APPENDIX L

Agency Screening Presentations

Resource Agency Presentation
Resource Agency Summary
Local Government Agency Presentation
Local Government Summary



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



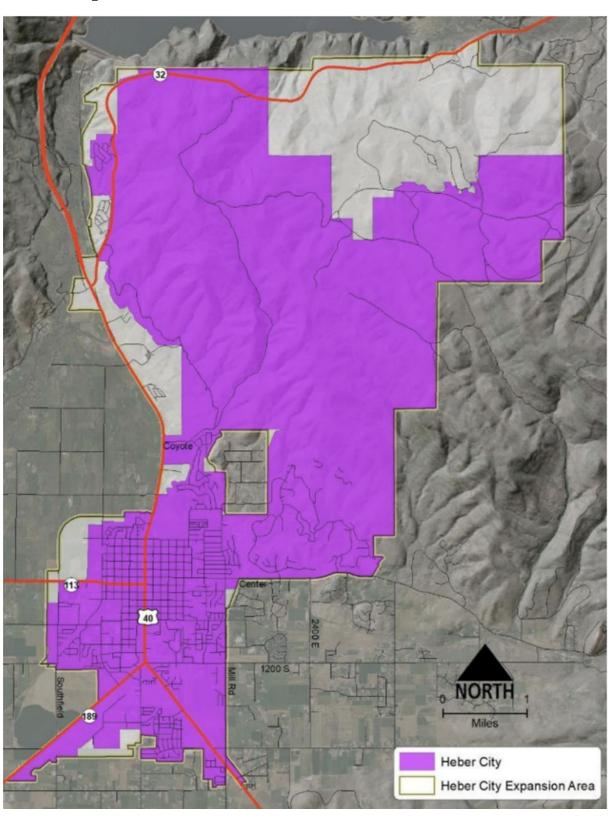
- East bypass has never been planned
- East bypass impacts neighborhoods and is not safe for kids walking to school
- West side is much less developed (fewer homes and schools)
- Something needs to be done about congestion
- Congestion on Main Street better than impacting neighborhoods
- North fields 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



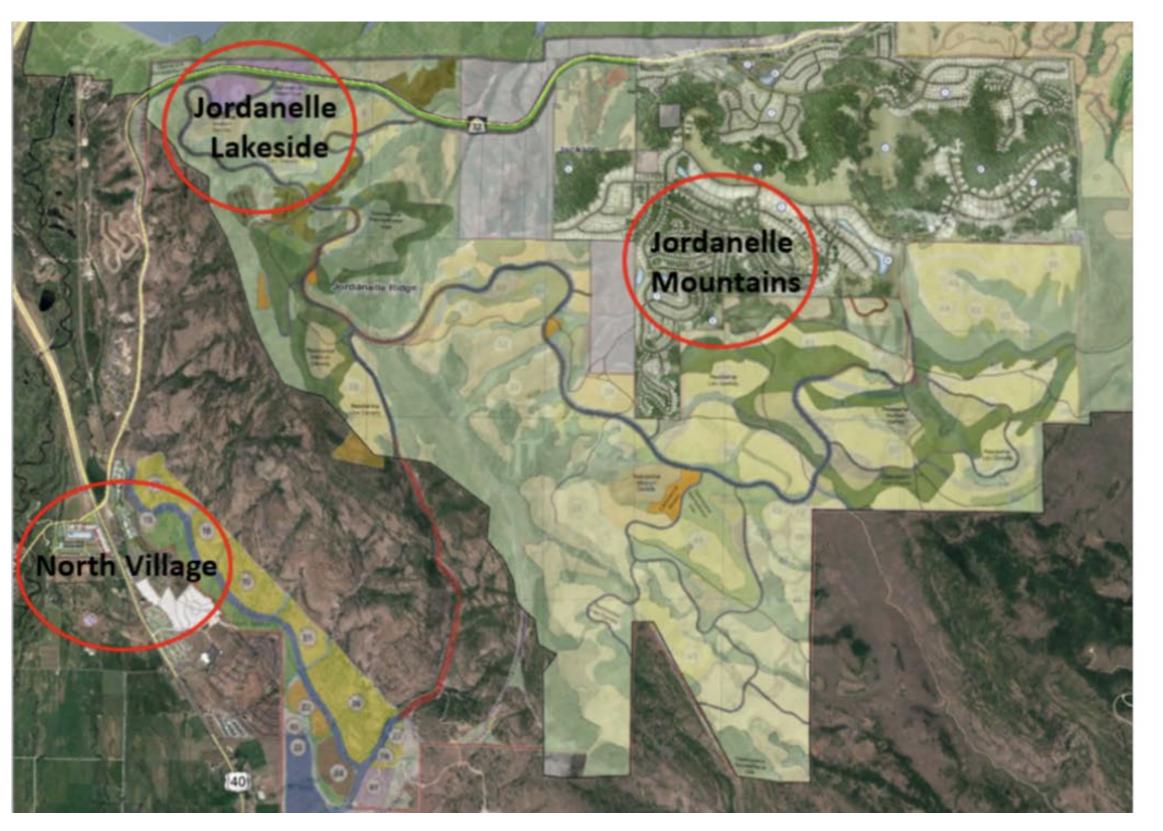
North US-40 — Growth



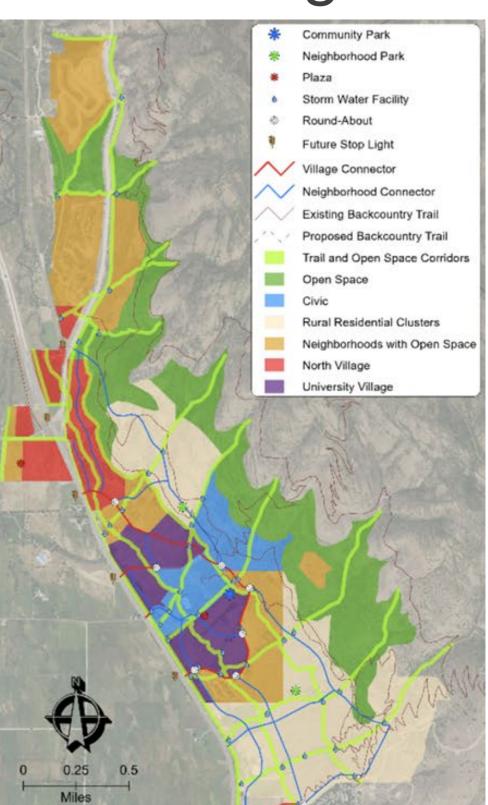
Expansion Area



General Plan Town Centers



North Village





Alternatives Development New Concepts



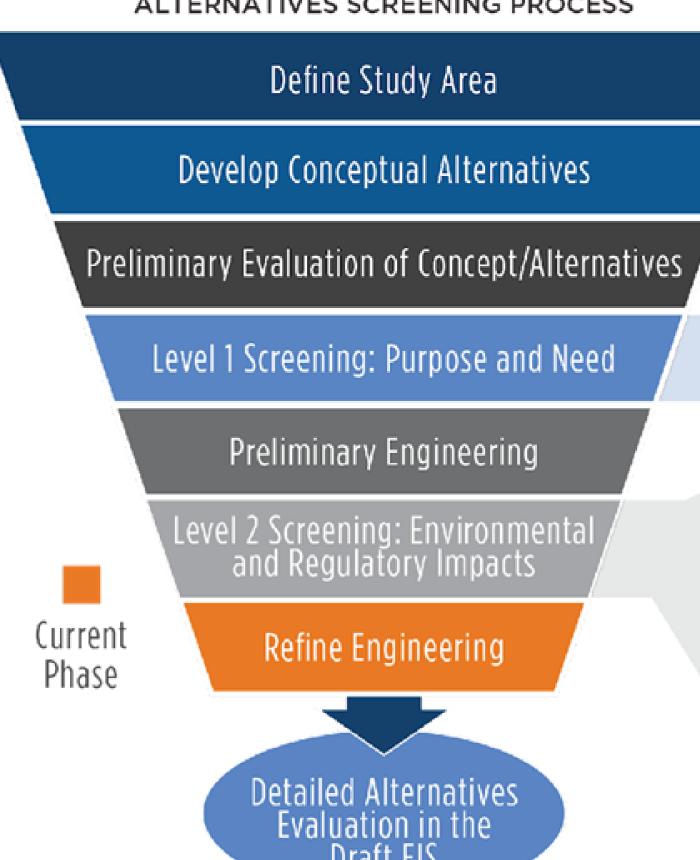
- Improvements to north US-40
- One-way-couplet on 100 East
- West Bypass
 - Extend bypass to connect to US-40 near SR-32
 - Southern extension for west bypass (through Daniel)
 - Turbo roundabout with 1300 South extension



Screening Process and Criteria



ALTERNATIVES SCREENING PROCESS



LEVEL 1 SCREENING CRITERIA - PURPOSE AND NEED

Criteria	Measure
Improve regional and local mobility on U.S. 40 through 2050	 Improve arterial and intersection Level of Service (LOS) on US-40 Substantially decrease thru-traffic travel time Substantially decrease queue length along US-40 Minimize conflicts to north-south mobility for thru-traffic
Provide opportunities for non-motorized transportation	 Provide opportunities for non-motorized transportation consistent with local and regional planning documents
Allow Heber City to meet their vision for the historic town center	 Avoid/minimize impacts to valued places and historic buildings on Main Street 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)

LEVEL 2 SCREENING CRITERIA - IMPACTS

1	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	 Number of full property acquisitions and relocations (commercial and residential) Number of partial property acquisitions
	\$ 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



					LOCAL CONSIDERATIONS				REGIONAL COI	NSIDERATIONS	
			Local Mobility (PM	Peak hour operations or	n Main Street)		Heber City Visior	1	Regional	Mobility	
	Preliminary Screening	Number of Intersections	Southbound Segments with	SR-32 to US-189/US-40	Southbound Queue Length at 500 North	Valued Places Impacts	Downtown Historic	Allows Heber City to Achieve	Travel Time on Bypass	Conflict Points Intersections, cross streets, driveways	Recommended for Level 2? An alternative must pass all Level 1 criteria
		at LOS F	LOS F	intersection (m:s)	(feet)		Buildings Impacts	Vision	SR-32 to US-189/3000 South	Streets, utiveways	to advance to Level 2 screening
ALTERNATIVE							ilipacis		(m:s)		
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 consider	rations - no analysis	No
Roundabouts Main St (40B)	Yes	5			nt traffic analysis tool/method results, no further analysis.	Yes	9	No	Failed local consider	rations - no analysis	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 (406)	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



					LOCAL CONSIDERATIONS				REGIONAL CON	NSIDERATIONS	
			Local Mobility (PM	Peak hour operations or	n Main Street)		Heber City Vision	1	Regional	Mobility	
		8	A	å					Ö		Recommended for Level 2?
	Preliminary Screening	Number of Intersections at LOS F	Southbound Segments with LOS F	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	An alternative must pass all Level 1 criteria to advance to Level 2 screening
ALTERNATIVE							Impacts		(m:s)		Secting
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 consider	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 consider	rations - no analysis	No



Screening Results Level 2



		Waters	of the US			Section 4(f)			Right of Way	,		
					Historic I	Buildings					\$	_/
	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	Cost High level estimate (millions)	Recommended for detailed evaluation in Draft EIS?
ALTERNATIVE US 40 Existing Conditions (2010)	_	_	_	_	_	_	(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

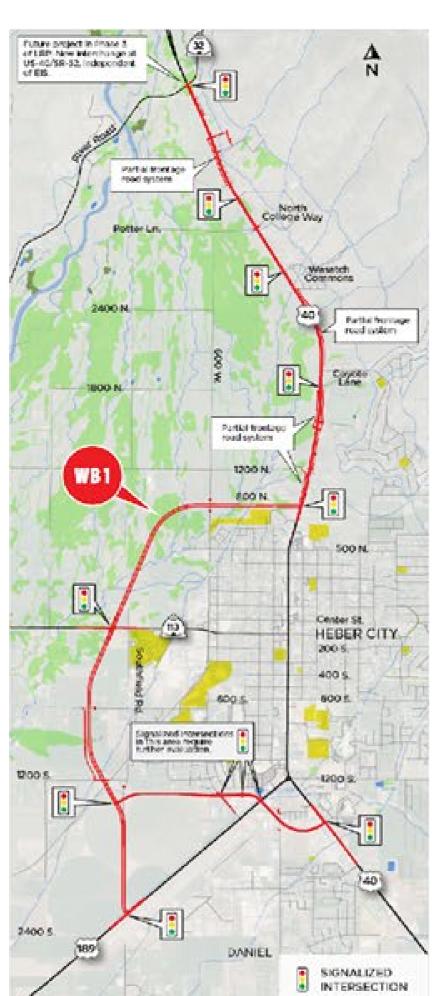


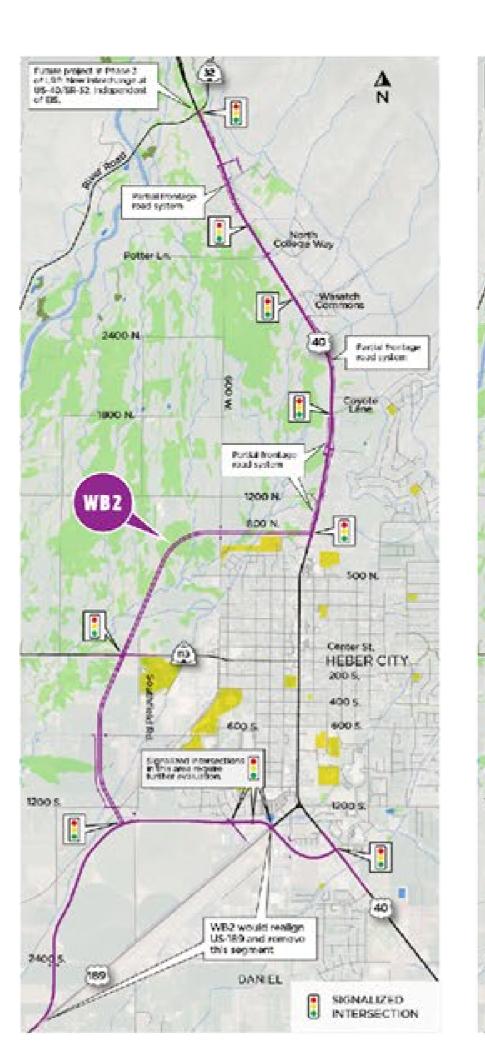


Alternatives Carried Forward to Draft EIS















Alternative Impact Summary



				Level 1 Screening	J				Lev	rel 2 Screening		
		P	Local M peak hour operations (5	Mobility -6pm) on Heber City Main S	treet	Regional Mobi Traffic operations between US-189	lity on SR-32 and	14			\$	/
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	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
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

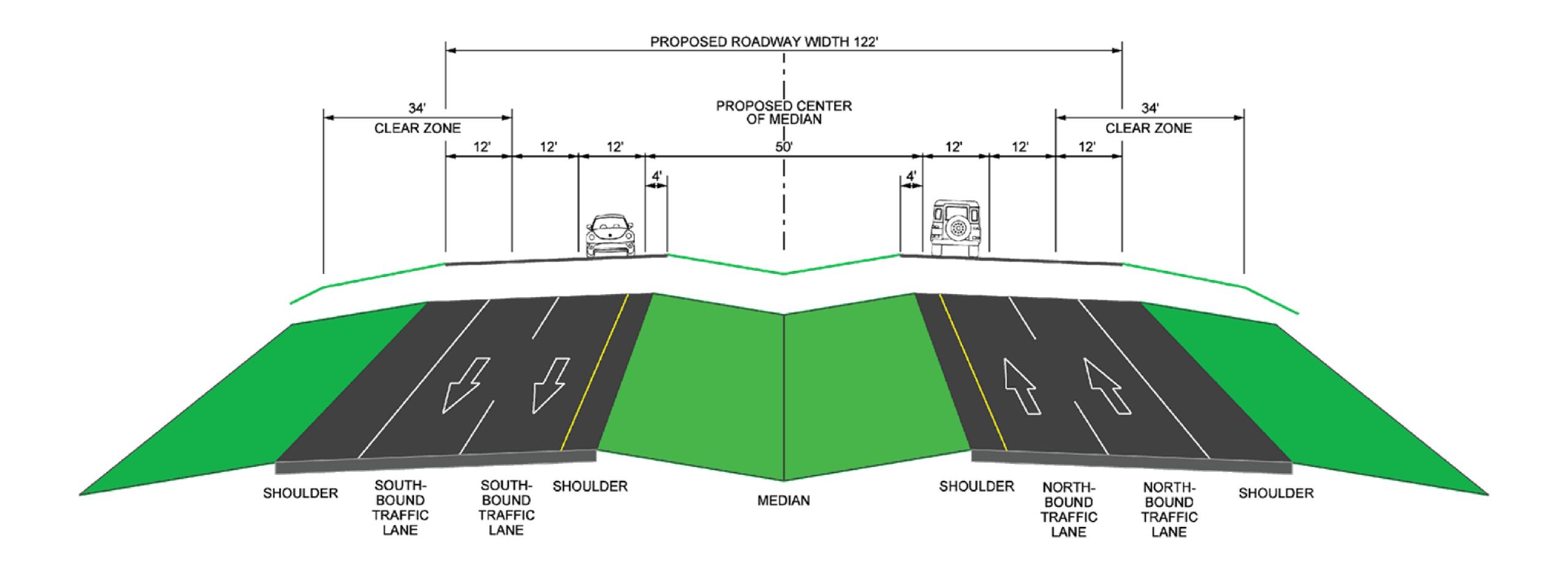


ALTERNATIVE	ALTERNATIVE		Bypass Char	racteristics	Southern Connection		Northern Connection to SR-32					
(Name assigned as concept)	(Name carried forward in Draft EIS)	Facility Type	Speed Limit	Access Locations	1300 S	Realign US-189	New Alignment	Uses Existing US-40	Speed	Access Locations		
West Bypass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



Bypass Typical Section

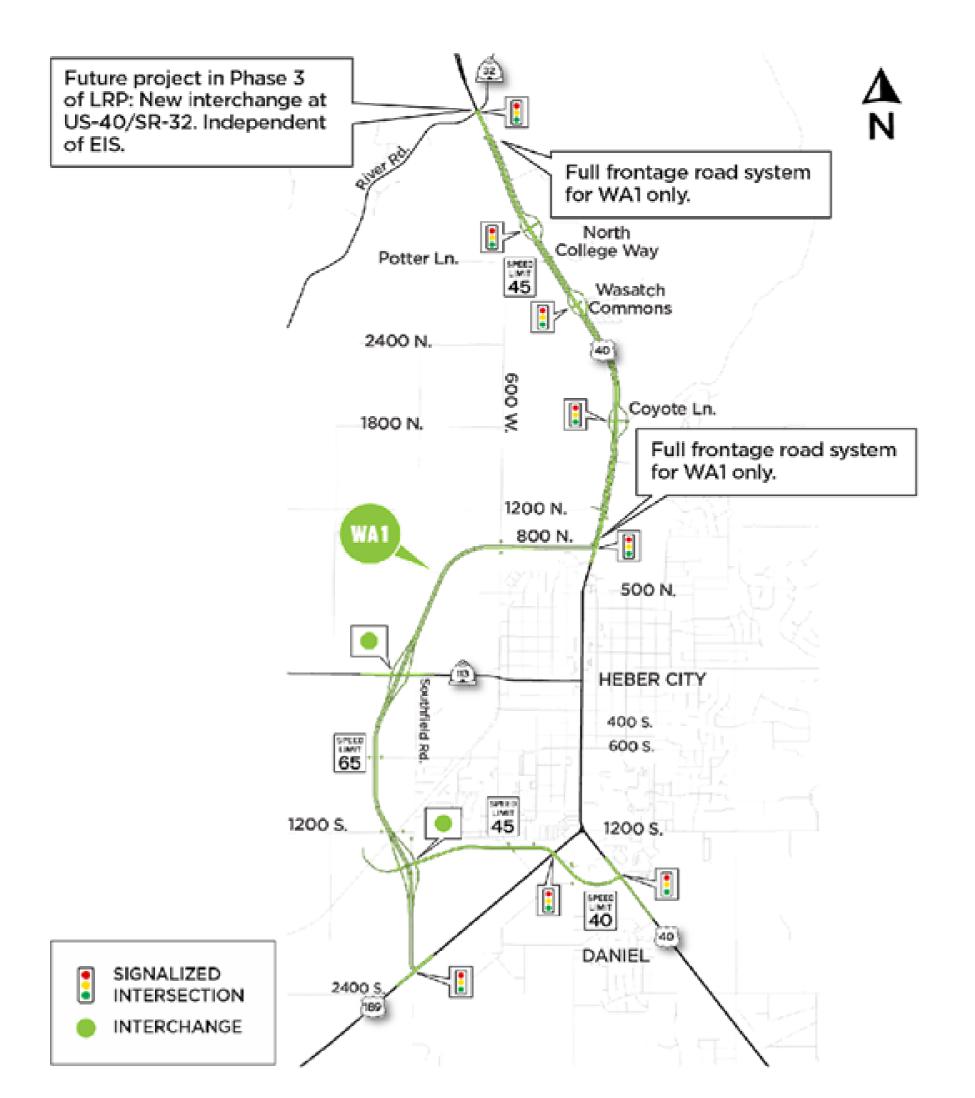






Alternative WA1 Freeway with North US-40





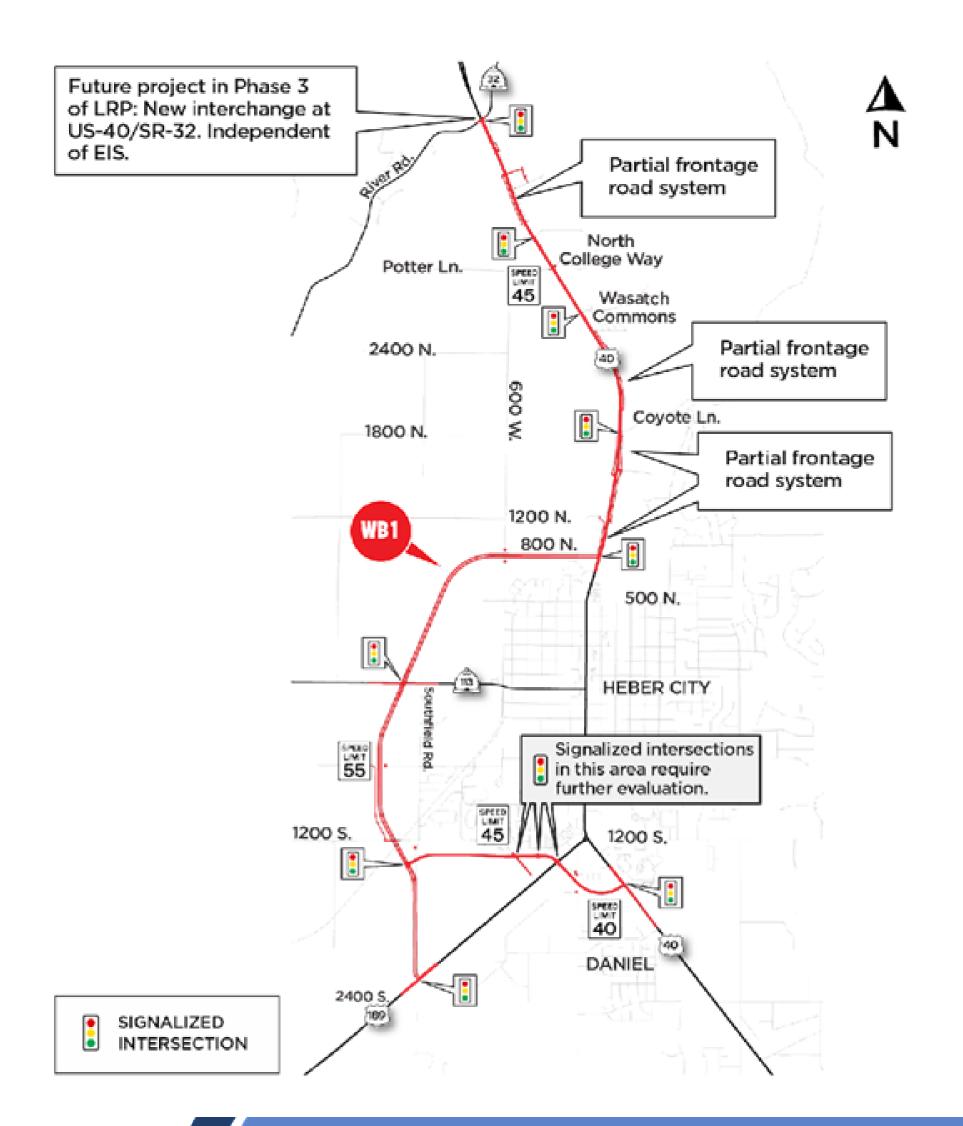
	Bypass Cha	racteristics	South	ern Connection	Northern Connection to SR-32					
Facility Type	lity Type Speed Limit Access Locations		1300 S	Realign US-189	New Alignment	Uses Existing US-40	Speed	Access Locations		
Freeway	Grade-separated Interchanges		Yes No		No	Yes	45	Signalized intersections		

			ļ	Level 1 Screening	l				Le	vel 2 Screening		
	(a)	PM peak be	Local I our operations (5-	Mobility Epm) on Heber City Mai	in Street	Regional M Traffic operations beto US-185	obility ween SR-32 and)	14	₫	=	\$	Recommended
ALTERNATIVE	Meets Heber City Vision Impacts to downtown valued places/ historic buildings	Intersections with LOS F Five intersections on US-40 in downtown Haber 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 (ms)	Regional Travel Time on Bypass SR-32 to US-189/ 3000 South (ms)	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 estimale	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	19:05 (on US-40)	152-157	-	-	-	-	Yes
West Bypass Limited- Access Grade- Separated (WAI) Freeway with North US-40 (WAI)	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		

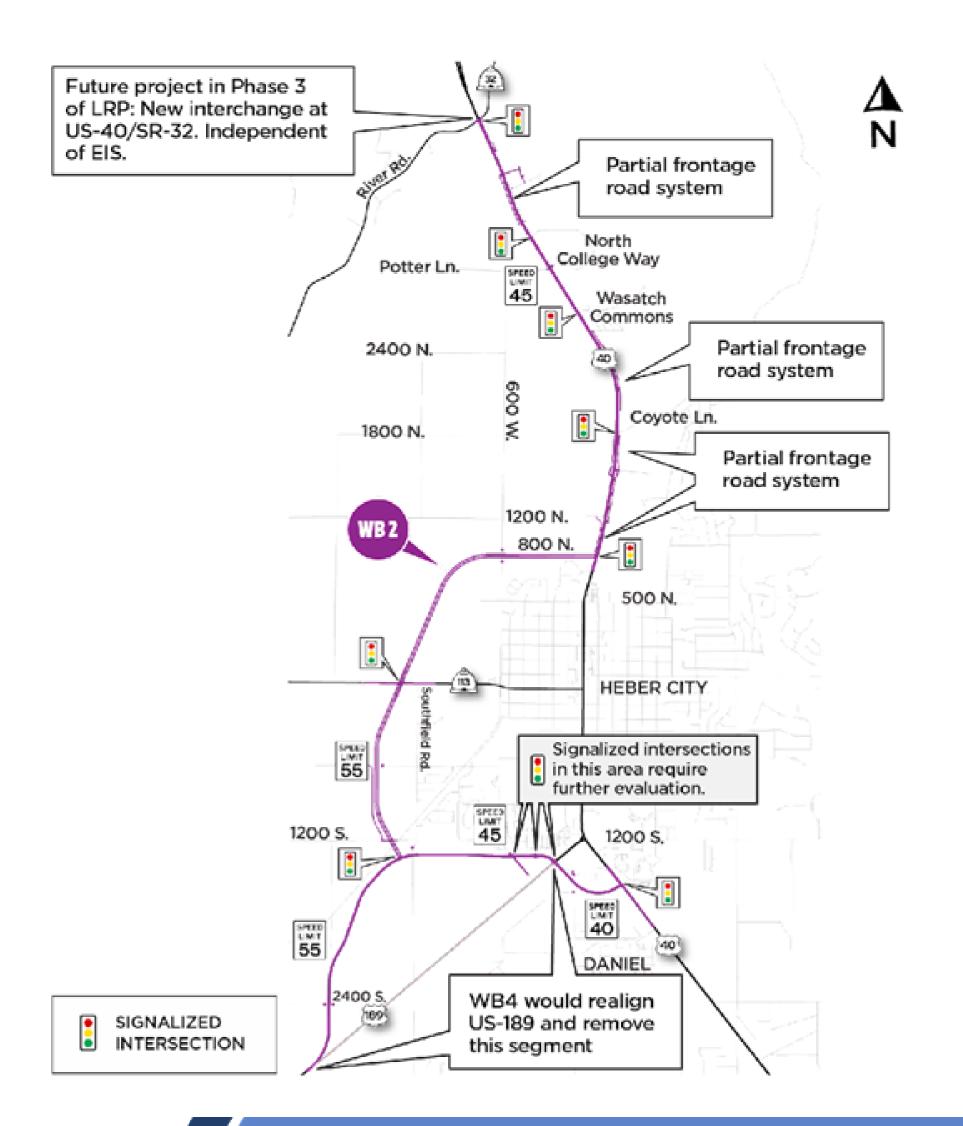
				Level 1 Screening	1			Level 2 Screening					
	Local Mobility PH peak hour operations (5-6pm) on Heber City Main Street Regional Mobility Traffic operations between SR-					obility ween SR-32 and)	14	₫ †	=	\$	✓		
ALTERNATIVE	Meets Heber City Vision Impacts to downtown valued places/ historic buildings	Intersections with LOS F Five intersections on US-40 in downtown Heber City	Southbound Segments with LOS F	Southbound Queue Length at 500 North (/cet/)	Local Travel Time on US-40 SR-32 to US-899/ 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) Canats, oliches perennial streams, wetlands	Historic Buildings (#) Potential adverse effects	Residences and Businesses (II) 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 (an 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 (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



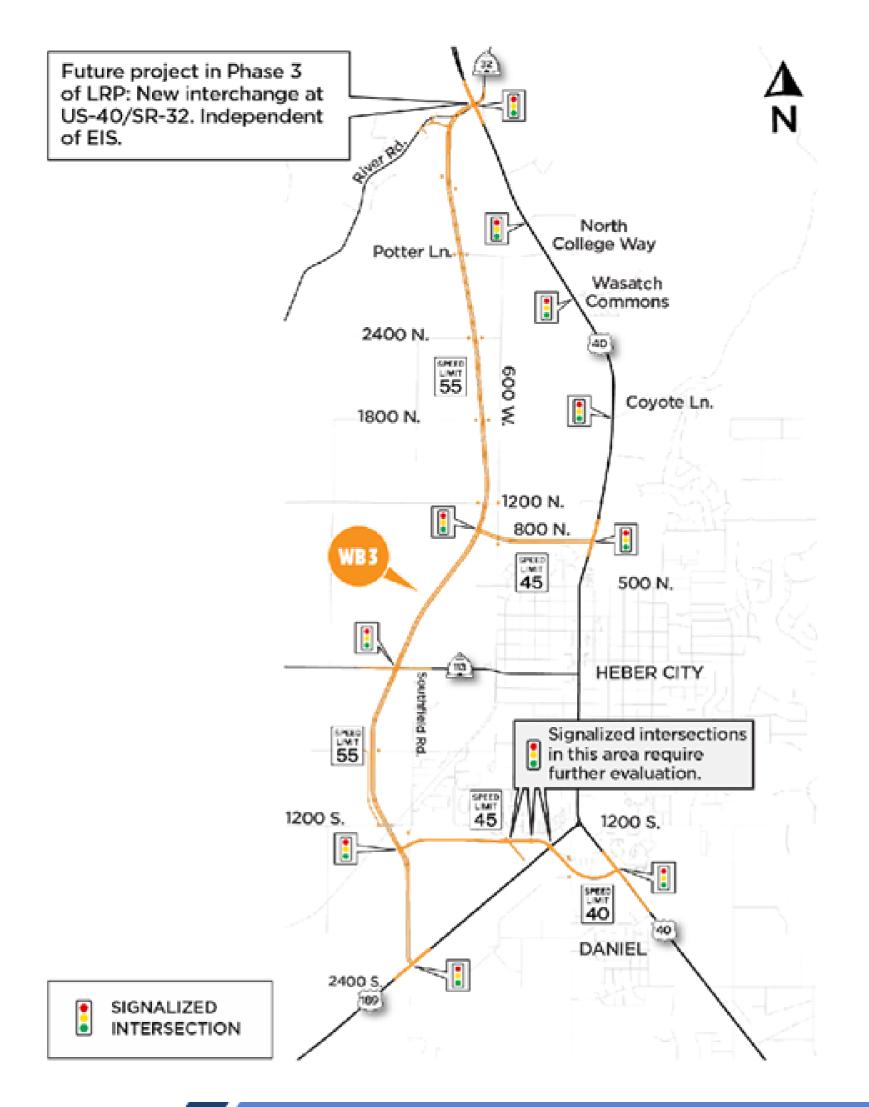


	Bypass Cha	racteristics	South	ern Connection	Northern Connection to SR-32					
Facility Type	Speed Limit	Access Locations	1300 S	Realign US-189	New Alignment	Uses Existing US-40	Speed	Access Locations		
Highway	55	Signalized intersections	Yes	Yes	No	Yes	45	Signalized and unsignalized intersections, driveways		

	Level 1 Screening								Level 2 Screening						
	0	PM peak ho	Local Mobility PM peak hour operations (5–6pm) on Heber City Main Street				al Mobility s between SR-32 and IS-189		#	=	\$	✓			
ALTERNATIVE	Meets Heber City Vision Impacts to downtown valued places/ historic buildings	Intersections with LOS F Fine intersections on US-40 in downtown Heber City	Southbound Segments with LOS F	Southbound Queue Length at 500 North (lest)	Local Travel Time on US-40 SR-32 to US-189/ US-40 intersection (mss)	Regional Travel Time on Bypass SR-32 to US-489/ 3000 South (mss)	Conflict Points Intersections, cross streets, driveways	Waters of the U.S. (Acres impacted) Ganais, difiches perennial streams, wedlands	Historic Buildings (#) Patential adverse effects	Residences and Businesses (#) Potential full acquisitions	Cost (millions) High level project cost estimale	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	19:05 (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 Characteristics			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	Yes	No	55	Signalized intersections	

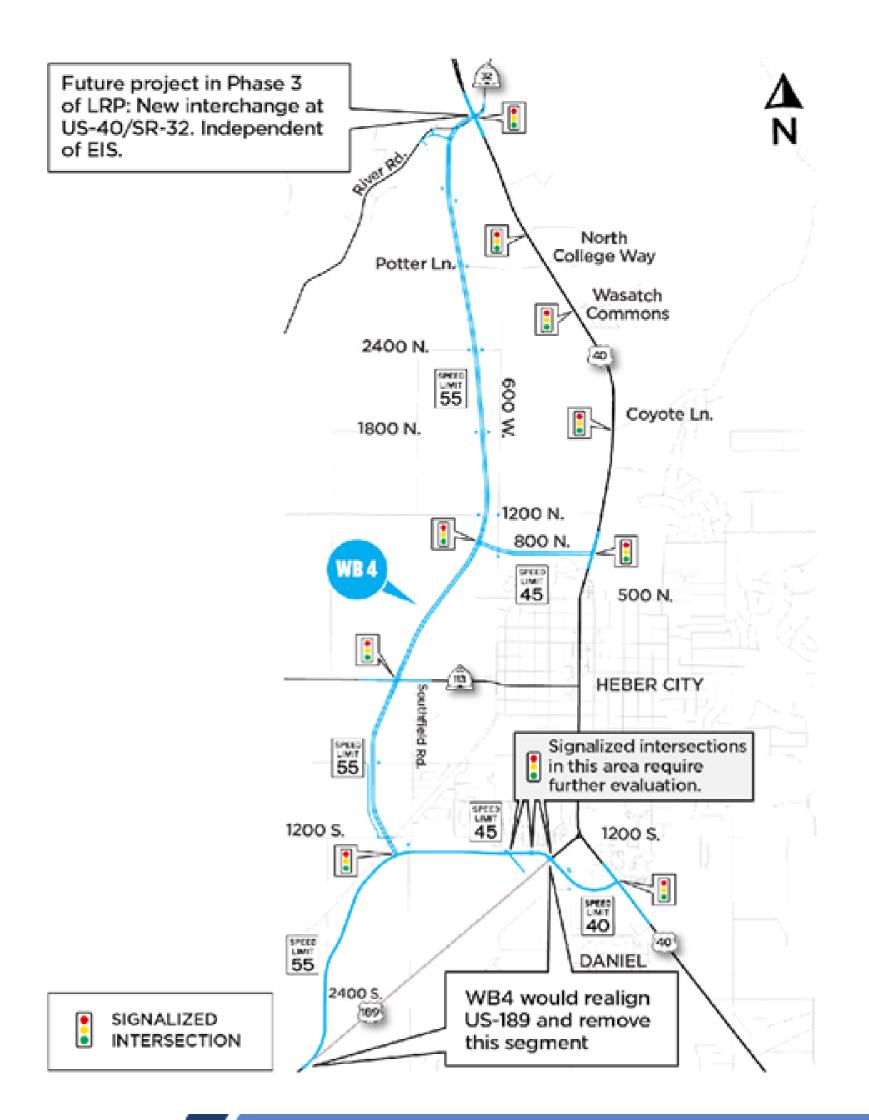
	Level 1 Screening								Level 2 Screening					
	(3)	Local Mobility PM peak hour operations (5-6pm) on Heber City Main Street				Regional Mobility Traffic operations between SR-32 and US-189		14	d	=	\$	✓		
ALTERNATIVE	Meets Heber City Vision Impacts to downtown valued places/ historic buildings	Intersections with LOS F Five intersections on US-40 in downtown Heber City	Southbound Segments with LOS F	Southbound Queue Length at 500 North (Feef)	Local Travel Time on US-40 SR-32 to US-189/ US-40 intersection (ms)	Regional Travel Time on Bypass SR-32 to US-189/ 3000 South (mss)	Conflict Points Intersections, cross streets, driveways	Waters of the U.S. (Acres impacted) Canais, ditches perennial streams, netlands	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 (15-40)	144	-	-	-	-	-		
US-40 No-Action (2050)	No	3	2	13,100	17:40	19:05 (on (15-40)	152-157	-	-	-	-	Yes		
West Bypass Parkway At-Grade with Northem 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			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	Yes	No	55	Signalized intersections	

	Level 1 Screening								Level 2 Screening					
	(a)	PM peak ho	Local Mobility PM peak hour operations (5-6pm) on Heber City Main Street				Regional Mobility Traffic operations between SR-32 and US-189		d1	≅	\$	✓		
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 (mss)	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, disches perennial streams, wetlands	Historic Buildings (#) Potential adverse effects	Residences and Businesses (II) 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	19:05 (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		





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



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
- Public hearing
- 45-day

 public
 comment
 period
- 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

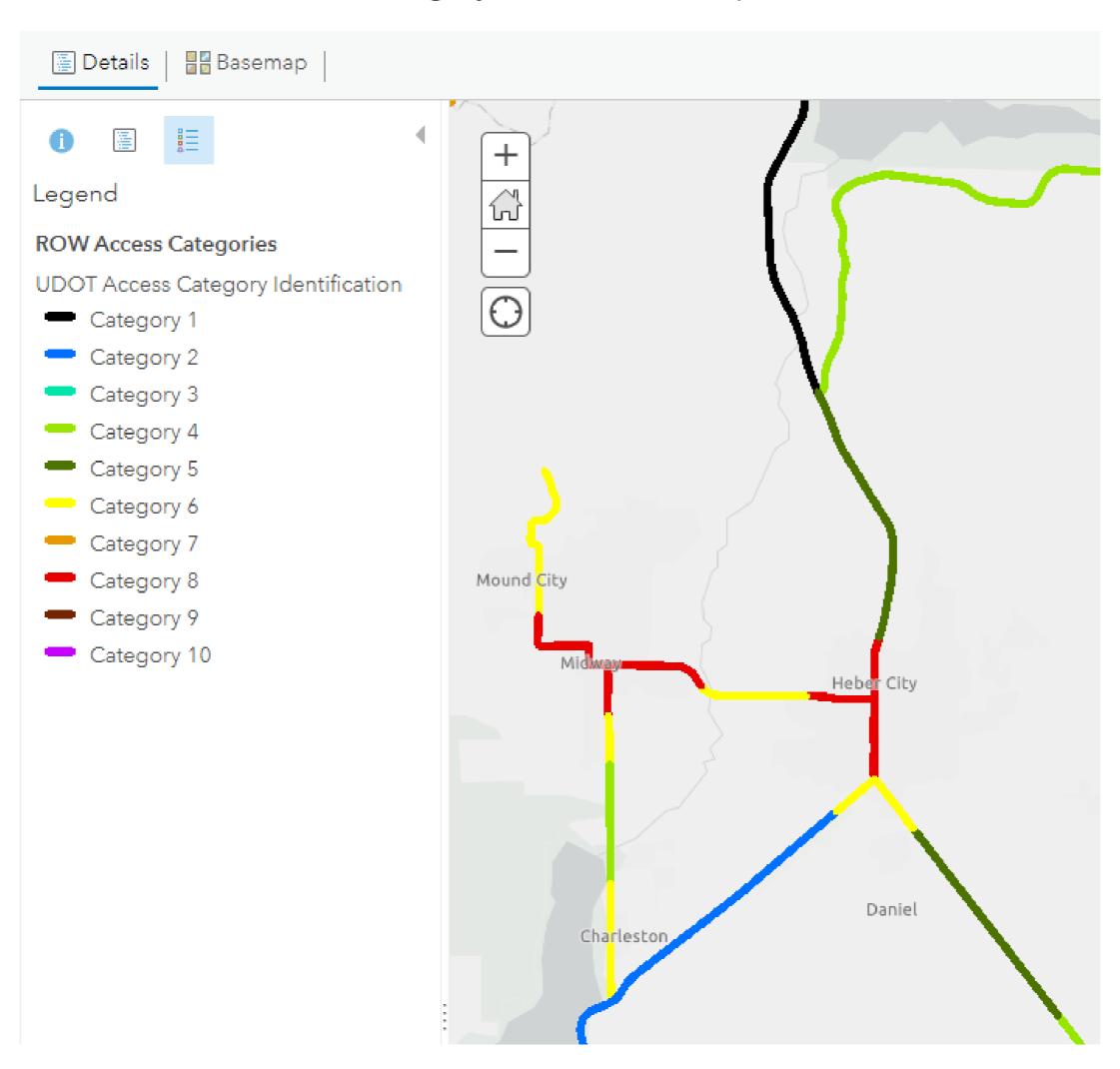
Heber Valley Corridor

ENVIRONMENTAL

IMPACT STATEMENT

Access Category

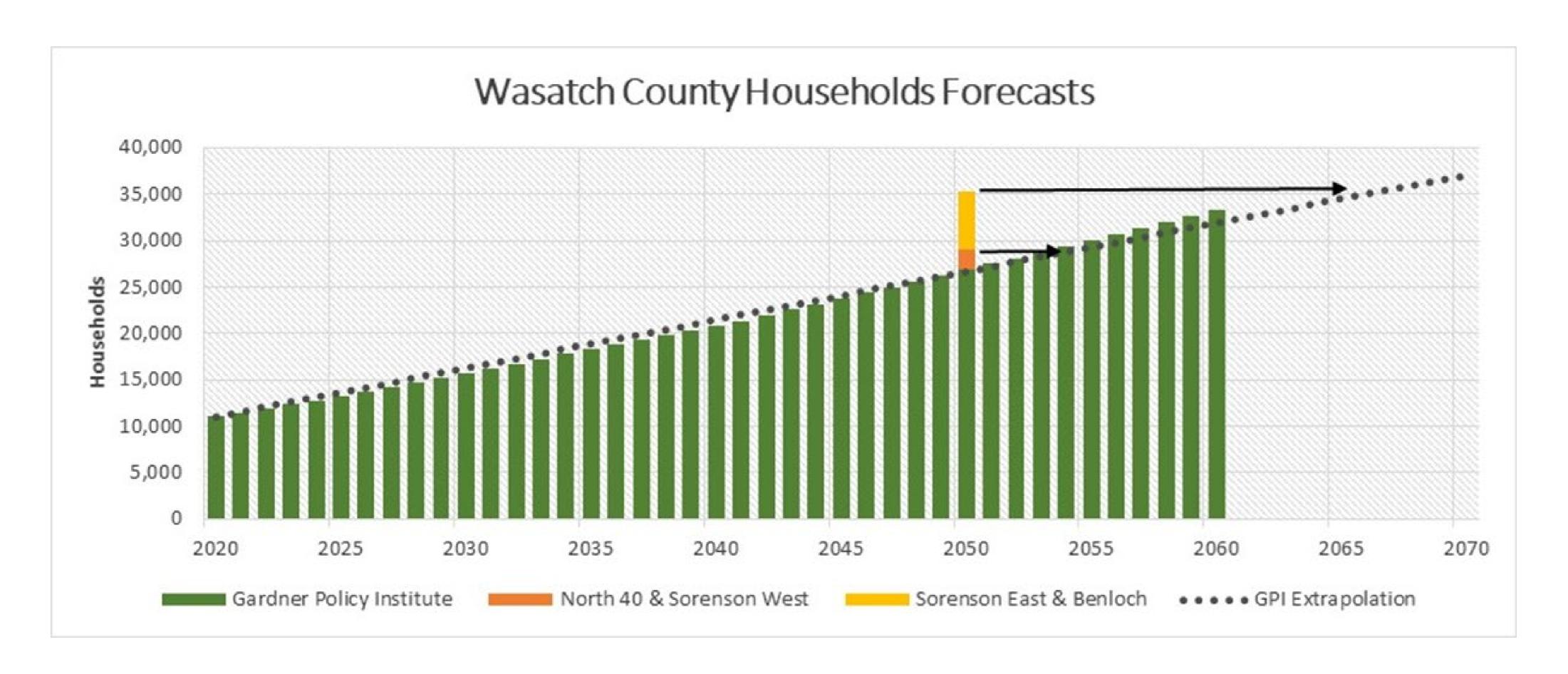
Home ▼ UDOT Access Category Identification Map





North US-40 Growth Population Forecast



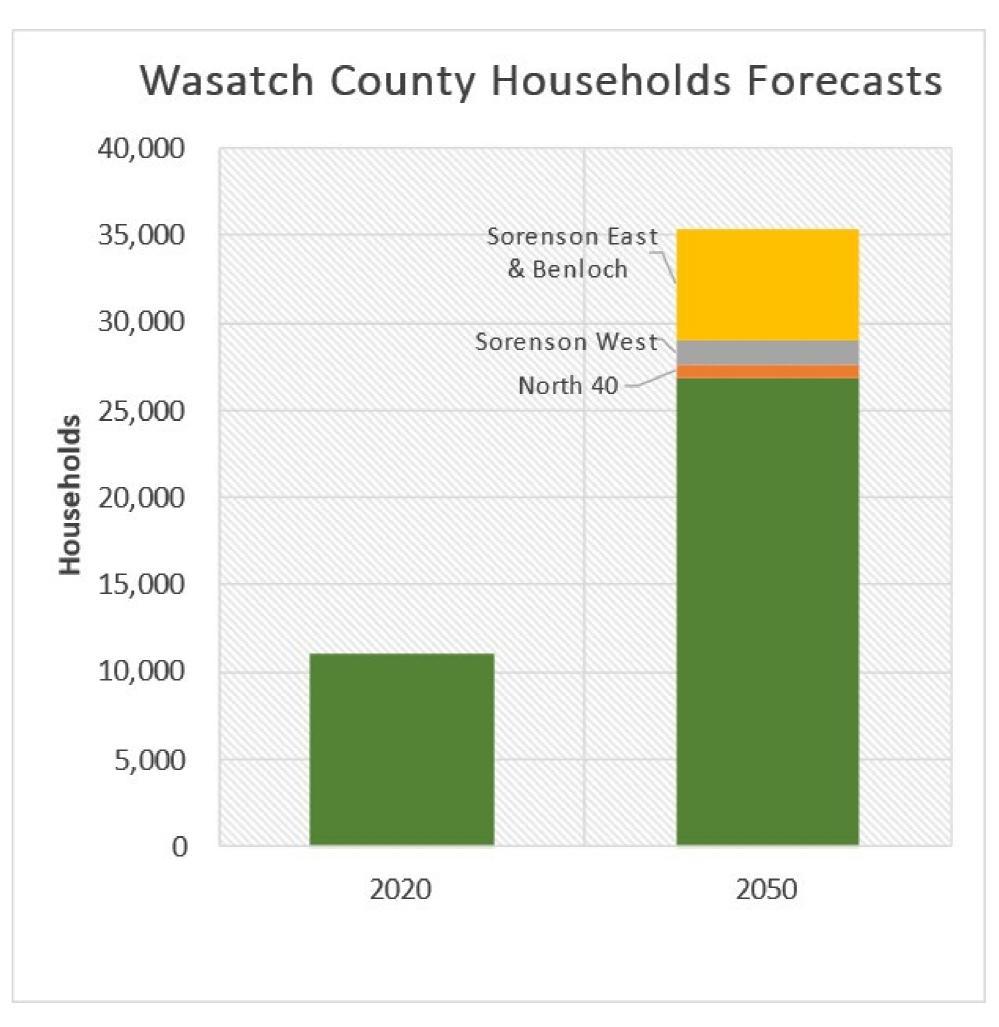




North US-40 Growth

Population Forecast









Summary

Project:	Heber Valley Corridor EIS
Subject:	Agency Alternative Screening Meeting
Date:	Monday, June 06, 2022
Time:	10:00-11:00 am
Location:	Google Meet

Attendees

✓	Name	Representing	Project Role	Email
\checkmark	Craig Hancock	UDOT	Project Manager	chancock@utah.gov
\checkmark	Naomi Kisen	UDOT	Environmental Manager	nkisen@utah.gov
\checkmark	Geoff Dupaix	UDOT	Communications Manager	gdupaix@utah.gov
\checkmark	Andrea Clayton	HVC Team	Environmental Lead	Andrea.clayton@hdrinc.com
\checkmark	Bri Binnebose	HVC Team	Public Involvement	bbinnebose@pennapowers.com
\checkmark	Charles Allen	HVC Team	Traffic Lead	callen@parametrix.com
\checkmark	Hollis Jencks	USACE	Project Manager	hollis.g.jencks@usace.army.mil
	Sam Bohannon	USACE	Project Manager	Samuel.T.Bohannon@usace.army.mil
	Matt Hubner	EPA	Region 8 NEPA Coordinator	hubner.matt@epa.gov
\checkmark	Nolan Hahn	EPA	404 Program	Hahn.nolan@epa.gov
\checkmark	Greg Lohrke	EPA	Air Quality Program	Lohrke.Gregory@epa.gov
\checkmark	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
\checkmark	Brittany White	USBOR	Fish & Wildlife Biologist	blwhite@usbr.gov
	Tim McCain	USBOR	Reality Specialist	tmccain@usbr.gov
\checkmark	Michael Mills	URMCC	Executive Director	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 provide an update to cooperating and participating resource agencies on the alternative screening process.

1. Reminder of purpose and need statement, which sets the foundation for alternative development and screening:

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



2. Alternative development and screening overview:

- a. UDOT has received multiple comments regarding growth in northeast Heber City. Commenters wanted to make sure this growth is taken into consideration. Some suggested bypass alternatives should tie into US-40 at SR-32 to provide for this growth. UDOT met with Heber City, Wasatch County, and Mountain Land Association of Governments to compare planned development with the approved travel demand model. There are more households planned in the area north of downtown Heber City and east of US-40 than are included in the travel demand model. However, the local government organizations felt this development may not occur until after 2050, which is the planning horizon for this project. After careful consideration, UDOT determined the travel demand model uses the best information available and did not make any changes to the number of households included in the model.
- b. UDOT presented 17 alternatives to the public in fall 2021 and developed 6 new alternatives based on comments received during the alternative comment period. Bypass alternatives that tie into US-40 at 800 North were modified to include improvements to the existing US-40 corridor between SR-32 and 800 North. New bypass alternatives that extend all the way to SR-32 on a new alignment were developed. A new one-way-couplet was developed as well. A total of 23 alternatives were evaluated in the screening process.
- c. There are three steps where alternatives were eliminated in the screening process:
 - i. Preliminary evaluation eliminate alternatives that have fatal flaws (not technical or economically feasible or practical) which are not reflected in Level 1 or Level 2. Two alternatives were eliminated at this step.
 - ii. Level 1 eliminate alternatives that do not meet the project purpose: improve local mobility, allow Heber City to meet their vision for a historic town center, improve regional mobility. Fifteen alternatives—including all east bypass alternatives and all Main Street alternatives—were eliminated at this step.
 - iii. Level 2 eliminate alternatives that would perform similarly with respect to the purpose but would result in additional impacts to key resources. One alternative (WA1) was eliminated at this step due to extensive wetland impacts. Note the aquatic resource data in the north fields is preliminary; these will be delineated according to USACE protocols in 2022 for analysis in the DEIS.
- d. Five alternatives passed through screening and will be evaluated in detail in the DEIS. All are west bypass alternatives. Note that three signals are planned on north US-40 as well as a future interchange at US-40 and SR-32. These are planned as separate projects and will be constructed regardless of the outcome of this project.
 - i. WA1: Freeway with North US-40. Bypass is a freeway facility at 65 mph with grade separated interchanges connecting to US-40 at 800 North. A continuous frontage



road system would be added to the existing US-40 corridor on both sides between SR-32 and 800 North.

With WA1, all signals would operate at an acceptable LOS, one segment would operate at LOS F (improvement from existing conditions). Travel time on Main Street would be longer than existing, but shorter than with no-action. Regional travel time would be improved. There would be about 8.8 acres of Waters of the U.S. (WOUS) and 8 historic buildings impacted. About 18 relocations would be necessary.

- ii. WB1: Highway with North US-40. Bypass is a highway facility at 55 mph with at grade signalized intersections connecting to US-40 at 800 North. A discontinuous frontage road system would be added to select sections of the existing US-40 corridor to consolidate existing accesses between SR-32 and 800 North.
 - With WB1, all signals would operate at an acceptable LOS, one segment would operate at LOS F (improvement from existing conditions). Travel time on Main Street would be longer than existing, but shorter than with no-action. There would be about 6.6 acres of WOUS and 8 historic buildings impacted. About 17 relocations would be necessary.
- iii. WB2: Highway with North US-40 and Realigned US-189. This alternative is the same as WB1 except US-189 would be realigned on the south end (from about Edwards Lane to 1300 South). Travel times would be shorter than for WB2.
 - Impacts with WB2 would be similar to WB1, with one more relocation.
- iv. <u>WB3: Highway to SR-32.</u> Bypass is a highway facility at 55 mph with at grade signalized intersections connecting to US-40 at SR-32. No improvements would be made to the existing US-40 corridor.
 - With WB3, travel time would be faster than previously discussed alternatives. WOUS impacts would be greater than WA1, WB1 and WB2 (about 12.4 acres of WOUS). Historic buildings and property impacts would be reduced (1 historic building and 8 relocations).
- i. <u>WB4: Highway to SR-32 and Realigned US-189.</u> This alternative is the same as WB3 except US-189 would be realigned on the south end (from about Edwards Lane to 1300 South). With WB4, regional travel times would be shorter than with WB3.
 - Impacts with WB4 would be similar to WB3 (12.5 acres of WOUS and 1 historic building), with one more relocation.
- 3. Public / agency comment period
 - a. UDOT will publish a draft screening report on the project website on June 7.
 - b. A 45-day comment period will run from June 7 through July 22.



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



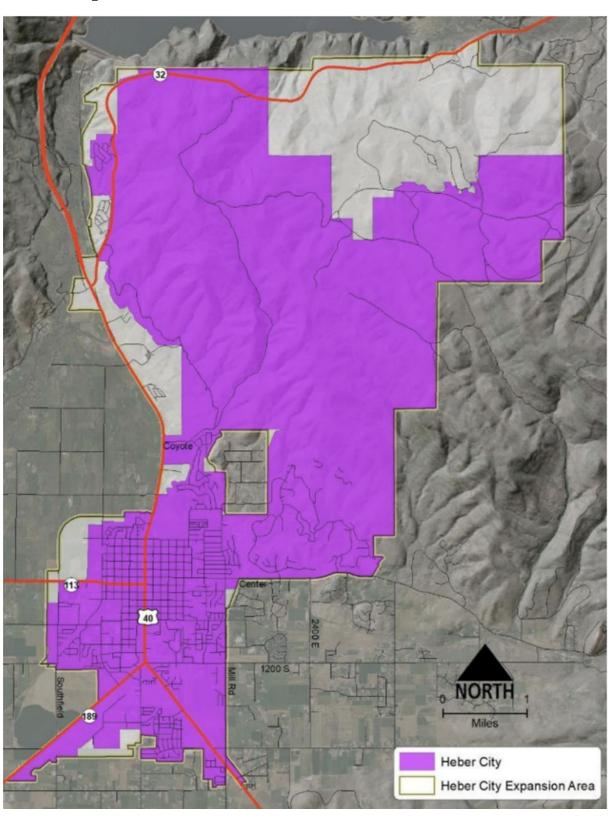
- East bypass has never been planned
- East bypass impacts neighborhoods and is not safe for kids walking to school
- West side is much less developed (fewer homes and schools)
- Something needs to be done about congestion
- Congestion on Main Street better than impacting neighborhoods
- North fields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



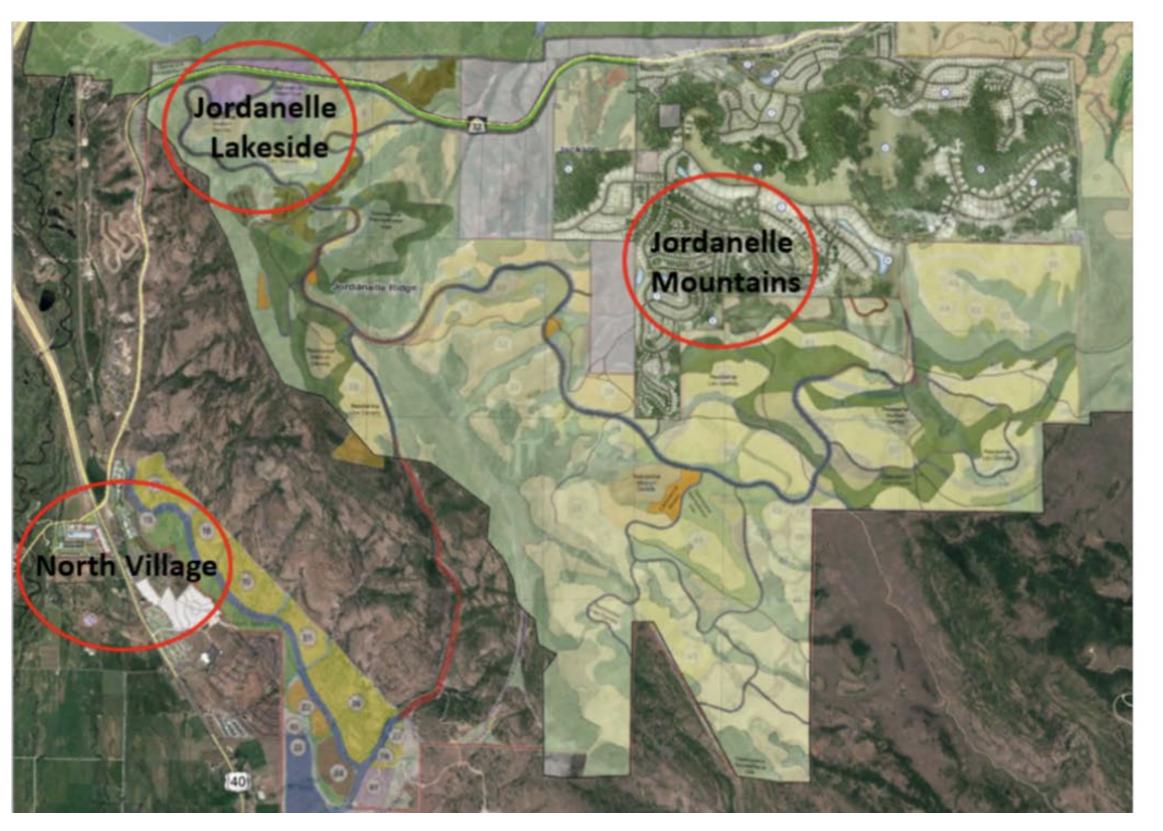
North US-40 — Growth



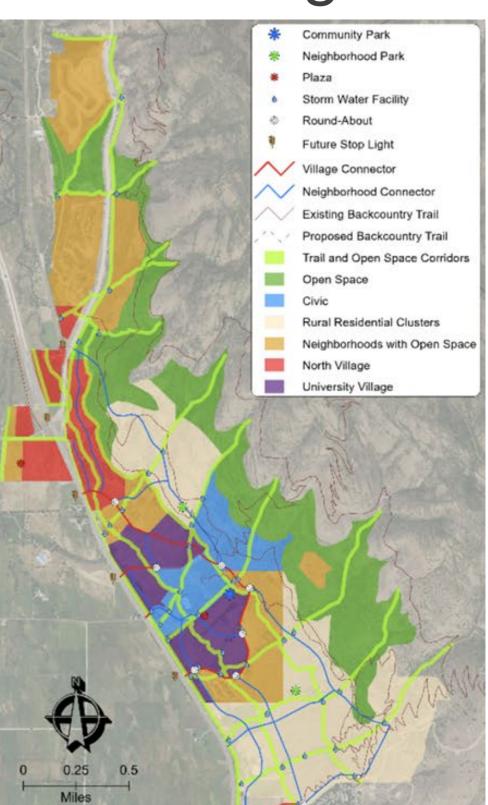
Expansion Area



General Plan Town Centers



North Village





Alternatives Development New Concepts



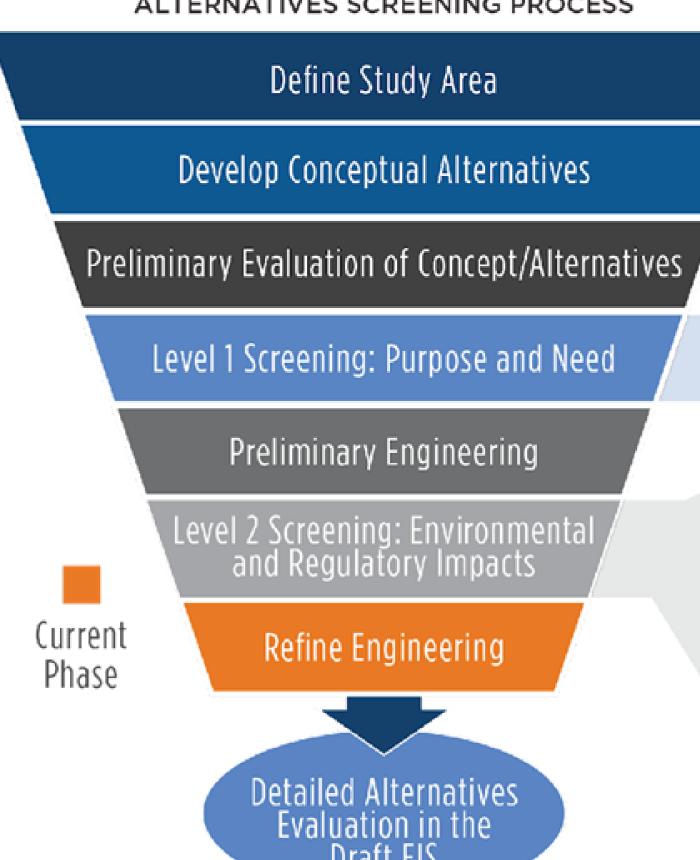
- Improvements to north US-40
- One-way-couplet on 100 East
- West Bypass
 - Extend bypass to connect to US-40 near SR-32
 - Southern extension for west bypass (through Daniel)
 - Turbo roundabout with 1300 South extension



Screening Process and Criteria



ALTERNATIVES SCREENING PROCESS



LEVEL 1 SCREENING CRITERIA - PURPOSE AND NEED

Criteria	Measure
Improve regional and local mobility on U.S. 40 through 2050	 Improve arterial and intersection Level of Service (LOS) on US-40 Substantially decrease thru-traffic travel time Substantially decrease queue length along US-40 Minimize conflicts to north-south mobility for thru-traffic
Provide opportunities for non-motorized transportation	 Provide opportunities for non-motorized transportation consistent with local and regional planning documents
Allow Heber City to meet their vision for the historic town center	 Avoid/minimize impacts to valued places and historic buildings on Main Street 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)

LEVEL 2 SCREENING CRITERIA - IMPACTS

1	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	 Number of full property acquisitions and relocations (commercial and residential) Number of partial property acquisitions
	\$ 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



					LOCAL CONSIDERATIONS				REGIONAL COI	NSIDERATIONS	
			Local Mobility (PM	Peak hour operations or	n Main Street)		Heber City Visior	1	Regional	Mobility	
	Preliminary Screening	Number of Intersections	Southbound Segments with	SR-32 to US-189/US-40	Southbound Queue Length at 500 North	Valued Places Impacts	Downtown Historic	Allows Heber City to Achieve	Travel Time on Bypass	Conflict Points Intersections, cross streets, driveways	Recommended for Level 2? An alternative must pass all Level 1 criteria
		at LOS F	LOS F	intersection (m:s)	(feet)		Buildings Impacts	Vision	SR-32 to US-189/3000 South	Streets, utiveways	to advance to Level 2 screening
ALTERNATIVE							ilipacis		(m:s)		
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			ent traffic analysis tool/method results, no further analysis.	Yes	9	No	Failed local consider	rations - no analysis	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 (406)	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



					LOCAL CONSIDERATIONS				REGIONAL CON	NSIDERATIONS	
			Local Mobility (PM	Peak hour operations or	n Main Street)		Heber City Vision	1	Regional	Mobility	
		8	A	å					Ö		Recommended for Level 2?
	Preliminary Screening	Number of Intersections at LOS F	Southbound Segments with LOS F	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	An alternative must pass all Level 1 criteria to advance to Level 2 screening
ALTERNATIVE							Impacts		(m:s)		Secting
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 consider	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 consider	rations - no analysis	No



Screening Results Level 2



	Waters of the US Section 4(f) Right of Way											
					Historic I	Buildings			,		\$	_/
ALTERNATIVE	Canals (acres)	Ditches (acres)	Perennial Streams (acres)	Wetlands (acres)	Potential Full Acquisitions	Full Acquisitions	Recreation Resources Midway Lane Connector/ Wasatch County Railroad Trail (linear feet)	Potential Full Acquisitions	Full Acquisitions	Number and acreage of Parcels Intersected	Cost High level estimate (millions)	Recommended for detailed evaluation in Draft EIS?
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

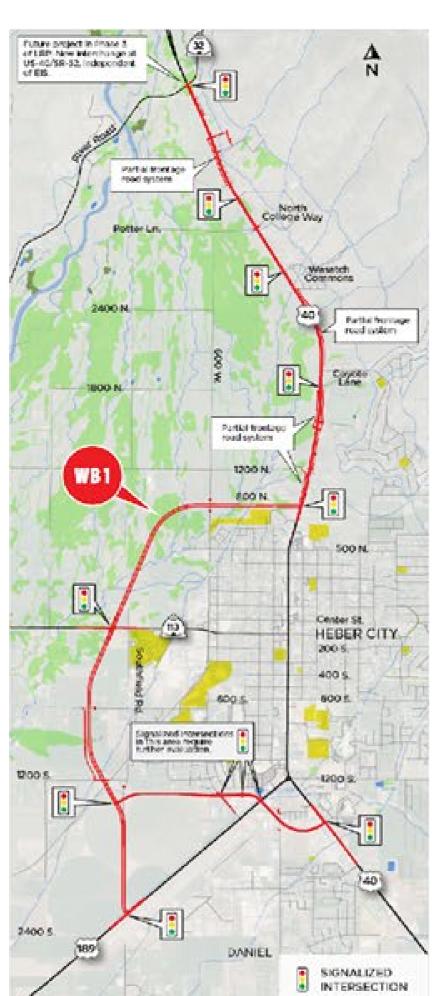


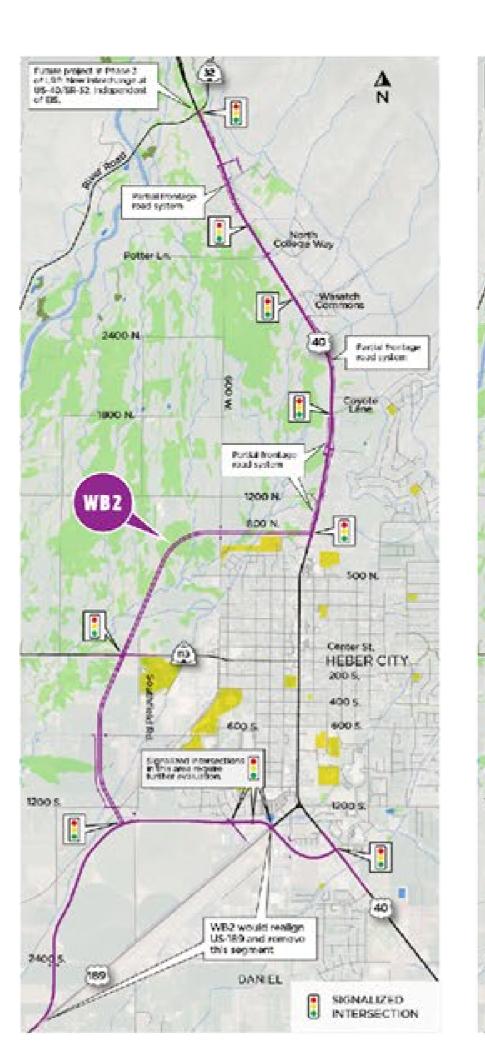


Alternatives Carried Forward to Draft EIS









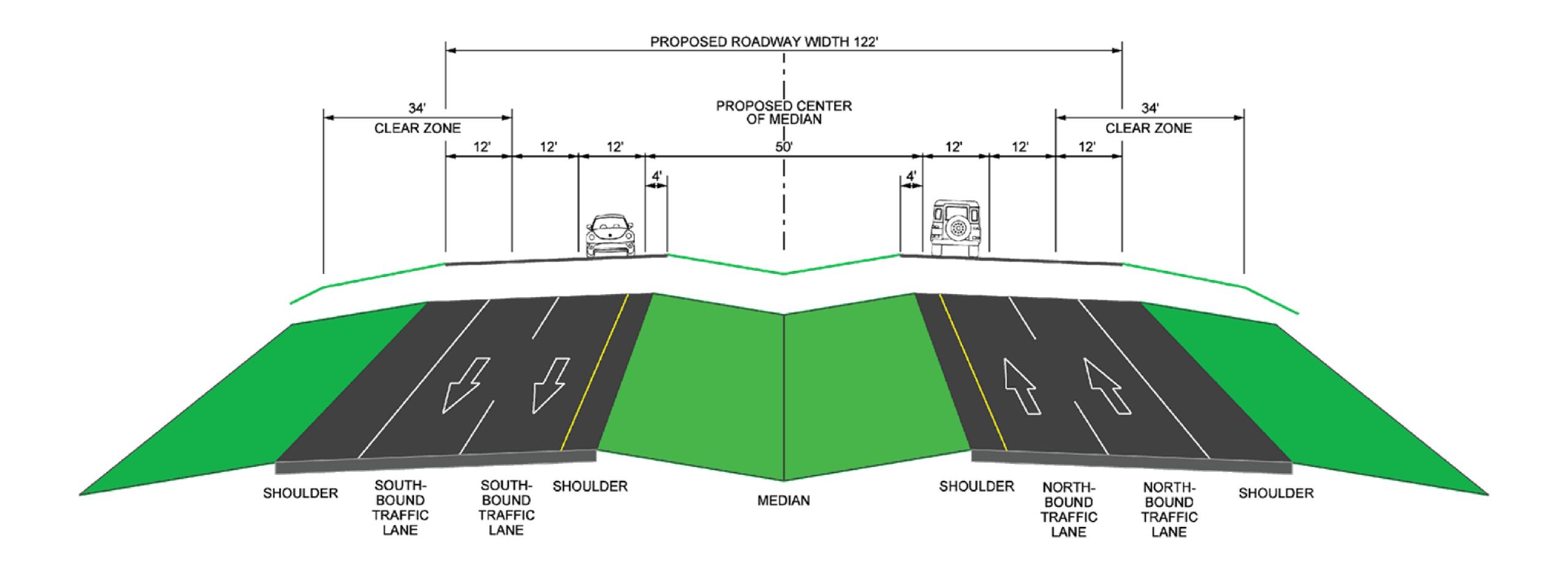






Bypass Typical Section

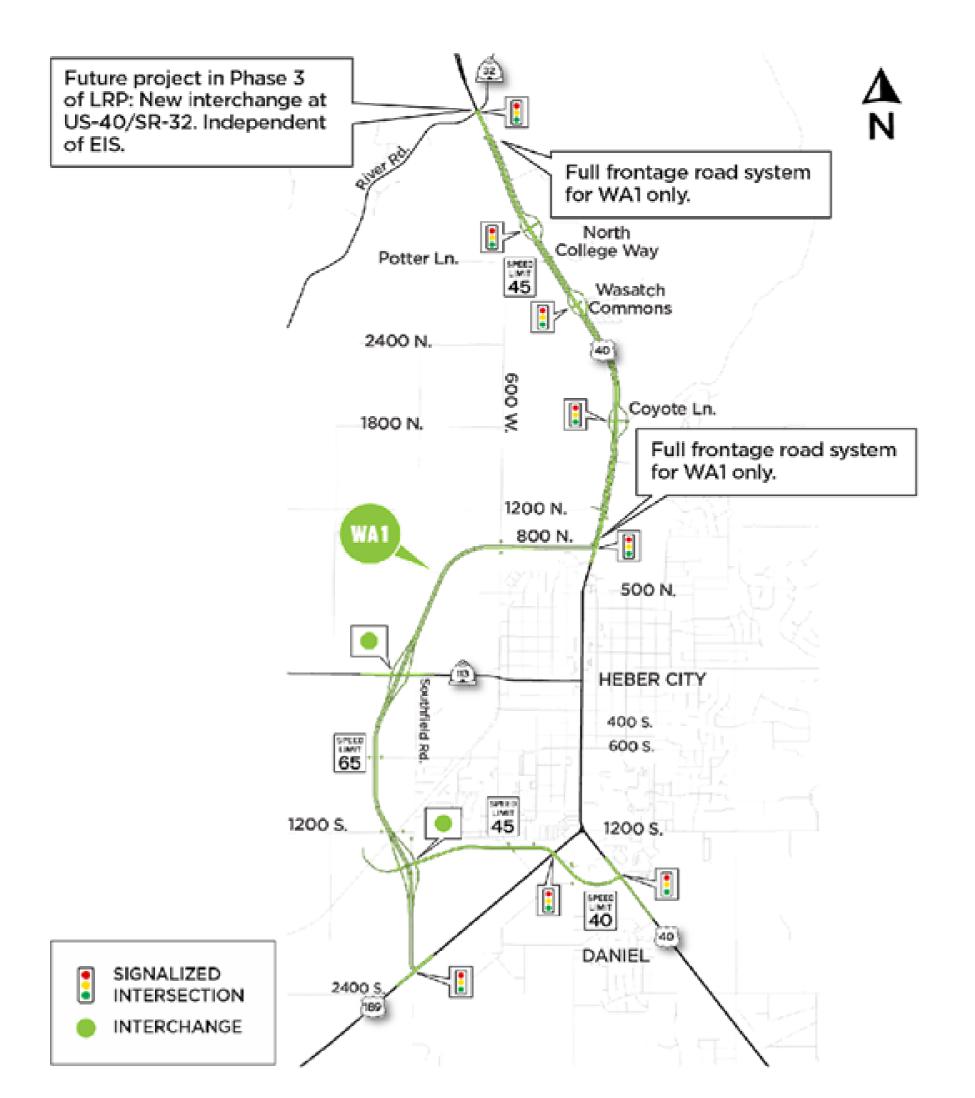






Alternative WA1 Freeway with North US-40





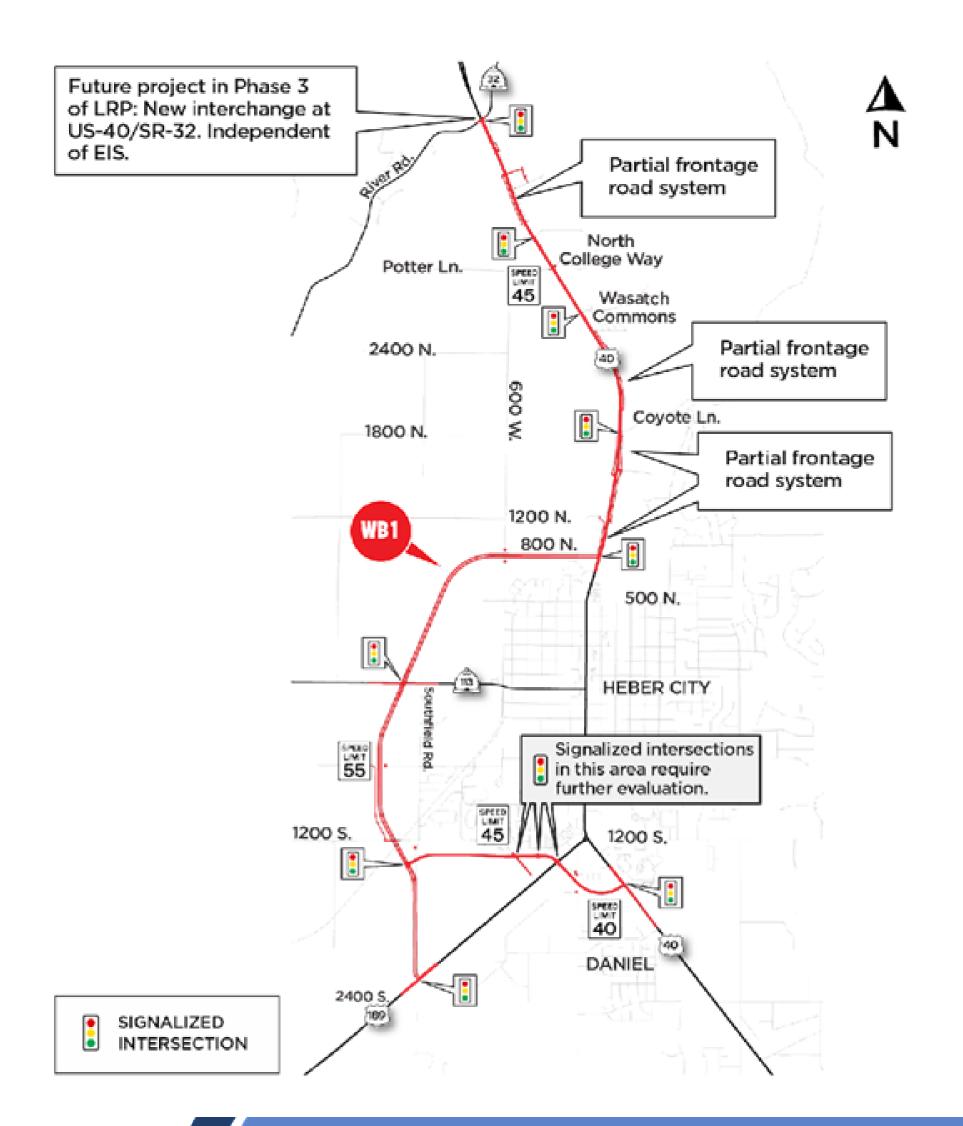
	Bypass Cha	racteristics	South	ern Connection	Northern Connection to SR-32					
Facility Type	Facility Type Speed Limit Access Locations			Realign US-189	New Alignment	Uses Existing US-40	Speed Access Locations			
Freeway	65 Grade-separated Interchanges		Yes	No	No	Yes	45	Signalized intersections		

			ļ	Level 1 Screening	l		Le	vel 2 Screening				
	(a)	PM peak be	Local I our operations (5-	Mobility Epm) on Heber City Mai	in Street	Regional M Traffic operations beto US-185	obility ween SR-32 and)	14	₫	=	\$	✓
ALTERNATIVE	Meets Heber City Vision Impacts to downtown valued places/ historic buildings	Intersections with LOS F Five intersections on US-40 in downtown Haber 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 (ms)	Regional Travel Time on Bypass SR-32 to US-189/ 3000 South (ms)	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 estimale	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	19:05 (on US-40)	152-157	-	-	-	-	Yes
West Bypass Limited- Access Grade- Separated (WAI) Freeway with North US-40 (WAI)	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	nit Access Locations 1300 S Realign US-189 New Alignm				Uses Existing US-40	Speed	Access Locations		
Highway	55	Signalized intersections	Yes	No	No	Yes	45	Signalized and unsignalized intersections, driveways		

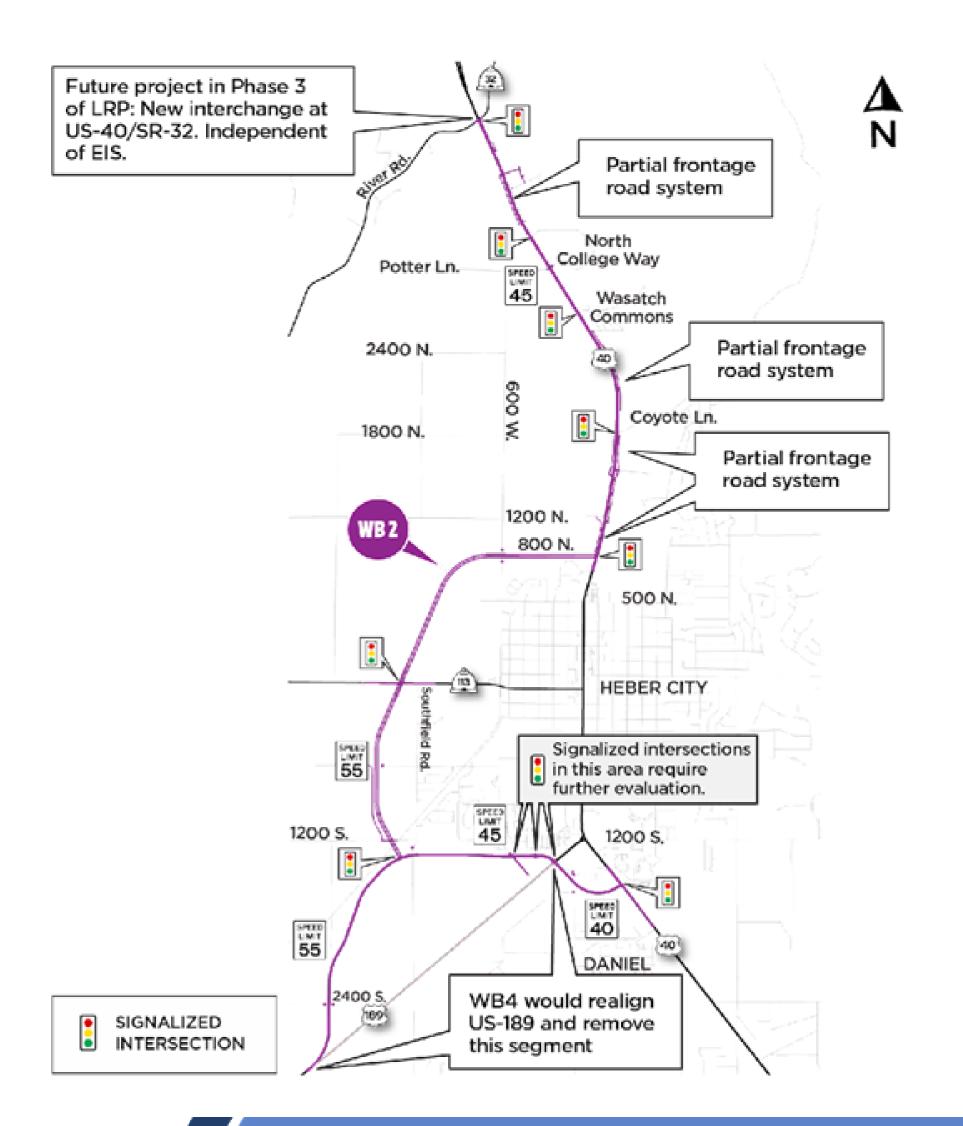
						Le	vel 2 Screening					
	(a)	PH peak h	Local i our operations (5-	Mobility 6pm) on Heber City Mai	in Street	Regional M Traffic operations bet US-183	obility ween SR-32 and)	14	₫ †	=	\$	✓
ALTERNATIVE	Meets Heber City Vision Impacts to downtown valued places/ historic buildings	Intersections with LOS F Five intersections on US-40 in downtown Heber City	Southbound Segments with LOS F	Southbound Queue Length at 500 North (/cet/)	Local Travel Time on US-40 SR-32 to US-899/ 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) Canats, oliches perennial streams, wetlands	Historic Buildings (#) Potential adverse effects	Residences and Businesses (II) 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 (an 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 (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



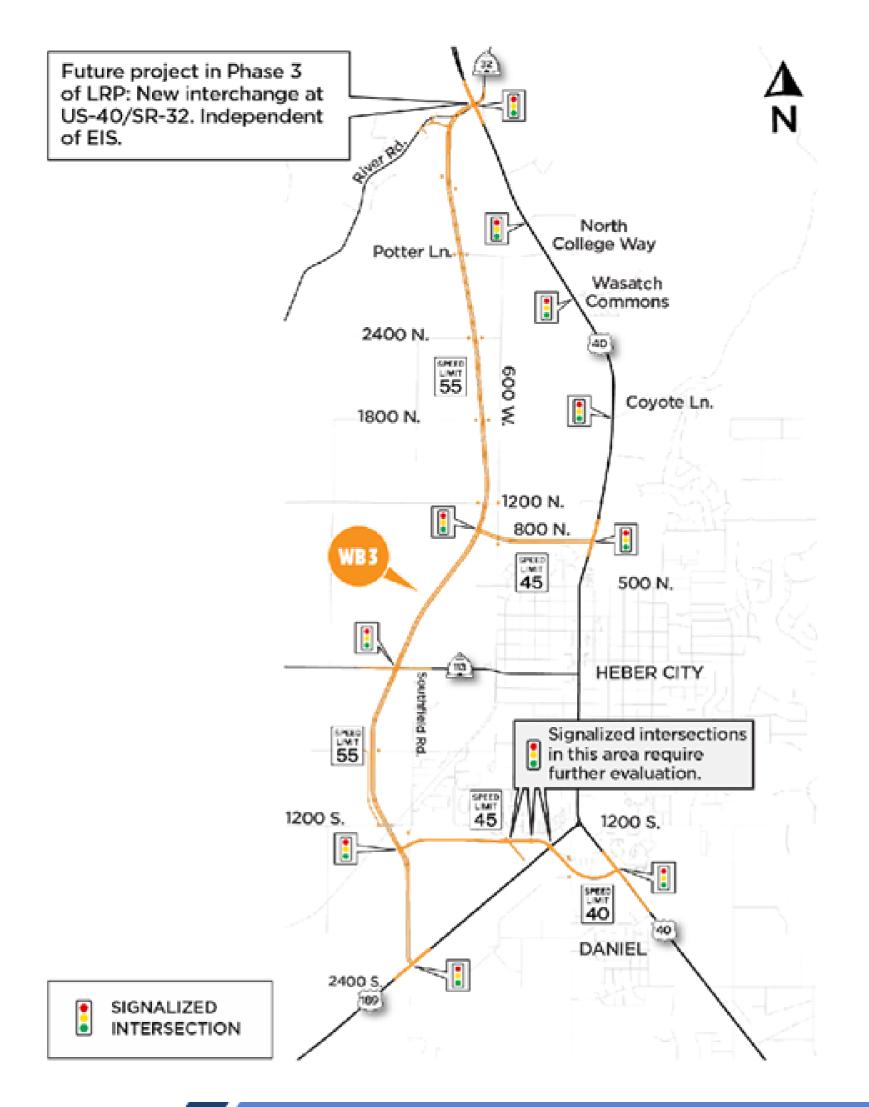


	Bypass Cha	racteristics	South	ern Connection	Northern Connection to SR-32					
Facility Type	Speed Limit	Access Locations	1300 S	Realign US-189	New Alignment	Uses Existing US-40	Speed	Access Locations		
Highway	55	Signalized intersections	Yes	Yes	No	Yes	45	Signalized and unsignalized intersections, driveways		

				Level 1 Screening	ı			Le	vel 2 Screening			
	0	PM peak ho	Local I our operations (5-	Mobility Spm) on Heber City Mai	in Street	Regional M Traffic operations beto US-189	obility ween SR-32 and	143	#	=	\$	/
ALTERNATIVE	Meets Heber City Vision Impacts to downtown valued places/ historic buildings	Intersections with LOS F Fine intersections on US-40 in downtown Heber City	Southbound Segments with LOS F	Southbound Queue Length at 500 North (lest)	Local Travel Time on US-40 SR-32 to US-189/ US-40 intersection (mss)	Regional Travel Time on Bypass SR-32 to US-189/ 3000 South (MSS)	Conflict Points Intersections, cross streets, driveways	Waters of the U.S. (Acres impacted) Ganais, difiches perennial streams, wedlands	Historic Buildings (#) Patential adverse effects	Residences and Businesses (#) Potential full acquisitions	Cost (millions) High level project cost estimale	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	19:05 (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	Access Locations			
Highway	55	Signalized intersections	Yes	No	Yes	No	55	Signalized intersections		

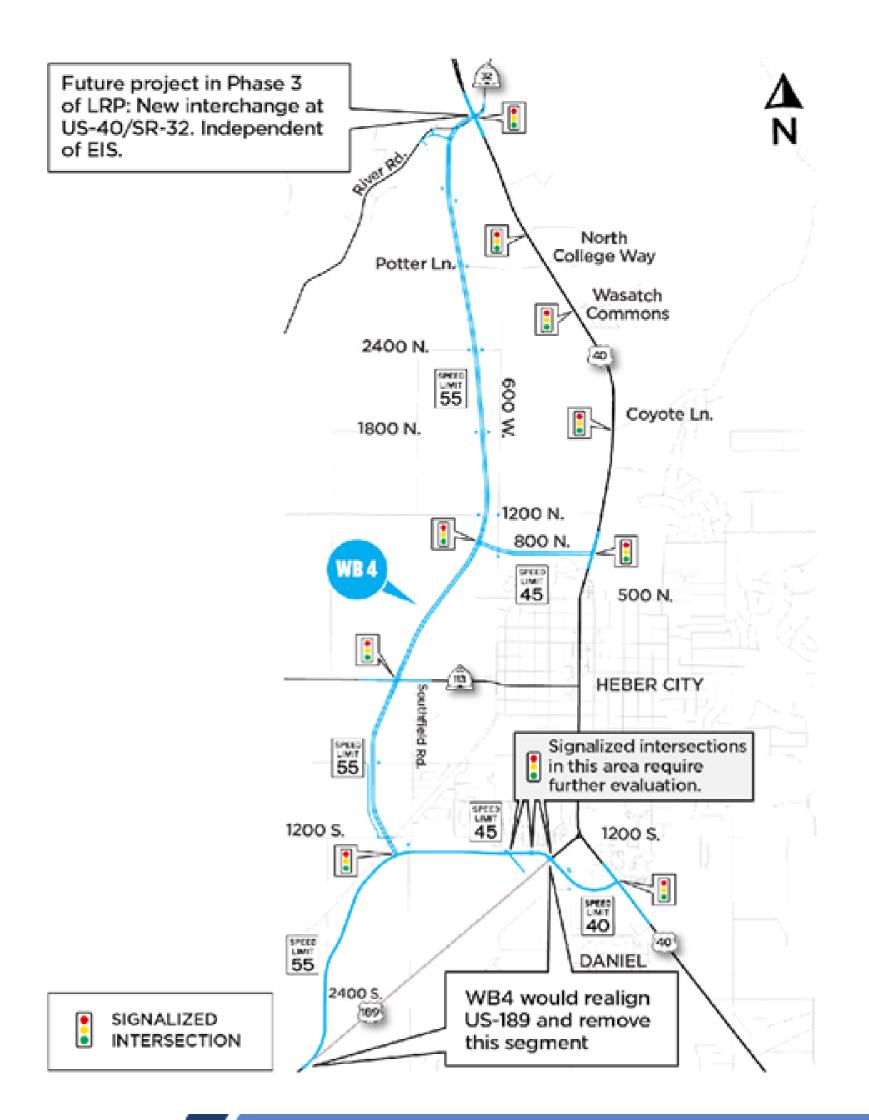
Level 1 Screening							Level 2 Screening						
	(3)	PM peak ho	Mobility Spm) on Heber City Ma	in Street	Regional Mobility Traffic operations between SR-32 and US-189		14	d	=	\$	✓		
ALTERNATIVE	Meets Heber City Vision Impacts to downtown valued places/ historic buildings	Intersections with LOS F Five intersections on US-40 in downtown Heber City	Southbound Segments with LOS F	Southbound Queue Length at 500 North (Feef)	Local Travel Time on US-40 SR-32 to US-189/ US-40 intersection (ms)	Regional Travel Time on Bypass SR-32 to US-189/ 3000 South (mss)	Conflict Points Intersections, cross streets, driveways	Waters of the U.S. (Acres impacted) Canals, difches 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 (15-40)	144	-	-	-	-	-	
US-40 No-Action (2050)	No	3	2	13,100	17:40	19:05 (on (15-40)	152-157	-	-	-	-	Yes	
West Bypass Parkway At-Grade with Northem 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			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	Jses Existing US-40 Speed Access L			
Highway	55	Signalized intersections	Yes	Yes	Yes	No	55	Signalized intersections		

	Level 1 Screening								Level 2 Screening						
	(a)	Local Mobility PM peak hour operations (5-6pm) on Heber City Main Street				Regional Mobility Traffic operations between SR-32 and US-189		14	d1	≅	\$	~			
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 (mss)	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, disches perennial streams, wetlands	Historic Buildings (#) Potential adverse effects	Residences and Businesses (II) 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	19:05 (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	Local Mobility PM peak hour operations (5-6pm) on Heber City Main Street			Regional Mobility Traffic operations between SR-32 and US-189		14			\$	/		
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	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		
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

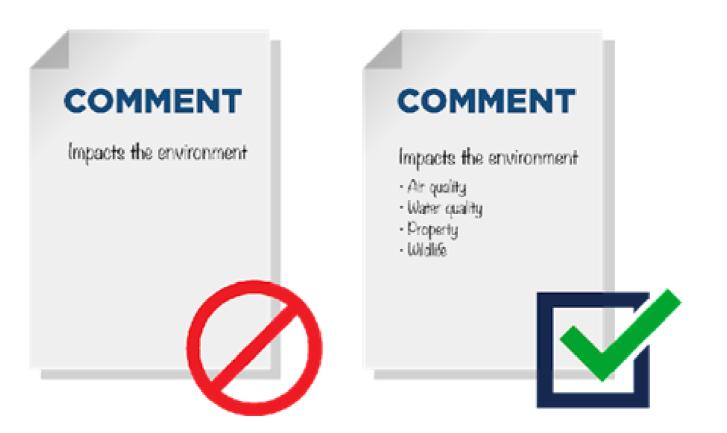


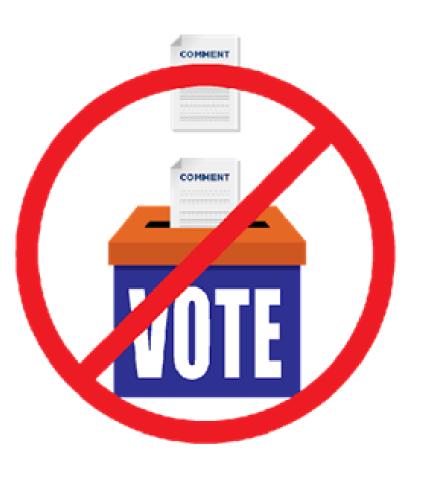
Public Comments













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
- Public hearing
- 45-day

 public
 comment
 period
- 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

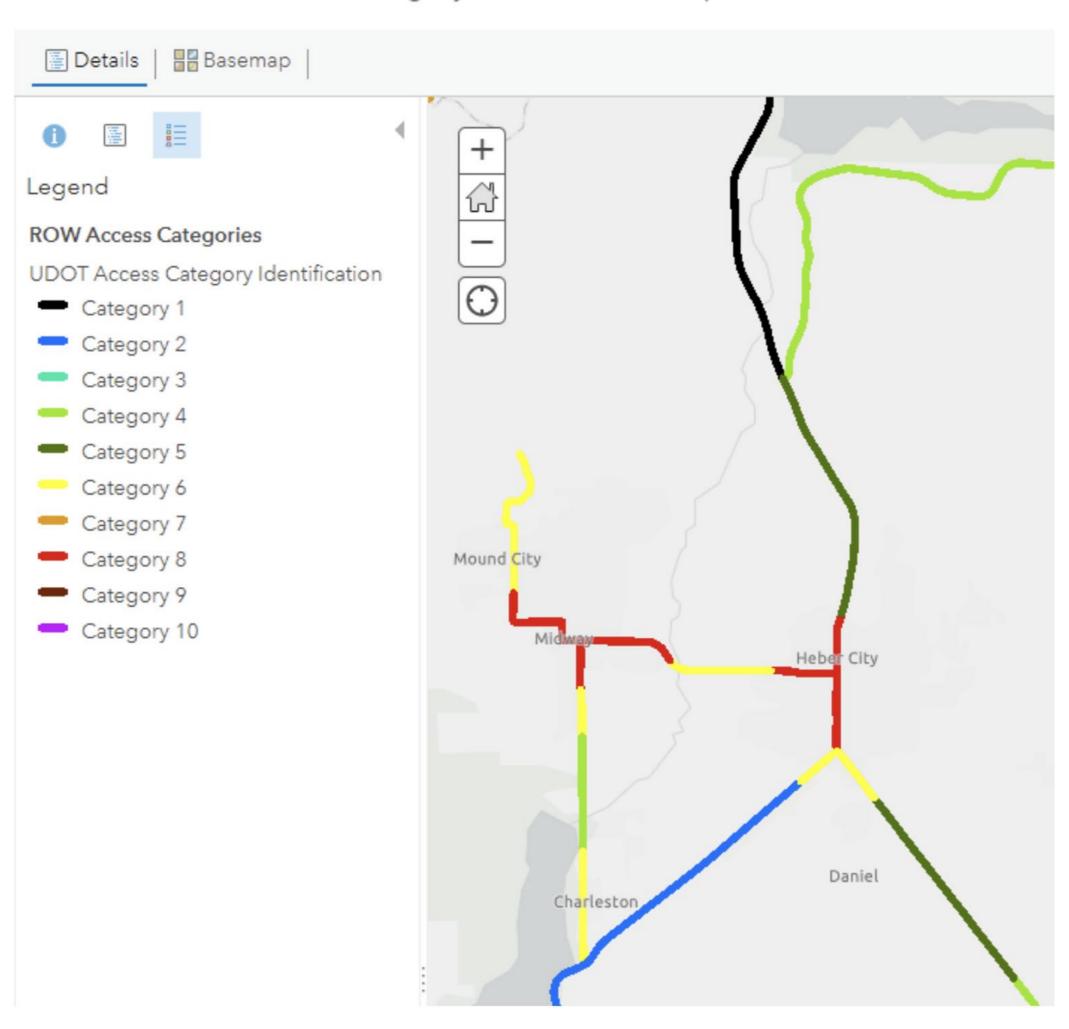
The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

North US-40 — Alternatives

Access Category



Home ♥ UDOT Access Category Identification Map







Summary

Project:	Heber Valley Corridor EIS
Subject:	Local Government Participating Agency Screening Meeting
Date:	Monday, June 06, 2022
Time:	1:00-2:00 pm
Location:	Heber City Police Department and Zoom

Attendees

\checkmark	Name	Representing	Role	Email
\checkmark	Craig Hancock	UDOT	Project Manager	chancock@utah.gov
✓	Naomi Kisen	UDOT	Environmental Manager	nkisen@utah.gov
✓	Andrea Clayton	HVC Team	Environmental Lead	Andrea.clayton@hdrinc.com
✓	Bri Binnebose	HVC Team	Public Involvement	bbinnebose@pennapowers.com
\checkmark	Charles Allen	HVC Team	Traffic Lead	callen@parametrix.com
\checkmark	Devin McKrola	CUWCD	Project Manager	devin@cuwcd.com
✓	Mike Rau	CUWCD	Water Quality Manager	miker@cuwcd.com
✓	Heidi Franco	Heber City	Mayor	hfranco@heberut.gov
✓	Rachel Kahler	Heber City	Council Member	rkahler@heberut.gov
✓	Mike Johnston	Heber City	Council Member	mjohnston@heberut.gov
✓	Matt Kennard	Heber City	Public Works	mkennard@heberut.gov
✓	Tony Kohler	Heber City	Planning Director	tkohler@heberut.gov
✓	Russ Funk	Heber City	Engineer	rfunk@heberut.gov
✓	Bob Allen	MAG	Rural Planning Director	rallen@mountainland.org
✓	Tim Hereth	MAG	Traffic/Land Use Modeling	thereth@mountainland.org
✓	Celeste Johnson	Midway City	Mayor	cjohnson@midwaycityut.org
✓	Michael Henke	Midway City	City Planner	mhenke@midwaycityut.org
✓	Steve Dougherty	Midway City	City Council	sdougherty@midwaycityut.org
✓	Mike Kohler	UT Representative	District 54 (Wasatch County)	mkohler@le.utah.gov
√	Dustin Grabau	Wasatch County	Assistant County Manager	dgrabau@wasatch.utah.gov
✓	Kendall Crittenden	Wasatch County	Council Member	kcrittenden@wasatch.utah.gov
√	Marilyn Crittenden	Wasatch County	Council Member	mcrittenden@wasatch.utah.gov.
\checkmark	Steve Farrell	Wasatch County	Council Member	sfarrell@wasatch.utah.gov

Meeting Summary

1. The objective of this meeting was to provide an update to local government participating agencies on the results of the screening process, listen to comments, and answer questions.

2. Purpose and Need:



- a) The purpose of the Heber Valley Corridor EIS is to improve regional and local mobility on US-40 from SR-32 to US-189 and provide opportunities for non-motorized transportation while allowing Heber City to meet their vision for the historic town center.
- b) <u>Question:</u> how did non-motorized transportation get added to the purpose and need?
 UDOT received numerous comments during the scoping phase and decided to elevate non-motorized transportation from a secondary objective to part of the primary purpose.
- c) <u>Question</u>: can we add something about the Wasatch County open space bond to the purpose now?

UDOT spent a substantial amount of time and effort developing the purpose and need. This effort included gathering input from the public during early scoping and scoping, which was used to help shape the purpose and need. The purpose sets the foundation for alternative development and screening. Changing the purpose at this point would require a big step back, essentially restarting the alternatives development and screening process.

UDOT understands open space is a concern for the community. Impacts to open space will be evaluated in the next step (Draft EIS).

3. Alternative development overview:

- a) UDOT presented 17 alternatives to the public in fall 2021 along with the No-action Alternative. The No-action alternative is required as a baseline for comparison. It describes the conditions in 2050 if all projects on the Long Range Plan except this project are implemented. The No-action Alternative is always on the table.
- b) Question: How do you count 7 west bypass alternatives presented last fall? UDOT presented 4 west bypass alternatives (WA, WB, WC, and WD). Three of them had an option to realign US-189; considering the option to realign US-189 as a separate alternative results in a total of 7.
- c) <u>Question</u>: Is UDOT helping with transit?UDOT based the transit alternative on the Wasatch County Transit Study.
- d) UDOT received about 670 comments during the alternatives comment period. A list of common themes was presented including concerns about an east bypass, differing opinions about congestion on Main Street, desire to protect the north fields, concern for impacts to natural resources, and suggestion that bypass alternatives should tie into US-40 at SR-32.
 - i. <u>Question</u>: How did you determine common themes? There were not as many comments about extending the bypass to SR-32 as there were about the other common themes. Did you use certain number of comments as a threshold?



UDOT did not use a numeric threshold in creating the list of common themes. If a comment was received numerous times, it was considered a common theme. All comments that provide relevant and useful information receive similar weight and consideration, regardless of the number of times that comment is submitted. UDOT does not count comments and weigh them according to the number received.

- e) UDOT received multiple comments regarding growth in northeast Heber City. Commenters wanted to make sure this growth was taken into consideration. Some suggested bypass alternatives should tie into US-40 at SR-32 to bypass this growth. UDOT met with Heber City, Wasatch County, and MAG to compare planned development with the approved travel demand model. There are more households planned in the area north of downtown Heber City and east of US-40 than are included in the travel demand model. However, this development could occur after 2050. After careful consideration, UDOT determined the travel demand model uses the best information available and did not make any changes (did not add additional households in this area).
 - i. <u>Question</u>: Did you take into account the difference between Equivalent Residential Units (ERUs) and households?
 - Yes, UDOT converted ERUs to households.
 - ii. Question: Why are you looking at 2050? Doesn't Main Street fail sooner? UDOT is using 2050 as the design horizon for the EIS. It is typical to use a design horizon that is 20-30 years out because transportation projects can take a long time to plan, design, and construct. UDOT also wants transportation investments to support future mobility. A 2050 design horizon is consistent with the Long Range Plan.
- f) UDOT developed 6 new alternatives based on comments received during the alternative comment period. Bypass alternatives that tie into US-40 at 800 North were modified to include improvements to the existing US-40 corridor between SR-32 and 800 North. New bypass alternatives that extend all the way to SR-32 on a new alignment were developed. A new one-way-couplet was developed as well. A total of 23 alternatives were evaluated in the screening process.

4. Alternative screening overview:

- a) There are three steps where alternatives were eliminated in the screening process:
 - i. Preliminary evaluation eliminate alternatives that are not reasonable or have fatal flaws (not technically or economically feasible) which are not reflected in Level 1 or Level 2. Two alternatives were eliminated at this step (transit and bridge/tunnel).
 - ii. Level 1 eliminate alternatives that do not meet the project purpose: improve local mobility, allow Heber City to meet their vision for a historic town center, improve



regional mobility. Fifteen alternatives—including all east bypass alternatives and all Main Street alternatives—were eliminated at this step.

- (1) <u>Question</u>: why did the one-way-couplets fail Level 1 screening if they meet local mobility criteria?
 - The one-way-couplets were eliminated because they did not meet criteria for Heber City's vision for a historic town center. Alternative 40F (Main Street and 100 West) would result in impacts to 15 historic buildings and Alternative 40G (100 West and 100 East) would result in 36 impacts to historic buildings.
- (2) <u>Question</u>: how would the couplet alternatives impact historic buildings if Main Steet would not need to be widened?
 - The couplets would impact historic buildings on 100 West and 100 East.
- (3) <u>Question</u>: how would historic buildings on parallel roads be impacted when the right of way is so wide?
 - UDOT would need to widen 100 West and/or 100 East to include three 12-foot travel lanes and 12-foot-wide shoulders, which would require additional right of way and would impact buildings.
- iii. Level 2 eliminate alternatives that would perform similarly with respect to the purpose but would result in additional impacts to key resources. One alternative (WA3) was eliminated at this step due to extensive wetland impacts.
- b) Five alternatives passed through screening and will be evaluated in detail in the DEIS. All are west bypass alternatives. They have been renamed for brevity and to make the names more descriptive.
 - i. <u>WA1: Freeway with North US-40</u>. Bypass is a freeway facility at 65 mph with grade separated interchanges connecting to US-40 at 800 North. A continuous frontage road system would be added to the existing US-40 corridor on both sides between SR-32 and 800 North.
 - ii. <u>WB1: Highway with North US-40</u>. Bypass is a highway facility at 55 mph with atgrade signalized intersections connecting to US-40 at 800 North. A discontinuous frontage road system would be added to select sections of the existing US-40 corridor to consolidate existing accesses between SR-32 and 800 North.
 - iii. WB2: Highway with North US-40 and Realigned US-189. Same as WB1 except US-189 would be realigned on the south end (from about Edwards Lane to 1300 South).
 - (1) <u>Comment</u>: US-189 would be realigned onto 1300 South. However, Heber City or Wasatch County could still use the old US-189 alignment if desired.
 - iv. <u>WB3: Highway to SR-32.</u> Bypass is a highway facility at 55 mph with at-grade signalized intersections connecting to US-40 at SR-32. No improvements would be



made to the existing US-40 corridor. Note there are three planned signals on north US-40 and a future interchange at US-40 and SR-32 that are already planned as separate projects and will be constructed regardless of the outcome of this project. The alignment through the north fields was based on an effort to minimize impacts to wetlands.

v. WB4: Highway to SR-32 and Realigned US-189. Same as WB3 except US-189 would be realigned on the south end (from about Edwards Lane to 1300 South).

5. Questions and discussion:

a) Question: Can the speed limit for the alternatives be changed later?

UDOT designs alternatives to meet a certain design speed. It is possible to reduce the speed limit, but it may not be possible to increase the speed limit.

b) Question: Would Heber City get control of Main Street?

That depends on whether the bypass becomes US-40 and if there is a jurisdictional transfer.

c) Question: can trucks be restricted on Main Street?

If there is a jurisdictional transfer and the bypass becomes US-40, and if Heber City takes jurisdiction on Main Street, it could be possible to restrict trucks driving through Heber City from using Main Street. Trucks will always have access for deliveries and services.

d) <u>Question</u>: how can we control access on an alternative like WB3 and WB4 so that it becomes a scenic byway for through traffic only?

UDOT is proposing access only at signalized intersections, which would have a minimum spacing of a half mile.

e) Question: how are you addressing local roads?

UDOT is currently evaluating this for the five alternatives that passed through screening. Where bypass alternatives intersect local roads, there would either be a crossing (intersection or culvert), or the local road would terminate in a cul-de-sac.

f) Question: does the typical section include landscaping?

UDOT is not evaluating landscaping at the level of detail required during the EIS process.

g) Question: can the median be narrowed?

A 50-foot-wide median meets current UDOT standards and provides the safest facility. There are treatments that can be used where it is not possible to provide a 50-foot median.



h) <u>Question</u>: why are alternatives outside the corridor that has been preserved by Heber City and Wasatch County?

The preservation corridor is not wide enough to accommodate the typical section.

- i) Question: when is the open house?
 - UDOT is not planning an open house for the current phase but will present this information at Heber City, Wasatch County, and Midway City Council meetings. UDOT is also planning to post a video of the presentation on the project website.
- j) Question: will you consider delaying the comment period until the video is available? UDOT will publish screening materials on June 6 including the screening report and companion materials that will make it easier for the public to consume (dashboard, factsheets). The public comment period will start on June 6, UDOT will get the video on the website as soon as possible. NEPA does not require a comment period for alternative screening; UDOT is providing an additional comment period for this project before publishing the Draft EIS.
- k) Question: can we eliminate this comment period and get to the Draft EIS faster?
 UDOT is not pausing on work during the public comment period. Also, the public has already been notified a 45-day comment period will be provided.
- I) Question: it does not seem like this comment period is useful, people want to comment on alternatives not the screening process. Why are you even asking the public to comment on the screening process?
 - UDOT sees value in providing a public comment period for this phase of the project.
- m) Question: when and how will you take alternatives through the north fields off the table?

 UDOT can't eliminate an alternative just because someone doesn't like it. Council on Environmental Quality (CEQ) guidelines do not allow UDOT to eliminate an alternative because it is unpopular. Evaluating alternatives using the NEPA process provides for better understanding of the potential benefits and impacts associated with alternatives, which allows UDOT to make an informed and defensible decision.
- n) Question: what type of comments is UDOT looking for?
 - UDOT is specifically looking for comments about the screening report, screening criteria as they relate to the project purpose and key resources, and screening process. UDOT wants to know if there is new data or if anything was missed that could affect results of the screening process.