Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

APPENDIX 3O

Visual Resources Technical Report

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Visual Resources Technical Report

Heber Valley Corridor Environmental Impact Statement

Lead agency:
Utah Department of Transportation

December 3, 2025

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Abbreviations

EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
LU	landscape unit
NEPA	National Environmental Policy Act
SR	state route
U.S.	United States
US-189	U.S. Highway 189
US-40	U.S. Highway 40
UDOT	Utah Department of Transportation
VIA	Visual Impact Assessment
WOLB	Wasatch Open Lands Board

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1.0 Introduction

The visual and aesthetic resources of a community or area include the physical features that make up the visible landscape and vistas, features including land, water, vegetation, topography and human-made features such as buildings, roads, utilities, and structures, combined with the viewer response to the area. Viewer response is a combination of viewer exposure and viewer sensitivity. Viewer exposure is a function of the number of viewers, the number of views seen, the distance of the viewers, and the viewing duration. Viewer sensitivity relates to the extent of the public's concern for a particular viewshed.

This report considers the visual resources in the visual and aesthetic resources evaluation area for the Heber Valley Corridor Environmental Impact Statement (EIS), the typical viewer groups that would view those resources, and the effects, or viewer response, of the action alternatives on those resources.

Several photos documented in this report were taken in 2022, before the EIS was paused to accommodate the update to the travel demand model. See Chapter 2, *Alternatives*, of the EIS for more information about the alternatives development and screening process and the update to the travel demand model. The photos taken in 2022 do not reflect the current conditions in the Heber Valley because there is extensive ongoing residential and commercial development in the valley. Additional drone images were captured in early 2025 to document the current conditions at some viewpoints.

1.1 Analysis Method

The Utah Department of Transportation (UDOT) analyzed the visual resources and visual character in the visual and aesthetic resources evaluation area (the area of visual effect) and of the action alternatives for the Heber Valley Corridor Project using the following analysis method. UDOT implemented this approach consistent with the Federal Highway Administration's (FHWA) *Guidelines for the Visual Impact Assessment for Highway Projects* (FHWA 2015). This analysis method uses the following phases (and associated steps) to conduct a visual impact assessment (VIA):

- **Establishment Phase.** This phase provides the regulatory context, defines the area of visual effect, and includes a field review of visual resources.
- **Inventory Phase.** This phase is a summary of the visual resources in the affected environment. This information provides the baseline for analysis of the action alternatives.
- **Analysis Phase.** This phase is an assessment of the impact of the visual change of the action alternatives within the area of visual effect.
- **Mitigation Phase.** This phase describes the visual resource mitigation measures that could be implemented to lessen any adverse effects of the action alternatives.

More information about each phase is provided below. This report documents the data and analysis conducted for visual resources pertaining to the Heber Valley Corridor EIS.

1.1.1 Establishment Phase

1.1.1.1 Identify Regulatory Context

UDOT considers aesthetic values during project development. To consider the aesthetic effects of the action alternatives, UDOT performed a visual analysis for the EIS. An analysis of visual impacts is required in an EIS by FHWA's Technical Advisory T 6640.8A, *Guidance for Preparing and Processing Environmental and Section 4(f) Documents* (FHWA 1987).

This report was also prepared with reference to guidance from FHWA's *Guidelines for the Visual Impact Assessment for Highway Projects* to assess visual impacts. In accordance with these guidelines, the existing visual character and quality of the affected environment, as well as the viewer response to those resources, provide the framework for assessing the change in visual character that would occur as a result of the Heber Valley Corridor Project.

Visually Sensitive Resources

In addition to following the FHWA regulatory guidance above, UDOT reviewed local plans for evidence of the community's visual preferences and scenic resources. The north and south fields in the Heber Valley are prized natural and visual resources for residents. Views of the north fields are prized for their openness and for their rural and agricultural landscape character. Views of the south fields are prized for wildlife viewing in addition to a similar rural and agricultural landscape character as the north fields.

What are the north fields?

The north fields are the rural and agricultural lands generally east of the Provo River, north of State Route (SR) 113, and south and west of U.S. Highway 40 (US-40).

What are the south fields?

The south fields are the rural and agricultural lands generally east of the Provo River, south of SR-113, and west of downtown Heber City and U.S. Highway 89 (US-189).

Views of the north and south fields are not protected by any specific plan, policy, or regulation; however, the community's preferences to protect views of the north and south fields are well documented in the *Heber City Envision 2050 General Plan* (Heber City 2023) and the *Wasatch County General Plan* (Wasatch County 2010) and through the numerous public comments received during the scoping and alternatives screening phases of the EIS. The public comments received are reproduced in the *Scoping Summary Report* (https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC-EIS-Scoping-Summary-Report-Final_9-20-2021.pdf) and the *Final Alternatives Development Screening Report* (https://hebervalleyeis.udot.utah.gov/alternative-screening).

Protecting visible open spaces is detailed on page 59 of the *Heber City Envision 2050 General Plan*:

> Heber currently enjoys highly visible open spaces. The north fields provide a strong rural feel when coupled with the mountainside on the east side of US-40. From the south the views from Daniels Canyon are expansive, showcasing many rural farms and the spectacular Wasatch Mountains to the west. To the east are views of large open spaces featuring farming and ranching functions. West of the airport, large open fields create a desirable separation between Heber and other communities. Retaining a sense of being a distinct community—not allowing the typical blending of communities that occurs in suburban areas—is a goal that Heber residents embrace. The nearby mountains contribute to that undeveloped feeling.

Wasatch County's goals for protecting the Central Planning Area (the north and south fields) are detailed on page 167 of the *Wasatch County General Plan*:

> The Central Planning Area [the north and south fields] is highly prized by many local residents of Heber Valley as open space. This area's scenic value contributes significantly to the real value of all land within the Heber Valley area. Therefore, the following strategies should assist the County in preserving some of this area as open space at the same time providing property owners with a reasonable value for the removal of development rights from their property.

Also, on page 168 of the *Wasatch County General Plan* is the recognition that the proposed Heber Valley Corridor could affect the north and south fields and Wasatch County's desire to keep the road as close to existing development as possible to minimize the potential visual and resource impacts to the north and south fields:

> A major impact to the green belt area between Heber City and Midway [the north and south fields] will be the construction of the Heber City truck route [the proposed Heber Valley Corridor] which would allow trucks to bypass Heber City's Main Street. Care must be taken to see that this road is constructed as close to Heber City as possible.

The north and south fields are predominantly privately owned parcels, which are currently used for agriculture, and large-lot residences, which are zoned as one residential unit per 20 acres. Because much of this land is privately owned and the community desires its protection, Wasatch County has approved a $10 million bond to conserve the land. Landowners can submit a letter of interest, and the Wasatch Open Lands Board (WOLB) evaluates each property to determine whether conservation funds could or should be used to put the land in conservation. WOLB is actively working to preserve land in the north and south fields, and several of the parcels have conservation easements that limit development rights.

The efforts by the local governments to protect the north and south fields and the public response to the Heber Valley Corridor Project are important considerations of this visual resource analysis.

1.1.1.2 Define Area of Visual Effect (Visual and Aesthetic Resources Evaluation Area)

For the Heber Valley Corridor EIS, two proposed action alternatives are being reviewed and are the basis of this visual resource analysis. These action alternatives are described in Chapter 2, *Alternatives*, of the EIS, and the purpose of and need for the project discussed in Chapter 1, *Purpose and Need*, of the EIS.

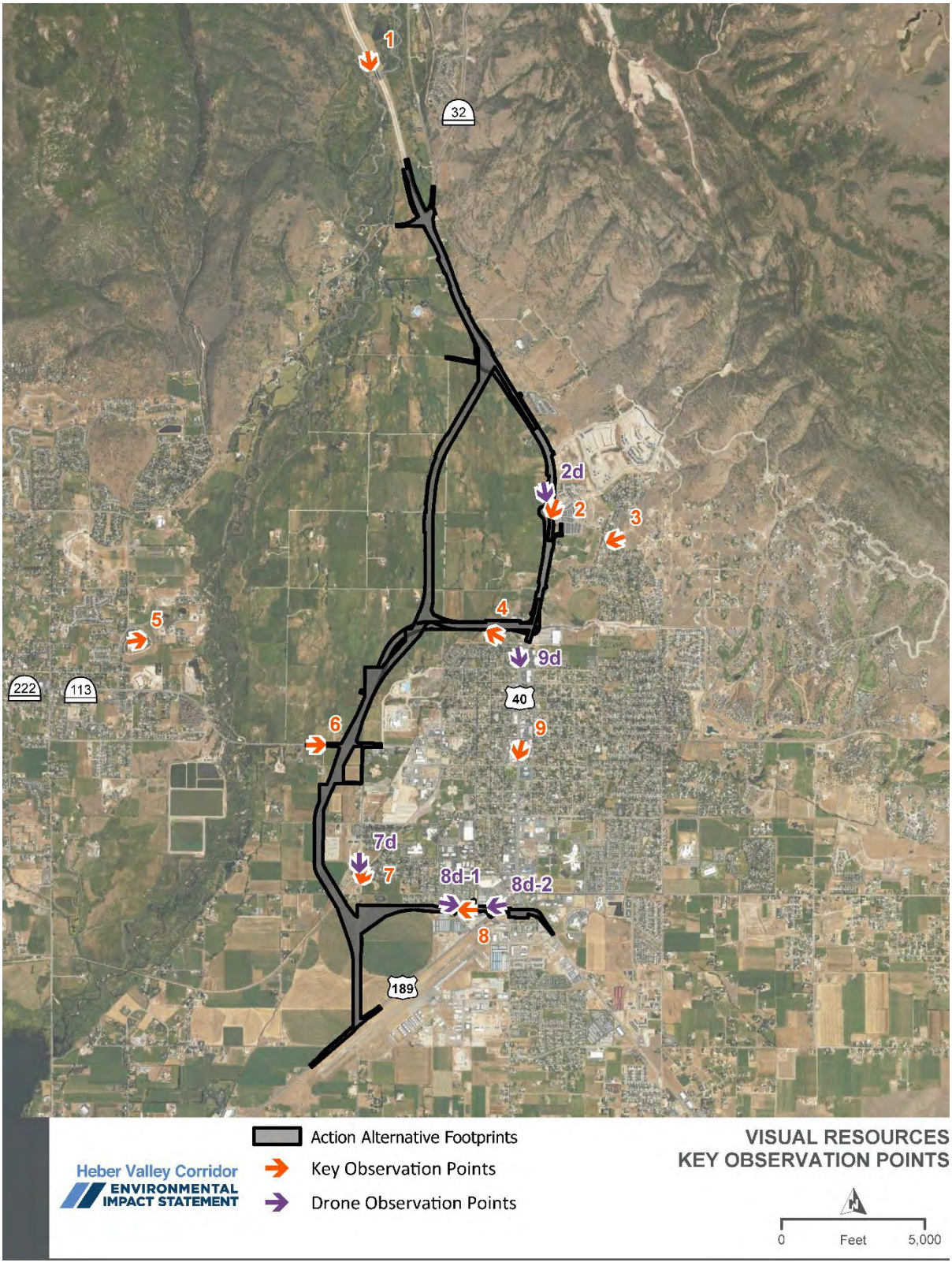
What is the visual and aesthetic resources evaluation area?

The visual and aesthetic resources evaluation area is defined as all areas where physical changes associated with the action alternatives could be seen.

The area of visual effect for the Heber Valley Corridor Project's visual resources analysis is called the visual and aesthetic resources evaluation area. This evaluation area is defined as all areas where physical changes associated with the action alternatives could be seen. The views can be looking outward from the alternatives or looking toward the alternatives from key viewpoints.

The visual and aesthetic resources evaluation area is influenced by existing topography, vegetation, and structures, and it diminishes with hilly topography and tall vegetation or structures. As a result of the varying topography in the Heber Valley and in the area surrounding the alternatives, the evaluation area covers the Wasatch Mountains and residential areas surrounding the alternatives as well as the foothills to the east. The visual and aesthetic resources evaluation area is shown in Figure 1-1.

Figure 1-1. Key Views in the Visual and Aesthetic Resources Evaluation Area



1.1.1.3 Determine Viewsheds

UDOT determined viewsheds in the visual and aesthetic resources evaluation area based on the physical constraints of the Heber Valley and the physiological limits of human sight and viewer sensitivity. For the Heber Valley Corridor Project, some viewsheds are static and some are dynamic.

- **Static viewsheds** are what neighbors of the road see from a stationary location.
- **Dynamic viewsheds** are what travelers on the road see as they move through the landscape.

What is a viewshed?

A viewshed is all of the surface area visible from a particular location (for example, an overlook) or sequence of locations (for example, on a road or trail).

These viewsheds were identified with sensitive views in mind—that is, elevated views of the north and south fields, views close to the action alternatives, or views traveling on the action alternatives—and supported the selection of key views, which are described in Section 2.5, *Existing Visual Quality at Key Views*.

1.1.1.4 Conduct Field Review

UDOT identified the visual and aesthetic resources evaluation area using aerial images, the physical constraints of the Heber Valley (topography), and the extents of the action alternatives. The project team then conducted a field visit, which included performing a survey on foot and taking more than 215 photographs of views to and from U.S. Highway 40 (US-40), associated roads, and the north and south fields. The purpose of the field review was to document the visual and aesthetic resources in the evaluation area that could be affected by the action alternatives. Sensitive adjacent land uses and recreation areas were also photographed.

1.1.1.5 Establish and Describe Landscape Units

Based on the landscape observed during the field review, UDOT established landscape units (LUs) to geographically define the visual identity of the landscape in the area. LUs are locations with similar visual features and character and are used for assessing visual impacts.

What are landscape units (LUs)?

LUs are locations with similar visual features and character and are used for assessing visual impacts.

1.1.2 Inventory Phase

Based on the desktop review and the field visit, UDOT inventoried the affected environment to identify affected viewers, identify key views, and assess the visual quality of the key views.

1.1.2.1 Identify Affected Viewers

For a visual analysis, two basic user groups are associated with a transportation network: *those using the network* (who have views from the road, also known as “travelers”) and *those looking at the transportation network* (who have views of the road, also known as “neighbors”). People using the road see some of the same views as people looking at the road. Those using the road network in the Heber Valley consist of local traffic, regional traffic, and through traffic connecting to locations outside the valley. The view of those using the road network is called a dynamic viewshed because it changes as the traveler moves along the road. The other user group (neighbors)—those who view the transportation network—is more difficult to quantify but typically includes local residents in homes and employees in offices or other businesses overlooking the road network as well as recreational users on any surrounding trails, parks, or golf courses.

The visual sensitivity of these user groups depends on the number and type of viewers and the frequency and duration of views. Visual sensitivity is also affected by viewer activity, awareness, and visual expectations in regard to the views.

1.1.2.2 Identify Key Views

The existing visual character and the visual impact analysis are documented to or from key viewpoints. The key views discussed in this report were chosen by UDOT to help provide context from the visual quality of the area near the alignments for the action alternatives and the views of those using the road network and those looking at the road network in the viewsheds. The key views were selected based on the field review and are summarized in Table 1-1. Figure 1-1, *Key Views in the Visual and Aesthetic Resources Evaluation Area*, above shows the location and direction of each of the nine key views listed in Table 1-1. Some drone images were captured near four key views and are included in this report to describe the viewsheds.

Table 1-1. Key Views and Rationales for Their Locations

Key View	Address	Viewer / Viewshed Type[a]	Rationale for Location
1	US-40 above the Provo River	Traveler / dynamic	Capture views for residents and travelers as the viewers enter the Heber Valley from the north. Views of the valley are valued.
2	US-40 / Coyote Canyon Parkway	Traveler / dynamic	Capture existing conditions when traveling toward Heber City.
2d	US-40 / Coyote Canyon Parkway Drone	Drone imagery	Capture existing conditions for residents north of Heber City.
3	1525 Valley Hills Boulevard	Neighbor / static	Capture views for residents and travelers. Views across the valley, of the north fields, and of the mountains are valued.
4	Muirfield Park	Neighbor / static	Capture views for residents and recreationists. Views of the north fields are valued.
5	Memorial Hill	Neighbor / static	Capture existing conditions for Midway residents. Views of the valley are valued.
6	SR-113 looking east	Traveler / dynamic	Capture views for travelers between Midway and Heber City. Views of the south fields are valued.
7	Southfield Road / 1100 South	Neighbor / static	Capture views for residents who live near the proposed interchange in the sewer fields. Views of the south fields are valued.
7d	Southfield Road / 1100 South drone	Drone imagery	Capture views for residents who live near the proposed interchange in the sewer fields. Views of the south fields are valued.
8d-1	1300 South drone looking East	Drone imagery	Capture existing conditions in the neighborhood near 1300 South looking east toward the hub intersection.[b]
8	1300 South / Industrial Parkway	Traveler / dynamic	Capture existing conditions for travelers on 1300 South. Views of the south fields are valued.
8d-2	1300 South drone looking West	Drone imagery	Capture existing conditions of the neighborhood near 1300 South looking west. Views of the south fields are valued.
9	Center Street and US-40 intersection	Neighbor / static	Capture views of Main Street in downtown Heber City for pedestrians.
9-d	500 North and US-40 intersection	Drone imagery	Capture views of Main Street in downtown Heber City.

[a] Drone imagery is not representative of what travelers or neighbors might see. Drone images are provided in this report as another vantage point to understand the viewshed at a key view.

[b] The hub intersection is the intersection of US-40 and US-189 on the south side of Heber City.

1.1.2.3 Assess Visual Quality of the Landscape by Key View

Visual quality is an assessment (what viewers like and dislike) of the composition of the character-defining features of the landscape and its aesthetics. Under the FHWA VIA guidelines, visual quality is determined by evaluating the viewed landscape's characteristic in terms of natural harmony, cultural order, and project coherence (FHWA 2015).

What is visual character?

Visual character is the description of the visible attributes of a scene or object typically using artistic terms such as form, line, color, and texture.

Natural Harmony. Viewing the visual resources of the natural environment creates a sense of natural harmony in people. People interpret the visual resources of the natural environment as being harmonious or inharmonious. Harmony is considered desirable; disharmony (or inharmoniousness) is undesirable. Natural environments with high visual quality are typically those with interesting or varying topography, colors, forms, and vegetation that come together in a vivid or memorable scene for a viewer. These scenes are typically devoid of human-made elements or obvious modifications to the landscape. In agricultural settings, areas that have agricultural structures and modifications can contribute to high visual quality if they are designed well and maintained. The greater the degree to which the natural visual resources of the area meet the viewer's preferred concept of natural harmony, the higher value the viewer places on those visual resources.

Cultural Order. Viewing the visual resources of the cultural environment creates in people a sense of cultural order. People interpret the visual resources of the cultural environment as being orderly or disorderly. Orderly is considered desirable; disorderly is undesirable. Based on viewer preferences obtained from city and county general plans (see Section 1.1.1.1, *Visually Sensitive Resources*), high visual quality consists of areas that are well-planned and -designed; landscaping is manicured; buildings and infrastructure are in good repair; and parcels are devoid of clutter. High visual quality means that the overall composition of the area leaves a vivid impression and gives the viewer a sense of place. Crumbling infrastructure, dilapidated or vacant buildings, incompatible building styles, and unkempt landscaping can diminish the visual quality of the cultural environment and appear disorderly. The greater the degree to which the visual resources meet the viewer's preferred concept of cultural order, the higher value the viewer places on those visual resources.

Project Coherence. Viewing the visual resources of the project environment creates in people a sense of project coherence. People interpret the visual resources of the project environment as being either coherent or incoherent. Coherent is considered desirable; incoherent is undesirable. Project environments with high visual quality generally present highway elements, such as geometry, striping, and signs, in an understandable, clean, and predictable manner. The greater the degree to which the visual resources of the project environment meet the viewer's preferred concept of project coherence, the higher value the viewer places on those visual resources.

Natural harmony, cultural order, and project coherence combine to form the landscape composition and describe the vividness of the view. Vividness is how memorable or scenic the view is. In this report, the baseline visual quality is described in terms of natural harmony and cultural order. The visual impacts of the action alternatives are described in terms of project coherence with the natural harmony and cultural order.

1.1.3 Analysis Phase

1.1.3.1 Describe Visual Change from the Action Alternatives by Key View

In this report, the visible features of each action alternative and the visual change in the landscape are summarized for each key view. The visual impacts of the action alternatives are the combined assessment of the visual compatibility of each action alternative and viewer sensitivity at each key view to determine the degree of visual impact. Not every action alternative is visible from every key view.

Visual Compatibility. Visual compatibility is a comparison of the visual character of the action alternative and the visual character of the existing view from the key view location. Compatibility is described in terms of project scale, form, materials, and overall visual character compared to the existing natural and cultural environment. An action alternative can be considered compatible (not contrasting) or incompatible (contrasting).

Viewer Sensitivity. Viewer sensitivity to visual change is a function of exposure and awareness. Viewer exposure to an action alternative is described in terms of proximity (distance to a view), extent (the number of viewers), and duration (how long viewers can see the view in the context of dynamic viewsheds). Viewer awareness of an action alternative is described in terms of attention (uniqueness of the view), focus (focal points within the viewshed), and protection (legal protections or local values). Viewers are either sensitive or insensitive to visual impacts.

Impacts to Visual Quality. Impacts to visual quality are a function of the visual compatibility of the action alternative and viewer sensitivity to visual changes at each key view. Impacts to visual quality can be adverse, beneficial, or neutral. An adverse impact refers to the degradation in visual quality due to the incompatibility of the action alternative in the landscape or by obstructing or altering desired views.
A beneficial impact is visually compatible or results in an improvement or enhancement to the visual quality or a view. A neutral impact is either not perceptible to a viewer or the change would not detract or enhance the visual quality or view.

1.1.3.2 Prepare Photo Simulations

Photo simulations are a helpful tool to illustrate what an action alternative might look like from a key view. Nine photo simulations were prepared to show the likely visual impacts of each action alternative if it is constructed. To produce the photo simulations, a digital site model was created using topographic and site data. Next, three-dimensional (3D) models of the action alternatives were prepared using proposed project plans, and these models of the action alternatives were then superimposed on the digital site model.

1.1.4 Mitigation Phase

The National Environmental Policy Act (NEPA) requires consideration of mitigation to help lessen the overall impact of a project on the land and on people. Mitigation recommendations for visual impacts from the Heber Valley Corridor Project are provided in Section 3.5, *Mitigation Measures for Visual Impacts*.

2.0 Affected Environment

This section describes the existing visual character of the visual and aesthetic resources evaluation area for assessing visual resources. The information in this section comes from the tasks in the establishment and inventory phases of the analysis methodology described in Section 1.1, *Analysis Method*. This section provides information about the character of the regional landscape and the land use patterns that have modified the natural landscape.

2.1 Geographic Setting and Topography

Heber Valley is on the "back side" of the Wasatch Mountains, and the area is often referred to as the Wasatch Back. The Heber Valley is a high-elevation mountain valley. The valley sits at an elevation of 5,595 feet above sea level and is surrounded by the Wasatch Mountains to the west and the foothills of the Uinta Mountains to the east. The Heber Valley Corridor action alternatives would traverse the valley floor.

There are three major physiographic provinces in Utah: the Basin and Range province, the Middle Rocky Mountains province, and the Colorado Plateau province. The Heber Valley Corridor viewshed is in the Middle Rocky Mountains province, which is characterized by mountainous terrain, stream valleys, and alluvial basins. The Heber Valley is bordered on its west side by the north-south-oriented Wasatch Mountain Range (UGS, no date). The mountains were once glaciated and now comprise a variety of slopes and soils deposited as moraines, alluvial fans, and steep mountain sides (NRCS 1976). The Wasatch Mountain Range is the most distinct element in the region and dominates the views of the western horizon; in particular, Mount Timpanogos is a prominent peak and view in the southwest Heber Valley. On the north, east, and south sides of the Heber Valley are the foothills and lower-elevation mountains associated with the surrounding mountain ranges.

What is a physiographic province?

A physiographic province is an extensive portion of the landscape normally encompassing many hundreds of square miles, which portrays similar qualities of soil, rock, slope, and vegetation of the same geomorphic origin.

The Provo River flows through the Heber Valley from Jordanelle Reservoir in the north toward Deer Creek Reservoir in the southwest. Tributaries to the Provo River form the canyons of the Wasatch Mountains and are deeply trenched as they flow into and combine with the river. The Heber Valley floor is assumed to be an old lake bottom that gradually developed over time into nearly level to moderately sloping stream terraces. On the outer edges of the stream terraces of the valley and at the base of the mountains are localized alluvial fans (NRCS 1976).

2.2 Overview of the Viewsheds

Static viewsheds are what *neighbors* of the road see from a stationary location. Dynamic viewsheds are what *travelers* on the road see as they move through the landscape. Static and dynamic viewsheds were identified with the selection of key views and are listed above in Table 1-1, *Key Views and Rationales for Their Locations*.

The most dominant natural features in the viewsheds in the Heber Valley are the Wasatch Mountain Range to the west, the Provo River and Mount Timpanogos to the southwest, and the foothills to the south and east. The dominant human-made or human-altered features in the viewshed include the transportation system; US-40, U.S. Highway 189 (US-189), Heber City's Main Street, and the associated local roads; and the single-family homes, apartment complexes, downtown Heber City, and the surrounding neighborhoods and agricultural fields.

2.3 Visual Character and Landscape Units

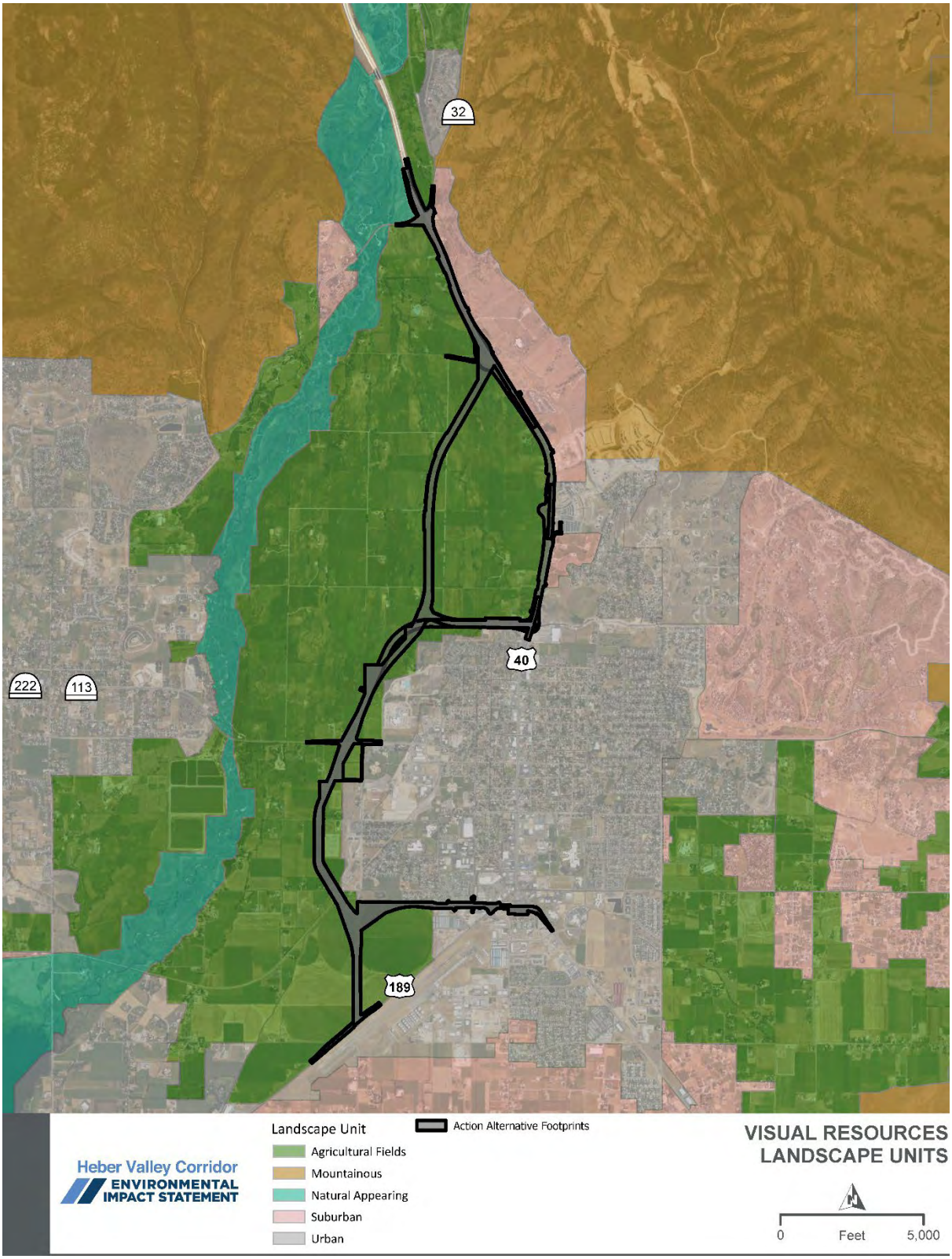
Visual character is the description of the visible attributes of a view or object typically using artistic terms such as form, line, color, and texture. The visual character of an area can be divided among the natural, developed, and roadway settings in the landscape. US-40 and US-189 are major corridors that provide the first glimpse of Heber Valley from the north and south. For this reason, these highways provide an opportunity to showcase the valley.

What is visual character?

Visual character is the description of the visible attributes of a view or object typically using artistic terms such as form, line, color, and texture.

To develop and delineate LUs, this analysis implemented an approach consistent with FHWA's *Guidelines for the Visual Impact Assessment for Highway Projects*; landscape units are defined by viewsheds and landscape type. These LUs were refined in the visual and aesthetic resources evaluation area to better represent the current landscape character that could be affected by the action alternatives (Figure 2-1). The remainder of Section 2.3 describes the existing LUs.

Figure 2-1. Landscape Units in the Visual and Aesthetic Resources Evaluation Area



2.3.1 Agricultural Fields

The agricultural fields LU is a prized resource of residents in the Heber Valley. The extent of this LU is from approximately the Provo River on its west boundary to Heber City and US-40 on its east and north boundaries. This LU is both human-altered and natural-appearing. It is characterized by large areas of open lands, wooded stream and river corridors, hedgerows along fences, dirt roads, and human-made structures such as homes, barns, fences, and power poles. Agricultural pattern elements (flat forms, clean lines, green and natural undertones, and rich rural textures) currently dominate the LU, especially in views from the north fields to the west looking toward Mount Timpanogos and the Wasatch Mountain Range. See Figure 2-2 for a representative picture. The open, unwooded lands support agricultural activities such as cattle grazing and alfalfa crop production. These open lands might be natural-appearing to some viewers, but they are not in a natural state due to the agricultural activities. In the middle ground of Figure 2-2, new homes under construction are visible. These homes are an example of the changing visual character of the valley and encroachment of the Suburban LU on the agricultural fields LU.

Figure 2-2. Agricultural Fields in the Heber Valley

2.3.2 Mountainous

The mountainous LU includes the surrounding mountains and foothills of the Heber Valley. For a representative picture, see the background views in Figure 2-2 above. Views of the mountains are prized by residents. The existing landscape character in this LU is influenced by direct and indirect human activities but appears natural to most viewers. Natural elements include forests, shrublands, grasslands, and the peaks and rock faces above the tree line. Mountain pattern elements (angular forms, clean lines, dark green and natural undertones, and rocky textures) currently dominate the LU. Human influence in this LU includes dirt roads, off-highway-vehicle trails, foot trails, road cuts, road pullouts, dispersed cabins, and power lines.

These human influences are typically obscured from view by topography or vegetation depending on the vantage point and distance. The mountainous LU is the most intact of all the LUs in the Heber Valley.

2.3.3 Natural Appearing

The natural appearing LU consists of the Provo River corridor, which cuts generally north–south along the west side of the Heber Valley. This corridor has not been as heavily altered for agricultural purposes as are the neighboring LU, agricultural fields. Natural elements include the river corridor, cottonwood trees, and native shrubs and grasses. Natural pattern elements (rolling forms, soft lines, sage green and natural undertones, and natural textures) currently dominate the LU. Human elements include trails and recreation access for fishing. These human influences are typically obscured from view by topography or vegetation depending on the vantage point and distance.

2.3.4 Suburban

Figure 2-3. Suburban Development in Midway

The suburban LU is the large-lot residential development near the foothills and on the outer edges of some of the urban LU. This existing landscape character is heavily influenced by human activities; however, it has more green spaces and separation of buildings than does the urban LU. Suburban pattern elements include roads, fences, single-family homes, power lines, and ornamental landscaping (Figure 2-3). The suburban pattern elements include a combination of linear urban forms and colors (structural lines and gray and tan undertones) as well as softer, rolling forms of the landscaping and greenspaces (soft lines and green and natural undertones). These human influences can range in appearance from disorderly and inharmonious to orderly and harmonious depending on the vantage point and the level of upkeep of the properties and subdivision.

2.3.5 Urban

The urban LU includes both residential and urban developments in and adjacent to Heber City, Daniel, Midway, Charleston, and parts of Wasatch County and along the main transportation corridors of US-40, US-189, and State Route (SR) 113, which connects the cities of Heber City and Midway. The existing landscape character is influenced heavily by human activities and includes historic buildings in Heber City (Figure 2-4), some commercial and industrial areas, and residential areas of the incorporated cities.

Figure 2-4. The Tabernacle on Main Street

Urban pattern elements include roads, fences, parking lots, buildings, power lines, and ornamental landscaping. Urban pattern elements (linear and concrete forms, more-dominant highway and structural lines, gray and black undertones, and concrete and pavement textures) create a strong change in visual character compared to the agricultural fields and natural appearing LUs. The vegetated elements of the urban LU consist of ornamental landscaping, hedgerows on fence lines of larger parcels, parks, school recreation fields, and park strips that are more clearly altered by human activities.

2.4 Viewer Groups and Sensitivity

2.4.1 Neighbors

Neighbors are a viewer group that consists of owners and renters of single-family homes, multifamily homes, apartments, condominiums, and other dwelling units used primarily by permanent residents. Residential neighbors are the most sensitive viewers to visual change. Some important residential areas adjacent to the action alternatives and in the visual and aesthetic resources evaluation area include the outer edges of downtown Heber City, development on the east side of north US-40, and near Muirfield Park, 600 West, SR-113, Southfield Road, and 1300 South. These residential areas are at a similar elevation as the action alternatives. Additional residential areas are located in Midway and the eastern foothills. These residential areas are higher in elevation and have sweeping views of the valley.

Also included in this viewer group are recreationists, some of whom would be moving slowly through the landscape (for example, walking to the top of Memorial Hill) and have longer-duration views than do travelers (discussed below). For this analysis, “neighbors” are residents and recreationists in the valley.

2.4.2 Travelers

Travelers are a viewer group that consists of those who are traveling on US-40 or on the routes of the action alternatives and have views of the road in the visual and aesthetic resources evaluation area. Because of the nature of dynamic viewsheds, travelers are typically not as sensitive to visual change as are neighbors. More than half of this viewer group is residents who live in the Heber Valley. Some travelers are visitors or

tourists who do not live in the valley and would be the least sensitive to visual change. Travelers entering the valley from US-40 have elevated views of the valley. Most other travelers on US-40 in the valley are at a similar elevation as the alignments of the action alternatives.

2.5 Existing Visual Quality at Key Views

This section summarizes the visual quality of the key views in the visual and aesthetic resources evaluation area. The visual quality at these key views serves as the baseline for analyzing the action alternatives.

2.5.1 Key View 1 from North US-40

Key View 1 (Figure 2-5) is the view that travelers see as they enter the Heber Valley from the north on US-40. Views of the north fields are scenic and are prized by residents. Key View 1 is looking southeast at the Heber Valley and the north fields from the northbound-lane construction zone on US-40 that was active during summer 2022. The view of the north fields and the divided US-40 highway is prominent when driving southbound on US-40 between the dam for the Jordanelle Reservoir and the bridge that crosses the Provo River.

Visual Character. When driving into the Heber Valley, the foreground views are of the concrete pavement and right-of-way for US-40; the middleground views are of the Heber Valley, Heber City, and the north fields; and the background views are of the foothills of the Wasatch and Uinta Mountains. The foreground and middleground views include the urban, agricultural fields, and natural appearing LUs; the background views are of the mountainous LU. The visual character is a high mountain valley with urban and suburban developments and agricultural land divided by a large transportation corridor. As US-40 meets the elevation of the Heber Valley, the views of the north fields become partially screened by the trees and agricultural structures in the foreground closest to US-40. Sweeping views of the north fields are visible at some elevations.

Visual Quality. The foreground and middleground views of US-40 contrast in form, texture, and color with the natural vegetation and background visual qualities of the Heber Valley and foothills. The foreground views are inharmonious and disorderly due to the mix of land uses and the combination of native landscape and highway infrastructure. The middleground views of the agricultural fields and natural appearing LUs are harmonious and orderly, and therefore they have higher visual quality than does US-40 in the foreground. Vegetation in the north fields and along the Provo River obscures some views of human-made features and adds to the scenic qualities. The background views are of the mountainous LU and are intact; that is, the views of the mountainous LU do not include visible human-made alterations.

Figure 2-5. Key View 1 Looking South at Heber City and the North Fields from US-40

2.5.2 Key View 2 from Coyote Canyon Parkway and US-40

Key View 2 (Figure 2-6) is the view travelers see looking south along US-40 near the intersection of Coyote Canyon Parkway as they enter northern Heber City. The original photo for Figure 2-6 was taken in 2022. A second drone image (Figure 2-7) that was captured in 2025 shows the current state of development on the east side of US-40. The drone image is not described below because it is not the view that travelers or neighbors would see.

Visual Character. The foreground views are of the existing US-40 and the disturbed ground for the new residential development at Coyote Canyon Parkway. The middleground views are of existing residential development on the west side of US-40 and of the power line on the east side of the road. Background views are of the power line and the foothills of the Wasatch Mountains south of the town of Daniel. The background views are of the mountainous LU. Background views are partially screened by development in the foreground and middle ground. The visual character is a rural highway and power corridor interspersed with new and older residential developments. The homes' architecture and age of construction vary greatly and are typical of a fast-developing area.

Visual Quality. The foreground and middleground views of US-40 and urban development contrast in form, texture, and color with the natural vegetation and background visual qualities. Elements of the view are visually pleasing; however, the combined view is generally inharmonious and disorderly. The foreground and middleground views of US-40 and urban development contrast in form, texture, and color with the natural vegetation and background visual qualities of the foothills. The background views are also inharmonious and disorderly due to the interrupting features of the power line and other features in the middle ground.

Figure 2-6. Key View 2 Looking South on US-40 near the Coyote Canyon Parkway Intersection

Figure 2-7. Drone Image of Key View 2 Looking Southeast above US-40 near the Coyote Canyon Parkway Intersection

2.5.3 Key View 3 from Valley Hills Boulevard

Key View 3 (Figure 2-8) is the view residents on the east bench of Heber City see as they look to the west across the north fields and the Heber Valley toward Memorial Hill. Key View 3 is on Valley Hills Boulevard.

Visual Character. The foreground views are of the neighboring residential development and the existing US-40 roadway. The middleground views are of the north fields, 1200 North, Midway, Memorial Hill, and the power line corridor. The background views are of the Wasatch Mountains and the residential development in the foothills surrounding Midway. The visual character is a combination of suburban development and rural high mountain valley.

Visual Quality. The foreground views of residential development and US-40 contrast in form, texture, and color with the natural vegetation and background visual qualities of the north fields and the Wasatch Mountains. The views are inharmonious, though orderly. The middleground views contain elements that minimally contrast in form, texture, and color with the natural vegetation and background visual qualities. The power line corridor and its vertical elements stand out within the agricultural fields LU. The middleground views are scenic; however, the human influence in the Heber Valley and in the agricultural fields LU is more apparent when viewed from above. The middleground views are harmonious and orderly. The background views are of the Wasatch Mountains and the residential development in the lower foothills surrounding Midway. The background views of the Wasatch Mountains are intact and highly scenic.

Figure 2-8. Key View 3 Looking West across the North Fields

2.5.4 Key View 4 from Muirfield Park

Key View 4 (Figure 2-9) is the view that recreationists see as they visit Muirfield Park and look west-northwest.

Visual Character. The foreground and middleground views are of the Muirfield Park, agricultural fields, residential development around Midway, and the power line corridor. The background views are of the power line corridor and Wasatch Mountains. The visual character is a rural park in a mountain valley.

Visual Quality. The foreground and middleground views contain elements typical of a park; however, these elements minimally contrast in form, texture, and color with the natural vegetation and background visual qualities. The power line corridor and its contrasting linear elements break up the middleground and background views of the mountainous LU and its natural rolling features. The views are generally harmonious, though somewhat disorderly and unkempt.

Figure 2-9. Key View 4 Looking West-northwest from Muirfield Park toward the North Fields

2.5.5 Key View 5 from Memorial Hill

Key View 5 (Figure 2-10) is the view that residents and recreationists see looking east-northeast across the north fields and the Heber Valley from the top of Memorial Hill in Midway. The original photo was taken in 2022 and does not capture the current state of development in 2025.

Visual Character. The foreground views are of the base of Memorial Hill and new residential development. The middleground views are of the north fields, power line corridor, and residential development in Heber City. The background views are of the foothills of the Uinta Mountains. The visual character is a combination of suburban development and rural mountain valley.

Visual Quality. The foreground views of residential development contrast in form, texture, and color with the natural vegetation and background visual qualities. The views are somewhat inharmonious because of active construction; however, the development is orderly. The middleground views contain elements that minimally contrast in form, texture, and color. The power line corridor and its contrasting linear elements break up the middleground views of the agricultural fields LU and its pastoral features. The middleground views are scenic; however, the human influence in Heber Valley and in the agricultural fields LU is more apparent when viewed from above. The middleground views are harmonious and orderly. The background views of the foothills are intact and scenic.

Figure 2-10. Key View 5 Looking East-northeast across the North Fields from Memorial Hill in Midway

2.5.6 Key View 6 from SR-113

Key View 6 (Figure 2-11) is the view that residents and travelers see looking east on SR-113 as they travel from Midway to Heber City. The original photo was taken in 2022 and does not show the new high school that is under construction on the north side of SR-113.

Visual Character. The foreground and middleground views are of the pavement and right-of-way of SR-113, agricultural land, power lines, and the Midway Connector Trail on the south side of the road. The background views are of the foothills of the Uinta Mountains. The background views are the mountainous LU. The visual character is a rural road and power corridor interspersed with agricultural structures.

Visual Quality. The foreground and middleground views of SR-113 and development contrast in form, texture, and color with the natural vegetation and background visual qualities. The views are inharmonious; however, the road environment is orderly and coherent. The power line corridor and its contrasting linear elements break up the middleground and background views of the mountainous LU and its natural rolling features. The background views are limited by development in the foreground and middle ground. The background views are generally harmonious and orderly.

Figure 2-11. Key View 6 Looking East on SR-113 toward Heber City

2.5.7 Key View 7 from Southfield Road

Key View 7 (Figure 2-12) is the view that residents and travelers see looking south-southwest from Southfield Road toward the Heber Valley Railroad corridor. An additional drone image is provided in Figure 2-13 which shows the sewer fields south of this location.

Visual Character. The foreground views are of the railroad corridor and Southfield Road. The middleground views are of the power lines, the railroad corridor, the residential development on the north side of the railroad corridor, and agricultural land and a barn on the south side of the railroad corridor. The agricultural land is part of the south fields, which are a prized landscape of residents. The background views are of the Wasatch Mountains and Mount Timpanogos. The visual character is a rural road and rail corridor interspersed with older agricultural development and new residential development.

Visual Quality. The foreground and middleground views of Southfield Road and development contrast in form, texture, and color with the natural vegetation and background visual qualities. The views are inharmonious and somewhat disorderly with the intersection of the railroad corridor, the new and old residential developments, and unkempt landscaping along Southfield Road. The middleground views of the barn and agricultural fields LU are more harmonious and therefore scenic. The background views are of the mountainous LU and are scenic.

Figure 2-12. Key View 7 Looking South-southwest from the Southfield Road Railroad Crossing

Figure 2-13. Drone Image of Key View 7 Looking South above Southfield Road

2.5.8 Key View 8 from 1300 South

Key View 8 (Figure 2-14) is the view that travelers see looking west on 1300 South. Two additional drone images are provided Figure 2-15 and Figure 2-16 to show the current state of development in 2025 along 1300 South.

Visual Character. The foreground views are of the pavement of 1300 South and streetscape that includes the sidewalk, fences, and vegetative shoulders. The middleground views are of residential development and trees. The background views are of the Wasatch Mountains. The visual character is a suburban road bordered by new and older residential and commercial development. Building architecture and age of construction vary greatly and are typical of a fast-developing area. Some landscaping on the edge of the road is not maintained.

Visual Quality. The foreground and middleground views of 1300 South and urban development contrast in form, texture, and color with the natural vegetation and background visual qualities. These views are inharmonious and disorderly. The background views are scenic and intact.

Figure 2-14. Key View 8 Looking West on 1300 South

Figure 2-15. Drone Image of Key View 8d-1 Looking East from above 1300 South and Industrial Parkway

Figure 2-16. Drone Image of Key View 8d-2 Looking West from above 1300 South near US-189

2.5.9 Key View 9 from Main Street

Key View 9 (Figure 2-17) is the view that pedestrians see looking southwest across Heber City's Main Street near its intersection with Center Street. An additional drone image of Main Street is provided in Figure 2-18.

Visual Character. The foreground views are of the pavement of Main Street and streetscape that includes the sidewalk, streetlights, and ornamental landscaping. The middleground views are of historic buildings and street trees. The background views are of the Wasatch Mountains. The visual character is a historic western town bisected by a wide road. Building architecture and age of construction vary to some extent and are typical of a small western town. Landscaping is maintained.

Visual Quality. The form, texture, and colors of the foreground and middleground views of Main Street and urban development are compatible and expected for the views. The views of the traffic are inharmonious and disorderly. However, the streetscape itself is harmonious, orderly, and well kept. The background views, where visible, are scenic and intact.

Figure 2-17. Key View 9 Looking Southwest across Heber City's Main Street

Figure 2-18. Drone Image North of Key View 9 Looking Southeast from above Heber City's Main Street near 500 South

3.0 Environmental Consequences and Mitigation Measures

This section describes the visual changes from the No-action and action alternatives and potential measures to mitigate these changes. The information in this section comes from the tasks in the analysis and mitigation phases of the analysis methodology described in Section 1.1, *Analysis Method*.

The visible features of each action alternative and the visual change in the landscape are summarized for each key view. The visual impacts of the action alternatives are the combined assessment of the visual compatibility of the action alternative and viewer sensitivity at each key view to determine the degree of visual impact. Impacts to visual quality are a function of the visual compatibility of the action alternative and viewer sensitivity to visual changes at each key view. Impacts to visual quality can be **adverse**, **beneficial**, or **neutral**. Not every action alternative is visible from every key view.

What are adverse, beneficial, and neutral impacts?

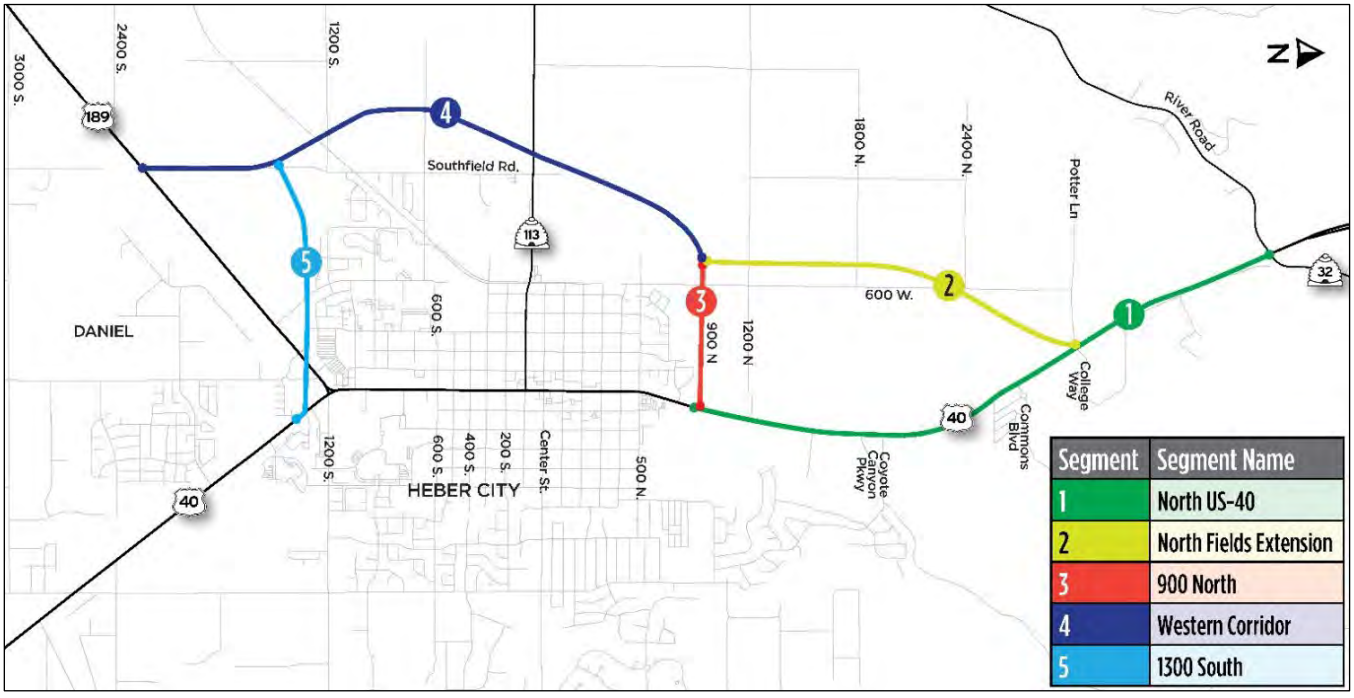
An ***adverse impact*** refers to the degradation in visual quality due to the incompatibility of action in the landscape or by obstructing or altering desired views.

A ***beneficial impact*** is visually compatible or results in an improvement or enhancement to the visual quality or a view.

A ***neutral impact*** is either not perceptible to a viewer or the change would not detract or enhance the visual quality or view.

For consistency in describing the locations of segments of the action alternatives, UDOT used a segment naming convention (Figure 3-1) to geographically describe the proposed Heber Valley Corridor. This naming convention is used throughout this report when describing the alternatives and their expected visual impacts.

Figure 3-1. Naming Conventions for Segments of the Action Alternatives



3.1 No-action Alternative

3.1.1 Construction Impacts

With the No-action Alternative, the changes associated with the Heber Valley Corridor Project would not be made, and US-40 would remain in its current condition. The visual nature of the visual and aesthetic resources evaluation area would be similar to that described in Section 2.3, *Visual Character and Landscape Units*. Because no major roadway improvements would be made, there would be no large topographic changes or soil disturbances or associated construction equipment from cuts and fills related to roadway construction.

3.1.2 Long-term Impacts

With the No-action Alternative, US-40 would remain in its current configuration, and the Heber Valley Corridor would not be constructed west of Heber City. Because the area is rapidly developing and the slopes of the Wasatch Mountains make development difficult, the current types of land use and development would continue in the valley with or without the Heber Valley Corridor Project. The long-term impacts of the No-action Alternative are summarized by LU below.

Agricultural Fields LU. The majority of the agricultural fields LU is privately owned. With the No-action Alternative, future visual changes to the agricultural fields LU could occur as landowners choose to develop or subdivide their parcels based on current zoning, thereby transitioning this area to a suburban LU. Some developments have already been approved along north US-40 but have not been constructed. The suburban LU has smaller lot sizes, less open space, and more homes. However, for the most part, the adopted plans envision the large lots and agricultural uses in this LU to continue.

Mountainous LU. The western and southern parts of the mountainous LU are mostly protected land under jurisdiction of the U.S. Department of Agriculture Forest Service. These areas would not be developed and would visually stay the same. The foothills east of US-40 are private land that, according to adopted plans, is anticipated to be developed and would transition to an urban LU. Much of the development is already approved, and some of it was under construction when this report was published. See Section 3.2, *Land Use*, of the EIS for more information regarding future development.

Natural Appearing LU. The natural appearing LU would look mostly the same with the No-action Alternative because the majority of the LU is part of the Provo River Restoration Property and will not be developed.

Suburban LU. The suburban LU would continue to expand in the Heber Valley consistent with zoning and approved development plans. Some land currently in the agricultural fields LU or on the foothills in the mountainous LU might transition to a suburban LU as private property changes ownership or as developments are permitted and constructed.

Urban LU. The urban LU would continue to expand around the core of Heber City consistent with zoning and approved development plans. A portion of the mountainous LU, east of existing US-40, would transition to an urban LU in the future. Within downtown Heber City, traffic would increase and erode the visual character of Main Street due to higher traffic congestion.

Given these assumptions, with the No-action Alternative, changes to the views in the visual and aesthetic resources evaluation area would be the result of the development and growth that is currently occurring and that is consistent with adopted land use plans.

3.2 Alternative A

3.2.1 Construction Impacts

With Alternative A, short-term, construction-related impacts would include construction vehicle activity and accompanying staging areas, stockpiling of excavated material, and construction-related dust, all of which would be visible during construction. The location of the new freeway west of Heber City would be cleared of vegetation, so the excavation and grading work would contrast with the existing conditions until the area revegetates. Once the freeway construction is complete, the areas outside the new freeway alignment would be revegetated, and visual quality would improve.

The areas where the existing roads would be widened, such as US-40 north of Heber City and south of the hub intersection, the excavation and grading work would minimally contrast with the existing conditions. Once the freeway construction is complete, the areas outside the new freeway alignment would be revegetated, and visual quality would be similar to the existing conditions. In the locations of the interchanges and elevated structures, the visual quality would change for viewers located in close proximity. These visual changes are described in Section 3.2.2.1, *Main Elements of Alternative A That Would Have Visual Changes*.

What is the hub intersection?

The hub intersection is the intersection of US-40 and US-189 on the south side of Heber City.

3.2.2 Long-term Impacts

With Alternative A, the overall long-term visual changes to visual quality would be **neutral** to **adverse** compared to the existing conditions, depending on the vantage point and the existing LU. In locations of neutral visual impacts, the alternative maintains a similar level of natural harmony, cultural order, and landscape composition as the existing conditions. That is, in urban areas, in areas of existing roads, or where the proposed Heber Valley Corridor is viewed from a great distance and blends in with the existing development, the visual impact would be **neutral**. In locations where the alternative would introduce a new freeway alignment or an elevated structure where one does not currently exist or is viewed in close proximity, the visual impact would be **adverse**. The main visual changes with Alternative A are described below.

3.2.2.1 Main Elements of Alternative A That Would Have Visual Changes

The visual changes with Alternative A are described from north to south.

North US-40 Segment

Between River Road/SR-32 and 900 North along existing US-40, Alternative A would include a discontinuous frontage road system to consolidate local access to interchanges. In the North US-40 segment of the proposed Heber Valley Corridor, a 12-foot-wide paved trail would be located on the east side

of US-40 starting at River Road/SR-32 and going south to 900 North. This area is actively developing and has existing urban roads and features. Developments have been approved for the east side of north US-40 from River Road/SR-32 to downtown Heber City and on the west side of US-40 near River Road/SR-32. The area near Coyote Canyon Parkway is actively under construction. The visual qualities of the location would change over time even with the No-action Alternative. US-40 in this segment is an existing, wide transportation corridor. Viewers are not likely to be sensitive to the addition of frontage roads and a shared-use path, because these features would increase the urban pattern elements (linear and concrete forms, more-dominant highway and structural lines, gray and black undertones, and concrete and pavement textures) that viewers expect to see along the existing highway.

In this segment, three interchanges would be constructed: at River Road/SR-32, Potter Lane/College Way, and Coyote Canyon Parkway. Viewers are likely to be sensitive to the addition of grade-separated interchanges at these three locations and the free-flow ramps at 900 North. The free-flow ramps at 900 North would connect the North US-40 and 900 North segments. The grade-separated interchanges would be at least 24 feet tall where US-40 crosses over the local roads. Although these features would be expected by viewers along a highway, they would block long-distance views for residents who live near the ramps and interchanges.

900 North Segment

Alternative A would construct a new east–west segment of freeway between the North US-40 and Western Corridor segments, north of Muirfield Park. At 900 North, traffic traveling to and from downtown Heber City on Main Street would encounter an at-grade traffic signal. There is currently a traffic signal at this intersection. Traffic using the Heber Valley Corridor (that is, those traveling farther north or south or around the city) would have free-flow ramp connections to travel west on the 900 North segment or northbound to the North US-40 segment. The northbound ramp would be elevated over US-40 and the 900 North traffic signal.

Viewers and recreationists who use Muirfield Park would likely be sensitive to the new 900 North segment of the Heber Valley Corridor. Currently, the land north of the park is used for agriculture. Constructing the 900 North segment would reduce the natural harmony and change the landscape composition of the agricultural fields and natural appearing LUs by introducing new urban pattern elements (that is, linear and concrete forms, more-dominant highway and structural lines, gray and black undertones, and concrete and pavement textures) in a location where they do not exist today.

Viewers are also likely to be sensitive to the addition of free-flow ramps at 900 North. The northbound ramp would be at least 24 feet tall where US-40 crosses over 900 North. The ramps would block long-distance views for viewers located near 900 North.

Western Corridor Segment

The Western Corridor segment of Alternative A would connect the 900 North segment with US-189 in the south at its existing junction with Southfield Road. This segment of the Heber Valley Corridor includes four 12-foot-wide travel lanes, two in each direction, and a 50-foot-wide center median. This alternative includes two grade-separated interchanges: at SR-113 and 1300 South. The Western Corridor segment would change the visual character from rural to a transportation corridor on the west side of Heber City. These

changes would reduce the natural harmony and change the landscape composition by adding transportation infrastructure in agricultural fields and natural appearing LU areas that are the prized north and south fields.

The new freeway segment would cause a distinct change in character in the viewshed as land from agricultural areas and the sewer fields is converted to a transportation use. With Alternative A, visual character in the viewshed would change from predominantly agricultural with urban influences to a shared urban and agricultural character. Alternative A would bring co-dominance between agricultural and urban forms, lines, colors, and textures. Agricultural pattern elements (flat forms, clean lines, green and natural undertones, and rich rural textures) currently dominate the viewshed, especially to the west looking toward Mount Timpanogos and over the south fields. Urban pattern elements are already visible to the east, especially near downtown Heber City. However, the influence of additional urban pattern elements (linear and concrete forms, more-dominant highway and structural lines, gray and black undertones, and concrete and pavement textures) to the west would create a strong change in visual character and would increase the visual diversity of the viewshed.

The continuity of agricultural land and the sewer fields is currently broken up by rural roads, the Heber Valley Railroad corridor, and small housing developments. Changes to the visual character with Alternative A would include the introduction of new, highly visible structures, including two interchanges and underpasses for local roads and the railroad corridor. These elevated structures would be visible to residents with views across the sewer fields, Midway Lane, and/or elevated views of the valley.

1300 South Segment

Alternative A would extend the existing 1300 South from Industrial Parkway westward to an interchange near the existing Southfield Road to connect to the Western Corridor segment. At its easternmost point, the 1300 South segment would terminate at south US-40 north of 1500 South. The 1300 South segment would include two elevated 12-foot-wide travel lanes, one in each direction, and a paved 14-foot-wide center median. 1300 South would be elevated to maintain local road access at 300 West, US-189, and Daniels Road. These structures would be at least 24 feet above the ground. The Heber Valley Corridor would be at ground level between the proposed interchange in the sewer fields and Industrial Parkway. A one-way frontage road system, on the ground level and parallel to the elevated section, would facilitate local traffic movements to and from the commercial area in southern Heber City and the Heber Valley Corridor between the proposed interchange in the sewer fields and US-189. East of US-189, the 1300 South segment would not have one-way frontage roads. A trail would parallel the 1300 South segment on its north side between the Western Corridor segment and US-189 and on the south side between US-189 and south US-40.

Viewers would likely be sensitive to the visual changes of an elevated roadway on 1300 South between Industrial Parkway and south US-40. Changes to the visual character with Alternative A would include the introduction of new, highly visible structures, including three underpasses for 300 West, US-189, and Daniels Road. These elevated structures would be prominent and would be highly visible to nearby residents and people at businesses.

West of Industrial Parkway, Alternative A would cause a distinct change in character in the viewshed as land from agricultural areas and the sewer fields is converted to a transportation use. With Alternative A, visual character in the viewshed would change from predominantly agricultural with urban influences to a shared urban and agricultural character. Alternative A would bring co-dominance between agricultural and urban forms, lines, colors, and textures. Agricultural pattern elements (flat forms, clean lines, green and natural

undertones, and rich rural textures) currently dominate the viewshed, especially to the west looking toward Mount Timpanogos and over the south fields.

3.2.2.2 Visual Impacts by Key View

Visual impacts from Alternative A to viewers in the visual and aesthetic resources evaluation area would depend on their vantage point and proximity to the Heber Valley Corridor. Some viewers would not experience impacts due to distance and the Heber Valley Corridor blending in with other human-made features in the valley, or obstructions in the foreground views such as vegetation or homes that screen the freeway from view. Other viewers would have visual impacts due to close proximity without existing obstructions or vantage point. This section describes the visual impacts from Alternative A by key view. The views from drone imagery are not described in this section since it is not a vantage point of travelers or neighbors. However, the drone images are helpful to show the existing development, and these images were used in some photo simulations to show more of the proposed alternative.

Key View 1 from North US-40

The foreground and middleground views from residences or trailheads near US-40 and River Road/SR-32 would change with Alternative A. The background views would not change from this vantage point. Alternative A would construct a new interchange at River Road/SR-32 and frontage roads on the north and south sides of US-40.

Compatibility. With Alternative A, a grade-separated interchange would be visible at this location. US-40 would be elevated over River Road/SR-32, thereby introducing a new urban form and obscuring some middleground views. The form, materials, and visual character would be similar to the existing conditions. Due to distance and the existing urban development, the Heber Valley Corridor would blend in with views of Heber City within the middleground views. The existing middleground views are interrupted by residential development, rural roads, and the power line when viewed from this vantage point; therefore, the alternative would introduce expected urban forms, would maintain a similar level of cultural order, and would be of weak contrast to the existing conditions. The alternative would not change background views from this vantage point.

Viewer Sensitivity. Travelers are the dominant viewer group near Key View 1. Neighbors (residents and recreationists) are a small group of viewers near this vantage point. Viewer sensitivity of travelers along US-40 as they enter the valley on US-40 would be low because of the speed at which they travel and the distance to the Heber Valley Corridor, thereby limiting the duration viewers are exposed to the change in the landscape. Residents and recreationists viewing from a stationary point near Key View 1 would be able to view the new interchange at River Road/SR-32 and frontage roads and might be sensitive to the change in the middleground views; however, the interchange would be viewed from a long distance and against the existing development of Heber City, thereby reducing their awareness of the visual change.

Visual Quality. Overall, the visual impact would be **neutral**.

Key View 2 from Coyote Canyon Parkway and US-40

The foreground and middleground views from residences near Coyote Canyon Parkway or the shared-use path on the east side of US-40 would change with Alternative A. Alternative A would construct a new interchange at Coyote Canyon Parkway and frontage roads on the east and west sides of US-40. A house on the west side of US-40 would be removed.

Figure 3-2 shows a drone image at Key View 2 looking southeast above US-40 near the Coyote Canyon Parkway intersection. Figure 3-3 shows a photo simulation looking southeast at Coyote Canyon Parkway with the Heber Valley Corridor. This simulation is based on the drone image; it is not representative of what travelers or neighbors might see, but it illustrates the proposed interchange. See Attachment A, *Photo Simulations*, for larger versions of the photo simulations.

Compatibility. The Heber Valley Corridor would have a grade-separated interchange at this location. US-40 would be elevated over Coyote Canyon Parkway, thereby introducing a new urban form and obscuring the foreground, middleground, and background views from this vantage point.

The area is a transportation corridor under the existing (2019) conditions and would remain a transportation corridor with Alternative A. The interchange would be compatible with the typical conditions of a transportation corridor; however, the interchange would obstruct current views from this vantage point for residents closest to the interchange.

Viewer Sensitivity. The viewer sensitivity of travelers on the Heber Valley Corridor would be low. The new features of the interchange would complement the existing transportation corridor; therefore, the natural harmony and cultural order would be similar to the existing conditions, and travelers would be less sensitive to these changes.

The viewer sensitivity of neighbors along the Heber Valley Corridor would be high. The interchange would obstruct current views from this vantage point for residents and people at businesses closest to the interchange.

Visual Quality. Overall, the visual impact would be **adverse** due to the close proximity of and the number of viewers present in the residential development at Coyote Canyon Parkway.

Figure 3-2. Drone Image of Key View 2 Looking Southeast above US-40 near the Coyote Canyon Parkway Intersection

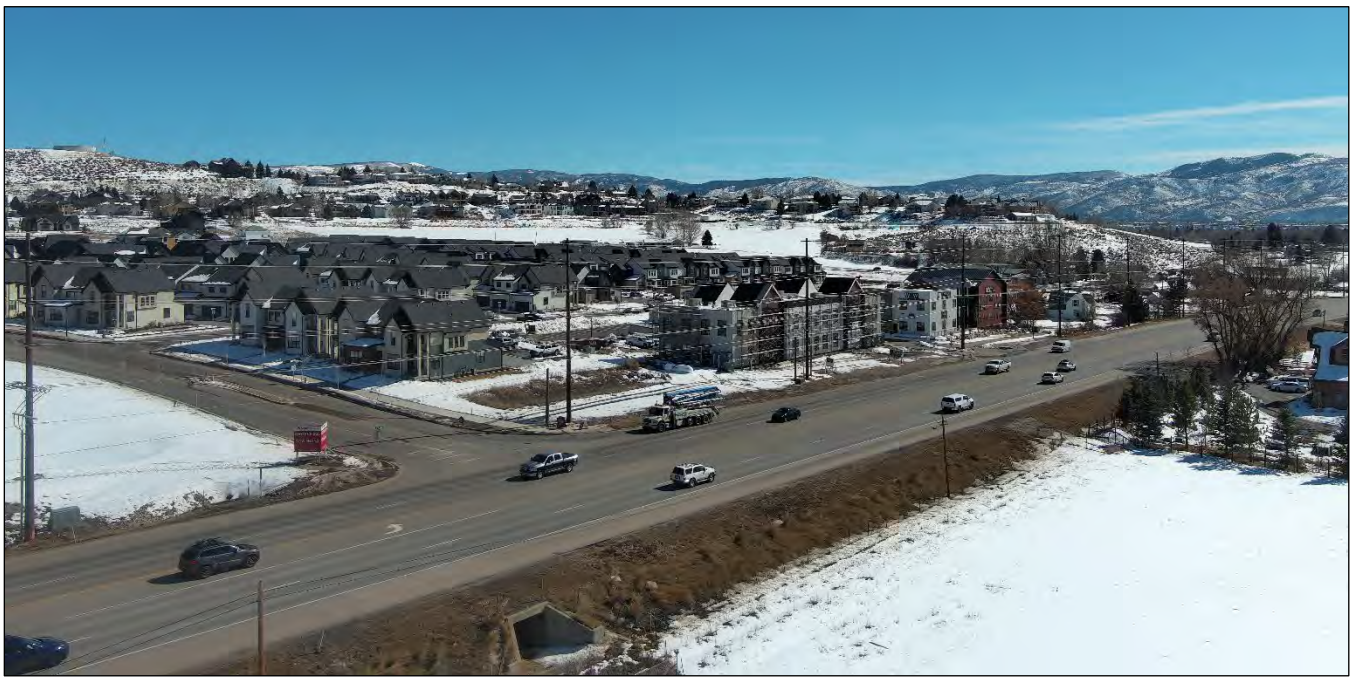


Figure 3-3. Key View 2 with Photo Simulation of Alternative A

Key View 3 from Valley Hills Boulevard

The foreground views from residences or trailheads on Valley Hills Boulevard would change. With Alternative A, an interchange would be constructed at Coyote Canyon Parkway just out of view in Figure 2-8, and a frontage on the east side of US-40 would be visible. From this key view, the elevation change for the interchange would be visible on the lower right-hand side of the image. The middleground views would change on the boundary of the residential development of Heber City where the 900 North segment of the Heber Valley Corridor would be visible following the eastern segment of the power line corridor. The alternative would have an underpass for 600 West and would be slightly elevated at that location. The background views would not change as a result of Alternative A at this location.

Compatibility. With Alternative A, the visual changes to existing US-40 in the foreground views would not be very noticeable from this vantage point. US-40 is a transportation corridor, and the form, materials, and visual character of the Heber Valley Corridor would be similar to the existing conditions, though with the addition of grade-separated interchanges. In the middleground views, where the Heber Valley Corridor would connect SR-113 with US-40 near 900 North, the Heber Valley Corridor would moderately contrast with the surrounding agricultural landscape. This segment of the Heber Valley Corridor would be located on the boundary of suburban and urban Heber City and the north fields. The existing middleground views closer to downtown Heber City are currently interrupted by residential development, rural roads, and the power line corridor, and the alternative would introduce expected urban forms, thereby maintaining a similar level of cultural order on the outer edge of the city. The alternative would not change the background views.

Viewer Sensitivity. The viewers in this area would be predominantly the residents who live on the east benches and are accustomed to seeing the stationary vertical elements of the power line corridor and the urban elements of the outer edge of downtown Heber City (that is, urban forms on the boundary of the agricultural fields LU). However, these viewers might be sensitive to the visual change of the moving, urban element of the new freeway on the 900 North segment. The current views that residents have of the north and south fields would be interrupted by the new freeway on the outer edge of downtown Heber City; however, the middleground views would not be dominated by the new freeway. The middleground views north of the Heber Valley Corridor (that is, the majority of the north fields) would not be affected. The alternative would not change the background views.

Visual Quality. Overall, the visual impact would be **neutral**.

Key View 4 from Muirfield Park

The foreground and middleground views would be affected by Alternative A due to the close proximity of the new freeway to the park property. The alternative would not change the background views.

Compatibility. The Heber Valley Corridor would border the northern edge of Muirfield Park and would have an underpass for 600 West. This underpass would contrast in form, texture, and color with the park's natural vegetation and visual qualities. The freeway and trail would introduce moving elements of vehicles and recreationists that do not currently exist. The Heber Valley Corridor would contrast strongly with the existing visual character.

Viewer Sensitivity. The viewers in this area would be predominantly the residents who live around the park and people who use the park. Viewers would be sensitive to this visual change because they would be close to the Heber Valley Corridor and would view it for extended durations. Figure 3-4 shows an image at Key View 4 looking west-northwest from Muirfield Park toward the north fields, and Figure 3-5 shows a photo simulation looking west and northwest beyond Muirfield Park with the Heber Valley Corridor. See Attachment A, *Photo Simulations*, for larger versions of the photo simulations.

Visual Quality. Overall, the visual impact would be **adverse**.

Figure 3-4. Key View 4 Looking West-northwest from Muirfield Park toward the North Fields

Figure 3-5. Key View 4 with Photo Simulation of Alternative A

Key View 5 from Memorial Hill

With Alternative A, the foreground and background views from Memorial Hill would not change. The middleground views would change on the boundary of the residential development of Heber City where the Heber Valley Corridor would connect US-40 near 900 North with SR-113, following the eastern segment of the power line corridor. The Heber Valley Corridor would have free-flow ramps at 900 North, an underpass for 600 West, and a grade-separated interchange at SR-113. All of these features would be elevated at those locations and therefore would be more visible.

Compatibility. The existing middleground views of Heber City are interrupted by residential development, rural roads, and the power line corridor in the location of the Heber Valley Corridor. In the middleground views, where the Heber Valley Corridor would connect US-40 near 900 North with SR-113, the Heber Valley Corridor would moderately contrast with the surrounding agricultural landscape. This segment of freeway would be located on the boundary of suburban and urban Heber City and the north fields and would be elevated over 600 West and SR-113. The existing middleground views closer to downtown Heber City are currently interrupted by residential development, rural roads, and the power line corridor, and the alternative would introduce expected urban forms, thereby maintaining a similar level of cultural order on the outer edge of the city. The alternative would not change the background views.

Viewer Sensitivity. The viewers would be predominantly the residents in Midway who live on the west benches and people who recreate on Memorial Hill. Both groups are accustomed to seeing the stationary vertical elements of the power line corridor; however, they might be sensitive to the visual change of the moving vehicles and their lights on the Heber Valley Corridor. The current views that residents have of the

north and south fields would be interrupted by the new freeway; however, the middleground views would not be dominated by the freeway, and the middleground views of the north fields, north of the Heber Valley Corridor, would not be changed. The existing middleground views closer to downtown Heber City are currently interrupted by residential development, roads, and the power line corridor, and the alternative would introduce expected urban forms, thereby maintaining a similar level of cultural order on the outer edge of the city. The alternative would not change the background views.

Visual Quality. Overall, the visual impact would be **neutral**.

Key View 6 from SR-113

The middleground and background views would change with Alternative A. The foreground views of SR-113 would not change. Figure 3-6 shows Key View 6 looking east along SR-113 toward Heber City, and Figure 3-7 shows a photo simulation of the Heber Valley Corridor looking east on SR-113 when driving from Midway into Heber City. See Attachment A, *Photo Simulations*, for larger versions of the photo simulations. Alternatives A and B are the same at this location.

Compatibility. The Heber Valley Corridor would have a grade-separated interchange at this location. The freeway would be elevated, introducing a new urban form, obscuring some background views, and bringing co-dominance between agricultural and urban forms, lines, colors, and textures. The interchange would contrast with the existing conditions.

Viewer Sensitivity. The viewers would be predominantly the travelers from Midway or points from the west as they drive to Heber City and a few residents who live along SR-113. Viewer sensitivity of travelers along SR-113 as they enter the Heber City on the new Heber Valley Corridor might be low because of the speed at which they travel and the expectation that they are entering the urban area of Heber City. However, the interchange would present an abrupt change between the rural qualities of the north and south fields and downtown Heber City.

Visual Quality. Overall, the visual impact would be **adverse**.

Figure 3-6. Key View 6 Looking East along SR-113 toward Heber City

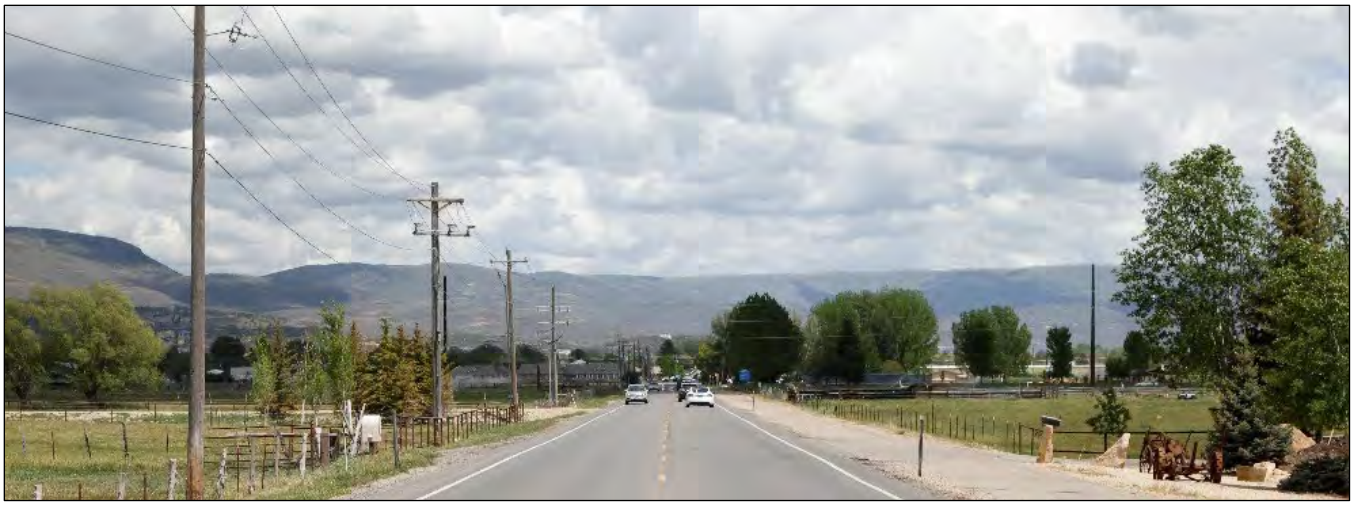


Figure 3-7. Key View 6 with Photo Simulation of Alternatives A and B

Key View 7 from Southfield Road

The middleground views would change with Alternative A. The foreground views of Southfield Road and the background views of Mount Timpanogos would not change from this vantage point. Figure 3-8 shows Key View 7 looking south-southwest from the Southfield Road railroad crossing, and Figure 3-9 shows a photo simulation looking southwest from Southfield Road when driving from Heber City with the Heber Valley Corridor. Figure 3-10 shows a drone image captured in 2025 of Key View 7 looking south above Southfield Road, and Figure 3-11 shows a photo simulation of the proposed interchange in the sewer fields at this location. This simulation is based on a drone image and is not representative of what travelers or neighbors might see. See Attachment A, *Photo Simulations*, for larger versions of the photo simulations. Alternatives A and B are the same at this location.

Compatibility. The Heber Valley Corridor would have a grade-separated interchange southwest of this location (not visible from this vantage point in Figure 3-8) and would have an underpass for the railroad corridor that is visible. The Heber Valley Corridor would be elevated, obscuring some middleground views. Because of the Heber Valley Corridor's distance from Southfield Road and existing vegetation and development, it would not dominate the views where it is visible from Southfield Road. However, for residents who live in the residential development along Heron Way and Crane Drive just west of Southfield Road, the visual contrast would be strong. The elevated interchange and railroad underpass would change views from agricultural-dominant to transportation corridor–dominant. The Heber Valley Corridor would contrast in form, texture, and color with the natural vegetation and with the visual qualities of these viewers' current views, which includes some views of the prized south fields.

Viewer Sensitivity. The viewers would be predominantly the travelers on Southfield Road and the Heber Valley Railroad and the residents who live along Southfield Road and in the new developments on Heron Way and Crane Drive. Viewers on Southfield Road and east of Southfield Road would be less sensitive to

the visual change due to the distance to the Heber Valley Corridor and some vegetation and existing buildings which screen it from view. Residents on Heron Way and Crane Drive would be highly sensitive to the visual change due to the close proximity of the Heber Valley Corridor and its interchange and underpass for the railroad corridor and the potential for these elevated features to block views.

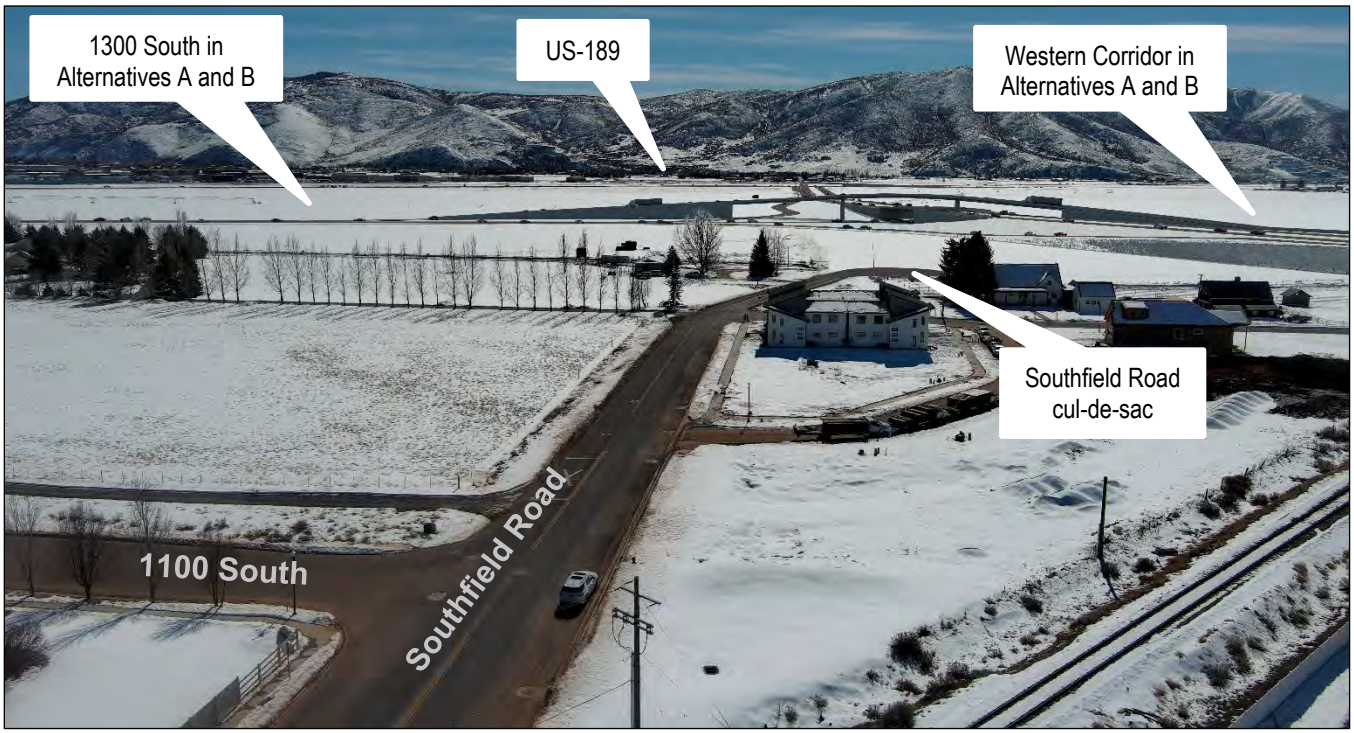
Visual Quality. The visual impact from the vantage point of the key view would be **neutral**. However, for residents who live in the residential developments along Heron Way and Crane Drive, the visual impact would be **adverse**.

Figure 3-8. Key View 7 Looking South-southwest from the Southfield Road Railroad Crossing

Figure 3-9. Key View 7 with Photo Simulation of Alternatives A and B

Figure 3-10. Drone Image of Key View 7 Looking South above Southfield Road

Figure 3-11. Key View 7d with Photo Simulation of Alternatives A and B



Key View 8 from 1300 South

The foreground, middleground, and background views would change with Alternative A. The existing 1300 South is a narrow transportation corridor through a mostly developed area of Heber City. With Alternative A, 1300 South would be elevated between Industrial Parkway and south US-40. To the west of Industrial Parkway, the Heber Valley Corridor would continue to the interchange in the sewer fields.

Compatibility. The Heber Valley Corridor would be elevated and would extend westward from this vantage point, removing the vegetation and a house in the middleground view and continuing the transportation corridor to an interchange west of Southfield Road in the sewer fields. The Heber Valley Corridor would be an extension of the existing transportation corridor and development and its urban pattern elements. However, constructing an elevated section of roadway would contrast with the scale of the existing conditions of the local road network and its at-grade intersections.

Viewer Sensitivity. The viewers are travelers on 1300 South and residents and people at businesses on both sides of 1300 South. Travelers on 1300 South would be less sensitive to the visual change because the road would be continued. The current road is wide and ends abruptly, so continuing the road would improve coherence for travelers (that is, drivers expect wide roads to continue). Residents who live along 1300 South, the south fields, and the sewer fields would be more sensitive to visual changes in the landscape, and those with close proximity to the Heber Valley Corridor and east of Industrial Parkway would have their views altered.

Visual Quality. Overall, the visual impact would be **adverse**.

Two simulations are provided in Figure 3-13 and Figure 3-15 for 1300 South near Key View 8 to illustrate how the elevated section of Alternative A would appear. Figure 3-12 and Figure 3-14 show the original images. These simulations are based on drone images and are not representative of what travelers or neighbors might see from their vantage points, but they illustrate the scale of the proposed change. See Attachment A, *Photo Simulations*, for larger versions of the photo simulations. Alternatives A and B are the same at this location.

Figure 3-12. Drone Image of Key View 8d-1 Looking East from above 1300 South and Industrial Parkway

Figure 3-13. Key View 8d-1 with Simulation of Alternatives A and B Looking East

Figure 3-14. Drone Image of Key View 8d-2 Looking West from above 1300 South near US-189

Figure 3-15. Key View 8d-2 with Simulation of Alternatives A and B Looking West

Key View 9 from Main Street

The Heber Valley Corridor would not be visible from Key View 9; however, the Heber Valley Corridor would benefit traffic conditions on Heber City's Main Street.

Compatibility. Although the Heber Valley Corridor would not be visible from Main Street, it would reduce congestion and truck traffic on Main Street in 2050, thereby benefiting the street's visual character. Reduced vehicle congestion and truck traffic is compatible with the downtown vision in the *Heber City Envision 2050 General Plan*.

Viewer Sensitivity. The viewers would be predominantly the travelers on Main Street and pedestrians and people at businesses on each side of the street. These viewers are sensitive to the existing traffic conditions of Main Street due to their proximity and would notice a benefit of improved traffic conditions.

Visual Quality. Overall, the visual impact would be **beneficial** compared to the no-action conditions.

3.3 Alternative B

3.3.1 Construction Impacts

The construction impacts from Alternative B would be the same as those from Alternative A except in the North Fields Extension and North US-40 segments. With Alternative B, free-flow ramps would be constructed at Potter Lane/College Way, and a new section of freeway would be constructed between Potter Lane/College Way and about 900 North through the north fields, thereby extending the temporary visual impacts of construction. US-40 between Potter Lane/College Way and 900 North would be an arterial road with at-grade intersections, similar to existing conditions. No interchange at Coyote Canyon Parkway and no free-flow ramps at 900 North would be constructed on north US-40 with Alternative B.

3.3.2 Long-term Impacts

The long-term visual impacts from Alternative B would be the same as those from Alternative A except in the North Fields Extension and North US-40 segments. With Alternative B, the new freeway would continue between Potter Lane/College Way and about 900 North through the north fields, thereby adding a new paved road through a rural agricultural area. With Alternative B, the North US-40 segment between Potter Lane/College Way and 900 North would be similar to the existing conditions with minor widening for turn lanes at 900 North, Coyote Canyon Parkway, and Commons Boulevard.

With Alternative B, the overall long-term visual changes to visual quality would be **neutral** to **adverse** compared to the existing conditions, depending on the vantage point. In locations of neutral visual impacts, the alternative would maintain a similar level of natural harmony, cultural order, and landscape composition as the existing conditions. That is, in urban areas, in areas of existing roads, or where the Heber Valley Corridor is viewed from a great distance and blends in with the existing development, the visual impact would be **neutral**. In locations where the alternative would introduce a new freeway where one does not currently exist or where the new freeway is viewed in close proximity, the visual impact would be **adverse**. The main visual changes with Alternative B are described below.

3.3.2.1 Main Elements of Alternative B That Would Have Visual Changes

North US-40 Segment

Between River Road/SR-32 and Potter Lane/College Way along existing US-40, Alternative B would be similar to Alternative A and would include a discontinuous frontage road system to consolidate local access to interchanges. In this segment, a 12-foot-wide paved trail would be located on the east side of US-40 starting at River Road/SR-32 and going south to Potter Lane/College Way. This area is actively developing and has existing urban roads and features. Developments have been approved for the east side of north US-40 from River Road/SR-32 to downtown Heber City and on the west side of US-40 near River Road/SR-32. The visual qualities of the location would change over time even with the No-action Alternative. US-40 in this segment is an existing, wide transportation corridor. Viewers are not likely to be sensitive to the addition of frontage roads and a shared-use path, because these features would increase the urban pattern elements (linear and concrete forms, more-dominant highway and structural lines, gray and black undertones, and concrete and pavement textures) that viewers expect to see along the existing highway.

In this segment, one interchange would be constructed, at River Road/SR-32, and free-flow ramp connections to the North Fields Extension segment would be constructed at Potter Lane/College Way. Viewers are likely to be sensitive to the addition of a grade-separated interchange and free-flow ramps which would be at least 24 feet tall. Although these features would be expected by viewers along a highway, they would block long-distance views for residents who live near the ramps and interchange.

Between Potter Lane/College Way and 900 North, US-40 would be an arterial road with at-grade intersections, similar to existing conditions. No interchange at Coyote Canyon Parkway and no free-flow ramps at 900 North would be constructed on north US-40with Alternative B. Foreground and middleground views for residents and travelers would be unchanged in this segment of US-40.

North Fields Extension Segment

The North Fields Extension segment would connect the North US-40 segment with the 900 North and Western Corridor segments with a new freeway. The North Fields Extension segment of Alternative B would change the visual character from rural to transportation corridor in the north fields. These changes would reduce the natural harmony and change the landscape composition by adding transportation infrastructure in agricultural fields and natural appearing LUs.

The North Fields Extension segment would cause a distinct change in character in the viewshed as agricultural areas are converted for this alternative. With Alternative B, visual character in the viewshed would change from predominantly agricultural with limited development to a shared urban and agricultural character. Alternative B would bring co-dominance between agricultural and urban forms, lines, colors, and textures. Agricultural pattern elements (flat forms, clean lines, green and natural undertones, and rich rural textures) currently dominate the viewshed, especially to the west looking toward the Wasatch Mountains. Urban pattern elements already exist to the east, closer to US-40, with the close proximity of Heber City. However, the influence of additional urban pattern elements (linear and concrete forms, more-dominant highway and structural lines, gray and black undertones, and concrete and pavement textures) through the north fields would create a strong change in visual character and would increase the visual diversity of the viewshed.

The continuity of the north fields is currently broken up by rural roads, agricultural development, and homesteads. Changes to the visual character with Alternative B would include the introduction of new, visible transportation infrastructure, including the free-flow ramps at Potter Lane/College Way, two underpasses for local roads, and a grade-separated interchange at the 900 North segment. These elevated structures would be visible to nearby residents.

900 North Segment

Alternative B would construct a new segment of freeway between the North US-40 and Western Corridor segments, parallel to and north of Muirfield Park. The visual qualities of the 900 North segment of Alternative B would be similar to Alternative A except where the segment starts and ends. At 900 North, there would be an at-grade traffic signal with US-40 and 900 North. No free-flow ramps would be constructed at US-40 and 900 North as with Alternative A. In the north fields, a grade-separated interchange would connect the 900 North segment with the North Fields Extension and Western Corridor segments of the Heber Valley Corridor.

Western Corridor Segment

The visual qualities of the Western Corridor segment of Alternative B would be the same as those with Alternative A.

1300 South Segment

The visual qualities of the 1300 South segment of Alternative B would be the same as those with Alternative A.

3.3.2.2 Visual Impacts by Key View

Visual impacts from Alternative B to viewers in the visual and aesthetic resources evaluation area would depend on their vantage point and proximity to the Heber Valley Corridor. Some viewers would not experience impacts due to distance and the Heber Valley Corridor blending in with other human-made features in the valley, or obstructions in the foreground views such as vegetation or homes that screen the freeway from view. Other viewers would have visual impacts due to close proximity without existing obstructions or vantage point. This section describes the visual impacts from Alternative B by key view.

Key View 1 from North US-40

With Alternative B, the Heber Valley Corridor would be visible from Key View 1 except where the vegetation or topography would screen the freeway from view. The foreground and middleground views would be changed by Alternative B. The Heber Valley Corridor would not change the background views. The alternative would construct a new interchange at River Road/SR-32, would construct free-flow ramps at Potter Lane/College Way, and would traverse the middle of the north fields in the Heber Valley. From the vantage point of Key View 1, the Heber Valley Corridor would appear to traverse farther to the west, closer to the Provo River corridor, though the freeway would not be near the river. Figure 3-16 shows Key View 1 looking south at Heber City and the north fields from US-40, and Figure 3-17 shows a photo simulation of Alternative B looking south and southeast from the existing US-40. Labeling has been added to Figure 3-17 to help the reader navigate the valley features from this perspective. See Attachment A, *Photo Simulations*, for larger versions of the photo simulations.

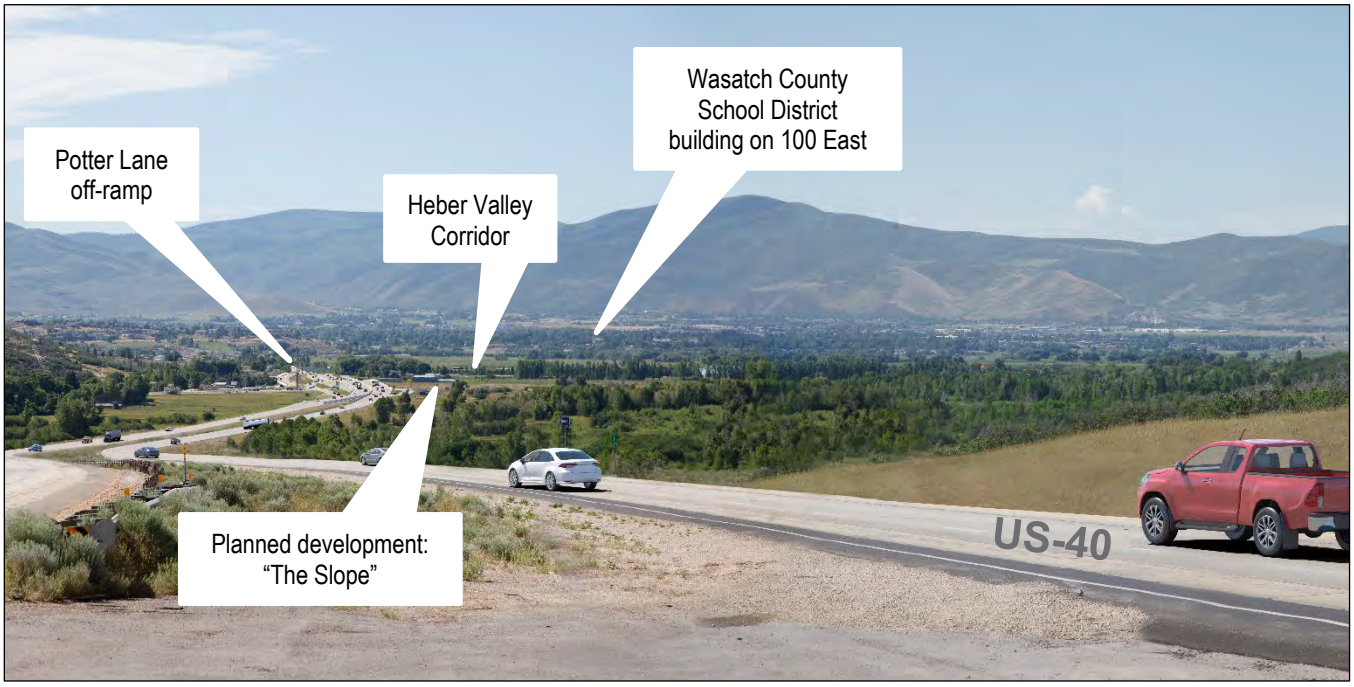
Compatibility. A new transportation corridor through the north fields would contrast strongly in form, texture, and color with the natural vegetation and visual qualities of the current views where the corridor is visible. The vegetation and structures in the north fields closer to River Road/SR-32 would obscure the North Fields Extension segment. Future development at the River Road/SR-32 interchange would future obscure the North Fields Extension segment of the Heber Valley Corridor. The primary visual features would be the interchange and free-flow ramps at Potter Lane/College Way. The alternative would not change the background views.

Viewer Sensitivity. Viewer sensitivity of travelers along US-40 as they enter the valley on the new Heber Valley Corridor would be moderate due to the change in the landscape versus their expectations. More than half of the travelers are residents, and residents of the valley have identified this as an important view. Residents and recreationists viewing from a stationary point near Key View 1 would be able to see the freeway and would be sensitive to the change in the middleground views.

Visual Quality. Overall, the visual impact would be **adverse**.

Figure 3-16. Key View 1 Looking South at Heber City and the North Fields from US-40

Figure 3-17. Key View 1 with Simulation of Alternative B



Key View 2 from Coyote Canyon Parkway and US-40

The visual qualities of Alternative B at Key View 2 would be similar to the existing conditions except for the addition of turn lanes on US-40. Viewers are not likely to be sensitive to the addition of turn lanes in an existing urban transportation corridor. Overall, the visual impact would be **neutral**.

Key View 3 from Valley Hills Boulevard

With Alternative B, the new freeway would be visible from Key View 3 except where vegetation would screen the roadway from view. The middleground views of the north fields would be changed by Alternative B. The alternative would not change the foreground or background views. The freeway would start near the urban development of Heber City and would extend to Potter Lane/College Way across the north fields. From the vantage point of Key View 3, the freeway would traverse the middle ground of the north fields.

Compatibility. The human influence in the Heber Valley and in the agricultural fields LU is more apparent when viewed from above. A new transportation corridor through the north fields when viewed from this vantage point and distance would moderately contrast in form, texture, and color with the natural vegetation and visual qualities of the current views. The primary visual features would be the locations where the Heber Valley Corridor is elevated at interchanges and at underpasses to maintain local road and driveway connectivity. From this vantage point, the Heber Valley Corridor would parallel existing roads in the north fields, following similar horizontal lines, and would be screened in some locations by vegetation.

Viewer Sensitivity. The viewers in this area would be predominantly the residents who live on the east benches and who are accustomed to seeing the human influence in the north fields; however, they would be sensitive to the new moving, urban element of the Heber Valley Corridor—that is, vehicles and their lights at night. The current views that residents have of the north and south fields would be interrupted by the new freeway, and the middleground views of the freeway would attract attention. The alternative would not change the foreground or background views.

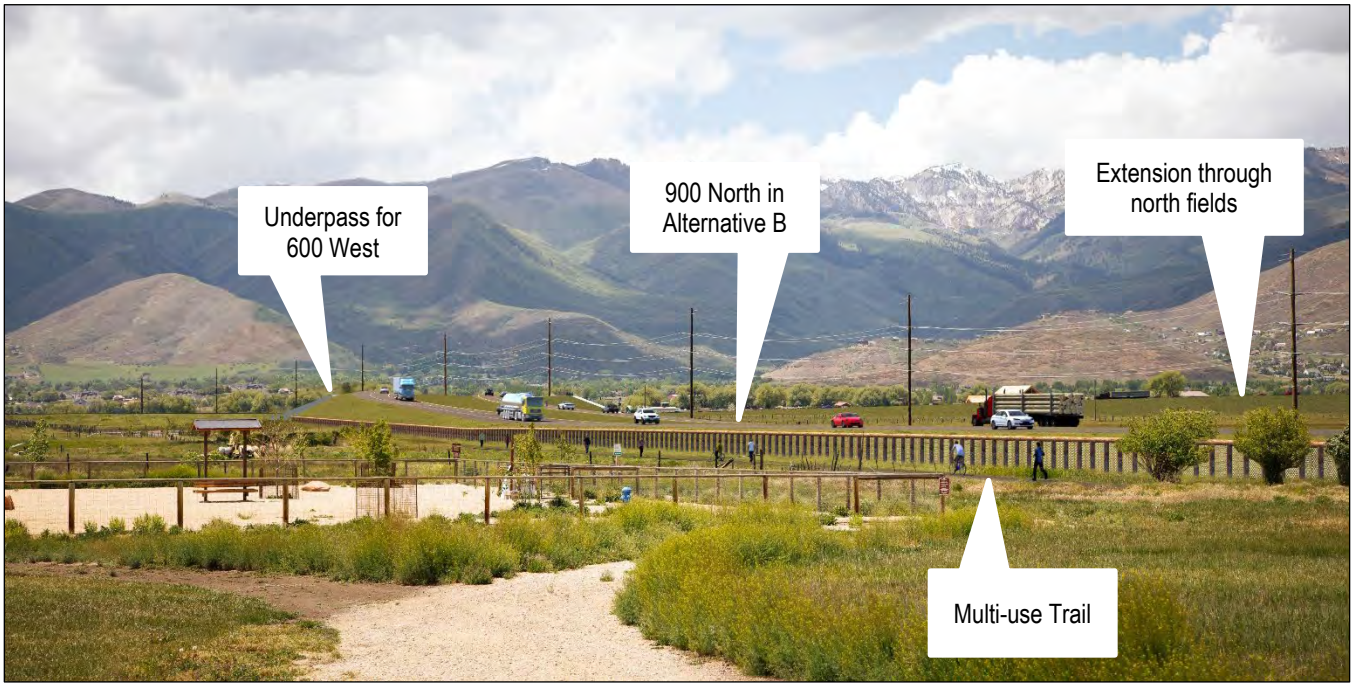
Visual Quality. Overall, the visual impact would be **adverse**.

Key View 4 from Muirfield Park

The visual qualities of Alternative B would be the same as those of Alternative A; however, viewers would also see the Heber Valley Corridor as it extends northward through the north fields. Figure 3-18 shows Key View 4 looking west-northwest from Muirfield Park toward the north fields, and Figure 3-19 shows a photo simulation of Alternative B looking west and northwest beyond Muirfield Park. Overall, the visual impact would be **adverse**. See Attachment A, *Photo Simulations*, for larger versions of the photo simulations.

Figure 3-18. Key View 4 Looking West-northwest from Muirfield Park toward the North Fields

Figure 3-19. Key View 4 with Photo Simulation of Alternative B



Key View 5 from Memorial Hill

Similar to Key View 3, except looking east across the valley, the Heber Valley Corridor would be visible from Key View 5 except where vegetation would screen the roadway from view. The middleground views would be changed by Alternative B. The alternative would not change the foreground or background views. The Heber Valley Corridor would start near the urban development of Heber City and extend to Potter Lane/College Way across the north fields. From the vantage point of Key View 5, the Heber Valley Corridor would traverse the middle ground of the north fields.

Compatibility. A new transportation corridor through the north fields would moderately contrast in form, texture, and color with the natural vegetation and visual qualities of the current views. The primary visual features would be the elevated interchanges and underpasses to maintain local road and driveway connectivity. From this vantage point, the Heber Valley Corridor would parallel existing rural roads in the north fields, following similar horizontal lines, and would be screened in some locations by vegetation.

Viewer Sensitivity. The human influence in the Heber Valley and in the agricultural fields LU is more apparent when viewed from above. From this vantage point, looking east and north, the current views that residents have of the north and south fields would be interrupted by the new freeway, and the middleground views of the freeway would attract attention. The alternative would not change the foreground or background views.

Looking south, some viewers would see the interchanges of SR-113 and 1300 South which may be visually intrusive compared to the existing at-grade intersections of the current transportation network.

Visual Quality. Overall, the visual impact would be **adverse**.

Key View 6 from SR-113

The visual qualities of Alternative B at Key View 6 would be the same as those with Alternative A. Overall, the visual impact would be **neutral**.

Key View 7 from Southfield Road

The visual qualities of Alternative B at Key View 7 would be the same as those with Alternative A.

Figure 3-9 shows a photo simulation of Alternatives A and B looking southwest from Southfield Road when driving from Heber City. See Attachment A, *Photo Simulations*, for larger versions of the photo simulations. Overall, the visual impact would be **neutral**.

However, for residents who live in the residential developments along Heron Way and Crane Drive, the visual impact would be **adverse**. The railroad underpass would change views from agricultural-dominant to transportation corridor–dominant. The Heber Valley Corridor would contrast in form, texture, and color with the natural vegetation and visual qualities of their current views.

Key View 8 from 1300 South

The visual qualities of Alternative B at Key View 8 would be the same as those with Alternative A. Overall, the visual impact would be **neutral**.

Key View 9 from Main Street

The visual qualities of Alternative B at Key View 11 would be the same as those with Alternative A. Overall, the visual impact would be **beneficial**.

3.4 Summary of Visual Impacts by Alternative

Table 3-1 summarizes the impacts by key view and by proposed alternative.

Table 3-1. Summary of Visual Impacts by Key View and Alternative

	Location and Key View								
	North Fields	US-40	North Fields	Muirfield Park	North Fields	SR-113	South Fields[a]	1300 South	Main Street
Alternative	1	2	3	4	5	6	7	8	9
No-action	N	N	N	N	N	N	N	N	A
Alternative A	N	A	N	A	N	A	A	A	B
Alternative B	A	N	A	A	A	A	A	A	B

Shading: B = beneficial visual impacts, N = neutral visual impacts, A = adverse visual impacts.

[a] In the case of Southfield Road, impacts would be greater for residents (adverse) than for travelers (neutral).

3.5 Mitigation Measures for Visual Impacts

All aesthetic treatments will be completed in accordance with UDOT Policy 08A-03, *Project Aesthetics and Landscaping Plan Development and Review* (UDOT 2014a), and UDOT's *Aesthetics Guidelines* (UDOT 2014b). UDOT's policy is to set a budget for aesthetics and landscape enhancements based on the aesthetics guidelines. The aesthetic features considered during the final design phase of the selected alternative could include lighting; vegetation and plantings; the color of bridges, structures, and retaining walls; and other architectural features such as railings.

For the action alternatives, vegetation and plantings could be implemented in a way to prioritize screening the Heber Valley Corridor in areas with a high number of residential viewers (the neighbor viewer group). Plantings could take into account vegetation heights to obscure the Heber Valley Corridor in the middleground and foreground views while retaining background views of the Wasatch Mountains. Some examples of vegetation and plantings include:

- **Key Views 3 and 5 of the north fields:** Trees and shrubs could be used to obscure the underpasses for local roads and break up the long, linear features of the Heber Valley Corridor.
- **Key View 4 of Muirfield Park:** Lower trees and shrubs could be used to partially screen the Heber Valley Corridor and retain the background views of the Wasatch Mountains.
- **Key View 8 of 1300 South:** Trees could be used to obscure the walls of the elevated 1300 South for residents. Due to the height and proximity of 1300 South, background views might be lost east of Industrial Parkway.

Aesthetic treatments are typically evaluated during the final design phase of a project after an alternative is selected in the project's Record of Decision and funding has been allocated for the project. UDOT will coordinate with the local municipalities to determine whether the desired aesthetics can be implemented.

4.0 References

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ATTACHMENT A

Photo Simulations

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Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

Attachment A: Photo Simulations

Heber Valley Corridor Environmental Impact Statement

Lead agency:
Utah Department of Transportation

December 3, 2025

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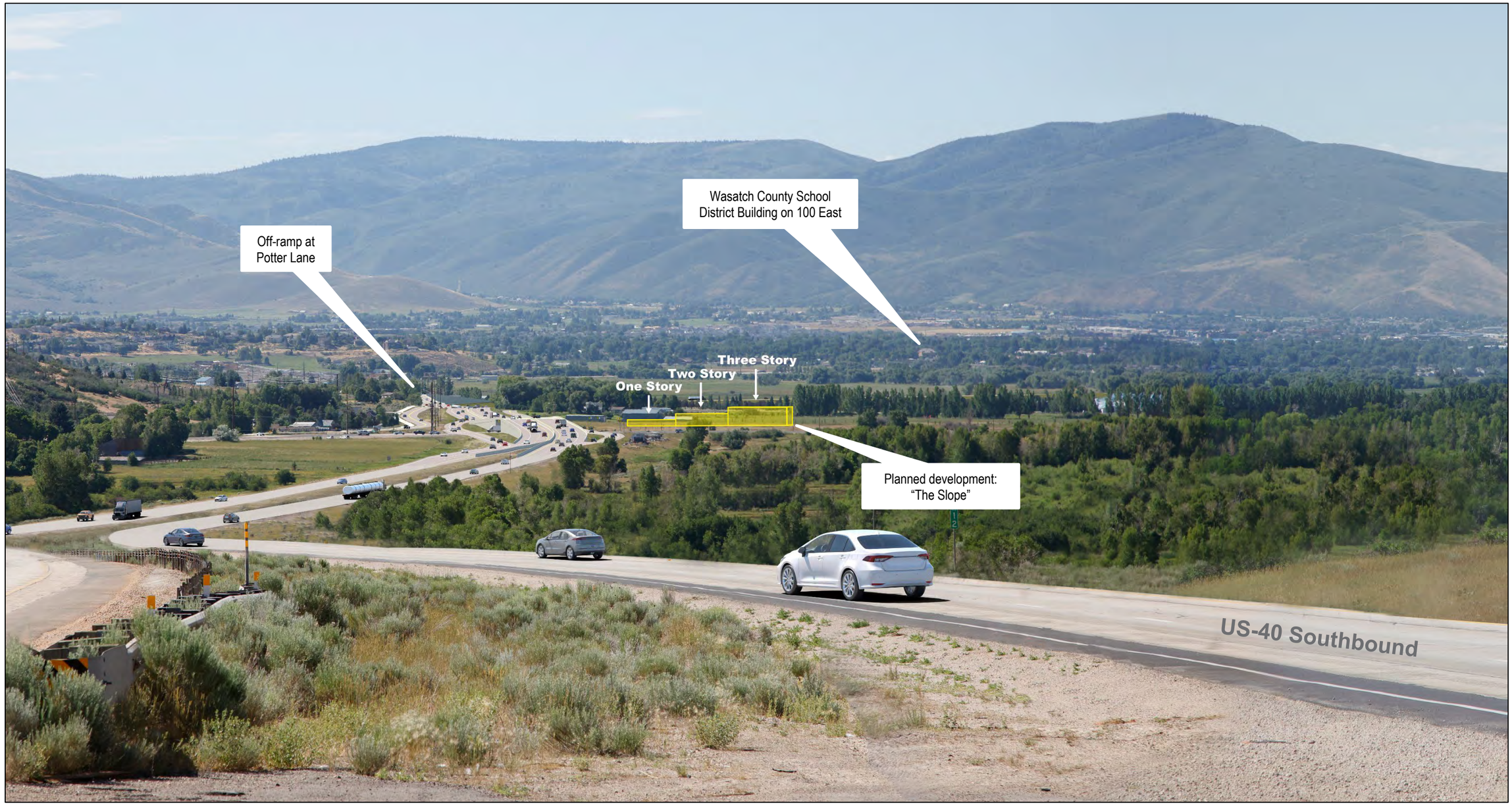

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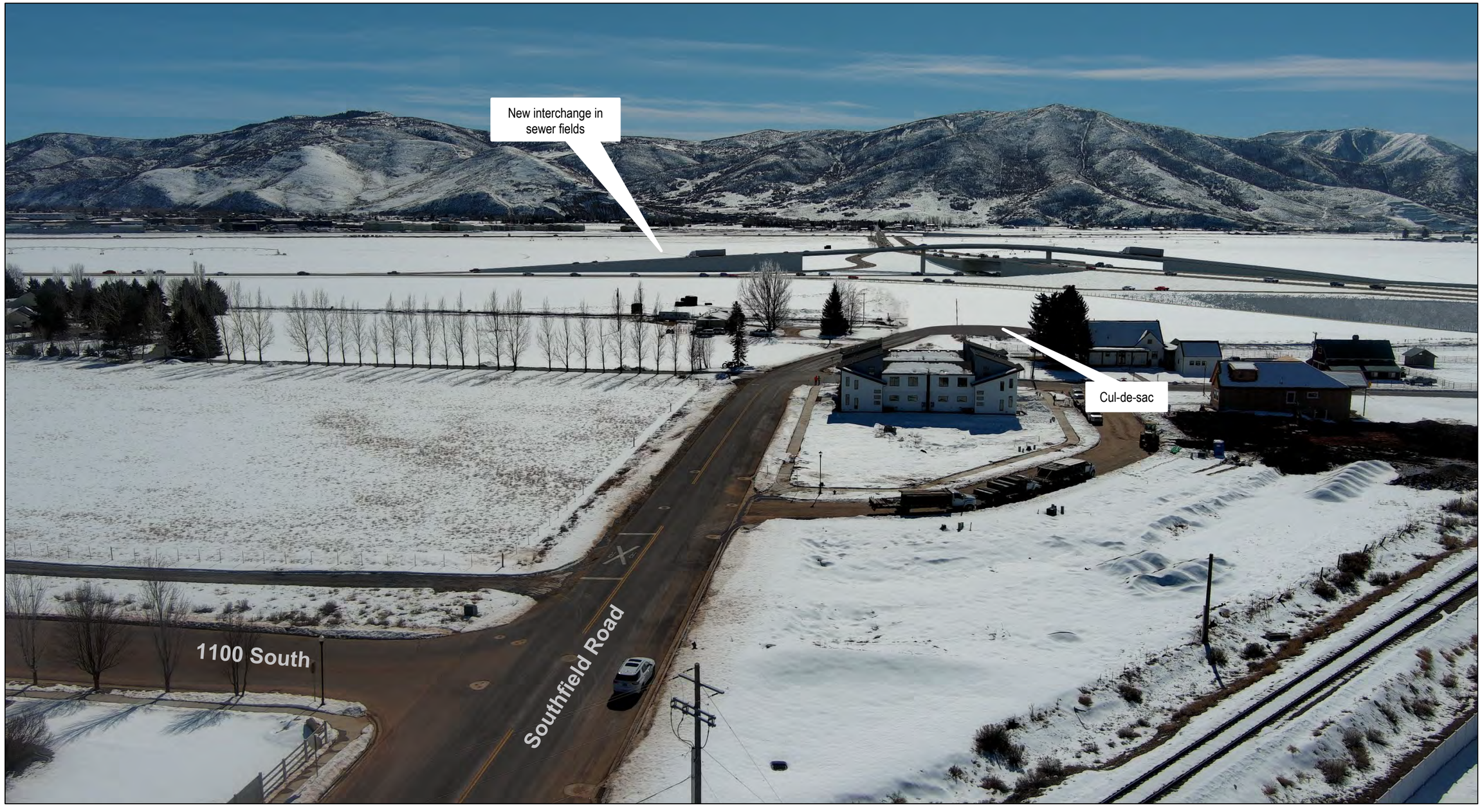

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