

Heber Valley Corridor



ENVIRONMENTAL IMPACT STATEMENT

Heber City Council

December 17, 2024

Completed Activities

Local Government Coordination

- Updated [Wasatch County Council on Nov. 13](#) (21:32)
- Updated [Heber City Council on Nov. 19](#) (2:01:49)

Conservation Easements

- Met with NRCS and Utah Open Lands to facilitate better communication moving forward

Alternative Design

- Determined, at a high level, the scope of changes to the alternatives that will be evaluated in the EIS

Ongoing Activities

Local Government Coordination

- Update Wasatch City Council on December 11, 2024
- Update Heber City Council on December 17, 2024

Conservation Easements

- Scheduling Meeting with WOLB (targeting January 13, 2025)

Alternative Design

- Developing Alternative Refinements
- Preparing for Alternative Screening

Process & Timeline



ONGOING STAKEHOLDER ENGAGEMENT

- Virtual public meeting
- 30-day comment period
- File Notice of Intent to begin NEPA process
- 45-day comment period
- Development alternative concepts
- 30-day comment period (concepts)
- 45-day comment period (screening)
- Revise and screen alternatives
- Publish revised screening report with refined alternatives
- Public hearing
- 45-day comment period
- Respond to comments
- Revise EIS
- Publish decision
- Public engagement

MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS



Alternative Refinements

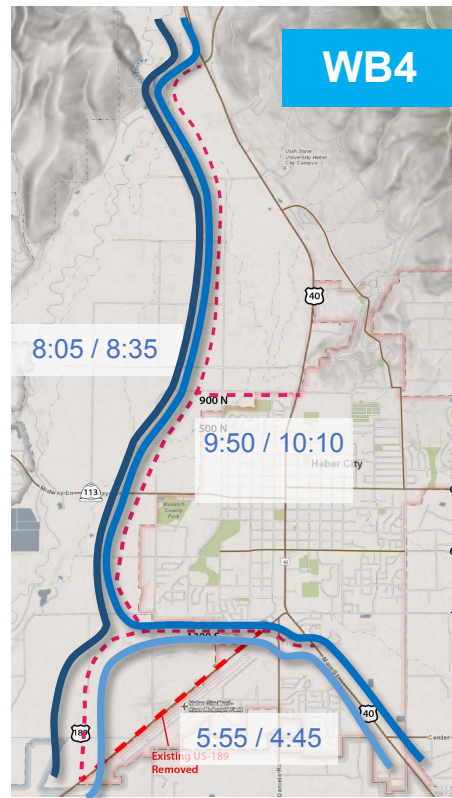
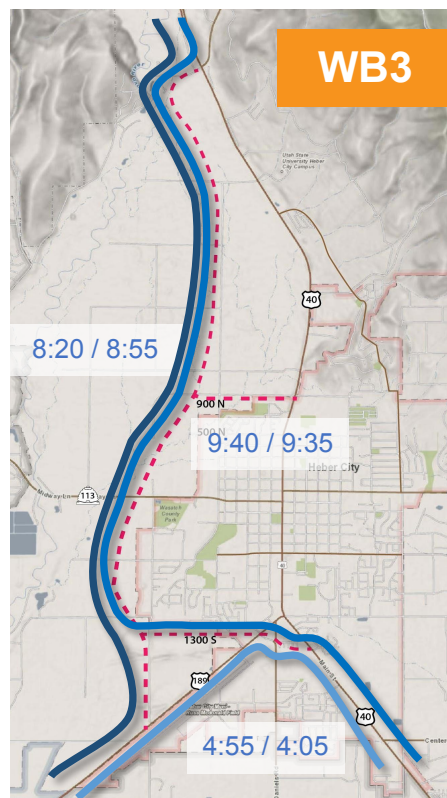
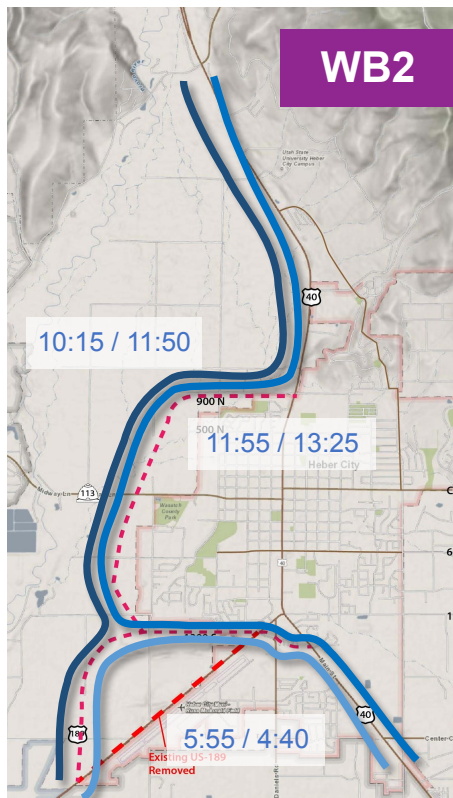
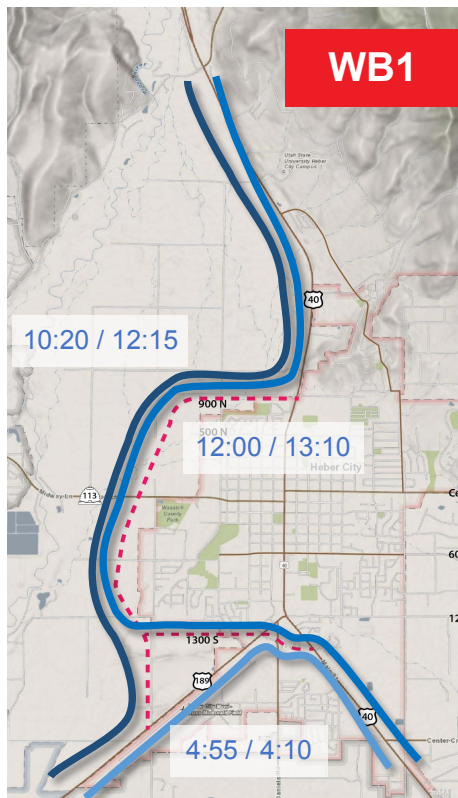
Determining what upgrades are necessary to meet 2050 traffic needs based on new model:

- Evaluating free-flow movements

Free-flow means traffic does not need to stop. Instead of traffic signals, there would be a bridge or interchange allowing vehicles to cross without stopping.

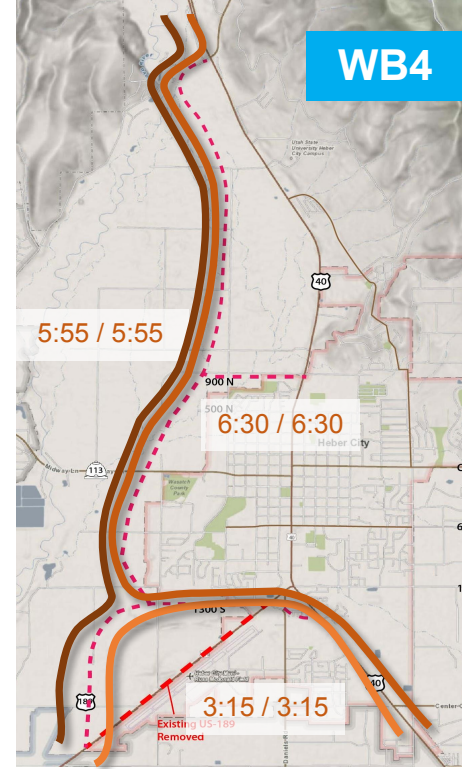
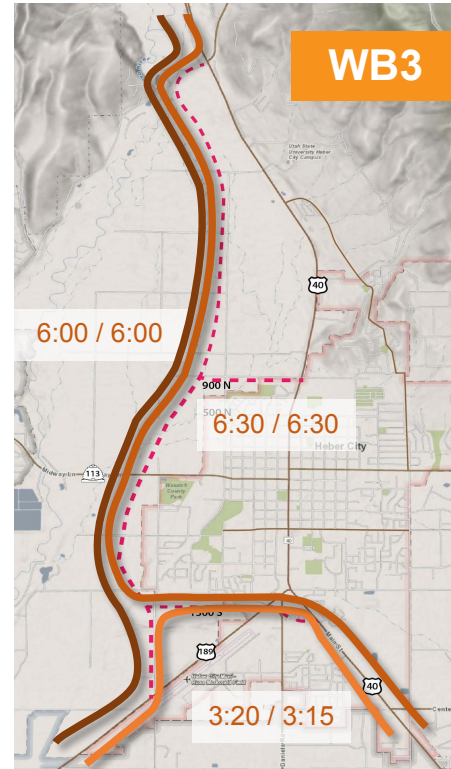
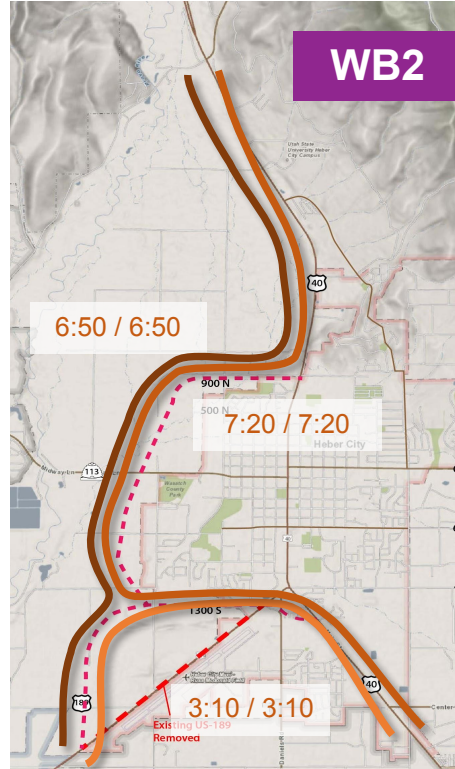
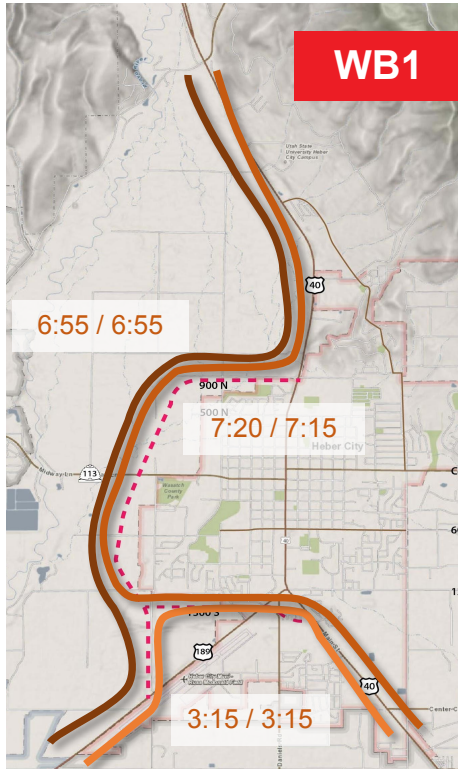
At Grade 2050 PM Peak Regional Travel Times (SB/NB or WB/EB notation)

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Free Flow Path 2050 PM Peak Regional Travel Times (SB/NB or WB/EB notation)

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Regional Travel Times

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Time savings using Bypass instead of Main Street – 2050 PM Peak

At Grade

	SR-32 to US-189	SR-32 to S. US-40
WB1	-5:00	-0:50
WB2	-4:55	-0:15
WB3	-6:25	-2:35
WB4	-7:45	-2:55

Free Flow*

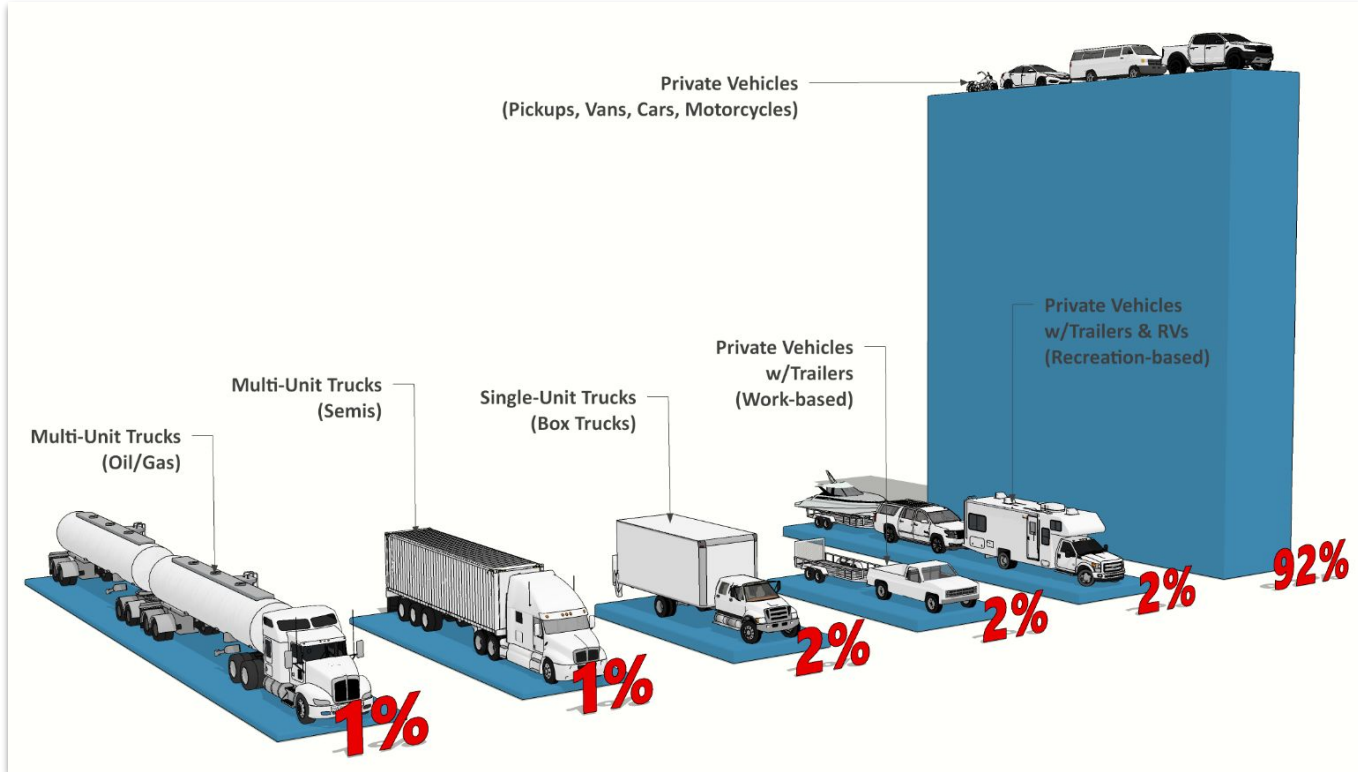
	SR-32 to US-189	SR-32 to S. US-40
WB1	-8:25	-5:30
WB2	-8:20	-4:50
WB3	-8:45	-5:54
WB4	-9:55	-6:15

**Assumes system (3-level) interchange at Bypass/1300 South. A 2-level interchange could add about 30 sec of travel time for certain movements.*

Truck Facts

Main Street Traffic Composition (2023)

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VEHICLE COMPOSITION

92% 
Private Autos and Motorcycles

2% 
Autos with Trailers (Recreation)

2% 
Autos with Trailers (Commercial)

2% 
Single-unit Trucks

1% 
Semi-trucks

1% 
Oil/Gas Trucks

**VEHICLE CATEGORIES
WEIGHTED BY LENGTH**

79% 
Private Autos and Motorcycles

4% 
Autos with Trailers (Recreation)

5% 
Autos with Trailers (Commercial)

3% 
Single-unit Trucks

4% 
Semi-trucks

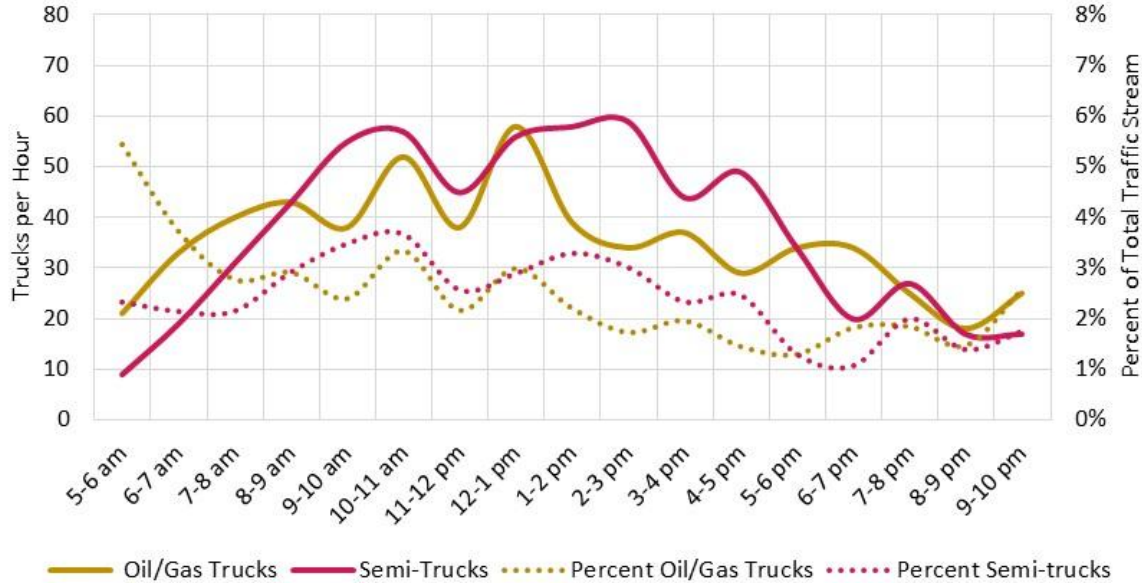
5% 
Oil/Gas Trucks

Truck Facts
*Main Street Traffic Composition
(2023)*

Truck Facts

Main Street Truck Volumes (2023)

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Truck Facts

Single unit vs multi-unit (2023)

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	Total Volume (vehicles per day)	Percent Trucks		Truck Volume (trucks per day)		
		Multi-unit	Single-unit	Multi-unit	Single-unit	Total
US-189	19,500	8.3%	8.0%	1,615	1,550	3,175
US-40	6,300	20.2%	9.4%	1,280	595	1,875





Heber Valley Corridor



ENVIRONMENTAL IMPACT STATEMENT

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried-out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and UDOT.