

Alternative A (on US-40)



ALTERNATIVE OR CONDITION	Regional Mobility				Local Mobility			Heber City Vision
	Traffic operations between SR-32 and US-189/US-40 south				Traffic on Heber City Main Street SR-32 to US-189 at Hub			
	Regional Travel Time on Corridor SR-32 to US-189/3000 South	Fastest Route to/ from US-189	Regional Travel Time to US-40 South SR-32 to US-40/1500 South	Fastest Route to/ from South US-40	Intersections at Level of Service F	Southbound Queue Length at 500 North	Local Travel Time on Main Street SR-32 to US-189/US-40 intersection	Allows Heber City to meet their Vision for Historic Town Center
MEASUREMENT	Minutes : Seconds	Route	Minutes : Seconds	Route	Number	Feet	Minutes : Seconds	Yes / No
US-40 No-Action (2050)	23:40	Main St.	21:50 (Main St.)	Main St.	5	17,100	20:30	No
Alternative A (on US-40 alignment)	7:25 (Corridor) 15:05 (Main Street)	Corridor	8:10 (Corridor) 13:35 (Main Street)	Corridor	1	3,500	11:50	Yes

IMPACTS

ALTERNATIVE OR CONDITION	Waters of the US	Noise	Visual	Section 4(f)		Agriculture		Right of Way (property)			Cost
	Canals, ditches, perennial streams, wetlands	Receptors with modeled noise levels above criteria	Adverse visual impacts	Historic Buildings	Archaeological Sites Railroad, ditches, canals	Agricultural Protection Areas	Federally Protected Farmland	Full Acquisitions	Relocations	Partial Acquisitions	\$2026 Dollars
	Acres	Number	Qualitative	Number adverse impacts (greater than de minimis)		Acres	Acres	Number / Acres			Millions
US-40 No-Action (2050)	-	105	More adverse to Main Street	-	-	-	-	-	-	-	-
Alternative A (on US-40 alignment)	23	230 receptors 227 residences	More adverse to North US-40	4	0	12	179	32 parcels 118 acres	12 residences 15 businesses	136 parcels 177 acres	\$711.9M

ALTERNATIVE	PURPOSE & NEED		RESOURCES
	Regional Mobility	Local Mobility	Impact Summary
Alternative A (on US-40 alignment)	<ul style="list-style-type: none">Worse for regional mobilityWorse for local mobility (takes less traffic off Main Street)	<ul style="list-style-type: none">More disruptive to master-planned North Village local road networkLess efficient combination of road types and speeds, more out-of-direction travel	<ul style="list-style-type: none">More relocationsLess impactful to wetlandsLess impactful to North FieldsLess impactful to agricultural usesMore Section 4(f) impacts (historic buildings)Less noise impacts to planned developmentMore complex construction phasing

