DECISION DOCUMENT
for
Bangerter Highway: 4100 South to California Avenue State Environmental Study
West Valley City and Salt Lake City, Salt Lake County, Utah

The Utah Department of Transportation (UDOT) prepared a State Environmental Study (SES) to analyze improvements on Bangerter Highway (SR-154) from 4100 South in West Valley City to California Avenue in Salt Lake City, Salt Lake County, Utah. The Proposed Action includes converting Bangerter Highway to a freeway-style system. An SES is an environmental document prepared for UDOT projects that are entirely state-funded and documents the environmental reviews and public involvement activities undertaken while evaluating the proposed transportation improvements. UDOT uses the SES process to make informed decisions that balance project benefits and environmental impacts.

1.0 STUDY AREA

The study area is comprised of approximately 1,040 acres of predominantly developed land between 4100 South and California Avenue (see Figure 1). The study area measures approximately 5 miles north-south and extends to adjacent intersections both east and west at all cross-streets.

2.0 PURPOSE AND NEED (CHAPTER 1 OF THE SES)

The purpose of the Proposed Action is to:

- Provide better mobility by addressing current and future travel demand on Bangerter Highway between 4100 South and California Avenue.
- Improve multimodal community connectivity routes near Bangerter Highway.
- Support the economy by maintaining accessibility to and from Bangerter Highway.
- Improve safety and operations on Bangerter Highway between 4100 South and California Avenue.

The need for the Proposed Action is based on the following:

- Existing and future failing Level of Service (LOS) F conditions at Bangerter Highway intersections and interchanges during peak travel times.
- Lack of desirable multimodal routes near Bangerter Highway.
- Increased difficulty accessing Bangerter Highway during peak travel times.
- Sudden speed or lane changes associated with the current roadway configuration (for additional information, see Chapter 1 of the SES).

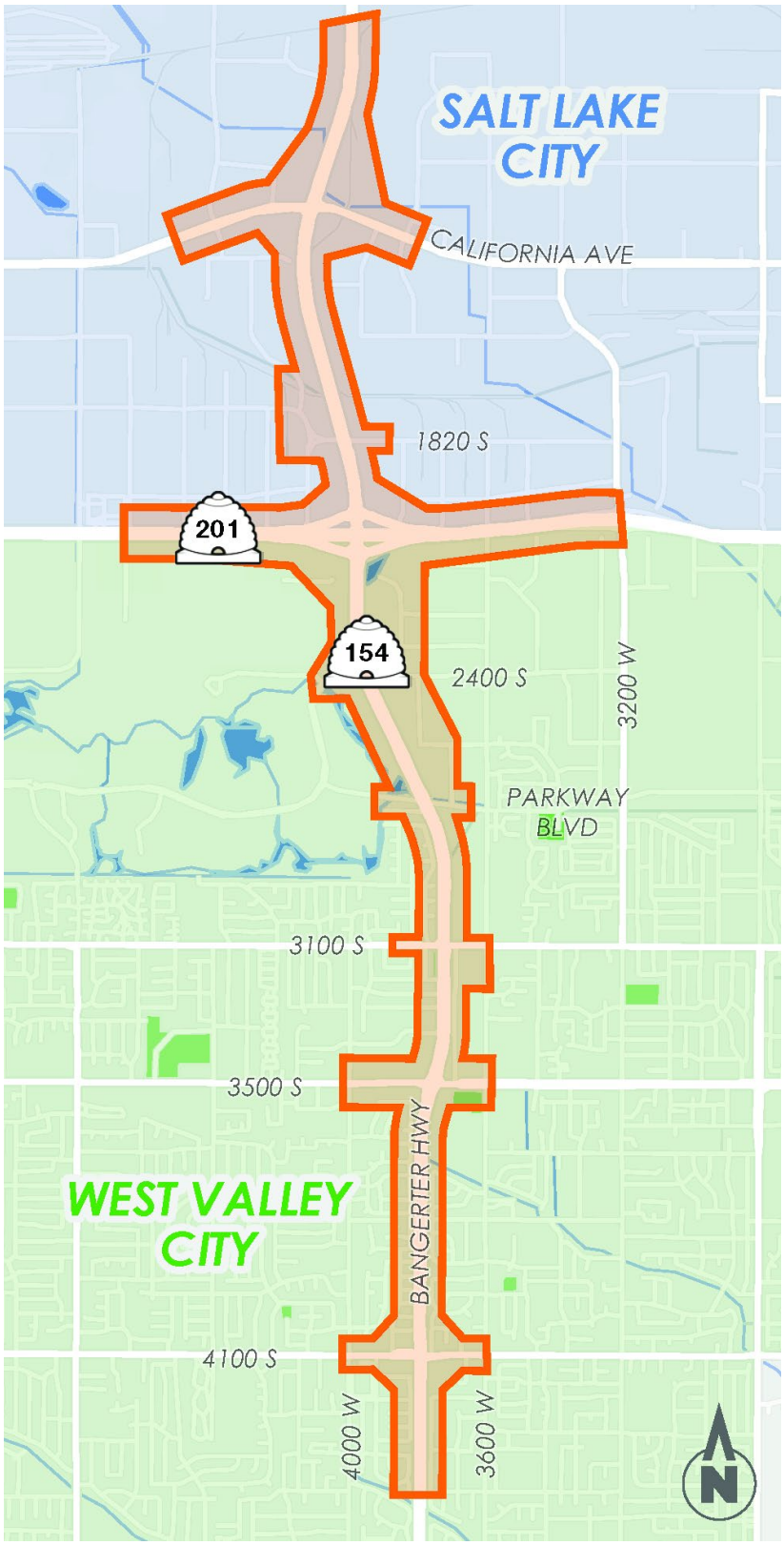

Figure 1. Study Area

3.0 IDENTIFICATION OF PREFERRED ALTERNATIVE

The Preferred Alternative (selected by UDOT) includes the following:

1. Constructing a grade-separated interchange at 4100 South with Bangerter Highway going under the cross-street, below the existing roadway surface.
2. Constructing grade-separated interchanges at 3500 South, Parkway Boulevard, SR-201, 1820 South, and California Avenue with Bangerter Highway going over the cross-streets.
3. Constructing grade-separated crossings at 3100 South, 2400 South, and 2100 South with Bangerter Highway going over 3100 South and 2100 South, and 2400 South going over Bangerter Highway.
4. Constructing and/or realigning frontage roads between 2400 South and 2100 South to provide additional north-south connectivity.
5. Constructing northbound and southbound auxiliary lanes.
6. Constructing a shared-use path along Bangerter Highway between 4100 South and California Avenue.
7. Constructing north-south pedestrian and bicyclist bridges at 4100 South, 3500 South, 3100 South, Parkway Boulevard, and SR-201, with an east-west bridge at California Avenue and east-west crossings at 4000 South, 3600 South, and 2200 South.

4.0 ALTERNATIVES CONSIDERED (CHAPTER 2 OF THE SES)

4.1 Description of Alternatives

UDOT developed and evaluated the No Action Alternative and several build alternatives. Each alternative assumes that all other planned regional and local transportation improvements included in approved regional and local plans would be completed by the year 2050.

The No Action Alternative would maintain Bangerter Highway with no additional changes to its current configuration or to the intersections at 4100 South, 3500 South, 3100 South, Parkway Boulevard, 2400 South, 2100 South, SR-201, 1820 South, or California Avenue. The No Action Alternative also includes any short-term and minor restoration activities (safety and maintenance improvements, etc.) that would be required to maintain continuing operations on the existing roadways.

The study team developed and evaluated a total of four Conceptual Alternatives, referred to as Alternatives A through D. Each of the alternatives include a six-lane arterial (three travel lanes in each direction) along Bangerter Highway, grade-separated interchanges or intersections at all cross-streets, and a shared-use path. For a detailed description of the four alternatives, see Chapter 2 of the SES.

4.2 4100 South to California Avenue Alternative Screening Process

The screening process evaluated the four alternative options based on the following criteria:

Level 1 – Purpose and Need: Evaluated the ability of each alternative to meet the Purpose and Need by satisfying the following four measures of effectiveness:

1. Provide LOS D or better at interchanges on Bangerter Highway during peak travel times.
2. Provide acceptable accessibility within 0.5 miles to and from the Bangerter Highway corridor.
3. Maintain an acceptable LOS (Level D or better) at intersections adjacent to Bangerter Highway.
4. Improve walking and biking facilities in the study area.

Level 2 – Reasonability: The study team evaluated the remaining alternatives based on construction

reasonability. The alternatives were evaluated based on the following measures of effectiveness:

1. Minimizes the general estimated alternative cost.
2. Minimizes the number of residential, business, and community facility relocations.
3. Minimizes additional relocations as a result of utility conflicts.
4. Minimizes the number of affected parcels.

Level 3 – Environmental Constraints: The study team evaluated three options for Alternative B based on environmental and built constraints within the study area. The options included a West Shift Option, an East Shift Option, and a Center Optimization Option. The options were evaluated based on the following measures of effectiveness:

1. Minimizes the number of adverse effects to cultural resources.
2. Minimizes the number of residential relocations.
3. Minimizes the number of business and community facility relocations.
4. Minimizes the impacts to aquatic resources.
5. Minimizes the linear feet of the Jordan Valley Aqueduct (JVA) to be relocated and the number of ancillary facilities impacted.
6. Minimizes the linear feet of the Kearns-Chesterfield drain to be relocated.
7. Minimizes the length of railroad impacts.

4.3 4100 South to California Avenue Alternatives Screening Summary

This section provides an overview of the alternatives screening process and the alternatives that were carried forward or eliminated at each level of screening (see Table 1).

Level 1 – Purpose and Need: Evaluated design alternatives based on their ability to meet the Purpose and Need (1 option eliminated, 3 options advanced).

- Alternatives B, C, and D met all Level 1 measures of effectiveness and were carried forward to the Level 2 screening.
- Alternative A was eliminated from further study because it did not provide LOS D or better at key intersections during peak travel times or maintain an acceptable LOS at adjacent intersections.

Level 2 – Reasonability: Evaluated design alternatives based on reasonability, including wetlands and other waters of the U.S., the number of relocations, and the amount of right-of-way acquisitions (2 alternatives eliminated, 1 alternative advanced).

- Alternative B met all Level 2 measures of effectiveness and was carried forward to the Level 3 screening.
- Alternatives C and D were eliminated from further study because they failed to minimize impacts due to relocations and total number of parcels affected. Additionally, Alternatives C and D were not a reasonable expenditure of funds for the anticipated operational and safety benefits.

Level 3 – Measure of Effectiveness: Evaluated total impacts and how effective each alternative would be. Included factors such as residential relocation, cultural resources, and impacts on the JVA and railroad (2 shift options eliminated, 1 Center Optimization Option of Alternative B carried forward).

- The Center Optimization Option of Alternative B met all Level 3 measures of effectiveness and was carried forward for detailed study.

- The West Shift and East Shift Options were eliminated from further study because they adversely affected the greatest number of eligible historic properties; required the greatest number of residential, business, and community facilities relocations; and required the relocation of operational railroad facilities.

Table 1. Alternatives Screening Summary

<table>
<tr><th>A</th><th colspan="3">B</th><th>C</th><th>D</th></tr>
<tr><td colspan="6">Level 1 – Purpose and Need</td></tr>
<tr><td>Eliminated
X</td><td colspan="3">Carried Forward
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<tr><td colspan="6">Level 2 - Reasonability</td></tr>
<tr><td></td><td colspan="3">Carried Forward
↓</td><td>Eliminated
X</td><td>Eliminated
X</td></tr>
<tr><td colspan="6">Level 3 – Environmental Constraints</td></tr>
<tr><td rowspan="2"></td><td>West Shift Option</td><td>East Shift Option</td><td>Center Optimization Option</td><td rowspan="2"></td><td rowspan="2"></td></tr>
<tr><td>Eliminated
X</td><td>Eliminated
X</td><td>Carried Forward
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4.4 Alternatives Selected for Detailed Study

The No Action Alternative would not meet the Purpose and Need of the project but was carried forward for detailed analysis in order to provide a baseline evaluation with which to compare the Preferred Alternative.

The Preferred Alternative (Alternative B: Center Optimization Option) begins at 4100 South and extends north to California Avenue and includes the following (see Figure 2):

- Constructing a grade-separated interchange at 4100 South with Bangerter Highway going under the cross-street, below the existing roadway surface.
- Constructing grade-separated interchanges at 3500 South, Parkway Boulevard, SR-201, 1820 South, and California Avenue with Bangerter Highway going over the cross-streets.
- Constructing grade-separated crossings at 3100 South, 2400 South, and 2100 South with Bangerter Highway going over 3100 South and 2100 South, and 2400 South going over Bangerter Highway.
- Constructing and/or realigning frontage roads between 2400 South and 2100 South to provide additional north-south connectivity.
- Constructing northbound and southbound auxiliary lanes.
- Constructing a shared-use path along Bangerter Highway between 4100 South and California Avenue.

- Constructing north-south pedestrian and bicyclist bridges at 3500 South, 3100 South, Parkway Boulevard, 2100 South, and SR-201, with an east-west bridge at California Avenue and crossings near 4100 South, 3600 South, 2400 South, and 2200 South.

Based on available information, the depth to ground water ranges from 21 feet near 4100 South to as shallow as 8 feet in the northern portion of the study area. Any vertical alignment that would require excavation below the existing roadway surface to facilitate structures and/or roadway facilities has the potential to encounter ground water. Due to the high water table in the study area, no vertical alignment below the existing roadway surface was evaluated for Bangerter Highway or the cross-streets north of 4100 South. All grade separation will occur above the existing roadway surface in these areas.

Through coordination with West Valley City, a hybrid vertical option was evaluated for the 4100 South interchange. As the depth of the water table allows for some excavation below existing grade, it has been determined that the vertical configuration of the 4100 South interchange will include 4100 South going over Bangerter Highway, with Bangerter Highway being constructed below the existing roadway surface.

Based on feedback received during the public comment period, UDOT has and will continue to evaluate the locations and types of proposed pedestrian crossings in coordination with West Valley City and Granite School District. Safety measures as well as the final location and type of crossings will be determined during final design.

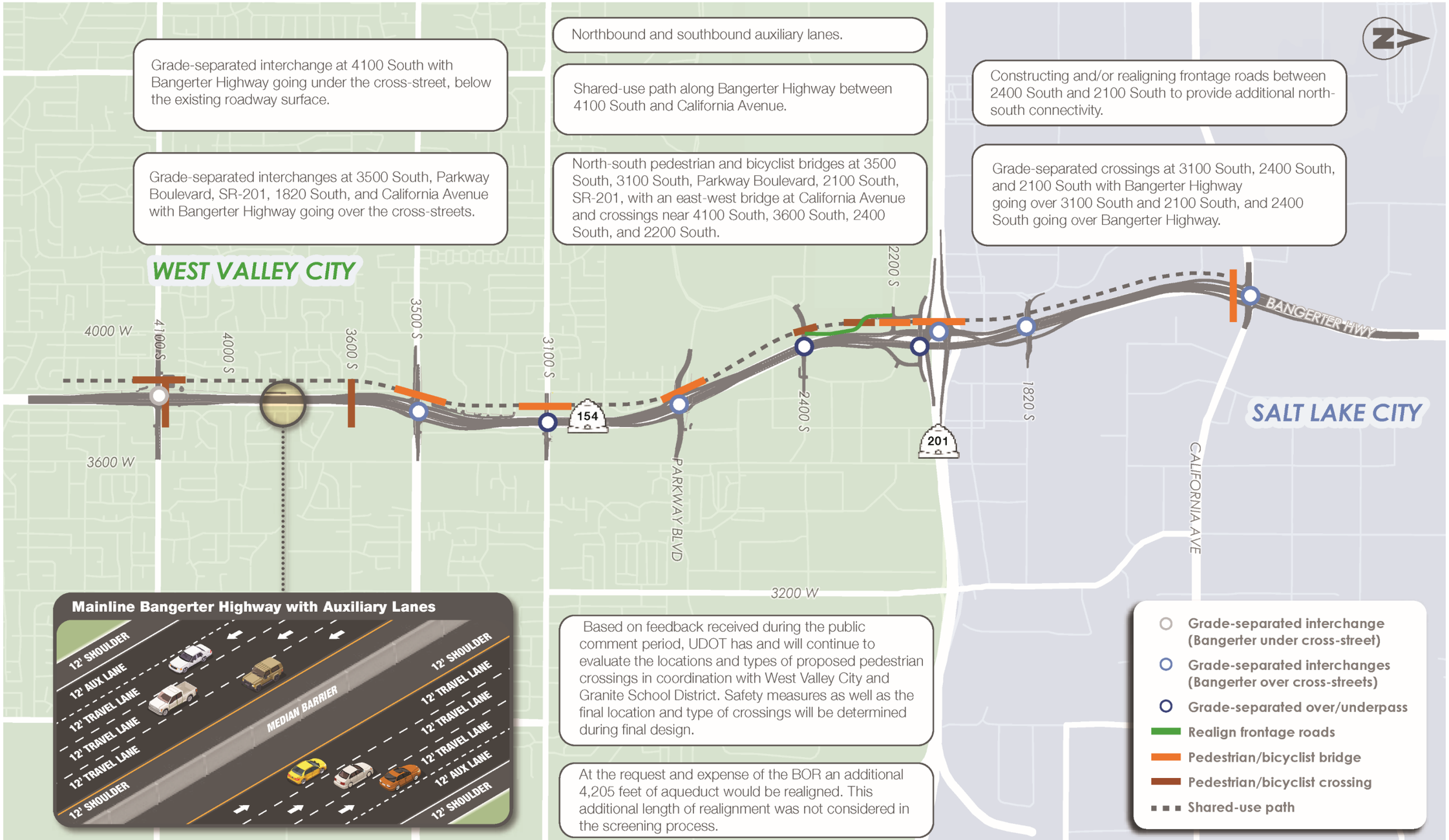

Figure 2. Preferred Alternative

5.0 PROJECT IMPACTS AND MITIGATION (CHAPTER 3 OF THE SES)

During the SES process, the alternatives were evaluated and adjusted to minimize harm. Alternatives and designs were selected to reduce impacts, where possible, while still meeting the project Purpose and Need. All practical measures to minimize environmental harm by the Preferred Alternative have been considered and incorporated into the project. Table 2 summarizes the Preferred Alternative impacts and the mitigation measures that will minimize harm and/or reduce the effects of the project.

The following resources are either not present in the study area or do not have a reasonable possibility for environmental impacts; therefore, the following resources were considered but not evaluated in detail:

- Farmland
- Transportation
- Paleontological
- Soils and Geology
- Section 6(f)
- Floodplains

The No Action Alternative was carried forward for analysis to provide a baseline comparison for impacts caused by the Preferred Alternative. The No Action Alternative would not have impacts to the following resources:

- Economic Conditions
- Right-of-Way and Relocations
- Pedestrians and Bicyclists
- Noise
- Cultural Resources
- Water Resources
- Waters of the U.S.
- Wildlife
- Visual and Aesthetic
- Construction Impacts

Table 2 Summary of Alternatives

Resource	No Action Alternative	Preferred Alternative	Mitigation
Land Use	Continued development of undeveloped properties.	• The Preferred Alternative would convert approximately 92.6 acres of land currently zoned for other uses into transportation facilities. This would not affect the land use characteristics within the study area because adjacent areas would continue to be used according to established zoning and land use plan designations. Impacts to recreation facilities and public use facilities identified above would consist of partial right-of-way (ROW) acquisition. • The Preferred Alternative would be consistent with existing and future land use plans for West Valley City and Salt Lake City and would support the economy by improving access to land within the study area.	Because the Preferred Alternative would have no impacts to land use or zoning, no mitigation is proposed.

Social Environment	No impact.	• The study area demographics show that a large group of the population identifies as a member of one or more minority groups. Low-income populations are present in Census Tracts 1135.36 and 1134.06. Impacts to underrepresented populations due to the Preferred Alternative were evaluated using the environmental justice principles. • The Preferred Alternative would not have disproportionately high or adverse effects to environmental justice populations. • The Preferred Alternative would improve regional connectivity by removing traditional intersections and replacing them with grade-separated options such as interchanges or overpass/underpass connections for local cross-streets. These improvements would reduce existing conflict points along Bangerter Highway which could result in improved safety for motorists, pedestrians, and bicyclists. Additionally, reducing congestion along this major north-south corridor could improve mobility during emergencies. It is not anticipated that the Preferred Alternative would increase a person's risk to bodily impairment, infirmity, illness, or death. • The Preferred Alternative would improve access to local communities by removing barriers across Bangerter Highway through grade-separated designs for motorists, pedestrians, and bicyclists. This could improve community connectivity and reduce the prevalence of isolation. • The Preferred Alternative requires property acquisition from a total of 381 parcels. This includes 239	Residents are compensated under the Utah Relocation Assistance Act, which provides a uniform policy for the fair and equitable treatment of persons displaced by the acquisition of property by local jurisdictions and UDOT (Utah Administrative Code (UAC) 57-12-2).

Resource	No Action Alternative	Preferred Alternative	Mitigation
		residential relocations, eight business relocations, two community property acquisitions (one church and one park), four vacant parcel acquisitions, and partial acquisitions from 124 parcels.	
Economic Conditions	Existing commercial activities and trends would continue to influence the local economy.	• The Preferred Alternative would require the relocation of eight businesses. These relocations would have an insignificant impact on taxable sales and tax base within the community. • Converting Bangerter Highway to a grade-separated roadway would change local access to commercial properties located within and adjacent to the study area. This may increase/decrease traffic to these businesses. Long-term, this change in access may influence the types of businesses that would locate to the area. • The Preferred Alternative would support the economy by maintaining accessibility to and from Bangerter Highway.	UDOT Right-of-Way Division, under the guidance of the Utah Relocation Assistance Act, would negotiate with affected business owners directly, ensuring that fair market value is received for the required properties. UDOT would coordinate with local businesses to address construction-related congestion, potential detours, and maintenance of access.
Right-of-Way and Relocations	No impact.	• Would require property acquisition from a total of 381 parcels. • Relocation of eight businesses. • Property acquisition of two community facilities (one church and one park). • Relocation of 239 residences. • Would require partial acquisitions of 124 parcels, totaling approximately 95 acres.	All ROW impacts are based on preliminary design. It is anticipated that refinements and updates will be made during the final design of the project to minimize impacts. The ROW process will follow the requirements of the Utah Relocation Assistance Act. UDOT Right-of-Way Division will negotiate with property owners directly, ensuring that fair market value is received for the required properties.

Resource	No Action Alternative	Preferred Alternative	Mitigation
Pedestrian and Bicyclists	No impact.	• Would construct a new 12-foot, paved, shared-use path that would be separated from and run parallel to Bangerter Highway on the west side of the road between 4400 South and California Avenue. • Would construct underpasses or bridges across Bangerter Highway and major cross streets. • The length of the Bangerter Highway bridge over 3500 South, as well as the pedestrian bridge, would be lengthened to accommodate future UTA plans for fixed BRT stations on 3500 South. • East-west access at grade-separated intersections would be available via sidewalks on the north and south sides of most cross-streets. • Would construct a paved path along the canal south of Granger High School between Bangerter Highway and 3600 West. The paved path would terminate at Lancer Way and provide a connection to the planned pedestrian and bicyclist facilities on Lancer Way from 3600 West to 2700 West. • The construction of the Preferred Alternative would improve multi-modal community connectivity routes near Bangerter Highway and would be designed to be compatible with pedestrian and bicyclist facilities planned in municipal and regional transportation plans.	During final design, UDOT would finalize proposed pedestrian crossings between 4100 South and 3500 South in coordination with West Valley City and Granite School District. Specifically, UDOT would coordinate with West Valley City's Neighborhood Services Department to implement CPTED principles into the final design. UDOT would develop a plan to communicate with the public and property owners regarding the final pedestrian crossing configurations, construction schedule, street and sidewalk closures, and detours throughout construction. UDOT would work with the cities to identify pedestrian route detours that may be needed during construction. Access to residences and businesses would be maintained during construction. UDOT would maintain Americans with Disabilities Act-compliant pedestrian access, including temporary safe street crossings and sidewalks.

Resource	No Action Alternative	Preferred Alternative	Mitigation
Air Quality	Congestion would worsen, resulting in higher levels of criteria pollutant emissions.	• Improvements to mobility and a reduction in congestion are anticipated, which are expected to decrease levels of criteria pollutants. • Under the Preferred Alternative, the quantity of MSATs that are expected to be emitted would be proportional to the vehicle miles traveled (VMT). Because improvements under the Preferred Alternative remove intersection signals and eliminate stop-and-go traffic, there would potentially be a reduction in congestion and the amount of MSAT emissions is projected to decrease.	The Preferred Alternative is identified as a Phase 1 project in the WFRC RTP. The air quality conformity report published on June 17, 2019 found that the 2050 RTP conforms to state air quality goals and objectives and therefore conforms to the State Implementation Plan (SIP). For this reason, UDOT does not expect the Preferred Alternative to adversely affect local compliance with the NAAQS. Measures would be taken to reduce fugitive dust generated by construction when the control of dust is necessary for the protection and comfort of motorists or area residents. Dust-suppression techniques would be applied during construction in accordance with UDOT's Standard Specifications for Road and Bridge Construction, Section 01355, Environmental Protection, Part 1.11, Fugitive Dust (UDOT 2022).

Noise	No impact.	• Noise levels would range from 60 dBA to 80 dBA. • Three-hundred fifty receivers would be impacted by traffic noise. • Eight noise walls are recommended and are subject to final design and balloting.	**Noise Wall 1:** This wall would be located on the east side of Bangerter Highway between 4100 South and 4400 South. The wall would be approximately 2,400 feet in length and 13 feet tall. **Noise Wall 2:** This wall would be built in two overlapping segments and would be located on the east side of Bangerter Highway between 4100 South and the North Jordan Canal. The wall would be approximately 3,753 feet in length and 13 feet tall. **Noise Wall 4:** This wall would be built in two overlapping segments and would be located on the east side of Bangerter Highway between 3500 South and 3100 South. The wall would be approximately 2,552 feet in length and 15 feet tall. **Noise Wall 5:** This wall would be located on the west side of Bangerter Highway between 2400 South and Parkway Boulevard. The wall would be approximately 2,465 feet in length and 10 feet tall. **Noise Wall 6:** This wall would be located on the west side of Bangerter Highway between Parkway Boulevard and 3100 South. The wall would be approximately 2,562 feet in length and 15 feet tall. **Noise Wall 7:** This wall would be located on the west side of Bangerter Highway between 3100 South and 3500 South. The wall would be approximately 2,325 feet in length and 14 feet tall. **Noise Wall 8:** This wall would be built in two overlapping segments and would be located on the west side of Bangerter Highway between

Resource	No Action Alternative	Preferred Alternative	Mitigation
			3500 South and 4100 South. The wall would be approximately 4,692 feet in length and 13 feet tall. **Noise Wall 9:** This wall would be located on the west side of Bangerter Highway between 4100 South and 4400 South. The wall would be approximately 2,660 feet in length and 13 feet tall.
Cultural Resources	No impact.	• The Preferred Alternative would result in a finding of adverse effect to 42 architectural properties, a finding of no adverse effect to 20 architectural properties and 2 archaeological sites, and a finding of no historic properties affected for all remaining cultural resources.	UDOT will mitigate adverse effects to historic properties through a Memorandum of Agreement (MOA) with the State Historic Preservation Office (SHPO).
Section 4(f) Properties	No impact.	• Avoidance of all Section 4(f) resources would result in no Section 4(f) use.	No mitigation.
Water Resources	No impact.	• Increase to impervious ground surface (approximately 61 acres). • The Preferred Alternative would cross over or near land associated with 16 PODs. Specific impacts would be determined during final design. • Quantity and quality of groundwater would not be impacted due to the use of storm drain systems with best management practices.	During the final design of the project, coordination with property owners would occur to determine the appropriate mitigation measures if a well head or other water right Point of Diversion (POD) is affected. Mitigation could include (1) relocating a well head or surface water diversion to continue to provide irrigation water to any land that is not acquired or (2) abandoning the well and compensating the owner for the value of the associated water right.

Resource	No Action Alternative	Preferred Alternative	Mitigation
Waters of the U.S.	No impact.	• Eleven wetlands would be impacted, resulting in approximately 2.26 acres of impacts. • Four canals and four open water features would be impacted, resulting in approximately 1.26 acres of impacts.	A Clean Water Act (CWA) Section 404 permit authorization would be required for project activities within Waters of the U.S., including wetlands. Permits, licenses, variances, or similar authorization may also be required by other federal, state, and local statutes. All required permits will be fully evaluated during final design.
Wildlife	No impact.	• Removal of migratory bird habitat within undeveloped and landscaped areas.	To avoid impacts to migratory birds, removal of woody vegetation, including sagebrush, must occur before April 15 or after July 31. If removal of woody vegetation cannot occur before or after that time period, a nest survey would be required to identify active migratory bird nests within vegetation scheduled for removal. If active nests are found, the UDOT Natural Resources Manager would be coordinated with to identify what avoidance measures are appropriate for the species and context.
Hazardous Materials	No impact.	• Potential to impact 11 hazardous materials sites. • Any hazardous materials encountered during construction would be dealt with in accordance with UDOT Standard Specifications and disposal would take place under the guidelines set by the UDEQ.	Before UDOT purchases right-of-way from any site containing potentially hazardous materials, a Phase 1 Environmental Site Assessment would be conducted at the site(s). If hazardous materials are identified during the Phase 1, a Phase 2 Environmental Site Assessment would be conducted.

Resource	No Action Alternative	Preferred Alternative	Mitigation
Visual and Aesthetic	No impact.	• Some of the proposed structures and noise walls would alter the views of those living and working adjacent to Bangerter Highway. • Impacts would not constitute an overall reduction in visual quality for either viewer group and would not be considered adverse.	Aesthetic treatments required through UDOT's Landscape and Aesthetic program for color and texture will be applied to visually blend proposed facilities into the broader urban background. Aesthetic treatments consistent in color and texture with the existing Bangerter Highway aesthetic treatments to the south shall be placed on all bare ground slopes to the UDOT right-of-way line to provide slope protection and to blend new slopes into the visual background. The lighting system will use LED fixtures designed to help mitigate sky glow and light spillover.
Construction Impacts	No impact.	• Temporary congestion, delays, detours, dust and particulates, and soil erosion. • Temporary construction easements. • Temporary noise, air quality, and visual impacts.	Implementation of UDOT's Standard Specifications and Best Management Practices (BMPs) would be required.

6.0 CONSTRUCTION MONITORING

This Decision Document represents a commitment to monitor and enforce the measures described above to minimize harm to the surrounding environment. All the mitigation measures listed above and identified in the SES will be incorporated in the contract plans and specifications. Appropriate BMPs will be implemented. A preconstruction meeting will be held with the contractor to review mitigation requirements and environmentally sensitive areas in the project corridor.

7.0 COORDINATION (CHAPTER 4 OF THE SES)

This project has included coordination with West Valley City, Salt Lake City, Granite School District, American Prep Academy, Bureau of Reclamation, and UTA. Coordination has occurred via letters, e-mail, telephone conversations, meetings, and review of the SES. Three in-person public scoping meetings were held to inform the public about the SES process and gather input on the study on June 27, 28, and 29 in 2022. Twelve in-person meeting options were held to inform the potentially impacted property owners

about the study goals, the Preferred Alternative design, and schedule and to discuss individual property owner impacts. These meetings were held from May 10 to May 25, 2023. The SES was made available for public review from May 28, 2023, to August 2, 2023, with an online public hearing on June 12, 2023, and two in-person options on June 14, 2023, and June 15, 2023. Comments were gathered as part of a formal comment period. Comments were submitted by postal mail, email, and in-person meeting comment forms. A total of 224 comments were received.

8.0 CONCLUDING STATEMENT

The project is needed to address existing and future failing LOS F conditions at Bangerter Highway intersections and interchanges during peak travel times, to improve safety from sudden speed or lane changes associated with the current roadway, and to increase access to Bangerter Highway during peak travel times. UDOT has determined that there has been proper consideration of avoidance alternatives to environmentally sensitive areas. Where avoidance is not practical, mitigation has been provided for impacts resulting from the Preferred Alternative.

9.0 DETERMINATION

During the environmental study process, the alternatives were evaluated and adjusted to minimize harm. Alignments and designs were selected to reduce impacts where possible while still meeting the project Purpose and Need. All practical measures to minimize environmental harm by the Preferred Alternative have been considered and incorporated into the project.

As a result of this SES, UDOT has evaluated the effectiveness, benefits, costs, likely effects, and comments provided by the public and stakeholders on the proposed project. Based on the information summarized in this SES, UDOT has determined that the Preferred Alternative will best meet the Purpose and Need of the project while minimizing environmental impacts.

The following individuals have overseen the development and execution of this environmental document.

Reviewed by

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