

APPENDIX 17A

NRHP-Eligible Resources Affected by the Project



Appendix 17A: NRHP-Eligible Resources Affected by the Project

Table 17A-1. NRHP-Eligible Resources Affected by the 5600 West Transit Dedicated Right-of-Way Alternative

Address/Site Number	Nature of Impact	NRHP Eligibility Criteria	Adverse Effect?
5610 W. 2700 S. and 5666 W. 2700 S. (share a single parcel)	Minor acquisition of 190 square feet of the parcel at its southeastern corner; no contributing features would be impacted.	Criterion A Criteria A and C	No
3567 S. 5600 W.	Strip acquisition of 820 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3581 S. 5600 W.	Strip acquisition of 1,580 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3601 S. 5600 W.	Strip acquisition of 610 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3611 S. 5600 W.	Strip acquisition of 400 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3627 S. 5600 W.	Strip acquisition of 300 square feet of land along frontage, including a portion of the property parcel extending into the 5600 West roadway; no contributing features would be impacted.	Criterion A	No
3630 S. 5600 W.	Strip acquisition of 250 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3653 S. 5600 W.	Strip acquisition of 270 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3663 S. 5600 W.	Strip acquisition of 320 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3672 S. 5600 W.	Strip acquisition of 530 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3690 S. 5600 W.	Strip acquisition of 270 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No



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Address/Site Number	Nature of Impact	NRHP Eligibility Criteria	Adverse Effect?
3750 S. 5600 W.	Strip acquisition of 680 square feet of land along frontage; no contributing features would be impacted. The remaining setback is sufficient to maintain the setting and feeling of the property.	Criterion A	No
3775 S. 5600 W.	Strip acquisition of 460 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3809 S. 5600 W.	Strip acquisition of 360 square feet of the parcel along frontage; no contributing features would be impacted.	Criterion A	No
3827 S. 5600 W.	Strip acquisition of 600 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3846 S. 5600 W.	Strip acquisition of 330 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3870 S. 5600 W.	Strip acquisition of 360 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3917 S. 5600 W.	Strip acquisition of 600 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
4095 S. 5600 W.	Strip acquisition of 150 square feet of land along frontage; no contributing features would be impacted.	Criteria A and C	No
42SL274; Riter Canal	Minor impact to about 38 feet of Segment 2 of the canal that would likely require extension of the existing culvert if any changes to the canal are necessary; no historic features would be impacted.	Criterion A	No
42SL295; Utah & Salt Lake Canal	Minor impact to about 36 feet of Segment 2 that would likely require extension of the existing culvert if any changes to the canal are necessary; no historic features would be impacted.	Criterion A	No
42SL300; Union Pacific Railroad	Minor impact to about 57 feet of Segment 2 of the railroad as part of constructing either an at-grade or grade-separated crossing of the railroad; no historic features would be impacted.	Criteria A and C	No
42SL304, West Branch Brighton Canal Extension	Minor impact to about 45 feet of Segment 1 that would likely require the extension of the existing culvert; no historic features would be impacted, and the canal has been realigned along the entire impacted section.	Criterion A	No
42SL306, Salt Lake & Garfield Railroad	Minor impact to two sections of rail line, one about 39 feet and about 46 feet; no historic features would be impacted, and these sections of the railroad have been previously realigned.	Criterion A	No

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Address/Site Number	Nature of Impact	NRHP Eligibility Criteria	Adverse Effect?
42SL333, D&RGW—Garfield Branch	Minor impact to about 132 feet of Segment 2 that would likely require the construction of a new and possibly slightly wider grade-separated crossing of the railroad; no historic features would be impacted. The new crossing would be about 40 feet wide.	Criterion A	No
42SL335; D&RGW—Bingham Branch	Minor impact to about 35 feet of the rail line for an at-grade or grade-separated crossing; no historic features would be impacted. The new crossing would be about 40 feet wide.	Criterion A	No
42SL337; Western Pacific Railroad	Minor impact to about 78 feet of the rail line for an at-grade or grade-separated crossing; no historic features would be impacted.	Criterion A	No

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Table 17A-2. NRHP-Eligible Resources Affected by the 5600 West Transit Mixed-Traffic Alternative

Address/Site Number	Nature of Impact	NRHP Eligibility Criteria	Adverse Effect?
5610 W. 2700 S. and 5666 W. 2700 S. (share a single parcel)	Minor impact to about 4,100 square feet of the parcel along its eastern edge; no contributing features would be impacted. The parcel is sufficiently large and the buildings are sufficiently set back that the anticipated impact to the property would not appreciably alter the setting or feeling.	Criterion A Criteria A and C	No
3567 S. 5600 W.	Strip acquisition of 580 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3581 S. 5600 W.	Strip acquisition of less than 1,020 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3601 S. 5600 W.	Strip acquisition of less than 600 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3611 S. 5600 W.	Strip acquisition of 400 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3627 S. 5600 W.	Strip acquisition of 300 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3630 S. 5600 W.	Strip acquisition of 250 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3653 S. 5600 W.	Strip acquisition of 270 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3663 S. 5600 W.	Strip acquisition of 320 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3672 S. 5600 W.	Strip acquisition of 530 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3690 S. 5600 W.	Strip acquisition of 270 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3750 S. 5600 W.	Strip acquisition of 680 square feet of land along frontage; no contributing features would be impacted. The remaining setback would be sufficient to maintain the historic setting and feeling.	Criterion A	No
3775 S. 5600 W.	Strip acquisition of 460 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3809 S. 5600 W.	Strip acquisition of 360 square feet of the parcel along frontage; no contributing features would be impacted.	Criterion A	No

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Address/Site Number	Nature of Impact	NRHP Eligibility Criteria	Adverse Effect?
3827 S. 5600 W.	Strip acquisition of 600 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3846 S. 5600 W.	Strip acquisition of 330 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3870 S. 5600 W.	Strip acquisition of 360 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
3917 S. 5600 W.	Strip acquisition of 600 square feet of land along frontage; no contributing features would be impacted.	Criterion A	No
4095 S. 5600 W.	Strip acquisition of 150 square feet of land along frontage; no contributing features would be impacted.	Criteria A and C	No
42SL274; Riter Canal	Minor impact to about 31 feet of Segment 2 of the canal that would likely require extension of the existing culvert; no historic features would be impacted.	Criterion A	No
42SL295; Utah & Salt Lake Canal	Minor impact to about 28 feet of Segment 2 that would likely require extension of the existing culvert; no historic features would be impacted.	Criterion A	No
42SL300; Union Pacific Railroad	Minor impact to about 58 feet of Segment 2 of the railroad as part of constructing either an at-grade or grade-separated crossing of the railroad; no historic features would be impacted.	Criterion A	No
42SL304, West Branch Brighton Canal Extension	Minor impact to about 23 feet of Segment 1 that would likely require the extension of the existing culvert; no historic features would be impacted, and the canal has been realigned along the entire impacted section.	Criterion A	No
42SL306, Salt Lake & Garfield Railroad	Minor impact to two sections of rail line, one about 22 feet and about 40 feet; no historic features would be impacted, and these sections of the railroad have been previously realigned.	Criterion A	No
42SL333, D&RGW—Garfield Branch	Minor impact to about 98 feet of Segment 2 that would likely require the construction of a new and possibly slightly wider grade-separated crossing of the railroad; no historic features would be impacted. The new crossing would be about 40 feet wide.	Criterion A	No
42SL335; D&RGW—Bingham Branch	Minor impact to about 40 feet of the rail line for an at-grade or grade-separated crossing; no historic features would be impacted.	Criterion A	No
42SL337; Western Pacific Railroad	Same as Dedicated Right-of-Way Alternative.	Criterion A	No

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Table 17A-3. NRHP-Eligible Resources Affected by the 5800 West Freeway Alternative

Address/Site Number	Nature of Impact	NRHP Eligibility Criteria	Adverse Effect?
5712 W. 3500 S.	Complete acquisition of all buildings and associated property for roadway and/or drainage purposes.	Criterion A	Yes
5724 W. 3500 S.	Partial acquisition of property with avoidance of the primary building. Property acquisition and construction of a proposed interchange would eliminate access to property, which could not be restored. Thus, acquisition of the entire property and removal of the primary building and contributing features would be necessary.	Criteria A and C	Yes
5741 W. 3500 S.	Complete acquisition of all buildings and associated property for roadway and/or drainage purposes.	Criteria A and C	Yes
5742 W. 3500 S.	Complete acquisition of all buildings and associated property for roadway and/or drainage purposes.	Criteria A and C	Yes
5755 W. 3500 S.	Complete acquisition of all buildings and associated property for roadway and/or drainage purposes.	Criteria A and C	Yes
5765 W. 3500 S.	Complete acquisition of all buildings and associated property for roadway and/or drainage purposes.	Criterion A	Yes
5769 W. 3500 S.	Complete acquisition of all buildings and associated property for roadway and/or drainage purposes.	Criterion A	Yes
3525 S. 5750 W.	Complete acquisition of all buildings and associated property because construction of a proposed interchange would eliminate access, which could not be restored.	Criterion A	Yes
3530 S. 5750 W.	Complete acquisition of all buildings and associated property for roadway and/or drainage purposes.	Criterion A	Yes
3547 S. 5750 W.	Complete acquisition of all buildings and associated property for roadway and/or drainage purposes.	Criterion A	Yes
3556 S. 5750 W.	Complete acquisition of all buildings and associated property for roadway and/or drainage purposes.	Criterion A	Yes
3590 S. 5750 W. (Blanche Street)	Complete acquisition of all buildings and associated property for roadway and/or drainage purposes.	Criterion A	Yes
42SL156, Bingham Creek Site	Alignment would bisect this archaeological site west of existing utility lines, affecting about 6.5 acres of the site; undiscovered subsurface deposits or features could be damaged.	Criterion D	Yes

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Address/Site Number	Nature of Impact	NRHP Eligibility Criteria	Adverse Effect?
42SL274, Riter Canal	Impact to about 400 feet of Segment 2 of the canal; no historic features other than the canal alignment itself would be impacted, but the affected section of the open canal would likely have to be piped beneath the new roadway or conveyed beneath it by a box culvert. The overall NRHP eligibility of the canal would not be affected under the relevant criterion.	Criterion A	No
42SL295; Utah & Salt Lake Canal	Impact to about 550 feet of Segment 2 of the canal; no historic features other than the canal alignment itself would be impacted, but the affected section of the open canal would likely have to be piped beneath the new roadway or conveyed beneath it by a box culvert. The overall NRHP eligibility of the canal would not be affected under the relevant criterion.	Criterion A	No
42SL300, Union Pacific Railroad	The railroad would be spanned by a grade-separated crossing along Segment 2 of the documented site; no historic features other than the rail corridor itself would be impacted. Construction of such a crossing would alter the site setting to some degree but not significantly enough to affect the overall NRHP eligibility of the site under the relevant criterion.	Criteria A and B	No
42SL304, West Branch Brighton Canal Extension	Impact to about 1,800 feet of Segment 1 and 220 feet of Segment 2; one historic feature of the canal, a bridge, could also be impacted. Alteration of the canal could include realignment, piping, or placement in a box culvert. The portions of Segments 1 and 2 that would be impacted have been previously realigned and lack integrity of location. Additional piping and/or relocation of these segments would not further impact the characteristics of the overall canal site that render it eligible for the NRHP.	Criterion A	No
42SL306, Salt Lake & Garfield Railroad	Impact to about 490 feet of the railroad as part of interchange construction; no historic features other than the rail corridor itself would be impacted. The affected section of the rail line would likely be altered by the construction of a grade-separated crossing over the tracks. Construction of such a crossing would alter the site setting to some degree but not significantly enough to affect the overall NRHP eligibility of the site under the relevant criterion.	Criterion A	No
42SL333, D&RGW—Garfield Branch	Impact to about 634 feet of Segment 2; one historic feature, a signpost, would likely be impacted as well. The affected section of the rail line would likely be spanned by the new roadway. Construction of such a crossing would alter the site setting to some degree but not significantly enough to affect the overall NRHP eligibility of the site under the relevant criterion.	Criterion A	No

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Address/Site Number	Nature of Impact	NRHP Eligibility Criteria	Adverse Effect?
42SL335, D&RGW—Bingham Branch	Impact to about 430 feet of the mainline segment; no historical features other than the rail line itself would also be impacted. The affected section of the rail line would likely be altered by the construction of a grade-separated crossing over the railroad. Construction of such a crossing would alter the site setting to some degree but not significantly enough to affect the overall NRHP eligibility of the site under the relevant criterion.	Criterion A	No
42SL337, Western Pacific Railroad	Impact to about 470 feet of Segment 2; no features other than the railroad corridor itself would be impacted. The affected section of Segment 2 would likely be altered by the construction of a grade-separated crossing over the tracks. Construction of such a crossing would alter the site setting to some degree but not significantly enough to affect the overall NRHP eligibility of the site under the relevant criterion.	Criterion A	No
42SL384, Bingham & Garfield Railway	Impact to about 1,375 feet of the railroad; no historic features other than the rail corridor itself would be impacted. The tracks would be spanned by grade-separated crossings in two locations and an at-grade crossing at 6200 South.	Criteria A and B	No

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Table 17A-4. NRHP-Eligible Resources Affected by the 7200 West Freeway Alternative

Address/Site Number	Nature of Impact	NRHP Eligibility Criteria	Adverse Effect?
3080 S. 7200 W.	Complete acquisition of all buildings and associated property for roadway and/or drainage purposes.	Criterion A	Yes
3109 S. 7200 W.	Acquisition of 0.01 acre of land along the property frontage; nearest edge of residence would still be set back from the new right-of-way edge. None of the contributing features of the property, including historic trees along the frontage, would be impacted and the setting and feeling of the property would not be altered.	Criterion A	No
3372 S. 7200 W.	Complete acquisition of all buildings and associated property for roadway and/or drainage purposes.	Criterion A	Yes
3551 S. 7200 W.	Complete acquisition of all buildings and associated property for roadway and/or drainage purposes.	Criteria A and C	Yes
3641 S. 7200 W.	Complete acquisition of all buildings and associated property for roadway and/or drainage purposes.	Criterion A	Yes
3717 S. 7200 W.	Complete acquisition of all buildings and associated property for roadway and/or drainage purposes.	Criterion A	Yes
42SL156, Bingham Creek Site	Same as 5800 West Freeway Alternative.	Criterion D	Yes
42SL274, Riter Canal	Impact to about 400 feet of Segment 1 of the canal; no historic features other than the canal alignment itself would be impacted, but the affected section of the open canal would likely have to be piped beneath the new roadway or conveyed beneath it by a box culvert. The overall NRHP eligibility of the canal would not be affected under the relevant criterion.	Criterion A	No
42SL295; Utah & Salt Lake Canal	Impact to about 400 feet of Segment 1 of the canal; two features, a check dam and a headgate, would also be impacted. The existing box culvert that conveys the canal under the present 7200 West roadway would likely be extended as a result of this alternative, and an additional culvert would be installed to accommodate a frontage road. The overall NRHP eligibility of the canal would not be affected under the relevant criterion by extension of the existing box culvert and the additional of a second smaller culvert.	Criterion A	No

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Address/Site Number	Nature of Impact	NRHP Eligibility Criteria	Adverse Effect?
42SL300, Union Pacific Railroad	Impact to about 435 feet of Segment 1 of the railroad; no historic features other than the rail corridor itself would be impacted, but the affected section of the rail line would be altered by the construction of a grade-separated crossing spanning the tracks and berm. Construction of such a crossing would alter the site setting to some degree but not significantly enough to affect the overall NRHP eligibility of the site under the relevant criterion.	Criteria A and B	No
42SL306, Salt Lake & Garfield Railroad	Impact to 1,210 feet of the railroad as part of interchange construction; no historic features other than the rail corridor itself would be impacted. The affected section of the rail line would be altered by the construction of three grade-separated crossings spanning the railroad. Construction of such crossings would alter the site setting to some degree but not significantly enough to affect the overall NRHP eligibility of the site under the relevant criterion.	Criterion A	No
42SL333, D&RGW—Garfield Branch	Impact to about 4,200 feet of Segment 1; three features, including a metal switch box and two signposts, would likely be impacted as well. The affected section of the rail line would be relocated to the north and east of its current location near 4100 South. The relocation of such a long section of the railroad would appreciably alter its historic setting and location on the landscape.	Criterion A	Yes
42SL335, D&RGW—Bingham Branch	Same as 5800 West Freeway Alternative.	Criterion A	No
42SL337, Western Pacific Railroad	Impact to about 155 feet of Segment 1; one non-contributing historic feature, a gate, would be affected. Impacts would likely consist of construction of a grade-separated crossing spanning the railroad. Construction of such a crossing would alter the site setting to some degree but not significantly enough to affect the overall NRHP eligibility of the site under the relevant criterion.	Criterion A	No
42SL384, Bingham & Garfield Railway	Same as 5800 West Freeway Alternative.	Criteria A and B	No

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Table 17A-5. NRHP-Eligible Resources Affected by the Southern Freeway Alternative

Address/Site Number	Nature of Impact	NRHP Eligibility Criteria	Adverse Effect?
7364 N. 9550 W.	Strip take of about 450 square feet along the frontage of this property; no historic features or structures would be impacted.	Criterion A	No
42UT944, Gardner Canal	Impact to about 330 feet of Segment 2. No historic features other than the ditch itself would be impacted. Impacts would likely include either piping the canal under the new roadway or installing a culvert. Neither of these alterations would affect the characteristics of the site that render it eligible for the NRHP under the relevant criterion.	Criterion A	No
42UT946, Utah Lake Distributing Canal	Impact to about 330 feet of Segment 2, including impact to one feature (a secondary paralleling ditch). Impacts would likely include the removal and replacement of the feature and either piping or culverting the canal under the new roadway. None of these alterations would affect the characteristics of the site that render it eligible for the NRHP under the relevant criterion. Further, the portion of Segment 2 that would be impacted has been altered through the placement of concrete-lining, unlike any other portion of the documented segment.	Criterion A	No
42UT947, Provo Reservoir Canal/ Murdock Ditch	Impact to about 460 feet of Segment 2. Two historic features, a headgate and a culvert, would also be impacted within the affected portion of Segment 2. Impacts would likely consist of extension or replacement of the existing culvert and removal and possible replacement of the headgate feature. None of these alterations would affect the characteristics of the site that render it eligible for the NRHP under the relevant criterion.	Criterion A	No
42UT948, Salt Lake & Western Railway	Impact to about 580 feet of Segment 2. No known historic features would be impacted. Impacts to Segment 2 would likely include complete demolition of the affected section. This impact would not affect the characteristics of the site that render it eligible for the NRHP under the relevant criterion and would not substantially alter the visual continuity of this linear site on the landscape. Portions of the segment have already been demolished.	Criterion A	No
42UT1029, Union Pacific Railroad, Provo Line	Impact to about 493 feet of the railroad near I-15 in Lindon; no historic features would be affected. Impacts would likely include widening the existing interstate overpass over the rail line or constructing a new overpass. Neither of these types of alterations would affect the characteristics of the site that render it eligible for the NRHP under the relevant criterion.	Criterion A	No

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Address/Site Number	Nature of Impact	NRHP Eligibility Criteria	Adverse Effect?
42UT1125, D&RGW Railroad— mainline	Impact to two sections of Segment 3, one 493 feet long and one 481 feet long. No historic features other than the rail corridor itself would be affected. Impacts would likely consist of construction of a grade-separated crossing at both locations. Constructing such crossings would alter the setting and feeling of the railroad somewhat, but it would not substantially affect the characteristics of the site that render it eligible for the NRHP under the relevant criterion.	Criterion A	No

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Table 17A-6. NRHP-Eligible Resources Affected by the 2100 North Freeway

Address/Site Number	Nature of Impact	NRHP Eligibility Criteria	Adverse Effect?
1020 W. State St.	Minor acquisition of about 680 square feet of land near I-15; no historic features or structures would be impacted.	Criterion A	No
1025 W. State St.	Minor acquisition of about 830 square feet of land that does not contribute to the eligibility of the property and avoidance of the primary historical building.	Criterion A	No
1060 W. State St.	Minor acquisition of about 390 square feet of land that does not contribute to the eligibility of the property; no historic features or structures would be impacted.	Criterion A	No
959 W. 2100 N.	Minor acquisition of about 2,100 square feet of backyard property that does not contribute to the eligibility of the property; no historic features or contributing structures would be impacted.	Criterion A	No
951 W. 2100 N.	Minor acquisition of about 8,300 square feet of backyard property that does not contribute to the eligibility of the property; no historic features or contributing structures would be impacted.	Criterion A	No
42UT944, Gardner Canal	Impact to about 1,020 feet of the mainline portion of Segment 1 and the entire branch of Segment 1, and to about 870 feet of an undocumented section of the canal north of Segment 2; no historic features other than the ditch itself would be impacted along Segment 1. Impacts to the canal would likely consist of piping or installation of a culvert along the affected segment of the mainline ditch to convey the canal beneath the new roadway and piping or realigning the branch segment. Neither of these alterations would have a substantive impact on the characteristics of the site that render it eligible for the NRHP.	Criterion A	No
42UT946, Utah Lake Distributing Canal	Impact to about 430 feet of Segment 1. One feature, a headgate, along Segment 1, may be affected. Impacts would likely include the removal and replacement of the feature and either piping or culverting the canal under the new roadway. None of these alterations would affect the characteristics of the site that render it eligible for the NRHP under the relevant criterion.	Criterion A	No
42UT947, Provo Reservoir Canal/ Murdock Ditch	Impact to about 400 feet of Segment 1 and about 430 feet of Segment 2. Two historic features, a headgate and a culvert, would also be impacted within the affected portion of Segment 2. Impacts to Segment 1 would likely consist of piping or culverting the currently open canal segment under the new roadway. Impacts to Segment 2 would likely consist of extension or replacement of the existing culvert and removal and possible replacement of the headgate feature. None of these alterations would affect the characteristics of the site that render it eligible for the NRHP under the relevant criterion.	Criterion A	No

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Address/Site Number	Nature of Impact	NRHP Eligibility Criteria	Adverse Effect?
42UT948, Salt Lake & Western Railway	Impact to about 1,020 feet of Segment 1, about 480 feet of Segment 2, and about 500 feet of a segment of the railroad documented near I-15 for other (non-MVC) projects. Two historic features, both concrete boxes of undetermined function, could be impacted along Segment 1. No known historic features would be impacted along Segment 2. The vast majority of the segment of the railroad at I-15 has already been demolished by other development in the area. Impacts to all segments would likely include complete demolition of the affected sections, as this is an abandoned rail line and the site consists of a simple berm. These impacts would not affect the characteristics of the site that render it eligible for the NRHP under the relevant criterion and would not alter the visual continuity of this linear site on the landscape.	Criterion A	No
42UT1029, Union Pacific Railroad, Provo Line	No direct impact. The railroad would be spanned by widening the existing interstate overpass over the rail line or constructing a new overpass. Neither of these types of alterations would affect the characteristics of the site that render it eligible for the NRHP under the relevant criterion.	Criterion A	No
42UT1125, D&RGW Railroad—mainline	No direct impact. The railroad would be spanned by a new bridge. Constructing the bridge would alter the setting of the site somewhat but not to a sufficient degree that the site would lose integrity or be deemed ineligible for the NRHP.	Criterion A	No

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Table 17A-7. NRHP-Eligible Resources Affected by the Arterials Alternative

Address/Site Number	Nature of Impact	NRHP Eligibility Criteria	Adverse Effect?
1020 W. State St.	Minor acquisition of less than 100 square feet property that does not contribute to the eligibility of the property and avoidance of the primary historical building.	Criterion A	No
1025 W. State St.	Minor acquisition of about 730 square feet of property that does not contribute to the eligibility of the property and avoidance of the primary historical building.	Criterion A	No
959 W. 2100 N.	Minor acquisition of about 620 square feet of backyard property that does not contribute to the eligibility of the property; no historic features or contributing structures would be impacted.	Criterion A	No
7364 N. 9550 W.	Minor acquisition of about 4,100 square feet of property that does not contribute to the eligibility of the property and avoidance of the primary historical building.	Criterion A	No
15400 S. Pony Express Rd.	Direct acquisition of about 1.1 acres of this large property; no historic features or contributing buildings would be impacted. The historic rural setting and feeling of the property have been substantially compromised by recent development adjacent to and surrounding the property. Use of land associated with the property would not compromise the NRHP eligibility of the historic buildings on the property.	Criterion A	No
42SL214, Jordan & Salt Lake City Canal	No direct impact. The canal would be spanned by a bridge, which would not physically alter the site. Placement of the bridge would alter the setting of the canal but would not compromise the characteristics of the site that render it eligible for the NRHP under the relevant criteria.	Criteria A and C	No
42SL286, Utah Lake Distributing Canal	Impact to about 380 feet of the canal through anticipated piping or culverting of the canal beneath the fill for the approach to the proposed Porter Rockwell/ Jordan River Bridge. Although the placement of the bridge would alter the setting of the canal, this alteration would not affect the characteristics of the site that render it eligible for the NRHP under the relevant criteria.	Criterion A	No
42SL287, Provo Reservoir Canal/ Murdock Ditch	Impact to a total of 1,000 feet of the canal from three separate crossings. This alternative would require either piping the affected canal segments or placing them in new culverts under the roadways. These alterations would not affect the characteristics of the site that render it eligible for the NRHP under the relevant criterion.	Criterion A	No
42SL290, East Jordan Canal	No direct impact. The canal would be spanned by a bridge, which would not physically alter the site. Placement of the bridge would alter the setting of the canal but would not compromise the characteristics of the site that render it eligible for the NRHP under the relevant criteria.	Criterion A	No

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Address/Site Number	Nature of Impact	NRHP Eligibility Criteria	Adverse Effect?
42SL291, South Jordan Canal	No direct impact. The canal would be spanned by a bridge, which would not physically alter the site. Placement of the bridge would alter the setting of the canal but would not compromise the characteristics of the site that render it eligible for the NRHP under the relevant criteria.	Criterion A	No
42SL293, D&RGW Railroad—mainline	No direct impact. The railroad would be spanned by a bridge, which would not physically alter the site. Placement of the bridge would alter the setting of the railroad but would not compromise the characteristics of the site that render it eligible for the NRHP under the relevant criteria.	Criterion A	No
42SL295, Utah & Salt Lake Canal	No direct impact. Segment 3 of the canal would be spanned by a bridge, which would not physically alter the site. Placement of the bridge would alter the setting of the canal but would not compromise the characteristics of the site that render it eligible for the NRHP under the relevant criteria.	Criterion A	No
42SL350, Draper Irrigation Canal	Impact to about 3,000 feet of the documented segment of the canal; however, more than 2,000 feet of this same section was placed into a pipe or otherwise altered (for example, a concrete lining was placed in some areas) for the construction of I-15. Impacts would likely consist of either piping or substantive realignment of the affected section, though portions of the canal segment are already piped. These alterations would not substantially compromise the characteristics of the site that render it eligible for the NRHP.	Criterion A	No
42SL510, Salt Lake & Utah Railroad	Impact to about 250 feet of the extreme northern end of the remaining railroad grade. No features other than the grade itself would be impacted. Impacts would likely consist of complete demolition and/or coverage of the affected section of the rail grade as part of roadway construction. These impacts would not substantively alter the characteristics of the site that render it eligible for the NRHP or significantly compromise the visual continuity of the site as it presently exists.	Criteria A and B	No
42UT944, Gardner Canal	Impact to about 550 feet of the mainline portion of Segment 1 and the entire branch of Segment 1; no historic features other than the ditch itself would be impacted. Impacts to the canal would likely consist of piping or installation of a culvert along the affected segment of the mainline ditch to convey the canal beneath the new roadway and piping or realigning the branch segment. Neither of these alterations would have a substantive impact on the characteristics of the site that render it eligible for the NRHP.	Criterion A	No

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Address/Site Number	Nature of Impact	NRHP Eligibility Criteria	Adverse Effect?
42UT946, Utah Lake Distributing Canal	Impact to about 158 feet of Segment 1 and about 200 feet of Segment 2. One feature, a headgate, along Segment 1, and two features, both headgates, along Segment may be affected. Impacts would likely include the removal and replacement of the features and either piping or culverting the canal under the new roadway. None of these alterations would affect the characteristics of the site that render it eligible for the NRHP under the relevant criterion.	Criterion A	No
42UT947, Provo Reservoir Canal/ Murdock Ditch	Impact to about 280 feet of Segment 1 and about 380 feet of Segment 2. Two historic features, a headgate and a culvert, would also be impacted within the affected portion of Segment 2. Impacts to Segment 1 would likely consist of piping or culverting the currently open canal segment under the new roadway. Impacts to Segment 2 would likely consist of extension or replacement of the existing culvert and removal and possible replacement of the headgate feature. None of these alterations would affect the characteristics of the site that render it eligible for the NRHP under the relevant criterion.	Criterion A	No
42UT948, Salt Lake & Western Railway	Impact to about 510 feet of Segment 1, about 634 feet of Segment 2, and about 514 feet of a segment of the railroad documented near I-15 for other (non-MVC) projects. Two historic features, both concrete boxes of undetermined function, could be impacted along Segment 1. No historic features would be impacted along Segment 2. The vast majority of the segment of the railroad at I-15 has already been demolished by other development in the area. Impacts to all segments would likely include complete demolition of the affected sections, as this is an abandoned rail line and the site consists of a simple berm. These impacts would not affect the characteristics of the site that render it eligible for the NRHP under the relevant criterion and would not alter the visual continuity of this linear site on the landscape.	Criterion A	No
42UT1029, Union Pacific Railroad, Provo Line	No direct impact. The railroad would be spanned by widening the existing interstate overpass over the rail line or constructing a new overpass. Neither of these types of alterations would affect the characteristics of the site that render it eligible for the NRHP under the relevant criterion.	Criterion A	No
42UT1125, D&RGW Railroad—mainline	Impact to about 370 feet of Segment 1 and about 460 feet of Segment 3. No historic features other than the rail corridor itself would be affected. Impacts would likely consist of construction of grade-separated crossings at both locations. Construction of such crossings would not affect the characteristics of the site that render it eligible for the NRHP under the relevant criterion.	Criterion A	No

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