

Heber Valley Corridor



ENVIRONMENTAL IMPACT STATEMENT

Midway City Council

April 15, 2025

Alternatives for Draft EIS

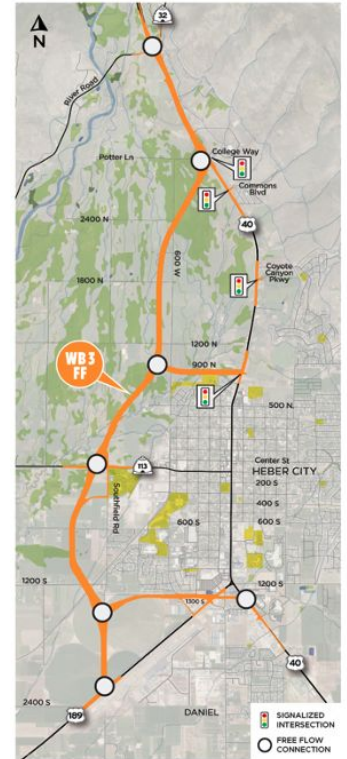


WB1 FF West bypass – limited access and free-flow intersections

⇒ **Alternative A (on US-40)**

WB3 FF West bypass – limited access and free-flow intersections with northern extension

⇒ **Alternative B (off US-40)**



Project Purpose & Need

The purpose of the Heber Valley Corridor Project is to improve regional and local mobility on US-40 from SR-32 to US-189 and provide opportunities for non-motorized transportation while allowing Heber City to meet their vision for the historic town center.

HEBER VALLEY BY THE NUMBERS

2050 NO-ACTION SOUTHBOUND TRAVEL TIMES

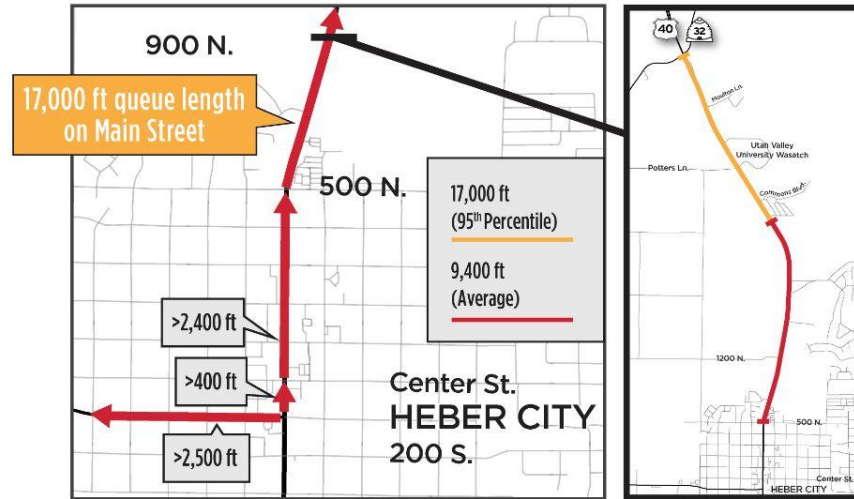


REGIONAL POPULATION GROWTH BY 2050

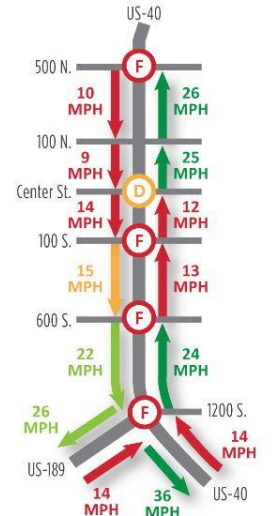
Wasatch County	103% GROWTH
Heber City*	84% GROWTH
Summit County	34% GROWTH
Combined new residents	55,518

*Heber City's population is projected to increase by 84% by 2050, making up half of Wasatch County's population growth.

2050 No-action

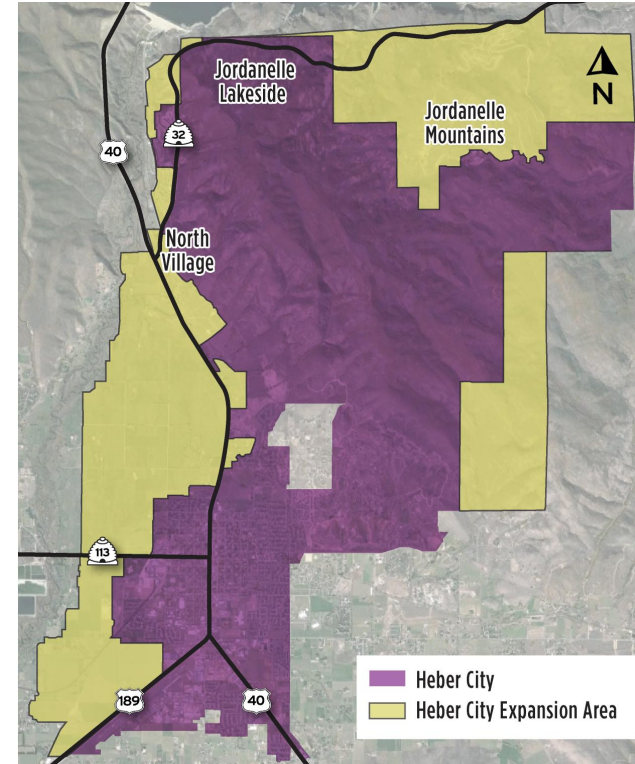


2050 No-action

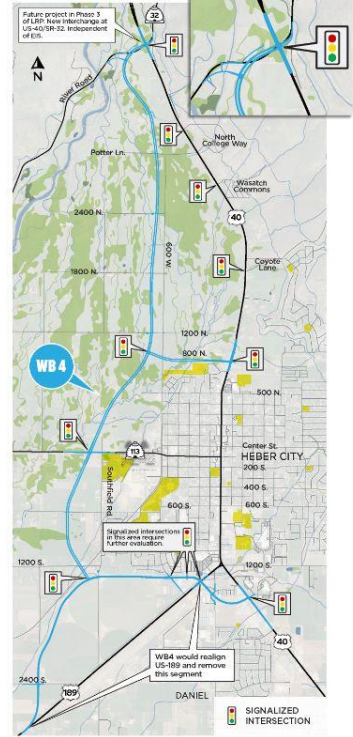
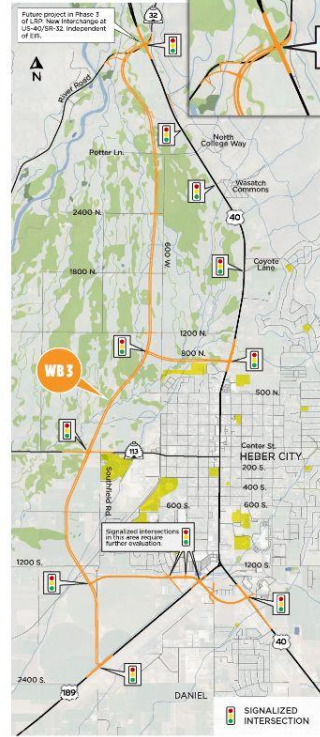
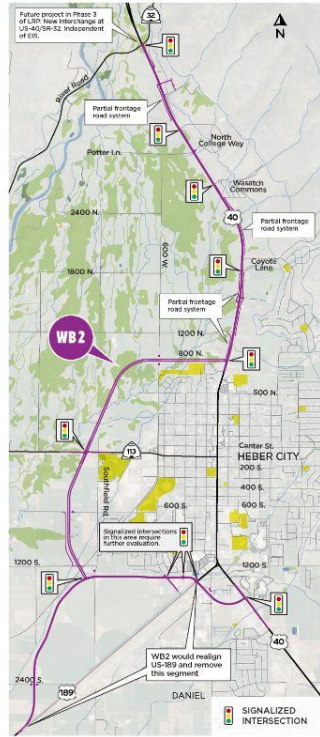
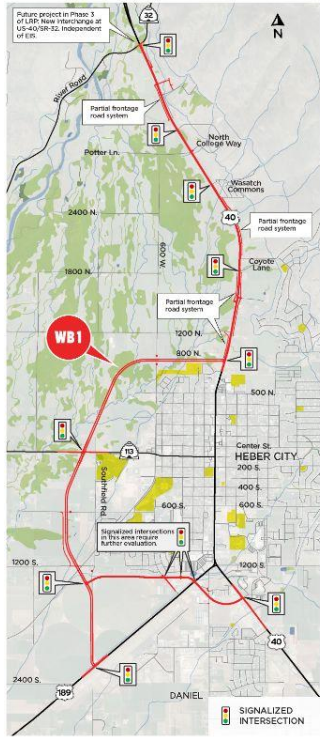
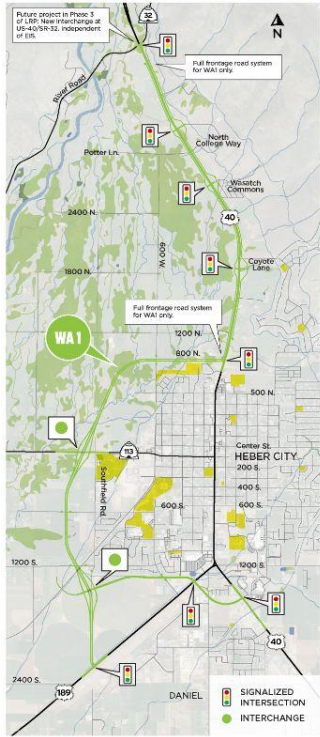


Traffic Model Updates

- **Traffic forecast based on local government-approved development**
- **Old model did not include all approved development east of North US-40**
- **30% more traffic on North US-40 (*similar to Bangerter & University Parkway*) and 10% more on Main Street than previously assumed**
- **All 2023 alternatives needed improvements to meet new demand**



Alternatives from Final Screening Report in 2023



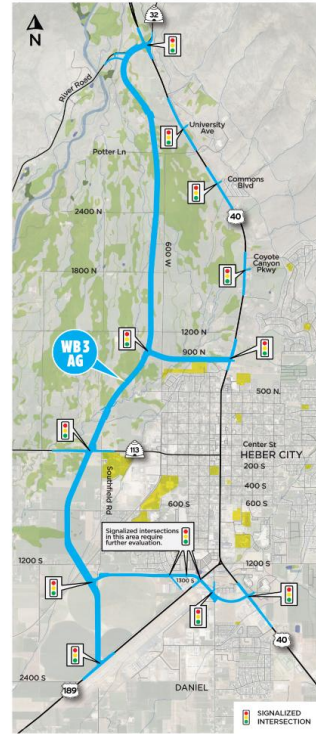
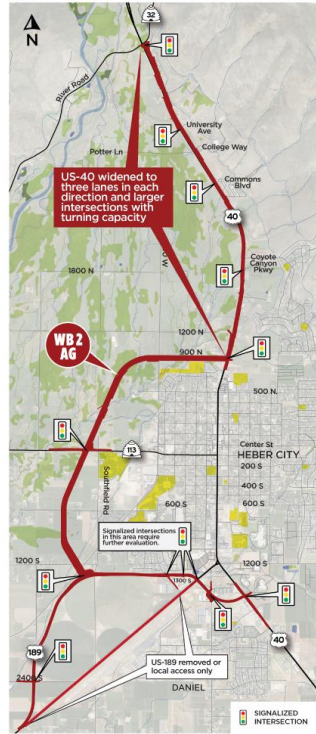
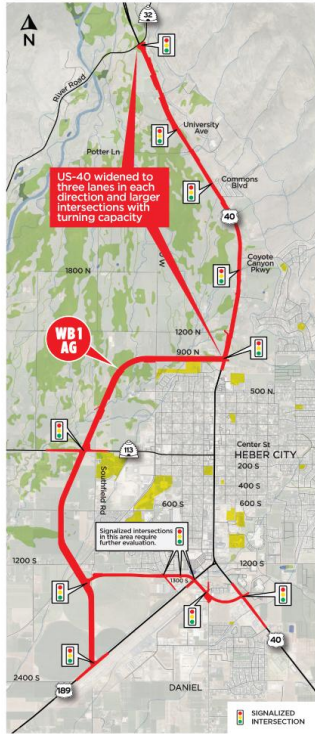
Changes to the 2023 Alternatives

Upgrades necessary to meet 2050 traffic needs based on new model

- **2023 alternatives were *at-grade* except for WA1**
 - An at-grade intersection is where two or more roads cross each other on the same plane.
 - This typically involves traffic signals, stop signs, or roundabouts to manage traffic flow.
- **Updates include adding *free-flow* options**
 - Free-flow means traffic does not need to stop.
 - Instead of traffic signals, there would be a bridge or interchange allowing vehicles on the bypass to traverse the valley without stopping.
 - WA1 folded into WB1 Free-Flow alternative.

At-Grade Alternatives Considered

2025 Re-Screening



Free-flow Alternatives Considered

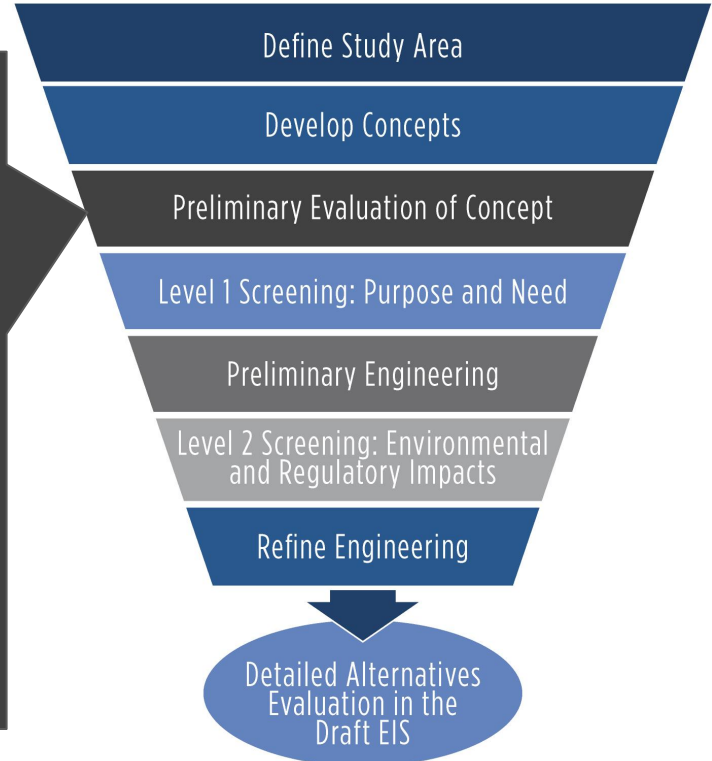
2025 Re-Screening



Alternative Screening Process

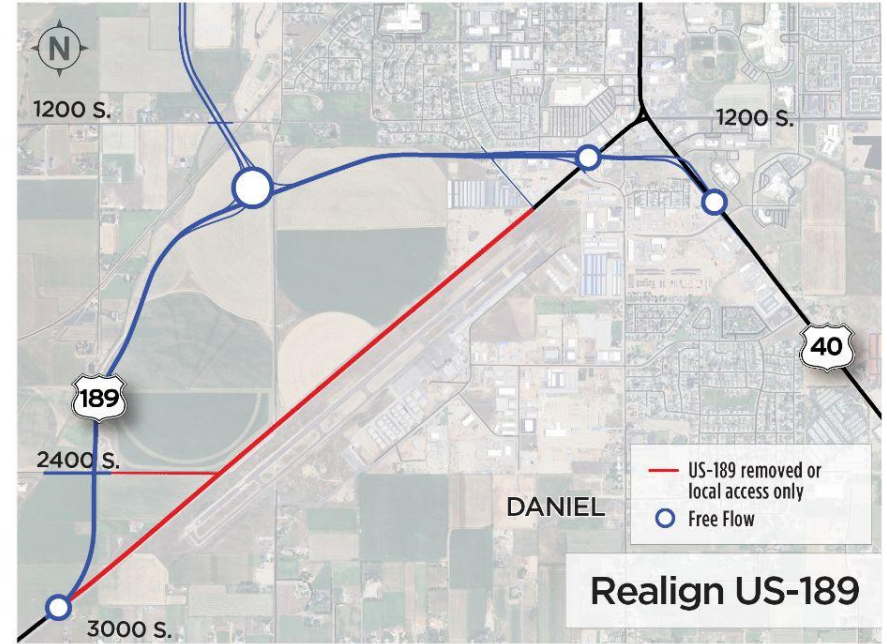
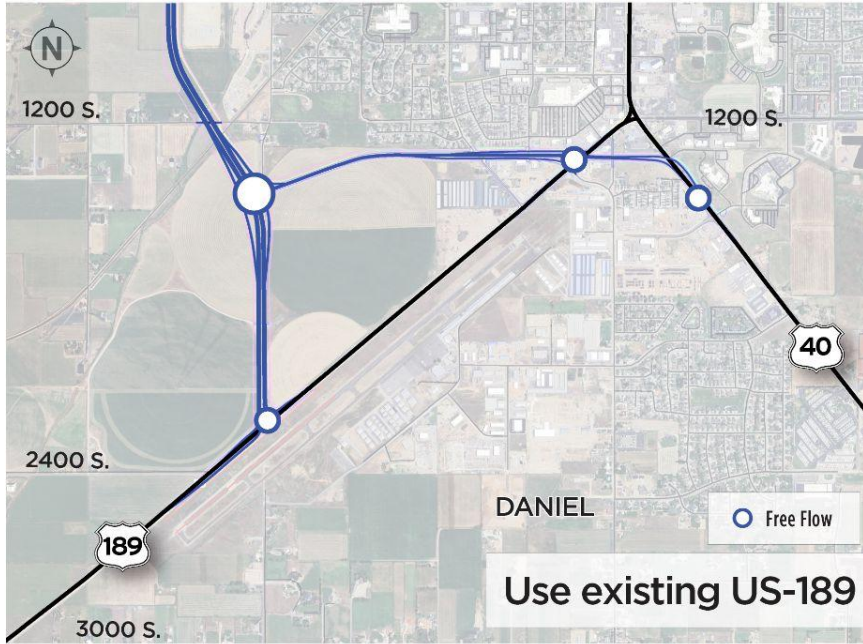
The process started with a preliminary evaluation of alternatives. To be advanced to the next level of screening, alternatives needed to:

- ✓ Meet project objectives
- ✓ Not be redundant with other alternatives
- ✓ Be within the project study area
- ✓ Be technically and economically feasible
- ✓ Not be planned as a separate project
- ✓ Not be part of a larger alternative



Preliminary Screening

Existing US-189 vs Realign US-189



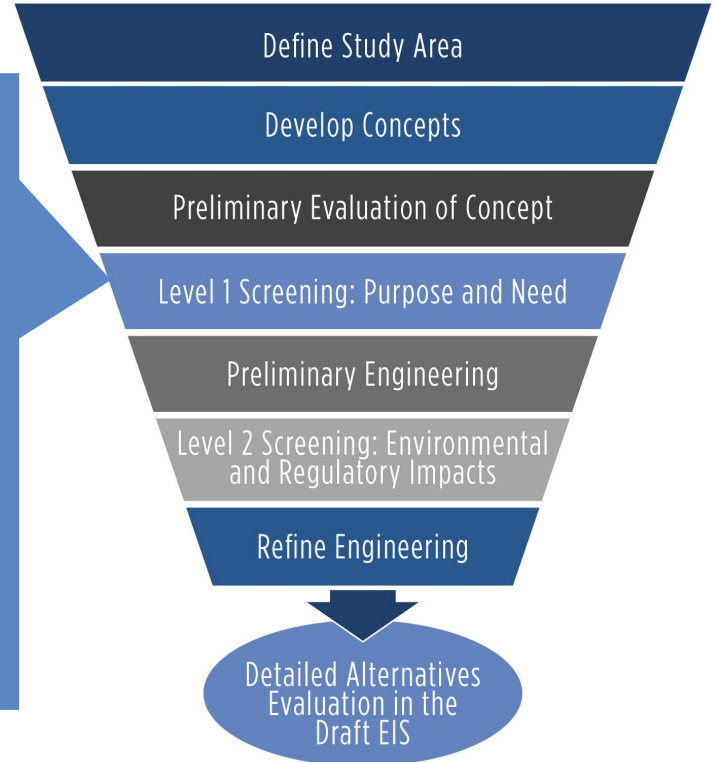
Preliminary Screening Results

ALTERNATIVE or CONDITION	Travel Time (Southbound) (minutes:seconds)				Traffic Volume on 1300 South in 2050	Sewer Field Impact (acres)	Advanced to Level 1 Screening
	SR-32 to US-189		SR-32 to US-40				
	Via Corridor	Via Main Street	Via Corridor	Via Main Street			
Existing conditions (2019)	—	10:55	—	9:15	—	—	—
US-40 No-action (2050)	—	23:40	—	21:50	—	—	Yes
WB1 AG	10:20	14:45	11:45	13:00	7,000	39.7	Yes
WB2 AG <i>US-189 realigned</i>	10:15	15:10	11:55	12:10	18,600	38.8	No
WB3 AG	8:15	14:05	9:35	12:15	7,700	39.7	Yes
WB4 AG <i>US-189 realigned</i>	8:10	15:50	9:50	12:45	18,500	38.8	No
WB1 FF	7:25	13:55	7:50	12:25	—	54.8	Yes
WB2 FF <i>US-189 realigned</i>	7:20	15:05	7:50	12:10	—	70.5	No
WB3 FF	6:15	14:55	6:35	13:30	—	54.8	Yes
WB4 FF <i>US-189 realigned</i>	6:05	15:50	6:40	12:45	—	70.5	No

Level 1 Screening Process

Transportation considerations evaluated include:

- **Improve regional and local mobility on US-40 through 2050**
- **Provide opportunities for non-motorized transportation**
- **Allow Heber City to meet their vision for the historic town center**



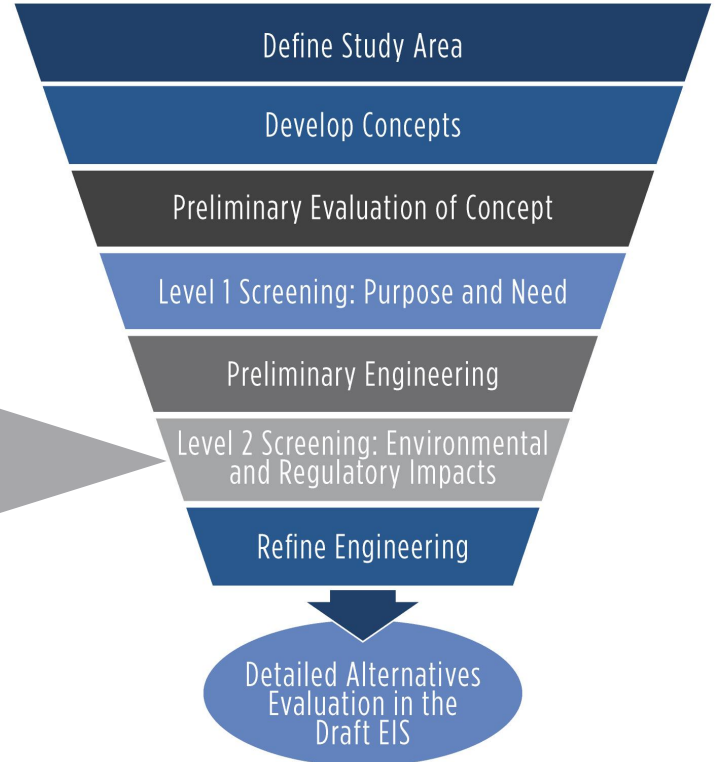
Level 1 Screening Results

ALTERNATIVE or CONDITION		Level 1 Screening: Purpose & Need								Advanced to Level 2 Screening?
		Local Mobility <i>PM peak hour operations (5-6pm) on Heber City Main Street (SR-32 to US-189/US-40)</i>					Regional Mobility <i>SR-32 to US-189</i>			
		Number of Intersections at LOS F	Local Travel Time on Main Street (m:s)	Southbound Queue Length at 500 North (feet)	Southbound Segments with LOS F	Meets Heber City Vision <i>Impacts to downtown valued places/historic buildings</i>	Regional Travel Time on corridor (m:s)	Regional Travel Time on Main St	Conflict Points <i>Intersections, cross streets, driveways</i>	
US-40 Existing Conditions (2019)		0	8:20	375	2	No	-	10:55	144	-
US-40 No-action (2050)		4	20:30	17,100	2	No	-	23:40	152-157	Yes
WB1 AG	West bypass – parkway and at-grade intersections	0	10:55	1,125	0	No	10:20	14:45	26–35	No
WB3 AG	West bypass – parkway and at-grade intersections with northern extension	0	10:35	1,325	0	No	8:15	14:05	12	No
WB1 FF	West bypass – limited access and free-flow intersections	0	10:35	1,150	1	Yes	7:25	13:55	1	Yes
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	0	11:05	2,275	1	Yes	6:15	14:55	1	Yes

Level 2 Screening Process

Environmental and regulatory impacts include:

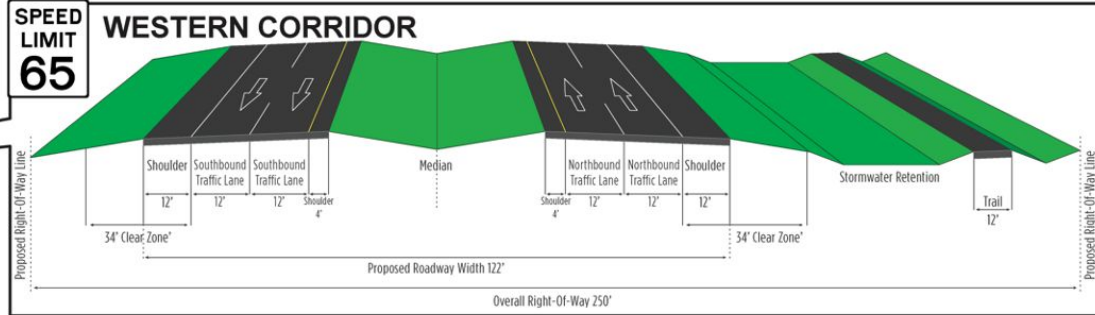
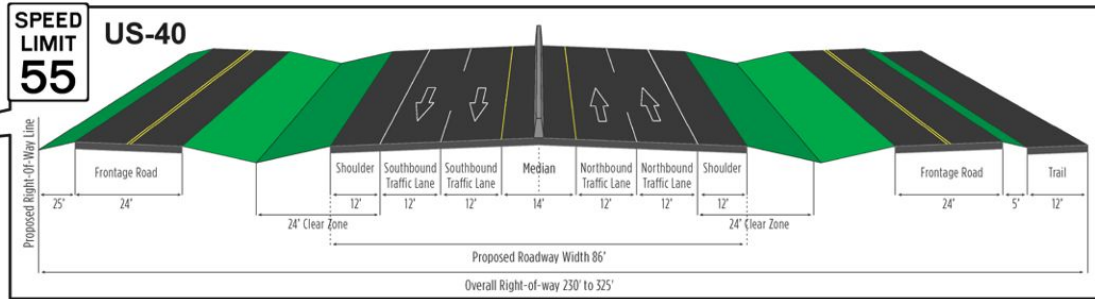
- Wetlands
- Section 4(f) resources
- Property impacts
- Cost



Level 2 Screening Results

ALTERNATIVE or CONDITION		Level 2 Screening: Key Resources				Cost (millions)	Advanced to Draft EIS?
		Impacts					
		Waters of the US (acres) <i>Canals, ditches perennial streams, wetlands</i>	Section 4(f) Resources <i>-Historic structures -Archaeological sites</i>	Potential Property Acquisitions			
				Potential Full Acquisitions	Full Acquisitions		
US-40 Existing Conditions (2019)		-	-	-	-	-	
US-40 No-action (2050)		-	-	-	-	Yes	
WB1 FF	West bypass – limited access and free-flow intersections	22.3	5 3.36 acres	2 residences 1 business under construction	11 residences 4 businesses 4 businesses under construction	\$590M	Yes
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	51.2	1 4.62 acres	1 residence	5 residences 4 businesses	\$584M	Yes

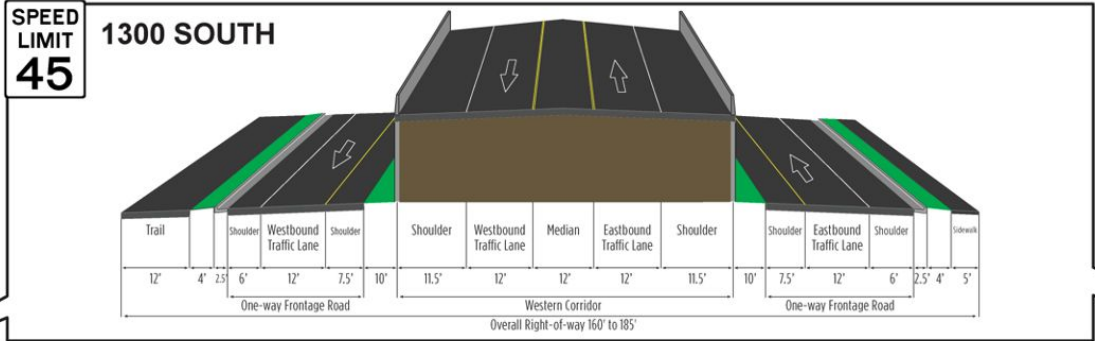
US-40 and Western Corridor Cross-Section



SIGNALIZED INTERSECTION
 FREE FLOW CONNECTION

SIGNALIZED INTERSECTION
 FREE FLOW CONNECTION

1300 South Cross-Section

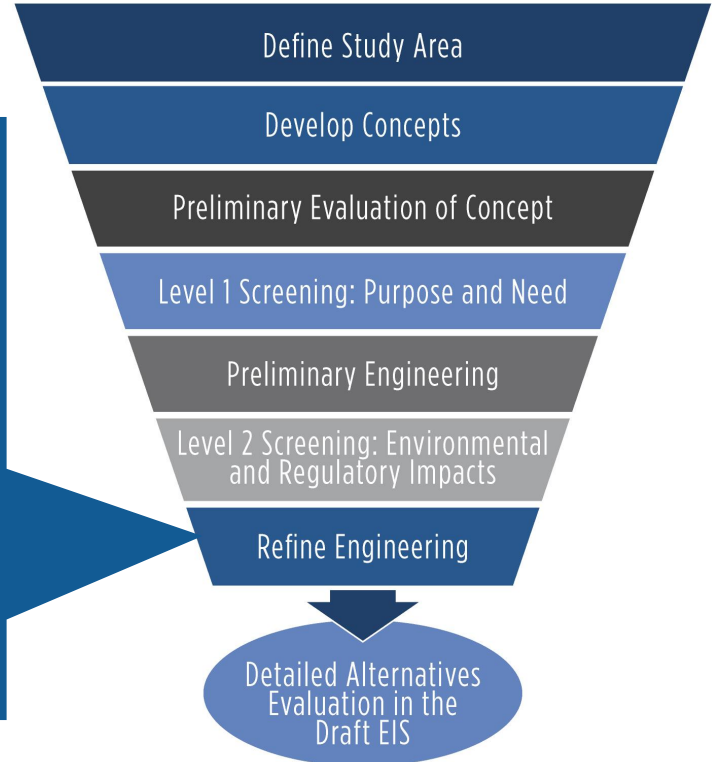


What to Expect Next

Alternatives Design Refinements

Design elements will address:

- **Non-motorized transportation**
- **Drainage and Stormwater management**
- **Access and connectivity to local road networks**
- **Conflict with major infrastructure and utilities**

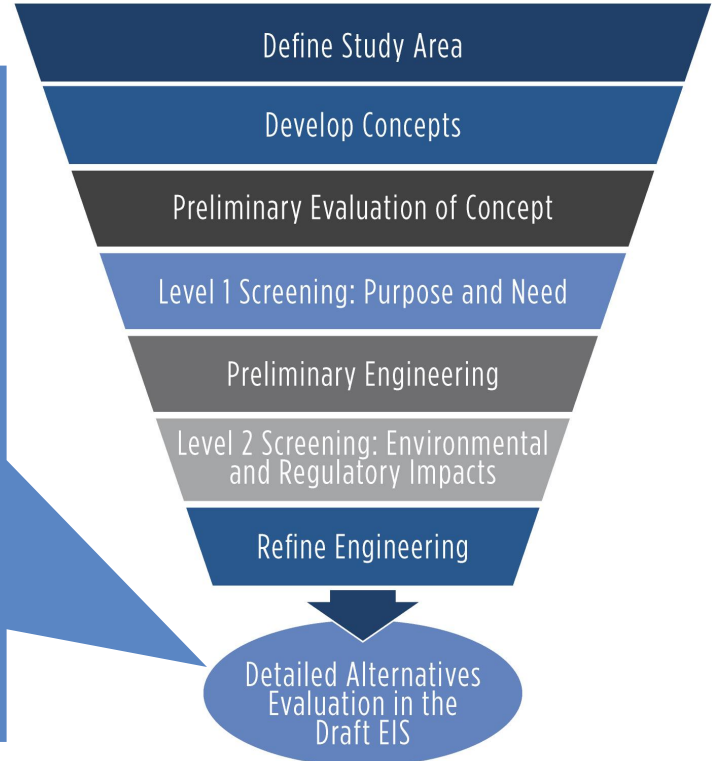


What to Expect Next

Detailed Evaluation of Alternatives (Draft EIS)

Impacts that will be evaluated include:

- Land use (including open space)
- Farmland
- Water quality
- Wildlife
- Visual resources
- Social and community resources
- Economics



Schedule



ONGOING STAKEHOLDER ENGAGEMENT

- Virtual public meeting
- 30-day comment period
- File Notice of Intent to begin NEPA process
- 45-day comment period
- Development alternative concepts
- 30-day comment period (concepts)
- 45-day comment period (screening)
- Revise and screen alternatives
- Publish revised screening report with refined alternatives
- Public hearing
- 45-day comment period
- Respond to comments
- Revise EIS
- Publish decision
- Public engagement

MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS



Heber Valley Corridor



ENVIRONMENTAL IMPACT STATEMENT

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 U.S.C. 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and UDOT.