

# Heber Valley Corridor



# ENVIRONMENTAL IMPACT STATEMENT

## Wasatch County Council

December 11, 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 widening North US-40 from 900 N to SR-32 to three lanes in each direction, adding turn lanes at intersections



## Alternative Refinements

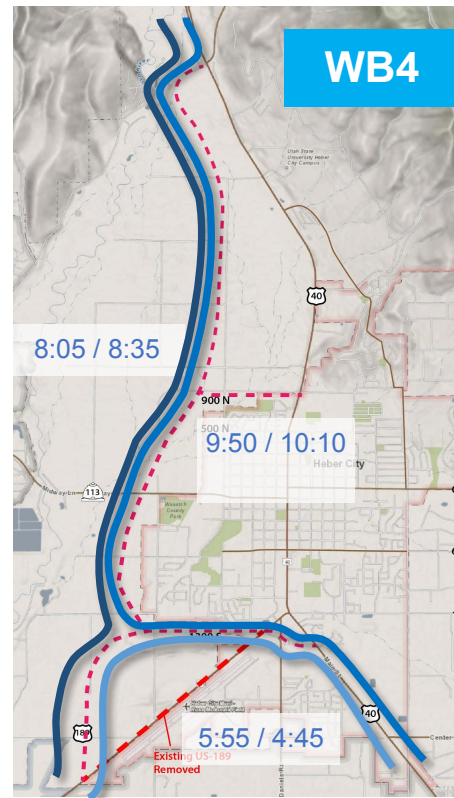
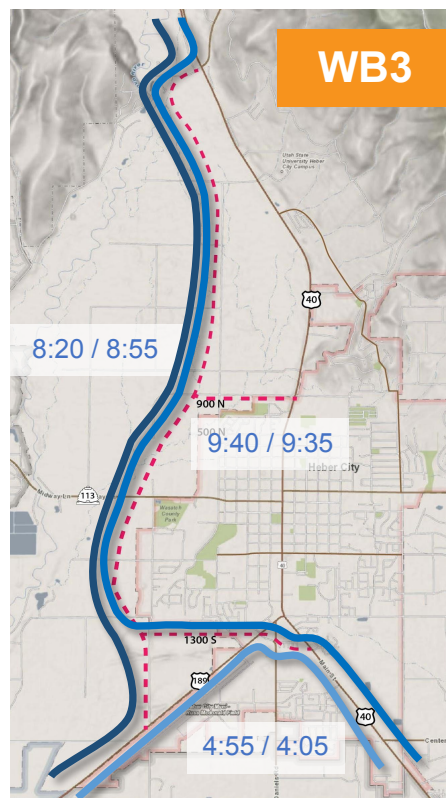
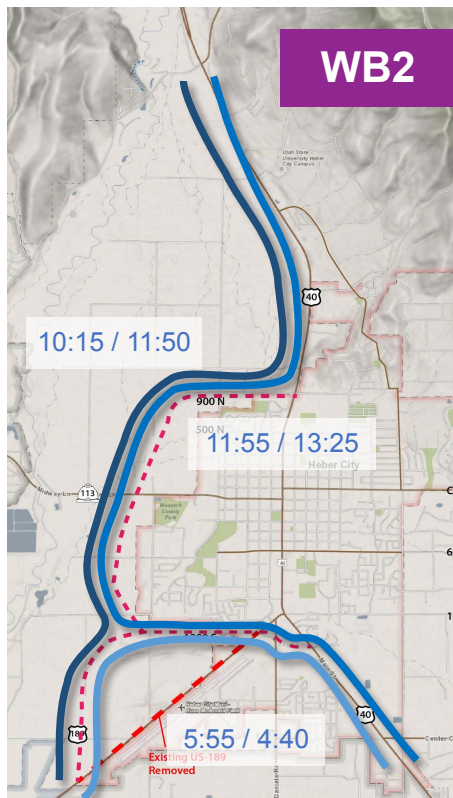
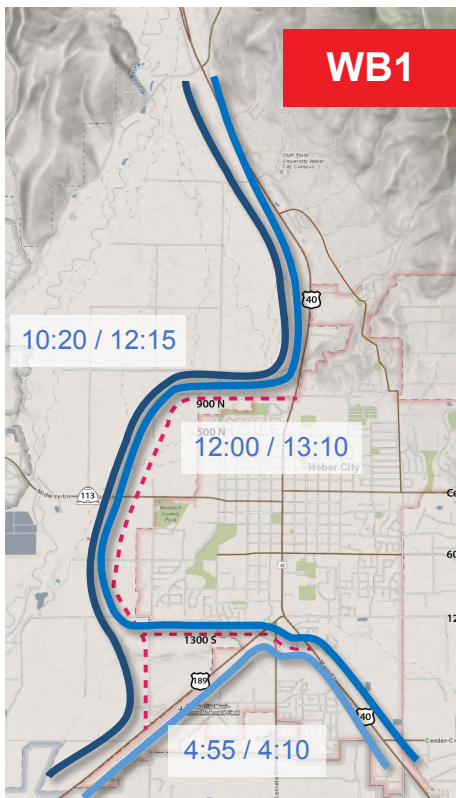
**Determining what upgrades are necessary to meet 2050 traffic needs based on new model:**

- 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.*

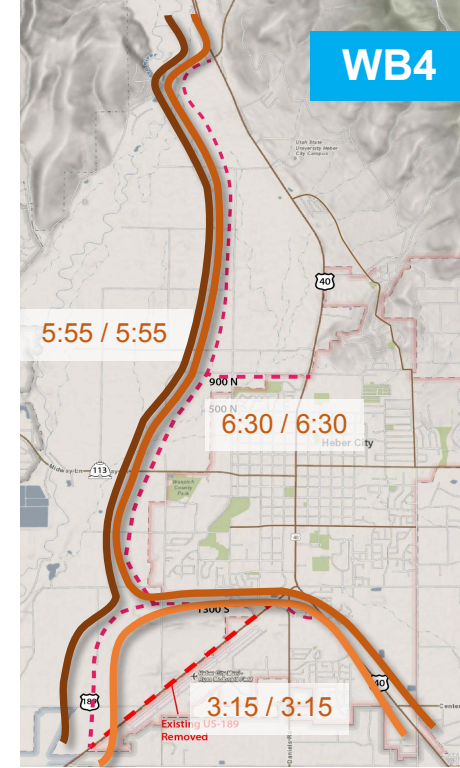
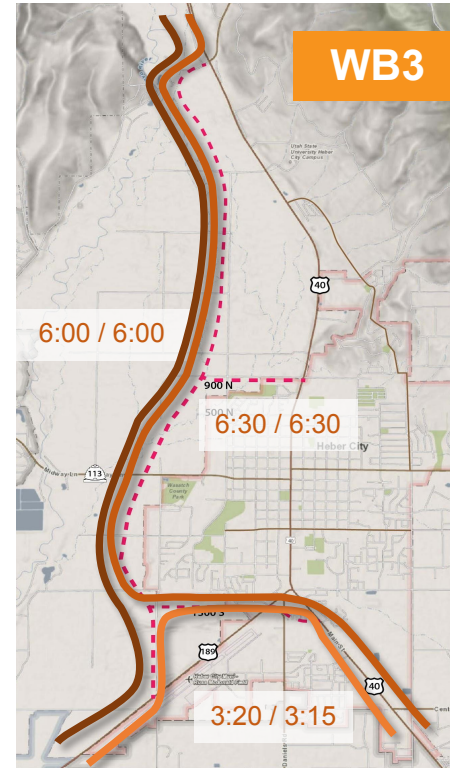
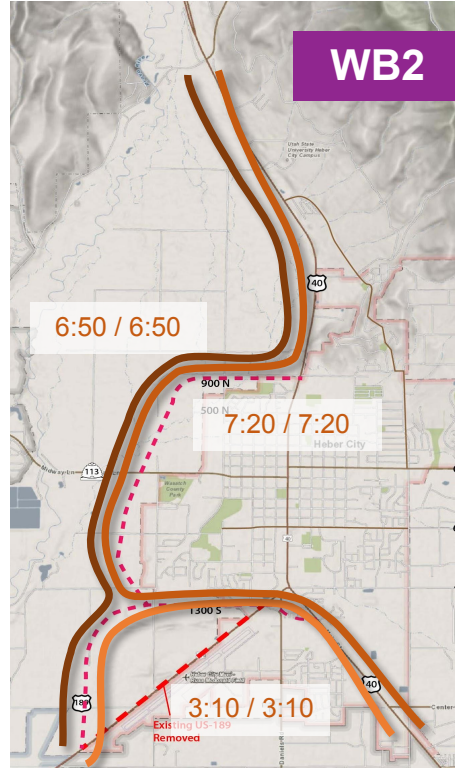
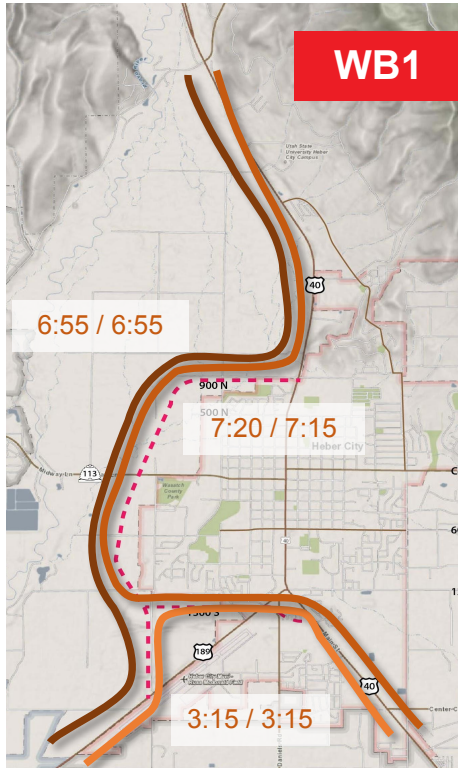
# At Grade 2050 PM Peak Regional Travel Times (SB/NB or WB/EB notation)

**DRAFT**



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

**DRAFT**





# Regional Travel Times

**DRAFT**

*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\*

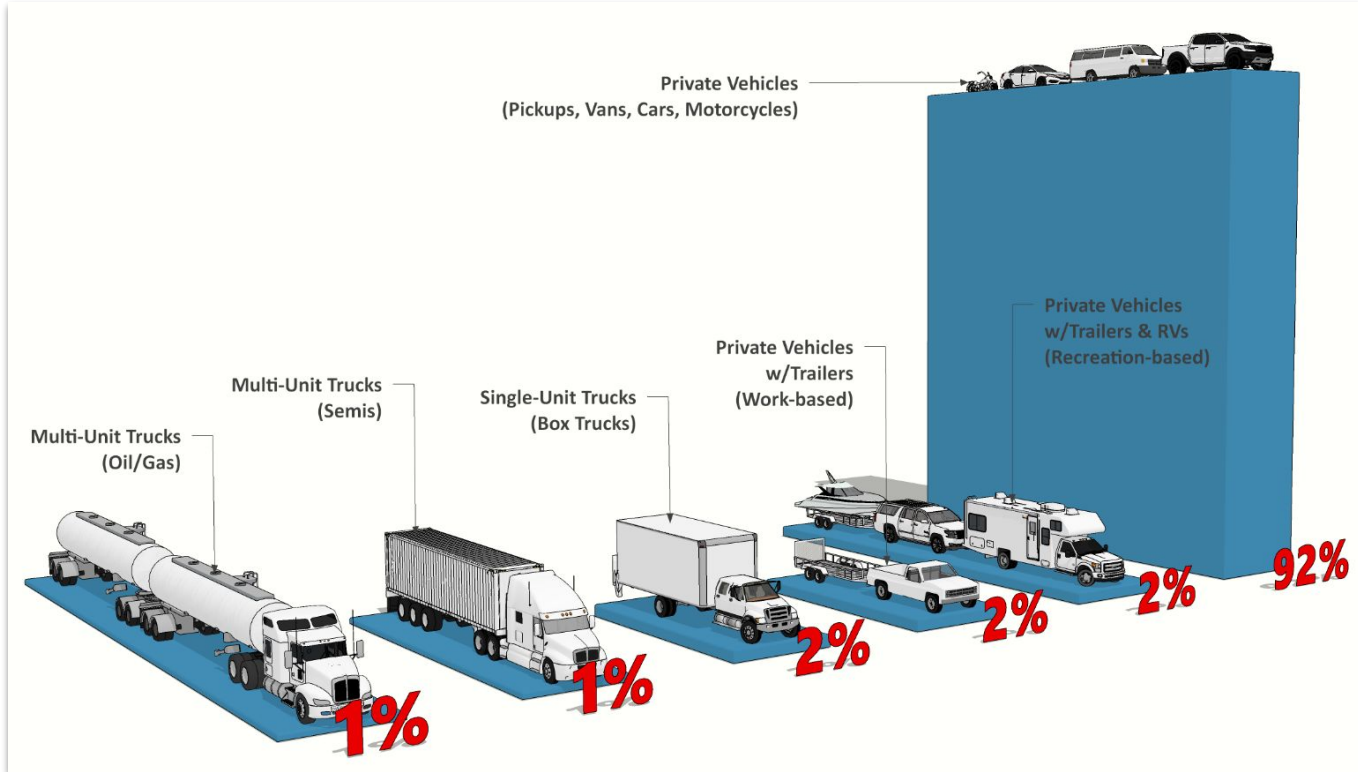
	SR-32 to US-189	SR-32 to S. US-40
WB1	-8:25	-5:30
WB2	-8:20	-4:50
WB3	-8:45	-5:54
WB4	-9:55	-6:15

*\*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)

**DRAFT**



**DRAFT**

**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

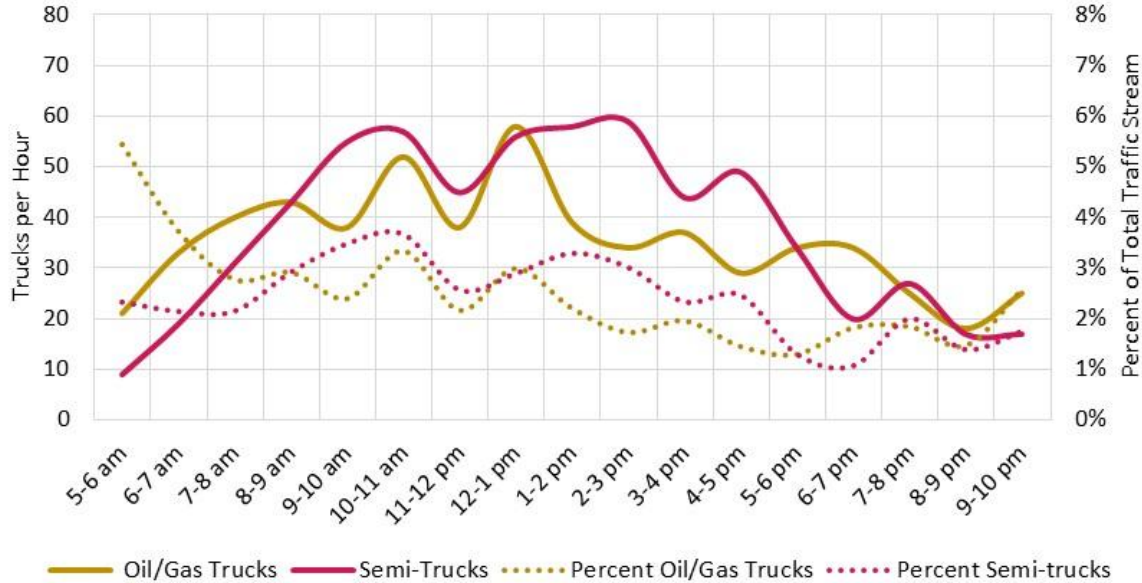
5%   
Oil/Gas Trucks

**Truck Facts**  
*Main Street Traffic Composition  
(2023)*

# Truck Facts

## Main Street Truck Volumes (2023)

**DRAFT**





# Truck Facts

Single unit vs multi-unit (2023)

**DRAFT**

	Total Volume (vehicles per day)	Percent Trucks		Truck Volume (trucks per day)		
		Multi-unit	Single-unit	Multi-unit	Single-unit	Total
<b>US-189</b>	19,500	8.3%	8.0%	1,615	1,550	3,175
<b>US-40</b>	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.*