



## Seven County Infrastructure Coalition

### Conceptual Corridor Feasibility Summary

#### GENERAL INFORMATION

**Corridor Name:** Eastern Utah Regional Connection

**Infrastructure Type:** Transportation

**Located in Counties:** Uintah, Grand

#### Describe the corridor location, background, and general setting:

This project will connect to the Seep Ridge Road in Uintah County, and continue the roadway approximately 41 miles south to intersect with I-70 at the east Cisco interchange. It will generally follow existing unpaved county routes. The area adjacent to the existing roadway includes existing oil and gas pipelines, both buried and surface, with connecting roadways and pipelines to oil and gas production locations.

The absence of a developed transportation corridor between the Uinta Basin and I-70 has long been a limiting factor for recreation, tourism, energy development, and land management efforts. The existing unpaved roads are insufficient to accommodate the traffic that would otherwise use the route to move people and products. The roads are impassible and dangerous in inclement weather. There is no all-weather alternative other than using SR-191 (Indian Canyon) or Colorado SR-139 (Douglas Pass – Loma to Rangely). These alternate routes are 244 and 201 miles longer, respectively, than the proposed corridor. A connector roadway would provide a more direct route between nationally important recreation areas such Yellowstone, Flaming Gorge, Dinosaur National Monument, Arches, Canyonlands, and the Grand Canyon.

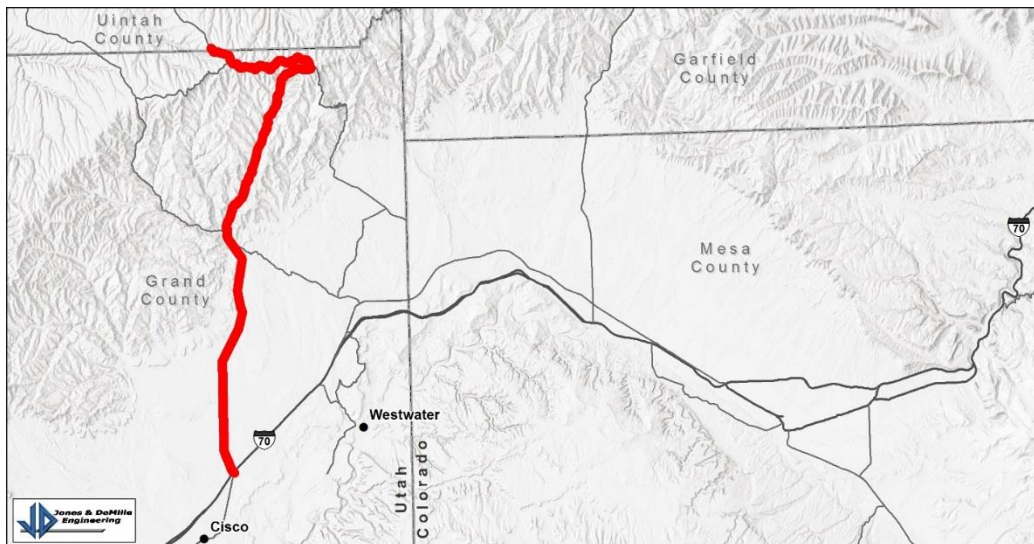
#### Previous Studies:

- *Seep Ridge Road Extension to Interstate 70* - H:\JD\Proj\1412-058\Design\Incoming\From Subconsultants\BIO-WEST\PEL Reports\2016 - March
- *Transportation Master Plan 4-21-10* -H:\JD\Proj\1412-058\Design\Incoming\From Subconsultants\BIO-WEST\Data\Trans\_Plans\Trans\_Plans\Local\OriginalCountyPlans\UintahCounty
- *Uinta\_Basin\_Transportation\_Study* - H:\JD\Proj\1412-058\Design\Incoming\From Subconsultants\HDR
- *Uintah Basin Energy & Trans Study* - H:\JD\Proj\1412-058\Design\Incoming\From

Subconsultants\HDR

- *SCIC Trans Memo DRAFT* - H:\JD\Proj\1412-058\Design\Incoming\From Subconsultants\Interplan(Parametrix)
- *UDOT Prioritization Overview* - H:\JD\Proj\1412-058\Design\Incoming\From Subconsultants\Interplan(Parametrix)
- *Duchesne City TMP* - H:\JD\Proj\1412-058\Design\Incoming\From Transportation
- *Duchesne County TMP Final Draft 141013* - H:\JD\Proj\1412-058\Design\Incoming\From Transportation
- *Roosevelt -TMP\_FINAL103112* - H:\JD\Proj\1412-058\Design\Incoming\From Transportation
- *UBETS Final Report April 2013* - H:\JD\Proj\1412-058\Design\Incoming\From Transportation
- *Uintah County TMP 4-21-10* - H:\JD\Proj\1412-058\Design\Incoming\From Transportation
- *UDOT Grand-Uintah County Connection Final Feasibility Study\_20140829* - H:\JD\Proj\1412-058\Design\Incoming\From UDOT
- *SCIC Timeline Memo (6-16-2015)* - H:\JD\Proj\1412-058\Design\Incoming\From Subconsultants\Star Point\Evernote
- *SCIC\_Historical\_Trends\_REVISED DRAFT 22Sep2015* - H:\JD\Proj\1412-058\Design\Incoming\From Subconsultants\HDR
- *SCIC\_Revised Employment and Oil&Gas Charts\_DRAFT 17Sep2015* - H:\JD\Proj\1412-058\Design\Incoming\From Subconsultants\HDR
- *Energy Production Memo2* - H:\JD\Proj\1412-058\Design\Incoming\From Subconsultants\Interplan(Parametrix)

**Location:**



**GOAL 1: COOPERATIVE REGIONAL PLANNING**



Permitting will require major NEPA efforts. An EIS would be required. The permitting process would be expected to take 2-5 years.

We anticipate that public opposition would further extend the timeline for approval, particularly public opposition in Moab.

**Infrastructure Type:** Transportation

**Benefitting Counties:**

Carbon	<u>                    </u>
Daggett	<u>                    </u>
Duchesne	<u>      <b>X</b>          </u>
Emery	<u>                    </u>
San Juan	<u>                    </u>
Sevier	<u>                    </u>
Uintah	<u>      <b>X</b>          </u>
Other:	<u>  Grand          </u>

**Meets Mineral Lease Funding Criteria:**

Planning	<u>                    </u>
Public Facilities	<u>      <b>X</b>          </u>
Public Services	<u>                    </u>

**Needs Addressed:**

Transportation corridor needed between Uinta Basin and I-70; heavy truck traffic in Duchesne/Uintah needs to be reduced.

**Corridor Efficiency:**

Additional utilities have not been identified for this possible corridor, but could likely be collocated with the roadway. Potential utilities are power transmission, water transmission, and oil & gas transmission.



**Possible Investors:**

**Public Support:**

Controversial	<u>    <b>X</b>    </u>
Low Support	<u>                    </u>
Somewhat Supportive	<u>                    </u>
Supportive	<u>                    </u>
Highly Supportive	<u>                    </u>

**Public Support Comments:**

Project has been looked over several years, political atmosphere has been main reason for project controversy.

## Goal 2: Increased Economic Opportunity



Recent economic studies show that opportunity costs of up to \$30 billion dollars exist if the Uinta Basin transportation infrastructure is not improved to support economic opportunities. An economic study completed by WSP Parsons Brinkerhoff in 2015 found that the net present value (NPV) for the study corridor was estimated to be \$1.8 billion, which accounts for fuel, travel time, vehicle operating cost, pavement maintenance, accident cost, and emissions cost savings. Northwestern Colorado and southwestern Wyoming economies would also benefit with the improved access to the I-70 corridor. Costs were calculated with the Costing Tool created for the Coalition. Revenue was calculated by HDR.

<b>Total Probable Cost</b>	<b>Most Likely</b>	<b>\$278,600,000</b>
	Minimum	\$195,000,000
	Maximum	\$417,900,000
<b>Annual O&amp;M Costs</b>	<b>Most Likely</b>	<b>\$2,595,000</b>
	Minimum	\$1,815,000
	Maximum	\$3,890,000
<b>Direct Revenue</b>	<b>Most Likely</b>	<b>\$18,300,000</b>
	Minimum	\$2,300,000
	Maximum	\$82,100,000
<b>Return on Investment (ROI)</b>	Upper Bound	41.2 %
	Upper 75%	20.3 %
	<b>Most Likely</b>	<b>5.6 %</b>
	Lower 75%	3.0 %
	Lower Bound	-0.8 %

## Goal 3: Sustainable Implementation



There are unavoidable avoidance areas (lands with wilderness characteristics and white tail prairie dog habitat). Aligning with the existing roadway reduces the magnitude of effects on these resources.

This project will reduce truck traffic in Duchesne and Uintah counties, and would pull traffic volumes from US-40 and US-191, reducing congestion and improving safety and air quality. Steep Rocky terrain for about 2 miles will require substantial road cuts and fills and likely some blasting.

The components of sustainability have been ranked in reference to the following scale:

- 5 Significant Positive Effect
- 2 Moderate Positive Effect
- 1 Slight Positive Effect
- 0 No Significant Effect
- 1 Slight Adverse Effect
- 2 Moderate Adverse Effect
- 5 Significant Adverse Effect

### Land Use Adherence:

1	Slight Positive Effect
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### Public Health and Safety:

5	Significant Positive Effect
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### Land Procurement:

0	No Significant Effect
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### Jobs and Economy:

1	Slight Positive Effect
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### Cultural Resources:

1	Slight Positive Effect
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### Energy:

0	No Significant Effect
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### Water:

0	No Significant Effect
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### Transportation:

5	Significant Positive Effect
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### Education:

0	No Significant Effect
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### Natural Lands:

0	No Significant Effect
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**Outdoor Recreation:**

2	Moderate Positive Effect
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**Agriculture:**

0	No Significant Effect
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## Project Summary

**Estimated Time to Project Completion:** 4-8 years

**Anticipated Lifetime of Project:** 25 years (average lifespan for a roadway)

### Infrastructure Grades:

These grades give broad indications of how the components of infrastructure in the counties involved will change upon project completion. The Coalition aims to facilitate projects that would provide the most significant cumulative benefits.

	Current Grade:	After Project Completion:
1. Power Generation and Transmission	<hr/>	<hr/>
2. Oil and Natural Gas Production and Delivery	<hr/>	<hr/>
3. Water Treatment, Storage and Transmission	<hr/>	<hr/>
4. Transportation	<hr/>	<hr/>
5. Telecom	<hr/>	<hr/>
6. Tourism and Recreation	<hr/>	<hr/>

### Explanation for grade changes: