

Draft Environmental Impact Statement Summary

The Utah Department of Transportation (UDOT) published the Draft EIS on Jan. 7, 2026 with a public comment period starting on Jan. 9. The Draft EIS identifies Alternative B as the preferred alternative. The Draft EIS documents the potential environmental impacts of the project, a range of alternative solutions, and a thorough analysis of each alternative's positive and negative impacts, including potential mitigation measures.

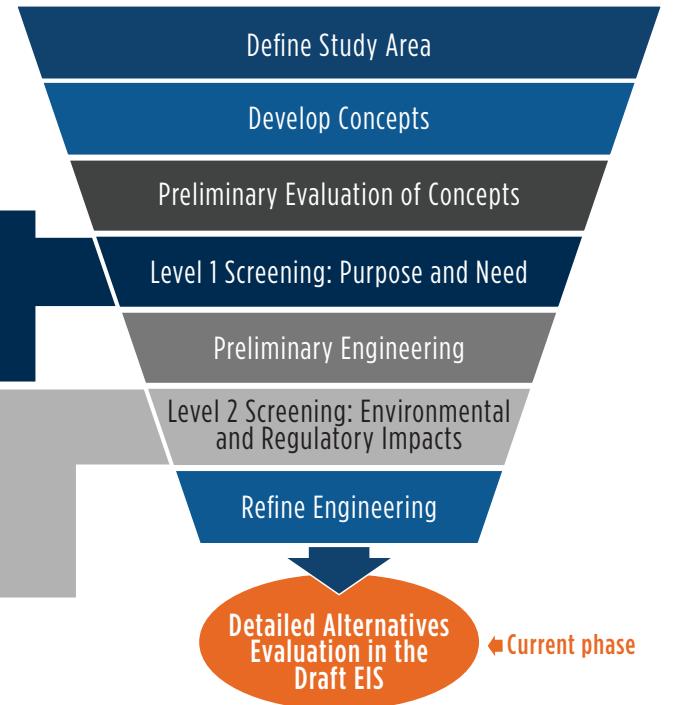
The purpose of the Heber Valley Corridor Project is to improve regional and local mobility on US-40 from River Road/SR-32 to US-189 and provide opportunities for non-motorized transportation while allowing Heber City to meet their vision for the historic town center.

Transportation considerations 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



To identify the preferred alternative, UDOT considered each alternative's ability to meet the purpose and need of the project, along with the potential environmental impacts, which includes wetlands, property, visual, and noise impacts, among others. This decision was also informed by public and agency input received throughout the study and other transportation performance considerations such as providing an alternative route to the community and the amount of out-of-direction travel.

Preferred Alternative

Alternative B Primary Benefits

- 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
- Less out-of-direction travel
- Longer term solution

UDOT will prioritize the North Fields for wetland mitigation. For every acre that we impact, we are required to provide mitigation at a ratio that is often 2:1 or higher.



They will not be privately owned or up for development.

SUMMARY: TRAFFIC PERFORMANCE AND IMPACTS TO KEY RESOURCES

How the alternatives meet the purpose and need of the project and potential impacts

ALTERNATIVE OR CONDITION	PM peak hour Traffic Performance: Purpose and Need								Impacts to Key Resources			Cost		
What does this mean for me?	Regional Mobility Traffic operations between SR-32 and US-189/US-40 south			Local Mobility Traffic operations on Heber City Main Street SR-32 to US-189 at Hub					Impacts			\$2026 Dollars		
														
	SR-32 to US-189 at 3000 South	SR-32 to US-40 at 1500 South	Intersections, cross streets, driveways	Unstable traffic flow, speed changes quickly, low maneuverability	SR-32 to US-189/US-40 intersection	Traffic backups from 500 N to SR-32	Heavily congested traffic, demand exceeds capacity, speed varies greatly	Benefits downtown valued places and historic buildings, removes regional traffic	Canals, ditches, perennial streams, wetlands	Historic buildings adversely affected or demolished	Homes, businesses (already built or under construction)	Estimate based on 2026 valuation		
MEASUREMENT	Minutes : Seconds	Minutes : Seconds	Number	Number	Minutes : Seconds	Feet	Number	Yes / No	Acres	Number	Number	Number	Millions	
US-40 Existing Conditions (2019)	N/A	N/A	144	0	8:20	375	2	No	-	-	-	-	-	
US-40 No-Action (2050)	N/A	N/A	152-157	5	20:30	17,100	2	No	-	-	-	-	-	
Alternative A (on US-40 alignment)	7:25	8:10	1	1	11:50	3,500	1	Yes	23	4	27	\$711.9M		
Alternative B (off US-40 alignment)	6:15	6:55	1	0	10:15	700	1	Yes	54	1	8	\$760.5M		



Community Engagement Opportunities

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**



VIRTUAL MEETING

WHEN: Tuesday, Jan. 27, 2026 | 6–7:30 p.m.

WHERE: Zoom



Scan code for
Zoom meeting

OPEN HOUSE / HEARING

WHEN: Wednesday, Jan. 28, 2026 | 5:30-8:30 p.m.

WHERE:
Wasatch High School Library
930 South 500 East, Heber City, UT 84032

**NEPA
OVERVIEW &
EARLY SCOPING**
Spring 2020-
Fall 2020

**PURPOSE AND
NEED & SCOPING**
Winter 2020-
Summer 2021

**ALTERNATIVES
DEVELOPMENT
AND SCREENING**
Summer 2021-
Winter 2023

**ALTERNATIVES
REFINEMENT AND
RE-SCREENING**
Spring 2025

**DRAFT
EIS**
Anticipated
Completion
Early 2026
Current Phase

**FINAL EIS
AND ROD**
Anticipated
Completion
Spring/Summer
2026

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