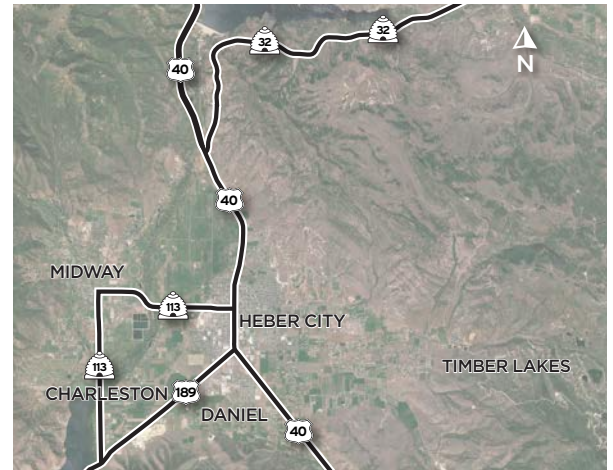


PROJECT OVERVIEW

PROJECT OVERVIEW

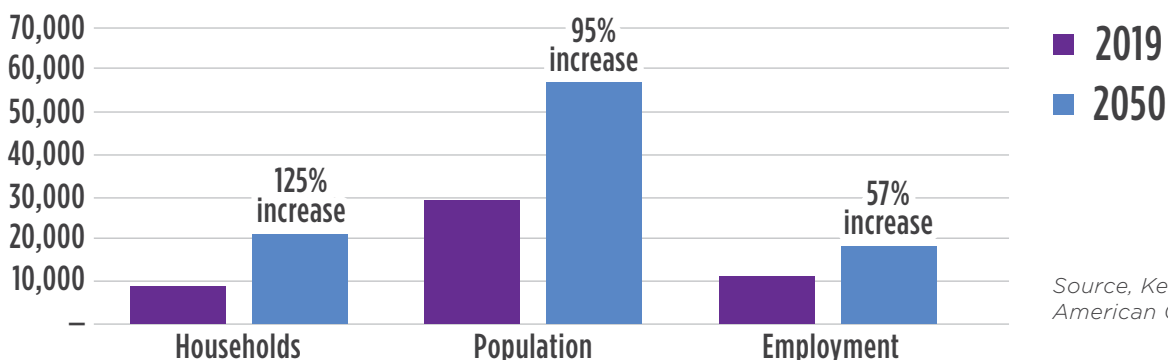
UDOT's mission is to keep Utah moving while enhancing quality of life through transportation improvements in our state. UDOT is conducting an Environmental Impact Statement (EIS) to evaluate transportation solutions to improve mobility through the Heber Valley and the operation of Heber City Main Street (U.S. 40).

Through this process UDOT will develop transportation alternatives that could include a variety of solutions including reconfiguration of Main Street, improvements to other area roads, constructing new roads and other options identified by the public.



HEBER VALLEY BY THE NUMBERS

Heber Valley population expected to nearly double by 2050



Source, Kem C. Gardner Institute, American Community Survey

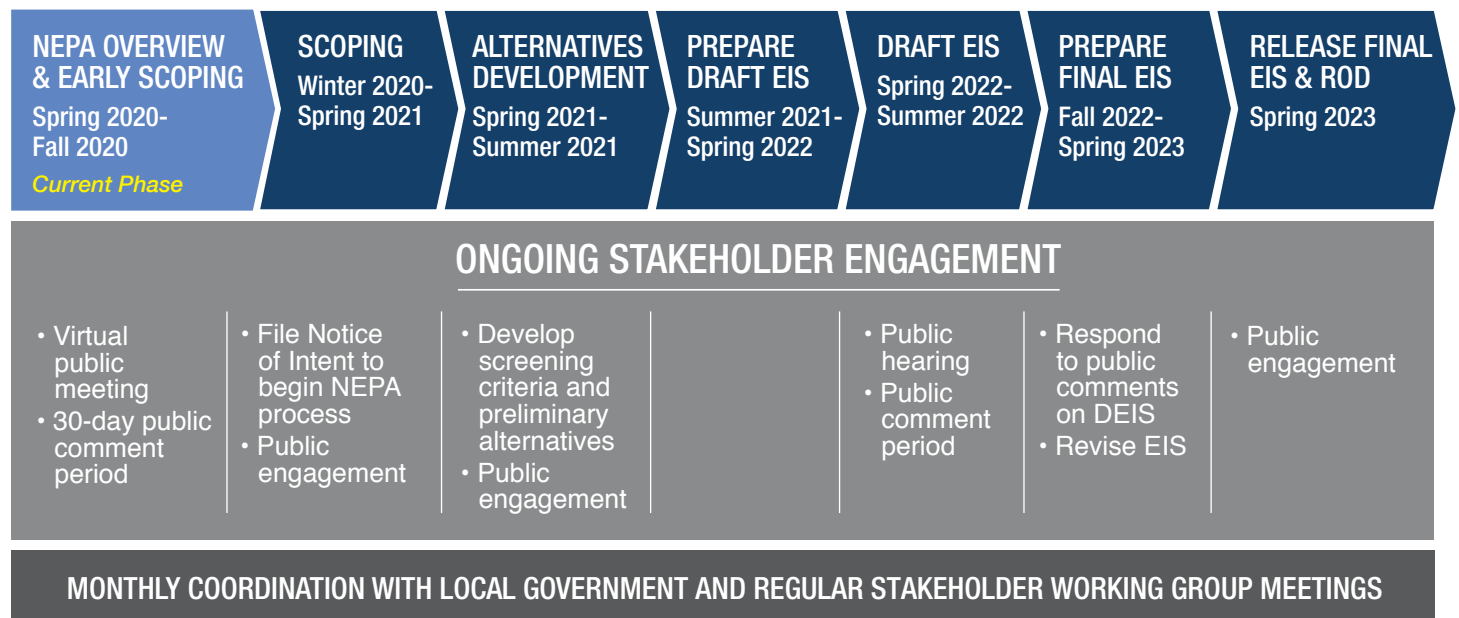
PROJECT BACKGROUND

The Utah Department of Transportation (UDOT) and Heber City completed the Heber Valley Parkway Corridor Planning Study in 2019. This study demonstrated a need for further data analysis and evaluation to alleviate congestion on Main Street in an environmental study.

The corridor planning study will help inform the EIS of key issues and recommendations, but the findings of the study will not direct any specific alternatives or outcomes.



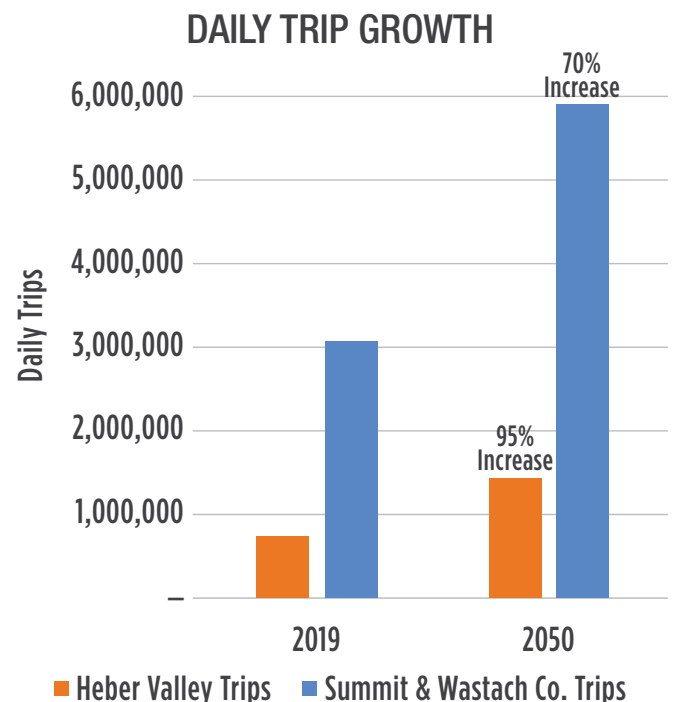
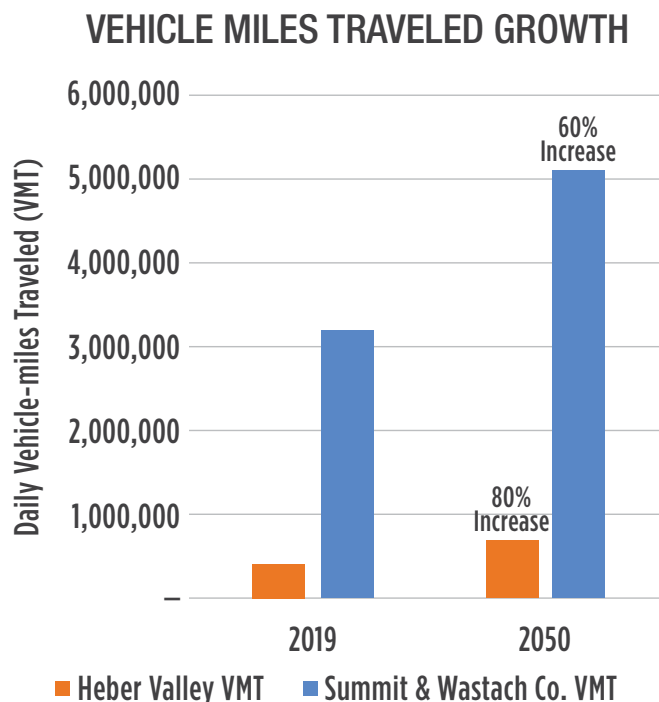
PROJECT PROCESS & TIMELINE



PRELIMINARY TRAFFIC ANALYSIS

The Heber Valley Corridor EIS project team has completed preliminary data collection and analysis, which includes travel demand modeling and analyzing traffic conditions. This information, along with public input, will help define the project purpose and need and potential transportation solutions.

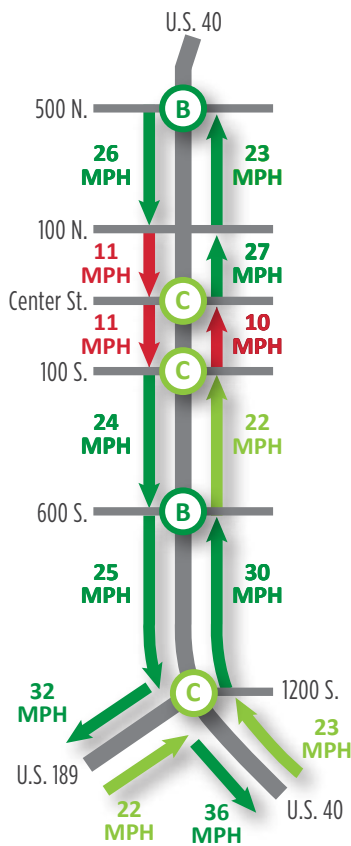
Population in the Heber Valley will nearly double by 2050, resulting in more traffic (measured in vehicle miles traveled and trips)



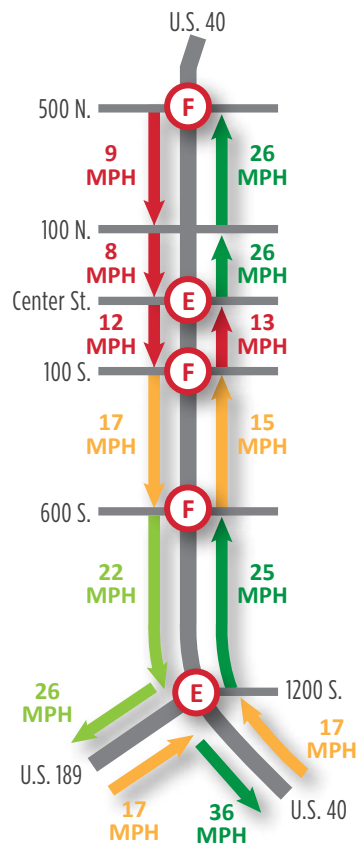
LEVEL OF SERVICE

Level of Service (LOS) measures how well a road can handle traffic. It ranges from LOS A for free-flowing conditions to LOS F for unacceptable delays.

**Existing PM
Peak Hour-LOS/Speeds**



**2050 No Build
PM Peak Hour-LOS/Speeds**



Level of Service

A | NO DELAYS

Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed.

B | NO DELAYS

Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability.

C | MINIMAL DELAYS

Stable traffic flow, but less freedom to select speed.

UDOT Goal

D | NOTICABLE DELAYS

Traffic flow becoming unstable. Speed subject to sudden change.

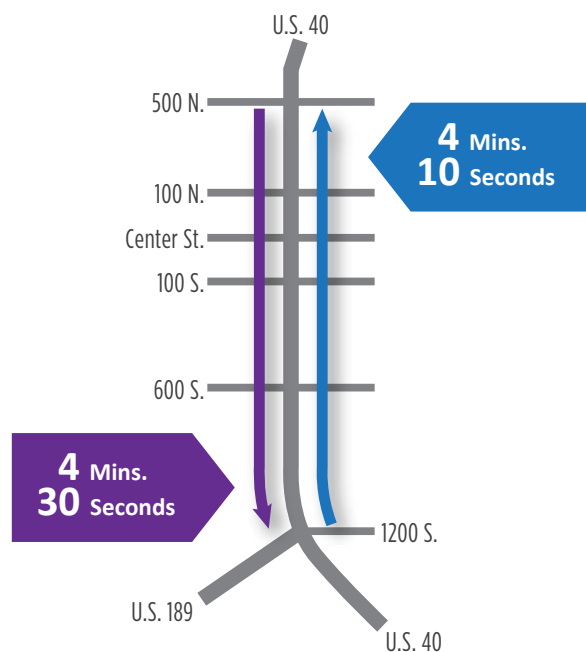
E | CONSIDERABLE DELAYS

Unstable traffic flow. Speed changes quickly and maneuverability is low.

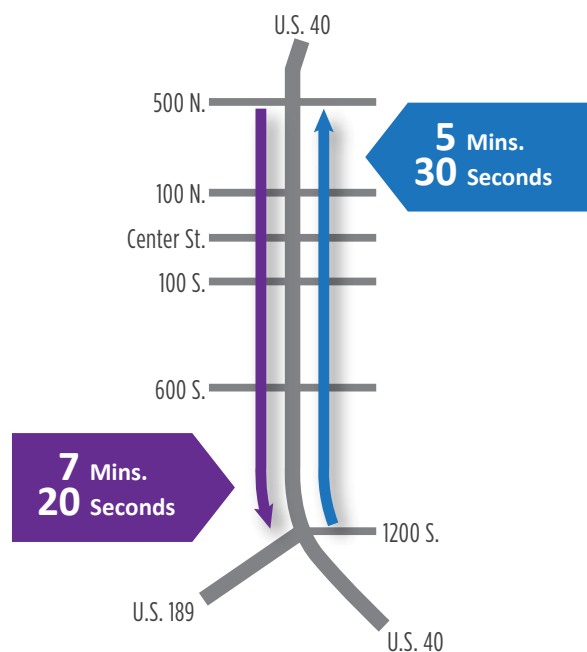
F | CONSIDERABLE DELAYS

Heavily congested traffic. Demand exceeds capacity and speed varies greatly.

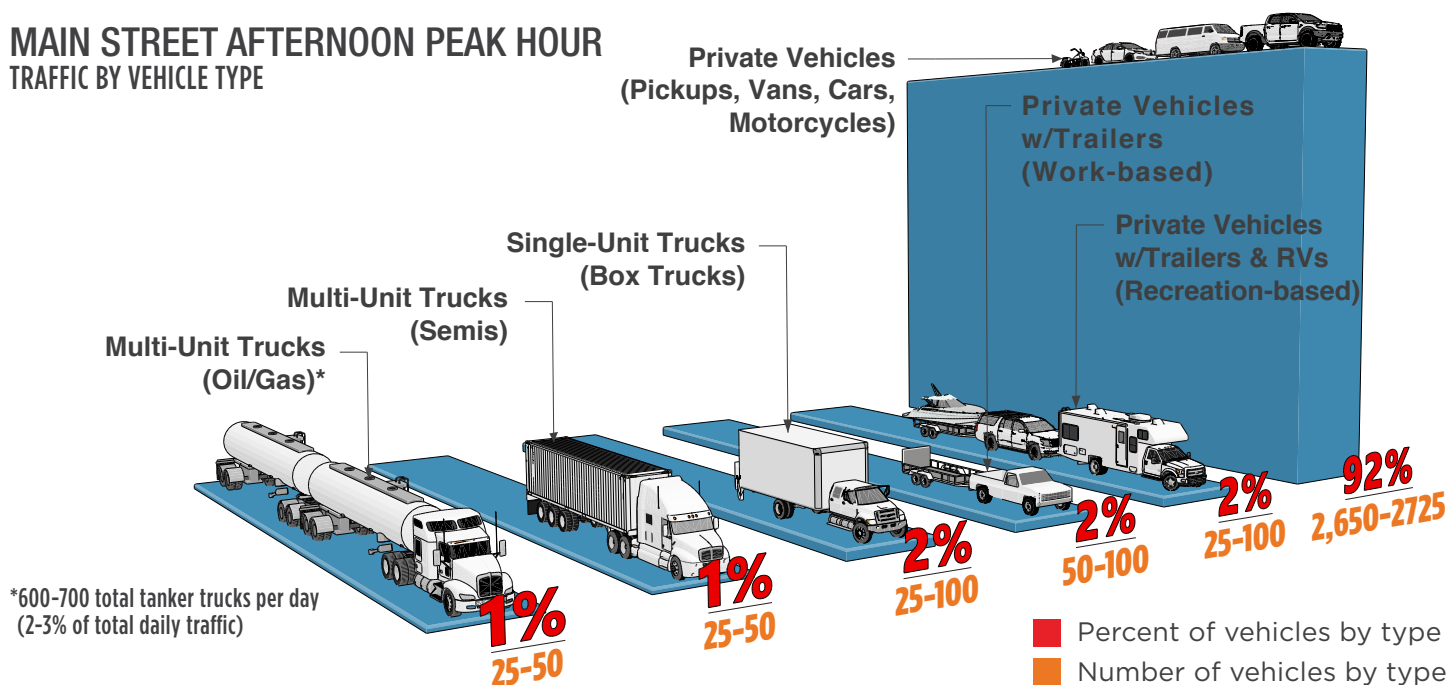
**Existing PM
Peak Hour-Travel Time**



**2050 No Build
PM Peak Hour-Travel Time**



MAIN STREET AFTERNOON PEAK HOUR TRAFFIC BY VEHICLE TYPE



CRASH INFORMATION

There are slightly more crashes on Main Street compared to the statewide average, but less severe crashes.



Crash Rate	Heber		Vernal (U.S. 40)		Moab (U.S. 191)		Logan (U.S. 91)	
All Crashes ²	4.21	3.81	1.96	3.81	6.21	2.96	7.60	3.81
Severe Crashes ³	5.7	8.0	0.0	8.0	5.5	8.2	1.5	8.0
Commercial Motor Vehicle Crashes ²	0.38	N/A	0.23	N/A	0.65	N/A	0.15	N/A

■ Statewide Average¹

1. Average crash rate for Utah arterial highways of similar traffic volume
2. Crashes per year per million vehicle-miles
3. Crashes per year per hundred million vehicle miles

CONNECT WITH US

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Phone: 801-210-0498

f Facebook Group:
UDOT Heber Valley Corridor Environmental Impact Statement (EIS)

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 January 17, 2017, and executed by FHWA and UDOT.