

Schedule



ONGOING STAKEHOLDER ENGAGEMENT

| | | | | | |
|---|--|--|--|---|--|
| • Virtual public meeting • 30-day comment period | • File Notice of Intent to begin NEPA process • 45-day comment period | • Development of alternative concepts • 30-day comment period (concepts) • 45-day comment period (screening) | • Revise and screen alternatives • Publish revised screening report with refined alternatives | • Public hearing • 60-day comment period • Preferred alternative identified | • Respond to comments • Revise EIS • Publish decision • Public engagement |
|---|--|--|--|---|--|

MONTHLY COORDINATION WITH LOCAL GOVERNMENT

Purpose & Need

The purpose of the Heber Valley Corridor Project is to improve regional and local mobility on US-40 from River Road/SR-32 to US-189 and provide opportunities for non-motorized transportation while allowing Heber City to meet their vision for the historic town center.

What is the purpose and need of a project?

The purpose and need of a project defines a statement of goals and objectives that the study will address (purpose), and identifies the existing and future conditions that need to be changed (need). The purpose and need drives the environmental study process and lays a foundation for the types of alternatives developed.



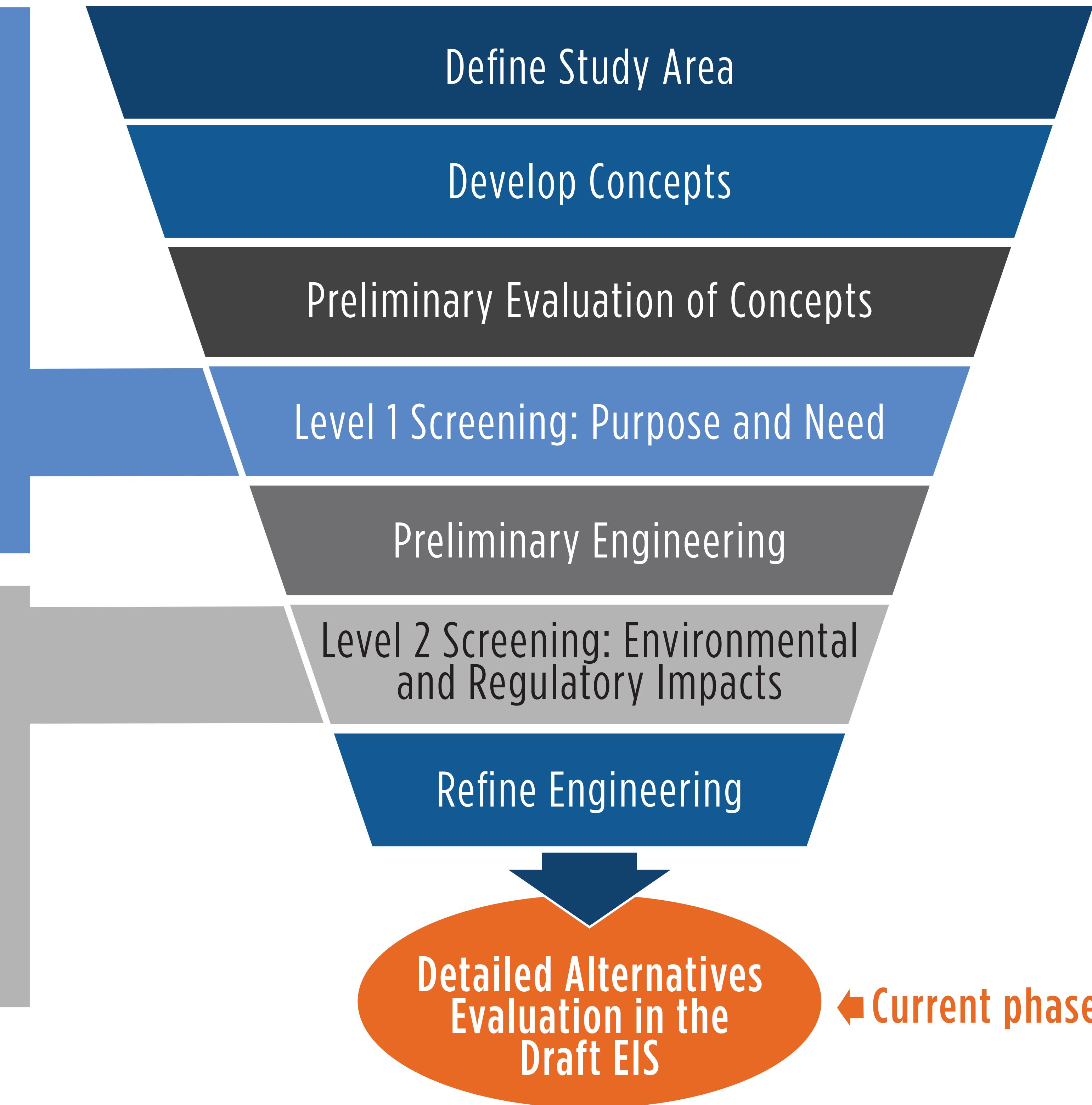
Alternatives Screening Process

Transportation considerations evaluated include:

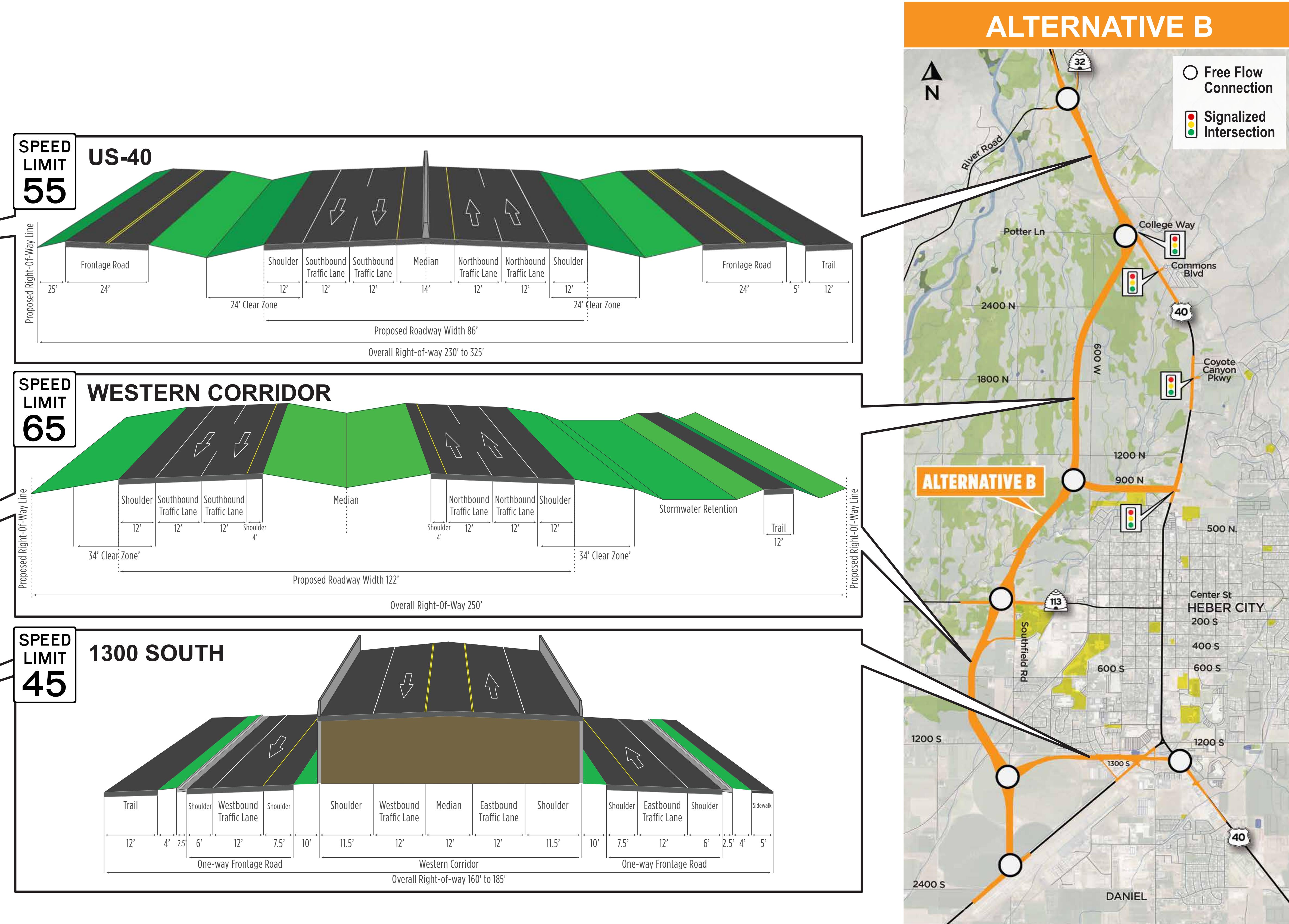
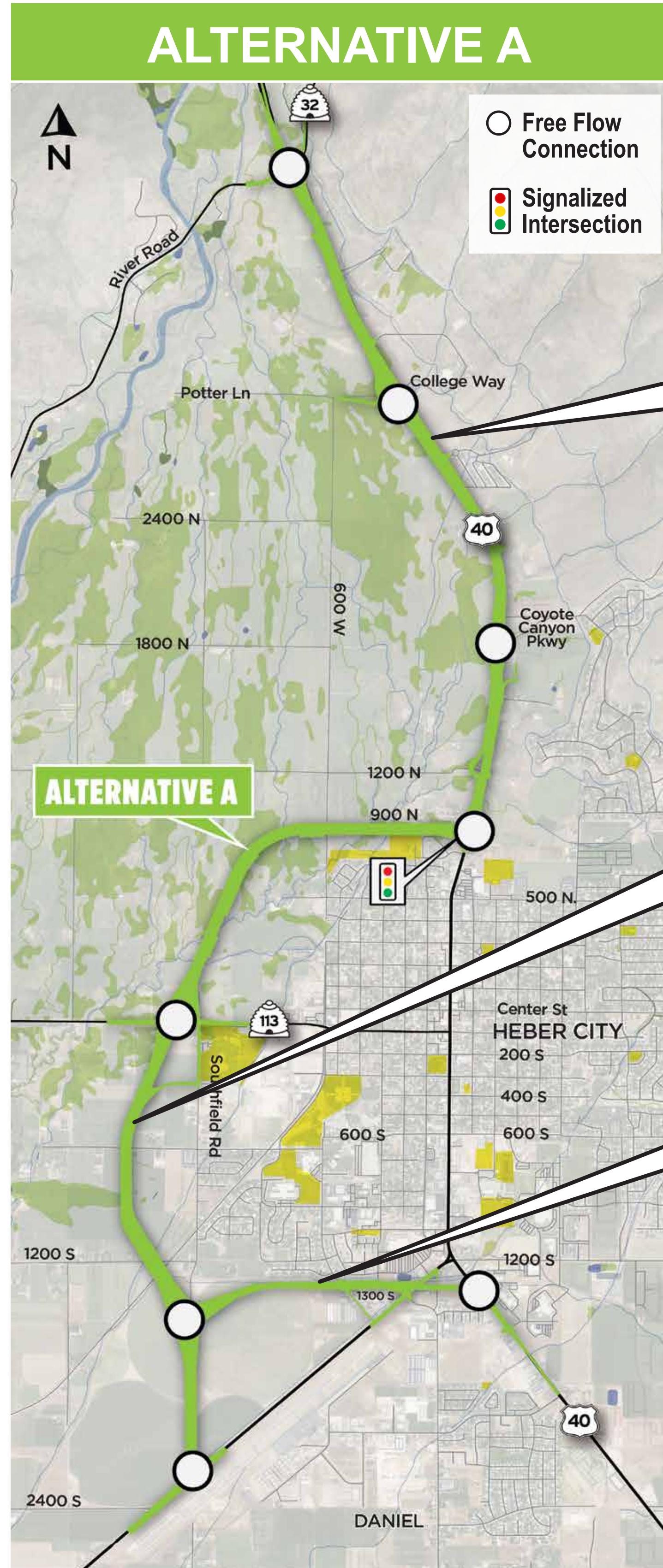
- Improve regional and local mobility on US-40 through 2050
- Provide opportunities for non-motorized transportation
- Allow Heber City to meet their vision for the historic town center

Environmental and regulatory impacts include:

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



Alternatives Evaluated



Evaluation Considerations

| ALTERNATIVE | PURPOSE & NEED | OTHER TRANSPORTATION CONSIDERATIONS | IMPACTS |
|-------------------------------------|--|--|---|
| Alternative A <i>(on US-40)</i> | <ul style="list-style-type: none"> • Worse for regional mobility • Worse for local mobility (takes less traffic off Main Street) | <ul style="list-style-type: none"> • More disruptive to master-planned North Village local road network • Less efficient combination of road types and speeds, more out-of-direction travel | <ul style="list-style-type: none"> • More relocations • Less impactful to wetlands • Less impactful to North Fields • Less impactful to agricultural uses • More Section 4(f) impacts (historic buildings) • Less noise impacts to planned development • More complex construction phasing |
| Alternative B <i>(off US-40)</i> | <ul style="list-style-type: none"> • Better for regional mobility (faster travel time, shorter travel path) • Better for local mobility (takes regional traffic off Main Street) • Better for Heber City's vision (more likely to attract truck traffic from Main Street) | <ul style="list-style-type: none"> • More consistent with the master-planned North Village local road network • More efficient combination of road functional classifications and less out-of-direction travel • Provides an alternate route in case of an emergency on north US-40 | <ul style="list-style-type: none"> • Fewer relocations • Fewer Section 4(f) impacts • Better construction phasing • More impactful to wetlands • More impactful to North Fields • More impactful to agricultural uses • More noise impacts to planned development |

Transportation Performance

How the alternatives meet the purpose and need of the project

| ALTERNATIVE OR CONDITION | Regional Mobility | | | | | | Local Mobility | | | |
|---|---|---|--|---|--|--|---|--|---|--|
| What does this mean for me? | Traffic operations between SR-32 and US-189/US-40 South | | | | | | PM peak hour operations (5-6pm) on Heber City Main Street | | | |
| | Regional Travel Time on Corridor to US-189 | Regional Travel Time on Main St to US-189 | Fastest Route to/ from US-189 | Regional Travel Time on Corridor to US-40 South | Regional Travel Time to US-40 South on Main St | Fastest Route to/ from South US-40 | LOS Intersections at Level of Service F | Southbound Queue Length at 500 North | Local Travel Time on Main Street | Allows Heber City to Meet Their Vision for Historic Town Center? |
| <i>SR-32 to US-189/3000 South</i> | <i>SR-32 to US-189/3000 South</i> | <i>SR-32 to US-189/3000 South</i> | <i>Is it faster for me to use the corridor or Main St?</i> | <i>SR-32 to US-40/1500 South</i> | <i>SR-32 to US-40/1500 South</i> | <i>Is it faster for me to use the corridor or Main St?</i> | <i>Unstable traffic flow, speed changes quickly, maneuverability is low</i> | <i>Traffic backups from 500 N to SR-32</i> | <i>SR-32 to US-189/US-40 intersection</i> | <i>Benefits downtown valued places and historic buildings Removes regional traffic</i> |
| MEASUREMENT | Minutes : Seconds | | Route | Minutes : Seconds | | Route | Number | Feet | Minutes : Seconds | Yes / No |
| US-40 Existing Conditions (2019) | N/A | 10:55 | N/A | N/A | 9:15 | N/A | 0 | 375 | 8:20 | No |
| US-40 No-Action (2050) | N/A | 23:40 | N/A | N/A | 21:50 | N/A | 5 | 17,100 | 20:30 | No |
| Alternative A <i>(on US-40 alignment)</i> | 7:25 | 15:05 | Corridor | 8:10 | 13:35 | Corridor | 1 | 3,500 | 11:50 | Yes |
| Alternative B <i>(off US-40 alignment)</i> | 6:15 | 13:25 | Corridor | 6:55 | 11:55 | Corridor | 0 | 700 | 10:15 | Yes |

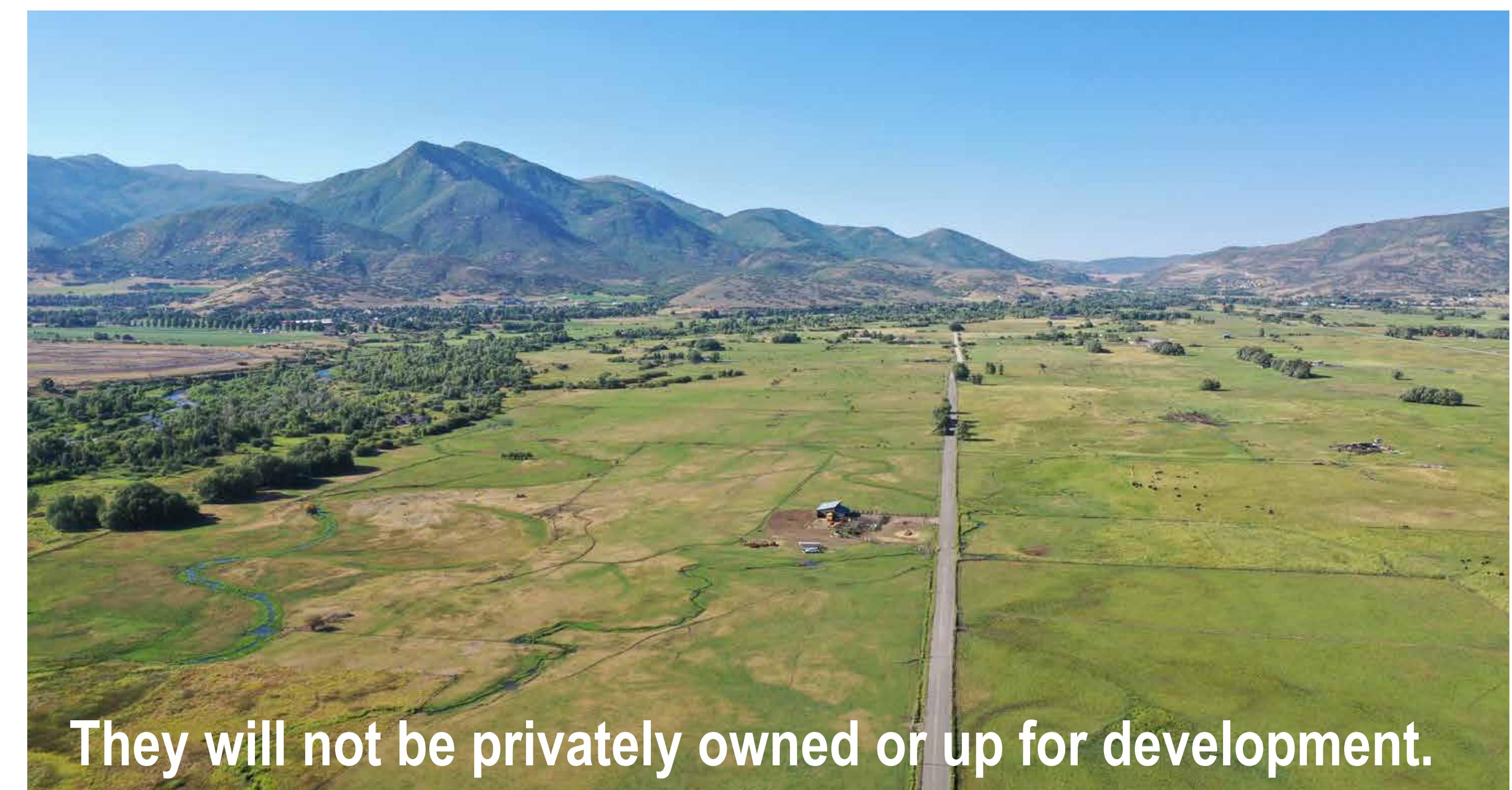
Resource Impacts

| Impact Category | Unit | No-action | Alternative A | Alternative B |
|--|--------------------------------|-----------------------------|-----------------------------|------------------------------|
| Land converted to roadway use | Acres | 0 | 251 | 276 |
| Federally regulated farmland | Acres | 0 | 179 | 223 |
| Agriculture Protection Areas | Acres | 0 | 12 | 38 |
| Sewer farm | Acres | 0 | 64 | 64 |
| Right-of-way: Potential business/residential relocations | Number | 0 | 27 | 8 |
| Right-of-way: Acquisition | Acres | 0 | 295 | 328 |
| Receptors with modeled noise levels above criteria | Number (residential receptors) | 102-105 | 230 (227) | 277 (273) |
| Historic buildings | Number (adverse effects) | 0 | 4 | 1 |
| Section 4(f) uses (with Greater-than- de minimis impact) | Number | 0 | 4 | 1 |
| Aquatic resources | Acres | 0 | 23 | 54 |
| Threatened and endangered species (suitable habitat) | Acres | 0 | 0 | 0 |
| Floodplain | Acres | 0 | 3 | 3 |
| Water quality standards exceeded | Yes/No | No | No | No |
| Adverse Visual Impacts | Qualitative | More adverse to Main Street | More adverse to North US-40 | More adverse to North Fields |

Mitigation in the North Fields

- ✓ UDOT will prioritize the North Fields for wetland mitigation.
- ✓ For every acre that we impact, UDOT is required to provide mitigation at a ratio that is often 2:1 or higher.
- ✓ Alt B would result in no additional future access to the Heber Valley Corridor.

| ALTERNATIVE | Wetlands Impacted (acres) <i>Jurisdictional acres are based on our current understanding of federal rules</i> |
|------------------------------|--|
| Alternative A (on US-40) | 23 |
| Alternative B (off US-40) | 54 |

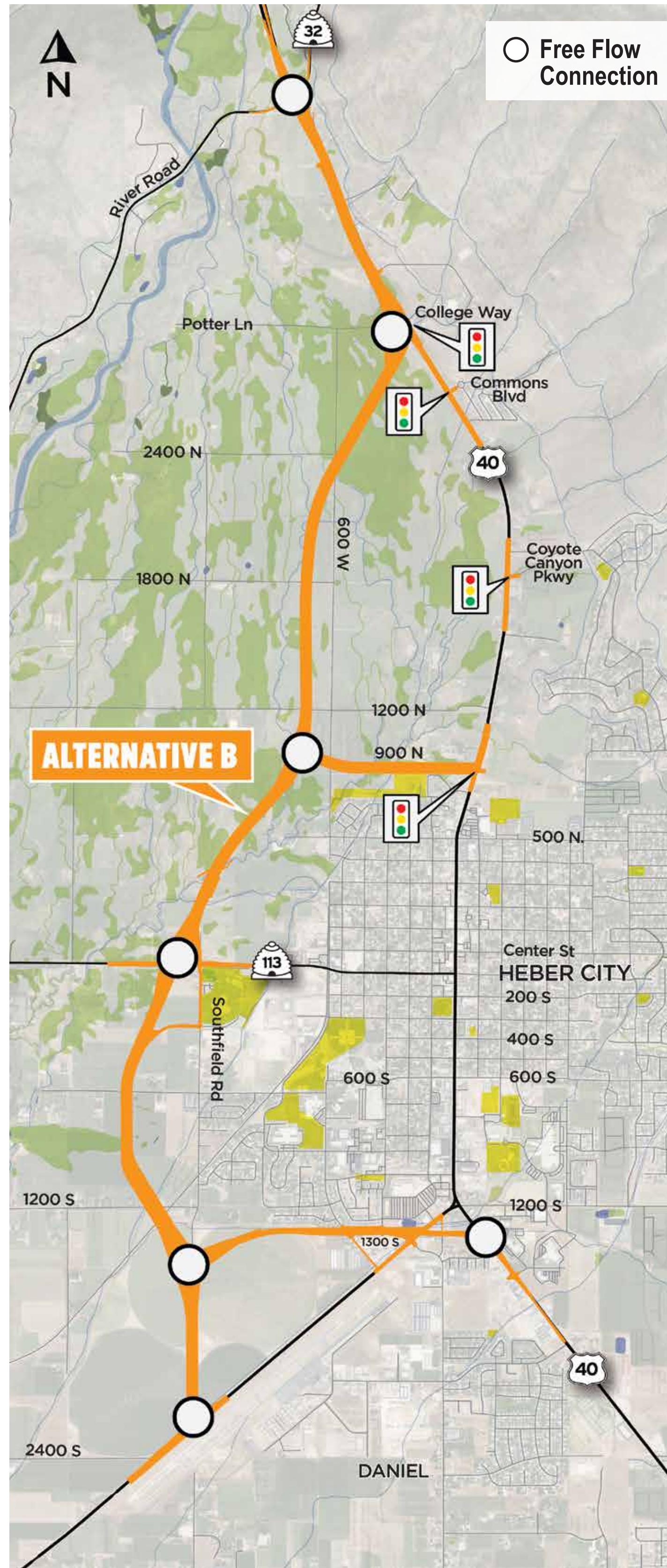


Resources: Key Terms

| Term | Definition |
|-------------------------------------|--|
| <i>De Minimis</i> Impact | A <i>de minimis</i> impact involves the use of Section 4(f) property that is generally minor in nature. |
| Jurisdictional Waters | Jurisdictional waters refers to “Waters of the United States” that have been delineated and determined by the Army Corps to be subject to federal protection under the Clean Water Act. A jurisdictional determination for the Heber Valley Corridor is pending the Army Corps review. The jurisdictional assumptions in the Draft EIS are based on professional judgement. |
| Noise Receptors | A noise receptor is a representative location modeled for noise impacts. Noise receptors (existing or planned) include residences, schools, hospitals, and parks, which are considered “sensitive” because low noise levels are beneficial to their intended functions. |
| Agricultural Protection Areas (APA) | An APA is a designated piece of farmland that receives legal protection for agricultural land uses and activities. |
| Section 4(f) | Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 which established the requirement for consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development. |
| Historic Properties | Historic properties are regulated under both Section 106 and Section 4(f). A historic site or property is any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places. This includes artifacts, records, and remains that are related to and located within such properties and properties of traditional religious and cultural importance to an Indian Tribe or Native Hawaiian Organization and that meet the National Register of Historic Places criteria. |
| Archaeological Sites | Subset of historic properties regulated under Section 106 and Section 4(f). An archaeological site is a concentration of artifacts or modifications to the landscape that are associated with past human activity and retain their context. For the Heber Valley Corridor project, archaeological sites include the historic ditches, canals, and a railroad. |
| Aquatic resources | Describes waters of the United States (such as wetlands) which, because of the important functions and services they provide, are some of the Nation’s most valuable natural resources. Some aquatic resources can be archaeological sites. |

Preferred Alternative

Primary Benefits of Alternative B



- Better for regional mobility (faster travel time, shorter travel path, additional north-south road)
- Better for local mobility (fewer failing intersections and shorter queues on Main Street)
- Provides an alternate route to US-40 and better local access on North US-40
- More likely to attract regional truck traffic away from Main Street
- Fewer business and residential relocations
- Longer term solution
- Less out-of-direction travel

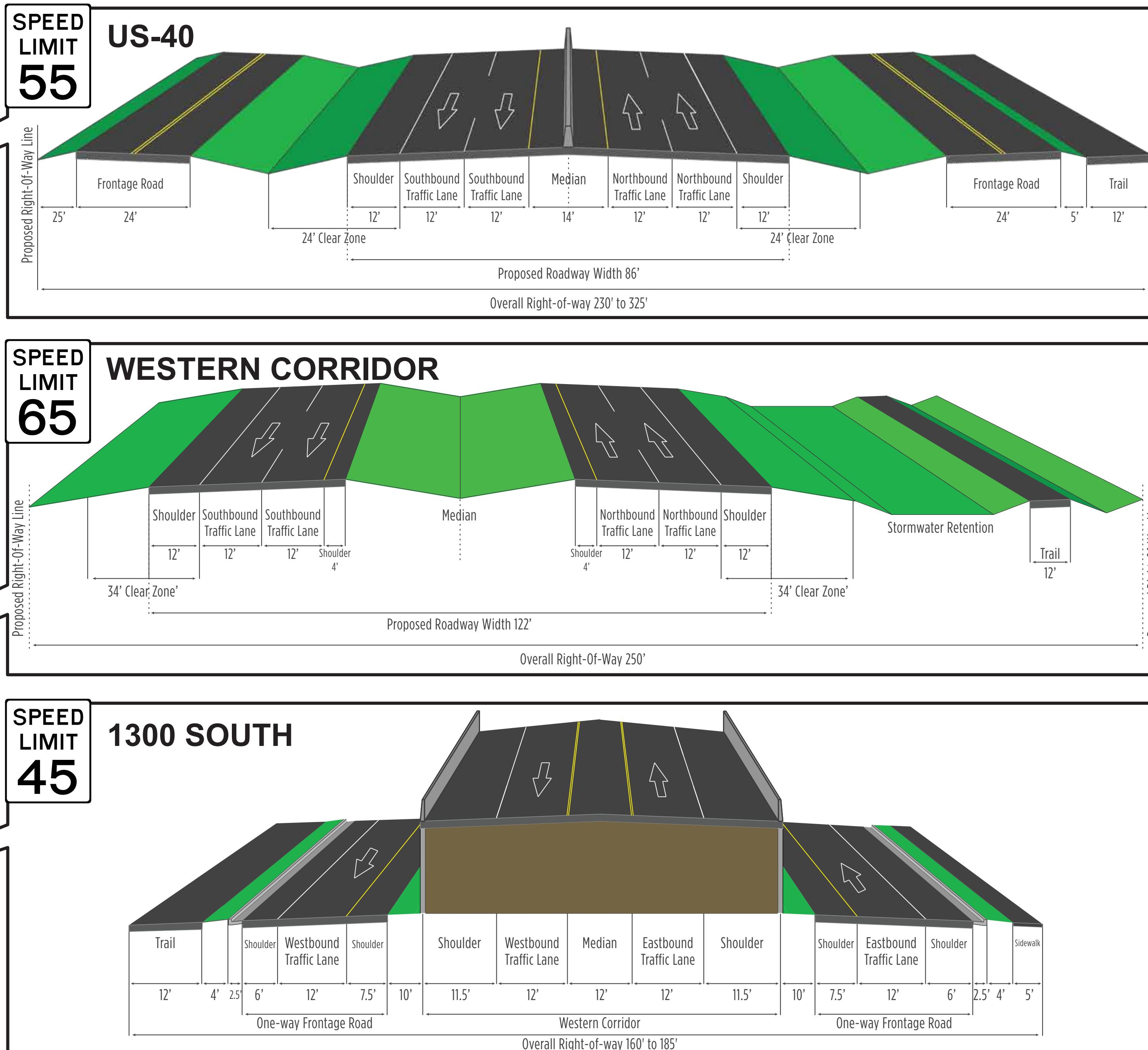
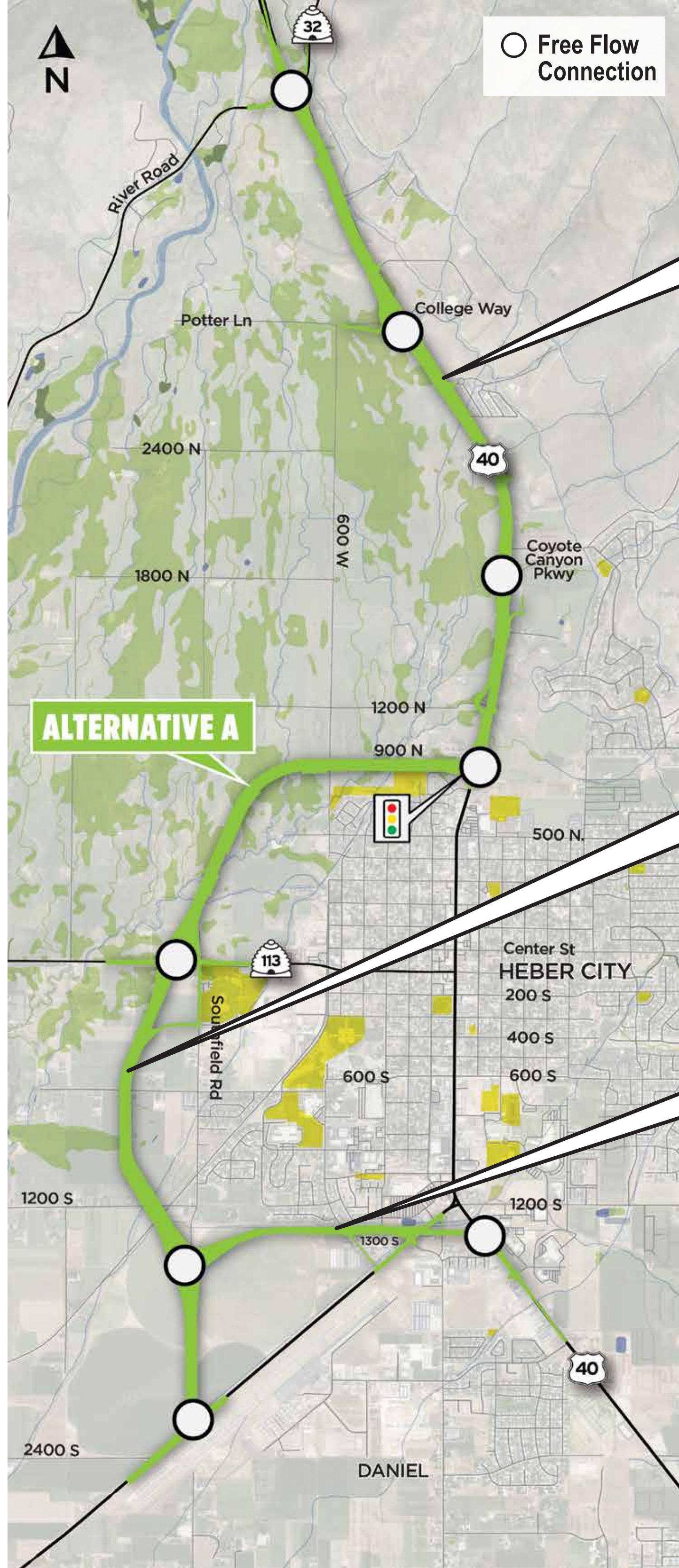
Cost \$760.5 million

Visual Simulation - Alternative A

Heber Valley Corridor
ENVIRONMENTAL
IMPACT STATEMENT



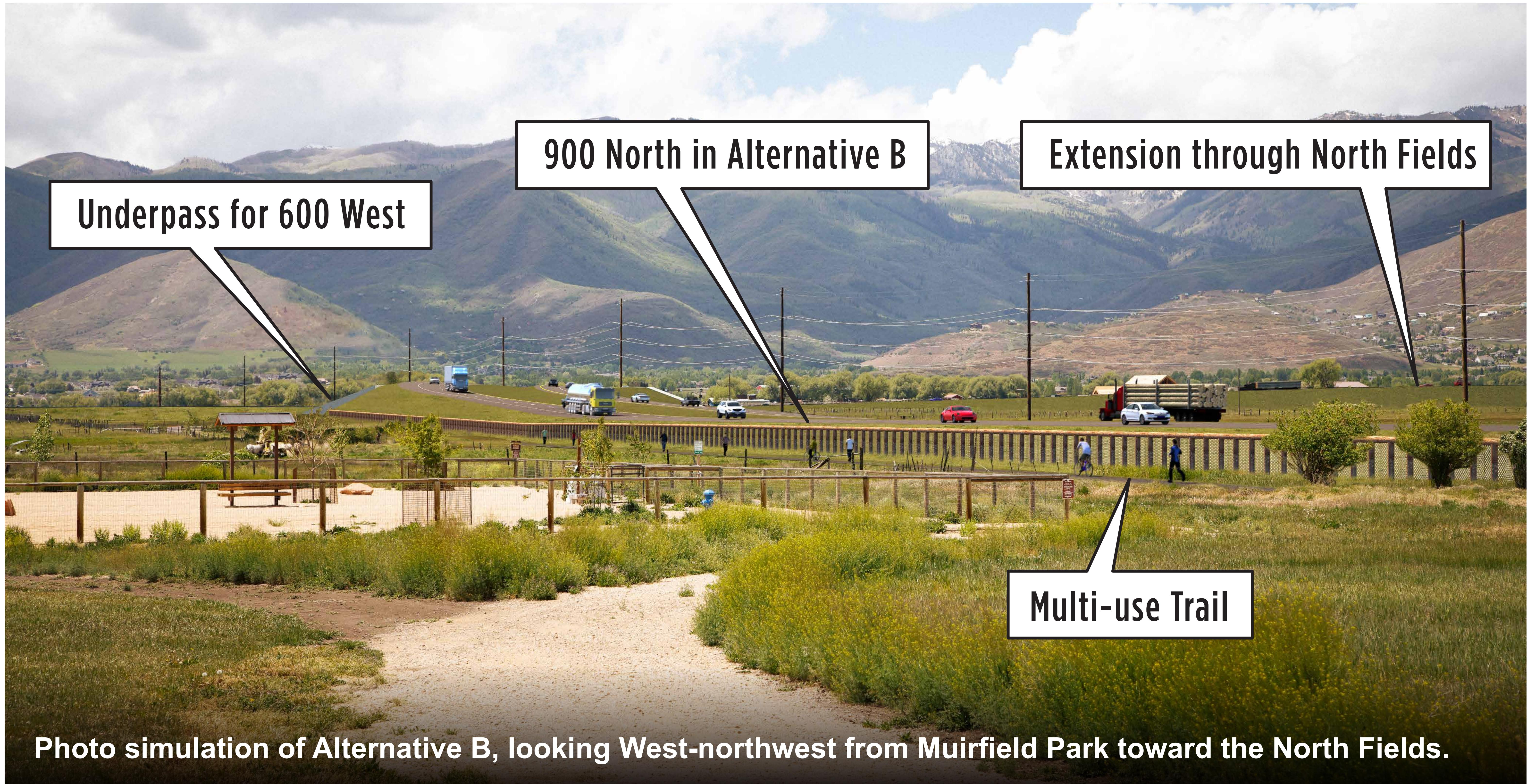
Alternative A



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

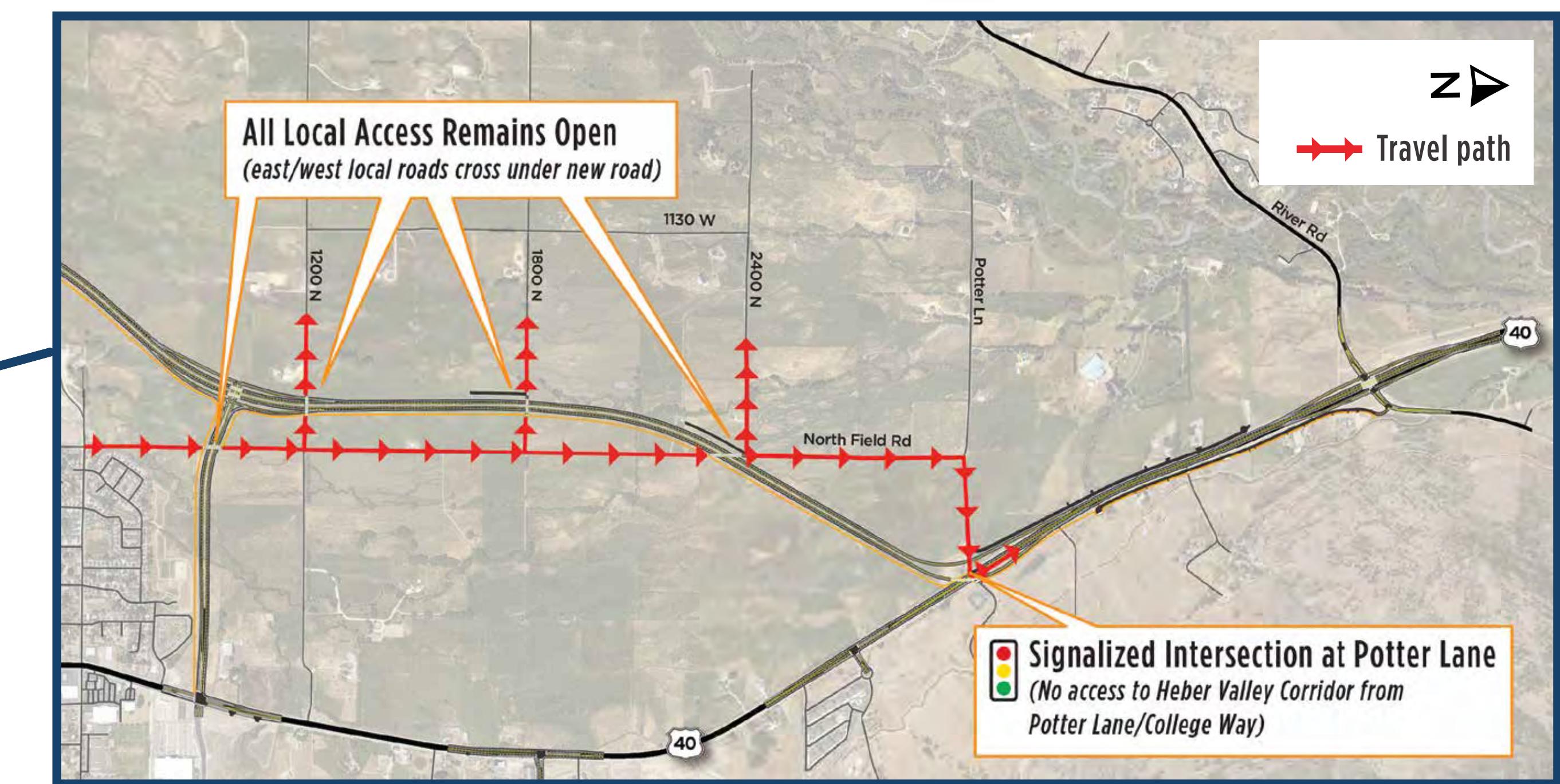
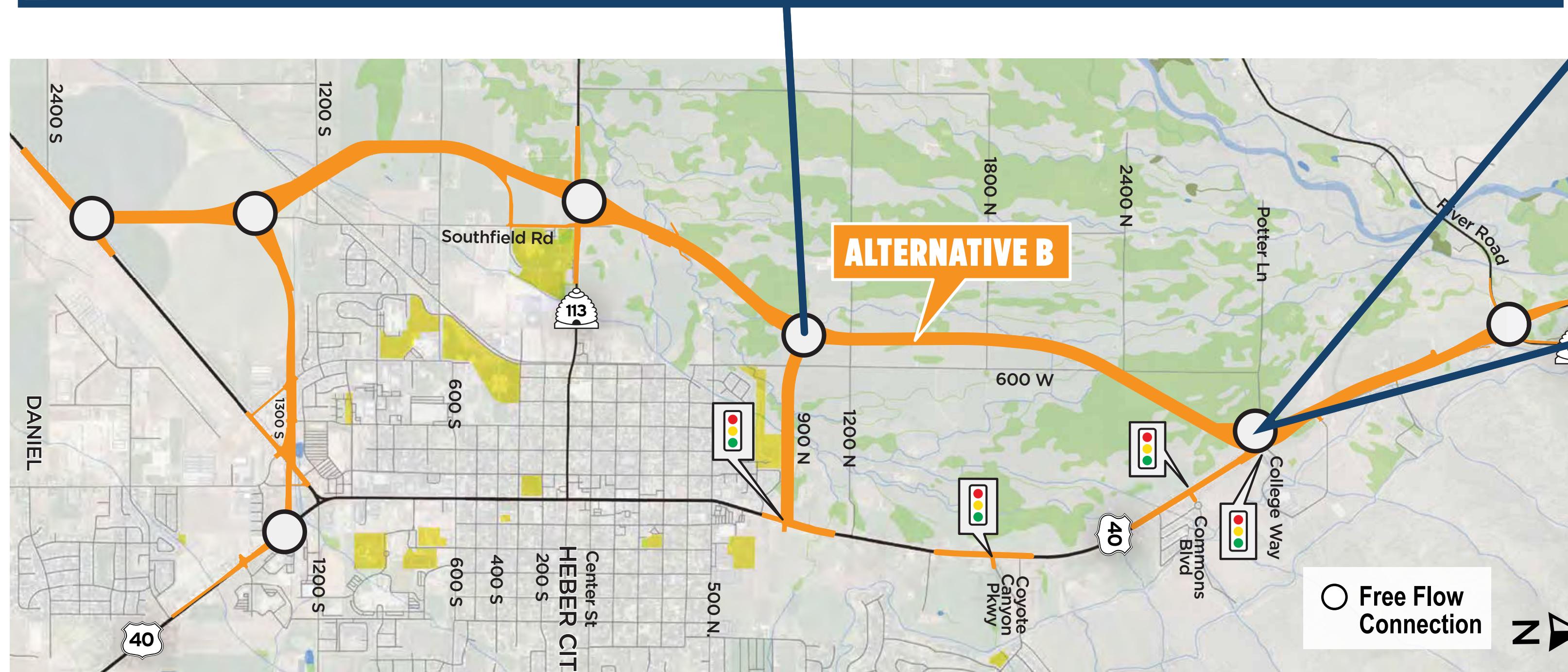
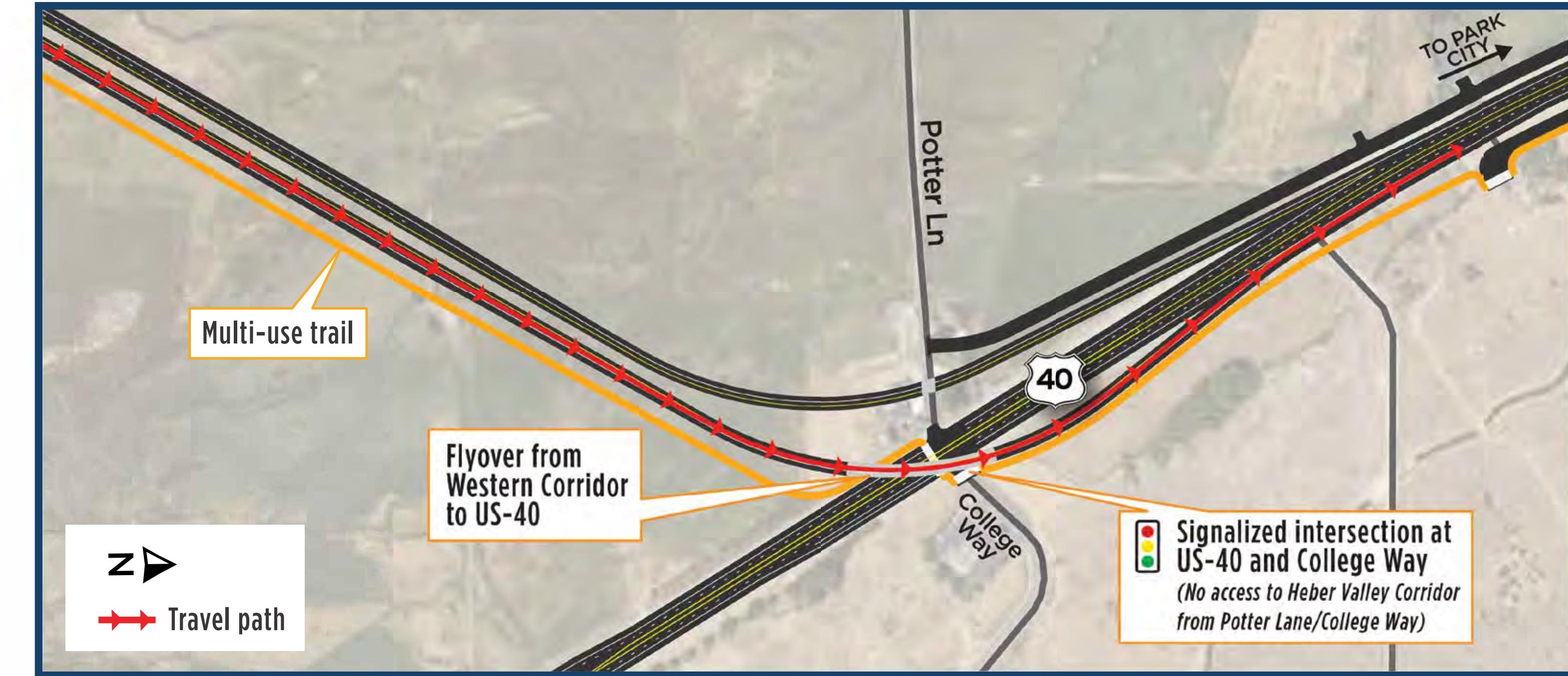
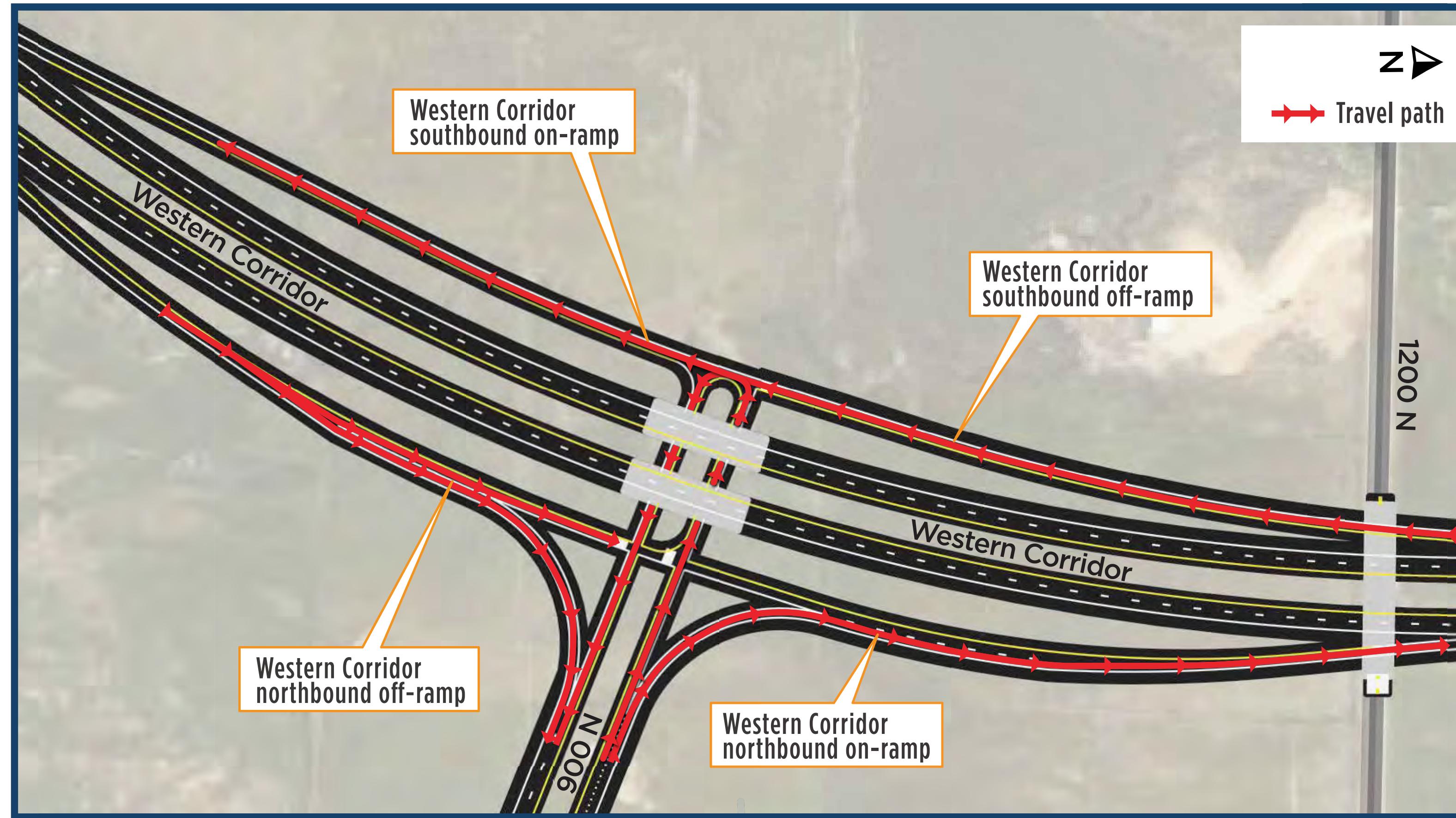
Cost \$711.9 million

Visual Simulation - Alternative B



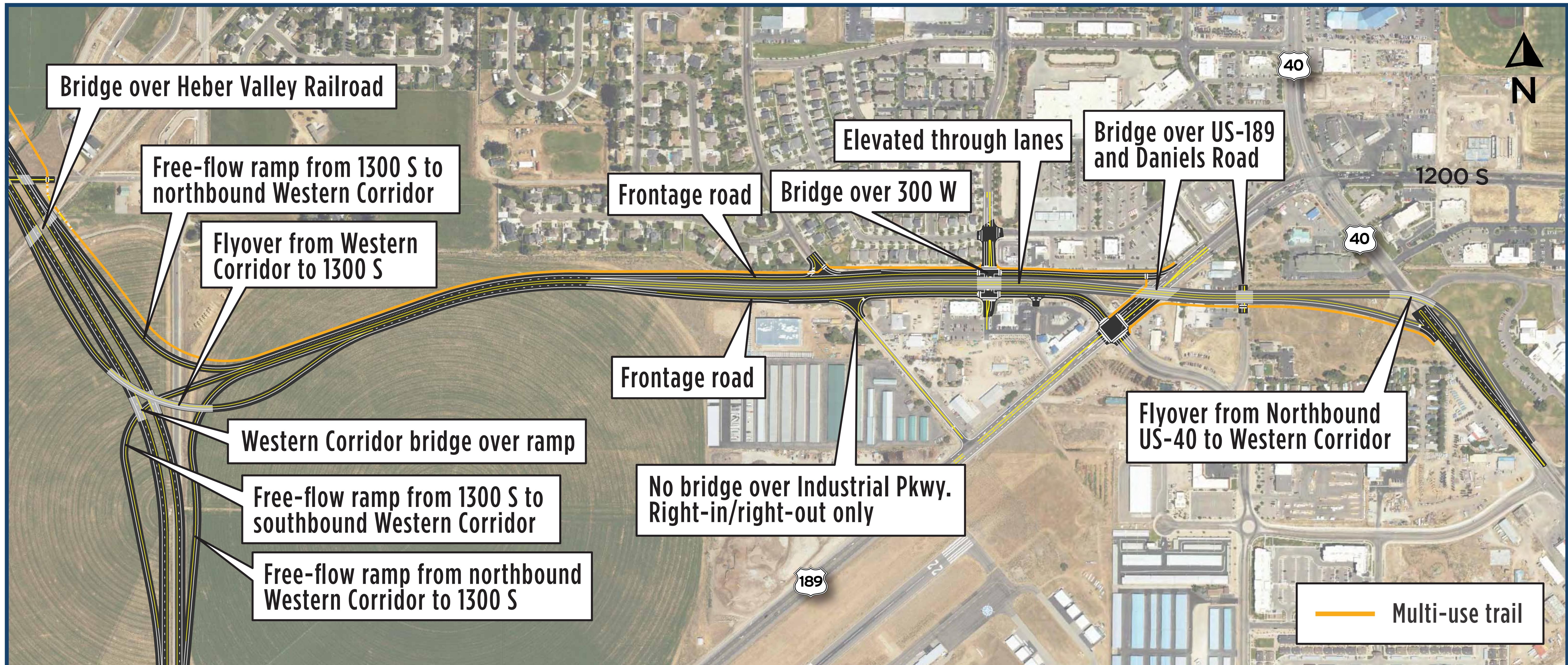
Access and Connectivity

North US-40 to Heber Valley Corridor from Alternative B



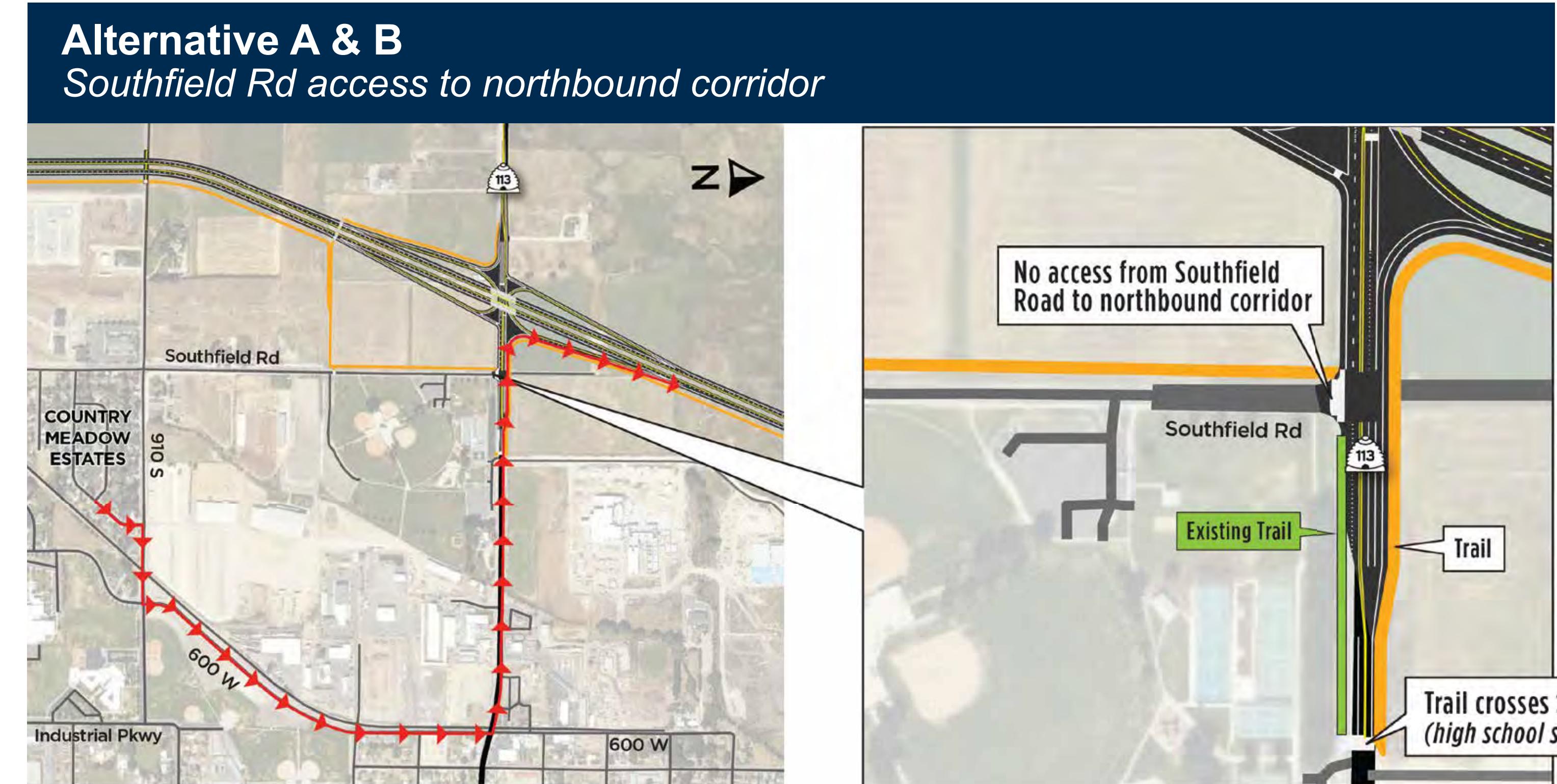
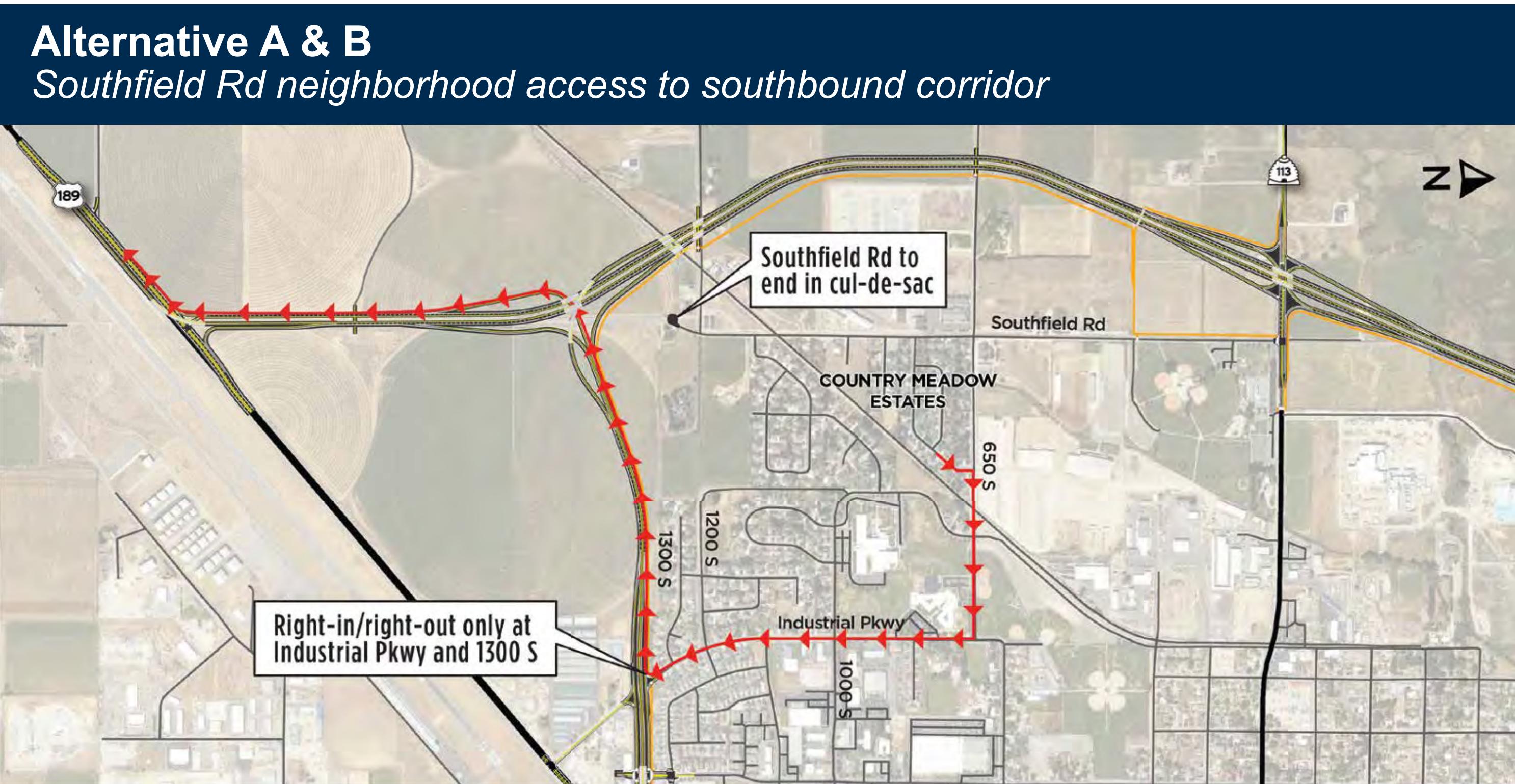
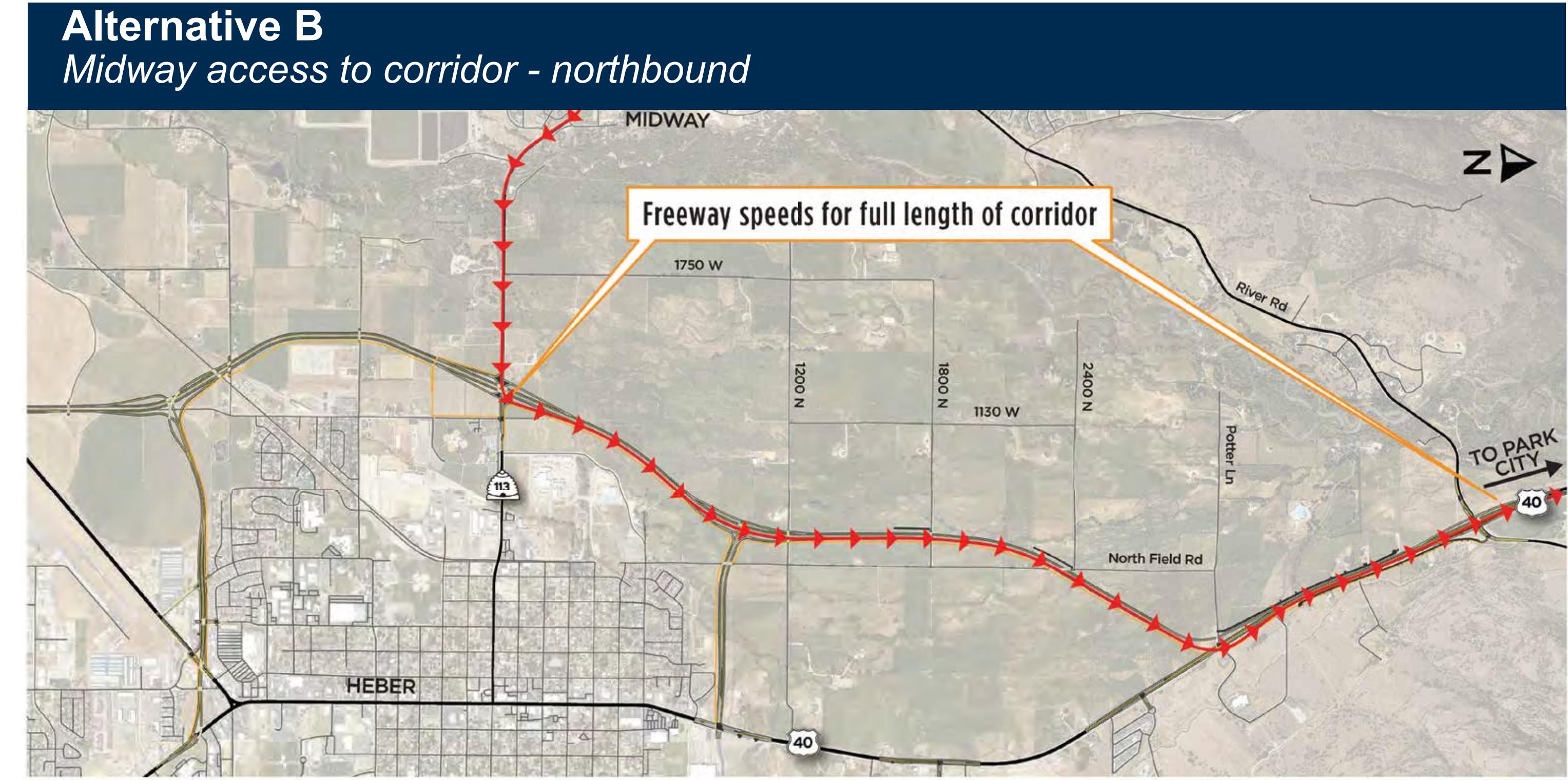
Access and Connectivity

1300 South for both Alternative A and B



Access and Connectivity

Midway and Southfield Rd



Noise Wall Policy

Noise Abatement

Traffic noise abatement can be implemented if the abatement is considered both feasible and reasonable. Abatement needs to meet all of the following criteria:

Feasible

- ✓ Can it be constructed?
- ✓ Is it safe?
- ✓ Does it provide a perceptible decrease in noise level?

Reasonable

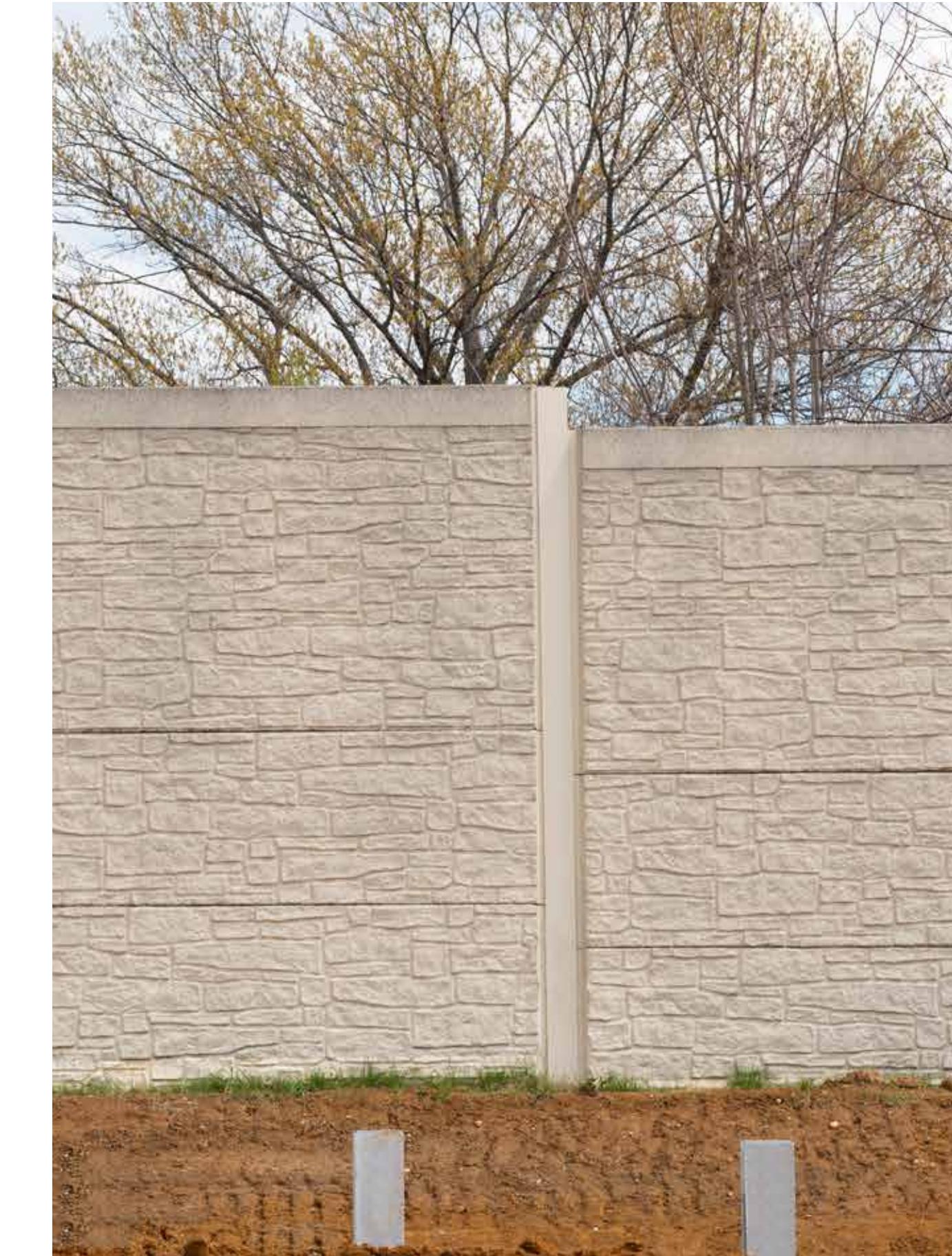
- ✓ Does it meet the noise abatement design goal?
- ✓ Is it cost effective?
- ✓ Do property owners want a noise abatement measure through noise balloting?



Noise Balloting

(Occurs after EIS is complete)

If noise walls are recommended for balloting, a noise ballot is sent to property owners and residents who are either directly adjacent to the noise wall or would benefit from the noise wall (receive at least a 5 dB(A) reduction).



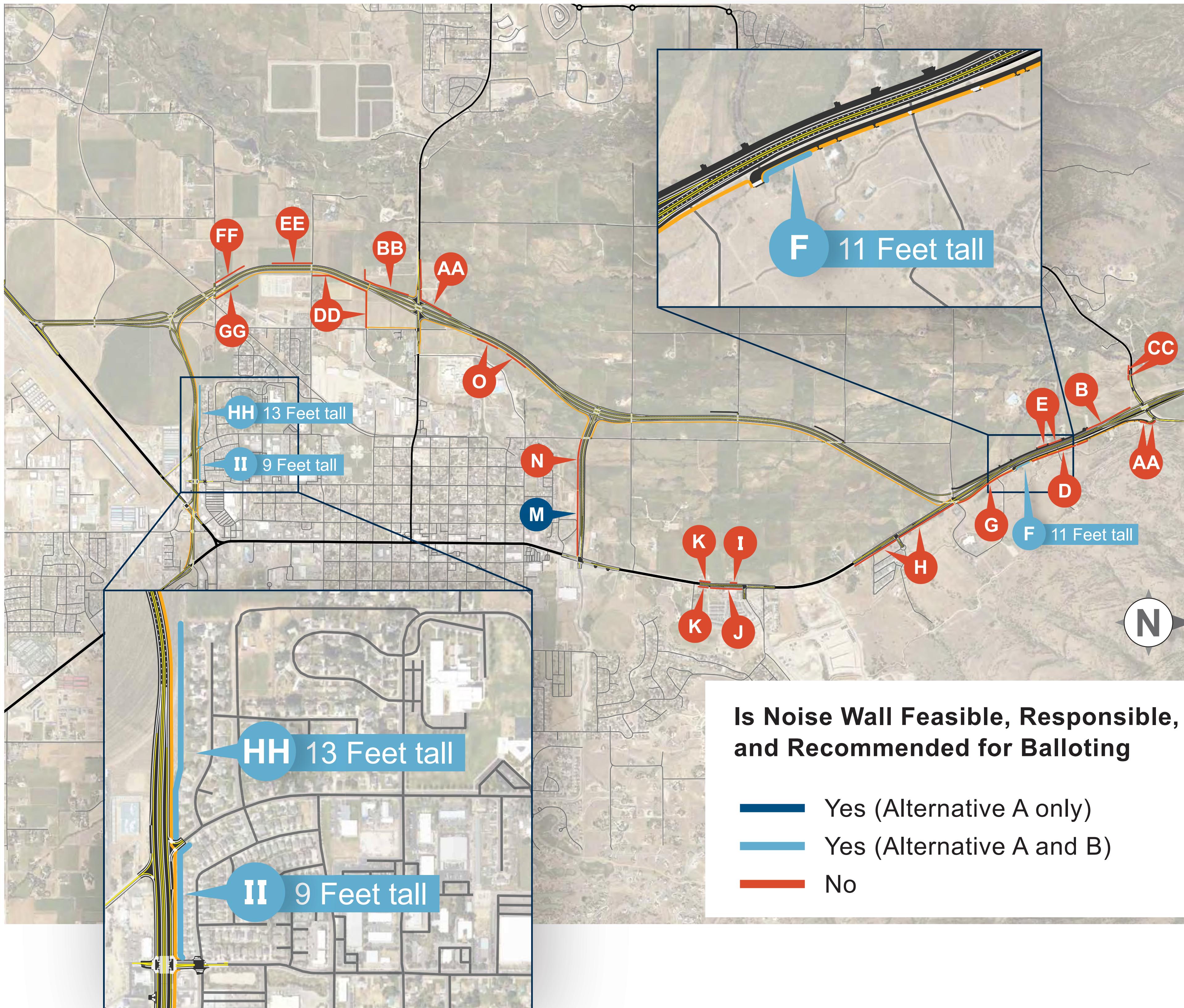
To pass, noise balloting must receive the following results:

**75%
OR MORE
of ballot recipients
MUST VOTE**

**75%
OR MORE
of voters
MUST VOTE YES**

Noise Wall Locations

Recommendations from analysis



Noise levels would range from 34 to 79 dBA compared to the existing conditions of 32 to 72 dBA

Which noise wall meet UDOT's feasibility and reasonableness acoustic and cost criteria?

- Alternative A: 4 of the 24 modeled noise barriers (Barriers F, HH, II, and M)
- Alternative B: 3 of the 24 modeled noise barriers (Barriers F, HH, and II)

Scan for more information



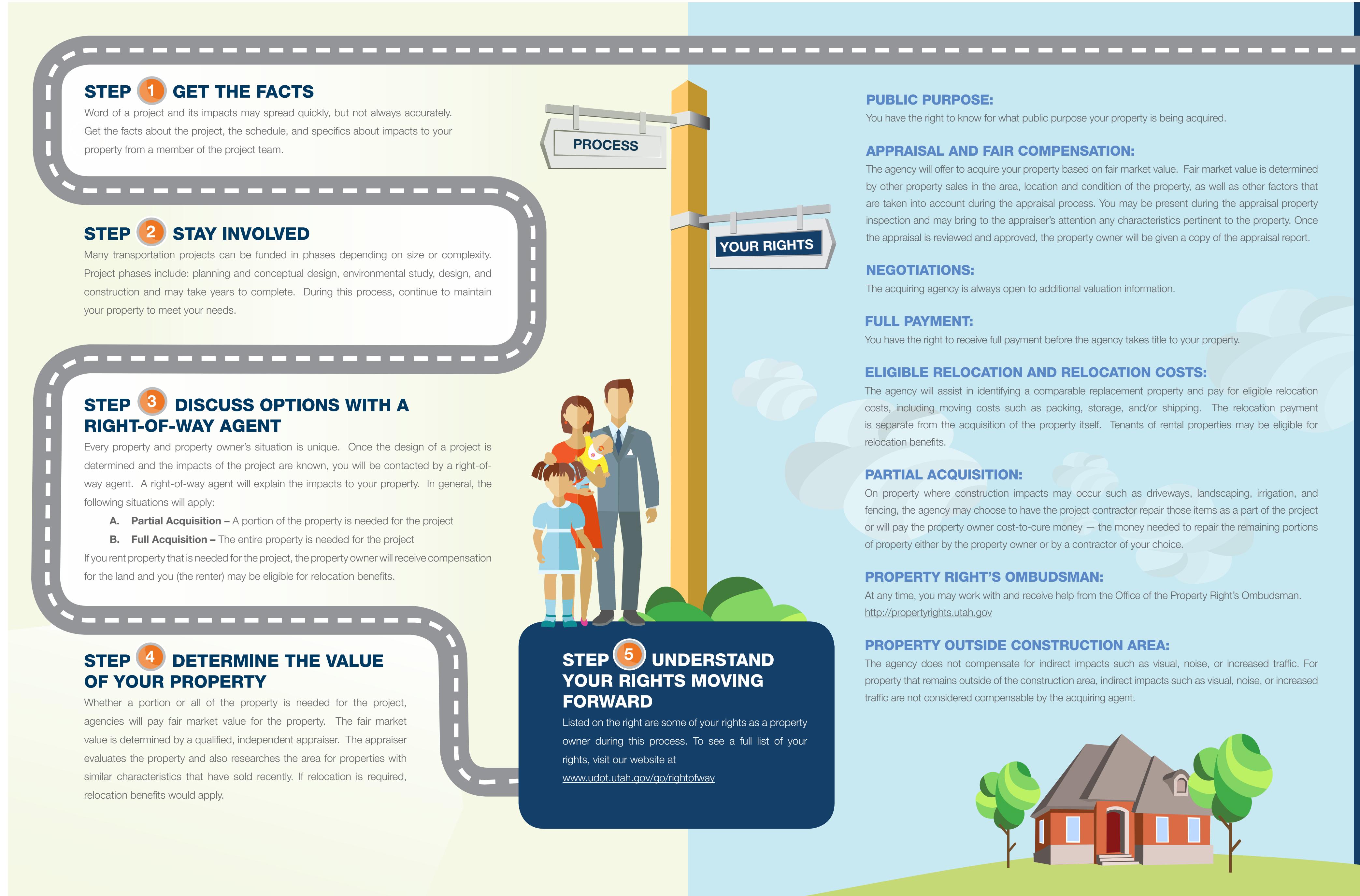
Right of Way Acquisition Process

UDOT's process for ROW acquisition is to identify property needed for projects. This includes:

1. Identify the owner(s) of needed properties
2. Valuations of needed acquisition areas
3. Review valuations to determine just compensation
4. Make offer to purchase the property from the landowner(s)



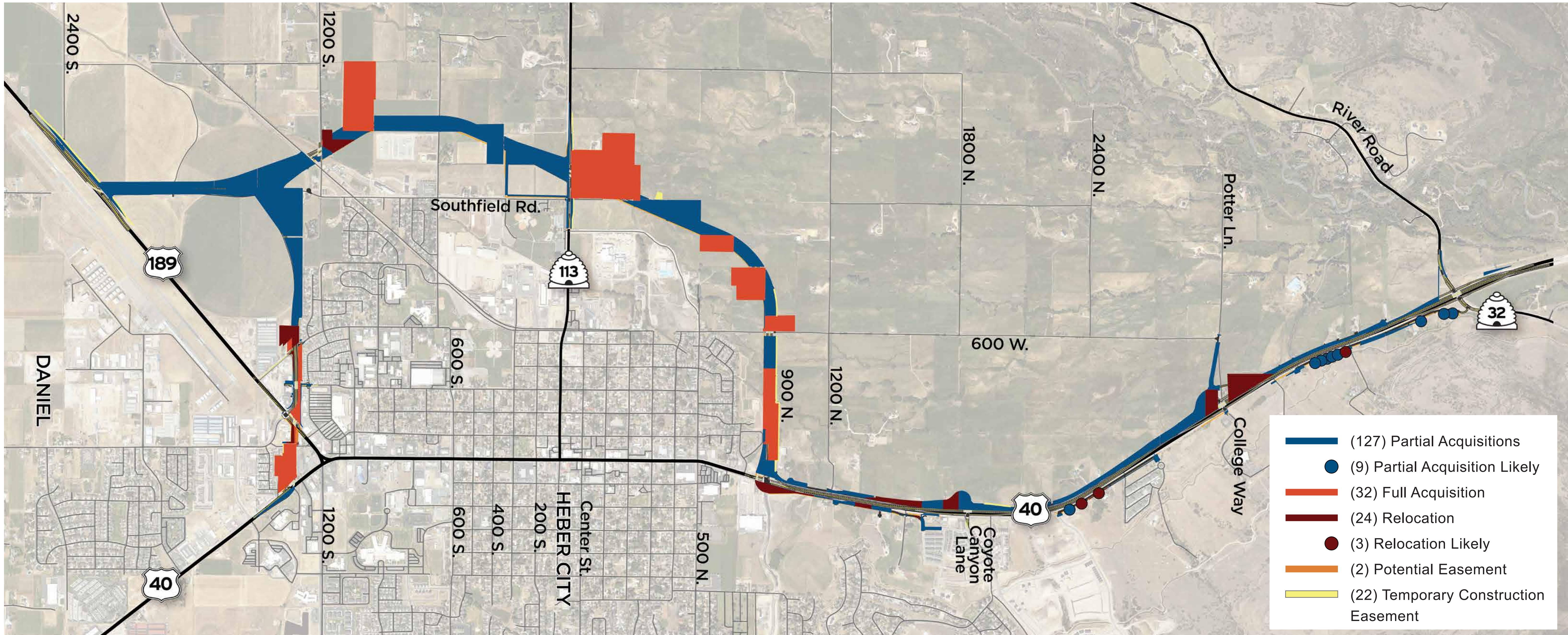
Scan for more information



Right of Way Acquisition

Alternative A Property Impacts

Heber Valley Corridor
ENVIRONMENTAL
IMPACT STATEMENT



Scan for UDOT Right
of Way process



Detailed Right
of Way maps



Right of Way Acquisition

Alternative B Property Impacts

Heber Valley Corridor
**ENVIRONMENTAL
IMPACT STATEMENT**



Scan for UDOT Right
of Way process



Detailed Right
of Way maps



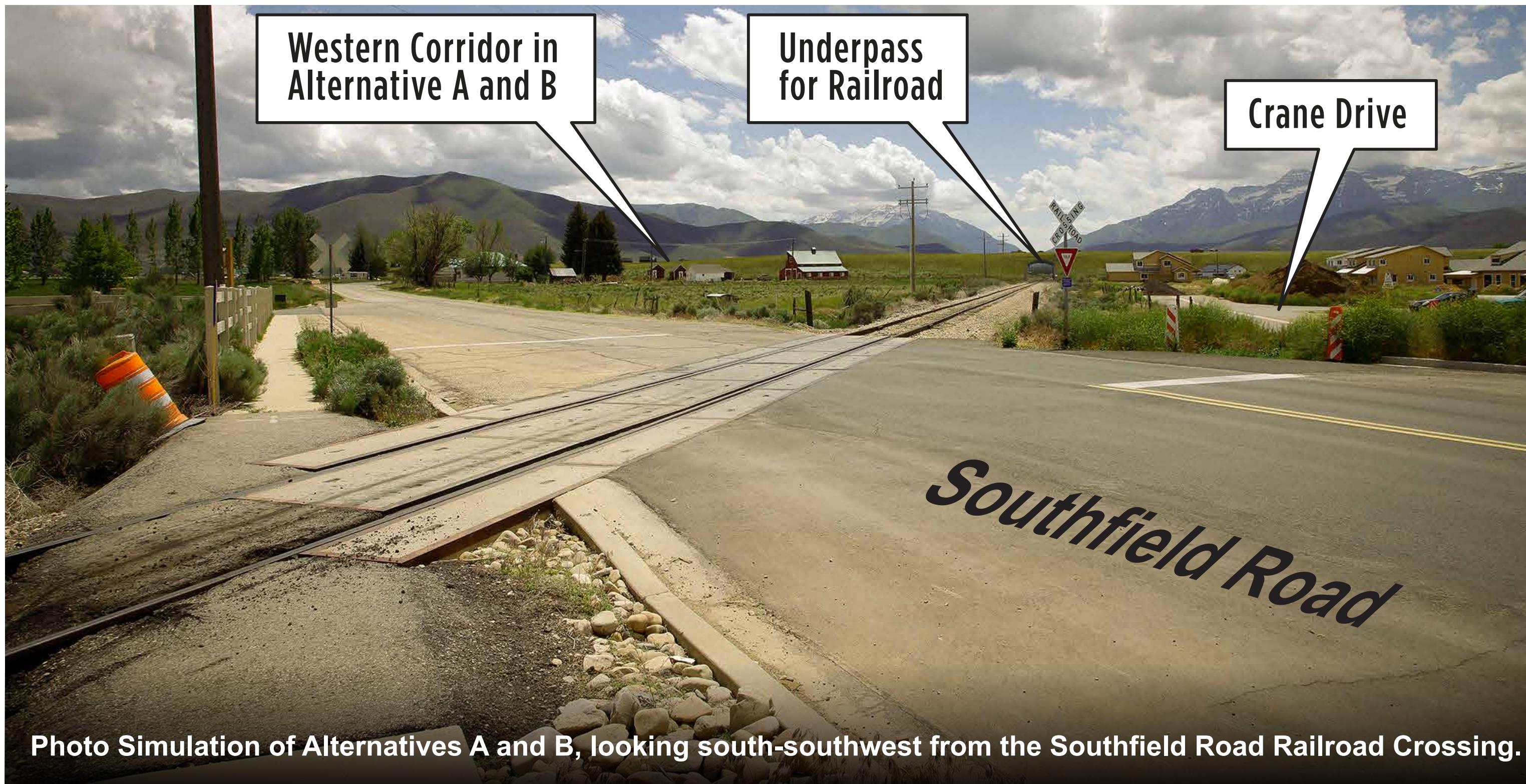
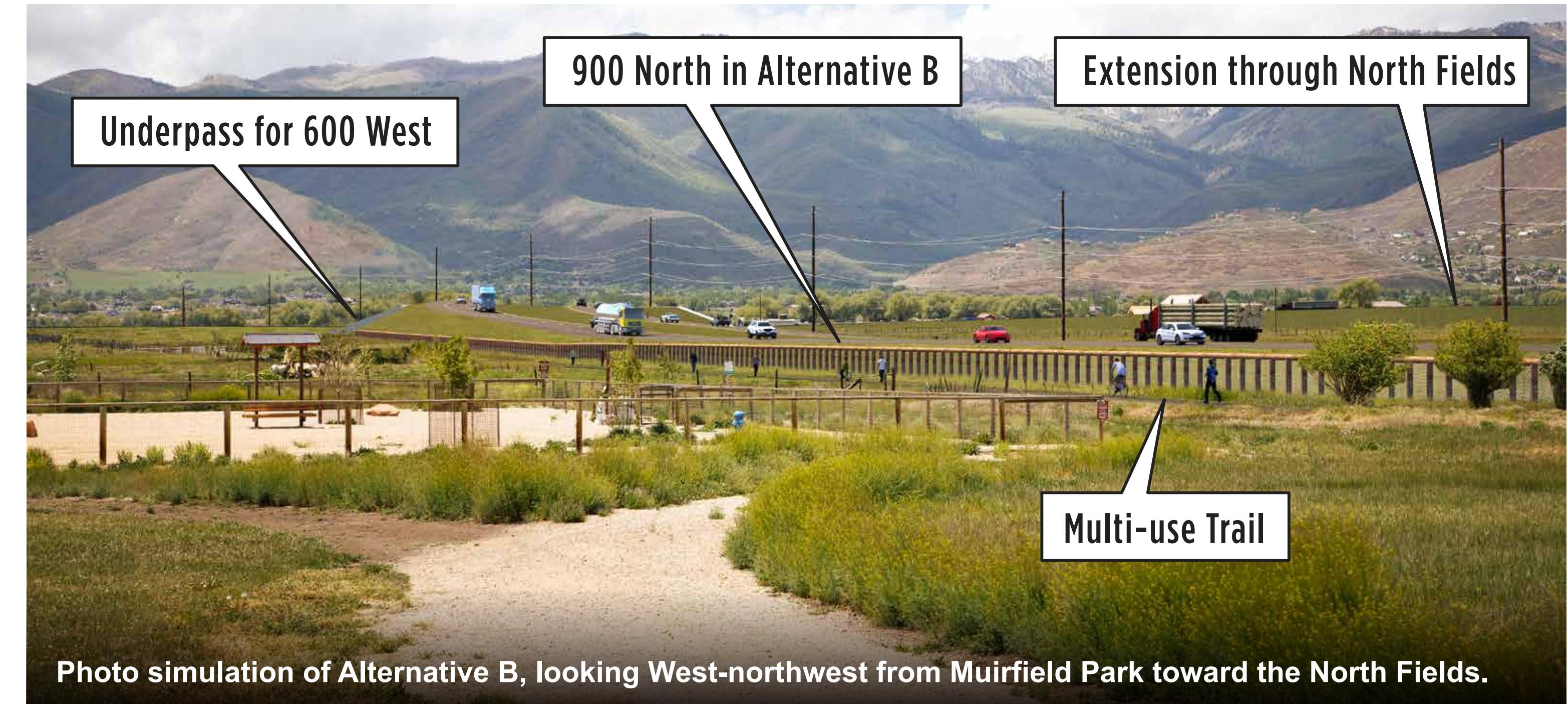
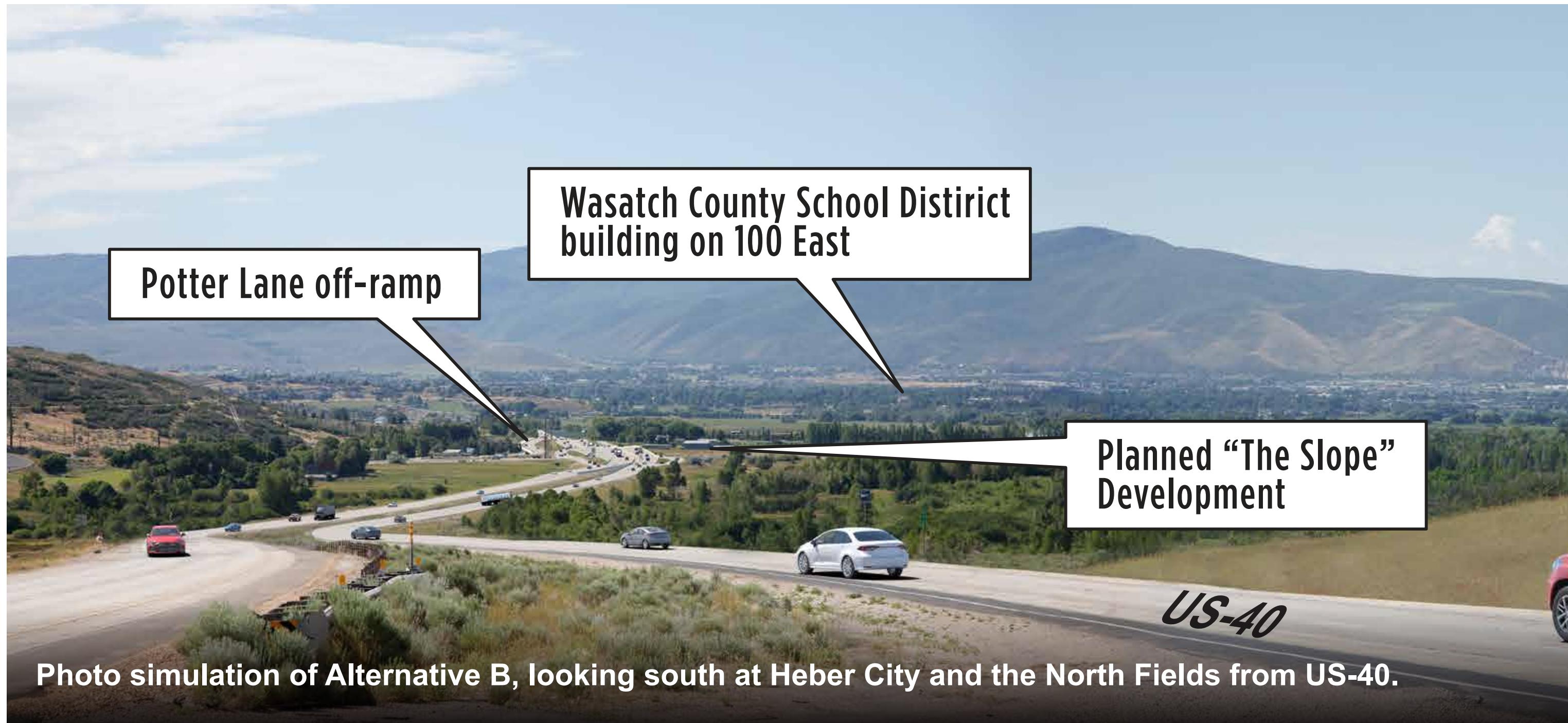
Photo Simulations

What the alternatives could look like



Photo Simulations

What the alternatives could look like



Public Comment Period



Jan. 9 - March 9, 2026
60-day comment period

How to comment:

- 👤 Court reporter at public hearing
- 📝 Comment form at public hearing
- ✉️ hebervalleyeis@utah.gov
- 🌐 hebervalleyeis.udot.utah.gov
- ☎️ 801-210-0498
- ✉️ Heber Valley Corridor EIS
c/o HDR
2825 E Cottonwood Parkway # 200
Cottonwood Heights, UT 84121

Comment on the Draft EIS specific to:

- The analysis of the potential impacts
- The proposed mitigation of potential impacts
- The preferred alternative



**Comment on
our website**



Public Comments

Writing a comment: what to include

- ✓ Clearly identify the issue or resource you're concerned about.
- ✓ Reference specific sections or topics in the Draft EIS.
- ✓ Include data, citations, observations, or personal experiences that support your comment.
- ✓ Comments are more impactful when they are solution-oriented.
- ✓ Comments may also be in the form of a question, in addition to statements.

How comments are used

- ✓ Public comments submitted during the public comment period are not considered a vote.
- ✓ Comments are one input among many that we will use to make final updates and decisions regarding the project.
- ✓ Comments will be used to consider things that may have been overlooked, such as property or environmental impacts.
- ✓ Comments on the Draft EIS will receive a response in the Final EIS.

For more information on the environmental study process and how your comments are used, scan the QR code

