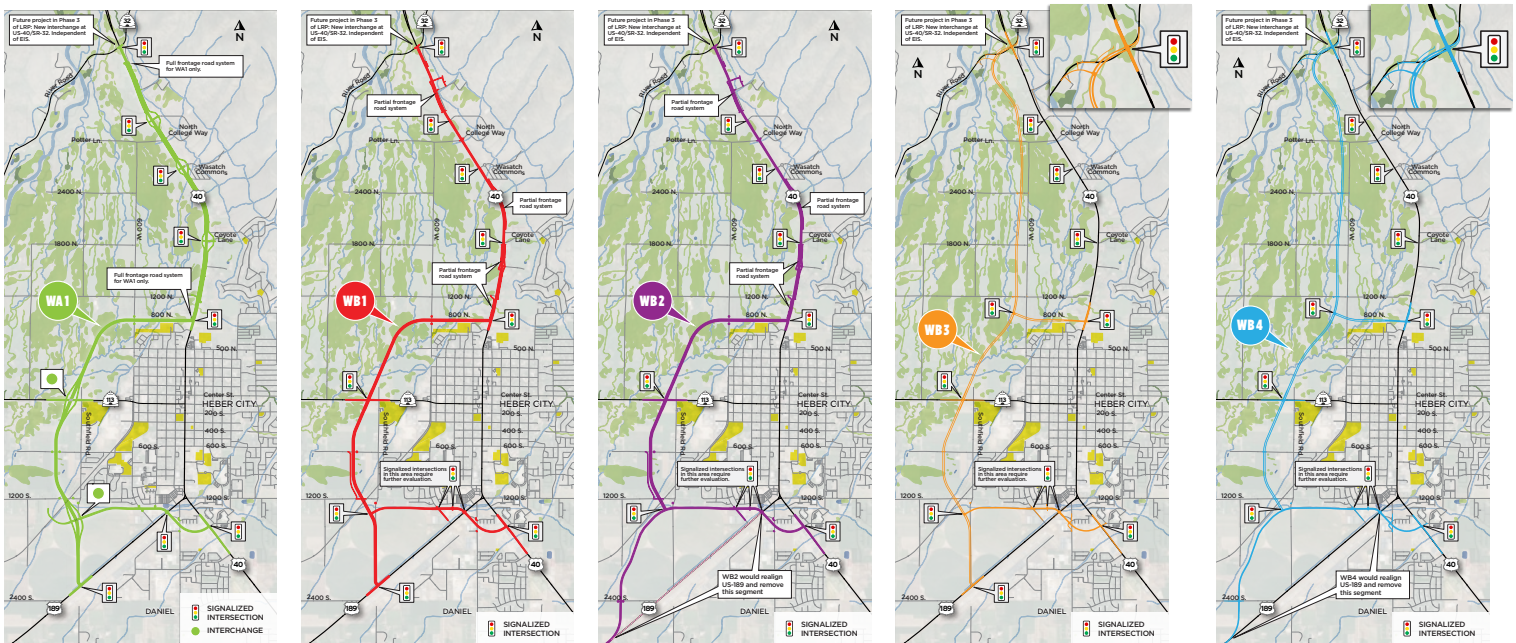


FINAL ALTERNATIVES DEVELOPMENT AND SCREENING REPORT SUMMARY

DRAFT ALTERNATIVES SCREENING REPORT SUMMARY

The Utah Department of Transportation (UDOT) published the Draft Alternatives Development and Screening Report on June 7, 2022. The report detailed how the study team evaluated the 17 preliminary alternatives initially presented to the public and six new alternatives suggested by the public during the comment period held during Oct. 2021 in a three-level screening process. Preliminary screening focused on technical feasibility, Level 1 screening focused on the purpose and need of the project, and Level 2 screening focused on initial impacts to key resources. Based on an evaluation of 23 alternatives, five alternatives on the west side passed the screening process and will be carried forward for detailed evaluation in the Draft EIS.

A public comment period was held from June 7 to July 22, 2022 to receive input on the range of alternatives, the criteria used to screen alternatives as they relate to the project's purpose and key environmental resources, and the initial impact analysis to advise the screening process.















FINAL ALTERNATIVES SCREENING REPORT REVISION SUMMARY

After the release of the Draft Alternatives Development and Screening Report, UDOT collected and considered updated and new information for Level 2 screening, including an updated aquatic resource delineation, a historic buildings survey, and evaluating the Provo River Restoration Project as a Section 4(f) resource. This additional data collection and analysis was the result of agency and public input during the comment period.

The updated delineation showed more wetlands compared to preliminary data used for the draft report. As a result wetlands impacts increased for all alternatives. Based on the new data, alternatives WB3 and WB4 were realigned to minimize impacts to wetlands, and all the western bypass alternatives that passed Level 1 screening were re-evaluated against the updated information. Although Alternatives WB3 and WB4 have greater wetlands impacts compared to other alternatives, they also provide additional mobility benefits and will be carried forward for detailed evaluation. The outcome of the screening process did not change as a result of the new data or alignment shifts. None of the alternatives that passed through screening are seen as being un-permittable due to aquatic resource impacts or unselectable due to Section 4(f).

The final report includes new appendices to document the notification for the draft screening report release, presentations given to stakeholders and local councils, and the comments received during the alternatives screening comment period.

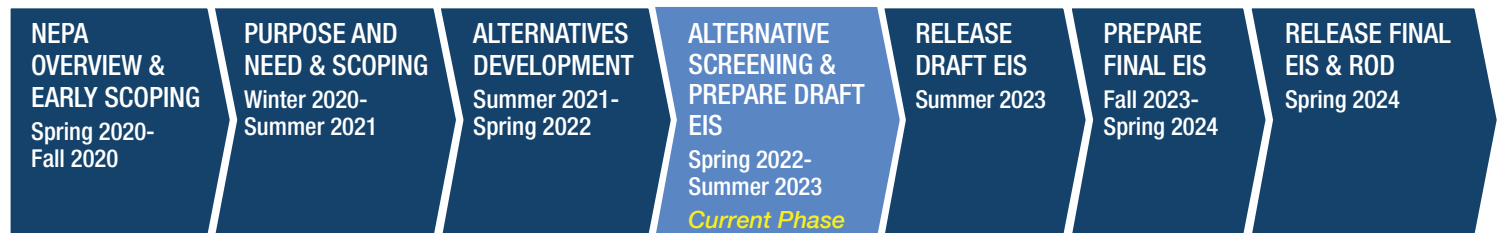
REVISED LEVEL 2 SCREENING RESULTS

ALTERNATIVE	Level 1 Screening							Level 2 Screening				
	Local Mobility PM peak hour operations (5-6pm) on Heber City Main Street				 Meets Heber City Vision Impacts to downtown valued places/ historic buildings	Regional Mobility Traffic operations between SR-32 and US-189		 Residences and Businesses (#) Potential full acquisitions	Section 4(f)		 Aquatic Resources (Acres impacted) Canals, ditches perennial streams, wetlands	 Cost (millions) High level project cost estimate
	 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		 Historic Buildings (#) Potential adverse effects	 Provo River Restoration Project (acres of PRRP land impacted)		
US-40 Existing Conditions (2019)	0	2	375	8:20	No	10:40 <i>(on US-40)</i>	144	-	-	-	-	-
US-40 No-Action (2050)	3	2	13,100	17:40	No	19:05 <i>(on US-40)</i>	152-157	-	-	-	-	-
West Bypass Limited-Access Grade-Separated (WA1) <i>Freeway with North US-40 (WA1)</i>	0	1	1,600	11:05	Yes	9:10	16	18	8	0	12.4	\$244.9M
West Bypass Parkway At-Grade (WB1) <i>Highway with North US-40 (WB1)</i>	0	1	1,500	11:00	Yes	10:25	26-35	17	8	0	8.9	\$178.6M
West Bypass Parkway At-Grade with Realigned US-189 (WB2) <i>Highway with North US-40 and Realigned US-189 (WB2)</i>	0	0	400	9:30	Yes	10:05	27-36	18	8	0	8.9	\$184.0M
West Bypass Parkway At-Grade with Northern Extension (WB3) <i>Highway to SR-32 (WB3)</i>	0	0	375	8:55	Yes	8:10	12	8	2	2.4	39.3	\$204.5M
West Bypass Parkway At-Grade with Northern Extension and Realigned US-189 (WB4) <i>Highway to SR-32 and Realigned US-189 (WB4)</i>	0	1	400	8:55	Yes	7:45	12	9	2	2.4	39.3	\$209.4M

WHAT NOTABLE REVISIONS WERE MADE BETWEEN THE DRAFT AND FINAL SCREENING REPORT?

Level 2 Screening Data	Draft Screening Report	Final Screening Report
Wetlands delineation	Relied on National Wetlands Inventory (NWI) data north of 1200 North	<ul style="list-style-type: none"> Aquatic Resource delineation completed in the summer and fall of 2022 to encompass all alternatives that passed Level 1 screening Delineation shows more wetlands impacts than NWI data for all alternatives Alignment shifts for Alternatives WB3 and WB4 to minimize wetlands impacts Update wetlands impacts for all alternatives in Level 2 screening
Historic buildings survey	Relied on desktop research of available data from agency databases, historical topographic maps and aerial photographs, and online archival sources	<ul style="list-style-type: none"> Reconnaissance-level historic structures inventory conducted in 2022 for alternatives that passed through Level 1 screening Updated Section 4(f) historic building impacts in Level 2 screening
Provo River Restoration Project (PRRP)	PRRP not identified as a Section 4(f) resource	<ul style="list-style-type: none"> Determination that PRRP should be considered a Section 4(f) wildlife refuge and included in Level 2 screening

EIS PROCESS & TIMELINE



ONGOING STAKEHOLDER ENGAGEMENT

- | | | | | | | |
|----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| <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 30-day public comment period | <ul style="list-style-type: none"> 45-day public 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 |
|----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|

Last revised 1/16/2023

MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS

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 May 26, 2022, and executed by FHWA and UDOT.