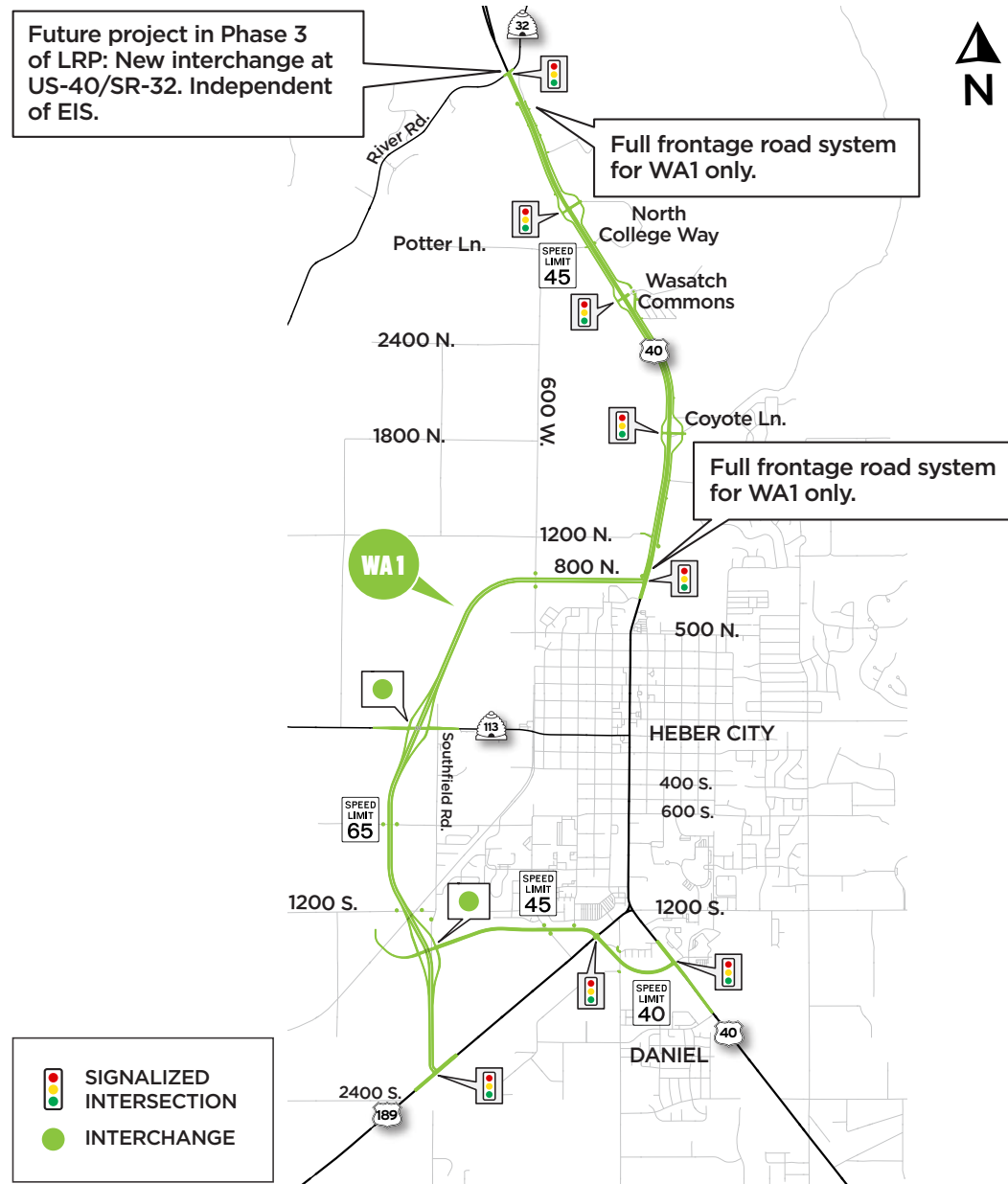


Alternative WA1

Freeway with North US-40

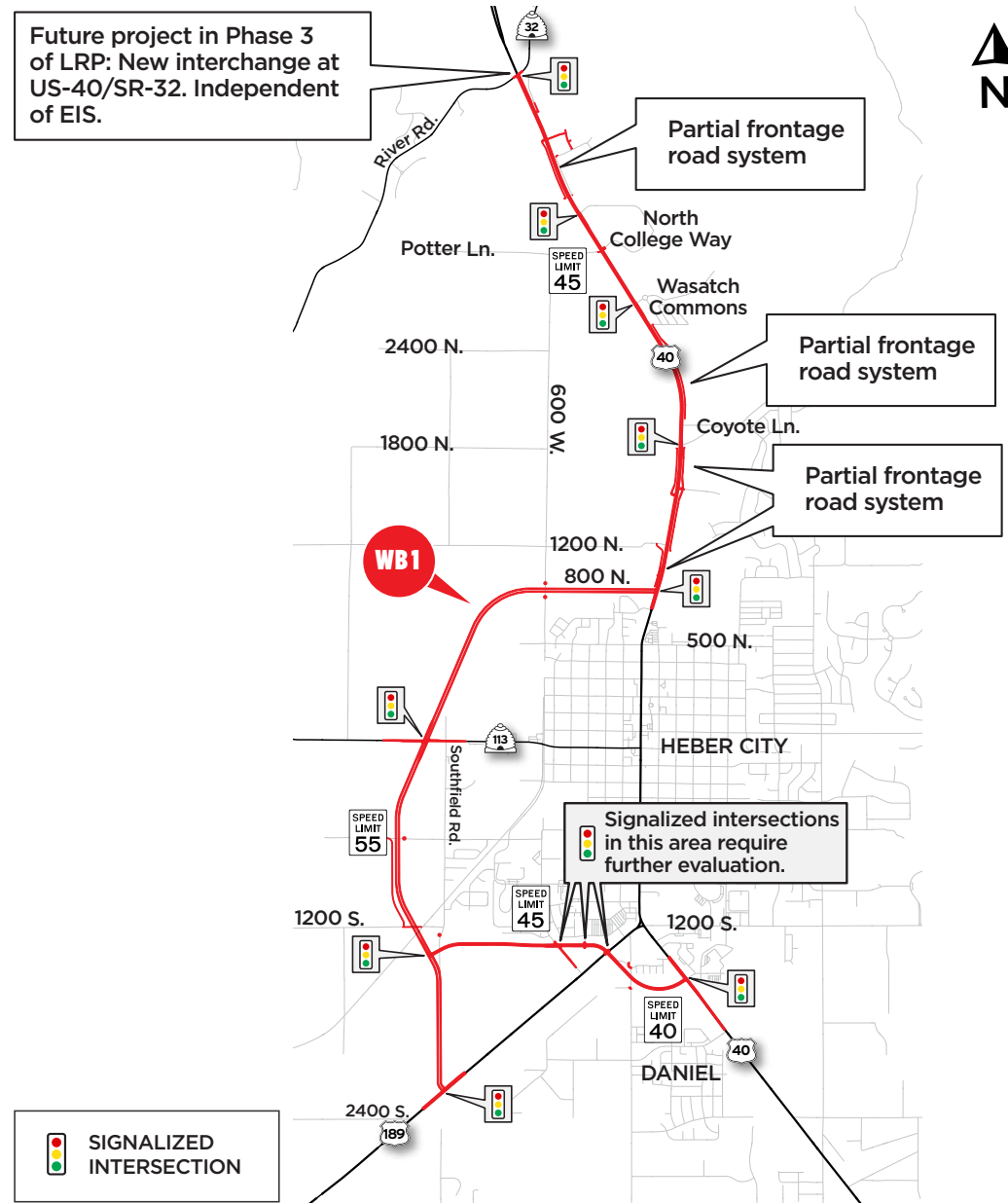


Bypass Characteristics			Southern Connection		Northern Connection to SR-32			
Facility Type	Speed Limit	Access Locations	1300 S	Realign US-189	New Alignment	Uses Existing US-40	Speed	Access Locations
Freeway	65	Grade-separated Interchanges	Yes	No	No	Yes	45	Signalized intersections

ALTERNATIVE	Level 1 Screening						Level 2 Screening				
	Meets Heber City Vision Impacts to downtown valued places/historic buildings	Local Mobility PM peak hour operations (5-6pm) on Heber City Main Street			Regional Mobility Traffic operations between SR-32 and US-189		Waters of the U.S. (Acres impacted) Canals, ditches, perennial streams, wetlands	Historic Buildings (#) Potential adverse effects	Residences and Businesses (#) Potential full acquisitions	Cost (millions) High level project cost estimate	Recommended for detailed evaluation in Draft EIS
		Intersections with LOS F Five intersections on US-40 in downtown Heber City	Southbound Segments with LOS F	Southbound Queue Length at 500 North (feet)	Local Travel Time on US-40 SR-32 to US-189/US-40 intersection (m:s)	Regional Travel Time on Bypass SR-32 to US-189/3000 South (m:s)					
US-40 Existing Conditions (2019)	No	0	2	375	8:20	10:40 (on US-40)	144	-	-	-	-
US-40 No-Action (2050)	No	3	2	13,100	17:40	19:05 (on US-40)	152-157	-	-	-	Yes
West Bypass Limited-Access Grade-Separated (WA1) Freeway with North US-40 (WA1)	Yes	0	1	1,600	11:05	9:10	16	8.84	8	18	\$234M Yes

Alternative WB1

Highway with North US-40

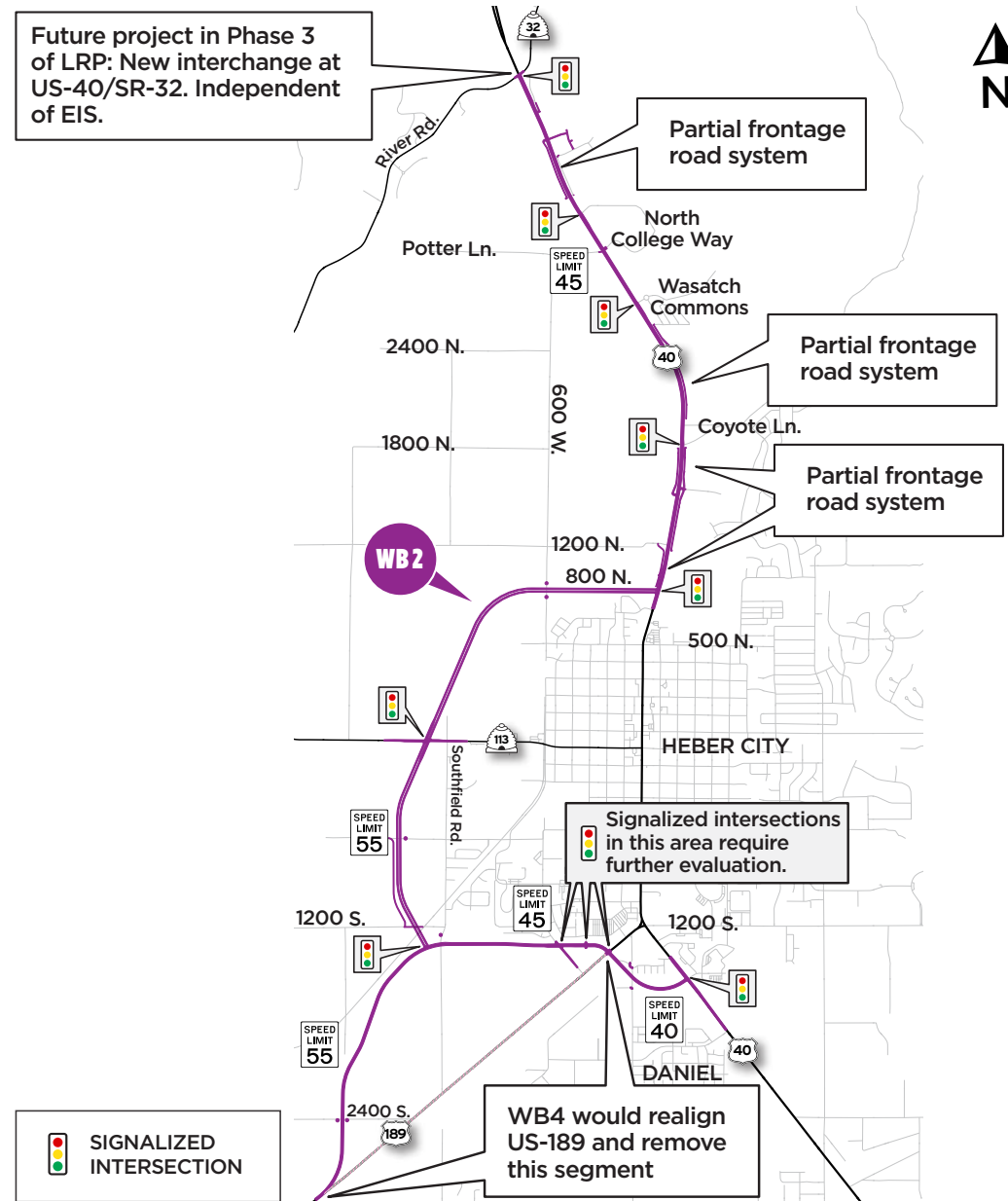


Bypass Characteristics			Southern Connection		Northern Connection to SR-32			
Facility Type	Speed Limit	Access Locations	1300 S	Realign US-189	New Alignment	Uses Existing US-40	Speed	Access Locations
Highway	55	Signalized intersections	Yes	No	No	Yes	45	Signalized and unsignalized intersections, driveways

ALTERNATIVE	Level 1 Screening							Level 2 Screening				
	Meets Heber City Vision Impacts to downtown valued places/historic buildings	Local Mobility PM peak hour operations (5-6pm) on Heber City Main Street			Regional Mobility Traffic operations between SR-32 and US-189			Waters of the U.S. (Acres impacted) Canals, ditches perennial streams, wetlands	Historic Buildings (#) Potential adverse effects	Residences and Businesses (#) Potential full acquisitions	Cost (millions) High level project cost estimate	Recommended for detailed evaluation in Draft EIS
		Intersections with LOS F Five intersections on US-40 in downtown Heber City	Southbound Segments with LOS F	Southbound Queue Length at 500 North (feet)	Local Travel Time on US-40 SR-32 to US-189/US-40 intersection (m:s)	Regional Travel Time on Bypass SR-32 to US-189/3000 South (m:s)	Conflict Points Intersections, cross streets, driveways					
US-40 Existing Conditions (2019)	No	0	2	375	8:20	10:40 (on US-40)	144	-	-	-	-	-
US-40 No-Action (2050)	No	3	2	13,100	17:40	19:05 (on US-40)	152-157	-	-	-	-	Yes
West Bypass Parkway At-Grade (WB1) Highway with North US-40 (WB1)	Yes	0	1	1,500	11:00	10:25	26-35	6.55	8	17	\$173M	Yes

Alternative WB2

Highway with North US-40 and Realigned US-189

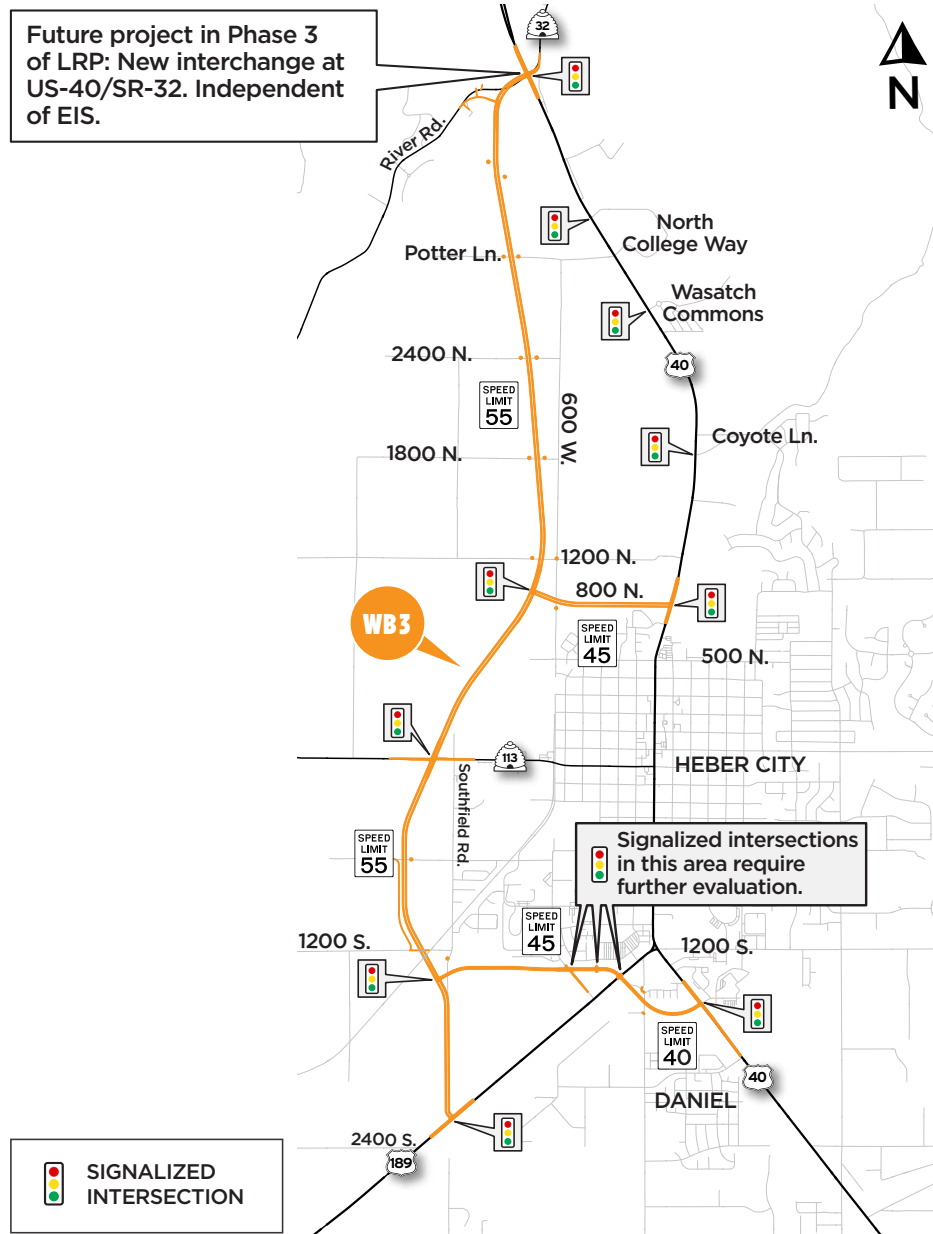


Bypass Characteristics			Southern Connection		Northern Connection to SR-32			
Facility Type	Speed Limit	Access Locations	1300 S	Realign US-189	New Alignment	Uses Existing US-40	Speed	Access Locations
Highway	55	Signalized intersections	Yes	Yes	No	Yes	45	Signalized and unsignalized intersections, driveways

ALTERNATIVE	Level 1 Screening						Level 2 Screening					
	Meets Heber City Vision Impacts to downtown valued places/historic buildings	Local Mobility PM peak hour operations (5-6pm) on Heber City Main Street			Regional Mobility Traffic operations between SR-32 and US-189		Waters of the U.S. (Acres impacted) Canals, ditches perennial streams, wetlands	Historic Buildings (#) Potential adverse effects	Residences and Businesses (#) Potential full acquisitions	Cost (millions) High level project cost estimate	Recommended for detailed evaluation in Draft EIS	
Intersections with LOS F Five intersections on US-40 in downtown Heber City		Southbound Segments with LOS F	Southbound Queue Length at 500 North (feet)	Local Travel Time on US-40 SR-32 to US-189/US-40 intersection (m:s)	Regional Travel Time on Bypass SR-32 to US-189/3000 South (m:s)	Conflict Points Intersections, cross streets, driveways						
US-40 Existing Conditions (2019)	No	0	2	375	8:20	10:40 (on US-40)	144	-	-	-	-	-
US-40 No-Action (2050)	No	3	2	13,100	17:40	19:05 (on US-40)	152-157	-	-	-	-	Yes
West Bypass Parkway At-Grade with Realigned US-189 (WB2) <i>Highway with North US-40 and Realigned US-189 (WB2)</i>	Yes	0	0	400	9:30	10:05	27-36	6.55	8	18	\$179M	Yes

Alternative WB3

Highway to SR-32

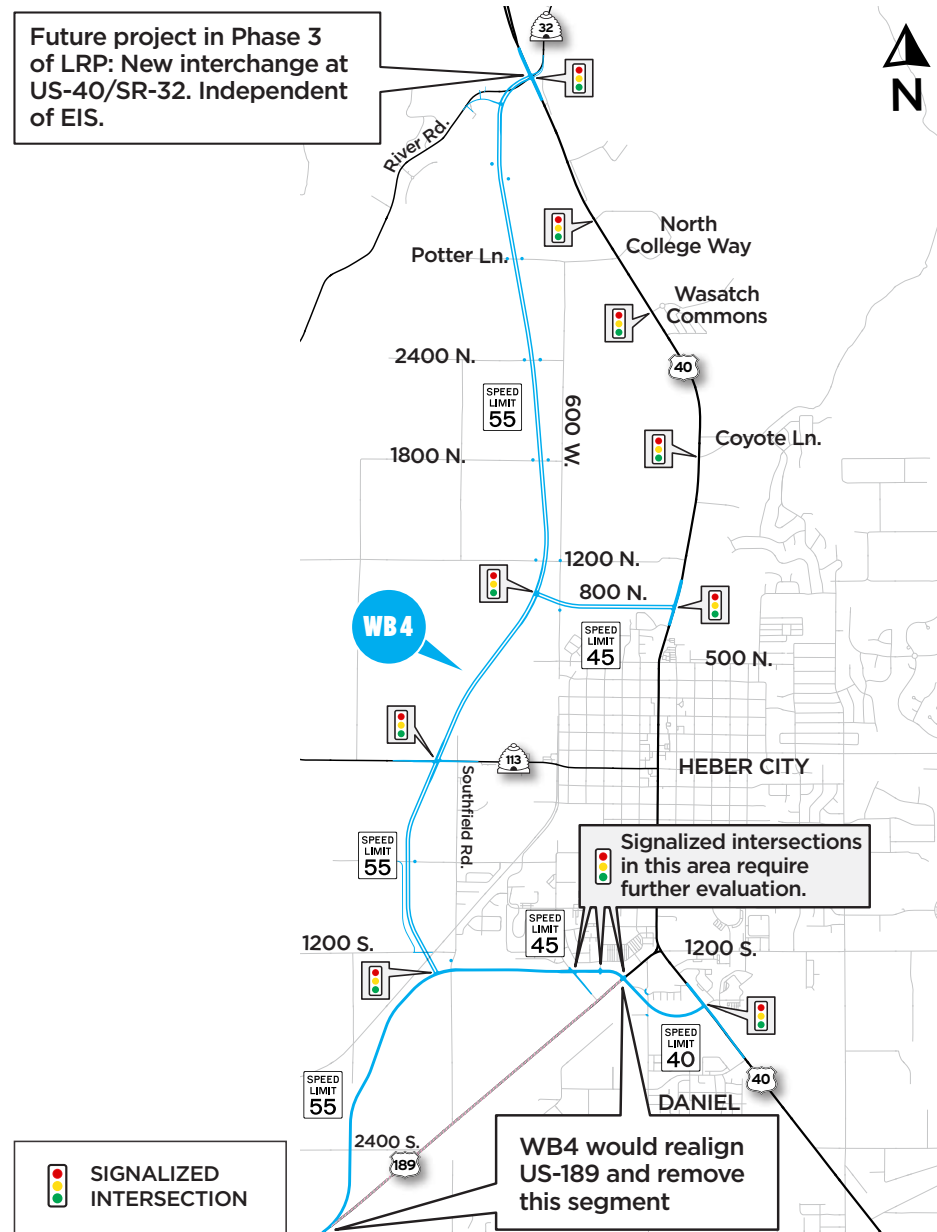


Bypass Characteristics			Southern Connection		Northern Connection to SR-32			
Facility Type	Speed Limit	Access Locations	1300 S	Realign US-189	New Alignment	Uses Existing US-40	Speed	Access Locations
Highway	55	Signalized intersections	Yes	No	Yes	No	55	Signalized intersections

ALTERNATIVE	Level 1 Screening							Level 2 Screening				
	Meets Heber City Vision <i>Impacts to downtown valued places/historic buildings</i>	Local Mobility <i>PM peak hour operations (5-6pm) on Heber City Main Street</i>				Regional Mobility <i>Traffic operations between SR-32 and US-189</i>		Waters of the U.S. (Acres impacted) <i>Canals, ditches perennial streams, wetlands</i>	Historic Buildings (#) Potential adverse effects	Residences and Businesses (#) Potential full acquisitions	Cost (millions) <i>High level project cost estimate</i>	Recommended for detailed evaluation in Draft EIS
		Intersections with LOS F <i>Five intersections on US-40 in downtown Heber City</i>	Southbound Segments with LOS F	Southbound Queue Length at 500 North (feet)	Local Travel Time on US-40 SR-32 to US-189/US-40 intersection (m:s)	Regional Travel Time on Bypass SR-32 to US-189/3000 South (m:s)	Conflict Points <i>Intersections, cross streets, driveways</i>					
US-40 Existing Conditions (2019)	No	0	2	375	8:20	10:40 (on US-40)	144	-	-	-	-	-
US-40 No-Action (2050)	No	3	2	13,100	17:40	19:05 (on US-40)	152-157	-	-	-	-	Yes
West Bypass Parkway At-Grade with Northern Extension (WB3) <i>Highway to SR-32 (WB3)</i>	Yes	0	0	375	8:55	8:10	12	12.35	1	8	\$191M	Yes

Alternative WB4

Highway to SR-32 and Realigned US-189



Bypass Characteristics			Southern Connection		Northern Connection to SR-32			
Facility Type	Speed Limit	Access Locations	1300 S	Realign US-189	New Alignment	Uses Existing US-40	Speed	Access Locations
Highway	55	Signalized intersections	Yes	Yes	Yes	No	55	Signalized intersections

ALTERNATIVE	Level 1 Screening						Level 2 Screening				
	Meets Heber City Vision Impacts to downtown valued places/historic buildings	Local Mobility PM peak hour operations (5-6pm) on Heber City Main Street			Regional Mobility Traffic operations between SR-32 and US-189		Waters of the U.S. (Acres impacted) Canals, ditches perennial streams, wetlands	Historic Buildings (#) Potential adverse effects	Residences and Businesses (#) Potential full acquisitions	Cost (millions) High level project cost estimate	Recommended for detailed evaluation in Draft EIS
Intersections with LOS F Five intersections on US-40 in downtown Heber City		Southbound Segments with LOS F	Southbound Queue Length at 500 North (feet)	Local Travel Time on US-40 SR-32 to US-189/US-40 intersection (m:s)	Regional Travel Time on Bypass SR-32 to US-189/3000 South (m:s)	Conflict Points Intersections, cross streets, driveways					
US-40 Existing Conditions (2019)	No	0	2	375	8:20	10:40 (on US-40)	144	-	-	-	-
US-40 No-Action (2050)	No	3	2	13,100	17:40	19:05 (on US-40)	152-157	-	-	-	Yes
West Bypass Parkway At-Grade with Northern Extension and Realigned US-189 (WB4) <i>Highway to SR-32 and Realigned US-189 (WB4)</i>	Yes	0	1	400	8:55	7:45	12	12.48	1	9	\$197M Yes