



DRAFT

Environmental Impact Statement

AND SECTIONS 4(F)/6(F) EVALUATION FOR

Heber Valley Corridor

in Wasatch County, Utah

Utah Department of Transportation

UDOT Project No. S-R399(310) PIN 17523

Submitted pursuant to

42 USC 4332(2)(c) and 49 USC 303

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 USC 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and UDOT.

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Cooperating agencies: U.S. Army Corps of Engineers and
U.S. Environmental Protection Agency

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January 2026

12/11/2025



Date of Approval

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Abstract

The purpose of the Heber Valley Corridor Project is to improve regional and local mobility on U.S. Highway 40 (US-40) from State Route 32 (SR-32) to U.S. Highway 189 (US-189) and provide opportunities for nonmotorized transportation while allowing Heber City to meet their vision for the historic town center.

The growth and mix of regional and local traffic on Main Street have outgrown the design and capacity of the transportation system. When traffic levels were low, one facility could accommodate the transportation needs of both regional and local travel. As Heber City and the surrounding region have grown, US-40/Main Street no longer functions well for either regional or local transportation, as demonstrated by increasing congestion levels and long travel times.

With the Heber Valley Corridor Project, UDOT intends to improve conditions related to the following transportation needs through the project's design year (2050):

- **Regional Mobility.** The regional mobility and functionality of the National Highway System are hampered through downtown Heber City by increasing traffic, numerous traffic signals, and friction with side streets and driveways, resulting in congestion and long travel times. These conditions will get worse as population and the resulting traffic grow. Future regional mobility on US-40 north of Heber City is threatened by extensive planned development.
- **Local Mobility.** Local mobility is hampered by regional traffic on downtown streets. Heavy traffic and long lines of vehicles create congestion and make local trips along and across Main Street inefficient.
- **Planned Vision.** Heber City has a planned vision for redeveloping their historic downtown to be a more walkable and bicycle-friendly destination. The downtown setting is adversely affected by regional traffic, which includes many oil tankers, other trucks, and congestion. The capacity needs of the National Highway System limit Heber City's ability to redevelop the streetscape to include wider sidewalks and bike facilities as envisioned in Heber City's general plan.

The alternatives carried forward for detailed study in this environmental impact statement (EIS) are the No-action Alternative and two action alternatives. The two action alternatives are:

- Alternative A (on US-40 alignment)
- Alternative B (off US-40 alignment)

Environmental impacts in 18 resource categories are evaluated, and mitigation measures to reduce the impacts are described. Impacts to the natural environment as well as social and economic impacts have been minimized through coordination with the public, resource agencies, local governments, and the business community. UDOT identified Alternative B as its preferred alternative in this Draft EIS.

UDOT will issue a single Final EIS and Record of Decision document pursuant to 23 USC 139(n)(2), unless UDOT determines that statutory criteria or practicability considerations preclude issuing a combined document pursuant to that section.

Comments on this Draft EIS are due March 9, 2026, to Naomi Kisen (UDOT) at the above address or at <https://hebervalleyeis.udot.utah.gov>.

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- 2A Final Alternatives Development and Screening Report
- 2B Addendum to the Final Alternatives Development and Screening Report
- 2C Action Alternatives Traffic Memo
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- 3A Induced Growth Meeting Notes
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- 3E UDOT Comments on the Heber Airport Master Plan
- 3F Noise Technical Report
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- 3H Determinations of Eligibility and Findings of Effect
- 3I Historic Architectural Resources Inventory
- 3J Memorandum of Agreement
- 3K Water Quality Technical Report
- 3L Species Lists
- 3M Ute Ladies'-tresses Habitat Evaluation and Survey Report (pending Final EIS)
- 3O Visual Resources Technical Report
- 5A UDOT and MAG Travel Demand Model Meetings

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- 3N Aquatic Resources Delineation Report (addendum for new areas pending Final EIS)

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Abbreviations

µg/m ³	micrograms per cubic meter
AADT	annual average daily traffic
ACHP	Advisory Council on Historic Preservation
AG	at-grade
AJD	Approved Jurisdictional Determination
AM	morning
APA	Agriculture Protection Area
APE	area of potential effects
AU	assessment unit
BMP	best management practice
CCA	Candidate Conservation Agreement
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CFR	<i>Code of Federal Regulations</i>
CH ₄	methane
CLG	certified local government
CLOMR	Conditional Letter of Map Revision
CO	carbon monoxide
CO ₂	carbon dioxide
CRA	Community Redevelopment Agency
D&RGW	Denver & Rio Grande Western Railroad
dB	decibel
dBA	A-weighted decibel
DERR	Utah Division of Environmental Response and Remediation
DOE	determinations of eligibility
EC	eligible contributing
ECOS	Environmental Conservation Online System
EIS	Environmental Impact Statement
EJ	environmental justice
EPA	U.S. Environmental Protection Agency
ES	eligible/significant
ESA	Endangered Species Act
EWA	Enforceable Written Assurances
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FF	free-flow
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FOE	findings of effect
FPPA	Farmland Protection Policy Act
FUD	Formerly Used Defense
GHG	greenhouse gases
GIS	geographic information systems
GPS	global positioning system
HAP	hazardous air pollutant
HEI	Health Effects Institute

HVHF	Heber Valley Heritage Foundation
HVSSD	Heber Valley Special Service District
i.e.	that is
I-15	Interstate 15
I-80	Interstate 80
ID	identifier
IPaC	USFWS Information, Planning, and Conservation System
LEDPA	least environmentally damaging practicable alternative
L _{eq}	hourly equivalent sound level
LOMA	Letters of Map Amendment
LOMR	Letters of Map Revision
LOS	level of service
LRTP	long-range transportation plan
LU	landscape unit
LUST	leaking underground storage tank
MAG	Mountainland Association of Governments
ML	noise-monitoring location
mm:ss	minutes:seconds
MOA	memorandum of agreement
MOU	memorandum of understanding
MP	milepost
mpg	miles per gallon
mph	miles per hour
MS4	municipal separate storm sewer system
MSAT	mobile-source air toxic compound
N ₂ O	nitrous oxide
NA	not applicable
NAAQS	National Ambient Air Quality Standards
NAC	noise-abatement criteria
NB	northbound
NC	ineligible/non-contributing
NEPA	National Environmental Policy Act
NFHL	National Flood Hazard Layer
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NO ₂	nitrogen dioxide
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NVOZ	North Village Overlay Zone
NWI	National Wetlands Inventory
O ₃	ozone
OP	ineligible/non-contributing
OWJ	official with jurisdiction
Pb	lead
PLPCO	Public Lands Policy Coordinating Office
PM	afternoon

PM ₁₀	particulate matter 10 microns in diameter or less
PM _{2.5}	particulate matter 2.5 microns in diameter or less
ppb	parts per billion
ppm	parts per million
PRRP	Provo River Restoration Project
R	Rule
RDCC	Resource Development Coordinating Committee
RMP	Risk Management Plan
ROD	Record of Decision
ROW	right-of-way
RPO	Wasatch Rural Planning Organization
RPZ	runway protection zone
RTP	RPO Transportation Plan
RV	recreational vehicle
SAP	safety action plan
SB	southbound
sec	seconds
Section 10	Section 10 of the Rivers and Harbors Act of 1899
Section 106	Section 106 of the National Historic Preservation Act of 1966
Section 303(d)	Section 303(d) of the Clean Water Act
Section 4(f)	Section 4(f) of the Department of Transportation Act of 1966
Section 401	Section 401 of the Clean Water Act
Section 404	Section 404 of the Clean Water Act
Section 7	Section 7 of the Endangered Species Act
SELDM	Stochastic Empirical Loading and Dilution Model
SFHA	special flood hazard area
SHPO	Utah State Historic Preservation Office
SIP	state implementation plan
SO ₂	sulfur dioxide
spp.	various subspecies
SPUI	single-point urban interchange
SR	state route
SWPPP	stormwater pollution prevention plan
TCE	temporary construction easement
TDM	travel demand management
TDS	total dissolved solids
THPO	tribal historic preservation officer
TMDL	total maximum daily load
TNM	traffic noise model
TRI	Toxic Release Inventory
TSM	transportation system management
U.S.	United States
UAC	Utah Administrative Code
UDAQ	Utah Division of Air Quality
UDEQ	Utah Department of Environmental Quality
UDOT	Utah Department of Transportation
UOL	Utah Open Lands
UPDES	Utah Pollutant Discharge Elimination System
URMCC	Utah Reclamation Mitigation and Conservation Commission

US-189	U.S. Highway 189
US-40	U.S. Highway 40
USACE	U.S. Army Corps of Engineers
USC	<i>United States Code</i>
USDA	U.S. Department of Agriculture
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	underground storage tank
VIA	visual impact assessment
VMT	vehicle-miles traveled
vpd	vehicles per day
WB	West Bypass
WOLB	Wasatch Open Lands Board