

S.R. 210: Wasatch Boulevard through the Town of Alta

in

Cottonwood Heights, Sandy, and the Town of Alta, Salt Lake County, Utah

Final Environmental Impact Statement and Sections 4(f)/6(f) Evaluation

Submitted pursuant to 42 USC 4332(2)(c) and 49 USC 303

by the Utah Department of Transportation (UDOT)

Cooperating agencies: U.S. Army Corps of Engineers; U.S. Department of Agriculture, Forest Service; U.S. Environmental Protection Agency; Salt Lake City Department of Public Utilities; and Utah Transit Authority

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 USC 327 and a Memorandum of Understanding, dated May 26, 2022, and executed by the Federal Highway Administration and UDOT.

September 2022

08/12/2022

Date of Approval



*Robert Stewart, Region Two Director
Utah Department of Transportation*

08/15/2022

Date of Approval



*TeriAnne S. Newell, Deputy Director
Utah Department of Transportation*

_____ **The following persons may be contacted for additional information about this document:** _____

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Abstract

UDOT intends to improve the transportation-related commuter, recreation, and tourism experiences for all users of State Route (S.R.) 210 through transportation improvements that improve roadway safety, reliability, and mobility on S.R. 210 in Salt Lake County, Utah. UDOT's purpose is reflected in one primary objective for S.R. 210: to substantially improve safety, reliability, and mobility on S.R. 210 from Fort Union Boulevard through the town of Alta for all users on S.R. 210.

The primary alternatives carried forward for detailed study in this Environmental Impact Statement (EIS) are the No-Action Alternative, the Enhanced Bus Service Alternative, the Enhanced Bus Service in Peak-period Shoulder Lane Alternative, Gondola Alternative A (Starting at Canyon Entrance), Gondola Alternative B (Starting at La Caille), and the Cog Rail Alternative (Starting at La Caille). All of the primary alternatives would substantially improve safety, reliability, and mobility. Sub-alternatives considered as part of the primary alternatives include Wasatch Boulevard improvements, mobility hubs, avalanche mitigation, trailhead parking, and no winter parking.

Environmental impacts in 22 resource categories are evaluated, and mitigation measures to reduce the impacts are described. Impacts to the natural environment as well as social and economic impacts have been minimized through coordination with the public, resource agencies, local governments, and the business community. UDOT also addressed the requirements of Section 4(f) of the Department of Transportation Act of 1966 and Section 6(f) of Land and Water Conservation Fund Act of 1965 in its evaluation.

UDOT identified Gondola Alternative B as its preferred primary alternative in the Final EIS. The preferred alternative includes the Five-lane Alternative on Wasatch Boulevard, the Snow Sheds with Realigned Road Alternative, the Trailhead Improvements and No Roadside Parking within ¼ Mile of Trailheads Alternative, and the No Winter Parking Alternative (all of which are sub-alternatives) as supporting elements. UDOT also proposes, as part of the preferred alternative, a phased implementation using components of the Enhanced Bus Service Alternative until funding is obtained and construction of Gondola Alternative B is complete.

Comments on this Final EIS are due October 17, 2022, to Carissa Watanabe or Josh Van Jura (UDOT) at the above address or at <https://littlecottonwoodeis.udot.utah.gov>.
