



# Heber Valley Corridor



# ENVIRONMENTAL IMPACT STATEMENT

---

Draft Alternative Development and Screening Report  
*Resource 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

# Agency Representatives

- Federal
  - U.S. Army Corps of Engineers | Hollis Jencks | Project Manager
  - U.S. Environmental Protection Agency | Matt Hubner, Christopher Razzazian
  - U.S. Fish and Wildlife Service | Rita Reisor | Botanist
  - U.S. Bureau of Reclamation | Brittany White | Fish & Wildlife Biologist
  - Utah Reclamation Mitigation & Conservation Commission | Mark Holden | Executive Director
- State
  - Utah Resource Development Coordinating Committee | Sindy Smith | RDCC Coordinator
  - Utah Division of Wildlife Resources | Shane Hill | Project Manager

# 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*

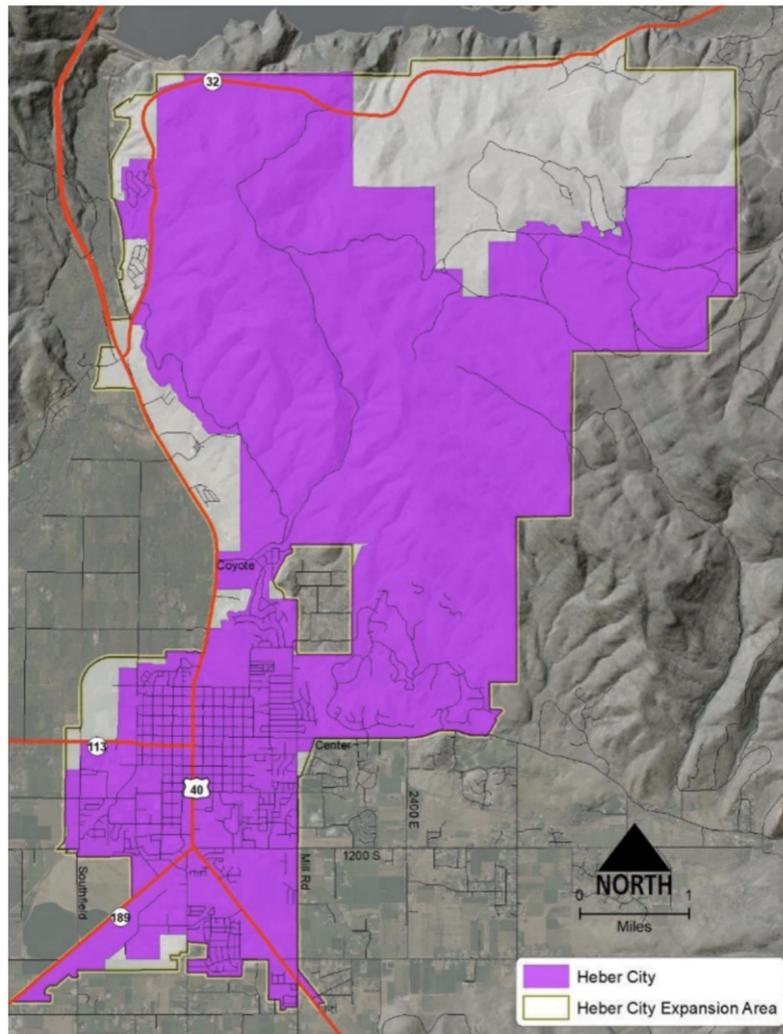
- ✓ No-action
- ✓ 17 action alternatives
  - 6 US-40 alternatives (500 North to 1200 South)
  - 3 east bypass
  - 7 west bypass
  - Transit

# Alternative Concepts Themes

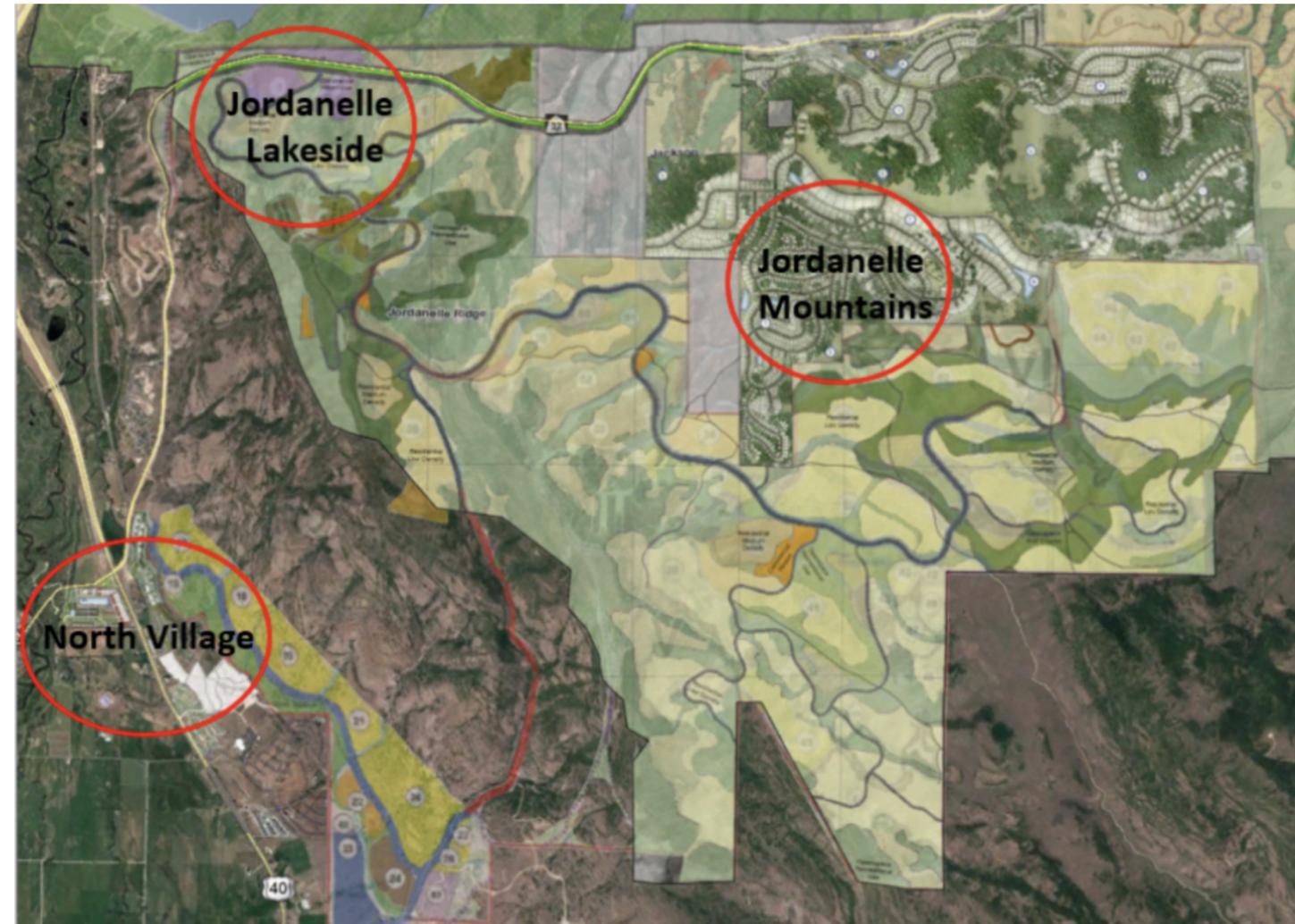
- ✓ East bypass has never been planned
- ✓ East bypass impacts neighborhoods and is not safe for kids walking to school
- ✓ West side is much less developed (fewer homes and schools)
- ✓ Something needs to be done about congestion
- ✓ Congestion on Main Street better than impacting neighborhoods
- ✓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

# North US-40 – Growth

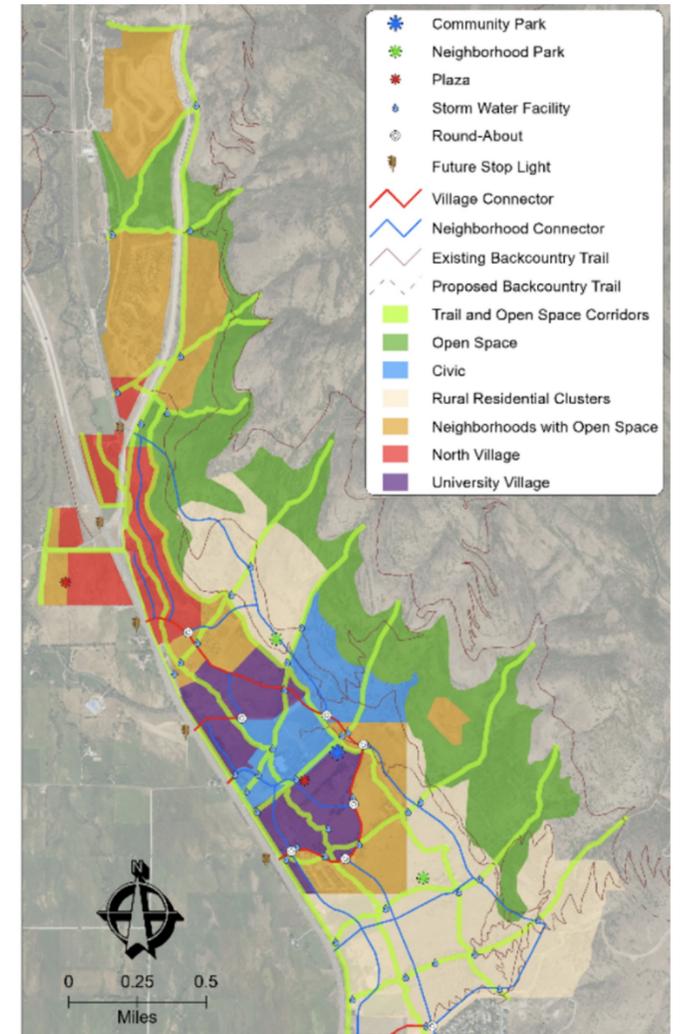
## Expansion Area



## General Plan Town Centers



## North Village

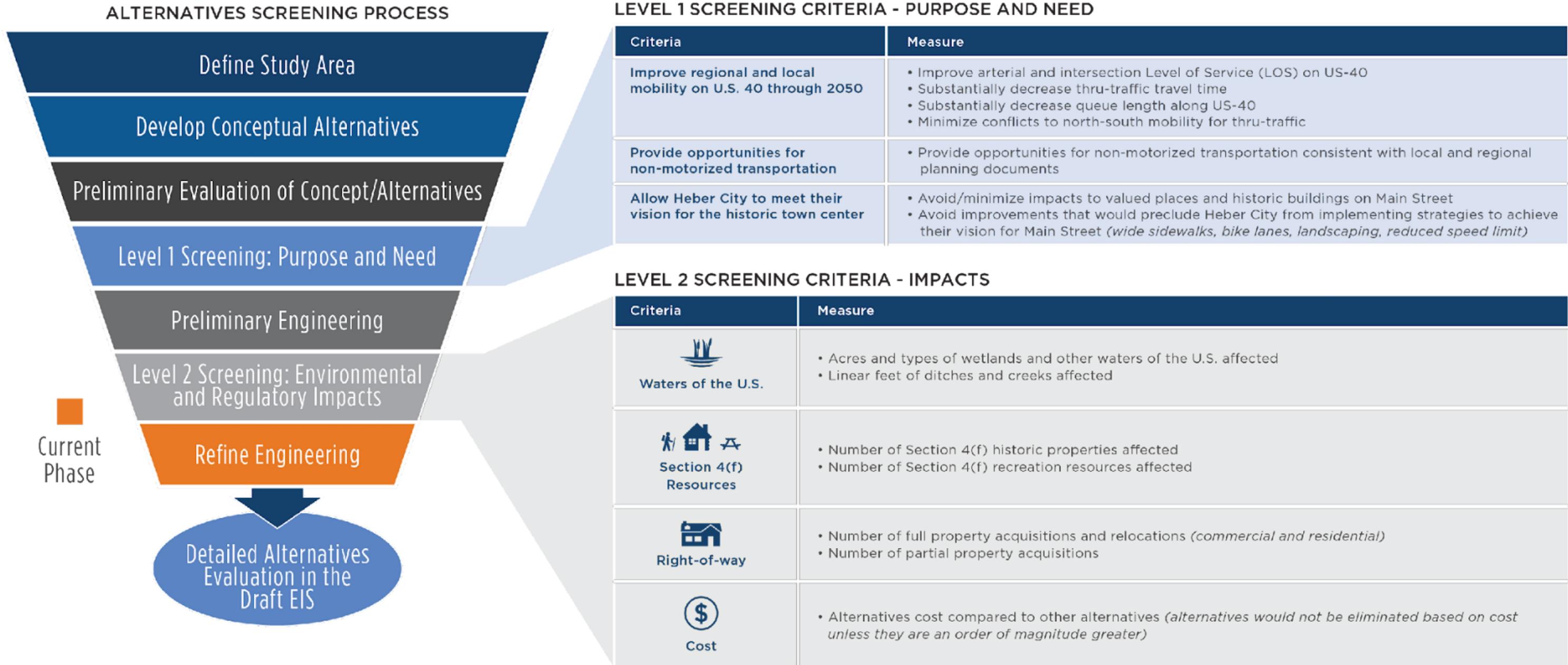


# Alternatives Development

## *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



# Screening Results

## Level 1

ALTERNATIVE	Preliminary Screening	LOCAL CONSIDERATIONS							REGIONAL CONSIDERATIONS		 <b>Recommended for Level 2?</b> <i>An alternative must pass all Level 1 criteria to advance to Level 2 screening</i>
		Local Mobility (PM Peak hour operations on Main Street)				Heber City Vision			Regional Mobility		
		 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 Impacts	 Allows Heber City to Achieve Vision	 Travel Time on Bypass SR-32 to US-189/3000 South (m:s)	 Conflict Points Intersections, cross streets, driveways	
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 action scenario									No
Widen Main St (40A)	Yes	1	2	10:30	525	Yes	33	No	Failed local considerations - no analysis		No
Roundabouts Main St (40B)	Yes	5	Roundabouts were analyzed using a different traffic analysis tool/method to determine intersection LOS with poor results, no further analysis.			Yes	9	No	Failed local considerations - no analysis		No
Intersections Main St (40C)	Yes	4	2	17:50	14,700	Yes	17	No	Failed local considerations - no analysis		No
Tunnel/Bridge Main St (40D)	No	Tunneling under US-40 alternative was eliminated for not being a practical or reasonable alternative to a standard surface road. Bridging over US-40 alternative was eliminated for not meeting the Heber City Vision and for operational and safety concerns.									No
Reversible Lanes (40E)	Yes	3	0	10:45	950	No	1	No	Failed local considerations - no analysis		No
Couplet w/100 W (40F)	Yes	0	0	9:40	350	Yes	15	No	Failed local considerations - no analysis		No
Couplet w/100 E (40G)	Yes	0	0	9:40	350	Yes	36	No	Failed local considerations - no analysis		No
East Bypass Limited Access (EA)	Yes	3	3	14:55	6,100	No	0	Yes	Failed local considerations - no analysis		No
East Bypass Parkway (EB)	Yes	3	2	14:00	5,200	No	0	Yes	Failed local considerations - no analysis		No
East Bypass Arterial (EC)	Yes	2	3	17:15	11,800	No	0	Yes	Failed local considerations - no analysis		No

# Screening Results

## Level 1

ALTERNATIVE	Preliminary Screening	LOCAL CONSIDERATIONS							REGIONAL CONSIDERATIONS		 <b>Recommended for Level 2?</b> <i>An alternative must pass all Level 1 criteria to advance to Level 2 screening</i>
		Local Mobility (PM Peak hour operations on Main Street)				Heber City Vision			Regional Mobility		
		 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 Impacts	 Allows Heber City to Achieve Vision	 Travel Time on Bypass SR-32 to US-189/3000 South (m:s)	 Conflict Points Intersections, cross streets, driveways	
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 considerations - 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 considerations - 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 considerations - no analysis		No
West Bypass with Turbo Roundabouts and 1300 South (WD2)	Yes	2	1	11:15	2,100	No	0	Yes	Failed local considerations - no analysis		No
West Bypass with Southern Extension (WS)	Yes	2	2	13:15	3,800	No	0	Yes	Failed local considerations - no analysis		No

# Screening Results

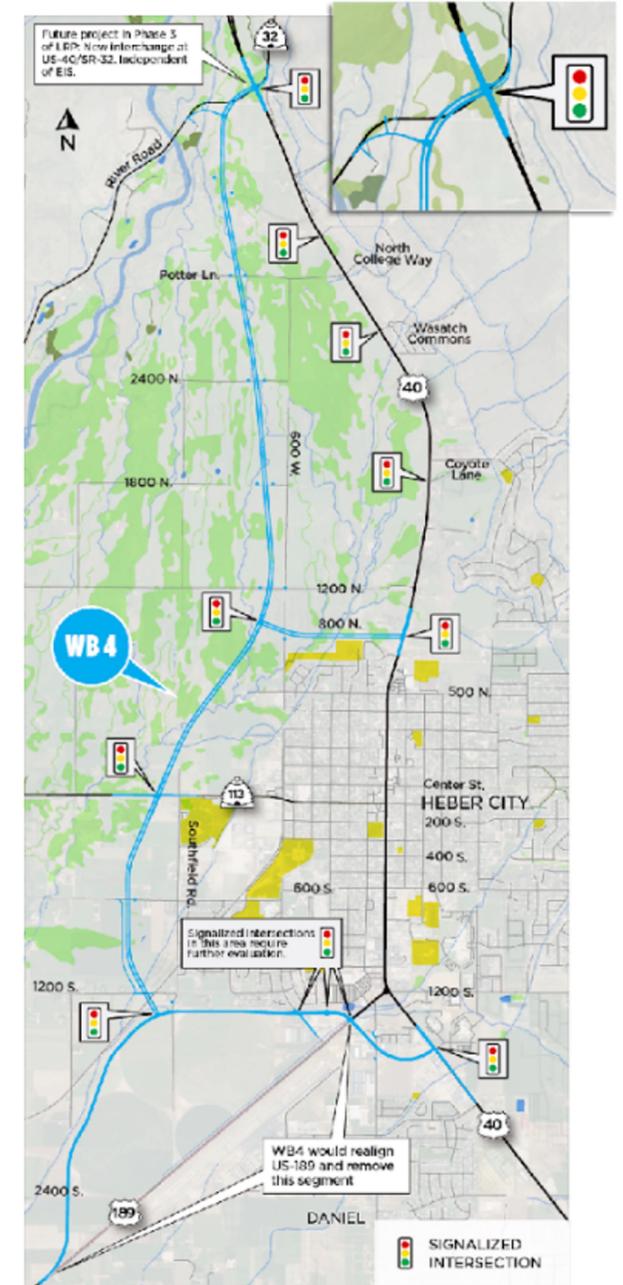
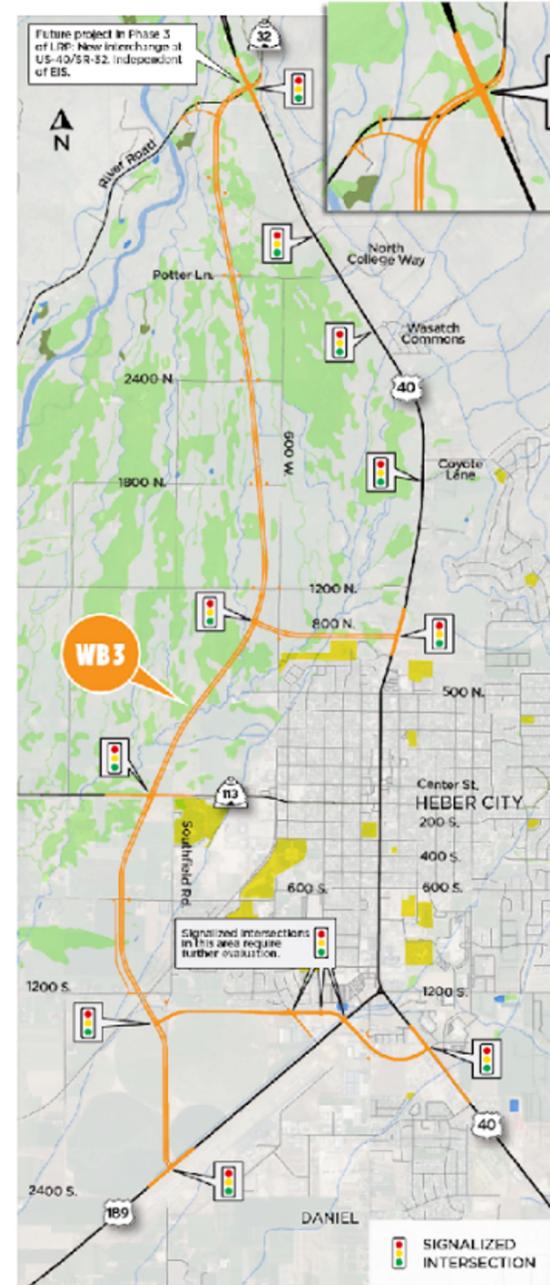
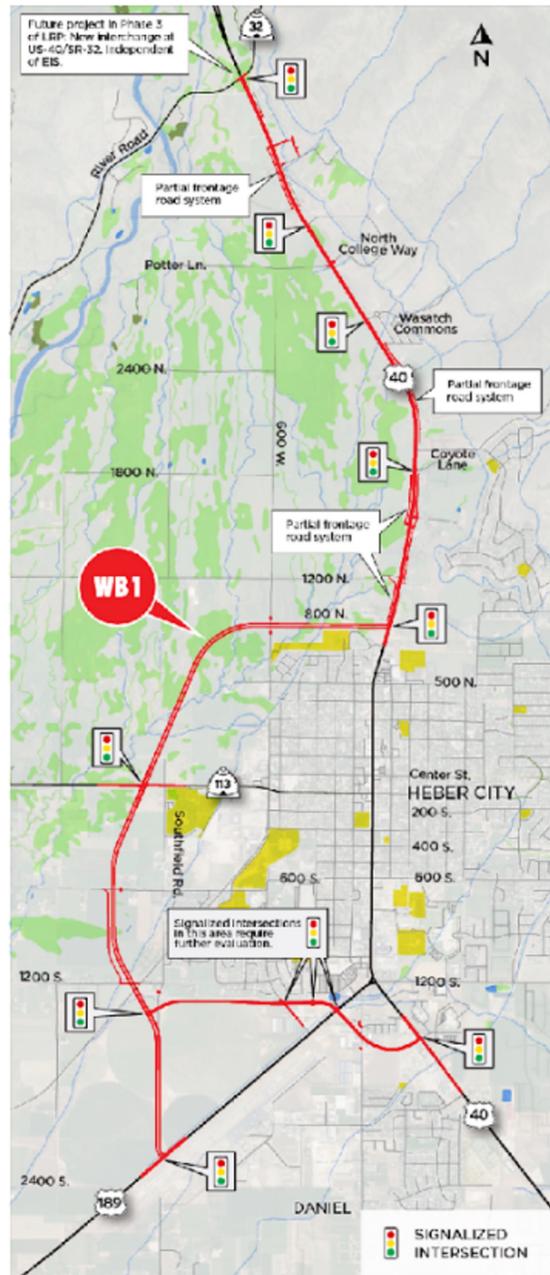
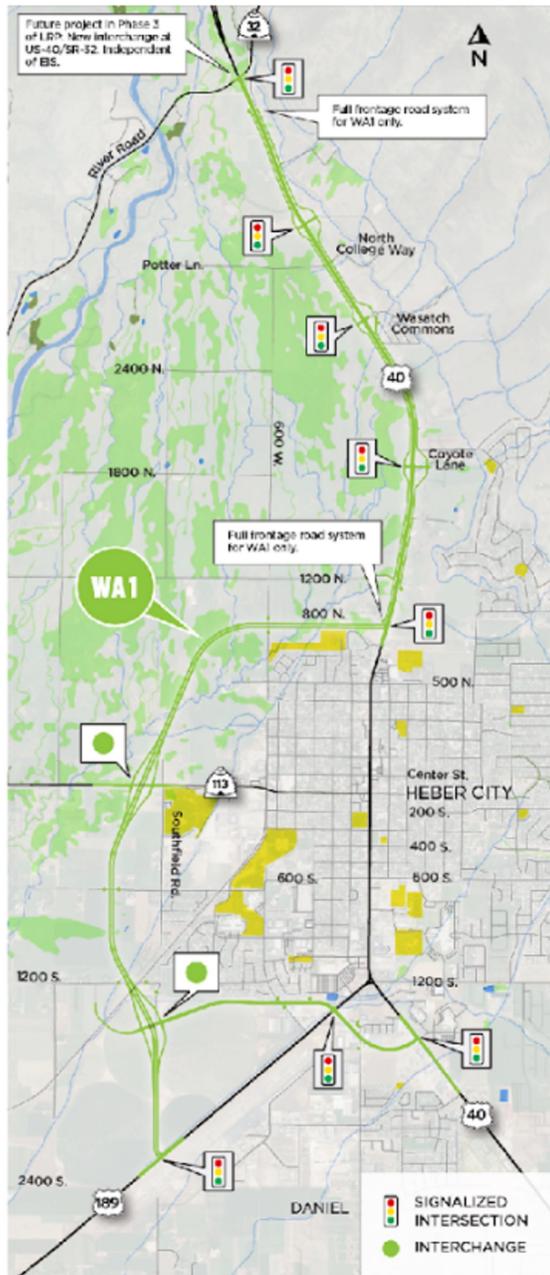
## Level 2

ALTERNATIVE	Waters of the US				Section 4(f)			Right of Way			Cost High level estimate (millions)	Recommended for detailed evaluation in Draft EIS?
	Canals (acres)	Ditches (acres)	Perennial Streams (acres)	Wetlands (acres)	Historic Buildings		Recreation Resources <i>Midway Lane Connector/ Wasatch County Railroad Trail</i> (linear feet)	Potential Full Acquisitions	Full Acquisitions	Number and acreage of Parcels Intersected		
					Potential Full Acquisitions	Full Acquisitions						
US-40 Existing Conditions (2019)	-	-	-	-	-	-	-	-	-	-	-	-
US-40 No-action (2050)	-	-	-	-	-	-	-	-	-	-	-	-
<b>West Bypass Limited-Access Grade-Separated (WA1)</b> <i>Freeway with North US-40 (WA1)</i>	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
<b>West Bypass Limited Access with Northern Extension (WA3)</b>	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
<b>West Bypass Parkway At-Grade (WB1)</b> <i>Highway with North US-40 (WB1)</i>	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
<b>West Bypass Parkway At-Grade with Realigned US-189 (WB2)</b> <i>Highway with North US-40 and Realigned US-189 (WB2)</i>	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
<b>West Bypass Parkway At-Grade with Northern Extension (WB3)</b> <i>Highway to SR-32 (WB3)</i>	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
<b>West Bypass Parkway At-Grade with Northern Extension and Realigned US-189 (WB4)</b> <i>Highway to SR-32 and Realigned US-189 (WB4)</i>	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 Passing  
Level 1 & 2 Screening  
Evaluated in greater detail in Draft EIS

# Alternatives Carried Forward to Draft EIS



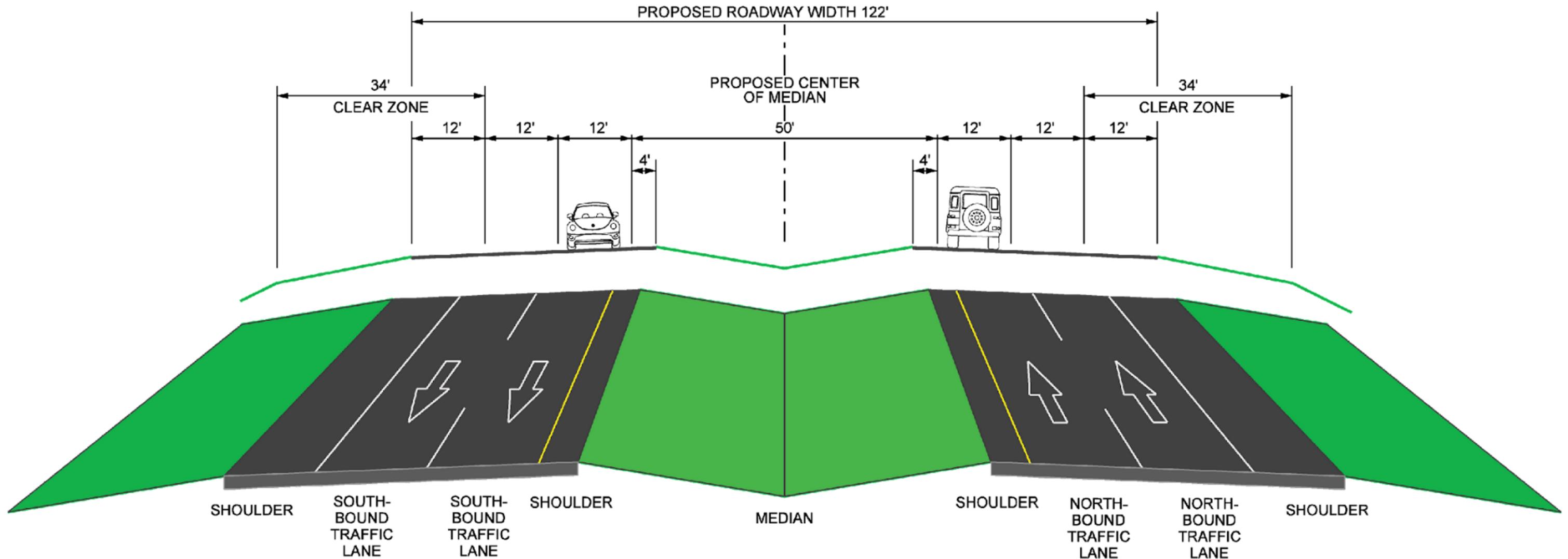
# Alternative Impact Summary

ALTERNATIVE	Level 1 Screening						Level 2 Screening					
	 Meets Heber City Vision <i>Impacts to downtown valued places/historic buildings</i>	Local Mobility PM peak hour operations (5-6pm) on Heber City Main Street				Regional Mobility Traffic operations between SR-32 and US-189		 Waters of the U.S. (Acres impacted) <i>Canals, ditches perennial streams, wetlands</i>	 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
		 Intersections with LOS F <i>Five intersections on US-40 in downtown Heber City</i>	 Southbound Segments with LOS F	 Southbound Queue Length at 500 North (feet)	 Local Travel Time on US-40 <i>SR-32 to US-189/US-40 intersection (m:s)</i>	 Regional Travel Time on Bypass <i>SR-32 to US-189/3000 South (m:s)</i>	 Conflict Points <i>Intersections, cross streets, driveways</i>					
US-40 Existing Conditions (2019)	No	0	2	375	8:20	10:40 <i>(on US-40)</i>	144	-	-	-	-	-
US-40 No-Action (2050)	No	3	2	13,100	17:40	19:05 <i>(on US-40)</i>	152-157	-	-	-	-	Yes
West Bypass Limited-Access Grade-Separated (WA1) <i>Freeway with North US-40 (WA1)</i>	Yes	0	1	1,600	11:05	9:10	16	8.84	8	18	\$234M	Yes
West Bypass Parkway At-Grade (WB1) <i>Highway with North US-40 (WB1)</i>	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) <i>Highway with North US-40 and Realigned US-189 (WB2)</i>	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) <i>Highway to SR-32 (WB3)</i>	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) <i>Highway to SR-32 and Realigned US-189 (WB4)</i>	Yes	0	1	400	8:55	7:45	12	12.48	1	9	\$197M	Yes

# Alternative Components

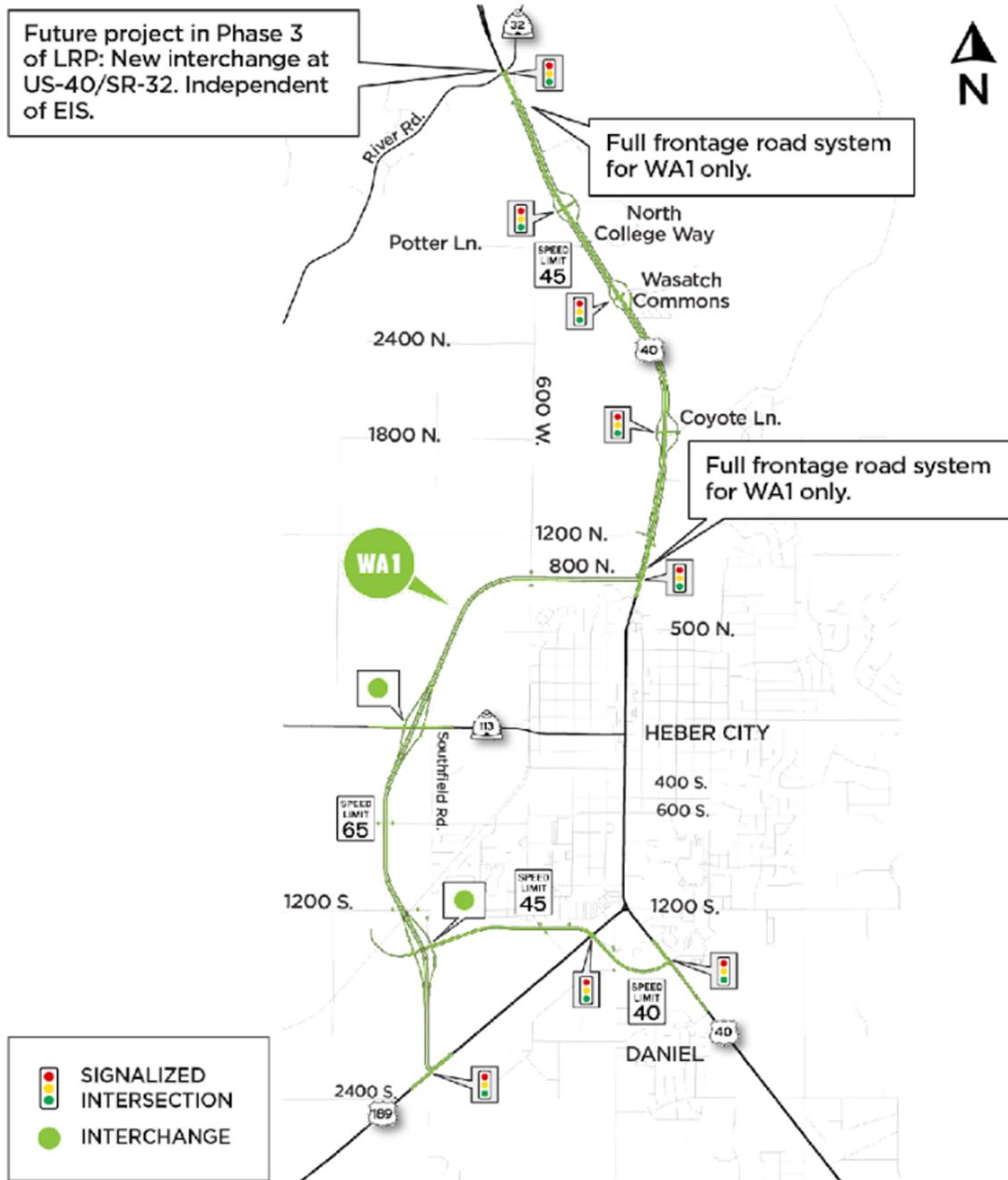
ALTERNATIVE <i>(Name assigned as concept)</i>	ALTERNATIVE <i>(Name carried forward in Draft EIS)</i>	Bypass Characteristics			Southern Connection		Northern Connection to SR-32			
		Facility Type	Speed Limit	Access Locations	1300 S	Realign US-189	New Alignment	Uses Existing US-40	Speed	Access Locations
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

# Bypass Typical Section



# Alternative WA1

## Freeway with North US-40

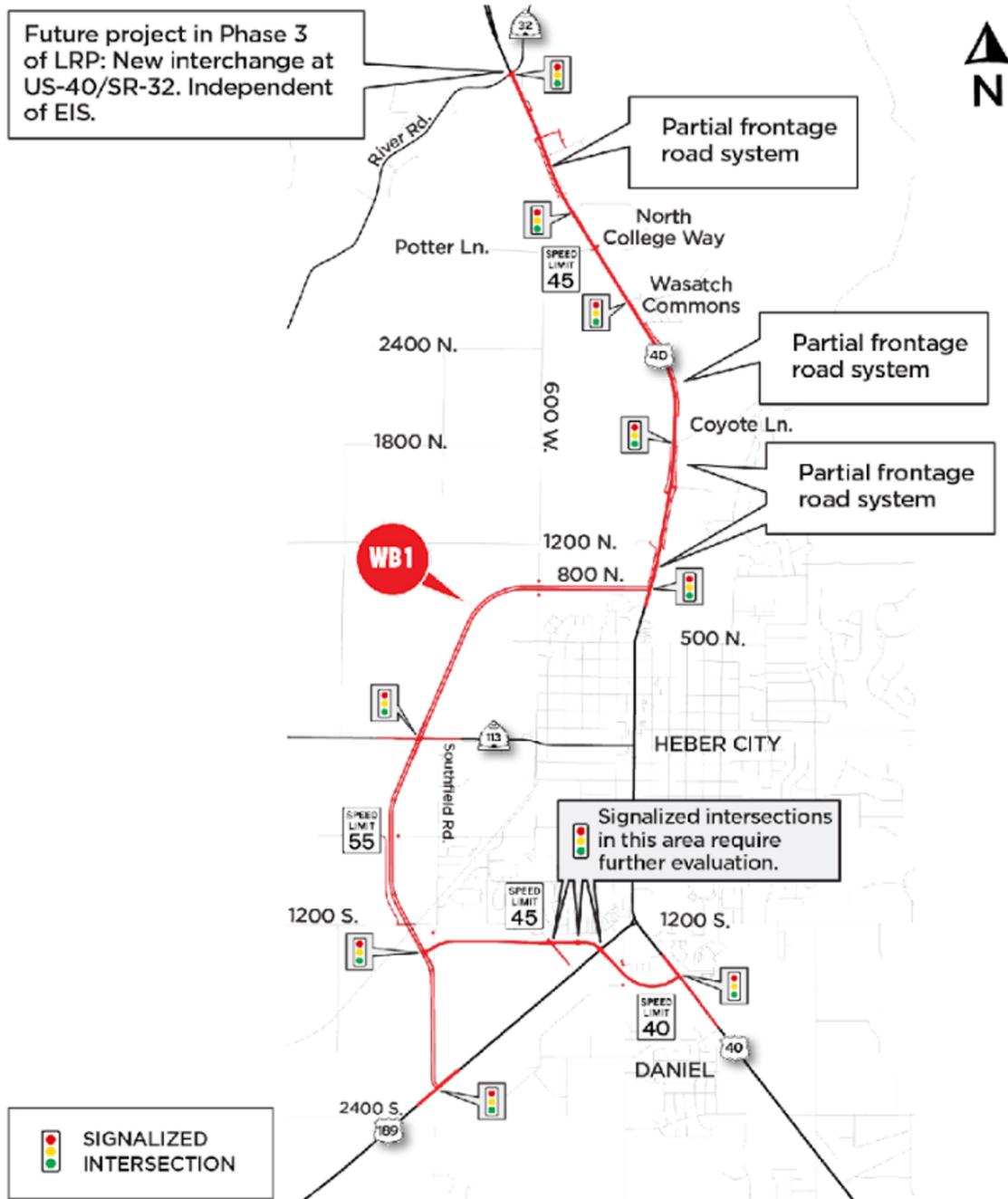


Bypass Characteristics			Southern Connection		Northern Connection to SR-32			
Facility Type	Speed Limit	Access Locations	1300 S	Realign US-189	New Alignment	Uses Existing US-40	Speed	Access Locations
Freeway	65	Grade-separated Interchanges	Yes	No	No	Yes	45	Signalized intersections

ALTERNATIVE	Level 1 Screening							Level 2 Screening				
	Meets Heber City Vision impacts to downtown valued places/historic buildings	Local Mobility PM peak hour operations (5-6pm) on Heber City Main Street			Regional Mobility Traffic operations between SR-32 and US-189			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
		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					
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	19:05 (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

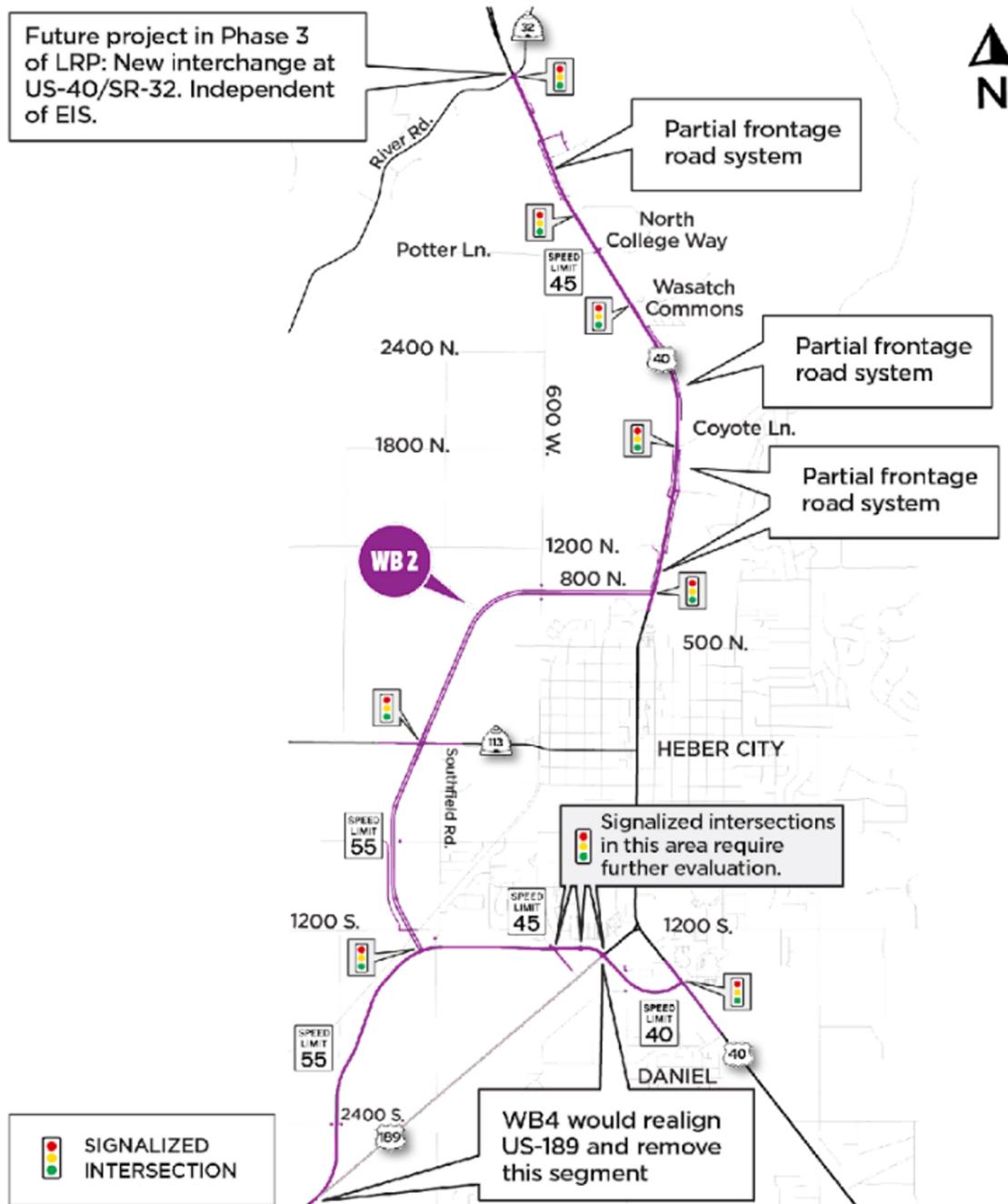


Bypass Characteristics			Southern Connection		Northern Connection to SR-32			
Facility Type	Speed Limit	Access Locations	1300 S	Realign US-189	New Alignment	Uses Existing US-40	Speed	Access Locations
Highway	55	Signalized intersections	Yes	No	No	Yes	45	Signalized and unsignalized intersections, driveways

ALTERNATIVE	Level 1 Screening						Level 2 Screening				
	Meets Heber City Vision Impacts to downtown valued places/historic buildings	Local Mobility PM peak hour operations (5-6pm) on Heber City Main Street			Regional Mobility Traffic operations between SR-32 and US-189		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
		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)					
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	19:05 (on US-40)	152-157	-	-	-	Yes
<b>West Bypass Parkway At-Grade (WB1) Highway with North US-40 (WB1)</b>	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

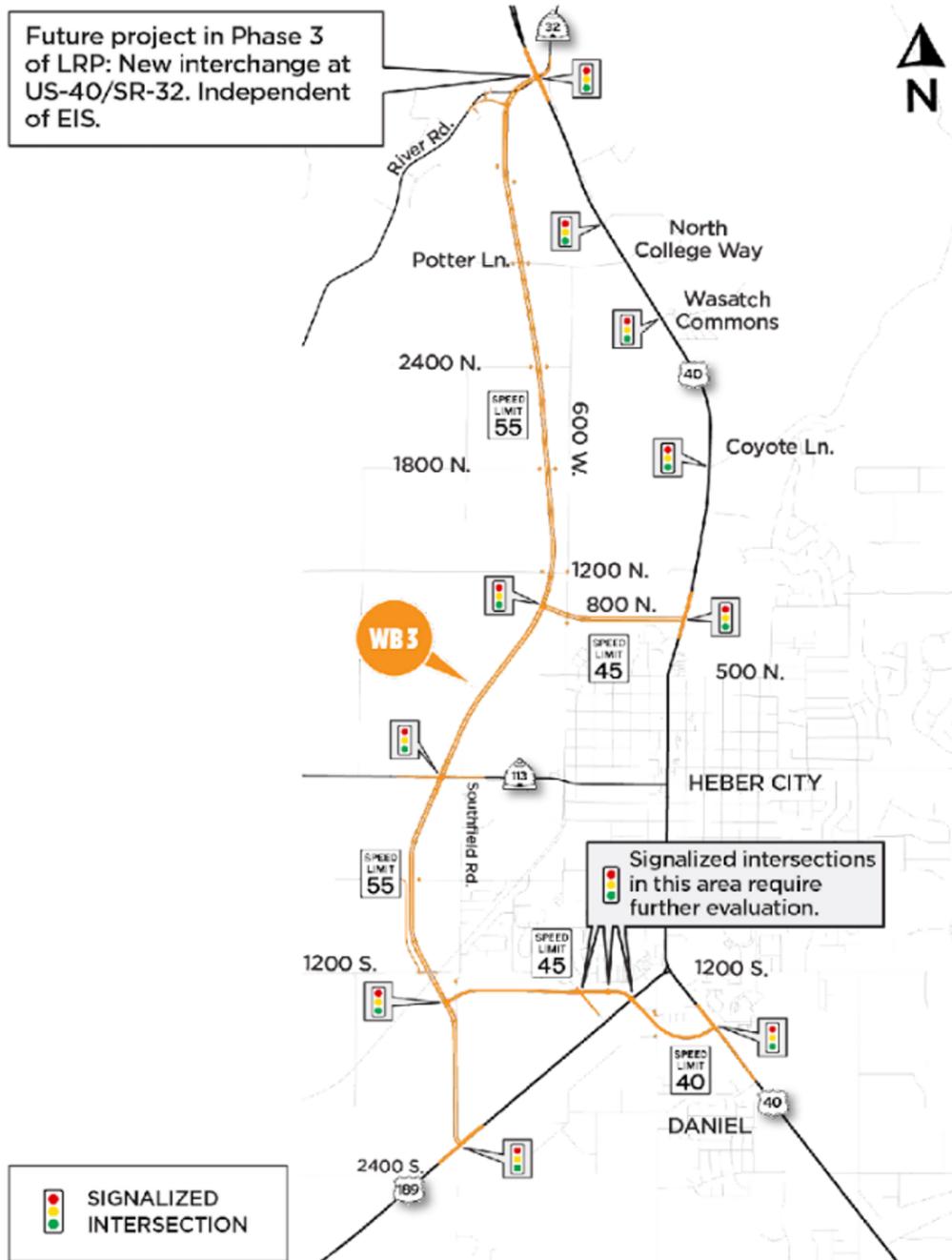


Bypass Characteristics			Southern Connection		Northern Connection to SR-32			
Facility Type	Speed Limit	Access Locations	1300 S	Realign US-189	New Alignment	Uses Existing US-40	Speed	Access Locations
Highway	55	Signalized intersections	Yes	Yes	No	Yes	45	Signalized and unsignalized intersections, driveways

ALTERNATIVE	Level 1 Screening							Level 2 Screening				
	Meets Heber City Vision Impacts to downtown valued places/historic buildings	Local Mobility PM peak hour operations (5-6pm) on Heber City Main Street				Regional Mobility Traffic operations between SR-32 and US-189		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
		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					
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	19:05 (on US-40)	152-157	-	-	-	-	Yes
<b>West Bypass Parkway At-Grade with Realigned US-189 (WB2)</b> 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 WB3

## Highway to SR-32

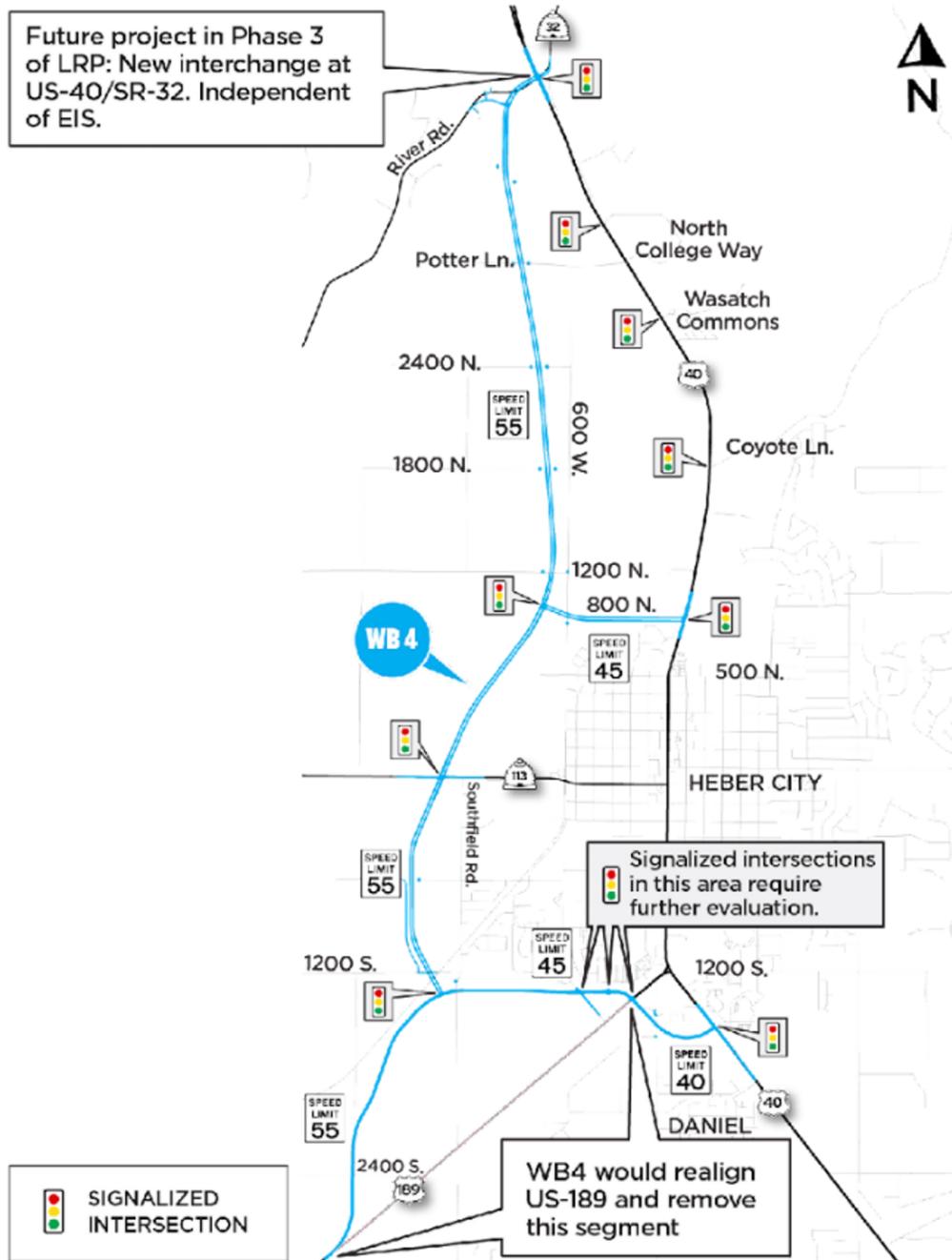


Bypass Characteristics			Southern Connection		Northern Connection to SR-32			
Facility Type	Speed Limit	Access Locations	1300 S	Realign US-189	New Alignment	Uses Existing US-40	Speed	Access Locations
Highway	55	Signalized intersections	Yes	No	Yes	No	55	Signalized intersections

ALTERNATIVE	Level 1 Screening						Level 2 Screening					
	Meets Heber City Vision <i>Impacts to downtown valued places/historic buildings</i>	Local Mobility PM peak hour operations (5-6pm) on Heber City Main Street			Regional Mobility Traffic operations between SR-32 and US-189		Waters of the U.S. (Acres impacted) <i>Canals, ditches perennial streams, wetlands</i>	Historic Buildings (#) Potential adverse effects	Residences and Businesses (#) Potential full acquisitions	Cost (millions) <i>High level project cost estimate</i>	Recommended for detailed evaluation in Draft EIS	
		Intersections with LOS F <i>Five intersections on US-40 in downtown Heber City</i>	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 <i>Intersections, cross streets, driveways</i>
US-40 Existing Conditions (2019)	No	0	2	375	8:20	10:40 <i>(on US-40)</i>	144	-	-	-	-	
US-40 No-Action (2050)	No	3	2	13,100	17:40	19:05 <i>(on US-40)</i>	152-157	-	-	-	Yes	
<b>West Bypass Parkway At-Grade with Northern Extension (WB3) <i>Highway to SR-32 (WB3)</i></b>	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			Southern 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

ALTERNATIVE	Level 1 Screening							Level 2 Screening				
	Meets Heber City Vision Impacts to downtown valued places/historic buildings	Local Mobility PM peak hour operations (5-6pm) on Heber City Main Street				Regional Mobility Traffic operations between SR-32 and US-189		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
		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 (mcs)	Regional Travel Time on Bypass SR-32 to US-189/3000 South (mcs)	Conflict Points Intersections, cross streets, driveways					
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	19:05 (on US-40)	152-157	-	-	-	-	Yes
<b>West Bypass Parkway At-Grade with Northern Extension and Realigned US-189 (WB4)</b> <i>Highway to SR-32 and Realigned US-189 (WB4)</i>	Yes	0	1	400	8:55	7:45	12	12.48	1	9	\$197M	Yes

A blue-tinted landscape photograph showing a wide valley with a small town in the distance. The foreground is a grassy field. In the background, there are rolling hills and a range of mountains with snow on their peaks under a cloudy sky.

# Public Involvement

# 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

# Project Timeline and Process



## ONGOING STAKEHOLDER ENGAGEMENT

- |  |   |   |   |  |  |   |
|--|---|---|---|--|--|---|
| <ul style="list-style-type: none"> <li>• Virtual public meeting</li> <li>• 30-day public comment period</li> </ul> | <ul style="list-style-type: none"> <li>• File Notice of Intent to begin NEPA process</li> <li>• 45-day public comment period</li> </ul> | <ul style="list-style-type: none"> <li>• Develop alternative concepts</li> <li>• 30-day comment period</li> </ul> | <ul style="list-style-type: none"> <li>• 45-day comment period</li> </ul> | <ul style="list-style-type: none"> <li>• Public hearing</li> <li>• 45-day public comment period</li> </ul> | <ul style="list-style-type: none"> <li>• Respond to public comments on DEIS</li> <li>• Revise EIS</li> </ul> | <ul style="list-style-type: none"> <li>• Public engagement</li> </ul> |
|--|---|---|---|--|--|---|

MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS

# Heber Valley Corridor



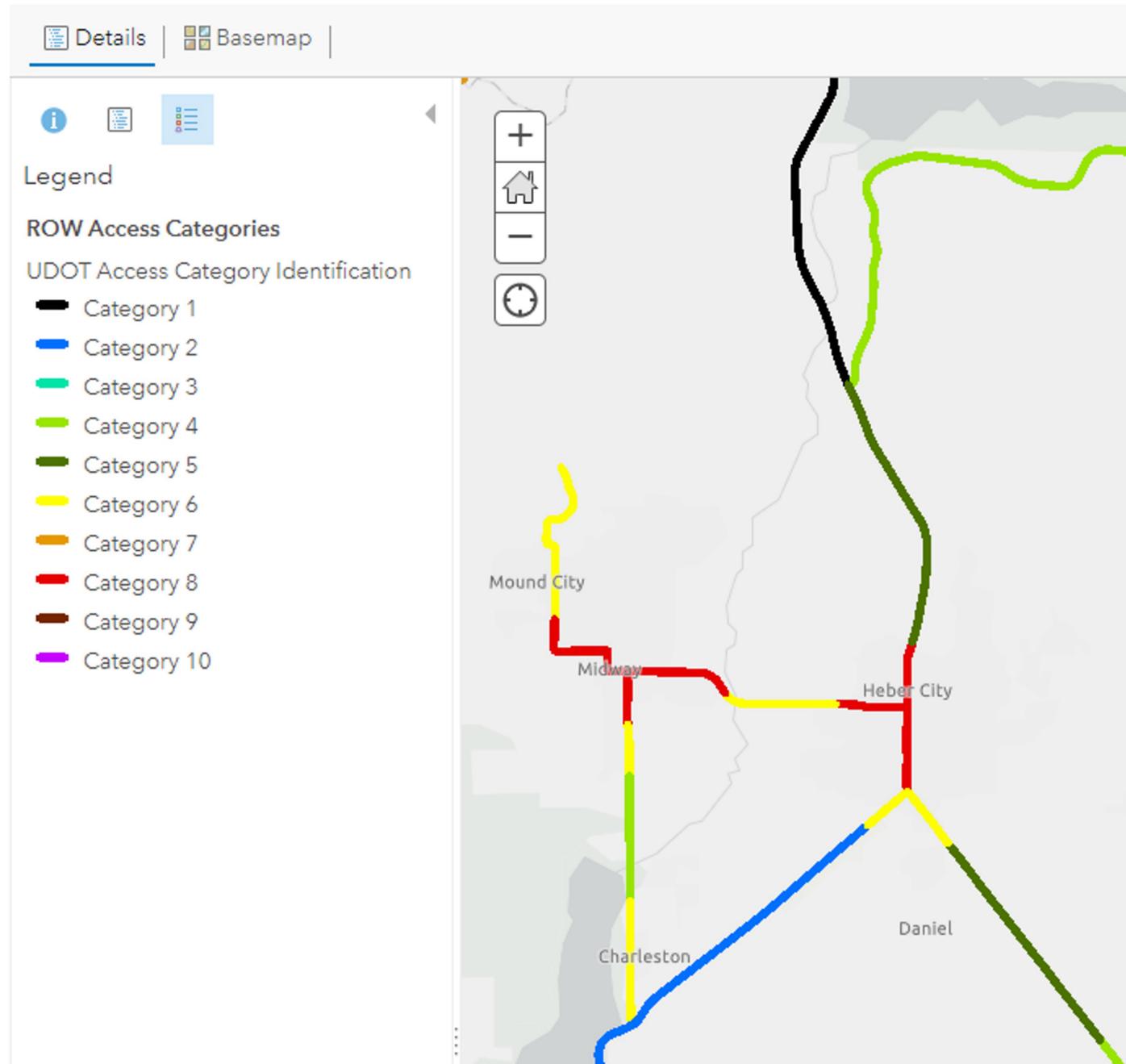
# ENVIRONMENTAL IMPACT STATEMENT

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

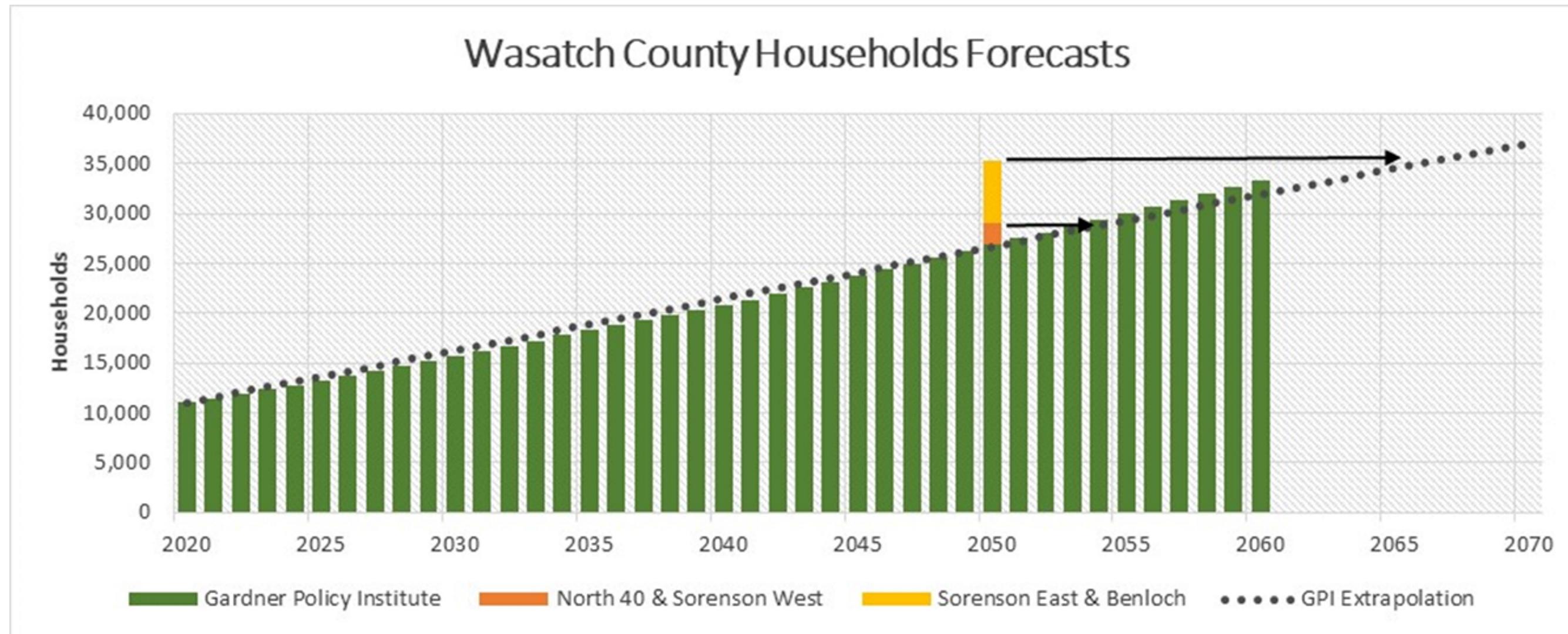
# North US-40 Alternatives

## Access Category

Home ▾ UDOT Access Category Identification Map



# North US-40 Growth *Population Forecast*



# North US-40 Growth

## Population Forecast

