

PROJECT PURPOSE

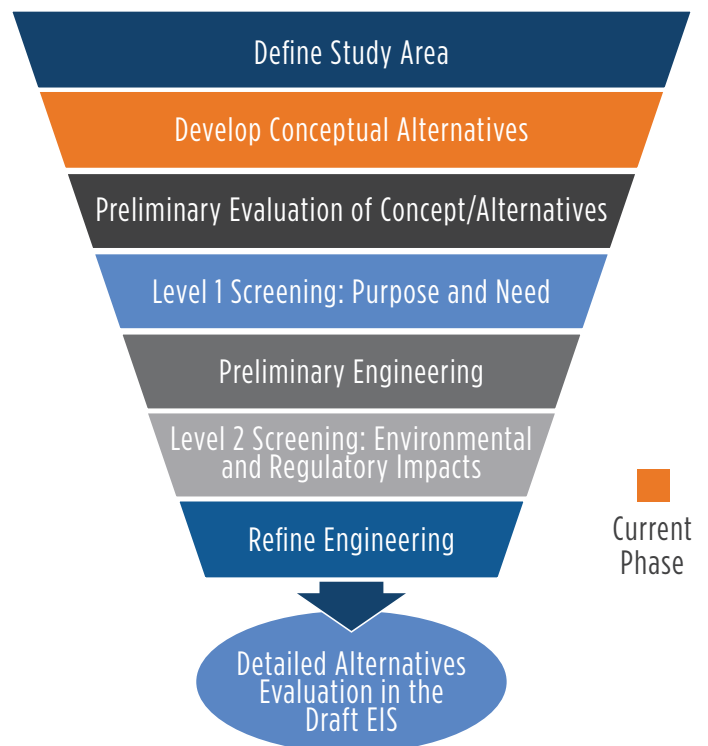
The purpose of the Heber Valley Corridor project is to improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 and provide opportunities for non-motorized transportation while allowing Heber City to meet their vision for the historic town center.

UDOT held two public comment periods in 2020/2021 to help inform the study team of transportation issues, develop potential alternatives and define criteria to evaluate potential alternatives. This evaluation process is known as "screening".

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. Travel demand modeling will be used to determine how far away alternatives can be from U.S. 40 and still effectively draw traffic.
- Develop conceptual alternatives** informed by traffic data and public input.
- Preliminary evaluation of alternatives** to determine if they are technically feasible, meet project objectives and NEPA requirements, and are within the project study area.
- Apply first-level screening criteria (Purpose and Need - see chart on back)** to eliminate alternatives that do not meet the purpose and need of the project.
- Preliminary engineering** of the alternatives that pass Level 1 screening. Alternatives will be further developed to avoid and minimize impacts to the natural/built environments.
- Apply second-level screening criteria (Impacts - see chart on back)** to eliminate alternatives that might meet the purpose and need of the project but would be unreasonable alternatives for other reasons — such as environmental or regulatory impacts.
- Refine engineering** for alternatives that pass through screening before the detailed impact analysis in the Draft EIS.







LEVEL 1 SCREENING CRITERIA - PURPOSE AND NEED

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
Provide opportunities for non-motorized transportation	<ul style="list-style-type: none"> • Provide opportunities for non-motorized transportation consistent with local and regional planning documents²
Allow Heber City to meet their vision for the historic town center	<ul style="list-style-type: none"> • Avoid/minimize impacts to valued places³ 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

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.

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>)

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. All alternatives that pass through Level 1 and Level 2 screening will be designed to include a non-motorized component which could include sidewalks, bike lanes, or trails, depending on the context of the alternative.

3. Downtown urban parks in the Heber city Parks, Trails and Open Space Master Plan.