

APPENDIX A

Agency Alternatives Meeting

Presentation
Meeting Summary



Heber Valley Corridor



ENVIRONMENTAL IMPACT STATEMENT

Alternative Concepts Agency Meeting
September 30, 2021

Project Team Members



- Craig Hancock | UDOT Project Manager
- Geoff Dupaix | UDOT Region 3 Communications Manager
- Naomi Kisen | UDOT Environmental Program Manager
- Vince Izzo | HVC Team Project Manager
- Andrea Clayton | HVC Team Environmental Lead
- Charles Allen | HVC Team Traffic Lead
- Justin Smart | HVC Team Public Involvement Lead
- Brianna Binnebose | HVC Team Public Involvement



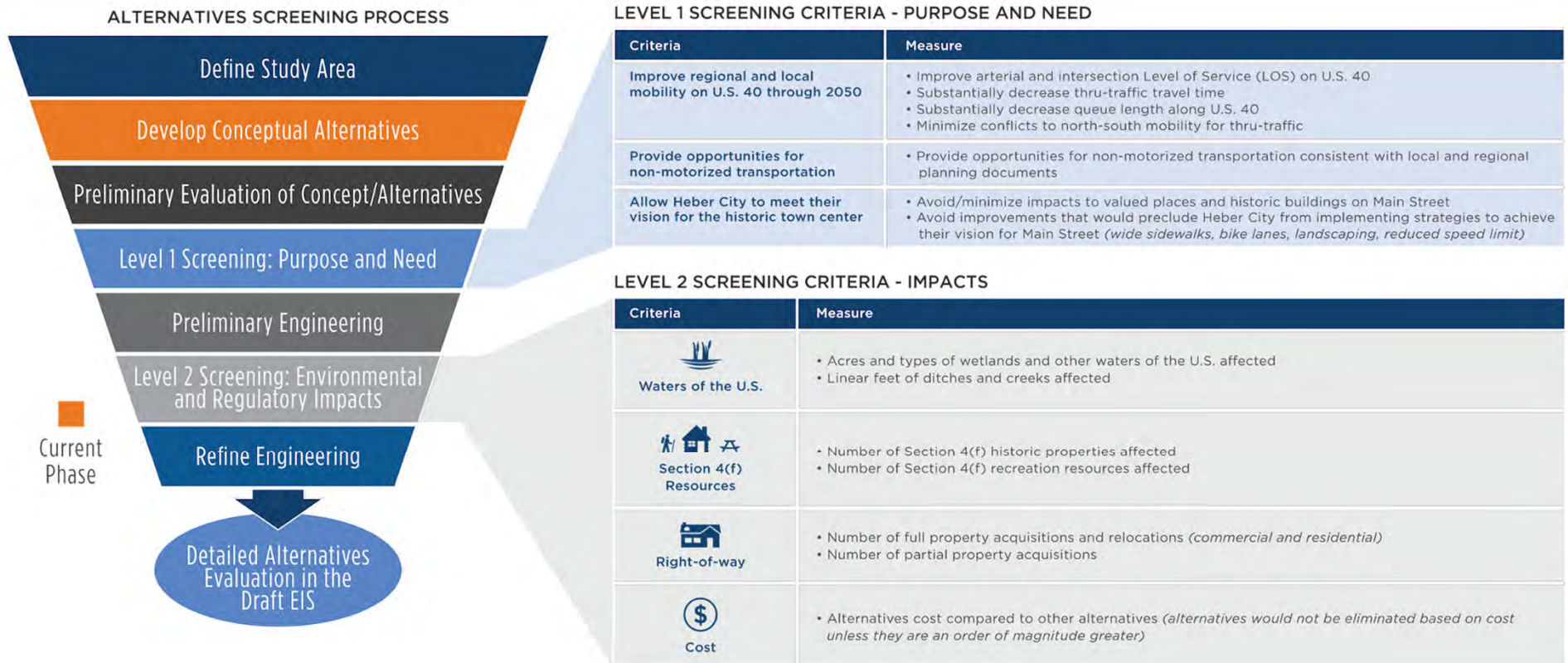
Project Purpose

- ✓ The purpose of the Heber Valley Corridor Project 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 Development

- ✓ Concepts informed by previous studies, public comments and data analysis
- ✓ Conceptual only at this phase
- ✓ Concepts developed for:
 - Improvements on U.S. 40 (Main Street)
 - West bypass
 - East bypass
 - Transit
- ✓ UDOT will conduct a multi-level screening process of the alternative concepts to eliminate concepts from further detailed analysis in the EIS

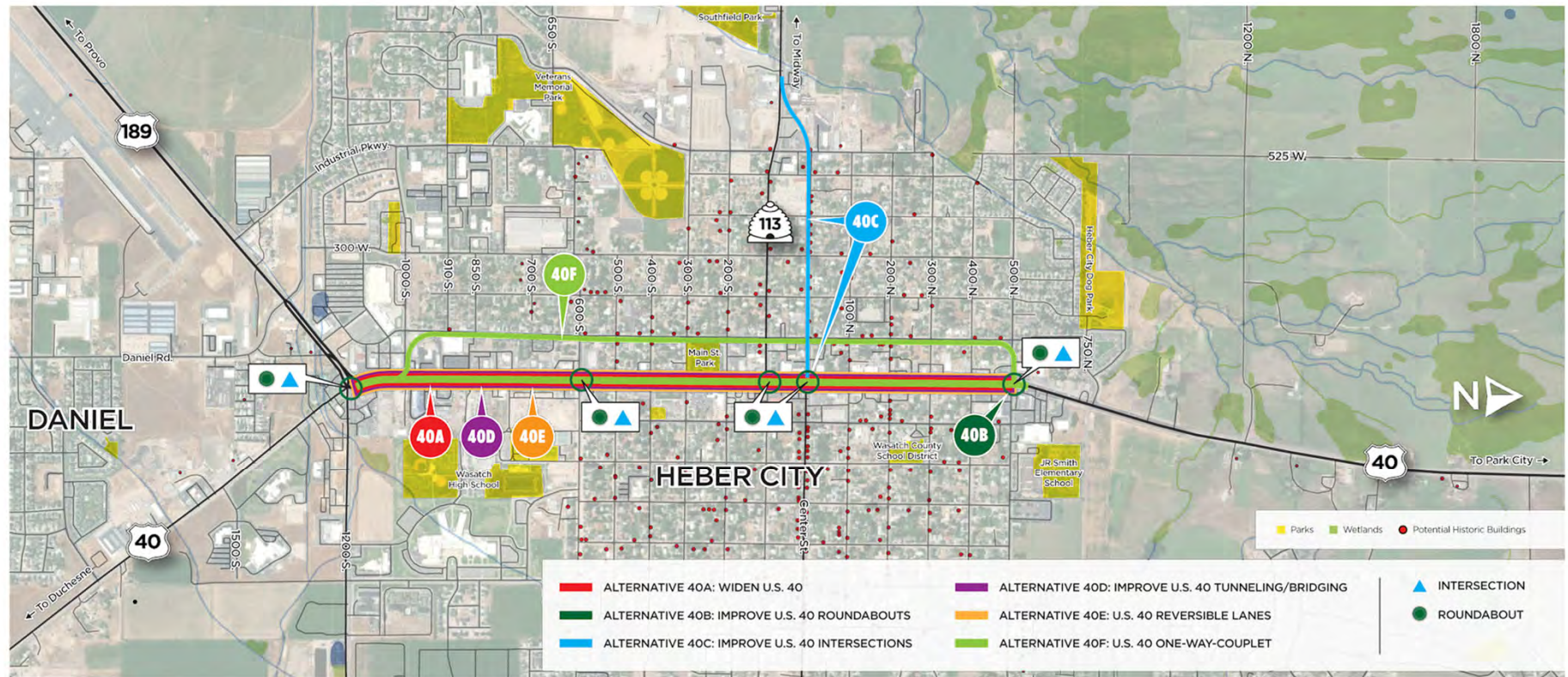
Alternatives Screening Process



A black and white photograph of a mountain range. The foreground is a dark, textured field. In the middle ground, a small town or village is visible, nestled at the base of the mountains. The background features a range of mountains with significant snow cover on their peaks and upper slopes. The sky is filled with dramatic, layered clouds.

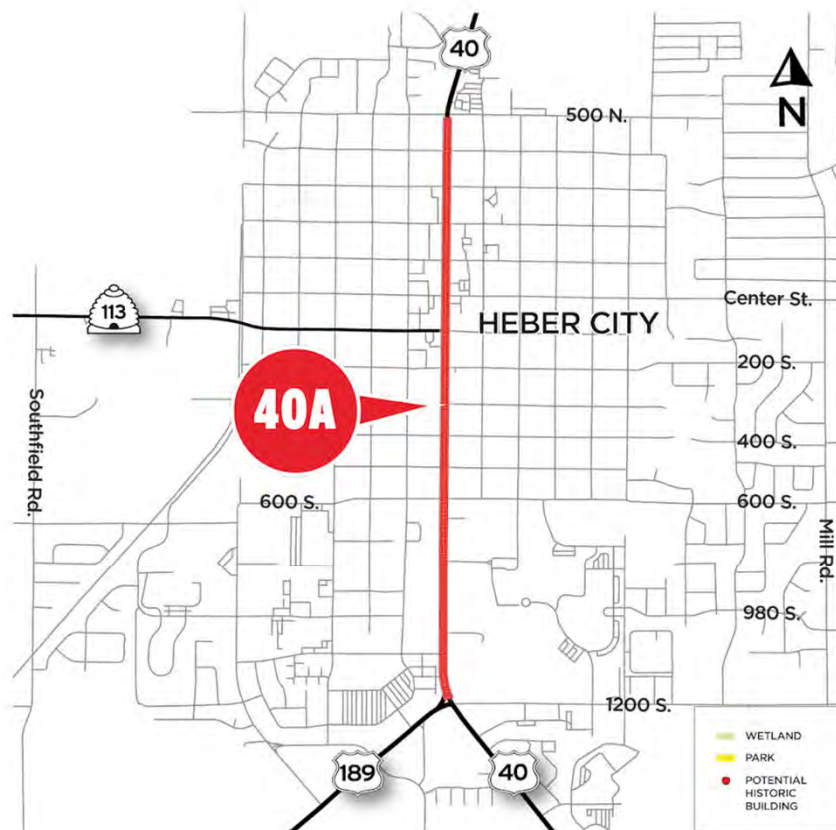
U.S. 40 Alternatives

U.S. 40 Alternative Concepts



Alternative 40A

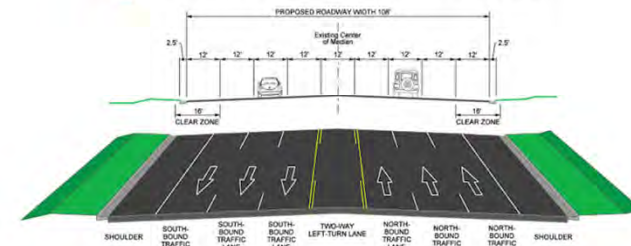
Widen U.S. 40



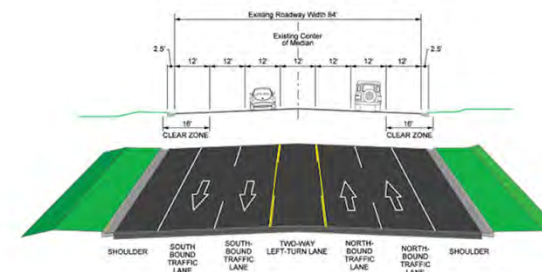
Concept proposes widening U.S. 40 from five lanes to seven lanes, from 500 North to U.S. 189.

**SPEED
LIMIT
35**

PROPOSED WIDENING OF U.S. 40 (SEVEN LANES)*



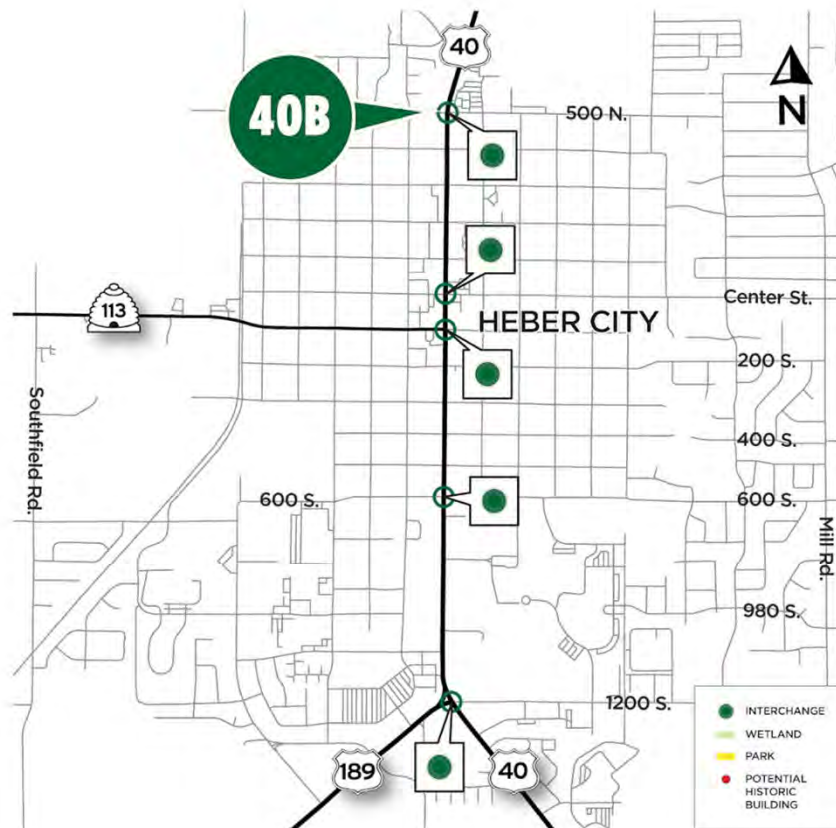
EXISTING U.S. 40 (FIVE LANES)*



*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

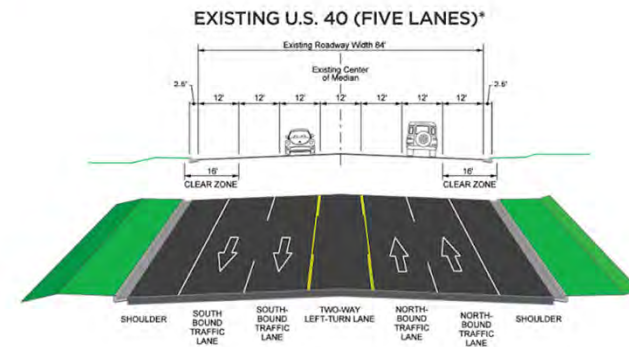
Alternative 40B

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.

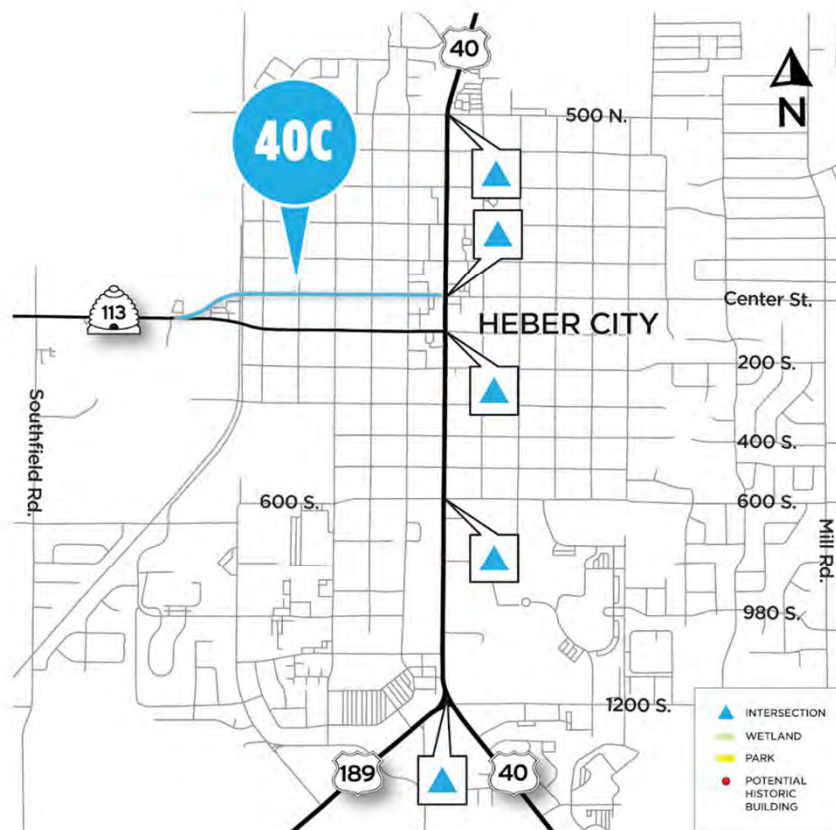
SPEED
LIMIT
35



*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

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.

SPEED
LIMIT
35

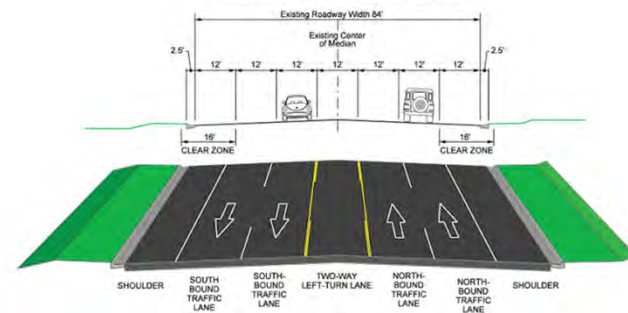
PROPOSED TYPICAL SECTION
FOR REALIGNED S.R. 113*



EXISTING S.R. 113*



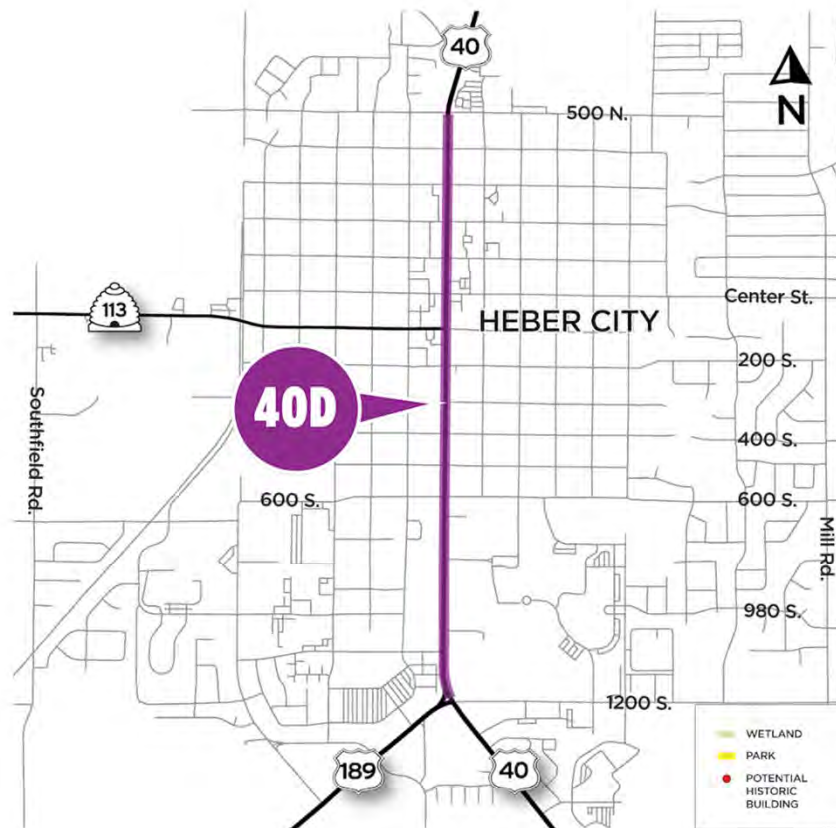
EXISTING U.S. 40 (FIVE LANES)*



*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

Alternative 40D

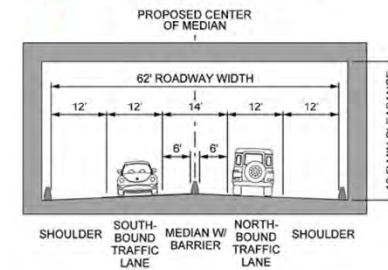
Improve U.S. 40 – Tunneling/Bridging



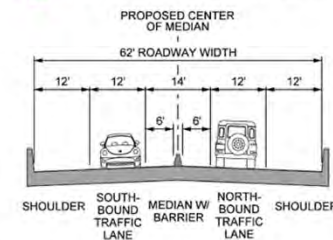
Concept proposes constructing a bridge over or a tunnel under U.S. 40 from 500 North to 1200 South.

SPEED
LIMIT
50

PROPOSED U.S. 40 TUNNEL*



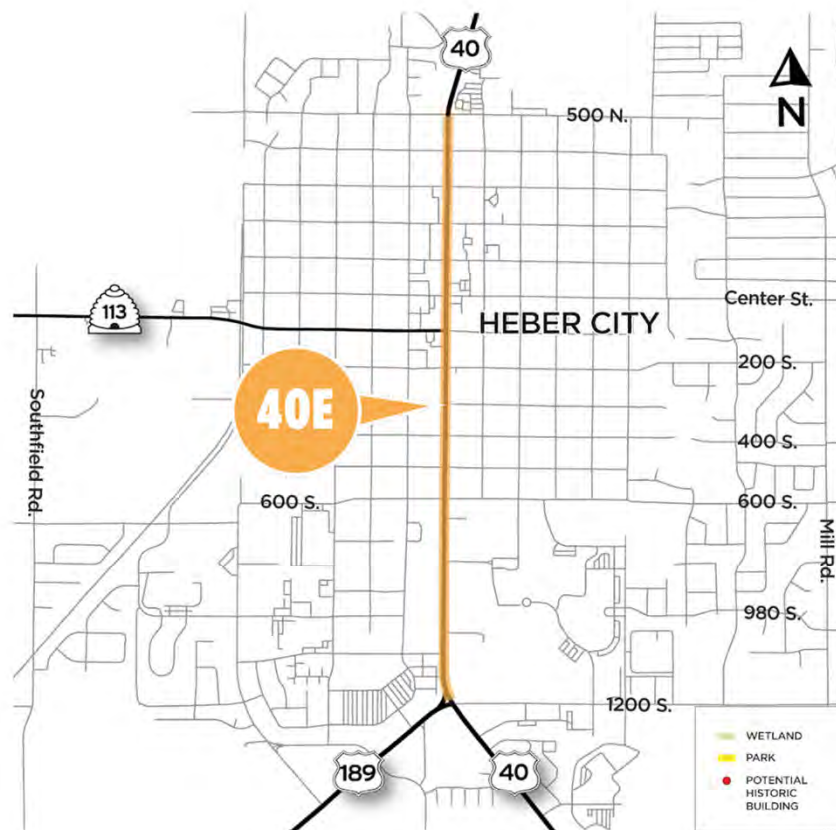
PROPOSED U.S. 40 BRIDGE*



*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

Alternative 40E

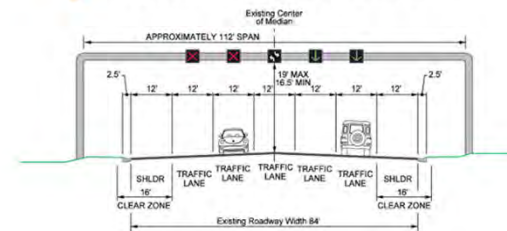
Improve U.S. 40 – Reversible Lanes



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. This concept is similar to 5400 South in Taylorsville, UT.

**SPEED
LIMIT
35**

PROPOSED REVERSIBLE LANES*



U.S. 40 REVERSIBLE LANES SIGNAGE



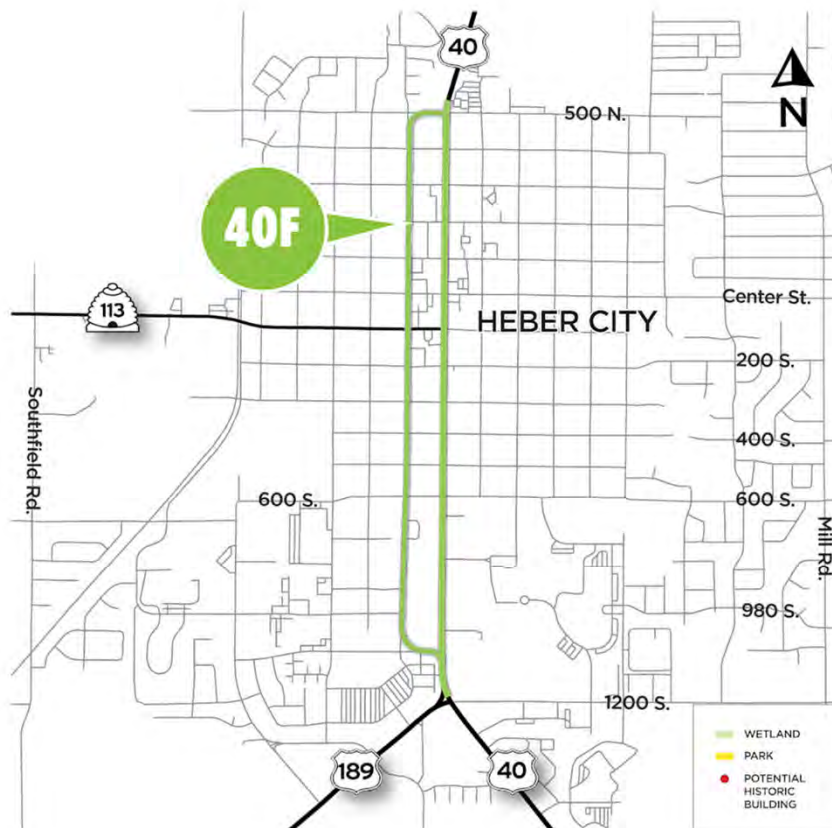
*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

Alternative 40F

One-Way-Couplet

Heber Valley Corridor

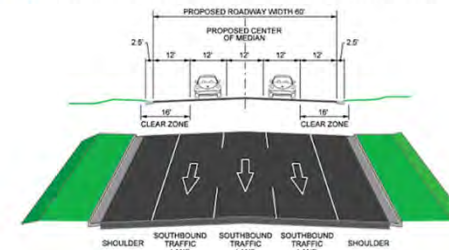
ENVIRONMENTAL IMPACT STATEMENT



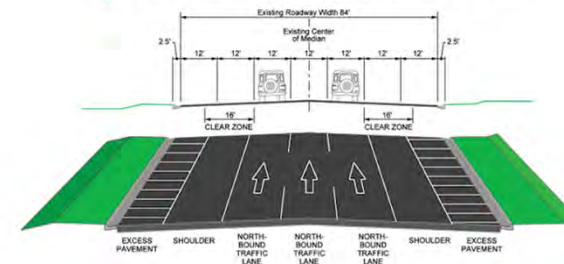
Concept proposes splitting U.S. 40 into two roads between 500 North and 1000 South. Main Street would be for northbound travel and 100 West would be for southbound travel.

SPEED
LIMIT
35

PROPOSED ONE-WAY-COUPLET (100 WEST)*



PROPOSED ONE-WAY-COUPLET (U.S. 40)*

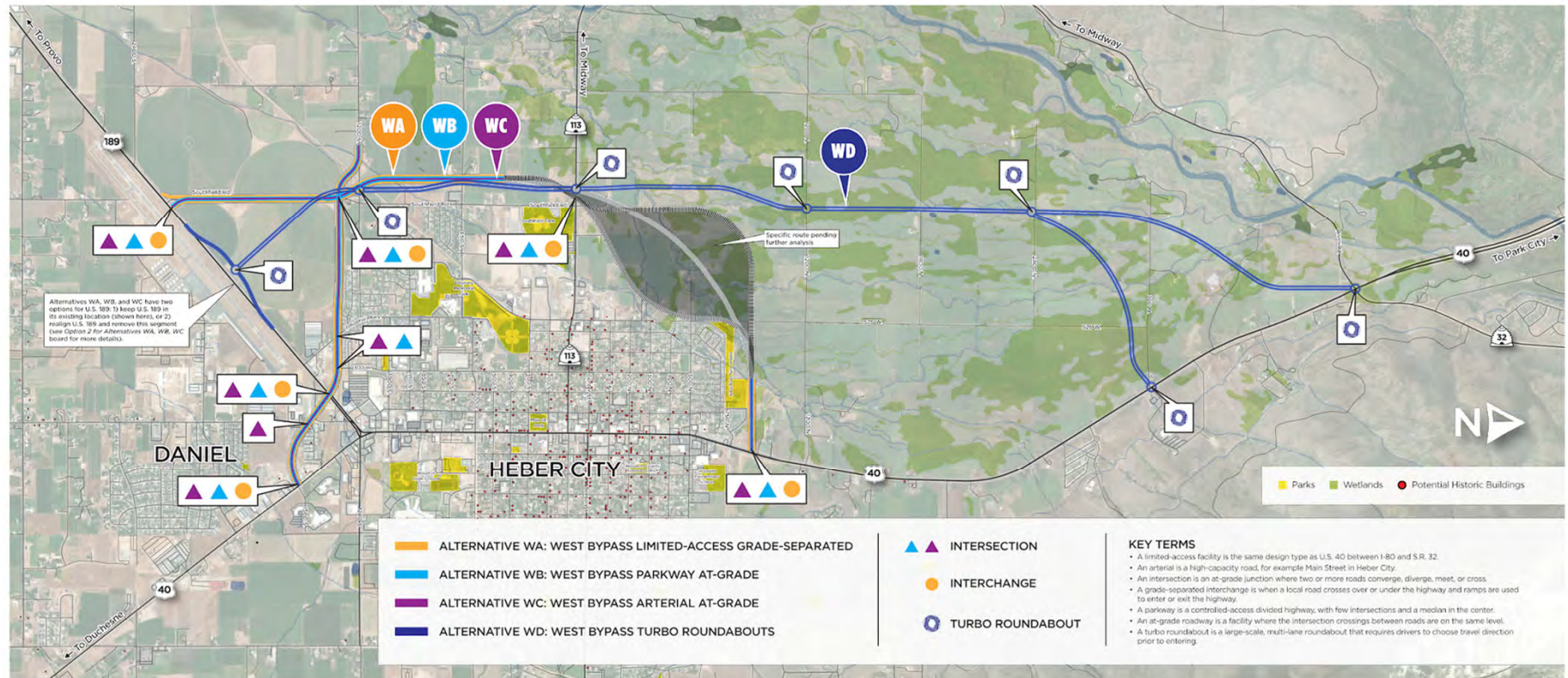


*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

A black and white photograph of a mountain landscape. In the foreground, there is a field of low-lying vegetation. In the middle ground, a small town or village is visible, nestled in a valley. The background features a range of mountains, with the highest peaks covered in snow. The sky is filled with clouds. The text "West Alternatives" is overlaid in the center of the image.

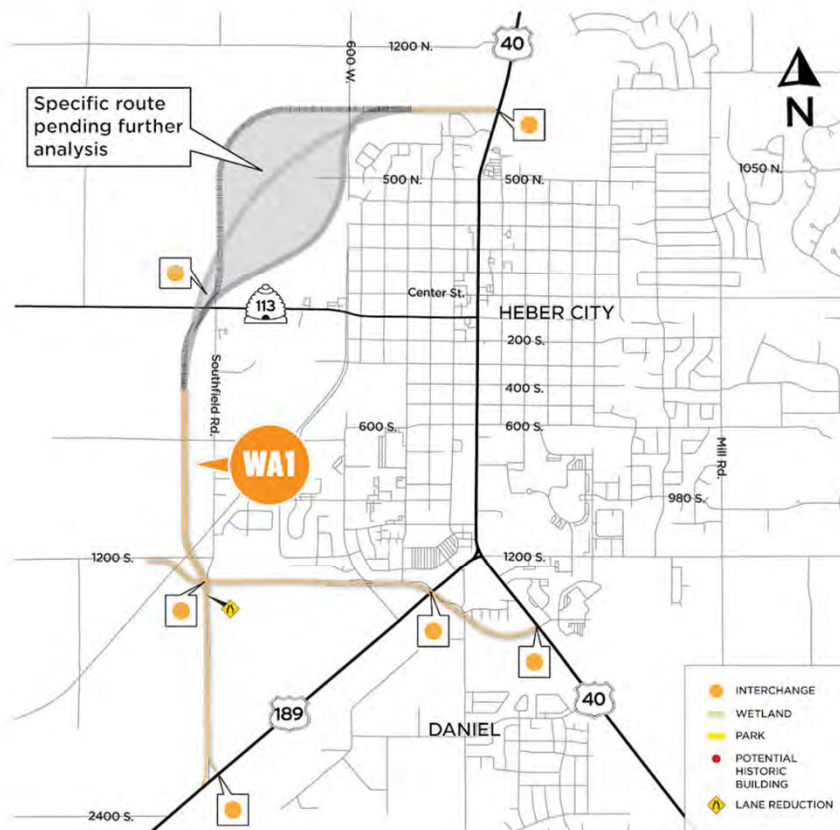
West Alternatives

West Alternative Concepts



Alternative WA1

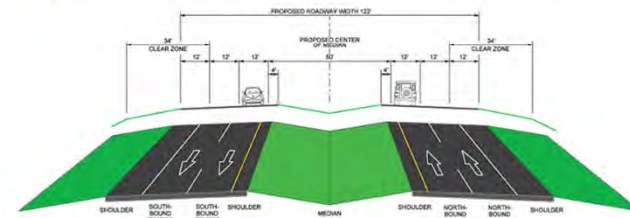
West Bypass Limited-Access Grade-Separated



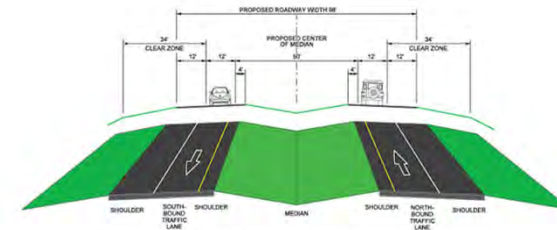
Concept proposes a highway-type facility with six interchanges at major connections: U.S. 40 (2), U.S. 189 (2), S.R. 113, and 1300 South. A limited access facility is the same design type as U.S. 40 between I-80 and S.R. 32.

SPEED
LIMIT
65

PROPOSED WEST BYPASS LIMITED-ACCESS, GRADE-SEPARATED (FOUR LANE SECTION, TWO LANES IN EACH DIRECTION)*
Concept would likely require a four lane section between S.R. 113 and 1300 South.



PROPOSED WEST BYPASS LIMITED-ACCESS, GRADE-SEPARATED (TWO LANE SECTION, ONE LANE IN EACH DIRECTION)*
Concept would likely require two lane sections north of S.R. 113, south of 1300 South, and along 1300 South.



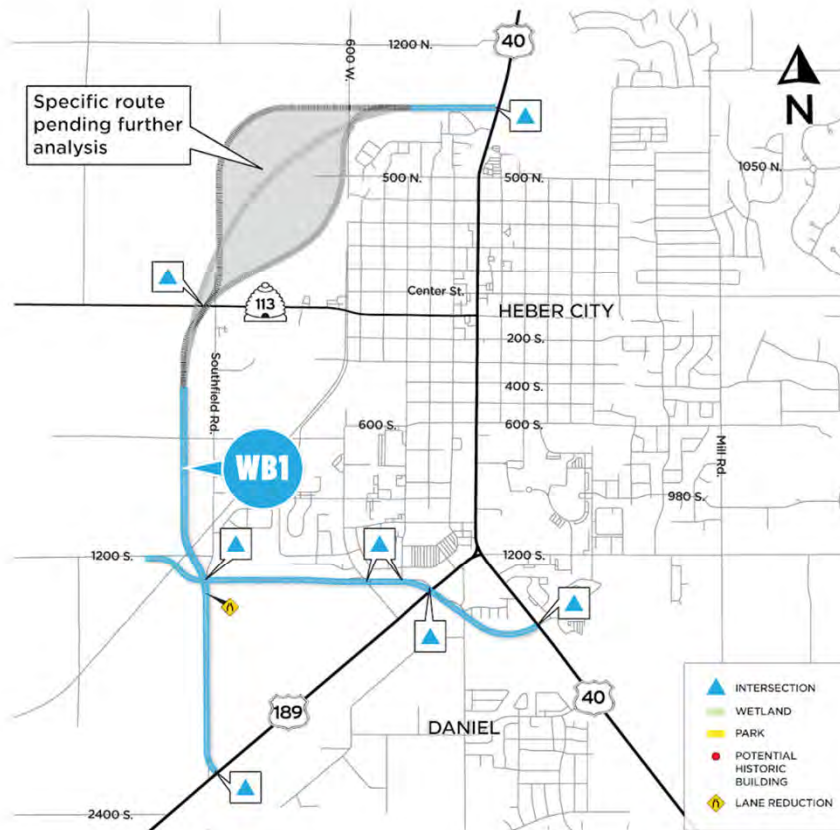
*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

Alternative WB1

West Bypass Parkway At-Grade

Heber Valley Corridor

ENVIRONMENTAL IMPACT STATEMENT

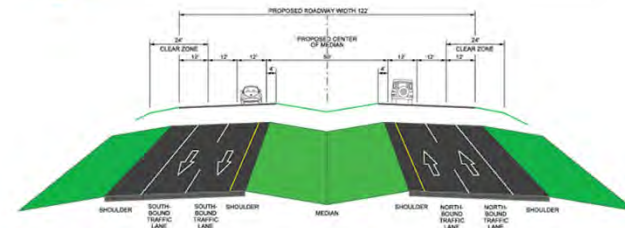


Concept proposes a parkway-type facility with eight intersections: U.S. 40 (2), U.S. 189 (2), S.R. 113, 1300 South, Industrial Parkway, and 300 West.

SPEED
LIMIT
55

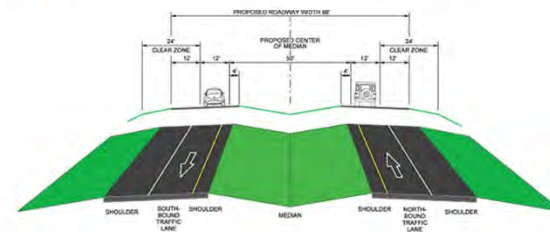
PROPOSED WEST BYPASS PARKWAY AT-GRADE (FOUR LANE SECTION, TWO LANES IN EACH DIRECTION)*

Concept would likely require a four lane section between S.R. 113 and 1300 South.



PROPOSED WEST BYPASS PARKWAY AT-GRADE (TWO LANE SECTION, ONE LANE IN EACH DIRECTION)*

Concept would likely require two lane sections north of S.R. 113, south of 1300 South, and along 1300 South.



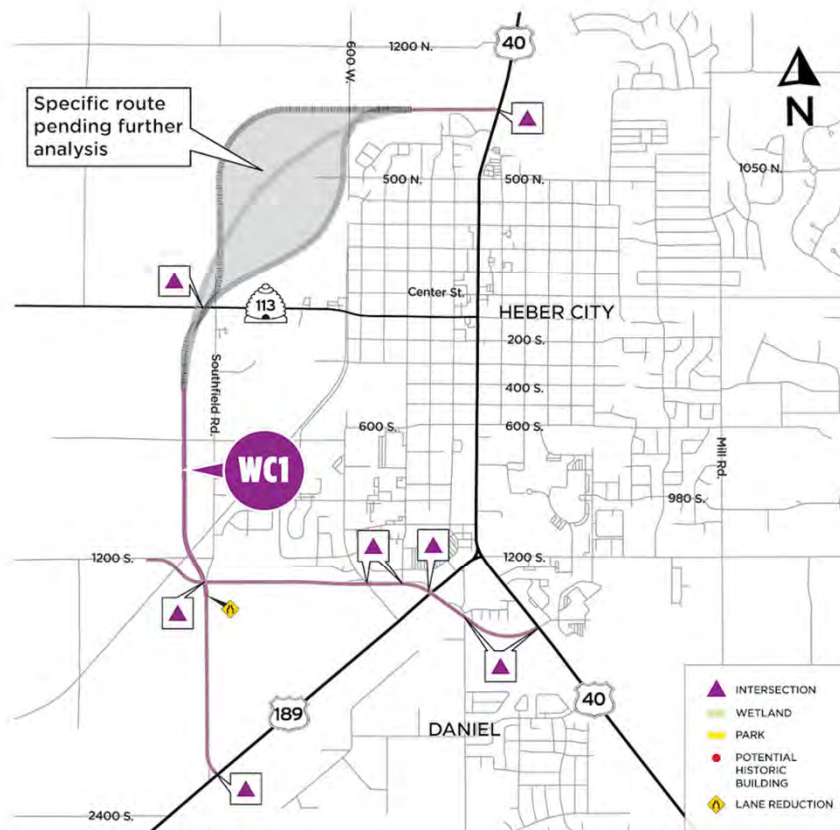
*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

Alternative WC1

West Bypass Arterial At-Grade

Heber Valley Corridor

ENVIRONMENTAL IMPACT STATEMENT

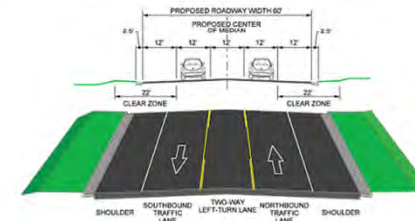


Concept proposes an arterial-type facility with intersections at all cross streets, nine total: U.S. 40 (2), U.S. 189 (2), 1300 South, S.R. 113, Industrial Parkway, 300 West, and S. Daniels Road.

SPEED
LIMIT
45

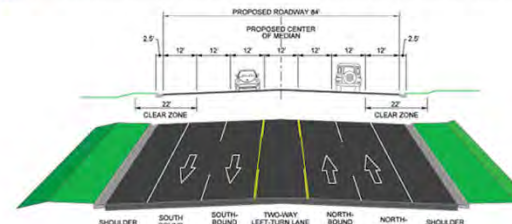
PROPOSED WEST BYPASS ARTERIAL AT-GRADE (THREE LANE SECTION, ONE LANE IN EACH DIRECTION)*

Concept would likely require three lane sections north of S.R. 113, south of 1300 South, and along 1300 South.



PROPOSED WEST BYPASS ARTERIAL AT-GRADE (FIVE LANE SECTION, TWO LANES IN EACH DIRECTION)*

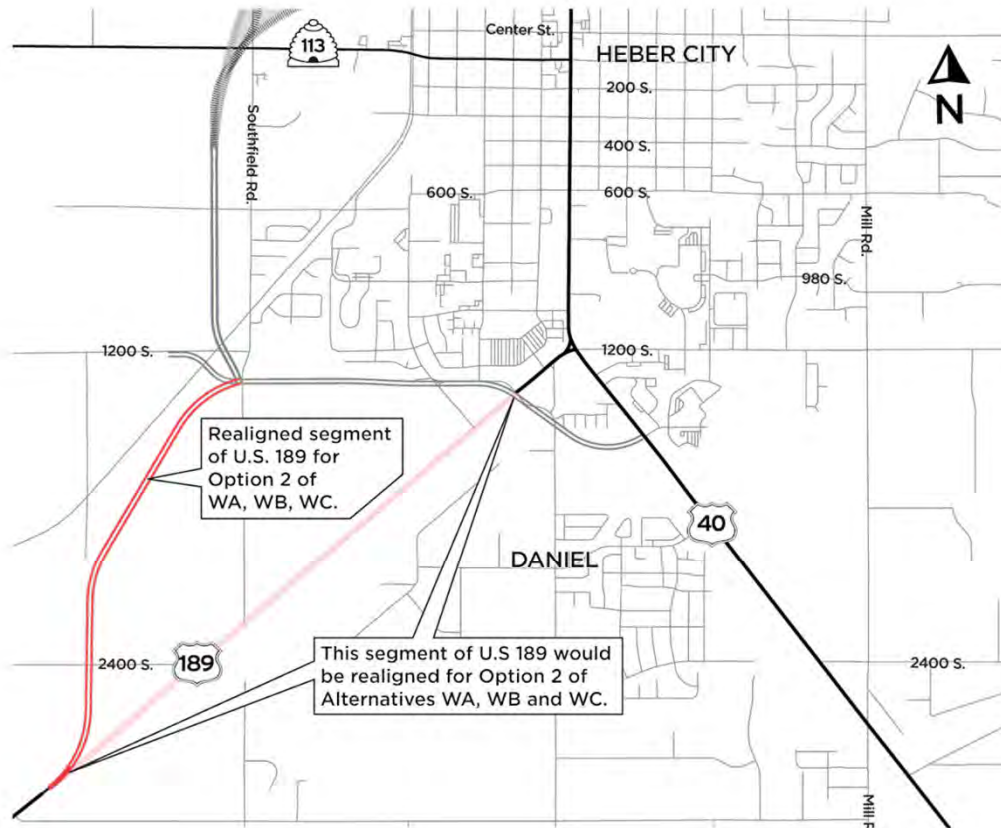
Concept would likely require a five lane section between S.R. 113 and 1300 South.



*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

Option Two for Alternatives WA, WB & WC

Realign a Portion of U.S. 189

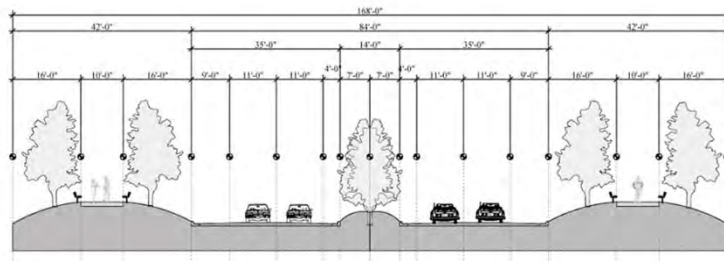


Alternatives WA, WB, and WC have two options for U.S. 189:

1. Keep U.S. 189 in its existing location (see boards for Alternatives WA1, WB1 or WC1) or
2. Realign U.S. 189 and remove the segment between the bypass connections (shown here).

Alternative WD

West Bypass Parkway Turbo Roundabouts



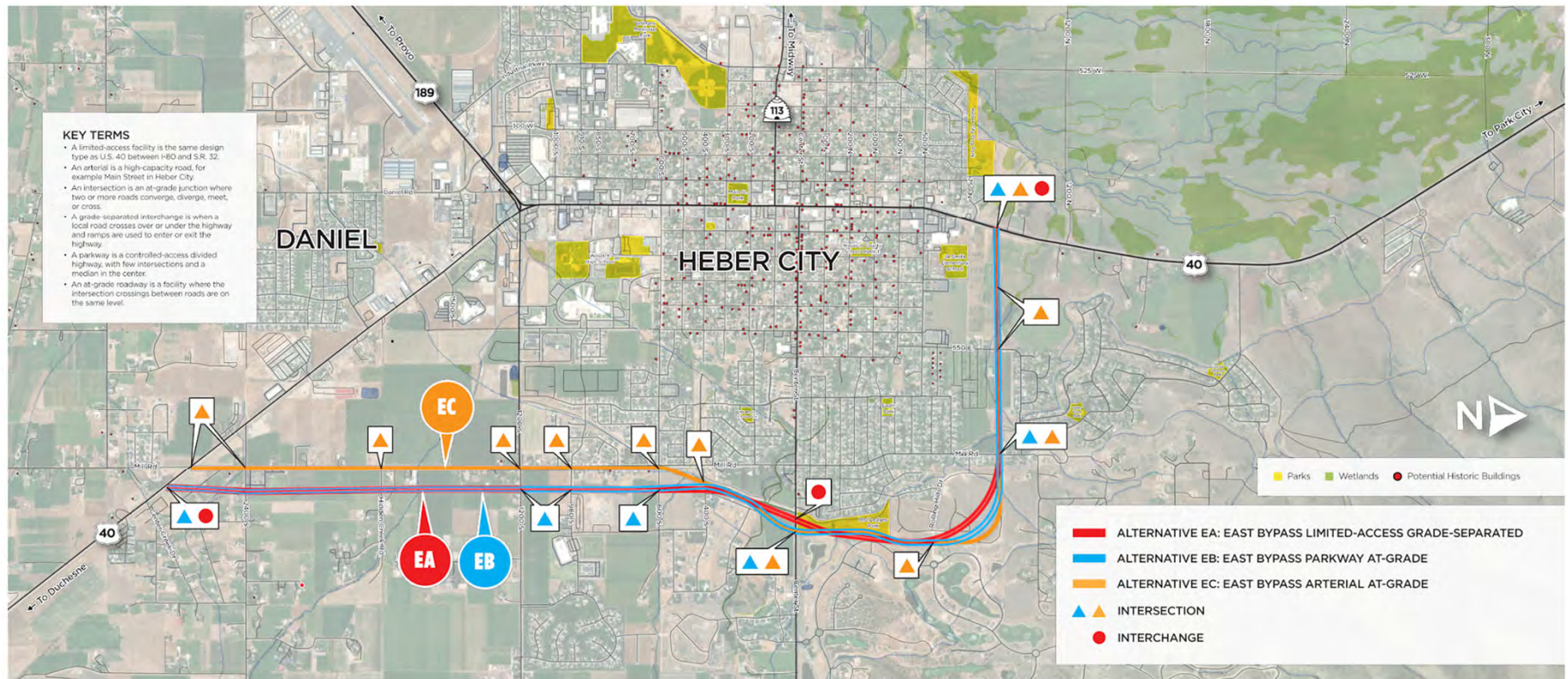
Cross section does not meet UDOT standards. This alternative was provided by a member of the public to evaluate. Any type of aesthetic or design treatments would only be considered later in the process.



A black and white photograph of a mountain landscape. In the foreground, there is a field of low-lying vegetation. In the middle ground, a small town or village is visible, nestled in a valley. The background features a range of mountains, with the highest peaks covered in snow. The sky is filled with clouds. The text "East Alternatives" is overlaid in the center of the image.

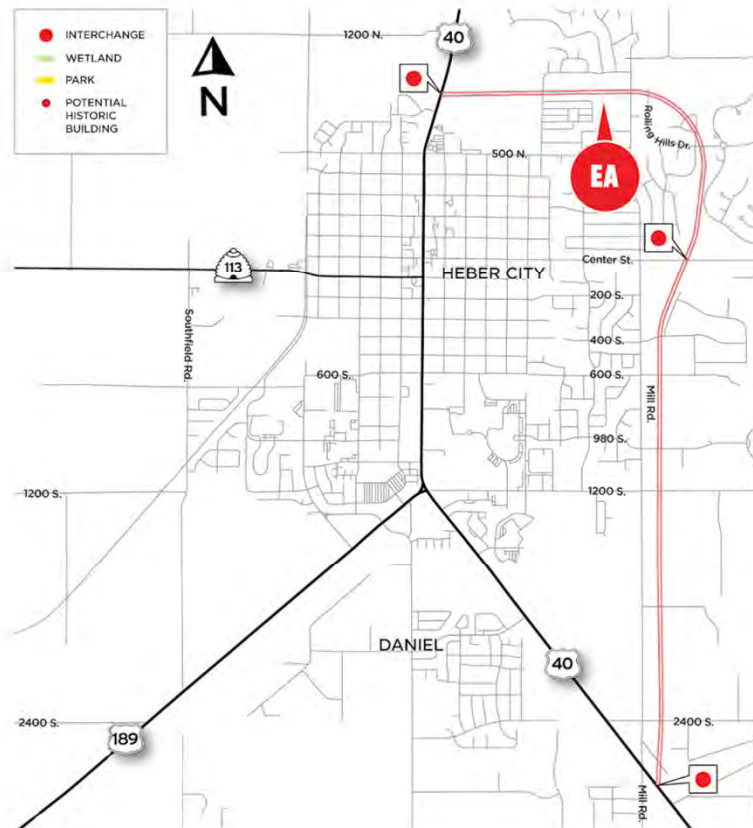
East Alternatives

East Alternative Concepts



Alternative EA

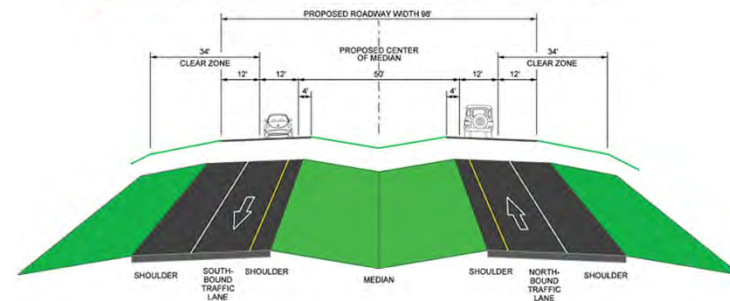
East Bypass Limited-Access Grade-Separated



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

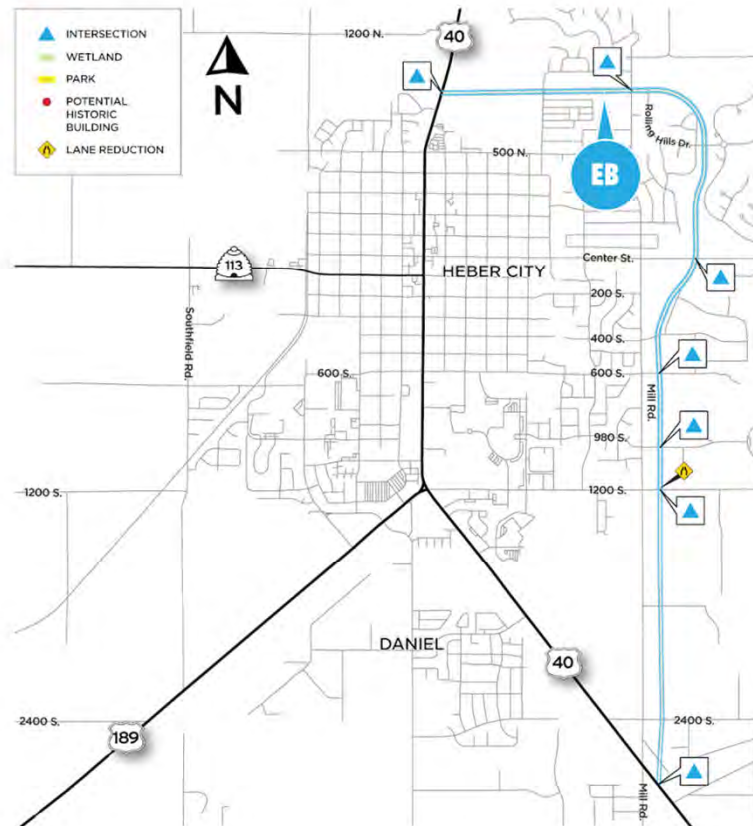
PROPOSED EAST BYPASS LIMITED-ACCESS, GRADE SEPARATED
(TWO LANE SECTION, ONE LANE IN EACH DIRECTION)*



*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

Alternative EB

East Bypass Parkway At-Grade

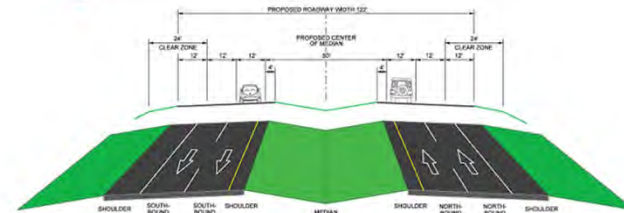


Concept proposes a parkway-type facility offset from 1200 South East (Mill Road) with seven intersections at key locations.

**SPEED
LIMIT
55**

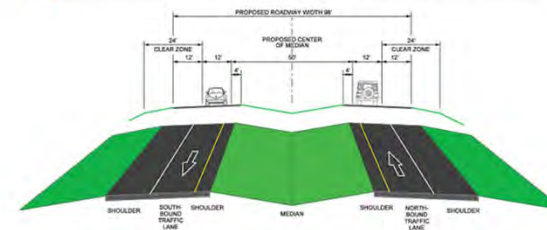
PROPOSED EAST BYPASS PARKWAY AT-GRADE (FOUR LANE SECTION, TWO LANES IN EACH DIRECTION)*

Concept would likely require a four lane section north of 1200 South.



PROPOSED EAST BYPASS PARKWAY AT-GRADE (TWO LANE SECTION, ONE LANE IN EACH DIRECTION)*

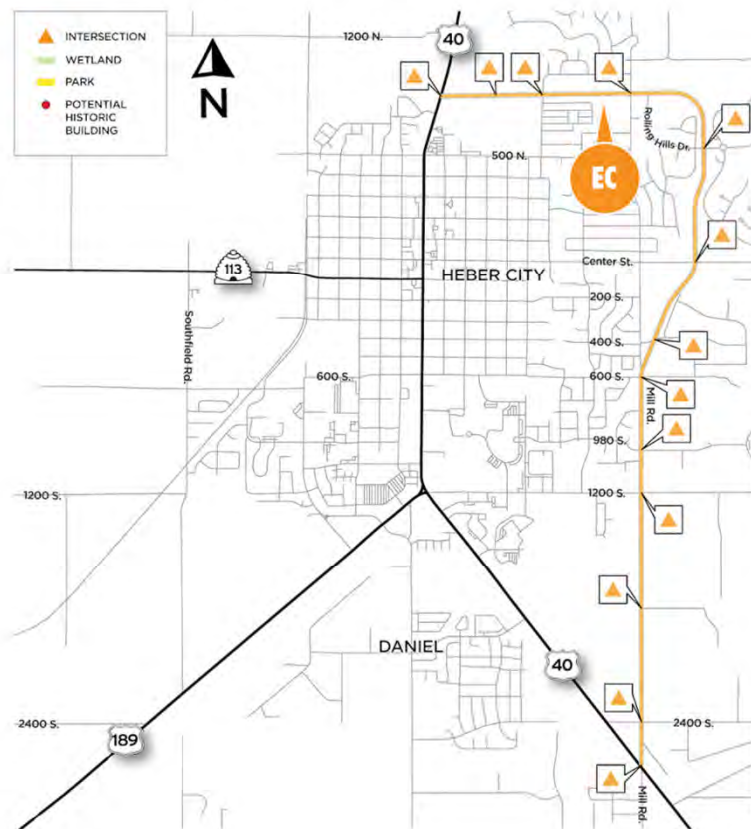
Concept would likely require a two lane section south of 1200 South.



*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

Alternative EC

East Bypass Arterial At-Grade

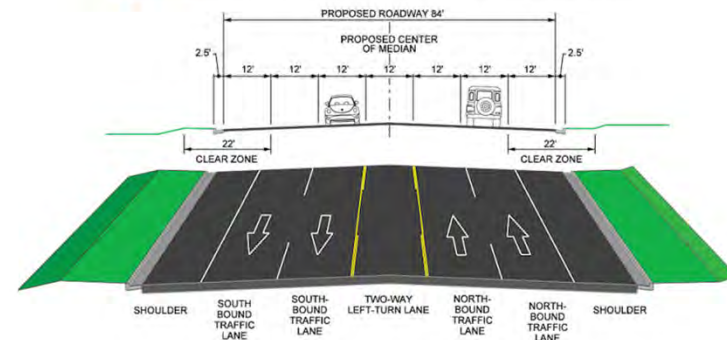


Concept proposes an arterial-type facility on 1200 East (Mill Road) with intersections at all cross streets, 12 total.

SPEED
LIMIT
45

PROPOSED EAST BYPASS ARTERIAL AT-GRADE (FIVE LANES)*

Concept would likely require a five lane section along entire route.



*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

A black and white photograph of a mountainous landscape. In the foreground, there is a field of low-lying vegetation. In the middle ground, a small town or village is visible, nestled in a valley. The background features a range of mountains, with the highest peaks covered in snow. The sky is filled with clouds. The text "Transit Alternative" is overlaid in the center of the image.

Transit Alternative

Transit Alternative

Wasatch County Transit Study Executive Summary 2020

BACKGROUND

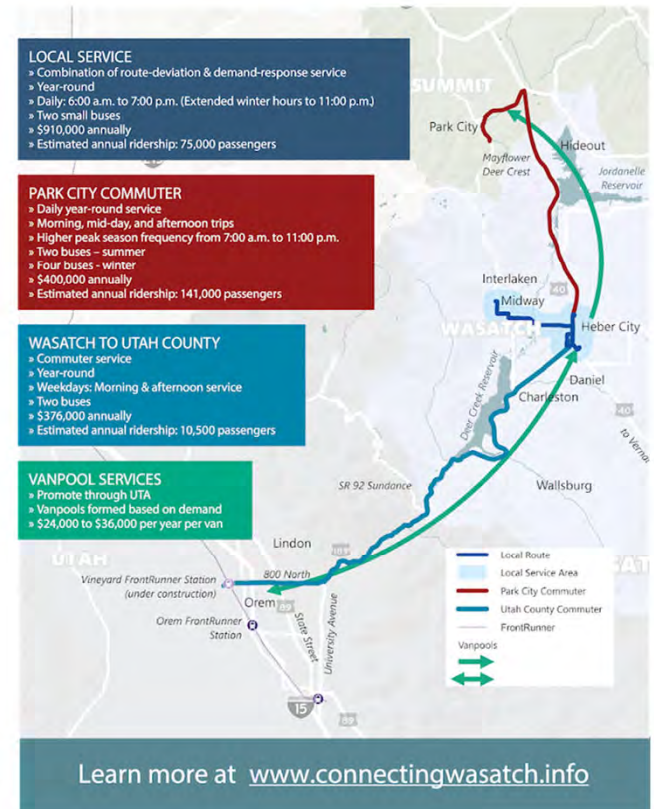
Funded by Heber City, Midway City, Park City, Wasatch County, UDOT and UTA

Managed by Mountainland Association of Governments (MAG)

Consultant team: LSC Transportation Consultants with Fehr & Peers



Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT



A black and white photograph of a mountain landscape. In the background, a range of mountains with significant snow cover stretches across the horizon. The middle ground features rolling, grassy hills. At the base of the hills, a small town or village is visible, with several buildings and trees. The foreground is a large, flat field with low-lying vegetation. The sky is filled with dramatic, layered clouds. Overlaid on the center of the image is the text "Public Comments" in a blue, sans-serif font.

Public Comments

Public Comment Period



October 5 – November 4, 2021

Provide comments through:



HeberValleyEIS.udot.utah.gov



HeberValleyEIS@utah.gov



Heber Valley Corridor EIS c/o HDR
2825 E. Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121



801-210-0498



Public Meetings



Virtual Public Meeting October 5, 2021

Presentation	5:00–5:30 p.m.
Questions/Answers	5:30–8:00 p.m.

In-Person Open House October 6, 2021

Open House 5:00–8:00 p.m.

Heber Valley Elementary
730 South 600 West
Heber City, UT 84032



Project Timeline and Process





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

Summary

Project:	Heber Valley Corridor EIS
Subject:	Agency Alternative Concepts Meeting
Date:	Thursday, September 30, 2021
Time:	10:00-11:00 am
Location:	Google Meet

Attendees

✓	Name	Representing	Project Role	Email
✓	Craig Hancock	UDOT	Project Manager	chancock@utah.gov
✓	Naomi Kisen	UDOT	Environmental Manager	nkisen@utah.gov
✓	Geoff Dupaix	UDOT	Communications Manager	gdupaix@utah.gov
✓	Vince Izzo	HVC Team	Project Manager	Vincent.izzo@hdrinc.com
✓	Andrea Clayton	HVC Team	Environmental Lead	Andrea.clayton@hdrinc.com
✓	Bri Binnebose	HVC Team	Public Involvement	bbinnebose@pennapowers.com
✓	Charles Allen	HVC Team	Traffic Lead	callen@parametrix.com
✓	Hollis Jencks	USACE	Project Manager	hollis.g.jencks@usace.army.mil
✓	Sam Bohannon	USACE	Wasatch County Wetlands	Samuel.T.Bohannon@usace.army.mil
✓	Matt Hubner	EPA	Region 8 NEPA Coordinator	hubner.matt@epa.gov
✓	Nolan Hahn	EPA	404 Program	Hahn.nolan@epa.gov
✓	Greg Lohrke	EPA	Air Quality Program	Lohrke.Gregory@epa.gov
✓	Christopher Razzazian	EPA	Air Quality Program	razzazian.christopher@epa.gov
	Rita Risor	USFWS	Botanist	Rita_Risor@fws.gov
	Peter Crookston	USBOR	Environmental Group Chief	PCrookston@usbr.gov
	Zach Nelson	USBOR	Archaeologist	znelson@usbr.gov
✓	Brittany White	USBOR	Fish & Wildlife Biologist	blwhite@usbr.gov
✓	Tim McCain	USBOR	Reality Specialist	tmccain@usbr.gov
✓	Mark Holden	URMCC	Executive Director	mholden@usbr.gov
✓	Michael Mills	URMCC	Project Coordinator	mmills@usbr.gov
	Richard Mingo	URMCC	Planning Coordinator	rmingo@usbr.gov
✓	Paula Trater	URMCC	Biological Technician	ptrater@usbr.gov
	Sindy Smith	RDCC	RDCC Coordinator	sindysmith@utah.gov
✓	Shane Hill	UDWR	Project Manager	sahill@utah.gov

Meeting Summary

The objective of this meeting was to update to cooperating and participating agencies on the status of the EIS and provide an overview of the conceptual alternatives currently under consideration.

1. The purpose and need was revised based on public and agency comment to include non-motorized transportation as a primary purpose. Non-motorized transportation could include bike lanes, trails, or pedestrian accommodations.
2. Naomi gave a presentation outlining the screening process, criteria, and conceptual alternatives under consideration. A copy of the presentation was provided to meeting attendees.
3. Questions and discussion:
 - a. The project team is in the process of delineating aquatic resources in accordance with USACE protocol. The aquatic resources shown in the presentation are based on a high-level inventory conducted last year.
 - b. The alignment in the northwest quadrant for west bypass alternative concepts WA, WB, and WC has not been determined yet. Further analysis is required (delineation and design).
 - c. Is the intent of the east bypass alternatives primarily to address traffic coming from Duchesne (the Uinta Basin)? No, the intent is to improve mobility on U.S. 40, but the east bypass alternatives could pull more traffic coming from Duchesne traffic off U.S. 40 compared to the west bypass alternatives.
 - d. Have you considered what implications the Uinta Basin Rail Project could have on this project? Yes, the Uinta Basin Rail Project (if constructed) is not expected to reduce oil tanker traffic going through the Heber Valley to Salt Lake City. The oil refineries in Salt Lake City do not have rail access, so trucks will continue to haul oil from the Basin.
 - e. Have you considered how a mix of commercial trucks and passenger vehicles would operate on a facility with only one lane in each direction? We based the number of lanes for each alternative on preliminary traffic analysis. More detailed analysis will be conducted for alternatives that pass-through screening.
 - f. Mitigation lands along the Provo River managed by BOR and the Mitigation Commission could be Section 4(f) resources so screening criteria should include refuges in addition to parks and historic buildings. None of the conceptual alternatives are anticipated to impact land along the Provo River, but Section 4(f) refuges would be considered if they did.
 - g. EPA has comments on UDOT's response to EPA's scoping comments. EPA could combine these comments with comments on conceptual alternatives. If a conversation would be helpful, that is an option. Correspondence outside of the comment period would be included in the project record and documented in the EIS appendices as agency correspondence.