APPENDIX N	
Stakeholder Working Group Presentation]
Presentation	l
Summary	1



Stakeholder Working Group Meeting
June 9, 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

Sarah Rigard | HVC Team Environmental

Charles Allen | HVC Team Traffic Lead

Justin Smart | HVC Team Public Involvement Lead

Brianna Binnebose | HVC Team Public Involvement



Stakeholder Working Group Members



Name	Community Group	Role
Tony Kohler	Heber City	City Planner
Dustin Grabau	Wasatch County	Assistant Manager
Ryan Taylor	Daniel	Town Engineer
Justin Keys	Wasatch County Open Lands Board	Member
David Booth	Heber Emergency Services	Police Chief
Paul Sweat	School District	Superintendent
Bob Allen	MAG	Regional Planner
Don Taylor	MAG	Regional Trails Planner
Terry Smith	Utah Trucking Association	Safety Coordinator
Beka Grulich	UVU	Director

Name	Community Group	Role
Brady Flygare	Resident	South (1300 S)
Thom Wright	Resident	East
Wendy Casey	Resident	West
Philip Jordan	Resident	North (Muirfield HOA)
Laren Gertsch	Landowner	North
David Nelson	Developer	Millstream
Dallin Koecher	Business	Heber Valley Chamber
Tom Stone	Business	CAMS
Jeff Bradshaw	Wasatch County Housing Authority	Executive Director
Addison Hicken	Agriculture	Farmer



Meeting Agenda



- Project Purpose
- Alternatives Development Initial Concepts
- Alternatives Comment Themes and New Concepts
- Screening Process and Results
- Public Review and Comment
- Team Next Steps
- SWG Next Steps
- 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



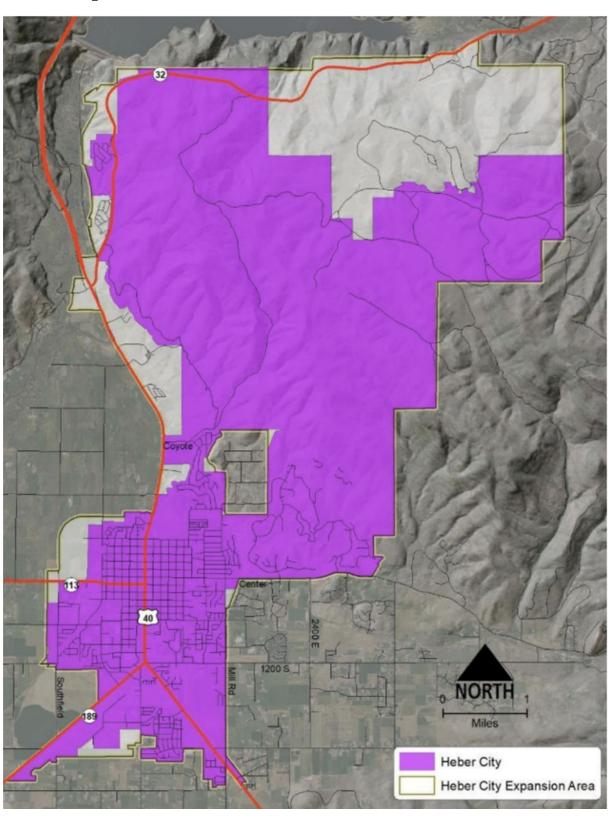
- East bypass has never been planned
- East bypass impacts neighborhoods and is not safe for kids walking to school
- West side is much less developed (fewer homes and schools)
- Something needs to be done about congestion
- Congestion on Main Street better than impacting neighborhoods
- North fields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



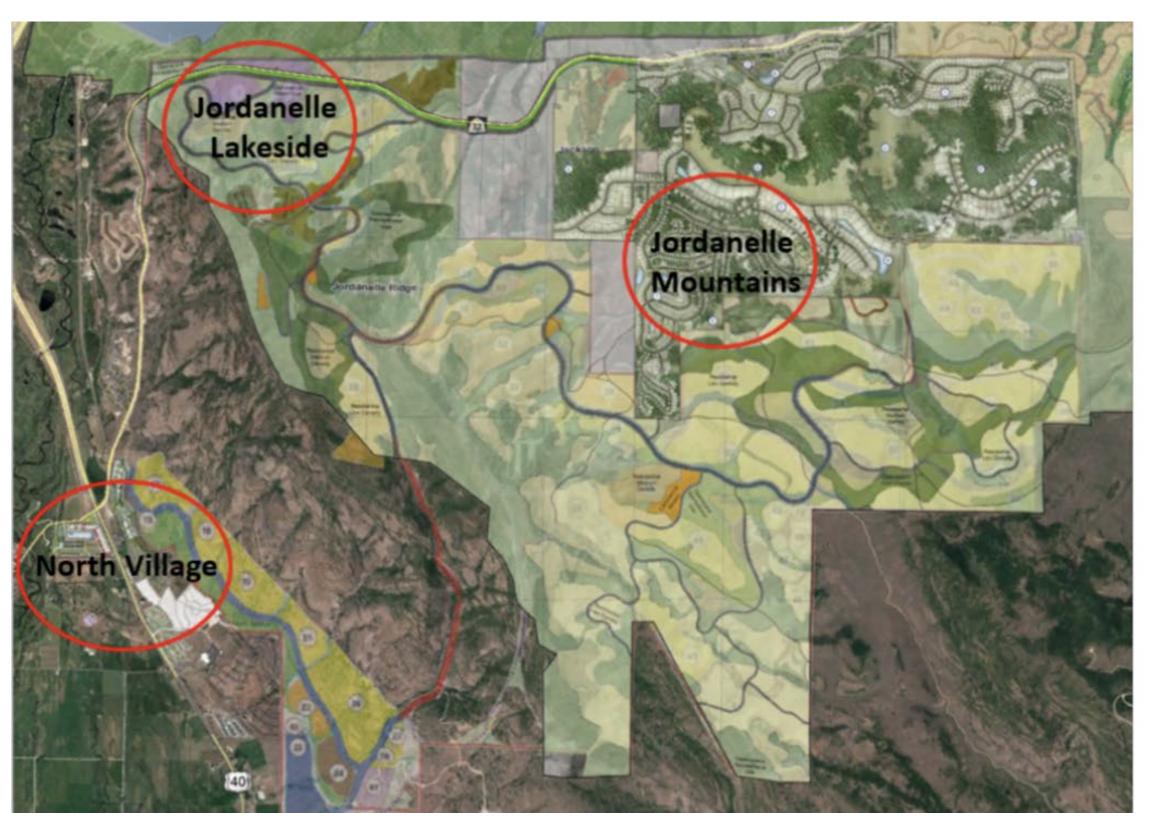
North US-40 — Growth



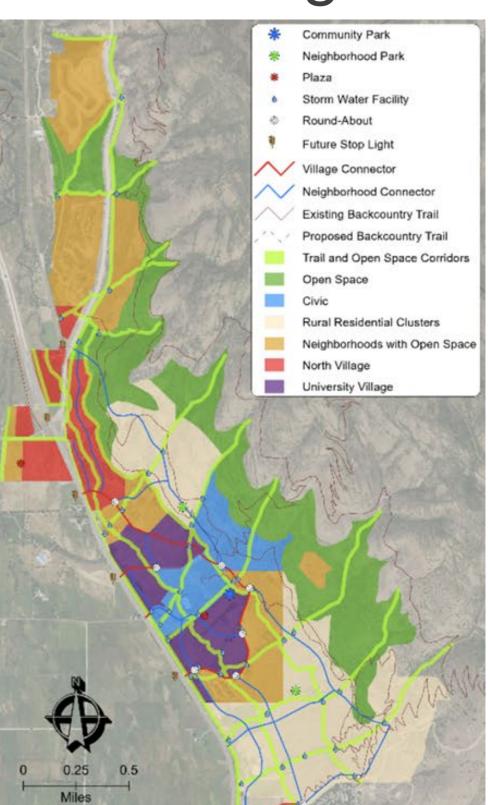
Expansion Area



General Plan Town Centers



North Village





Alternatives Development New Concepts



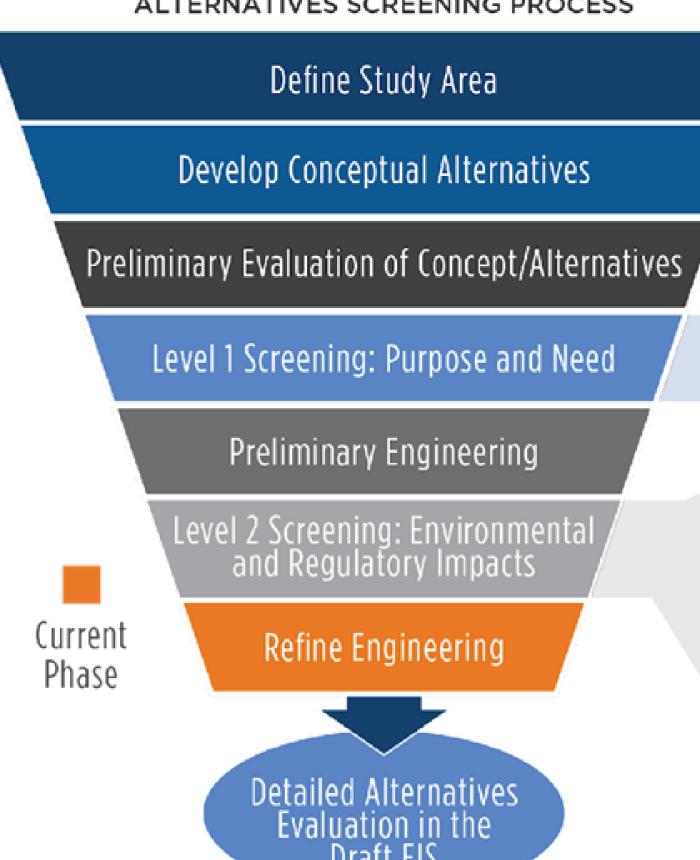
- Improvements to north US-40
- One-way-couplet on 100 East
- West Bypass
 - Extend bypass to connect to US-40 near SR-32
 - Southern extension for west bypass (through Daniel)
 - Turbo roundabout with 1300 South extension



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	No	
Roundabouts Main St (40B)	Yes	5			ent traffic analysis tool/method results, no further analysis.	Yes	9	No	Failed local consider	No	
Intersections Main St (40C)	Yes	4	2	17:50	14,700	Yes	17	No	Failed local consider	rations - no analysis	No
Tunnel/Bridge Main St (40D)	No			=	tive was eliminated for not being e was eliminated for not meetin						No
Reversible Lanes (40E)	Yes	3	0	10:45	950	No	1	No	Failed local consider	rations - no analysis	No
Couplet w/100 W (40F)	Yes	0	0	9:40	350	Yes	15	No	Failed local consider	rations - no analysis	No
Couplet w/100 E (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



						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	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

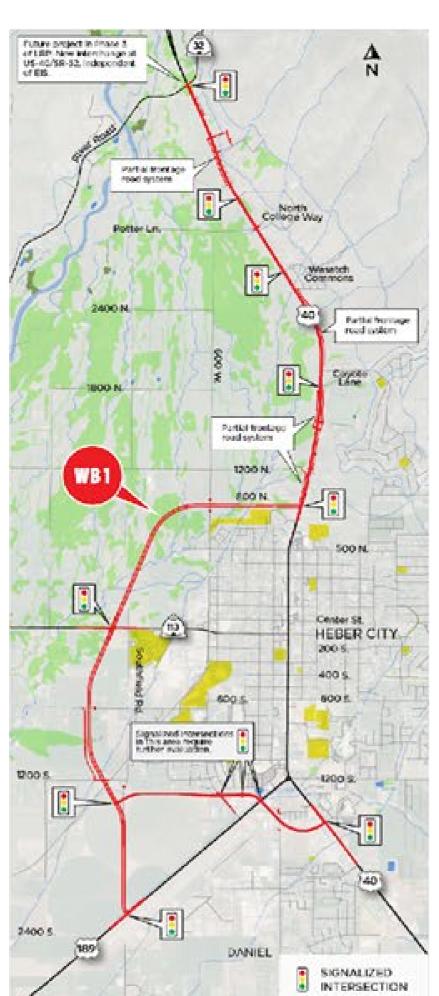


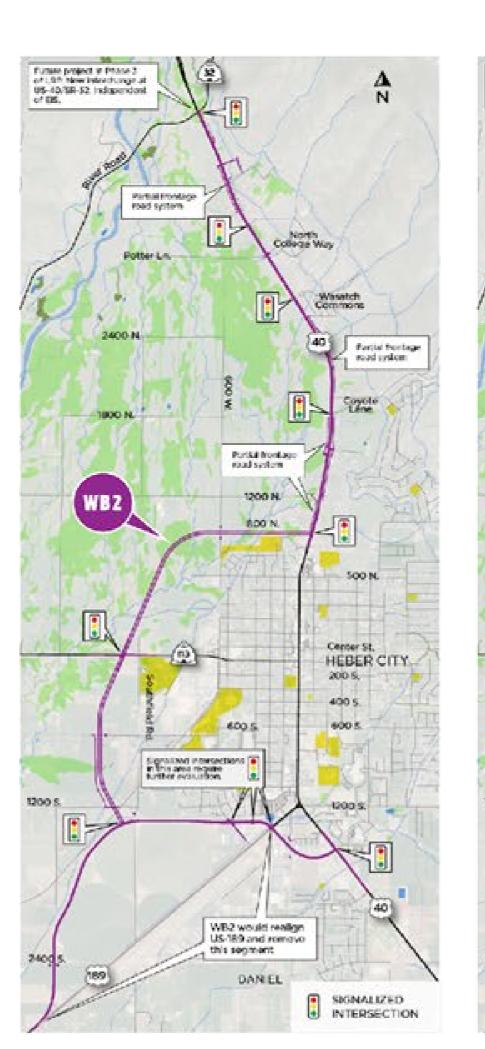
Alternatives Passing Level 1 & 2 Screening Evaluated in greater detail in Draft EIS

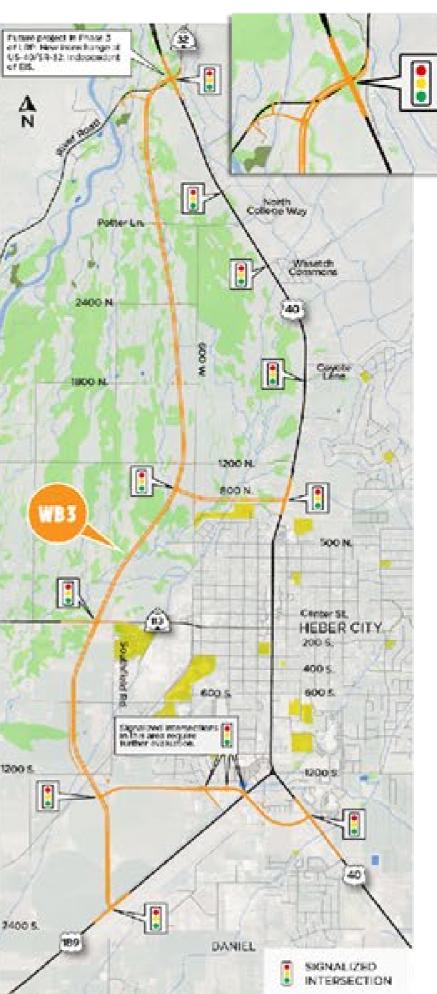
Alternatives Carried Forward to Draft EIS









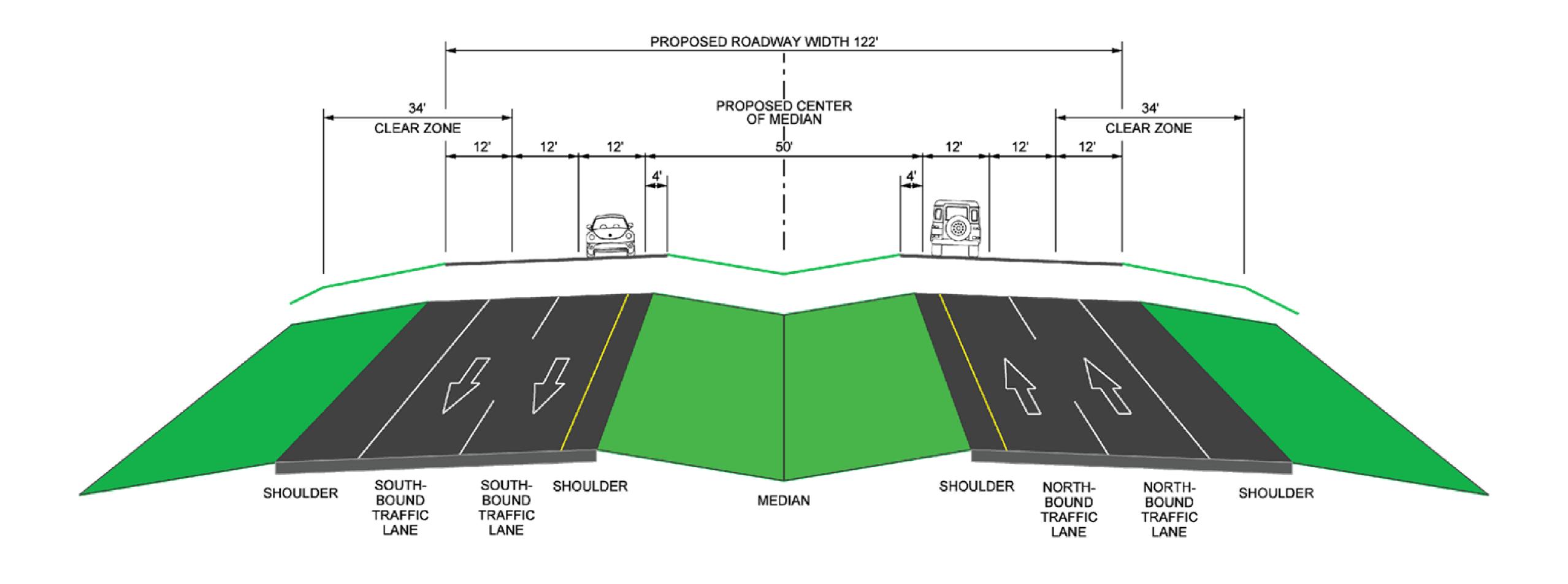






Bypass Typical Section

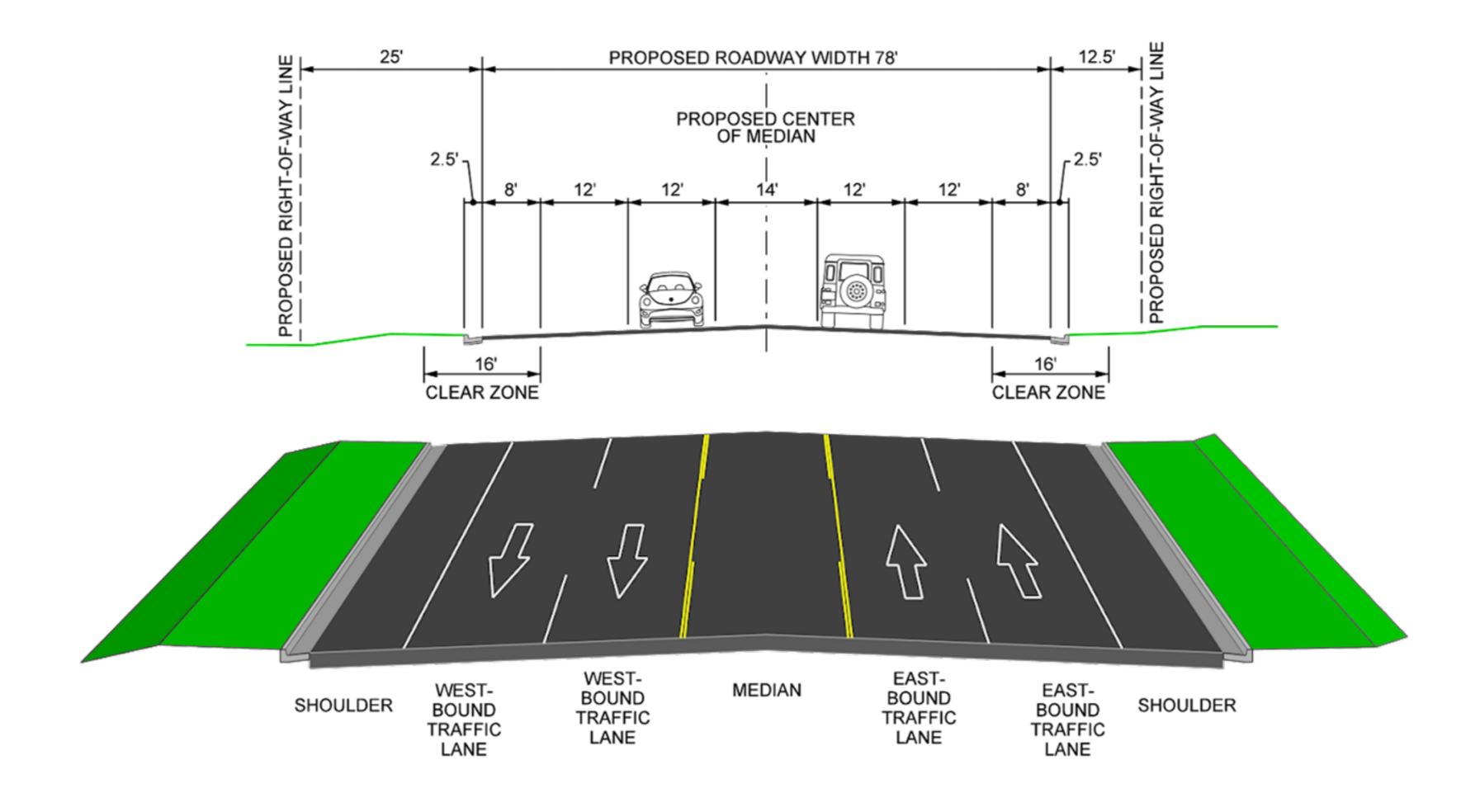






1300 South Typical Section

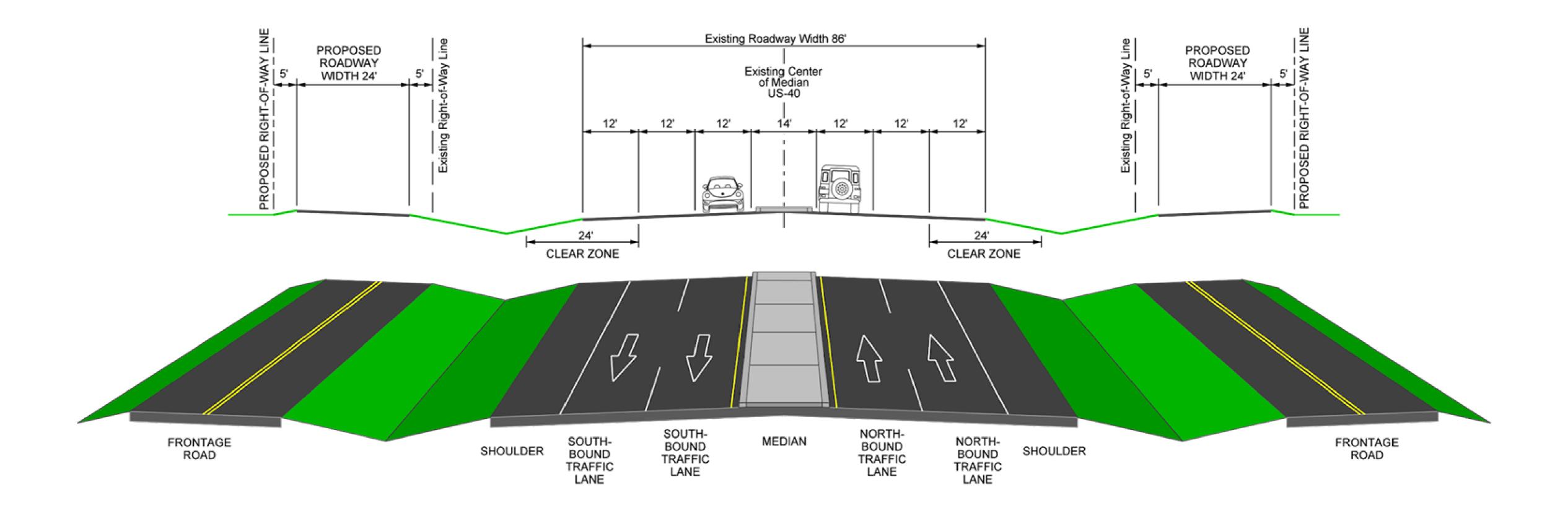






US-40 North Category 3 Typical Section

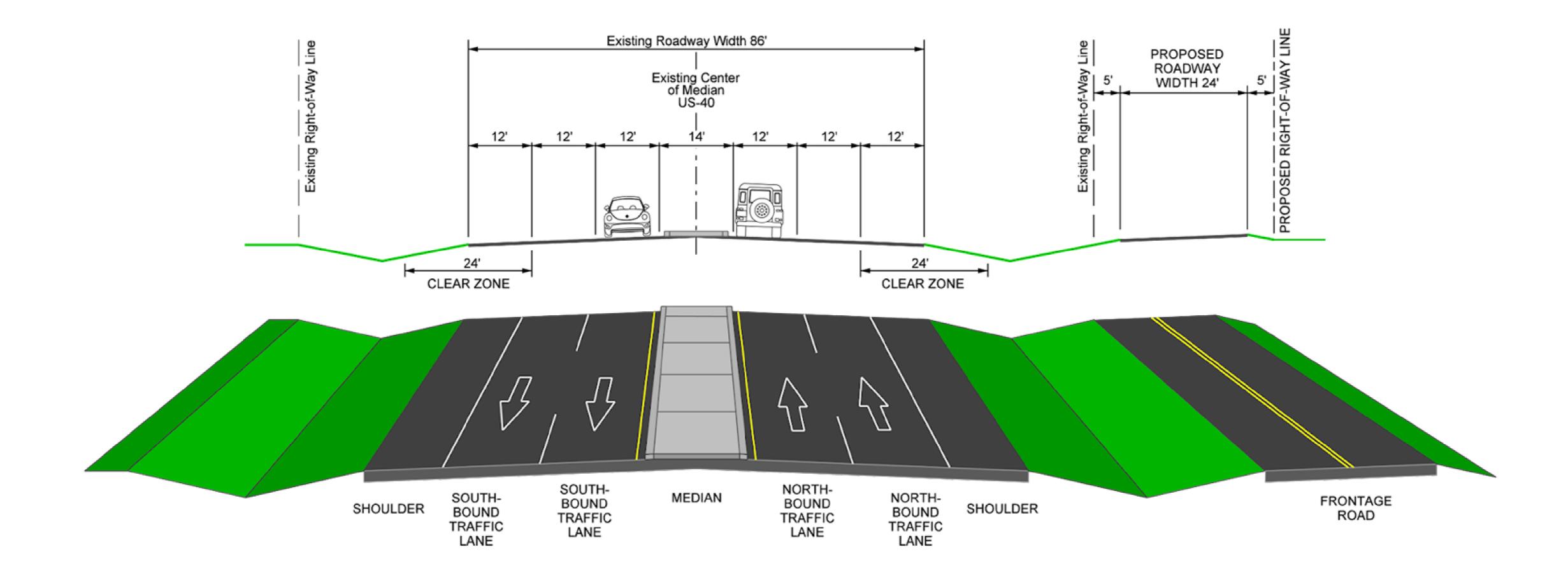






US-40 North Category 5 Typical Section

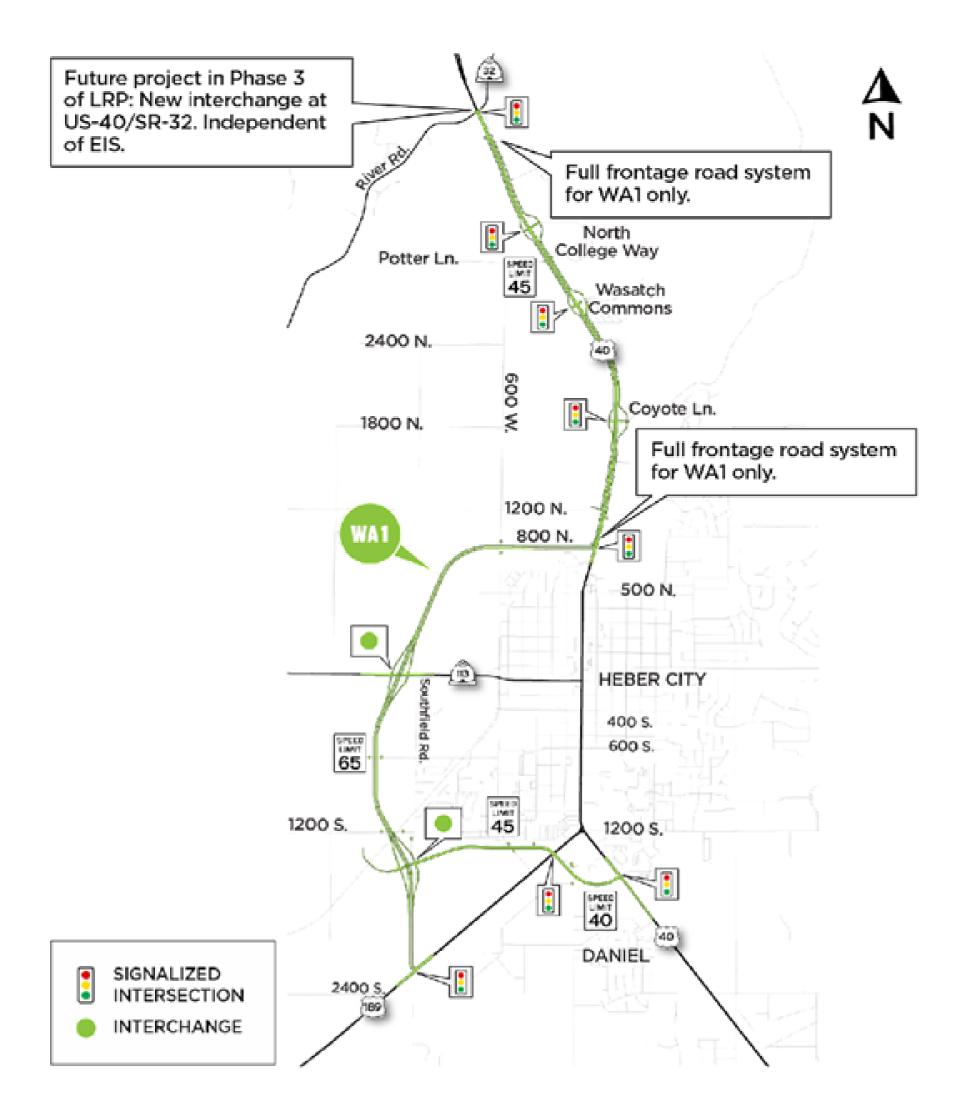






Alternative WA1 Freeway with North US-40





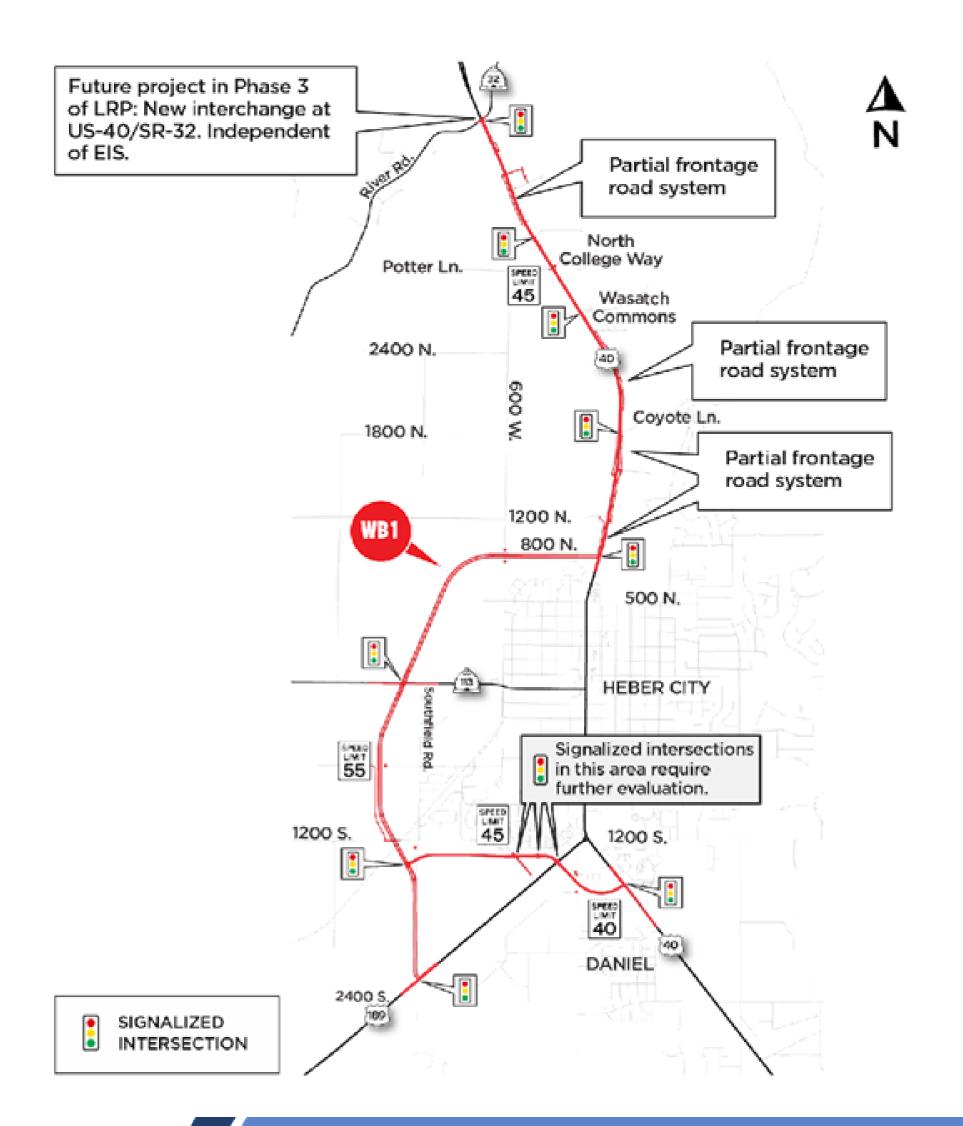
	Bypass Cha	racteristics	South	ern Connection	Northern Connection to SR-32					
Facility Type	Speed Limit Access Locations		1300 S	Realign US-189	New Alignment	Uses Existing US-40	Speed	Access Locations		
Freeway	65	Grade-separated Interchanges		No	No	Yes	45	Signalized intersections		

			ļ	Level 1 Screening	l		Level 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	Neets Heber City Vision Impacts to downtown valued places/ historic buildings	Intersections with LOS F Five intersections on US-40 in downtown Hober 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	Access Locations	1300 S	Realign US-189	New Alignment	Uses Existing US-40	Speed	Access Locations		
Highway	55	Signalized intersections		No	No	Yes	45	Signalized and unsignalized intersections, driveways		

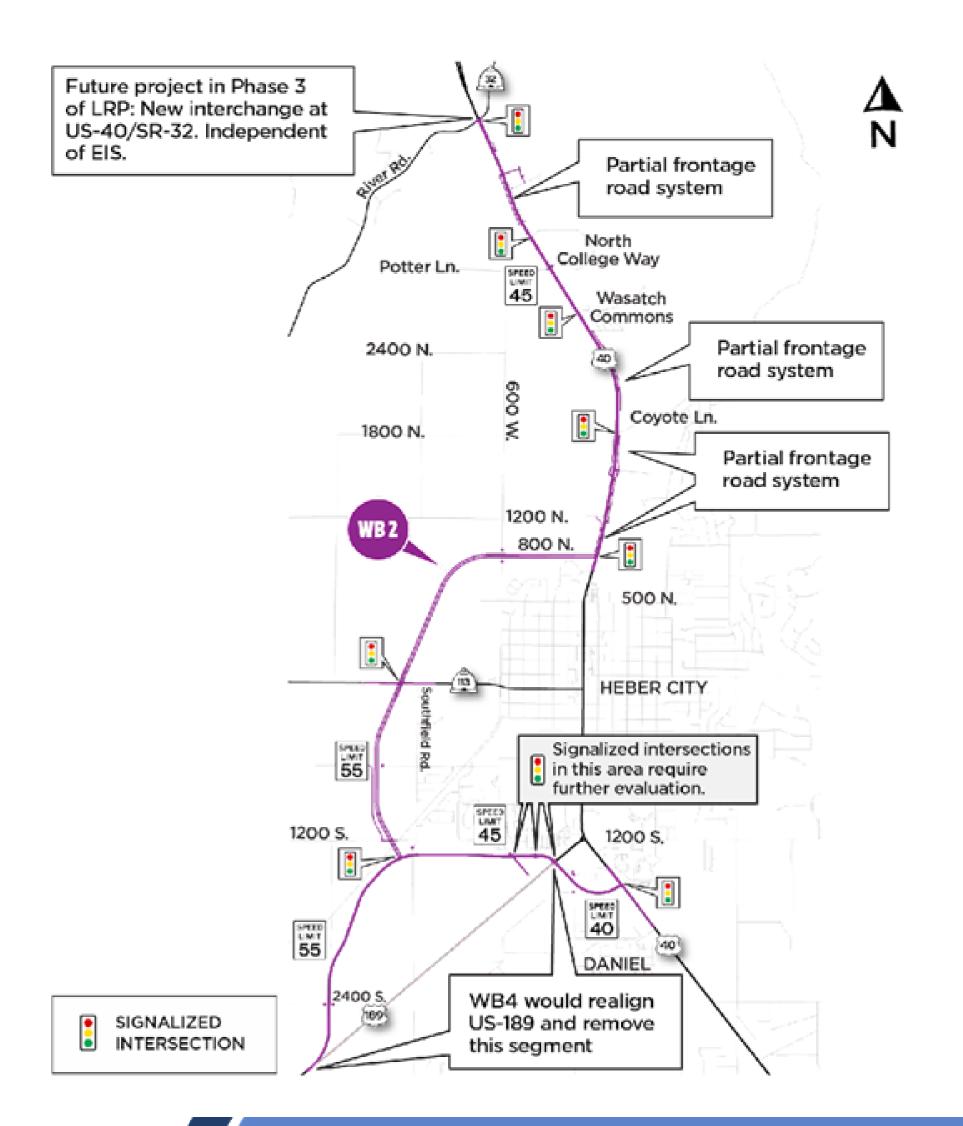
				Level 1 Screening	1		Level 2 Screening							
	(a)	PH peak h	Local i our operations (5-	Mobility 6pm) on Heber City Mai	in Street	Regional M Traffic operations bet US-183	Regional Mobility Traffic operations between SR-32 and US-189		₫ †	=	\$	✓		
ALTERNATIVE	Meets Heber Gity Vision Impacts to downtown 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



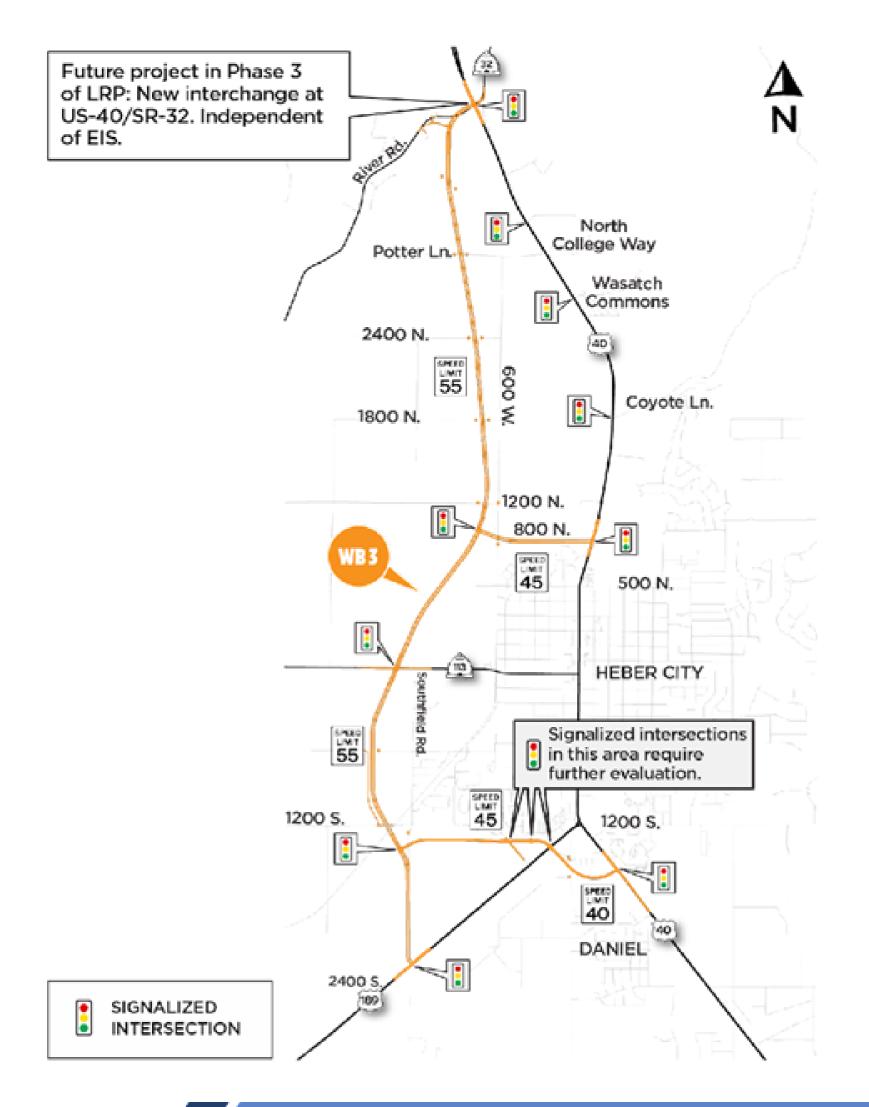


Bypass Characteristics			South	ern Connection	Northern Connection to SR-32					
Facility Type	Speed Limit	Access Locations	1300 S	Realign US-189	New Alignment	Uses Existing US-40	Speed	Access Locations		
Highway	55	Signalized intersections	Yes	Yes	No	Yes	45	Signalized and unsignalized intersections,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

				Level 1 Screening	Level 2 Screening							
	0	PM peak ho	Local I our operations (5-	Mobility Spm) on Heber City Mai	in Street	Regional Mobility Traffic operations between SR-32 and US-189		14	di	=	\$	✓
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 (Test)	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) (anais, difches 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			ern Connection	Northern Connection to SR-32					
Facility Type	Speed Limit	Access Locations	1300 S Realign US-189 New		New Alignment	Uses Existing US-40	Speed	Access Locations		
Highway	55	Signalized intersections	Yes	No	Yes	No	55	Signalized intersections		

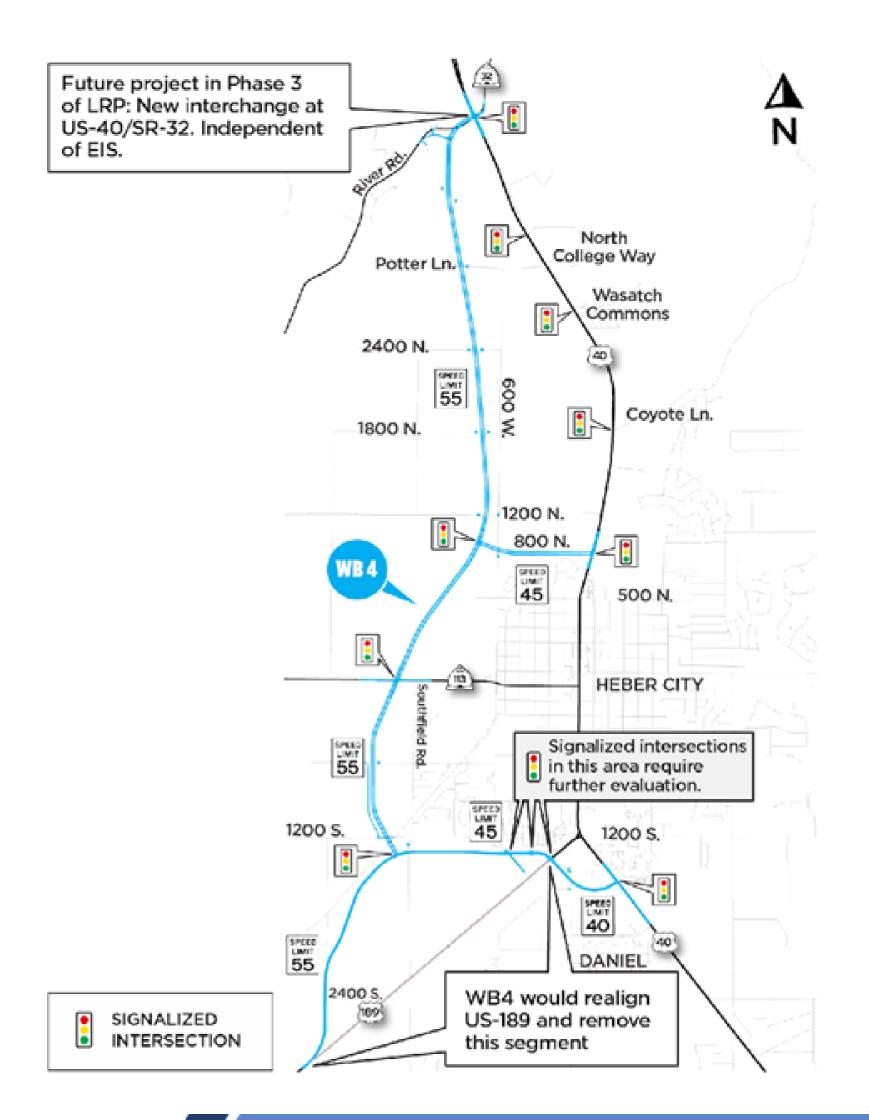
				Level 1 Screening	Level 2 Screening							
	(3)	PM peak ho	Local I our operations (5-	Mobility Spm) on Heber City Ma	in Street	Regional Mobility Traffic operations between SR-32 and US-189		14	₫	=	\$	✓
ALTERNATIVE	Meets Heber City Vision Impacts to downtown valued places/ historic buildings	Intersections with LOS F Five intersections on US-40 in downtown Heber City	Southbound Segments with LOS F	Southbound Queue Length at 500 North (Feef)	Local Travel Time on US-40 SR-32 to US-189/ US-40 intersection (rrss)	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, difches perennial streams, wetlands	Historic Buildings (#) Potential adverse effects	Residences and Businesses (#) Potential full acquisitions	Cost (millions) Aligh 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			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		

			ı	Level 1 Screening	Level 2 Screening								
	(a)	PM peak ho	Local Mobility PM peak hour operations (5-6pm) on Heber City Main Street					14	4	=	\$	/	
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	J				Lev	rel 2 Screening		
	Local Mobility PM peak hour operations (5-6pm) on Heber City Main Street Traf						Regional Mobility Traffic operations between SR-32 and US-189				\$	/
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	







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

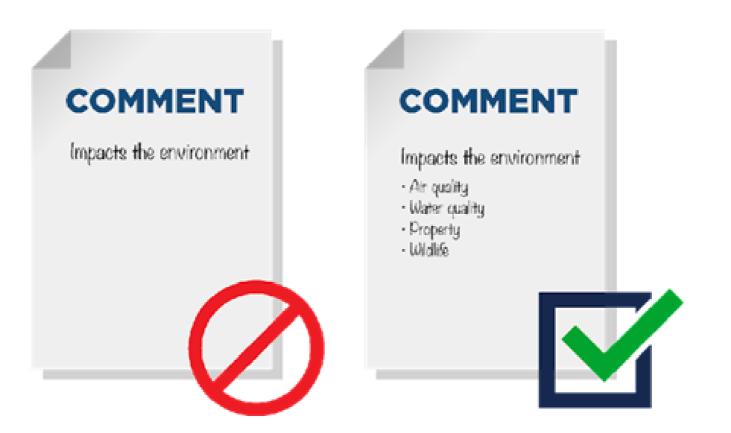


Public Comments













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.



Next Steps - Project Team



- Local government presentations
- Local government staff meetings
- Reviewing public comments
- Detailed impacts analysis
- Prepare Draft EIS



Next Steps - SWG



- Review materials
- Submit a comment during the public comment period
- Provide a status update to your community groups
- Communicate with community groups the types of comments we are looking for and encourage them to comment
- Share project team comment period social media notifications on your own social media
- Provide community input to the project team



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.



Summary

Project: Heber Valley Corridor EIS

Subject: Stakeholder Working Group Meeting #5

Date: Thursday, June 09, 2022

Location: Zoom

Stakeholder Working Group

Name	Representing	Role					
Craig Hancock	UDOT	Project Manager					
Naomi Kisen	UDOT	Environmental Manager					
Geoff Dupaix	UDOT	Communications Manager					
Andrea Clayton	HVC Team	Project Manager					
John McPherson	HVC Team	Environmental					
Charles Allen	HVC Team	Traffic Lead					
Justin Smart	HVC Team	Public Involvement Lead					
Bri Binnebose	HVC Team	Public Involvement					
Tony Kohler	Heber City	Planning Director					
Dustin Grabau	Wasatch Co.	County Manager					
Ryan Taylor	Daniel	Town Engineer					
Justin Keys	Wasatch County Open Lands Board	Board Member					
David Booth	Emergency Services	Heber Police Chief					
Kirsta Albert (for Paul Sweat)	School District	Superintendent					
Bob Allen	Rural Planning Organization	RPO Director					
Don Taylor	Non-motorized Transportation	MAG Trail Planner					
Terry Smith	Trucking	UT Trucking Assoc. Safety Director					
Addison Hicken	Agricultural	Farming					
Brady Flygare	Residential	South resident					
Thom Wright	Residential	East resident					
Wendy Casey	Residential	West resident					
Phillip Jordan	Residential	North resident					
Laren Gertsch	Landowner	Landowner					
David Nelson	Development	Millstream Group					
Dallin Koecher	Heber Valley Chamber	Executive Director					
Tom Stone	Business	CAMS Chairman					
Jeff Bradshaw	Housing	Wasatch County Housing Authority					
Christi Judd	Friends of Heber	Executive Director					
Beka Grulich	UVU	Director					
Dan and Trudy Simmons	Friends of Heber	Co-Executive Director					



Meeting Topics:

- 1. The objective of this fifth stakeholder working group (SWG) meeting was to provide an update on the results of the screening process, listen to comments, answer questions, and facilitate a transfer of information between the EIS team and community groups.
- 2. Reminder that purpose and need statement 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.

- 3. Alternative development and screening overview:
 - a. The No-action alternative is required as a baseline for comparison. It describes the conditions in 2050 if this project is not implemented.
 - b. 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 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).
 - c. 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.
 - d. There are three steps where alternatives were eliminated in the screening process:
 - Preliminary evaluation eliminate alternatives that have fatal flaws (e.g., not technically or financially feasible) 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 was eliminated at this step due to extensive wetland impacts.



- e. 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. 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.
 - ii. <u>WB1: Highway with North US-40</u>. 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.
 - 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).
 - 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 planned as separate projects and will be constructed regardless of the outcome of this project.
 - v. <u>WB4: Highway to SR-32 and Realigned US-189.</u> Same as WB3 except US-189 would be realigned on the south end (from about Edwards Lane to 1300 South).

4. Questions and Discussion:

- a. One member asked how the bypass alternatives will connect to US-40 at 800 North. Was a roundabout considered?
 - i. A traffic signal would provide better flow and is planned where bypass alternatives connect to US-40. Commercial trucks could not navigate roundabouts well.
- b. One member asked if trucks could be restricted from using Main Street. How do we know trucks will take the bypass if it is easier for them to stay on Main Street?
 - i. If there is a jurisdictional transfer (the bypass becomes US-40 and Heber City takes control of Main Street) trucks traveling through could be restricted. Trucks would still be allowed for deliveries and services. If there is a jurisdictional transfer, Heber City could also implement changes that would discourage truck traffic such as reducing the speed limit. One member noted it is germane to the Heber City vision to reduce the speed limit.
 - ii. The regional travel time is quicker on the bypass than on Main Street for most alternatives. Note the regional travel time is calculated on US-189 which carries more traffic than US-40 south of Heber City.
- c. One member commented that if most traffic is local, it seems unrealistic it will just disappear from Main Street. Where can I find the most recent traffic studies?



- About half of the traffic on Main Street is local traffic, the other half is passing through or starting/ending in Heber City. The travel time is representative of all vehicles, regardless of origin/destination.
- ii. The traffic analysis is based on 2019/2020 traffic data. Links were provided to the latest traffic analysis reports on the project website: https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2022/06/HVC-EIS-Alternative-Scr ng-Appendix-J-Traffic-Memo.pdf
- d. One member asked how open space and preservation was taken into consideration. Preserving open lands is included in Heber City's vision (Envision Heber 2050).
 - i. One member commented that nobody cares about downtown Heber City, but the north fields are a prize. UDOT encourages all comments and has heard a range of opinions. Some commenters feel the north fields are more important, others feel downtown is more important, some feel both are important.
 - ii. Wasatch County bonded for \$10M to preserve open space. This provides evidence of how important open space is to the community. Residents also passed a referendum to overturn a change in zoning that would allow more development. Will there be more discussion with UDOT on how this project could affect preservation efforts? One member offered to facilitate a meeting with the Wasatch Open Lands Board.
 - iii. Open space, visual/viewshed impacts, ecosystems, and water quality will all be evaluated in the Draft EIS. For the EIS, undeveloped publicly owned land and/or publicly accessible land will be considered open space; privately owned land is not considered open space.
- e. There has been substantial growth in the areas recently annexed by Heber City. One member commented that the growth is in the City, but the burden for a bypass road is on Wasatch County. Heber City has a responsibility to provide infrastructure to accommodate the growth.
- f. Another member commented that growth entitlements in northeast Heber City date back to when the land was under Wasatch County jurisdiction. A bypass is a way to handle that growth; not necessarily to accommodate more growth. It will be up to the local governments to figure out what happens at the signalized intersections. Development is controlled/managed through local zoning. Consider Price as a good example where trucks use a bypass to get around the City so downtown can be better preserved.
- g. One member brought up the importance of water rights in the north fields and recommended UDOT coordinate with the North Fields Irrigation Board to understand how the project could affect hydrology and water rights.
- h. Landowners in the north fields have been impacted by several projects (Provo River, power line, now UDOT). One member suggested that repeated impacts can make the issue emotional.
- i. One member commented that UVU likes to be on the main thoroughfare because it opens the opportunity for future transit. The existing access on US-40 is important.
- j. When will we see the active transportation components? One member commented there are efforts to get a trail system in the Heber Valley including the trail to Soldier Hollow, along S.R.



- 113, and the Provo River Trail. There is hope that a trail could run along the bypass to get around the City to north US-40; there is no benefit for a trail running through the north fields.
- k. One person asked why the freeway alternative has a long queue, it seems like it should be short with a freeway.
 - i. In general, queue length goes down when traffic volumes on Main Street go down. Each alternative does a slightly different job of taking vehicles off Main Street depending on speed and access. Alternatives with less access can't pull as many vehicles off Main Street.
- One member commented that the economic value of downtown is important. Heber City would like to have jurisdiction of Main Street to make a walkable downtown that will become a destination.
- m. Who should members contact for additional information?
 - i. The project email is best hebervalleyeis@utah.gov. Questions will be reviewed by the team and routed to the appropriate team member for response.

5. Public comment period

- a. A 45-day public comment period will run through July 22.
- b. Please encourage community members to use official channels: website, email, telephone call or text. Point people to the project website https://hebervalleyeis.udot.utah.gov/.
- c. If you are aware of people without internet, please direct them to paper copies of factsheets (available at locations listed on the website).
- d. 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.
- e. Comments about how alternatives affect water quality, wildlife, visual impacts, etc. will be more appropriate when the Draft EIS is released for public review and comment (because the Draft EIS will present an analysis of these impacts which is not available yet).
- f. Even if some alternatives are unpopular or controversial, UDOT needs to evaluate them to make informed decisions.

6. Next steps:

- a. UDOT will present screening results at council meetings during the comment period.
- b. UDOT will review all comments and determine if any changes need to be made to the screening results.
- c. The Draft EIS is anticipated to be published in early 2023, with a decision in fall of 2023. The Draft EIS will include a detailed impact analysis and identify a preferred alternative.