

**West Davis Corridor  
located in  
Davis and Weber Counties**

**Final  
Environmental Impact Statement  
and Section 4(f) Evaluation**

**Submitted pursuant to 42 USC 4332(2)(c) and 49 USC 303  
by the U.S. Department of Transportation, Federal Highway Administration (FHWA)  
and the Utah Department of Transportation (UDOT)**

Cooperating Agencies: U.S. Army Corps of Engineers; U.S. Environmental Protection Agency;  
U.S. Department of the Interior, Fish and Wildlife Service;  
and Utah Reclamation, Mitigation, and Conservation Commission

**June 2017**

*June 23, 2017*  
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*Date of Approval*

*[Signature]*  
\_\_\_\_\_  
*For the Utah Department of Transportation*

*June 23, 2017*  
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*Date of Approval*

*[Signature]*  
\_\_\_\_\_  
*For the Federal Highway Administration*

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

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**Abstract**

This proposed action is to improve regional mobility and enhance peak-period mobility in western Davis and Weber Counties. The primary purposes of the project are to reduce delay and congestion in western Davis and Weber Counties in the West Davis Corridor (WDC) study area. The five alternatives carried forward for detailed study in this Final EIS are the No-Action Alternative and Alternatives A1, A2, B1, and B2. Two wetland avoidance options as part of these alternatives were also considered. Alternatives A1 and A2 are the more westerly alternatives. Each of the A Alternatives would be a four-lane divided highway with a 250-foot right-of-way width from Interstate 15 (I-15) in Farmington to 2000 West in Davis County. From 2000 West to 1800 North in Davis County, Alternative A1 would be a two-lane, 146-foot-wide, limited-access highway. From 2000 West to 5500 South in Weber County, Alternative A2 would be a 146-foot-wide, two-lane, limited-access highway. Alternatives B1 and B2 are the more easterly alternatives. The B Alternatives would be a four-lane divided highway with a 250-foot right-of-way width from I-15 in Farmington to Antelope Drive in Davis County. From Antelope Drive to 1800 North in Davis County, the B Alternatives would be a 146-foot-wide, limited-access, two-lane highway. Environmental impacts in 20 resource categories are evaluated, and mitigation measures to reduce the impacts are described. The social and economic impacts have been minimized through coordination with the public, resource agencies, local governments, and the business community. FHWA identified Alternative B1 with the wetland avoidance options as its preferred alternative.

Comments on this Final EIS are due August 31, 2017, to Paul Ziman (FHWA) at the above address.

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