Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

APPENDIX 2C

Action Alternatives Traffic Memo

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Memo

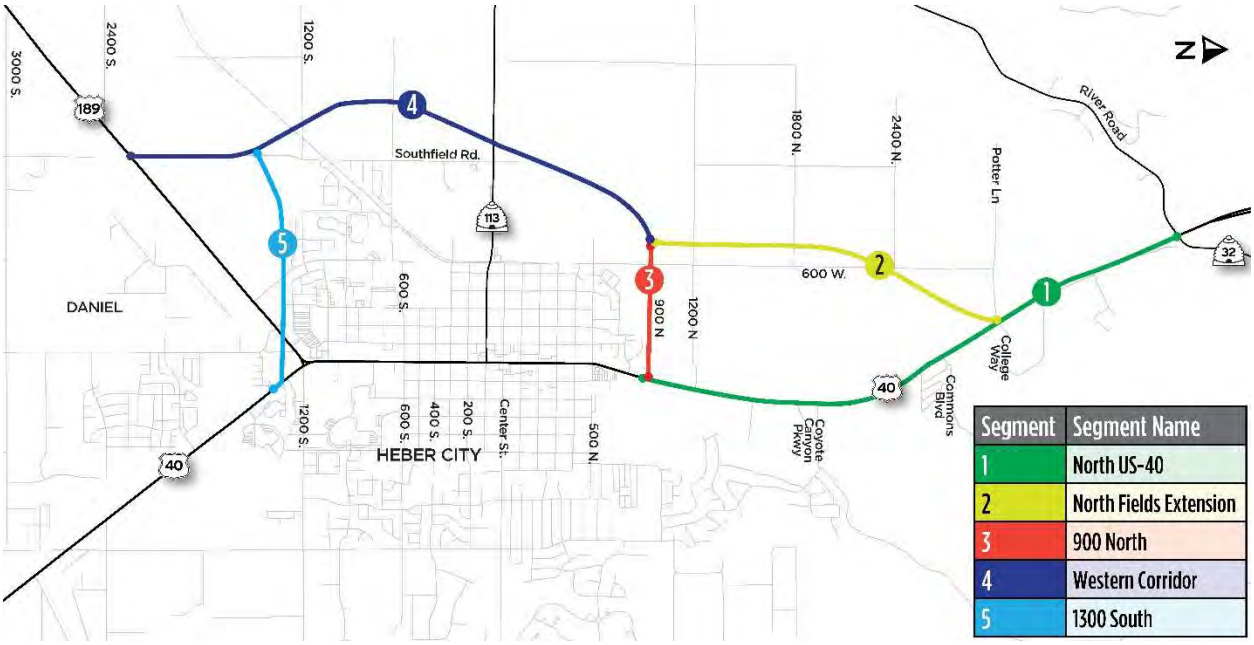
Date:	Wednesday, September 17, 2025
Project:	Heber Valley Corridor EIS
To:	HDR
From:	Parametrix
Subject:	DEIS No Action and Action Alternatives Traffic Analysis

Purpose

This memorandum documents additional traffic analysis conducted for the two Draft Environmental Impact Statement (DEIS) action alternatives that passed alternative screening for the Heber Valley Corridor EIS. Efforts expand on and refine the analysis and methodologies documented in the *Alternative Screening Traffic Analysis (March 2025)* as a part of this project.

The alternatives that passed screening are Alternative WB1 Free-Flow and Alternative WB3 Free-Flow. In this analysis, WB1 Free-Flow is now referred to as Alternative A and WB3 Free-Flow is now referred to as Alternative B. Additionally, segments of each alternative will be referred to according to the naming convention indicated in Figure 1.

Figure 1. Alternative Segment Naming Convention



Roadway Traffic Volumes

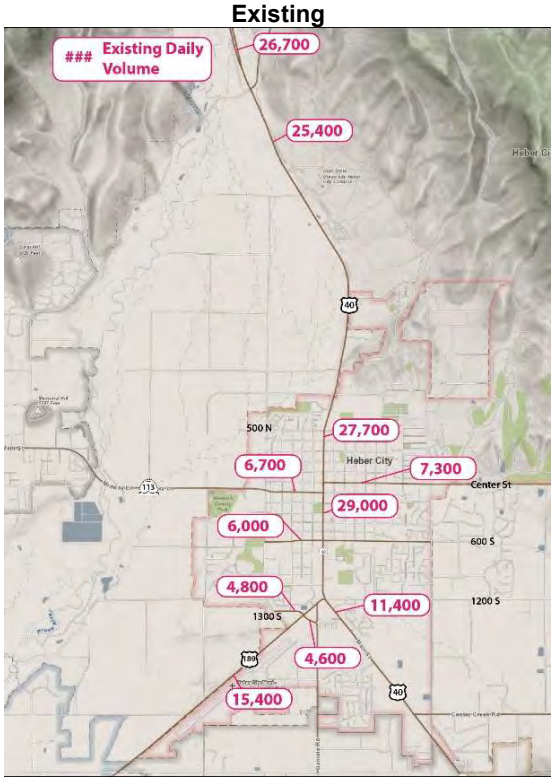
Travel demand volume forecasts were refined for the two action alternatives that passed alternative screening to reflect more detailed information developed as action alternatives were refined for the DEIS. This includes modifying the SR-113/Western Corridor interchange from a diamond interchange design to a Single Point Urban Interchange (SPUI) design.

The travel demand forecasts were developed using the Summit-Wasatch Travel Demand Model (v2.1 2024-03-28), similar to other stages of the project. Details about the development and use of the Summit Wasatch travel demand model for No Action analysis and alternative screening are available in the Addendum to the *Alternative Screening Traffic Analysis* (March 14, 2025) and the *Existing and 2050 No Action Traffic and Safety Analysis Report* (March 25, 2025).

Figure 2 and Figure 3 illustrate the changes in daily traffic volumes on key roadways for Existing, 2050 No Action, and 2050 for the two action alternatives. Both action alternatives have an effect of reducing 2050 traffic volumes on US-40 between 500 North and US-189 (Heber Main Street); by about 7,000 vehicles per day (approximately 17 percent) for Alternative A and 9,000 vehicles (approximately 21 percent) for Alternative B compared to the 2050 No Action. Alternative B, with the North Fields Extension, also results in lower 2050 volumes on North US-40 (900 North to SR-32) by about 7,500 vehicles per day (approximately 16 percent). Alternative A, meanwhile, exhibits an increase in North US-40 volumes compared to No Action. The higher speeds and free-flow conditions on North US-40 and the lack of a North Fields Extension attracts and concentrates more traffic on North US-40 with Alternative A compared to Alternative B. Finally, Alternative B experiences higher volumes on 1300 South and the adjacent, one-way local access roads than the No Action volumes on 1300 South alone. This is reflective of Alternative B attracting more traffic in general due to the more direct travel path to US-40 offered by the North Fields Extension.

Figure 2. Existing and 2050 No Action Daily Volumes

Existing



No Action & Change from Existing

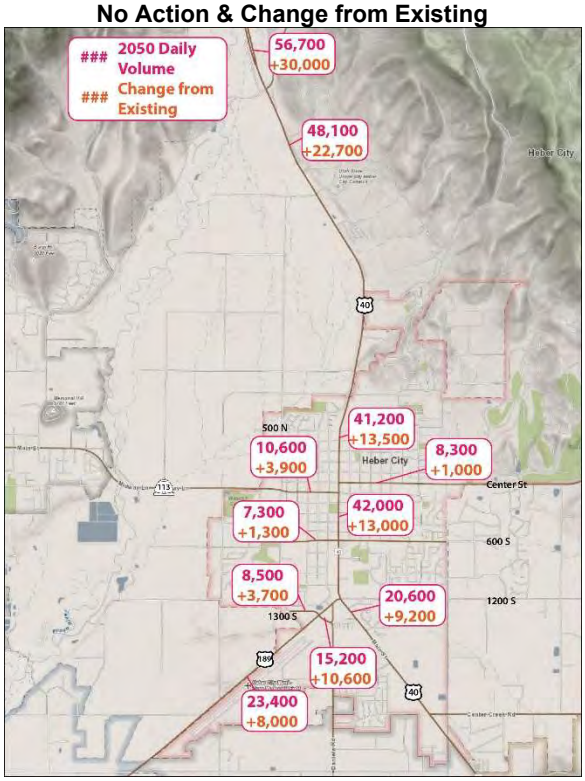
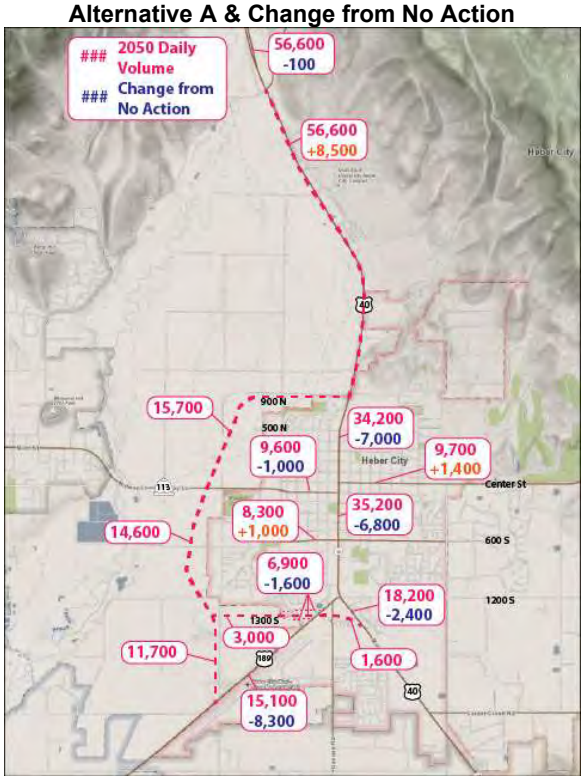
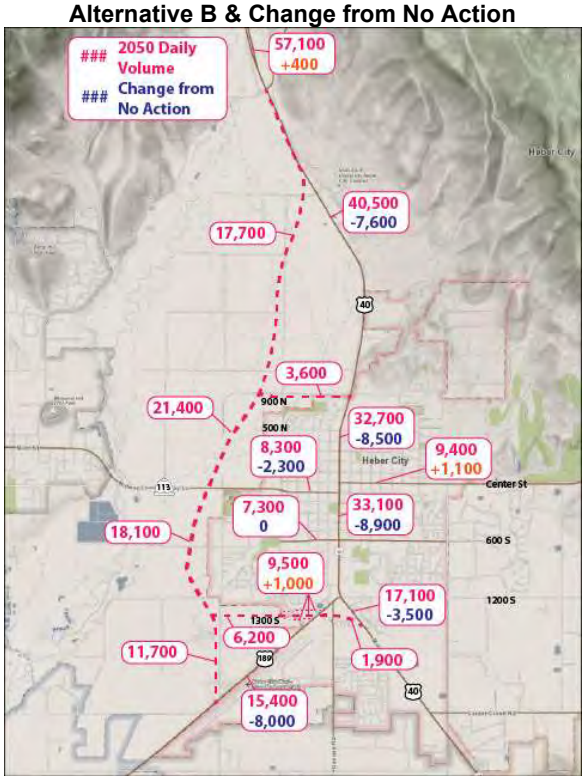


Figure 3. 2050 Alternative A and Alternative B Daily Volumes

Alternative A & Change from No Action



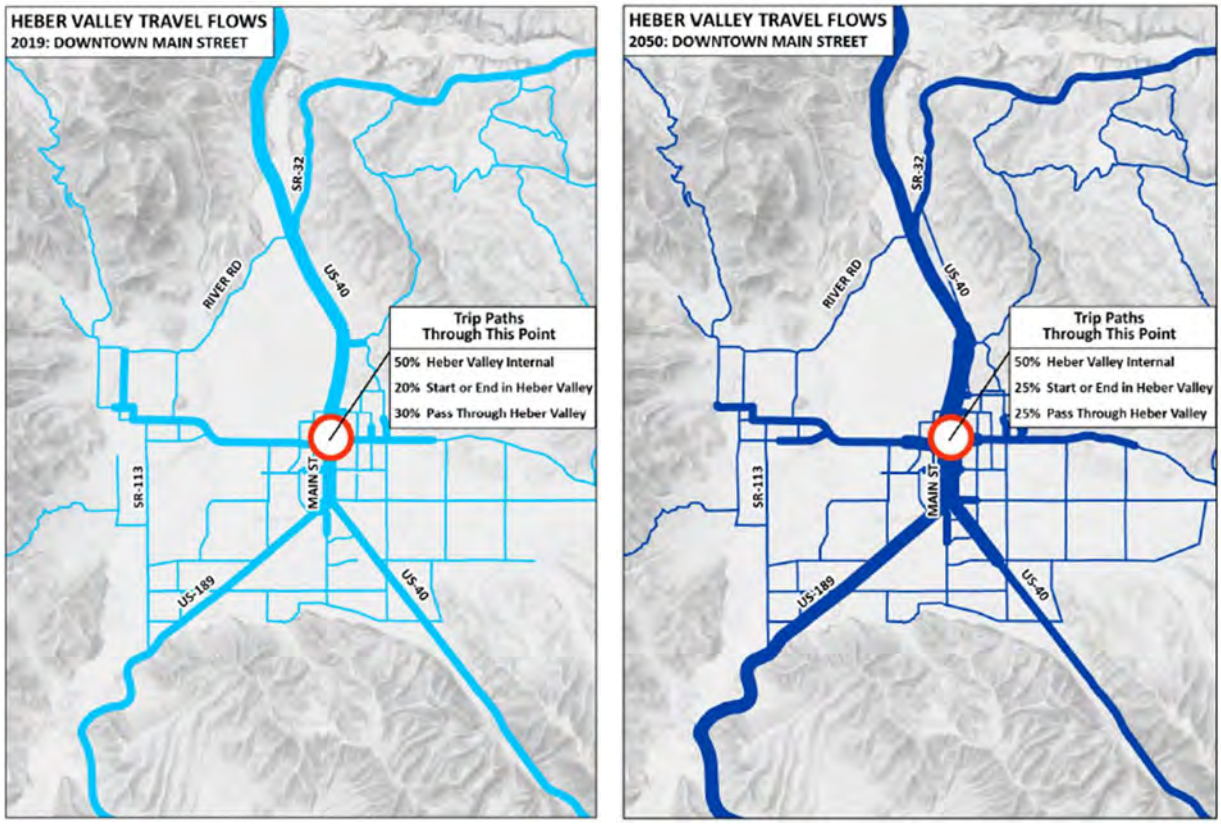
Alternative B & Change from No Action



Travel Flows

For 2019 existing conditions, 50 percent of trip paths through downtown Heber are internal to Heber Valley, 20 percent of trip paths start or end in Heber Valley, and 30 percent of trip paths pass through the Heber Valley. For 2050 No Action conditions, 50 percent of trip paths through downtown Heber are internal to Heber Valley, 25 percent of trip paths start or end in Heber Valley, and 25 percent of trip paths pass through the Heber Valley. Figure 4 shows the travel flows through downtown Heber for 2019 and 2050.

Figure 4. 2019 and 2050 No Action Travel Flows



Mobility Analysis

With refined traffic volume forecasts from the regional travel demand model, 2050 weekday PM peak hour traffic volumes at key intersections were updated for each action alternative. The traffic volumes were developed using 2019 weekday PM peak hour traffic volumes and the volume changes between the baseline (2019) and 2050 travel demand model results for each respective alternative. This methodology is consistent with how PM peak hour traffic volumes were developed for 2050 No Action and action alternatives for alternatives screening.

Traffic operations analyses on Heber Main Street (500 North to US-189) were updated with methods consistent with previous steps of the study. Namely, the complexity of operations due to closely-spaced signals warranted use of the microsimulation analysis software VISSIM. Outside of the immediate Heber Main Street area, traffic operations are less complex. Existing signals and locations for future signals have greater spacing and analysis was conducted with the traffic analysis software Synchro.

Performance Measures

The local mobility screening criteria for Level 1 alternative screening were utilized to analyze the DEIS action alternatives. The local mobility measures are:

1. Intersection Level of Service (LOS)
2. Regional Mobility Travel Time
3. Local Mobility Travel Time
4. Vehicle queue length
5. Arterial LOS

INTERSECTION LOS

Intersection LOS is the measure of the overall operating conditions of an intersection. As defined by the Highway Capacity Manual (HCM), intersection LOS is described on an A through F scale with LOS A indicating conditions with minimal delay and LOS F indicating intersection failure. UDOT seeks to achieve LOS D or better in most settings.

Consistent with previous analysis steps in the study, intersection LOS for Heber Main Street intersections was measured using the node evaluation results for average vehicle delay from the VISSIM simulation model. The closely-spaced signals and more complex traffic operations were better represented in VISSIM. For other intersections (for example, on US-40 north of 500 North), LOS was measured using Synchro outputs. Table 1 documents the HCM intersection LOS thresholds.

Table 1. Intersection LOS Definition

LOS	Unsignalized Intersection Average Delay (sec/veh)[1]	Signalized Intersection Average Delay (sec/veh)
LOS A	0-10	0-10
LOS B	10-15	10-20
LOS C	15-25	20-35
LOS D	25-35	35-55
LOS E	35-50	55-80
LOS F	>50	>80

1. Reported for the worst stop or yield-controlled approach
Source: HCM 7th Edition

REGIONAL MOBILITY TRAVEL TIME

Regional mobility reflects travel times to traverse the Heber Valley on the action alternative corridors and other regional highways:

1. SR-32 to US-189 at approximately 3000 South (via action alternatives)
2. SR-32 to US-189 at approximately 3000 South (via Heber Main Street)
3. SR-32 to US-40 south of US-189 at approximately 1500 S (via action alternatives)
4. SR-32 to US-40 south of US-189 at approximately 1500 S (via Heber Main Street)

The first travel time pair was measured between SR-32 and US-189 at approximately 3000 South (southwest of the point where Western Corridors would tie into US-189). The second travel time pair was measured between SR-32 and US-40 at approximately 1500 South (just south of where the action alternatives' 1300 South segments would tie into US-40).

Travel times were evaluated for 2050 PM peak for northbound and southbound directions. As with intersection LOS, travel times on Heber Main Street were measured from the VISSIM model. Outside of Heber Main Street, travel times were calculated according to distance and assumed roadway speed limit. Delay from signalized intersections was accounted for by totaling the applicable movement delay from Synchro intersection analysis.

The location of assumed signals or interchanges on US-40 between SR-32 and downtown Heber City varied according to each alternative. For Alternative A, it was assumed that North US-40 would feature only grade-separated interchanges. Just north of 900 North, the 900 North segment of Alternative A connects to US-40 via directional ramps. Then, to achieve interchange spacing close to, or greater than, one mile, it was assumed the interchanges would be located at SR-32, College Way/Potter Lane, and Coyote Canyon Parkway.

For Alternative B, the North Fields Extension ties into US-40 north of College Way/Potter Lane with free-flow directional ramps. Additionally, SR-32 is converted to a grade-separated interchange. On North US-40, signals were assumed at College Way/Potter Lane, Commons

Boulevard, Coyote Canyon Parkway, and 900 North. The College Way/Potter Lane location was assumed instead of University Avenue because of the conflict with the North Fields Extension tie-in ramps.

LOCAL MOBILITY TRAVEL TIME

The local travel time measure reflects PM peak hour southbound travel times along US-40 through downtown Heber City. Travel times measurements began at the SR-32/River Road intersection and ended at the US-189 intersection. Travel times from SR-32/River Road to US-189 were measured from VISSIM model outputs except for the effect of future signals on US-40 between SR-32 and 500 North which were estimated by totaling the southbound vehicle delay from Synchro intersection analysis.

VEHICLE QUEUE LENGTH

Vehicle queue lengths were computed using the VISSIM microsimulation model for key movements in downtown Heber City. As observed for the No Action analysis, long southbound queues form due to heavy traffic volumes and resultant congestion in central Heber City and extend northward outside of town. Long southbound queues extending past 500 North are an indicator of downtown congestion. Likewise, long queues on eastbound SR-113 at Main Street are an indicator of congestion since SR-113 is a major contributor to Main Street traffic. Queue lengths are reported as the 95th percentile queue. The 95th percentile queue lengths represent the queue length that has a five percent probability of being exceeded during the PM peak hour.

ARTERIAL LOS

Similar to intersection LOS, arterial LOS is based on an A through F scale with thresholds according to the average speed of vehicles compared to the segment's free-flow speed or the posted speed limit. Using segment speeds from VISSIM, arterial LOS was calculated on Heber City Main Street using HCM criteria. Arterial LOS was not evaluated for other portions of US-40. Due to the higher speeds and greater signal spacing on US-40 outside of Heber Main Street, it was determined that travel times would be a more suitable performance metric. Arterial LOS was evaluated for the following segments according to the HCM criteria summarized in Table 2:

1. US-40: From 500 North to 100 North
2. US-40: From 100 North to Center Street
3. US-40: From Center Street to 100 South
4. US-40: From 100 South to 600 South
5. US-40: From 600 South to US-189
6. US-40: South of US-189
7. US-189: Southwest of US-40

Table 2. Arterial LOS Definition

LOS	Base Free-Flow Speed or Speed Limit						
	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph
LOS A	>20	>24	>28	>32	>36	>40	>44
LOS B	>17	>20	>23	>27	>30	>34	>37
LOS C	>13	>15	>18	>20	>23	>25	>28
LOS D	>10	>12	>14	>16	>18	>20	>22
LOS E	>8	>9	>11	>12	>14	>15	>17
LOS F	<8	<9	<11	<12	<14	<15	<17

Source: HCM 7th Edition

Results

On Heber Main Street, both action alternatives show improvement over 2050 No Action conditions. Further detail is discussed below.

INTERSECTION LOS

Table 3 summarizes the intersection LOS results. Failing conditions (LOS F) are colored in red text. Orange text indicates near failing conditions (LOS E). At-grade intersections that are converted into diamond interchange display LOS service values for both ramp intersections. Both action alternatives improve failing LOS F intersections to LOS E or better, except at the 500 North/Main Street intersection which remains LOS F for Alternative A.

Heber Main Street intersections (500 North to US-189) operate worse in Alternative A than Alternative B except at the 600 South and US-189 intersections where operations are similar for both alternatives. The difference at 500 North, Center Street, and 100 South is related to macro-level traffic assignment in the regional travel demand model forecasts. In the travel demand model forecasts, there is a greater shift in traffic volumes from Heber Main Street to the Western Corridor for Alternative B than Alternative A. This is due to the North Fields extension in Alternative B providing a more direct travel path to North US-40 north of College Way and Alternative B allowing higher speeds (65 mph) on the North Fields extension compared to speeds on the North US-40 segment (55 mph) for Alternative A. Consequently, this results in lower traffic volumes on Heber Main Street in Alternative B from the traffic shift to the Western Corridor. For Alternative A, the higher flow of traffic from both east and west Heber City onto Heber Main Street adds traffic volume to the east/west legs of Heber Main Street intersections which results in more complex traffic operations and higher delay.

Table 3. Intersection LOS

LOS / Avg Delay (sec/veh)	Existing	No Action	Alt A	Alt B
US-40/ SR-32	B / 18	F / >100	C / 30 (NB ramps) C / 22 (SB ramps)	C / 30 (NB ramps) C / 20 (SB ramps)
US-40/ University Ave	n/a	E / 63	n/a	n/a
US-40/ College Way/Potter Lane	D / 32*	n/a	A / 8 (NB ramps) B / 12 (SB ramps)	B / 15
US-40/ Commons Blvd	B / 14*	D / 50	n/a	B / 14
US-40/ Coyote Canyon Pkwy	B / 14*	E / 57	B / 10 (NB ramps) B / 18 (SB ramps)	B / 18
US-40/ 900 N	n/a	D / 51	C / 34	C / 31
US-40/ 500 N	B / 17	F / >100	F / 94	C / 30
US-40/ Center St	C / 24	D / 39	E / 64	D / 52
US-40/ 100 S	C / 30	F / >100	D / 38	C / 34
US-40/ 600 S	B / 18	F / >100	D / 36	D / 38
US-40/ US-189	C / 29	F / 100	E / 56	E / 57
Western Corridor/ 900 N	n/a	n/a	n/a	B / 12*
Western Corridor/ SR-113	n/a	n/a	C / 30	C / 31
Western Corridor/ US-189	n/a	n/a	C / 22	B / 14
300 West/ North 1300 S Local Access Road	n/a	n/a	A / 9	B / 12
300 West/ South 1300 S Local Access Road	n/a	n/a	B / 10	B / 13
US-189/ 1300 S Local Access Road	C / 20	C / 21	B / 13	B / 14

*Unsignalized intersection reports delay and LOS for the worst stop or yield-controlled approach

REGIONAL MOBILITY TRAVEL TIME

Table 4 summarizes the regional travel time results for alternatives and compares travel times for trips on Main Street versus the action alternative corridors for respective alternatives and origin/destination pairs. Action alternatives always feature faster travel times than the No Action alternative whether the travel time is measured via an action alternative corridor or via Main Street. The travel times reductions via Main Street are up to 10 minutes compared to No Action. The travel times reductions via the action alternative corridors are up to 17 minutes. The lack of signals due to the free-flow configuration and the higher operating speeds allow for faster travel.

Alternative B features faster travel times via action alternative corridors than Alternative A by more than one minute. The more direct path and higher speed limit on the North Fields Extension allows for faster regional travel than Alternative A. Alternative B also features faster southbound travel times via Main Street than Alternative A by about one and a half minutes due to lower traffic volumes in the downtown area. However, northbound travel times via Main Street

are slower for Alternative B than Alternative A by about 40 seconds due to the free-flow benefit in Alternative A on the section of US-40 north of 900 North.

Table 4. PM Peak Hour Regional Travel Times Comparison by Route

Travel Time (M:SS)	Direction	Route	Existing	2050		
				No Action	Alt A	Alt B
SR-32 to US-189	SB	via corridor	n/a	n/a	7:25	6:15
		via Main St	10:55	23:40	15:05	13:25
	NB	via corridor	n/a	n/a	7:25	6:15
		via Main St	10:50	22:00	12:20	12:55
SR-32 to US-40	SB	via corridor	n/a	n/a	8:10	6:55
		via Main St	9:15	21:50	13:35	11:55
	NB	via corridor	n/a	n/a	8:10	6:55
		via Main St	8:40	18:40	10:15	10:55

LOCAL MOBILITY TRAVEL TIME

Table 5 summarizes the local travel time results southbound on US-40 between SR-32 and US-189. Red text indicates travel times that exceeded 12 minutes. Local mobility travel times greater than 12 minutes generally correlated with problematic conditions for other local mobility measures for respective alternatives, such as failing intersection LOS and unacceptable queue lengths. Both action alternatives reduce travel times below 12 minutes and offer substantial travel time savings from the No Action in excess of 8 minutes, which is a 50 percent decrease in travel time in Alternative B and a 44 percent decrease in Alternative A.

Table 5. PM Peak Hour Local Travel Time

	Existing	2050		
		No Action	Alternative A	Alternative B
Travel Time (M:SS)	8:20	20:30	11:50	10:15
Difference from No Action	*n/a*	*n/a*	*8:40*	*10:15*

VEHICLE QUEUE LENGTH

Table 6 summarizes 95th percentile queue lengths on US-40 in downtown Heber City. Queue lengths are reported for the indicated travel direction as measured at the indicated intersection. Long southbound queues extending onto North US-40 in the No Action alternative is an indicator of downtown congestion. These queues are greatly reduced by both of the action alternatives.

Southbound Heber Main Street queues are longer for Alternative A than Alternative B due to the higher intersection delay on Heber Main Street as discussed in the intersection LOS section results.

Table 6. 95th PM Peak Hour 95th Percentile Queue Lengths

Queue Length (ft)	Existing	2050		
		No Action	Alt A	Alt B
Southbound UB-40 at 500 N	375	17,100	3,500	700
Difference from No Action	*n/a*	*n/a*	*-13,600*	*-16,400*
Southbound US-40 at Center St	750	>2,400	2,025	1,900
Difference from No Action	*n/a*	*n/a*	*> -375*	*> -500*
Southbound US-40 at 100 S	375	>400	>400	>400
Difference from No Action	*n/a*	*n/a*	*0*	*0*
Eastbound 100 S at US-40	125	>2,500	275	200
Difference from No Action	*n/a*	*n/a*	*> -2,225*	*> -2,300*

ARTERIAL LOS

Table 7 summarizes the arterial LOS results. Failing conditions (LOS F) are colored in red text and near-failing conditions (LOS E) are colored in orange. It should be noted that LOS F on short segments of Heber Main Street and areas with closely-spaced signals is not necessarily a cause for concern. Even without congestion, vehicles on short segments have little opportunity to accelerate to higher speeds and qualify for a higher arterial LOS. The largest improvement for the action alternatives is seen on the southbound section between 500 North and 100 North with Alternative B performing slightly better than Alternative A on US-40 between 500 North and US-189.

Table 7. PM Peak Hour Arterial LOS

LOS / Avg Speed (mi/hr)	Existing	2050			Posted Speed (mi/hr)
		No Action	Alt A	Alt B	
Southbound					
US-40: 500 N to 100 N	B / 26	F / 10	D / 17	C / 21	35
US-40: 100 N to Center St	F / 11	F / 9	F / 9	F / 10	35
US-40: Center St to 100 S	F / 11	E / 14	E / 13	E / 14	35
US-40: 100 S to 600 S	B / 24	D / 15	C/ 20	C / 20	35
US-40: 600 S to US-189	B / 25	C / 22	C / 22	C / 24	35/40
US-40: S. of US-189	A / 36	A / 36	A / 36	A / 36	40/50
US-189: SW of US-40	B / 32	C / 26	C / 30	C / 28	35/45
Northbound					
US-189: SW of US-40	C / 22	E / 14	D / 16	D / 16	35/45
US-40: S. of US-189	C / 23	E / 14	D / 18	C / 20	40/50
US-40: US-189 to 600 S	A / 30	B / 24	B / 25	B / 26	35/40
US-40: 600 S to 100 S	C / 22	E / 13	C / 18	C / 18	35
US-40: 100 S to Center St	F / 10	E / 12	D / 15	D / 15	35
US-40: Center St. to 100 N	B / 27	B / 25	B / 26	B / 26	35
US-40: 100 N to 500 N	B / 23	B / 26	B / 26	B / 27	35

Access

The action alternatives would require significant changes to North US-40. Alternative A replaces all signalized and unsignalized intersections north of 900 North with grade-separated interchanges located at SR-32, College Way/Potter Lane and at Coyote Canyon Parkway. The grade-separated interchanges offer a safety benefit by eliminating the high-speed conflict points inherent with at-grade intersections. Alternative A requires local access to reroute to the grade-separated interchanges via frontage roads and the Heber City local street system which requires some out-of-direction travel.

Both action alternatives require modification to agreed upon North US-40 access locations as per corridor agreements between UDOT, Wasatch County, and Heber City. The latest corridor agreements designate future signalized access on North US-40 at University Avenue, Commons Boulevard, and Coyote Canyon Parkway. Alternative A eliminates all signalized access and instead provides interchanges at College Way/Potter Lane and Coyote Canyon Parkway. The selected interchange locations help to achieve one-mile spacing on North US-40 for Alternative A. Alternative B shifts signalized access from University Avenue to College

Way/Potter Lane due to the North Fields Extension directional ramps connecting to US-40 at approximately University Avenue. Copies of the latest corridor agreements are contained in the appendix.

Both action alternatives also change access for the existing 1300 South roadway west of US-189. For both action alternatives, the 1300 South free-flow ramps that link the Western Corridor to US-40 south of Heber Main Street do not directly connect to local roads or US-189. Instead, the alternatives provide one-way, local-access roads adjacent to the 1300 South free-flow ramps. The local access roads diverge from the free-flow ramps west of Industrial Parkway and run parallel to the free-flow ramps to US-189. The local access roads connect to Industrial Parkway as two separate right-in/right-out intersections. Industrial Parkway would no longer connect across 1300 South. 300 West connects the local access roads beneath the free-flow ramps and allows travelers to move between land uses north and south of the free-flow ramps. The 300 West connection beneath the free-flow ramps also allows drivers to turn around on the local access roads.

Both action alternatives eliminate the Southfield Road connection to US-189. Southfield Road travels through the sewer district fields and serves a sparsely populated area of the Heber Valley. Though the Western Corridor in each action alternative replaces the Southfield Road connection to US-189, access to the Western Corridor is not as direct for local land uses. Travelers would need to connect to the Western Corridor by utilizing existing Heber City roads to access the interchange at SR-113 or the 1300 South free-flow ramps via the 1300 South one-way local access roads. Travelers can also connect to US-189 via existing Wasatch County roads to the west of the Western Corridor.

During the study process, the SR-113 interchange design was refined from a modified diamond interchange to a SPUI for both action alternatives. The SPUI design would simplify and streamline access. In the previous diamond interchange design, the northbound off-ramp at SR-113 did not connect directly to SR-113. Instead, the ramp connected to Southfield Road at approximately 350 South. There is a significant portion of traffic that makes the movement from northbound on the Western Corridor to westbound on SR-113 and this previous configuration created out-of-direction travel and introduced an extra left-turn movement for a large group of Western Corridor travelers. The SPUI design connects the northbound off-ramp directly to SR-113 and eliminates the extra left-turn movement.

Along the Western Corridor, both alternatives provide grade-separated crossings at 1200 South and 650 South, which helps preserve connectivity between downtown Heber City and areas to the west. Likewise, both alternatives provide a grade-separated crossing beneath 900 North at 600 West to preserve north/south connectivity to and from the North Fields. Finally, for the North Fields Extension in Alternative B, east/west connectivity is again preserved with grade-separated crossings of the major road alignments.

Truck Travel Patterns

Action alternatives can serve as an attractive alternative route for regional truck traffic. As shown previously in Table 4, both action alternatives would offer a PM peak hour travel time

savings for truck drivers traveling between US-189 and US-40 north of the Heber Valley and for trips between north US-40 and south US-40 compared to a trip on Heber Main Street.

The travel distance on the action alternative corridors is usually longer than a Main Street trip. The exception is the travel path between north US-40 and US-189 on the Alternative B alignment. The North Fields Extension creates a shorter travel path than staying on Main Street.

Heavy trucks can enter and exit south Heber City Street via one of two routes: US-40 southeast towards the Uinta Basin and US-189 southwest towards Utah Valley. The oil/gas trucks almost exclusively use southeast US-40 because that is the route to resource extraction areas in the Uinta Basin. However, existing traffic volume data shows US-189 carries more total trucks than south US-40. Thus, both action alternatives offer the most advantage to the regional truck travel path with the highest volume of trucks.

In addition to travel time and distance, other physical infrastructure and perception factors can influence a truck driver's route selection. First, both action alternatives offer a route with fewer traffic signals interruptions than a Main Street route. Fewer starts and stops at signals can be an incentive for a regional truck driver. Second, some drivers may prefer to stay on a straight path since navigating turns with a long vehicle is more challenging. While the action alternative paths require more turning movements than staying on Main Street, the turn movements are free-flow movements served by directional ramps instead of signalized or stop-controlled turns. Third, the perception of which route is faster or shorter in length does not always match reality. Finally, some truck drivers may be required by their company to take set routes or else route choice may be influenced by electronic navigation systems.

Lastly, an important note to this analysis is that the travel time comparisons are for PM peak hours only. Trucks travel on the region's highways at all hours of the day. Congestion diminishes outside of peak hours so there may be less incentive to take a longer distance route during other hours of the day.

Cut-through Traffic

Though regional travel through the Heber Valley is primarily conducted on state highways US-189 and US-40, there is potential for drivers to select alternate routes. Three potential alternative routes were examined to determine if action alternatives may affect the amount of potential regional cut-through traffic using these routes:

1. SR-113 and River Road through Midway City as an alternative path between US-189 and US-40 in the southwest and north ends of the valley
2. Mill Road (1200 East) and Heritage Farms Parkway/900 North as an alternate path to Main Street between US-40 in the southeast and north ends of the valley
3. 3000 South and 3600 South through the town of Daniel as an alternate path between US-189 and US-40 in the southwest and southeast ends of the valley

The first alternate route (SR-113 and River Road) is anticipated to experience a decrease in traffic volumes compared to the 2050 No Action because both action alternatives provide a faster and more direct path than the SR-113 and River Road route. The decrease is reflected in

the travel demand model which shows a volume reduction on River Road of approximately 33 percent for Alternative A and 50 percent for Alternative B compared to 2050 No Action. The second alternate route (Mill Road and the Heritage Farms Parkway/900 North) is also expected to experience a decrease in traffic volumes compared to 2050 No Action. Though the action alternatives do not offer a more direct option than Mill Road to travel between north and south ends of US-40, the alternatives reduce congestion on Main Street such that there is expected to be a shift in traffic volumes away from Mill Road to Main Street. Travel demand model volumes are also slightly lower on Mill Road for the action alternatives compared to 2050 No Action.

The last alternate route (3000 South and 3600 South) is a more direct route east-west route than current path on US-189 and US-40. Both action alternatives provide a longer east-west travel path between US-189 and US-40, however the action alternatives offer a free-flow path on higher speed roadways. Additionally, the 3000 South and 3600 South path is not conducive to cut-through traffic. The narrow roads and narrow intersections in the town of Daniel discourage larger freight vehicles, recreational vehicles or vehicles towing trailers. Finally, both action alternatives reduce congestion at the US-189/US-40 intersection compared to 2050 No Action further incentivizing regional traffic to remain on state highways. These conclusions are also supported by the travel demand model which shows that volume projections on 3000 South through Daniel are approximately five percent less for the action alternatives compared to 2050 No Action.

New High School Signal and SR-113 Corridor Operations

The Wasatch County School District is constructing a new high school with a planned signalized access onto SR-113 approximately 640 feet east of the existing SR-113/Southfield Road intersection and 1,200 feet east of the SR-113/Western Corridor SPUI. The access will also serve a new Mountainland Technical College facility. Additionally, a new Wasatch County Administration Building is planned on the west side of Southfield Road, south of SR-113.

Questions from local agencies arose about the future operations of the SR-113/Southfield Road intersection – whether the intersection should be signalized and how a potential signal would operate near the signalized high school access and the SR-113/Western Corridor SPUI. The study team gathered AM peak hour traffic forecasts for the high school, Mountainland Technical College, and Wasatch County Administration Building from traffic impact studies provided by Heber City (*Heber High School Traffic Impact Study Addendum* [October 2023], *Mountainland Technical College Traffic Impact Study* [May 2024], and *Wasatch County Administration Building Traffic Impact Study* [May 2025]). The study team combined the traffic impact study forecasts with 2050 AM traffic forecasts for the SR-113/Western Corridor SPUI and conducted traffic operations analysis on the three intersections.

The study team determined the SR-113/Southfield Road intersection would operate at LOS D as an unsignalized intersection for 2050 AM peak hour conditions if a separate left-turn lane is added for the northbound approach. The assumption of a future northbound left-turn lane is consistent with the assumptions in the traffic studies. Given the close spacing of the three intersections, the study team recommends not signalizing the SR-113/Southfield Road intersection, which is consistent with UDOT Access Management standards (Rule 930-6) for

signal spacing on SR-113 (1,320 feet minimum spacing), and consistent with the high school and Mountainland Technical College traffic impact studies which recommend keeping the intersection stop-controlled as drivers would learn to reroute if excessive delays are experienced.

After the Heber Valley Corridor is built, the movement from northbound Southfield Road to the northbound on-ramp onto Heber Valley Corridor will need to be prohibited with a raised median to prevent vehicles from crossing multiple through lanes of traffic on SR-113. Northbound to westbound movements would still be allowed. Additionally, if traffic issues arise at the intersection before 2050, converting the intersection to three-quarter access or right-in/right-out access may need to be considered.

Vehicle Miles Traveled

The regional travel demand model was used to compare total vehicle miles traveled (VMT) for existing conditions, 2050 No Action, and the five action alternatives. Weekday VMT was totaled for all roadways represented in the travel demand model within the project environmental analysis area. Table 8 summarizes the results. VMT increases about 125 percent from existing to 2050 No Action. Action alternatives all have higher VMT than 2050 No Action but the increase is less than seven percent. Alternative A has slightly higher VMT than Alternative B.

Table 8. Vehicle Miles Traveled

	Vehicle Miles Traveled per Day
Existing (2019)	276,000
2050 No Action	623,000
Alternative A	665,000
Alternative B	660,000

APPENDIX A – Alternative PM Peak Hour Turning Movement Volumes

Figure 5. No Action 2050 PM Peak Hour Intersection Volume

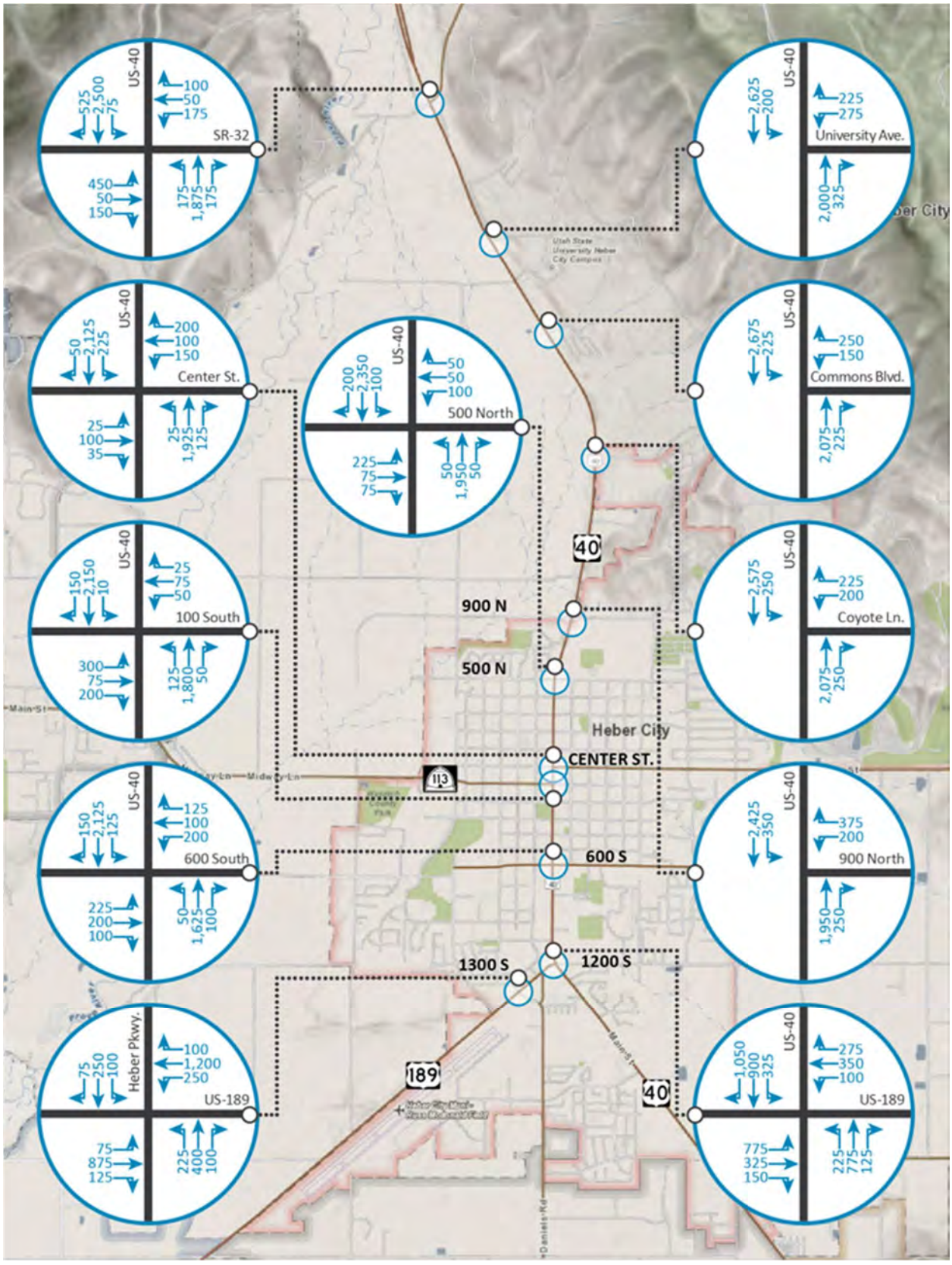


Figure 6. Alternative A PM Peak Hour Intersection Volume - 1

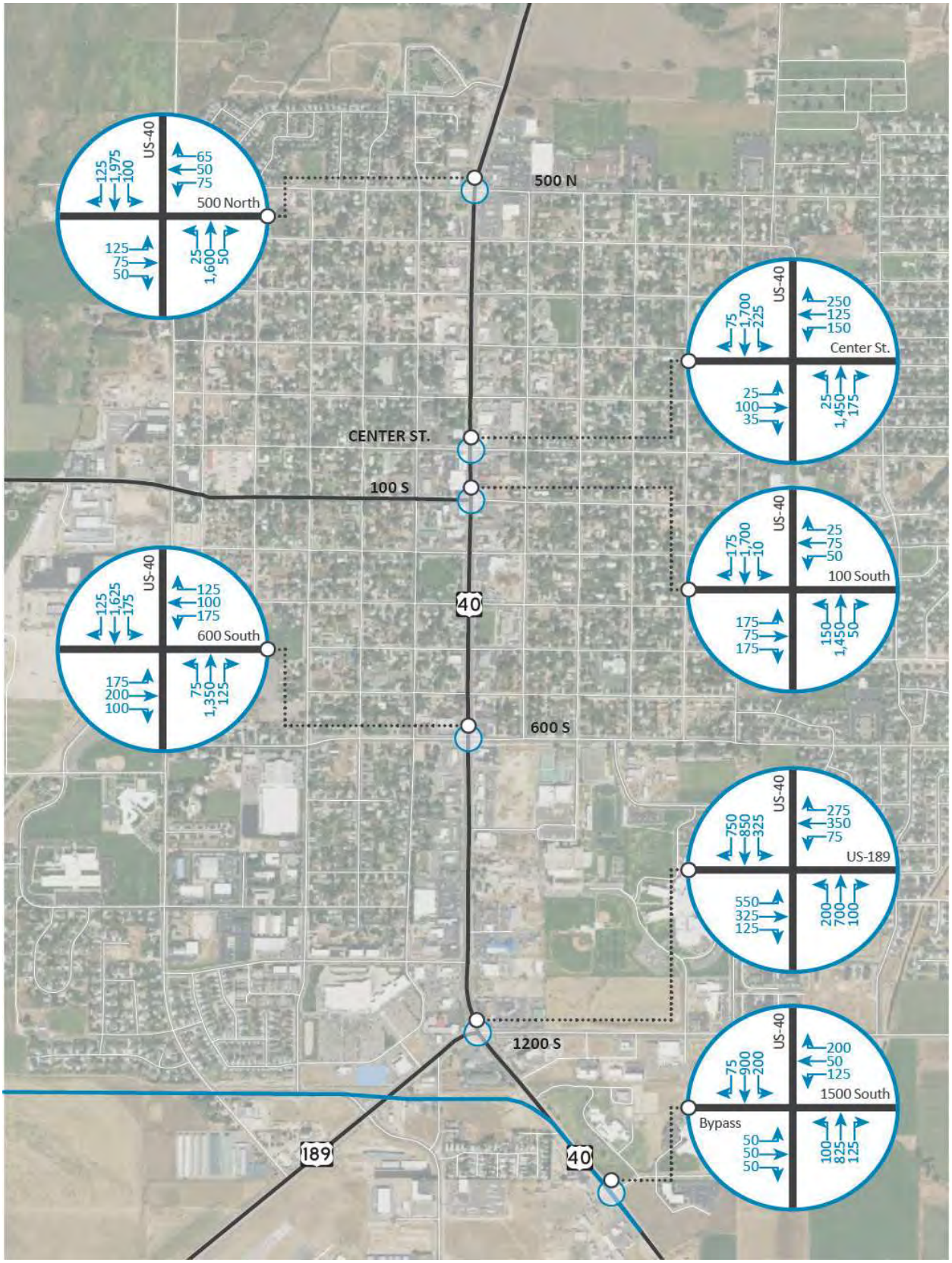


Figure 7. Alternative A 2050 PM Peak Hour Intersection Volume - 2

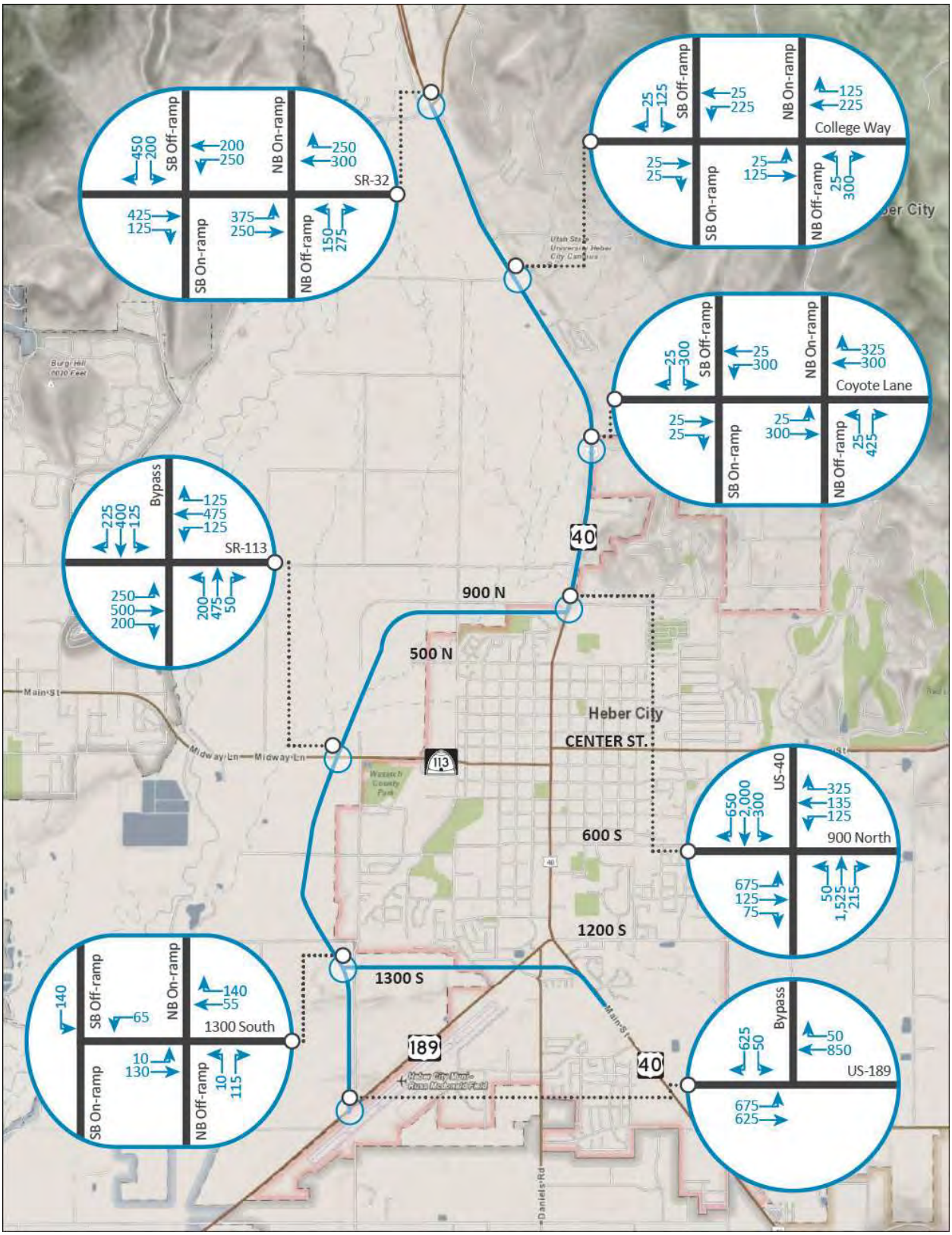


Figure 8. Alternative B 2050 PM Peak Hour Intersection Volume - 1

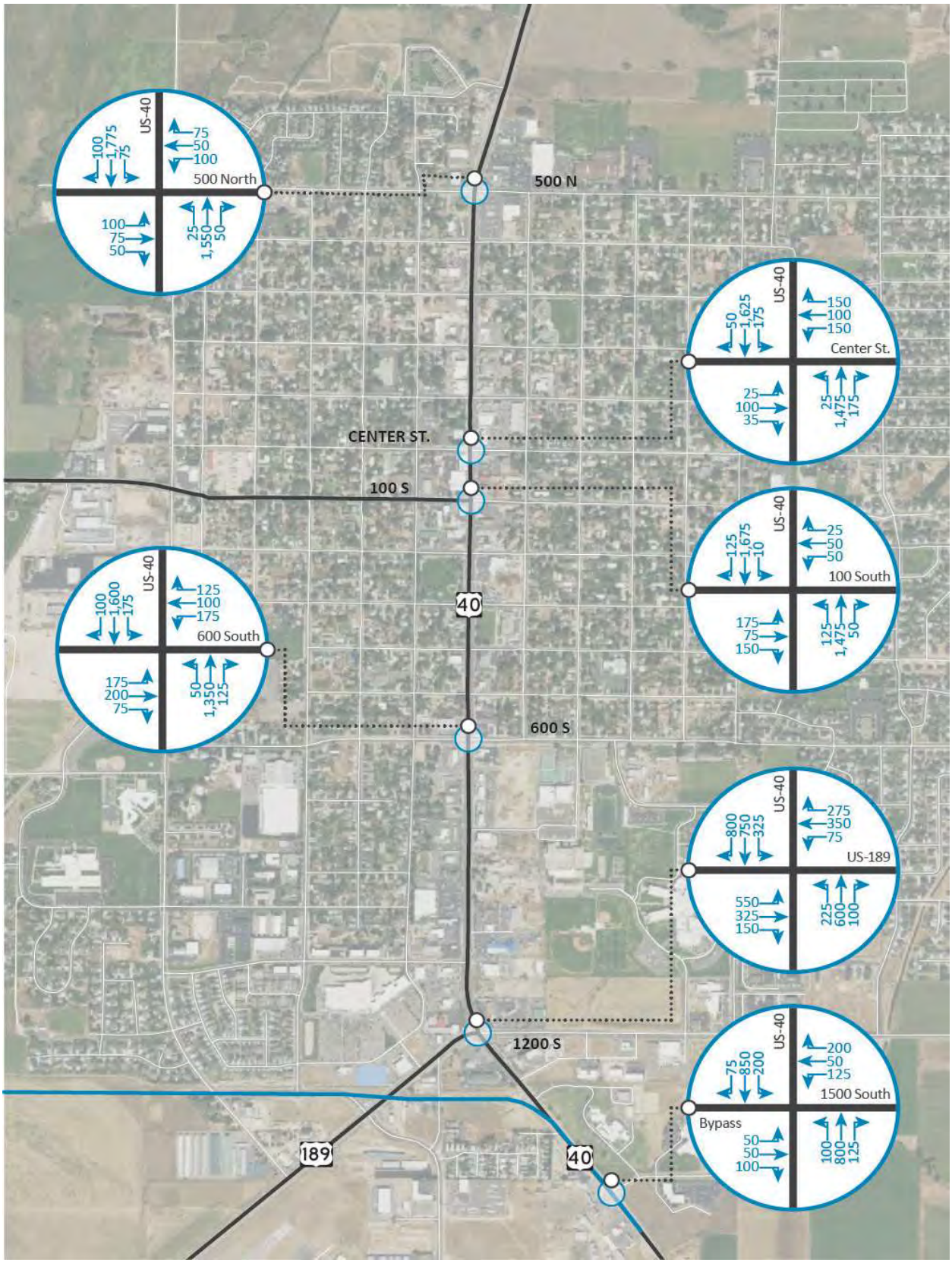
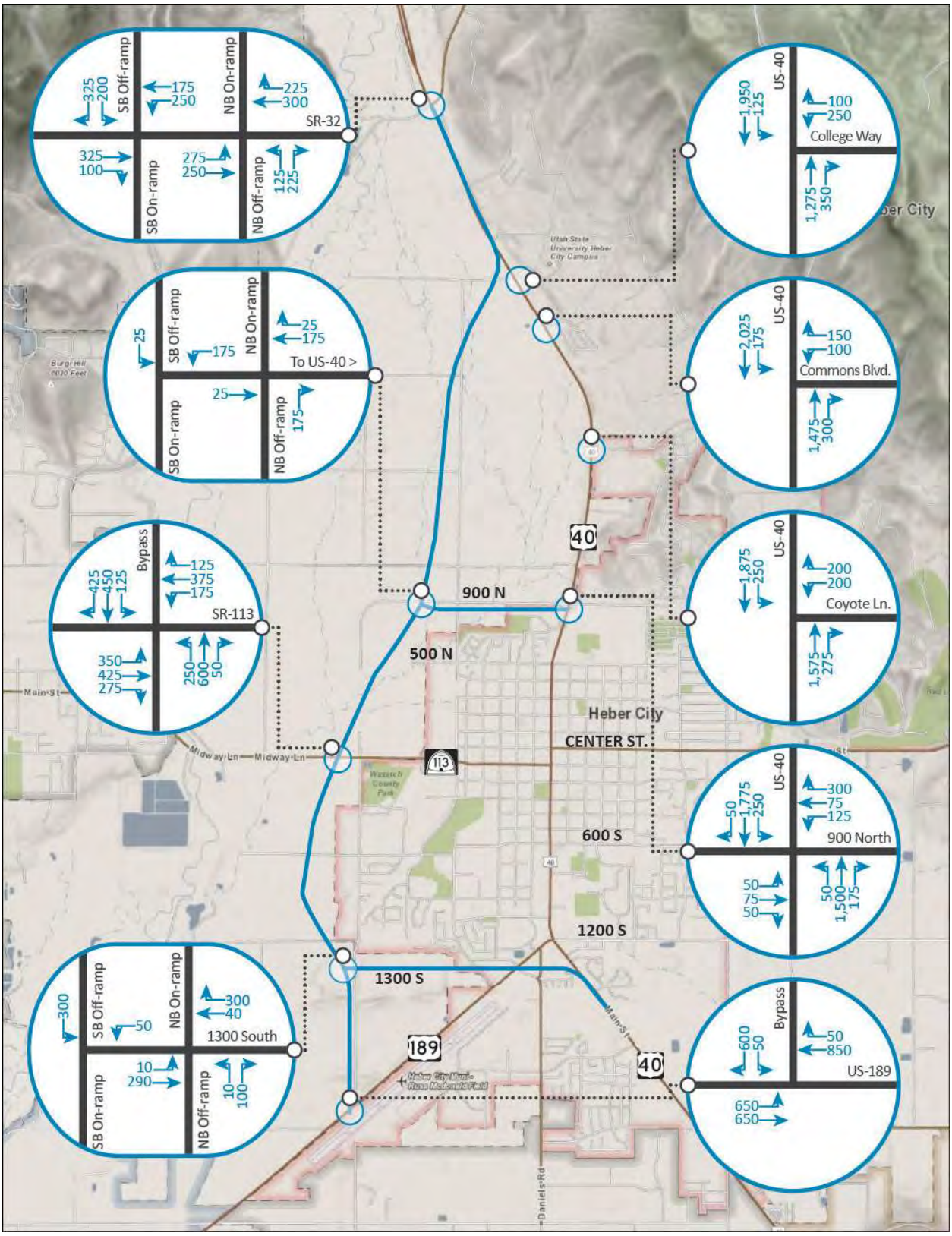


Figure 9. Alternative B 2050 PM Peak Hour Intersection Volume - 2



APPENDIX B – US-40 Corridor Agreements

9554

098400

Corridor Preservation along US-40 from
SR-32/River Road to Heber City north city limits
WASATCH COUNTY
Federal ID No. 876000299

COOPERATIVE CORRIDOR ACCESS AGREEMENT

THIS AGREEMENT, made and entered into this 24th day of November 2008, by and between the **UTAH DEPARTMENT OF TRANSPORTATION**, hereinafter referred to as **"UDOT"** and **WASATCH COUNTY**, a political subdivision in the State of Utah, hereinafter referred to as the **"COUNTY"**,

WITNESSETH:

WHEREAS, for the purposes of this Agreement, "the US-40 Corridor" is defined as that section of US-40 between Mile Post 13.21 (SR-32/River Road) and Mile Post 16.32 (northern boundary of Heber City as of 2008, hereafter referred to as "Heber City Limits"), which is a limited access facility; and

WHEREAS, to facilitate traffic flow along the US-40 Corridor as defined above, the parties hereto desire to designate specific access management and corridor preservation elements; and

WHEREAS, UDOT has determined by formal finding that regulation of intersection and access points for future highway improvements are not in violation of the laws of the State of Utah or any legal contract with the **COUNTY**; and

WHEREAS, this Agreement is made to set out the terms and conditions under which the US-40 Corridor shall be managed and preserved; and

WHEREAS, the purpose of this Agreement is to establish a cooperative and continuing agreement between the **COUNTY** and **UDOT** that identifies points of access with US-40 and documents transportation planning decisions made for the US-40 Corridor; and

WHEREAS, the aforementioned transportation planning decisions are focused on the functionality, safety, and operation of the US-40 Corridor to establish points of access (signalized, street, or driveway) for the accommodation of existing and future development as well as serve the envisioned mobility for the area; and

WHEREAS, the Agreement shows the specific access management elements necessary to simultaneously maintain traffic flow, provide access to existing and anticipated development, and protect the public interest in highway capacity, safety, and mobility; and

WHEREAS, the US-40 Corridor is a four-lane highway with a continuous two-way left-turn median. It has a posted speed limit of 55 MPH until just north of Heber City Limits where it is reduced to 35 MPH. The average annual daily traffic (hereafter "AADT") for the subject US-40 Corridor is currently about 15,000 vehicles per day. This volume is estimated to double in the next 20 years to 30,000 vehicles per day; and

Corridor Preservation along US-40 from
SR-32/River Road to Heber City north city limits
WASATCH COUNTY
Federal ID No. 876000299

WHEREAS, currently there are several developments planned along the segment of US-40 from the SR-32/River Road intersection to Heber City Limits. Included in these future developments are the Utah Valley University (UVU) Heber Campus and the surrounding Jordanelle Ridge residential development. The designs and locations of the access points for these planned developments will have a profound impact on the operation and function of the US-40 Corridor; and

WHEREAS, as defined by the Utah State Rule 930-6, Accommodation of Utilities and the Control and Protection of State Highway Rights of Way, the US-40 Corridor has been designated an Access Category 4. This Category constitutes minimum traffic signal spacing of 2,640 feet (one-half mile), minimum street spacing of 660 feet, and minimum access spacing of 500 feet. Additionally, a limited access right-of-way control line exists along both sides of US-40;

NOW THEREFORE, it is agreed by and between the parties hereto as follows:

Part 1. Preferred Corridor Operation and Access Locations

The US-40 Corridor will continue to operate as a limited access, high speed, high capacity facility.

All existing access locations in the corridor may continue to serve adjacent properties. However, any new development or redevelopment will become a permitted situation and may necessitate an evaluation of any existing access on a case-by-case basis to determine if they will be closed, relocated, modified in any way, shared with another access, or remain as is. Developments may be required to construct raised medians to enforce access control. Specific intersections are noted as follows:

1. The existing Moulton Lane intersection will be replaced by a new intersection north of the existing Moulton Lane intersection. This intersection is proposed to be a 3/4 movement intersection if a grade separated interchange is constructed at SR-32/River Road.

2. The first full major intersection south of SR-32/River Road will be located at North College Way. This intersection will become the main access to the UVU campus.

3. The east leg of Potter Lane (opposite the existing access to UVU) may be restricted to right in/out movements if a grade separated interchange is constructed at SR-32/River Road.

4. The second full major intersection south of SR-32/River Road will be at the entrance to the Wasatch Commons Development.

5. The third full major intersection south of SR-32/River Road will be near the existing Coyote Lane intersection, approximately one mile south of Potter Lane.

6. All other major access locations will be located with at least one-half mile spacing. These could be located near the existing Lloyd Lane intersection (1520 North) and the 1200 North intersection about one-half mile north of the Heber City Limits.

Traffic signals will be allowed only at the following locations when warranted and approved by **UDOT** (see attached Wasatch County North Village Transportation Plan):

1. North College Way
2. Street access to Wasatch Commons Development
3. Coyote Lane

Part 2. Plan Adoption

It is the intent of the Agreement to adopt this plan for making future transportation decisions along the US-40 Corridor. By signing this agreement, **UDOT** and the **COUNTY** will make every effort to ensure this plan is adopted so the corridor will operate at the highest level of safety, capacity, and mobility.

Part 3. Agreement Constitutes a Memorandum of Understanding

The **UDOT** and the **COUNTY** enter into this Agreement as a memorandum of understanding and indication of mutual interest and cooperation in preserving the safety, capacity, and mobility of the US-40 Corridor. Neither party anticipates that monetary consequences can affect either party as a result of this Agreement. This Agreement supercedes the previous Cooperative Corridor Access Agreement dated July 12, 2006 between **UDOT** and the **COUNTY**.

IN WITNESS THEREOF, the parties hereto have caused these presents to be executed by their duly authorized officers as of the day and year first above written.

ATTEST:

By: _____
Title: WASATCH Co. MANAGER
Date: 10/23/08
(IMPRESS SEAL)

STATE OF UTAH COUNTY CLERK WASATCH COUNTY

WASATCH COUNTY, a political subdivision in the State of Utah

By: _____
Title: Deputy Co. Clerk
Date: 10-23-08

Corridor Preservation along US-40 from
SR-32/River Road to Heber City north city limits
WASATCH COUNTY
Federal ID No. 876000299

RECOMMENDED FOR APPROVAL: UTAH DEPARTMENT OF TRANSPORTATION

By: _____
Utilities\Railroads Coordinator

Date: 11/13/08

By: _____
Region Director

Date: 11-13-08

APPROVED AS TO FORM:

This Form Agreement has been previously approved as to form by the office of Legal Counsel for the Utah Department of Transportation.

COMPTROLLER OFFICE

By _____
Contract Administrator

Date: 11/24/08

128351

Corridor Preservation Agreement
SR-32 from US-40 to Summit County Line
WASATCH COUNTY
Federal ID No. 876000299

15435

CORRIDOR PRESERVATION AGREEMENT

This **AGREEMENT**, made and entered into this 12 day of Oct, 20 11, by and between the **UTAH DEPARTMENT OF TRANSPORTATION**, hereinafter referred to as **"UDOT"** and **WASATCH COUNTY**, a political subdivision in the State of Utah, hereinafter referred to as the **"COUNTY"**.

WITNESSETH:

WHEREAS, for the purposes of this Agreement, "the SR-32 Corridor" is defined as that section of SR-32 between US-40 (Accumulated Mile 0.00) and the Wasatch County/Summit County line (Accumulated Mile 9.036); and

WHEREAS, to facilitate traffic flow along the SR-32 Corridor as defined above, the parties hereto desire to designate specific access management and corridor preservation elements; and

WHEREAS, UDOT has determined by formal finding that regulation of intersection and access points for future highway improvements are not in violation of the laws of the State of Utah or any legal contract with the **COUNTY**; and

WHEREAS, this Agreement is made to set out the terms and conditions under which the SR-32 Corridor shall be managed and preserved; and

WHEREAS, the purpose of this Agreement is to establish a cooperative and continuing agreement between the **COUNTY** and **UDOT** that identifies points of access with SR-32 and documents transportation planning decisions made for the SR-32 Corridor; and

WHEREAS, the aforementioned transportation planning decisions are focused on the functionality, safety, and operation of the SR-32 Corridor to establish points of access (signalized, street, or driveway) for the accommodation of existing and future development as well as serve the envisioned mobility for the area; and

WHEREAS, the Agreement shows the specific access management elements necessary to simultaneously maintain traffic flow, provide access to existing and anticipated development, and protect the public interest in highway capacity, safety, and mobility; and

WHEREAS, the SR-32 Corridor is a two-lane highway with a intermittent climbing lanes on uphill grades, turn lanes at selected intersections, and a center turn lane where applicable. It has a posted speed limit of 55 MPH. The 2010 Average Annual Daily Traffic (hereafter "AADT") for the SR-32 Corridor is 2,130 vehicles per day. This AADT is estimated to increase to a range of approximately 4,250 to 14,200 by 2030 depending on the occupancy schedule of planned developments in the area; and

WHEREAS, currently there are several developments planned along the SR-32 Corridor. Included in these future developments are the JLS/Sorenson, Talisman, Jackson Fork, and Victory Ranch developments. The designs and locations of access points for these planned developments will have a profound impact on the operation and function of the US-40 Corridor (see attached Wasatch County SR-32 Development Map dated 2011); and

WHEREAS, as defined by the Utah State Rule 930-6, Accommodation of Utilities and the Control and Protection of State Highway Rights of Way, the SR-32 Corridor has been designated an Access Category 4. This Category constitutes minimum traffic signal spacing of 2,640 feet, minimum street spacing of 660 feet, and minimum access spacing of 500 feet. Additionally, a limited access right-of-way control line exists along both sides of the SR-32 Corridor from US-40 (MP 0.00) to the Jordanelle State Park -- Rock Cliff Area access road (MP 7.70); and

WHEREAS, the SR-32 Corridor will continue to operate as a limited access and non-limited access high speed facility.

NOW THEREFORE, it is agreed by and between the parties hereto as follows:

Part I. Preferred Corridor Operation and Access Locations

A. JLS Properties Frontage and Jordanelle Ridge Frontage

Existing accesses within the JLS Properties frontage and Jordanelle Ridge frontage identified in Relinquishment of Access Rights documents (copy attached) shall be eliminated as development occurs. Accesses identified in Grant of Access documents (copy attached) shall be constructed as development occurs. These locations are:

1. East side of highway at Mile Post 0.72.
2. West side of highway at Mile Post 0.72.
3. West side of highway at Mile Post 1.10.
4. East side of highway at Mile Post 1.10.
5. West side of highway at Mile Post 1.63.
6. West side of highway at Mile Post 1.86.
7. South side of highway at Mile Post 3.11.
8. South side of highway at Mile Post 3.31.
9. North side of highway at Mile Post 3.31
10. North side of highway at Mile Post 3.63.
11. North side of highway at Mile Post 3.86.
12. South side of highway at Mile Post 4.19.
13. South side of highway at Mile Post 4.38.

The above street and/or access locations may vary slightly from the mile post stated to incorporate flexibility of design, but minimum 1000 ft. spacing and minimum stopping sight distance shall be maintained. The 1000 ft. spacing supercedes the Category 4 minimum street and access spacings and is the controlling distance along the JLS Properties and Jordanelle Ridge frontages. The developments may be required to construct raised medians or islands to enforce access control.

B. Remaining Frontage Outside of JLS Properties and Jordanelle Ridge Frontages

All remaining existing access locations in the SR-32 Corridor may continue to serve adjacent properties. However, any new development or redevelopment will become a permitted situation and may necessitate an evaluation of any existing access on a case-by-case basis to determine if they will be closed, relocated, modified in any way, shared with another access, or remain as is. Developments may be required to construct raised medians or islands to enforce access control.

Specific existing accesses listed below are anticipated to have a future action or no action as development occurs. Locations of future intersections and accesses may be moved slightly from what is stated below to incorporate flexibility of design. Prior to a new access being constructed or an existing access being relocated, **UDOT's** access application process must be followed and completed before a permit will be issued to a contractor for construction.

1. Future east leg of old US-40 intersection at Mile Post 0.38.
2. Relocate existing access and Mile Post 5.39 +/- (left) to an existing access road at Mile Post 5.52 +/- (right) for the Jackson Fork development.
3. Existing accesses at Mile Post 5.89 +/- (left) and Mile Post 5.90 +/- (right) to become access roads for the Talisman development.
4. Existing access at Mile Post 6.21 +/- (right) to become an access road for the Talisman development.
5. Existing access at Mile Post 6.54 +/- (right).
6. Existing access at Mile Post 6.88 +/- (right).
7. Existing accesses at Mile Post 8.14 +/- (left and right)
8. Existing access at Mile Post 8.50 +/- (right) for Victory Ranch development.
9. Existing access at Mile Post 8.50 +/- (left).

C. Traffic Signals

The following locations are identified as existing, warranted, or proposed traffic signal locations along SR-32:

1. US-40 (Existing)
2. Old US-40 at Mile Post 0.38 (Proposed)
3. Hillwood Dr. at Mile Post 0.72 (Proposed)
4. Woodhaven Rd. at Mile Post 1.10 (Proposed)
5. Future JLS Properties development access at Mile Post 3.31 +/- (Proposed)
6. Future JLS Properties development access at Mile Post 4.19 +/- (Proposed)

7. Future development access at Mile Post 5.52 +/- (Proposed)
8. Future Talisman development access at Mile Post 6.21 +/- (Proposed)
9. State Park access road to Rock Cliff at Mile Post 7.70 (Proposed)
10. Victory Ranch access road at Mile Post 8.50 (Proposed)

Proposed traffic signals will not be installed until warranted and approved by **UDOT**. Additional traffic signals along SR-32 are not anticipated at this time, but intersections other than those listed in above may be considered for signalization on an individual basis when studied by **UDOT**. Any intersections of this nature are not guaranteed to be signalized. It is understood that it may be necessary to restrict certain types of traffic movements at any intersection or access in order to maintain traffic flow and improve safety through the corridor as agreed upon by the parties hereto.

Part II. Plan Adoption

It is the intent of the Agreement to adopt this plan for making future transportation decisions along the SR-32 Corridor. By signing this agreement, **UDOT** and the **COUNTY** will make every effort to ensure this plan is adopted so the corridor will operate at the highest level of safety, capacity, and mobility.

Part III. Agreement Constitutes a Memorandum of Understanding

The **UDOT** and the **COUNTY** enter into this Agreement as a memorandum of understanding and indication of mutual interest and cooperation in preserving the safety, capacity, and mobility of the SR-32 Corridor. Neither party anticipates that monetary consequences can affect either party as a result of this Agreement.

IN WITNESS THEREOF, the parties hereto have caused these presents to be executed by their duly authorized officers as of the day and year first above written.

ATTEST:

By: Michelle B. Crook
Title: Deputy Clerk
Date: 10-6-2011

(IMPRESS SEAL)

WASATCH COUNTY, a political subdivision in the State of Utah

By: [signature]
Title: Wasatch Co. Manager
Date: 10/5/2011

****

RECOMMENDED FOR APPROVAL: UTAH DEPARTMENT OF TRANSPORTATION

By: _____
Region Three Utility Coordinator

Date: 10/12/11

By: _____
Region Three Director

Date: 10/12/11

APPROVED AS TO FORM:

This Form Agreement has been previously approved as to form by the office of Legal Counsel for the Utah Department of Transportation.

COMPTROLLER OFFICE

By: _____
Contract Administrator

Date: 10-18-11

Addendum #1 to Cooperative Corridor Access Agreement # 098400
Corridor Preservation
US-40 from SR-32/River Road to Heber City north city limit
WASATCH COUNTY
Federal ID No. 876000299
HEBER CITY
Federal ID No. 876000232

098400

30823

ADDENDUM #1

This **ADDENDUM** is made and entered into this 21st day of September, 2018, by and between the **UTAH DEPARTMENT OF TRANSPORTATION**, hereinafter referred to as "**UDOT**", **WASATCH COUNTY**, a municipal corporation in the State of Utah, hereinafter referred to as the "**COUNTY**", and **HEBER CITY**, a municipal corporation in the State of Utah, hereinafter referred to as the "**CITY**".

WITNESSETH:

WHEREAS, **UDOT** and the **COUNTY** entered into Cooperative Corridor Access Agreement #098400 on 24 November 2008 (copy attached) to designate specific access management and corridor preservation elements; and

WHEREAS, the **CITY** desires to be a party to this **ADDENDUM** because the north city limit has changed and is approximately at 1200 North (Mile Post 15.93+/-); and

WHEREAS, the **CITY** desires to be a party to this **ADDENDUM** because the **CITY** may continue to annex portions of the **COUNTY** into the **CITY** along the US-40 corridor north of the current north city limit; and

WHEREAS, the **CITY** has developed a General Plan which contains a chapter entitled "Transportation Plan 2017". The 2017 Transportation Plan includes a section about the Wasatch County Regional Transportation Plan, and the **CITY** is an integral part of that Plan. The **CITY** desires to be a voice in decisions made and in the processes leading to the establishment and execution of the transportation elements along the US-40 corridor between the north city limit and the SR-32/River Road intersection.

NOW THEREFORE, it is agreed by and between the parties hereto as follows:

1. All "WHEREAS" statements in Agreement #098400 which are still applicable are not changed upon execution of this **ADDENDUM**.

2. All statements in Parts 1, 2, and 3 as contained in Agreement #098400 which are still applicable are not changed upon execution of this **ADDENDUM**.

IN WITNESS THEREOF, the parties here to have caused these presents to be executed by their duly authorized officers as of the day and year first above written.

Addendum #1 to Cooperative Corridor Access Agreement # 098400
Corridor Preservation
US-40 from SR-32/River Road to Heber City north city limit
WASATCH COUNTY
Federal ID No. 876000299
HEBER CITY
Federal ID No. 876000232

ATTEST:

By: Michelle W. Crook

Title: Deputy Clerk

Date: Aug 23, 2018

(IMPRESS SEAL)

STATE OF UTAH COUNTY CLERK WASATCH COUNTY

WASATCH COUNTY, a political subdivision in the State of Utah

By:

Title: Wasatch Co. Manager

Date: Aug 21, 2018

ATTEST:

By: Amy Bridge

Title: City Recorder

Date: 9-17-18

(IMPRESS SEAL)

HEBER CITY CORPORATE Seal WASATCH COUNTY UTAH

HEBER CITY, a municipal corporation in the State of Utah

By: Kelleen Potter

Title: Mayor

Date: 9-18-18

Addendum #1 to Cooperative Corridor Access Agreement # 098400
Corridor Preservation
US-40 from SR-32/River Road to Heber City north city limit
WASATCH COUNTY
Federal ID No. 876000299
HEBER CITY
Federal ID No. 876000232

RECOMMENDED FOR APPROVAL:

By: _____
Region Three Traffic Operations Engineer

Date: 9/20/18

UTAH DEPARTMENT OF TRANSPORTATION

By: _____
Region Three Director

Date: 9/21/18

APPROVED AS TO FORM:

This Form Agreement has been previously Approved as to form by the office of Legal Counsel for the Utah Department of Transportation.

COMPTROLLER OFFICE

By: Kristi Barney
Contract Administrator

Date: _____

Signature: Shauna Sisneros

Email: ssisneros@utah.gov

MOD 2

42212

Addendum #2 to Cooperative Corridor Access Agreement #098400
Corridor Preservation
US-40 from SR-32/River Road to Heber City north city limits (1200 North)
WASATCH COUNTY
Federal ID No. 876000299
HEBER CITY
Federal ID No. 876000232

ADDENDUM #2

This **ADDENDUM** is made and entered into this 26th day of January, 2023, by and between the **UTAH DEPARTMENT OF TRANSPORTATION**, hereinafter referred to as "**UDOT**". **WASATCH COUNTY**, a municipal corporation in the State of Utah, hereinafter referred to as the "**COUNTY**" and **HEBER CITY**, a municipal corporation in the State of Utah, hereinafter referred to as the "**CITY**".

WITNESSETH:

WHEREAS, UDOT and the **COUNTY** entered into Cooperative Corridor Access Agreement #098400 on 24 November 2008 (copy attached) to designate specific access management and corridor preservation elements; and

WHEREAS, the **CITY** and the **COUNTY** have allowed development to occur and will continue to allow development to occur on the east side of US-40 between SR-32 and the north city limits; and

WHEREAS, this development has created the need to modify the transportation plan of the area such that the **CITY** and the **COUNTY** recommend the location of a proposed future traffic signal at North College Way/3000 North be moved north approximately 1200 feet to a proposed new public street connection known at this time as University Avenue. This location is at Mile Post 14.045. The street name may change in the future; and

WHEREAS, the relocation of the proposed traffic signal from North College Way/3000 North to University Avenue means a traffic signal at North College Way/3000 North will not be constructed in the future.

NOW THEREFORE, it is agreed by and between the parties hereto as follows:

1. All "**WHEREAS**" statements in Agreement #098400 and in Addendum #1 which are still applicable are not changed upon execution of this **ADDENDUM**.

2. All statements in Parts 1, 2, and 3 as contained in Agreement #098400 which are still applicable are not changed upon execution of this **ADDENDUM**.

Addendum #2 to Cooperative Corridor Access Agreement #098400
Corridor Preservation
US-40 from SR-32/River Road to Heber City north city limits (1200 North)
WASATCH COUNTY
Federal ID No. 876000299
HEBER CITY
Federal ID No. 876000232

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their duly authorized officers as of the day and year first above written.

ATTEST:

By: Michelle M. Cook
Title: Deputy Clerk
Date: 12-15-2022

(IMPRESS SEAL)

STATE OF UTAH COUNTY CLERK WASATCH COUNTY

WASATCH COUNTY, a municipal corporation in the State of Utah

By:
Title: County Manager
Date: 12/15/22

ATTEST:

By: Brina N Cooke
Title: Heber City Recorder
Date: 1/18/2023

(IMPRESS SEAL)

HEBER CITY CORPORATE Seal WASATCH COUNTY UTAH

HEBER CITY, a municipal corporation in the State of Utah

By: Heidi Franco
Title: Mayor
Date: Jan 18, 2023

Addendum #2 to Cooperative Corridor Access Agreement #098400
Corridor Preservation
US-40 from SR-32/River Road to Heber City north city limits (1200 North)
WASATCH COUNTY
Federal ID No. 876000299
HEBER CITY
Federal ID No. 876000232

RECOMMENDED FOR APPROVAL: UTAH DEPARTMENT OF TRANSPORTATION

By: Brian Phillips
Region Three Traffic Operations Engineer

Date: 01/20/2023

By:
Region Three Director

Date: 01/24/2023

APPROVED AS TO FORM:

This Form Agreement has been previously approved as to form by the office of Legal Counsel for the Utah Department of Transportation.

COMPTROLLER OFFICE

By: Kristi Bauer
Contract Administrator

Date: 01/26/2026

Signature: Tiffany Anderson

Email: contractsetup@utah.gov

Addendum #3 to Cooperative Corridor Access Agreement # 098400
Corridor Preservation
US-40 from SR-32/River Road to 750 North
WASATCH COUNTY
Federal ID No. 876000299
HEBER CITY
Federal ID No. 876000232

238948

42633

ADDENDUM #3

This **ADDENDUM** is made and entered into this 16th day of February, 2023, by and between the **UTAH DEPARTMENT OF TRANSPORTATION**, hereinafter referred to as "**UDOT**", **WASATCH COUNTY**, a municipal corporation in the State of Utah, hereinafter referred to as the "**COUNTY**", and **HEBER CITY**, a municipal corporation in the State of Utah, hereinafter referred to as the "**CITY**".

WITNESSETH:

WHEREAS, **UDOT** and the **COUNTY** entered into Cooperative Corridor Access Agreement #098400 on 24 November 2008 to designate specific access management and corridor preservation elements; and

WHEREAS, **UDOT**, the **COUNTY**, and the **CITY** were parties to Addendum #1 of Agreement #098400 as of 21 September 2018 and Addendum #2 of Agreement #098400 as of 26 January 2023; and

WHEREAS, Agreement #098400 states the US-40 corridor between SR-32/River Road and the northern boundary of Heber City Limit is designated as a Category 4 facility as defined by Utah Administrative Rule 930-6; and

WHEREAS, a discrepancy has been discovered between the Category 4 designation as stated in Agreement #098400 and the UDOT Access Category Identification 2013 mapping designation, which is Category 5, from SR-32/River Road to 750 North in the **CITY**; and

WHEREAS, **UDOT**, the **COUNTY**, and the **CITY** have been using the Category 5 definitions regarding traffic signal spacing, street spacing, and access spacing during reviews and approvals of street and access connections to this segment of US-40.

NOW THEREFORE, it is agreed by and between the parties hereto as follows:

1. Following the execution of this **ADDENDUM** all parties will continue to use the Category 5 definitions for traffic signal spacing (2,640 feet minimum), street spacing (660 feet minimum), and access spacing (350 feet minimum).

2. All other statements in Agreement #098400 and Addendum #1 which are still applicable and are not in conflict with this **ADDENDUM** are unchanged and are still valid upon execution of this **ADDENDUM**.

Addendum #3 to Cooperative Corridor Access Agreement # 098400
Corridor Preservation
US-40 from SR-32/River Road to 750 North
WASATCH COUNTY
Federal ID No. 876000299
HEBER CITY
Federal ID No. 876000232

IN WITNESS THEREOF, the parties here to have caused these presents to be executed by their duly authorized officers as of the day and year first above written.

ATTEST:

By: Jary Henry

Title: Clerk/Auditor

Date: 2/16/2023

(IMPRESS SEAL)

WASATCH COUNTY, a political subdivision in the State of Utah

By:

Title: County Manager

Date: 2/16/23

ATTEST:

By: Trina M Coolee

Title: City Recorder

Date: 3/9/2023

(IMPRESS SEAL)

HEBER CITY, a municipal corporation in the State of Utah

By: Heidi Franco

Title: Mayor

Date: 3/9/23

HEBER CITY CORPORATE Seal WASATCH COUNTY UTAH

Addendum #3 to Cooperative Corridor Access Agreement # 098400
Corridor Preservation
US-40 from SR-32/River Road to 750 North
WASATCH COUNTY
Federal ID No. 876000299
HEBER CITY
Federal ID No. 876000232

RECOMMENDED FOR APPROVAL:

By: Brian Phillips
Region Three Traffic Operations Engineer

Date: 03/09/2023

UTAH DEPARTMENT OF TRANSPORTATION

By: _____
Region Three Director

Date: 03/10/2023

APPROVED AS TO FORM:

This Form Agreement has been previously Approved as to form by the office of Legal Counsel for the Utah Department of Transportation.

COMPTROLLER OFFICE

By: Kristi Barney
Contract Administrator

Date: 03/13/2023

Signature: Tiffany Anderson

Email: contractsetup@utah.gov

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