

Midway City Council
19 July 2022
Work Meeting

Heber Valley Corridor
Environmental Impact Statement

Heber Valley Corridor



ENVIRONMENTAL IMPACT STATEMENT

Midway Alternatives Screening Results Presentation

July 19, 2022

Project Purpose

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

Alternatives Development

Initial Concepts

- ✓ No-action
- ✓ 17 action alternatives
 - 6 US-40 alternatives (500 North to 1200 South)
 - 3 east bypass
 - 7 west bypass
 - Transit

Alternative Concepts Themes

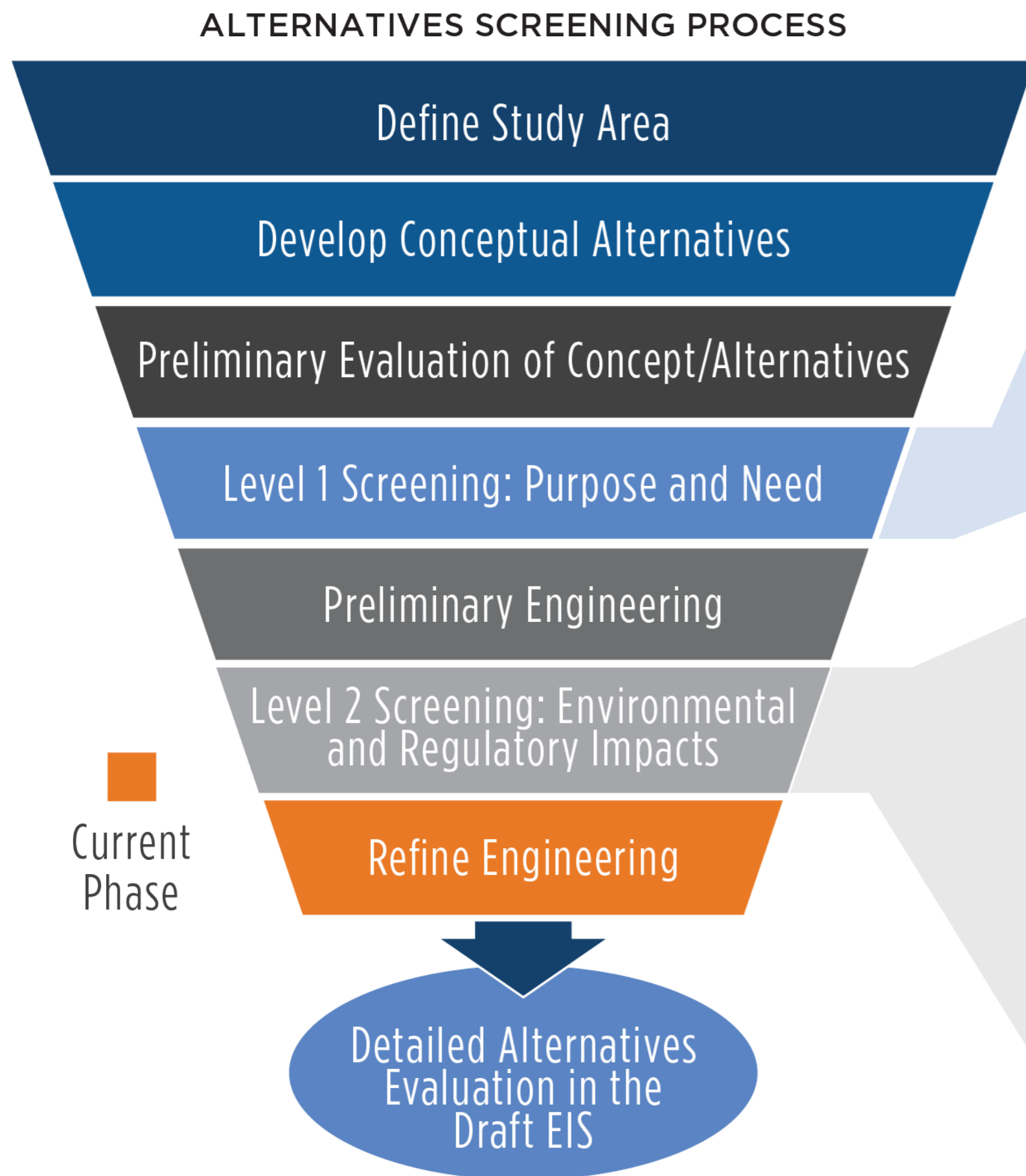
- ✓ East bypass has never been planned
- ✓ East bypass impacts neighborhoods and is not safe for kids walking to school
- ✓ West side is much less developed (fewer homes and schools)
- ✓ Something needs to be done about congestion
- ✓ Congestion on Main Street better than impacting neighborhoods
- ✓ North fields are treasured, don't impact them
- ✓ Concern for impacts to natural resources (wetlands, creeks, aquifer, wildlife, viewshed).
- ✓ Development will continue to the north—the bypass should tie in at SR-32

Alternatives Development

New Concepts

- ✓ Improvements to north US-40
- ✓ One-way-couplet on 100 East
- ✓ West Bypass
 - Extend bypass to connect to US-40 near SR-32
 - Southern extension for west bypass (through Daniel)
 - Turbo roundabout with 1300 South extension





Screening Process and Criteria



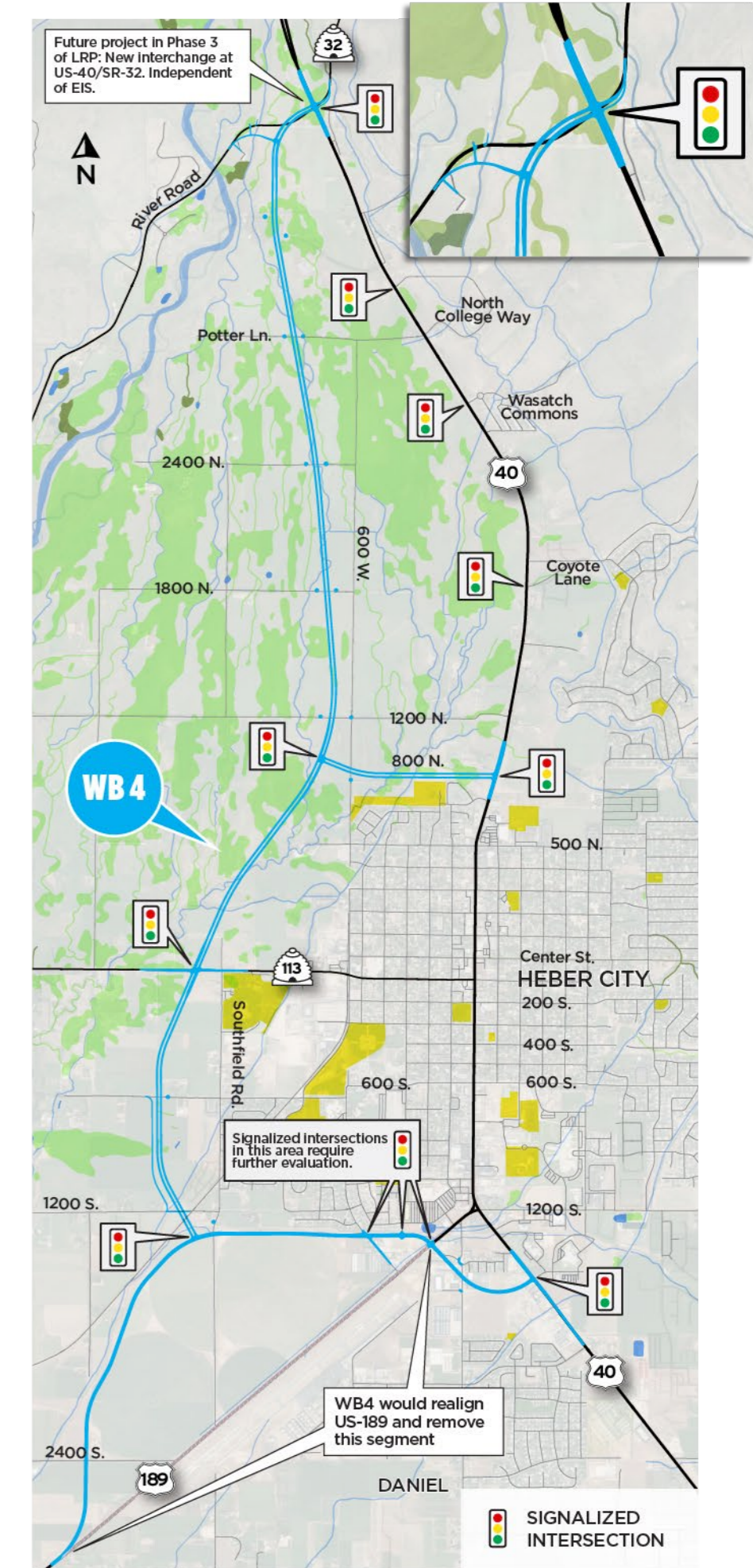
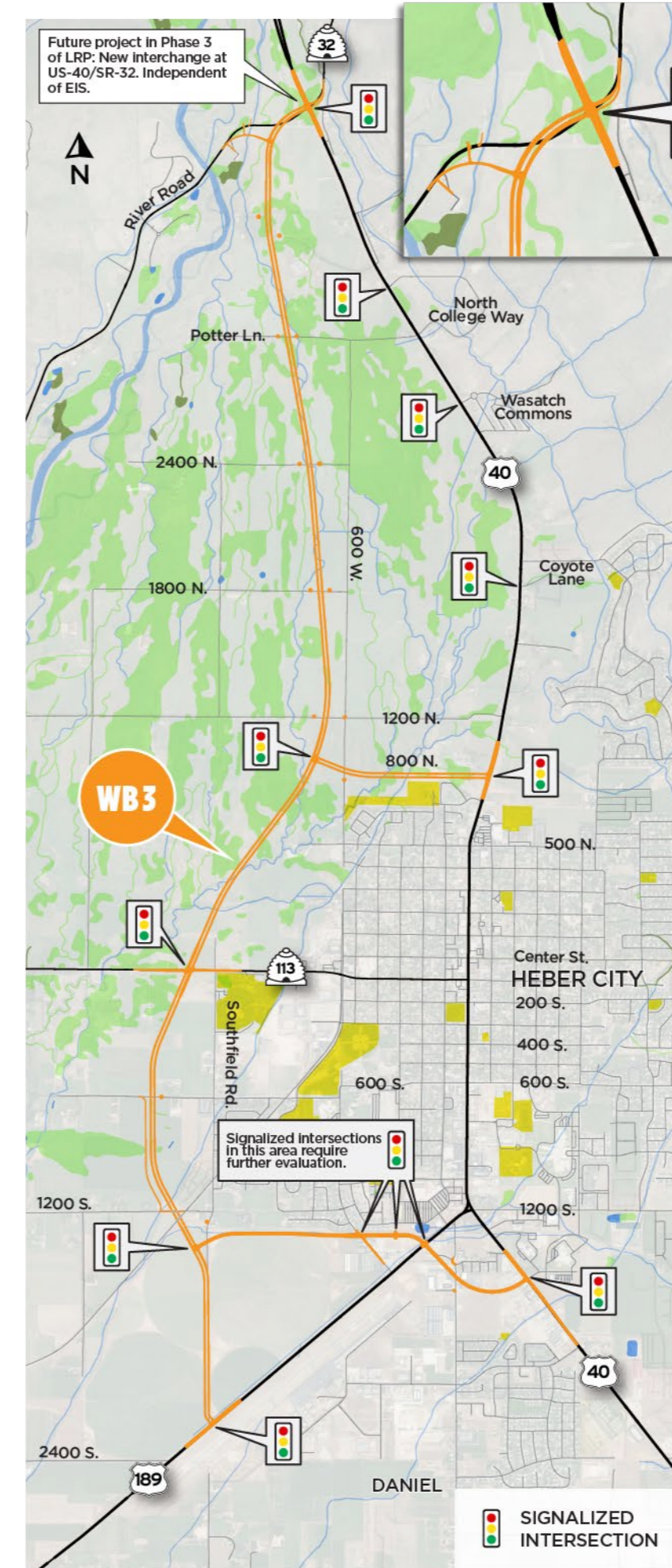
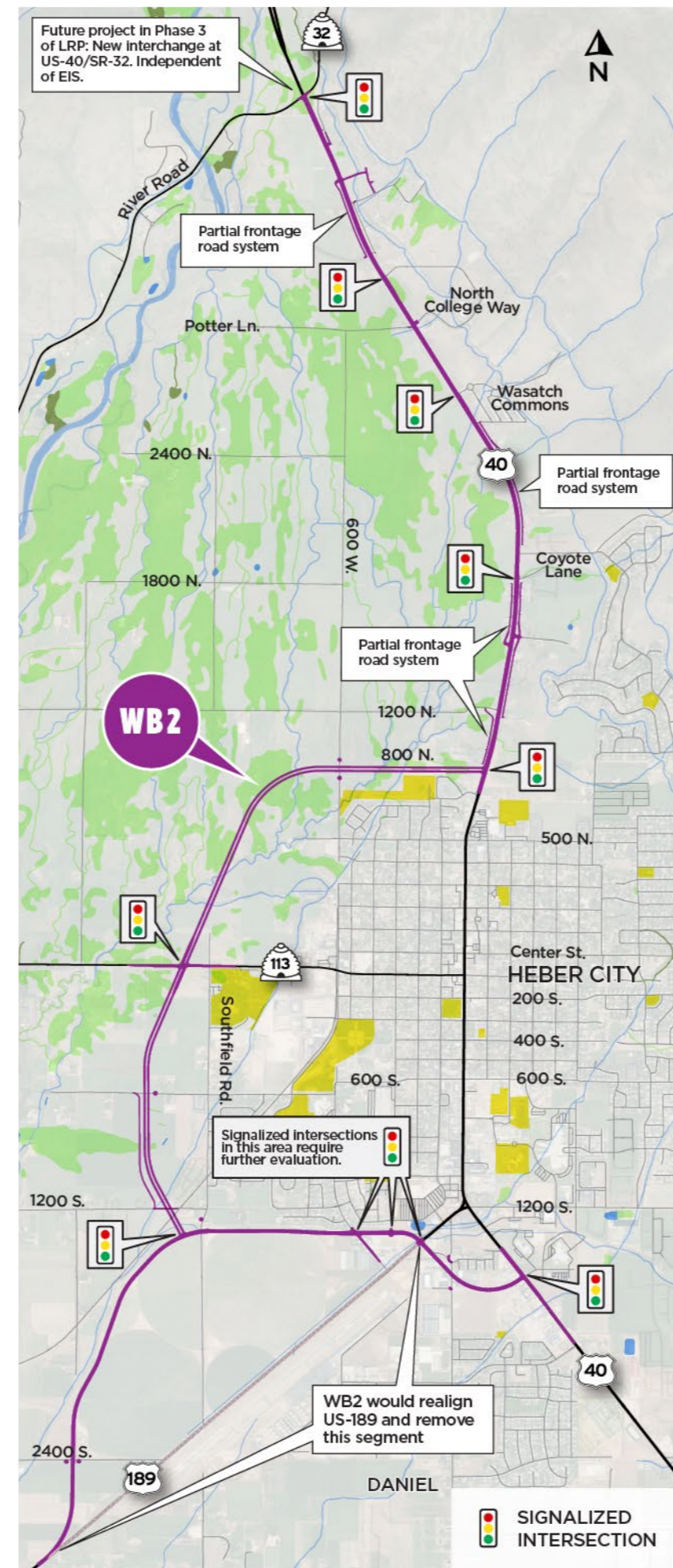
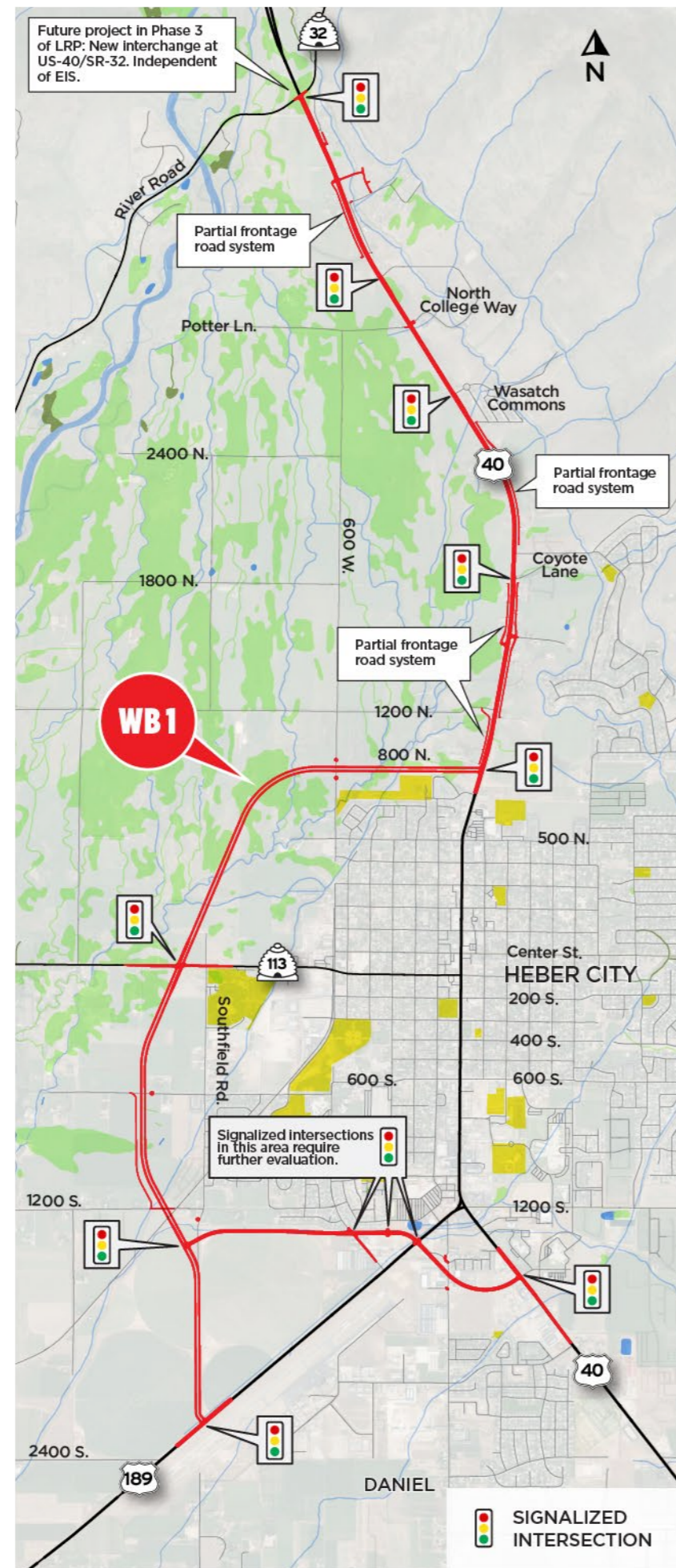
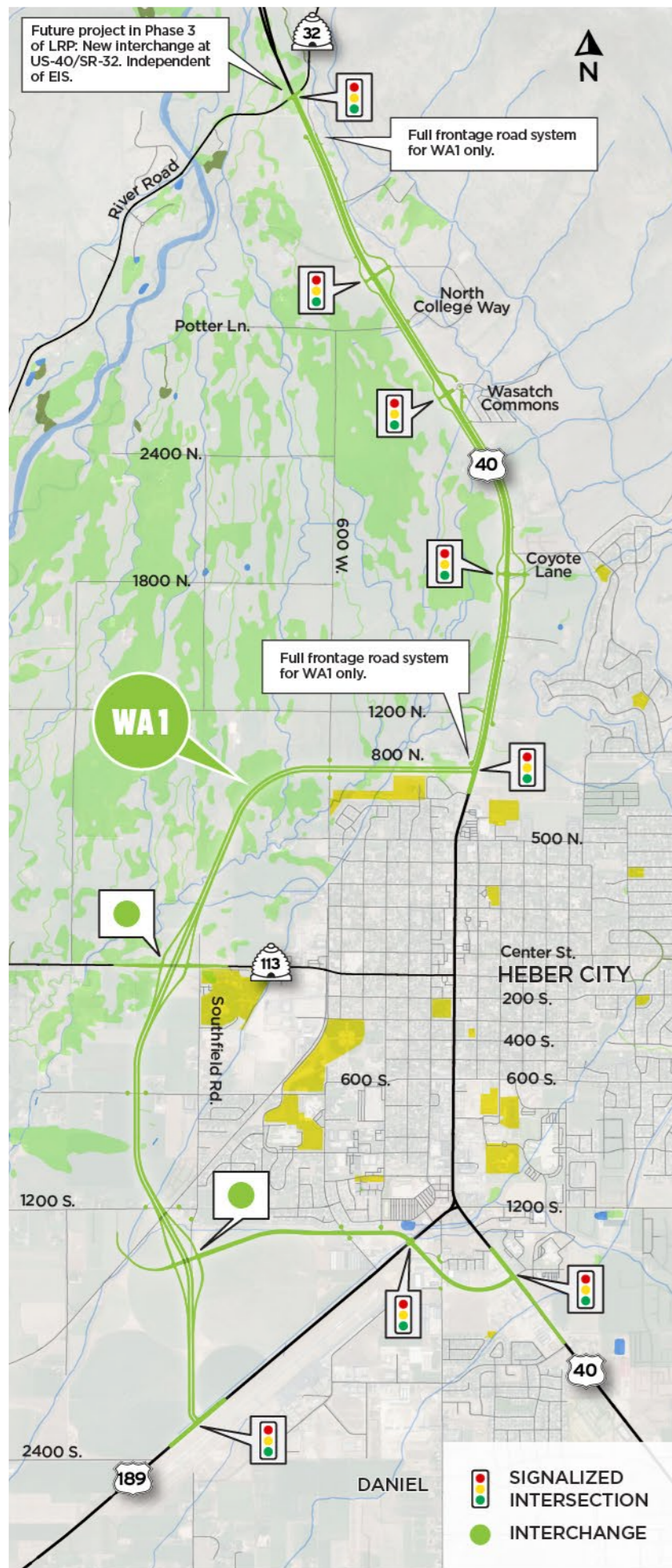
LEVEL 1 SCREENING CRITERIA - PURPOSE AND NEED

Criteria	Measure
Improve regional and local mobility on U.S. 40 through 2050	<ul style="list-style-type: none"> Improve arterial and intersection Level of Service (LOS) on US-40 Substantially decrease thru-traffic travel time Substantially decrease queue length along US-40 Minimize conflicts to north-south mobility for thru-traffic
Provide opportunities for non-motorized transportation	<ul style="list-style-type: none"> Provide opportunities for non-motorized transportation consistent with local and regional planning documents
Allow Heber City to meet their vision for the historic town center	<ul style="list-style-type: none"> Avoid/minimize impacts to valued places and historic buildings on Main Street Avoid improvements that would preclude Heber City from implementing strategies to achieve their vision for Main Street (<i>wide sidewalks, bike lanes, landscaping, reduced speed limit</i>)













LEVEL 2 SCREENING CRITERIA - IMPACTS

Criteria	Measure
 Waters of the U.S.	<ul style="list-style-type: none"> Acres and types of wetlands and other waters of the U.S. affected Linear feet of ditches and creeks affected
 Section 4(f) Resources	<ul style="list-style-type: none"> Number of Section 4(f) historic properties affected Number of Section 4(f) recreation resources affected
 Right-of-way	<ul style="list-style-type: none"> Number of full property acquisitions and relocations (<i>commercial and residential</i>) Number of partial property acquisitions
 Cost	<ul style="list-style-type: none"> Alternatives cost compared to other alternatives (<i>alternatives would not be eliminated based on cost unless they are an order of magnitude greater</i>)

Alternatives Carried Forward to Draft EIS



Alternative Impact Summary

ALTERNATIVE	Level 1 Screening						Level 2 Screening					
	 Meets Heber City Vision <i>Impacts to downtown valued places/historic buildings</i>	Local Mobility PM peak hour operations (5-6pm) on Heber City Main Street				Regional Mobility Traffic operations between SR-32 and US-189		 Waters of the U.S. (Acres impacted) <i>Canals, ditches perennial streams, wetlands</i>	 Historic Buildings (#) <i>Potential adverse effects</i>	 Residences and Businesses (#) <i>Potential full acquisitions</i>	 Cost (millions) <i>High level project cost estimate</i>	 Recommended for detailed evaluation in Draft EIS
		 Intersections with LOS F <i>Five intersections on US-40 in downtown Heber City</i>	 Southbound Segments with LOS F	 Southbound Queue Length at 500 North (feet)	 Local Travel Time on US-40 <i>SR-32 to US-189/US-40 intersection (m:s)</i>	 Regional Travel Time on Bypass <i>SR-32 to US-189/3000 South (m:s)</i>	 Conflict Points <i>Intersections, cross streets, driveways</i>					
US-40 Existing Conditions (2019)	No	0	2	375	8:20	10:40 <i>(on US-40)</i>	144	-	-	-	-	-
US-40 No-Action (2050)	No	3	2	13,100	17:40	19:05 <i>(on US-40)</i>	152-157	-	-	-	-	Yes
West Bypass Limited-Access Grade-Separated (WA1) <i>Freeway with North US-40 (WA1)</i>	Yes	0	1	1,600	11:05	9:10	16	8.84	8	18	\$234M	Yes
West Bypass Parkway At-Grade (WB1) <i>Highway with North US-40 (WB1)</i>	Yes	0	1	1,500	11:00	10:25	26-35	6.55	8	17	\$173M	Yes
West Bypass Parkway At-Grade with Realigned US-189 (WB2) <i>Highway with North US-40 and Realigned US-189 (WB2)</i>	Yes	0	0	400	9:30	10:05	27-36	6.55	8	18	\$179M	Yes
West Bypass Parkway At-Grade with Northern Extension (WB3) <i>Highway to SR-32 (WB3)</i>	Yes	0	0	375	8:55	8:10	12	12.35	1	8	\$191M	Yes
West Bypass Parkway At-Grade with Northern Extension and Realigned US-189 (WB4) <i>Highway to SR-32 and Realigned US-189 (WB4)</i>	Yes	0	1	400	8:55	7:45	12	12.48	1	9	\$197M	Yes

Public Comment Period

June 7–July 22, 2022

Provide comments through:



HeberValleyEIS.udot.utah.gov



HeberValleyEIS@utah.gov



Heber Valley Corridor EIS c/o HDR
2825 E. Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121



801-210-0498

Public Presentations

Wasatch County Council

June 15 at 3:00 p.m.

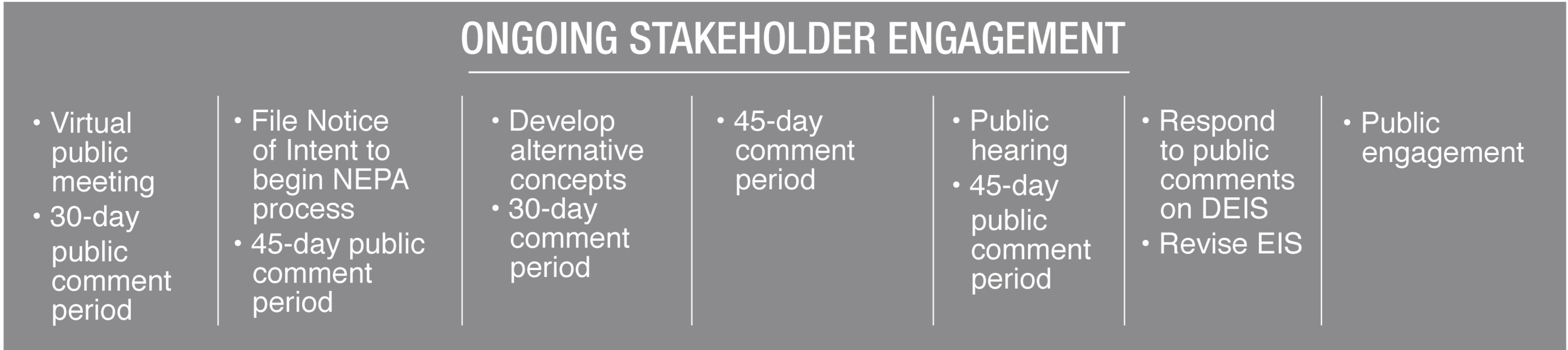
Heber City Council

June 21 at 6:00 p.m.

Midway City Council

July 19 at 6:00 p.m.

Project Timeline and Process



MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS

Heber Valley Corridor



ENVIRONMENTAL IMPACT STATEMENT

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.