



Heber Valley Corridor



ENVIRONMENTAL IMPACT STATEMENT

Wasatch County Interlocal Meeting

July 9, 2025

Completed Activities

Local Government Coordination

- Met with the North Fields Irrigation Board
- Provided updates in June
 - [Wasatch County Council](#) on June 11 (UDOT update begins at 02:40)
 - [Heber City Council](#) on June 17 (UDOT update begins at 3:44:13)

Public Outreach

- Responded to property owner inquiries and met with owners as requested

Alternatives Design

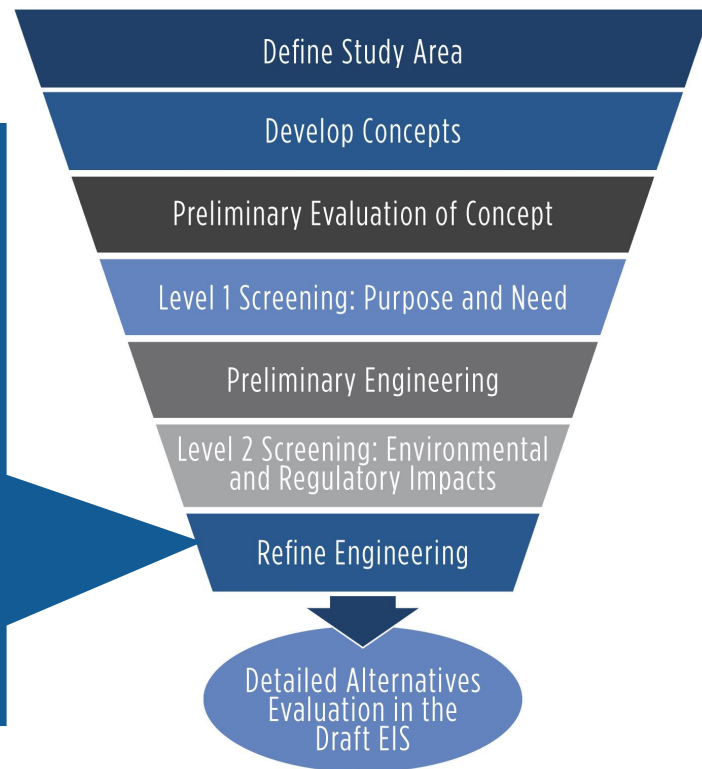
- Completed design refinements for both action alternatives

Completed Activities

Alternatives Design Refinements

Design elements will address:

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



Ongoing Activities

Public Outreach

- Coordinating with potentially impacted property owners, if requested

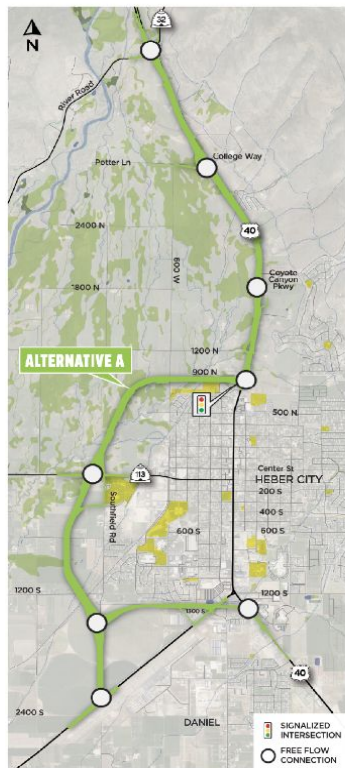
Alternatives Analysis

- Conducting field surveys in select areas (owners have been notified via letter)
- Evaluating the project alternatives in depth to prepare the Draft EIS

Local Government Coordination

- Meeting with Heber City and Wasatch County on a monthly basis
- Preparing to meet with the Heber Valley Special Service District (HVSSD)

Alternatives for Draft EIS



⇒ **Alternative A (on US-40)**

⇒ **Alternative B (off US-40)**



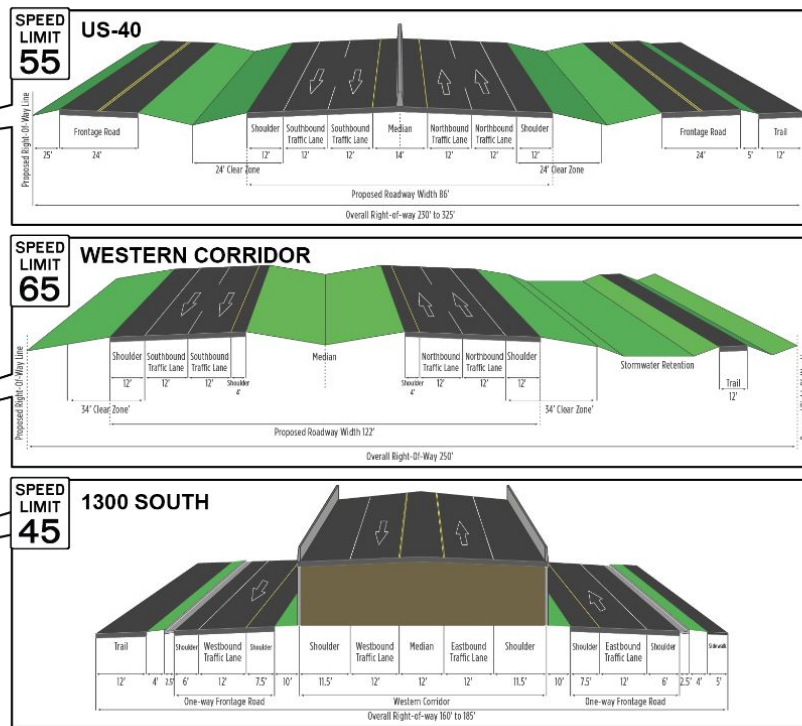
Map of the proposed Interstate 55 corridor through Heber City, Utah, showing Alternative A.

Legend:

- SIGNALIZED INTERSECTION
- FREE FLOW CONNECTION

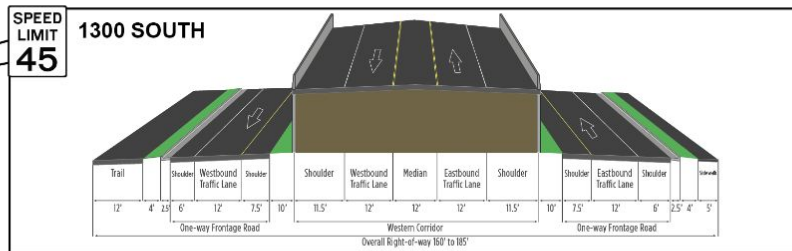
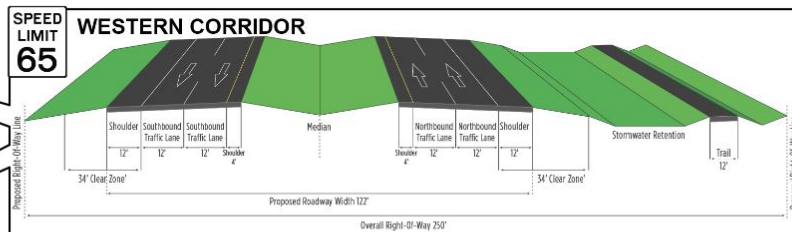
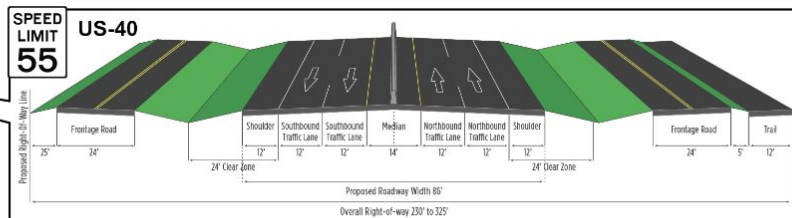
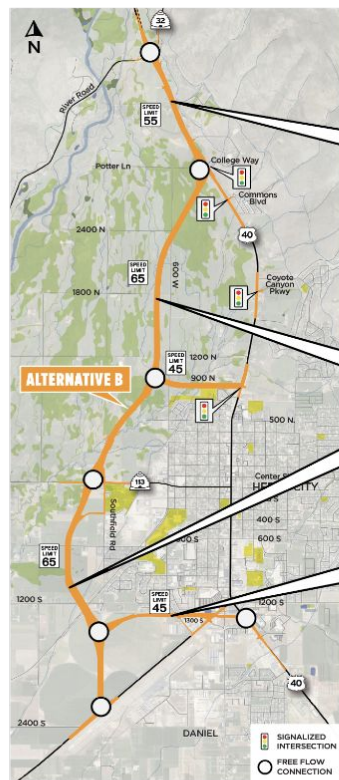
Map Labels:

- North Arrow:** N
- Scale:** 0 to 1 mile
- Roads:** 2400 N, 1800 N, 1200 N, 900 N, 500 N, 200 S, 400 S, 600 S, 1200 S, 2400 S
- Landmarks:** Potter Ln, College Way, Canyon Skyway, Heber City Center
- Proposed Interstate 55 Corridor:** Green line
- Intersections:** Signalized (colored boxes) and Free Flow (circles)



- Freeway facility
(*similar to US-40 north of SR-32*)
- Uses existing US-40
- Requires frontage roads on US-40 for local connectivity
- Everything south of 900 N is the same for both alternatives

Alternative B



- Freeway facility
(similar to US-40 north of SR-32)
- New corridor through North Fields
- US-40 remains similar to existing conditions south of College Way

SPUI (single point urban interchange)

Similar to both alternatives at SR-113

7200 South and Bangerter
(looking east)



Streams of left-turning traffic do not cross, allowing the opposing left turns to occur at the same time.

Flyover

Similar to Alternative B / Potter Lane

US-40 Flyover to I-80 WB



Elevated road or bridge that allows traffic to pass over existing roads or rail lines without having to stop or intersect at the same grade.

Local road crossing

Similar to both alternatives at local road crossings

State Street in Springville



Bridges for Alternatives A and B would be approximately 1 foot taller

Tight Diamond

Similar to both alternatives on North US-40

I-15 and Center St Interchange in Provo



A tight diamond interchange features closely spaced, signalized intersections where freeway ramps meet the cross road to minimize the footprint.

Tight Diamond

Similar to both alternatives on North US-40

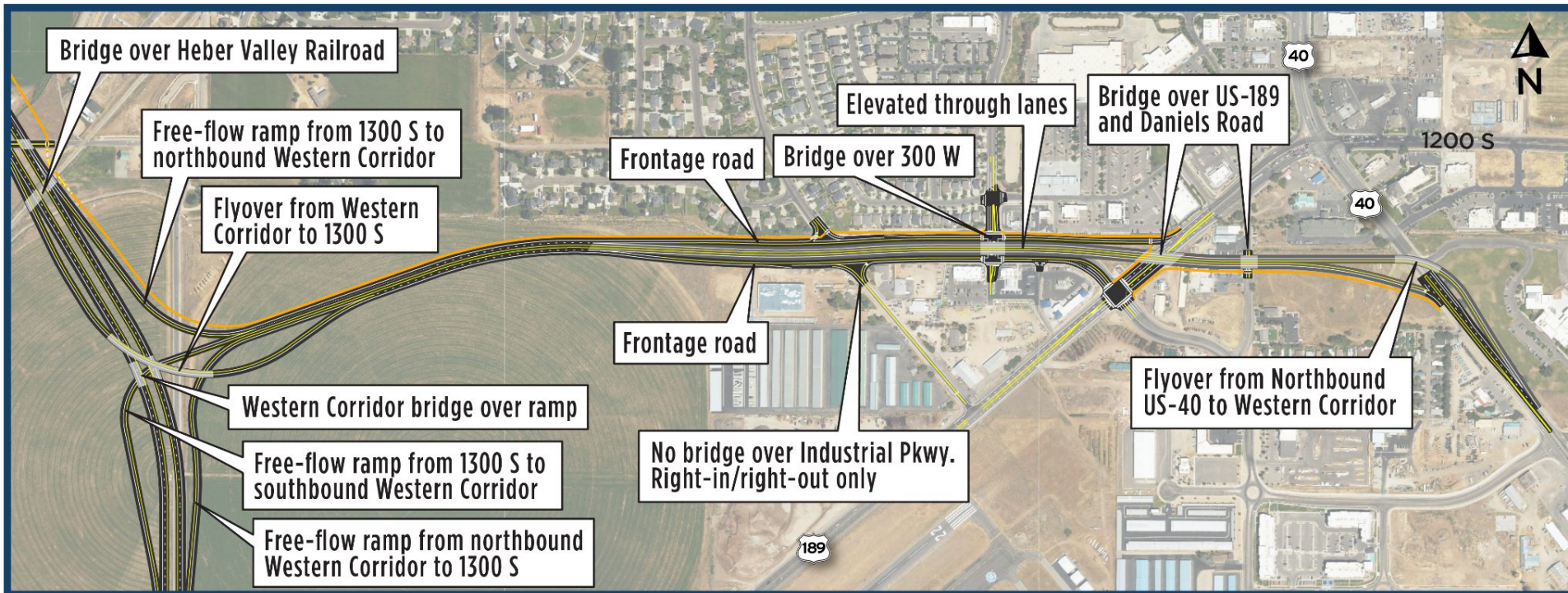


**I-15 and Center St
Interchange in Provo**

A tight diamond interchange features closely spaced, signalized intersections where freeway ramps meet the cross road to minimize the footprint.

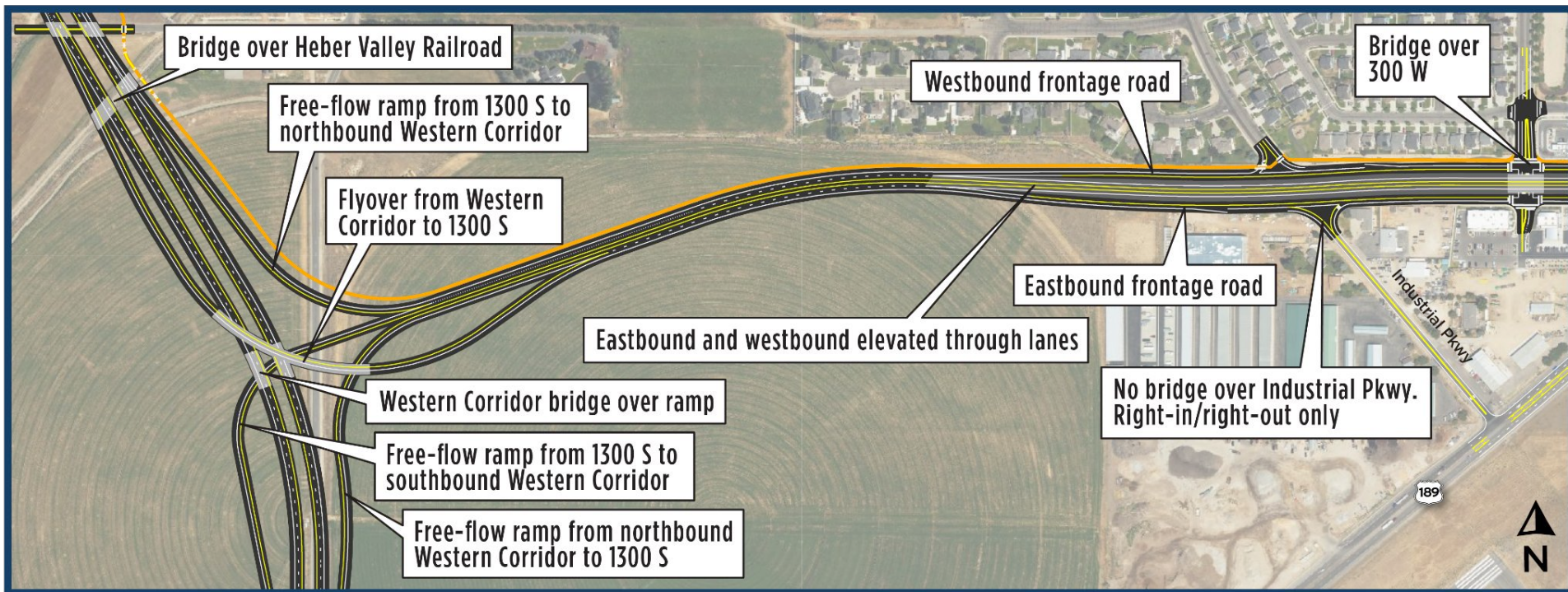
Access and Connectivity

Alternative A & Alternative B - 1300 South



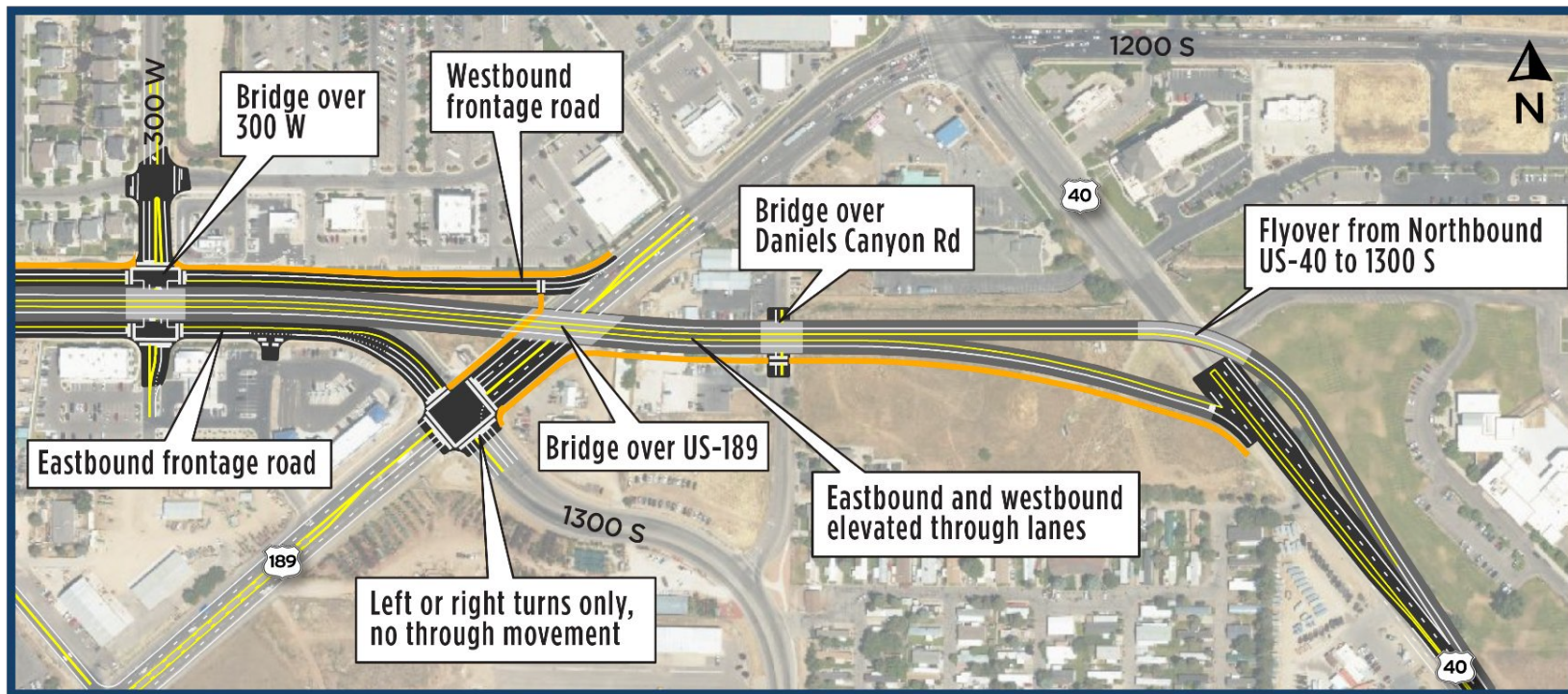
Access and Connectivity

Alternative A & Alternative B - 1300 South



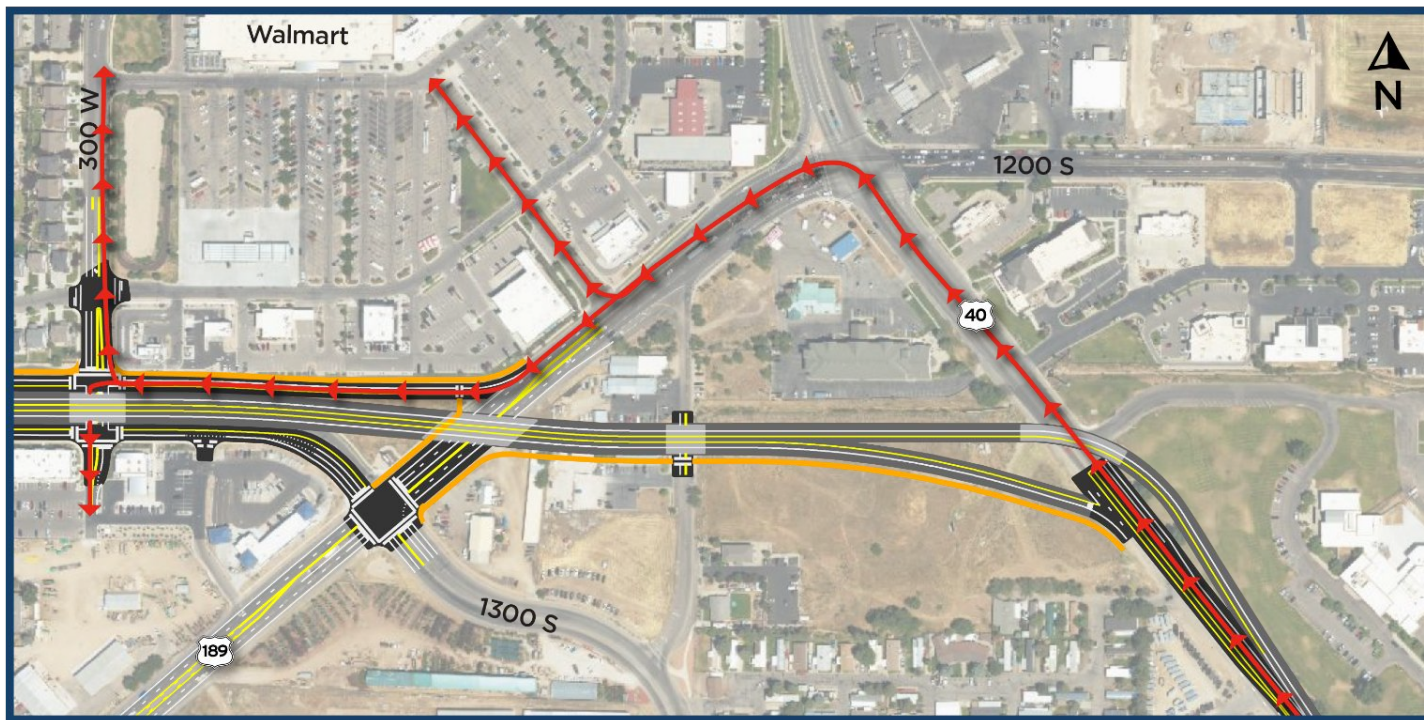
Access and Connectivity

Alternative A & Alternative B - 1300 South



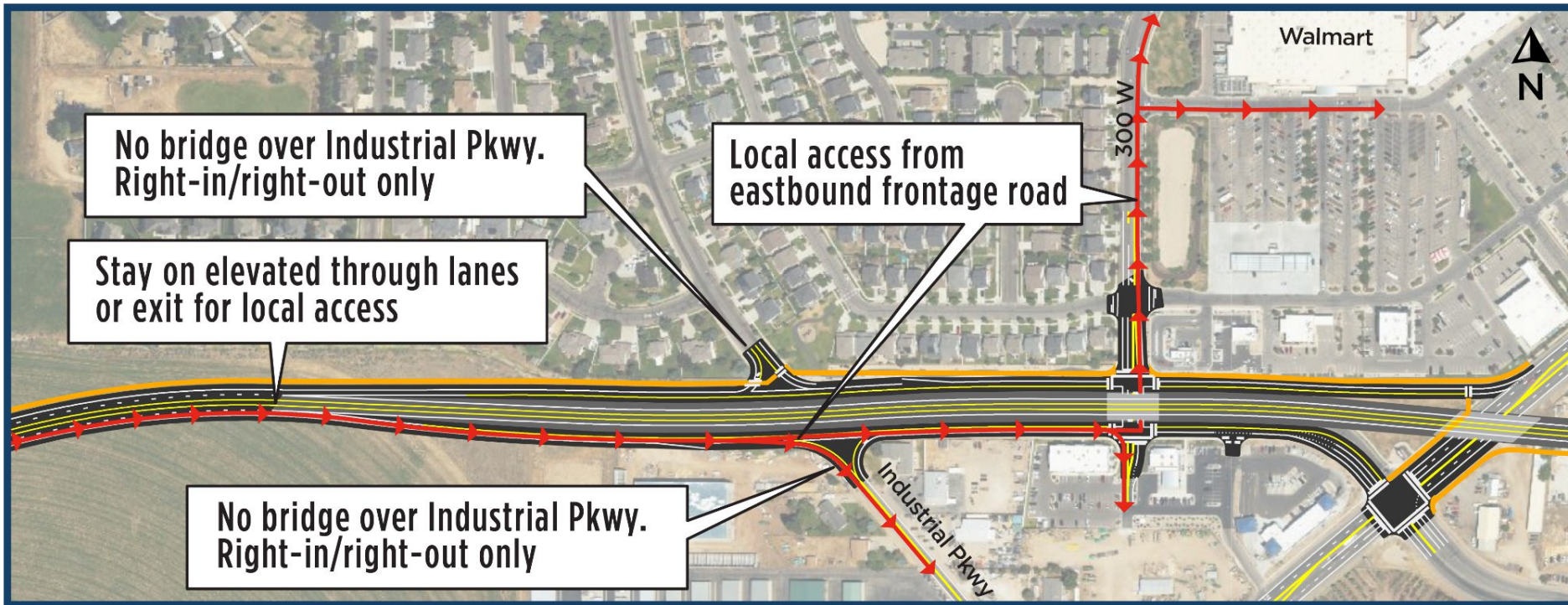
Access and Connectivity

Alternative A & Alternative B - 1300 South



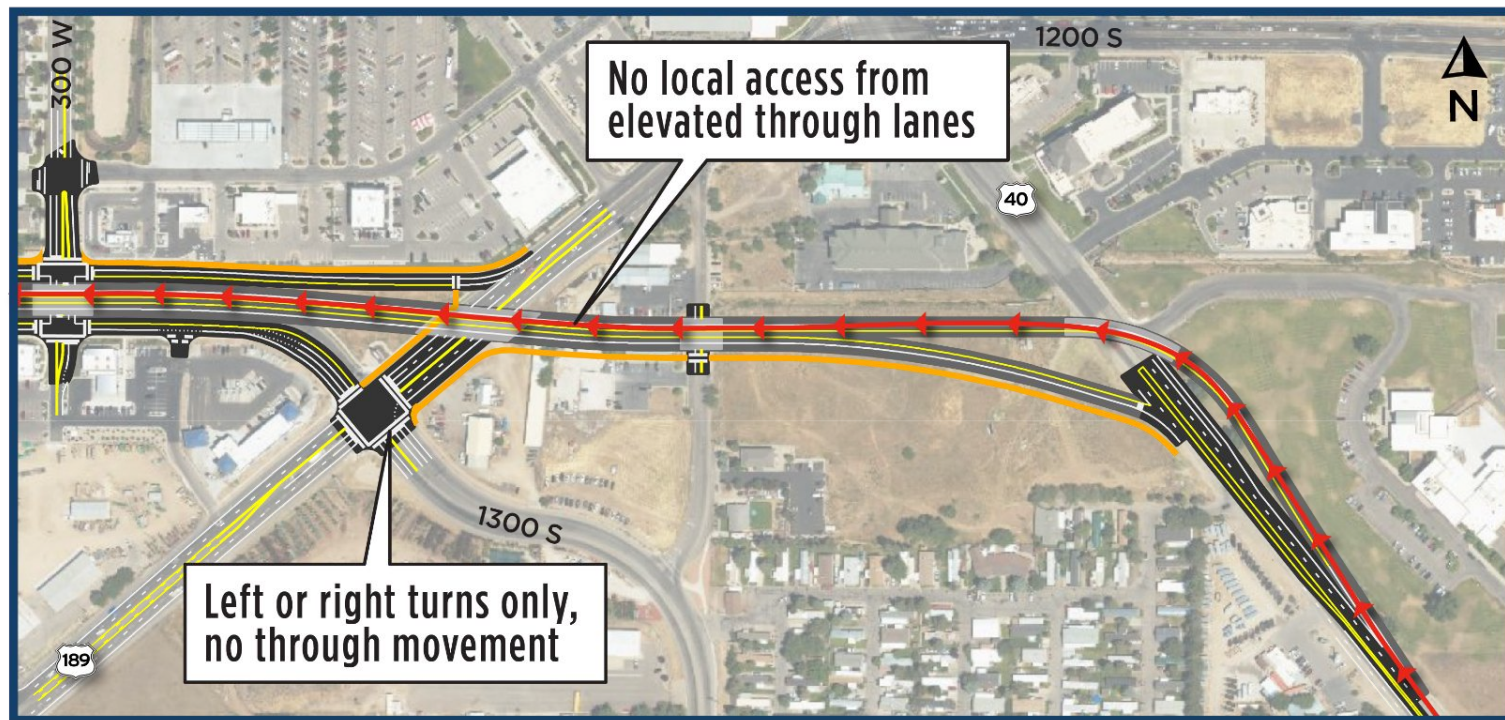
Access and Connectivity

Alternative A & Alternative B - 1300 South



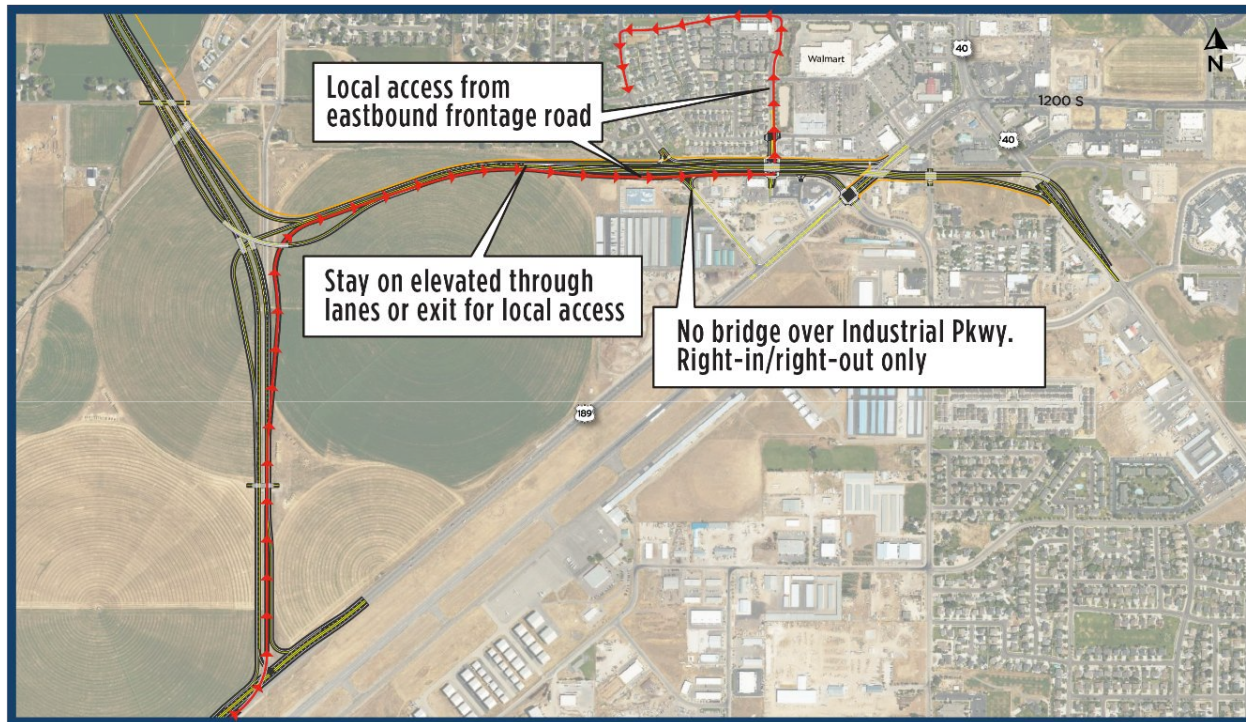
Access and Connectivity

Alternative A & Alternative B - 1300 South



Access and Connectivity

Alternative A & Alternative B - 1300 South

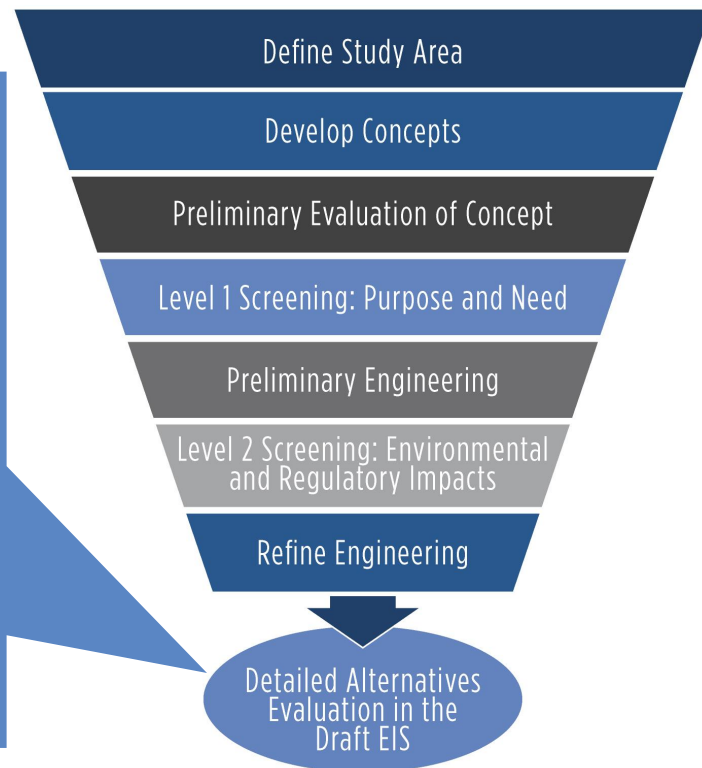


Current Activities

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



What to Expect Next

Local Government Coordination

- Updates at Wasatch County Council Meetings
- Updates at Heber City Council Meetings
- Updates to other local governments, if requested

Public Outreach

- Respond to property owner inquiries

Detailed Evaluation of Alternatives

- Evaluate benefits and impacts from alternatives
- *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
- Identify preferred alternative and publish Draft EIS (anticipated this fall)

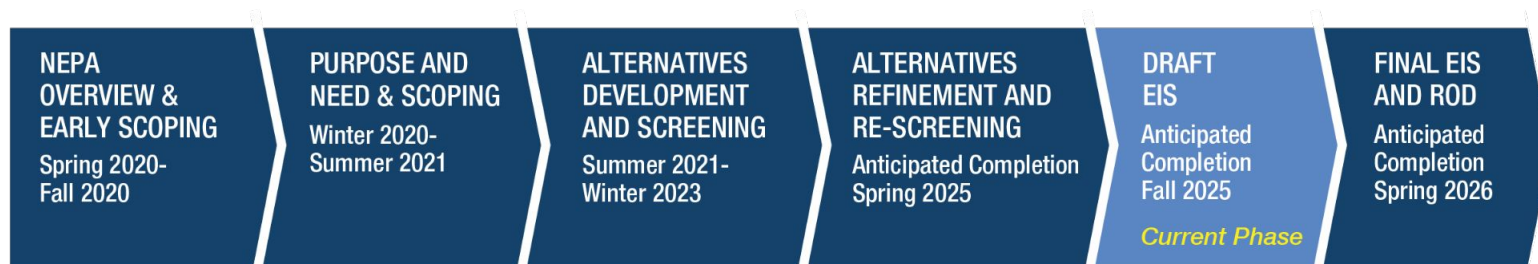
What to expect next

Draft EIS Notifications

(beginning at least two weeks ahead of hearings)

- ✓ Website
- ✓ Email
- ✓ Wasatch Wave, Salt Lake Tribune, Deseret News
- ✓ Community newsletters
- ✓ Social media (Facebook Group)
- ✓ Social media ads
- ✓ Mailed postcards

Schedule



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• Preferred alternative identified | <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



Heber Valley Corridor



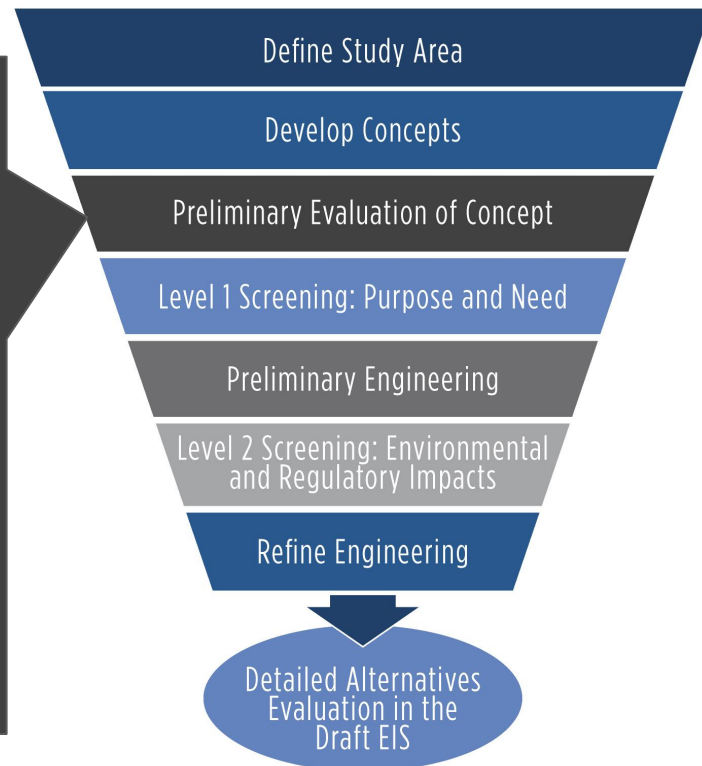
ENVIRONMENTAL IMPACT STATEMENT

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 Screening Process

The process started with a preliminary evaluation of alternatives. To be advanced to the next level of screening, alternatives needed to:

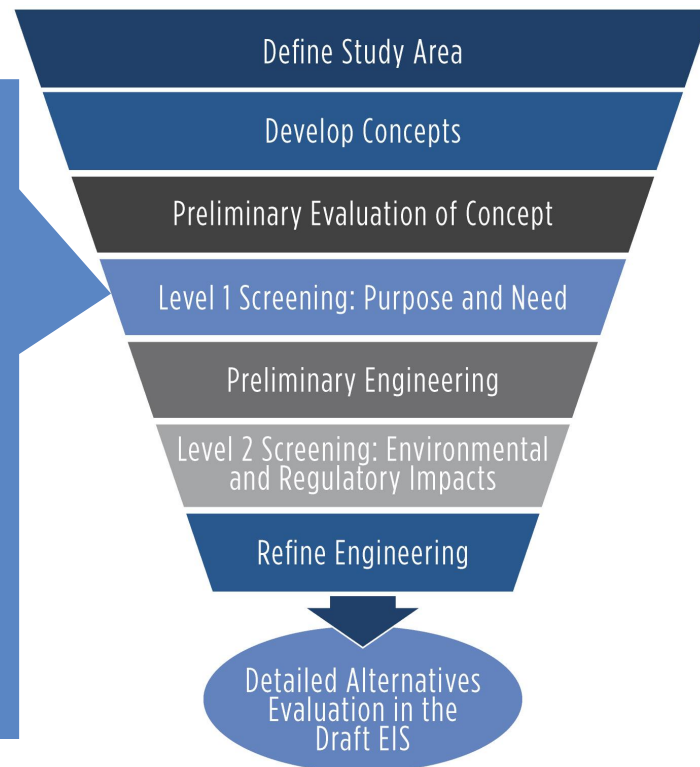
- ✓ Meet project objectives
- ✓ Not be redundant with other alternatives
- ✓ Be within the project study area
- ✓ Be technically and economically feasible
- ✓ Not be planned as a separate project
- ✓ Not be part of a larger alternative



Level 1 Screening Process

Transportation considerations evaluated include:

- Improve regional and local mobility on US-40 through 2050
- Provide opportunities for non-motorized transportation
- Allow Heber City to meet their vision for the historic town center



Level 2 Screening Process

Environmental and regulatory impacts include:

- Wetlands
- Section 4(f) resources
- Property impacts
- Cost

