

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

in

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

## Draft 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 January 1, 2017, and executed by the Federal Highway Administration and UDOT.

**June 2021**


05/24/2021

*Date of Approval*

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

5/28/2021

*Date of Approval*

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

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

Josh Van Jura, PE  
Utah Department of Transportation  
4501 South 2700 West, PO Box 141265  
Salt Lake City, UT 84114-1265  
Telephone: (801) 231-8452

Carissa Watanabe, Environmental Manager  
Utah Department of Transportation  
4501 South 2700 West, PO Box 141265  
Salt Lake City, UT 84114-1265  
Telephone: (503) 939-3798

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## ***Abstract***

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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 21 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 identified the Enhanced Bus Service in Peak-period Shoulder Lane Alternative and Gondola Alternative B as its Preferred Alternatives in the Draft EIS. UDOT will identify one Preferred Alternative in the Final EIS as the final Preferred Alternative.

UDOT will issue a single Final EIS and Record of Decision document pursuant to 23 USC 139(n)(2), unless UDOT determines that statutory criteria or practicability considerations preclude issuing a combined document pursuant to that section.

Comments on this Draft EIS are due August 9, 2021, to Carissa Watanabe (UDOT) at the above address or at <https://littlecottonwoodeis.udot.utah.gov>.

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