

Draft Alternative Development and Screening Report Local Government Agency Meeting

June 6, 2022

# Project Team Members



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



# Local Agency Representatives



- Mountainland Association of Government | Bob Allen | Director of Regional Planning
- Heber City | Heidi Franco | Mayor
- Heber City | Matt Brower | City Manager
- Heber City | Tony Kohler | City Planner
- Wasatch County | Dustin Grabau | Assistant County Manager
- Midway City | Michael Henke | City Planner



# Meeting Agenda



- Project Purpose
- Alternatives Development Initial Concepts
- Alternatives Comment Themes and New Concepts
- Screening Process and Results
- Public Review and Comment
- Schedule



## Project Purpose



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 opportunity for non-motorized transportation while allowing Heber City to meet their vision for the historical town center.



# Alternatives Development Initial Concepts



- No-action
- 17 action alternatives
  - 6 US-40 alternatives (500 North to 1200 South)
  - 3 east bypass
  - 7 west bypass
  - Transit



### Alternative Concepts Themes



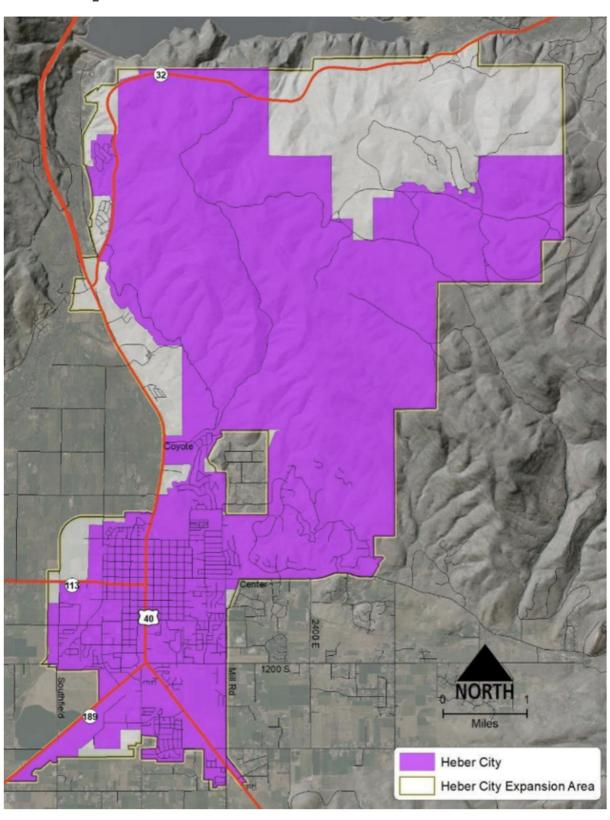
- East bypass has never been planned
- East bypass impacts neighborhoods and is not safe for kids walking to school
- West side is much less developed (fewer homes and schools)
- Something needs to be done about congestion
- Congestion on Main Street better than impacting neighborhoods
- North fields are treasured, don't impact them
- Concern for impacts to natural resources (wetlands, creeks, aquifer, wildlife, viewshed).
- Oevelopment will continue to the north—the bypass should tie in at SR-32



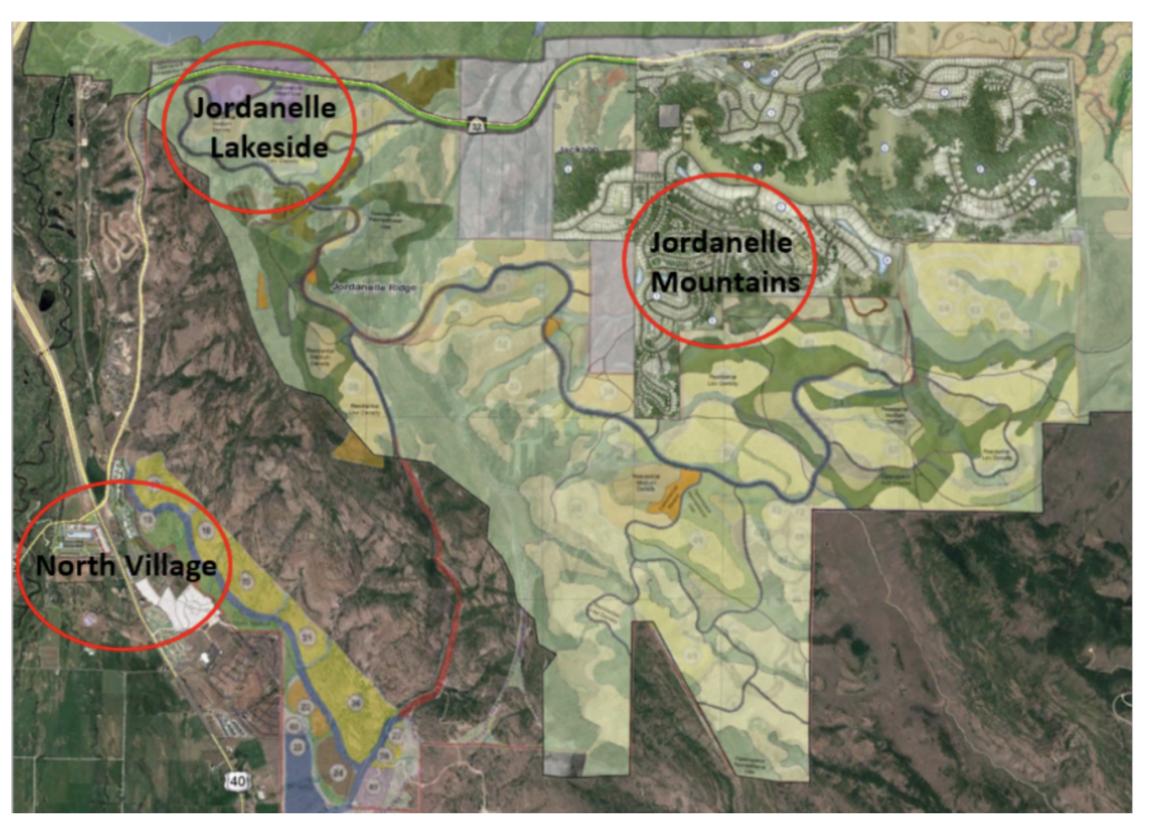
### North US-40 — Growth



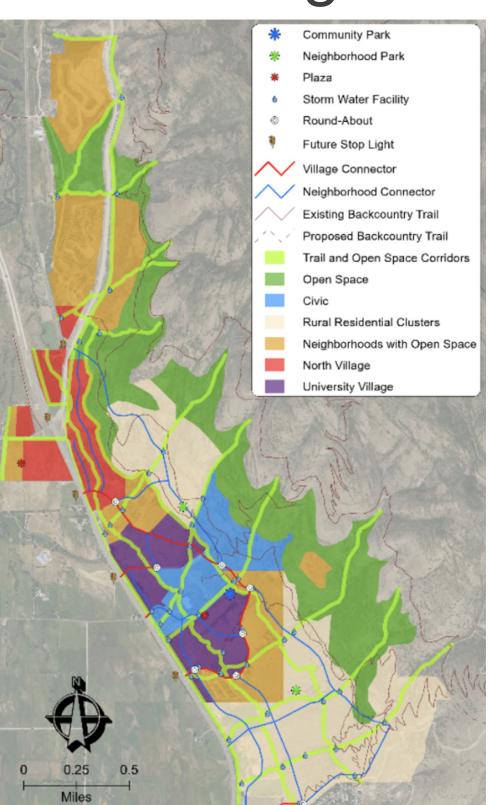
#### **Expansion Area**



#### General Plan Town Centers



### North Village





# Alternatives Development New Concepts



- Improvements to north US-40
- One-way-couplet on 100 East
- West Bypass
  - Extend bypass to connect to US-40 near SR-32
  - Southern extension for west bypass (through Daniel)
  - Turbo roundabout with 1300 South extension



# Screening Process and Criteria



#### ALTERNATIVES SCREENING PROCESS

Define Study Area Develop Conceptual Alternatives Preliminary Evaluation of Concept/Alternatives Level 1 Screening: Purpose and Need Preliminary Engineering Level 2 Screening: Environmental and Regulatory Impacts Current Refine Engineering Phase Detailed Alternatives Evaluation in the Draft EIS

#### LEVEL 1 SCREENING CRITERIA - PURPOSE AND NEED

Criteria	Measure
Improve regional and local mobility on U.S. 40 through 2050	<ul> <li>Improve arterial and intersection Level of Service (LOS) on US-40</li> <li>Substantially decrease thru-traffic travel time</li> <li>Substantially decrease queue length along US-40</li> <li>Minimize conflicts to north-south mobility for thru-traffic</li> </ul>
Provide opportunities for non-motorized transportation	<ul> <li>Provide opportunities for non-motorized transportation consistent with local and regional planning documents</li> </ul>
Allow Heber City to meet their vision for the historic town center	<ul> <li>Avoid/minimize impacts to valued places and historic buildings on Main Street</li> <li>Avoid improvements that would preclude Heber City from implementing strategies to achieve their vision for Main Street (wide sidewalks, bike lanes, landscaping, reduced speed limit)</li> </ul>

#### LEVEL 2 SCREENING CRITERIA - IMPACTS

Criteria	Measure
Waters of the U.S.	Acres and types of wetlands and other waters of the U.S. affected     Linear feet of ditches and creeks affected
Section 4(f) Resources	Number of Section 4(f) historic properties affected  Number of Section 4(f) recreation resources affected
Right-of-way	<ul> <li>Number of full property acquisitions and relocations (commercial and residential)</li> <li>Number of partial property acquisitions</li> </ul>
\$ Cost	Alternatives cost compared to other alternatives (alternatives would not be eliminated based on cost unless they are an order of magnitude greater)



# Screening Results Level 1



						REGIONAL COI	NSIDERATIONS				
			Local Mobility (PM	Peak hour operations or	n Main Street)		Heber City Vision	1	Regional	Mobility	
	Preliminary	Number of	Southbound	Travel Time on US-40	Southbound Queue Length at	Valued Places	Downtown	Allows Heber	<b>a</b> Travel Time on	Conflict Points	Recommended for Level 2? An alternative must
	Screening	Intersections at LOS F	Segments with LOS F	SR-32 to US-189/US-40 intersection	500 North (feet)	Impacts	Historic Buildings	City to Achieve Vision	Bypass SR-32 to US-189/3000	Intersections, cross streets, driveways	pass all Level 1 criteria to advance to Level 2
ALTERNATIVE				(m:s)	(,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Impacts		South (m:s)		screening
US-40 Existing Conditions (2019)	-	0	2	8:20	375	No	No	No	10:40	144	-
US-40 No-action (2050)	-	3	2	17:40	13,100	No	No	No	19:05	152-157	-
Transit Alternative	No				Similar to no				No		
Widen Main St (40A)	Yes	1	1 2 10:30 525 Yes 33 No Failed local considerations - no analysis						No		
Roundabouts Main St (40B)	Yes	5			nt traffic analysis tool/method results, no further analysis.	Yes	9	No	Failed local consider	No	
Intersections Main St (40C)	Yes	4	2	17:50	14,700	Yes	17	No	Failed local consider	rations - no analysis	No
Tunnel/Bridge Main St (40D)	No			-	tive was eliminated for not being e was eliminated for not meetin	-					No
Reversible Lanes (40E)	Yes	3	0	10:45	950	No	1	No	Failed local consider	rations - no analysis	No
Couplet w/100 W (40F)	Yes	0	0	9:40	350	Yes	15	No	Failed local consider	rations - no analysis	No
Couplet w/100 E (40G)	Yes	0	0	9:40	350	Yes	36	No	Failed local consider	rations - no analysis	No
East Bypass Limited Access (EA)	Yes	3	3	14:55	6,100	No	0	Yes	Failed local consider	rations - no analysis	No
East Bypass Parkway (EB)	Yes	3	2	14:00	5,200	No	0	Yes	Failed local consider	rations - no analysis	No
East Bypass Arterial (EC)	Yes	2	3	17:15	11,800	No	0	Yes	Failed local consider	rations - no analysis	No



# Screening Results Level 1



					REGIONAL COI	NSIDERATIONS					
			Local Mobility (PM	Peak hour operations or	n Main Street)		Heber City Vision	1	Regional	Mobility	
		<b>600</b>	A	Ö					Ö		Recommended for
	Preliminary Screening	Number of Intersections at LOS F	Southbound Segments with LOS F	Travel Time on US-40 SR-32 to US-189/US-40 intersection (m:s)	Southbound Queue Length at 500 North (feet)	Valued Places Impacts	Downtown Historic Buildings	Allows Heber City to Achieve Vision	Travel Time on  Bypass  SR-32 to US-189/3000  South	Conflict Points Intersections, cross streets, driveways	Level 2? An alternative must pass all Level 1 criteria to advance to Level 2
ALTERNATIVE				(11.3)			Impacts		(m:s)		screening
US-40 Existing Conditions (2019)	-	0	2	8:20	375	No	No	No	10:40	144	-
US-40 No-action (2050)	-	3	2	17:40	13,100	No	No	No	19:05	152-157	-
West Bypass Limited Access (WA1)	Yes	0	1	11:05	1,600	No	0	Yes	9:10	16	Yes
West Bypass Limited Access with Realigned US-189 (WA2)	Yes	2	1	12:30	2,800	No	0	Yes	Failed local conside	rations - no analysis	No
West Bypass Limited Access with Northern Extension (WA3)	Yes	0	1	10:00	1,100	No	0	Yes	6:45	3	Yes
West Bypass Parkway (WB1)	Yes	0	1	11:00	1,500	No	0	Yes	10:25	26-35	Yes
West Bypass Parkway with Realigned US-189 (WB2)	Yes	0	0	9:30	400	No	0	Yes	10:05	27-36	Yes
West Bypass Parkway with Northern Extension (WB3)	Yes	0	0	8:55	375	No	0	Yes	8:10	12	Yes
West Bypass Parkway with Northern Extension and Realigned US-189 (WB4)	Yes	0	1	8:55	400	No	0	Yes	7:45	12	Yes
West Bypass Arterial (WC1)	Yes	2	1	13:10	4,800	No	0	Yes	Failed local consider	rations - no analysis	No
West Bypass Arterial with Realigned US-189 (WC2)	Yes	1	1	10:55	1,300	No	0	Yes	10:45	74-123	No
West Bypass with Turbo Roundabouts (WD1)	Yes	2	2	13:30	4,700	No	0	Yes	Failed local consider	rations - no analysis	No
West Bypass with Turbo Roundabouts and 1300 South (WD2)	Yes	2	1	11:15	2,100	No	0	Yes	Failed local consider	rations - no analysis	No
West Bypass with Southern Extension (WS)	Yes	2	2	13:15	3,800	No	0	Yes	Failed local conside	rations - no analysis	No



# Screening Results Level 2



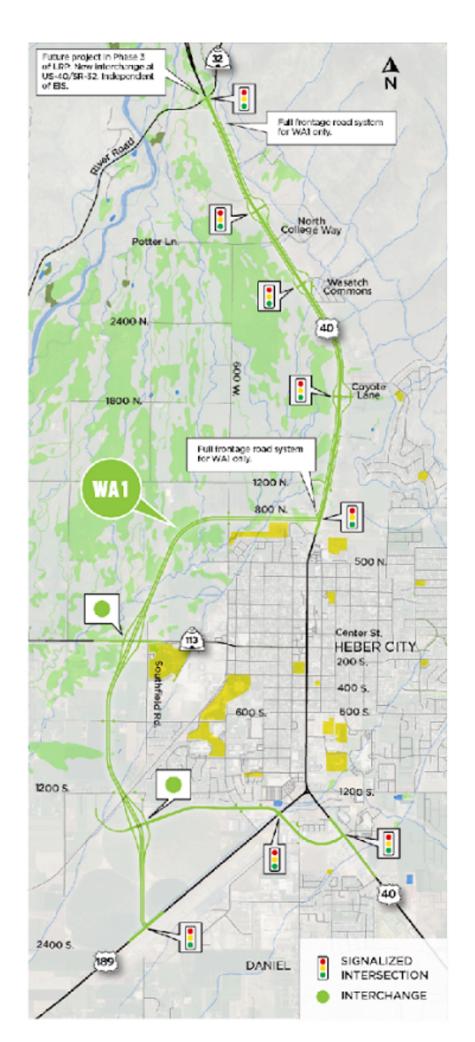
		Waters	of the US			Section 4(f)			Right of Way	1		
					Historic I	Buildings					\$	
	\		153					<b>₩</b>			Cost	Recommended
	Canals (acres)	Ditches (acres)	Perennial Streams (acres)	Wetlands (acres)	Potential Full Acquisitions	Full Acquisitions	Recreation Resources Midway Lane Connector/ Wasatch County Railroad Trail	Potential Full Acquisitions	Full Acquisitions	Number and acreage of Parcels Intersected	High level estimate (millions)	for detailed evaluation in Draft EIS?
ALTERNATIVE							(linear feet)					
US-40 Existing Conditions (2019)	-	-	-	-	-	-	-	-	-	-	-	-
US-40 No-action (2050)	-	-	-	-	-	-	-	-	-	-	-	-
West Bypass Limited-Access Grade-Separated (WA1) Freeway with North US-40 (WA1)	0.36	0.11	0.63	7.74	3 Residences	1 Business 2 Residences 2 Outbuildings	1,973	3 Businesses 5 Residences	4 Businesses 6 Residences	162 parcels 186.40 ac	\$234M	Yes
West Bypass Limited Access with Northern Extension (WA3)	0.36	0.24	1.98	22.14	0	1 Business	2,038	1 Business	4 Businesses 2 Residences	144 parcels 240.27 ac	\$270M	No
West Bypass Parkway At-Grade (WB1) Highway with North US-40 (WB1)	0.33	0.04	0.58	5.60	3 Residences 1 Outbuilding	1 Business 2 Residences 1 Outbuilding	1,236	2 Businesses 3 Residences	4 Businesses 8 Residences	146 parcels 141.10 ac	\$173M	Yes
West Bypass Parkway At-Grade with Realigned US-189 (WB2) Highway with North US-40 and Realigned US-189 (WB2)	0.33	0.04	0.58	5.60	3 Residences 1 Outbuilding	1 Business 2 Residences 1 Outbuilding	1,236	2 Businesses 3 Residences	4 Businesses 9 Residences	148 parcels 137.14 ac	\$179M	Yes
West Bypass Parkway At-Grade with Northern Extension (WB3)  Highway to SR-32 (WB3)	0.33	0.18	1.32	10.53	0	1 Business	1,236	2 Business	4 Businesses 2 Residences	139 parcels 212.00 ac	\$191M	Yes
West Bypass Parkway At-Grade with Northern Extension and Realigned US-189 (WB4)  Highway to SR-32 and Realigned US-189 (WB4)	0.46	0.18	1.32	10.53	0	1 Business	1,236	2 Business	4 Businesses 3 Residences	141 parcels 208.05 ac	\$197M	Yes

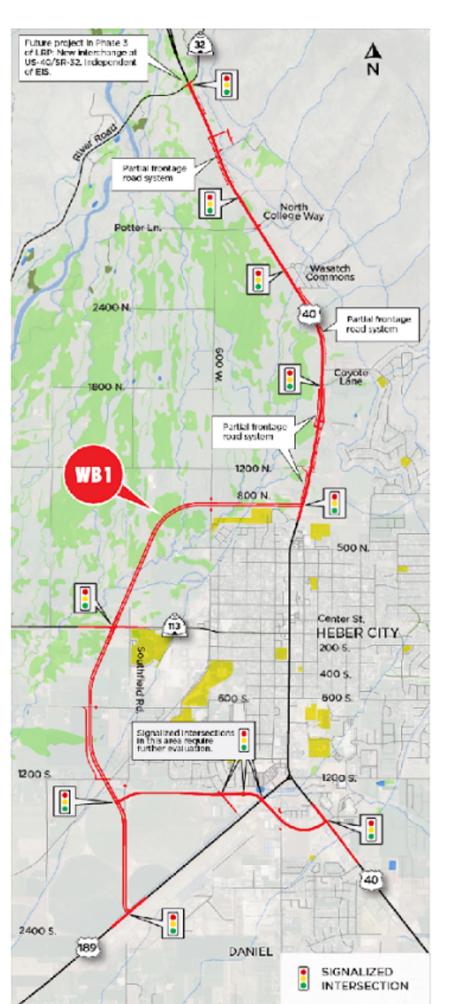


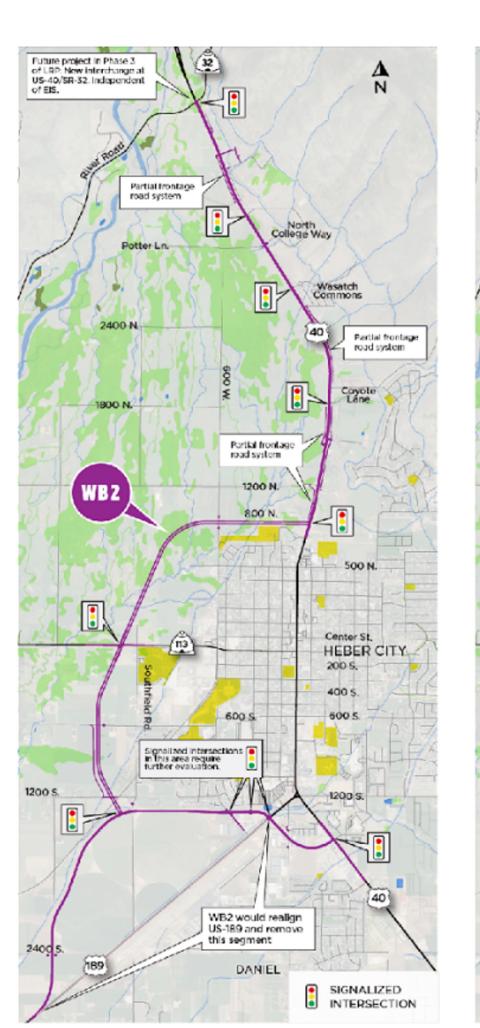


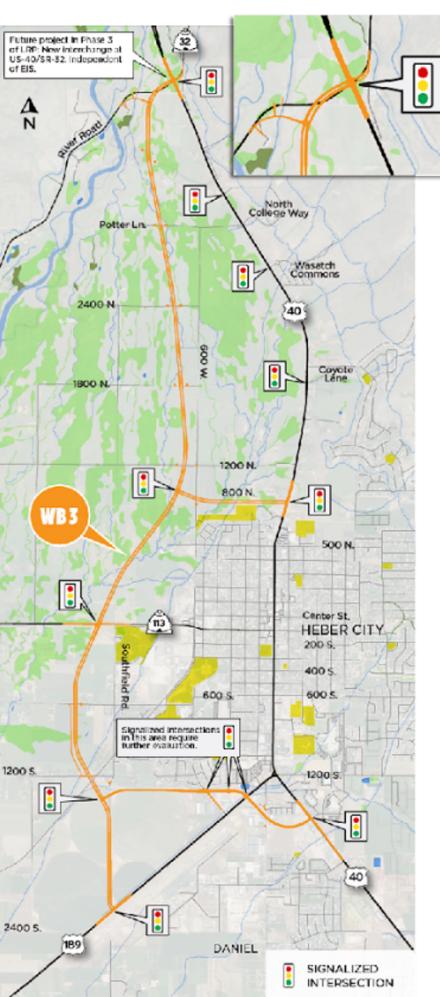
### Alternatives Carried Forward to Draft EIS

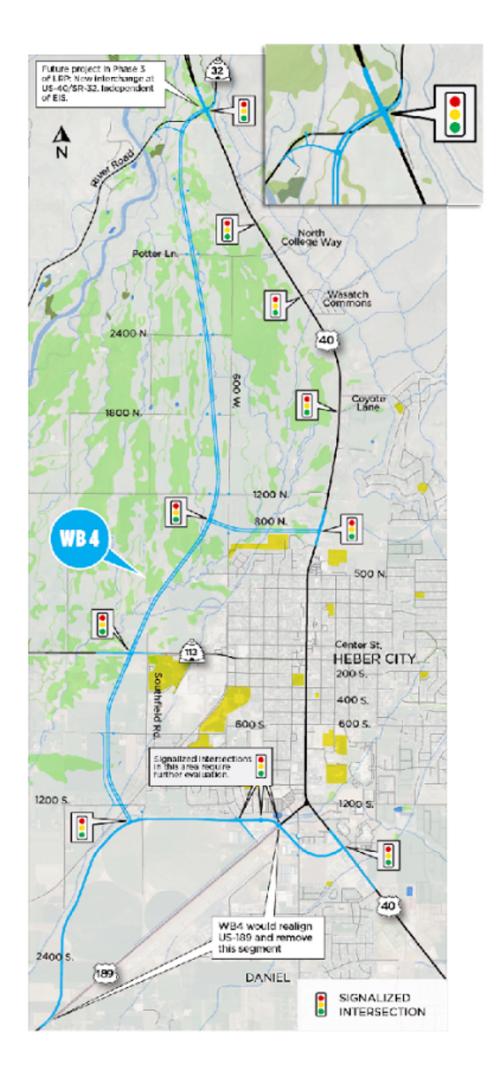








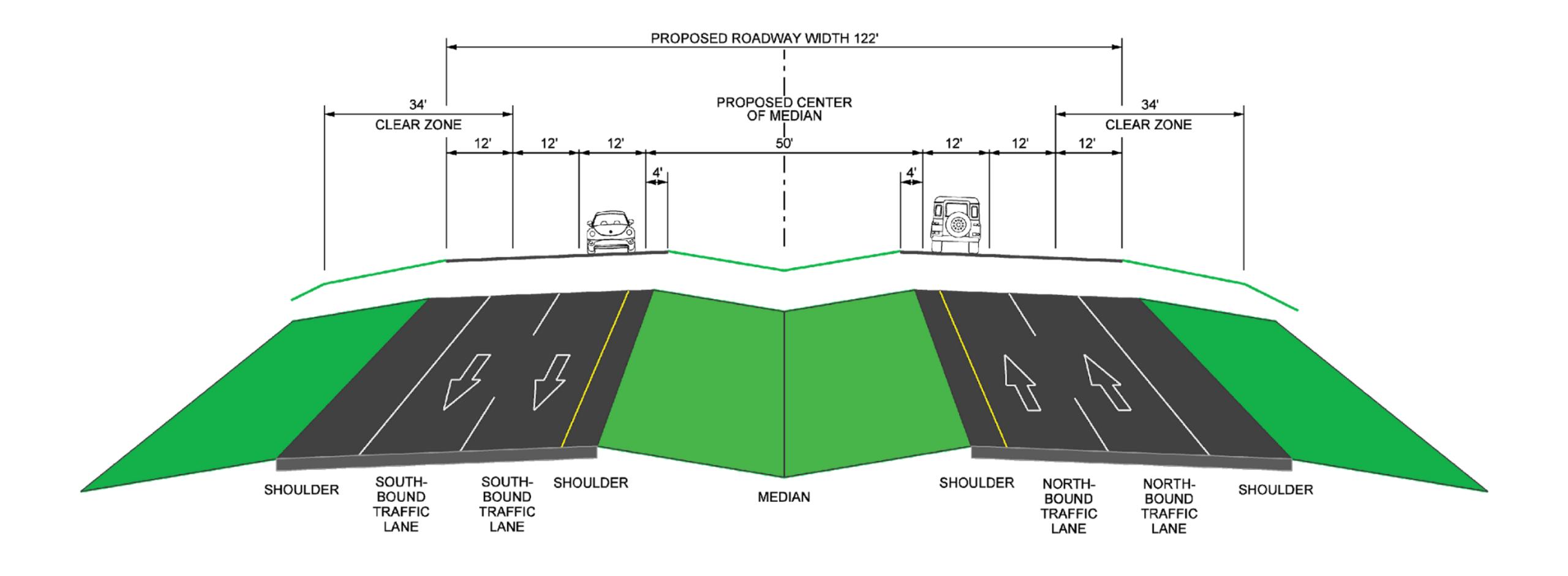






# Bypass Typical Section

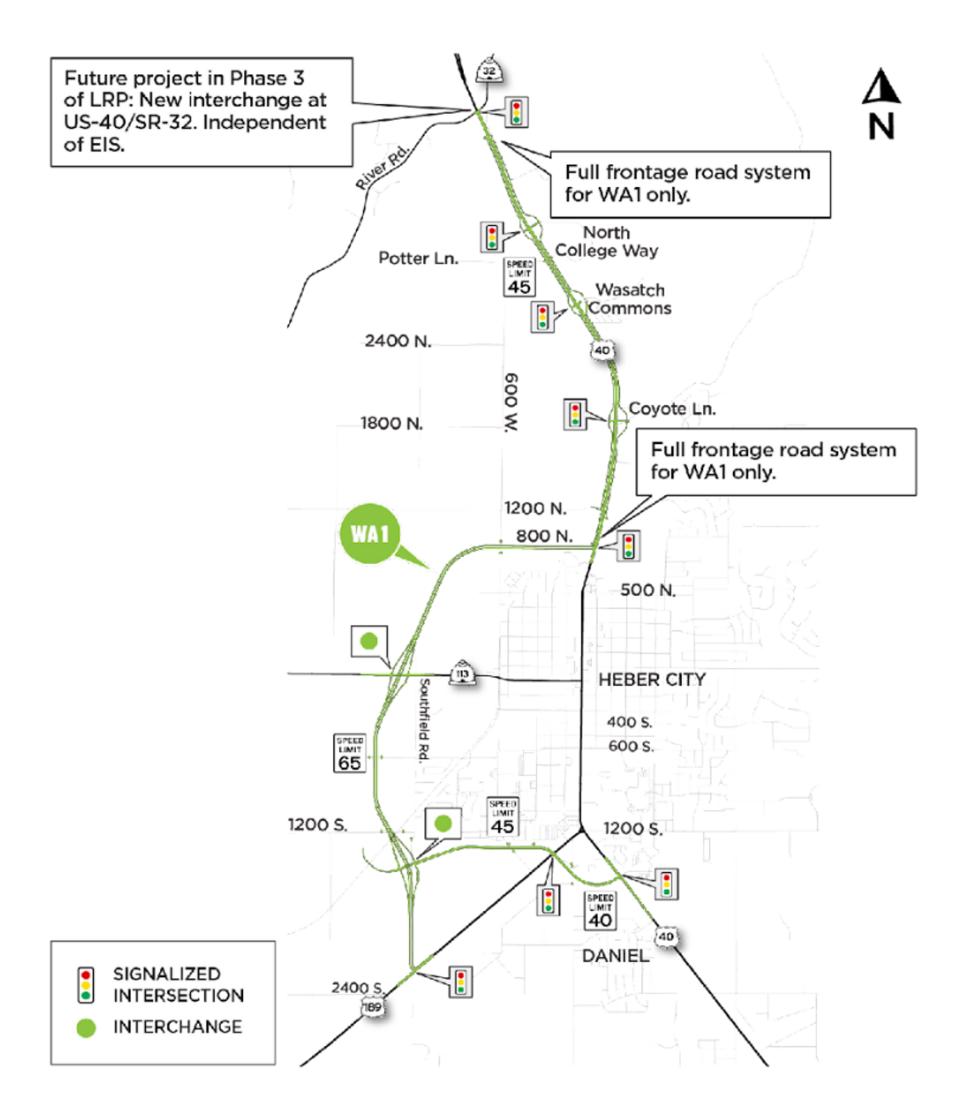






# Alternative WA1 Freeway with North US-40





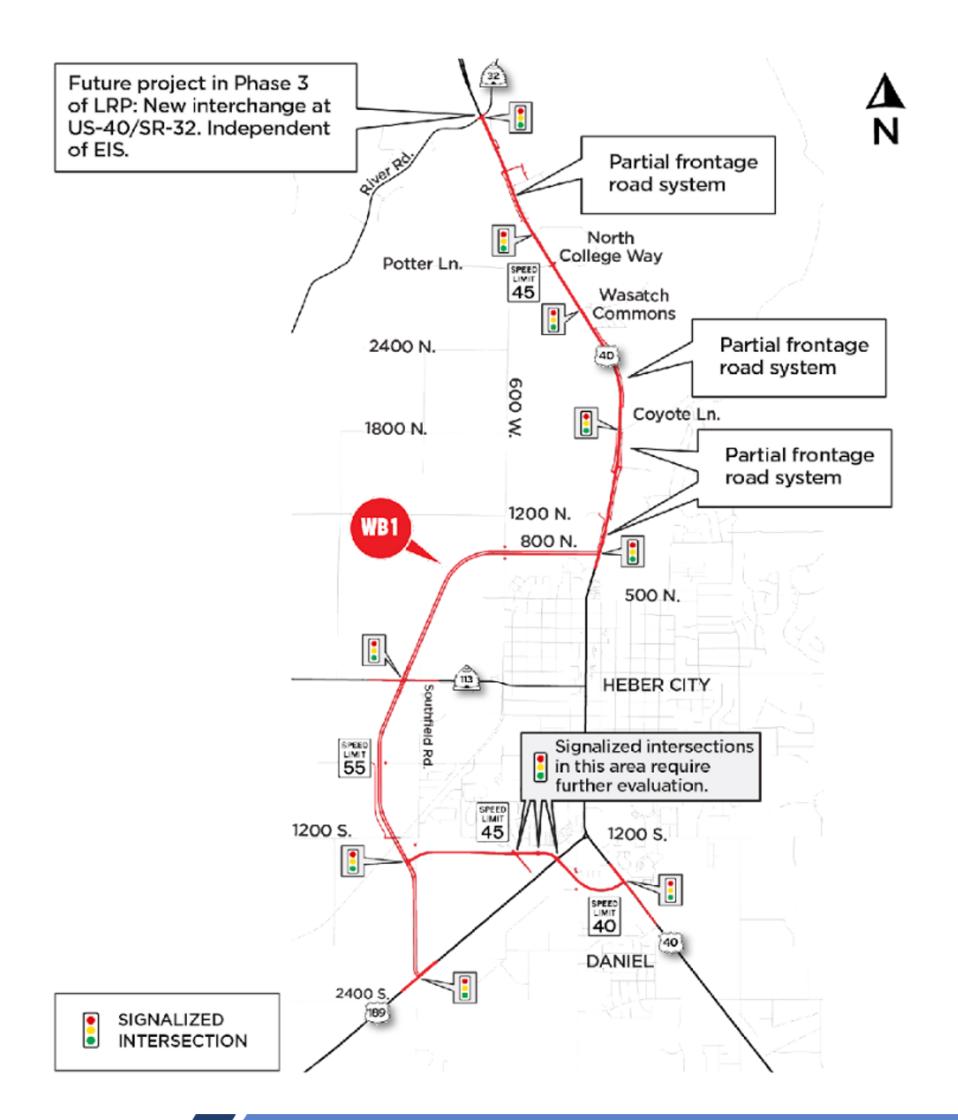
	Bypass Cha	racteristics	South	ern Connection	Northern Connection to SR-32					
Facility Type	Speed Limit	Access Locations	1300 S	Realign US-189	189 New Alignment Uses Existing US-40			Access Locations		
Freeway	65	Grade-separated Interchanges	Yes	No	No	Yes	45	Signalized intersections		

				Level 1 Screening	I				Le	vel 2 Screening		
	<b>(</b>	PM peak ho	Local I our operations (5–	<b>Mobility</b> 6pm) on Heber City Mai	in Street	Regional M Traffic operations bet US-189	obility ween SR-32 and	14	4	=	\$	<b>~</b>
ALTERNATIVE	Neets Heber City Vision Impacts to downtown valued places/ historic buildings	Intersections with LOS F Five intersections on US-40 in downtown Heber City	Southbound Segments with LOS F	Southbound Queue Length at 500 North (feet)	Local Travel Time on US-40 SR-32 to US-189/ US-40 intersection (m:s)	Regional Travel Time on Bypass SR-32 to US-189/ 3000 South (m:s)	Conflict Points Intersections, cross streets, driveways	Waters of the U.S. (Acres impacted) Canals, ditches perennial streams, wetlands	Historic Buildings (#) Potential adverse effects	Residences and Businesses (#) Potential full acquisitions	Cost (millions) High level project cost estimate	Recommended for detailed evaluation in Draft EIS
US-40 Existing Conditions (2019)	No	0	2	375	8:20	<b>10:40</b> (on US-40)	144	-	-	-	-	-
US-40 No-Action (2050)	No	3	2	13,100	17:40	<b>19:05</b> (on US-40)	152-157	-	-	-	-	Yes
West Bypass Limited- Access Grade- Separated (WA1) Freeway with North US-40 (WA1)	Yes	0	1	1,600	11:05	9:10	16	8.84	8	18	\$234M	Yes



# Alternative WB1 Highway with North US-40





	Bypass Cha	racteristics	South	ern Connection	Northern Connection to SR-32					
Facility Type	Speed Limit	Access Locations	1300 S	Realign US-189	New Alignment	Uses Existing US-40	Speed	Access Locations		
Highway	55	Signalized intersections	Yes	No	No	Yes	45	Signalized and unsignalized intersections, driveways		

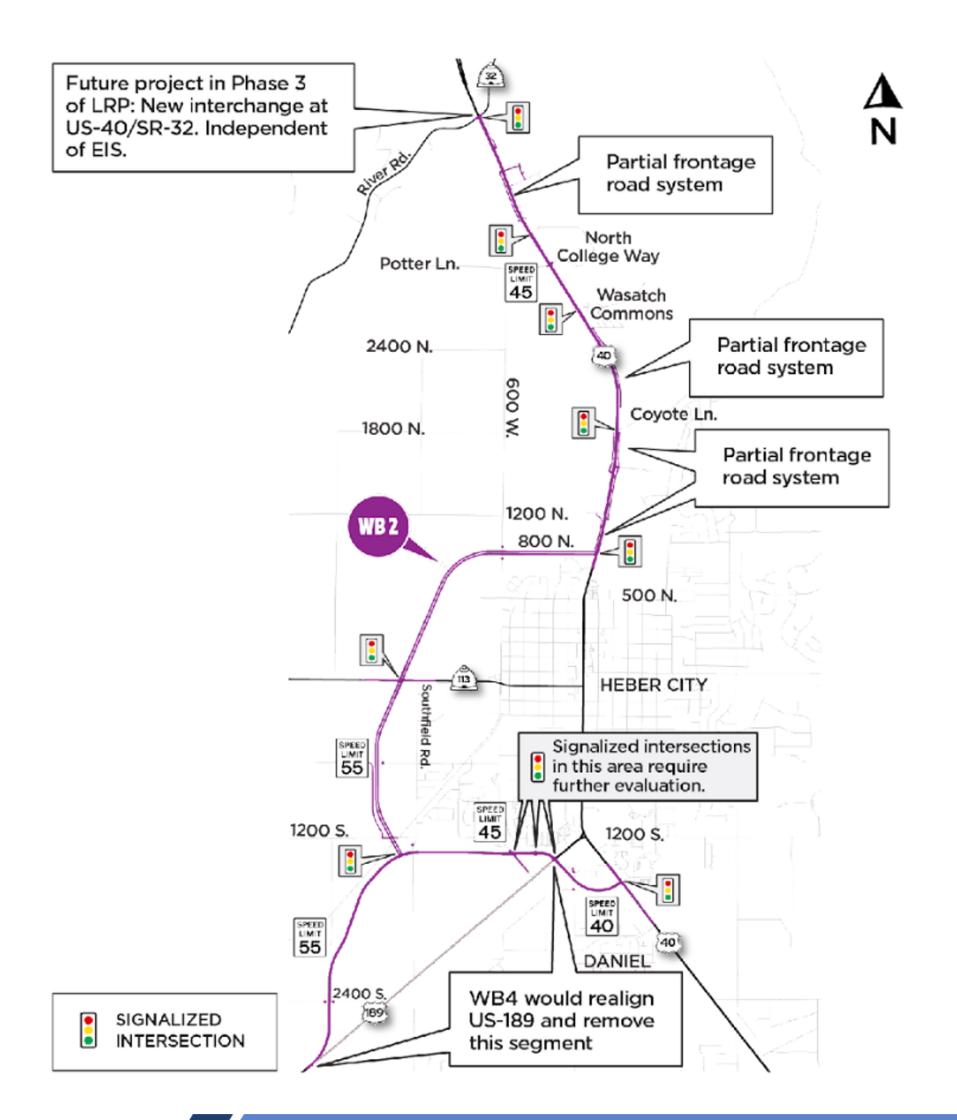
				Level 1 Screening	I			Level 2 Screening						
	0	PM peak ho	Local I our operations (5-	<b>Mobility</b> 6pm) on Heber City Mai	in Street	Regional M Traffic operations bet US-189	obility ween SR-32 and )	14	<b>4</b> 1	=	\$	<b>/</b>		
ALTERNATIVE	Meets Heber City Vision Impacts to downtown valued places/ historic buildings	Intersections with LOS F Five intersections on US-40 in downtown Heber City	Southbound Segments with LOS F	Southbound Queue Length at 500 North (Teel)	Local Travel Time on US-40 SR-32 to US-189/ US-40 intersection (m:s)	Regional Travel Time on Bypass SR-32 to US-189/ 3000 South (m:s)	Conflict Points Intersections, cross streets, driveways	Waters of the U.S. (Acres impacted) Canals, ditches perennial streams, wetlands	Historic Buildings (#) Potential adverse effects	Residences and Businesses (#) Potential full acquisitions	Cost (millions) High level project cost estimate	Recommended for detailed evaluation in Draft EIS		
US-40 Existing Conditions (2019)	No	0	2	375	8:20	<b>10:40</b> (on US-40)	144	-	-	-	-	-		
US-40 No-Action (2050)	No	3	2	13,100	17:40	<b>19:05</b> (on US-40)	152-157	-	-	-	-	Yes		
West Bypass Parkway At-Grade (WB1) Highway with North US-40 (WB1)	Yes	0	1	1,500	11:00	10:25	26-35	6.55	8	17	\$173M	Yes		



### Alternative WB2

#### Highway with North US-40 and Realigned US-189



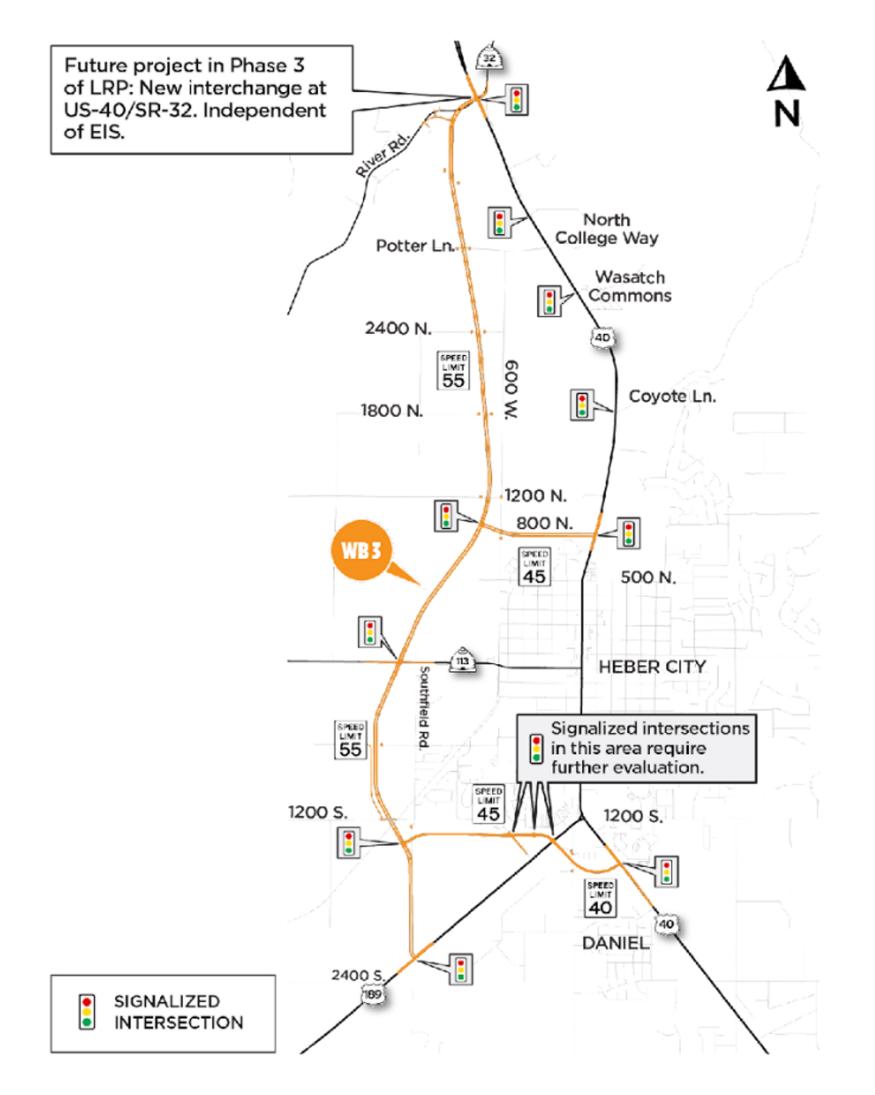


	Bypass Cha	racteristics	South	ern Connection	Northern Connection to SR-32					
Facility Type	Speed Limit	Access Locations	1300 S	Realign US-189	New Alignment	Uses Existing US-40	Speed	Access Locations		
Highway	55	Signalized intersections	Yes	Yes	No	Yes	45	Signalized and unsignalized intersections, driveways		

				Level 1 Screening	ı		Le	vel 2 Screening				
	<b>(</b>	PM peak ho	Local I our operations (5-	<b>Mobility</b> 6pm) on Heber City Mai	n Street	Regional M Traffic operations bet US-189	obility ween SR-32 and	14	4	<b>=</b>	\$	<b>/</b>
ALTERNATIVE	Meets Heber City Vision Impacts to downtown valued places/ historic buildings	Intersections with LOS F Five intersections on US-40 in downlown Heber City	Southbound Segments with LOS F	Southbound Queue Length at 500 North (feet)	Local Travel Time on US-40 SR-32 to US-189/ US-40 intersection (m:s)	Regional Travel Time on Bypass SR-32 to US-189/ 3000 South (m:s)	Conflict Points Intersections, cross streets, driveways	Waters of the U.S. (Acres impacted) Canais, ditches perennial streams, wetlands	Historic Buildings (#) Potential adverse effects	Residences and Businesses (#) Potential full acquisitions	Cost (millions) High level project cost estimate	Recommended for detailed evaluation in Draft EIS
US-40 Existing Conditions (2019)	No	0	2	375	8:20	<b>10:40</b> (on US-40)	144	-	-	-	-	-
US-40 No-Action (2050)	No	3	2	13,100	17:40	<b>19:05</b> (on US-40)	152-157	-	-	-	-	Yes
West Bypass Parkway At-Grade with Realigned US-189 (WB2) Highway with North US-40 and Realigned US-189 (WB2)	Yes	0	0	400	9:30	10:05	27-36	6.55	8	18	\$179M	Yes



# Alternative VVB3 Highway to SR-32





	Bypass Cha	racteristics	South	ern Connection	Northern Connection to SR-32					
Facility Type	Speed Limit	Access Locations	1300 S	Realign US-189	New Alignment Uses Existing US-40 Speed Acce			Access Locations		
Highway	55	Signalized intersections	Yes	No	Yes	No	55	Signalized intersections		

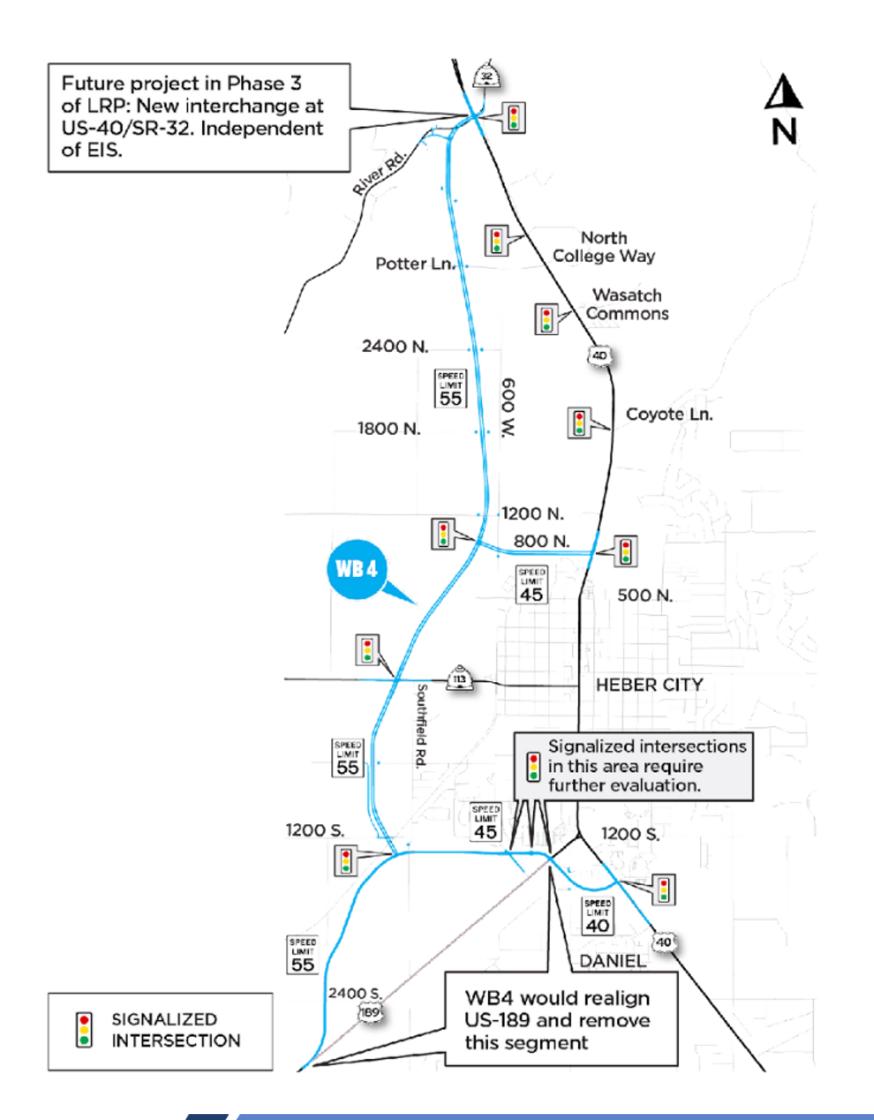
				Level 1 Screening	1	Level 2 Screening						
	0	Local Mobility PM peak hour operations (5-6pm) on Heber City Main Street				Regional M Traffic operations bet US-189	obility ween SR-32 and	14	4	=	\$	<b>/</b>
ALTERNATIVE	Meets Heber City Vision Impacts to downtown valued places/ historic buildings	Intersections with LOS F Five intersections on US-40 in downtown Heber City	Southbound Segments with LOS F	Southbound Queue Length at 500 North (feel)	Local Travel Time on US-40 SR-32 to US-189/ US-40 intersection (m:s)	Regional Travel Time on Bypass SR-32 to US-189/ 3000 South (m:s)	Conflict Points Intersections, cross streets, driveways	Waters of the U.S. (Acres impacted) Canals, ditches perennial streams, wellands	(#) Potential	Residences and Businesses (#) Potential full acquisitions	Cost (millions) High level project cost estimate	Recommended for detailed evaluation in Draft EIS
US-40 Existing Conditions (2019)	No	0	2	375	8:20	<b>10:40</b> (on US-40)	144	-	-	-	-	-
US-40 No-Action (2050)	No	3	2	13,100	17:40	19:05 (on US-40)	152-157	-	-	-	-	Yes
West Bypass Parkway At-Grade with Northern Extension (WB3) Highway to SR-32 (WB3)	Yes	0	0	375	8:55	8:10	12	12.35	1	8	\$191M	Yes



### Alternative WB4

### Highway to SR-32 and Realigned US-189





	Bypass Characteristics			ern Connection	Northern Connection to SR-32					
Facility Type	Speed Limit	Access Locations	1300 S	Realign US-189	New Alignment	Uses Existing US-40	Speed	Access Locations		
Highway	55	Signalized intersections	Yes	Yes	Yes	No	55	Signalized intersections		

	Level 1 Screening								Level 2 Screening						
	Local Mobility  PM peak hour operations (5–6pm) on Heber City Main Stre					Regional Mobility  Traffic operations between SR-32 and US-189			4	<b>=</b> ↑	\$	<b>/</b>			
ALTERNATIVE	Meets Heber City Vision Impacts to downlown valued places/ historic buildings	Intersections with LOS F Five intersections on US-40 in downlown Heber City	Southbound Segments with LOS F	Southbound Queue Length at 500 North (feet)	Local Travel Time on US-40 SR-32 to US-189/ US-40 intersection (m:s)	Regional Travel Time on Bypass SR-32 to US-189/ 3000 South (m:s)	Conflict Points Intersections, cross streets, driveways	Waters of the U.S. (Acres impacted) Canals, ditches perennial streams, wetlands	Historic Buildings (#) Potential adverse effects	Residences and Businesses (#) Potential full acquisitions	Cost (millions) High level project cost estimate	Recommended for detailed evaluation in Draft EIS			
US-40 Existing Conditions (2019)	No	0	2	375	8:20	<b>10:40</b> (on US-40)	144	-	-	-	-	-			
US-40 No-Action (2050)	No	3	2	13,100	17:40	<b>19:05</b> (on US-40)	152-157	-	-	-	-	Yes			
West Bypass Parkway At-Grade with Northern Extension and Realigned US-189 (WB4) Highway to SR-32 and Realigned US-189 (WB4)	Yes	0	1	400	8:55	7:45	12	12.48	1	9	\$197M	Yes			



## Alternative Impact Summary



	Level 1 Screening								Level 2 Screening					
		P	<b>Local</b> M peak hour operations (5	<b>Mobility</b> -6pm) on Heber City Main Si	pm) on Heber City Main Street		Regional Mobility Traffic operations between SR-32 and US-189				\$	<b>/</b>		
ALTERNATIVE	Meets Heber City Vision Impacts to downtown valued places/ historic buildings	Intersections with LOS F Five intersections on US-40 in downtown Heber City	Southbound Segments with LOS F	Southbound Queue Length at 500 North (feet)	Local Travel Time on US-40 SR-32 to US-189/US-40 intersection (m:s)	Regional Travel Time on Bypass SR-32 to US-189/ 3000 South (m:s)	Conflict Points Intersections, cross streets, driveways	Waters of the U.S. (Acres impacted) Canals, ditches perennial streams, wetlands	Historic Buildings (#) Potential adverse effects	Residences and Businesses (#) Potential full acquisitions	Cost (millions) High level project cost estimate	Recommended for detailed evaluation in Draft EIS		
US-40 Existing Conditions (2019)	No	0	2	375	8:20	10:40 (on US-40)	144	-	-	-	-	-		
US-40 No-Action (2050)	No	3	2	13,100	17:40	<b>19:05</b> (on US-40)	152-157	-	-	-	-	Yes		
West Bypass Limited-Access Grade-Separated (WA1) Freeway with North US-40 (WA1)	Yes	0	1	1,600	11:05	9:10	16	8.84	8	18	\$234M	Yes		
West Bypass Parkway At-Grade (WB1) Highway with North US-40 (WB1)	Yes	0	1	1,500	11:00	10:25	26-35	6.55	8	17	\$173M	Yes		
West Bypass Parkway At-Grade with Realigned US-189 (WB2) Highway with North US-40 and Realigned US-189 (WB2)	Yes	0	0	400	9:30	10:05	27-36	6.55	8	18	\$179M	Yes		
West Bypass Parkway At-Grade with Northern Extension (WB3) Highway to SR-32 (WB3)	Yes	0	0	375	8:55	8:10	12	12.35	1	8	\$191M	Yes		
West Bypass Parkway At-Grade with Northern Extension and Realigned US-189 (WB4)  Highway to SR-32 and Realigned US-189 (WB4)	Yes	0	1	400	8:55	7:45	12	12.48	1	9	\$197M	Yes		



# Alternative Components



ALTERNATIVE	ALTERNATIVE	Bypass Characteristics			Southern Connection		Northern Connection to SR-32				
(Name assigned as concept)	(Name carried forward in Draft EIS)	Facility Type	Speed Limit	Access Locations	1300 S	Realign US-189	New Alignment	Uses Existing US-40	Speed	Access Locations	
West Bypass Limited-Access Grade-Separated (WA1)	Freeway with North US-40 (WA1)	Freeway	65	Grade-separated Interchanges	Yes	No	No	Yes	45	Signalized intersections	
West Bypass Parkway At-Grade (WB1)	Highway with North US-40 (WB1)	Highway	55	Signalized intersections	Yes	No	No	Yes	45	Signalized and unsignalized intersections, driveways	
West Bypass Parkway At-Grade with Realigned US-189 (WB2)	Highway with North US-40 and Realigned US-189 (WB2)	Highway	55	Signalized intersections	Yes	Yes	No	Yes	45	Signalized and unsignalized intersections, driveways	
West Bypass Parkway At-Grade with Northern Extension (WB3)	Highway to SR-32 (WB3)	Highway	55	Signalized intersections	Yes	No	Yes	No	55	Signalized intersections	
West Bypass Parkway At-Grade with Northern Extension and Realigned US-189 (WB4)	Highway to SR-32 and Realigned US-189 (WB4)	Highway	55	Signalized intersections	Yes	Yes	Yes	No	55	Signalized intersections	





### Public Comment Period



### June 7-July 22, 2022

### 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

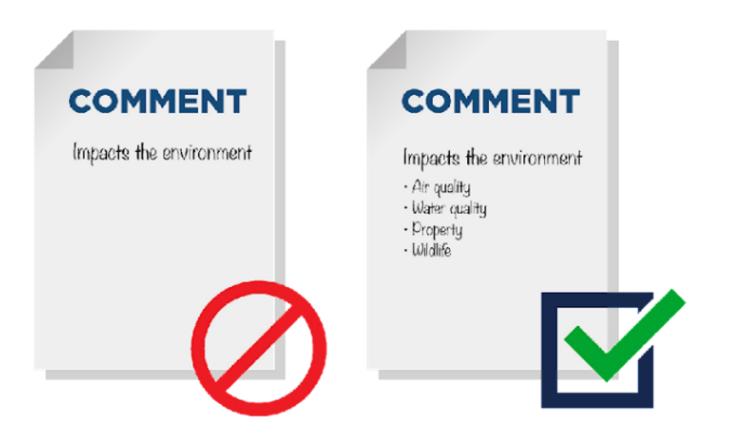


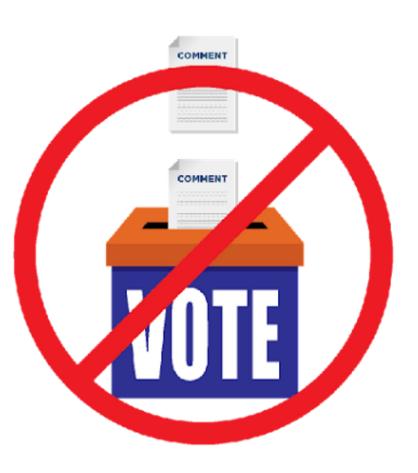
### Public Comments













### Public Presentations



Wasatch County Council

June 15 at 3:00 p.m.

**Heber City Council** 

June 21 at 6:00 p.m.

Midway City Council

July 19 at 6:00 p.m.



# Project Timeline and Process



NEPA OVERVIEW & EARLY SCOPING Spring 2020-Fall 2020 PURPOSE AND NEED & SCOPING Winter 2020-Summer 2021 ALTERNATIVES
DEVELOPMENT
Summer 2021Spring 2022

ALTERNATIVE
SCREENING &
PREPARE DRAFT
EIS
Spring 2022Winter 2022

RELEASE DRAFT EIS Winter 2022-Spring 2023 PREPARE FINAL EIS Spring 2023-Fall 2023

RELEASE FINAL EIS & ROD Fall 2023

#### ONGOING STAKEHOLDER ENGAGEMENT

Current Phase

- Virtual public meeting
- 30-day public comment period
- File Notice of Intent to begin NEPA process
- 45-day public comment period
- Develop alternative concepts
- 30-day comment period
- 45-day comment period
- hearing
   45-day
  public
  comment

period

Public

- Respond to public comments on DEIS
- Revise EIS
- Public engagement

MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS



# Heber Valley Corridor HEAD INVIRONMENTAL 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.

### North US-40 — Alternatives

### Access Category



Home ♥ UDOT Access Category Identification Map

