

APPENDIX A

Notice of Intent

- socioeconomic impacts and environmental justice.

The EIS will include discussion and review of any proposed natural gas pipeline(s) that would be a necessary component of a new proposed CC or CT plants under Alternatives A or B. Currently under Alternative A, TVA is considering replacing generation at the CUF location which would require an approximate 30 mile natural gas pipeline to bring gas supply to the CUF reservation. Under Alternative B, since TVA is considering replacement generation at locations with existing transmission infrastructure and an adequate supply of natural gas, no further pipeline construction would be needed other than the lateral lines necessary to make the connection to the facility itself. The construction of the natural gas pipeline(s) would likely be subject to Federal Energy Regulatory Commission (FERC) jurisdiction and additional review will be undertaken by FERC in accordance with its own NEPA procedures. The proposed action may also require issuance of an Individual or Nationwide Permit under Section 404 of the Clean Water Act; Section 401 Water Quality Certification; conformance with Executive Orders on Environmental Justice (12898), Wetlands (11990), Floodplain Management (11988), Migratory Birds (13186), and Invasive Species (13112); and compliance with Section 106 of the National Historic Preservation Act, Section 7 of the Endangered Species Act, and other applicable Local, Federal and State regulations.

Scoping Process

Scoping, which is integral to the process for implementing NEPA, provides an early and open process to ensure that (1) issues are identified early and properly studied; (2) issues of little significance do not consume substantial time and effort; (3) the draft EIS is thorough and balanced; and (4) delays caused by an inadequate EIS are avoided.

TVA invites members of the public as well as Federal, state, and local agencies and federally recognized Indian tribes to comment on the scope of the EIS. Information about this project is available on the TVA web page at www.tva.com/nepa, including a link to a virtual public meeting room and an online public comment page. Comments on the scope of this EIS should be submitted no later than the date given under the **DATES** section of this notice. Any comments received, including names and addresses, will become part of the administrative record and will be available for public inspection.

After consideration of the comments received during this scoping period, TVA will summarize public and agency comments, identify the issues and alternatives to be addressed in the draft EIS, and identify the schedule for completing the EIS process. Following analysis of the issues, TVA will prepare a draft EIS for public review and comment. Notice of availability of the draft EIS will be published by the U.S. Environmental Protection Agency in the **Federal Register**. TVA will solicit written comments on the draft EIS and also hold a public open house, which may be virtual, for this purpose. TVA expects to release the draft EIS in Spring of 2022. TVA anticipates issuing the final EIS in Fall of 2022 and a record of decision at least 30 days after its release.

Rebecca Tolene,

Vice President, Environment.

[FR Doc. 2021-09945 Filed 5-10-21; 8:45 am]

BILLING CODE 8120-08-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Opportunity for Public Comment on Release and Sale of Land Acquired With Airport Improvement Program (AIP) Assistance at Evergreen Municipal Airport, Evergreen, Alabama

AGENCY: Federal Aviation Administration, DOT.

ACTION: Request for public comments.

SUMMARY: Notice is being given that the FAA is considering a request from the City of Evergreen, Alabama to sell 1.76± acres of airport property, previously purchased through an AIP grant for the runway protection zone, to be used by the state highway department as right-of-way for the widening of US Highway 84.

DATES: Comments must be received on or before June 10, 2021.

ADDRESSES: Comments on this notice may be mailed or delivered in triplicate to the FAA to the following address: Jackson Airports District Office Attn: Graham Coffelt, Program Manager, 100 West Cross Street, Suite B Jackson, MS 39208-2307.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to City of Evergreen, Alabama, Attn: Honorable Stanley B. Stallworth, Mayor, City of Evergreen, 355 East Front Street, Evergreen AL 36401.

FOR FURTHER INFORMATION CONTACT: Graham Coffelt, Program Manager, Jackson Airports District Office, 100

West Cross Street, Suite B, Jackson, MS 39208-2307, (601) 664-9886. The land release request may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA is reviewing a request by the City of Evergreen Alabama to release approximately 1.76 acres, more or less of airport property at Evergreen Municipal Airport (GZH) under the provisions of Title 49, U.S.C. Section 47107(h)(2). The sale of the subject property will result in the land at GZH being released from the conditions of the Airport Improvement Program Grant Agreement Grant Assurances. The FAA determined that the request to release property at GZH submitted by the Sponsor meets the procedural requirements of the Federal Aviation Administration and the release of the property does not and will not impact future aviation needs at the airport. The FAA may approve the request, in whole or in part, no sooner than thirty days after the publication of this notice. The 1.76 acres of property is located within the runway protection zone and the FAA has concurred that the sponsor has done a sufficient level of analysis per guidance on land use in the runway protection zone. A deed restriction or easement for obstruction clearing will remain on the 1.76 acres. In accordance with 49 U.S.C. 47107(c)(2)(B)(i) and (iii), the airport will receive fair market value for the property, which will be subsequently reinvested in another eligible airport improvement project at GZH.

Rans D. Black,

Manager, Jackson Airports District Office, Southern Region.

[FR Doc. 2021-09952 Filed 5-10-21; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Heber Valley Corridor, Wasatch County, Utah

AGENCY: Federal Highway Administration (FHWA), U.S. Department of Transportation (USDOT).

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: FHWA, on behalf of the Utah Department of Transportation (UDOT), is issuing this notice to advise the public that an EIS will be prepared for proposed transportation improvements in the Heber Valley in Wasatch County, Utah.

FOR FURTHER INFORMATION CONTACT:

Naomi Kisen, Environmental Program Manager, UDOT Environmental Services Division, 4501 South 2700 West, P.O. Box 148450, Salt Lake City, Utah 84114–8450; telephone: (801) 965–4005; email: nkisen@utah.gov. Craig Hancock, PE, Heber Valley Corridor Project Manager, UDOT Region Three, 658 North 1500 West, Orem, UT 84057; telephone: (801) 227–8034; email: chancock@utah.gov.

SUPPLEMENTARY INFORMATION: 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. UDOT, as the assigned National Environmental Policy Act (NEPA) agency, will prepare an EIS to evaluate transportation solutions to improve mobility through the Heber Valley and the operation of U.S. 40 in Wasatch County, Utah. The proposed project study area is centered on U.S. 40 from State Route (S.R.) 32 to the intersection with U.S. 189. The study area expands to include about 1.5 miles west of U.S. 40, 1.5 miles east of U.S. 40, and 1.5 miles south of the intersection of U.S. 40 and U.S. 189.

UDOT initiated an early scoping process in the spring of 2020 to provide information and solicit input before issuing this notice of intent. During early scoping, UDOT conducted a traffic and safety technical analysis and coordinated with agencies, stakeholders, and the public to identify transportation needs, preliminary alternatives, and potentially significant environmental issues. A public early scoping meeting was held on August 27, 2020. Based on early scoping, UDOT developed a draft purpose and need. The *Draft Purpose and Need Technical Report* and an *Early Scoping Summary Report* are available on the project website at <https://hebervalleyeis.udot.utah.gov>.

The preliminary purpose of this project as identified by UDOT is to improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 through 2050 while allowing Heber City to meet their vision for the historic town center. The need identified for the project is related primarily to traffic during peak periods, which is expected to get worse with increasing population. The primary needs include (1) the character and function of U.S. 40 changes from a 65-miles-per-hour (mph) limited-access freeway to a 35-mph Main Street in Heber City with signalized intersections, throughput is traded for increased

access within Heber's historic core resulting in congestion and delay; (2) U.S. 40 is currently operating at failing conditions (level of service F) from 100 North to 100 South during the PM peak hour, and these conditions will continue to get worse by 2050; (3) all signalized intersections on U.S. 40 are currently operating at acceptable conditions, but they are expected to operate at failing conditions during the PM peak hour by 2050; (4) southbound travel time on U.S. 40 from S.R. 32 to U.S. 189 during the PM peak hour will double by 2050 if no improvements are made; and (5) queue lengths (vehicles backed up waiting to get through an intersection) during the PM peak hour will increase and spill back to other intersections and onto U.S. 40 north of town where the posted speed is 55 mph, resulting in safety concerns. Opportunities to provide for more active transportation (e.g., bicycle and pedestrian) will also be part of the EIS.

To address these needs UDOT is proposing to provide additional north-south capacity, either through constructing a bypass road or improving existing roads. UDOT will consider a range of alternatives based on the purpose of and need for the project and taking into account agency and public input. The currently contemplated alternatives include (1) taking no action; (2) improvements to U.S. 40 such as adding lanes and intersection improvements; (3) improvements to existing roads other than U.S. 40; (4) a one-way-couplet system; (5) a new bypass west of U.S. 40; (6) a new bypass east of U.S. 40; (7) Transportation System Management (TSM); (8) transit; and (9) other reasonable alternatives if identified during the EIS process. Alternatives that do not meet the project's purpose and need or that are otherwise not reasonable will not be carried forward for detailed consideration in the EIS.

During the early scoping process, the public and agencies identified issues important to the community and natural environment that should be evaluated in the EIS. Based on this input, the EIS will evaluate the expected impacts and benefits from the proposed project to the following resources: Land use, farmland, social and community resources, environmental justice, traffic, economics, pedestrian and bicyclist considerations, air quality, noise, water quality, ecosystem resources (wetlands, wildlife, and threatened and endangered species), floodplains, cultural resources, hazardous waste sites, and visual resources.

A coordination plan is being prepared to define the agency and public

participation procedure for the environmental review process. The plan will establish cooperating and participating agency roles and a review schedule and will be posted on the project website. The project could require FHWA to reroute a U.S. highway on the National Network (highways designated for use by commercial truck traffic). The project might also require a permit from the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act and approvals from other agencies such as the U.S. Fish and Wildlife Service (USFWS) for impacts to threatened and endangered species in the project area. Cooperating agencies have been preliminarily identified to include USACE and the U.S. Environmental Protection Agency. UDOT anticipates issuing a single Final Environmental Impact Statement and Record of Decision within 24 months in spring 2023.

Public involvement is a critical component of the project development process and will continue throughout the development of the EIS. All individuals and organizations expressing interest in the project will be able to participate in the process through various public outreach opportunities. These opportunities include, but are not limited to, public meetings and hearing(s), the project website, and press releases. Public notice will be given of the time and place of all public meetings and hearing(s). A public scoping meeting is not planned because one was held during the early scoping process. All interested parties are requested to provide comments on the draft purpose and need (available on the project website) and potential alternatives and impacts, and to identify any relevant information, studies or analyses of any kind concerning impacts affecting the quality of the human environment relevant to the project. Written comments or questions should be directed to UDOT representatives at the mail or email addresses provided above. A 45-day public comment period will run from April 30 to June 14, 2021.

For more information, please visit the project website at <https://hebervalleyeis.udot.utah.gov>. Information requests or comments can also be emailed to hebervalleyeis@utah.gov.

(Catalog of Federal and Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on

Federal programs and activities apply to this program.)

Ivan Marrero,

Division Administrator, Federal Highway Administration, Salt Lake City, Utah.

[FR Doc. 2021-09920 Filed 5-10-21; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2021-0005]

Agency Information Collection Activities: Request for Comments for a New Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for a new information collection, which is summarized below under **SUPPLEMENTARY INFORMATION**. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by July 12, 2021.

ADDRESSES: You may submit comments identified by DOT Docket ID Number 2021-0005 by any of the following methods:

Website: For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to <http://www.regulations.gov>.

Follow the online instructions for submitting comments.

Fax: 1-202-493-2251.

Mail: Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590-0001.

Hand Delivery or Courier: U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Susanna Hughes Reck, Office of Infrastructure, HISM-20, ((202) 366-1548 Federal Highway Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8:00 a.m. to 4:30 p.m. ET, Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Biennial Performance Reporting for the TPM Program.

Background: The MAP-21 (Pub. L. 112-141) and FAST Act (Pub. L. 114-94) transformed the Federal-aid highway program by establishing new requirements for transportation performance management (TPM) to ensure the most efficient investment of Federal transportation funds. Prior to MAP-21, there were no explicit requirements for State DOTs to demonstrate how their transportation program supported national performance outcomes. State DOTs were not required to measure condition or performance, establish targets, assess progress toward targets, or report on condition or performance in a nationally consistent manner that FHWA could use to assess the entire system. It has been difficult for FHWA to examine the effectiveness of the Federal-aid highway program as a means to address surface transportation performance at a national level without States reporting on the above factors. The new TPM requirements, as established by MAP-21 and FAST Act, change this paradigm and require states to measure condition or performance, establish targets, assess progress towards targets and report on condition or performance.

State DOTs now must submit biennial performance reports (23 U.S.C. 150(e) and 23 CFR 490.107). The information being requested in the TPM Biennial Reports has been provided to the DOT in an electronic format through an online data form called the Performance Management Form (PMF). State DOTs have successfully submitted the required biennial reports in October 2018 and 2020. Alternative formats will be made available where necessary. As part of the rulemaking¹ implementing the MAP-21 and FAST Act requirements, FHWA evaluated all of the Biennial Reporting requirements in the individual regulatory impact assessments (RIA) and determined the following:

Respondents: 52 State DOTs, including Washington DC and Puerto Rico.

Frequency: Biennially.

Estimated Average Burden per Response: Approximately 2,128 hours

¹ 2nd National Performance Management Measures Rule (PM2): Assessing Pavement Condition for National Highway Performance Program and Bridge Condition for National Highway Performance Program; Assessing Performance of National Highway System, etc. (RIN: 2125-AF53) <https://www.govinfo.gov/content/pkg/FR-2017-01-18/pdf/2017-00550.pdf>.

3rd National Performance Management Measures Rule (PM3): Assessing Performance of National Highway System, Freight Movement on Interstate System, and Congestion Mitigation and Air Quality Improvement Program (RIN 2125-AF54) <https://www.govinfo.gov/content/pkg/FR-2017-01-18/pdf/2017-00681.pdf>.

annually for an individual State DOT to compile, organize, and submit the report to FHWA.

Estimated Total Annual Burden Hours: Approximately 110,656 hours annually.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (2) ways that the burden could be minimized, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued On: May 6, 2018.

Michael Howell,

Information Collection Officer.

[FR Doc. 2021-09960 Filed 5-10-21; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF VETERANS AFFAIRS

[OMB Control No. 2900-0113]

Agency Information Collection Activity: Application for Fee or Roster Personnel Designation

AGENCY: Veteran Benefits Administration, Department of Veterans Affairs.

ACTION: Notice.

SUMMARY: Veteran Benefits Administration, Department of Veterans Affairs (VA), is announcing an opportunity for public comment on the proposed collection of certain information by the agency. Under the Paperwork Reduction Act (PRA) of 1995, Federal agencies are required to publish notice in the **Federal Register** concerning each proposed collection of information, including each proposed extension of a currently approved collection, and allow 60 days for public comment in response to the notice.

DATES: Written comments and recommendations on the proposed collection of information should be received on or before July 12, 2021.

ADDRESSES: Submit written comments on the collection of information through Federal Docket Management System (FDMS) at www.Regulations.gov or to Nancy J. Kessinger, Veterans Benefits Administration (20M33), Department of Veterans Affairs, 810 Vermont Avenue NW, Washington, DC 20420 or email to

APPENDIX B

Agency Scoping Meeting

Presentation
Meeting Summary



Heber Valley Corridor **ENVIRONMENTAL IMPACT STATEMENT**

Agency Scoping Meeting
April 29, 2021

Project Team Members



- Craig Hancock | UDOT Project Manager
- Geoff Dupaix | UDOT Region 3 Communications Manager
- Naomi Kisen | UDOT Environmental Program Manager
- Vince Izzo | HVC Team Project Manager
- Andrea Clayton | HVC Team Environmental Lead
- Charles Allen | HVC Team Traffic Lead
- Justin Smart | HVC Team Public Involvement Lead
- Brianna Binnebose | HVC Team Public Involvement



Federal Agency Representatives



- U.S. Army Corps of Engineers | Jason Gipson | Chief, Utah Regulatory Office
- U.S. Army Corps of Engineers | Hollis Jencks | Project Manager
- U.S. Environmental Protection Agency | Philip Strobel | Chief NEPA Branch
- U.S. Environmental Protection Agency | Matt Hubner | Transportation Section Lead
- U.S. Fish and Wildlife Service | Yvette Converse | Supervisor, Utah Field Office
- U.S. Fish and Wildlife Service | Rita Reisor | Botanist
- U.S. Bureau of Reclamation | Kent Kofford | Area Manager, Provo Area Office
- U.S. Bureau of Reclamation | Richard Mingo | Natural Resource Specialist
- U.S. Bureau of Reclamation | Peter Crookston | Environmental Group Chief / NEPA Compliance
- U.S. Bureau of Reclamation | Zach Nelson | Cultural Resources
- U.S. Bureau of Reclamation | Brittany White | Fish & Wildlife Biologist
- U.S. Bureau of Reclamation | Ben Woolf | Lands Group Chief



State Agency Representatives



- Utah Resource Development Coordinating Committee | Sindy Smith | RDCC Coordinator
- Utah Division of Wildlife Resources | Shane Hill | Project Manager
- Utah Division of Wildlife Resources | Mark Farmer | Habitat Manager
- Utah Division of Indian Affairs | Dustin Jansen | Division Director
- Utah Division of Indian Affairs | James Toledo | Program Manager
- Utah State Historic Preservation Office | Chris Hansen | UDOT Liaison
- Utah Reclamation Mitigation & Conservation Commission | Mark Holden | Executive Director



Local Agency Representatives



- Mountainland Association of Government | Shawn Seager | Director of Regional Planning
- Heber Valley Special Services District | Dennis Gunn | Manager
- Heber City | Kelleen Potter | Mayor
- Heber City | Matt Brower | City Manager
- Heber City | Bart Mumford | City Engineer
- Wasatch County | Dustin Grabau | Assistant County Manager
- Town of Daniel | Eric Bunker | Planning Director
- Charleston Town | Brenda Kozlowski | Mayor
- Midway City | Michael Henke | City Planner



Meeting Agenda



- Summary of Early Scoping
- Initiation of the EIS Process
 - Notice of intent
 - Scoping process
- Purpose and Need
- Agency Consultation
- Public review and comment



Early Scoping

✓ Early Scoping Phase – July-December 2020

- Engaged public and agencies
- Solicited input on range of issues and alternatives
- Public meeting - August 27, 2020
- Began development of purpose and need

✓ Early Scoping Period Documents on Website

- Early Scoping Summary Report
 - Summarizes public input and provides comments received
- Early Scoping Summary Report FAQ
- Phase 1 Summary Report
 - Summarizes UDOT 2020 early scoping activities
- Draft Purpose and Need Technical Report

Early Scoping – Resources

Resources and issues identified:

- ✓ Wetlands and other waters of the U.S.
- ✓ Provo River
- ✓ Parks, trails, and open space
- ✓ Wildlife
- ✓ Noise
- ✓ Air quality
- ✓ Visual
- ✓ Water quality
- ✓ Property impacts and devaluation
- ✓ Agriculture
- ✓ Safety
- ✓ Growth

Early Scoping – Project Need

Needs identified:

- ✓ Traffic congestion on U.S. 40 (now and in 2050)
- ✓ Viability of downtown Heber because of congestion, noise, and safety concerns
- ✓ Walkable downtown
- ✓ Travel delays

Early Scoping – Alternatives

Alternatives identified:

- ✓ Improve U.S. 40 (e.g., add lanes and improve intersections)
- ✓ Improve existing roads other than U.S. 40
- ✓ One-way-couplet system
- ✓ West bypass
- ✓ East bypass
- ✓ Transit

EIS Notice of Intent (NOI)

- ✓ Initiation of the EIS Process
- ✓ The NOI informs the public of the upcoming environmental analysis and describes how the public can become involved in the EIS preparation.
 - UDOT anticipates the NOI will be published in late April or early May
- ✓ NOI starts the scoping process, which is the period in which UDOT and the public collaborate to define the range of issues and potential alternatives to be addressed in the EIS
- ✓ UDOT anticipates the public comment period will run from April 30 to June 14, 2021

What is the Project Purpose and Need?

- ✓ The statement of purpose and need is a section of an EIS that describes the underlying need to be met and the other factors relevant to the choice between alternatives.
- ✓ The statement of purpose and need defines the range of reasonable alternatives to be considered.

Project Purpose

Primary Purpose

The purpose of the Heber Valley Corridor EIS is to improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 through 2050 while allowing Heber City to meet their vision for the historic town center.

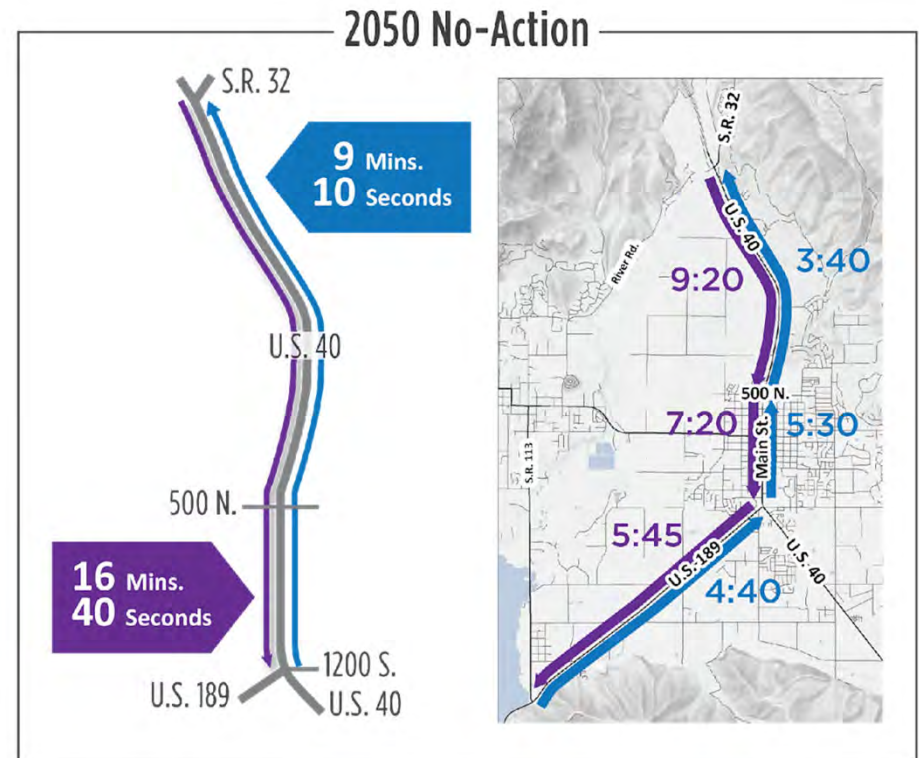
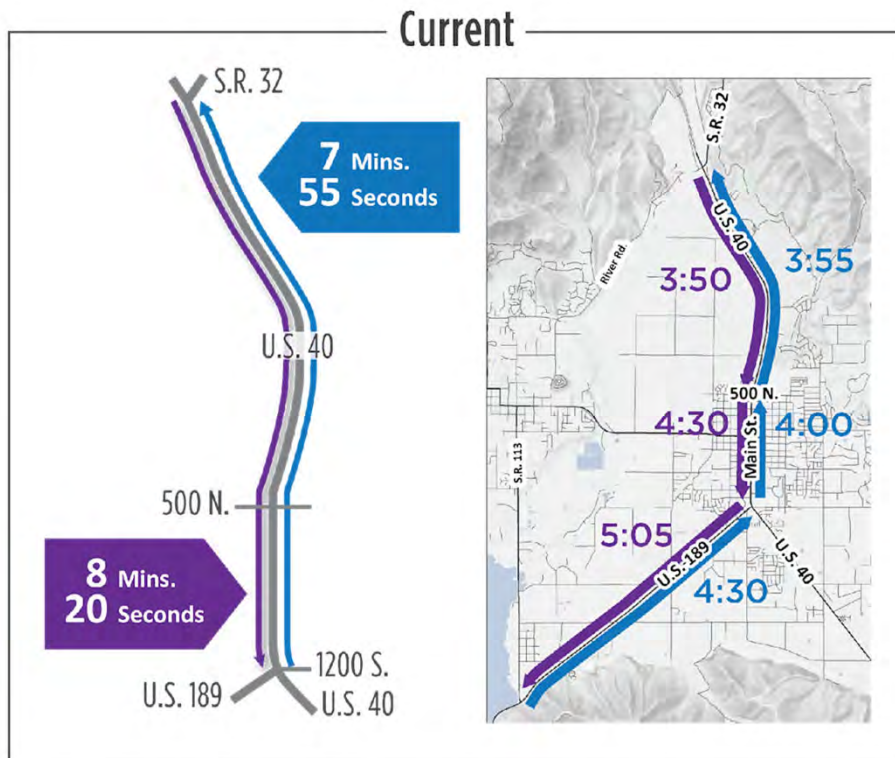
Secondary Objectives

- ✓ Provide opportunities for more active transportation
- ✓ Develop alternative designs that blend with the natural and built environment

Why is the Project Needed?

- ✓ The character and function of U.S. 40 changes in Heber City. Throughput is traded for increased access, resulting in congestion and delay.
- ✓ U.S. 40 is currently operating at failing conditions.
- ✓ All signalized intersections on U.S. 40 are expected to operate at failing conditions during the PM peak hour by 2050 if no improvements are made.
- ✓ Southbound travel time on U.S. 40 during the PM peak hour will double by 2050 if no improvements are made.
- ✓ Vehicles backed up waiting to get through an intersection during the PM peak hour will increase and spill back onto U.S. 40 north of town where the posted speed is 55 mph, resulting in safety concerns.
- ✓ Increased traffic on Main Street has disrupted the traditional downtown feel with increased noise and pedestrian safety concerns.

Travel Time

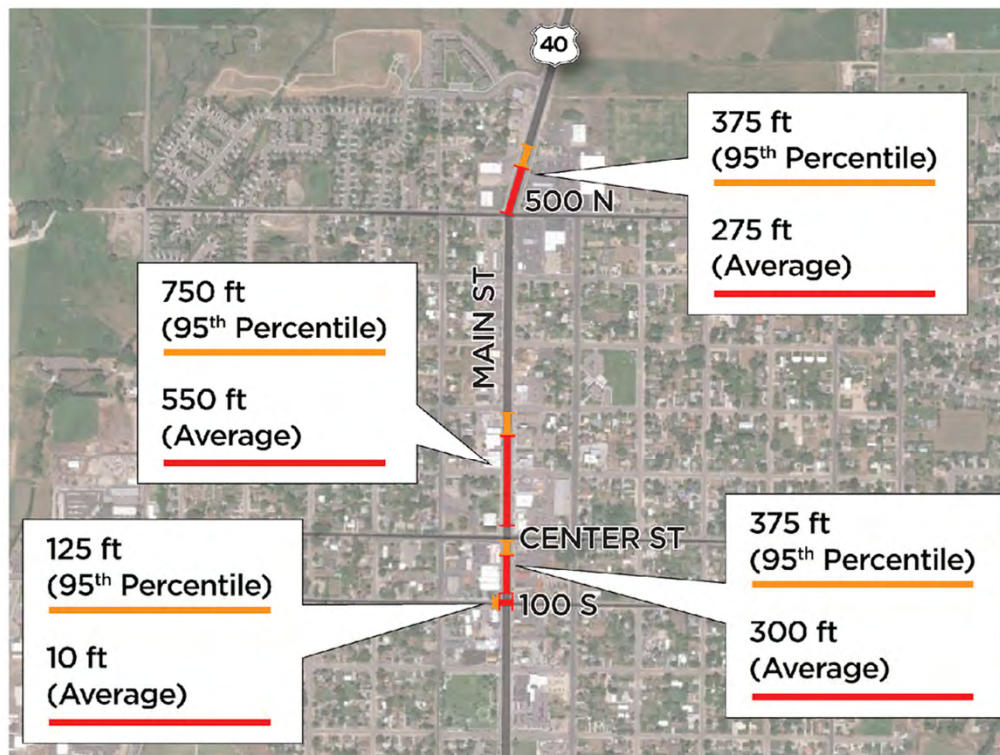


Southbound

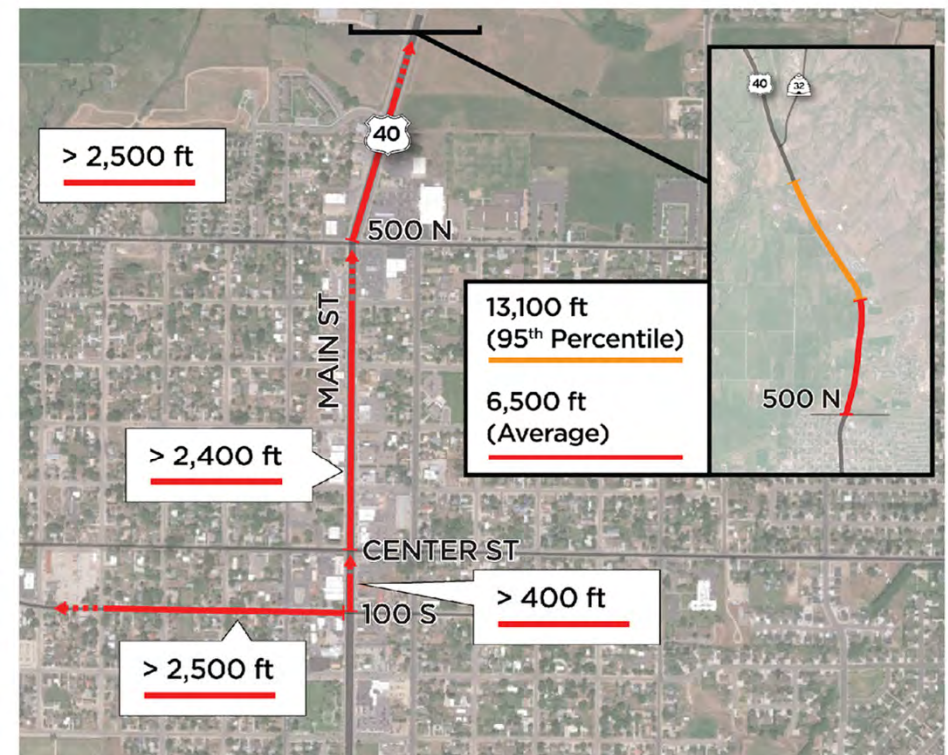
Northbound

Vehicle Back-Ups

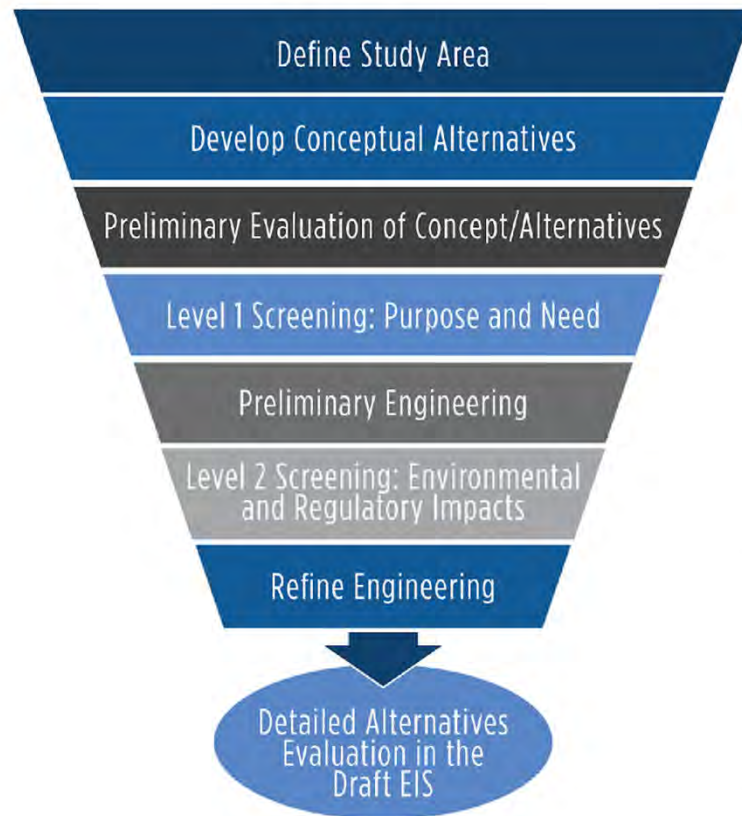
Current



2050 No-Action



Alternatives Screening Process




ALTERNATIVES SCREENING PROCESS

- **Define study area** To meet the Purpose and Need, travel demand modeling will be used to determine how far away alternatives can be from U.S. 40 and still effectively draw traffic off U.S. 40.
- **Develop Conceptual Alternatives** informed by traffic data and public input
- **Preliminary evaluation of alternatives** to determine if they are technically feasible and meet project objectives, NEPA requirements and are within the project study area.
- **Apply first-level screening criteria (Purpose and Need)** to eliminate alternatives that do not meet the purpose and need of the project. Refine alternatives that pass first-level screening.
- **Preliminary engineering** of the alternatives that pass Level 1 screening includes further developing and designing to a higher level of detail before UDOT performs the detailed impact analyses for the EIS.
- **Apply second-level screening criteria (Impacts)** to eliminate alternatives that might meet the purpose and need of the project but would be unreasonable for reasons such as environmental or regulatory impacts.
- **Refine engineering**

Screening Criteria

LEVEL 1 SCREENING CRITERIA

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 U.S. 40 • Substantially decrease thru-traffic travel time • Substantially decrease queue length along U.S. 40 • Minimize conflicts¹ to north-south mobility for thru-traffic
Allow Heber City to meet their vision for the historic town center	<ul style="list-style-type: none"> • Avoid/minimize impacts to valued places² 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>)
Right-of-way	<ul style="list-style-type: none"> • 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>)

Cooperating Agencies

- Agencies that have regulatory authority over the project (e.g., issue a permit) or manage land in the project area
- Participate in the scoping process and coordinate on development of resource specific information

Participating Agencies



- A category created under SAFETEA-LU
- Provides additional opportunities for other federal, state, and local agencies that have an interest in the project or project area to participate through providing input and information.
- Cooperating agencies are always participating agencies



Coordination Plan

- Required for a FHWA EIS by statute
- Describes the agency coordination and consultation plan
- Details agencies' roles and responsibilities
- Identifies opportunities for public involvement
- Describes the communication methods that will be used
- Communicates upcoming meeting dates and the current project schedule
- Communicates the expected document review schedule

Cooperating and Participating Agency Expectations



- Participate in the NEPA process starting at the earliest possible time
 - Milestone-based meetings (scoping/purpose and need, identification of a range of alternatives, publication of the DEIS)
- Participate in the scoping process
 - All agencies and the public encouraged to provide input
- Identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts



Teamwork

- Our commitment to you:
 - Keep you informed
 - Involve you in analysis and decision-making
 - Provide early notification of upcoming reviews and events
 - Respond in a timely manner
- Partnering expectations:
 - Open communication
 - Timely document review
 - Early communication of concerns
 - Foster consensus

Project Timeline & Process



ONGOING STAKEHOLDER ENGAGEMENT

- | | | | | | | |
|---|--|---|--|---|---|---|
| <ul style="list-style-type: none">• Virtual public meeting• 30-day public comment period | <ul style="list-style-type: none">• File Notice of Intent to begin NEPA process• 45-day public comment period | <ul style="list-style-type: none">• Develop screening criteria and preliminary alternatives• Public engagement | | <ul style="list-style-type: none">• Public hearing• 45-day public comment period | <ul style="list-style-type: none">• Respond to public comments on DEIS• Revise EIS | <ul style="list-style-type: none">• Public engagement |
|---|--|---|--|---|---|---|

MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS



Purpose and Need Public Comment Period



The public comment period will run from
April 30, 2021 – June 14, 2021

Provide comments through:



HeberValleyEIS.udot.Utah.gov



801-210-0498



HeberValleyEIS@Utah.gov



Agency Tasks



- Respond to invitation to be Cooperating or Participating Agency by May 14
 - Include agency point of contact
- Comments on Purpose and Need, Screening Criteria: April 30-June 14 (45 days)
- Review Coordination Plan: Late May 2021 (14 days)
- Milestone Meeting and Review of Range of Alternatives: Fall 2021 (30 days)
- Review and Comment on Alternative Screening Memo: Winter 2021/2022 (30 days)
- Review and Comment on Draft EIS: Spring/Summer 2022 (45 days)



Contact the Project Team



@ Email: HeberValleyEIS@utah.gov

Website: HeberValleyEIS.udot.utah.gov

Phone: 801-210-0498

f Facebook Group: UDOT Heber Valley Corridor Environmental Impact Statement (EIS)





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.

Summary

Project:	Heber Valley Corridor EIS
Subject:	Agency Scoping Meeting
Date:	Thursday, April 29, 2021
Time:	10:00-11:00 am
Location:	Zoom

Attendees

✓	Name	Representing	Project Role	Email
✓	Craig Hancock	UDOT	Project Manager	chancock@utah.gov
✓	Naomi Kisen	UDOT	Environmental Manager	nkisen@utah.gov
✓	Vince Izzo	HVC Team	Project Manager	Vincent.izzo@hdrinc.com
✓	Andrea Clayton	HVC Team	Environmental Lead	Andrea.clayton@hdrinc.com
✓	Bri Binnebose	HVC Team	Public Involvement	bbinnebose@pennapowers.com
✓	Hollis Jencks	USACE	Project Manager	hollis.g.jencks@usace.army.mil
✓	Matt Hubner	EPA	Transportation Section Lead	hubner.matt@epa.gov
✓	Peter Crookston	USBOR	Environmental Group Chief	PCrookston@usbr.gov
✓	Zach Nelson	USBOR	Archaeologist	znelson@usbr.gov
✓	Brittany White	USBOR	Fish & Wildlife Biologist	blwhite@usbr.gov
✓	Tim McCain	USBOR	Reality Specialist	tmccain@usbr.gov
✓	Michael Mills	URMCC	Project Coordinator	mmills@usbr.gov
✓	Richard Mingo	URMCC	Planning Coordinator	rmingo@usbr.gov
✓	Paula Trater	URMCC	Biological Technician	ptrater@usbr.gov
✓	Sindy Smith	PLPCO	RDCC Coordinator	sindysmith@utah.gov
✓	Shane Hill	UDWR	Project Manager	sahill@utah.gov
✓	James Toledo	UDIA	Program Manager	jtoledo@utah.gov
✓	Shawn Seager	MAG	Director of Regional Planning	sseager@mountainland.org
✓	Dennis Gunn	HVSSD	Manager	hvssd@aol.com
✓	Matt Brower	Heber City	City Manager	mbrower@ci.heber.ut.us
✓	Dustin Grabau	Wasatch County	Assistant County Manager	dgrabau@wasatch.utah.gov
✓	Kendall Crittenden	Wasatch County	Wasatch County Council	kcrittenden@wasatch.utah.gov
✓	Michael Henke	Midway City	City Planner	mhenke@midwaycityut.org
✓	Luke Robinson	Midway City	Planner	lrobinson@midwaycityut.org

Meeting Summary

1. Summary of Early Scoping

- a. UDOT conducted early scoping from July - December 2020 to solicit public and stakeholder input. A summary is available on the project website <https://hebervalleyeis.udot.utah.gov/>.
- b. The draft purpose and need is based on input from early scoping. The technical report will be posted on the website for review on April 30.
- c. Comments from the public and stakeholders identified interest and/or concern with wetlands, the Provo River, wildlife, noise, air quality, visual, water quality, property impacts, agriculture, safety, and growth.
- d. Alternatives identified in early scoping include improvements to U.S. 40, improvements to other existing roads, one-way-couplet system, west bypass, east bypass, and transit.

2. Notice of Intent (NOI)

- a. UDOT submitted a NOI to the Federal Register, it should be posted shortly. This will officially kick-off the EIS process.
- b. A 45-day public comment period will run from April 30 to June 14.

3. Draft Purpose and Need

- a. The purpose is the guiding statement for development of the EIS. UDOT's currently proposed purpose and need:

The purpose of the Heber Valley Corridor EIS is to improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 through 2050 while allowing Heber City to meet their vision for the historic town center.
- b. Secondary objectives are desirable, but don't drive the project. UDOT's currently proposed secondary objectives:
 - Provide opportunities for more active transportation. Active transportation could include bike lanes, trails, pedestrian accommodations and could look different for different alternatives.
 - Develop alternative designs that blend with the natural and built environment.
- c. The project need is based on issues identified on U.S. 40:
 - U.S. 40 changes from a high-speed facility north of Heber City to a Main Street in Heber City, resulting in congestion and delay.
 - U.S. 40 is currently operating at failing conditions and will continue to get worse if nothing is done.

- Southbound travel time will double by 2050 during the PM peak hour. There is more traffic traveling southbound during the evening peak hour compared to northbound.
 - Vehicles queue (back-up) waiting to get through the intersections during the PM peak hour. By 2050, the southbound backups will almost reach S.R. 32. This raises safety concerns because the speed limit is 55 mph and sight distance is limited by curves.
4. **Alternative Screening Process.** The alternative screening process is a series of steps to narrow down alternatives to be studied in detail in the Draft EIS. UDOT's proposed screening criteria is as follows:
- i. **Level 1** screening determines which alternatives meet the purpose and need.
 - The ability to improve mobility is measured by level of service, travel time, queue length, number of conflicts.
 - Allowing Heber City to meet their vision for the historic town center is measured by how an alternative can avoid/minimize impacts to valued places and historic buildings on Main Street. Alternatives should not preclude Heber City from implementing strategies to achieve their vision.
 - **Level 2** screening evaluates impacts to resources that have regulatory protection: Waters of the U.S., Section 4(f) historic and recreation properties, and Section 6(f) properties that have received funds from the Land and Water Conservation Act.
 - Comment – Wildlife and waterfowl refuges are also Section 4(f) resources. It is likely Bureau of Reclamation lands from the Jordanelle Dam to Charleston qualify for 4(f). Response – any resource that qualifies for 4(f) would be used for Level 2 screening. It is unlikely the project would impact lands managed by the Bureau of Reclamation because of distance from U.S. 40. As alternatives get farther away from U.S. 40, they do not attract as much traffic away from U.S. 40 and cannot meet the purpose and need.
 - Right-of-way and property impacts are also considered. Question - how is the right-of-way preserved by Heber City and Wasatch County accounted for? Response – the project would take that into consideration (that the preserved land is intended to be used for a transportation corridor).
 - Cost is also a consideration, but more as information. Alternatives are generally not eliminated based solely on cost unless they are significantly higher.
5. **Agency Consultation.** There are two levels of agency consultation:
- a. Cooperating agencies have regulatory authority and are more closely involved regarding the resources under their jurisdiction. UDOT has asked USACE and USEPA to be cooperating agencies. Cooperating agencies are always participating agencies.

- b. Participating agencies have a specific meaning under the U.S. Department of Transportation environmental process. These federal, state, and local agencies have an interest in the project.
 - c. UDOT will prepare an agency coordination plan describing the roles and responsibilities, opportunities for public involvement, communication methods, proposed project schedule, and document review schedule.
 - d. UDOT asks cooperating and participating agencies to identify concerns as early as possible, for timely document review, and to foster consensus.
 - e. UDOT commits to keeping agencies informed, providing early notification of upcoming meetings and reviews, and responding in a timely manner.
6. **Public Review and Comment** runs from April 30 through June 14.
 - a. Comments accepted through:
 - Website <https://hebervalleyeis.udot.utah.gov/>.
 - Email HeberValleyEIS@utah.gov
 - Telephone 801-210-0498.
 - b. Social media:
 - i. What is the social media strategy? There is a project Facebook group intended to push out official information. It is monitored regularly. UDOT will not respond to every comment posted on Facebook, rather the strategy is to identify key themes and respond that way.
 - ii. Is UDOT going to monitor other Facebook pages (e.g. Ask Heber)? No, UDOT will not monitor other Facebook pages. We would like to encourage people to join the official project group. Help from Heber City and Wasatch County pointing constituents in that direction would be appreciated.
 - iii. Social media comments are not considered official comments. Please encourage constituents to provide official comments through the project website, email, telephone, or postal mail.

APPENDIX C

Notifications of Scoping

Print

Press Release

Email

Social Media

UDOT Seeks Input on Transportation Solutions Within the Heber Valley

Public encouraged to review purpose and need and submit comments between April 30 and June 14

The Utah Department of Transportation (UDOT) is looking for feedback from area residents, cities, and business and property owners, as part of the next step of its Environmental Impact Statement (EIS) process to evaluate transportation solutions to improve mobility through the Heber Valley and the operation of U.S. 40.

The Heber Valley Corridor EIS team has been working on data collection and analysis the past several months, including travel demand modeling, analyzing traffic conditions and evaluating roadway conditions. This data was used to develop a draft purpose and need for the EIS. The comment period begins on April 30 and will end on June 14. During this period, UDOT is seeking comments on the draft purpose and need, identification of significant transportation issues in Heber Valley, potential environmental effects, identification of potential alternatives, and comments on the draft screening criteria, which will be used to evaluate any alternatives.

"The purpose and need of a project defines the goals

and objectives that the study will address, and identifies the existing and future conditions that need to be changed," said Craig Hancock, UDOT project manager. "It drives the environmental study process because it lays a foundation for the types of alternatives to be developed and analyzed. We encourage everyone who lives and works in the Heber Valley to review the materials and submit comments during this period as we're ultimately able to develop better solutions when we have help from the public through their participation in the study process."

The Heber Valley Corridor EIS team has also filed the Notice of Intent (NOI) in the Federal Register, a daily journal of the federal government containing notices, proclamations, federal regulations and other information. The filing of the NOI officially begins the EIS process. The EIS will evaluate potential impacts to the natural and human environments from proposed alternatives and identify a preferred alternative. A final decision is anticipated in spring 2023.

Citizens can use the below contact information to learn more and submit comments:

Website: hebervalleyeis.udot.utah.gov

Email: hebervalleyeis@utah.gov

Phone: 801-210-0498

A public meeting is not planned at this stage of the process. UDOT held a virtual public meeting during the early scoping phase on Aug. 27, 2020, which informed the development of the purpose and need that will be available for review and comment. The project team will be presenting updates to the Heber City Council on May 4, the Wasatch County Council on May 5 and the Wasatch County Interlocal meeting on May 26. UDOT encourages the public to join those online meetings to learn more. Those without internet access or requiring language or other accommodations are asked to notify the project team at 801-210-0498 or hebervalleyeis@utah.gov for assistance.

Heber's Newest Bed and Breakfast



Steve and Paige Douglas along with the Heber Valley Chamber celebrate the grand opening of the Heber Senator, the valley's most recent bed and breakfast. After purchasing the historic home on 100 S and 300 W, the Douglas spent over a year renovating the home to make it more accommodating to guests. The Heber Senator has 10 themed rooms and serves breakfast daily to their guests. For more information on the Heber Senator visit their website at hebersenatorbedandbreakfast.com.

Grand Opening

Country Gardens & Nursery

May 1st - May 8th

New Location

1401 South US 189

Heber City, UT 84032

Store Hours

8:00 a.m. - 5:00 p.m.

Monday - Saturday

10:00 a.m. - 2:00 p.m.

on Sunday

New
House Plant
Shop



Subscribe to the Wasatch Wave Today! 654-1471

PUBLIC NOTICE



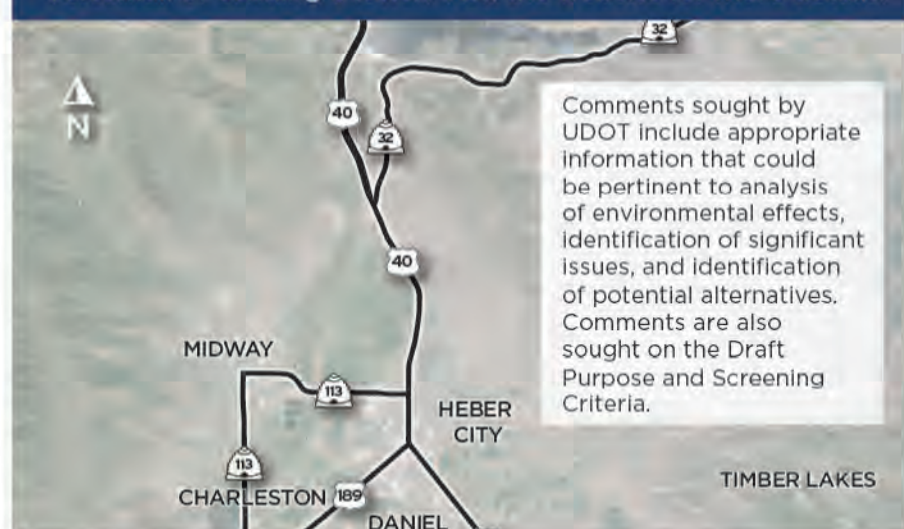
The Utah Department of Transportation's (UDOT) mission is to keep Utah moving while enhancing quality of life through transportation improvements in our state. UDOT is conducting an Environmental Impact Statement (EIS) to evaluate potential transportation solutions to improve mobility through the Heber Valley and the operation of U.S. 40.

SCOPING AND PROJECT PURPOSE & NEED

UDOT is announcing the initiation of the EIS scoping process, which guides the development of the EIS, and the release of the Draft Purpose and Alternative Screening Criteria. 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. The screening criteria will be used to screen potential alternatives.

Comment period is open from April 30 to June 14, 2021

Comments may be submitted through the website, email, voicemail or sending a letter. Visit the website for more details.



Comments sought by UDOT include appropriate information that could be pertinent to analysis of environmental effects, identification of significant issues, and identification of potential alternatives. Comments are also sought on the Draft Purpose and Screening Criteria.

For more information on the Purpose and Need of the Heber Valley Corridor EIS, visit:

hebervalleyeis.udot.utah.gov

For those without internet access, please notify the project team at 801-210-0498 for accommodations in viewing materials and providing comments.

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LET'S TACO 'BOUT MENTAL HEALTH

TUESDAYS IN APRIL & MAY
STARTING APRIL 27 • IN PERSON



Taco Bout Mental Health!

On select Tuesdays and on Cinco De Mayo these local participating restaurants

Armondos • Betos • Don Pedros

Lolas & Mountainland One Stop

will offer a discount and hand you a goody bag if you say

"TACO BOUT MENTAL HEALTH"

The Caring Community Coalition of Wasatch County is encouraging everyone to breakdown the stigma of mental illness by learning more, attending upcoming events and having a real honest conversation about mental illness. Reach out to someone struggling today, lift them up, look ahead and taco bout it!



WHS Boys Soccer Wins Region 8 Title



The Wasatch High School Boy's Soccer Team, lead by Coach Jared Hendry and an amazing group of Coaches, were awarded the Region 8 Championship after winning their final game before the Utah State tournament. They are charging into State Championships with 12 wins, one loss and one draw.

GRADUATION

CUSTOM ANNOUNCEMENTS to fit your style

Choose from a layout we already have or bring us YOUR Ideas and we can CUSTOMIZE them for you!

For more information, pricing or to schedule an appointment
435-654-1471 • graphics@wasatchwave.com
165 South 100 West • Heber City, Utah

PUBLIC NOTICE

Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT

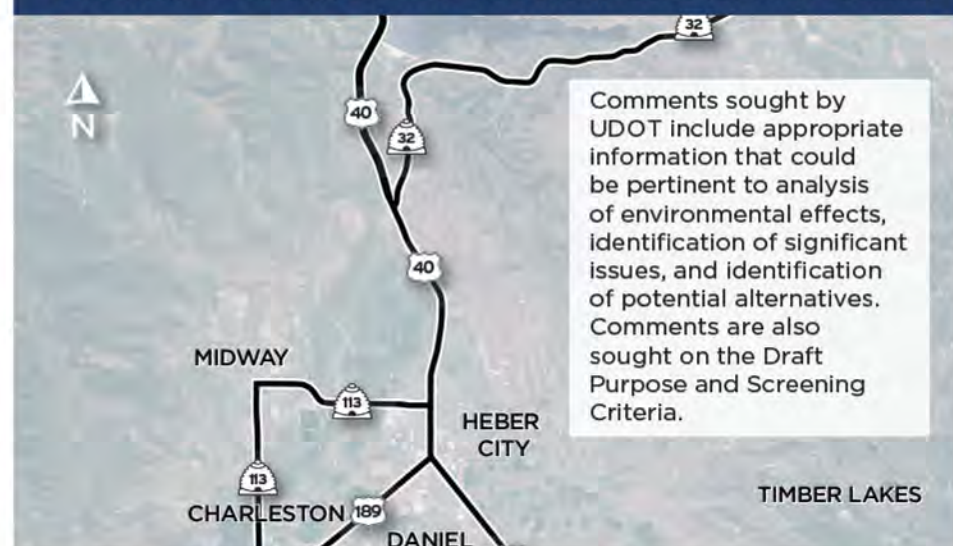
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SCOPING AND PROJECT PURPOSE & NEED

UDOT has initiated the EIS scoping process, which guides the development of the EIS, and will soon release the Draft Purpose and Need and Alternative Screening Criteria. 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. The screening criteria will be used to screen potential alternatives.

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DISTRESS: WHAT IS IT, HOW CAN I MANAGE IT MORE EFFECTIVELY?

THURSDAY • MAY 12
6:30 PM • VIA ZOOM



Join Amy Henderson, LCSW

for a virtual presentation to learn about how distress impacts us and what happens to us physically, mentally and emotionally when we are in distress. She will teach three skills to more effectively tolerate and decrease distress.

Visit the Caring Community Coalition of Wasatch County Facebook page for more information and to register

or REGISTER USING THIS LINK:

https://us02web.zoom.us/webinar/register/WN_jUD8CgE7S4aeVypxPAQxhA



UTAH COUNTY SHERIFF'S OFFICE
NOTICE OF SALE

In the Fourth Judicial District Court, in and for the County of Utah,
State of Utah. Provo Department

IN THE MATTER OF THE A. DEAN HARDING
MARITAL AND FAMILY TRUST AGREEMENT
DATED DECEMBER 29, 1994

ROBERT G. HARDING,
Plaintiff,
Vs
THE A. DEAN HARDING MARITAL AND
FAMILY TRUST DATED DECEMBER 29, 1994;
RICKY TAYLOR; ESTATE OF MARGENE HARDING;
JILL H. KENDALL; and JEANA H. VUKSINICK
Defendants.

To be sold at Sheriff's Sale, at the east front door of the County Courthouse
(137 N Freedom Blvd; 200 West) in the City of Provo, County of Utah, State
of Utah, on the 27th day of May, 2021 at 10:00 a.m. on said day that certain
piece or parcel of real property situated in Utah County, State of Utah, de-
scribed as follows to-wit:

Ricky Taylor's interest and ownership in real property as follows:
1155 North Industrial Park Road, Orem, UT 84604
LOT 25, PLAT C, T & T INDUSTRIAL PARK SUBD.
Tax Parcel No: 53:004:0002

All right, title, claim and interest of the defendants above named:
Purchase price payable in legal tender of the United States.

Dated at Provo City, Utah this 16th day of April, 2021.

Michael L. Smith, Sheriff of Utah County, State of Utah

By /s/
Deputy Rhoades

Attorney:
JMOSS LAW LLC
PO BOX 563
MIDWAY, UT 84049

Date of publications: May 7th, 14th, and 21st of 2021 (Deseret News)
DN0011934

ROSSI HILL RECONSTRUCTION
PARK CITY, UTAH

INVITATION TO BID

Separate sealed bids will be received by Park City Municipal Corporation
(PCMC) by either, Corey Legge at the Engineering Division Offices located at
445 Marsac Ave., P.O. (Box 1480) Park City, Utah 84060. Bids will be accept-
ed until **2:00 p.m. on May 20, 2021** for a public bid opening. Bidding Docu-
ments will be available beginning at **10:00 a.m. on April 26, 2021**. Request
instructions on or after this time for obtaining bidding documents from Alex
Drake at Ward Engineering Group, adrake@warddeg.com.

Rossi Hill is a local, residential street. Construction will generally consist of
roadway surface reconstruction, intersection improvements, roadway nar-
rowing, water line replacement, and new surface and underground storm
drain improvements. The total roadway length is approximately 3,000 feet.

Bid Security of 5% is required to accompany each bid. A non-mandatory
pre-bid meeting will be held at **9:00 a.m. on May 6, 2021** in the Council
Chambers at 445 Marsac Ave. PCMC reserves the right to reject all bids
and rebid the project, and/or make reductions in, or expand the scope of
work, and waive any minor irregularities. Direct all questions to Alex Drake
at Ward Engineering Group at (801) 487-8040 or adrake@warddeg.com. It
is anticipated that PCMC City Council will consider the lowest responsive,
responsible bid on May 27th for award.
DN0000000

Notice of Trustee's Sale

Notice is hereby given that on the **3rd** day of **June, 2021**, at the hour of
2:00 pm near the front door of the **Utah County Courthouse located 920
E Highway US-40, Vernal, Utah 84078** the undersigned, **Edwin B. Parry, At-
torney at Law, Trustee**, acting pursuant to the power of sale conferred in that
Trust Deed originally executed by **Boren Realty and Investments, LLC**, with
Western Mortgage Services Corporation as the original beneficiary, the cur-
rent beneficiaries of the trust deed are: **Marylee Gilchrist as to an undivided
23.08% interest and Kynaston Investments, LLC, as to an undivided 76.92%
interest.**, and the record owner of the property as of the recording of the
notice of default is **Boren Realty and Investments, LLC**, will sell at public auc-
tion to the highest bidder the interest conveyed to the Trustee in that Trust
Deed filed for record in the office of the County Recorder of **Utah County,
State of Utah, on November 22, 2017 as Entry No. 2017007921 Book 1542
Page 686-690**, the property therein mentioned and described, purported
to be located at **1145 East 3500 South, Vernal, UT 84078**. The undersigned
disclaims liability for any error in the purported address), being more particu-
larly described as follows:
**Legal Description: Beginning 425.73 feet East of South Quarter Corner of
Section 1, Township 5 South, Range 21 East, Salt Lake Meridian; thence
North 208.71 feet; thence East 417.42 feet; thence South 208.71 feet;
thence West 417.42 feet to the point of beginning.**
Tax ID #: 06-022-0017
Purchase price payable at the time and place of sale in lawful money of the
United States. The sale will be made with out covenant or warranty regard-
ing title, possession or encumbrances, for the purpose of paying the obliga-
tion secured by such Trust Deed, including fees, charges and expenses of
the Trustee, and sums, if any, expended under its terms thereof, and interest
thereon.
Successful bidder must tender to Trustee a \$20,000.00 deposit in the form of
a cashier's check made payable to **Western Mortgage Services Corporation**
at time of sale. Deposit is non-refundable and retained as damages if balance
not paid within 24 hours of sale.
Dated April 22, 2021
Edwin B. Parry, Trustee
Edwin B. Parry, Trustee
P. O. Box 1387, Bountiful, Utah 84010
(801) 397-2660
DN0000000

UTAH COUNTY SHERIFF'S OFFICE
NOTICE OF SALE

In the Fourth Judicial District Court, in and for the County of Utah,
State of Utah. Provo Department

IN THE MATTER OF THE A. DEAN HARDING
MARITAL AND FAMILY TRUST AGREEMENT
DATED DECEMBER 29, 1994

ROBERT G. HARDING,
Plaintiff,
Vs
THE A. DEAN HARDING MARITAL AND
FAMILY TRUST DATED DECEMBER 29, 1994;
RICKY TAYLOR; ESTATE OF MARGENE HARDING;
JILL H. KENDALL; and JEANA H. VUKSINICK
Defendants.

To be sold at Sheriff's Sale, at the east front door of the County Courthouse
(137 N Freedom Blvd; 200 West) in the City of Provo, County of Utah, State
of Utah, on the 27th day of May, 2021 at 10:15 a.m. on said day that certain
piece or parcel of real property situated in Utah County, State of Utah, de-
scribed as follows to-wit:

Ricky Taylor's interest and ownership in real property as follows:
3027 Cherokee Lane, Provo, UT 84604
LOT 5, BLK. 3, PLAT A, INDIAN HILLS SUBD
Tax Parcel No: 42:006:0053

All right, title, claim and interest of the defendants above named:
Purchase price payable in legal tender of the United States.

Dated at Provo City, Utah this 16th day of April, 2021.

Michael L. Smith, Sheriff of Utah County, State of Utah

By /s/
Deputy Rhoades

Attorney:
JMOSS LAW LLC
PO BOX 563
MIDWAY, UT 84049

Date of publications: May 7th, 14th, and 21st of 2021 (Deseret News)
DN0011935

NOTICE OF TRUSTEE'S SALE

The following-described property (the "Property") will be sold at public auc-
tion to the highest bidder on the 18th day of June, 2021, payable in lawfl
money of the United States at the time of sale, on the East-entrance steps
at the St. George District Court, 206 West Tabernacle, Suite 100 St. George,
Utah 84770, at 11:00 a.m. on said day, for the purpose of foreclosing an
association's lien which, pursuant to U.C.A. § 57-8-47, may be foreclosed
by nonjudicial foreclosure as though it were a trust deed. The Property is
located in a certain subdivision created by the Amended and Restated Decla-
ration of Covenants, Conditions and Restrictions of Sun Country Meadow
Townhomes, recorded as Entry No. 20170051336 in the Washington County
Recorder's Office on December 19, 2017 (the "Declaration"). The associa-
tion's lien was created in favor of Sun Country Meadows South HOA pursu-
ant to U.C.A. § 57-8-44 and a Notice of Lien was executed by Vial Fother-
ingham, LLP and recorded on February 12, 2019 as Entry No. 20190005344
of the Records of the Washington County Recorder, State of Utah. Said
property is located at:
Name of reputed property owner: Stephen Chapman
Legal Description: LOT 3, SUN COUNTRY MEADOWS SOUTH TOWN-
HOMES PHASE I, according to the Official Plat thereof, on file in the Office
of the Recorder of Washington County, State of Utah.
Property Address: 1055 East 900 South, #3
St. George, Utah 84790
Parcel No.: SG-SCMST-1-3
The current holder of the association's lien is Sun Country Meadows South
HOA.
The sale is subject to bankruptcy filing, payoff, reinstatement or any other
circumstances that would affect the validity of the sale. If any such circum-
stances exist, the sale shall be void, the successful bidder's funds returned
and the trustee and current lien holder shall not be liable to the successful
bidder for any damage.
Bidders must tender to the trustee a \$10,000.00 deposit at the sale and the
balance of the purchase price by 12:00 noon the day following the sale. Both
the deposit and the balance must be paid to Vial Fotheringham, LLP in the
form of a wire transfer, cashier's check or certified funds. Cash payments,
personal checks or trust checks are not accepted.
DATED this 7th day of May, 2021,
VIAL FOTHERINGHAM, LLP
/s/ Jeffery J. Owens
310 East 4500 South Suite 102
Murray, UT 84107
801-355-9594 U15868-101
DN0012045

IN THE THIRD JUDICIAL DISTRICT COURT
SALT LAKE COUNTY, STATE OF UTAH

IN THE MATTER OF THE GENERAL DETERMINATION OF ALL THE
RIGHTS TO THE USE OF WATER, BOTH SURFACE AND UNDERGROUND,
WITHIN THE DRAINAGE AREA OF THE UTAH LAKE AND JORDAN RIVER
IN UTAH, SALT LAKE, DAVIS, SUMMIT, WASATCH, SANPETE, AND
JUAB COUNTIES IN UTAH.

SALT LAKE COUNTY EAST DIVISION
RED BUTTE CREEK SUBDIVISION
AREA 57, BOOK 3
Civil No. 365729823 (57-3)
Judge Laura Scott
FINAL SUMMONS
The State of Utah to the said defendant:
You are hereby summoned in the above entitled action which is brought for
the purpose of making a general determination of the water rights of the
described water source. Upon the service of this summons upon you, you
will thereafter be subject to the jurisdiction of the entitled court and, if you
have or intend to claim a water right, it shall be your duty to follow further
proceedings in the above entitled action and to defend and protect your wa-
ter rights therein. If you have not been served with summons other than by
publication in a newspaper and you claim a water right within the area of the
Red Butte Creek Subdivision (57-3) for which you have not previously filed
a statement of claim, you must file a statement of claim in accordance with
Section 73-4-5(1) in this action setting forth the nature of your claim within
ninety (90) days following the last date of publication of this summons. Your
failure so to do will constitute a default in the premises and a judgment may
be entered against you declaring and adjudging that you have forfeited all
rights to the use of water within the Red Butte Creek Subdivision and that
you are forever barred and estopped from subsequently asserting such right
to the use of water not claimed.
DATED this 10th day of December, 2020.
SEAN D. REYES
UTAH ATTORNEY GENERAL
BENJAMIN J. JENSEN
SARAH M. SHECHTER
Assistant Attorneys General
Attorneys for the Utah State
DN0000000

NOTICE OF TRUSTEE'S SALE

The following-described property (the "Property") will be sold at public auc-
tion to the highest bidder on the 27th day of May, 2021, payable in law-
ful money of the United States at the time of sale, on the East-entrance
steps at the Salt Lake County Courthouse, 450 S State Street, Salt Lake City,
UT 84111 at 11:00 a.m. on said day, for the purpose of foreclosing an as-
sociation's lien which, pursuant to U.C.A. § 57-8-47, may be foreclosed by
nonjudicial foreclosure as though it were a trust deed. The Property is lo-
cated in a certain subdivision created by the Declaration of Condominium of
Carriage Home Condominiums, recorded as Entry No. 9559763 in the Salt
Lake County Recorder's Office on November 21, 2005 (the "Declaration").
The association's lien was created in favor of Carriage Home Condominiums
pursuant to U.C.A. § 57-8-44 and a Notice of Lien was executed by B. Scott
Welker and recorded on May 6, 2020 as Entry No. 13264994 of the Records
of the Salt Lake County Recorder, State of Utah. Said property is located at:
Name of reputed property owner: Sandro Pereira
Legal Description: BLDG 15, UNIT A, CARRIAGE HOME CONDOMINIUMS.
9243-0774 9460-2298,2299 10079-8423
Property Address: 11454 S. Oakmond Road, South Jordan, UT 84009
Parcel No.: 27193010270000
The current holder of the association's lien is Daybreak Carriage Home Con-
dominiums Owners' Association, Inc.
The sale is subject to bankruptcy filing, payoff, reinstatement or any other
circumstances that would affect the validity of the sale. If any such circum-
stances exist, the sale shall be void, the successful bidder's funds returned
and the trustee and current lien holder shall not be liable to the successful
bidder for any damage.
Bidders must tender to the trustee a \$10,000.00 deposit at the sale and the
balance of the purchase price by 12:00 noon the day following the sale. Both
the deposit and the balance must be paid to Vial Fotheringham, LLP in the
form of a wire transfer, cashier's check or certified funds. Cash payments,
personal checks or trust checks are not accepted.
DATED this 22nd day of April 2021
/s/
B. Scott Welker for Trustee
Vial Fotheringham, LLP
310 East 4500 South, Suite 102
Murray, UT 84107
DN0011796

Notice of Trustee's Sale

Notice is hereby given that on the **2nd** day of **June, 2021**, at the hour of
3:00 pm near the front door of the **American Fork Courthouse located at 75
East 80 North, American Fork, UT 84003** the undersigned, **Edwin B. Parry,
Attorney at Law, Trustee**, acting pursuant to the power of sale conferred in
that Trust Deed originally executed by **Donald R. Jolley aka Donald R. Jol-
ley Jr. and Lisa G. Jolley, Husband and wife as Joint Tenants with Western
Mortgage Services Corporation**, as the original beneficiary, the current ben-
eficiaries of the trust deed are: **Western Mortgage Services Corporation**, and
the record owner of the property as of the recording of the notice of default
is by **Donald R. Jolley aka Donald R. Jolley Jr. and Lisa G. Jolley, Husband
and wife as Joint Tenants**, will sell at public auction to the highest bidder
the interest conveyed to the Trustee in that Trust Deed filed for record in the
office of the County Recorder of **Utah County, State of Utah, on April 4, 2018
as Entry No. 31539:2018**, the property therein mentioned and described,
purported to be located at **4406 N Kestrel Way, Eagle Mountain, UT 84005**.
The undersigned disclaims liability for any error in the purported address),
being more particularly described as follows:
Legal Description: LOT 80, PHASE I, EAGLEPARK SUBDIVISION, **Eagle
Mountain, Utah, according to the official plat thereof on file in the office of
the Recorder, Utah County, Utah.**
Tax ID #: 38-257-0080
Purchase price payable at the time and place of sale in lawful money of the
United States. The sale will be made with out covenant or warranty regard-
ing title, possession or encumbrances, for the purpose of paying the obliga-
tion secured by such Trust Deed, including fees, charges and expenses of
the Trustee, and sums, if any, expended under its terms thereof, and interest
thereon.
Successful bidder must tender to Trustee a \$20,000.00 deposit in the form of
a cashier's check made payable to **Western Mortgage Services Corporation**.
at time of sale. Deposit is non-refundable and retained as damages if balance
not paid within 24 hours of sale.
Dated: April 22, 2021
Edwin B. Parry, Trustee
Edwin B. Parry, Trustee
P. O. Box 1387, Bountiful, Utah 84010
(801) 397-2660
DN0000000

Barry E. Clarkson (8102)
bclarkson@clarksonlegal.com
Matthew D. Spring (14336)
mspring@clarksonlegal.com
Clarkson & Associates, LLC
162 North 400 East, Suite A204
P.O. Box 1630
St. George, Utah 84771
Telephone: (435) 634-1940
Facsimile: (435) 634-1942
Attorneys for Plaintiffs

IN THE FIFTH JUDICIAL DISTRICT COURT, STATE OF UTAH
IN AND FOR WASHINGTON COUNTY

ROGER HUFF, an individual;
REED LEAVITT, an individual;and
SHARELENE LEAVITT, an individual;
Plaintiffs,
v.
THE ESTATE OF ROBIN MAY; and
DOES 1–10, inclusive;
Defendants.

**Twenty-one Day Summons
(Estate of Robin May)**
Civil No. 210500261
Judge G. Michael Westfall

THE STATE OF UTAH TO: **ESTATE OF ROBIN MAY**
You are summoned and required to answer Complaint filed against you in
this case within 21 days after service of this Summons, you must file your
written Answer with the clerk of the court at 206 West Tabernacle, St.
George, UT 84770, and you must mail or deliver a copy of your Answer to
Plaintiffs' attorney at the address shown above. A copy of the Complaint
may be obtained from the Plaintiffs' attorney, Matthew D. Spring, or by re-
questing a copy from the Court at 206 West Tabernacle, St. George, UT
84770 (435) 986-5700. If you fail to do so, judgment by default may be taken
against you for the relief demanded in the Complaint, which is filed with the
clerk of the court.
Dated April 22, 2021.

Clarkson & Associates, LLC
/s/ Matthew D. Spring
Barry E. Clarkson
Matthew D. Spring
Attorneys for Plaintiffs

DN0011821

NOTICE OF TRUSTEE'S SALE

The following-described property (the "Property") will be sold at public auc-
tion to the highest bidder on the 27th day of May, 2021, payable in lawful
money of the United States at the time of sale, on the East-entrance steps
at the Salt Lake County Courthouse, 450 S State Street, Salt Lake City, UT
84111 at 11:00 a.m. on said day, for the purpose of foreclosing an associa-
tion's lien which, pursuant to U.C.A. § 57-8-47, may be foreclosed by nonju-
dicial foreclosure as though it were a trust deed. The Property is located in a
certain subdivision created by the Declaration of Condominium of Carriage
Home Condominiums, recorded as Entry No. 9559763 in the Salt Lake Coun-
ty Recorder's Office on November 21, 2005 (the "Declaration"). The associa-
tion's lien was created in favor of Carriage Home Condominiums pursuant to
U.C.A. § 57-8-44 and a Notice of Lien was executed by B. Scott Welker and
recorded on June 14, 2016 as Entry No. 12299369 of the Records of the Salt
Lake County Recorder, State of Utah. Said property is located at:
Name of reputed property owner: Maegan Riddell
Legal Description: SEC/TWN/RNG/MER:SEC 24 TWN 3S RNG 2W UNIT 2,
BLDG G, KENNECOTT DAYBREAK CONDOMINIUM MAP 3B-7. 9410-6931
9763-2014 9840-7018 9864-5324,5339
Property Address: 11783 S. Currant Dr. #102, South Jordan, UT 84009
Parcel No.: 26244540760000
The current holder of the association's lien is Daybreak Carriage Home Con-
dominiums Owners' Association, Inc.
The sale is subject to bankruptcy filing, payoff, reinstatement or any other
circumstances that would affect the validity of the sale. If any such circum-
stances exist, the sale shall be void, the successful bidder's funds returned
and the trustee and current lien holder shall not be liable to the successful
bidder for any damage.
Bidders must tender to the trustee a \$10,000.00 deposit at the sale and the
balance of the purchase price by 12:00 noon the day following the sale. Both
the deposit and the balance must be paid to Vial Fotheringham, LLP in the
form of a wire transfer, cashier's check or certified funds. Cash payments,
personal checks or trust checks are not accepted.
DATED this 22nd day of April 2021
/s/
B. Scott Welker for Trustee
Vial Fotheringham, LLP
310 East 4500 South, Suite 102
Murray, UT 84107
DN0011812

Notice of Trustee's Sale

Notice is hereby given that on the **2nd** day of **June, 2021**, at the hour of
1:00 pm near the front door of the **Matheson Courthouse located at 450
State Street, SLC, UT 84111** the undersigned, **Edwin B. Parry, Attorney at
Law, Trustee**, acting pursuant to the power of sale conferred in that Trust
Deed originally executed by **Jaime Brown** with **Western Mortgage Services
Corporation** as the original beneficiary, the current beneficiaries of the trust
deed are: **Roger Beardshall.**, and the record owner of the property as of
the recording of the notice of default is **Jaime Brown**, will sell at public
auction to the highest bidder the interest conveyed to the Trustee in that
Trust Deed filed for record in the office of the County Recorder of **Salt Lake
County, State of Utah, on May 23, 2018 as Entry No. 12776944 Book 10676
Page 9608**, the property therein mentioned and described, purported to be
located at **3085 East Fort Union Blvd., Cottonwood Heights, UT 84121**. The
undersigned disclaims liability for any error in the purported address), being
more particularly described as follows:
Legal Description: LOT 3, MOELLER SUBDIVISION, ACCORDING TO THE
OFFICIAL PLAT THEREOF, RECORDED IN THE OFFICE OF THE COUNTY
RECORDER OF SALT LAKE COUNTY, STATE OF UTAH.
Tax ID #: 22-23-380-019
Purchase price payable at the time and place of sale in lawful money of the
United States. The sale will be made with out covenant or warranty regard-
ing title, possession or encumbrances, for the purpose of paying the obliga-
tion secured by such Trust Deed, including fees, charges and expenses of
the Trustee, and sums, if any, expended under its terms thereof, and interest
thereon.
Successful bidder must tender to Trustee a \$20,000.00 deposit in the form of
a cashier's check made payable to **Western Mortgage Services Corporation**
at time of sale. Deposit is non-refundable and retained as damages if balance
not paid within 24 hours of sale.
Dated April 22, 2021
Edwin B. Parry, Trustee
Edwin B. Parry, Trustee
P. O. Box 1387, Bountiful, Utah 84010
(801) 397-2660
DN0000000

PUBLIC NOTICE

LEGAL NOTICE - OPPORTUNITY TO PROVIDE SCOPING COMMENTS

The Utah Department of Transportation (UDOT) is issuing this notice to ad-
vise the public that an Environmental Impact Statement (EIS) will be pre-
pared for proposed transportation improvements in the Heber Valley in
Wasatch County, Utah. UDOT, as the assigned National Environmental Policy
Act (NEPA) agency, will prepare an EIS to evaluate transportation solutions
to improve mobility through the Heber Valley and the operation of U.S. 40.
The proposed project study area is centered on U.S. 40 from State Route
(S.R.) 32 to the intersection with U.S. 189. The study area will also include
an area that is 1.5 miles to the east and west of U.S. 40 and about 1.5 miles
south of the intersection of U.S. 40 and 189.

This notice is to announce initiation of the scoping process (upon publica-
tion of the Notice of Intent (NOI) in the Federal Register), which guides the
development of the EIS. Comments sought by UDOT include: specific com-
ments to the proposed action, appropriate information that could be perti-
nent to analysis of environmental effects, identification of significant issues,
and identification of potential alternatives. Comments are also sought on the
draft purpose and need and draft alternative screening criteria available on
the project website.

A public scoping meeting is not planned because one was held during the
early scoping process. Written comments or questions should be directed to
Heber Valley Corridor EIS, c/o HDR, 2825 E Cottonwood Parkway #200,
Salt Lake City, UT 84121, or can be emailed to hebervalleyeis@utah.gov. For
more information, visit the project website at hebervalleyeis.udot.utah.gov.
Scoping and purpose and need comments will be accepted for 30 days from
April 30 to June 14, 2021.

The environmental review, consultation, and other actions required by ap-
plicable 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 Un-
derstanding dated January 17, 2017, and executed by the Federal Highway
Administration and UDOT.
DN0011720

NFL concussions

» Continued from D14

Blacks Heaton chose to create his adjustment protocol came entirely from San Diego, a military town where the Black population hardly reflected the diversity of Blacks across the U.S. The racial classifications are also binary — Black or white — even though hundreds of NFL retirees, and millions of Americans, identify as mixed race.

“White and Black retired NFL players may be more similar to each other than they are to the reference populations ... used to develop Heaton or (other) race-specific norms,” Manley wrote in her brief in the Davenport lawsuit. Several neurology experts have said the NFL’s assessment program is flawed. Possin said UCSF had considered participating in the assessments but decided against it.

“We declined to participate in these evaluations because it just didn’t feel like good clinical practice to us,” Possin said. “There’s

probably a number of these players who, the neurologists who evaluated them were pretty sure they had a neurodegenerative disease and they had dementia. But maybe they didn’t score quite low enough. They didn’t pass the threshold, so they didn’t meet the NFL settlement criteria for a payout. And that’s really, I think, unfortunate.”

Dr. Francis X. Conidi, a neurologist and former president of the Florida Neurologic Society, who has treated hundreds of former NFL players, wrote a critique of the settlement’s assessment program in 2018, saying it had developed a system where players would be classified with “fictional diagnostic categories“ of level 1, level 1.5 and level 2 neurocognitive impairments. Only those classified as levels 1.5 or 2 would qualify for a settlement.

Conidi said these categories could leave the patient confused about the cause of his symptoms and recommended that they adopt a protocol that includes a standard workup for dementia, including neuroimaging and other testing that is not

currently done under the assessments.

The NFL’s dementia testing evaluates a person’s function in two dozen skills that fall under five sections: complex attention/processing speed; executive functioning; language; learning and memory; and visual perception. A player must show a marked decline in at least two of them to get an award.

In an example shared with The Associated Press, one player’s raw score of 19 for “letter-number sequencing” in the processing section was adjusted using “race-norming” and became 42 for whites and 46 for Blacks.

The raw score of 15 for naming animals in the language section became a 35 for whites and 41 for Blacks. And the raw score of 51 for “block design” in the visual perception section became a 53 for whites but 60 for Blacks.

Taking the 24 scores together, either a white or Black player would have scored low enough to reach the settlement’s 1.5-level of early dementia in “processing speed.” However, in the language section, the scores would have qualified a white man for a 2.0-level, or moderate, dementia finding

— but shown no impairment for Blacks.

Overall, the scores would result in a 1.5-level dementia award for whites — but nothing for Blacks. Those awards average more than \$400,000 but can reach \$1.5 million for men under 45, while 2.0-level dementia yields an average payout of more than \$600,000 but can reach \$3 million.

“Norming by race is not the stance that the NFL ought to take,” said Dr. Art Caplan, a New York University medical ethicist. “It continues to look as if it’s trying to exclude people rather than trying to do what’s right, which is to help people that, clinically, have obvious and severe disability.”

Jenkins, the former Washington player, believes it all comes down to money.

“Race-norming may have had a benign origin, but it quickly morphed into a tool that can be used to help the folks in power save money,” he said.

In March, the same month Brody dismissed the civil rights lawsuit, the league announced an 11-year deal with TV partners worth \$113 billion.

LEGAL NOTICES

Notice of Settlements and Lodging of Proposed Consent Decree Under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA).

On May 6, 2021, the State of New Mexico, the New Mexico Environment Department, the New Mexico Office of the Natural Resources Trustee (collectively “New Mexico”), and the Navajo Nation in its capacities as sovereign, *parens patriae*, landowner, and Natural Resource Trustee for the Navajo Nation (“Navajo Nation”), Sunnyside Gold Corporation, Kinross Gold Corporation, and Kinross Gold U.S.A., Inc. (collectively the “Mining Defendants”), lodged a proposed Consent Decree with the United States District Court for the District of New Mexico in the lawsuit entitled *In re: Gold King Mine Release in San Juan County, Colorado on August 5, 2015*, No. 1:18-md-02824-WJ.

The proposed Consent Decree reflects a resolution of New Mexico and Navajo Nation claims against the Mining Defendants under Sections 107(a) and 113(g)(2) of CERCLA, 42 U.S.C. §§ 9607(a), and 9613(g)(2).

The proposed Consent Decree relates to the “Gold King Blowout” on August 5, 2015, at the Gold King Mine in San Juan County, Colorado, and the Bonita Peak Mining District Superfund Site in San Juan County, Colorado (the “Site”), EPA Docket ID No. EPA-HQ-OLEM-2016-0152, as published in the Federal Register on September 9, 2016, 81 Fed. Reg. 62397, including all areas of the Site ever defined or described by EPA for purposes of or in relation to the National Priorities List, 40 C.F.R. Part 300, including any further expansion of such Site as may be determined by EPA in the future, and shall include any lands of Plaintiffs within the Site.

The settlements require the Mining Defendants to pay New Mexico eleven million dollars (\$11,000,000.00) which includes one million dollars (\$1,000,000.00) for CERCLA cost recovery claims and one million dollars (\$1,000,000.00) for natural resource damages claims, and to pay Navajo Nation ten million dollars (\$10,000,000.00) which includes one million dollars (\$1,000,000.00) to resolve certain CERCLA claims.

The proposed Consent Decree and the settlements provide that each of the Mining Defendants and Mining Defendants’ Related Parties (as defined) is entitled to protection from contribution actions or claims as provided by Section 113(f)(2) of CERCLA, 42 U.S.C. § 9613(f)(2).

Publication of this notice opens a period for public comment. All comments and inquiries should refer to “In re: Gold King Mine Release in San Juan County, Colorado on August 5, 2015, No. 1:18-md-02824-WJ” and must be submitted no later than June 15, 2021. Comments may be submitted by either mail or by email. To submit comments by email, send them to: csstoneback@crowleyfleck.com. To submit comments by mail, send them to:

Crowley Fleck, PLLP
Attention: Chris C. Stoneback
P.O. Box 2529
Billings, MT 59101-2529

During the public comment period, the proposed Consent Decree may be examined and downloaded at this website: <https://sunnysideconsentdecree.com/>. Otherwise, a paper copy of the Consent Decree will be provided upon written request sent to the email address or mailing address set out above for submitting comments.

SLT0012257

NOTICE TO CONTRACTORS

Project: Davis School District Admin Building HVAC Remodel, 45 East State Street, Farmington, UT,

Bid Package: All Trades Bidding

Pre-Bid: A Mandatory pre-bid for all mechanical subcontractors will be held on Wednesday, May 19, 2021, at 4:00 PM at the site. Other subcontractors are welcome to attend.

Bid Due: May 27, 2021, at 2:00 PM prevailing Mountain Time

CMGC: Hogan & Associates Construction, Inc.,
940 N 1250 W, Centerville UT 84014
801-951-7000 Phone
801-951-7100 Fax
Plan Coordinator: Tracy Heun (theun@hoganconstruction.com)
Estimator: Ross Cox (rcox@hoganconstruction.com)

Owner: Davis School District, 45 East State Street, Farmington, UT

Architect: VBFA, 181 East 5600 South, Murray, UT 84107,

Hogan & Associates Construction, Inc., Construction Manager General Contractor (CMGC) for Davis School District, is requesting bids for the Davis School District Admin Building Remodel in accordance with the plans and specifications as prepared by VBFA, 181 East 5600 South, Murray, UT 84107

Project bid documents for this bid package will be available at the office of the construction manager May 12, 2021. All bidders need to register with the CM in order to receive full documents and future addendum. Contact Tracy Heun (801-951-7284 or theun@hoganconstruction.com) to make arrangements to receive bidding documents.

All project correspondence, including RFI’s, clarifications requests, and product approval requests, must be emailed to Ross Cox (rcox@hoganconstruction.com). All correspondence must include proper backup with clear description of questions/request and references to plan pages, details, specification sections, etc.

The Owner reserves the right to reject any or all bids or proposals or to waive any formality or technically deemed in its best interest. Qualifications may be requested, before or after the bid date, of any bidder.

SLT0012267

Inactive File Destruction Public Notice

Under the Government Records Access and Management Act (GRAMA), San Juan School District Special Education Programs annually destroys all special education records that are no longer needed for educational purposes when former students reach the age of 25. Students (or their legal guardians) reaching the age of 18 or over who were identified as having a disability and served by a San Juan School District Special Education Program under the IDEA (Individuals with Disabilities Education Act), may want to inspect, review, or retrieve personally applicable records which might be needed for other private, State, or Federal programs.

Records will be destroyed on or after July 1, 2021, for students who were born on or before June 1, 1996, and received San Juan School District Special Education Services any time before and including the 2017-2018 school year. Records may be retrieved from June 1st through June 30th, 2021, by contacting: Paul Murdock (435)-678-1222 | jmurdock@sjsd.org) or Kathrina Perkins (435)-678-1273 | kperkins@sjsd.org) at the San Juan School District Special Education Department at 200 North Main Street in Blanding, UT.

To be published in the *San Juan Record*, *Salt Lake Tribune*, and the *Navajo Times* three times prior to June 1, 2021.

SLT0012109

NOTICE OF SALE BY ORDER OF THE COURT

The following described property will be sold at public auction to the highest bidder, payable in lawful money of the United States at the time of sale, at the Rotunda of the Matheson Courthouse, Third District Court, for Salt Lake County, 450 S. State Street, Salt Lake City, Utah 84111, on June 8, 2021, at 1:00 p.m. of said day, pursuant to an order of the Court in the case Thomas v. Thomas, Civ. No. 180901407, currently pending in the Third District Court, Salt Lake County and pursuant to the Utah Code Ann. §78B-6-1201 et seq. The real property to be sold is described as follows: LOT 207, WASATCH VIEW ESTATES #2, ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AND OF RECORD IN THE SALT LAKE COUNTY RECORDER’S OFFICE. Tax ID No.: 33-05-327-015. Property Address: 3702 West Wasatch Vista Drive, Bluffdale, UT 84065. The current record owners of the property are Richard Thomas and Julie C. Thomas, husband and wife as joint tenants as to an undivided 50% interest, and Lisa Marie Thomas, trustee of the Lisa Marie Thomas Trust dated February 1, 2012, as to an undivided 50% interest. The opening bid at the sale will be \$1,100,000.00. The purchase price will be payable in lawful money of the United States of America, due by 12:00 o’clock noon the day following sale. The sale will be subject to and contingent upon confirmation by the Court. Payment of the purchase price must be in the form of a cashier’s check. For further information about the sale, please contact Scott Bridge at 801-532-8000 one day prior to the scheduled sale date. DATED April 23, 2021. Court-appointed Partition Referees: /s/ Scott S. Bridge, /s/ James P. Alder, and /s/ Gregory N. Hoole.

SLT0012050

NOTICE OF TRUSTEE’S SALE

The following described property will be sold at public auction to the highest bidder at the Main Entrance, Uintah County Courthouse, 920 East Highway 40, Vernal, Utah, on June 3, 2021, at 12:00 pm, for the purpose of foreclosing a deed of trust dated June 18, 2008, and executed by Joseph W. LaFramboise, as trustor, in favor of Wells Fargo Financial Utah, Inc., covering the following real property purported to be located in Uintah County at 4772 South 14500 East, aka 5772 South 14500 East, Randlett, UT 84063 (the undersigned disclaims liability for any error in the address), and more particularly described as:

- Beginning 1380 feet South of the East Quarter Corner of Section 12, Township 7 South, Range 19 East, Salt Lake Meridian or US; thence South 230 feet; thence West 280 feet; thence North 230 feet; thence East 280 feet to the point of beginning.
- Together with all the improvements now or hereafter erected on the property, and all easements, appurtenances, and fixtures now or hereafter a part of the property.
- Parcel No.: 08-003-0026

The current beneficiary of the deed of trust is Wells Fargo USA Holdings, Inc, successor by merger to Wells Fargo Financial Utah, Inc., and the record owner of the property as of the recording of the notice of default is Joseph W. LaFramboise. The sale is subject to bankruptcy filing, payoff, reinstatement, or other circumstance that affects the validity of the sale. If any such circumstance exists, the sale shall be void, the successful bidder’s funds returned, and the trustee and current beneficiary shall not be liable to the successful bidder for any damage.

A \$20,000.00 deposit in the form of a bank or credit union cashier’s check or a bank official check, payable to Lundberg & Associates, PC, is required to bid. A successful bidder who fails to tender the full purchase price will forfeit the entire deposit. The successful bidder must tender the deposit at the sale and the balance of the purchase price by 12:00 noon the day following the sale. The balance must be in the form of a wire transfer, bank or credit union cashier’s check, or bank official check payable to Lundberg & Associate’s, PC. A bank or credit union cashier’s check must be pre-printed and clearly state that it is a cashier’s check. A bank official check must be pre-printed and clearly state that it is an official check. Cash payments are not accepted. A trustee’s deed will be delivered to the successful bidder within five days after receipt of the amount bid.

DATED: May 2, 2021 Lundberg & Associates, PC, Trustee By: LS/ Lori King Printed Name: Lori King Authorized Officer 3269 South Main Street, Suite 100 Salt Lake City, UT 84115 (801) 263-3400 Office Hours: 8:00 a.m. - 5:00 p.m. L&A Case No. 21.78765.1/MSWrm THIS COMMUNICATION IS AN ATTEMPT TO COLLECT A DEBT, AND ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE.

SLT0012086

NOTICE OF REQUEST FOR QUALIFICATIONS FOR ARCHITECTURAL SERVICES

The Elko Institute for Academic Achievement (EIAA) school board, located in Elko, Nevada, is seeking Statement of Qualifications from qualified architectural consulting firms detailing the firm’s qualifications, technical expertise, management and staffing capabilities, references, and related prior experience to provide design and construction administration services for the construction of a new 26,000 square-foot school. Professional services may include but are not limited to preparation of construction plans and specifications, including architectural and interior design, structural design, mechanical and electrical design, and site design, including civil engineering and landscape architecture. Bidding and contracting services, construction administration services, construction observation services, and geotechnical engineering services will also be provided by the successful firm.

Procurement of said services will be in accordance with Nevada Revised Statutes 388A. The goal of the competitive process is to objectively select the firm who will provide the highest quality service. Accordingly, technical expertise and related prior experience will be weighed heavily. The EIAA school board and selected committee shall evaluate the Statement of Qualifications submitted by interested firms and select any, all, or none of the respondents, which, in their opinion, are best qualified to perform the desired services. Interviews with each firm selected shall be conducted, which may include discussions regarding anticipated concepts and proposed methods of approach. After the interviews, the committee shall rank, in order of preference, the professional firms and shall commence scope of services and price negotiations with the highest qualified professional firm to provide the services.

Interested firms must submit six (6) copies of all requested information to Lori Lynch, 1031 Railroad Street, Suite 107, Elko, NV 89801, no later than 4:00 pm, PST, on Tuesday, June 1, 2021. Questions concerning the project should be directed to Lori Lynch by calling (775) 738-3422.

Attention is directed to the fact that the proposed project may be undertaken with state and/or federal funds and that all work will be performed in accordance with the regulations issued by such agencies and the State of Nevada pertaining thereto.

EIAA is an equal opportunity provider and employer.

SLT0012136

LEGAL NOTICE

Notice is hereby given that Utah Connections Academy will hold a Meeting of its Board of Directors on May 19, 2021 at 5:30 p.m. The meeting will be held via Teleconference due to State Precautions regarding Public Health and Safety During COVID-19 Pandemic. Conference line information is available on the school’s public website.

SLT0012279

NOTICE OF PUBLIC HEARING

Notice is hereby given of a public hearing to be held in the Council Chambers, County Government Center, 2001 So. State Street, North Building, Room N1-110, Salt Lake City, Utah, on June 8, 2021, at the 4:00 pm general Council meeting.

The purpose of the hearing is to discuss the disposal of a certain parcel of real property owned by Salt Lake County. The parcel of real property is located at approximately 7188 South Union Park Ave., Midvale, Utah, identified as Parcel No. 22-29-202-060.

During the current phase of COVID-19 response and recovery, members of the public may attend the Council’s meetings in person on a limited basis. Members of the public who visit the Salt Lake County Government Center are subject to social distancing and mask wearing requirements ordered by the Salt Lake County Mayor. Members of the public may also participate in Council meetings electronically as described below.

This meeting will be simulcast electronically via Webex Events. **Individuals wishing to comment electronically must access the meeting using the Webex link indicated in the Salt Lake County Council’s June 8, 2021, 4:00 PM Meeting Agenda (which can be accessed at sco.legistar.com) by the beginning of the “Public Hearing” portion of that meeting.** Comments will be limited to three minutes per individual unless otherwise approved by the Council. If an individual is unable to attend the meeting, they may also email their comments to councilwebex@sco.org by 10:00 AM the day of the public hearing to have those comments distributed to the Council and read into the record at the appropriate time.

SALT LAKE COUNTY COUNCIL
By /s/ STEVEN DEBRY, Chair

ATTEST (SEAL)
By /s/ SHERRIE SWENSEN, County Clerk
SLT0012277

Notice of Trustee Sale

The property described on Schedule “1” will be sold at public auction to the highest bidder, payable in lawful money of the United States at the time of sale, at **Summit County Justice Center, 6300 Justice Center Road, Park City, UT 84098 at the Courthouse entrance at building to the right on 06/10/2021, at 10:00 AM** of said day, for the purpose of foreclosing a statutory lien for unpaid Assessments under the terms and provisions of that certain Declaration for **Mountainside Condominium Association, Inc., a Utah non-profit corporation** as evidenced by one or more Notice(s) of Lien in favor of **Mountainside Condominium Association, Inc., a Utah non-profit corporation** for amounts owed by record owners as listed on Schedule “1”, covering real property located at **1305 Lowell Ave, Park City, UT 84060**, and more particularly described as timeshare intervals pursuant to declaration recorded on **03/30/1999 as Entry No. 534200, Bk 1242, Pg 460 in Summit, UT** records and those described on Schedule “1”. Trustee or Successor Trustee: First American Title Insurance Co. Batch No. MS29-HOA. SCHEDULE “1”: Contract No., Owner(s), Legal Description Variables; MS*7271*27*X, BRONWYN ROSENBERG, RESORT INTEREST NO(S): 7271 / Week 27 / Odd Year Biennial Timeshare Interest; PHASE 2; MS*7411*41*B, ALLEN H. TUTTLE and CARMEN M. TUTTLE, RESORT INTEREST NO(S): 7411 / Week 41 / Annual Timeshare Interest; PHASE 1; MS*7622*23*B, TATIANA SUVALIAN, RESORT INTEREST NO(S): 7622 / Week 23 / Annual Timeshare Interest; PHASE 1; MS*7820*20*X, BRYANT R. MCKAY and STEPHANIE S. MCKAY, RESORT INTEREST NO(S): 7820 / Week 20 / Odd Year Biennial Timeshare Interest; PHASE 1; MS*7850*06*E, DUNG NGUYEN and OANH NGUYEN, RESORT INTEREST NO(S): 7850 / Week 10 / Odd Year Biennial Time Share Interest; PHASE 1; MS*7922*22*X, LAWRENCE J. BOYCE, RESORT INTEREST NO(S): 7922 / Week 22 / Odd Year Biennial Timeshare Interest; PHASE 1; MS*7922*45*E, JESSICA B. YOUNG and DANIEL T. YOUNG, RESORT INTEREST NO(S): 7922 / Week 45 / Even Year Biennial Timeshare Interest; PHASE 1; MS*7923*47*E, BRYANT R. MCKAY and STEPHANIE S. MCKAY, RESORT INTEREST NO(S): 7923 / Week 47 / Even Year Biennial Timeshare Interest; PHASE 1.

SLT0012259

PUBLIC NOTICE

LEGAL NOTICE - OPPORTUNITY TO PROVIDE SCOPING COMMENTS

The Utah Department of Transportation (UDOT) is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for proposed transportation improvements in the Heber Valley in Wasatch County, Utah. UDOT, as the assigned National Environmental Policy Act (NEPA) agency, will prepare an EIS to evaluate transportation solutions to improve mobility through the Heber Valley and the operation of U.S. 40. The proposed project study area is centered on U.S. 40 from State Route (S.R.) 32 to the intersection with U.S. 189. The study area will also include an area that is 1.5 miles to the east and west of U.S. 40 and about 1.5 miles south of the intersection of U.S. 40 and 189.

This notice is to announce initiation of the scoping process (upon publication of the Notice of Intent (NOI) in the Federal Register), which guides the development of the EIS. Comments sought by UDOT include: specific comments to the proposed action, appropriate information that could be pertinent to analysis of environmental effects, identification of significant issues, and identification of potential alternatives. Comments are also sought on the draft purpose and need and draft alternative screening criteria available on the project website.

A public scoping meeting is not planned because one was held during the early scoping process. Written comments or questions should be directed to Heber Valley Corridor EIS, c/o HDR, 2825 E Cottonwood Parkway #200, Salt Lake City, UT 84121, or can be emailed to hebervalleyeis@utah.gov. For more information, visit the project website at hebervalleyeis.udot.utah.gov. Scoping and purpose and need comments will be accepted for 45 days from April 30 to June 14, 2021.

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 the Federal Highway Administration and UDOT.

SLT0012061

REQUEST FOR PROPOSALS

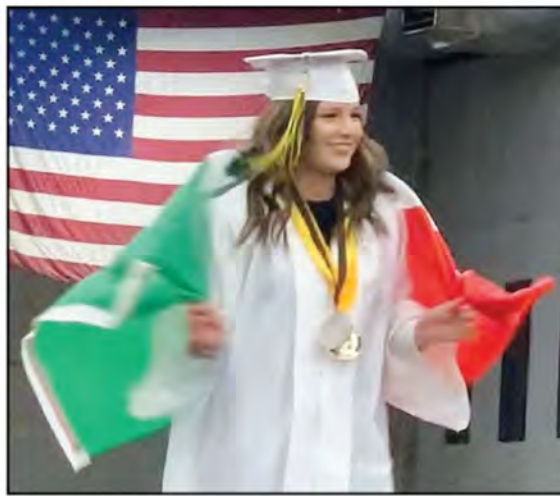
*Alder Construction, on behalf of Provo City, is soliciting competitive sealed proposals for the **Provo WATRR Center Phase 1, Package 2 Project**. Provo City has retained the services of Alder Construction Company as the Construction Manager/General Contractor to complete procurement and serve as the general contractor for the competition of the project. The intent of this solicitation is to obtain proposals and select reliable, high performing Subcontractors and Suppliers which specifically meet the performance requirements and needs of the Owner. Sub-Contractor and Supplier Selection will be based upon overall demonstrated performance to meet or exceed the specified technical and performance requirements, guarantees and warranties, capital cost, O&M cost, experience, and references. Bids are due to Alder Construction no later than **June 1, 2021, at 2:00 PM MDT**. Late bids will not be considered. Plans and specifications are available at <https://www.alderconstruction.com/downloads.html> or can be viewed at the Alder Construction Office. Questions and bids may be addressed to Jeff Black at jblack@alderconstruction.com or 801-266-8856.*

SLT0012127

Wasatch High School Graduation 2021



Wasatch graduated a record 53 co-valedictorians at commencement on Thursday, May 20 at the county Events Center.



W



Above: The 2021 Teachers of the Year for each school are honored.

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W H S



W



GIVE YOUR GRADUATE THE GIFT OF HOME WHILE THEY'RE AT COLLEGE! SUBSCRIBE TO THE eEDITION OF THE WAVE FOR THEM TODAY 654-1471

PUBLIC NOTICE

Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT

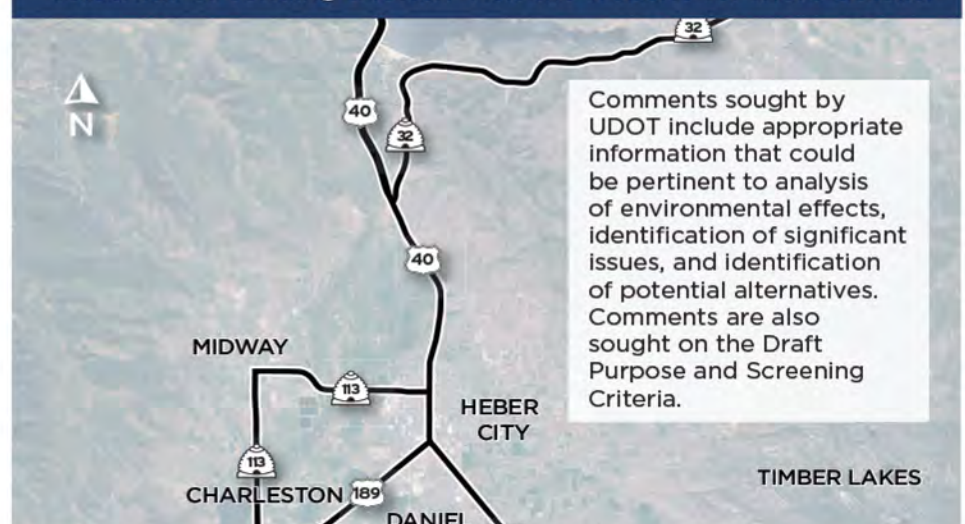
The Utah Department of Transportation's (UDOT) mission is to keep Utah moving while enhancing quality of life through transportation improvements in our state. UDOT is conducting an Environmental Impact Statement (EIS) to evaluate potential transportation solutions to improve mobility through the Heber Valley and the operation of U.S. 40.

SCOPING AND PROJECT PURPOSE & NEED

UDOT has initiated the EIS scoping process, which guides the development of the EIS, and will soon release the Draft Purpose and Need and Alternative Screening Criteria. 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. The screening criteria will be used to screen potential alternatives.

Comment period is open from April 30 to June 14, 2021

Comments may be submitted through the website, email, voicemail or sending a letter. Visit the website for more details.



Comments sought by UDOT include appropriate information that could be pertinent to analysis of environmental effects, identification of significant issues, and identification of potential alternatives. Comments are also sought on the Draft Purpose and Screening Criteria.

For more information on the Purpose and Need of the Heber Valley Corridor EIS, visit:

hebervalleyeis.udot.utah.gov

For those without internet access, please notify the project team at 801-210-0498 for accommodations in viewing materials and providing comments.

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.



From: [Geoff Dupaix](#)
Subject: UDOT Seeks Input on Transportation Solutions Within the Heber Valley
Date: Monday, April 26, 2021 5:43:12 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

FOR IMMEDIATE RELEASE

UDOT Seeks Input on Transportation Solutions Within the Heber Valley

Public encouraged to review purpose and need and submit comments between April 30 and June 14

Heber City, Utah (April 27, 2021) — The Utah Department of Transportation (UDOT) is looking for feedback from area residents, cities, and business and property owners, as part of the next step of its Environmental Impact Statement (EIS) process to evaluate transportation solutions to improve mobility through the Heber Valley and the operation of U.S. 40.

The Heber Valley Corridor EIS team has been working on data collection and analysis the past several months, including travel demand modeling, analyzing traffic conditions and evaluating roadway conditions. This data was used to develop a draft purpose and need for the EIS. The comment period begins on April 30 and will end on June 14. During this period, UDOT is seeking comments on the draft purpose and need, identification of significant transportation issues in Heber Valley, potential environmental effects, identification of potential alternatives, and comments on the draft screening criteria, which will be used to evaluate any alternatives.

“The purpose and need of a project defines the goals and objectives that the study will address, and identifies the existing and future conditions that need to be changed,” said Craig Hancock, UDOT project manager. “It drives the environmental study process because it lays a foundation for the types of alternatives to be developed and analyzed. We encourage everyone who lives and works in the Heber Valley to review the materials and submit comments during this period as we’re ultimately able to develop better solutions when we have help from the public through their participation in the study process.”

The Heber Valley Corridor EIS team has also filed the Notice of Intent (NOI) in the *Federal Register*, a daily journal of the federal government containing notices, proclamations, federal regulations and other information. The filing of the NOI officially begins the EIS process. The EIS will evaluate potential impacts to the natural and human environments

from proposed alternatives and identify a preferred alternative. A final decision is anticipated in spring 2023.

Citizens can use the below contact information to learn more and submit comments:

- Website: hebervalleyeis.udot.utah.gov
- Email: hebervalleyeis@utah.gov
- Phone: 801-210-0498

A public meeting is not planned at this stage of the process. UDOT held a virtual public meeting during the early scoping phase on Aug. 27, 2020, which informed the development of the purpose and need that will be available for review and comment. The project team will be presenting updates to the Heber City Council on May 4, the Wasatch County Council on May 5 and the Wasatch County Interlocal meeting on May 26. UDOT encourages the public to join those online meetings to learn more. Those without internet access or requiring language or other accommodations are asked to notify the project team at 801-210-0498 or hebervalleyeis@utah.gov for assistance.

--

Geoff Dupaix | Region Three Senior Communications Manager

UDOT | UTAH DEPARTMENT OF TRANSPORTATION

Work 801.227.8012 Cell 385.375.1620

Email gdupaix@utah.gov | www.udot.utah.gov

Twitter [@udotregionthree](https://twitter.com/udotregionthree) **Facebook** www.facebook.com/utahdot



NOTIFICATION - Scoping and Comment Period to Begin April 30

Heber Valley EIS <hebervalleyeis@utah.gov>

Reply-To: hebervalleyeis@utah.gov

To: hebervalleyeis@utah.gov

Wed, Apr 28, 2021 at 5:30 PM

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Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT



Scoping and Comment Period to Begin April 30

Thank you for your continued interest in the Heber Valley Corridor Environmental Impact Statement (EIS), a study the Utah Department of Transportation (UDOT) is conducting to evaluate potential transportation solutions to improve mobility through the Heber Valley and the operation of U.S. 40.

First, the project team would like to introduce Craig Hancock as the new UDOT project manager for the EIS. He replaces Jeremy Bown, who has moved on to a new position with UDOT. Craig was selected by UDOT to manage the project because of his past experience working on environmental documents and his ability to work effectively with stakeholders. We welcome Craig to the project.

As far as progress, the Heber Valley Corridor EIS project team has reached the next milestone in the process, which is the filing of the Notice of Intent (NOI) in the Federal Register (which is a daily journal of the federal government containing notices, proclamations, federal regulations and other information) to officially begin the EIS process. The filing of the NOI also initiates a scoping period, which provides another opportunity for public input.

The project team has been working on data collection and analysis the past several months, including travel demand modeling, analyzing traffic conditions and evaluating roadway conditions. This data was used to develop a draft purpose and need and draft alternative screening criteria for the EIS. The purpose and need of a project defines the goals and objectives that the study will address, and identifies the existing and future conditions that need to be changed. It drives the environmental study process because it lays a foundation for the types of alternatives to be developed and analyzed. The screening criteria will be used to screen potential alternatives. The Draft Purpose and Need Technical Report and draft screening criteria will be posted on the project website for public review and comment on April 30.

UDOT is holding a public comment period to solicit input on the scope of the EIS, draft purpose and need, and alternative screening criteria from April 30 through June 14, 2021.

Comments sought by UDOT during the scoping comment period include specific comments to the proposed action and draft purpose and need of the project, appropriate information that could be pertinent to analysis of environmental effects, identification of significant issues, draft screening criteria, and identification of potential alternatives.

A public meeting is not planned at this stage of the process — UDOT held a virtual public meeting during the early scoping phase on Aug. 27, 2020, which informed the development of the purpose and need that will be available for review and comment. The project team will be presenting updates to the Heber City Council on May 4, the Wasatch County Council on May 5, and the Wasatch County Interlocal meeting on May 26. UDOT encourages the public to join those online meetings to learn more.

Heber Valley EIS Timeline & Process



Connect with us.

The project team has a Facebook Group where you can expect the most accurate and up to date information on the study, direct from the source. We'll be sharing project updates and information in this group and using this as a way to live-stream public meetings so we encourage you to share this group with your fellow community members to join the conversation.

[Join the Facebook Group](#)



[Website](#)



[Email](#)



[Facebook](#)



[Twitter](#)

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.

This email was sent by hebervalleyeis@utah.gov to hebervalleyeis@utah.gov

Not interested? [Unsubscribe](#) | [Update profile](#)

UDOT Heber Valley Corridor EIS | c/o HDR 2825 E Cottonwood Parkway, Suite 200 Salt Lake City, UT 84121

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NOTIFICATION - Scoping and Comment Period Begins Today

Heber Valley EIS Project Team <hebervalleyeis@utah.gov>

Fri, Apr 30, 2021 at 10:00 AM

Reply-To: hebervalleyeis@utah.gov

To: hebervalleyeis@utah.gov

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Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT



Scoping and Comment Period Begins Today

Thank you for your continued interest in the Heber Valley Corridor Environmental Impact Statement (EIS), a study the Utah Department of Transportation (UDOT) is conducting to evaluate potential transportation solutions to improve mobility through the Heber Valley and the operation of U.S. 40.

The Heber Valley Corridor EIS project team has reached the next milestone in the process, which is the filing of the Notice of Intent (NOI) in the Federal Register (which is a daily journal of the federal government containing notices, proclamations, federal regulations and other information) to officially begin the EIS process. The filing of the NOI also initiates a scoping period, which provides another opportunity for public input.

In addition to the NOI, the project team has also been working on data collection and analysis the past several months, including travel demand modeling, analyzing traffic conditions, and evaluating roadway conditions. This data was used to develop a draft purpose and need and alternative screening criteria for the EIS. The purpose and need of a project defines the goals and objectives that the study will address, and identifies the existing and future conditions that need to be changed. It drives the environmental study process because it lays a foundation for the types of alternatives to be developed and analyzed. The screening criteria will be used to screen potential alternatives.

UDOT is holding a public comment period to solicit input on the scope of the EIS, draft purpose and need, and draft screening criteria, from April 30, 2021 through June 14, 2021. Comments may be submitted through the website, email, voicemail or sending a letter to the address below.

Heber Valley Corridor EIS

c/o HDR

[2825 E Cottonwood Parkway #200](#)

[Salt Lake City, UT 84121](#)

Comments sought by UDOT during the scoping comment period include specific comments to the proposed action and draft purpose and need of the project, appropriate information that could be pertinent to analysis of environmental effects, identification of significant issues, draft screening criteria, and identification of potential alternatives.

If you are aware of anyone without internet access, please have them notify the project team at 801-210-0498 for accommodations in viewing materials and providing comments. Hard copies of the project factsheets will be available at the following locations while supplies last:

- Heber City Administration: [75 N Main St, Heber City, UT](#)
- [Wasatch County](#) Administration: 25 North Main St, Heber City, UT
- Wasatch County Public Library: [465 E 1200 S](#), Heber City, UT

A public meeting is not planned at this stage of the process — UDOT held a virtual public meeting during the early scoping phase on Aug. 27, 2020, which informed the development of the purpose and need that will be available for review and comment. The project team will be presenting updates to the Heber City Council on May 4, the Wasatch County Council on May 5, and the Wasatch County Interlocal meeting on May 26. UDOT encourages the public to join those online meetings to learn more.

Draft Purpose and Need Report

Draft Purpose and Need Factsheet

Draft Screening Criteria Factsheet

Submit a Comment

Heber Valley EIS Timeline & Process



Connect with us.

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Join the Facebook Group



Website



Email



Facebook



Twitter

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.

This email was sent by hebervalleyeis@utah.gov to hebervalleyeis@utah.gov

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UDOT Heber Valley Corridor EIS | c/o HDR 2825 E Cottonwood Parkway, Suite 200 Salt Lake City, UT 84121

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NOTIFICATION - Notice of Intent Published on Federal Register

Heber Valley EIS Project Team <hebervalleyeis@utah.gov>

Reply-To: hebervalleyeis@utah.gov

To: hebervalleyeis@utah.gov

Tue, May 11, 2021 at 6:45 PM

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Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT



NOTIFICATION

Notice of Intent (NOI) Published in the Federal Register

Thank you for your continued interest in the Heber Valley Corridor Environmental Impact Statement (EIS). The Utah Department of Transportation (UDOT) is conducting an EIS to evaluate potential

transportation solutions to improve mobility through the Heber Valley and the operation of U.S. 40.

The Notice of Intent (NOI) for the Heber Valley Corridor EIS has been published in the Federal Register (which is a daily journal of the federal government containing notices, proclamations, federal regulations and other information) to officially begin the EIS process. A copy of the NOI is also published on the project website.

[View NOI on Federal Register](#)

[View NOI on Website](#)

REMINDER

Public Comment Period Closes June 14

UDOT is holding a public comment period to solicit input on the scope of the EIS, purpose and need, and draft screening criteria from April 30 through June 14, 2021.

Comments sought by UDOT during the scoping comment period include specific comments to the proposed action, draft purpose and need of the project, appropriate information that could be pertinent to analysis of environmental effects, identification of significant issues, draft screening criteria, and identification of potential alternatives.

All comments received during the early scoping comment period have been captured (August 26 through October 3, 2020) you do not need to re-submit comments. A copy of these comments are included in the Early Scoping Summary Report.

Comments may be submitted through the website, email, leaving a voicemail at 801-210-0498 or sending a letter to the address below. Mailed comments need to be postmarked by June 14.

c/o HDR
2825 E Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121

If you are aware of anyone in the community without internet access or needing assistance in providing comments, please inform them to contact the project team via telephone. Hard copies of the project information are available to view at the following locations:

- Heber City Administration: [75 N Main St, Heber City, UT](#)
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- Wasatch County Public Library: [465 E 1200 S](#), Heber City, UT

Draft Purpose and Need Report

Draft Purpose and Need Factsheet

Draft Screening Criteria Factsheet

Submit Comment

Heber Valley EIS Timeline & Process



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[Join the Facebook Group](#)



[Website](#)



[Email](#)



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[Twitter](#)

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.

[Get Now](#)

This email was sent by hebervalleyeis@utah.gov to hebervalleyeis@utah.gov

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UDOT Heber Valley Corridor EIS | c/o HDR 2825 E Cottonwood Parkway, Suite 200 Salt Lake City, UT 84121

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REMINDER - Scoping Comment Period Closes June 14

Heber Valley EIS Project Team <hebervalleyeis@utah.gov>

Fri, May 28, 2021 at 1:00 PM

Reply-To: hebervalleyeis@utah.gov

To: hebervalleyeis@utah.gov

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Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT



***View Project Team Presentations
to Local Governments***

Thank you for your continued interest in the Heber Valley Corridor Environmental Impact Statement (EIS). The Utah Department of Transportation (UDOT) is conducting an EIS to evaluate potential transportation solutions to improve mobility through the Heber Valley and the operation of U.S. 40.

The project team presented to the Heber City Council, Wasatch County Council and the Wasatch County Interlocal meetings this month, click the links below to view the presentations.

Heber City Council - May 4

Wasatch County Council - May 5

Wasatch County Interlocal Meeting - May 26

REMINDER

Public Comment Period Closes June 14

UDOT is holding a public comment period to solicit input on the scope of the EIS, purpose and need, and draft screening criteria from April 30 through June 14, 2021.

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Comments may be submitted through the website, email, leaving a voicemail at 801-210-0498 or sending a letter to the address below. Mailed comments need to be postmarked by June 14.

Heber Valley Corridor EIS
c/o HDR
[2825 E Cottonwood Parkway, Suite 200](#)

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Draft Purpose and Need Factsheet

Draft Screening Criteria Factsheet

Submit Comment

Heber Valley EIS Timeline & Process



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Website



Email



Facebook



Twitter

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Get Now

This email was sent by hebervalleyeis@utah.gov to hebervalleyeis@utah.gov

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UDOT Heber Valley Corridor EIS | c/o HDR 2825 E Cottonwood Parkway, Suite 200 Salt Lake City, UT 84121

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REMINDER: Heber Valley Corridor EIS Comment Period Closes Tonight

Heber Valley Corridor EIS Project Team <hebervalleyeis@utah.gov>

Mon, Jun 14, 2021 at 4:00 PM

Reply-To: hebervalleyeis@utah.gov

To: hebervalleyeis@utah.gov

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Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT



REMINDER

Public Comment Period Closes Tonight June 14

UDOT is holding a public comment period to solicit input on the scope of the EIS, purpose and need, and draft screening criteria from April 30 through June 14, 2021.

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Heber Valley Corridor EIS
c/o HDR
[2825 E Cottonwood Parkway, Suite 200](#)
[Salt Lake City, UT 84121](#)

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- Wasatch County Public Library: [465 E 1200 S](#), Heber City, UT

[Draft Purpose and Need Report](#)

[Draft Purpose and Need Factsheet](#)

[Draft Screening Criteria Factsheet](#)

[Submit Comment](#)

View Project Team Presentations to Local Governments

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The project team presented to the Heber City Council, Wasatch County Council and the Wasatch County Interlocal meetings, click the links below to view the presentations.

[Heber City Council - May 4](#)

[Wasatch County Council - May 5](#)

[Wasatch County Interlocal Meeting - May 26](#)

Heber Valley EIS Timeline & Process



To learn more about the environmental process that UDOT is following, watch the video below.



Connect with us.

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[Join the Facebook Group](#)



[Website](#)



[Email](#)



[Facebook](#)



[Twitter](#)

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.



Utah DOT ✓

April 30 · 🌐



PROJECT UPDATE

The Heber Valley Corridor EIS project team has reached the next milestone in the process, which is the filing of the Notice of Intent (NOI) in the Federal Register (which is a daily journal of the federal government containing notices, procla... [See More](#)



1

1 Comment 5 Shares Seen by 66



Utah DOT

May 4 · 🌐



Reminder that the project team will be presenting to the Heber City Council tonight at 7:00pm. We hope you can join or listen to a recording.



2

1 Share Seen by 51



Like



Comment



Share



Write a public comment...





Utah DOT

May 5 ·



Reminder that the project team will be presenting to the Wasatch County Council today at 3:00pm. We hope you can join or listen to a recording.



1

Seen by 50



Like



Comment



Share



Write a public comment...





Utah DOT ✓

May 7 · 🌐



Comments sought by UDOT during the scoping comment period include specific comments to the proposed action and purpose and need of the project, appropriate information that could be pertinent to analysis of environmental effects, identification of significan...

[See More](#)



1

2 Shares Seen by 55



Like



Comment



Share



Write a public comment...





Utah DOT

May 11 ·



The Notice of Intent (NOI) for the Heber Valley Corridor EIS has been published in the Federal Register (which is a daily journal of the federal government containing notices, proclamations, federal regulations and other information) to officially begin the ... [See More](#)



1 Comment 2 Shares Seen by 52



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Utah DOT

May 26 at 9:31 AM ·



The project team will be presenting at the Wasatch County Interlocal meeting tonight at 6:30pm, make sure to tune in.



3

3 Comments 3 Shares Seen by 67



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Utah DOT ✓

May 28 at 2:04 PM · 🌐



We encourage everyone who lives and works in the Heber Valley to review the materials and submit comments as we're ultimately able to develop better solutions when we have help from the public through their participation in the study process. Please make sur...
[See More](#)



1

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Write a public comment...





Utah DOT shared a link.

June 8 at 9:37 AM · 🌐



Reminder that the scoping period closes on June 14, so make sure to get your input on the Heber Valley Corridor EIS purpose and need and alternatives screening criteria to the project team. Please reach out to your fellow community members and make sure they... **See More**



HEBERVALLEYEIS.UDOT.UTAH.GOV

Home | UDOT Heber Valley Environmental Impact Study

UDOT is conducting an Environmental Impact Statement (EIS) to evaluate potential transportation solutions to improve mobility through the Heber Valley and the operation of Heber City Main Street (U.S. 40). The Heber...



3

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Utah DOT

June 8 at 9:35 AM · 🌐

...

HEBER VALLEY CORRIDOR EIS PROJECT PURPOSE AND NEED

Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT

PROJECT OVERVIEW

UDOT's mission is to keep Utah moving while enhancing quality of life through transportation improvements in our state. UDOT is conducting an Environmental Impact Statement (EIS) to evaluate transportation solutions to improve mobility through the Heber Valley and the operation of U.S. 40.

Through this process UDOT will develop transportation alternatives that could include a variety of solutions including reconfiguration of Main Street, improvements to other area roads, constructing new roads, and other options identified by the public.



HEBER VALLEY BY THE NUMBERS



ANNUAL VISITORS
2.1 MILLION

REGIONAL POPULATION GROWTH BY 2050

Wasatch County	101% GROWTH
Summit County	50% GROWTH

Combined new residents **55,518**

PROJECT PURPOSE

The purpose of the Heber Valley Corridor EIS is to improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 through 2050 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.



04/26/2021



1

7 Comments Seen by 11



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Utah DOT

June 11 at 9:30 AM

The scoping period closes on June 14, so make sure to get your input on the Heber Valley Corridor EIS draft purpose and need and alternatives screening criteria to the project team. Social media discussions are great but for your input to be a part of the pr... See More

VALLEY CORRIDOR EIS DRAFT PURPOSE AND NEED



SCREENING CRITERIA

Level 1 screening is to identify alternatives that meet the purpose and need.

OVERVIEW

It is to keep Utah moving while improving the quality of life through transportation in our state. UDOT is conducting an Impact Statement (EIS) to evaluate solutions to improve mobility through the corridor and the operation of U.S. 40.

UDOT will develop alternatives that could include a variety of options including reconfiguration of Main Street, other area roads, constructing new roads, and other options identified by the public.



	Measure
Regional mobility on U.S. 40 through 2050	<ul style="list-style-type: none"> Improve arterial and intersection Level of Service (LOS) on U.S. 40 Substantially decrease thru-traffic travel time Substantially decrease queue length along U.S. 40 Minimize conflicts to north-south mobility for thru-traffic
City to vision for town	<ul style="list-style-type: none"> Avoid/minimize impacts to valued places and historic built environment Avoid improvements that would preclude Heber City from implementing strategies to achieve their vision for Main St. (wide sidewalks, bike lanes, landscaping, reduced speed limit)

SCREENING CRITERIA

Level 2 screening is to determine which alternatives are practicable and need to be evaluated in detail in the EIS. Level 2 screening takes into consideration the resources.

KEY BY THE NUMBERS

ANNUAL VISITORS
2.1 MILLION

REGIONAL POPULATION GROWTH

Wasatch County	101%
Summit County	50%

Combined new residents

PURPOSE

The Heber Valley Corridor EIS is to evaluate the impact on local and regional mobility on U.S. 40 from 2010 through 2050 while allowing Heber City vision for the historic town center.

PURPOSE AND NEED OF A PROJECT?

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



	Measure
Regional mobility on U.S. 40 through 2050	<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
City to vision for town	<ul style="list-style-type: none"> Number of Section 4(f) historic properties affected Number of Section 4(f) recreation resources affected Number of Section 4(f) resources affected (Recreation fees received Land and Water Conservation Act funds)
City to vision for town	<ul style="list-style-type: none"> Number of full property acquisitions and relocations (commercial and residential) Number of partial property acquisitions
City to vision for town	<ul style="list-style-type: none"> Alternatives cost compared to other alternatives (alternatives would not be eliminated based on cost unless they are an order of magnitude greater)

Final review, consultation, and other actions required by applicable Federal environmental laws, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 2012, and executed by FHWA and UDOT.

UDOT will develop alternatives that could include a variety of options including reconfiguration of Main Street, other area roads, constructing new roads, and other options identified by the public.

HeberValleyEIS@utah.gov Phone: 801-230-0498

10/26/2022



1

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Utah DOT ✓

June 14 at 9:00 AM · 🌐



The scoping period closes today, so make sure to get your input on the Heber Valley Corridor EIS purpose and need and alternatives screening criteria to the project team. Please reach out to your fellow community members and make sure they take a moment to r... [See More](#)



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PUBLIC NOTICE

PUBLIC COMMENT PERIOD
is open from April 30 - June 14, 2021



Heber Valley Corridor
ENVIRONMENTAL
IMPACT STATEMENT

Learn More



utahtransportation The scoping period is open now until June 14 to get your input on the Heber Valley Corridor EIS purpose and need and alternatives screening criteria. The purpose and need of a project defines a statement of goals and objectives that the study will

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PUBLIC NOTICE

PUBLIC COMMENT PERIOD
closes June 14, 2021



Learn More



utahtransportation Share your comments with us! The scoping period is open now until June 14 to give UDOT your input on the Heber Valley Corridor EIS purpose and need. The purpose and need of a project defines a statement of goals and objectives that the study will

Instagram



utahtransportation
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Learn More

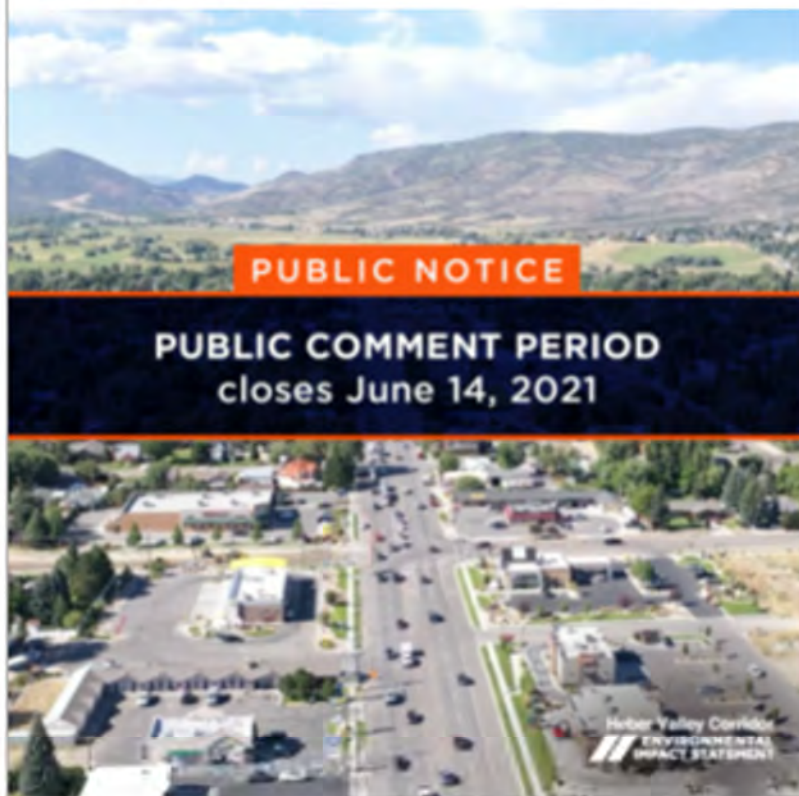


utahtransportation The scoping period is open now until June 14 to give UDOT your input on the Heber Valley Corridor EIS purpose and need. The purpose and need drives the environmental study process and lays a foundation for the types of alternatives developed.

Instagram



utahtransportation
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Learn More



utahtransportation The scoping period is open until June 14. So, be sure to submit your comments ... [more](#)



UDOT Region Three @UDOTRegionthree · Apr 27

The scoping period is open now until June 14 to provide your input on the Heber Valley Corridor Environmental Impact Statement purpose and need and alternatives screening criteria. Visit the website to learn more! [#HVCEIS](#)



PUBLIC NOTICE

PUBLIC COMMENT PERIOD
is open from April 30 – June 14, 2021

Heber Valley Corridor
ENVIRONMENTAL
IMPACT STATEMENT

Scoping Period | Now Till 6/14

utah.gov

The graphic is a public notice banner. It features a landscape background with mountains and a town. Overlaid on the image is an orange bar with the text 'PUBLIC NOTICE' in white. Below this is a dark blue bar with the text 'PUBLIC COMMENT PERIOD' in white, followed by 'is open from April 30 – June 14, 2021' in white. In the bottom right corner of the image, there is a logo for the 'Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT'. Below the image, the text 'Scoping Period | Now Till 6/14' is displayed, followed by the Utah.gov logo and website address.



UDOT Region Three @UDOTRegionthree · May 7

Want to share your transportation ideas for the Heber Valley? The scoping period is open until June 14 to give UDOT your input on the Heber Valley Corridor Environmental Impact Statement purpose and need. Visit the website to learn more! [#HVCEIS](#)



The banner features a landscape with mountains in the background and a town in the foreground. An orange bar with the text "PUBLIC NOTICE" is overlaid on the mountains. Below it, a dark blue bar contains the text "PUBLIC COMMENT PERIOD" and "closes June 14, 2021". The bottom right corner of the banner includes the text "Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT" with a logo.

Heber Valley Corridor
ENVIRONMENTAL
IMPACT STATEMENT

Heber Valley Comment Period

utah.gov



UDOT Region Three @UDOTRegionthree · May 21

The scoping period is open now until June 14 to give UDOT your input on the Heber Valley Corridor Environmental Impact Statement purpose and need. Visit the website to learn more! [#HVCEIS](#)



The graphic is a rectangular banner with a landscape background. The top half shows mountains under a blue sky. The bottom half shows a suburban neighborhood with houses and trees. Overlaid on the mountain background is an orange box with the text "PUBLIC NOTICE" in white. Below this, on a dark blue background, is the text "PUBLIC COMMENT PERIOD" in white, followed by "closes June 14, 2021" in a smaller white font. In the bottom right corner, over the neighborhood image, is the text "Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT" in white, with a small logo to its left.

PUBLIC NOTICE

PUBLIC COMMENT PERIOD
closes June 14, 2021

Heber Valley Corridor
ENVIRONMENTAL
IMPACT STATEMENT

Heber Valley Comment Period

utah.gov



UDOT Region Three @UDOTRegionthree · May 28

Want to share your transportation ideas for the Heber Valley? The scoping period is open until June 14 to give UDOT your input on the Heber Valley Corridor Environmental Impact Statement purpose and need. Visit the website to learn more! [#HVCEIS](#)



The graphic is a public notice for the Heber Valley Corridor Environmental Impact Statement. It features a landscape background with mountains and a town. The text "PUBLIC NOTICE" is in a red box, and "PUBLIC COMMENT PERIOD" is in a black box with "closes June 14, 2021" below it. The bottom right corner has the text "Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT" with a logo.

Heber Valley Corridor
ENVIRONMENTAL
IMPACT STATEMENT

Heber Valley Comment Period
utah.gov

APPENDIX D

Council Presentations

Heber City Council Presentation
Wasatch County Council Presentation
Wasatch County Interlocal Presentation



Heber Valley Corridor **ENVIRONMENTAL IMPACT STATEMENT**

Heber City Council Meeting
May 4, 2021



Heber Valley Corridor **ENVIRONMENTAL IMPACT STATEMENT**

Wasatch County Council Meeting
May 5, 2021

EIS Notice of Intent (NOI)

- ✓ Initiation of the EIS Process
- ✓ The NOI informs the public of the upcoming environmental analysis and describes how the public can become involved in the EIS preparation
 - UDOT anticipates the NOI will be published in late April or early May
- ✓ NOI starts the scoping process, which is the period in which UDOT and the public collaborate to define the range of issues and potential alternatives to be addressed in the EIS
- ✓ UDOT anticipates the public comment period will run from April 30 to June 14, 2021

What is the Project Purpose and Need?

- ✓ Defines the goals and objectives that the study will address, and identifies the existing and future conditions that need to be changed.
- ✓ Drives the environmental study process because it lays a foundation for the types of alternatives to be developed and analyzed.

Project Purpose

Primary Purpose

The purpose of the Heber Valley Corridor EIS is to improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 through 2050 while allowing Heber City to meet their vision for the historic town center.

Secondary Objectives

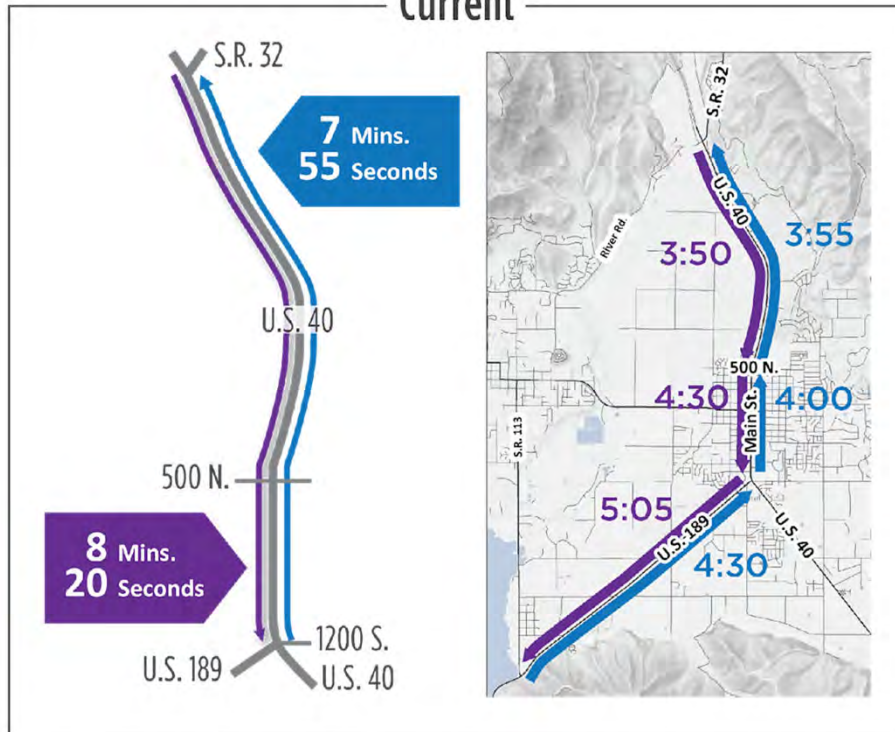
- ✓ Provide opportunities for more active transportation
- ✓ Develop alternative designs that blend with the natural and built environment

Why is the Project Needed?

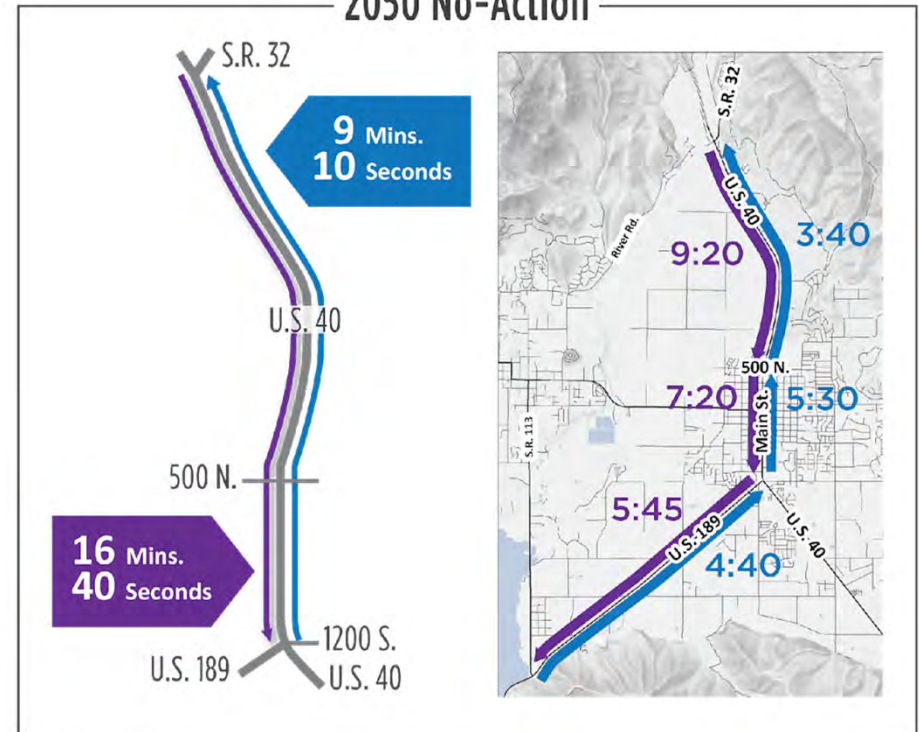
- ✓ The character and function of U.S. 40 changes in Heber City. Throughput is traded for increased access, resulting in congestion and delay.
- ✓ U.S. 40 is currently operating at failing conditions.
- ✓ All signalized intersections on U.S. 40 are expected to operate at failing conditions during the PM peak hour by 2050 if no improvements are made.
- ✓ Southbound travel time on U.S. 40 during the PM peak hour will double by 2050 if no improvements are made.
- ✓ Vehicles backed up waiting to get through an intersection during the PM peak hour will increase and spill back onto U.S. 40 north of town where the posted speed is 55 mph, resulting in safety concerns.
- ✓ Increased traffic on Main Street has disrupted the traditional downtown feel with increased noise and pedestrian safety concerns.

Travel Time

Current



2050 No-Action

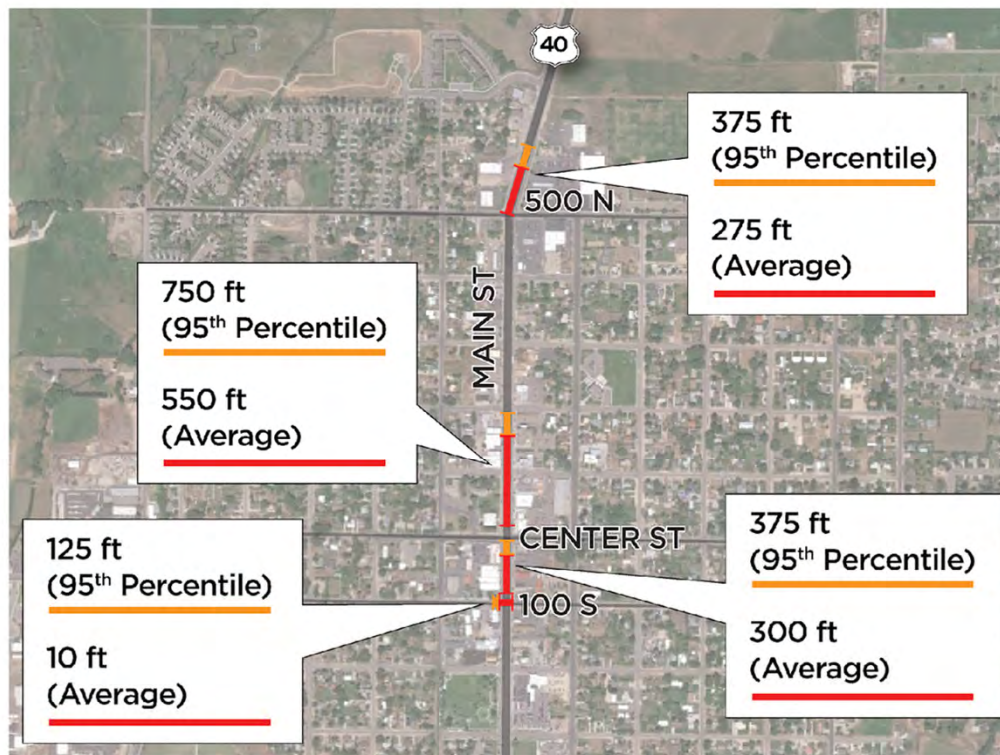


Southbound

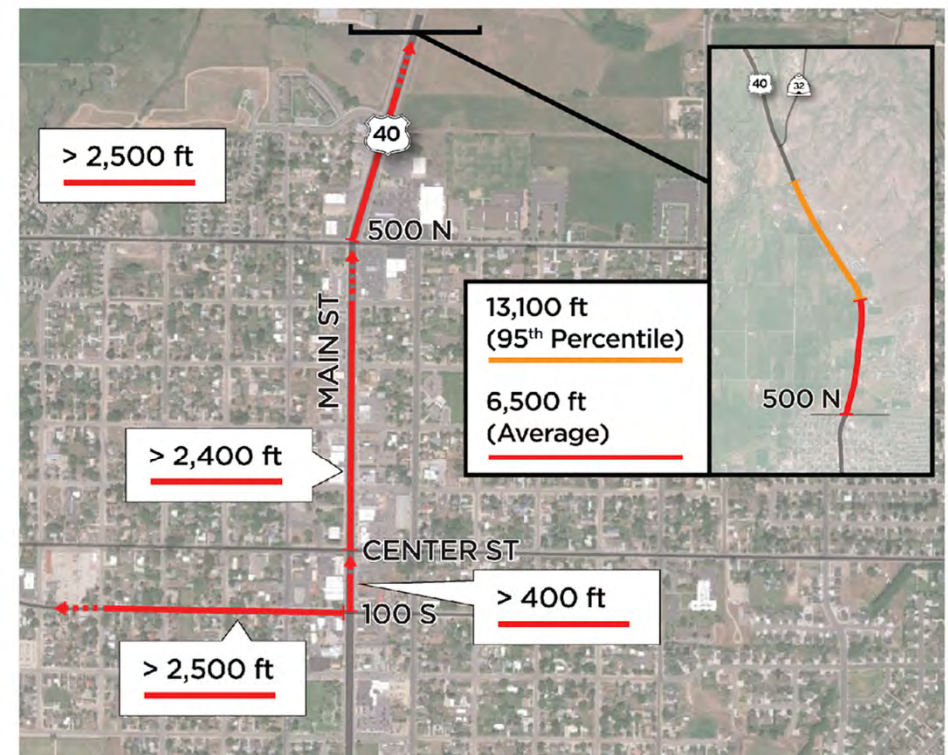
Northbound

Vehicle Back-Ups

Current



2050 No-Action







Screening Criteria

LEVEL 1 SCREENING CRITERIA

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 U.S. 40• Substantially decrease thru-traffic travel time• Substantially decrease queue length along U.S. 40• Minimize conflicts¹ to north-south mobility for thru-traffic
Allow Heber City to meet their vision for the historic town center	<ul style="list-style-type: none">• Avoid/minimize impacts to valued places² 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>)

Screening Criteria

LEVEL 2 SCREENING CRITERIA

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)/6(f) Resources	<ul style="list-style-type: none">• Number of Section 4(f) historic properties affected• Number of Section 4(f) recreation resources affected• Number of Section 6(f) resources affected (<i>Recreation facilities that received Land and Water Conservation Act funds</i>)
 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>)

Purpose and Need Public Comment Period



The public comment period will run from
April 30, 2021 – June 14, 2021

Provide comments through:



HeberValleyEIS.udot.Utah.go

v



HeberValleyEIS@Utah.go

v



801-210-0498



Project Timeline & Process



ONGOING STAKEHOLDER ENGAGEMENT

- | | | | | | | |
|---|--|---|--|---|---|---|
| <ul style="list-style-type: none">• Virtual public meeting• 30-day public comment period | <ul style="list-style-type: none">• File Notice of Intent to begin NEPA process• 45-day public comment period | <ul style="list-style-type: none">• Develop screening criteria and preliminary alternatives• Public engagement | | <ul style="list-style-type: none">• Public hearing• 45-day public comment period | <ul style="list-style-type: none">• Respond to public comments on DEIS• Revise EIS | <ul style="list-style-type: none">• Public engagement |
|---|--|---|--|---|---|---|

MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS



Contact the Project Team



@ Email: HeberValleyEIS@utah.gov

Website: HeberValleyEIS.udot.utah.gov

Phone: 801-210-0498

f Facebook Group: UDOT Heber Valley Corridor Environmental Impact Statement (EIS)





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.



Heber Valley Corridor



ENVIRONMENTAL IMPACT STATEMENT

Wasatch County Interlocal Meeting
May 26, 2021

Project Purpose

Primary Purpose

The purpose of the Heber Valley Corridor EIS is to improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 through 2050 while allowing Heber City to meet their vision for the historic town center.

Secondary Objectives

- ✓ Provide opportunities for more active transportation
- ✓ Develop alternative designs that blend with the natural and built environment

Comments Update

- ✓ Main Street is congested and unsafe
- ✓ Desire for more walkable Main Street
- ✓ Improve Main Street intersections
- ✓ Concern regarding truck traffic
- ✓ Support/opposition for bypass
- ✓ Concern regarding impacts to North Fields
- ✓ Concern regarding visual impacts
- ✓ Desire for trails

Purpose and Need Public Comment Period



The public comment period is open from
April 30, 2021 – June 14, 2021

Provide comments through:



HeberValleyEIS.udot.Utah.gov



801-210-0498



HeberValleyEIS@Utah.gov





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.

APPENDIX E

Stakeholder Working Group Meeting

Presentation
Meeting Summary

The background of the slide is a photograph of a landscape. In the foreground, there is a dark, textured field. In the middle ground, there is a small town or village. In the background, there are large, rugged mountains with patches of snow or light-colored rock. The sky is filled with dark, heavy clouds. The entire image has a blue color overlay.

Heber Valley Corridor **ENVIRONMENTAL IMPACT STATEMENT**

Stakeholder Working Group Meeting
April 27, 2021

Project Team Members



- Craig Hancock | UDOT Project Manager
- Geoff Dupaix | UDOT Region 3 Communications Manager
- Naomi Kisen | UDOT Environmental Manager
- Vince Izzo | HVC Team Project Manager
- Andrea Clayton | HVC Team Environmental Lead
- Charles Allen | HVC Team Traffic Lead
- Justin Smart | HVC Team Public Involvement Lead
- Brianna Binnebose | HVC Team Public Involvement



Stakeholder Working Group Members



- Heber City | Bart Mumford | City Engineer
- Wasatch County | Dustin Grabau | Asst. Manager
- Daniel | Ryan Taylor | Town Engineer
- Wasatch County Open Lands Board | Justin Keys | Member
- Emergency Services | David Booth | Heber Police Chief
- School District | Paul Sweat | Superintendent
- RPO | Shawn Seagar | MAG
- Trucking | Terry Smith | Utah Trucking Assoc.
- Agricultural | Addison Hicken | Farming
- Residents | Brady Flygare | South (1300 S)
- Residents | Thom Wright | East
- Residents | Wendy Casey | West
- Residents | Philip Jordan | North (Muirfield HOA)
- Landowners | Laren Gertsch | North
- Developer | Dave Nelson | Millstream
- Business | Dallin Koechner | Heber Valley Chamber
- Business | Tom Stone | CAMS
- Wasatch County Housing Authority | Jeff Bradshaw | Exec. Director



Meeting Agenda

- ✓ Summary of Early Scoping
- ✓ Initiation of the EIS Process
 - Notice of intent
 - Scoping process
- ✓ Purpose and Need Technical Report
- ✓ Public Review and Comment

Early Scoping

✓ Early Scoping Phase – July-December 2020

- Engaged public and agencies
- Solicited input on range of issues and alternatives
- Public meeting - August 27, 2020
- Began development of purpose and need

✓ Early Scoping Period Documents on Website

- Early Scoping Summary Report
 - Summarizes public input and provides comments received
- Early Scoping Summary Report FAQ
- Phase 1 Summary Report
 - Summarizes UDOT 2020 early scoping activities
- Draft Purpose and Need Technical Report

Early Scoping – Resources

Resources and issues identified:

- ✓ Wetlands and other waters of the U.S.
- ✓ Provo River
- ✓ Parks, trails, and open space
- ✓ Wildlife
- ✓ Noise
- ✓ Air quality
- ✓ Visual
- ✓ Water quality
- ✓ Property impacts and devaluation
- ✓ Agriculture
- ✓ Safety
- ✓ Induced growth

Early Scoping – Project Need

Needs identified:

- ✓ Traffic congestion on U.S. 40 (now and in 2050)
- ✓ Viability of downtown Heber because of congestion, noise, and perceived safety issues related to tanker trucks
- ✓ Walkable downtown
- ✓ Travel delays
- ✓ Perceived safety issues

Early Scoping – Alternatives

Alternatives identified:

- ✓ Improve U.S. 40 (e.g., add lanes and improve intersections)
- ✓ Improve existing roads other than U.S. 40
- ✓ One-way-couplet system
- ✓ West bypass
- ✓ East bypass
- ✓ Transit

EIS Notice of Intent (NOI)

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What is the Project Purpose and Need?

- ✓ Defines the goals and objectives that the study will address, and identifies the existing and future conditions that need to be changed.
- ✓ Drives the environmental study process because it lays a foundation for the types of alternatives to be developed and analyzed.

Project Purpose

Primary Purpose

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Secondary Objectives

- ✓ Provide opportunities for more active transportation
- ✓ Develop alternative designs that blend with the natural and built environment

Why is the Project Needed?

- ✓ The character and function of U.S. 40 changes in Heber City. Throughput is traded for increased access, resulting in congestion and delay.
- ✓ U.S. 40 is currently operating at failing conditions.
- ✓ All signalized intersections on U.S. 40 are expected to operate at failing conditions during the PM peak hour by 2050 if no improvements are made.
- ✓ Southbound travel time on U.S. 40 during the PM peak hour will double by 2050 if no improvements are made.
- ✓ Vehicles backed up waiting to get through an intersection during the PM peak hour will increase and spill back onto U.S. 40 north of town where the posted speed is 55 mph, resulting in safety concerns.
- ✓ Increased traffic on Main Street has disrupted the traditional downtown feel with increased noise and pedestrian safety concerns.

Traffic Congestion – Intersections

Level of Service at intersections in the Needs Assessment Evaluation Area during the Weekday PM Peak Hour (Current and No-action)

Intersection	Current		2050 No-action	
	Average Vehicle Delay (seconds/vehicle)	LOS	Average Vehicle Delay (seconds/vehicle)	LOS
U.S. 40 / 500 North	17	B	>100	F
U.S. 40 / Center Street	24	C	59	E
U.S. 40 / 100 South	30	C	>100	F
U.S. 40 / 600 South	18	B	>100	F
U.S. 40 / U.S. 189	29	C	59	E
1300 South / U.S. 189	10	A	22	C

Level of Service

A | NO DELAYS

Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed.

B | NO DELAYS

Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability.

C | MINIMAL DELAYS

Stable traffic flow, but less freedom to select speed.

UDOT Goal

D | NOTICEABLE DELAYS

Traffic flow becoming unstable. Speed subject to sudden change.

E | CONSIDERABLE DELAYS

Unstable traffic flow. Speed changes quickly and maneuverability is low.

F | CONSIDERABLE DELAYS

Heavily congested traffic. Demand exceeds capacity and speed varies greatly.

Traffic Congestion - U.S. 40

Level of Service on Arterial Streets in the Needs Assessment Evaluation Area during the Weekday PM Peak Hour (Current and No-action)

Street Segment	Posted Speed (miles/hour)	Current		2050 No-action	
		Average Segment Speed (miles/hour)	LOS	Average Segment Speed (miles/hour)	LOS
Southbound					
U.S. 40: From 500 N. to 100 N.	35	26	B	9	F
U.S. 40: From 100 N. to Center St.	35	11	E	8	F
U.S. 40: From Center St. to 100 S.	35	11	F	12	E
U.S. 40: From 100 S. to 600 S.	35	24	B	17	D
U.S. 40: From 600 S. to U.S. 189	35-40	25	B	22	C
U.S. 40 South of U.S. 189	40-50	36	A	36	A
U.S. 189 Southwest of U.S. 40	40-60	32	B	26	C

Level of Service

A | NO DELAYS

Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed.

B | NO DELAYS

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Heavily congested traffic. Demand exceeds capacity and speed varies greatly.

Traffic Congestion - U.S. 40

Level of Service on Arterial Streets in the Needs Assessment Evaluation Area during the Weekday PM Peak Hour (Current and No-action)

Street Segment	Posted Speed (miles/hour)	Current		2050 No-action	
		Average Segment Speed (miles/hour)	LOS	Average Segment Speed (miles/hour)	LOS
Northbound					
U.S. 189: Northeast to U.S. 40	60-45	22	C	17	D
U.S. 40: North to U.S. 189	60-40	23	C	17	D
U.S. 40: From U.S. 189 to 600S.	40-35	30	A	25	B
U.S. 40: From 600 S. to 100 S.	35	22	C	15	D
U.S. 40: From 100 S. to Center St.	35	10	F	13	E
U.S. 40 From Center Street to 100 N.	35	27	B	26	B
U.S. 40 From 100 N. to 500 N.	35	23	B	26	B

Level of Service

A | NO DELAYS

Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed.

B | NO DELAYS

Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability.

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UDOT Goal

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Traffic flow becoming unstable. Speed subject to sudden change.

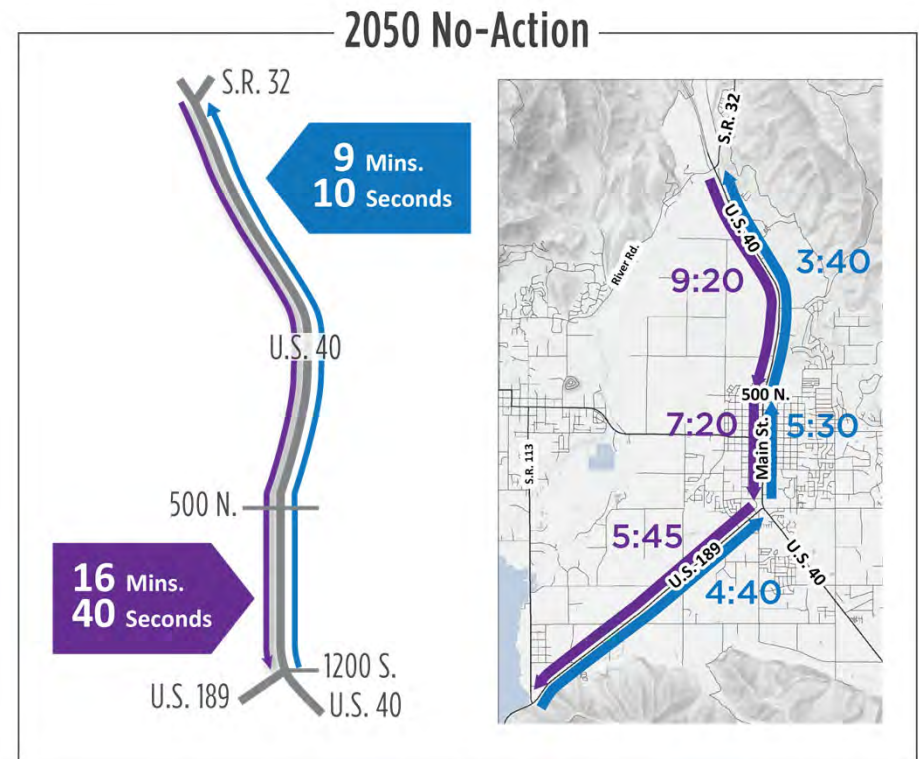
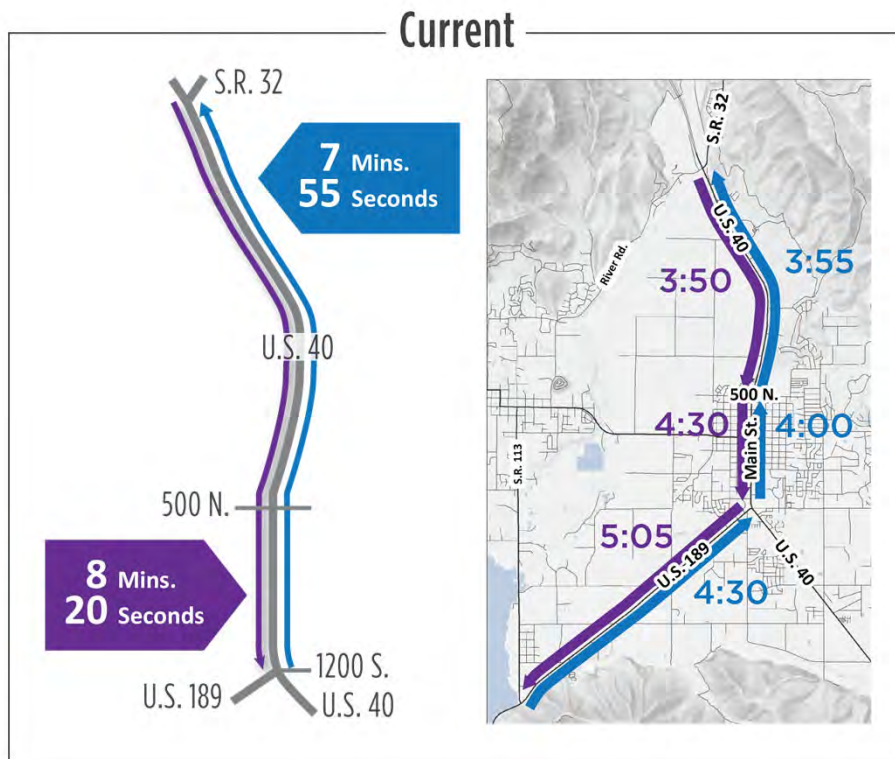
E | CONSIDERABLE DELAYS

Unstable traffic flow. Speed changes quickly and maneuverability is low.

F | CONSIDERABLE DELAYS

Heavily congested traffic. Demand exceeds capacity and speed varies greatly.

Travel Time

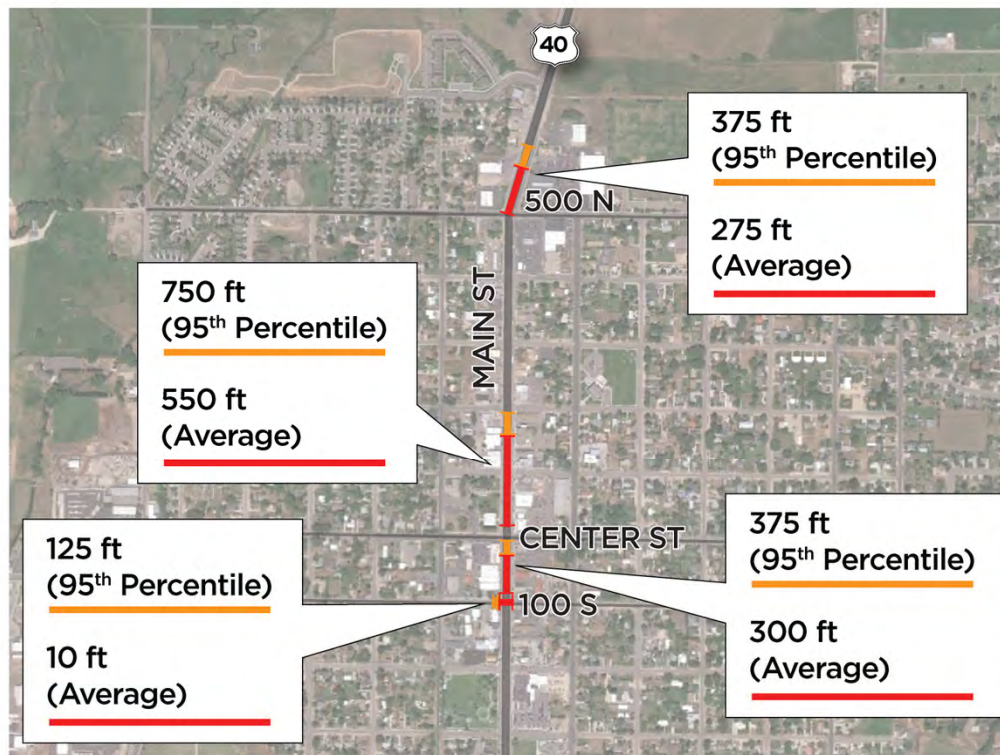


Southbound

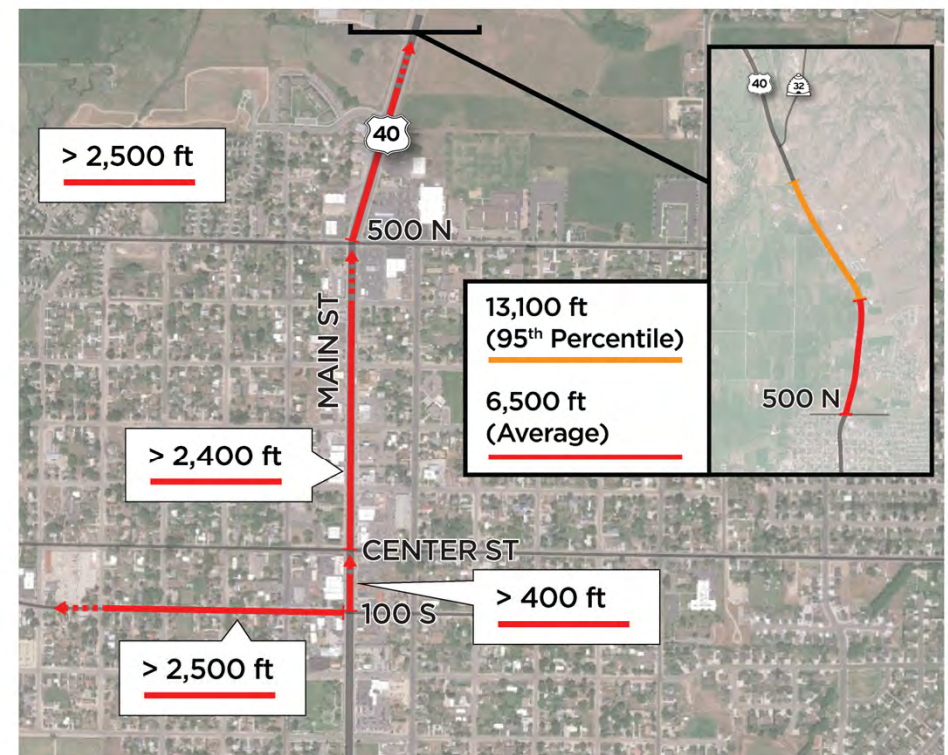
Northbound

Vehicle Back-Ups

Current



2050 No-Action



Purpose and Need Public Comment Period



The public comment period will run from
April 30, 2021 – June 14, 2021

Provide comments through:



HeberValleyEIS.udot.Utah.gov



801-210-0498



HeberValleyEIS@Utah.gov



Next Steps – Project Team

- ✓ Local government presentations
- ✓ Local government staff meetings
- ✓ Notice of Intent
- ✓ Reviewing public comments
- ✓ Developing draft alternatives

Next Steps – SWG

- ✓ Review materials
- ✓ Submit a comment during the public comment period
- ✓ Provide a status update to your community groups and encourage them to comment
- ✓ Share project team comment period social media notifications on your own social media
- ✓ Provide community input to the project team

Project Timeline & Process



ONGOING STAKEHOLDER ENGAGEMENT

- | | | | | | | |
|---|--|---|--|---|---|---|
| <ul style="list-style-type: none">• Virtual public meeting• 30-day public comment period | <ul style="list-style-type: none">• File Notice of Intent to begin NEPA process• 30-day public comment period | <ul style="list-style-type: none">• Develop screening criteria and preliminary alternatives• Public engagement | | <ul style="list-style-type: none">• Public hearing• 45-day public comment period | <ul style="list-style-type: none">• Respond to public comments on DEIS• Revise EIS | <ul style="list-style-type: none">• Public engagement |
|---|--|---|--|---|---|---|

MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS

Contact the Project Team



@ Email: HeberValleyEIS@utah.gov

🌐 Website: HeberValleyEIS.udot.utah.gov

📞 Phone: 801-210-0498

f Facebook Group: UDOT Heber Valley Corridor Environmental Impact Statement (EIS)





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.

Summary

Project: Heber Valley Corridor EIS

Subject: Stakeholder Working Group Meeting #3

Date: Tuesday, April 27, 2021

Location: Zoom

Stakeholder Working Group

Name	Representing	Role
Craig Hancock	UDOT	Project Manager
Naomi Kisen	UDOT	Environmental Manager
Geoff Dupaix	UDOT	Communications Manager
Vince Izzo	HVC Team	Project Manager
Andrea Clayton	HVC Team	Environmental Lead
Charles Allen	HVC Team	Traffic Lead
Justin Smart	HVC Team	Public Involvement Lead
Bri Binnebose	HVC Team	Public Involvement
Bart Mumford	Heber City	City Engineer
Dustin Grabau	Wasatch Co.	County Assistant Manager
Ryan Taylor	Daniel	Town Engineer
Justin Keys	Open Space	Wasatch County Open Lands Board
David Booth	Emergency Services	Heber Police Chief
Paul Sweat	School District	Superintendent
Shawn Seager	Rural Planning Organization	MAG Planning Director
Terry Smith	Trucking	UT Trucking Assoc. Safety Director
Addison Hicken	Agricultural	Farming
Brady Flygare	Residential	South resident
Thom Wright	Residential	East resident
Wendy Casey	Residential	West resident
Phillip Jordan	Residential	North resident
Laren Gertsch	Landowner	Landowner
David Nelson	Development	Millstream Group
Dallin Koechner	Business	Heber Valley Chamber Executive Director
Tom Stone	Business	CAMS Chairman
Jeffery Bradshaw	Housing	Wasatch County Housing Authority

Meeting Topics:

1. The objective of this third stakeholder working group (SWG) meeting was to provide a summary of early scoping, present the draft purpose and need and alternative screening criteria, and describe the public scoping process.

2. Early Scoping Summary

- a. Public and stakeholder input received during early scoping helped UDOT develop the draft purpose and need, which is the foundation for the EIS.
- b. The early scoping report and draft purpose and need will be posted on April 30 on the project website <https://hebervalleyeis.udot.utah.gov/>. We are soliciting comments on the draft purpose and need.
- c. Comments from the public and stakeholders during early scoping identified interest and/or concern with wetlands, the Provo River, wildlife, noise, air quality, visual, water quality, property impacts, agriculture, safety, and growth.
- d. Project needs identified by the public are generally related to congestion on U.S. 40, travel delays, and related impacts in downtown Heber.
- e. Alternatives identified in early scoping include improvements to U.S. 40, improvements to other existing roads, one-way-couplet system, west bypass, east bypass, and transit. Other alternatives that come up during the formal scoping period will also be considered.

3. Notice of Intent (NOI)

- a. UDOT submitted a NOI to the Federal Register. This will officially kick-off the EIS process.
- b. A 45-day public comment period will run from April 30 to June 14.

4. Draft Purpose and Need. The purpose is the guiding statement for development of the EIS. UDOT's currently proposed purpose and need:

The purpose of the Heber Valley Corridor EIS is to improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 through 2050 while allowing Heber City to meet their vision for the historic town center.

5. Project Need

- a. Traffic analysis conducted during early scoping shows problems today that will continue to get worse by 2050 if nothing is done.
- b. Intersection level of service (LOS) is based on how long it takes to get through them. Intersection LOS is currently at moderate levels during the PM peak hour, but is are expected to fail by 2050 with anticipated growth.
- c. Corridor LOS is based on speed. There are currently problems on a few segments of U.S. 40, and operations are expected to get worse by 2050. More segments will operate at failing conditions, especially during the PM peak hour in the southbound direction.
- d. Travel time from S.R. 32 to U.S. 189 will double by 2050 if nothing is done.
- e. Vehicles queue (back-up) waiting to get through the intersections during the PM peak hour. By 2050, the southbound backups from 500 North will almost reach S.R. 32. This raises safety concerns because the speed limit is 55 mph and sight distance is limited by curves.

- f. One member asked if the traffic results presented are consistent with what was shown at the last SWG meeting. Response – yes, this is what was presented earlier.
- g. One member asked if the traffic analysis assumed additional traffic signals constructed on U.S. 40 between 500 North and S.R. 32. Response – no, not under no-action conditions. Additional traffic signals might provide intermittent breaks, but the queuing might get longer.
- h. One member asked about the traffic split at the U.S. 40/U.S. 189 intersection. How much is going to U.S. 189 and how much is going to Daniels Canyon? Response - in the southbound direction, more is going down U.S. 189.

6. Alternative Screening Process

- a. The alternative screening process is a series of steps to narrow down alternatives to be studied in detail in the Draft EIS.
- b. Level 1 screening determines which alternatives meet the purpose and need.
 - i. The ability to improve mobility is measured by level of service, travel time, queue length, number of conflicts.
 - ii. Heber City's vision is based on the *Heber City Envision 2050 General Plan*. Allowing Heber City to meet their vision for the historic town center is measured by how an alternative can avoid/minimize impacts to historic buildings and valued places on Main Street (i.e., planned urban gathering centers at Main Street Park, Tabernacle Square and the public safety property). Alternatives should not preclude Heber City from implementing strategies to achieve their vision.
- c. Level 2 screening evaluates impacts to resources that have regulatory protection: Waters of the U.S., Section 4(f) historic and recreation properties, and Section 6(f) properties that have received funds from the Land and Water Conservation Act. Property impacts and cost are also considered, although alternatives are not generally eliminated solely on cost.

7. Discussion

- a. One member requested clarification on the SWG members' role in reviewing documents and providing feedback. If feedback is desired at the SWG meeting, it would be good to get the documents ahead of the meeting to read and digest them. UDOT clarified the intent of the SWG is not to provide advanced review of public documents or greater involvement in decision making. Rather, the intent is for the SWG members to represent their constituents' point of view and help communication between the project team and constituents. SWG members should not feel responsible to have answers to all the questions and can direct individuals to the website or the project team.
- b. One member noted there have been multiple comment periods already, and people are getting frustrated with copying and pasting the same comments again. UDOT clarified comments submitted during early scoping were captured and do not need to be submitted again. We are specifically looking for comments on the draft purpose and need and screening criteria, which

will be new for public review. However, we are also accepting comments on the scope of the EIS and alternatives.

- c. One member commented that Heber City is more of a bedroom community than a destination. There has been discussion about improving downtown, but not much has happened yet. Perhaps saving a couple blocks of downtown should not be the highest priority given the impacts from a potential bypass road.
- d. One member commented that Heber City is a destination for those wanting to come and recreate in the mountains, lakes, and rivers. It has been difficult to make improvements to downtown because of parking restrictions. Heber City needs to look at the economic viability of downtown because it depends on the revenue. Changes are needed for the City to become more vibrant.
 - i. UDOT indicated these types of comments – about Heber City’s economy and efforts to revitalize downtown – are great examples of the types of comment sought during the public comment period.
- e. One member commented that there needs to be a balance between mobility and downtown viability. Downtown businesses depend on traffic, but congestion is detrimental. How will we get traffic off Main Street while meeting the vision for historic downtown? Can we just get commercial traffic off Main Street?
 - i. UDOT pointed out a nuance in the purpose and need statement, “while allowing Heber City to...” means that UDOT is not trying to implement Heber’s vision with this project. However, UDOT does not want to select an alternative that would preclude Heber City from implementing their vision.
- f. One member requested clarification on who determines the outcome of alternative screening. Response – the HVC team (UDOT) does. The process will be transparent and the public will have an opportunity to review the results and comment. Comment – anticipate a lot of comments on Level 2 screening; that is where the rubber hits the road.

8. Next steps

- a. Public comment period runs from April 30 to June 14. Please help get the word out to constituents.
- b. After the public comment period, UDOT will compile, review, and sort comments. Comments and responses to frequently submitted comments will be developed and included in a scoping summary report. This report will be published on the project website.
- c. UDOT will finalize the purpose and need and screening criteria. Based on comments, these may change between draft and final.
- d. Next SWG meeting is anticipated in summer when conceptual alternatives will be presented.

APPENDIX F

Scoping Period Comments

Comments

Comment Attachments

COMMENT NUMBER	COMMENT	FIRST NAME	LAST NAME	COMMENT ORIGIN
1	Seems like the bypass should tie in at river road so it would bypass all the growth coming from the north village development. The round about on the south end of project seems to be bottle neck., especially for trucks. We need to tie the freeway from the south to the freeway from the north with a true freeway that will reduce air pollution, by moving traffic though quickly.	Don	Jacobson	Web
2	We have lived in the Heber Valley for 12 years and have been concerned about traffic on our Main Street from our first days living here. We have watched numerous businesses open and close on Main Street due to the inability to park and walk to the business. We have tried to cross the street anywhere along Main Street with our grandkids using flags and found it to be very dangerous as one lane of traffic stops while other lanes are unable to see you and continue on. Large semi trucks use the route to get to Salt Lake from the oil fields making it feel like what it is, a highway through the middle of town. Please do something to give us a walking downtown where business can succeed and families can walk to the movies, restaurants and/or shops safely.	Terry	Weiser	Web
3	I am VERY much in support of the bypass. As it is, Main Street is virtually unusable because of the heavy traffic. Not only is it uninviting, but it is unsafe. A bypass is NEEDED to maintain a vibrant community vibe and workable town in the Heber Valley.	Caillin	Davis	Web
4	This is a necessary project to prevent major issues in the traffic flow in Heber in the near future. This project will just become more difficult to do if we put it off any more. Please get this project started as soon as possible. Thanks (I submitted this comment a day or so ago, but am not sure it went through)	Shane	Whittier	Web
5	With all the development planned for the NVOZ, including 5 stop lights on Hwy 40 between River Road and Smith, the bypass really needs to start from River Road area, not further south as discussed. If all thru- traffic has to go from River Road to the area near Smiths, and pass through approx 6 stoplights, traffic will be a mess- it will still not be easy at all to get into or out of the town area!!	Eric	Stevens	Web
6	This project is decades overdue and is proceeding at a glacially slow pace. I attended meetings a couple of years ago with proposed routes, etc. The environmental study was suppose to be complete the following spring this did not happen. I fully support building a bypass to the Main Street of Heber and the sooner the better.	Linda	Stice	Web
7	My family has lived in Heber Valley for 11 years. It is a beautiful place. With great growth comes much needed infrastructure. Have you considered building a reroute on HW 40 totally away from the valley through wilderness to Duchesne? Either way we need semi trucks off main street. We need upgraded and manicured roads (think St. George level quality). So not just new widened roads but bike paths, sidewalks, walkways, trees and landscaping as part of the roadways. Put a path like has been done with Legacy hwy. Get people walking and cycling.	Kwinten	Kemp	Web
8	This bypass only makes sense if it runs on the east side of the valley. That's where the truck traffic runs (n/s on 40). Building between midway and Heber would ruin what makes this place a special tourism/recreation destination.	A.	Partridge	Web
9	Please do not put a bypass in Heber Valley. Improve our roads where they currently reside. Putting in a bypass in North, or South Fields would be a travesty to our valley's beauty. People move here and are moving here because it is aesthetically pleasing. It is overdeveloped already and we really need to keep this place easy on the eyes in the long run.	John	Kennedy	Web
10	The traffic problem is limited to certain day parts and days of the week and seasons. We do not need a bypass road. Period. Especially one that encroaches on the North Fields or other Open Spaces in Heber. Save the North Fields. Save the Open Spaces in Heber from this unnecessary project.	Richard	Getz	Web
11	Obviously a bypass is needed BUT the most important concerns of the majority of Wasatch county residents is: 1. Preserved open spaces 2. Keep rural atmosphere 3. Trail system So, the bypass area has to keep this in mind. Either go way east of Heber or start the bypass before River Rd. With the North Village, Sorensen and Coyote areas being build out, there is no room for a bypass road.	Barbara	Games	Web
12	A comprehensive visual analysis of Heber Valley's visual resources and project impacts of views to and from the the road is essential to developing alternative designs that blend with the natural and built environment.	Larry	Fagot	Web
13	I am very concerned about the bypass proposal in the Heber valley. I think a better course of action is to create an alternative truck route similar to what is in Jackson, WY. Traffic through main Street will increase commerce, but removing the trucks will make it a more pleasant experience. Avoiding the bypass through the northfields will preserve the beauty and open space of the valley which is treasured not only by its citizens, but people all around the country who come to visit.	Elizabeth	Crittenden	Web
14	We've lived in the east Heber Valley for over 10 years now, and there is a huge elephant in the room that is being willfully ignored: Insulting lack of proper (and OPERABLE) left hand turning signals off of north and south bound Route 40 through the heart of town. The amount of traffic that has to wait through multiple light cycles in order to risk life and limb to make a left causes (in my opinion) the bulk of backups/congestion. There is a left hand turn light onto East Lake Creek/Center Road at the banks, I have yet to see it operational. Making a left turn northbound at 600 S and at 100 S is next to impossible, again as you are trying to beat 2 lanes of opposing traffic at the start of a green light.	Daniel	Cygrymus	Web
	We have turning lanes, yet not a single working left hand signal, and no, a blinking yellow is not what I am referring to. I am talking about fully operational left hand arrows that depend on traffic waiting in the center turning lane at the major intersections. I have been told that UDOT has done studies, by a number of elected Heber officials, and yet the irony is that there is a monumental construction option of a highway bypass being considered?			
15	Too long, didn't read: At least TRY the miniscule cost of proper left hand signal lights/arrows before destroying homes and scenic farmland. A common citizen should not have to tell you all this. It should be a given. Seams like most of the current problems are related to the two stop lights at 100 south and center street. This problem only get exaggerated by the 2050 estimations and causes more back ups on all of main street (U.S. 40) At one point there was talk about removing the stop light at Center street and aline the two road to 1 stop light at 100 South. I would like to see Udot model this. I think it would be an inexpensive and a very effect sort to mid term solution.	Ben	Siefert	Web
16	Hi I wanted to comment on the Environmental process. I wanted to start off by saying if your focus is on HWY 40 please look at how the Water Park and the ski resorts are merging together and other future developments that will effect HWY 40 before this construction begins. No reason to spend more money and more time in construction than need to be. I believe the best way to have little impact on environment is to work with what you have. When I looked up your definition and what your purpose isit was very vague and hard to tell what is going on to write about. So my input is what I know about. When I called the 800 number I was told you are focusing on HWY 40 since Main Street is too congested. I will talk mostly about Main Street due to traffic issues. My solution for HWY 40 is put in a road structure that goes over HWY 40 as bigger cities do. This is why I think this should happen. For example, In Wheatridge Colorado, I -70 added an exit that went over I-70 and curved over by Golden. They did this thinking Cebela's was going to build and create more traffic. As it turned out they didn't build but the road remains the same. Forth Worth TX has a huge system of roads crossing over each other to create less traffic and better flow. It works! Their flaw was adding tolls to this road. Drivers avoid the tolls and create traffic. Bad decision on TX part. Economic -As a business owner and a residential property owner I would say to keep all the businesses and residential areas happy by less impact with construction= more money. I propose to keep the main street the same except by adding roundabouts instead of the lights that are too close together and make traffic congested. I don't think tearing up downtown is good for economic choice and reconfigure. Social- Locals and tourists can still visit and be happy with less construction=more money and happiness. Schools aren't effective Endangered Species- No huge change that will create a hostile environment for wildlife. Plus less wildlife jumping on the roads=less accidents Air quality- If the road goes past the airport and more industrial businesses then the noise and air quality will be less effective. If you just add a road following HWY 40 there is no difference in noise or air quality than now. Clean Water Act- of course I know nothing about this so I can't comment on this. I would guess if the road follows the existing road the water quality would be similar. Working with existing structure- save money without tearing up concrete, rebar, water, sewer or electrical lines or anything else that would need to be replaced. And expensive to replace. Historical- The value of homes and businesses remain the same without destroying the years of growth to trees, grass and flowers etc...which makes the downtown cute. The park can be used without all the noise. Less noise for residential homes, business, and tourists is a huge plus. When construction is going on less dust, less noise and less stress from traffic congestion is a huge perk. Hazmat-You can have an exit to get off on main street to shop while other thru traffic can keep going without all the stops of shoppers. For example, In Colorado all Hazmat trucks go over Loveland pass unless Loveland Pass is closed. Then they detour them through the tunnel on I-70 but stop traffic from going through the tunnels when the Hazmat trucks go through. Terrible traffic happens when they close the tunnels just for Hazmat. My thoughts are if Hazmat is going over and not through town that should be safer? Maybe it will be safer to go through town like they do now? I don't know enough about this. Just my thoughts on this. In conclusion, I feel the best way to save money and time for businesses, locals, tourists, the state and county is by adding roundabouts instead of those existing traffic lights and add a road over the existing road. The best for everyone concerned! I hope I addressed most of the concerns that is Environmental Impact is looking at in this area. If you have any questions for me, please feel free to email or call me at 719-221-5852. Thanks for listening!	Karen	Opp	Email
17	The primary purpose statement is lacking a wholistic goal for the Heber valley. The purpose includes the need to allow Heber City to meet their objectives but it does not consider the impacts on the surrounding area's, county or other communities in the primary purpose. To allow Heber City to meet their main street objectives at the cost of the county's land planning or neighboring communities of midway, Charleston, Daniel and Independence is short sided. To effectively rank alternatives the primary purpose need to include something to the affect of "...while preserving, or minimal adverse impacts to the unincorporated counties and surrounding communities vision and land use.	Ryan	Taylor	Web
18	Another thought is: leave hwy 40 as is and let all the trucks & traffic that is passing through use it. Then make Heber another cute little downtown that is walkable, open and a desirable place to visit. No gas stations!!	Barbara	Games	Web

COMMENT NUMBER	COMMENT	FIRST NAME	LAST NAME	COMMENT ORIGIN
19	The intersection is the ONLY intersection from I-80 to Heber City at 55-65 MPH controlled by a just a traffic light and not an Interchange.	Mike	Underhill	Email
	Every single intersection North of 32 is an Interchange with in and off ramps.			
	The council has passed resolution with significant increases in housing along 32. Building is underway north of River View community.			
	We are creating an extremely dangerous scenario.			
	I encourage ANYONE to sit on the S 40 side turning on E 32 without being terrified as trucks barrel past on either side at 55-60 MPH. There is ZERO room for driver error.			
	I encourage the planners to consider an adjustment to the 40/32 intersection be included in Phase 1.			
	Specifically, minimally widen the turning lanes. Provide a wider berth from N and S bound traffic separated the turning lane. Again, trucks path a stopped vehicle at 55-69MPH with just several feet of room on either side.			
	It's understood that an interchange is planned in Phase 3 twenty years from now.			
	Please consider this dangerous situation before more people are killed, maimed or injured.			
	Thank you.			
20	Time for acting on the by-pass was more than 20 years ago. This needs to be of the highest priority in terms of planning and implementation. Please don't allow UDOT to continue to be the excuse of no action. Get your part done now and let's move on this. And not with a two or four-lane road like Bangerter. This needs to be a highway by-pass to meet both current AND future needs. Git'r done!	Kenneth D	Lovell	Web
21	I recognize that Main Street traffic is a problem. Have you ever thought of adopting a solution that is more management of traffic than simply building another route? For example, what about limiting truck hours from 11:00 pm to 6 am? On the east coast, management of roads is done routinely. Lanes which are inbound in the morning to Washington DC may be closed to incoming traffic in the afternoons and used as outbound lanes. It doesn't always have to be new construction , which will wreak havoc on neighborhoods, and do little to solve the problems on highway 40. But regulating traffic, could provide a much more manageable and safe environment for all motorists. I am hopeful UDOT can consider other options such as this.	Sharon	Matthews	Web
22	The USGS has no comment at this time. Thank you.	Brett	Kopec	Email
23	Heber desperately needs a western bypass, and it should become new US 40. The long term strength and survival of Heber's Main Street and local businesses requires moving through-traffic off Main. Heber needs to be able to control its own Main Street and develop a real, walkable downtown. That can't happen until we have a western bypass. I strongly support the creation of this necessary western bypass as new US 40. Further, Main Street just isn't safe right now for families to cross. It's like Frogger gone mad.	Ryan	Stack	Email
24	I haven't given this idea a very deep analysis, so it's just a concept.	Richard	Getz	Web
	What if semi trucks were incentivized to travel Highway 40 between 7pm and 7am only? Instead of \$400,000,000 to build a road through the North Fields, use that money to keep the trucks off of Main Street during the busiest hours. The money still gets spent but we don't lose the North Fields forever! Once that bypass road is built through there, The Heber Valley will never be the same.			
25	If this is to accommodate the great number of trucks coming south through town on 40 from 80. I dont know the traffic count for how many trucks come to heber from salt lake city vs trucks coming to heber from the east on 80. But if the numbers are somewhat equal I suggest if trucks are westbound on 80 allow them to travel south on 40 through town. If they are coming from salt lake city and west make them use provo canyon. This way no new road is built and you've reduced truck traffic by half through town.	Mark	Shea	Web
26	If HWY 89 (road to Provo Canyon) is re-routed in any way, it's crazy. That road is already "out of the way." Making part of it go through the center of town is nuts.	Jeff	Thatcher	Web
27	We need left turn lights at every light along Heber Main Street, and the cross streets.	Amber	Wilkerson	Web
28	I'm in favor of the bypass because it will reduce the noise levels on Main Street in downtown Heber. It doesn't make sense to the vision of Heber to have large trucks destroying our downtown area. I hope UDOT will look into providing another route for traffic to go around the West side of Heber.	Dallin	Quinn	Web
29	This is needed so badly. Traffic, especially in the summer is very congested and dangerous. I do anything I can to avoid driving on Main Street in Heber.	Tammy	Solum	Web
30	My family has lived in Heber for over 20 years. We've seen significant growth. In many ways, this has been positive. Yet driving on Main Street, once lovely and even walkable, is not. A bypass road is the best option. Roundabouts are not understood or driven well by most Utahns and won't be a sufficient substitute. A bypass with exits will still allow Main Street businesses to thrive. We live near Mill Road and see the traffic from the three schools near that road. A bypass road on Mill will add to that congestion and make it less safe for students traveling to and from school on foot or in cars. The best option is to have a bypass west of Main Street, especially since that was the original plan and there is already some available property there.	Rebecca	Birkin	Web
31	Many discussions even debates about the tankers running via our beautiful town. I've had a few solutions that may be to far fetched, but HERE we go: 1. Would be to toll the tankers to minimize traffic and earn revenue. Toll is a compensation for the risk and pollution the tankers represent to Heber citizens, and not as a tax for a federal road. 2. Bypass or reroute down the heart of Heber valley or through well invested neighborhoods will not be the best solution, since that will only increased noise, scenic and air pollution. And provide tremendous risk if it goes via neighborhoods. 3. Oil pipeline or train to transport. Pipeline may be cheaper over time, but a train-station together with oil transport would be great for future commute. The sheep-herders could do it so should we. 4. My best solution would be to keep the traffic as is, but create two store and restaurants streets parallel to the 40. This will provide more of a city center, more business, and less traffic in the center, except for tankers. Perhaps we can even do a tunnel under for easier commute between west and east Heber. *Extra: A dream of mine would be to build a gondola from Wasatch golf course to a center station that can provide access to PC, Deer Valley and Brighton / Solitude.	Carl Christoffer	Bolinder Wallin	Web
32	Build a new highway going from HWY 40 through Kamas and on to Duschene and Vernal, then we'd avoid all the traffic on Main Street in Heber.	Amy	Schulthess	Web
33	This is Chance. I actually live in Fruitland but I have been through Heber City when Main Street is congested. I feel that Heber City is growing and is only going to get worse, and I feel that something needs to be done about the congestion on Main Street NOW before the opportunity is gone. I would like to see the freeway on Mayflower (north of Heber City) extended through the southern end near Daniel's Canyon if not further. Although there may not be as much business on Main Street, I feel that a freeway through the Heber Valley would not only help alleviate congestion but also benefit thru-travel to and from the Uinta Basin, especially for vehicles hauling crude oil and fuel.	Chance	Roberts	Web
34	Here are 2 options to alleviate traffic congestion on Heber City Main Street. Require the Heber City Council to hold the developers of Red Ledges to their original agreement to build an access from their development to Highway 40 at about 800 North. The city council has let the developer off the hook during multiple phases of their development. This would offload a great deal of traffic from Main Street's most congested areas. Second, UDOT should consider making 100 E and 100 W one way streets for north/south through traffic. If the mayor wants to create a walkable main street, this serves her goals. These 2 items would minimize the impact to the valley and meet the objectives of the mayor and most of the council.	Brent	Crittenden	Web
35	I am submitting a comment on the EIS and the need for a bypass road in Heber City, Utah. I appreciate the opportunity to give input on the subject. The bypass road has been a topic of discussion in Heber City for as long as I have lived here, 15 years. We have reached a point where Main Street or HWY 40 through Heber is failing. We were listed as one of the fastest growing cities in the United States by the New York Times and that growth is going to continue. The projects planned north of town are going to bring thousands more residents to Heber in the next 10 years and we are already experiencing congestion. I know people who live on first west and first east who have said traffic has picked up substantially as people are seeking alternative routes to Main Street. We need a bypass and the current proposed route makes a lot of sense including the moving of HWY 189. This will be our last chance to do this project as homes continue to pop up near the proposed route and development proceeds. This is our chance to make a beautiful parkway with trails, trees, and open space that makes the route appealing to the neighbors that are closest and will have the most impact. In the last local election there was a candidate who ran on the platform of stopping the bypass road and he only received, I believe, 7% of the primary vote and was not on the final ballot. That to me shows there is overwhelming support for a bypass road in the city, and it would be even more well received as a parkway concept. Guarding open space is something that was approved on the last ballot as the first bond to preserve open space was passed in the general election. It is easy to see that a project of this scope can help address many community concerns traffic and open space as a few of those. Please don't delay any longer and allow this project to progress and come to fruition as it is in the best interest of the community as a whole.	Scott	Phillips	Web
	Thank you			
36	This bypass ABSOLUTELY needs to happen!! I was born and raised here in Heber my whole life. A lot of growth has happened in those 20 years and exponentially more is going to come. Main Street is an ABSOLUTE disaster. I stopped driving Main Street 4 years ago because it has become too congested and much more dangerous. I drive the backroads and will continue to do so for the foreseeable future. You just can't get anywhere in town through Main Street. There are dangerous unprotected left turns, and lots of transient traffic and truckers who have to stop at every light and clog up the road. Many of these people could easily be funneled around town with this by pass road and make Main Street a more viable and walkable downtown. I imagine Main Street would become something like Provo Center Street. If we wait any longer Heber Main Street will just be a road of number cars and virtually impossible to get anywhere. This bypass needs to happen soon!	Hannah	Johnston	Web
37	I live along Mill road at 670 South. I am hearing rumors of Mill road becoming more of a high speed type bypass, and am concerned because of the number of homes that directly connect. There are also nearby schools where many students cross Mill road to get to. I saw the report with the future plan and phases, but it was hard for me to tell the scope. We already have the turn lane from center to 1200 s on mill road. I support the bypass on the west side of the valley (not sure if they have any correlation to each other, but wanted to put my comments on record).	Jan	Judd	Web
38	Thanks for allowing us to comment on this important study. How this road is planned and handled will have impacts on this community forever. As the city and county grows i don't know how traffic can be managed without a second north south road to take traffic off Main Street. I would ask that as part of your planning you consider a trail along the route. This is part of our trails master plan, which shows a 10' asphalt trail, that was adopted by the County Council. Thanks	Doug	Smith	Web
39	You have got to find some others solution rather than going through the North Fields...can we widen the road through main street, can we just plan on longer commute times. I would be happy to take more time going down main street rather than destroying the north fields. Natural beauty should be preserved like a monument in danger. I do not need or want this expansion.	Quinn	Calder	Web

COMMENT NUMBER	COMMENT	FIRST NAME	LAST NAME	COMMENT ORIGIN
40	Our family is very supportive of finding ways to decrease traffic on Heber City's Main Street. We love Heber's downtown and would like to spend more time there. However, the volume of semi-truck traffic is a disincentive for us to spend as much time as we'd like on Main Street. The proposed by-pass is a good solution that will encourage fly-by passengers to circumvent Main Street while enticing people like us to spend more time on Main Street. Having a by-pass will actually benefit small businesses and increase commerce on Main Street. We love living in the Heber Valley and believe Main Street congestion is our greatest challenge. A by-pass will help the valley for years to come as more people move to the area.	Ryan	Starks	Web
41	This project is at least 20 years late. Should have been completed before the building avalanche started in the valley. Do not destroy the beautiful north fields of wasatch county. The road should be routed on the east side of Heber City not western side of Heber	Lowell	Larsen	Web
42	My family and I are in full support of this proposal. I live over by the high school and this would solve so many issues with traffic and congestion. It seems very well thought out.	Luke	Fitzgerald	Web
43	Eric Bunker ericbunker@danielutah.org The EIS should be guided by the local landscape and not hinder or displace current residential atmosphere or appearance of existing community and take into consideration the smaller local municipalities' preservation and be centered around moving traffic not doing commerce in the local area and allowing those whom chose to frequent local establishments and buy local merchandise the opportunity to do so. The right to farm should also play a role as Wasatch County values that right and has documentation presently and in consideration of pressures already present on that industry. It will be hard to balance but I think with local leader involvement it can happen. The new corridor should be located in the unpopulated area and should be a strongpoint for minimal displacement or change of the current landscape. The EIS should look at all of these as well as the impact effect on the balance and identity, now present. I cannot express enough my opinion for the vital connection of local input from local and elected leaders moving forward. Thank you, Eric Bunker	Eric	Bunker	Web
44	Dear Heber Valley Corridor EIS Team, Attached is a comment letter from the Utah Reclamation Mitigation and Conservation Commission on the Heber Valley Corridor EIS. Please contact me if you have any questions. Thank you.	Mark	Holden	Email
45	Please put the Heber bypass road from River Road to the gravel pit. To place it anywhere else would compromise the quality of life of too many of us residents of Heber City. Thank you.	Laurie	Reed	Web
46	Craig, Attached is a letter signed by the County Council Chairman regarding a future bypass and recommendation that a trail be incorporated with it. Thanks	Doug	Smith	Email
47	Please do not do this. There is no reason to destroy the land to add on roads that will NOT do anything but cause more traffic and congestion. NOBODY WANTS THIS. NOBODY NEEDS THIS. JUST BECAUSE YOU HAVE MONEY TO BURN DOES NOT MEAN YOU HAVE A GOOD PLAN. STOP THE MADNESS! MORATORIUM ON BUILDING THINGS THAT ARE A DETRIMENT	Andrea Elizabeth	Felice	Website
48	Do NOT take away the rural beauty of the valley by building a bypass through the farm land between Midway and Heber City. The growth of the valley will continue to be to the east (not to the west) and we'll end up with traffic congestion from the east trying to get to the bypass. Build a bypass (the necessity of which is still vague) to the east of Heber City and place the bypass where it is equidistant for local traffic in the valley.	John	B	Website
49	Bring in the bypass, and put a light on Jordanelle parkway and 248	2110	Orange	Website
50	So, to bypass businesses on 40 to alleviate congestion you want to creat congestion in neighborhoods, create noise pollution, accidents and put pedestrians and cyclists lives at risk? No!	Christy	Brown	Website
51	The idea of destroying the North and South Fields open spaces by placing a highway so as to reduce traffic through Heber City Is too little and too late. Why would a truck headed towards Strawberry/Duschene take the long way vs going through town? The cost to put a road will be exorbitant and the benefit minimal. The only real alternative is to use the existing road system and perhaps expand US 40 to three lanes and better enforce trucks and slower moving vehicles keeping to the right. Another better option would be to make 100 East and 100 West one way streets and slowing the speed limit on Main Street to 25 MPH. Finally - if your spending hundreds of millions for a bypass why not build an overpass above Main Street and route through traffic onto that. It's significantly less impact to the open space and probably not much difference in cost because it is significantly less distance to build.	John	Scheid	Website
52	We strongly oppose constructing a bypass highway for Route 40 to the west of Heber City. The North Fields are a very fragile ecosystem for wildlife, and the open spaces are diminishing in Heber Valley at an alarming rate. The North Fields are a treasure, and their beauty creates a huge draw for Heber tourism. This beauty provides peace and quality of life for the residents of Heber Valley as well. Once destroyed, people will not flock to the Heber Valley to see more highways and more subdivisions. Highways and over development are killing the golden goose of the Heber Valley. The oil industry is on the wane with the projected transition to renewable energy and electric vehicles. The number of tankers should decrease accordingly. We've also heard rumblings from those who work in the oil industry in the Uinta Basin that a pipeline may even be in the works. Perhaps we should re-evaluate the need given these projections. Please let us try some alternatives before we spend money, time, and destroy priceless resources and environmental habitats. It would be wise to experiment with other alternatives first, before committing huge sums of money and irreversibly destroying land in the North Fields. Here are some options to be considered alone or even in combination together: 1) Reroute trucks and/or through traffic one or two blocks outside Highway 40 in the corresponding one-way direction for the critical traffic light segments, similar to the Jackson Hole program. 2) Thinking outside the box by spending funds earmarked for a bypass to create an extensive bike path system to get Heber Valley residents out of their cars and riding around town on their bikes. That could go a LONG way in alleviating pressure on the central road system. Think Davis, California. Heber is pretty much flat terrain as well. Davis as a town and the UC Davis Campus have a fantastic bike culture. How cool would that be to foster that culture in Heber Valley? It would be yet another draw for tourism! Granted this is viable for the warmer seasons, but summer is when the traffic issues ae at their peak as well, so it would be in sync. 3) Reassess traffic studies once the new Red Ledges access road is in full use. Heber is finally holding Red Ledges to their obligation to provide a secondary access route to/from Highway 40 to the north of Heber City. Once this road is completed, a considerable amount of local traffic will be rerouted from the congested traffic light blocks on Main Street. It would be wise to reevaluate traffic once this alternate route is in play before moving forward with bypass plans. If UDOT is determined to build a bypass route, it MUST be constructed as a non-stop, no-entry/exit road with absolutely NO commercial zones forever—with no time limitation. The Legacy Highway was built with this restriction, but only for a limited period, so we will soon see commercial development creeping into sensitive open lands. To turn the North Fields into a secondary commercial zone would be tragic. Finally, what is so terrible about a 5-minute delay passing through town during "rush hour?" Seriously? We do not need to spend millions of dollars and destroy fragile ecosystems and priceless open spaces so people don't have a five minute delay. If traffic gets bad enough, people will become very creative with their schedules to avoid the high traffic time periods. Or people will just plan ahead to accommodate the delay. I surely am not the only person who is willing to endure relatively minor traffic delays on Main Street/40, if it means we can preserve the beauty and nature of what makes Heber Valley so unique and special. What we need to do is reevaluate development and limit or foster smarter growth to minimize traffic and environmental impacts. Clean water and air are a topic for another forum. Thank you for your consideration.	Suellen	Winegar	Website

COMMENT NUMBER	COMMENT	FIRST NAME	LAST NAME	COMMENT ORIGIN
	<p>Lane M. Lythgoe, Architect,</p> <p>resident of Heber Valley for 59 years</p> <p>Author of the PARKWAY design for the north fields. The following is a response to the UDOT questions as they would apply to the PARKWAY design as sponsored by the Heber City Mayors office, many of the Heber City council members, and many, many others.</p> <p>Air quality</p> <p>The PARKWAY design will utilize the turbo roundabouts providing a consistent ongoing traffic flow without lights and vehicular idle. There will be NO stop lights or unsightly overpasses, just simple, naturally occurring traffic movement. NO ramping up or engine braking. (PARKWAY group)</p> <p>Residential and commercial property impacts</p> <p>The PARKWAY design maintains a proper buffer from the western edge of the Heber City limits and keeps noise and fumes far away from the sensitive residential areas to the east.(PARKWAY group)</p> <p>Economic development</p> <p>The PARKWAY design will facilitate a revitalization of the Heber "downtown" corridor and will greatly improve the residential/ pedestrian atmosphere thus spurring on economic growth in the core of the city.(PARKWAY group)</p> <p>Hazardous materials</p> <p>The PARKWAY design will allow hazardous materials from large and small transports to go beyond any proximity of the sensitive residential areas within the Heber City limits.(PARKWAY group)</p> <p>Historic structures</p> <p>The PARKWAY design will provide a unique opportunity to establish a pristine "parkway" bypass that will allow scenic tours via walking, biking, equestrian trails to enjoy the area that will be preserved forever. This will become a legacy parkway that will link lake to lake as defined by the Heber City envision 2050 goals.(PARKWAY group)</p> <p>Land use</p> <p>The PARKWAY design will permanently capture land available for use by the public for not only consistent traffic movement through the valley but will allow for ongoing outdoor use and recreational opportunities.(PARKWAY group)</p> <p>Noise</p> <p>The PARKWAY design maintains a proper buffer from the western edge of the Heber City limits and keeps noise and fumes far away from the sensitive residential areas to the east.(PARKWAY group)</p> <p>Potential construction impacts</p> <p>The PARKWAY design will facilitate a lighter construction impact on the community since it is more removed from the western edge of the City.(PARKWAY group)</p> <p>Social (e.g., emergency services, neighborhood unity and community character)</p> <p>The PARKWAY design allow for a more fluid transition for the newly located EMS building on 1200 south by creating a direct corridor from the 189 roundabout straight north to the Midway or northern roundabout. This design will reduce EMS time to areas located to the north and the west of the City center.(PARKWAY group)</p> <p>Wildlife and threatened and endangered species</p> <p>The PARKWAY design's impact upon the wildlife in the north fields area will have less of a detrimental impact than other UDOT designs do to the fact that the PARKWAY design aligns itself to many existing asphalt and gravel roads already in existence running north and south. The PARKWAY design will broaden the corridor and provide enhanced vegetation and habitat by way of native shrubs, trees and grasses along the PARKWAY trail system. This ribbon of trails and natural habitat could be fed by the Wasatch County sewer management system, allowing its capacity to expand into a 5 mile green belt PARKWAY corridor.(PARKWAY group)</p> <p>Wetlands</p> <p>The PARKWAY design's impact upon the north fields wetland area will have less of a detrimental impact than the UDOT designs do to the fact that the PARKWAY design aligns itself to many existing asphalt and gravel roads already in existence running north and south. This will preserve the north fields "native" areas to the watershed areas already in existence rather than trying to create new roads in pristine wetland areas.(PARKWAY group)</p>			
53	<p>What are some transportation considerations that the EIS will assess?(UDOT questions)</p> <p>Safety</p> <p>The PARKWAY design includes 5 "turbo" roundabouts. General roundabouts are considered to be some of the safest means of natural traffic flow in existence. A turbo roundabout is proven to be even safer than a regular roundabout by using a pull-in lane to get out of traffic as you move around the roundabout to your exit.(PARKWAY group)</p> <p>Bicycle and pedestrian access</p> <p>The PARKWAY design will provide for expanded opportunities for pedestrian, bicycle and equestrian traffic going north and south linking both lakes for incredible recreational opportunity.(PARKWAY group)</p> <p>Business and residential access</p> <p>The PARKWAY design will allow safe and uninterrupted access to areas including Heber and Midway City, the south field ball diamonds, the Wasatch County equestrian complex, the Heber Valley railroad complex, the proposed new high school, the provo river access and many, many other commercial and residential areas. The roundabouts will provide simple, easy and safe access to these facilities whether you are pulling a horse trailer going to the rodeo or a van full of children attending a baseball game. The direct north and south access and roundabout off ramps will create natural flowing access to the heart of the Heber Valley recreational amenities. (PARKWAY group)</p> <p>Complex utility relocations</p> <p>The PARKWAY design, which incorporates the simplicity of the natural turbo roundabouts, will require NO power to function. There will be little infrastructure except power to light at night. The system is natural and environmental and can operate during any climate condition. The PARKWAY will NOT uproot any existing municipality infrastructure, no water, sewer, power lines.(PARKWAY group)</p> <p>Economic development plans</p> <p>The PARKWAY design will facilitate a revitalization of the Heber "downtown" corridor and will greatly improve the residential/ pedestrian atmosphere of the City, thus spurring on economic growth in the core of the downtown. This shift will see an historic renaissance of Heber City downtown and will bring much needed pedestrian safe shopping, eating and recreation to the City center.(PARKWAY group)</p> <p>Regional mobility</p> <p>The PARKWAY design will allow passing through motorists and freight movement to bypass the sensitive downtown core and allow them to get on with their commute. It will create economic efficiency by allowing those who don't want to stop an easy, safe and pleasant passage through our valley.(PARKWAY group)</p> <p>Regional growth</p> <p>The PARKWAY design will create a safe and easy passage through the valley allowing future regional growth to take place where it is currently planned in the Heber City Envision 2050 overview. (PARKWAY group)</p> <p>School walking routes</p> <p>The PARKWAY design will create a safe and direct passageway through our valley helping to minimize pedestrian/vehicular conflict within the sensitive residential neighborhoods.(PARKWAY group)</p> <p>Transit</p> <p>The PARKWAY design will provide opportunities for direct transit routes to cross the valley and also out of the valley routes, thus improving the opportunities for alternate transit.(PARKWAY group)</p> <p>Travel delay and congestion</p> <p>The PARKWAY design will ABSOLUTELY reduce travel delays and congestion and will provide for a safe and smooth passage from one end of the valley to the other.(PARKWAY group)</p> <p>Freight movement</p> <p>The PARKWAY designs greatest benefit will be to reroute large freight haulers (large interstate haulers, local deliveries, construction equipment) around the City limits and to their destination. The present "mainstreet conflict" between small residential vehicles, pedestrians, and the large haulers is problematic at best and is destined for a large-scale disaster if not addressed quickly. Free flowing freight movement is critical to our economy but must be managed in a way that puts only a small burden upon the local population at large and still allows the critical service of long freight haulers. A simple, safe and easy PARKWAY to allow for these trucks to get from point A to point B in the valley is absolutely critical to our future wellbeing and safety. (PARKWAY group)</p> <p>author: the Heber Valley PARKWAY bypass: Lane M. Lythgoe</p>	Lane	Lythgoe	Website

COMMENT NUMBER	COMMENT	FIRST NAME	LAST NAME	COMMENT ORIGIN
	Dear UDOT,			
54	<p>As a resident and business owner located at 370 south main street in Heber City, I have a very unique perspective on the condition of our main street. I have worked and lived in this location since 2001. This perspective has given me a unique insight into the traffic conditions and what we are up against in terms of vehicles, travel patterns, alternative routes and the pedestrian/ vehicular conflicts in this area. I have written to the former governor, the UDOT region 3 director and many others over the past 19 years. We are beyond a failure rate with our main-street and it is only a matter of time until we have some significant loss of life. I appreciate your efforts in moving this process forward. I appreciate your openness to comments and input and I humbly approach you to see if I can add some insight into how and where I feel this new bypass needs to be located. A tight redirection as proposed by UDOT to the western edge of the city will create more problems than it will solve and we will, within ten years be right back to the starting block with a lot of money spent and no option to make it better. Our design is a bold move, I agree, but we have collaborated the design with many of the citizens of this valley including our Heber City Mayors office, City counsel people and others and we feel that this design will give our valley the best chance of managing the huge amount of traffic influx that will be headed our way in the near future. The Heber Valley has gradually become the recreational mecca for the Wasatch front including many surrounding Counties. We have significant local events that draw massive amounts of people to our small valley and we have a critical need to manage the freight haulers, recreational large vehicles, the tourists and the local residents. Not a small task by any means but I feel confident that UDOT will roll up their sleeves, give us the credentials needed to help us manage our internal affairs in a way that will help us build a better and safer community. We know better than any outside experts what we need to govern our issues. If we "short sell" our approach by being conservative and not addressing the larger and bigger picture, the future will remain problematic and unsafe to those who visit our valley. I implore your unbaised review and adoption of this design so that 30 years from now we will look back and say that this was THE DECISION that positively impacted our children's future.</p> <p>Sincerely, and most humbly, Lane M. Lythgoe Local resident and business owner</p>	Lane	Lythgoe	Email
55	<p>Please take into consideration the impact on the existing community including safety, ease of use and quality of life. The previous routes, proposed by Heber City and UDOT including adding a round-about and rerouting Highway 189, was poorly planned and thought out by engineers that have no knowledge or experience of the historical Heber Valley. The routes used outdated maps of an old Heber City that doesn't exist anymore. The proposed routes would end up with more stop lights out side of the bypass routes that what the route would be bypassing.</p> <p>Please update the route proposals, using existing road areas that have the least amount of impact to get the most use of taxpayer funds.</p> <p>Thank you</p>	Brady	Flygare	Website
56	Please don't bring traffic down 500 N. Create a roadie through the field NORTH of Heber north through all of those peoples cute homes and neighborhood. My daughter and husband are building their first dream home on 400 N. and hoping it would encourage this cute old neighborhood to rise. Don't kill it with a major road/traffic right through this quiet neighborhood. Go north!! There is so much land without bringing trucks/traffic in this neighborhood. Think of the kids/dogs.	Andrea	Allen	Website
57	Please design the bypass with future expand-ability into a freeway (right of way land), even if that's not part of the initial plan.	Robert	Sanders	Website
58	This valley and all the residents who reside here, whether they have lived here for generations or moved here recently, are here for a specific reason. Ask yourself, why do I live in the Heber Valley? What makes this valley so special? Clean air, big open fields, safety, quiet. Heber valley is a unique place. Please recognize what this road would do to our beautiful valley. The extreme impact it would have to the quality of life here. Not for the better. This road does not stay true to the integrity of this valley. Please take into consideration the reason all of us are here. The nature that can be found here. The peace. Please rethink this road and the negative impact it will have on all of our lives. It will change Heber and our way of life forever. Search within your heart and conscience to truly realize what we all want Heber to continue to be. Growth is inevitable but growth in a way that respects the land and all its residence.	Mckenzie	Graham	Website
59	While the Scope of the EIS documents are fairly user friendly, I can't help but feel much of the material is regurgitated since before the study began. Now that it's underway, what components of each bypass route have been deemed unfeasible and what proposals most unpopular? What assures the public of an unbiased input selection and when will answers to those questions posed be answered and posted? Does the corridor preservation and land acquisition underway for years, favor one bypass route over another?	Jody	Conner	Website
60	I have lived in Heber for 23 years. Gone are the days when you could ride your bike downtown. Gone are the days where you could chat with a friend on the sidewalk. Gone are the days when you felt safe driving on Main Street. The noise and congestion and air pollution is unbearable. The sheer volume of tanker trucks is insane and not safe. Businesses suffer as there is very little parking for customers. If there was a bypass all these issues could be resolved. We could have parking and beautiful planter strips in the middle of the road. People would want to come to main strip and shop in our stores. Kids could be safe riding their bikes to the movie theater etc. I urge you to safe our town by saving our Main Street. Tourists would actually stop.	Sheila	Johnston	Website
61	Well before the development along Hwy 40, in Heber, Midway and area's round about, UDOT had many opportunities to put a road system in that made sense and addressed the extensive development and accompany traffic that was forecast to take place in the future. UDOT turned a blinds eye to the heavy commercial traffic in the form of large tanker trucks and semi's that have been choking Heber's Main St. since Hwy 40 was built. With time it has only gotten worse. Now land is scarce and UDOT has few options for diverting traffic around Heber. The bureaucrat's have their eye on the only open space left in the valley....the North & South fields. This space is highly coveted by the citizens of Heber and the tourists who visit the area. It is a vital wildlife habitat. This space has not been protected by the citizens of this community all these years so that UDOT could wait...and wait...and wait to take action, and then come along, at the last minute, and snatch it up to put a big, ugly, noisy, smelly highway through it.	Charlotte	Reedy	Website
62	Leave the North & South Fields alone!! Just because it's the only open space left in Heber doesn't mean it's the only solution to solving the traffic problem. Come on people...THINK! The easy solutions are gone. USOT has waited to long. It's time to expand your thinking and be creative. For goodness sakes, do your research. There are other options! If the UDOT team that's working this project can't find any other solutions then replace them with more creative, out of the box thinkers. But leave the North & South Fields alone. Remove this open space from the equation and you will find a better solution.			
62	As an owner of property in the north fields, I wish to voice my continued opposition to the proposed east bypass road cutting through the north fields as contemplated in the latest technical report. While I recognize that development and expansion of Heber is inevitable, I believe that	Dennis	Van Leeuwen	Website
63	As an owner of property in the North Fields, I wish to voice my absolute opposition to the proposed east bypass road currently contemplated that would cut through the North Fields. I recognize that the expansion and future development of Heber is inevitable, which makes it even more imperative to leave this beautiful open green space as is to maintain the beauty and character of the valley. For generations, the North Fields has not only provided a way of life for ranchers, It's also become one of the signature elements of the valley and for that matter, one of the most iconic areas of Utah. The environmental impact statement makes it very clear that growth and development of the Heber Valley will forever change the look and character of the valley. It goes without saying that these changes will also have a significant impact on residence and long time property owners of the valley. In the face of those changes, certain features, characteristics and landscapes must not be touched. To do so, even in the name of progress, would be a tragic irreparable mistake. Again, I am absolutely opposed to any proposal that would encroach upon this green space. If development must go forward, which it will, put the bypass road on the east side of the valley where the bulk of the development and expansion is taking place.	Dennis	Van Leeuwen	Website
64	I am an owner of land in the north fields. I understand that progress and growth is inevitable but putting a bypass road through the both fields would be a horrible decision. The Heber valley is experiencing much growth but ruining the green pasture lands with roads and development is not the answer. People love the heber valley because of the space and green and pastures. Let the developers provide roads and access to their areas and pay for the problems. The east side is where the growth is, that is where the bypass should be too. Don't pick the north fields just because there isn't as much development it is NOT where a new road should go.	Jill	Van Leeuwen	Website
65	<p>Primary Purpose Amended Statement: 2.1.1 Primary Purpose</p> <p>The purpose of the Heber Valley Corridor Project is to improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 through 2050 while allowing Heber City to meet their vision for the historic town center and to MAINTAIN THE ENVIRONMENTAL QUALITY AND THE NATURAL SCENIC BEAUTY OF THE AREA.</p> <p>Amend Secondary Objectives 2.1.2 Secondary Objectives</p> <p>The project will also evaluate the following secondary objectives:</p> <p>· MAINTAIN PLANNED AND PROTECTED OPEN SPACE AND PARKS, AND PRESERVE VIEWSHEDS.</p> <p>Add Screening Criteria · CONDUCT VIEWSHED ANALYSES FROM AND TOWARD ANY ROADWAY PROPOSAL · IDENTIFY LANDS UNDER CURRENT OR PENDING CONSERVATION EASEMENT PROTECTIONS AND ELIMINATE THEM FROM CONSIDERATION FOR ANY NEW ROAD · CONSIDER THE ENVISION HEBER PLAN'S OPEN SPACE PROTECTIONS FOR THE NORTH FIELDS · DOCUMENT WETLANDS ACCORDING TO THE CLEAN WATER ACT DEFINITIONS; DO NOT RELY SOLEY UPON THE ARMY CORPS OF ENGINEER MAPPING · DOCUMENT CONTIGUOUS AQUIFER AND SHALLOW GROUNDWATER AND EVALUATE ANY POSSIBLE SOURCES OF CONTAMINATION OR DETERIORATION RELATED TO THE PROJECT AFFECTING THE VALLEY'S CLASS 1 AQUIFER. · EVALUATE THE AESTHETICS OF ANY DESIGN PROPOSAL</p>	Ann	Zimmerman	Website
66	I would ask that the proposed bypass route NOT be put down 1200 South. I also ask that Highway 189 stays where it is at and is not re-aligned down 1200 South. The road, 1200 South, is too close to residential homes and parks for it be a highway or road with high speeds.	Brianne Field	Zimmerman	Website

COMMENT NUMBER	COMMENT	FIRST NAME	LAST NAME	COMMENT ORIGIN
	Additional comments to my earlier comments.			
67	There seems to be a double standard in the goals being followed by Heber City regarding traffic: It has now added additional turn lights to several traffic lights on Main Street which further slows traffic. It intends to add three new traffic lights between the traffic light at 600 North and Main Street and the traffic light at US 40 and River Road due to the significant annexation it intends to approve. Conclusion: Heber City needs to thoroughly think through the traffic issues related to (1) the projects it is approving and (2) the installation of new traffic lights and/or the modification of existing traffic lights that do not further exacerbate traffic problems.	Laren	Gertsch	Email
68	Preserving the North Fields is very important to EVERYONE in Wasatch County. A highway cutting through the hearth of the North Fields is detrimental to the mandate of the Wasatch Open Lands Board, and the Wasatch County Council, that was given by the citizens who voted for the \$10 Million Open Space Bond in 2018. The North Fields was referenced as the most important area to preserve during this bond election. The bypass road needs to be as close to the current western and northern boundaries of Heber City to show good faith, with the local citizens and officials, in their ongoing efforts to preserve the historical agricultural lands of the North Fields.	Tracy	Taylor	Website
69	We don' want or need this. Period.	Richard	Getz	Website
70	What is the process for the Level 2 Screening of each Bypass alternative in terms of continued engagement of the Stakeholders Advisory Members BEFORE any potential solution is no longer reviewed or rejected?	Philip	Jordan	Website
71	Dear Ms. Kisen, Thank you for the opportunity to review and provide scoping comments and comments on the draft Purpose and Need for the Heber Valley Corridor project. If you have any questions regarding our comments please do not hesitate to reach out to me directly. We look forward to continuing to work with you on this project.	Matt	Hubner	Email
72	We live on Highway 40 between River Road and Heber City and our farm fronts extensively on Highway 40. Therefore, we have particular interest in all the plans concerning Highway 40 and this planned bypass road. In planning this bypass, concerns cannot be just about the desires of Heber City, but of all those who live in this valley. Heber City must be prepared to accommodate its own traffic within its borders, including an east bypass road. It should not be allowed to place the burden of its traffic by creating a bypass road through the North Fields in Wasatch County, which would seriously and irreparably damage both the scenic and agricultural nature of this area. Mike Johnston of Heber City has stated in a City Council meeting that he is pushing with UDOT for a bypass road coming from the north, presumably through the North Fields, rather than the plans that have historically been proposed by UDOT that hug the perimeter of Heber City. We strenuously oppose Mike Johnston's proposal and the destructive nature it will have on the North Fields. His comments about working with UDOT to change its historic plans for a bypass seems to be private and made before any open meeting or public hearing on this subject. All private proposals by Mr. Johnston and by any other Heber City officials with UDOT preceding, after, or outside this public comment period should be made public. Sincerely yours, Dan and Trudy Simmons 3333 North Highway 40	Dan	Simmons	Website
73	Attached please find public comment objecting to the proposed Hwy 40 overpass, on behalf of the Blue Sky Ranch HOA / Subdivision. Best, Doug Shumway	Doug	Shumway	Email
74	I grew up in the Heber Valley, the Son of a dairy farmer. My earliest memories of this quiet, peaceful valley that was my childhood home are etched forever in my brain. The beautiful sunrises and sunsets over the surrounding mountains, the sheep and cows grazing peacefully in green fields, the call of the sand cranes in the north fields where we summered our new calves, the incredible beauty of rock creek and spring creek running through green pastures. A lot has changed since the 40 years that have passed when I left the valley. I know progress is inevitable, but we collectively, still have a chance to preserve those memories for others to enjoy because those idyllic scenes still exist in the North Fields today. I am adamantly opposed to the bypass running through the North Fields because you will ruin forever what we hold so dear as inhabitants of Heber Valley. I will not stand silent to see what has existed in this valley for millennia destroyed by the clamoring of a few to destroy those peaceful fields in the name of progress and commerce. If UDOT has a soul at all, they will not rest until an alternative to the North Field bypass is found. You cannot let the last parcel of undeveloped land in Heber Valley become a crescendo of traffic and noise that will destroy the natural habitat of numerous species of wildlife and upset the natural flow of groundwater that provides the nourishment so vital to keep those fields green. You must not sleep until you have found a solution. Please, for the sake of all that is dear to those who call this valley home, don't let this tragic course of action proceed.	John	Crook	Website
75	There are multiple considerations regarding the "bypass" road and other transportation needs within Heber Valley. Western bypass-this road was considered over 20 years ago and was proposed as an arterial highway not a re-route of a US highway. Many of us have been aware of this potential future arterial road but never planned on a 4 to 6 lane US Highway. Now Heber and Wasatch county are trying to "pass the buck" to UDOT for there failure to complete this much earlier. Re-routing an US Highway through our back and front yards would destroy 100's of residents quality of life with noise, pollution, and great risk to safety and destruction of property values. Keeping the highway on main street does nothing to hurt the current situation. 20 years ago the Valley was a different place and a bypass would of helped traffic avoid main street. If you look at the potential routes of a western bypass it essential bypasses to small of an area and will create huge congestion coming in to Heber at 850 North. Currently the majority of development is happening north and north East of Main Street. This greatly impacts the traffic on main street. In your assessment you refer to the preservation of "historic main street" this consists of approximate 4 blocks of main street at the most but you ignore the citizens request to preserve open space. Other than a couple blocks main street resembles other highway 89 areas such as state street in the Salt Lake Valley it is filled with car dealerships, fast food, and convenience stores. To spend 100's of millions of dollars on a western bypass cannot be justified to by pass 4 blocks of historic main street. Envision Heber very much also showed preservation of open space was equal to or even greater than main street concerns. Open Space Preservation is of great importance to the resident of this valley. Heber is currently losing massive amounts of our agricultural and open space heritage to development. Running a US highway through the little open space left is against the will of a good majority of citizens. Environmental Concerns-the western fields of the valley including South and North Fields are home to many species including nesting and migratory areas for Sand Hill Cranes, Geese, and many species of raptors. This does not include the foxes, deer, toads, and other wildlife that live in these areas. Destroying 100's of acres of habitat for a road that will not solve the problem it is intended can not be justified. Heber traffic-Heber traffic is primarily due to the huge growth on the East side. A western bypass will not solve this. Heber City needs to improve alternative traffic flows. 100 East and 100 West are under utilized. I drive these daily and there is no traffic on them. Also light placement and timing is not good on Mainstreet. If this was improved and as you hope to complete an additional lane to be added this would improve traffic. To summarize any well thought out cost/benefit analysis would not support a western bypass. The social, environmental, safety and financial costs far out way the benefits of saving a few blocks of a mixed up main street and reducing traffic from one end of town to another by a few minutes. I am trusting you will use your best judgement and not build the western by pass. There are other better options: Eastern bypass, improve traffic flow on main, and better utilize existing roads are just a few.	Justin	Crail	Website
76	Build a US 40 bypass around the west side of town. See attached sketch. By the way, your comment form that has the button for adding a comment doesn't work.	Kelly	Harris	Email
77	As I said in the pre-EIS public comment period I do NOT support the bypass road. However, today, I am worried that the new construction will drive all of the snakes and mice from the fields into my neighborhood and house. I have already seen 6 snakes in my neighborhood this week...that is too many and we haven't even begun construction.	Heather	Siefert	Website
78	Please consider the following recommendations for the bypass alignment. With support of Wasatch county or other cities within the county we would support such an alignment as we have shown in the attached file. The city of Heber Has already voiced that they do not wish for any changes to the current status of open green fields while maintaining control of their Main Street but we think that smart planned growth would best suit the County as a whole.	Doyle	Johnson	Website
79	Utah Audubon Council Scoping Comments on the Proposed Heber Valley Corridor EIS Utah Audubon Council (UAC) submits the following comments for the scoping process for the Heber Valley Corridor Draft Environmental Impact Statement. UAC represents the four Audubon chapters in Utah and the thousands of Audubon member statewide on public policy matters. The DEIS should address these and other issues related to the all of the project alternatives: Assuring maximum preservation of farm land/open space, protection of wetlands, and wildlife. Avoiding or mitigating impacts to water quality. Impacts of induced new traffic and growth, and the socio-economic impacts that go with both. Impacts of increased traffic on air quality, and impact of increased noise on neighborhoods. Impacts on visual resources. Impacts upon wildlife from increased traffic noise, pollution, and animal strikes by autos and trucks. Impacts on habitats and migratory routes for sandhill cranes, Canada geese, bobolinks, other avian species. Impacts to fish and other species in the Provo River. Impacts to recreation. In addition to the No Action alternative and the no by-pass alternative, UDOT should consider an exit intersection from US 40 south of SR 30 (N. River Road), perhaps at 3000 N. Thank you for the opportunity to comment. Please keep us informed as the environmental impact analysis for this proposal goes forward. Steve Erickson, Policy Advocate Utah Audubon Council c/o 444 Northmont Way, Salt Lake City, UT 84103	Steve	Erickson	Website
80	No Bypass/Highway please!	C	Wilson	Website
81	Midway City wants to ensure that alternatives to the bypass are considered and access to SR 113 from the bypass is not allowed.	Luke	Robinson	Website

COMMENT NUMBER	COMMENT	FIRST NAME	LAST NAME	COMMENT ORIGIN
82	Please see my recommendations in the attached outline	Doyle	Johnson	Email
83	As a stakeholder in the potential bypass alignment area we would like you to consider the impact a four lane road will have on our property. We have put together a summary of what we would like you to consider in the attached plan recommendations. We own over 60 acres on Midway lane and 1000 west across from Heber city's southfield park.	Missy	Maughan	Website
84	Please don't ruin our open space with a highway that won't really help with Main Street traffic problems.	David	Hallock	Website
85	The bypass needs to meet future needs while minimizing impact to current residents. On the South end, the bypass should follow current highway foot prints to minimize impact on current residents. On the north side, the bypass should continue further north as most of the growth will occur on the northern portion of the city and there is less impact to the residents.	Brent	Bluth	Website
86	We are developing several parcels of ground adjacent to the proposed corridor in Heber City. They are parcels 20-9705,20-7240, 20-9706, and 20-9703. There will be close to 45 new homes adjacent to the proposed corridor. We are concerned with the potential noise impact to the new homeowners located adjoining the proposed corridor, which can be exacerbated with higher automobile, truck and commercial speeds routed to the corridor. We are also concerned that the potential corridor will bring the point of auto and truck pollution discharge to residential neighborhoods versus its current discharge point in the commercial corridor where it is currently. We would like to see the proposed mitigation measures, and specific targets to reduce noise and vehicle pollution along the proposed corridor. We are also concerned with light pollution spill-over from the proposed corridor to ours and other residential neighborhoods. How will the lighting plan for the corridor mitigate the light pollution potentially affecting homes and residents?	Wanda	Taylor	Website
87	<p>The road would be better run through the far end of the fields and coming down River road. People do not want this thing close to their homes, it will bring down our property values. I do not want it at all but if your doing it, keep it where there is no homes</p> <p>To Whom it May Concern,</p> <p>I am writing in opposition of the UDOT and Heber City bypass/corridor proposal to move Highway 189 to a new 1300 South in Heber through a massive round a bout.</p> <p>I attended the public open house on February 20 at Heber Valley Elementary and found the information very confusing and misleading. When asking questions to UDOT members each one had a different answer to same questions. I also spoke with the whom I later found out to be the city manager, after being directed to him by a UDOT official. He never introduced himself and when I asked questions he said he was "new" around here and didn't know the answers to my questions without looking at a map. I also noticed at the meeting when the moving of 189 was first introduced to the public, the city and UDOT changed the narrative of this being a "bypass" to a "parkway." I'm sure this is to make it sound more appealing to the citizens of Wasatch County. However let's call it what it is, a HIGHWAY right next to 31 existing homes! I know the Mayor and City manager have a hope of turning Main street into a charming area tourist destination, like Midway and Park City. The only problem is that is not what Heber is, Main street was built on a highway plain and simple. This was evident at the open house where there were plenty of beautiful pictures presented while the bypass was shown with dotted and green lines.</p> <p>I am a mother of 4 young children and live near the new proposed "bypass" route. I am concerned about many aspects of this project the first being the safety of the children. My children walk to school up our street to the corner of Industrial and 1250 South. This intersection would be less than 25 yards away from a road that will be 55 mph with large diesels and oil tankers speeding by. Oakwood homes subdivision is also located across from this intersection. They build a community park on this corner where many children ride the bikes to and families congregate during the warm spring and summer months. I am not sure how Udot plans to secure this section of the highway from the young children, since there were no mock-ups of what the "bypass" would look like when finished. The noise from this proposed route would also be great as many young families live in these homes. As soon as the diesels would be gaining speed to 55 mph they would essentially be slowing right back down to enter into the massive roundabout proposed to link 1300 south to the portion heading North. Another concern would be the large amounts of trash that come with rerouting the highway. I have driven down 189 and seen the trash that never seems to dwindle. What will be done to protect children, reduce the noise and excessive trash that comes along with a reroute of highway 189.</p> <p>The second area of concern is the amount of money that this project will cost. When asked at the open house about a budget UDOT said they couldn't give one yet. However, I would guess its budget would easily be 2x the amount with the movement of an already established and recently, less than 10 yrs, widening and repaving of US 189.UDOT is also proposing building the largest roundabout to move traffic off 1300 S to a new road that parallels Southfield RD. During the summer this will be full of trucks pulling boats and RV's, motorhomes, and diesels, along with cars. In the winter those previously stated along with snow plows will navigate the complexity of the round a bout. This area accumulates many feet of snow and sometimes 10-24 inches at a time. How will the snow plows be able to keep the ice and snow cleared in this area? When a normal intersection would be able to meet the same needs without the show of being the biggest ever built in the West. Other concerns are what are the plans for retaining the railroad tracks and access to the Wasatch County Events Center. Southfield park is also within yards of the new "bypass" this park holds all the recreational activities for Wasatch county including fall and spring soccer, softball, baseball, and T-ball. Not to mention it crosses the main road that connects Midway to Heber. I would hate to see huge overpasses go up and block the beauty of the mountains which is a main reason most citizens moved to this valley.</p> <p>The next area of concern that certainly goes along with the cost is moving highway 189. If this is done it gives the airport the opportunity to gain more acreage without much of a hassle. The expanding of the airport has been voted down by the citizens of Heber and they have let local government officials know that they do not want this. However, it seems the city does and by moving an entire highway this can be done! The city manager Matt Bowers stated in an interview that he fully supports enhancing the airport.</p> <p>The area where 1300 South would be built goes through a sewer district and is home to many different wildlife. In the spring and the fall we get many flocks of geese migrating north or south. We also enjoy the white sand crane during this time. The birds spend a lot of time feeding and resting in these fields. How sad it would be for them to find another place to enjoy because of a loud and dirty bypass running through the middle of the fields. There are also many deer that fed in these fields throughout the year and I've heard a moose on occasion but never witnessed this.</p> <p>I know there are no easy solutions to the traffic issues that face the valley, however, I would like to know why other options besides just a bypass have not been explored. I would think that improving the timing of many of the lights on main street as well as adding green arrow turn lights at some of the busier intersections like 600 S and 100 N heading to Midway. Some have suggested updating 100 E and 100 W to one way streets to pull some of the local traffic off of main street. By doing these simple things traffic can become better now instead of in the 10+ years it could take to build the bypass. If the city doesn't have the funds to make some of these simple changes where will the money come to build a peaceful downtown center.</p> <p>Please consider moving the route back to 189 and out of the backyards of families that have chosen to call this valley home!</p>	Brook	Flygare	Website
88	Particular attention should be paid to the impacts of heavy commercial use of the corridor. Accelerated wear of the road by heavy vehicles, air pollution, noise pollution will all affect the population. The long-standing structure of free use of the roads by any users should be re-evaluated, and heavy profit-making users of the road should pay in proportion to their use and impact.	Edward	Funnell	Website
89	<p>UDOT has neglected Wasatch County when it comes to the safety of travel on their roadways. Their are so many areas in the county that need to be addressed and improved before any new project is started. Hwy 189 needs to be completed to four lanes around Deer Creek to include a concrete or metal divider. US40 needs much more work than just a rumble strip. Center dividers, barriers must be put into place to prevent any more head on crashes. US40 needs to be widen south of 189. Multiple intersection greatly need attention, left had turn lights that actually turn green, and more traffic lights need to be added on 189 and US40/Main Street.</p> <p>The plan to skirt the city and come up short just past the bowling alley is an absolute waste of money. With no over passes at key intersections like 113/Midway Lane this road will only be another traffic nightmare an not a true bypass. I believe the time has come and gone, just like the property needed to put into operation a safe and well thought out bypass route.</p> <p>US40 is the Highway, it always has been. Why make a route that won't solve the traffic problems of a fast growing valley. Main Street will never be the tourist magnet some have hoped for, nor will it return to its quieter home town days, which is unfortunate. The reality is even with the possibility of a bypass, the amount of growth expected in the years to come will continue to place demands on Main Street.</p> <p>US40 from the Summit County line to at least Daniel should be widen to 6 lanes. In the Heart of Heber City the addition of two lanes would allow, two travel lanes in each direction, with a right turning lane/travel lane. This would prevent traffic from backing up in the right lane as it does now. A left hand turn lane at every other block would allow for traffic to make a left hand turn without backing up thru traffic. A 12 high center curb would control cross traffic mid street. There is room for 6 lanes of vehicle traffic, left hand turn lanes and parallel parking. There will need to be some changes to curbs and removal of some of the extended planters but this would work to move traffic through town.</p>	Nick	Lopez	Website

COMMENT NUMBER	COMMENT	FIRST NAME	LAST NAME	COMMENT ORIGIN
90	<p>This is a devastating project for the valley. You will be taking our last remaining open space and putting a highway thru it. Noise and congestion into rural areas is not the answer please do not consider this and build an alternate route on 100 west. Amenities like gas and food are already in Heber. Rerouting will just take more traffic and spread it across our beautiful valley. Noise and air pollution will be spread out. and biking to midway will be inaccessible and dangerous. This corridor is so unique we must preserve it over some highway project.</p> <p>Please consider children riding bikes, people walking along the bike trails and in the north and south fields. When I ride my road bike I can see amazing wildlife that would not be there otherwise.</p> <p>Never less you will not listen to our comments since you have not for the past 5 years. Thus making this situation the best possible out come, here our my requirements if you so recklessly decide to plow this project thru.</p> <ul style="list-style-type: none"> - stop building homes in the valley. When I moved here 15 years ago Main Street was manageable. Don't blame this on truck traffic. It is all the homes you are permitting to be built here. -Making bike pedestrian tunnels to connect midway and Charleston roads is crucial. -Only use the best noise control pavement/asphalt. -Preserve the entire north and south fields. -Make the trucks and oil and gas pay for our amazing parks and schools. -speed limit of no more than 45 mph. -build the highest sound walls with lots of old growth established trees along the corridor -no amenities until you reach Walmart or river road(no gas stations, restaurants, businesses) keep zoning to agriculture and keep it that way. Never change the zoning unless it is for open space. -station a highway patrol unit along this corridor to maintain the speed limit and sound from Jake brakes. -do not partake in the airport realignment. Maintain 189. - keep it only at 2 lanes! - 	Kate	Mapp	Website
91	<p>We strongly oppose constructing a bypass highway for Route 40 to the west of Heber City. The North Fields are a very fragile ecosystem for wildlife, and the open spaces are diminishing in Heber Valley at an alarming rate. The North Fields are a treasure, and their beauty creates a huge draw for Heber tourism. This beauty provides peace and quality of life for the residents of Heber Valley as well. Once destroyed, people will not flock to the Heber Valley to see more highways and more subdivisions. Highways and over development are killing the golden goose of the Heber Valley.</p> <p>The oil industry is on the wane with the projected transition to renewable energy and electric vehicles. The number of tankers should decrease accordingly. We've also heard rumblings from those who work in the oil industry in the Uinta Basin that a pipeline may even be in the works. Perhaps we should re-evaluate the need given these projections.</p> <p>Please let us try some alternatives before we spend money, time, and destroy priceless resources and environmental habitats. It would be wise to experiment with other alternatives first, before committing huge sums of money and irreversibly destroying land in the North Fields. Here are some options to be considered alone or even in combination together:</p> <p>1) Reroute trucks and/or through traffic one or two blocks outside Highway 40 in the corresponding one-way direction for the critical traffic light segments, similar to the Jackson Hole program.</p> <p>2) Thinking outside the box by spending funds earmarked for a bypass to create an extensive bike path system to get Heber Valley residents out of their cars and riding around town on their bikes. That could go a LONG way in alleviating pressure on the central road system. Think Davis, California. Heber is pretty much flat terrain as well. Davis as a town and the UC Davis Campus have a fantastic bike culture. How cool would that be to foster that culture in Heber Valley? It would be yet another draw for tourism! Granted this is viable for the warmer seasons, but summer is when the traffic issues are at their peak as well, so it would be in sync.</p> <p>3) Reassess traffic studies once the new Red Ledges access road is in full use. Heber is finally holding Red Ledges to their obligation to provide a secondary access route to/from Highway 40 to the north of Heber City. Once this road is completed, a considerable amount of local traffic will be rerouted from the congested traffic light blocks on Main Street. It would be wise to reevaluate traffic once this alternate route is in play before moving forward with bypass plans.</p> <p>If UDOT is determined to build a bypass route, it MUST be constructed as a non-stop, no-entry/exit road with absolutely NO commercial zones forever—with no time limitation. The Legacy Highway was built with this restriction, but only for a limited period, so we will soon see commercial development creeping into sensitive open lands. To turn the North Fields into a secondary commercial zone would be tragic.</p> <p>Finally, what is so terrible about a 5-minute delay passing through town during "rush hour?" Seriously? We do not need to spend millions of dollars and destroy fragile ecosystems and priceless open spaces so people don't have a five minute delay. If traffic gets bad enough, people will become very creative with their schedules to avoid the high traffic time periods. Or people will just plan ahead to accommodate the delay. I surely am not the only person who is willing to endure relatively minor traffic delays on Main Street/40, if it means we can preserve the beauty and nature of what makes Heber Valley so unique and special. What we need to do is reevaluate development and limit or foster smarter growth to minimize traffic and environmental impacts. Clean water and air are a topic for another forum.</p> <p>Thank you for your consideration.</p>	Janell	Palmer	Email
92	<p>The HVC EIS Scoping Summary (pg. 236) states the southbound travel time goes from 4 min. 30 sec. currently to ~7 min 20 sec. during peak travel times in 2050 with the no-build alternative, (4:10 to 5:30 northbound.) There is about a 3 mph slowdown (11-25mph reduced to 8-22mph.) These increases over the next few decades are not that significant and well below what drivers from most other urban areas are accustomed to.</p> <p>Crash rates are well below those of Logan and Moab. For the huge costs in dollars, wildlife habitat, quiet open space, water quality (runoff from roads is polluted), quality of life (turning into large city), it's no big deal to slow down with the traffic flow. New roads will just further spur on new growth and only alleviate congestion temporarily.</p> <p>Avoiding traffic can be a real incentive to alternatives to driving, like biking/walking. Are we willing to sacrifice the open space and wetlands for a few minutes faster drive through town?</p>	Paula	Dean	Website



Utah Reclamation Mitigation & Conservation Commission
230 South 500 East Suite 230 Salt Lake City, UT 84102-2045
Phone: (801) 524-3146 – Fax: (801) 524-3148

COMMISSIONERS
Brad T. Barber, Chair
Robert L. Morgan
Gene Shawcroft

June 2, 2020

Utah Department of Transportation
Heber Valley Corridor EIS
c/o HDR, Inc.
2825 W Cottonwood Parkway #200
Salt Lake City, UT 84121

Subject: Heber Valley Corridor EIS Comments

Dear Heber Valley Corridor EIS Team:

The Utah Reclamation Mitigation and Conservation Commission (Mitigation Commission) appreciates the opportunity to be a participating agency in the preparation of the Heber Valley Corridor Environmental Impact Statement (EIS). The comments below are offered as follow up to comments that Mitigation Commission staff offered during the agency scoping meeting held on April 29, 2021 and a comment letter submitted by the Mitigation Commission in September 2020. As a reminder, the Mitigation Commission and the U.S. Bureau of Reclamation manage over 1,500 acres of land in Wasatch County adjacent to the Provo River between Jordanelle and Deer Creek reservoirs. This property is known as the Provo River Restoration Project (PRRP). The land was acquired, and the Provo River restored through this corridor, as partial mitigation for fish and wildlife impacts from the Central Utah Project (CUP).

The Purpose and Need statements for the Heber Valley Corridor EIS should be comprehensive and include all forms of transportation and planning for future connectivity. The current purpose statement for the EIS does not include multi use trail systems as a primary purpose. While “active transportation” is identified as a secondary objective, the Purpose and Need Technical Report states that it will not be considered in the evaluation of alternatives. Trail systems or “active transportation” should be incorporated into the primary purpose for the project to ensure a comprehensive evaluation of all forms of transportation and to provide consideration for future needs in the Heber Valley.

Heber City recently completed a planning process that resulted in a general plan known as Heber City Envision 2050, which found that two-thirds of survey respondents expressed strong support for a “lake to lake” trail that would connect Jordanelle and Deer Creek reservoirs (page 54 of Heber City Envision 2050 report). The Wasatch County Trails Regional Master Plan also emphasizes connectivity of communities by trails as a high priority.

Our agency participated in the planning process with UDOT for the West Davis Corridor for over a decade. Trails were incorporated into the West Davis Project as an integral component of the transportation solution on that project, and we advocate for including multi use trails as a primary purpose of the Heber Valley EIS.

We again call your attention to the importance of protecting and preserving the property in and around the PRRP corridor. Information shared at the April 2021 agency scoping meeting indicated that the planned corridor would avoid any direct impacts to the PRRP lands. We are appreciative of that recognition. We ask that you also consider any potential indirect impacts to the PRRP in the EIS. Of particular concern are indirect impacts to wildlife and water quality. Impacts to wildlife from motorized transportation can extend beyond 0.5 miles from roads. Storm water and associated runoff from the future highway may pose water quality concerns to the Provo River and surrounding watershed.

As identified in the PRRP Final Environmental Impact Statement (FEIS), the PRRP purposes are habitat restoration, biodiversity, and fish and wildlife conservation. The PRRP FEIS goes on to state “the public areas along the Provo River between the two reservoirs will be managed under baseline conditions as a natural resource area, with primary recreational uses consisting of angling and other low-impact pursuits.” While some may view the PRRP as a suitable location for a multi-use trail, such a trail is not an authorized use of the PRRP. Construction of a multi-use trail through the PRRP would conflict with the purposes of the PRRP.

Given the constraints related to the PRRP lands, the Heber Valley Corridor Project may represent the best option for achieving the vision of a “lake to lake” trail. As such, all of the alternatives considered should include provisions for a future multi-use trail associated with the proposed highway alignments.

I appreciate the opportunity to provide comments on the purpose and need for this NEPA process. Please contact me at the letterhead address if you have any questions.

Sincerely,

Mark A. Holden
Executive Director

cc: Commissioners Brad Barber, Robert Morgan, Gene Shawcroft
Reed Murray, Central Utah Project Completion Act Office
Kent Kofford, U.S. Bureau of Reclamation, Provo Area Office
Tom Bruton, Central Utah Water Conservancy District
Heber City Council
Doug Smith, Wasatch County Planner
Jason Vernon, Utah Division of Wildlife Resources
Jordan Nielson, Trout Unlimited

COUNTY MANAGER
Michael K. Davis



COUNTY COUNCIL
Danny Goode
Marilyn Crittenden
Steve Farrell
Kendall Crittenden
Mark Nelson
Jeff Wade
Spencer Park

June 7, 2021

Utah Department of Transportation
658 N. 1500 West
Orem, Utah 84057
Attn: Craig Hancock

To Whom It May Concern,

I am writing regarding the open comment period that ends June 14th for the Heber Valley Corridor study. Thank you for the opportunity to comment. We appreciate UDOT going through the public process to determine how to address the traffic issues in the Heber Valley. We are hopeful that an acceptable option will be identified through this EIS process.

If the study does determine that a bypass route is the preferred option we support and recommend a non-motorized trail along the bypass route. We have discussed this as a council and, while there are differing opinions regarding a bypass route, we are all in agreement that if a bypass route is the preferred alternative that it does include a non-motorized trail. The Wasatch County Trails Master plan, adopted by the County Council, shows a 10' wide asphalt trail along the alignment of the bypass route. Please take this into consideration as you continue to plan and implement the outcomes of the study.

We continue to see increasing use of our trail systems in Wasatch County and would like to provide a diverse trail system with connections to various locations so that people have options to use non-motorized travel and not just motorized vehicles.

I appreciate your time and would be happy to discuss further with you or the entire council if needed.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Nelson".

Mark Nelson

Wasatch County Council Chair

ASSESSOR
Todd Griffin

ATTORNEY
Scott Sweat

CLERK/AUDITOR
Joey Granger

RECORDER
Marcy Murray

SHERIFF
Jared Rigby

SURVEYOR
James Kaiserman

TREASURER
Diane Burgener

JUSTICE COURT JUDGE
Brook Sessions

Heber valley PARKWAY design

A discussion narrative based upon UDOTs criteria:

June 10, 2021

This document was prepared by a group of individuals in support of the Heber Valley PARKWAY design for a safer Heber Valley life. We invite all of those who read this and agree to forward this document to as many individuals as you can and then forward your agreement of this PARKWAY design to UDOT by June 13th, 2021.

The following is a link to the UDOT EIS study.

<https://hebervalleyeis.udot.utah.gov/>

Email your comments to:

hebervalleyeis@utah.gov

Write to:

Heber Valley Corridor EIS

% HDR

2825 E. Cottonwood Parkway #200

Cottonwood Heights, Ut 84121

Phone:

801-210-0498

*"Make no little plans; they have no magic to stir men's blood and probably themselves will not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical **diagram** once recorded will never die, but long after we are gone be a living thing, asserting itself with ever-growing insistency. Remember that our sons (daughters) and our grandsons (granddaughters) are going to do things that would stagger us. Let your watchword be order and your beacon beauty."*

Daniel Burnham (American Architect/ planner; 1846-1912)

The following is a review of questions asked by UDOT pertaining to the Heber Valley corridor study. The responses are from the group promoting the PARKWAY design based upon these same UDOT questions.

<https://hebervalleyeis.udot.utah.gov/>

UDOT Environmental impact statement

Frequently asked questions: *(taken from the UDOT website)*

What are some environmental considerations that the EIS will assess? (UDOT questions)

- Air quality
 - The PARKWAY design will utilize the turbo roundabouts providing a consistent ongoing traffic flow without lights and vehicular idle. There will be NO stop lights or unsightly overpasses, just simple, naturally occurring traffic movement. NO ramping up or engine braking. (PARKWAY group)
- Residential and commercial property impacts
 - The PARKWAY design maintains a proper buffer from the western edge of the Heber City limits and keeps noise and fumes far away from the sensitive residential areas to the east.(PARKWAY group)
- Economic development
 - The PARKWAY design will facilitate a revitalization of the Heber “downtown” corridor and will greatly improve the residential/ pedestrian atmosphere thus spurring on economic growth in the core of the city.(PARKWAY group)
- Hazardous materials
 - The PARKWAY design will allow hazardous materials from large and small transports to go beyond any proximity of the sensitive residential areas within the Heber City limits.(PARKWAY group)
- Historic structures
 - The PARKWAY design will provide a unique opportunity to establish a pristine “parkway” bypass that will allow scenic tours via walking, biking, equestrian trails to enjoy the area that will be preserved forever. This will become a legacy parkway that will link lake to lake as defined by the Heber City envision 2050 goals.(PARKWAY group)
- Land use
 - The PARKWAY design will permanently capture land available for use by the public for not only consistent traffic movement through the valley but will allow for ongoing outdoor use and recreational opportunities.(PARKWAY group)
- Noise
 - The PARKWAY design maintains a proper buffer from the western edge of the Heber City limits and keeps noise and fumes far away from the sensitive residential areas to the east.(PARKWAY group)

- Potential construction impacts
 - The PARKWAY design will facilitate a lighter construction impact on the community since it is more removed from the western edge of the City.(PARKWAY group)
- Social (e.g., emergency services, neighborhood unity and community character)
 - The PARKWAY design allow for a more fluid transition for the newly located EMS building on 1200 south by creating a direct corridor from the 189 roundabout straight north to the Midway or northern roundabout. This design will reduce EMS time to areas located to the north and the west of the City center.(PARKWAY group)
- Wildlife and threatened and endangered species
 - The PARKWAY design's impact upon the wildlife in the north fields area will have less of a detrimental impact than other UDOT designs do to the fact that the PARKWAY design aligns itself to many existing asphalt and gravel roads already in existence running north and south. The PARKWAY design will broaden the corridor and provide enhanced vegetation and habitat by way of native shrubs, trees and grasses along the PARKWAY trail system. This ribbon of trails and natural habitat could be fed by the Wasatch County sewer management system, allowing its capacity to expand into a 5 mile green belt PARKWAY corridor.(PARKWAY group)
- Wetlands
 - The PARKWAY design's impact upon the north fields wetland area will have less of a detrimental impact than the UDOT designs do to the fact that the PARKWAY design aligns itself to many existing asphalt and gravel roads already in existence running north and south. This will preserve the north fields “native” areas to the watershed areas already in existence rather than trying to create new roads in pristine wetland areas.(PARKWAY group)

What are some transportation considerations that the EIS will assess?(UDOT questions)

- Safety
 - The PARKWAY design includes 5 “turbo” roundabouts. General roundabouts are considered to be some of the safest means of natural traffic flow in existence. A turbo roundabout is proven to be even safer than a regular roundabout by using a pull-in lane to get out of traffic as you move around the roundabout to your exit.(PARKWAY group)
- Bicycle and pedestrian access

- The PARKWAY design will provide for expanded opportunities for pedestrian, bicycle and equestrian traffic going north and south linking both lakes for incredible recreational opportunity.(PARKWAY group)
- Business and residential access
 - The PARKWAY design will allow safe and uninterrupted access to areas including Heber and Midway City, the south field ball diamonds, the Wasatch County equestrian complex, the Heber Valley railroad complex, the proposed new high school, the provo river access and many, many other commercial and residential areas. The roundabouts will provide simple, easy and safe access to these facilities whether you are pulling a horse trailer going to the rodeo or a van full of children attending a baseball game. The direct north and south access and roundabout off ramps will create natural flowing access to the heart of the Heber Valley recreational amenities. (PARKWAY group)
- Complex utility relocations
 - The PARKWAY design, which incorporates the simplicity of the natural turbo roundabouts, will require NO power to function. There will be little infrastructure except power to light at night. The system is natural and environmental and can operate during any climate condition. The PARKWAY will NOT uproot any existing municipality infrastructure, no water, sewer, power lines.(PARKWAY group)
- Economic development plans
 - The PARKWAY design will facilitate a revitalization of the Heber “downtown” corridor and will greatly improve the residential/ pedestrian atmosphere of the City, thus spurring on economic growth in the core of the downtown. This shift will see an historic renaissance of Heber City downtown and will bring much needed pedestrian safe shopping, eating and recreation to the City center.(PARKWAY group)
- Regional mobility
 - The PARKWAY design will allow passing through motorists and freight movement to bypass the sensitive downtown core and allow them to get on with their commute. It will create economic efficiency by allowing those who don't want to stop an easy, safe and pleasant passage through our valley.(PARKWAY group)
- Regional growth
 - The PARKWAY design will create a safe and easy passage through the valley allowing future regional growth to take place where it is currently planned in the Heber City Envision 2050 overview. (PARKWAY group)
- School walking routes

- The PARKWAY design will create a safe and direct passageway through our valley helping to minimize pedestrian/vehicular conflict within the sensitive residential neighborhoods.(PARKWAY group)
- Transit
 - The PARKWAY design will provide opportunities for direct transit routes to cross the valley and also out of the valley routes, thus improving the opportunities for alternate transit.(PARKWAY group)
- Travel delay and congestion
 - The PARKWAY design will ABSOLUTELY reduce travel delays and congestion and will provide for a safe and smooth passage from one end of the valley to the other.(PARKWAY group)
- Freight movement
 - The PARKWAY designs greatest benefit will be to reroute large freight haulers (large interstate haulers, local deliveries, construction equipment) around the City limits and to their destination. The present “mainstreet conflict” between small residential vehicles, pedestrians, and the large haulers is problematic at best and is destined for a large-scale disaster if not addressed quickly. Free flowing freight movement is critical to our economy but must be managed in a way that puts only a small burden upon the local population at large and still allows the critical service of long freight haulers. A simple, safe and easy PARKWAY to allow for these trucks to get from point A to point B in the valley is absolutely critical to our future wellbeing and safety. (PARKWAY group)

author: the Heber Valley PARKWAY bypass: Lane M. Lythgoe

#71



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8**

1595 Wynkoop Street
Denver, CO 80202-1129
Phone 800-227-8917
www.epa.gov/region08

June 14, 2020

Ref: 8ORA-N

Naomi Kisen
Environmental Program Manager
Utah Department of Transportation
4501 South 2700 West, Box 148450
Salt Lake City, Utah 84114-8450

Dear Ms. Kisen:

The U.S. Environmental Protection Agency Region 8 is responding to the May 11, 2021, Notice of Intent published by FHWA on behalf of UDOT to prepare the Heber Valley Corridor Environmental Impact Statement (EIS). We offer the enclosed scoping comments consistent with our authority under Section 102(2)(C) of the National Environmental Policy Act.

The project purpose is identified to improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 through 2050 while allowing Heber City to meet their vision for the historic town center. The enclosure provides our comments on the following topics: (1) air quality; (2) aquatic resources including water quality and wetlands; and (3) purpose and need.

We appreciate the opportunity to participate as a cooperating agency in the Heber Valley Corridor EIS NEPA process. We hope our comments will assist UDOT in identifying, evaluating and developing mitigation for potential environmental impacts. If you have any questions, please contact me at (303) 312-6500 or hubner.matt@epa.gov.

Sincerely,

A handwritten signature in blue ink, which appears to read "Matt Hubner", is positioned above the typed name.

Matt Hubner
Lead NEPA Reviewer
Office of the Regional Administrator

Enclosure to EPA's Heber Valley Corridor EIS Scoping Letter

1. Air Quality

We recommend that the Draft EIS include a description of current air quality conditions and trends and estimates of future conditions under the possible alternatives. The following air quality comments address: (a) existing air quality; (b) recommendations for assessing environmental consequences; and (c) mitigation of air quality impacts.

a) Existing Air Quality

We recommend the Draft EIS describe baseline air quality conditions for criteria pollutant and Air Quality Related Values (AQRVs) by including the following in the document:

- A summary of background air quality by disclosing current design values based on the most current and representative air quality monitors compared to the respective National Ambient Air Quality Standards (NAAQS). We recommend working with the Utah Air Quality Division (UDAQ) to determine appropriate design values. EPA is also available to assist.
- A summary of existing trends in AQRVs within the region of the project including at any Class I areas or Class II areas with sensitive resources of value.
- Estimates of current vehicle emissions based on traffic data and EPA's latest version of MOVES (currently MOVES3). Available at: <https://www.epa.gov/moves/latest-version-motor-vehicle-emission-simulator-moves>.

b) Environmental Consequences

To disclose impacts from the project we recommend estimates be presented of the related construction and post-construction emissions for each alternative, and evaluate the impacts resulting from those emissions for each alternative. The pollutants of interest include the criteria pollutants (CO, PM₁₀, PM_{2.5}, NO₂, SO₂), hazardous air pollutants (HAPs), and greenhouse gases (GHG). We recommend the following items be included in the document:

- A description of the equipment and sources associated with project construction for each alternative. Based on the inventoried sources and the schedule for construction we recommend emissions be calculated for each alternative using EPA's MOVES modeling system for mobile sources and appropriate emission factors for any stationary sources that may be needed for project construction (e.g., asphalt or concrete batch plants).
- An inventory of mobile source emissions from traffic after project construction has completed based on vehicle type and vehicle miles traveled and EPA's MOVES modeling system for each alternative and year of interest.
- Based on the emission information, we recommend an analysis of impacts that appropriately discloses impacts. Based on the level of the emissions and receptors of interest methods could include quantitative air quality assessment or qualitative analysis.
- An analysis of cumulative impacts to criteria pollutants, HAPs, and GHG.

c) Hazardous Air Pollutants

Recent studies demonstrate a variety of health-related effects near high traffic areas. HAPs are known or suspected of causing cancer and other serious health and environmental effects. In a rulemaking published on March 29, 2001, the EPA identified 21 Mobile Source Air Toxics (MSATs), a subset of HAPs associated primarily with diesel exhaust and organic gases.

The level of MSAT analysis is most appropriately determined on a case-by-case basis, recognizing that each project has a unique scope and characteristics. We recommend the document consider an emissions inventory of MSATs (as stated above) for the No Action and Action Alternatives. For purposes of comparison, it will be useful to determine how post-project conditions will compare to each other as well as to baseline conditions, and whether there are human health concerns with those emissions and concentrations (if a quantitative analysis is conducted). In addition, we recommend the MSATs analysis in the document include:

- A description of the proximity of the highway to homes, schools, and businesses;
- An analysis of potential impacts to these areas from exposure to MSATs;
- A summary of available, relevant MSAT monitoring data and MSAT studies; and
- An analysis of baseline and post-project diesel truck traffic and MSAT emissions.

d) Mitigation of Impacts

We recommend the Draft EIS consider methods that could be employed to mitigate any negative air quality impacts of the project, including air quality impacts from construction related activities. Further, we recommend the proposed mitigation measures include details on how, when, and where the mitigation will be implemented, and how effective the measures are expected to be. In addition, we recommend that design features of the alternatives selected for analysis include a focus to minimize population exposure to emissions from heavy freight diesel truck traffic that is passing through the Heber Valley. There may also be opportunities for UDOT to consider operational mitigation by considering designs that incorporate vegetation as a barrier to reduce pollutants. For more information please see <https://www.epa.gov/air-research/recommendations-constructing-roadside-vegetation-barriers-improve-near-road-air-quality>.

e) Air Quality Monitoring

We recommend that the Draft EIS include a discussion on whether any construction-related activities could create air quality impacts to residents, or occupied structures. If construction near residences or occupied structures will occur and air quality impacts of concern appear possible, real-time air quality monitoring during construction activities may be appropriate. Factors to consider include:

- the proximity of construction activity to homes, schools, businesses, and sensitive populations;
- the amount of soil disturbance and the soil type; and
- the duration and magnitude of emissions from construction equipment.

Although we expect Best Management Practices (BMPs) will be utilized during construction, potential localized impacts from PM_{2.5} and PM₁₀ emissions have occurred with some construction projects. Local air monitoring could demonstrate the effectiveness of the mitigation measures in minimizing adverse effects and allow for BMP modifications if air quality problems are detected.

2. Water Resources

We recommend the Draft EIS further delineate existing aquatic resources in the project area beyond what is currently provided in scoping materials, including wetlands and waters of the U.S., such as the northwest wetland complex and Provo River Restoration area. New construction and road alignment changes have the potential to impact the hydrology, water quality, and wildlife habitat of the creek and other water resources. We appreciate that early scoping has already started the process of identifying sensitive areas in the project areas and further defining them will help with selection of alternatives and identifying and mitigating impacts.

To describe effects to aquatic resources in the project area, we recommend that the Draft EIS specifically include the following analyses or descriptions:

- Clear maps, indicating wetlands and other aquatic resources, such as rivers, creeks and springs, private wells and other groundwater interfaces.
- The baseline description of aquatic resources that discuss the abundance, distribution, function, and condition of aquatic resources and wetlands within the project area. This would include identifying any impaired waterbodies or waterbodies with a TMDL within the project area that could be impacted by project activities.
- An analysis of impacts to all waters in the project area (e.g. both directly impacted or hydrologically impacted but spatially removed from the actual construction footprint). It is important to include the impacts to waters from changes in hydrology, changes in water quality, other impacts to aquatic organisms and wildlife; and the aggregate impacts to waters from future development scenarios, should future growth be expected. These impacts may result from reductions in vegetative cover; increased impervious surface, runoff and sedimentation; changes in hydrology of the area; and potentially result in changes to floodplain, wetland and riparian areas, changes in habitat area and connectivity, introduction of invasive species and changes in land use.
- An impact analysis that includes disclosure of potentially adverse impacts to aquatic resources from reasonably foreseeable development associated with the roadway improvements. Also, it is valuable to include analysis of any additional development impacts to the degree the project may enable or induce development beyond that which is already accounted for in land use, economic, and transportation plans.
- If wetlands may be significantly impacted, such as the northwest wetland complex, the Provo River Restoration riparian complex, or other locations within the project area, we recommend including a wetland delineation and descriptions that include a wetland functional analysis in the Draft EIS. We are pleased that UDOT has engaged with the US Army Corps of Engineers as a cooperating agency. Due to the potential for impacts to wetlands and the possible need for an individual permit for the project, we highly

recommend that the project concurrently address the necessary permit requirements under Clean Water Act (CWA) Section 404 during the NEPA process, should that be necessary.

- Clearly identify or cite BMPs for water quality protection and possible mitigation measures for impacts to aquatic resources.

3. Purpose and Need

Because the purpose and need are defined as the primary screening criteria for alternatives development, it is important that the purpose and need be clearly identified to ensure that alternatives advanced to the Draft EIS are adequate to meet the project needs but do not inadvertently screen out feasible alternatives, especially if there is potential for a CWA Section 404 individual permit, which will require selection of the least environmentally damaging practicable alternative, or LEDPA. From our review of the public input gathered during the early scoping comment period and the included 2003 Heber City General Plan, it is apparent that re-routing of truck traffic is a significant component of the project, though project materials indicate truck traffic as a small percentage of total traffic observed. Considering that US 40 to Heber City is a main artery for truck traffic in and out of the Uinta Basin to Salt Lake City, we recommend UDOT determine whether rerouting of truck traffic should be included as a primary project purpose to better develop a reasonable range of project alternatives.

Further, as level 2 screening is applied, we recommend that if the “Right-of-way” criteria be utilized, it should be noted in the Draft EIS that the 2003 Heber City General Plan indicated that at the time 40% of the right-of-way for a bypass west of town had been acquired. If more land has since been acquired, that should be identified in the Draft EIS as well. This is valuable information because, under the proposed level 2 screening criteria, if the number of remaining land acquisitions is minimal and results in a lower cost (which is another proposed level 2 screening criteria), this could artificially narrow the range of practicable alternatives.

Practicability criteria, under the CWA Section 404 (b)(1) Guidelines (Guidelines) means available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purpose. For example, many projects have secondary project screening criteria, which represent desirable outcomes, but these criteria typically are narrower in scope than the overall project purpose (i.e. cost effectiveness). Incorporating criteria that are not part of the overall project purpose limits the alternatives analysis and is not consistent with the Guidelines.

The intent of the cost criteria, as stated in the preamble to the Guidelines is to consider those alternatives which are reasonable in terms of the overall scope and cost of the proposed project. To determine what a reasonable cost range would be for a project, the project should consider what the industry norm, or typical cost estimate, would be for that type of project in that area. If the cost of an alternative falls within the standard industry norm for constructing the alternative at that site, then the project may still be practicable. Project costs, including construction costs, land acquisition, housing relocation, mitigation, etc., can be included in a cost analysis.

Cost, however, should not be presented as a direct comparison between alternatives. The cost analysis is not an economic evaluation where an increase over the lowest cost alternative

establishes a cost threshold for determining practicability. Only if the cost of an alternative makes a project infeasible should the alternative be considered not practicable. In other words, if an alternative can be constructed considering the scope and cost of the project and still be economically viable, the alternative may still be practicable under the Guidelines. As such, we recommend that cost-effectiveness and rights-of-way be consolidated and used to determine practicability of an alternative, but not as alternatives screening criteria. As noted above, incorporating these screening criteria could artificially narrow the range of alternatives.

RESOLUTION OF THE BLUE SKY RANCH HOMEOWNERS ASSOCIATION

We, the members of the Blue Sky Ranch Homeowners Association hereby resolve:

The Blue Sky Ranch subdivision is located on the West side of North Highway 40 at approximately 3333 N., and will be severely impacted by annexation of the North Village Overlay Zone by Heber City.

The Blue Sky Ranch HOA within the Blue Sky Ranch subdivision opposes all high-density developments in the area called the North Fields Overlay Zone of Heber City as it is currently defined in Heber City's draft NVOZ code. Likewise, the HOA opposes high density development of what is now termed the North Village Resort, on the Southwest corner of River Road and Highway 40, and the "Heiner Property" to its North.

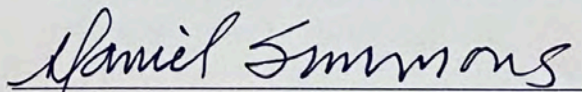
We strongly oppose any impedance or contamination of Rock Creek or First Rock streams, which we rely upon for irrigation and stock watering, by any development, by its construction, by its storm water, by warming of stream water, or by any other means.

We request that plans for any construction on lands containing Rock Creek or First Rock streams receive input and approval from the Blue Sky Ranch HOA. Similarly, we request the same input and approval for developments that are East across Highway 40 from the Blue Sky Ranch Subdivision, that overlook the subdivision, that affect traffic to the Blue Sky Ranch subdivision, that cause sound from Highway 40, or that influence access to the Blue Sky Ranch Subdivision.

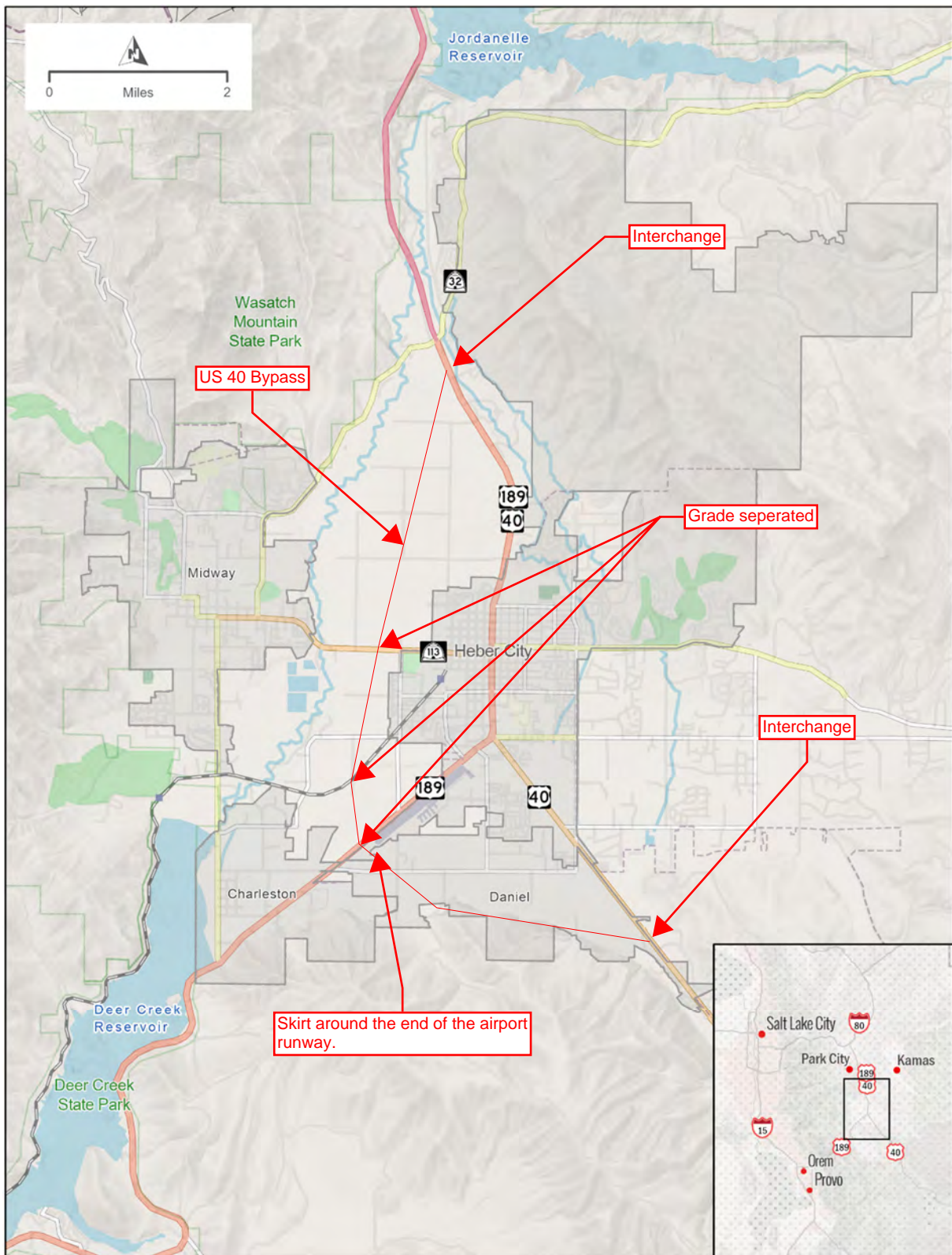
Finally, we oppose any widening of U.S. Highway 40 that impacts access to the Blue Sky Ranch Subdivision or its Eastern boundary.

Adopted, and Approved this 16th day of December, 2020 by Unanimous Consent of all Members

Blue Sky Ranch Homeowners Association

A handwritten signature in black ink that reads "Daniel Simmons". The signature is written in a cursive, flowing style. Below the signature is a horizontal line.

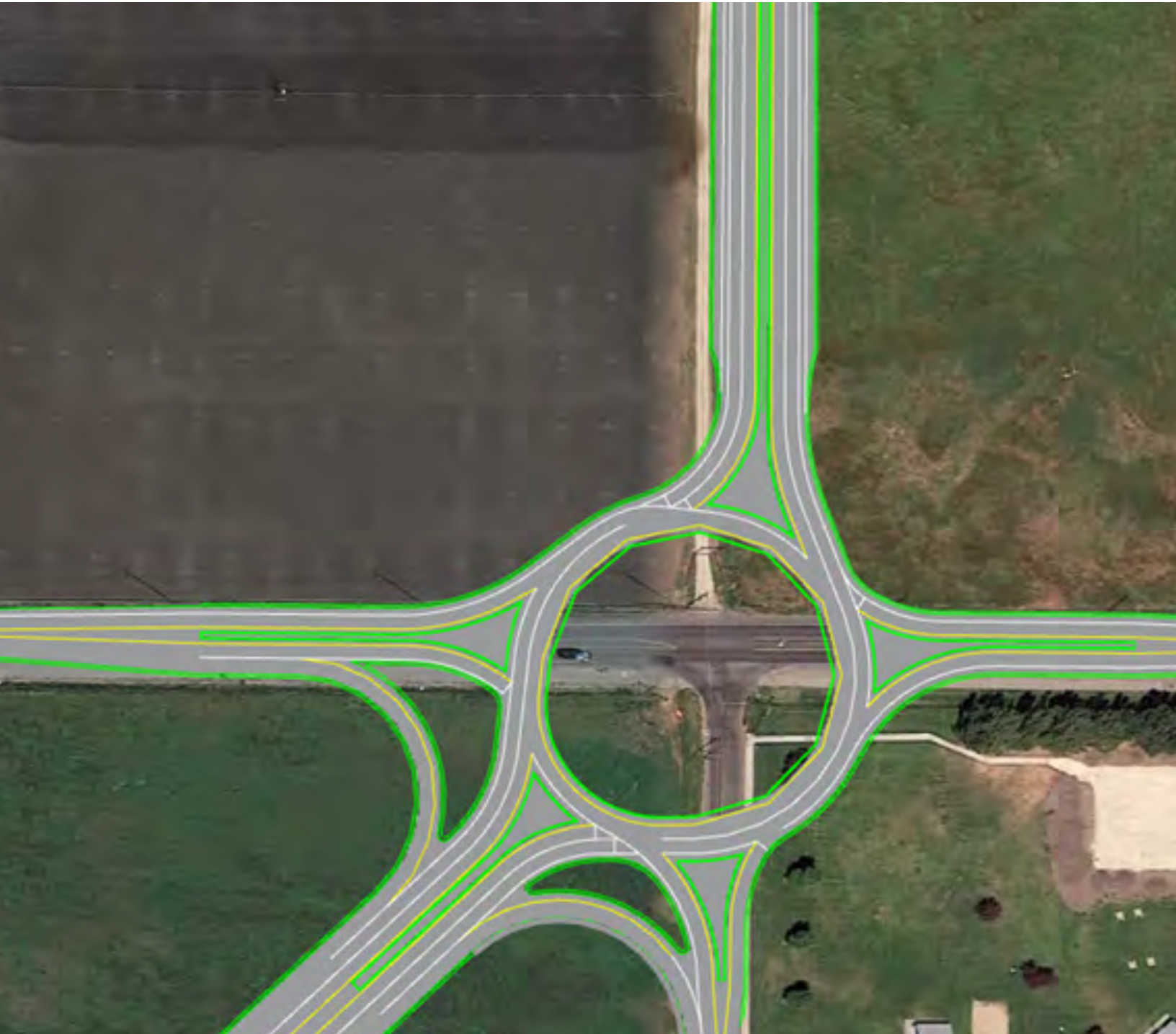
Daniel Simmons, President

Figure 1. Needs Assessment Evaluation Area

Spring Creek Park

Environmental Recommendations

June 14, 2021



Spring Creek Park Proposes the following to UDOT and Local Municipalities

Spring Creek Park proposes that approximately 7 acres of bypass right-of-way and 20 acres of deed-restricted agricultural land be exchanged for the Proposed Recommendations below.

Spring Creek Park Recommendations

Proposed Recommendations:

1. Improve safety and increase capacity of roadways in the area.
2. Minimize environmental impacts to the North Fields.
3. Preserve 70 acres of agricultural land.
4. Save taxpayers 1.8 million in right-of-way costs.
5. Improvements for the zoning municipality:
 - a. Create a gateway.
 - b. Provide needed development at central location.
 - c. Address Heber Valley's affordable housing needs.
 - d. Preserve open space.
 - e. Addresses future development needs.
 - f. Provide for responsible growth planning.
 - g. Produce an estimated five-year tax revenue from Spring Creek Park of \$532,076.02

Notes to Recommendations:

1. Improve safety and increase capacity of roadways in the area.

Intersections are potentially dangerous conflict points for both vehicles and pedestrians. Fatalities in crashes occurring at intersections account for slightly more than 20 percent of all motor vehicle traffic fatalities in the United States every year. On an average each year about:

- 2,982 fatalities, about 31 percent, occur in crashes at intersections controlled by traffic signals;
- 3,643 fatalities, about 38 percent, occur at intersections controlled by stop signs; and
- 2,593 fatalities, or about 27 percent, occur at intersections with no traffic control devices.

"Analysis of Fatal Motor Vehicle Traffic Crashes and Fatalities at Intersections, 1997 to 2004" Executive Summary. Because intersections create conflict points, eliminating an intersection can save lives and replacing an existing intersection with a roundabout will reduce fatal and serious injury crashes significantly.

UDOT states that roundabouts reduce fatal and serious injury crashes by up to 88% (Exhibit B). We can eliminate an intersection by combining the intersection of the bypass with the existing Southfield & SR-113 intersection with a roundabout. Instead of an intersection at Southfield Road & SR-113 and another Intersection to the west of Southfield Road created by the new bypass & SR-113, there would be one roundabout intersection at Southfield Road, eliminating hazardous conflict points (Exhibit A).

In addition to improving safety, roundabouts can also increase capacity through intersections. Roundabouts generally reduce delays and improve traffic flow. Roundabouts promote a continuous flow of traffic which allows the intersection to handle more traffic in the same amount of time. We recommend that a capacity analysis be conducted comparing the intersections of the new bypass and SR-113 and South Fields Road and SR-113 with a roundabout. We are confident if the roundabout is designed correctly, it will handle more capacity than two signalized intersections both now and into the future.

One of the major challenges with building roundabouts is the cost associated with purchasing the additional right-of-way required for a roundabout. Fortunately, three quarters of the land required to build the roundabout is owned by the County, Heber City, and Spring Creek Park. Spring Creek Park is willing to contribute the needed right-of-way as outlined in Exhibit A.

In addition to cost savings associated with right-of-way, there may be additional funds available to construct a roundabout. UDOT Central Traffic and Safety is always supportive of reducing fatal and serious injury crashes through the implementation of safety improvements, including roundabouts. Under the right circumstances, this location may be a good candidate for these UDOT Central Traffic and Safety funds.

2. Minimize environmental impacts to the North Fields

Rocky Mountain Power is currently constructing a new power line down Southfield Road and along the west edge of the proposed annexation of Spring Creek Park. This new power line will bisect the North Fields with new large overhead powerline. Centering the bypass along the centerline of the power easement minimizes the road and power line impacts to the North Fields by combining both alignments (Exhibit C, Typical Section). Separating the road from the powerline divides or “scars” the North Fields in two locations instead of one and almost doubles the combined environmental footprint of both projects. Aligning the bike path on the east side of the bypass allows access points from Spring Creek to the proposed bike path along the bypass.

Overlapping both the road and powerline infrastructure as much as possible while crossing the North Fields not only minimizes the visual and aesthetic impacts to the North Fields but will also minimize the cultural, biological and wetland impacts in this environmental sensitive area. Rocky Mountain Power has already completed an environmental assessment on the impacts of their powerline alignment. To minimize environmental impacts from both projects, we need to consider impacting the same terrain Rocky Mountain Power impacted as opposed to impacting virgin terrain within the North Fields.

The powerline already crosses parcels 09-0592, 20-9116, 08-0023, 07-9819, 20-6945, 20-9394, and 20-

6951 owned by either Heber City or Wasatch County. See Exhibit E. In addition, over ½ mile of the powerline alignment crosses Spring Creek Park. With a majority of powerline easement on property owned by the City, County, and Spring Creek Park, centering the bypass on powerline will not only minimize environmental impacts to the North Fields but also minimize impacts to private property owners in the North Fields.

3. Preserve 70 acres of agricultural land

Spring Creek Park proposes preserving Area 6 by deed restricting it to a perpetual agricultural easement less the bypass right-of-way. See Exhibit A. This will act as a transition from the development along SR-113 and the new high school to the agricultural landscape of the North Fields.

In addition, if Wasatch County is willing to deed restrict an agricultural easement on parcels 08-4298, 09-0592, 20-9116, 08-0023 and 07-9819 less any land needed for bypass right-of-way and Heber City is willing to deed restrict an agricultural easement on parcels 20-6945, 20-9394 and 20-6951 we could preserve over 70 acres of agricultural land. See Exhibit E. 20 acres from Spring Creek Development and over 50 acres from Wasatch County and Heber City. Doing this shows a teamed approach between the City County and a private landowner in preserving our natural resources. In addition, it would help preserve the feel and nature of agricultural lands in the North Fields in perpetuity.

4. Save taxpayers 1.8 million in right-of-way costs

If the approximately 7 acres of Spring Creek Park bypass right-of-way is not exchanged for the Proposed Recommendations including the zoning in Exhibit A, UDOT will be required to purchase any part of the bypass alignment that crosses Spring Creek Park. Because the bypass will have limited access any part of the Spring Creek Park parcels that end up on the east or north side of the bypass alignment will need to be purchased by UDOT because there will be no way to access the property after the road is built. It is estimated this could be between 15 and 22 acres depending on the location of the final alignment.

If the bypass alignment follows the powerline alignment and the bypass right-of-way is exchanged for the Proposed Recommendations including the zoning in Exhibit A, significant right-of-way costs savings

are realized, environmental impacts are minimized and between 20 and 70 acres of the North Fields are preserved for future generations to appreciate and enjoy.

5a. Create a gateway

Combining the intersections of South Fields Road, SR-113, and the bypass into a roundabout creates an opportunity for Spring Creek Park to work with UDOT to develop a gateway theme into this area. Park City just completed a double roundabout gateway at the Jeremy Ranch Interchange that created a beautiful gateway into Jeremy Ranch and Park City. See Exhibit D for possible landscaping that could be incorporated in the roundabout to create a wonderful gateway into this area.

5b. Provide needed development at a central location

After the bypass is built, this location will become central to all Heber Valley. SR-113 provides quick access to Midway, the west side of the valley, and Heber Main Street. The bypass will provide quick access to the north and south ends of the valley. Providing commercial zoning in the area will support economic growth. Providing affordable housing in a central location with quick access to SR-113 and the bypass will allow commuters efficient access throughout the valley and while minimizing congestion on local streets.

5c. Helps address Heber Valley's affordable housing needs

An increasing number of low-income workers working in the valley adds to the demand for affordable housing. According to the Heber City housing study, Heber City's Hispanic population has grown from 528 individuals to 2,278 individuals over the past fifteen years, an increase of 154%. Fifty-three percent of Hispanics live in households with incomes below the poverty level, and 78% of Hispanics are renters. However, the area's natural beauty and proximity to Salt Lake County, Utah County, and recreational amenities such as ski resorts means that demand for high-priced housing in the area is high, and this demand reduces the land available to zone for more affordable housing. The proposed annexation and zoning could provide the space needed to zone for and develop affordable housing.

5d. Preserve open space

In addition to the open space designated in Area 6, approximately 40 acres of the proposed annexation land has been sold to Wasatch County School District for a future high school. It is important to note that about 65% of this area could be considered open space. The high school and Spring Creek Park combined consist of approximately 118 acres of currently undeveloped land. It is estimated that approximately 63 acres or 53% of this land could be considered open space if Spring Creek Park is developed with the proposed zoning.

5e. Addresses future development needs

The bypass and future high school will generate housing and commercial needs in this area. Spring Creek Park address these needs now during the planning process as opposed to later when the bypass and school are built.

5f. Responsible growth planning

Annexing Spring Creek Park at this time is managing growth in a responsible manner. It allows time to plan for growth that will come to this area because of the bypass and the high school as opposed to waiting until the bypass and school are built and then trying to accommodate the growth that this infrastructure will surely generate.

5g. Produce an estimated five-year tax revenue from Spring Creek Park of \$532,076.02

See the Spring Creek Park, Heber City annexation proposal, Section 8 for a more complete discussion on tax revenue generated by Spring Creek Park.

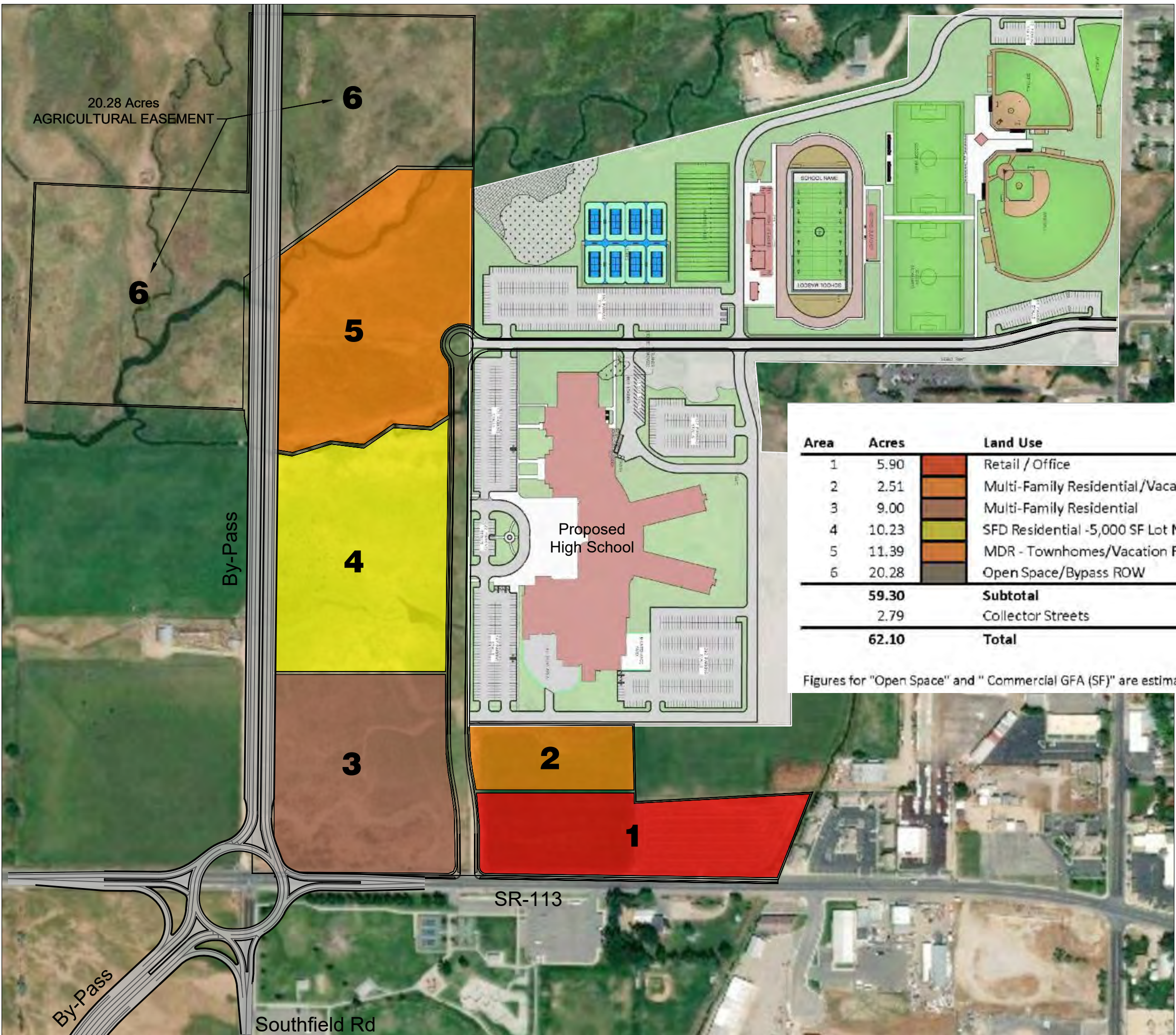
A portion of this income would be generated by vacation rentals. This location is ideal for these types of facilities because of the central location and quick access to all parts of Heber Valley created by the new bypass and SR-113. One of the keys to successful vacation rentals is units that accommodate large family and business groups. The units planned for this location would be high end and would accommodate large and small groups. If the proposed zoning in Exhibit A is approved, the area would need to accommodate both large and small groups vacation rentals.

Exhibit A

Spring Creek Park Concept Plan



Spring Creek Park Concept Plan



Area	Acres	Land Use	Open Space	Commercial GFA (SF)	Residential (DU/AC)	Residential Units
1	5.90	Retail / Office		66,600		
2	2.51	Multi-Family Residential/Vacation Rentals	0.38		19.16	48
3	9.00	Multi-Family Residential	3.15		20.00	180
4	10.23	SFD Residential -5,000 SF Lot Min	1.44		6.06	62
5	11.39	MDR - Townhomes/Vacation Rentals	1.71		3.69	42
6	20.28	Open Space/Bypass ROW	20.28			
59.30		Subtotal	26.95	66,600		332
2.79		Collector Streets				
62.10		Total	26.95	66,600		332

Figures for "Open Space" and " Commercial GFA (SF)" are estimates based upon industry typicals.

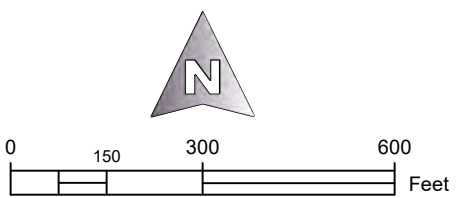


Exhibit B

UDOT Roundabout Statistics



ROUNDABOUTS REDUCE
FATAL AND SERIOUS
INJURY CRASHES BY UP TO

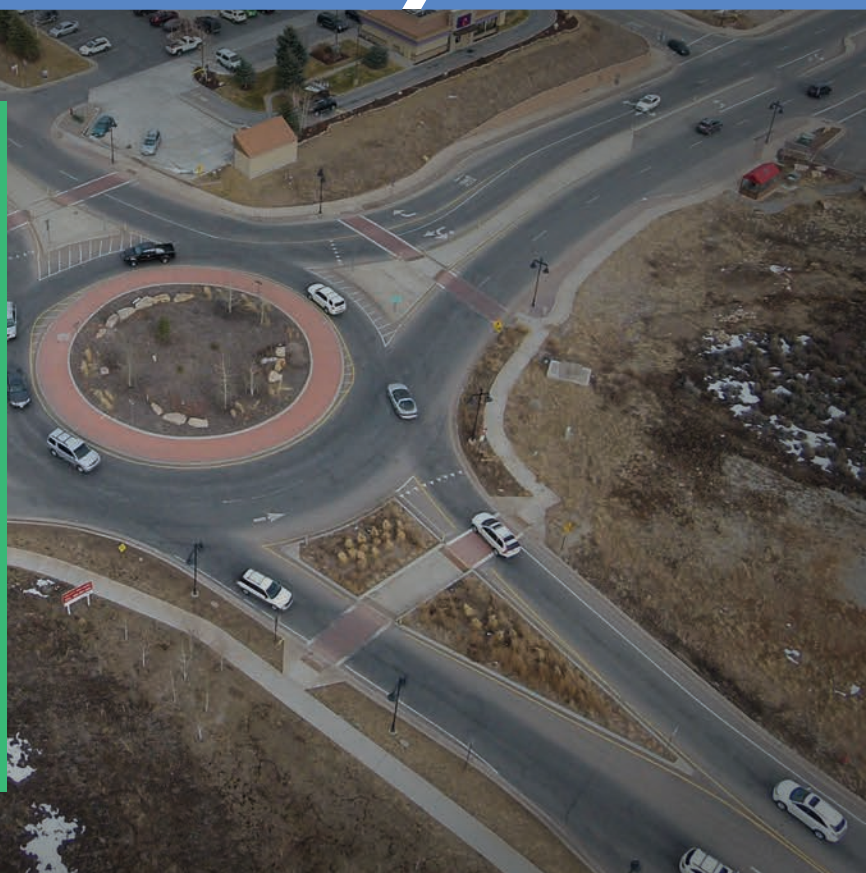
88%



PEDESTRIANS ARE LESS LIKELY
TO BE SERIOUSLY INJURED
AT ROUNDABOUTS
DUE TO SLOWER
TRAVEL SPEEDS

**25
TO
65**

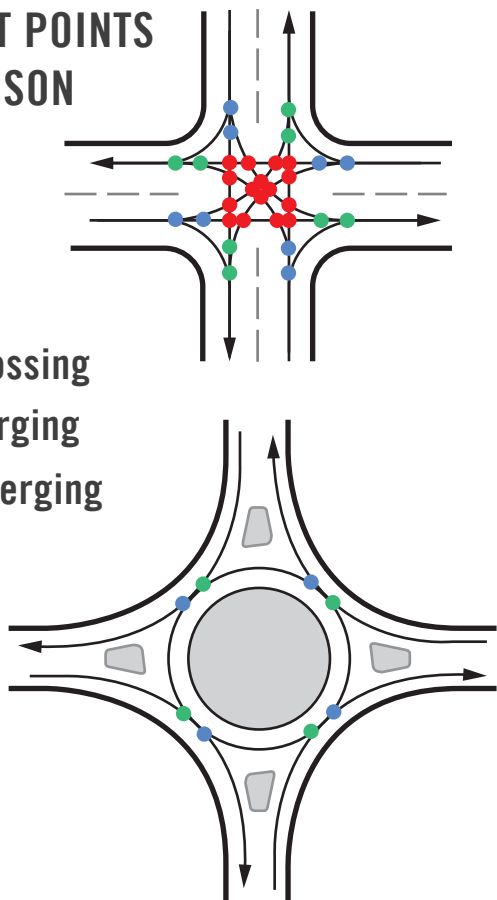
ROUNDABOUTS
CAN BE SAFELY DESIGNED
FOR ALL HIGHWAY SPEEDS



CONFLICT POINTS COMPARISON

Increasing Severity ↑

- Crossing
- Merging
- Diverging



WHY IS IT IMPORTANT?

Intersections are consistently the most dangerous locations on a roadway, accounting for 23% of all fatal crashes. A traditional 4-leg intersection has 32 conflict points where a crossing, turning, or merging maneuver may result in a collision. Traditional intersections do little to reduce speeds, increasing the likelihood of severe crashes.

WHAT DOES IT DO?

Roundabouts reduce the number of conflict points at a typical intersection from 32 to just 8. The 8 remaining are merge or diverge type conflicts that very rarely result in severe crashes. In addition, roundabouts require users to slow down, reducing the severity of crashes that may occur.

HOW EFFECTIVE IS IT?

Roundabouts reduce fatal and serious injury crashes at intersections by up to 88%. They can be designed for urban and rural areas with approach speeds ranging from 25-65 mph. Other benefits include low maintenance cost, efficient traffic flow, and traffic calming.



PROJECT: ENOCH SR-130 & MIDVALLEY ROAD

2021

Severe Crashes - Before: 3 | Forecast After: 1
Total Crashes - Before: 7 | Forecast After: 3
Benefit/Cost: 13.0



PROJECT: BRYCE CANYON SR-63 & SR-12

2021

Severe Crashes - Before: 0 | Forecast After: 0
Total Crashes - Before: 6 | Forecast After: 3
Benefit/Cost: 1.73



PROJECT: HOOPER SR-97 & 5500 WEST

2024

Severe Crashes - Before: 1 | Forecast After: 0
Total Crashes - Before: 8 | Forecast After: 4
Benefit/Cost: 10.3



PROJECT: LA VERKIN SR-9 & SR-17

2024

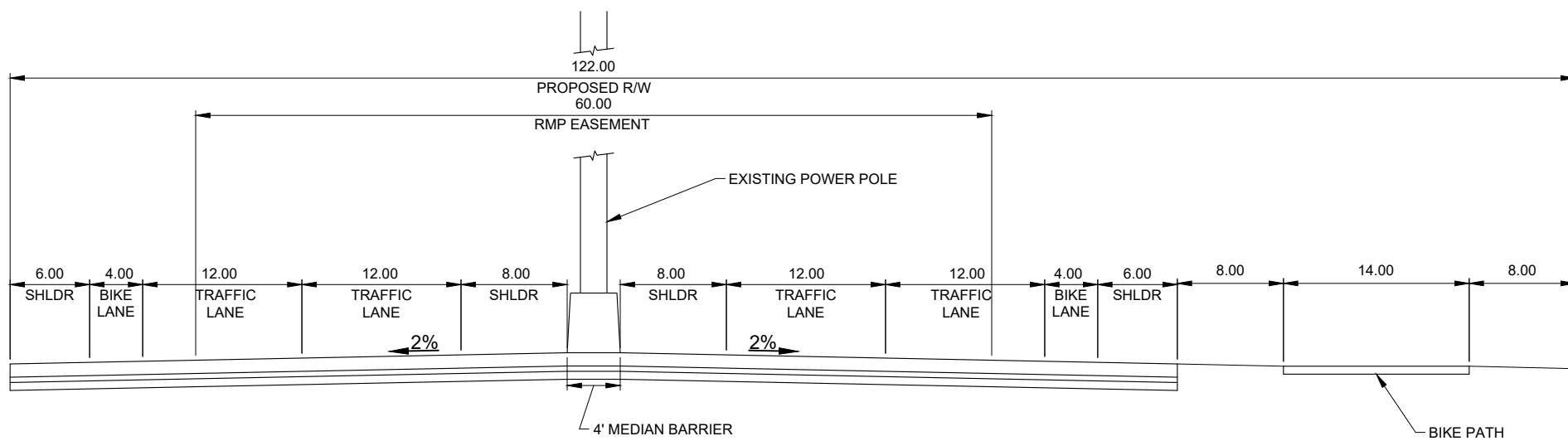
Severe Crashes - Before: 1 | Forecast After: 0
Total Crashes - Before: 15 | Forecast After: 7
Benefit/Cost: 6.8

Protected Under 23 USC 409

Exhibit C

Typical Section





TYPICAL SECTION 1

Exhibit D

Roundabout Landscape Photos











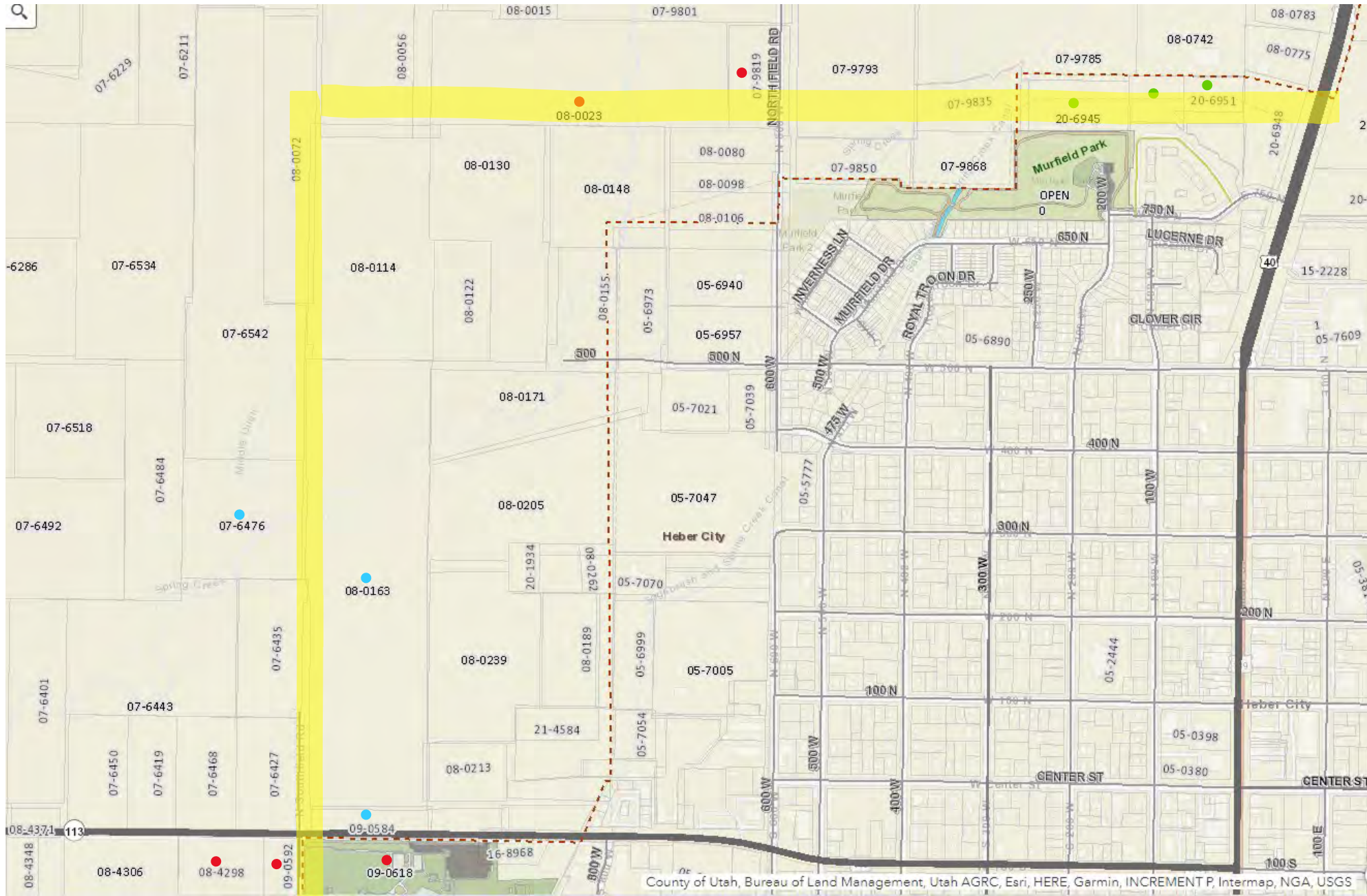


Exhibit E

Powerline Easement and Parcel Map



Powerline Easement and Parcel Map



- Apx. Powerline Easement
- Parcels owned by Wasatch County
- Parcels owned by Heber City
- Parcels owned by Spring Creek Development

APPENDIX G

Responses to Scoping Comments

Scoping Report FAQ

Responses to Cooperating and Participating Agency Comments

Heber Valley EIS NEPA Scoping Report FAQ

The following comment and question themes were frequently submitted to the Utah Department of Transportation (UDOT) during the April 30 to June 14, 2021, public comment period during National Environmental Policy Act (NEPA) scoping for the Heber Valley Corridor Environmental Impact Statement (EIS).

1. Were there any common themes in the comments submitted during scoping?

- Common themes taken from the public comments include the following:
 - Heber City Main Street is congested
 - Main Street is uninviting and not walkable due to congestion and noise
 - Main Street is unsafe for all vehicles, bikes, and pedestrians
 - Truck traffic is a problem on Main Street; trucks should be restricted or tolled
 - North fields are a treasured resource (open space, ecosystems, viewshed)
 - Concern for impacts to natural resources and open space
 - Support for or opposition to bypass (differing opinions)
 - Bypass should be on west side or east side (differing opinions)
 - Improve existing roads instead of building a new road
 - Concern for impacts to neighborhoods (noise, pollution, safety, property values)

2. Why is this project taking so long?

- Many steps are needed for large transportation projects. The first step is when a need or project is identified in a long-range transportation plan. The next step is an environmental study, like the current EIS, to provide an in-depth analysis of impacts to the natural and human environments for a range of alternatives. In order ensure a thorough evaluation of alternatives and seek public input on those alternatives and associated impacts, the EIS process can take 2 years or longer. Once a decision has been made regarding a preferred alternative, the project can move to final design and right-of-way acquisition. After those are complete, construction can begin. At each step of the process, funding must be identified to complete that aspect of the project. Funding is allocated through a rigorous, statewide prioritization process.

3. Why doesn't UDOT just build the original western bypass proposal?

- In 2008, a bypass study was conducted to help the Mountainland Association of Governments (MAG), Heber City, Wasatch County, and UDOT identify a preliminary footprint for corridor preservation purposes.
- In 2019, another planning study built on previous studies in more detail using updated traffic data. It analyzed the feasibility of and need for a new corridor, evaluated what type of facility it should be, and looked at potential alignments. Ultimately, the 2019 study did not recommend a final alignment but recommended additional evaluation in a future environmental study.
- In 2019, the Utah Transportation Commission, with the support of Heber City and Wasatch County, funded an EIS as the appropriate next step. An EIS requires evaluating a range of alternatives to determine the best solution to meet the purpose of and need for the Heber Valley Corridor Project. That EIS is now underway.

4. How will prior plans or proposals be used as alternatives are developed?

- Alternatives from previous plans and proposals that could meet the current project's purpose and need will be evaluated in the EIS, along with new alternatives suggested by the public and agencies during the scoping process.
- Alternatives will be developed to the same level of detail for comparison, regardless of where they originated. They will be evaluated using the screening criteria developed for the EIS.
- Previously studied alternatives do not have an advantage over newly suggested alternatives.

5. Why does the project's purpose and need focus on Heber City's vision for the historic town center and not the vision of surrounding communities?

- There are only two principal arterials in the Heber Valley, U.S. 40 and U.S. 189, which converge into a single principal arterial that also serves as Heber City's Main Street. The character and function of U.S. 40 changes from a 65-miles-per-hour (mph) limited-access freeway north of town to a 35-mph Main Street in Heber City with signalized intersections. Traffic throughput on U.S. 40 is traded for increased access within Heber's historic core, resulting in congestion and delay for not only Heber City residents but also all those who travel through the region.
- The transportation needs identified are primarily found on U.S. 40 in Heber City. All signalized intersections are expected to fail (that is, intersections will be heavily congested because demand exceeds capacity) during the PM peak hour by 2050 if no improvements

are made. Vehicle queue lengths will increase and spill back to other intersections and onto U.S. 40 north of town where the posted speed is 55 mph, resulting in safety concerns.

- Heber City clearly defined their vision for the historic town center in the *Heber City Envision 2050 General Plan*, adopted in 2020, which the study team will account for as it studies potential solutions for U.S. 40 mobility issues.
- The goals, objectives, and guidelines from the *Wasatch County General Plan (2010)*, *Daniel Town Land Use Plan (2009)*, and *Midway City General Plan (2017)* will also be considered after screening when alternatives are evaluated in detail.

6. Will the project include a trail, bike lanes, and sidewalks?

- Nonmotorized transportation was initially included as a secondary objective of the EIS. Based on comments received during scoping, the purpose and need was revised to include opportunities for nonmotorized transportation as a primary purpose, along with improving mobility on U.S. 40.
- Nonmotorized components such as trails, bike lanes, and sidewalks will be incorporated into the design of each alternative that passes through the screening process and is evaluated in detail in the EIS.
- Nonmotorized components will be consistent with local and regional planning documents (*Wasatch County Regional Trails Master Plan*, *Heber City Parks, Trails, and Open Space Master Plan*, and *Heber City Envision 2050 General Plan*). Nonmotorized components could vary from one alternative to another to fit within the context of each alternative.

7. Will truck traffic decrease with a transition to renewable energy, or with a pipeline or train from the Uinta Basin?

- It is difficult to predict the future demand for crude oil produced in the Uinta Basin.
- A separate EIS (the Uinta Basin Railway EIS) has been prepared to evaluate a new rail line from the Uinta Basin. The purpose of the proposed rail line would be to provide common-carrier rail service connecting the Basin to the interstate common-carrier rail network using a route that would provide shippers with a viable alternative to trucking. According to the Uinta Basin Railway Final EIS:

In the short term, OEA [the U.S. Surface Transportation Board's Office of Environmental Analysis] does not expect that the proposed rail line would divert truck transportation of crude oil to rail transportation for the purpose of serving existing oil refineries in Salt Lake City because those refineries currently do not have rail access. However, OEA anticipates that the proposed rail line would eliminate the existing tanker truck traffic transporting crude oil from production areas in the Basin to the Price River Terminal.

- If the Uinta Basin Railway is constructed, it would not reduce oil tanker truck traffic on U.S. 40 because that is the route the trucks take from the Uinta Basin to the refineries in Salt Lake City.
- Currently there are no known funded plans for a pipeline from the Uinta Basin to the Salt Lake City terminals.

8. Why aren't there screening criteria for impacts to open space, water quality, and visual resources?

- Impacts to open space, water quality, and visual resources will be considered for alternatives that are evaluated in detail. These impacts are considered when selecting a preferred alternative after alternatives are screened out based on more prescriptive legal standards.
- Level 2 screening criteria include impacts to key resources with the highest level of regulatory protection. Section 404 of the Clean Water Act and Section 4(f) of the U.S. Department of Transportation Act of 1966 are prescriptive laws, and these regulations dictate what can be permitted or approved.
 - Waters of the United States (WOUS) are protected by Section 404 of the Clean Water Act. A Section 404 permit from the U.S. Army Corps of Engineers (USACE) is required for projects that impact WOUS. Water quality impacts to WOUS are considered by USACE. USACE cannot issue a permit if a practicable alternative exists that would have less adverse impacts to the aquatic ecosystem. There is no point in evaluating alternatives in detail that could not be permitted.
 - Section 4(f) properties are protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. UDOT can approve an alternative that uses Section 4(f) properties only if there is no feasible and prudent alternative. There is no point in evaluating alternatives in detail that could not be approved.
- For comparison, laws protecting most other resources (such as land use and open space) are procedural laws. NEPA requires decision-makers to consider impacts to these resources and to avoid, minimize, and mitigate impacts. However, the laws do not dictate the outcome of the consideration.
- It is not practical or cost-effective to analyze impacts to alternatives that might be screened out. It takes time and money to conduct water quality analyses and visual simulations.

9. Who gets to decide whether an alternative is eliminated? Who gets to pick the preferred alternative?

- UDOT is the lead agency for the Heber Valley Corridor Project and is responsible for decisions regarding the screening of alternatives and for selecting a preferred alternative. UDOT considers agency and public involvement when making these decisions.

10. How is public input used in making a decision? Does the majority rule?

- The NEPA EIS process is not a vote. Rather, public input is only one of several elements that will be considered. UDOT must also consider technical data, established environmental policies, and agency input. A preferred alternative will be selected using an objective, data-driven approach that is informed by all public input received during the various comment periods throughout the NEPA process alongside the technical data and analysis.

11. When will UDOT present the alternatives in more detail?

- UDOT will present the conceptual alternatives for public and agency comment once they have been developed in enough detail to allow for meaningful comment. An alternatives open house is anticipated in the fall of 2021 and will include a 30-day comment period. Alternatives screening will take place after this comment period.
- Alternatives that make it through the screening process will be evaluated in detail in the Draft EIS. UDOT will identify a preliminary preferred alternative in the Draft EIS based on detailed analysis. UDOT anticipates that the Draft EIS will be available for review and comment in summer or fall of 2022. A public hearing will be held at that time with a 45-day comment period. UDOT will make a final determination on the preferred alternative, taking into account comments on the Draft EIS.

12. How will UDOT balance impacts to natural resources and neighborhoods?

- UDOT will evaluate impacts (both adverse and beneficial) for all alternatives studied in detail in the EIS. When selecting a preferred alternative, UDOT will consider how well an alternative meets the purpose of and need for the project, resource impacts, and cost. In balancing these factors, UDOT strives to identify the transportation solution that is in the best interest of the public.
- A community impact analysis will consider neighborhood and community cohesion, quality of life, safety, traffic, recreation resources, public services, and community facilities. A noise analysis will estimate noise impacts and assess potential mitigation measures. The analysis will be detailed enough to estimate noise impacts at specific locations (for example, homes, businesses, and parks). Property impacts will be evaluated including easements, acquisitions, and relocations.

- UDOT will evaluate impacts to natural resources according to applicable laws, including the Farmland Protection Policy Act, Clean Air Act, Historic Preservation Act, Clean Water Act, Endangered Species Act, and Migratory Bird Treaty Act. UDOT will also consider state and local laws and regulations.
- Visual impacts will be assessed for each alternative evaluated in detail. Views from each alternative and toward each alternative will be considered.

13. How does UDOT account for future growth?

- The planning horizon for the EIS is the year 2050. The Kem C. Gardner Policy Institute produces long-term demographic and economic projections for the state of Utah and its counties. Wasatch and Summit Counties are projected to have large increases in population, employment, and households by 2050. These projected increases are expected to result in continued increased travel demand on the transportation network including U.S. 40. UDOT uses these growth projections in developing potential alternative solutions considered in the EIS.
- The Summit–Wasatch travel demand model was developed to forecast future traffic. The Mountainland Association of Governments, the Wasatch Front Regional Council, UDOT, and Summit County worked together to develop the model. It is a traditional four-step travel demand model consisting of trip generation, trip distribution, model split, and trip assignment.
- Refinements were made to the Summit–Wasatch model to better represent existing travel patterns and improve forecasts. The geographical subdivisions within a travel demand model are called traffic analysis zones, or TAZs. Each TAZ is populated with household, population, and employment estimates.

14. Will the project include changes to zoning or development plans?

- Local governments are responsible for zoning and approval of development plans. UDOT relies on local governments to provide zoning and development plans for analysis in the EIS.
- UDOT will not make any decisions regarding zoning or development in the Draft EIS.

15. Can truck traffic be restricted on Main Street or through the Heber Valley?

- U.S. 40 is included in the National Network, which is a network of approved state highways and interstates for commercial truck drivers in the United States. It is not possible to restrict truck traffic on a road that is included in the National Network.
- UDOT does not have the authority to restrict truck traffic on U.S. 40 to nighttime hours or to require trucks to use an alternate route.

- If a bypass were to be constructed, and if the bypass were to be designated as U.S. 40, it would become the new National Network route. Main Street would no longer be part of the National Network, and jurisdiction could be transferred from UDOT to Heber City. Even then, it would be difficult or impossible to restrict truck traffic entirely, but Heber City could implement changes that would make Main Street less desirable for trucks (changes such as slower speeds, more stops, and/or narrower lanes).



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8**

1595 Wynkoop Street
Denver, CO 80202-1129
Phone 800-227-8917
www.epa.gov/region08

June 14, 2020

Ref: 8ORA-N

Naomi Kisen
Environmental Program Manager
Utah Department of Transportation
4501 South 2700 West, Box 148450
Salt Lake City, Utah 84114-8450

Dear Ms. Kisen:

The U.S. Environmental Protection Agency Region 8 is responding to the May 11, 2021, Notice of Intent published by FHWA on behalf of UDOT to prepare the Heber Valley Corridor Environmental Impact Statement (EIS). We offer the enclosed scoping comments consistent with our authority under Section 102(2)(C) of the National Environmental Policy Act.

The project purpose is identified to improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 through 2050 while allowing Heber City to meet their vision for the historic town center. The enclosure provides our comments on the following topics: (1) air quality; (2) aquatic resources including water quality and wetlands; and (3) purpose and need.

We appreciate the opportunity to participate as a cooperating agency in the Heber Valley Corridor EIS NEPA process. We hope our comments will assist UDOT in identifying, evaluating and developing mitigation for potential environmental impacts. If you have any questions, please contact me at (303) 312-6500 or hubner.matt@epa.gov.

Sincerely,

Matt Hubner
Lead NEPA Reviewer
Office of the Regional Administrator

Enclosure to EPA's Heber Valley Corridor EIS Scoping Letter

1. Air Quality

We recommend that the Draft EIS include a description of current air quality conditions and trends and estimates of future conditions under the possible alternatives. The following air quality comments address: (a) existing air quality; (b) recommendations for assessing environmental consequences; and (c) mitigation of air quality impacts.

a) Existing Air Quality

We recommend the Draft EIS describe baseline air quality conditions for criteria pollutant and Air Quality Related Values (AQRVs) by including the following in the document:

- A summary of background air quality by disclosing current design values based on the most current and representative air quality monitors compared to the respective National Ambient Air Quality Standards (NAAQS). We recommend working with the Utah Air Quality Division (UDAQ) to determine appropriate design values. EPA is also available to assist.
- A summary of existing trends in AQRVs within the region of the project including at any Class I areas or Class II areas with sensitive resources of value.
- Estimates of current vehicle emissions based on traffic data and EPA's latest version of MOVES (currently MOVES3). Available at: <https://www.epa.gov/moves/latest-version-motor-vehicle-emission-simulator-moves>.

b) Environmental Consequences

To disclose impacts from the project we recommend estimates be presented of the related construction and post-construction emissions for each alternative, and evaluate the impacts resulting from those emissions for each alternative. The pollutants of interest include the criteria pollutants (CO, PM₁₀, PM_{2.5}, NO₂, SO₂), hazardous air pollutants (HAPs), and greenhouse gases (GHG). We recommend the following items be included in the document:

- A description of the equipment and sources associated with project construction for each alternative. Based on the inventoried sources and the schedule for construction we recommend emissions be calculated for each alternative using EPA's MOVES modeling system for mobile sources and appropriate emission factors for any stationary sources that may be needed for project construction (e.g., asphalt or concrete batch plants).
- An inventory of mobile source emissions from traffic after project construction has completed based on vehicle type and vehicle miles traveled and EPA's MOVES modeling system for each alternative and year of interest.
- Based on the emission information, we recommend an analysis of impacts that appropriately discloses impacts. Based on the level of the emissions and receptors of interest methods could include quantitative air quality assessment or qualitative analysis.
- An analysis of cumulative impacts to criteria pollutants, HAPs, and GHG.

c) Hazardous Air Pollutants

Recent studies demonstrate a variety of health-related effects near high traffic areas. HAPs are known or suspected of causing cancer and other serious health and environmental effects. In a rulemaking published on March 29, 2001, the EPA identified 21 Mobile Source Air Toxics (MSATs), a subset of HAPs associated primarily with diesel exhaust and organic gases.

The level of MSAT analysis is most appropriately determined on a case-by-case basis, recognizing that each project has a unique scope and characteristics. We recommend the document consider an emissions inventory of MSATs (as stated above) for the No Action and Action Alternatives. For purposes of comparison, it will be useful to determine how post-project conditions will compare to each other as well as to baseline conditions, and whether there are human health concerns with those emissions and concentrations (if a quantitative analysis is conducted). In addition, we recommend the MSATs analysis in the document include:

- A description of the proximity of the highway to homes, schools, and businesses;
- An analysis of potential impacts to these areas from exposure to MSATs;
- A summary of available, relevant MSAT monitoring data and MSAT studies; and
- An analysis of baseline and post-project diesel truck traffic and MSAT emissions.

d) Mitigation of Impacts

We recommend the Draft EIS consider methods that could be employed to mitigate any negative air quality impacts of the project, including air quality impacts from construction related activities. Further, we recommend the proposed mitigation measures include details on how, when, and where the mitigation will be implemented, and how effective the measures are expected to be. In addition, we recommend that design features of the alternatives selected for analysis include a focus to minimize population exposure to emissions from heavy freight diesel truck traffic that is passing through the Heber Valley. There may also be opportunities for UDOT to consider operational mitigation by considering designs that incorporate vegetation as a barrier to reduce pollutants. For more information please see <https://www.epa.gov/air-research/recommendations-constructing-roadside-vegetation-barriers-improve-near-road-air-quality>.

e) Air Quality Monitoring

We recommend that the Draft EIS include a discussion on whether any construction-related activities could create air quality impacts to residents, or occupied structures. If construction near residences or occupied structures will occur and air quality impacts of concern appear possible, real-time air quality monitoring during construction activities may be appropriate. Factors to consider include:

- the proximity of construction activity to homes, schools, businesses, and sensitive populations;
- the amount of soil disturbance and the soil type; and
- the duration and magnitude of emissions from construction equipment.

Although we expect Best Management Practices (BMPs) will be utilized during construction, potential localized impacts from PM_{2.5} and PM₁₀ emissions have occurred with some construction projects. Local air monitoring could demonstrate the effectiveness of the mitigation measures in minimizing adverse effects and allow for BMP modifications if air quality problems are detected.

2. Water Resources

We recommend the Draft EIS further delineate existing aquatic resources in the project area beyond what is currently provided in scoping materials, including wetlands and waters of the U.S., such as the northwest wetland complex and Provo River Restoration area. New construction and road alignment changes have the potential to impact the hydrology, water quality, and wildlife habitat of the creek and other water resources. We appreciate that early scoping has already started the process of identifying sensitive areas in the project areas and further defining them will help with selection of alternatives and identifying and mitigating impacts.

To describe effects to aquatic resources in the project area, we recommend that the Draft EIS specifically include the following analyses or descriptions:

- Clear maps, indicating wetlands and other aquatic resources, such as rivers, creeks and springs, private wells and other groundwater interfaces.
- The baseline description of aquatic resources that discuss the abundance, distribution, function, and condition of aquatic resources and wetlands within the project area. This would include identifying any impaired waterbodies or waterbodies with a TMDL within the project area that could be impacted by project activities.
- An analysis of impacts to all waters in the project area (e.g. both directly impacted or hydrologically impacted but spatially removed from the actual construction footprint). It is important to include the impacts to waters from changes in hydrology, changes in water quality, other impacts to aquatic organisms and wildlife; and the aggregate impacts to waters from future development scenarios, should future growth be expected. These impacts may result from reductions in vegetative cover; increased impervious surface, runoff and sedimentation; changes in hydrology of the area; and potentially result in changes to floodplain, wetland and riparian areas, changes in habitat area and connectivity, introduction of invasive species and changes in land use.
- An impact analysis that includes disclosure of potentially adverse impacts to aquatic resources from reasonably foreseeable development associated with the roadway improvements. Also, it is valuable to include analysis of any additional development impacts to the degree the project may enable or induce development beyond that which is already accounted for in land use, economic, and transportation plans.
- If wetlands may be significantly impacted, such as the northwest wetland complex, the Provo River Restoration riparian complex, or other locations within the project area, we recommend including a wetland delineation and descriptions that include a wetland functional analysis in the Draft EIS. We are pleased that UDOT has engaged with the US Army Corps of Engineers as a cooperating agency. Due to the potential for impacts to wetlands and the possible need for an individual permit for the project, we highly

recommend that the project concurrently address the necessary permit requirements under Clean Water Act (CWA) Section 404 during the NEPA process, should that be necessary.

- Clearly identify or cite BMPs for water quality protection and possible mitigation measures for impacts to aquatic resources.

3. Purpose and Need

Because the purpose and need are defined as the primary screening criteria for alternatives development, it is important that the purpose and need be clearly identified to ensure that alternatives advanced to the Draft EIS are adequate to meet the project needs but do not inadvertently screen out feasible alternatives, especially if there is potential for a CWA Section 404 individual permit, which will require selection of the least environmentally damaging practicable alternative, or LEDPA. From our review of the public input gathered during the early scoping comment period and the included 2003 Heber City General Plan, it is apparent that re-routing of truck traffic is a significant component of the project, though project materials indicate truck traffic as a small percentage of total traffic observed. Considering that US 40 to Heber City is a main artery for truck traffic in and out of the Uinta Basin to Salt Lake City, we recommend UDOT determine whether rerouting of truck traffic should be included as a primary project purpose to better develop a reasonable range of project alternatives.

Further, as level 2 screening is applied, we recommend that if the “Right-of-way” criteria be utilized, it should be noted in the Draft EIS that the 2003 Heber City General Plan indicated that at the time 40% of the right-of-way for a bypass west of town had been acquired. If more land has since been acquired, that should be identified in the Draft EIS as well. This is valuable information because, under the proposed level 2 screening criteria, if the number of remaining land acquisitions is minimal and results in a lower cost (which is another proposed level 2 screening criteria), this could artificially narrow the range of practicable alternatives.

Practicability criteria, under the CWA Section 404 (b)(1) Guidelines (Guidelines) means available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purpose. For example, many projects have secondary project screening criteria, which represent desirable outcomes, but these criteria typically are narrower in scope than the overall project purpose (i.e. cost effectiveness). Incorporating criteria that are not part of the overall project purpose limits the alternatives analysis and is not consistent with the Guidelines.

The intent of the cost criteria, as stated in the preamble to the Guidelines is to consider those alternatives which are reasonable in terms of the overall scope and cost of the proposed project. To determine what a reasonable cost range would be for a project, the project should consider what the industry norm, or typical cost estimate, would be for that type of project in that area. If the cost of an alternative falls within the standard industry norm for constructing the alternative at that site, then the project may still be practicable. Project costs, including construction costs, land acquisition, housing relocation, mitigation, etc., can be included in a cost analysis.

Cost, however, should not be presented as a direct comparison between alternatives. The cost analysis is not an economic evaluation where an increase over the lowest cost alternative

establishes a cost threshold for determining practicability. Only if the cost of an alternative makes a project infeasible should the alternative be considered not practicable. In other words, if an alternative can be constructed considering the scope and cost of the project and still be economically viable, the alternative may still be practicable under the Guidelines. As such, we recommend that cost-effectiveness and rights-of-way be consolidated and used to determine practicability of an alternative, but not as alternatives screening criteria. As noted above, incorporating these screening criteria could artificially narrow the range of alternatives.

Comment Response Matrix

Document Title		EPA Scoping Comments		Preparer	
Document Date		June 14, 2020		Organization	EPA
Commenter		Matt Hubner			
Item	Page	Section	Comment	How Addressed	
1	2	1. Air Quality	We recommend that the Draft EIS include a description of current air quality conditions and trends and estimates of future conditions under the possible alternatives.	The Draft EIS will include both a discussion of current air quality conditions and a qualitative discussion of future conditions with the proposed reasonable alternatives.	
2	2	1. Air Quality a) Existing Air Quality	<p>We recommend the Draft EIS describe baseline air quality conditions for criteria pollutant and Air Quality Related Values (AQRVs) by including the following in the document:</p> <ul style="list-style-type: none"> • A summary of background air quality by disclosing current design values based on the most current and representative air quality monitors compared to the respective National Ambient Air Quality Standards (NAAQS). We recommend working with the Utah Air Quality Division (UDAQ) to determine appropriate design values. EPA is also available to assist. • A summary of existing trends in AQRVs within the region of the project including at any Class I areas or Class II areas with sensitive resources of value. • Estimates of current vehicle emissions based on traffic data and EPA's latest version of MOVES (currently MOVES3). Available at: https://www.epa.gov/moves/latest-versionmotor-vehicle-emission-simulator-moves. 	<p>The Heber Valley lies in a micropolitan statistical area. Heber City, the most urbanized area in the Heber Valley, contained an estimated population of less than 18,000 in 2019, according to US census data. 40 CFR appendix D to part 58 describes when regulatory monitors, from which design values can be derived, should be placed based on minimum population thresholds. There are no locations that meet the population thresholds within the project study area or within Wasatch County. The nearest regulatory monitor is located approximately 20 miles to the southwest in Lindon, Utah, and does not provide meaningful comparison.</p> <p>Part C of Title I of the Clean Air Act, Prevention of Significant Deterioration, describes AQRVs as attributes identified by Federal Land Managers that could be adversely affected by a change in air quality in areas designated as Class 1 federal lands, such as national parks, national wilderness areas, national monuments and similar lands. While the project area is near lands that are managed by federal agencies, they are not considered Class 1 lands and there are no AQRVs that have been identified for these areas. The closest Class 1 federal land is Capitol Reef National Park, which is approximately 175 miles south of the study area. Any changes to air quality resulting from a project alternative would be imperceptible at this location.</p> <p>Transportation conformity is required under the Clean Air Act Section 176(c) to ensure that Federally supported transportation activities are consistent with ("conform to") the purpose of a State Implementation Plan (SIP). Transportation conformity requirements apply in areas that either do not meet or previously have not met national ambient air quality standards (NAAQS) for ozone (O3), carbon monoxide (CO), particulate matter (PM10 and PM2.5), or nitrogen dioxide (NO2). These areas are known as "nonattainment areas" and "maintenance areas," respectively. The Heber</p>	

Comment Response Matrix

				Valley project is located in Wasatch County, Utah, which is an attainment area for all of the above mentioned pollutants. As an attainment area, transportation conformity requirements do not apply, and quantitative modeling of mobile source emissions is not required. Emissions will be discussed qualitatively in the draft EIS.
3	2	1. Air Quality b) Environmental Consequences	<p>To disclose impacts from the project we recommend estimates be presented of the related construction and post-construction emissions for each alternative, and evaluate the impact resulting from those emissions for each alternative. The pollutants of interest include the criteria pollutants (CO, PM10, PM2.5, NO2, SO2), hazardous air pollutants (HAPs), and greenhouse gases (GHG). We recommend the following items be included in the document:</p> <ul style="list-style-type: none"> • A description of the equipment and sources associated with project construction for each alternative. Based on the inventoried sources and the schedule for construction we recommend emissions be calculated for each alternative using EPA's MOVES modeling system for mobile sources and appropriate emission factors for any stationary sources that may be needed for project construction (e.g., asphalt or concrete batch plants). • An inventory of mobile source emissions from traffic after project construction has completed based on vehicle type and vehicle miles traveled and EPA's MOVES modeling system for each alternative and year of interest. • Based on the emission information, we recommend an analysis of impacts that appropriately discloses impacts. Based on the level of the emissions and receptors of interest methods could include quantitative air quality assessment or qualitative analysis. • An analysis of cumulative impacts to criteria pollutants, HAPs, and GHG. 	<p>Transportation conformity is required under the Clean Air Act Section 176(c) to ensure that Federally supported transportation activities are consistent with ("conform to") the purpose of a State Implementation Plan (SIP). Conformity requirements apply in areas that either do not meet or previously have not met national ambient air quality standards (NAAQS) for ozone (O3), carbon monoxide (CO), particulate matter (PM10 and PM2.5), or nitrogen dioxide (NO2). These areas are known as "nonattainment areas" and "maintenance areas," respectively.</p> <p>The Heber Valley project is located in Wasatch County, Utah, which is an attainment area for all of the above-mentioned pollutants. As an attainment area, transportation conformity requirements do not apply and quantitative modeling of emissions (criteria pollutants, HAPS, GHG, construction-related emissions, and mobile source emissions) is not required. UDOT will utilize vehicle miles traveled (VMT) to address GHG in the EIS. Emissions will be discussed qualitatively in the draft EIS.</p>
4	2-3	1. Air Quality c) Hazardous Air Pollutants	Recent studies demonstrate a variety of health-related effects near high traffic areas. HAPs are known or suspected of causing cancer and other serious health and environmental effects. In a rulemaking published on March 29, 2001, the EPA identified 21 Mobile Source Air Toxics (MSATs), a subset of HAPs associated primarily with diesel exhaust and organic gases.	FHWA's <i>Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents</i> (FHWA 2016) provides direction on the consideration of MSATs during the NEPA process. Tier 2 projects, those with low potential MSAT effects, require a qualitative MSAT analysis. The Heber Valley project is considered a Tier 2 project because design year traffic is projected to be less than 140,000 to 150,000 annual average daily traffic (AADT). The alternatives are unlikely to produce a meaningful increase in MSAT emissions and will be assessed qualitatively.

Comment Response Matrix

			<p>The level of MSAT analysis is most appropriately determined on a case-by-case basis, recognizing that each project has a unique scope and characteristics. We recommend the document consider an emissions inventory of MSATs (as stated above) for the No Action and Action Alternatives. For purposes of comparison, it will be useful to determine how post-project conditions will compare to each other as well as to baseline conditions, and whether there are human health concerns with those emissions and concentrations (if a quantitative analysis is conducted). In addition, we recommend the MSATs analysis in the document include:</p> <ul style="list-style-type: none"> • A description of the proximity of the highway to homes, schools, and businesses; • An analysis of potential impacts to these areas from exposure to MSATs; • A summary of available, relevant MSAT monitoring data and MSAT studies; and • An analysis of baseline and post-project diesel truck traffic and MSAT emissions. 	
5	3	1. Air Quality d) Mitigation of Impacts	<p>We recommend the Draft EIS consider methods that could be employed to mitigate any negative air quality impacts of the project, including air quality impacts from construction related activities. Further, we recommend the proposed mitigation measures include details on how, when, and where the mitigation will be implemented, and how effective the measures are expected to be. In addition, we recommend that design features of the alternatives selected for analysis include a focus to minimize population exposure to emissions from heavy freight diesel truck traffic that is passing through the Heber Valley. There may also be opportunities for UDOT to consider operational mitigation by considering designs that incorporate vegetation as a barrier to reduce pollutants. For more information please see https://www.epa.gov/airresearch/recommendations-constructing-roadside-vegetation-barriers-improve-near-road-airquality</p>	Mitigation measures will be considered and discussed in the Draft EIS.
6	3	1. Air Quality e) Air	<p>We recommend that the Draft EIS include a discussion on whether any construction-related activities could create air quality impacts to residents, or occupied structures. If construction near residences or occupied structures will occur</p>	Impacts from construction-related activities on air quality will be considered in the Draft EIS. Construction related BMPs will follow UDOT standards for minimizing construction related emissions.

Comment Response Matrix

		Quality Monitoring	<p>and air quality impacts of concern appear possible, real-time air quality monitoring during construction activities may be appropriate. Factors to consider include:</p> <ul style="list-style-type: none"> • the proximity of construction activity to homes, schools, businesses, and sensitive populations; • the amount of soil disturbance and the soil type; and • the duration and magnitude of emissions from construction equipment. <p>Although we expect Best Management Practices (BMPs) will be utilized during construction, potential localized impacts from PM2.5 and PM10 emissions have occurred with some construction projects. Local air monitoring could demonstrate the effectiveness of the mitigation measures in minimizing adverse effects and allow for BMP modifications if air quality problems are detected.</p>	
7	4	2. Water Resources	<p>We recommend the Draft EIS further delineate existing aquatic resources in the project area beyond what is currently provided in scoping materials, including wetlands and waters of the U.S., such as the northwest wetland complex and Provo River Restoration area. New construction and road alignment changes have the potential to impact the hydrology, water quality, and wildlife habitat of the creek and other water resources. We appreciate that early scoping has already started the process of identifying sensitive areas in the project areas and further defining them will help with selection of alternatives and identifying and mitigating impacts.</p> <p>To describe effects to aquatic resources in the project area, that the Draft EIS specifically include the following analyses or descriptions:</p> <ul style="list-style-type: none"> • Clear maps, indicating wetlands and other aquatic resources, such as rivers, creeks and springs, private wells and other groundwater interfaces. • The baseline description of aquatic resources that discuss the abundance, distribution, function, and condition of aquatic resources and wetlands within the project area. This would include identifying any impaired waterbodies or waterbodies with a TMDL within the project area that could be impacted by project activities. 	<p>UDOT will conduct field surveys in accordance with the 1987 Corps of Engineers Wetlands Delineation Manual, appropriate regional supplement and ordinary high water mark field guide to identify aquatic resources throughout the EIS study area. The current study area includes portions of the northwest wetland complex but does not include the Provo River Restoration area as this area is not under consideration for alternative development.</p> <p>The Draft EIS will describe direct and indirect effects to aquatic resources in the project area, including clear maps indicating aquatic resources and a discussion of the baseline abundance, distribution, function, and condition of aquatic resources within the study area. The Draft EIS will also describe the designated beneficial uses of waterbodies in the study area and impaired waterbodies or waterbodies with a TMDL.</p>
	4	2. Water	<ul style="list-style-type: none"> • An analysis of impacts to all waters in the project 	The Draft EIS will include an analysis of impacts to all waters in the project

Comment Response Matrix

		Resources (cont.)	<p>area (e.g. both directly impacted or hydrologically impacted but spatially removed from the actual construction footprint). It is important to include the impacts to waters from changes in hydrology, changes in water quality, other impacts to aquatic organisms and wildlife; and the aggregate impacts to waters from future development scenarios, should future growth be expected. These impacts may result from reductions in vegetative cover; increased impervious surface, runoff and sedimentation; changes in hydrology of the area; and potentially result in changes to floodplain, wetland and riparian areas, changes in habitat area and connectivity, introduction of invasive species and changes in land use.</p> <ul style="list-style-type: none"> An impact analysis that includes disclosure of potentially adverse impacts to aquatic resources from reasonably foreseeable development associated with the roadway improvements. Also, it is valuable to include analysis of any additional development impacts to the degree the project may enable or induce development beyond that which is already accounted for in land use, economic, and transportation plans. 	<p>area, including directly and indirectly impacted resources.</p> <p>The Draft EIS will include disclosure of potentially adverse impacts to aquatic resources from reasonably foreseeable development associated with the roadway improvements.</p>
	4-5	2. Water Resources (cont.)	<ul style="list-style-type: none"> If wetlands may be significantly impacted, such as the northwest wetland complex, the Provo River Restoration riparian complex, or other locations within the project area, we recommend including a wetland delineation and descriptions that include a wetland functional analysis in the Draft EIS. We are pleased that UDOT has engaged with the US Army Corps of Engineers as a cooperating agency. Due to the potential for impacts to wetlands and the possible need for an individual permit for the project, we highly recommend that the project concurrently address the necessary permit requirements under Clean Water Act (CWA) Section 404 during the NEPA process, should that be necessary. Clearly identify or cite BMPs for water quality protection and possible mitigation measures for impacts to aquatic resources. 	<p>An aquatic resource delineation report will be prepared as a technical report to support the Draft EIS. In addition to identifying the distribution of wetlands, streams, and other aquatic resources in the study area, this report will describe the general functions and conditions of the aquatic resources.</p> <p>The project will consider potential permit requirements under CWA Section 404 during the NEPA process.</p> <p>The Draft EIS will identify BMPs for water quality projection and possible conceptual mitigation measures for impacts to aquatic resources.</p>
8	5	3. Purpose and Need	<p>Because the purpose and need are defined as the primary screening criteria for alternatives development, it is important that the purpose and need be clearly identified to ensure that alternatives advanced to the Draft EIS are adequate to meet the project needs but do not inadvertently screen out feasible</p>	<p>UDOT evaluated whether it would be possible to reroute truck traffic off U.S. 40 (or restrict truck traffic on U.S. 40) during the early scoping phase.</p> <p>Through coordination with FHWA, it was determined that it is not possible to restrict truck traffic on U.S. 40. because it is on the National Network.</p>

Comment Response Matrix

			alternatives, especially if there is potential for a CWA Section 404 individual permit, which will require selection of the least environmentally damaging practicable alternative, or LEDPA. From our review of the public input gathered during the early scoping comment period and the included 2003 Heber City General Plan, it is apparent that rerouting of truck traffic is a significant component of the project, though project materials indicate truck traffic as a small percentage of total traffic observed. Considering that US 40 to Heber City is a main artery for truck traffic in and out of the Uinta Basin to Salt Lake City, we recommend UDOT determine whether rerouting of truck traffic should be included as a primary project purpose to better develop a reasonable range of project alternatives.	<p>The National Network, authorized by the Surface Transportation Assistance Act of 1982, is a network of approved state highways and interstates for commercial truck drivers in the United States. Additionally, truck restrictions on other routes within 1 road mile of the National Network are prohibited except for specific safety reasons.</p> <p>For these reasons, restricting truck traffic is not part of the project purpose and need.</p>
9	5	3. Purpose and Need (cont.)	Further, as level 2 screening is applied, we recommend that if the "Right-of-way" criteria be utilized, it should be noted in the Draft EIS that the 2003 Heber City General Plan indicated that at the time 40% of the right-of-way for a bypass west of town had been acquired. If more land has since been acquired, that should be identified in the Draft EIS as well. This is valuable information because, under the proposed level 2 screening criteria, if the number of remaining land acquisitions is minimal and results in a lower cost (which is another proposed level 2 screening criteria), this could artificially narrow the range of practicable alternatives.	<p>Note that Level 2 screening criteria also includes impacts to Waters of the U.S. The desire is to have a single range of alternatives that satisfies NEPA requirements as well as Section 404(b)(1) Guidelines requirements.</p> <p>Level 2 screening criteria includes right-of-way impacts:</p> <ul style="list-style-type: none"> • Number of full property acquisitions and relocations (commercial and residential) • Number of partial property acquisitions <p>Wasatch County Parcel data obtained in 2021 will be used to quantify right-of-way impacts.</p> <p>Alternatives will not be eliminated based solely on cost.</p>
10	5	3. Purpose and Need (cont.)	Practicability criteria, under the CWA Section 404 (b)(1) Guidelines (Guidelines) means available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purpose. For example, many projects have secondary project screening criteria, which represent desirable outcomes, but these criteria typically are narrower in scope than the overall project purpose (i.e. cost effectiveness). Incorporating criteria that are not part of the overall project purpose limits the alternatives analysis and is not consistent with the Guidelines.	<p>Even if an alternative meets or potentially meets the purpose and need, it can still be rejected as unreasonable based on one or more other factors, including environmental impacts, engineering, and cost, and limited ability to meet purpose and need (AASHTO Practitioner's Handbook <i>Defining the Purpose and Need and Determining the Range of Alternatives for Transportation Projects</i>).</p> <p>Level 2 screening criteria also includes impacts to Waters of the U.S. The desire is to have a single range of alternatives that satisfies NEPA requirements as well as Section 404(b)(1) Guidelines requirements.</p>
11	5	3. Purpose	The intent of the cost criteria, as stated in the preamble to the Guidelines is to consider those alternatives which are	UDOT understands the EPA's guidelines regarding using cost to screen alternatives.

Comment Response Matrix

		and Need (cont.)	reasonable in terms of the overall scope and cost of the proposed project. To determine what a reasonable cost range would be for a project, the project should consider what the industry norm, or typical cost estimate, would be for that type of project in that area. If the cost of an alternative falls within the standard industry norm for constructing the alternative at that site, then the project may still be practicable. Project costs, including construction costs, land acquisition, housing relocation, mitigation, etc., can be included in a cost analysis.	
12	5-6	3. Purpose and Need (cont.)	Cost, however, should not be presented as a direct comparison between alternatives. The cost analysis is not an economic evaluation where an increase over the lowest cost alternative establishes a cost threshold for determining practicability. Only if the cost of an alternative makes a project infeasible should the alternative be considered not practicable. In other words, if an alternative can be constructed considering the scope and cost of the project and still be economically viable, the alternative may still be practicable under the Guidelines. As such, we recommend that cost-effectiveness and rights-of-way be consolidated and used to determine practicability of an alternative, but not as alternatives screening criteria. As noted above, incorporating these screening criteria could artificially narrow the range of alternatives.	UDOT understands the EPA's guidelines regarding using cost to screen alternatives.



Utah Reclamation Mitigation & Conservation Commission
230 South 500 East Suite 230 Salt Lake City, UT 84102-2045
Phone: (801) 524-3146 – Fax: (801) 524-3148

COMMISSIONERS
Brad T. Barber, Chair
Robert L. Morgan
Gene Shawcroft

June 2, 2020

Utah Department of Transportation
Heber Valley Corridor EIS
c/o HDR, Inc.
2825 W Cottonwood Parkway #200
Salt Lake City, UT 84121

Subject: Heber Valley Corridor EIS Comments

Dear Heber Valley Corridor EIS Team:

The Utah Reclamation Mitigation and Conservation Commission (Mitigation Commission) appreciates the opportunity to be a participating agency in the preparation of the Heber Valley Corridor Environmental Impact Statement (EIS). The comments below are offered as follow up to comments that Mitigation Commission staff offered during the agency scoping meeting held on April 29, 2021 and a comment letter submitted by the Mitigation Commission in September 2020. As a reminder, the Mitigation Commission and the U.S. Bureau of Reclamation manage over 1,500 acres of land in Wasatch County adjacent to the Provo River between Jordanelle and Deer Creek reservoirs. This property is known as the Provo River Restoration Project (PRRP). The land was acquired, and the Provo River restored through this corridor, as partial mitigation for fish and wildlife impacts from the Central Utah Project (CUP).

The Purpose and Need statements for the Heber Valley Corridor EIS should be comprehensive and include all forms of transportation and planning for future connectivity. The current purpose statement for the EIS does not include multi use trail systems as a primary purpose. While “active transportation” is identified as a secondary objective, the Purpose and Need Technical Report states that it will not be considered in the evaluation of alternatives. Trail systems or “active transportation” should be incorporated into the primary purpose for the project to ensure a comprehensive evaluation of all forms of transportation and to provide consideration for future needs in the Heber Valley.

Heber City recently completed a planning process that resulted in a general plan known as Heber City Envision 2050, which found that two-thirds of survey respondents expressed strong support for a “lake to lake” trail that would connect Jordanelle and Deer Creek reservoirs (page 54 of Heber City Envision 2050 report). The Wasatch County Trails Regional Master Plan also emphasizes connectivity of communities by trails as a high priority.

Our agency participated in the planning process with UDOT for the West Davis Corridor for over a decade. Trails were incorporated into the West Davis Project as an integral component of the transportation solution on that project, and we advocate for including multi use trails as a primary purpose of the Heber Valley EIS.

We again call your attention to the importance of protecting and preserving the property in and around the PRRP corridor. Information shared at the April 2021 agency scoping meeting indicated that the planned corridor would avoid any direct impacts to the PRRP lands. We are appreciative of that recognition. We ask that you also consider any potential indirect impacts to the PRRP in the EIS. Of particular concern are indirect impacts to wildlife and water quality. Impacts to wildlife from motorized transportation can extend beyond 0.5 miles from roads. Storm water and associated runoff from the future highway may pose water quality concerns to the Provo River and surrounding watershed.

As identified in the PRRP Final Environmental Impact Statement (FEIS), the PRRP purposes are habitat restoration, biodiversity, and fish and wildlife conservation. The PRRP FEIS goes on to state “the public areas along the Provo River between the two reservoirs will be managed under baseline conditions as a natural resource area, with primary recreational uses consisting of angling and other low-impact pursuits.” While some may view the PRRP as a suitable location for a multi-use trail, such a trail is not an authorized use of the PRRP. Construction of a multi-use trail through the PRRP would conflict with the purposes of the PRRP.

Given the constraints related to the PRRP lands, the Heber Valley Corridor Project may represent the best option for achieving the vision of a “lake to lake” trail. As such, all of the alternatives considered should include provisions for a future multi-use trail associated with the proposed highway alignments.

I appreciate the opportunity to provide comments on the purpose and need for this NEPA process. Please contact me at the letterhead address if you have any questions.

Sincerely,

Mark A. Holden
Executive Director

ec: Commissioners Brad Barber, Robert Morgan, Gene Shawcroft
Reed Murray, Central Utah Project Completion Act Office
Kent Kofford, U.S. Bureau of Reclamation, Provo Area Office
Tom Bruton, Central Utah Water Conservancy District
Heber City Council
Doug Smith, Wasatch County Planner
Jason Vernon, Utah Division of Wildlife Resources
Jordan Nielson, Trout Unlimited

Comment Response Matrix

Document Title		URMCC Scoping Comments		Preparer	
Document Date		June 2, 2020		Organization	Utah Reclamation Mitigation & Conservation Commission
Commenter		Mark Holden			
Item	Page	Section		Comment	How Addressed
1	1			The Utah Reclamation Mitigation and Conservation Commission (Mitigation Commission) appreciates the opportunity to be a participating agency in the preparation of the Heber Valley Corridor Environmental Impact Statement (EIS). The comments below are offered as follow up to comments that Mitigation Commission staff offered during the agency scoping meeting held on April 29, 2021 and a comment letter submitted by the Mitigation Commission in September 2020. As a reminder, the Mitigation Commission and the U.S. Bureau of Reclamation manage over 1,500 acres of land in Wasatch County adjacent to the Provo River between Jordanelle and Deer Creek reservoirs. This property is known as the Provo River Restoration Project (PRRP). The land was acquired, and the Provo River restored through this corridor, as partial mitigation for fish and wildlife impacts from the Central Utah Project (CUP).	
1	1	2 nd para.		The Purpose and Need statements for the Heber Valley Corridor EIS should be comprehensive and include all forms of transportation and planning for future connectivity. The current purpose statement for the EIS does not include multi use trail systems as a primary purpose. While "active transportation" is identified as a secondary objective, the Purpose and Need Technical Report states that it will not be considered in the evaluation of alternatives. Trail systems or "active transportation" should be incorporated into the primary purpose for the project to ensure a comprehensive evaluation of all forms of transportation and to provide consideration for future needs in the Heber Valley.	UDOT is committed to incorporating active transportation into solutions developed for the Heber Valley Corridor EIS. Considering input received during the scoping comment period, UDOT has determined that active transportation will be incorporated into the primary purpose for the project. A revised purpose and need will be made available when conceptual alternatives are published.
2	1-2	3 rd para. P.1		Heber City recently completed a planning process that resulted in a general plan known as Heber City Envision 2050, which found	UDOT is committed to incorporating active transportation into solutions developed for the Heber Valley Corridor EIS.

Comment Response Matrix

		1 st para. P.2	<p>that two-thirds of survey respondents expressed strong support for a "lake to lake" trail that would connect Jordanelle and Deer Creek reservoirs (page 54 of Heber City Envision 2050 report). The Wasatch County Trails Regional Master Plan also emphasizes connectivity of communities by trails as a high priority.</p> <p>Our agency participated in the planning process with UDOT for the West Davis Corridor for over a decade. Trails were incorporated into the West Davis Project as an integral component of the transportation solution on that project, and we advocate for including multi use trails as a primary purpose of the Heber Valley EIS.</p>	<p>UDOT will develop an active transportation component for each alternative based on the <i>Heber City Envision 2050 Master Plan</i>, the <i>Heber City Parks, Trails, & Open Space Master Plan</i> (currently in draft), and the <i>Wasatch County Trails Regional Master Plan</i>.</p> <p>UDOT appreciates URMCC's recognition that the trails successfully incorporated into the West Davis Corridor (WDC) project were an integral component of the transportation solution.</p>
3	2	2 nd para. P. 2	<p>We again call your attention to the importance of protecting and preserving the property in and around the PRRP corridor. Information shared at the April 2021 agency scoping meeting indicated that the planned corridor would avoid any direct impacts to the PRRP lands. We are appreciative of that recognition. We ask that you also consider any potential indirect impacts to the PRRP in the EIS. Of particular concern are indirect impacts to wildlife and water quality. Impacts to wildlife from motorized transportation can extend beyond 0.5 miles from roads. Storm water and associated runoff from the future highway may pose water quality concerns to the Provo River and surrounding watershed.</p>	<p>UDOT does not anticipate any direct impacts to the PRRP lands. West bypass alternatives will be evaluated in the EIS. However, preliminary traffic modeling shows that a bypass that would impact PRRP lands would be too far west to draw traffic off U.S. 40 and would not meet the purpose of the project.</p> <p>It is too early to know the proximity of alternatives near the PRRP. UDOT will consider the indirect impacts of the alternatives on wildlife and water quality.</p>
4	2	3 rd and 4 th para. P. 2	<p>As identified in the PRRP Final Environmental Impact Statement (FEIS), the PRRP purposes are habitat restoration, biodiversity, and fish and wildlife conservation. The PRRP FEIS goes on to state "the public areas along the Provo River between the two reservoirs will be managed under baseline conditions as a natural resource area, with primary recreational uses consisting of angling and other low-impact pursuits." While some may view the PRRP as a suitable location for a multi-use trail, such a trail is not an authorized use of the PRRP. Construction of a multi-use trail through the PRRP would conflict with the purposes of the PRRP.</p> <p>Given the constraints related to the PRRP lands, the Heber</p>	<p>UDOT is committed to incorporating active transportation into solutions developed for the Heber Valley Corridor EIS. UDOT will develop an active transportation component for each alternative based on the <i>Heber City Envision 2050 Master Plan</i>, the <i>Heber City Parks, Trails, & Open Space Master Plan</i> (currently in draft), and the <i>Wasatch County Trails Regional Master Plan</i>. For some alternatives, a multi-use trail may be appropriate. For other alternatives, bike lanes may be appropriate.</p>

Comment Response Matrix

			Valley Corridor Project may represent the best option for achieving the vision of a "lake to lake" trail. As such, all of the alternatives considered should include provisions for a future multi-use trail associated with the proposed highway alignments.	
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COUNTY MANAGER
Michael K. Davis



COUNTY COUNCIL
Danny Goode
Marilyn Crittenden
Steve Farrell
Kendall Crittenden
Mark Nelson
Jeff Wade
Spencer Park

June 7, 2021

Utah Department of Transportation
658 N. 1500 West
Orem, Utah 84057
Attn: Craig Hancock

To Whom It May Concern,

I am writing regarding the open comment period that ends June 14th for the Heber Valley Corridor study. Thank you for the opportunity to comment. We appreciate UDOT going through the public process to determine how to address the traffic issues in the Heber Valley. We are hopeful that an acceptable option will be identified through this EIS process.

If the study does determine that a bypass route is the preferred option we support and recommend a non-motorized trail along the bypass route. We have discussed this as a council and, while there are differing opinions regarding a bypass route, we are all in agreement that if a bypass route is the preferred alternative that it does include a non-motorized trail. The Wasatch County Trails Master plan, adopted by the County Council, shows a 10' wide asphalt trail along the alignment of the bypass route. Please take this into consideration as you continue to plan and implement the outcomes of the study.

We continue to see increasing use of our trail systems in Wasatch County and would like to provide a diverse trail system with connections to various locations so that people have options to use non-motorized travel and not just motorized vehicles.

I appreciate your time and would be happy to discuss further with you or the entire council if needed.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Nelson".

Mark Nelson

Wasatch County Council Chair

ASSESSOR
Todd Griffin

ATTORNEY
Scott Sweat

CLERK/AUDITOR
Joey Granger

RECORDER
Marcy Murray

SHERIFF
Jared Rigby

SURVEYOR
James Kaiserman

TREASURER
Diane Burgener

JUSTICE COURT JUDGE
Brook Sessions

Comment Response Matrix

Document Title		Wasatch County Scoping Comments			Preparer	
Document Date		June 7, 2020			Organization	Wasatch County
Commenter		Mark Nelson				
Item	Page	Section		Comment	How Addressed	
1	1			I am writing regarding the open comment period that ends June 14th for the Heber Valley Corridor study. Thank you for the opportunity to comment. We appreciate UDOT going through the public process to determine how to address the traffic issues in the Heber Valley. We are hopeful that an acceptable option will be identified through this EIS process.		
2				<p>If the study does determine that a bypass route is the preferred option we support and recommend a non-motorized trail along the bypass route. We have discussed this as a council and, while there are differing opinions regarding a bypass route, we are all in agreement that if a bypass route is the preferred alternative that it does include a non-motorized trail. The Wasatch County Trails Master plan, adopted by the County Council, shows a 10' wide asphalt trail along the alignment of the bypass route. Please take this into consideration as you continue to plan and implement the outcomes of the study.</p> <p>We continue to see increasing use of our trail systems in Wasatch County and would like to provide a diverse trail system with connections to various locations so that people have options to use nonmotorized travel and not just motorized vehicles.</p>	<p>UDOT is committed to incorporating active transportation into solutions developed for the Heber Valley Corridor EIS. UDOT will develop an active transportation component for each alternative based on the <i>Heber City Envision 2050 Master Plan</i>, the <i>Heber City Parks, Trails, & Open Space Master Plan</i> (currently in draft), and the <i>Wasatch County Trails Regional Master Plan</i>.</p> <p>For some alternatives, a multi-use trail would be appropriate. For other alternatives, bike lanes would be appropriate. Preliminarily, UDOT believes a multi-use trail may be appropriate for a bypass alternative.</p>	