

Heber Valley Corridor



ENVIRONMENTAL IMPACT STATEMENT

Wasatch County Interlocal Meeting

January 15, 2025

Completed Activities

Local Government Coordination

- Updated [Wasatch County Council](#) on Dec. 11 (4:24)
- Updated [Heber City Council](#) on Dec. 17 (2:44)
- Wasatch County Open Lands Board on Jan. 13

Heber Valley Airport Coordination

- Met with Heber Valley Airport environmental study team, submitted scoping comments.

Alternatives

- Revised alternative concepts to accommodate additional traffic projected in 2050 based on updated travel demand model.
 - Added additional turn or travel lanes to North US-40
 - Developed free-flow alternatives

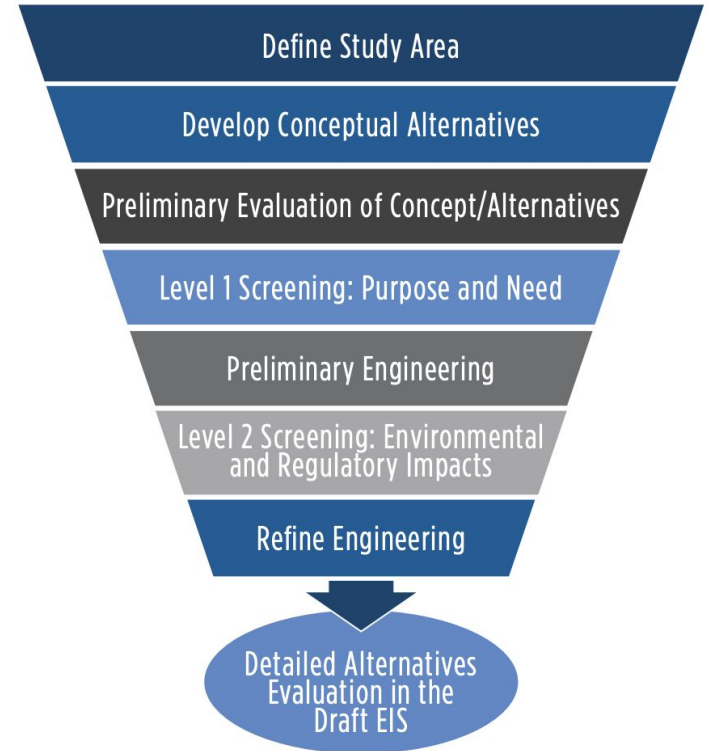
Ongoing Activities

Local Government Coordination

- Monthly meetings with:
 - Heber City and Wasatch County Councils
 - Heber City and Wasatch County staff
 - Heber Valley Airport environmental team

Alternative Screening

- Quantifying Level 1 Screening Criteria (traffic performance metrics)
- Developing Alternative Refinements for Level 2 screening (impacts to key resources)



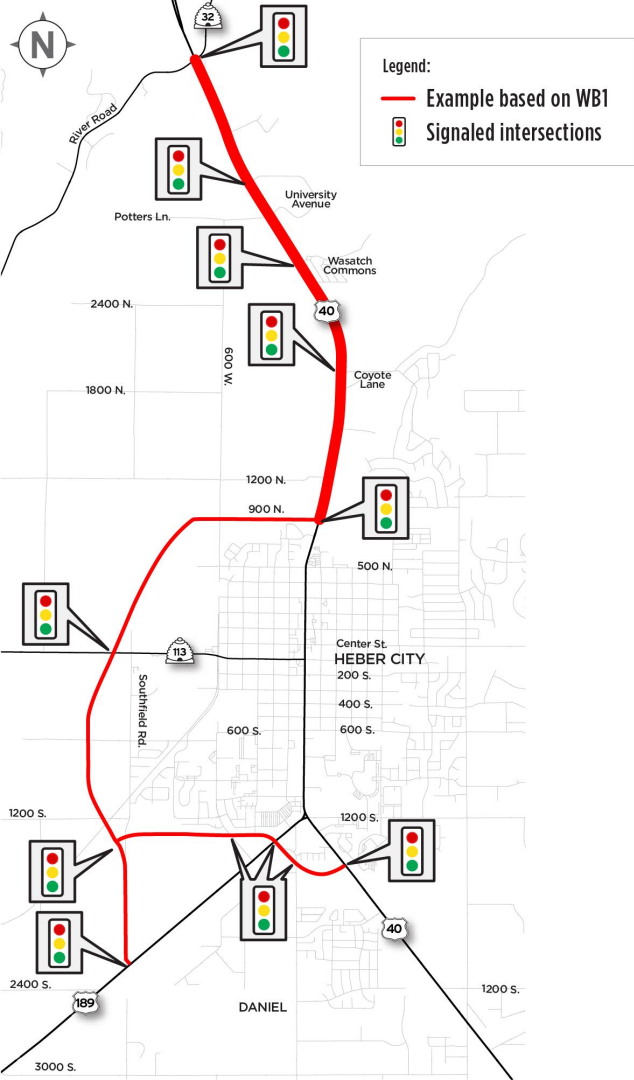
Process & Timeline



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 |
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MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS

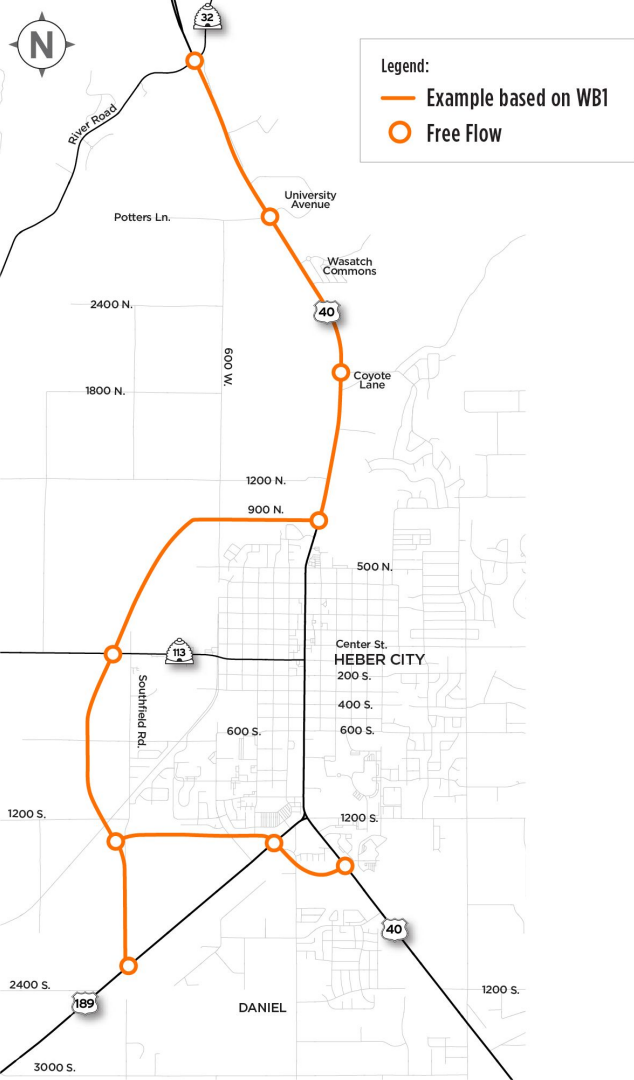


Alternative Refinements **DRAFT**

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

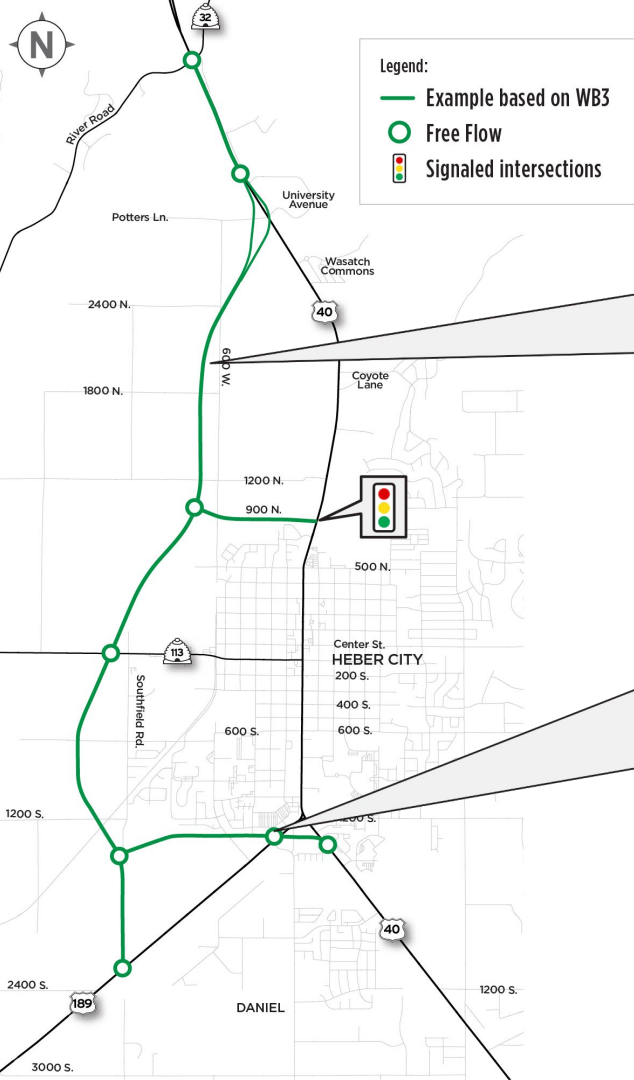


Alternative Refinements **DRAFT**

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

Free-flow Alternatives

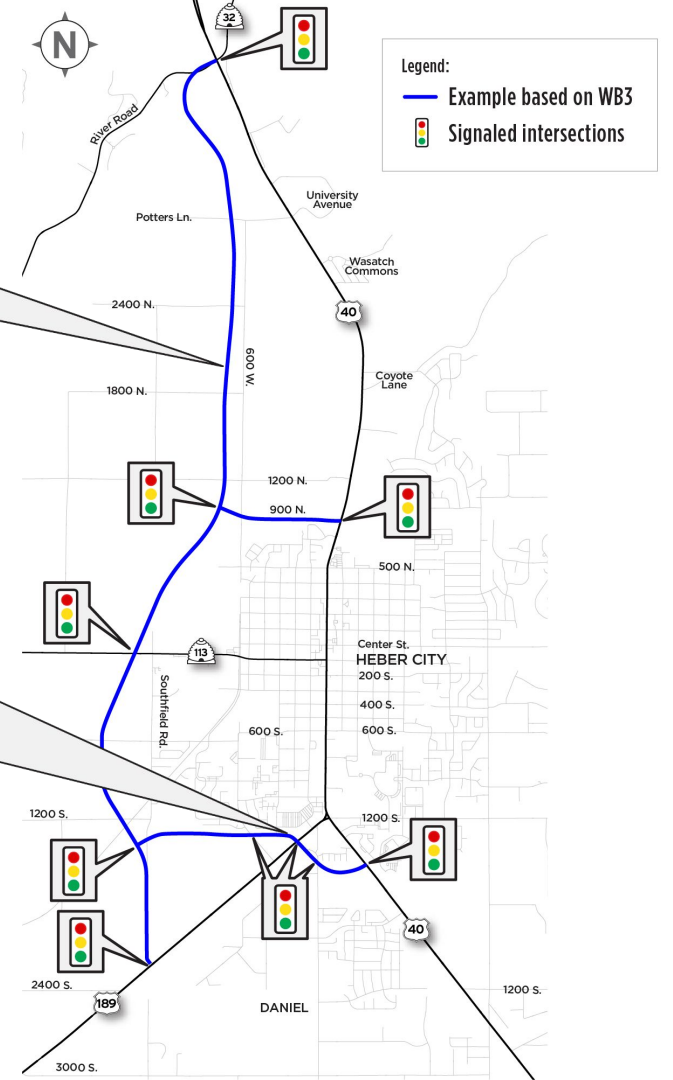
Free-flow means traffic does not need to stop. Instead of traffic signals, there would be a bridge or interchange allowing vehicles to cross without stopping.



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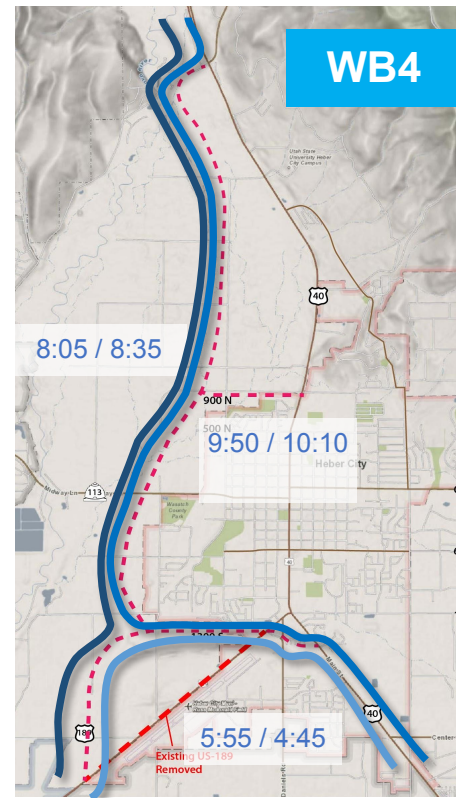
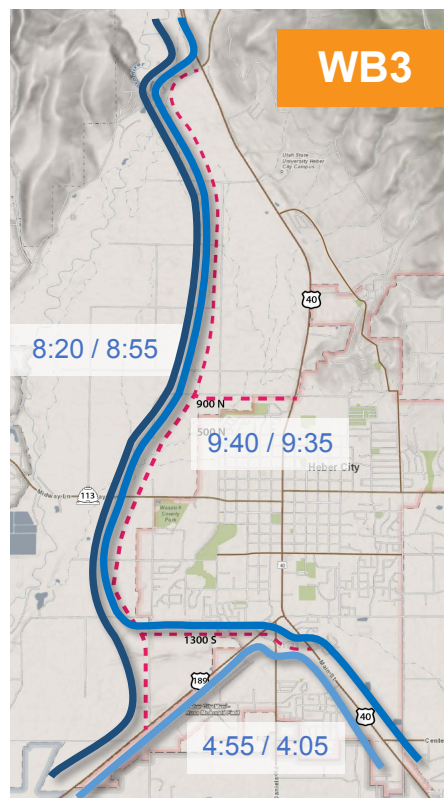
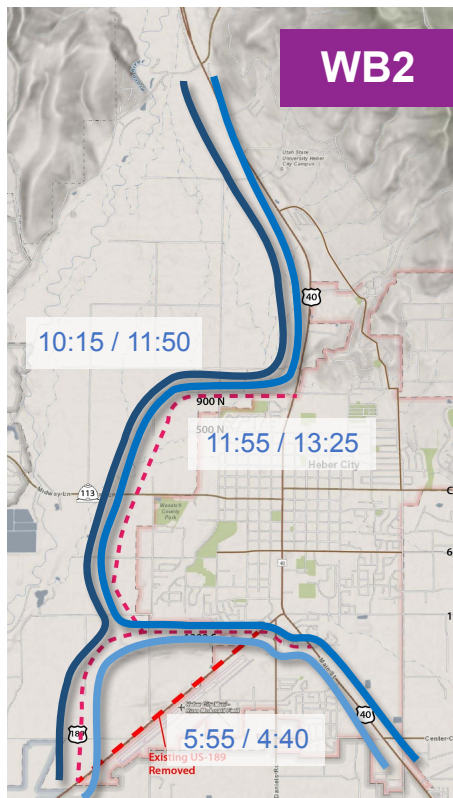
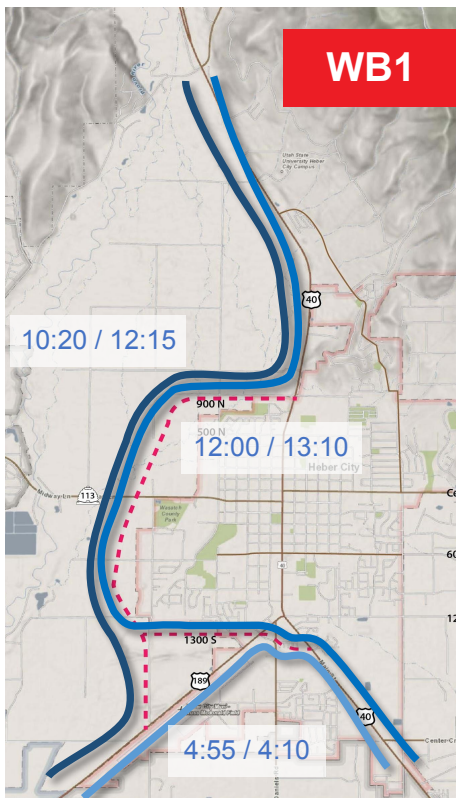
North US-40
At-grade and free-flow
diverge at approximately
1800 N

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



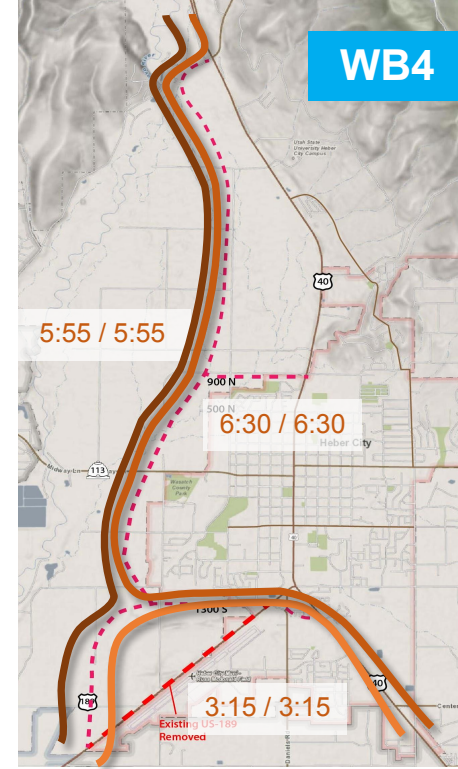
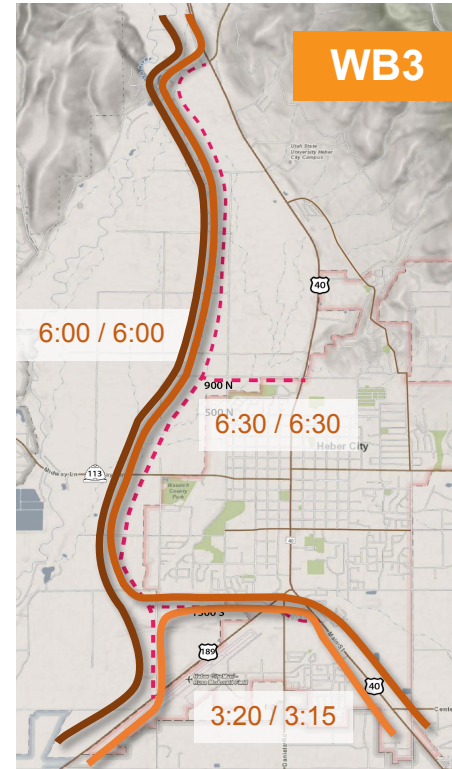
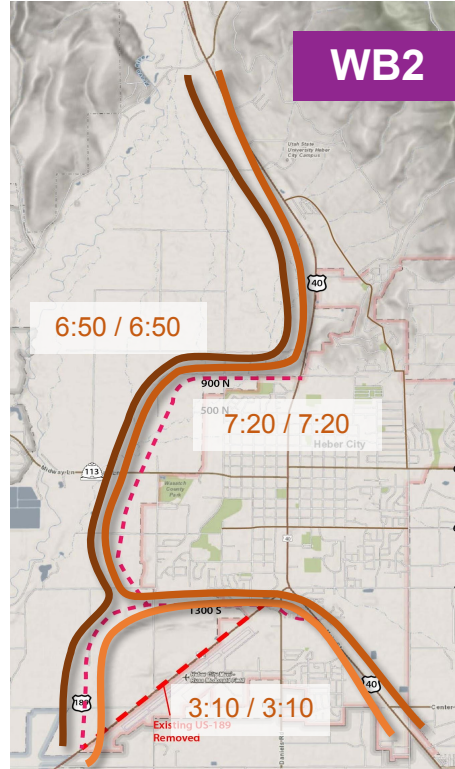
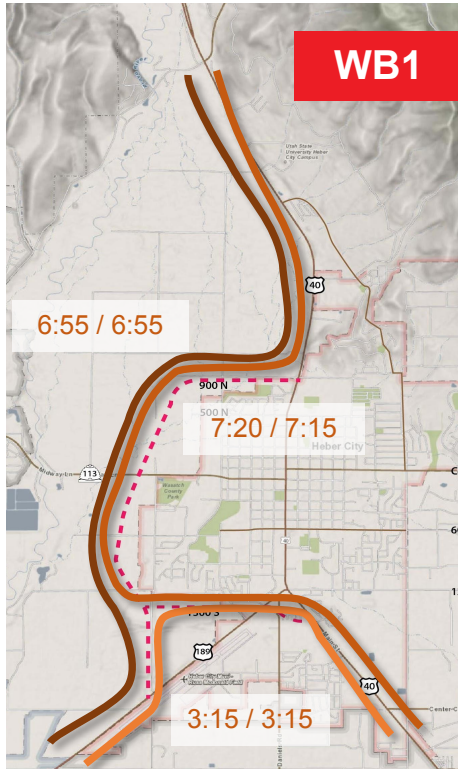
At Grade 2050 PM Peak Regional Travel Times (SB/NB or WB/EB notation)

DRAFT



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

DRAFT



2050 PM Peak Regional Travel Times

Comparison of At-grade to Free-flow

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Travel time (Southbound mm:ss)	ALTERNATIVE							
	WB1 At-grade	WB1 Free-flow	WB2 At-grade	WB2 Free-flow	WB3 At-grade	WB3 Free-flow	WB4 At-grade	WB4 Free-flow
SR-32 to US-189	10:20	6:55	10:15	6:50	8:20	6:00	8:05	5:55
SR-32 to south US-40	12:00	7:20	11:55	7:20	9:40	6:30	9:50	6:30



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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.