ADDENDUM TO THE FINAL ALTERNATIVES DEVELOPMENT AND SCREENING REPORT SUMMARY

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

The purpose of the screening addendum is to summarize and present the results of the additional alternatives development and screening process in 2025 for the Heber Valley Corridor Environmental Impact Statement (EIS). This rescreening was conducted after the release of the January 16, 2023, *Final Alternatives Development and Screening Report* due to updated traffic information becoming available to the EIS team.

UPDATED TRAFFIC MODEL

For the *Final Alternatives Development and Screening Report* (January 2023), UDOT relied on the Summit-Wasatch travel demand model (v1). This travel demand model is the tool for forecasting project traffic volumes in 2050 (the design year for the EIS) to analyze how well each alternative would meet the project purpose.

The purpose of the Heber Valley Corridor Project is to improve regional and local mobility on US-40 from SR-32 to US-189 and provide opportunities for non-motorized transportation while allowing Heber City to meet their vision for the historic town center.

When the travel demand model was updated after the 2023 screening, UDOT compared the models (v1 and v2) and found that traffic was projected to increase by as much as 30% in some locations. This increase led to a temporary pause in the EIS process while UDOT investigated and refined alternatives to support the higher traffic forecasted with v2.

RANGE OF ALTERNATIVES CONSIDERED IN THE 2025 SCREENING PROCESS

UDOT determined that the 18 concepts that were previously screened out in 2023 with model v1 would perform worse with the increase in traffic projected with v2 and did not warrant additional consideration. The five alternatives that passed the screening process in 2023 were four at-grade alternatives (WB1, WB2, WB3, WB4) and one alternative that incorporated some grade separation (WA1).

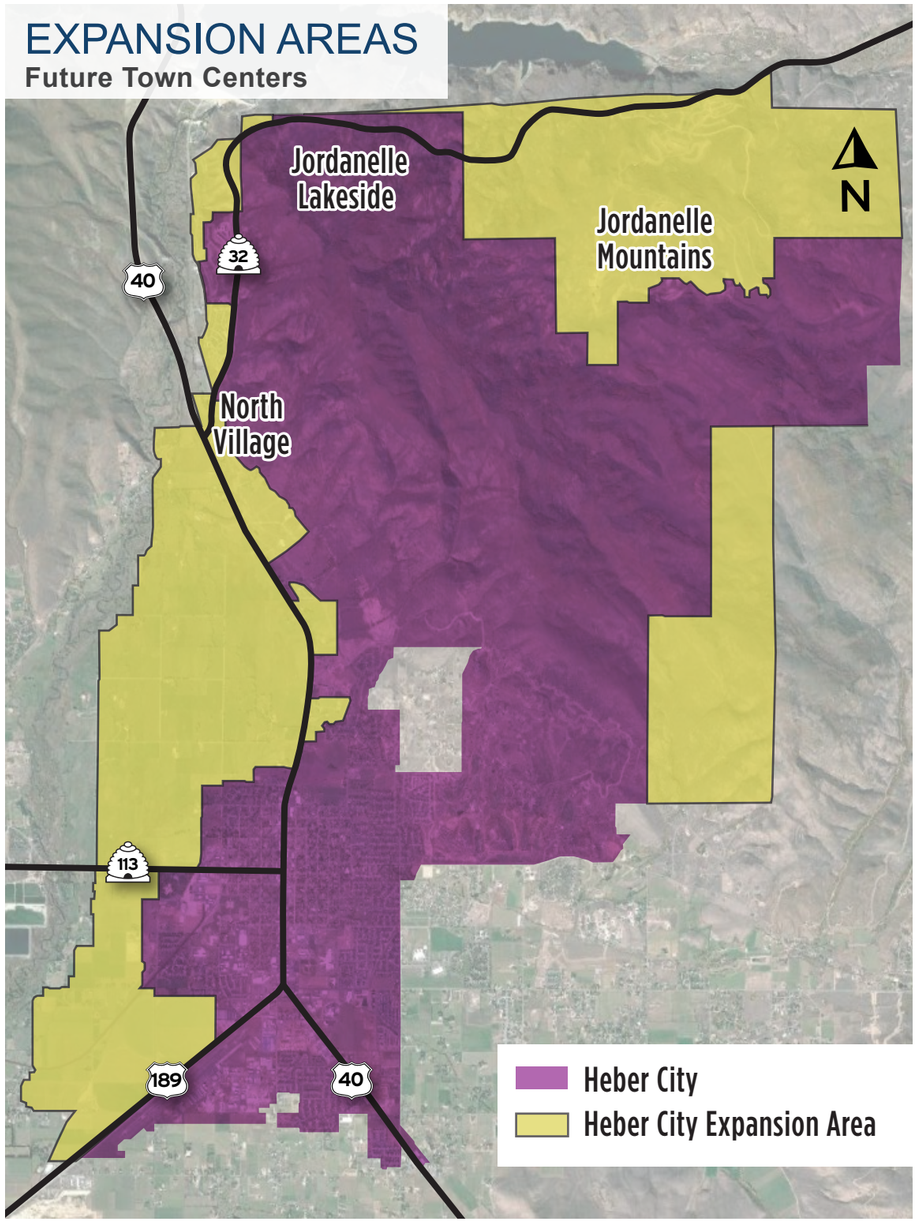
All five alternatives that made it through screening in 2023 were refined to accommodate the additional projected traffic of v2. As a result of these refinements, eight alternatives were developed for the 2025 screening. Four alternatives are at-grade (WB1 AG, WB2 AG, WB3 AG, WB4 AG), and four alternatives are “free-flow” versions of the at-grade alternatives that incorporate interchanges or grade separation throughout the study area (WB1 FF, WB2 FF, WB3 FF, WB4 FF).

At-grade alternatives (AG)

Free-flow alternatives (FF)

ADDITIONAL DETAIL FOR SCREENING CRITERIA

UDOT used the same screening criteria that were used in 2023 but looked at the criteria in greater detail. The additional detail was important for decision-making and differentiating among the alternatives. None of the original screening criteria were removed or replaced.



ALTERNATIVES SCREENING CRITERIA

	2023 Screening Criteria	2023 Measures	2025 Additional Detail
Level 1	Improve regional mobility on western corridor through 2050	• Substantially decrease through traffic travel time from SR-32 to US-189 • Minimize conflicts (driveway accesses, intersections, etc.) to north–south mobility for through traffic	• Safety (conflict points) • Additional regional travel time origin and destination pairs
	Improve local mobility on US-40 through 2050	• Improve arterial and intersection level of service (LOS) on US-40 • Decrease travel time on Main Street (SR-32 to hub intersection) • Substantially decrease vehicle queue lengths on US-40	
	Provide opportunities for non-motorized transportation	• Provide opportunities for non-motorized transportation consistent with local and regional planning documents	
	Allow Heber City to meet their vision for the historic town center	• Avoid or minimize impacts to valued places and historic buildings in the historic town center • Avoid improvements that would preclude Heber City from implementing strategies to achieve their vision for Main Street (wide sidewalks, bike lanes, landscaping, and a reduced speed limit)	• Ability to attract trucks away from Main Street
Level 2	Waters of the U.S.	• Acres and types of wetlands and other waters of the United States affected • Linear feet of ditches and creeks affected	
	Section 4(f) Resources	• Number of Section 4(f) historic properties affected (all properties in addition to the historic town center) • Number of Section 4(f) recreation resources affected • Number of Section 4(f) wildlife and waterfowl refuges affected	• Number of Section 4(f) archaeological sites affected (historic rail lines, canals, and ditches)
	Right-of-way	• Number of full property acquisitions and relocations (commercial and residential) • Number of partial property acquisitions	• Acres of sewer fields affected
	Cost	• Alternative's cost compared to other alternatives (alternatives would not be eliminated based on cost unless the cost is an order of magnitude greater)	

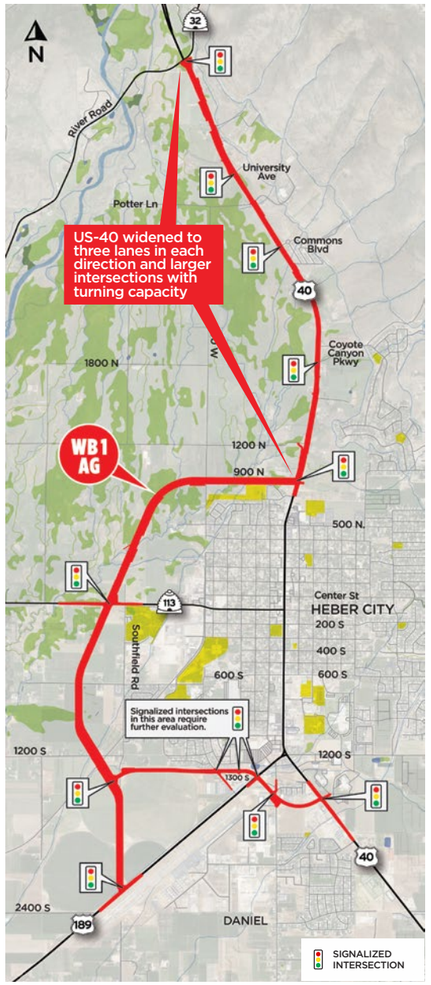
CHANGE IN ALTERNATIVES EVALUATED IN SCREENING: AT-GRADE ALTERNATIVES

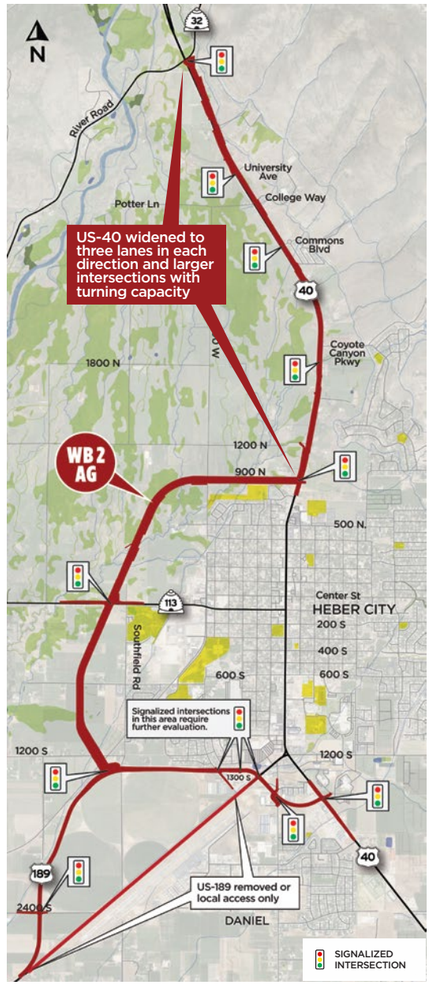
The at-grade alternatives required several design refinements on US-40 between SR-32 and 900 North to meet the project purpose, specifically to improve regional and local mobility from SR-32 to US-189.

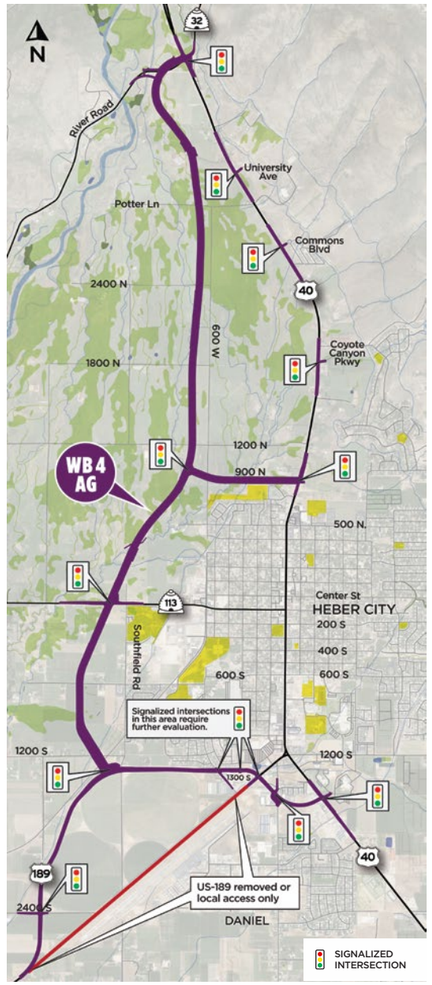
To accommodate more traffic, the at-grade alternatives required larger intersections with turning capacity and the ones on US-40 also required widening to three lanes in each direction. A larger facility (additional through lanes and turn lanes) is necessary to manage the traffic projected in v2 than what was previously considered in 2023.

To create an acceptable safety environment, the at-grade alternatives would need to have slower speed limits than their free-flow counterparts to safely provide local access. A lower speed limit, although necessary, is counter to the intended function of a State/US highway.

An at-grade intersection is where two or more roads cross each other on the same plane. This typically involves traffic signals, stop signs, or roundabouts to manage traffic flow.







Alternative	Capacity and Other Refinements Made in 2025		
At-grade (AG) Alternatives			
WB1 WB2	• North US-40: Increased to 3 travel lanes in each direction • North US-40: Added center median for safety	• North US-40: Added turn lanes at signalized intersections • South end bypass alignment similar to 2023 versions	• WB2 AG includes US-189 realigned through sewer fields • WB1 AG & WB2 AG use existing US-40
WB3 WB4	• North US-40: Retains 2 travel lanes in each direction • North US-40: Added center median for safety	• North US-40: Added turn lanes at signalized intersections • South end bypass alignment similar to 2023 versions	• WB3 AG & WB4 AG include extension through the Northfields • WB4 AG includes US-189 realigned through sewer fields

CHANGE IN ALTERNATIVES EVALUATED IN SCREENING: FREE-FLOW ALTERNATIVES

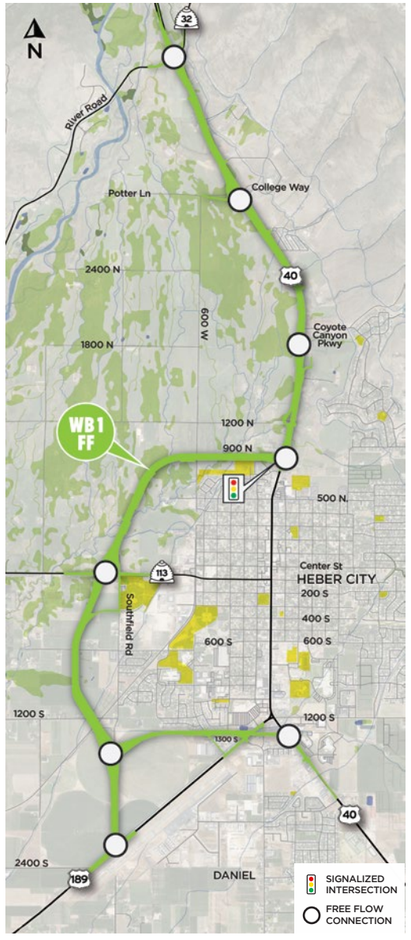
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

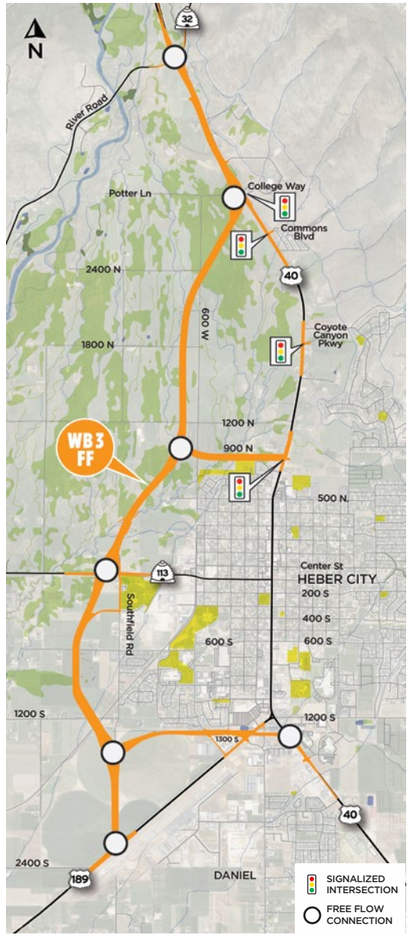
The updated travel demand model forecasts that traffic will increase by 30% on north US-40 and by 10% on Main Street compared to the projections from the previous version of the model.

The increase in traffic is largely attributed to continued growth, particularly along north US-40. For this reason, UDOT took a more in-depth look at adding capacity by creating free-flow (or grade-separated) intersections which move more traffic and are inherently safer than large capacity facilities with signalized intersections.

The free-flow alternatives include partial frontage roads on US-40, between SR-32 and 900 North or Potter Lane depending on the alternative to consolidate access. They also include a redesigned free-flow connection to 1300 South, located south of the hub intersection.

There would be local access to 1300 S with all free-flow alternatives.





Alternative	Capacity and Other Refinements Made in 2025	
Free-flow (FF) Alternatives		
WB1 FF WB2 FF	• North US-40: 2 travel lanes in each direction (SR-32 to 900 North) • Access to North US-40 at interchanges only: SR-32, Potter Lane/ College Way, Coyote Canyon Pkwy, and 900 North • WB1: Formerly Alternative WA1, revised for increased demand and safety	• Partial frontage roads on north US-40 between SR-32 and 900 North • Western corridor alignment similar to WB1 AG and WB2 AG counterparts • WB2 FF includes US-189 realigned through sewer fields
WB3 FF WB4 FF	• North US-40: 2 travel lanes in each direction (SR-32 to 900 North) • Western corridor connects to US-40 near Potter Lane • Access to North US-40 at interchanges (SR-32 and western corridor), as well as signalized intersections (Potter Lane/ College Way, Commons Blvd, Coyote Canyon Pkwy, and 900 North)	• Partial frontage roads on north US-40 between SR-32 and Potter Lane/College Way • Western corridor alignment similar to WB3 AG and WB4 AG counterparts • WB4 FF includes US-189 realigned through sewer fields

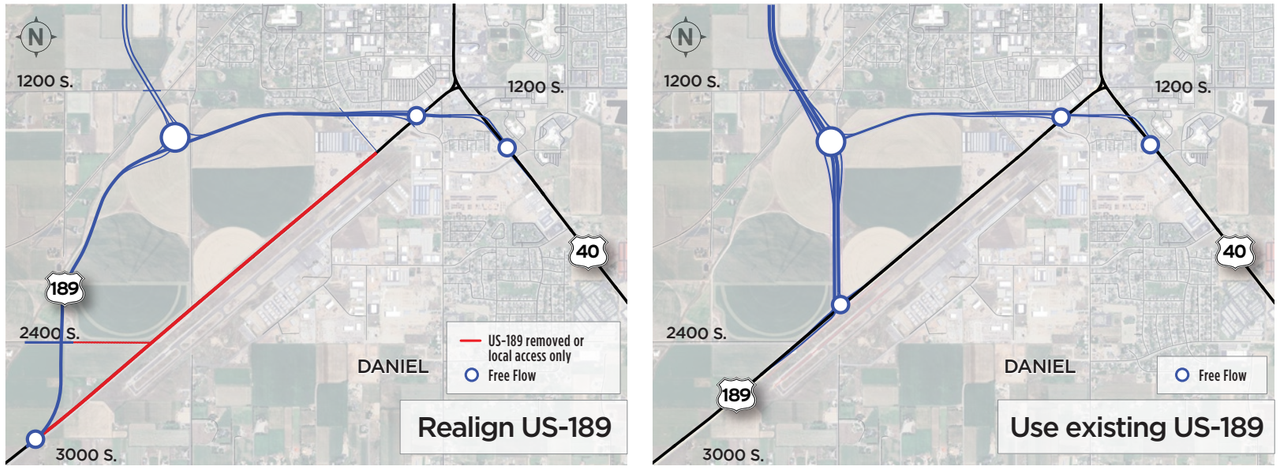
ALTERNATIVES SCREENING PROCESS

Preliminary Screening

UDOT first evaluated the eight alternatives listed below for fatal flaws or redundancy with other alternatives to determine whether they should be further developed and advanced to Level 1 screening.

Four alternatives—all alternatives that realign US-189—were eliminated in preliminary rescreening and were not further developed by UDOT.

Realigning US-189 would not result in benefits to traffic operations, and would result in similar or greater impacts to the sewer fields and is no longer under consideration.



When preparing this screening addendum, UDOT did not determine whether US-189 would be removed, would be closed, or would remain open for local access.

ALTERNATIVE or CONDITION	SR-32 to US-189		SR-32 to US-40		Traffic Volume on 1300 South in 2050	Sewer Field Impact (acres)	Advanced to the next screening level? (yes/no)
	Via Bypass	Via Main Street	Via Bypass	Via Main Street			
US-40 Existing Conditions (2019)	-	10:55	-	9:15	-	-	-
US-40 No-Action (2050)	-	23:40	-	21:50	-	-	Yes
WB1 AG	10:20	14:45	11:45	13:00	7,000	39.7	Yes
WB2 AG US-189 realigned	10:15	15:10	11:55	12:10	18,600	38.8	No
WB3 AG	8:15	14:05	9:35	12:15	7,700	39.7	Yes
WB4 AG US-189 realigned	8:10	15:50	9:50	12:45	18,500	38.8	No
WB1 FF	7:25	13:55	7:50	12:25	-	54.8	Yes
WB2 FF US-189 realigned	7:20	15:05	7:50	12:10	-	70.5	No
WB3 FF	6:15	14:55	6:35	13:30	-	54.8	Yes
WB4 FF US-189 realigned	6:05	15:50	6:40	12:45	-	70.5	No

LEVEL 1 SCREENING

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

Level 1 screening was based on the project purpose. The purpose of the Heber Valley Corridor Project is to substantially improve regional and local mobility on US-40 through 2050, provide opportunities for non-motorized transportation, and allow Heber City to meet their vision for the historic town center. Meeting local mobility and Heber City's vision criteria are necessary for an alternative to meet the project's purpose. For an alternative to advance as reasonable, it must satisfy both.

As a result of Level 1 screening, the 2 free-flow alternatives (WB1 FF and WB3 FF) were progressed forward to Level 2 screening because they best meet the project purpose (the at-grade alternatives are worse for regional mobility, safety, and meeting Heber City's Vision) and provide a longer-lasting transportation solution.

The at-grade alternatives don't meet the Heber City vision because they have slower regional travel times and are less likely to pull truck traffic off Main Street.

What is the Heber City historic town center?
Heber City defines their historic town center as the area between 300 North to 300 South. Heber City has defined a specific vision for their historic town center in Heber City Envision 2050.

ALTERNATIVE OR CONDITION		Regional Mobility (Western Corridor)									Local Mobility (Main Street)						
		Travel Time (Southbound) *(mm:ss)*				Travel Time (Northbound) *(mm:ss)*											
		SR-32 to US-189		SR-32 to US-40		US-189 to SR-32		US-40 to SR-32									
		Via Bypass	Via Main Street	Via Bypass	Via Main Street	Via Bypass	Via Main Street	Via Bypass	Via Main Street	Conflict Points	Intersections at LOS F	Travel Time *(mm:ss)* SR-32 to US-189	Southbound Queue Length at 500 North *(ft)*	Southbound Segments at LOS F	Allows Heber City to Meet Their Vision for the Historic Town Center?	Recommended for Level 2 Screening
US-40 Existing Conditions (2019)		-	10:55	-	9:15	-	10:50	-	8:40	144	0	8:20	375	2	-	NA
US-40 No-Action (2050)		-	23:40	-	21:50	-	22:00	-	18:40	152–157	4	20:30	17,100	2	-	NA
WB1 AG	West bypass – parkway and at-grade intersections	10:20	14:45	11:45	13:00	12:00	13:25	13:10	11:25	26–35	0	10:55	1,125	0	No	No
WB3 AG	West bypass – parkway and at-grade intersections with northern extension	8:15	14:05	9:35	12:15	8:45	13:45	9:35	11:45	12	0	10:35	1,325	0	No	No
WB1 FF	West bypass – limited access and free-flow intersections	7:25	13:55	7:50	12:25	7:25	12:15	7:50	10:05	1	0	10:35	1,150	1	Yes	Yes
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	6:15	14:55	6:35	13:30	6:15	13:10	6:35	11:00	1	0	11:05	2,275	1	Yes	Yes

Conflict points include the existing and potential future accesses, such as driveways and intersecting side streets, along the alternative. Reducing conflict points improves safety and regional mobility.

LEVEL 2 SCREENING

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

The purpose of Level 2 screening was to eliminate alternatives that perform similarly in meeting the purpose of the project compared to other alternatives but would result in greater impacts to key resources. The alternatives that passed Level 1 screening were refined with additional engineering and were then analyzed in Level 2 screening. The overall process for Level 2 screening was as follows:

- Conduct additional engineering refinement to develop a footprint for each alternative and to consider alignment shifts to avoid or minimize impacts.
- Estimate the impacts on key resources of each alternative that passed Level 1 screening.
- Evaluate the alternatives' costs.
- Determine whether any of the alternatives would have substantially greater impacts or costs without having substantially greater benefits in meeting the purpose of the project.

Neither free-flow alternative was eliminated as a result of Level 2 screening, and both will be further evaluated in the Draft EIS.

For screening purposes, potential full acquisitions were identified as properties with buildings that would be within 15 feet of an alternative (whether a full acquisition is necessary would need additional analysis).

Full acquisitions were identified as properties with larger potential impacts where the alternative would intersect with structures on the parcel and change the primary use, access, or function of the parcel, or there would be no useable remainder.

ALTERNATIVE		Waters of the US	Section 4(f)					Right of Way					
			Historic Buildings										
		Canals, ditches perennial streams, wetlands	Potential Full Acquisitions	Full Acquisitions	Archaeological Sites	Provo River Restoration Projects	Wasatch County Railroad Trail (linear feat)	Potential Full Acquisitions	Full Acquisitions	Number and acreage of Parcels Intersected	High level cost estimate (millions)	Advanced to Draft EIS?
US-40 Existing Conditions (2019)		-	-	-	-	-	-	-	-	-	-	-
US-40 No-Action (2050)		-	-	-	-	-	-	-	-	-	-	-
WB1 FF	West bypass – limited access and free-flow intersections	22.3	2	3	3.36 ac	0	368	2 residences 1 business under construction	11 residences 4 businesses 4 businesses under construction	218.3 acres	$590.4M	Yes
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	51.2	0	1	4.62 ac	0	368	1 residence	5 residences 4 businesses	237.2 acres	$583.9M	Yes

DRAFT EIS AND PRELIMINARY ENGINEERING PHASE

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

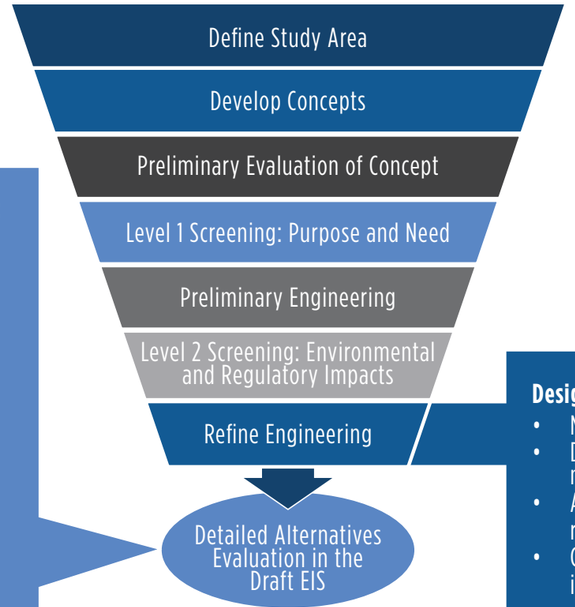
The alternatives that passed the screening process (WB1 FF and WB3 FF) will be further developed through preliminary engineering to support detailed analysis in the Draft EIS. The preliminary engineering phase will include additional design work to provide details such as vertical alignments, right-of-way needs, intersection design, pedestrian and bicycle accommodations, access design, and drainage designs including stormwater management. Refinements will also take into account maintaining access to properties.

UDOT is working closely with Heber City and Wasatch County to stay current on approved development plans, new conservation easements, the City's proposed airport improvements, and local access needs. Both alternatives will be refined based on the latest information where feasible and will be designed to a similar level of detail following UDOT design standards.

Once the preliminary engineering phase is complete, the expected effects of the alternatives will be evaluated and compared to the No-Action Alternative in the Draft EIS, as required by the National Environmental Policy Act (NEPA).

How will the alternatives be designed?
The alternatives that passed screening and are evaluated in the Draft EIS might be revised or incorporate minor alignment variations as the alternatives are refined to improve operations or avoid impacts.

Impacts that will be evaluated includes:
- Land use (including open space)
- Farmland
- Social/community
- Economics
- Property
- Traffic and transportation
- Joint development
- Considerations related to pedestrian and bicyclists
- Air quality
- Noise
- Water resources
- Ecosystem resources
- Floodplains
- Cultural resources
- Hazardous materials and waste sites
- Visual resources



Design elements will address:
- Non-motorized transportation
- Drainage and stormwater management
- Access and connectivity to local road networks
- Conflict with major infrastructure and utilities

NEW ALTERNATIVE NAMES FOR THE EIS

The alternative names used in the scoping and screening processes were created to identify the location of each alternative (east of Heber City, west of Heber City, or on US-40) and to describe the features that made the alternative unique compared to other alternatives in the same location. Because only two western alternatives will be advanced to the EIS, the names no longer need to describe the location. Alternative A is on north US-40 and Alternative B is off north US-40.

New Alternative Names for Western Bypasses That Advance to the EIS		
Alternative ID	**Scoping and Screening Report Name**	**Draft EIS Name**
WB1 FF	West bypass – limited access and free-flow intersections	Alternative A (on US-40)
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	Alternative B (off US-40)