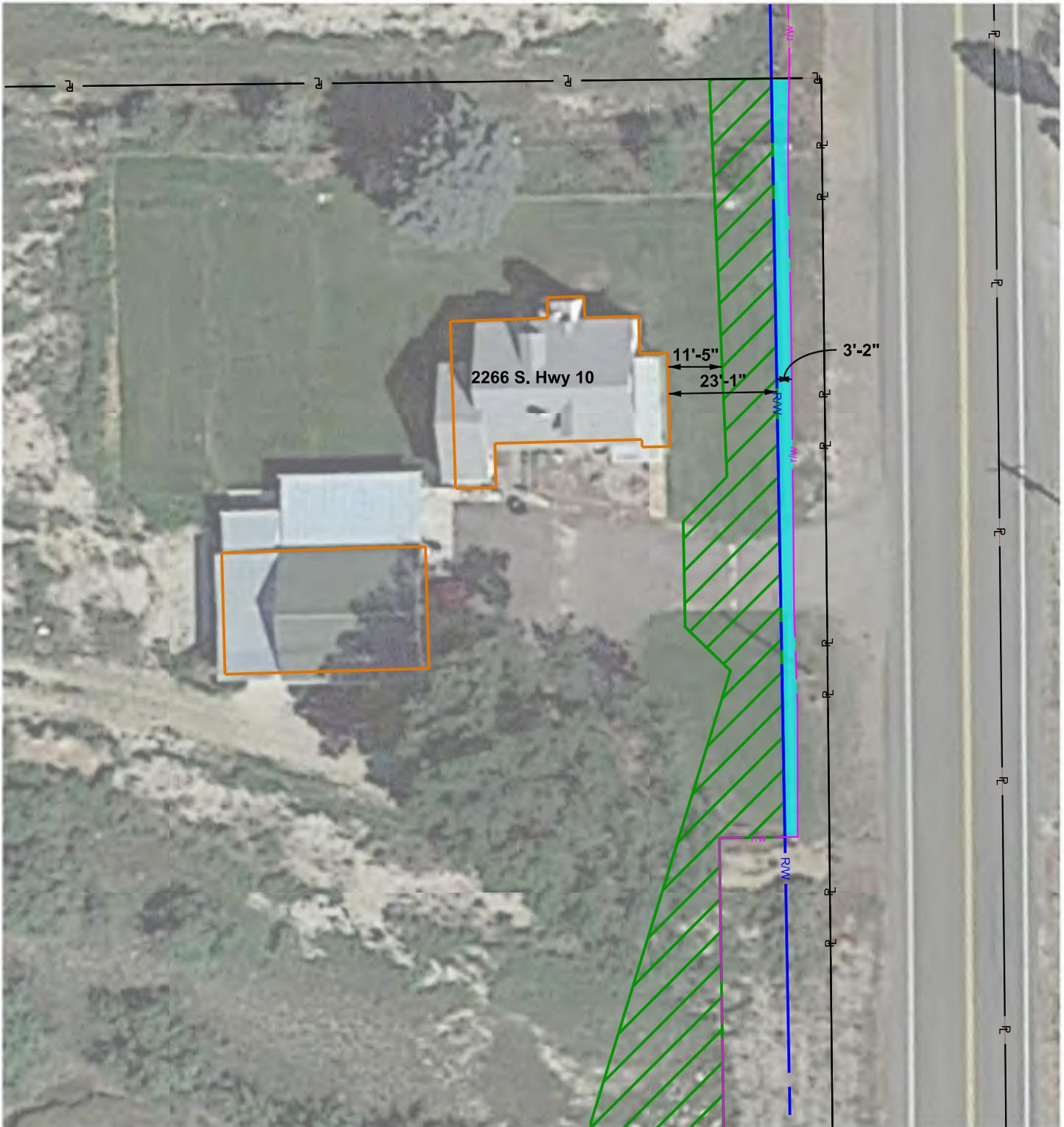
Figure 11

1. The existing corridor is defined by a prescriptive right-of-way. Evidence of the prescriptive right-of-way includes roadway improvements, fences, ditches, and utilities. These were surveyed by UDOT and define the existing right-of-way line. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.
2. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.

- Partial Acquisition
- Temporary Construction Easement
- Relocation/Full Acquisition
- Eligible Historic Building
- Easement Line
- Proposed Right-of-Way Line
- Existing Right-of-Way Line



Property Line

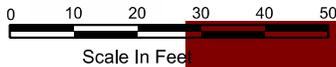


SR-10; 3200 S. to 1150 S., Price  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 12

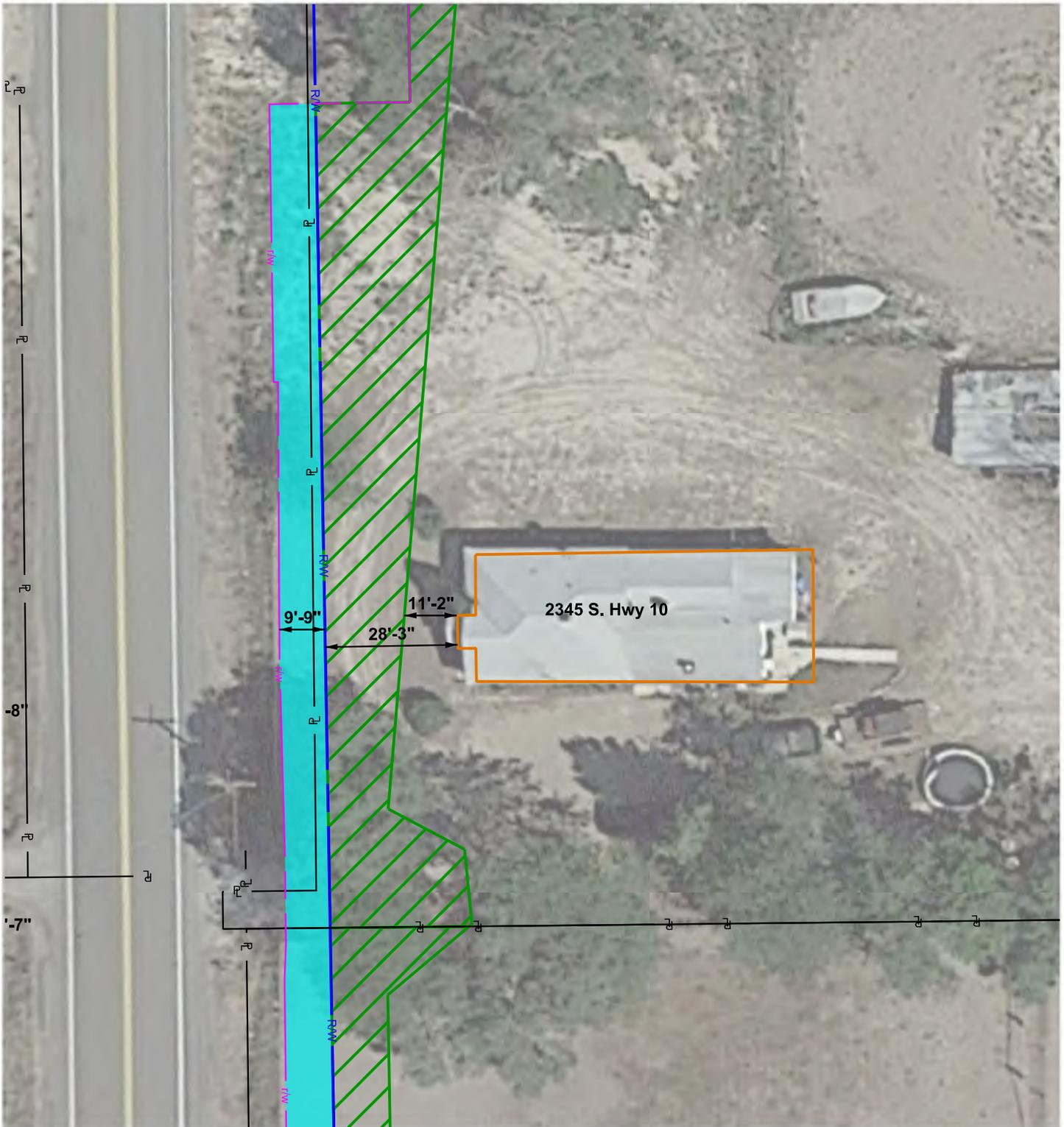
1. The existing corridor is defined by a prescriptive right-of-way. Evidence of the prescriptive right-of-way includes roadway improvements, fences, ditches, and utilities. These were surveyed by LDCOT and define the existing right-of-way line.
2. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.

- Partial Acquisition
- Temporary Construction Easement
- Relocation/Full Acquisition
- Eligible Historic Building
- Easement Line
- Proposed Right-of-Way Line
- Existing Right-of-Way Line



Property Line





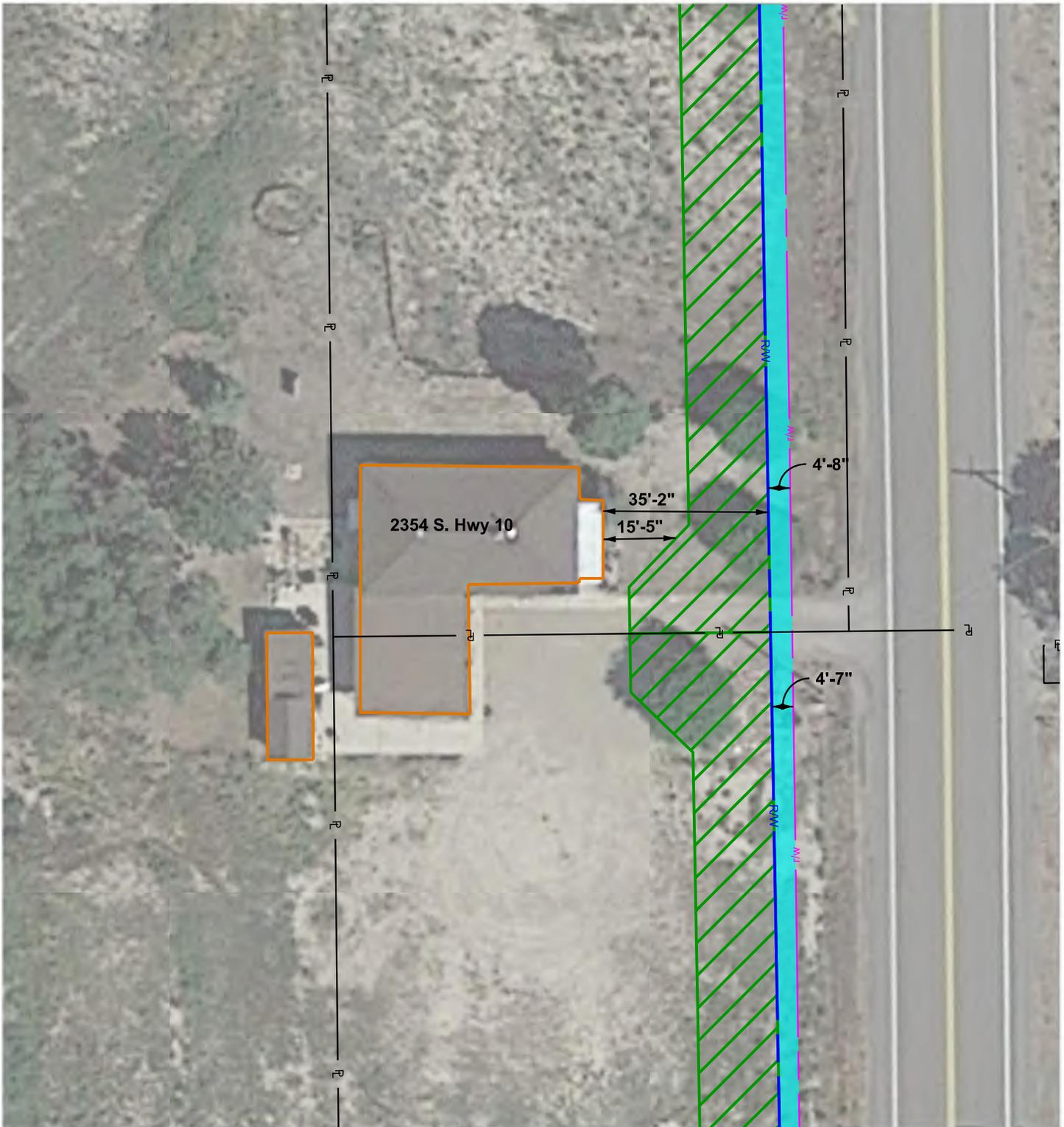
SR-10; 3200 S. to 1150 S., Price  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 13

1. The existing corridor is defined by a prescriptive right-of-way. Evidence of the prescriptive right-of-way includes roadway improvements, fences, ditches, and utilities. These were surveyed by UDOT and define the existing right-of-way line. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.
2. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.

- Partial Acquisition
- Temporary Construction Easement
- Relocation/Full Acquisition
- Eligible Historic Building
- Easement Line
- Proposed Right-of-Way Line
- Existing Right-of-Way Line
- Property Line

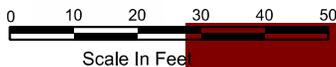




SR-10; 3200 S. to 1150 S., Price  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 14

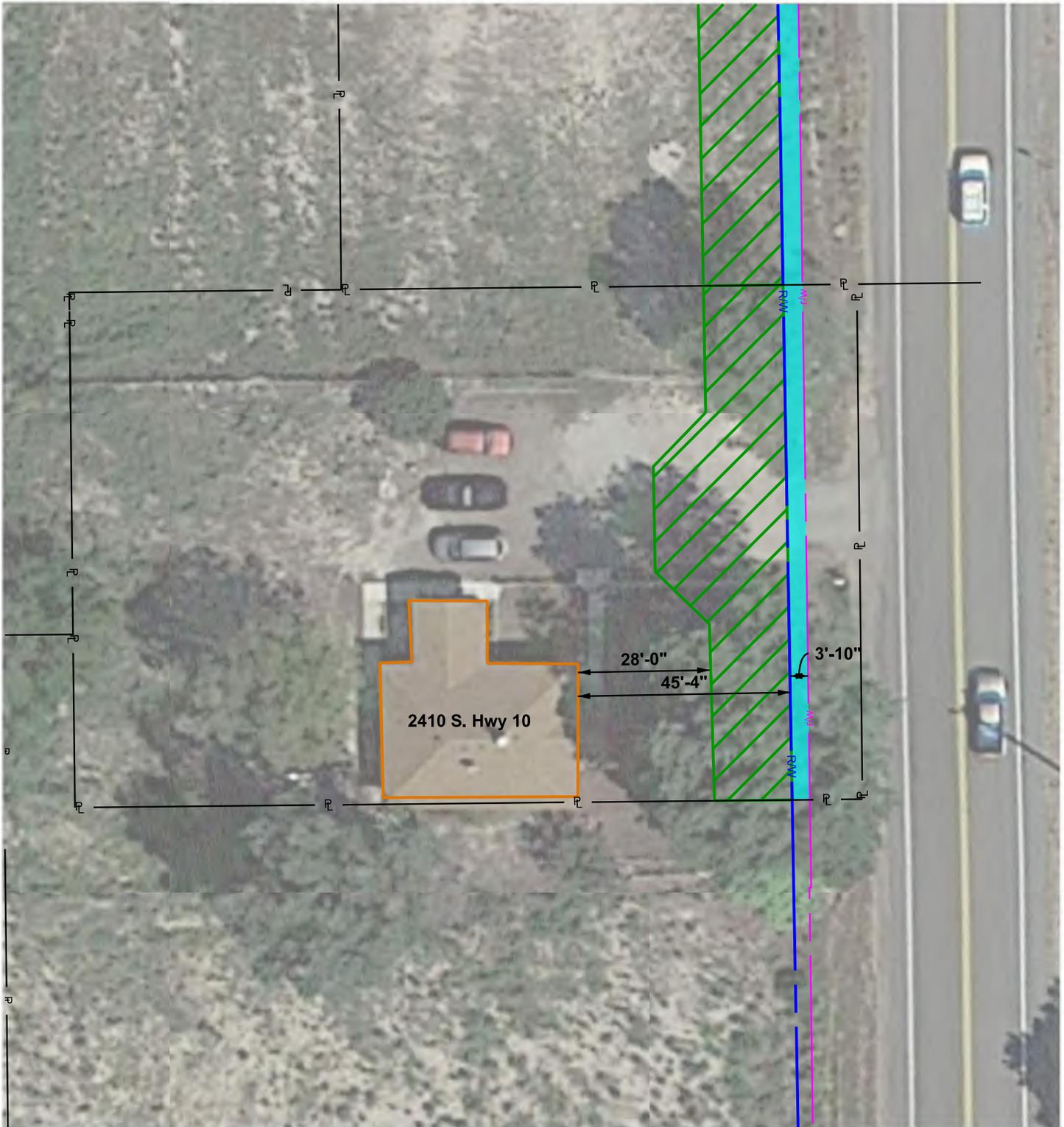
1. The existing corridor is defined by a prescriptive right-of-way. Evidence of the prescriptive right-of-way includes roadway improvements, fences, ditches, and utilities. These were surveyed by UDOT and define the existing right-of-way line.
2. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.



-  Partial Acquisition
-  Temporary Construction Easement
-  Relocation/Full Acquisition
-  Eligible Historic Building
-  Easement Line
-  Proposed Right-of-Way Line
-  Existing Right-of-Way Line

Property Line



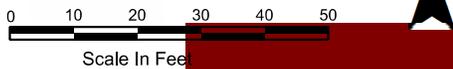


SR-10; 3200 S. to 1150 S., Price  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 15

1. The existing corridor is defined by a prescriptive right-of-way. Evidence of the prescriptive right-of-way includes roadway improvements, fences, ditches, and utilities. These were surveyed by UDOT and define the existing right-of-way line.
2. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.

- Partial Acquisition
- Temporary Construction Easement
- Relocation/Full Acquisition
- Eligible Historic Building
- Easement Line
- Proposed Right-of-Way Line
- Existing Right-of-Way Line



Property Line





SR-10; 3200 S. to 1150 S., Price  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 16

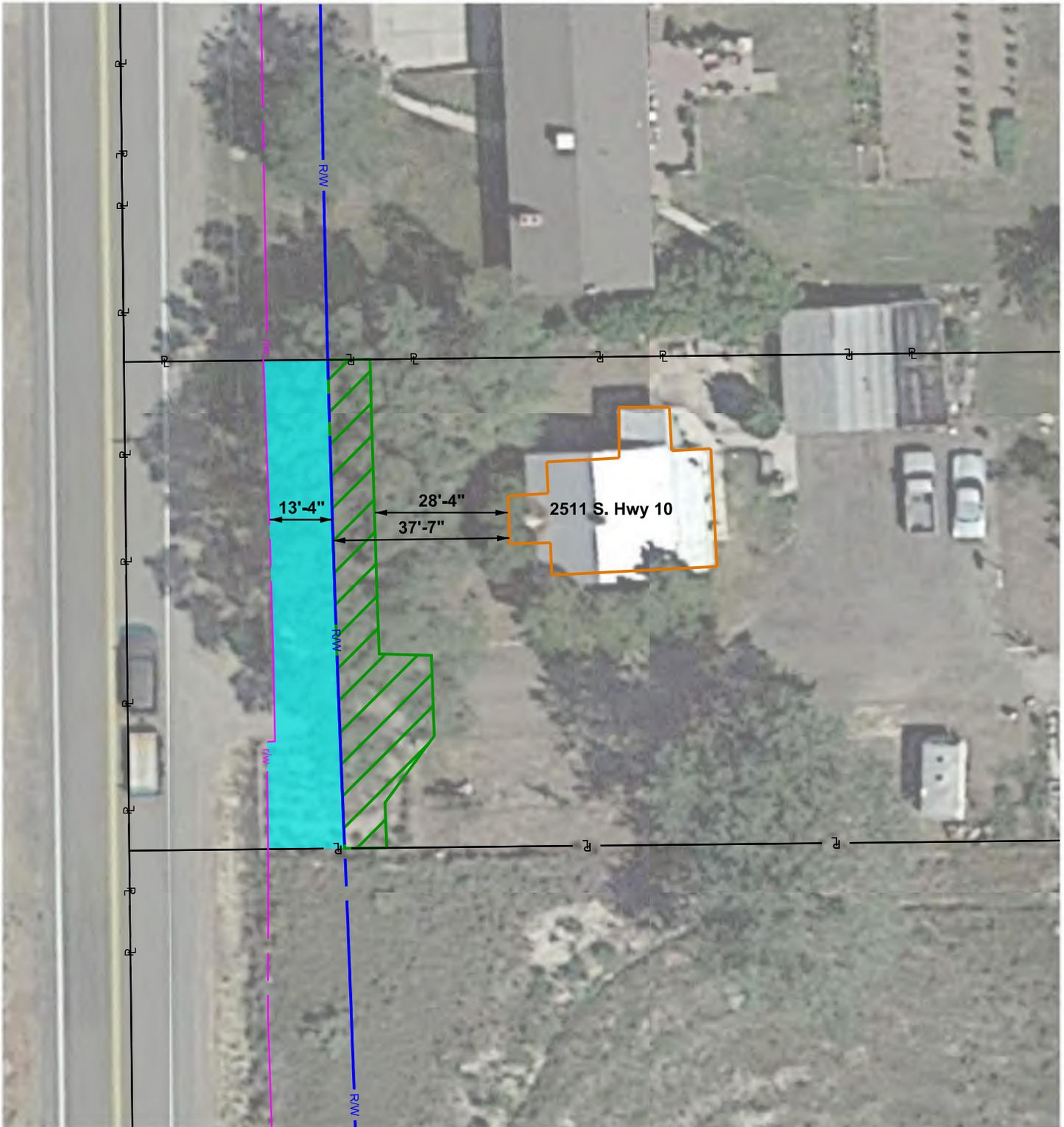
1. The existing corridor is defined by a prescriptive right-of-way. Evidence of the prescriptive right-of-way includes roadway improvements, fences, ditches, and utilities. These were surveyed by UDOT and define the existing right-of-way line.
2. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.

- Partial Acquisition
- Temporary Construction Easement
- Relocation/Full Acquisition
- Eligible Historic Building
- Easement Line
- Proposed Right-of-Way Line
- Existing Right-of-Way Line
- Property Line



Scale In Feet



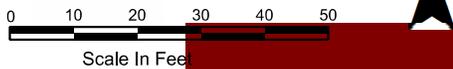


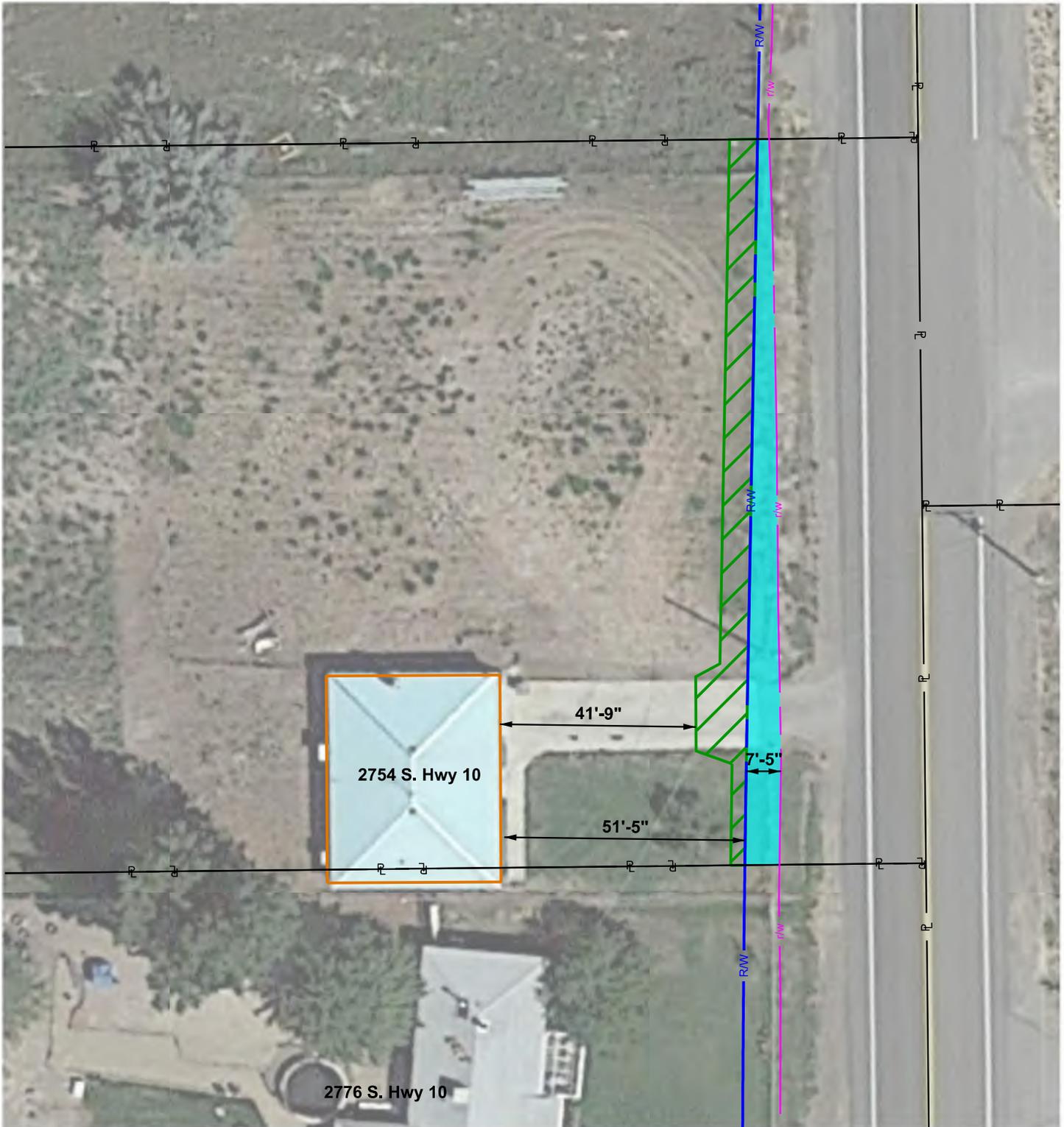
SR-10; 3200 S. to 1150 S., Price  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 17

1. The existing corridor is defined by a prescriptive right-of-way. Evidence of the prescriptive right-of-way includes roadway improvements, fences, ditches, and utilities. These were surveyed by UDOT and define the existing right-of-way line.
2. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.

- Partial Acquisition
- Temporary Construction Easement
- Relocation/Full Acquisition
- Eligible Historic Building
- Easement Line
- Proposed Right-of-Way Line
- Existing Right-of-Way Line
- Property Line



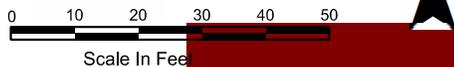


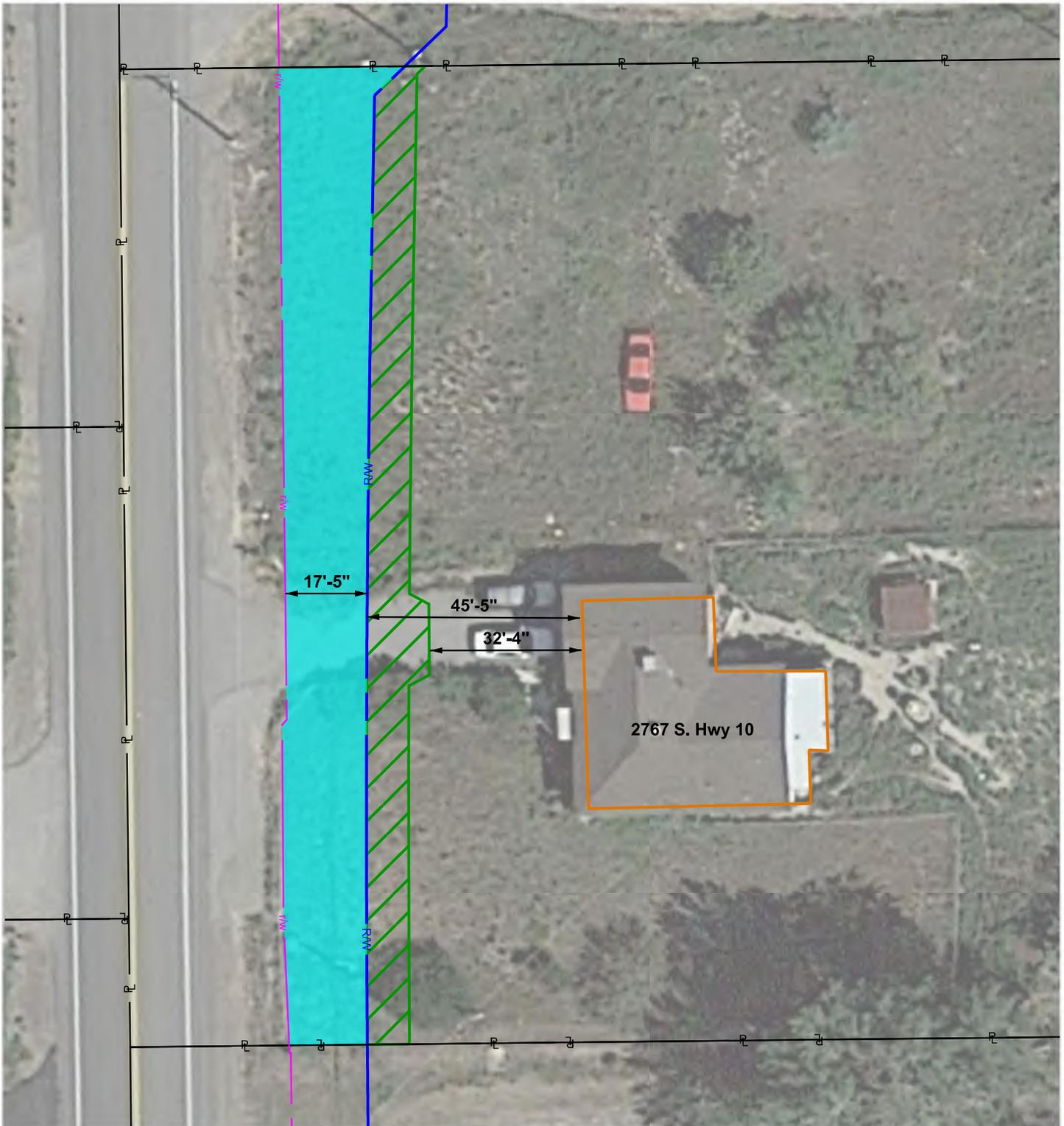
SR-10; 3200 S. to 1150 S., Price  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 18

1. The existing corridor is defined by a prescriptive right-of-way. Evidence of the prescriptive right-of-way includes roadway improvements, fences, ditches, and utilities. These were surveyed by UDOT and define the existing right-of-way line.
2. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.

- Partial Acquisition
- Temporary Construction Easement
- Relocation/Full Acquisition
- Eligible Historic Building
- Easement Line
- Proposed Right-of-Way Line
- Existing Right-of-Way Line
- Property Line





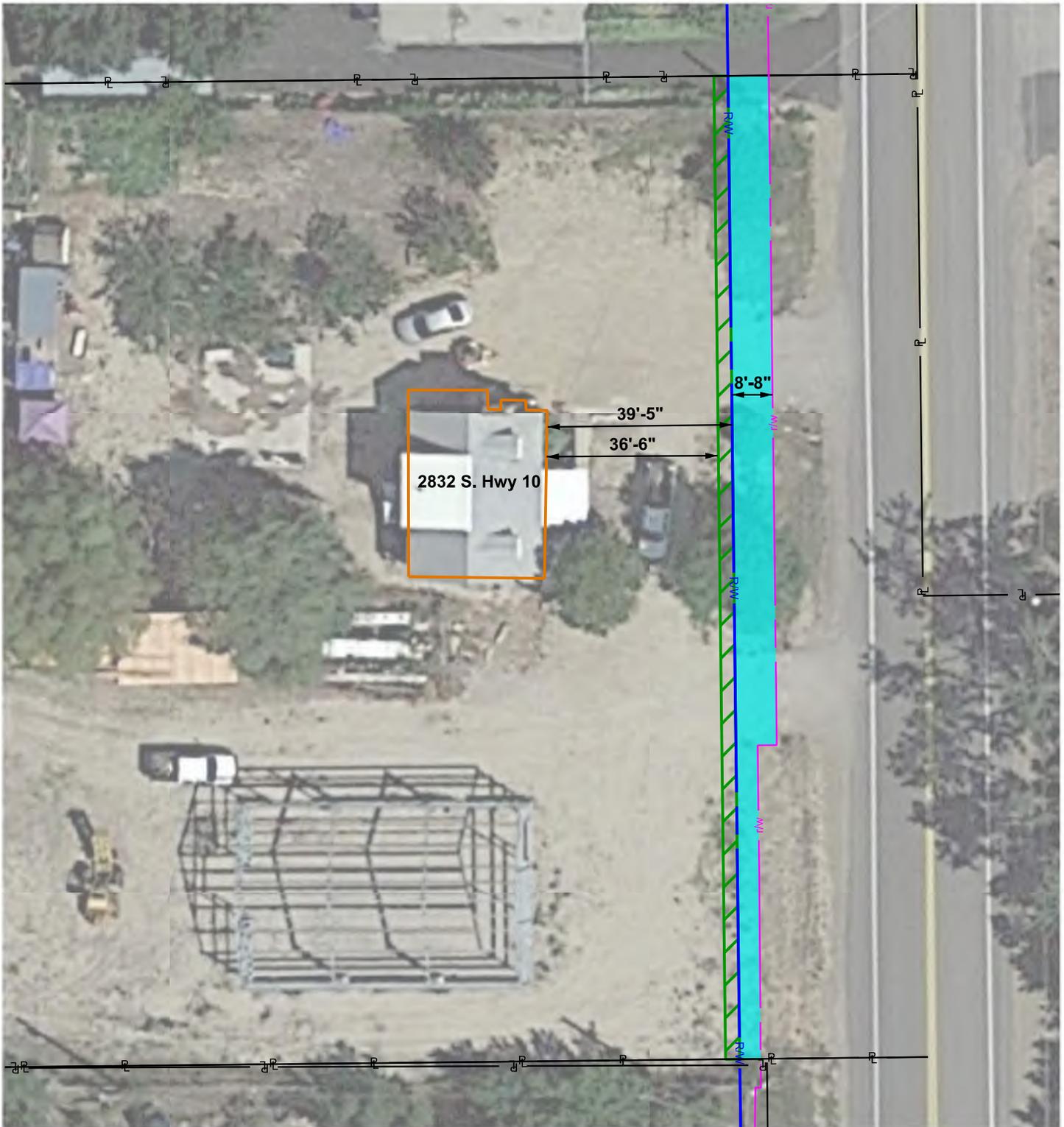
SR-10; 3200 S. to 1150 S., Price  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 19

1. The existing corridor is defined by a prescriptive right-of-way. Evidence of the prescriptive right-of-way includes roadway improvements, fences, ditches, and utilities. These were surveyed by UDOT and define the existing right-of-way line.
2. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.

- Partial Acquisition
- Temporary Construction Easement
- Relocation/Full Acquisition
- Eligible Historic Building
- Easement Line
- Proposed Right-of-Way Line
- Existing Right-of-Way Line



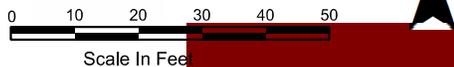


SR-10; 3200 S. to 1150 S., Price  
 Project No.: F-0010(75)66  
 PIN: 13664

Figure 20

1. The existing corridor is defined by a prescriptive right-of-way. Evidence of the prescriptive right-of-way includes roadway improvements, fences, ditches, and utilities. These were surveyed by LIDOT and define the existing right-of-way line.
2. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.

- Partial Acquisition
- Temporary Construction Easement
- Relocation/Full Acquisition
- Eligible Historic Building
- Easement Line
- Proposed Right-of-Way Line
- Existing Right-of-Way Line
- Property Line





Preserving America's Heritage

October 24, 2016

Ms. Liz Robinson  
Cultural Resources Manager  
Department of Transportation  
Utah Division  
4501 South 2700 West  
P.O. Box 148450  
Salt Lake City, UT 84114

Ref: *Proposed SR-10 Improvements from US-6 to Ridge Road  
Carbon County, Utah  
UDOT Project No. F-0010(75)66*

Dear Ms. Robinson:

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

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

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact MaryAnn Naber at 202-517- 0218 or via e-mail at [mnaber@achp.gov](mailto:mnaber@achp.gov).

Sincerely,

LaShavio Johnson  
Historic Preservation Technician  
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 • Washington, DC 20001-2637  
Phone: 202-517-0200 • Fax: 202-517-6381 • [achp@achp.gov](mailto:achp@achp.gov) • [www.achp.gov](http://www.achp.gov)

**Appendix B**  
**Public Notice of Adverse Effect and Public Meeting Materials**

**Contents:**  
Newspaper Advertisement  
Individual Property Owner Postcard  
Public Meeting Display Boards



RICK SHERMAN - SUN ADVOCATE

## USUE Bread 'n' Soup night Monday, 5-6:45 p.m.

USU Eastern continues its annual Bread and Soup Night Monday, November 14. A tradition since 1997, Bread and Soup Night brings students, faculty, staff and community members together to share a simple meal in an effort to raise funds for the Carbon County Food Bank. Bread 'N Soup Night will also be held on November 14 and 21.

In 2015, the profits from Bread 'N Soup Night sent \$5,000 to the food bank, extending the college's total donation over the last 17 years to just over \$48,000. "We are keeping our eye on that total," noted Terry Johnson, USU Eastern's SUN Center Director, adding that "the entire planning committee has high hopes of hitting the \$50,000 mark. That would be an excit-

ing milestone."

Eastern's Dining Service, under the direction of Gilan Bishop, prepares three soups, including one vegetarian option. Bishop says that all the favorites are back on the menu for 2016.

Bread 'N Soup Night takes place between 5:00 and 6:45 p.m. in the Multi-Purpose room of the Jennifer Leavitt Student Center.

Prices are \$6.00 for adults and students 18 and older, and \$5.00 for students 5 - 17. Children under five are admitted free with a paying adult. For the price of admission, each person receives two tickets good toward one bowl of soup apiece. Children under five each receive one ticket. Additional tickets may be purchased for \$2.00 per bowl.

## A big show of support for Boys and Girls Club

(Continued from page 1A) check for \$500 delivered by Representative Jason Chaffetz. An

auction of items donated by area businesses and individuals netted another \$4,000.

About 25 kids who regularly attend the club enthusiastically participated by preparing decorations and table settings, greeting guests, helping with the auction and cleaning up.

Tony Basso donated the use of the venue, while the Osmosis Steak House donated the food: spaghetti dinner for an estimated 750 people who came out to support the Boys and

Girls Club of Carbon County.

## Utah gas price declines slightly

Average retail gasoline prices in Utah have fallen 1.4 cents per gallon in the past week, averaging \$2.36/g Sunday, according to GasBuddy's daily survey of 1,171 gas outlets in Utah. This compares with the national average that has increased 0.5 cents per gallon in the last week to \$2.21/g, according to gasoline price website GasBuddy.com.

"If there's one thing to be excited about for November it's that gas prices in the last five of them have not risen nationally. Better yet, over the same timeframe, gas prices nationally have averaged a modest twelve cent decline from start to finish. And while there may be more

excitement as America heads to the polls this week, it's important to dispel the myth: presidential elections do not affect gas prices," said Patrick DeHaan, senior petroleum analyst for GasBuddy.com.

"Whomever is our next Commander-in-Chief, we could see a change to previous energy policy which could have a negligible impact on gasoline prices, but more focus will be on OPEC's coming decision to follow through on cutting oil output. Skepticism that OPEC won't agree to a cut in production continues to prevail, with West Texas Intermediate crude oil closing last week at \$44.07 per barrel, the lowest since September 20," DeHaan added.

### American Legion Auxiliary Gift Shop for Veterans

For over 60 years the American Legion Auxiliary Gift Shop has been held at the VA Hospital. We serve any veteran registered in the VA system that is in need of assistance for Christmas. They are allowed to choose gifts for themselves and their immediate family. Auxiliary volunteers assist the veterans in shopping, we wrap the gifts and they can either take them or we will mail them. There is no charge for the gifts, wrapping or mailing. All of the items in the Gift Shop are donated or purchased by the Auxiliary.

**You can help the ALA with Christmas gifts for Veterans.**

We are in need of: men's and women's socks, men's underwear all sizes, sweat pants all sizes. New items only.

**Bring your donations to the American Legion Post 3, 27 North 100 West, Price, Utah before November 28th.**

Tuesday - Thursday 3:30-7:30 p.m. or call  
Unit 3 President Lenda 435-820-0688

## SR-10 IMPROVED

3200 South to 1150 South

### OVERVIEW

The Utah Department of Transportation (UDOT) is currently preparing an environmental document and designing improvements on SR-10 from 1150 South to 3200 South. The improvements to the roadway include providing a center turn lane, left and right turn lanes, wider shoulders, curb, gutter, sidewalk, and new driveways. The design phase has been extended through 2017 with construction now anticipated to begin as early as Fall 2017.

### PUBLIC MEETING

Community input remains critical to the success of the SR-10 project. The project team will hold a public open house to present planned improvements and gather public feedback on the proposed design. We encourage all interested parties to attend to learn more about the project and the proposed construction.

**SR-10 Public Open House**  
**Thursday, November 17, 2016**  
**5 p.m. to 7 p.m.**

**Jennifer Leavitt Student Center - USU Eastern - 451 East 400 North - Price**

No formal presentations will be given. Please arrive any time during the two hour block to view project materials and speak with team members. 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 us at least 72 hours prior to the meeting so that accommodations can be provided.

### HISTORIC PROPERTIES

In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and 36 CFR 800UDOT, herewith advises all interested persons or groups that the proposed project will have an adverse effect (greater than de minimis use under Section 4(f)) on nine historic buildings eligible for the National Register of Historic Places. Details regarding these impacts will be available at the public open house.

Any person or group desiring to submit comments regarding the Adverse Effect to the buildings may do so in writing at the public meeting or by mail. Letters should be directed to Elizabeth Giraud, UDOT Architectural Historian, 4501 S. 2700 W., Box 148450, Salt Lake City, Utah 84114-8450. The public comment period is thirty days, beginning on November 17, 2016. Letters must be postmarked prior to the end of the public comment period or by December 16, 2016.

Castle Valley COMMUNITY THEATRE PRESENTS

# Nunsense

is presented by special arrangement with SAMUEL FRENCH, INC. A Musical Comedy - Book, Music, and Lyrics by Dan Goggin

**November 4-5, 7, 11-12, 14**  
Matinees November 5 & 12 at 2pm  
7:30 pm \$7 MONT HARMON THEATER  
SHOW TIME PER PERSON

Serving Carbon County since 1891

Sun Advocate

# SR-10 IMPROVED

3200 South to 1150 South

## OVERVIEW

The Utah Department of Transportation (UDOT) is currently preparing an environmental document and designing improvements on SR-10 from 1150 South to 3200 South. The improvements to the roadway include providing a center turn lane, left and right turn lanes, wider shoulders, curb, gutter, sidewalk, and new driveways. The design phase has been extended through 2017 with construction now anticipated to begin as early as Fall 2017.

## PUBLIC MEETING

Community input remains critical to the success of the SR-10 project. The project team will hold a public open house to present planned improvements and gather public feedback on the proposed design. We encourage all interested parties to attend to learn more about the project and the proposed construction.

**SR-10 Public Open House**  
**Thursday, November 17, 2016**  
**5 p.m. to 7 p.m.**

**Jennifer Leavitt Student Center - USU Eastern - 451 East 400 North - Price**

No formal presentations will be given, please arrive any time during the two hour block to view project materials and speak with team members.

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 us at least 72 hours prior to the meeting so that accommodations can be provided.

**HOTLINE** 801-859-3770 **EMAIL** [sr10@utah.gov](mailto:sr10@utah.gov)





## **STAY INFORMED**

Additional project information can be found on the project website ([udot.utah.gov/go/sr10](http://udot.utah.gov/go/sr10)), including maps and responses to frequently asked questions.

You can also stay up-to-date on the project by signing up for email updates. Simply send an email to [sr10@utah.gov](mailto:sr10@utah.gov) with "Updates" as the subject. The project team will send updates as the project design moves forward and weekly during construction.

If you have additional questions or concerns, please contact our Public Involvement Team (contact information on front).

## **HISTORIC PROPERTIES**

The proposed project will have an adverse effect on nine historic buildings eligible for the National Register of Historic Places. Details regarding these impacts will be available at the public open house.

# HISTORIC RESOURCES

## Section 106

### National Historic Preservation Act

Requires UDOT to:

- Consider how the project may affect historic properties eligible for listing on the National Register of Historic Places
- Avoid, minimize or resolve *adverse effects* (e.g., full property acquisition or building removal) on eligible properties



## Section 4(f)

### Department of Transportation Act of 1966

- Eligible historic buildings are protected under Section 4(f)
  - Adverse effects under Section 106 are considered a greater than *de minimis* use and cannot be approved unless:
    - There is no feasible and prudent avoidance alternative; and
    - The action includes all possible planning to minimize harm
- or**
- The use will have a *de minimis* (i.e., negligible) impact on the property
  - 9 eligible buildings would result in greater than *de minimis* use

# POTENTIAL FULL ACQUISITIONS



**Legend**

Potential Full Acquisition:

- Eligible Historic Property (adverse effect / greater than *de minimis* use)
- Non-Historic Property
- Proposed Right-of-Way Line