

## **Appendix I. Preliminary Evaluation of Alternatives Suggested during Alternatives Comment Period**

**Table I-1. Preliminary Evaluation of Alternatives and Concepts Suggested during Alternatives Comment Period**

Suggested Alternative	Part of No-Action/Baseline	Reason for Not Including in the Proposed Alternatives					Evaluated Further in Level 1 Screening	Considered as Part of Alternative Design, Environmental Analysis, and/or Potential Mitigation <sup>a</sup>	Additional Information
		Redundant with Other Alternatives	Does Not Meet Project Objectives	Outside the EIS Study Area	Outside the Scope of the EIS	Technically and/or Feasibly Prohibitive			
<b>U.S. 40 and Main Street Suggestions</b>									
Place speed bumps on Main Street			✓						Would not improve regional or local mobility.
Eliminate parking on Main Street			✓						Would not improve regional or local mobility and would not allow Heber City to meet their vision for the historic town center.
Put a barrier or wide median on U.S. 40 to prevent accidents							✓	✓	Will be part of the alternatives carried forward for detailed evaluation in the EIS.
Prevent new connections and intersections to U.S. 40	✓						✓	✓	Will be part of the alternatives carried forward for detailed evaluation in the EIS.
Install interchanges on U.S. 40 in Heber City			✓				✓		Would not allow Heber City to meet their vision for the historic town center. Interchanges were considered with some alternatives where reasonable, but not through downtown Heber City.
Reduce the speed limit on U.S. 40 in Heber City			✓						Would not improve regional or local mobility.
Improve traffic flow through town (such as the traffic light at 300 West 100 South and the roundabout at 300 West 600 South) to reduce the need to use Main Street			✓				✓		Intersection improvements and roundabouts on US 40 through downtown were considered. The one-way couplet alternative evaluated improvements to traffic flow through town to reduce the need to use Main Street (see Alternative 40G).
Add a traffic signal at Coyote Lane	✓						✓	✓	The corridor access agreement includes a full signalized intersection at Coyote Lane. A signal will be installed when warranted and approved by UDOT. This signal is part of the No-action Alternative and will be included in the alternatives carried forward for detailed evaluation in the EIS.
Add a traffic signal at 3000 North (UVU)						✓			The corridor access agreement includes a full signalized intersection at North College Way. Another traffic signal at 3000 North would be too close (it would violate the half-mile spacing requirements for signalized intersections on the type of access allowed on U.S. 40 north of Heber City).
Add a westbound uphill climbing lane on U.S. 40 between S.R. 32 and the Summit County line			✓	✓					Outside the study area.
Construct an overpass at the U.S. 40/S.R. 32 intersection	✓								Part the No-action Alternative. UDOT is planning this interchange as a separate project (included in UDOT's <i>Statewide Rural Long-range Transportation Plan</i> ).
Extend 100 West option (in one-way couplet) straight south to U.S. 189 to bypass the hub intersection		✓	✓				✓		A couplet that incorporated 100 West was considered. However, it would not allow Heber City to meet their vision for the historic town center (see Alternative 40F).

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<b>Suggestions for Other Routes or Facility Types</b>									
Improve 1200 South	✓		✓						Part the No-action Alternative. Wasatch County is planning improvements to 1200 South as two separate projects (included in the 2019–2050 <i>Wasatch County Regional Transportation Plan</i> ). A sensitivity analysis for the east bypass alternatives evaluated 1200 South as a higher-speed facility, and the east bypasses still did not improve local mobility.
Improve Center Creek Road	✓								Part the No-action Alternative. Wasatch County is planning improvements to Center Creek Road as a separate project (included in the 2019–2050 <i>Wasatch County Regional Transportation Plan</i> ).
Build a frontage road parallel to U.S. 40	✓						✓	✓	Part the No-action Alternative. Heber City is planning to construct the North Village Connector, a frontage road between S.R. 32 and Coyote Lane (included in the 2019–2050 <i>Wasatch County Regional Transportation Plan</i> ). UDOT has included frontage road concepts, which will be part of alternatives carried forward for detailed evaluation in the EIS.
Incentivize trucks to drive at night						✓			UDOT does not have the authority to restrict trucks on the National Highway Network, including restricting the time of day when trucks can travel.
Implement pipeline or rail connections between the Uinta Basin and Salt Lake City			✓	✓	✓				Constructing pipeline and rail infrastructure is outside UDOT’s jurisdiction. The Uinta Basin Railroad Final EIS concluded that constructing a rail line would not reduce truck traffic on U.S. 40 through Heber City. The truck traffic from the Uinta Basin is only small component of the traffic that is causing the congestion. Rail and pipeline infrastructure would not address local traffic on U.S. 40.
Make improvements to S.R. 208 and/or S.R. 35, or construct a new road to bypass the Heber Valley farther to the east			✓	✓					Would not improve regional or local mobility. Traffic analysis shows that an alternative route needs to be within about 1 mile east or west of Main Street to effectively draw traffic. Traffic to and from the Provo area on U.S. 189 is about 3 times greater than the traffic coming from the southeast on U.S. 40. Improving routes farther east would not address the U.S. 189 traffic.
Include the realignment of S.R. 113 in every alternative			✓						As a standalone project, this would not improve regional or local mobility. It is not necessary if an alternative meets the project purpose without realigning S.R. 113.
Build a one-way couplet with northbound traffic on 100 West and southbound traffic on 100 East							✓		Alternative 40G was carried forward to Level 1 screening.
<b>U.S. 189 Suggestions</b>									
Install a traffic signal at U.S. 189 and Daniels Road			✓						Would not improve regional or local mobility.
<b>Combination Bypass Suggestions</b>									
Requests to move a west or east bypass alternative farther from Heber City			✓						Would not improve regional or local mobility. Traffic analysis shows that an alternative route needs to be within about 1 mile east or west of Main Street to effectively draw traffic.
Various combinations of an east bypass and a west bypass to create a belt route		✓							If one route or alternative can meet purpose of the project, then a second route or combination of alternatives is not necessary or fiscally prudent for this project.
Various combinations of an east or west bypass plus improvements to Main Street		✓							If one route or alternative can meet purpose of the project, then a second route or combination of alternatives is not necessary or fiscally prudent for this project.

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<b>East Bypass Suggestions</b>									
Eastern bypass should be 25 mph and limited to local traffic only			✓						Would not improve regional or local mobility.
Various east bypass mitigations and alignment variations		✓							Any eastern bypass variation that would function similarly to existing bypass alternatives was eliminated because it would be redundant.
Limit improvements to U.S. 40 to Center Street, do not build an east bypass	✓								Heber City is planning to construct an eastern bypass that would connect to U.S. 40 at 800 North and Center Street just east of Mill Road. This project is independent of the Heber Valley Corridor EIS.
<b>West Bypass Suggestions</b>									
West bypass parkway and turbo roundabouts with connection at 900 North		✓					✓		Similar to Alternative WB2 (parkway alternative with a connection at 800 North). Intersections will be designed in detail for all alternatives and evaluated in the Draft EIS.
West bypass limited access and grade-separated interchanges with connections to U.S. 40 at 1200 North		✓					✓		Similar to Alternative WA1 (grade-separated, limited-access facility with connection at 800 North). UDOT evaluated a connection at 1200 North and determined that the connection would function similarly but would have additional wetland impacts.
Western bypass without an east-west connection near 1300 South			✓						Would not improve regional and local mobility. Traffic analysis shows that the east-west connection at 1300 South is necessary to meet the project purpose.
Western bypass with a north-south collector, such as 525 West, in addition to U.S. 40		✓					✓		Alternatives with an additional connection to U.S. 40 north of Heber City were developed and moved forward to screening (Alternatives WA3, WB3, and WB4).
Western bypass without realigning U.S. 189							✓		Several west bypass alternatives that would not realign U.S. 189 were included in screening (Alternatives WA1, WA3, WB1, WB3, WC1, WD1, WD2, and WS).
West bypass limited access and grade-separated interchanges with two northern connections to U.S. 40		✓					✓		A concept variation on Alternative WA that includes an additional connection to U.S. 40 north of Heber City was developed and moved forward to screening (Alternative WA3). Several connection points at the north end of U.S. 40 were examined.
West bypass parkway and turbo roundabouts with connection at 1300 South		✓					✓		A concept variation on Alternative WD that includes a connection to 1300 South in Heber City was developed and moved forward to screening (Alternative WD2).
Build a western bypass in the Midway area			✓						Would not improve regional or local mobility. Traffic analysis shows that an alternative route needs to be within about 1 mile east or west of Main Street to effectively draw traffic.
Southern bypass connecting U.S. 40 with western bypass alignments							✓		A western bypass with a southern extension was developed and moved forward to screening (Alternative WS).
Western bypass without connections between 800 North and River Road		✓					✓		Seven of the western bypass alternatives evaluated would not have connections to U.S. 40 between 800 North and River Road.

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Various west bypass mitigations and alignment variations		✓							Any western bypass variation that would function similarly to existing bypass alternatives was eliminated because it would be redundant. Alignments were shifted to try to avoid or minimize impacts to sensitive resources. Alternatives that passed screening will be further refined and evaluated in detail in the EIS to try to further reduce impacts. Resource mitigation, like that suggested, will be evaluated and documented in the EIS.
A grade-separated western bypass without intersections		✓					✓		Similar to Alternatives WA1 and WA3.

<sup>a</sup> This column applies to alternatives that pass screening and are evaluated in detail in the Draft EIS. The suggestion might be incorporated into the alternatives that are evaluated in detail.