

# **West Davis Corridor Technical Memorandum 2 EIS No-Build (No-Action) Alternative Initial Draft – September 29, 2009**

**Revision Dates:** November 18, 2009 (Draft Revision 1)  
June 27, 2012 (Draft Revision 2)  
October 1, 2016 (Draft Revision 3)

## **Purposes of This Technical Memorandum**

The purposes of this memorandum are to describe the No-Build (or No-Action) Alternative that will be analyzed in the West Davis Corridor (WDC) Environmental Impact Statement (EIS) and to seek approval from the Federal Highway Administration (FHWA), the lead federal agency for the project, on the description of the No-Action Alternative. Acceptance of a No-Action Alternative description is being requested based on qualitative and not quantitative information. This memorandum is not intended to serve as a detailed analysis of the particular components of the No-Action Alternative but is rather intended to identify its basic elements. After FHWA and the rest of the project team develop a No-Action definition that is agreeable, the WDC Management Team (the Utah Department of Transportation [UDOT] and its consultants) will then begin building a regional travel demand model that accurately describes the No-Action Alternative. At that time, all of the details of the projects that are included as part of a no-action scenario will be determined.

The No-Action Alternative will serve two purposes in the development of the EIS: (1) it will form the basis for defining the purpose and need by clearly identifying the problems that the proposed action will address, and (2) it will provide a benchmark to compare the environmental effects of the action alternatives.

This technical memorandum provides a brief overview of the project, the issues related to the No-Action Alternative, and the recommendation of the WDC Management Team.

## **Project Overview**

FHWA, in cooperation with UDOT, is preparing an EIS for a proposed action to address projected transportation demand in western Davis and Weber Counties. The area under evaluation includes the area west of Interstate 15 (I-15) in Davis and Weber Counties.

Alternatives to be considered include:

- Taking no action
- Transportation system management
- Build alternatives for various modes of transportation

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### **Discussion of the No-Action Alternative**

The WDC is being proposed to address the expected travel demand need in western Davis and Weber Counties in 2040 west of I-15 and east of the Great Salt Lake. To define a clear purpose and need for the project, the transportation problems within the study area under the No-Action Alternative must be identified. Once the problems are clearly defined, a set of alternatives can be developed to meet the purpose and need.

During the initial planning process for the WDC EIS, several options for a definition of the No-Action Alternative (that is, not implementing the proposed action) were discussed. Options included (1) using the WFRC regional transportation plan as a base and (2) using a combination of the regional transportation plan and the Statewide Transportation Improvement Program (STIP). The regional transportation plan from the metropolitan planning organization (MPO) and the STIP are the two plans that are normally used to define a baseline that is used in the travel model that performs travel demand forecasting for a No-Action Alternative.

The following sections describe the STIP and long-range plans.

### **Statewide Transportation Improvement Program (STIP)**

UDOT's STIP is a 5-year program of highway and transit projects for the state of Utah. It is published each year and is a compilation of projects using various federal and state funding programs. The STIP includes transportation projects on the state, city, and county highway systems. Since it includes transit, the STIP also incorporates all of the Utah Transit Authority's (UTA) 5-year projects.

The STIP serves two purposes:

- It establishes Utah's compliance with the requirements of the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21). It is the basis for approval of federal-aid highway funds by FHWA.
- It is UDOT and UTA's official work plan for developing projects through concept development, environmental studies, right-of-way acquisition, and plan development through advertisement of a construction project. Projects in the STIP are typically implemented.

### **MPO Regional Transportation Plan**

A regional transportation plan is a financially constrained transportation plan, with at least a 20-year timeframe, of anticipated highway and transit needs in a specific area. Transportation needs are based on projected and planned socioeconomic and land-use growth within a region. The Wasatch Front Regional Council (WFRC), which is the local MPO, is responsible for long-range planning in the WDC study area. The regional transportation plan is coordinated with UDOT and UTA and typically includes the projects listed in the STIP. The projects identified in the regional transportation plan are used in WFRC's regional model.

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### **Recommendation for the No-Action Alternative**

The WDC Management Team recommends that the No-Action Alternative be described using a combination of projects identified in the STIP and in the regional transportation plan (both roadway and transit projects). This recommendation is proposed based on the factors listed below.

For areas outside the WDC study area:

- For both the east-west and north-south travel networks, use projects identified in the 2015 regional transportation plan (which includes projects listed in the STIP) except for the West Weber Corridor project in Weber County identified in the regional transportation plan).

For the WDC study area:

- For the east-west travel network, use projects identified in the 2015 regional transportation plan (which includes projects listed in the STIP)(see Table 1).
- For the north-south travel network, use projects identified in the 2015 regional transportation plan with the exception of the WDC (also called West Weber Corridor in Weber County) project in both Davis and Weber Counties (see highlighted projects in Attachment A). All phases of the project in the regional transportation plan would be removed from the 2040 travel demand model. This will help the WDC project team understand whether the other currently planned north-south transportation facilities in the study area will be adequate for the 2040 planning horizon.
- The 2040 travel demand model will be used. This model is based on the 2015 regional transportation plan.

Once the regional travel demand deficiencies are defined using the No-Action Alternative, the purpose of and need for the proposed action can be developed. A clear set of alternatives can then be developed to address the purpose and need.

The methodology of defining the No-Action Alternative as presented in this memorandum is consistent with the information in item 3 of the Council on Environmental Quality's "40 Most Frequently Asked Questions" about NEPA.

This Technical Memorandum and the FEIS was updated in 2015 to be consistent with the Wasatch Front Regional Council's 2015-2040 Regional Transportation Plan. During the preparation of the Draft EIS, the methodology was the same but used the WFRC 2011-2040 Regional Transportation Plan, which was the current plan at the time of the Draft EIS.

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**Table 1. Transportation Projects in the Needs Assessment Study Area**

Project Type	Project Location	Phase
<b>WFRC Regional Transportation Plan Projects: 2015 to 2040</b>		
<i>I-15 Corridor</i>		
New construction	1200 North (Layton): Overpass; 4 lanes	1
Widening	Davis/Weber County border to Hill Field Road; add high-occupancy/toll (HOT) lane each direction	1
Widening	I-84 to Davis/Weber County border; add HOT lane each direction	1
Interchange upgrade	Parrish Lane (Centerville), Antelope Drive (Layton), 650 North (Clearfield), 5600 South (Roy), State Route (SR) 193 (Clearfield), and 24th Street (Ogden)	1
New interchange	1800 North (Sunset) including overpass of I-15	1
New interchange	Shepard Lane (Farmington)	1
Managed motorways	Incorporate managed motorways to improve I-15 travel flow	1
<i>Davis County</i>		
Widening	US 89: Antelope Drive (Layton) to I-15 (Farmington) (out of study area) from 4 to 6 lanes	2
Widening	1800 North (SR 37 in Clinton): SR 126 (Sunset) to 2000 West	1
Widening	1800 North (SR 37 in Clinton): 2000 West to WDC	2
New construction	SR 193 Extension (West Point): 2000 West to 3000 West; 4 lanes	1
New construction	SR 193 Extension (West Point): 3000 West to WDC; 4 lanes	2
Widening	West Hill Field Road (Layton): 2200 West to 3650 West from 2 to 4 lanes	2
New construction	Layton Parkway (Layton): 1700 West to WDC; 4 lanes	1
Widening	200 North (Kaysville): I-15 to WDC from 2 to 4 lanes	1
Widening	2000 West (SR 108 in Syracuse, West Point, Clinton, Roy, and West Haven): Weber County border to Antelope Drive from 2 to 4 lanes	1
New construction	3000 West (West Point): 6000 South to 2300 North; 2 lanes	1
New construction	3650 West (Layton): 700 North to Gentile Street; 2 lanes	3
New construction	2700 West (Layton): 650 North to Layton Parkway; 4 lanes	3
Widening	Gentile Street (Layton): Main Street to Fairfield Road from 2 to 4 lanes	2
New construction	500 West (Clearfield): Antelope Drive to 1980 South; 2 lanes	1
New construction	Shepard Lane (Farmington): I-15 to WDC from 2 to 4 lanes	2
Widening	2000 West: Antelope Drive to WDC from 2 to 4 lanes	3
Widening	Antelope Drive (Syracuse): WDC to 4500 West from 2 to 4 lanes	3
Widening	Antelope Drive (Syracuse): 2000 West to WDC from 2 to 4 lanes	1
New construction	Church Street Extension (Layton): I-84 to SR 193; 2 lanes.	3
New construction	Gordon Avenue (Layton): 1600 East to US 89; 2 lanes	2

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**Table 1. Transportation Projects in the Needs Assessment Study Area**

Project Type	Project Location	Phase
<i>Weber County</i>		
Widening	4000 South (SR 37 in West Haven): Midland Drive to WDC from 2 to 4 lanes	1
New construction	4000 South (West Haven): railroad crossing at 2500 West	1
New construction	Midland Drive (SR 108): I-15 to 1900 West (West Haven); 4 lanes	1
Widening	Midland Drive (SR 108): 1900 West (Roy) to Hinckley Drive (West Haven) from 2 to 4 lanes	2
Widening	3500 West/Midland Drive (Roy): 4275 South (Roy) to Davis County border from 2 to 4 lanes	1
Widening	1900 West (SR 126 in Roy): 5600 South to Riverdale Road from 4 to 6 lanes	1
Widening	5500/5600 South: 1900 West (SR 126) (Roy) to WDC (Hooper) from 2 to 4 lanes	2
Widening	5600 South (Roy): I-15 to 1900 West (SR 126) from 5 to 6 lanes	1
New construction	4700 West (West Haven): 4600 South to 4800 South; 2 lanes	1
New construction	Falcon Hill Road Connector: I-15 to 1150 West; 2 lanes	3
<i>Transit in Davis and Weber Counties</i>		
Bus rapid transit	North Ogden to downtown Salt Lake City	1,2
Bus rapid transit	Ogden Intermodal Center (Ogden) to Layton FrontRunner station (Layton)	1,2
FrontRunner	Positive train control	3
<b>Local Transportation Projects Included in City Master Plans</b>		
New construction	2675 West (Roy): 4800 South to 4000 South; 2 lanes	NA <sup>a</sup>
New construction	4700 West (Hooper/Clinton): 5500 South to 1800 North; 2 lanes	NA
New construction	1800 North (Sunset): Frontage Road to I-15 for Hill Air Force Base; 4 lanes	NA
New construction	Falcon Hill Frontage (Sunset): 5600 South to 650 North; 4 lanes	NA
Widening	Shepard Lane (Farmington): Frontage Road to 1875 West from 2 to 4 lanes	NA
New construction	1100 West (Farmington): Shepard Lane to 100 North; 4 lanes	NA
New construction	1875 West (Farmington): 1525 West to 675 North; 2 lanes	NA
Widening	1100 West (Farmington): 100 North to 175 South from 2 to 4 lanes	NA

Source: WFRC 2015

<sup>a</sup> NA = not applicable

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## Attachment A – West Davis Corridor Project as Listed in WFRC RTP 2015 to 2040

### Davis County

D-16	West Davis Corridor	New Construction: 0 to 4 lanes	Freeway / 4.8 miles / SR-67	Needed Phase - 2	2015 - \$79,700,000
	Weber County Line to Antelope Drive (SR-127)	ROW:2015 - 0 ft. / 2040 - 320 ft.	Bike Routes: Priority	Funded Phase - 2	Phased - \$143,500,000
D-17	West Davis Corridor	New Construction: 0 to 4 lanes	Freeway / 14.2 miles / SR-67	Needed Phase - 1	2015 - \$500,000,000
	Antelope Drive (SR-127) to I-15/US-89/Legacy Parkway	ROW:2015 - 0 ft. / 2040 - 320 ft.	Bike Routes: Priority	Funded Phase - 1	Phased - \$608,300,000
D-18	West Davis Corridor	Corridor Preservation	Freeway / 4.8 miles / SR-67	Needed Phase - 1	2015 - \$24,300,000
	Weber County Line to Antelope Drive (SR-127)	ROW:2015 - 0 ft. / 2040 - 320 ft.	Bike Routes: Priority	Funded Phase - 1	Phased - \$29,600,000
D-20	2000 West (SR-108)	Widening: 2 to 4 lanes	Principal Arterial / 2.5 miles / SR-108	Needed Phase - 1	2015 - \$65,900,000
	Weber County Line to 300 North	ROW:2015 - 66 ft. / 2040 - 110 ft.	Bike Routes: Priority	Funded Phase - 1	Phased - \$80,200,000

### Weber County

W-19	West Weber Corridor	Corridor Preservation	Freeway / 14.8 miles / SR-67	Needed Phase - 1	2015 - \$51,600,000
	I-15 (North) to 4000 South	ROW:2015 - 0 ft. / 2040 - 220 ft.	Bike Routes: Base	Funded Phase - 1	Phased - \$62,700,000
W-20	West Weber Corridor	Corridor Preservation	Freeway / 2.7 miles / SR-67	Needed Phase - 1	2015 - \$9,400,000
	4000 South to Davis County Line	ROW:2015 - 0 ft. / 2040 - 220 ft.	Bike Routes: Priority	Funded Phase - 1	Phased - \$11,400,000
W-21	West Weber Corridor	New Construction: 0 to 4 lanes	Freeway / 1.8 miles / SR-67	Needed Phase - 2	2015 - \$13,900,000
	4000 South to 5500 South	ROW:2015 - 0 ft. / 2040 - 220 ft.	Bike Routes: Priority	Funded Phase - Unfunded	Phased - \$34,200,000
W-22	West Weber Corridor	New Construction: 0 to 4 lanes	Freeway / 1.0 miles / SR-67	Needed Phase - 2	2015 - \$16,600,000
	5500 South to Davis County Line	ROW:2015 - 0 ft. / 2040 - 220 ft.	Bike Routes: Priority	Funded Phase - 2	Phased - \$29,900,000
W-24	4700 West	New Construction: 0 to 2 lanes	Collector / 0.3 miles / Local	Needed Phase - 1	2015 - \$4,100,000
	4600 South to 4800 South	ROW:2015 - 0 ft. / 2040 - 110 ft.	Bike Routes: None	Funded Phase - 1	Phased - \$4,900,000
W-66	4700 West	Operational	Collector / 0.9 miles / Local	Needed Phase - 1	2015 - \$23,000,000