

Alternative B (off US-40) Preferred Alternative



ALTERNATIVE OR CONDITION	Regional Mobility Traffic operations between SR-32 and US-189/US-40 south				Local Mobility Traffic on Heber City Main Street SR-32 to US-189 at Hub			Heber City Vision
	Regional Travel Time on Corridor SR-32 to US-189	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	
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 B (off US-40 alignment)	6:15 (Corridor) 13:25 (Main St.)	Corridor	6:55 (Corridor) 11:55 (Main St.)	Corridor	0	700	10:15	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
MEASUREMENT	Acres	Number	Qualitative	Number adverse impacts (greater than de minimis)		Acres	Acres	Number / Acres			Millions
US-40 No-Action (2050)	-	102	More adverse to Main Street	-	-	-	-	-	-	-	-
Alternative B (off US-40 alignment)	54	277 receptors 273 residences	More adverse to North Fields	1	0	38	223	32 parcels 121 acres	6 residences 2 businesses	124 parcels 207 acres	\$760.5M

ALTERNATIVE	PURPOSE & NEED			RESOURCES
	Regional Mobility		Local Mobility	
Alternative B (off US-40 alignment)	<ul style="list-style-type: none"> Better for regional mobility (faster travel time, shorter travel path) Better for local mobility (takes regional traffic off Main Street) Better for Heber City's vision (more likely to attract truck traffic from Main Street) 	<ul style="list-style-type: none"> More consistent with the master-planned North Village local road network More efficient combination of road functional classifications and less out-of- direction travel Provides an alternate route in case of an emergency on north US-40 	<ul style="list-style-type: none"> Fewer relocations Fewer Section 4(f) impacts Better construction phasing More impactful to wetlands More impactful to North Fields More impactful to agricultural uses More noise impacts to planned development 	Impact Summary

