



# Heber Valley Corridor



# ENVIRONMENTAL IMPACT STATEMENT

## Wasatch County Council Meeting

February 12, 2025

# Completed Activities

## Local Government Coordination

- [Wasatch County Open Lands Board Meeting](#) (Jan. 13, 6:30 p.m.)
- [Wasatch County Interlocal Meeting](#) (Jan. 15, 6:30 p.m.)

## Alternatives Design

- Completed the traffic analysis for Level 1 screening and designed the alternatives with enough detail for Level 2 screening.
- Coordinated with local government staff to incorporate feedback where feasible into further design refinement.

# Ongoing Activities

## Open Lands Coordination

- Coordination with Utah Open Lands to ensure there is no conflict between the proposed bypass and proposed conservation easements

## Alternatives Design

- Refining alternatives based on local government feedback
- Quantifying evaluation criteria to soon begin screening process
- Alignments generally similar to previously released options but will be modified in two locations to meet design standards

## Local Government Coordination

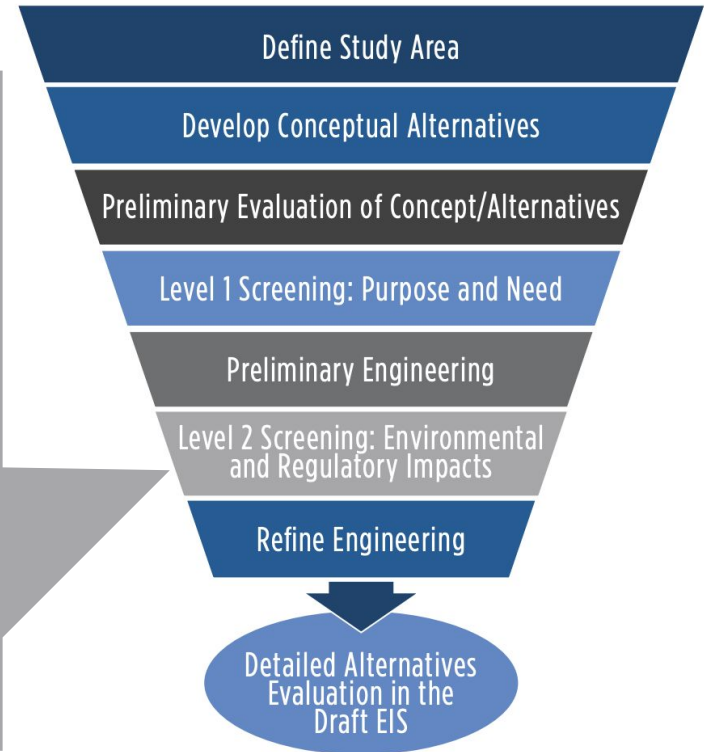
- Monthly coordination meetings with Heber City and Wasatch County staff

# Ongoing Activities

## *Alternatives Screening*

### Impacts that will be evaluated include:

- Wetlands
- Section 4(f) resources:
  - Historic properties
  - Recreation resources
  - Archaeological sites
- Property impacts including sewer farm
- Cost

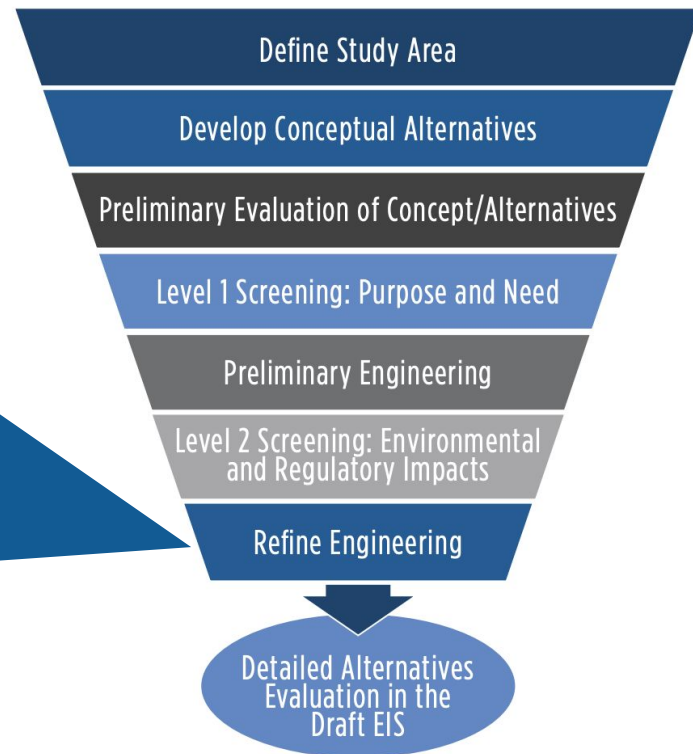


# What to Expect Next

## *Alternatives Design*

### Design elements will address:

- Non-motorized transportation
- Drainage and Stormwater management
- Access and connectivity to local road networks
- Conflict with major infrastructure and utilities



# What to Expect Next

## Local Government Coordination

- Update at Wasatch County Council work session (Feb. 12, 4 p.m.)
- Update at Heber City Council General Session (Feb. 18, 6 p.m.)
- Updates to other local governments if requested

## Alternative Design

- Quantify screening criteria to eliminate alternatives that don't meet purpose and need or result in additional impacts without proportionate benefits
- Anticipate publishing an addendum to the alternatives screening report this spring
- Alternatives that pass through Level 2 screening will be designed in more detail in Draft EIS

## Detailed Evaluation of Alternatives

- Additional engineering and impact analysis is considered in more detail and for more resources
- *More information on resources that are commonly evaluated in EISs for highway projects:*

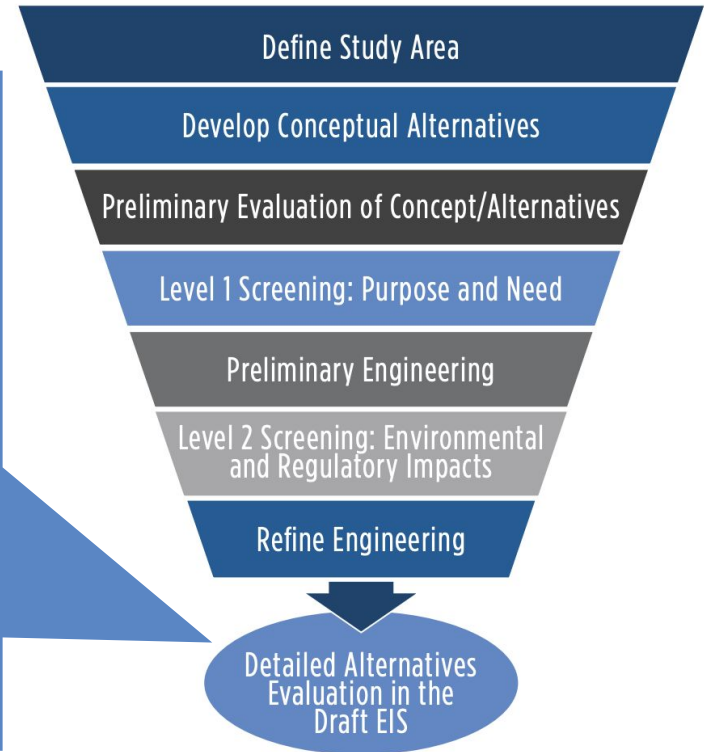
[https://www.environment.fhwa.dot.gov/legislation/nepa/guidance\\_preparing\\_env\\_documents.aspx](https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_preparing_env_documents.aspx)

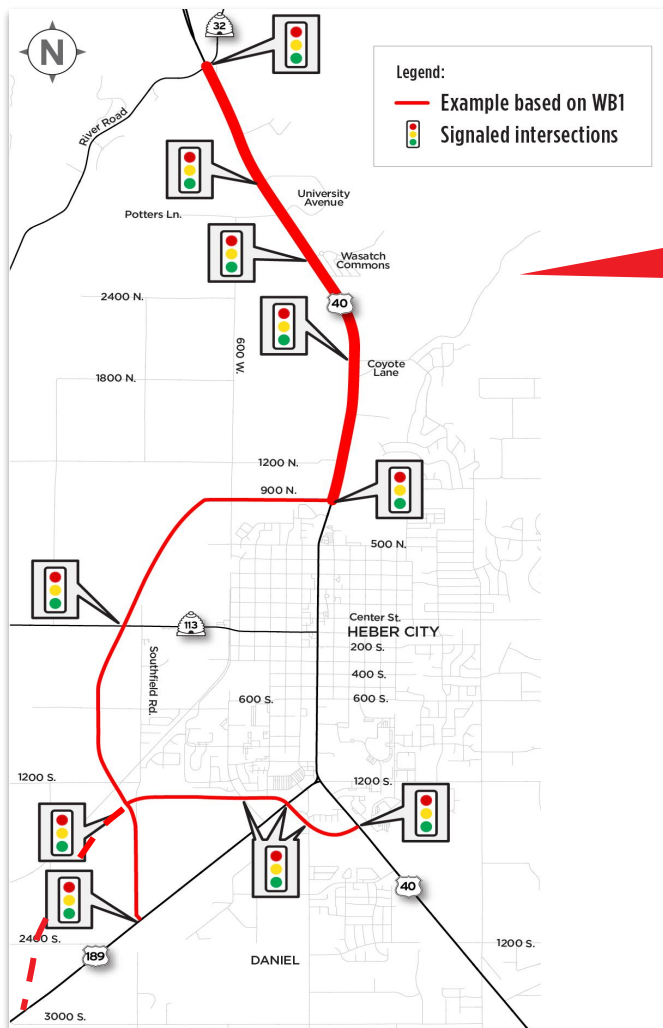
# What to Expect Next

*Detailed Evaluation of Alternatives (Draft EIS)*

## Impacts that will be evaluated include:

- Land use (including open space)
- Farmland
- Water quality
- Wildlife
- Visual resources
- Social and community resources
- Economics

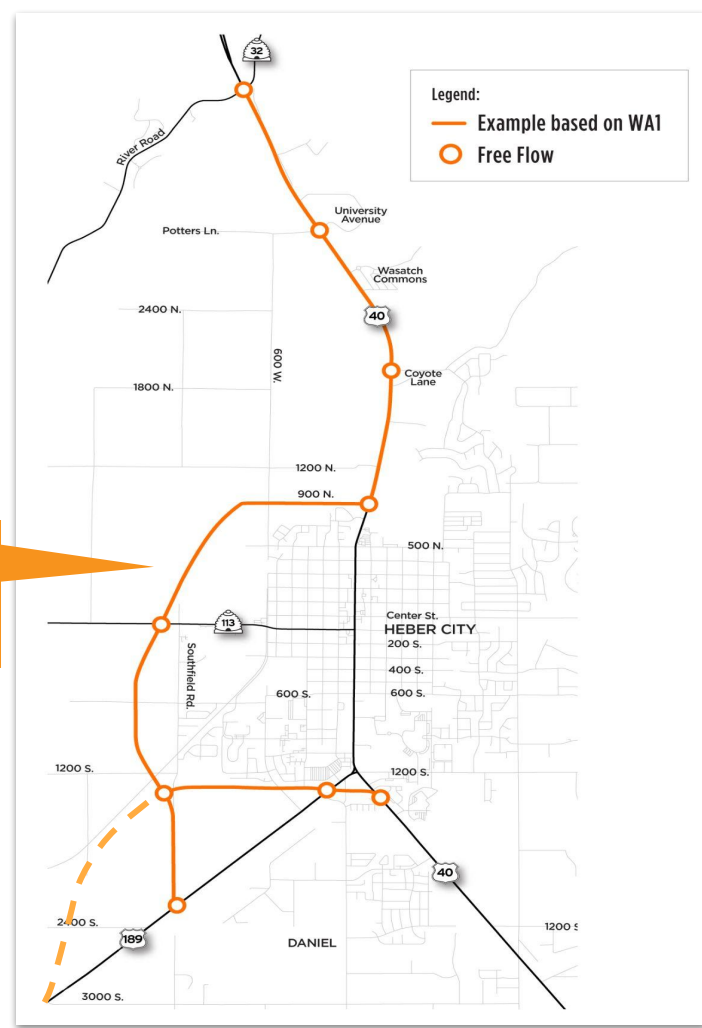


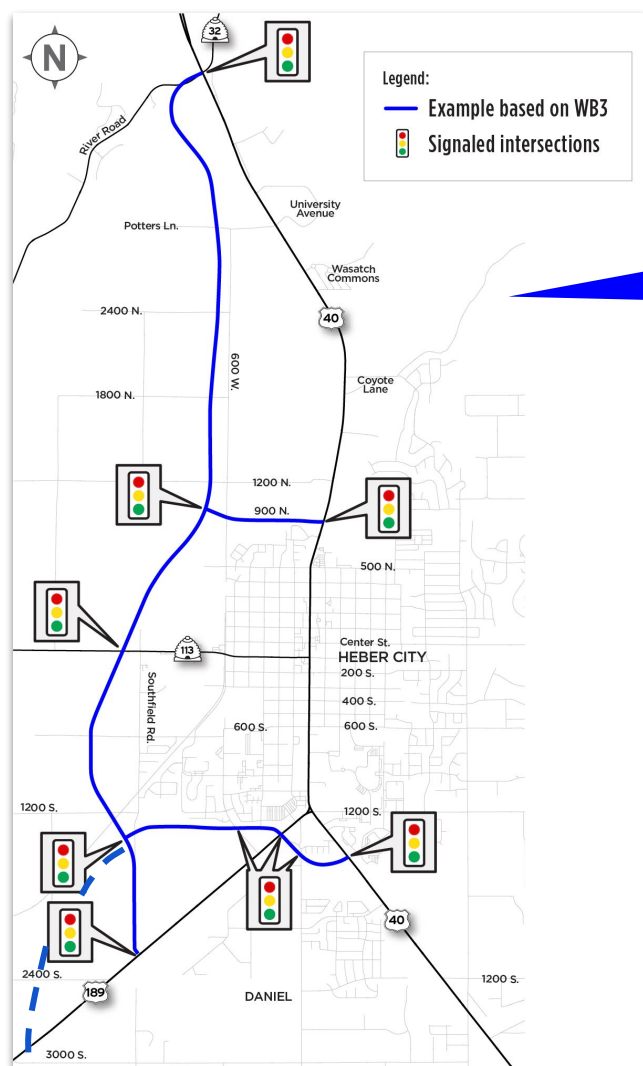


**DRAFT**

**At-grade  
WB1 / WB2**

**Free-flow  
WB1 / WB2**

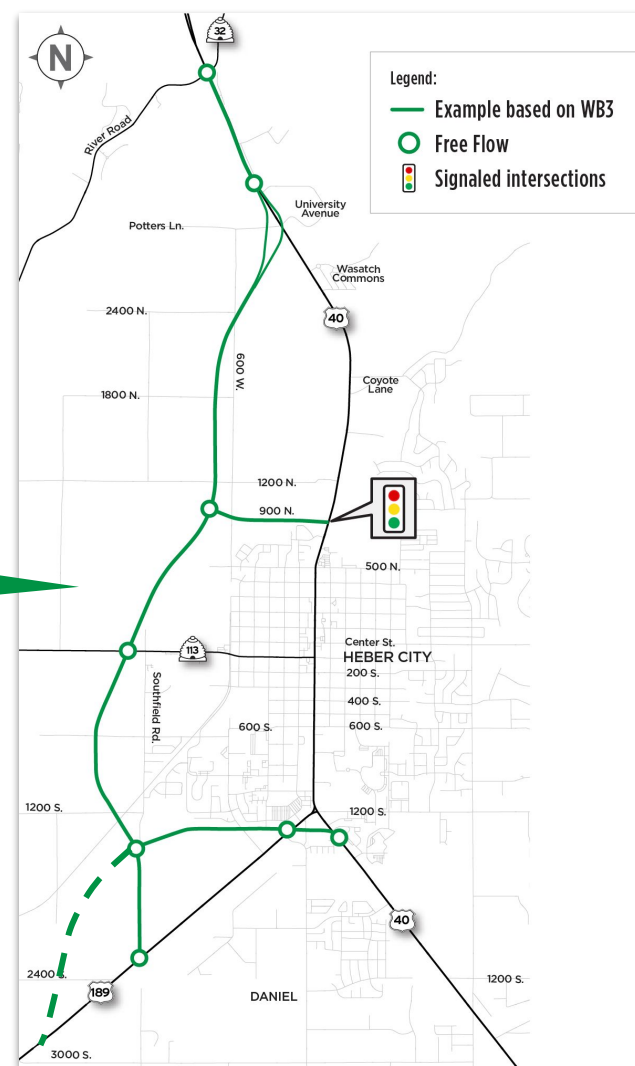




**DRAFT**

**At-grade  
WB3 / WB4**

**Free-flow  
WB3 / WB4**



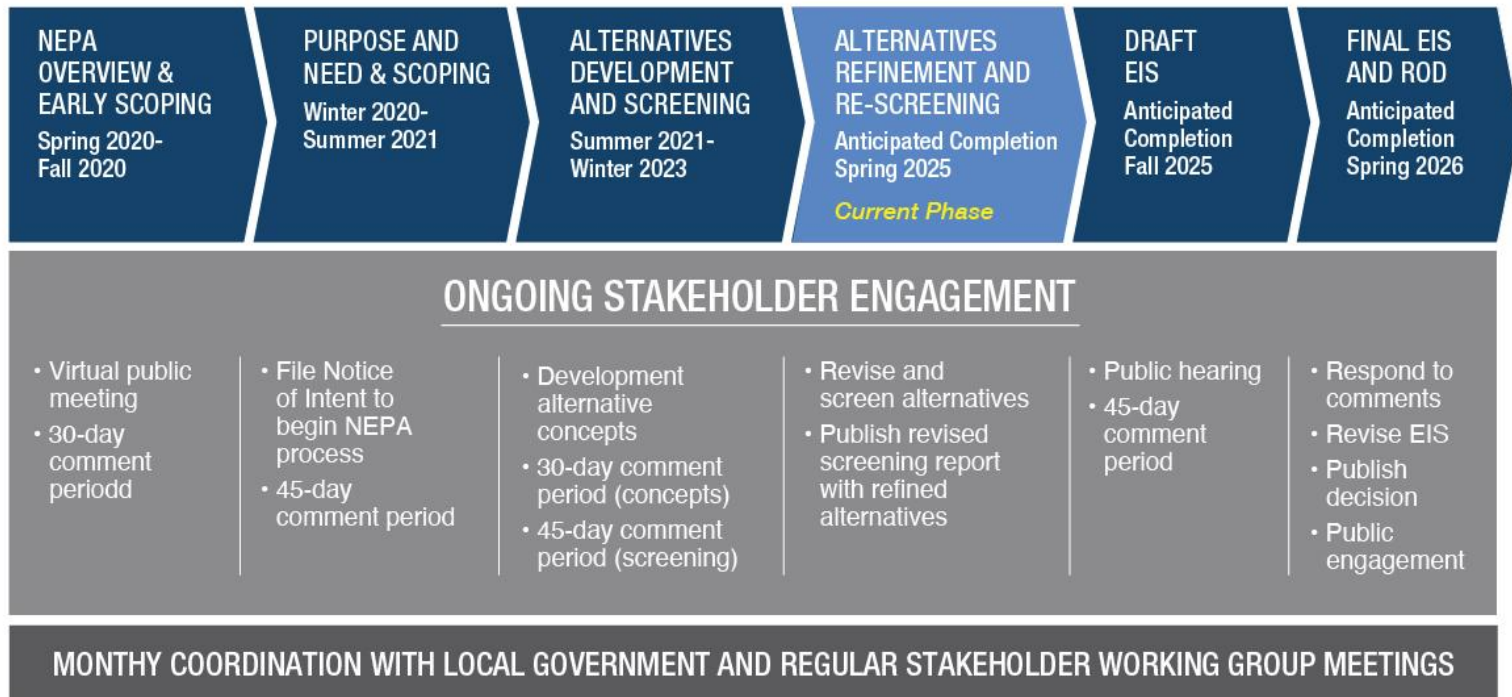
# 2050 PM Peak Regional Travel Times

## 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

# Process & Timeline



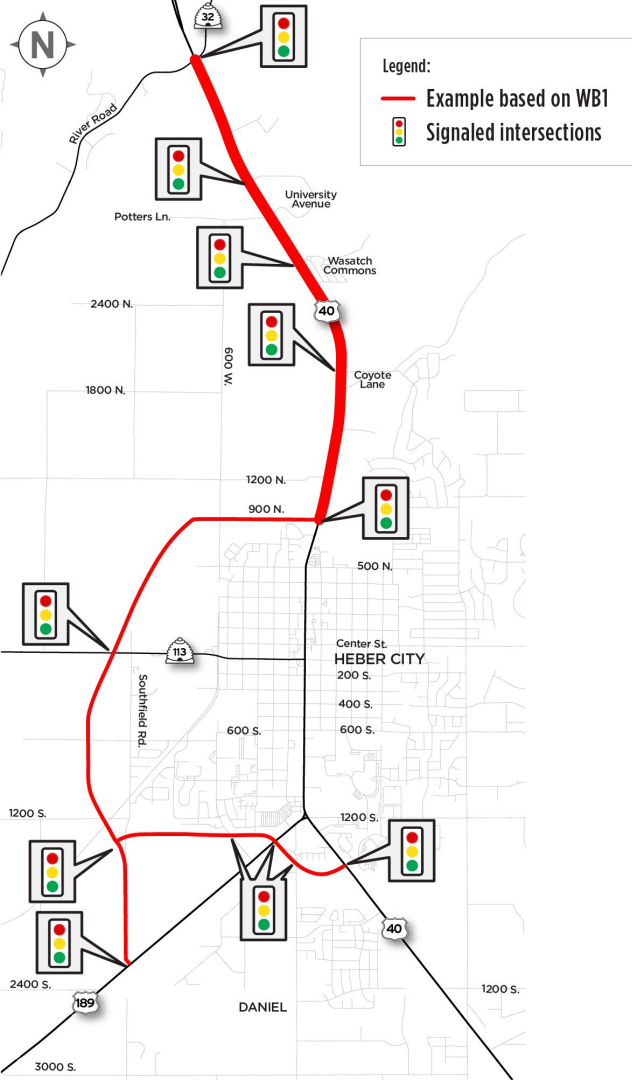


# Heber Valley Corridor



# 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.*

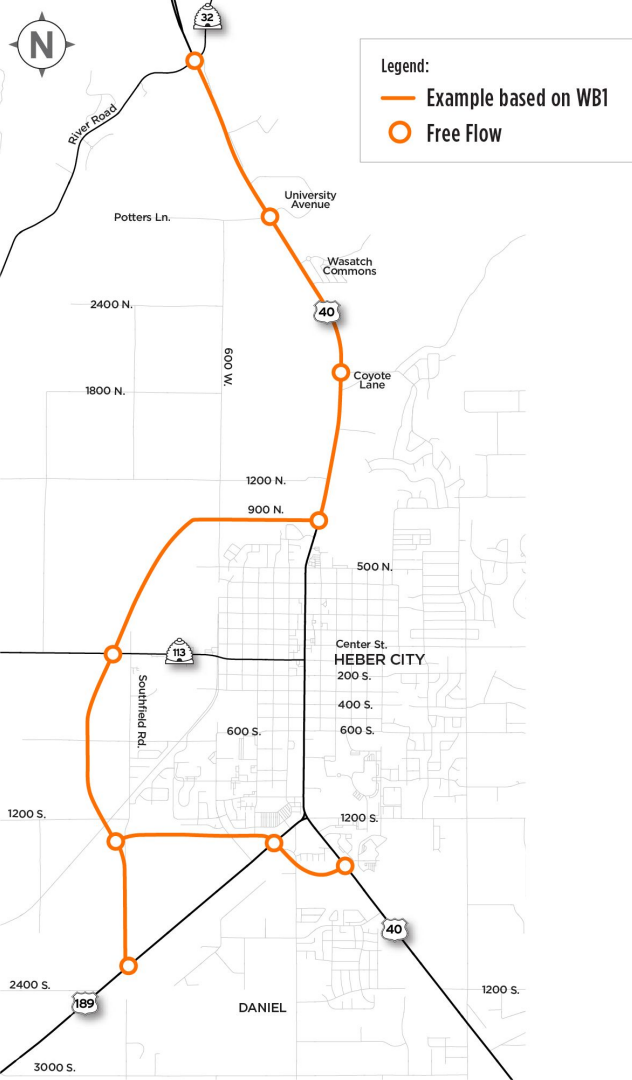


## Alternative Refinements **DRAFT**

**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*

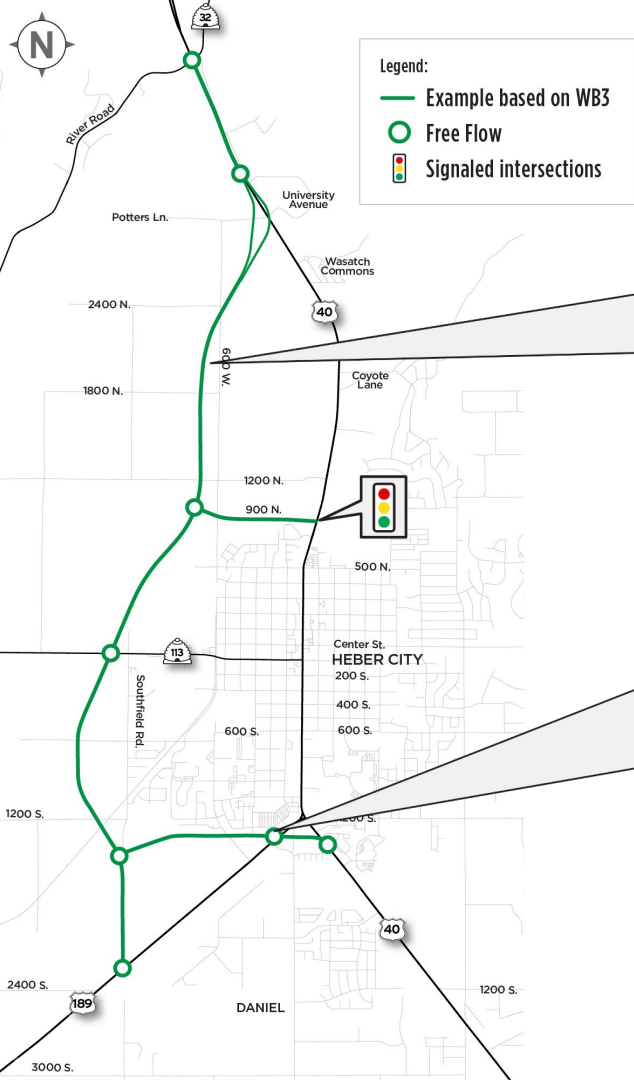


## Alternative Refinements **DRAFT**

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

### Free-flow Alternatives

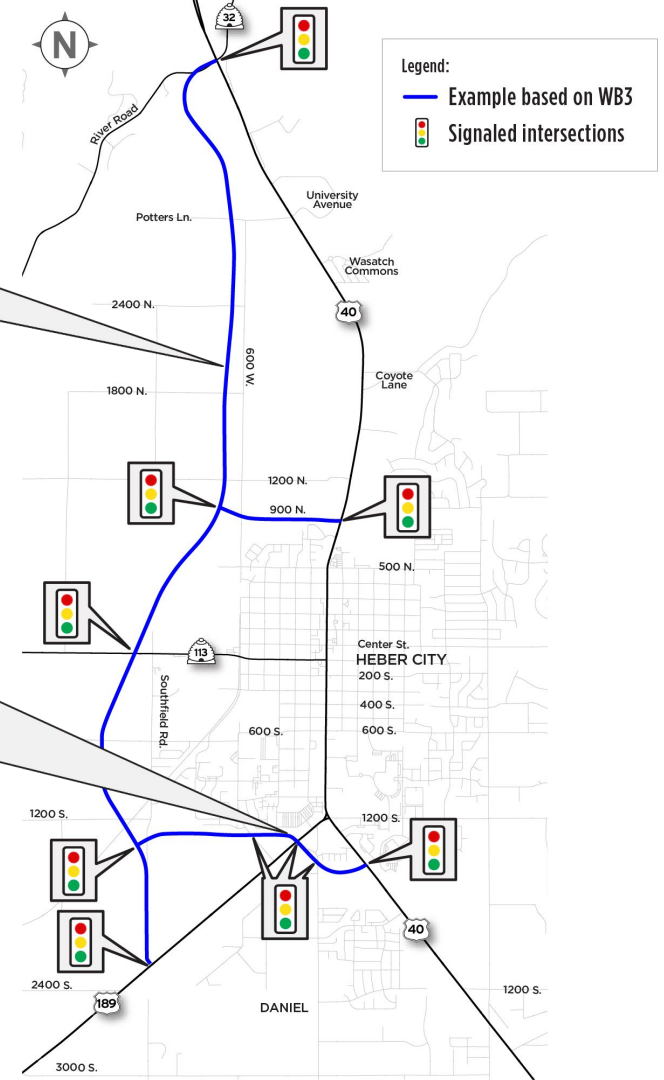
*Free-flow means traffic does not need to stop.  
Instead of traffic signals, there would be a bridge  
or interchange allowing vehicles to cross without  
stopping.*



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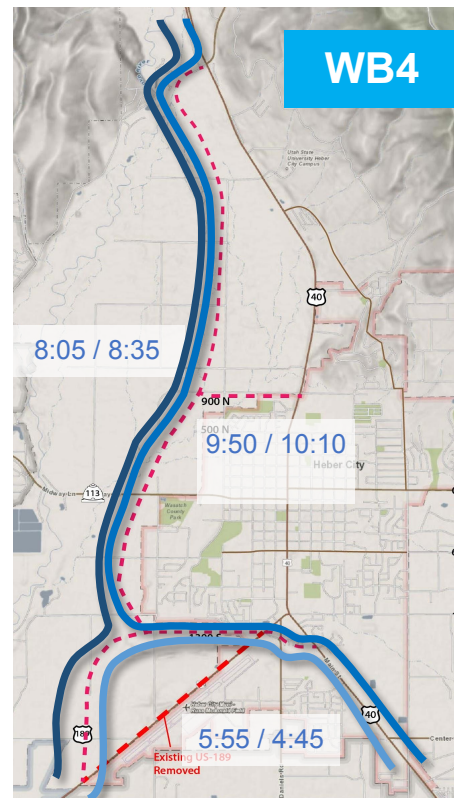
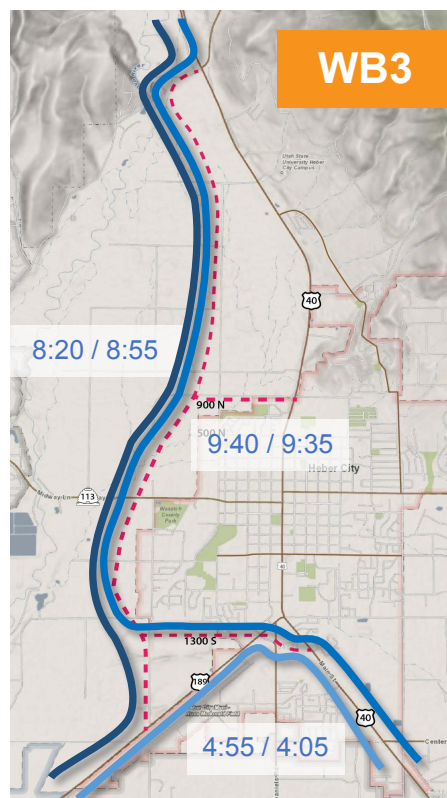
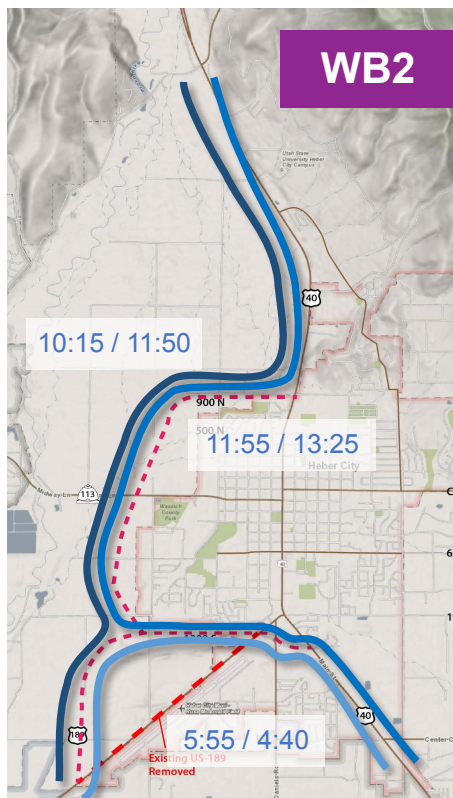
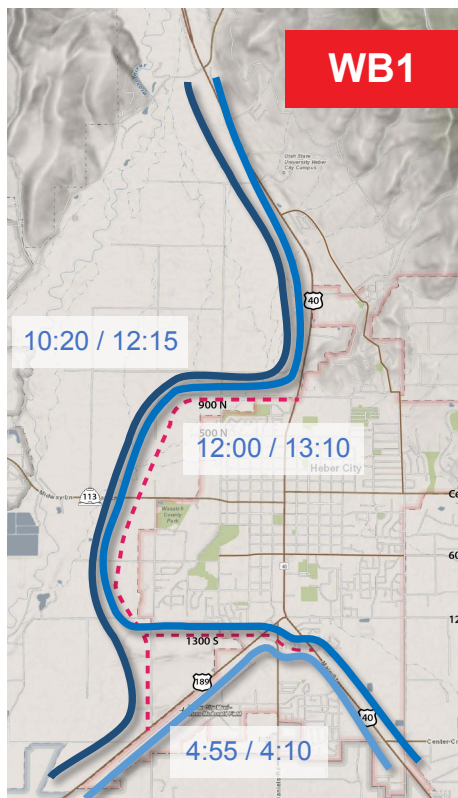
**North US-40**  
At-grade and free-flow  
diverge at approximately  
1800 N

**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)

