



Heber Valley Corridor



ENVIRONMENTAL IMPACT STATEMENT

Midway City Council

April 15, 2025

Alternatives for Draft EIS



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)**



Project Purpose & Need

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.

HEBER VALLEY BY THE NUMBERS

2050 NO-ACTION SOUTHBOUND TRAVEL TIMES



REGIONAL POPULATION GROWTH BY 2050

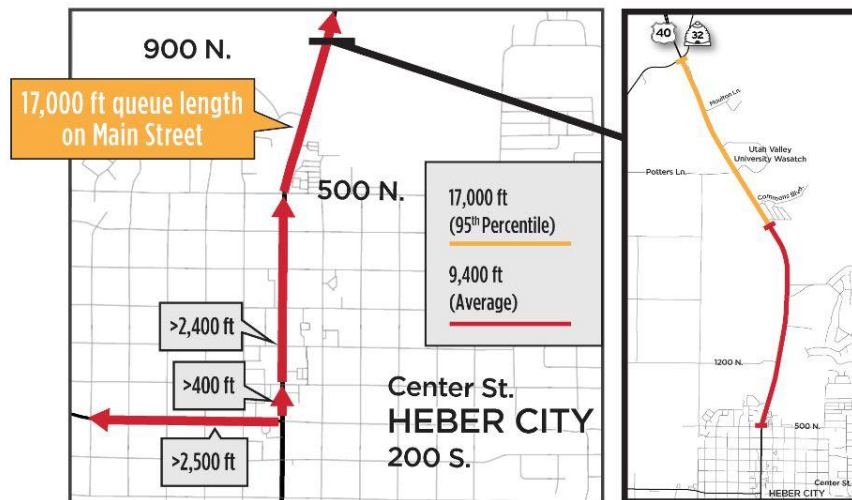
Wasatch County **103% GROWTH**
Heber City* **84% GROWTH**

Summit County **34% GROWTH**

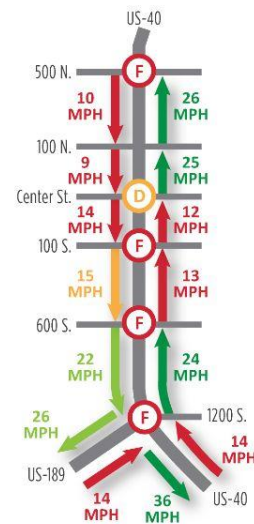
Combined new residents **55,518**

**Heber City's population is projected to increase by 84% by 2050, making up half of Wasatch County's population growth.*

2050 No-action

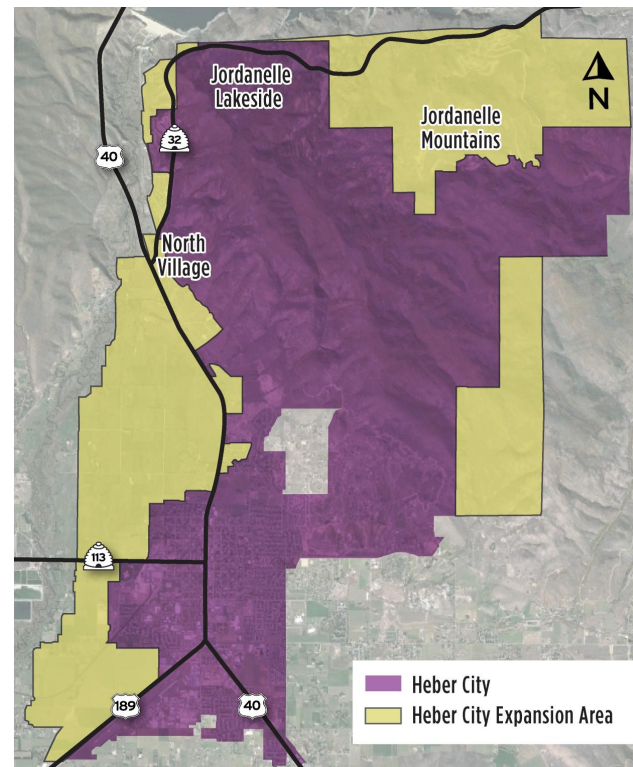


2050 No-action

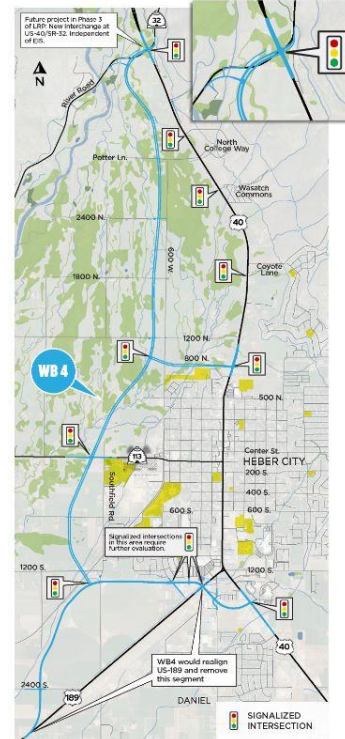
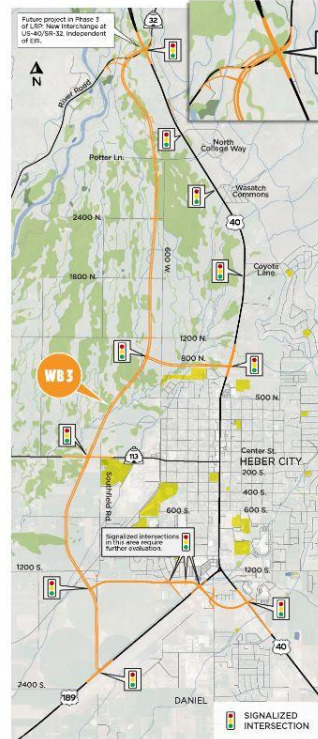
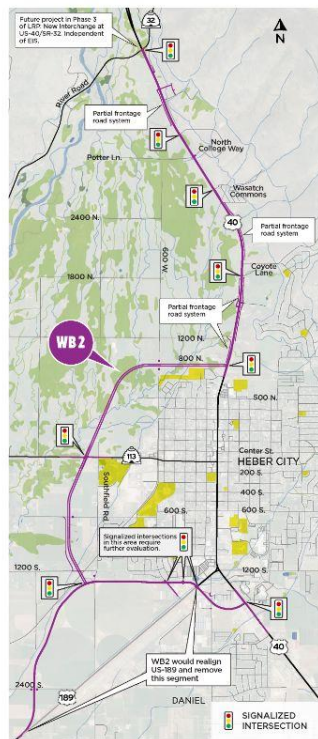
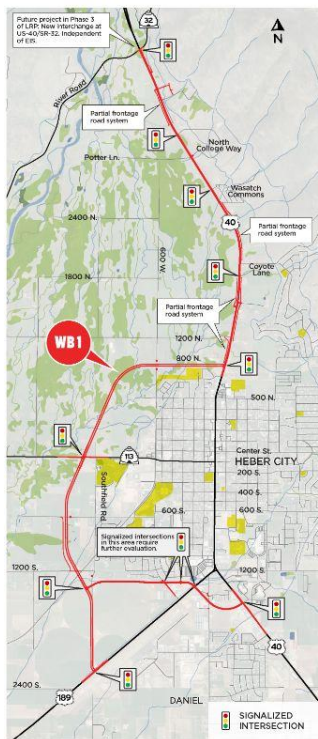
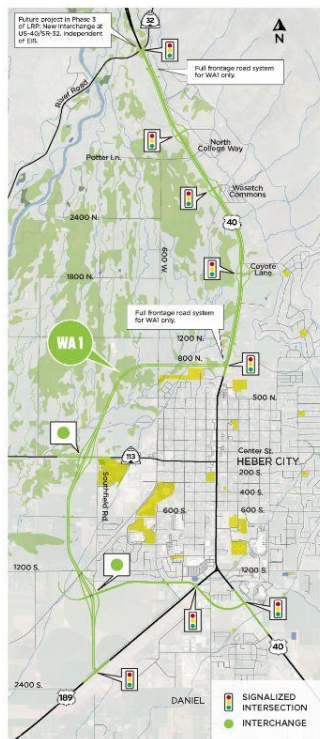


Traffic Model Updates

- **Traffic forecast based on local government-approved development**
- **Old model did not include all approved development east of North US-40**
- **30% more traffic on North US-40 (*similar to Bangerter & University Parkway*) and 10% more on Main Street than previously assumed**
- **All 2023 alternatives needed improvements to meet new demand**



Alternatives from Final Screening Report in 2023



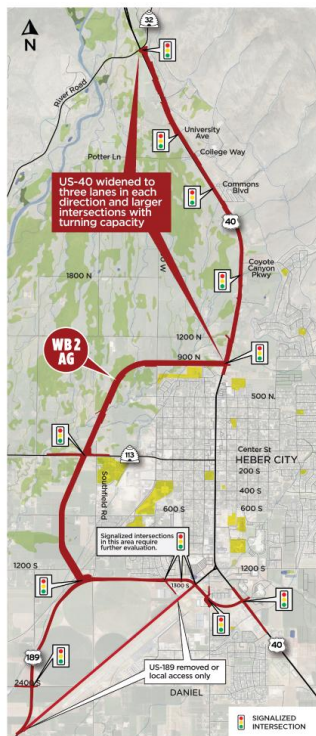
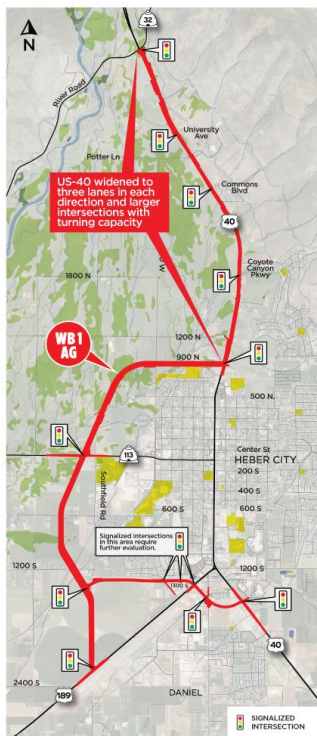
Changes to the 2023 Alternatives

Upgrades necessary to meet 2050 traffic needs based on new model

- **2023 alternatives were *at-grade* except for WA1**
 - 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.
- **Updates include adding *free-flow* options**
 - Free-flow means traffic does not need to stop.
 - Instead of traffic signals, there would be a bridge or interchange allowing vehicles on the bypass to traverse the valley without stopping.
 - WA1 folded into WB1 Free-Flow alternative.

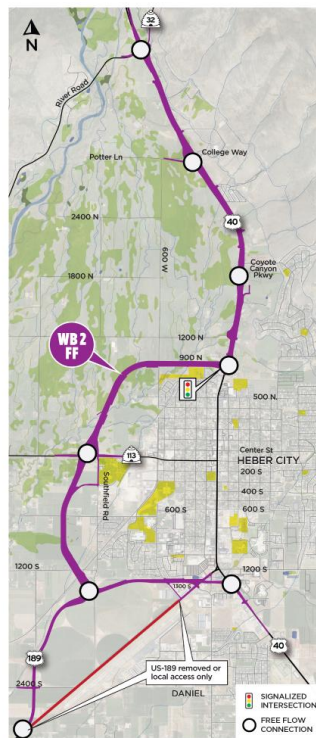
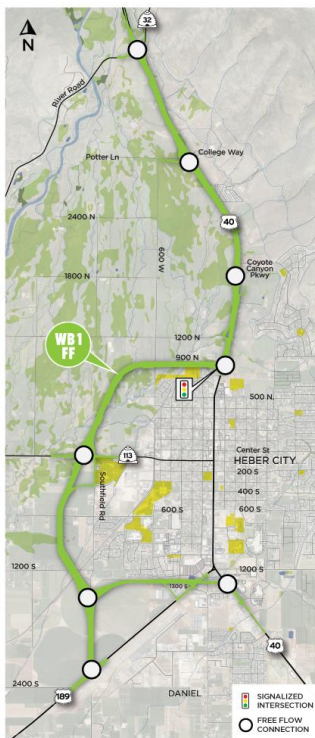
At-Grade Alternatives Considered

2025 Re-Screening



Free-flow Alternatives Considered

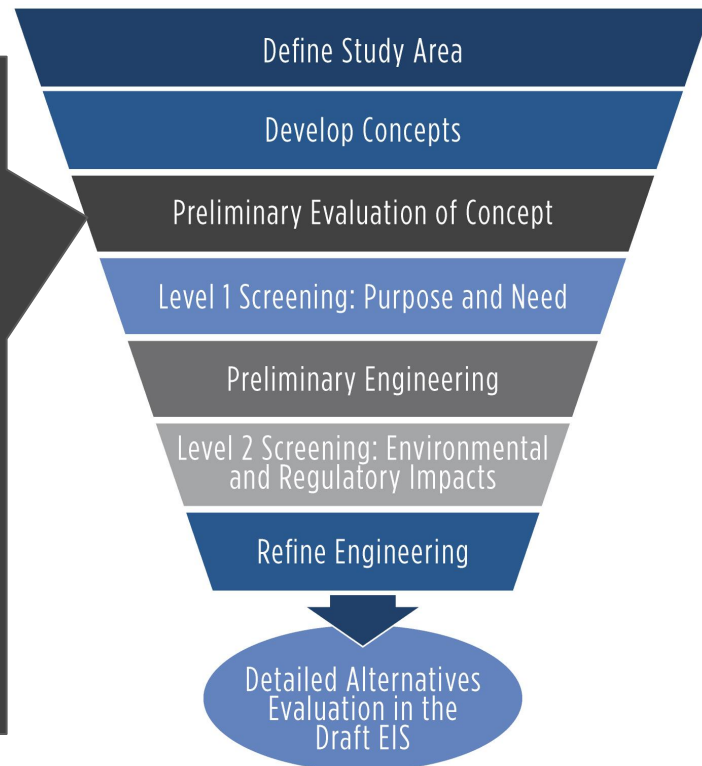
2025 Re-Screening



Alternative Screening Process

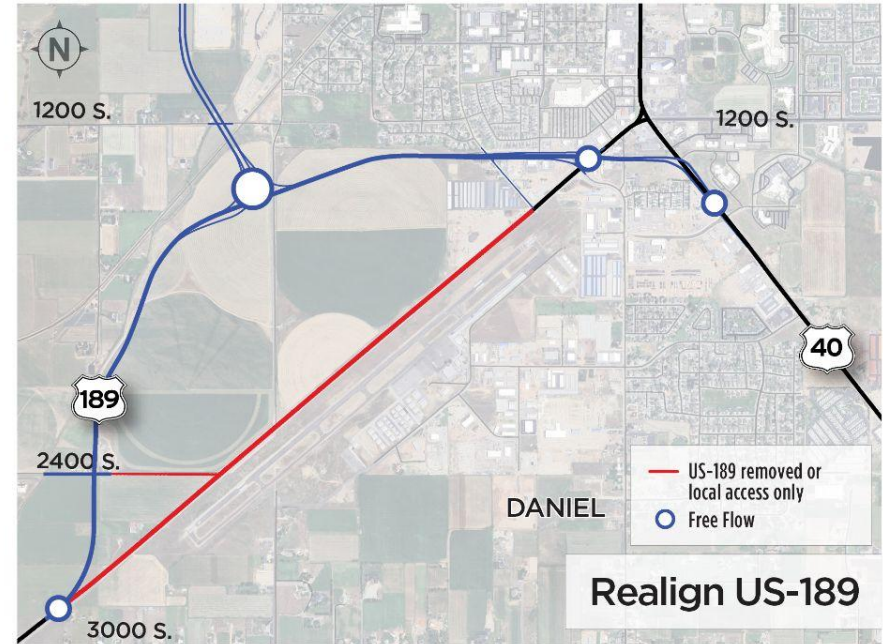
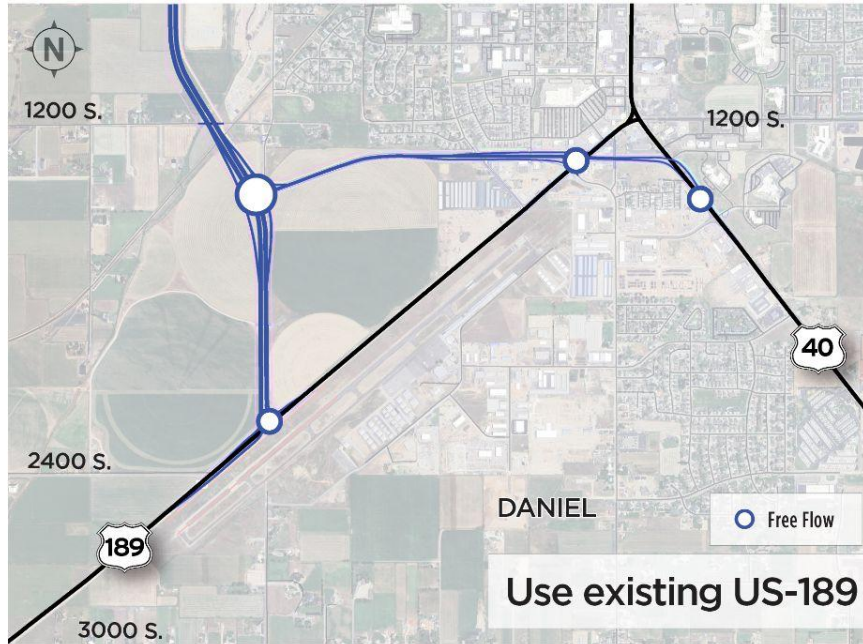
The process started with a preliminary evaluation of alternatives. To be advanced to the next level of screening, alternatives needed to:

- ✓ 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



Preliminary Screening

Existing US-189 vs Realign US-189



Preliminary Screening Results

ALTERNATIVE or CONDITION	Travel Time (Southbound) (minutes:seconds)				Traffic Volume on 1300 South in 2050	Sewer Field Impact (acres)	Advanced to Level 1 Screening
	SR-32 to US-189		SR-32 to US-40				
	Via Corridor	Via Main Street	Via Corridor	Via Main Street			
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 <i>US-189 realigned</i>	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 <i>US-189 realigned</i>	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 <i>US-189 realigned</i>	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 <i>US-189 realigned</i>	6:05	15:50	6:40	12:45	—	70.5	No

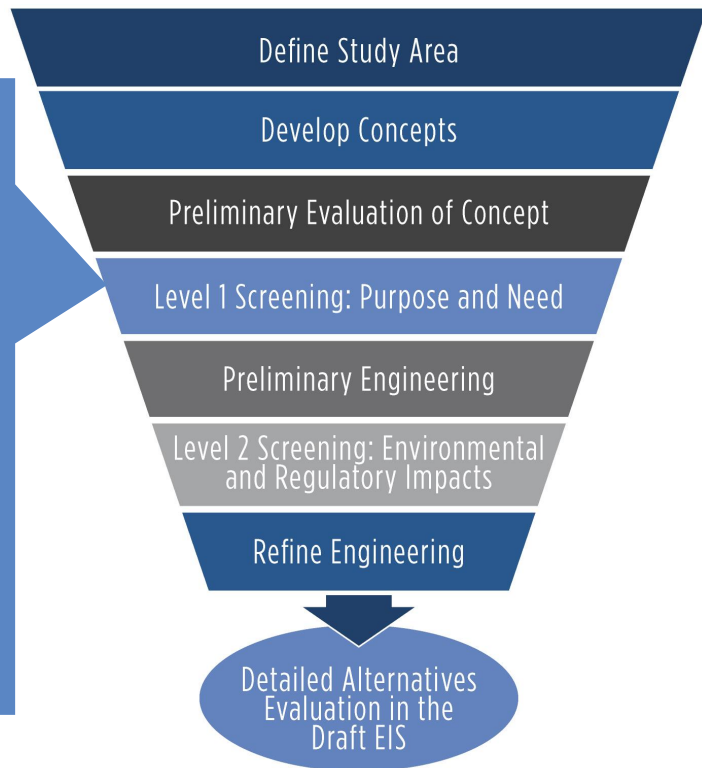
Rationale for Eliminating Alternatives that Realign US-189

Resource or Location	Considerations for Eliminating Re-Aligning US-189
Traffic operations and regional mobility	No benefit to realigning US-189 with respect to regional mobility; it increases travel time and potential cut-through traffic on 3000 South for south US-40 trips Redundant with alternatives that do not realign US-189
1300 South	Increases traffic on 1300 South and increases potential for noise impacts
Right-of-way	Requires additional residential property acquisitions compared to the alternatives that do not realign US-189
Sewer fields	Would result in similar or greater impacts
Main Street traffic operations	Realignment alternatives may need to retain existing US-189 roadway for local access, limiting bypass effectiveness for Main Street traffic
Cost	Higher cost because it would create a longer route into downtown Heber than original US-189 route

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**



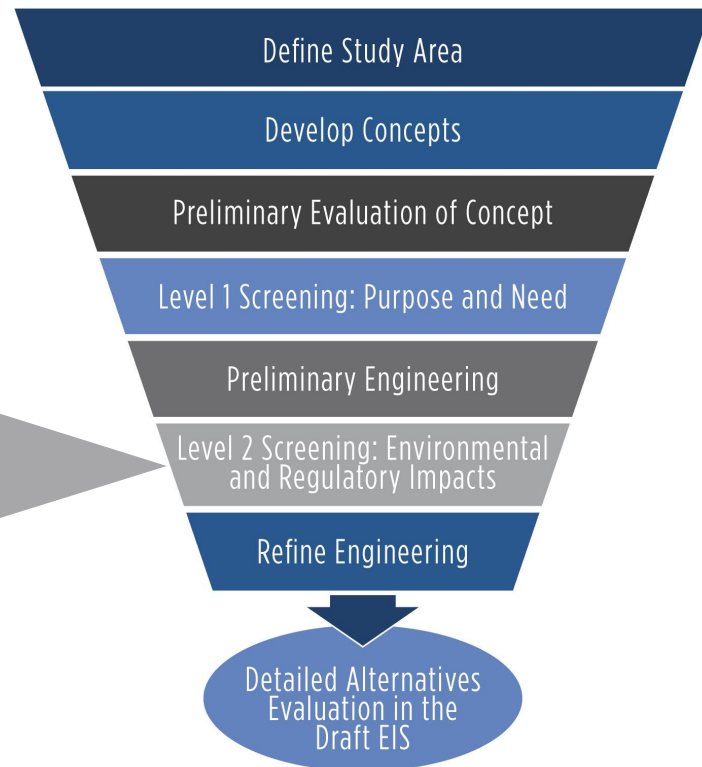
Level 1 Screening Results

ALTERNATIVE or CONDITION		Level 1 Screening: Purpose & Need								
		Local Mobility <i>PM peak hour operations (5-6pm) on Heber City Main Street (SR-32 to US-189/US-40)</i>					Regional Mobility <i>SR-32 to US-189</i>		Advanced to Level 2 Screening?	
		Number of Intersections at LOS F	Local Travel Time on Main Street <i>(m:s)</i>	Southbound Queue Length at 500 North <i>(feet)</i>	Southbound Segments with LOS F	Meets Heber City Vision <i>Impacts to downtown valued places/historic buildings</i>	Regional Travel Time on corridor <i>(m:s)</i>	Regional Travel Time on Main St		Conflict Points <i>Intersections, cross streets, driveways</i>
US-40 Existing Conditions (2019)		0	8:20	375	2	No	-	10:55	144	-
US-40 No-action (2050)		4	20:30	17,100	2	No	-	23:40	152-157	Yes
WB1 AG	West bypass – parkway and at-grade intersections	0	10:55	1,125	0	No	10:20	14:45	26–35	No
WB3 AG	West bypass – parkway and at-grade intersections with northern extension	0	10:35	1,325	0	No	8:15	14:05	12	No
WB1 FF	West bypass – limited access and free-flow intersections	0	10:35	1,150	1	Yes	7:25	13:55	1	Yes
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	0	11:05	2,275	1	Yes	6:15	14:55	1	Yes

Level 2 Screening Process

Environmental and regulatory impacts include:

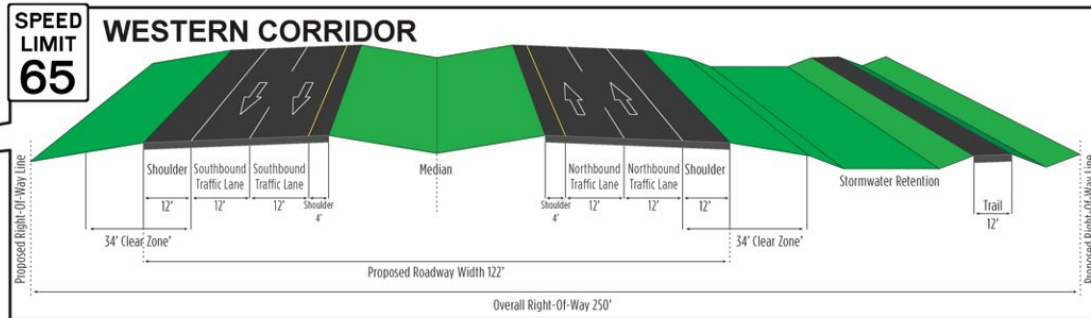
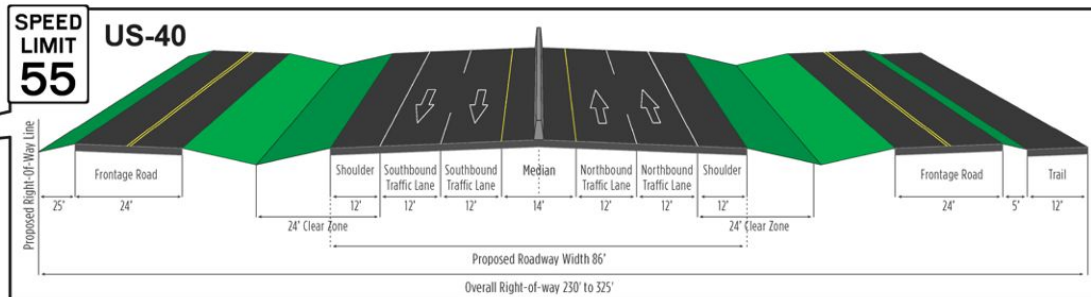
- Wetlands
- Section 4(f) resources
- Property impacts
- Cost



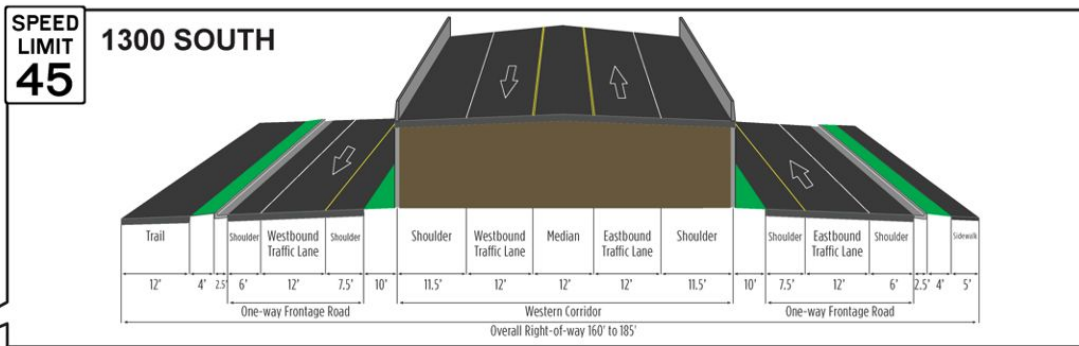
Level 2 Screening Results

ALTERNATIVE or CONDITION		Level 2 Screening: Key Resources				Cost (millions)	Advanced to Draft EIS?
		Impacts					
		Waters of the US (acres) <i>Canals, ditches perennial streams, wetlands</i>	Section 4(f) Resources <i>-Historic structures -Archaeological sites</i>	Potential Property Acquisitions			
				Potential Full Acquisitions	Full Acquisitions		
US-40 Existing Conditions (2019)		-	-	-		-	-
US-40 No-action (2050)		-	-	-		-	Yes
WB1 FF	West bypass – limited access and free-flow intersections	22.3	5 3.36 acres	2 residences 1 business under construction	11 residences 4 businesses 4 businesses under construction	\$590M	Yes
WB3 FF	West bypass – limited access and free-flow intersections with northern extension	51.2	1 4.62 acres	1 residence	5 residences 4 businesses	\$584M	Yes

US-40 and Western Corridor Cross-Section



1300 South Cross-Section

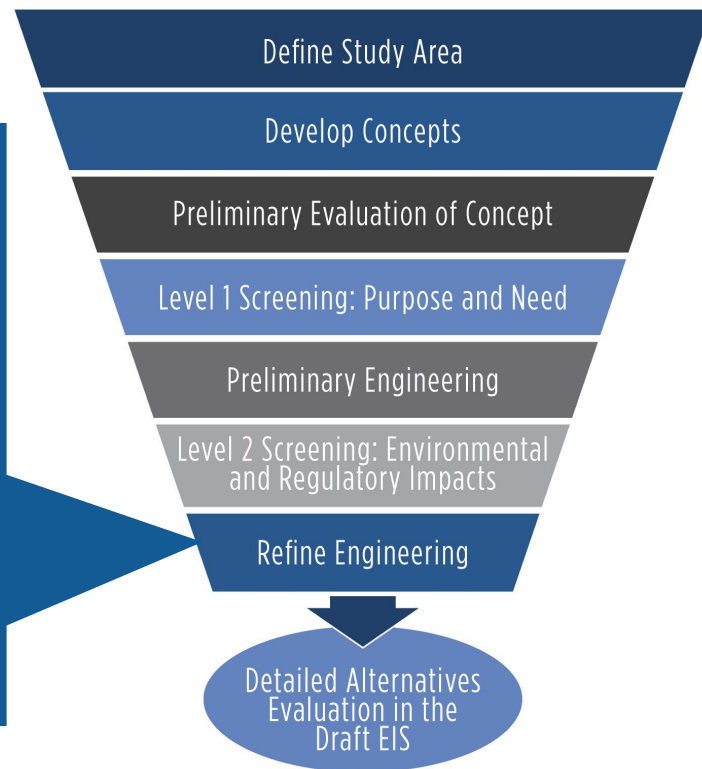


What to Expect Next

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**

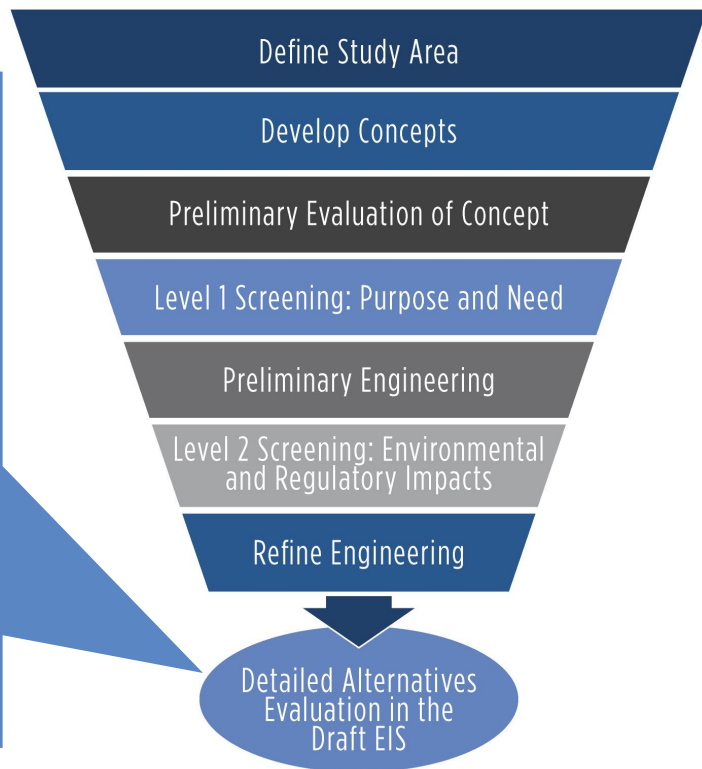


What to Expect Next

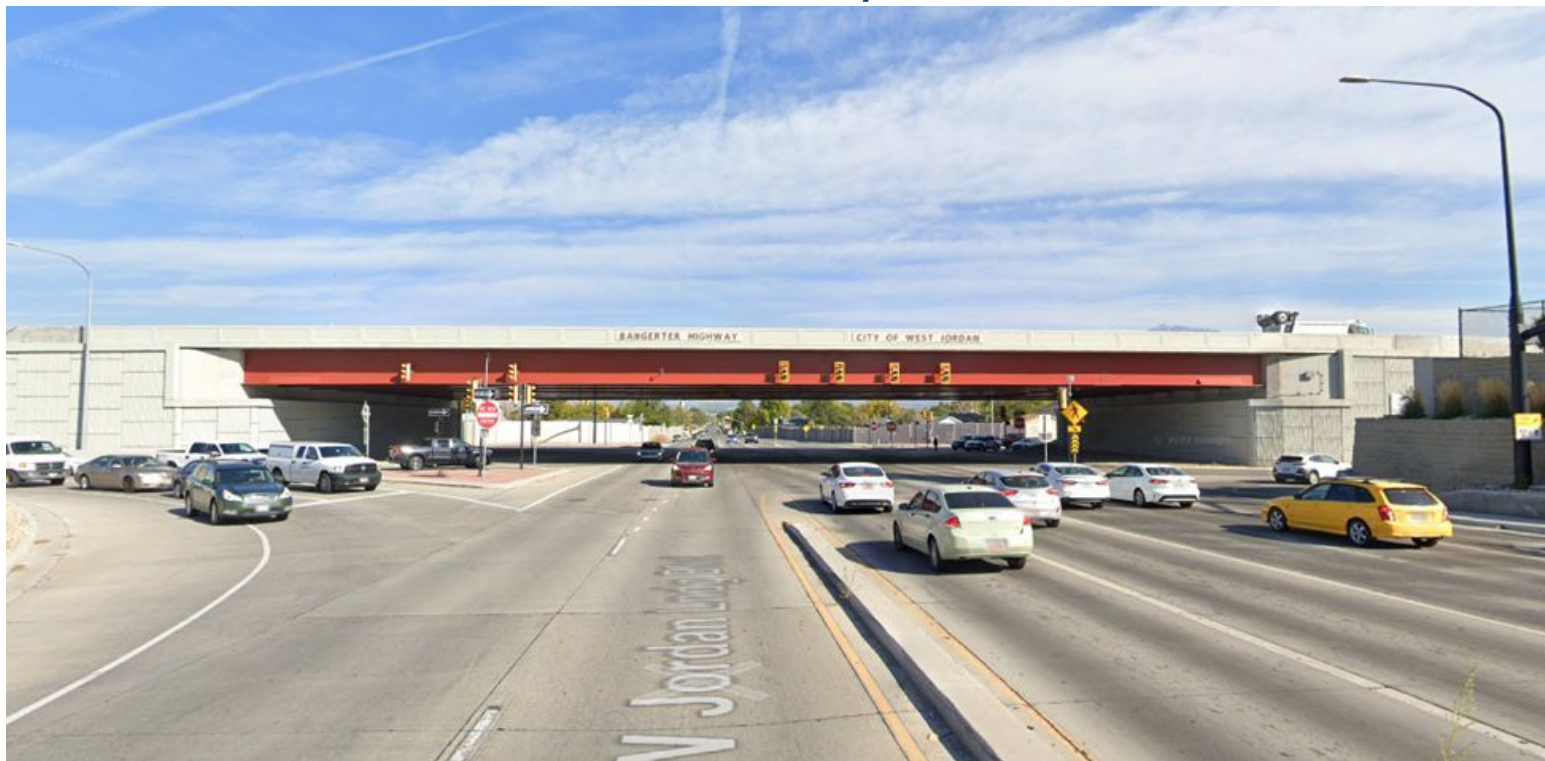
Detailed Evaluation of Alternatives (Draft EIS)

Impacts that will be evaluated include:

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



SPUI, 7200 South and Bangerter, looking east (Similar to both alternatives at SR-113)



US-40 Flyover to I-80 WB (Similar to Alternative B / Potter Lane)



Example of crossing over a local road such as 1200 South (bridge would be approximately 1 foot taller)



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 | <ul style="list-style-type: none">• Respond to comments• Revise EIS• Publish decision• Public engagement |
|--|---|---|---|--|---|

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.