

Heber Valley Corridor



ENVIRONMENTAL IMPACT STATEMENT

Wasatch Open Lands Board

January 13, 2025

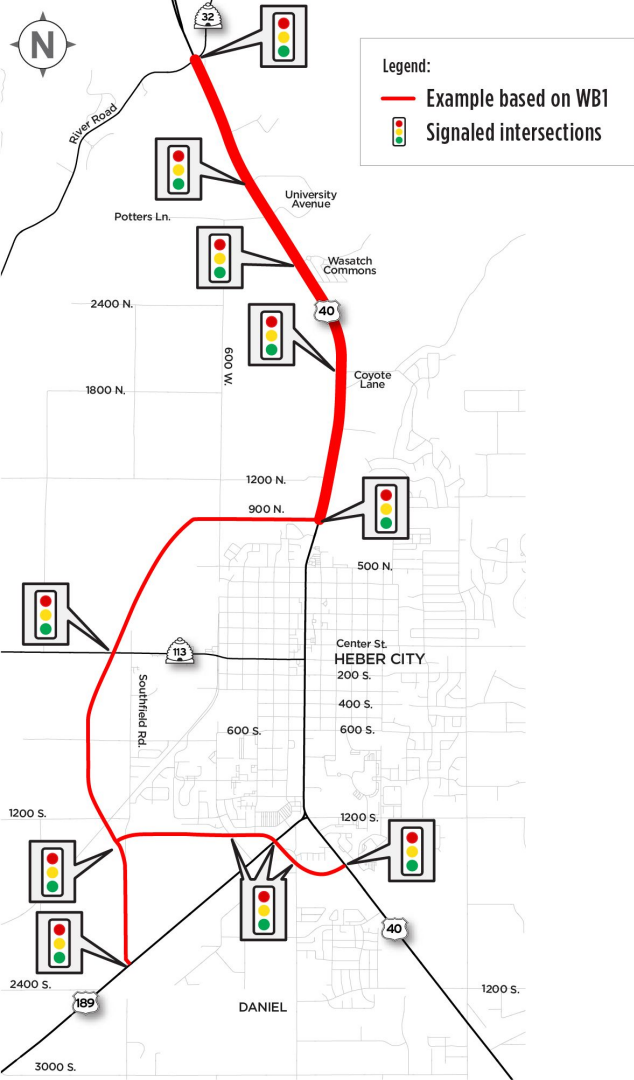
Process & Timeline



ONGOING STAKEHOLDER ENGAGEMENT

- | | | | | | |
|--|---|---|---|--|---|
| <ul style="list-style-type: none">• Virtual public meeting• 30-day comment period | <ul style="list-style-type: none">• File Notice of Intent to begin NEPA process• 45-day comment period | <ul style="list-style-type: none">• Development alternative concepts• 30-day comment period (concepts)• 45-day comment period (screening) | <ul style="list-style-type: none">• Revise and screen alternatives• Publish revised screening report with refined alternatives | <ul style="list-style-type: none">• Public hearing• 45-day comment period | <ul style="list-style-type: none">• Respond to comments• Revise EIS• Publish decision• Public engagement |
|--|---|---|---|--|---|

MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS

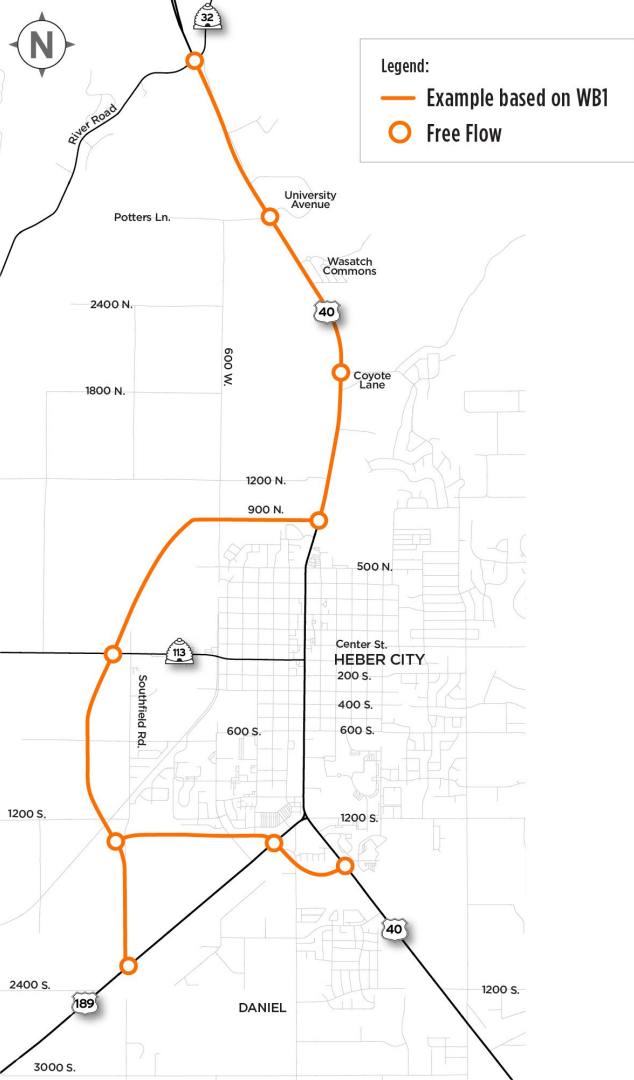


Alternative Refinements **DRAFT**

Upgrades necessary to meet 2050 traffic needs based on new model:

Alternatives using North US-40

Widening North US-40 from 900 N to SR-32 to three lanes in each direction, adding turn lanes at intersections

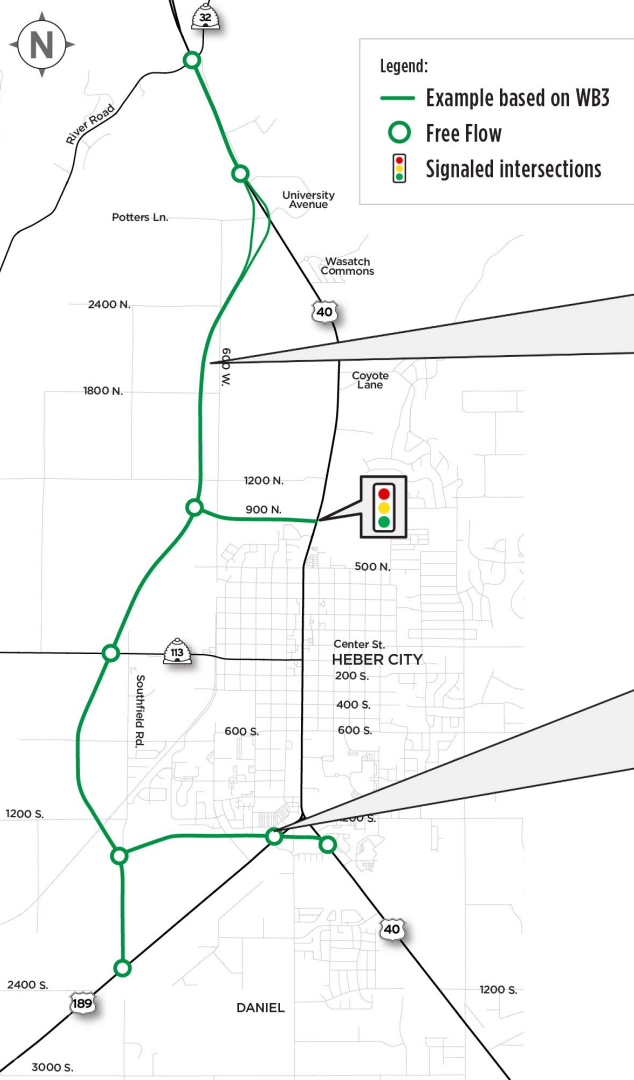


Alternative Refinements **DRAFT**

Upgrades necessary to meet 2050 traffic needs based on new model:

Free-flow Alternatives

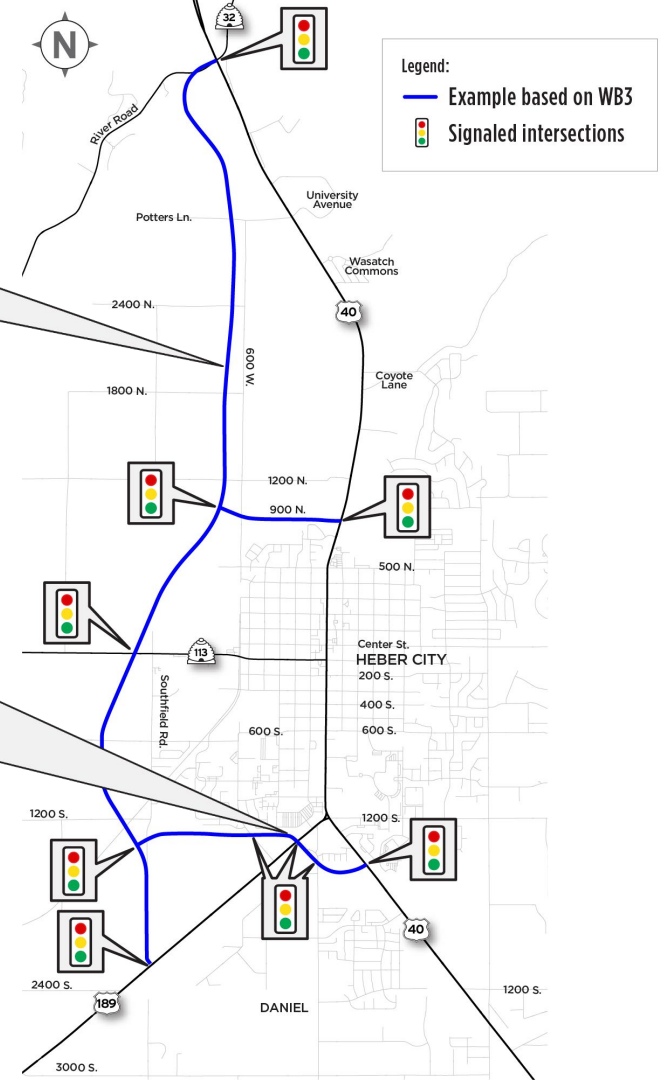
Free-flow means traffic does not need to stop. Instead of traffic signals, there would be a bridge or interchange allowing vehicles to cross without stopping.



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North US-40
At-grade and free-flow
diverge at approximately
1800 N

South US-40
At-grade and free-flow
diverge at approximately
1300 S





Heber Valley Corridor

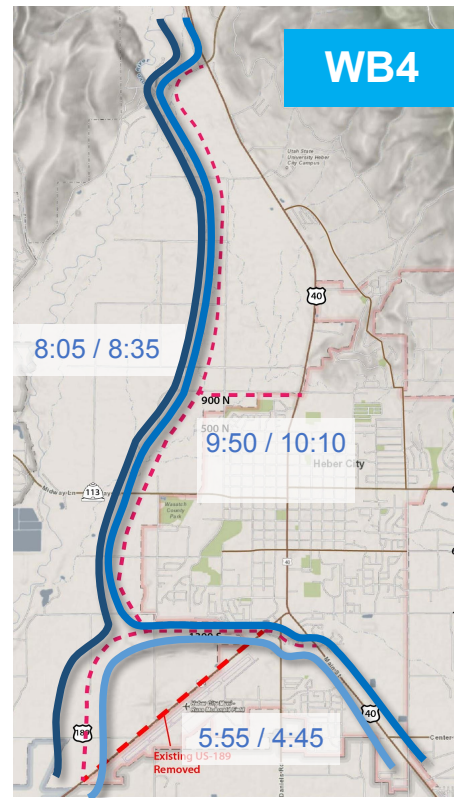
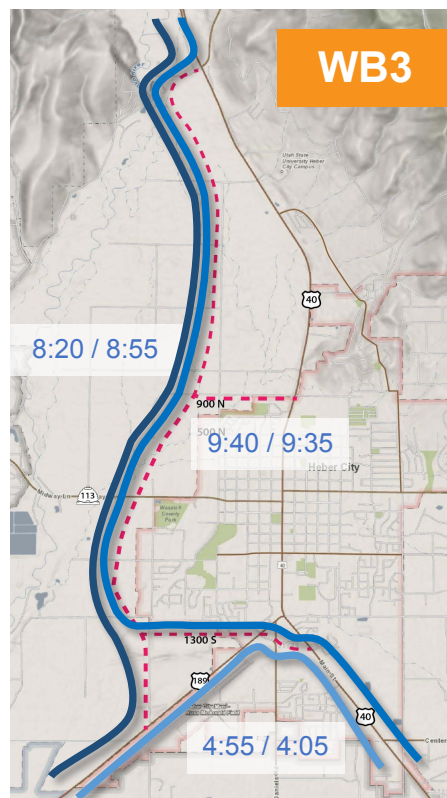
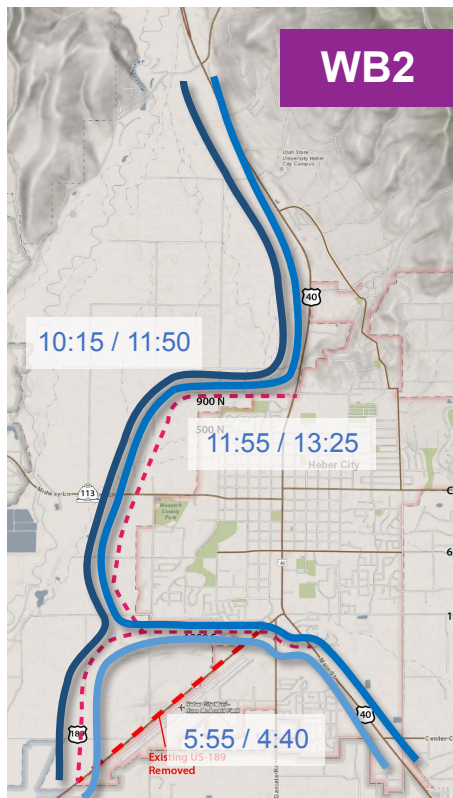
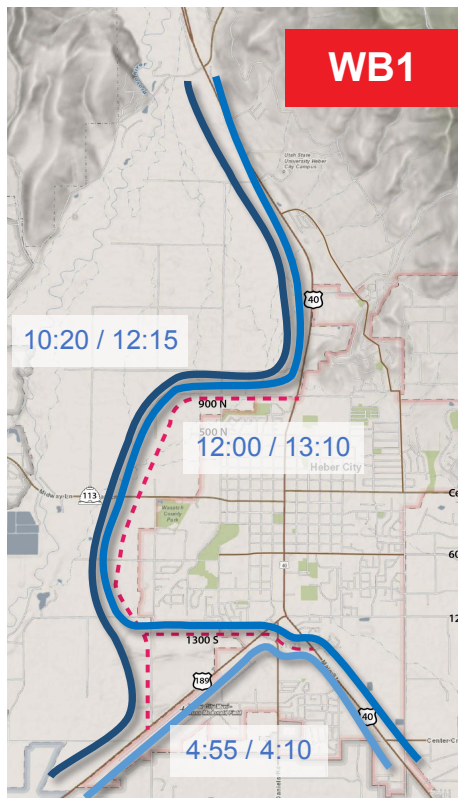


ENVIRONMENTAL IMPACT STATEMENT

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.

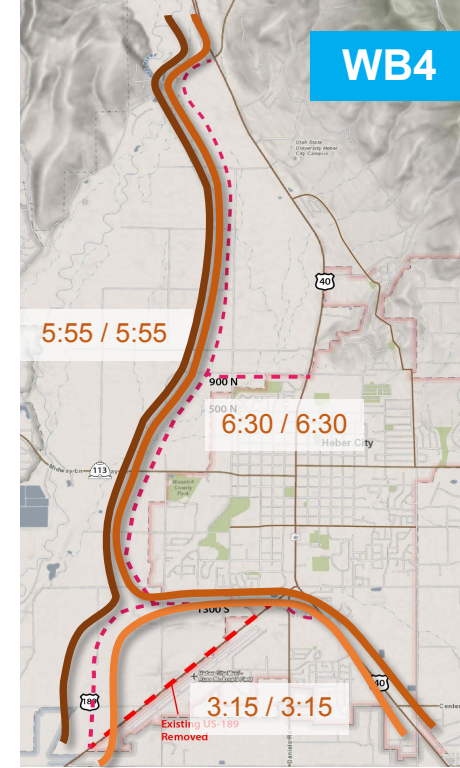
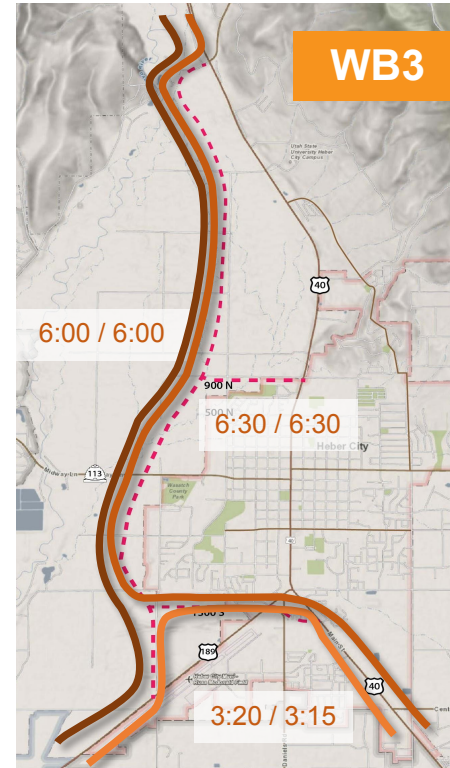
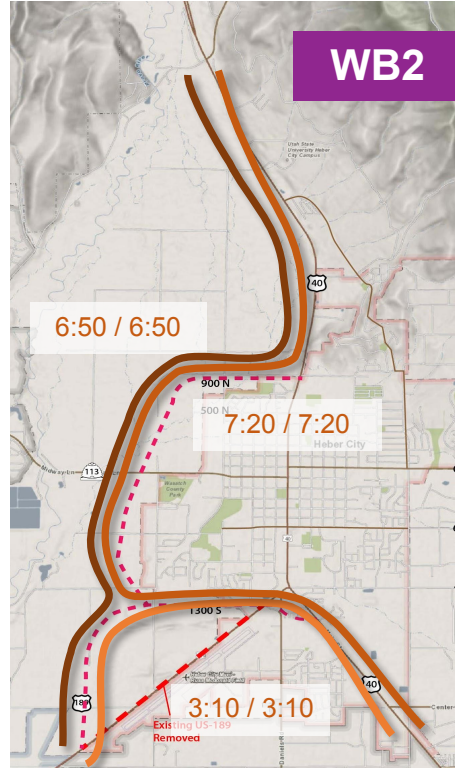
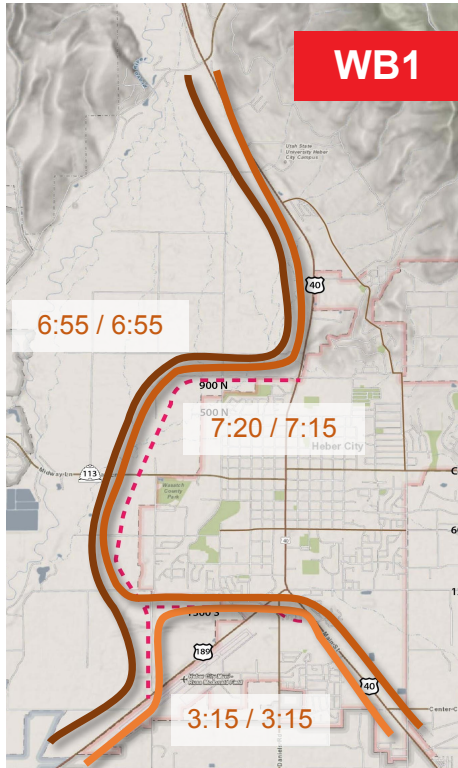
At Grade 2050 PM Peak Regional Travel Times (SB/NB or WB/EB notation)

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

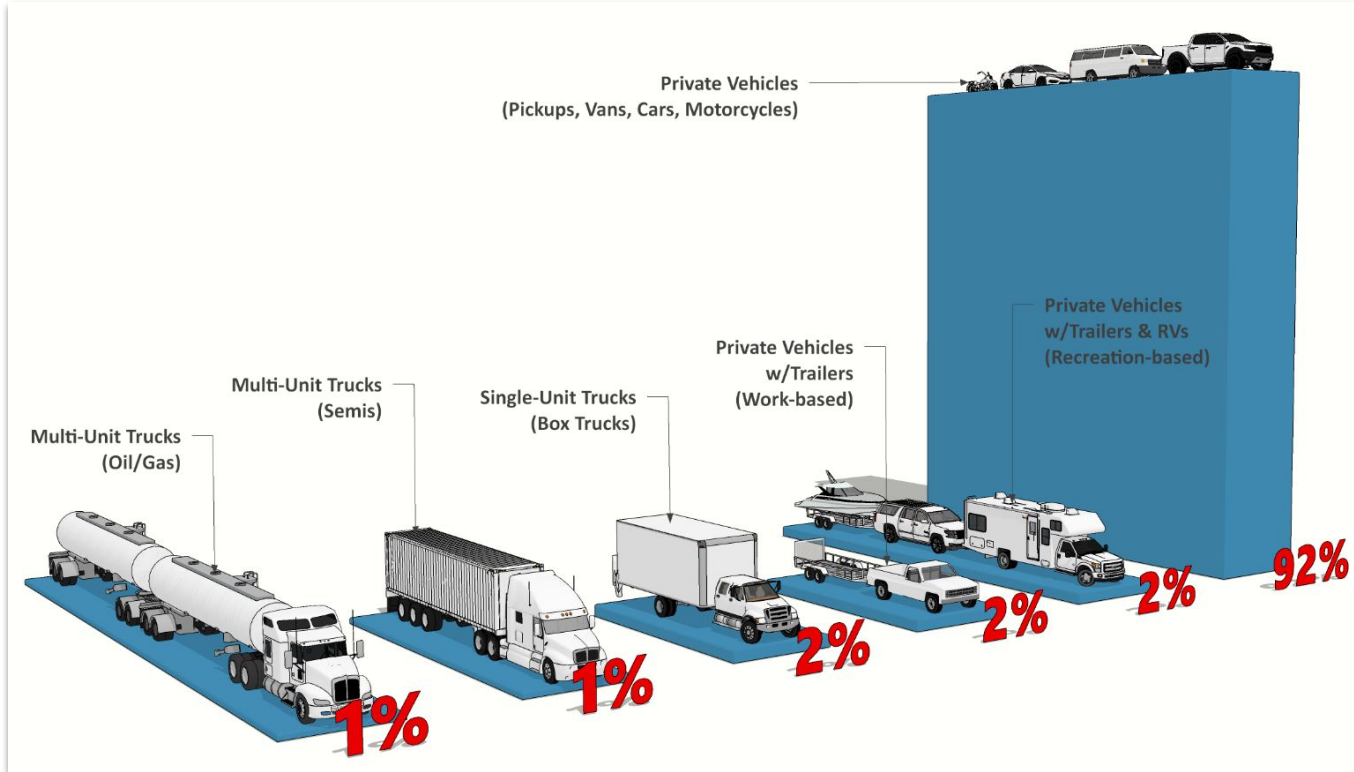
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Truck Facts

Main Street Traffic Composition (2019)

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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

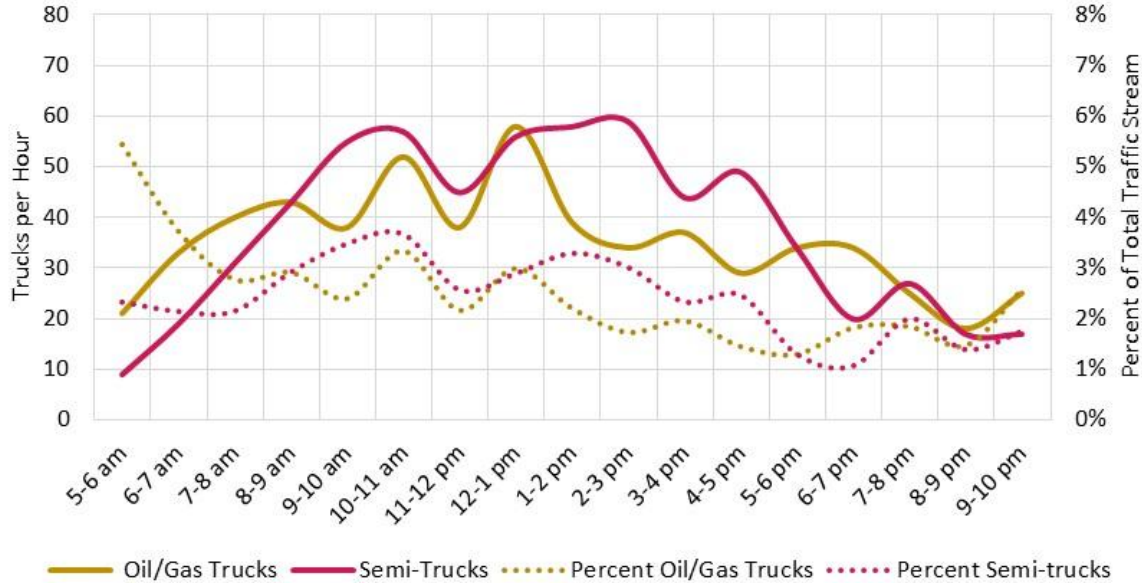
5% 
Oil/Gas Trucks

Truck Facts
*Main Street Traffic Composition
(2019)*

Truck Facts

Main Street Truck Volumes (2019)

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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



Flow Patterns

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