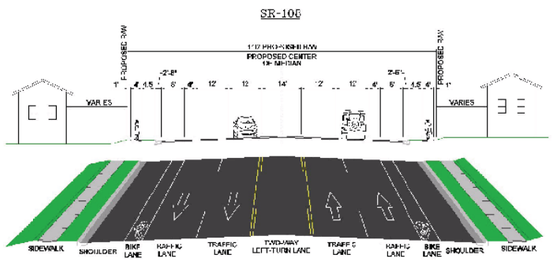
WHAT TRAFFIC ALTERNATIVES WERE CONSIDERED?

The S.R. 108 project team conducted a thorough traffic analysis to determine what improvements could be developed to meet current and future transportation needs along S.R. 108. Seven alternatives and a "no-build" alternative were considered in an attempt to accommodate the projected capacity needs. All alternatives took into consideration the construction of all projects currently identified in the 30-year Wasatch Front Regional Council Long-Range Transportation Plan including improvements to several east-to-west routes and the construction of North Legacy Parkway. The team also considered the additional traffic in the area caused by construction on I-15. The proposed alternatives are listed below.

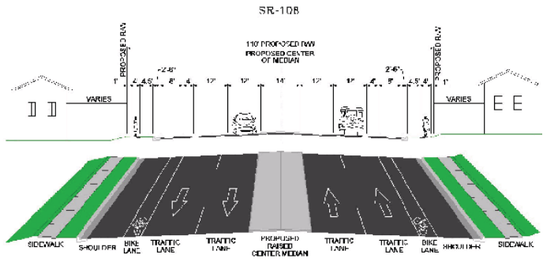
1. No-Build	S.R. 108 remains two lanes.
2. Improve Other Area Roads	S.R. 108 remains two lanes and either 1000 West or 3000 West is widened.
3. Traffic Management	S.R. 108 remains two lanes except at key intersections where left- and right-turn lanes are added; traffic signals are coordinated.
4. Transit	More bus service is added to S.R. 108.
5. Three Lanes	A two-way left-turn lane is added to S.R. 108; shoulders are improved.
6. Combined Traffic Management, Transit, and Three Lanes	A combination of alternatives 3, 4, and 5 is added to S.R. 108.
7. Five Lanes	S.R. 108 is widened to two travel lanes in each direction with a center median.
8. Seven Lanes	S.R. 108 is widened to three travel lanes in each direction with a center median.

The study found that the only alternatives that would adequtely accommodate the traffic flow now and through the year 2035 were the five-lane and the seven-lane alternatives. However, with the types of communities along the corridor, the project team felt the five-lane alternative was the best option to meet the transportation needs with the fewest impacts to the adjacent neighborhoods. Below are two examples of typical five-lane roadway sections that will be considered on this project.

WHAT WILL S.R. 108 LOOK LIKE?



Five Lane Roadway Section with Two-Way Left Turn Lane



Five Lane Roadway Section with Raised Center Median

WHAT ALIGNMENTS WERE CONSIDERED?

Once the project team determined the number of lanes and the width of the right-of-way needed for the proposed improvements, the project team developed five alignments and screened them to determine which would have the least amount of impacts on various resource areas. Alignments were developed widening to the east, to the west, and from the centerline. Because Section 4(f) of the Department of Transportation Act of 1966 requires special consideration be given to properties eligible for listing on the National Register of Historic Places, an alignment was developed to avoid eligible 4(f) properties along the corridor. Also, because of the possible impacts to private properties, another alignment was developed in an attempt to reduce the number of relocations. The drawings below depict the alternatives considered with a summary table of the impacts associated with each alternative.

CENTER ALIGNMENT

Relocations	30
Potential Relocations	131
Strip Takes	320
4(f) Impacts	63

Because this alternative would require some type of impact to 481 private properties, this alternative was not carried forward.

EAST ALIGNMENT

Relocations	146
Potential Relocations	39
Strip Takes	91
4(f) Impacts	40

Because this alternative would require the relocation of 35 4(f) properties given special consideration under federal law, this alternative was not carried forward.

MINIMIZE RELOCATION ALIGNMENT

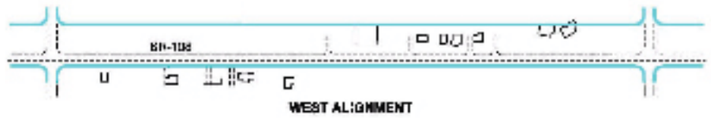
Relocations	45
Potential Relocations	91
Strip Takes	262
4(f) Impacts	46

Because this alternative would require some type of impact to 398 private properties, this alternative was not carried forward.

MINIMIZE 4(F) IMPACT ALIGNMENT

Relocations	59
Potential Relocations	43
Strip Takes	210
4(f) Impacts	22

Because this alternative has the least impact to 4(f) properties, this alternative was carried forward.



WEST ALIGNMENT

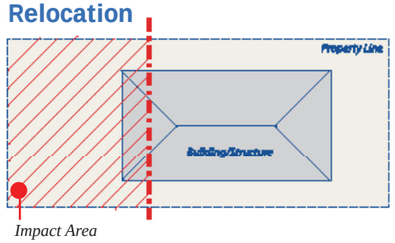
Relocations	115
Potential Relocations	57
Strip Takes	108
4(f) Impacts	24

Because this alternative has the fewest private property impacts, this alternative was carried forward.

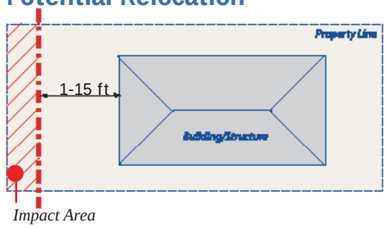
WHAT DOES RELOCATION MEAN FOR PROPERTY OWNERS AT THIS POINT?

The purpose of an EIS is to determine possible impacts of a proposed action. Because the design is not complete, the impacts could change as more details are added in the final design, which occurs after the EIS is approved. In the case of relocations, the project engineers made an assumption for the EIS that if the right-of-way went through a structure, the property would be classified as a relocation. If the right-of-way impacted the property and came within 15 feet of the structure, the property would be classified as a potential relocation. If the right-of-way were more than 15 feet away, only the amount of property needed for construction would be acquired. Although the UDOT Right-of-Way Division uses the EIS as a guidance document, they look at several factors besides how close the right-of-way is to a structure when making a determination about relocation. Each property is considered independently. The EIS can help property owners prepare for the possible impacts of the project. Once the EIS is approved and the final design is complete, UDOT right-of-way agents will work one-on-one with each property owner to determine if relocation is necessary and determine fair compensation for private property impacts.

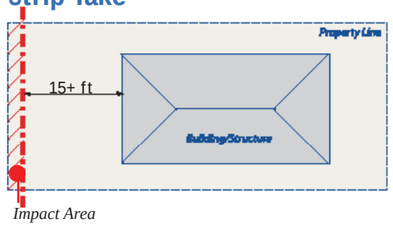
Relocation



Potential Relocation



Strip Take



Comments are always welcome and can be sent in writing to the address below or e-mailed to ndonegan@langdongroupinc.com. Electronic forms and e-mail links are available on our Web site at www.udot.utah.gov/sr108study. A project representative can be reached at (801) 556-1796.

S.R. 108 STUDY TEAM, c/o The Langdon Group, 2875 S. Decker Lake Drive, Suite 575, SLC, UT 84119

S.R. 108 Project Team
c/o Nicole Donegan
The Langdon Group, Inc.
2875 South Decker Lake Drive, Ste 575
Salt Lake City, UT 84119

S.R. 108 Draft Environmental Impact Statement

January 2007
Newsletter 2

WHAT'S INSIDE?

PROJECT TEAM

UDOT Project Manager
David Adamson, P.E.

FHWA Manager
Edward Woolford

S.R. 108 Project Manager
Dave Kilmurray, P.E.

UDOT Environmental Lead
Chris Lizotte

S.R. 108 Environmental Lead
Vincent Izzo

Design Lead
John Buttenob, P.E.

UDOT Public Involvement Coordinator
Andy Neff

S.R. 108 Public Involvement Coordinator
Nicole Donegan

FOR MORE INFORMATION CONTACT:

Nicole Donegan
(801) 556-1796
ndonegan@langdongroupinc.com
www.udot.utah.gov/sr108study

RESIDENTS TELL UDOT WHAT IMPROVEMENTS ARE NEEDED

In August 2006, the Utah Department of Transportation (UDOT) held an open house for local residents to learn more about the S.R. 108 Environmental Impact Statement (EIS). S.R. 108 is also known as Midland Drive or 3500 West in Weber County and 2000 West or Two-Mile Road in Davis County. Over 200 people turned out to voice their suggestions for improving the corridor, which runs from 1900 West in West Haven to Antelope Drive in Syracuse.

The open house provided attendees with information about the study process and what possible alternatives could be considered. A workshop area was available so individuals could use markers to indicate areas of concern on maps.

The issues most commonly raised by the public are listed below:

- Widen to one side or the other, not from the centerline.
- Consider a three-lane as well as a five-lane alternative.
- Consider east-to-west as well as north-to-south roadway improvements.
- Improve pedestrian facilities.
- Improve access to residences and businesses.
- Add left-turn signals throughout the corridor.
- Add center turn lanes.
- Consider curb, gutter, sidewalk, and shoulders.
- Make the improvements as soon as possible.
- Reduce the speed limit to 40 mph or below.

These suggestions were considered as the alternatives were developed. A discussion of the alternative screening process is included on pages 2 and 3.

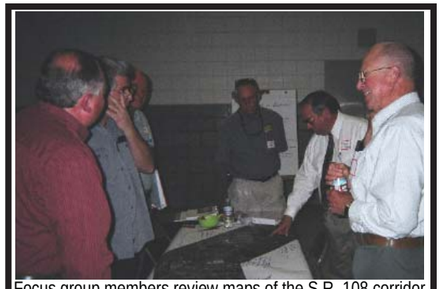
ALTERNATIVE REVIEW PUBLIC WORKSHOP

February 7, 2007

4:30 - 7:30 p.m.

Clinton Elementary
1101 West 1800 North
Clinton, Utah

The public is invited to stop in any time between 4:30 and 7:30 to review the alternatives under consideration and talk to project staff about the alternative screening process.



Focus group members review maps of the S.R. 108 corridor and identify areas where improvements are needed.

Project Timeline

- *July 2006– Project Initiated*
- *August 2006– Public Open House*
- *February 2007– Public Workshop*
- *July 2007– Draft EIS Released*
- *August 2007– Public Hearing*
- *February 2008– Final EIS Released*
- *July 2008–Decision Document Released*

Construction will occur once funding is identified. Construction will likely occur in phases starting in the areas with the greatest need.