

PURPOSE AND NEED & ALTERNATIVE SCREENING CRITERIA

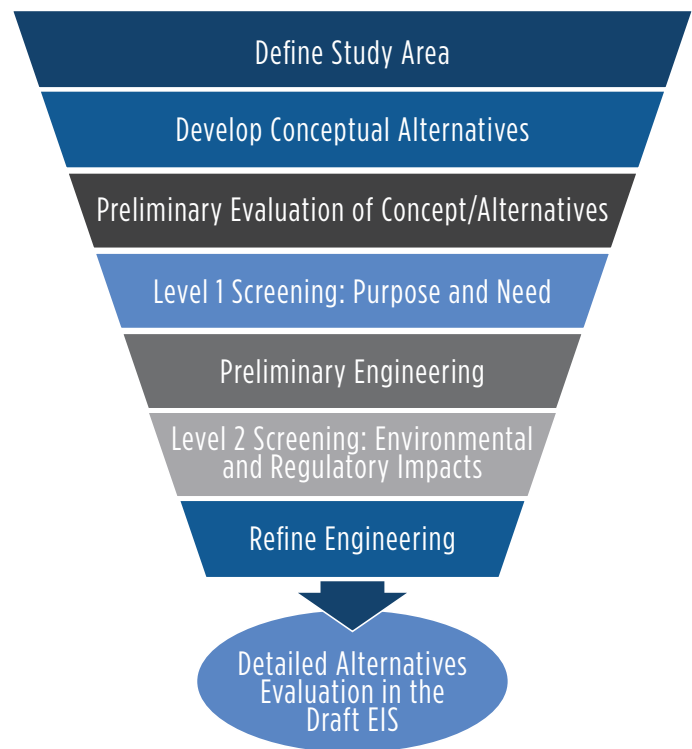
PROJECT PURPOSE

Improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 through 2050 while allowing Heber City to meet their vision for the historic town center.

ALTERNATIVES SCREENING PROCESS

The alternatives development and screening process will consist of the following seven phases:

- **Define study area** to meet the Purpose and Need, alternatives that are not on the U.S. 40 corridor should provide an attractive alternative to U.S. 40, like a relief valve. If the alternatives are too far away from U.S. 40, they will not draw traffic off because drivers do not want to travel out of direction. Travel demand modeling will be used to determine how far away alternatives can be from U.S. 40 and still effectively draw traffic off U.S. 40.
- **Develop Conceptual Alternatives** informed by traffic data and public input
- **Preliminary evaluation of alternatives** to determine if they are technically feasible and meet project objectives, NEPA requirements and are within the project study area.
- **Apply first-level screening criteria (Purpose and Need)** to eliminate alternatives that do not meet the purpose and need of the project. Refine alternatives that pass first-level screening.
- **Preliminary engineering** the alternatives that pass Level 1 screening will be further developed to avoid and minimize impacts to the natural and built environments and will be designed to a higher level of detail before UDOT performs the detailed impact analyses for the EIS.
- **Apply second-level screening criteria (Impacts)** to eliminate alternatives that might meet the purpose and need of the project but would be unreasonable alternatives for other reasons—such as unreasonable environmental or regulatory impacts.
- **Refine engineering**







LEVEL 1 SCREENING CRITERIA

The purpose of Level 1 screening is to identify alternatives that meet the purpose and need of the project.

Criteria	Measure
Improve regional and local mobility on U.S. 40 through 2050	<ul style="list-style-type: none"> • Improve arterial and intersection Level of Service (LOS) on U.S. 40 • Substantially decrease thru-traffic travel time • Substantially decrease queue length along U.S. 40 • Minimize conflicts¹ to north-south mobility for thru-traffic
Allow Heber City to meet their vision for the historic town center	<ul style="list-style-type: none"> • Avoid/minimize impacts to valued places² and historic buildings on Main Street • Avoid improvements that would preclude Heber City from implementing strategies to achieve their vision for Main Street (<i>wide sidewalks, bike lanes, landscaping, reduced speed limit</i>)

LEVEL 2 SCREENING CRITERIA

The purpose of Level 2 screening is to determine which alternatives are practicable and reasonable and therefore will be evaluated in detail in the EIS. Level 2 screening takes into consideration potential impacts to key resources.³

Criteria	Measure
 Waters of the U.S.	<ul style="list-style-type: none"> • Acres and types of wetlands and other waters of the U.S. affected • Linear feet of ditches and creeks affected
 Section 4(f)/6(f) Resources	<ul style="list-style-type: none"> • Number of Section 4(f) historic properties affected • Number of Section 4(f) recreation resources affected • Number of Section 6(f) resources affected (<i>Recreation facilities that received Land and Water Conservation Act funds</i>)
 Right-of-way	<ul style="list-style-type: none"> • Number of full property acquisitions and relocations (<i>commercial and residential</i>) • Number of partial property acquisitions
 Cost	<ul style="list-style-type: none"> • Alternatives cost compared to other alternatives (<i>alternatives would not be eliminated based on cost unless they are an order of magnitude greater</i>)

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

1. Conflicts include cross streets and driveways.

2. Downtown urban parks in the Heber City Parks, Trails, and Open Space Master Plan.

3. Waters of the U.S. and Section 4(f)/6(f) are given special consideration because federal laws require UDOT to consider and analyze alternatives that avoid these resources.