

Project Description

What is the Project?

The City of Provo, in conjunction with the Federal Highway Administration and the Utah Department of Transportation (the Lead Agencies), propose to improve roadway system linkage in southwest Provo by constructing a new arterial roadway between Provo Airport and the vicinity of the US Interstate 15 (I-15) Interchange with University Avenue and 1860 South Street (Proposed Project). A Draft Environmental Impact Statement (DEIS) has been prepared and public comments are welcome. Comment forms are available at www.provowestsideconnector.com.

Why?

The Proposed Project is a response to a variety of transportation needs, deficiencies, and planning objectives that have been identified in the Project Area. The purpose of the Proposed Project is to improve roadway system linkage in southwest Provo, between Provo Airport and the vicinity of the I-15/University Avenue/1860 South Interchange, in a manner that would:

- provide a connection to the existing arterial and freeway transportation network to support planned residential development and land use changes in southwest Provo;
- provide a more direct roadway link between Provo Airport and the vicinity of the I-15/University Avenue/1860 South Interchange to support planned improvements at the Provo Airport and related commercial and industrial development in the vicinity of the airport; and
- provide a more direct roadway link between the residential areas west of I-15 and the commercial center of Provo east of I-15, including the Provo Towne Centre Mall, to support the continued economic viability of the commercial center of Provo.

The Lead Agencies screened 22 potential project alternatives for reasonableness and ability to meet project needs. The potential build alternatives selected for detailed analysis are illustrated on the back page.












Where?

A process called screening was used to determine which alternatives best met project needs in Southwest Provo. The screening resulted in the alternatives identified in the illustrations on this handout, and each alignment is described briefly below. These alternatives are described in detail in the DEIS.

- **The 1860 South Alternative:** This alternative would effectively extend 1860 South to the west near the airport on an alignment from the I-15/University Avenue/1860 South Interchange. A dip to the south on the west end would accommodate a future airport terminal.
- **University Avenue A Alternative:** This alternative would connect directly to University Avenue just north of the existing I-15/University Avenue/1860 South interchange and continue west directly to the airport.
- **University Avenue B Alternative:** This alternative would connect directly to University Avenue just north of the existing I-15/University Avenue/1860 South interchange and continue west towards the airport. A dip to the south on the west end would accommodate a future airport terminal.
- **No-Build Alternative:** This alternative is included in the DEIS to provide a baseline future condition for comparison with the potential build alternatives.

Impact Analysis Summary*



Environmental Issue	No-Build Alternative	1860 South Alternative	University Avenue A Alternative	University Avenue B Alternative
 Land Use	No property acquisition required.	121.6 acres acquired for Right of Way (ROW).	108.5 acres acquired for ROW.	116.6 acres acquired for ROW.
	Ongoing conversion of agricultural land uses to residential and commercial land uses (urban development) would continue.	indirect land use not impacted; anticipated development is equivalent to No-Build Alternative.		
	Urban development may be slower paced than what would occur with implementation of a build alternative.	Development for some parcels may occur sooner than what would occur under No-Build (particularly those closer to the new roadway); however, this depends on individual landowner decisions.		
 Social Environment	Inconsistent with community planning goals.	Consistent with community planning goals.		
	No benefits for access and travel times for local residents.	Positive effects on access and travel times for local residents.		
	New recreation facility not constructed (North Bay Trail).	New recreation facility constructed (North Bay Trail).		
 Economic Conditions	Economic growth could occur at a slower rate.	Because impediments to travel in and out of the area would be reduced, the rate at which economic development occurs may be faster.		
	Inconsistent with local economic development strategies. Opportunities for economic development may diminish in number or scale, reflecting limited available transportation infrastructure.	Improved transportation infrastructure consistent with local economic development strategies.		
	No project-related construction employment or construction-related expenditures.	Positive impacts of construction employment and construction-related expenditures.		
 Pedestrians and Bicyclists	Planned North Bay Trail not constructed. Other planned trails constructed but potential trail connectivity is reduced.	North Bay Trail provides new facility and improved connectivity to other trails.		
 Noise	No Impact.	No Impact.	Twenty-three residences would experience increases of at least 10 dBA or more above 66 dBA.	
 Visual Resources	No Impact.	Overall weak visual contrasts created for Lakewood neighborhood area.	Overall strong visual contrasts created for Lakewood neighborhood area.	Overall strong visual contrasts created for Lakewood neighborhood area.
 Cultural Resources	No Impact.	No Impact.	A prehistoric scatter would be directly impacted by road construction and associated earth moving activities.	No Impact.
 Wetlands	No Impact.	9.3 acres of wetlands impacted.	5.2 acres of wetlands impacted.	5.3 acres of wetlands impacted.
 Water Resources	No Impact.	Incremental increases less than 0.01% in total dissolved solids and phosphorous contributed to Utah Lake.		
		Incremental increases in metals (copper, lead, zinc) contributed to Utah Lake.		
 Floodplain Impacts	No Impact.	77.1 acres impacted.	65.3 acres impacted.	65.8 acres impacted.
 Wildlife and Fisheries	No Impact to habitat communities.	93.0 acres mixed-use agriculture habitat. 15.3 acres residential wildlife habitat. 9.3 acres wetland habitat.	85.9 acres mixed-use agriculture habitat. 13.1 acres residential wildlife habitat. 5.2 acres wetland habitat.	93.7 acres mixed-use agriculture habitat. 13.1 acres residential wildlife habitat. 5.3 acres wetland habitat.

* This table illustrates some of the key comparisons and contrasts between project alternatives. The DEIS provides a complete analysis of environmental issues and impacts.