

PROJECT PURPOSE

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

ALTERNATIVE CONCEPTS

Alternative concepts were developed using information from previous studies, public comments and traffic analysis conducted by the EIS project team. There are currently 13 build alternative concepts under consideration. UDOT will use a multi-level screening process to determine which alternatives are reasonable and will be carried forward for detailed analysis.

NON-MOTORIZED TRANSPORTATION

The existing non-motorized transportation infrastructure (bicycle and pedestrian facilities) in the valley is inconsistent and lacks connectivity. Non-motorized components will be developed for alternatives that are not eliminated in the screening process and will be evaluated in detail in the EIS. Non-motorized components will be based on the Wasatch County Trails Master Plan (2016); Heber City Parks, Trails and Open Space Master Plan (2021); and Envision Heber 2050 (2020), and may look different for different alternatives, depending on the context.

NO-ACTION

A No-Action Alternative is required by NEPA and provides a baseline for comparison of conceptual alternatives. The No-Action Alternative assumes all the projects listed on *UDOT's Statewide Rural Long-range Transportation Plan 2019–2050 (LRP)* are constructed except this project.

TRANSIT ALTERNATIVES

The Wasatch County Transit Study (2020) identified a combination of local services in the Heber Valley, a Park City commuter route from Heber City, a Wasatch County to Utah County commuter route from Heber City and vanpool services from Heber City to Orem and Park City, starting with dial-a-ride service in Midway and Heber City. The recommendations in this plan will be evaluated to determine if they meet the purpose and need of the project.

Key Terms

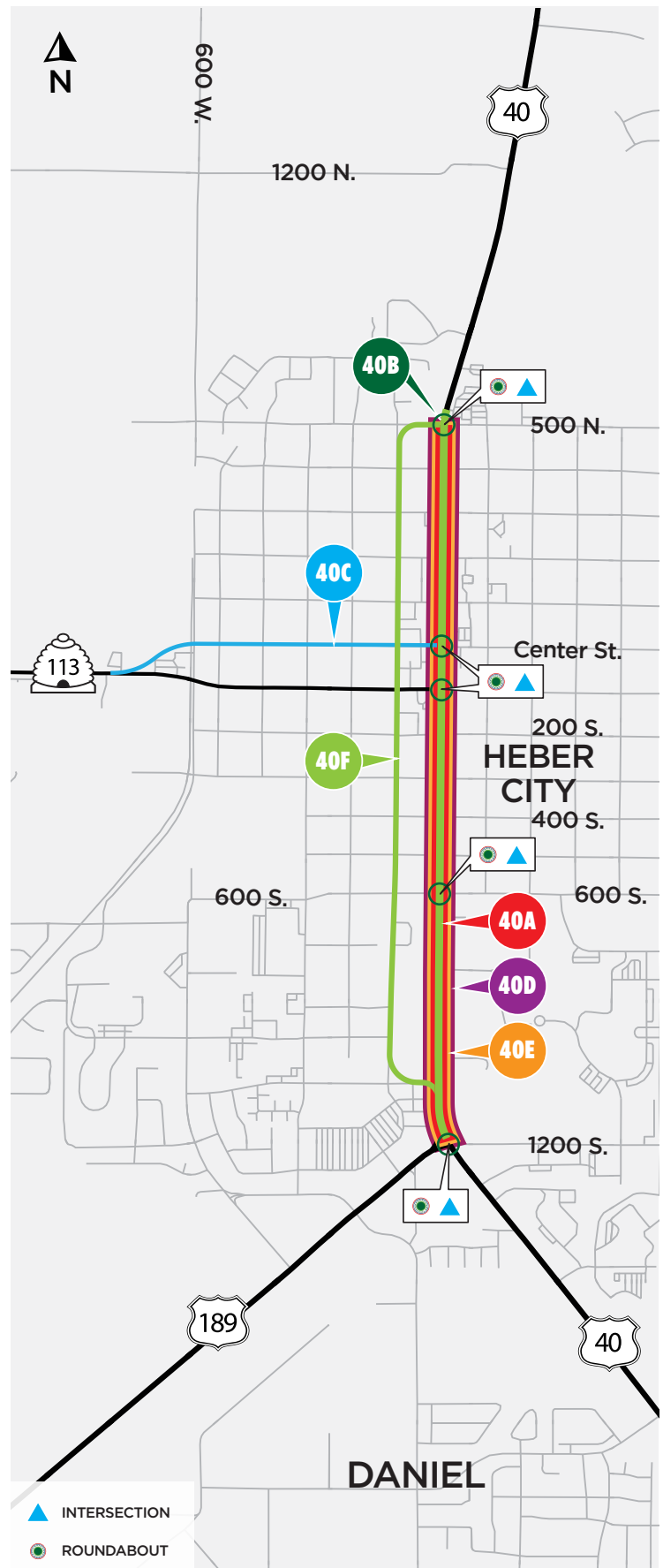
- A limited access facility is the same design type as U.S. 40 between I-80 and S.R. 32.
- An arterial is a high-capacity road, for example Main Street in Heber City.
- An intersection is an at-grade junction where two or more roads converge, diverge, meet, or cross.
- A grade-separated interchange is when a local road crosses over or under the highway and ramps are used to enter or exit the highway.
- A parkway is a controlled-access divided highway, with few intersections and a median in the center.
- An at-grade roadway is a facility where the intersection crossings between roads are on the same level.
- A turbo roundabout is a large-scale, multi-lane roundabout that requires drivers to choose travel direction prior to entering.

U.S. 40 ALTERNATIVE CONCEPTS

Six concepts for improving U.S. 40 have been developed. These include widening, intersection improvements, tunneling/bridging, converting to a one-way couplet, and utilizing reversible lanes. The design speed limit for all the alternative concepts is 35 mph (same as existing) unless otherwise noted.

- 40A ALTERNATIVE 40A: WIDEN U.S. 40**
Concept proposes widening U.S. 40 from five lanes to seven lanes, from 500 North to U.S. 189.
- 40B ALTERNATIVE 40B: IMPROVE U.S. 40 – ROUNDABOUTS**
Concept proposes replacing the existing signalized intersections with roundabouts at 500 North, Center Street, 100 South, 600 South, and 1200 South, with no additional lanes added to U.S. 40.
- 40C ALTERNATIVE 40C: IMPROVE U.S. 40 – INTERSECTION IMPROVEMENTS**
Concept proposes realigning S.R. 113 to line up with Center Street (to align major east-west movements), adding turn lanes to signalized intersections, with no additional lanes added to U.S. 40.
- 40D ALTERNATIVE 40D: IMPROVE U.S. 40 – TUNNELING/BRIDGING**
Concept proposes constructing a bridge over or a tunnel under U.S. 40 from 500 North to 1200 South.
- 40E ALTERNATIVE 40E: REVERSIBLE LANES**
Concept proposes converting the center turn lane to a reversible lane from 500 North to U.S. 189, with no additional lanes added to U.S. 40. The center lane would be used for northbound traffic in the AM and southbound traffic in the PM.
- 40F ALTERNATIVE 40F: ONE-WAY-COUPLET**
Concept proposes splitting U.S. 40 into two roads between 500 North and 1000 South. Main Street would be for northbound travel and 100 West would be for southbound travel.

SPEED
LIMIT
50



WEST BYPASS ALTERNATIVE CONCEPTS

Four alternative concepts for a western bypass have been developed. The primary differences between the alternatives are speed limit and connections to the local network (interchange or intersection locations).

Three western bypass concepts generally follow the corridor that has been preserved by Heber City and Wasatch County, the fourth extends farther to the north.

Concepts WA, WB and WC each have an option to realign U.S. 189.

WA ALTERNATIVE WA: WEST BYPASS LIMITED-ACCESS GRADE-SEPARATED

Concept proposes a highway-type facility with six interchanges at major connections: U.S. 40 (2), U.S. 189 (2), S.R. 113, and 1300 South.

SPEED LIMIT
65

WB ALTERNATIVE WB: WEST BYPASS PARKWAY AT-GRADE

Concept proposes a parkway-type facility with eight intersections: U.S. 40 (2), U.S. 189 (2), S.R. 113, 1300 South, Industrial Parkway, and 300 West.

SPEED LIMIT
55

WC ALTERNATIVE WC: WEST BYPASS ARTERIAL AT-GRADE

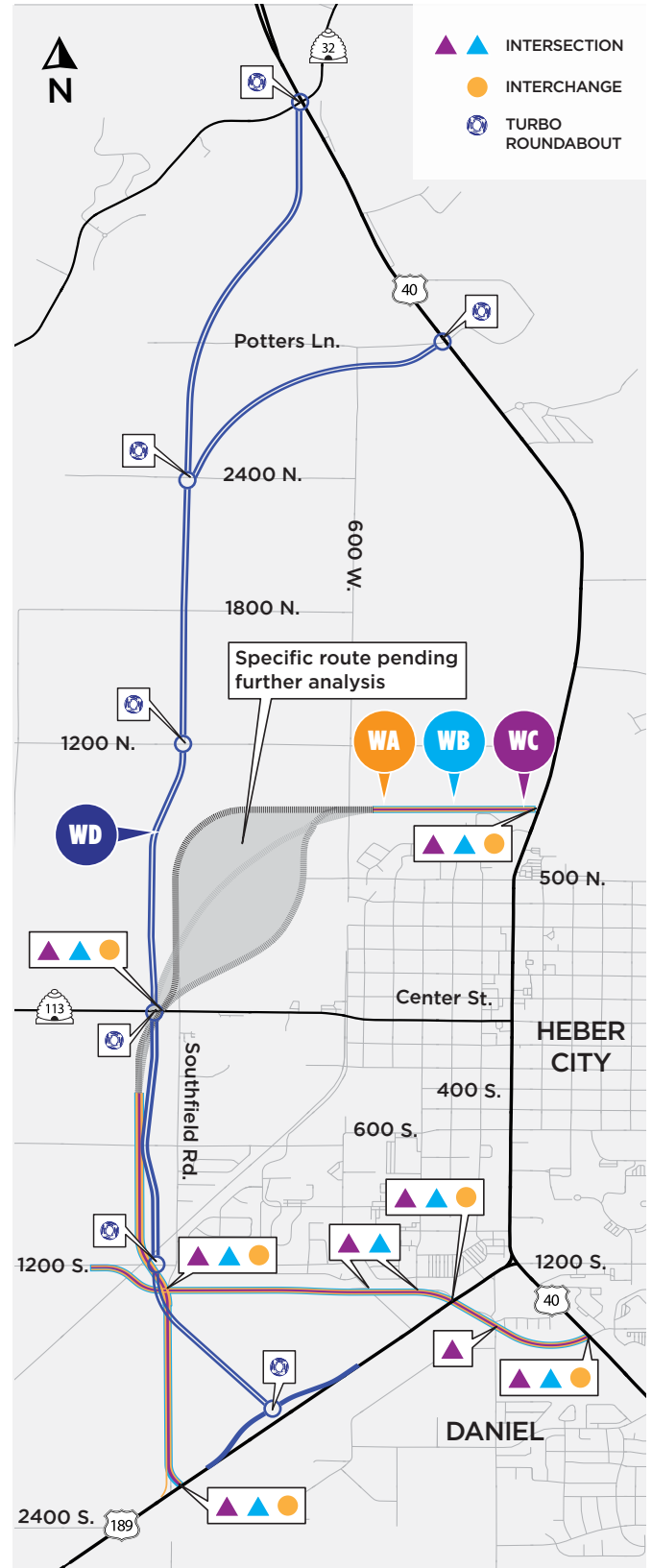
Concept proposes an arterial-type facility with intersections at all cross streets, nine total: U.S. 40 (2), U.S. 189 (2), 1300 South, S.R. 113, Industrial Parkway, 300 West, and S. Daniels Road.

SPEED LIMIT
45

WD ALTERNATIVE WD: WEST BYPASS PARKWAY TURBO ROUNDABOUTS

Concept has turbo roundabouts at seven key locations.

SPEED LIMIT
55



EAST BYPASS ALTERNATIVE CONCEPTS

Three alternative concepts for an eastern bypass have been developed. The primary differences between the alternatives are speed limit and connections to the local network (interchange or intersection locations).

Two of the eastern bypass concepts would be parallel to 1200 East; the third would be on 1200 East (Mill Road).

EA

ALTERNATIVE EA: EAST BYPASS LIMITED-ACCESS GRADE-SEPARATED

Concept proposes a highway type facility offset from 1200 East (Mill Road) with three interchanges: Center Street and the north and south connections to U.S. 40.

SPEED
LIMIT
65

EB

ALTERNATIVE EB: EAST BYPASS PARKWAY AT-GRADE

Concept proposes a parkway type facility offset from 1200 East (Mill Road) with seven intersections at key locations.

SPEED
LIMIT
55

EC

ALTERNATIVE EC: EAST BYPASS ARTERIAL AT-GRADE

Concept proposes an arterial type facility on 1200 East (Mill Road) with intersections at all cross streets, 12 total.

SPEED
LIMIT
45

