

INITIAL ALTERNATIVE CONCEPTS

Alternative concepts were developed using information from previous studies, public comments, and traffic analysis conducted by the EIS project team. There are currently 13 build alternative concepts under consideration. UDOT will use a multi-level screening process to determine which alternatives are reasonable and will be carried forward for detailed analysis.

U.S. 40 ALTERNATIVES

- 40A ALTERNATIVE 40A: WIDEN U.S. 40**
Concept proposes widening U.S. 40 from five lanes to seven lanes, from 500 North to U.S. 189.
- 40B ALTERNATIVE 40B: IMPROVE U.S. 40 – ROUNDABOUTS**
Concept proposes replacing the existing signalized intersections with roundabouts at 500 North, Center Street, 100 South, 600 South, and 1200 South, with no additional lanes added to U.S. 40.
- 40C ALTERNATIVE 40C: IMPROVE U.S. 40 – INTERSECTION IMPROVEMENTS**
Concept proposes realigning S.R. 113 to line up with Center Street (to align major east-west movements), adding turn lanes to signalized intersections, with no additional lanes added to U.S. 40.
- 40D ALTERNATIVE 40D: IMPROVE U.S. 40 – TUNNELING/BRIDGING**
Concept proposes constructing a bridge over or a tunnel under U.S. 40 (for through traffic at 50 mph) from 500 North to 1200 South.
- 40E ALTERNATIVE 40E: REVERSIBLE LANES**
Concept proposes converting the center turn lane to a reversible lane from 500 North to U.S. 189, with no additional lanes added to U.S. 40. The center lane would be used for northbound traffic in the AM and southbound traffic in the PM.
- 40F ALTERNATIVE 40F: ONE-WAY-COUPLET**
Concept proposes splitting U.S. 40 into two roads between 500 North and 1000 South. Main Street would be for northbound travel and 100 West would be for southbound travel.

WEST ALTERNATIVES

- WA ALTERNATIVE WA: WEST BYPASS LIMITED-ACCESS GRADE-SEPARATED**
Concept proposes a highway-type facility with six interchanges at major connections: U.S. 40 (2), U.S. 189 (2), S.R. 113, and 1300 South.
- WB ALTERNATIVE WB: WEST BYPASS PARKWAY AT-GRADE**
Concept proposes a parkway-type facility with eight intersections: U.S. 40 (2), U.S. 189 (2), S.R. 113, 1300 South, Industrial Parkway, and 300 West.
- WC ALTERNATIVE WC: WEST BYPASS ARTERIAL AT-GRADE**
Concept proposes an arterial-type facility with intersections at all cross streets, nine total: U.S. 40 (2), U.S. 189 (2), 1300 South, S.R. 113, Industrial Parkway, 300 West, and S. Daniels Road.
- WD ALTERNATIVE WD: WEST BYPASS PARKWAY TURBO ROUNDABOUTS**
Concept has turbo roundabouts at seven key locations.

Concepts WA, WB and WC each have an option to realign U.S. 189.

EAST ALTERNATIVES

- EA ALTERNATIVE EA: EAST BYPASS LIMITED-ACCESS GRADE-SEPARATED**
Concept proposes a highway-type facility offset from 1200 East (Mill Road) with three interchanges: Center Street and the north and south connections to U.S. 40.
- EB ALTERNATIVE EB: EAST BYPASS PARKWAY AT-GRADE**
Concept proposes a parkway-type facility offset from 1200 East (Mill Road) with seven intersections at key locations.
- EC ALTERNATIVE EC: EAST BYPASS ARTERIAL AT-GRADE**
Concept proposes an arterial-type facility on 1200 East (Mill Road) with intersections at all cross streets, 12 total.

ARE THERE OTHER ALTERNATIVES UDOT SHOULD CONSIDER

PROCESS AND SCHEDULE

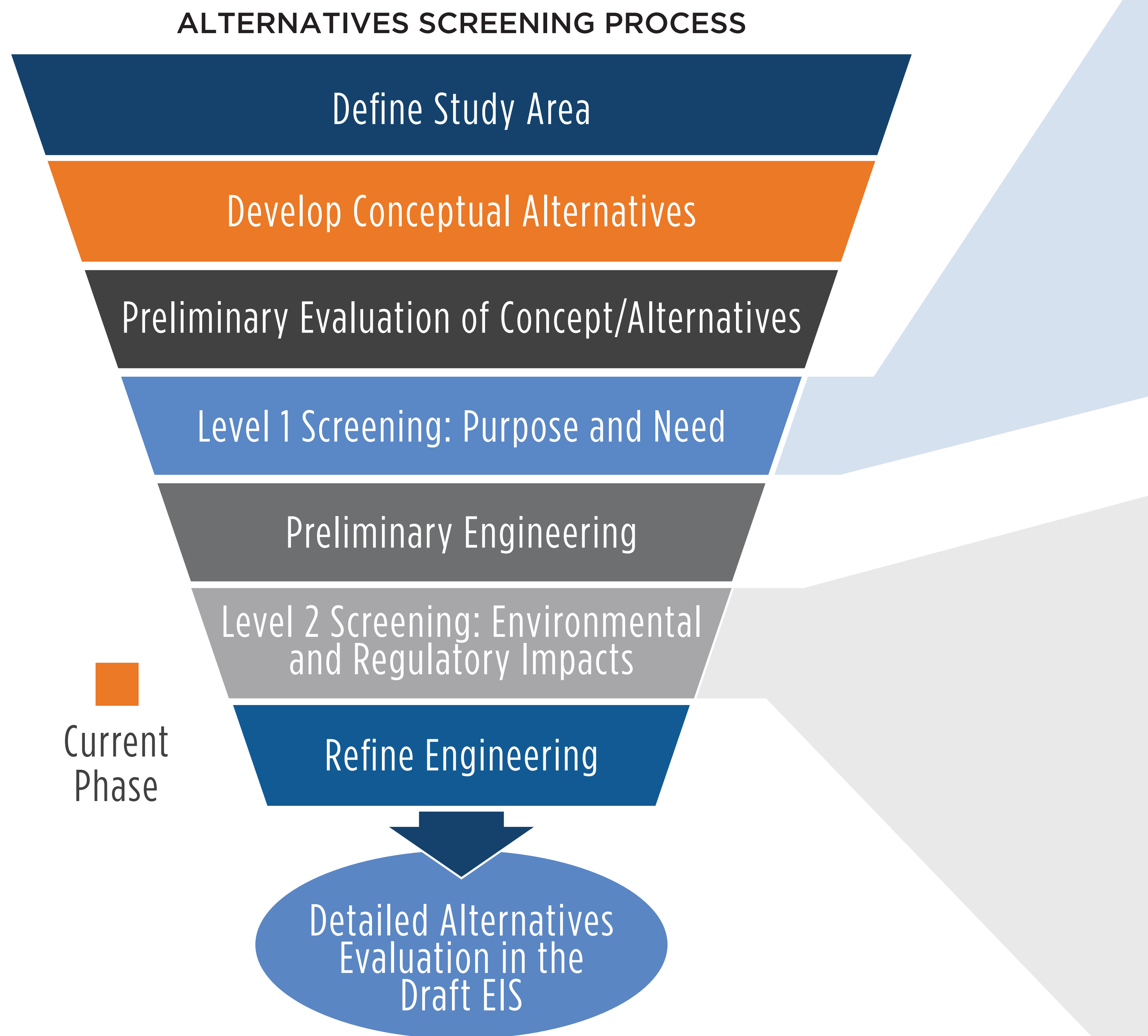


ONGOING STAKEHOLDER ENGAGEMENT

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|--|---|---|--|--|---|
| <ul style="list-style-type: none"> • Virtual public meeting • 30-day public comment period | <ul style="list-style-type: none"> • File Notice of Intent to begin NEPA process • 45-day public comment period | <ul style="list-style-type: none"> • Develop alternative concepts • Public meetings & 30-day comment period | <ul style="list-style-type: none"> • Public hearing • 45-day public comment period | <ul style="list-style-type: none"> • Respond to public comments on DEIS • Revise EIS | <ul style="list-style-type: none"> • Public engagement |
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MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS





CONCEPTUAL ALTERNATIVE SCREENING PROCESS AND CRITERIA



LEVEL 1 SCREENING CRITERIA - PURPOSE AND NEED

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 conflicts to north-south mobility for thru-traffic
Provide opportunities for non-motorized transportation	<ul style="list-style-type: none"> Provide opportunities for non-motorized transportation consistent with local and regional planning documents
Allow Heber City to meet their vision for the historic town center	<ul style="list-style-type: none"> Avoid/minimize impacts to valued places 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 - IMPACTS

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) Resources	<ul style="list-style-type: none"> Number of Section 4(f) historic properties affected Number of Section 4(f) recreation resources affected
 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>)

PROJECT PURPOSE

The purpose of the Heber Valley Corridor EIS is to improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 and provide opportunities for non-motorized transportation while allowing Heber City to meet their vision for the historic town center.

KEY TERMS

- A limited-access facility is the same design type as U.S. 40 between I-80 and S.R. 32.
- An arterial is a high-capacity road, for example Main Street in Heber City.
- An intersection is an at-grade junction where two or more roads converge, diverge, meet, or cross.
- A grade-separated interchange is when a local road crosses over or under the highway and ramps are used to enter or exit the highway.
- A parkway is a controlled-access divided highway, with few intersections and a median in the center.
- An at-grade roadway is a facility where the intersection crossings between roads are on the same level.
- A turbo roundabout is a large-scale, multi-lane roundabout that requires drivers to choose travel direction prior to entering.