

APPENDIX B

Notifications of Alternatives Meetings and Comment Period

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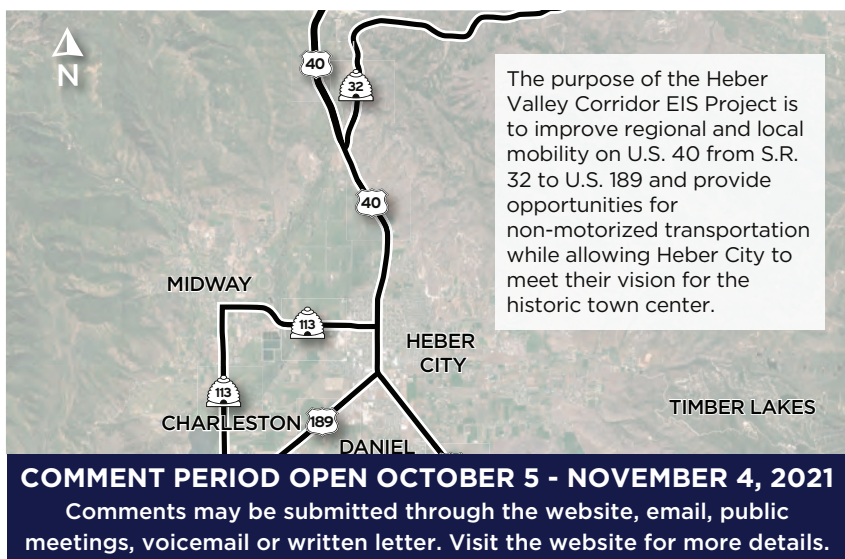
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PUBLIC NOTICE

Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT

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VIRTUAL PUBLIC MEETING

October 5, 2021

PRESENTATION

5:00-5:30 p.m.

Q & A

5:30-8:00 p.m.

**THIS MEETING WILL
BE HELD ON ZOOM**

IN-PERSON OPEN HOUSE

October 6, 2021

OPEN HOUSE

5:00-8:00 p.m.

**HEBER VALLEY
ELEMENTARY SCHOOL
730 South 600 West
Heber City, UT 84032**

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AFGHANISTAN REFUGEES

‘EVERYTHING’S IN DANGER’

Utah’s first Afghan refugee shares his personal account of chaos in Kabul

By Kyle Dunphy
Deseret News

The chaos unfolded in 30 minutes.

First they got a call saying the Taliban had entered downtown Kabul. The next call warned they were only 5 kilometers away from Hamid Karzai International Airport.

So 34-year-old Azim Kakaie, an air traffic controller of 11 years, grabbed his things and evacuated the tower.

Kakaie is the first of what will likely be hundreds of recently evacuated Afghans that will soon call the Beehive State home. He spoke with the Deseret News recently at the Catholic Community Service’s Utah headquarters about 40 hours after arriving at the Salt Lake City International Airport — 40 hours spent navigating paperwork and a flood of media inquiries.

Leaving Afghanistan

As Taliban fighters enveloped the country’s capital, Kakaie moved to a different, less exposed tower on the other side of the runway, along with his colleagues. Over the next two days, he saw firsthand the turmoil at the airport that would later captivate the world.

“The second day at noon (was) when the people came across the runway and held the aircraft,” he said, describing the scene of hundreds of desperate Afghans chasing after a U.S. Air Force C-17, some clinging to its side. “They just want to leave the country and be somewhere else.”

Kakaie spent several days in the tower providing air traffic support for the military planes shuttling people out of the country. Meanwhile his wife, Shazia, younger brother and mother-in-law were still at home. They had made several unsuccessful attempts to enter the Kabul airport.

Shazia was beaten by the Taliban. Her body started “turning black and swollen.” She was tear-gassed by Afghan government forces guarding the airport. Every time she tried to get through the gates, she was turned away.

On the third day air traffic control was handed over to the U.S. military. Kakaie was relieved of his duties and told by military officials that he should evacuate. It became clear that if Kakaie didn’t leave immediately, the situation at the airport could continue to unravel, and he might never leave.

“I was deep under pressure and just crying, and my two American friends, they were holding me from the time that I left my room all the way to get to the (plane). ... It was very difficult,” Kakaie said, his voice wavering. He clasped his hands, and his eyes trailed off toward the floor as he tried to rein in his emotions.

“I cannot imagine ... what’s going to happen to my wife and how I should leave and abandon my family like this. It was a very difficult decision.”

Kakaie got on a plane and landed in Qatar hours later.

“Whatever I had from the day I was born until that point, I had to abandon,” he said.

He let out a small laugh when he thought about the car he left behind.

“My vehicle is still at the airport, maybe. Or maybe it’s destroyed, I don’t know.”

The day after he was evacuated, Kakaie’s family took a different route to the airport that he said was guarded by “U.S. heroes” who let them in. Thirty minutes later at the same gate, a suicide bomber, later claimed to be an ISIS-K member, triggered an explosion that killed over 180 people, including 13 U.S. service members.

His family eventually boarded a plane. They were flown to a U.S. military base in Germany, where they’re still waiting to be resettled in Utah.

One of Kakaie’s first orders of business now that he’s in Utah is to meet the family of Marine Staff Sgt. Taylor Hoover, a Utah native who was among those killed in the blast.

“I want to say thanks from my heart, that his sacrifice will be with all people ... he was trying to help the humanity of the people to get out of this difficult situation.”

After spending several days in Qatar helping the State Department reunify Afghan families, Kakaie was flown to Washington, D.C., and ultimately Utah.

‘Be strong’

Kakaie is one of over 110,000 Afghans evacuated from the Kabul airport over the past three weeks, although many of them are still bogged down in a web of bureaucracy and red tape that could delay the resettlement process by months.

Kakaie is a special immigrant visa holder, a status given to Afghans who worked alongside U.S. and allied forces — often as interpreters, translators or contractors — that helped streamline his resettlement process. However, many of the Afghans currently being held on U.S. military bases are classified as humanitarian parolees and likely meet the qualifications for a special immigrant visa, but the U.S. Embassy did not have time to process their paperwork during the chaotic evacuation.

Most parolees will eventually be granted political asylum. But it’s “a lengthy and very



Shafkat Anowar, Deseret News

Afghan refugee Azim Kakaie, who fled Kabul, Afghanistan, following the Taliban takeover, poses for a portrait at Catholic Community Services of Utah in Salt Lake City on Sept. 1. Kakaie, who worked as an air traffic controller at the Kabul Airport beginning in 2010, also worked with NATO and the U.S. military.

complex process” that requires help from immigration attorneys and resettlement agencies, said Aden Batar, director of migration and refugee services for the Catholic Community Services of Utah.

“We’re not going to get all the refugees at one time; it’s going to be spread out over weeks or months,” Batar said.

Kakaie’s advice to those stuck in limbo? “Be strong.”

“Once they are out of Kabul, they will be safe,” he said. “I know it’s going to take time for them to be in their final destination. They need to be strong, and they shouldn’t lose hope.”

The challenges ahead for Afghan refugees Regardless of where they come from, refugees face a mountain of challenges upon their arrival — the language, jobs, culture, food, weather, laws and transportation are all new.

“Everything is foreign,” Batar said. “Navigating through all that is going to take time.”

Organizations like Catholic Community Services or the International Rescue Agency are tasked with making the transition for people like Kakaie as seamless as possible. Two days in, staff already took him grocery shopping and set him up with basic benefits from the state.

The immigration department is working to resettle his family, the employment team is trying to match him with a job and, if he wants, help enroll him at Salt Lake Community College. Kakaie is currently staying with his cousin, but when the time comes, staff members will help him find housing.

“From the time that I reach Utah, I don’t face no challenges. This community is very supportive, they are very good people,” Kakaie said.

Many coming from Afghanistan, a country plagued by nearly 40 years of war, might also be struggling with post-traumatic stress disorder, Batar said.

“Anyone that is coming from war-torn countries, mental health challenges are another thing that we need to be watching and assessing and providing any treatment they might need,” he told the Deseret News on Thursday.

Salt Lake City was recently named one of 19 cities where Afghan refugees can choose to be resettled, and it remains unclear exactly how many will land in Utah. Estimates from local advocates range from a couple hundred to over 1,000.

“We are ready to take any case that is given to us. ... We might get a couple hundred, but I don’t know,” said Batar, who noted the Beehive State can sustain up to 1,300 refugees each year.

‘Everything’s in danger’

The emotions Kakaie feels when he sees images of the Taliban walking freely through the city he once called home are hard to put into words.

“I want to be as strong as much as I can,” he said. “But I cannot say when I am by myself how much I cried for all those people.”

During the decadeslong war that cost the U.S. nearly \$1 trillion, Kakaie witnessed a transformation in Kabul rifle with new schools, towering buildings and paved roads. Now, he says, “it’s all gone.”

“The presence of the international community brought huge changes in Afghanistan,” Kakaie said. “Universities,

schools, human rights, democracy, media and communications, all of them were available somehow. But now, all of them, it’s zero. Everything is in danger.”

Kakaie’s primary focus is now on getting his wife, brother and mother-in-law to Utah. The rest of his family is scattered, with brothers in Europe and Australia and a sister now safe in Pakistan. One of his brothers is still in Kabul.

He likes Utah. He says the people are nice,

the culture is welcoming, and he’s already in contact with several Afghan families. When he looks east toward the Wasatch Mountains, he’s reminded of the small village where he was born in central Afghanistan’s Ghazni district.

“That’s the one thing I really like,” Kakaie said. “In the morning it’s like OK, where am I? Am I in the United States? Or am I still there?”

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Richard Allen Hunter

Richard Allen Hunter was born on June 29, 1938, in Los Angeles, California, to Howard W. Hunter and Clara May Jeffs. He was the youngest of three sons, his older brothers Howard, Jr., who died in infancy, and John. From boyhood through his young adulthood, Richard was adventurous, curious, and athletic. He earned the rank of Eagle Scout at 14. Richard excelled in high school track and basketball, and enjoyed summers at the beach. It was during high school that Richard developed his lifelong admiration of jazz, classical, and film score music, his favorites being jazz pianist Dave Brubeck and later, Star Wars composer John Williams. Richard was also a faithful member of The Church of Jesus Christ of Latter-day Saints. When he attended Seminary Graduation in May 1956, the newly graduated high school boy looked up at the young woman speaking and said, "That's the girl I'm going to marry." A few months later, on July 28, Richard finally met Nan Greene. On their second date to see Disney's Fantasia, Richard boldly asked, "Nan, will you marry me?" Her reply came as much as a surprise to her as to him, when she confidently said, "Yes, if I love you, and if you are the most wonderful man in the world." After serving a mission for the Church in Australia, Richard returned to Nan and continued his regular practice of proposing. Five and a half years after meeting, Nan finally said "Yes" because she loved him, and because she deemed him the most wonderful man in the world. They were sealed on December 8, 1961 in the Salt Lake Temple by his father, Howard, accompanied by his mother, Clara, and Nan's parents, Nathanael Sullivan Greene and Florence Williams Greene. Richard attended Brigham Young University and actively participated in school government and his ward. He served as a counselor to Bishop Loftis Sheffield his last two years before graduating with a degree in accounting and a minor in English. Following graduation he and Nan moved to Berkeley, California where he entered law school. While there he taught early morning Seminary and served as secretary to the Stake Young Men's President. Kathleen and Anne were born and Michael was on his way when they left Berkely to obtain a CPA in Denver, Colorado. In 1967 he began a private practice of law in San Jose, California, following in his father's footsteps.

His work as a lawyer, a father, a husband, and church leader, quickly elevated him to 'wonderful'. Richard's church service included serving as Bishop, Stake President, Mission President, and Temple President, and regardless of the assignment, he was above all a teacher. He was kind to all, respectful, focused on the person with whom he spoke, never wavered in keeping his

covenants, never spoke ill of others, forgave those who harmed him, joyfully went about his Father's business without complaint, and was the same good and patient man in private and in public. Richard kept every confidence, loved and served the youth, and provided for many, never seeking praise. He studied the life of the Savior and of Joseph Smith, knew a great deal about everything, loved the temple, the Savior, his wife, children and family and those with whom he served. Richard is our dear father, husband, grandfather and friend.

He will be remembered by: His wife of 60 years, Nan Greene Hunter; The Peterson family: Kathleen & Rob—Clarissa, Julia, Will; The Hayden family: Anne & Steve—Sam & Eliza, Elliott, Fiona, Eric; Will & Amanda, Mary; Ben & Zizi; Hannah, Julia; The Hunter family: Michael & Virginia—Cambria, McKayla, Paisley, Alyssa, Andrew; The Evans Family: Merrily—Katie, Sarah; The Hunter Family: David & Jill—Nate & Sarah; Anna & Julian; Tommy, Jake, Sam, Ben, Grace; The Hunter Family: James & Karen—Chloe, O'Neill, Seth, Lulu

The Gregor Family: Tim & Julia—James, Andrew, Nellie, Howard, David, Elisabeth; The Hunter Family: Sam & Alisa—Wesley, Stella, Ethan, Ivy and many, many more.

May he fill the heavens with his goodness and love.

Interment services were held on Sunday, Sept. 12, 2021 in the Wallsburg Cemetery. Funeral services will be held: Saturday, Sept. 25, at 11 a.m. The Church of Jesus Christ of Latter-day Saints, 303 W. 3700 N., Provo. Or attend via YouTube at <https://youtu.be/186Y7x43770> Please wear masks while in the building.



Vernon William Jaques

Vernon William Jaques, age 91, passed away peacefully at his home in LaVerkin, surrounded by his wife and family on Sept. 16, 2021.

He was born on June 13, 1930, to Elverda Jane Beckstead and Thomas Vernal Jaques in Layton Utah, where he spent his childhood learn-

ing to work hard, hunt and fish. Vernon honorably served his country during the Korean War. He always said he joined the Navy to see the world and got stuck in Virginia. Upon returning home, he married his sweetheart Violet Mechem on March 21, 1951, in Idaho Falls, Idaho. They were later sealed in the Salt Lake Temple. The young couple started their family and continued their journey in Wallsburg Etna California, back to Wallsburg and finally settling in LaVerkin for their "retirement" years. The family's quality time was spent hunting, fishing and camping. The years of fun memories and life lessons have been passed on to the younger generation and will continue to be shared. Vernon will always be remembered for his gardening and cabinet making and as a hard working, loving, kind and generous man, by all who were blessed to know him and have him in

their lives.

Vernon was met on the other side by his parents; his stepfather Hugh McQueen; his brother Vernal; sister Ila; son Ryan Vernon; daughter Laura Jane; daughter-in-law Robin Jaques; granddaughter Sarah Jane Kinsey, and many more loved ones. His Legacy will be carried on by his wife; son Steven William (Debbie) of Wallsburg; daughter Peggy Ellen (Don Williams) of Kanarrville, Utah; son Layne Albert (Alicelyn) of LaVerkin, Utah; son Michael Nathanael (Cheyenne) of Hurricane, UT, and daughter Rebecca 'Bec' Jane of LaVerkin, and many grandchildren, great-grandchildren and great-great-grandchildren.

Funeral Services were held Monday, Sept. 20, at the LaVerkin West Chapel, 70 S. 300 W., LaVerkin, with graveside service following at LaVerkin City Cemetery. Condolences may be shared at mcmillanmotuary.com

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WWW.DESERET.COM

Friday, Sep 24, 2021 | Deseret News Weekend

A11

TREATMENT FROM A10**'We've been bending over backwards to give this'**

Doctors who are part of a working group setting guidelines for how monoclonal antibodies are used in Utah have similar concerns. Currently, just under 52% of all Utahns are fully vaccinated against COVID-19, meaning it's been two weeks or more since their final dose, and there are few mask mandates.

"For those of us in the medical community, trying to piece all of this together, it's just really frustrating," said Dr. Emily Spivak, a University of Utah Health infectious diseases physician. She took issue with Adams' statements suggesting the treatment is not being used enough.

"It sounded a little bit like blaming us, and none of which is true. We've been bending over backwards to give this. This will help keep people out of the hospital," Spivak said, but "it's very labor intensive. It's distracting about what really should be the discussion, which is getting vaccinated and wearing masks."

Spivak said Utah has been recognized

nationally for including race in calculating whether someone qualifies for the treatment. The federal combatcovid.hhs.gov website includes details of Intermountain Healthcare's "equitable risk-adapted strategy" for using monoclonal antibodies among its promising practices for health care professionals.

Utahns "definitely should not be relying on this treatment to save them. Again, if people get sick and they're not vaccinated and they're high risk, we will of course do our best to get them this therapy," she said, adding, however, "it is much more effective, cheaper, easier, to get the vaccine than these monoclonal antibodies."

Dr. Brandon Webb, an Intermountain Healthcare infectious diseases physician, also said there's "a very real risk" the treatment may become a disincentive for some people to get vaccinated.

"Monoclonal antibodies are simply not a substitute for vaccinations," Webb said.

He said that makes it "really important that we continue to message correct information, which is that no secondary preventative or treatment option can take the place of the benefits of primary prevention, including vaccination, social distancing, limiting gatherings and masks where appropriate."

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UDOT
Utah Department of Transportation



Ronald Scott Gressmen

MANTI- Ronald (Scott) Gressmen, 63, of Manti, passed away on Monday, Sept. 20, 2021, after complications from pneumonia and cancer. He chose to go peacefully on his own terms and so he did.

Scott was born on Jan. 23, 1958, in Murray, to Donald Jack and Gayle Ruth (Perry) Gressmen. He grew up in Utah, calling Wasatch County, Carbon County and Sanpete County home for most of his

life. After losing his first wife, to whom he was married to for 37.5 years, he married his current wife MiChele on Feb. 13, 2016, who was by his side until the very end. He loved MiChele, his kids and grandkids and will truly be missed. Scott was an avid hunter and fisherman. You could always find him on a mountain or sitting in a good hole on his favorite lakes.

Scott loved sitting around a good campfire picking his guitar and singing to anyone who would listen. He loved writing music and loved singing even more. Scott was a big fan of camping trips, whether it be for the elk or deer hunt, or to just get friends and family together. You could always find him cheering on the Dallas Cowboys or on the golf links with his brothers being competitive. Scott's love for horses was a beautiful thing and he had a passion for them. Scott was the shortest brother in his family, but the one with the loudest personality. Everyone knew he was there before

they saw him. He was always the life of the party and welcomed anyone to join.

Scott is preceded in death by his first wife, Trish; his parents; grandparents; uncle Mish; nephew Jake, and a few best friends.

He is survived by his wife MiChele (Fryant) Gressmen; daughter, Courtney (Jeff) Hawkins; son, Garrett Gressmen; step-daughter, Abbey (Luis) Duran; step-sons, Taylor, Quincy and Reagan; 7 grandchildren and siblings, Don, Bob, John, Teresa, Gayla and Frank; and several nieces and nephews.

The family would like to thank the doctors and nurses at the Huntsman's Cancer Institute ICU, for all they did for our husband/dad through his final week of life. You are greatly appreciated.

Cremation services have been held and a Celebration of Life will be held on Oct. 10, starting at noon, in the Manti City Park.

Funeral directors: Magelby Mortuary, Richfield, Salina and Manti.

Old Days

Oct. 7, 1921

Charleston: George Casper of Tabiona is visiting relatives here.

Johnnie Brown of California is visiting his mother, Mrs. I.N. Brown.

Mr. and Mrs. Angus Thacker are rejoicing over a new boy at their home last Sunday.

Mr. and Mrs. Stanley from Tabiona were the guests of Mr. and Mrs. Angus Thacker last Saturday.

Mrs. Belle Moulton of Heber and Mrs. Marion Ivie from Tabiona are the guests of Mrs. C.E. Thacker.

Mrs. Hartley Carlile entertained at a shower last Saturday evening for Mr. and Mrs. Coon of Magna, formerly Miss Fern Simmons.

Mrs. Lottie Wright has returned from California where she has been visiting her daughters Mima and Elsie for the past three months.

Mr. and Mrs. Frank Webster and Mrs. Sylvia Jenkins have spent several days at Duchesne.

Would Get Jobs For Men - State president of Oregon's Woman's Auxiliary plans to oust women who do not need to work.

Hot weather frequently will cause clocks and watches long out of use to start running. The heat melts the old oil which has hardened and clogging the bearings.

The Thousand Islands - The Thousand islands is the name given to a collection of

small islands in the expansion of the St. Lawrence river from the eastern end of Lake Ontario for about forty miles. They are located partly in New York state and partly in Canada. It is estimated that there are from 1,500 to 1,800 islands in the group. Handsome summer residences have been erected on many of the islands. Large hotels furnish accommodations for many city visitors during the summer.

From the Atlantic coast to the Mississippi river on paved roads! This may sound like a motorist's dream, but it will be actually possible to make such a trip this fall. The last stretch of the national pike in Illinois will be completed then. Never before has such a long paved road been possible in this country.

—Compiled by June Muir

PUBLIC NOTICE

Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT

The Utah Department of Transportation (UDOT) is inviting the public to two public meetings, one virtual and one in-person, in early October regarding conceptual transportation alternatives in the area of U.S. 40 from S.R. 32 to U.S. 189. UDOT is seeking comments on the range of alternatives, the criteria used to screen alternatives and identification of any social, economic, and environmental impacts. Please join us!



COMMENT PERIOD OPEN OCTOBER 5 - NOVEMBER 4, 2021
Comments may be submitted through the website, email, public meetings, voicemail or written letter. Visit the website for more details.

The same information will be presented at both meetings. A presentation will be made on Zoom, while the same information will be on display open house style at the in-person meeting.

VIRTUAL PUBLIC MEETING October 5, 2021

PRESENTATION
5:00-5:30 p.m.
Q & A
5:30-8:00 p.m.

**THIS MEETING WILL
BE HELD ON ZOOM**

IN-PERSON OPEN HOUSE October 6, 2021

OPEN HOUSE
5:00-8:00 p.m.

**HEBER VALLEY
ELEMENTARY SCHOOL**
730 South 600 West
Heber City, UT 84032

Individuals without internet access or needing special accommodations (including auxiliary communications aids and services or language translation) for the meetings should notify the project team at 801-210-0498 or HeberValleyEIS@utah.gov by September 27, 2021.

For more information on the public meetings and conceptual alternatives, visit:

HeberValleyEIS.udot.utah.gov

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.



Go Classifieds! It Pays

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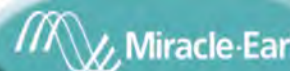
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POLITICS

Why Romney, GOP colleagues say Democrats’ ‘human infrastructure’ bill would deter marriage

Utah Republican senator says federal policies should be designed to encourage marriage

By Dennis Romboy
Deseret News

Sen. Mitt Romney wants Democrats to remove “harmful” penalties for marriage from their so-called human infrastructure bill that he says would discourage people from tying the knot.

The Utah Republican along with 32 of his GOP Senate colleagues sent a letter Wednesday to Senate Majority Leader Chuck Schumer, D-N.Y., and Sen. Ron Wyden, D-Ore., Senate Finance Committee chairman, outlining their arguments against the provisions.

“Discouraging marriage is not in our country’s best interest and sends the wrong message to our families,” according to the letter. “We believe that marriage is a vital social good. It is misguided and unfair for the government to build bigger barriers for couples to marry.”

Earlier this year, Romney proposed sending monthly government checks to families for children as a way to encourage marriage and raise the birth rate in the United States, both of which he says are going in the wrong direction.

Federal policy should be designed to foster strong marriages, which are the foundation of strong families and strong communities, the GOP senators wrote in the letter.

“Unfortunately, despite its original rollout as part of the ‘American Families Plan,’ the current draft of the reconciliation bill takes an existing marriage penalty in the Earned Income Tax Credit and makes it significantly worse. This is not the only marriage penalty created or worsened by the partisan bill,” according to the letter.

The GOP senators contend that the tax

credit is an important policy tool to incentivize work, but it is also embedded with small, but damaging, marriage penalties.

For example, they said, a couple in 2019 with two children where one parent earns \$12,000 and the other \$30,000 could pay \$1,578 more in taxes if they are married — or nearly 4% of their yearly earnings.

The reconciliation bill could make the same family significantly worse off. It could nearly double the marriage penalty, costing the same parents \$2,713 if they choose to marry, according to the senators.

Current marriage penalties occur when a household’s overall tax bill increases due to a couple marrying and filing taxes jointly.

A number of other federal programs, such as Medicaid, Temporary Assistance for Needy Families, and Section 8 housing assistance also create marriage penalties by eliminating or reducing benefits for couples who marry.

Congress considers those policies individually, disregarding the significant financial hurdles that the combined effect can create for low-income couples to marry, the senators wrote.

Senate Budget Committee Democrats and the White House agreed to a \$3.5 trillion “human infrastructure” package earlier this summer. It includes government assistance for child care, paid leave, free community college, and programs to combat climate change and expand health insurance access. Democrats plan to pay for it with tax increases on wealthy individuals and corporations.

The bill can only pass the Senate through reconciliation, a process that allows legislation to pass with a simple majority rather than the usually required 60 votes.



J. Scott Applewhite, Associated Press
Sen. Mitt Romney, R-Utah, returns to his office after a vote at the Capitol in Washington on Wednesday.

“We believe that marriage is a vital social good. It is misguided and unfair for the government to build bigger barriers for couples to marry.”

— From a letter signed by Sen. Mitt Romney and 32 other GOP senators

Lee strikes out in attempts to end vaccine mandate

Utah Republican’s ‘Don’t Jab Me Act’ goes down to defeat on Wednesday in the Senate

By Dennis Romboy
Deseret News

Sen. Mike Lee took another shot Wednesday at President Joe Biden’s COVID-19 vaccine mandate, but struck out for the second day in a row.

This time the Utah Republican proposed legislation he dubbed the “Don’t Jab Me Act” that would allow people who lose their jobs or their livelihoods because of the vaccine requirements to sue the federal government.

“The bill would make these very Americans whole after the president of the United States made working impossible for them,” Lee said on the Senate floor.

Sen. Dick Durbin, D-Ill., objected to Lee’s attempt to pass the measure by unanimous consent, sending it to defeat in the same fashion as his legislation Tuesday.

The “very vague” language in the bill would prompt a flood of lawsuits by people claiming that the vaccine mandate harmed them in a physical or nonphysical way, Durbin said. In the rare case that a person suffers physical injury as a result of a COVID-19 shot, there’s already a system in place to provide compensation, he said.

Durbin also displayed a chart showing coronavirus infection and death rates in the 24 states, including Utah, that have threatened to sue Biden if the mandate becomes law.

“Well, it turns out the infection rate for COVID-19 is more than twice in those states as it is in the states not filing these lawsuits. The death rate is almost three times the rate of those states that didn’t file a lawsuit and the vaccination rates are significantly lower,” he said.

Under Biden’s plan, companies with 100 or more employees would have to require their workers to be vaccinated or undergo at least weekly coronavirus testing. Businesses that don’t comply could face fines of up to \$14,000

per violation. The Occupational Safety and Health Administration is to issue an emergency temporary standard implementing the new requirement, which will cover 80 million private-sector workers.

In announcing the plan earlier this month, Biden said it’s “not about freedom or personal choice.”

Lee, who has received the COVID-19 vaccine and supports vaccination, said his bill is about allowing people to obtain redress for, among other things, the “awful Hobson’s choice” they are facing and increasingly going to face as the mandate kicks in. People shouldn’t have to choose between their jobs and personal health care decisions, he said.

His office is in contact with 144 Utahns, including pregnant mothers, medical professionals and essential workers, who are concerned about being required to get the vaccine, Lee said. Doctors, he said, have advised some people to not get the vaccine due to autoimmune deficiencies or other medical reasons. Others don’t get the shot for religious reasons, he said.

“These Americans are not the enemy,” he said. “President Biden and those who support this effort are grasping for solutions they believe can bolster their political position and shift the blame on the status of the pandemic.”

Lee reiterated his belief that the president lacks the authority to issue the mandate, and that in merely announcing it, has turned businesses into the “COVID-19 vaccine police for the entire country.”

The senator said it “stuns” him to think that a sweeping federal mandate could be about anything other than freedom and personal choice.

“It’s like robbing a bank and then saying it’s not about the money,” he said.

Lee said he intends to keep filing bills “as long as it takes to fight this egregious mandate.”

PUBLIC NOTICE

Heber Valley Corridor

ENVIRONMENTAL IMPACT STATEMENT

The Utah Department of Transportation (UDOT) is inviting the public to two public meetings, one virtual and one in-person, in early October regarding conceptual transportation alternatives in the area of U.S. 40 from S.R. 32 to U.S. 189. UDOT is seeking comments on the range of alternatives, the criteria used to screen alternatives and identification of any social, economic, and environmental impacts. Please join us!

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

COMMENT PERIOD OPEN OCTOBER 5 - NOVEMBER 4, 2021

Comments may be submitted through the website, email, public meetings, voicemail or written letter. Visit the website for more details.

The same information will be presented at both meetings. A presentation will be made on Zoom, while the same information will be on display open house style at the in-person meeting.

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October 5, 2021

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October 6, 2021

OPEN HOUSE

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HEBER VALLEY ELEMENTARY SCHOOL

730 South 600 West

Heber City, UT 84032

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From: [Geoff Dupaix](#)
Subject: UDOT To Hold Public Meetings for Heber Valley EIS Transportation Alternatives
Date: Monday, September 27, 2021 12:18:51 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 To Hold Public Meetings for Heber Valley EIS Transportation Alternatives

Concepts to be released Oct. 1; comment period runs Oct. 5 - Nov. 4

Heber City, Utah (Sept 27, 2021) — The Utah Department of Transportation (UDOT) will hold public meetings for conceptual alternatives identified as part of the Heber Valley Corridor Environmental Impact Statement (EIS). Two public meetings, one virtual and one in-person, are scheduled for early October as follows:

- **Virtual Meeting: Oct. 5 from 5 - 8 p.m.** Meeting will be held via Zoom. A link will be provided in advance on the project Facebook page and project website. Project team members will give a formal presentation at the beginning of the meeting, which will be followed by a question & answer session. For those who miss the formal presentation, it will be recorded for the public to review.
- **In-person Open House: Oct. 6 from 5 - 8 p.m.** at Heber Valley Elementary School, 730 S 600 W, Heber City
At the in-person meeting, the community will have an opportunity to review the materials and speak directly with team members. While no formal presentation is planned for the in-person open house event, the same information presented in the virtual meeting will be available at this meeting.

UDOT plans to make the conceptual alternatives available on the study website ahead of the public meetings, as early as Friday Oct. 1. Thirteen alternatives have been developed: six concepts focus on improving U.S. 40, four concepts for a western bypass, three concepts for an eastern bypass and a transit option based on the recommendations of Wasatch County Transit Study (2020). These alternative concepts were developed using information from previous studies, public comments and traffic analysis conducted by the EIS project team.

During this phase of the EIS, the public is encouraged to review the conceptual alternatives and provide comments starting Oct. 5. UDOT is seeking comments on the range of alternatives, the criteria used to screen alternatives and identification of any social, economic, and environmental impacts. The public comment period will be open from Oct. 5 through Nov. 4, 2021.

To learn more about the project and submit comments when the comment period opens, citizens can use the contact information provided below:

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

“Public input helped inform the development of these concepts,” said Craig Hancock, UDOT Project Manager. “We hope that the community will continue to provide their input to us during this stage of the process. We want to develop solutions that meet the project’s purpose and improve transportation for the valley.”

Following the scoping period held last April, UDOT also revised the study’s purpose and need statement to include opportunities for non-motorized transportation (or active transportation) as a primary purpose. Accommodations for non-motorized transportation such as cycling and walking could be provided through trails, bike lanes etc., and will be incorporated into alternative concepts that pass the screening process.

Those without internet access or requiring language or other accommodations to participate in the process are asked to notify the project team at 801-210-0498 or hebervalleyeis@utah.gov for assistance.

###

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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



Heber Valley EIS <hebervalleyeis@utah.gov>

NOTIFICATION: Heber Valley Corridor EIS Update & Public Meetings

1 message

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

Tue, Sep 14, 2021 at 4:30 PM

Reply-To: hebervalleyeis@utah.gov

To: hebervalleyeis@utah.gov

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Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT



NOTIFICATION

Public Meetings Planned for October

Thank you for your continued interest in the Heber Valley Corridor Environmental Impact Statement (EIS). The Study Team is providing you an update regarding our activities and what to expect in the coming months.

Based on comments received during the scoping period held earlier this year, UDOT revised the study's purpose and need to include opportunities for non-motorized transportation (or active transportation) as a primary purpose. Non-motorized transportation was initially included as a secondary objective. Accommodations for non-motorized transportation such as cycling and walking could be provided through trails, bike lanes etc., and will be incorporated into alternative concepts that pass the screening process.

A revised Purpose and Need Technical Report will be available when we present the conceptual alternatives in early October. As a reminder, 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.

The study team has begun preliminary work on developing alternatives and has identified a range of conceptual alternatives to address the purpose and need. These include concepts that improve U.S. 40 along its current alignment, west bypass options, east bypass options, a one-way-couplet, and transit. These concepts were informed by previous studies, public comments received throughout the current study, and traffic analysis conducted by the EIS team. At this phase of the process, the alternatives are conceptual only. Alternative concepts that do not meet the purpose and need, or that perform similarly to other alternatives but have greater impacts to key resources, will be eliminated during the screening process. The remaining concepts will be developed further before the detailed impacts analysis.

Virtual and in-person public meetings are planned in early October to present the concepts for public and agency review and comment. The virtual meeting is planned for October 5 and will be followed by an in-person meeting scheduled for October 6. The 30-day public comment period is scheduled to run from October 5 through November 4. During the comment period, UDOT will be seeking comments on the range of alternatives under consideration, criteria used to screen alternatives, and identification of social, economic, and environmental considerations.

More details on the public meetings and the alternative concepts will be placed on the website in advance of the October 5 virtual meeting.

View Project Team Presentations to Local Governments

The project team presented a project update to the Midway City Council and Wasatch County Council. Click the links below to view/listen to the presentations. The team will also be presenting to Heber City Council on Sept. 21.

Midway City Council - Sept. 7 (UDOT at 23:50)

Wasatch Co Council - Sept. 8 (UDOT at 12:10)

Heber Valley EIS Timeline & Process



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



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](#)

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

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2825 E Cottonwood Parkway, Suite 200 Salt Lake City, UT 84121





Heber Valley EIS <hebervalleyeis@utah.gov>

Heber Valley EIS Public Meeting Information Details

1 message

Heber Valley EIS Project Team <hebervalleyeis@utah.gov>
Reply-To: hebervalleyeis@utah.gov
To: hebervalleyeis@utah.gov

Fri, Sep 24, 2021 at 4:30 PM

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Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT



Public Meetings Planned for October
Virtual Meeting on Oct. 5 & In-Person Open House on Oct. 6

Thank you for your continued interest in the Heber Valley Corridor Environmental Impact Statement (EIS).

UDOT is inviting the community to two public meetings, one virtual and one in-person, to review the conceptual transportation alternatives the project team has developed for the EIS.

The virtual public meeting is October 5 from 5:00 - 8:00pm on Zoom, with a presentation followed by a question & answer session.

The in-person open house is October 6 from 5:00 - 8:00pm at Heber Valley Elementary School, where the community will have an opportunity to review the materials and speak directly with team members.

While no formal presentation is planned for the in-person open house event, the same information will be presented at both meetings. Please review the participant guides prior to attending each meeting for details on what to expect.

Oct. 5 Virtual Meeting Guide

Oct. 6 In-Person Open House Guide

Alternative Concepts Developed

The study team has begun preliminary work on developing alternatives and has identified a range of conceptual alternatives to address the purpose and need. These include concepts that improve U.S. 40 along its current alignment, west bypass options, east bypass options, a one-way-couplet, and transit.

At this phase of the process, the alternatives are conceptual only. Alternative concepts that do not meet the purpose and need, or that perform similarly to other alternatives but have greater impacts to key resources, will be eliminated

during the screening process. The remaining concepts will be developed further before the detailed impacts analysis.

More details on the alternative concepts will be placed on the website in advance of the October 5 virtual meeting.

View Project Team Presentations to Local Governments

The project team presented a project update to the Heber City, Midway and Wasatch County Councils. Click the links below to view/listen to the presentations.

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Wasatch Co Council - Sept. 8 (UDOT at 12:10)

Heber City Council - Sept. 21 (UDOT at
1:15:30)

Wasatch Co Interlocal - Sept. 22 (UDOT at
2:30)

Heber Valley EIS Timeline & Process



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

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2825 E Cottonwood Parkway, Suite 200 Salt Lake City, UT 84121





Heber Valley EIS <hebervalleyeis@utah.gov>

NOTIFICATION: EIS Alternative Concepts & Public Meetings

1 message

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

Fri, Oct 1, 2021 at 9:30 AM

Reply-To: hebervalleyeis@utah.gov

To: hebervalleyeis@utah.gov

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Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT



***Alternative Concepts Information Available
for Review on Website***

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.

UDOT has identified 13 alternative concepts that are under consideration in the EIS. Alternative concepts were developed using information from previous studies, public comments and traffic analysis conducted by the EIS project team. These alternative concepts will be evaluated in a multi-level screening process to determine which alternatives will be carried forward for detailed environmental analysis.

Four alternative concepts for a western bypass have been developed. The primary differences between the alternatives are speed limit and connections to the local network (interchange or intersection locations). Three western bypass concepts generally follow the corridor that has been preserved by Heber City and Wasatch County. These three bypass concepts have an option to realign U.S. 189. The fourth extends farther to the north.

Three alternative concepts for an eastern bypass have been developed. The primary differences between the alternatives are speed limit and connections to the local network (interchange or intersection locations). Two of the eastern bypass concepts would be parallel to 1200 East; the third would be on 1200 East (Mill Road).

Six concepts for improving U.S. 40 have been developed. These include widening, intersection improvements, tunneling/bridging, converting to a one-way couplet and utilizing reversible lanes between 500 North and 1200 South.

The National Environmental Policy Act (NEPA) requires evaluation of a No-Action Alternative to serve as a baseline for comparison of the action alternatives. The No-Action Alternative assumes 2050 traffic conditions without

the Heber Valley Corridor Project and will be considered with the conceptual alternatives.

Additional information on the alternative concepts and how they will be evaluated are available for review on the project website.

[View All Alternative Concepts Materials](#)

[Submit Comment](#)

Public Meetings To Be Held On October 5&6

Virtual Meeting on Oct. 5 & In-Person Open House on Oct. 6

UDOT will be hosting a virtual public meeting and presentation on October 5 to review the alternative concepts and answer questions, along with an in-person open house on October 6 at the Heber Valley Elementary School.

The virtual public meeting is October 5 from 5:00 - 8:00pm on Zoom, with a presentation followed by a question & answer session.

Please review the participant guide prior to attending the meeting for details on what to expect.

[Join Oct. 5 Zoom Meeting](#)

[Oct. 5 Virtual Meeting Guide](#)

The in-person open house is October 6 from 5:00 - 8:00pm at Heber Valley Elementary School, where the community will have an opportunity to review the materials and speak directly with team members. While no formal presentation is planned for the in-person open house event, the same

information will be presented at both meetings.

Please review the participant guide prior to attending the meeting for details on what to expect.

Oct. 6 In-Person Open House Guide

If you are aware of anyone in the community without internet access or needing accommodations including but not limited to translation or captioning, please notify the project team at 801-210-0498 by October 3 for assistance with participating in the meeting, viewing materials or providing comments. Hard copies of project information are available to view at the following locations:

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

Public Comment Period Open Next Tuesday October 5 through November 4

A 30-day public comment period begins on October 5. UDOT is asking the public to comment on the range of alternatives, the criteria used to screen alternatives, and identification of any social, economic, and environmental impacts. The 13 concepts will be narrowed down through the screening process based on how well they meet the project's purpose and need and potential impacts to key resources. The concepts that pass through screening will be evaluated in detail in the Draft EIS.

Comments may be submitted through the project website, email, public meetings, voicemail, or sending a letter to the study team by November 4
Mailed comments need to be postmarked by November 4.

The project team will collect all questions and comments submitted throughout the public comment period and group these according to commonly asked subjects. A frequently asked questions guide will be developed to address those subjects, which will be posted on the project website.

[Submit Comment](#)

[Project Contact Information](#)

View Project Team Presentations to Local Governments

The project team presented a project update to the Heber City, Midway and Wasatch County Councils. Click the links below to view/listen to the presentations.

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[Wasatch Co Council - Sept. 8 \(UDOT at 12:10\)](#)

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1:15:30\)](#)

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

2825 E Cottonwood Parkway, Suite 200 Salt Lake City, UT 84121





Heber Valley EIS <hebervalleyeis@utah.gov>

REMINDER: Virtual Public Meeting Tonight at 5:00pm

1 message

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

Tue, Oct 5, 2021 at 9:00 AM

Reply-To: hebervalleyeis@utah.gov

To: hebervalleyeis@utah.gov

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Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT



Virtual Public Meeting Tonight on Zoom
Presentation begins at 5:00pm, followed by Q&A until 8:00pm

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.

UDOT will be hosting a virtual public meeting and presentation tonight, October 5 to review the alternative concepts and answer questions.

The virtual public meeting will run from 5:00 - 8:00pm on Zoom, with a presentation followed by a question & answer session. The meeting will be recorded and also live-streamed to the [Heber EIS Facebook Group](#).

Please review the participant guide prior to attending the meeting for details on what to expect.

Join Oct. 5 Zoom Meeting

Oct. 5 Virtual Meeting Guide

If you are aware of anyone in the community without internet access or needing accommodations including but not limited to translation or captioning, please notify the project team at 801-210-0498 for assistance with participating in the meeting, viewing materials or providing comments. Hard copies of project information are available to view at the following locations:

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[Wasatch County](#) Administration: 25 North Main St, Heber City, UT

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

***Alternative Concepts Information Available
for Review on Website***

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[View All Alternative Concepts Materials](#)

[Submit Comment](#)

Public Open House On October 6

Open House begins at 5:00pm - no formal presentation

All materials that will be displayed at the open house are available to view on the project website.

The in-person open house is October 6 from 5:00 - 8:00pm at Heber Valley Elementary School, where the community will have an opportunity to review the materials and speak directly with team members. While no formal presentation is planned for the in-person open house event, the same information will be presented at both meetings.

Please review the participant guide prior to attending the meeting for details on what to expect.

[Oct. 6 In-Person Open House Guide](#)

Public Comment Period Opens Today October 5 through November 4

A 30-day public comment period begins on October 5. UDOT is asking the public to comment on the range of alternatives, the criteria used to screen alternatives, and identification of any social, economic, and environmental impacts. The 13 concepts will be narrowed down through the screening process based on how well they meet the project's purpose and need and potential

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Heber Valley EIS Timeline & Process



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Join the Facebook Group



Website



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

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2825 E Cottonwood Parkway, Suite 200 Salt Lake City, UT 84121





Heber Valley EIS <hebervalleyeis@utah.gov>

Reminder: Public Open House Tonight at 5:00pm

1 message

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

Wed, Oct 6, 2021 at 11:30 AM

Reply-To: hebervalleyeis@utah.gov

To: hebervalleyeis@utah.gov

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Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT



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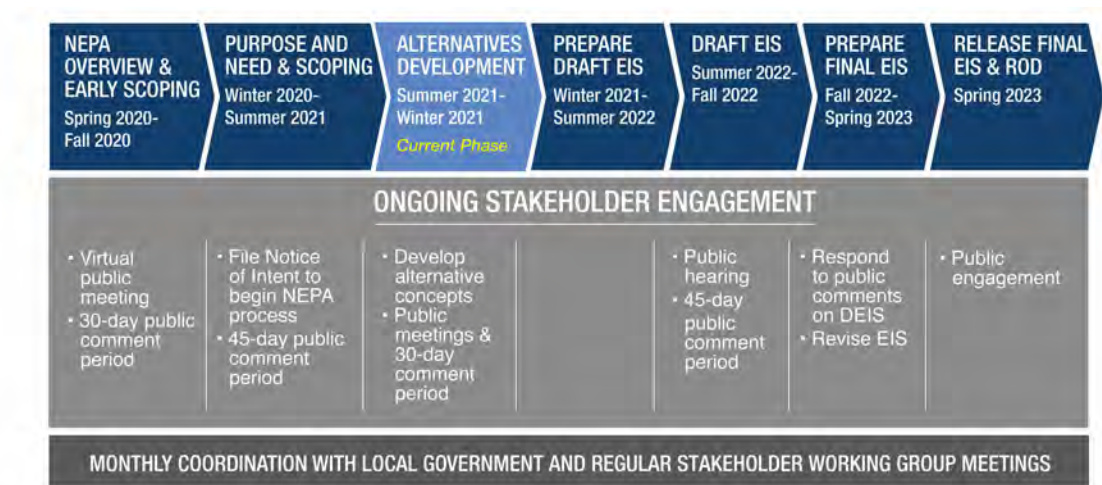
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2825 E Cottonwood Parkway, Suite 200 Salt Lake City, UT 84121





Heber Valley EIS <hebervalleyeis@utah.gov>

NOTIFICATION: Recording of Virtual Meeting Available

1 message

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

Fri, Oct 8, 2021 at 7:00 PM

Reply-To: hebervalleyeis@utah.gov

To: hebervalleyeis@utah.gov

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Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT



Virtual Public Meeting Recording Available

On Facebook Group & YouTube

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Reminder: Comment Period Open Until Nov. 4

1 message

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

Fri, Oct 15, 2021 at 4:30 PM

Reply-To: hebervalleyeis@utah.gov

To: hebervalleyeis@utah.gov

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Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT



***Alternative Concepts on Website
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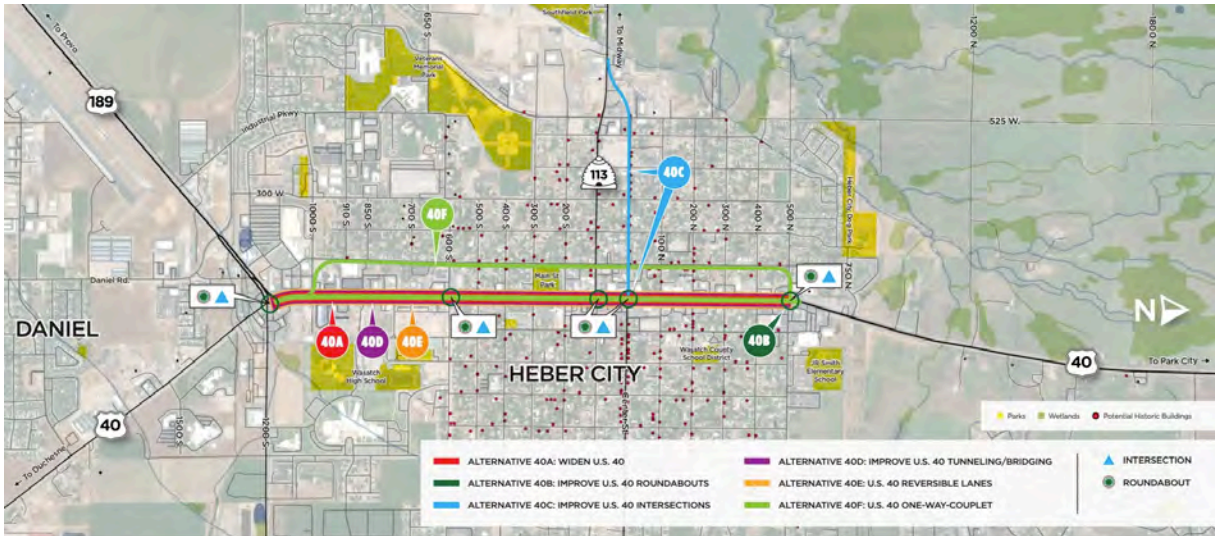
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U.S. 40 Concepts Information



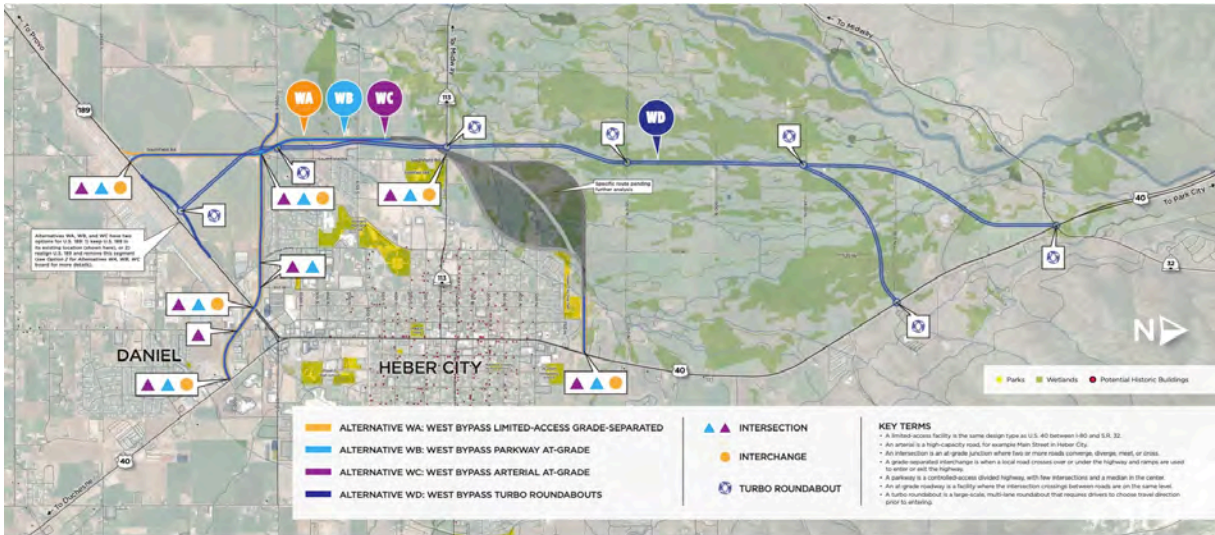
U.S. 40 ALTERNATIVE CONCEPTS

Heber Valley Corridor
ENVIRONMENTAL
IMPACT STATEMENT

Six concepts for improving U.S. 40 have been developed. These include widening, intersection improvements, tunneling/bridging, converting to a one-way couplet and utilizing reversible lanes between 500 North and 1200 South.

[View U.S. 40 Concepts Details](#)

West Concepts Information



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There are numerous wetlands on the west side of Heber City where the western concepts are located. If a west alternative were to be selected as the preferred, it is highly likely that a Clean Water Act Section 404 permit would be required by the U.S. Army Corps of Engineers (USACE) for wetlands impacts. USACE will not issue a permit without first evaluating whether there are alternatives that avoid wetlands. If wetlands cannot be avoided, the impacts must be minimized and then mitigated.

[View West Concepts Details](#)

East Concepts Information



View East Concepts Details

Transit Concept Information**TRANSIT ALTERNATIVE**

Heber Valley Corridor
ENVIRONMENTAL
IMPACT STATEMENT



The Wasatch County Transit Study (2020) identified a combination of local service in the Heber Valley, a Park City commuter route from Heber City, a Wasatch County to Utah County commuter route from Heber City, and vanpool services from Heber City to Orem and Park City, starting with dial-a-ride service in Midway and Heber City. The recommendations in this plan will be considered during the EIS process.



View Wasatch County Transit Study

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View Presentation Only



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 Campaigns



Heber Valley EIS <hebervalleyeis@utah.gov>

Reminder: Comment Period Open Until Nov. 4

1 message

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

Fri, Oct 29, 2021 at 9:00 AM

Reply-To: hebervalleyeis@utah.gov

To: hebervalleyeis@utah.gov

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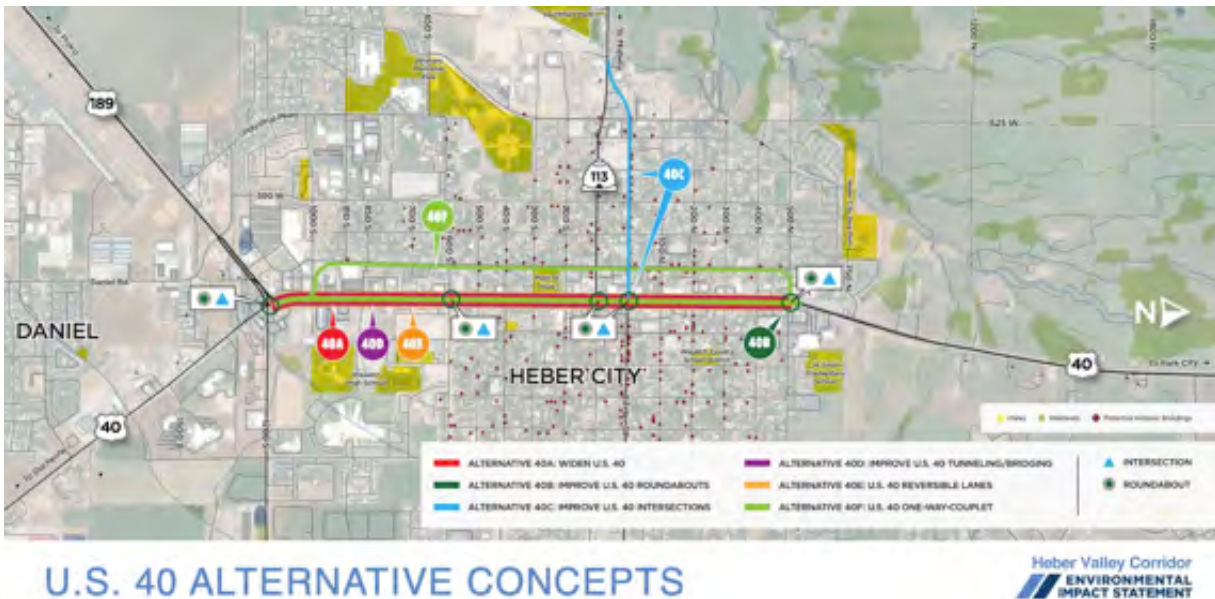
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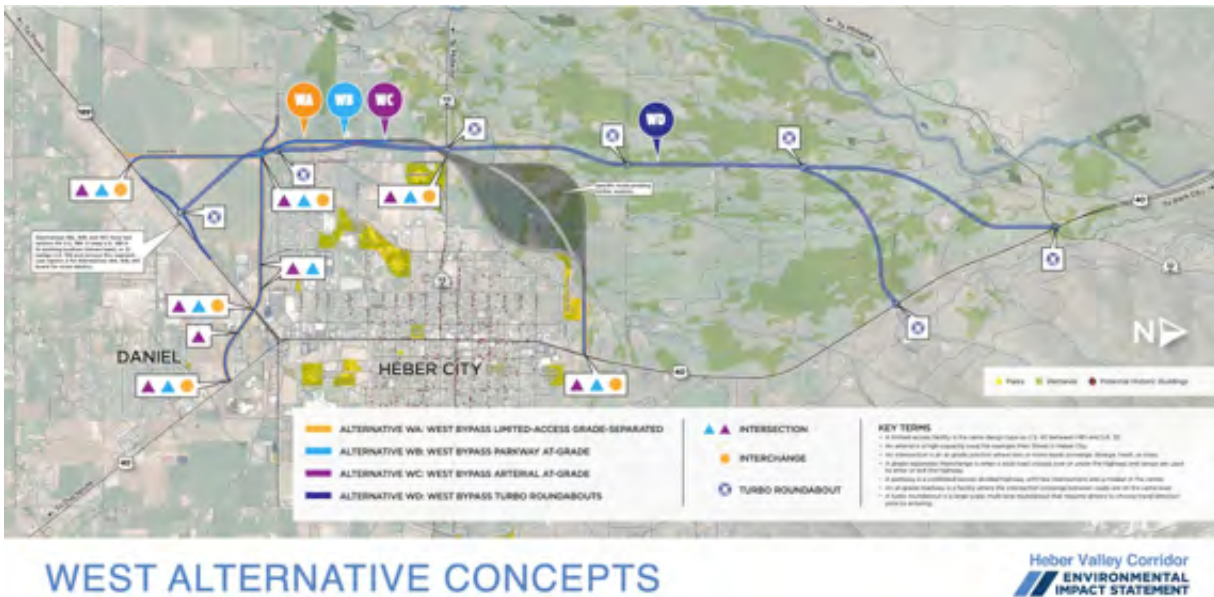
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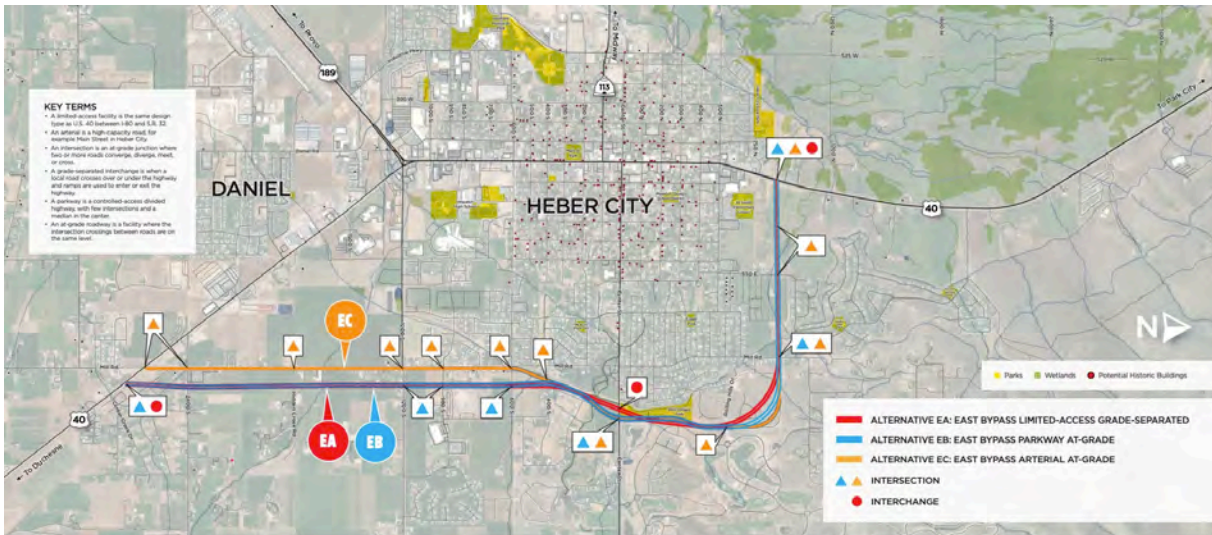


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East Concepts Information



EAST ALTERNATIVE CONCEPTS

Heber Valley Corridor
ENVIRONMENTAL
IMPACT STATEMENT

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These are new concepts, as the previous planning studies had not identified east options. NEPA regulations require the EIS team to explore and objectively evaluate all reasonable alternatives. The regulations also require an opportunity for agency and public involvement in defining the purpose and need and determining the range of alternatives. The eastern alternative concepts come from public comments and traffic analysis.

Even if eastern concepts had not been suggested by the public, UDOT would still need to evaluate them in the screening process as it is required by NEPA to consider east options because they could be reasonable alternatives to meet the project purpose. Traffic analysis shows the traffic coming to/from the southwest and the southeast are roughly equal with 49% of the traffic on Main Street traveling to/from U.S. 189 (towards Provo Canyon) and 44% traveling to/from U.S. 40 (towards Daniels Canyon).

View East Concepts Details

Transit Concept Information**TRANSIT ALTERNATIVE**

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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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Heber Valley EIS <hebervalleyeis@utah.gov>

Reminder: Comment Period Closes Tomorrow (11/4) at 11:59PM

1 message

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

Wed, Nov 3, 2021 at 12:00 PM

Reply-To: hebervalleyeis@utah.gov

To: hebervalleyeis@utah.gov

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Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT



***Alternative Concepts on Website
Comment Period Open Through November 4***

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.

UDOT has identified 13 alternative concepts that are under consideration in the EIS, which include options for U.S. 40, western routes, eastern routes and transit. Alternative concepts were developed using information from previous studies, public comments from the previous EIS comment periods and traffic analysis conducted by the EIS project team. These alternative concepts will be evaluated in a multi-level screening process to determine which alternatives will be carried forward for detailed environmental analysis.

Public and agency comments helped define the project purpose and the range of alternatives that should be evaluated in the EIS process, including the recommendation to look at options for the east side. More information about both comment periods, including all the comments submitted, is available in the [Early Scoping Summary Report](#) and the [Scoping Summary Report](#) on the project website.

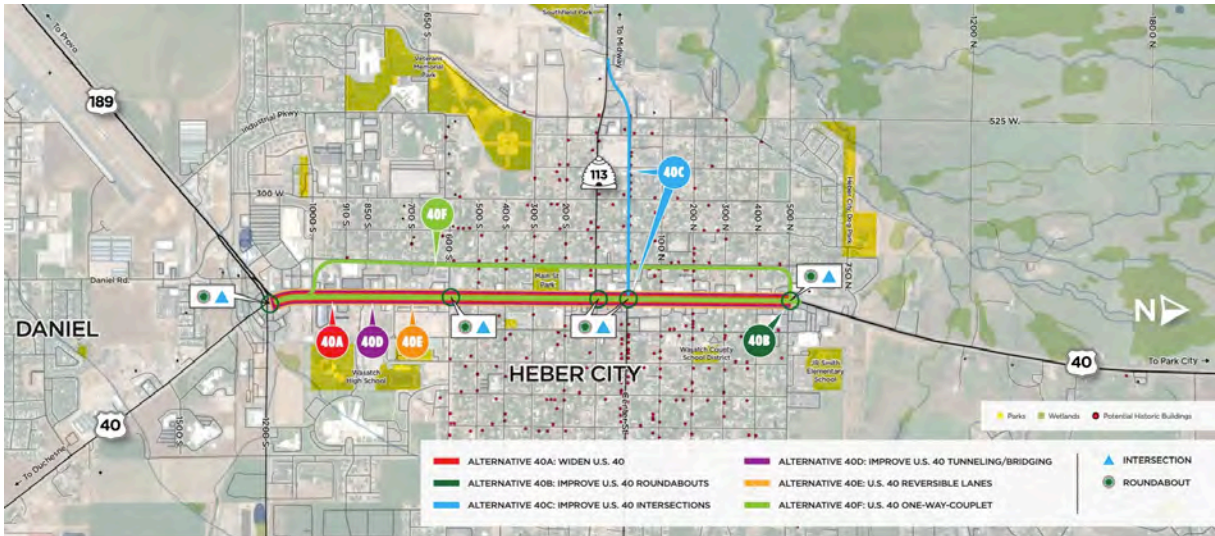
The National Environmental Policy Act (NEPA) requires evaluation of a No-Action Alternative to serve as a baseline for comparison of the action alternatives. The No-Action Alternative assumes 2050 traffic conditions without the Heber Valley Corridor Project and will be considered with the conceptual alternatives.

Additional information on the alternative concepts and how they will be evaluated are available for review on the project website.

[View All Alternative Concepts Materials](#)

[Submit Comment](#)

U.S. 40 Concepts Information



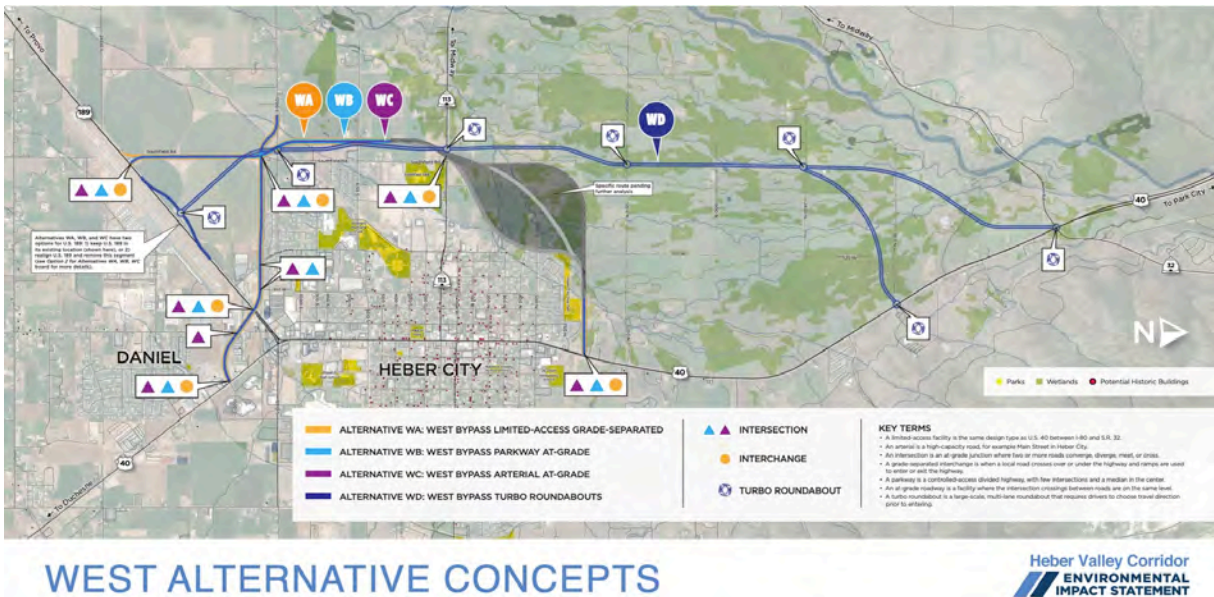
U.S. 40 ALTERNATIVE CONCEPTS

Heber Valley Corridor
ENVIRONMENTAL
IMPACT STATEMENT

Six concepts for improving U.S. 40 have been developed. These include widening, intersection improvements, tunneling/bridging, converting to a one-way couplet and utilizing reversible lanes between 500 North and 1200 South.

[View U.S. 40 Concepts Details](#)

West Concepts Information

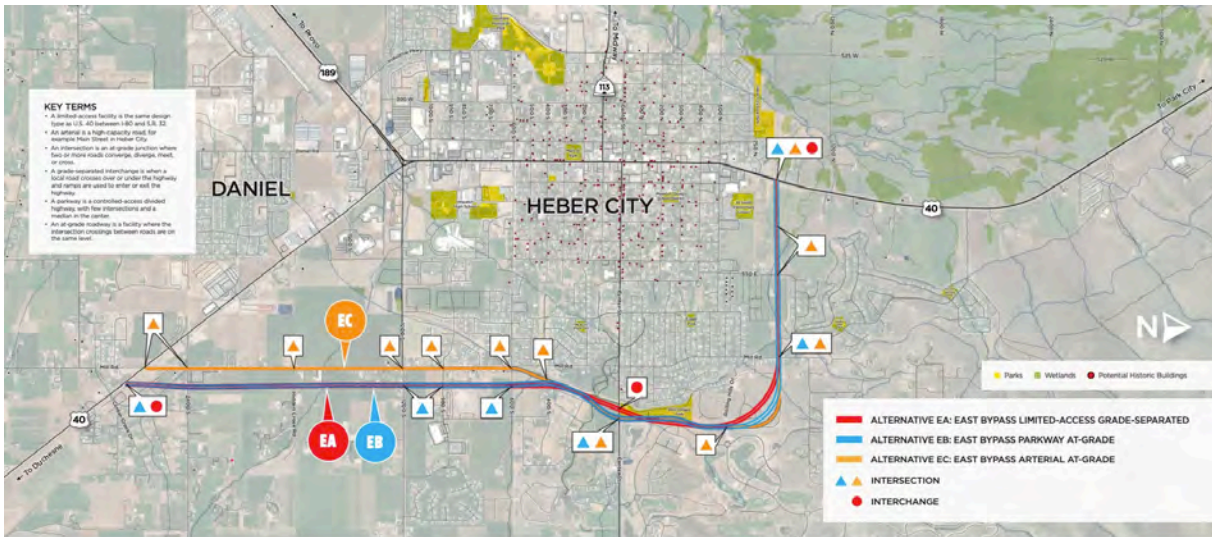


Four alternative concepts for a western route have been developed. The primary differences between the alternatives are speed limit and connections to the local network (interchange or intersection locations). Three western concepts generally follow the corridor that has been preserved by Heber City and Wasatch County. These three concepts have an option to realign U.S. 189. The fourth extends farther to the north.

There are numerous wetlands on the west side of Heber City where the western concepts are located. If a west alternative were to be selected as the preferred, it is highly likely that a Clean Water Act Section 404 permit would be required by the U.S. Army Corps of Engineers (USACE) for wetlands impacts. USACE will not issue a permit without first evaluating whether there are alternatives that avoid wetlands. If wetlands cannot be avoided, the impacts must be minimized and then mitigated.

[View West Concepts Details](#)

East Concepts Information



EAST ALTERNATIVE CONCEPTS

Heber Valley Corridor
ENVIRONMENTAL
IMPACT STATEMENT

Three alternative concepts for an eastern route have been developed. The primary differences between the alternatives are speed limit and connections to the local network (interchange or intersection locations). Two of the eastern concepts would be parallel to 1200 East; the third would be on 1200 East (Mill Road).

These are new concepts, as the previous planning studies had not identified east options. NEPA regulations require the EIS team to explore and objectively evaluate all reasonable alternatives. The regulations also require an opportunity for agency and public involvement in defining the purpose and need and determining the range of alternatives. The eastern alternative concepts come from public comments and traffic analysis.

Even if eastern concepts had not been suggested by the public, UDOT would still need to evaluate them in the screening process as it is required by NEPA to consider east options because they could be reasonable alternatives to meet the project purpose. Traffic analysis shows the traffic coming to/from the southwest and the southeast are roughly equal with 49% of the traffic on Main Street traveling to/from U.S. 189 (towards Provo Canyon) and 44% traveling to/from U.S. 40 (towards Daniels Canyon).

View East Concepts Details

Transit Concept Information**TRANSIT ALTERNATIVE**

Heber Valley Corridor
ENVIRONMENTAL
IMPACT STATEMENT



The Wasatch County Transit Study (2020) identified a combination of local service in the Heber Valley, a Park City commuter route from Heber City, a Wasatch County to Utah County commuter route from Heber City, and vanpool services from Heber City to Orem and Park City, starting with dial-a-ride service in Midway and Heber City. The recommendations in this plan will be considered during the EIS process.



View Wasatch County Transit Study

Public Comment Open October 5 through November 4

A 30-day public comment period is currently open. UDOT is asking the public to comment on the range of alternatives, the criteria used to screen alternatives, and identification of any social, economic, and environmental impacts. The 13 concepts will be narrowed down through the screening process based on how well they meet the project's purpose and need and potential impacts to key resources. The concepts that pass through screening will be evaluated in detail in the Draft EIS.

Comments may be submitted through the project website, email, public meetings, voicemail, or sending a letter to the study team by November 4
Mailed comments need to be postmarked by November 4.

The project team will collect all questions and comments submitted throughout the public comment period and group these according to commonly asked subjects. A frequently asked questions guide will be developed to address those subjects, which will be posted on the project website.

Submit Comment

Project Contact Information

Virtual Public Meeting Recording Available On Facebook Group & YouTube

***All materials that were displayed at the October 6 open house
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For those unable to attend either of the meetings, a full recording of the virtual meeting is available to view on the [Heber Valley Corridor EIS Facebook Group](#) and [YouTube](#) or by clicking the image below.

View Presentation Only



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

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to Local Governments***

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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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Thu, Nov 4, 2021 at 8:00 AM

Reply-To: hebervalleyeis@utah.gov

To: hebervalleyeis@utah.gov

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Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT



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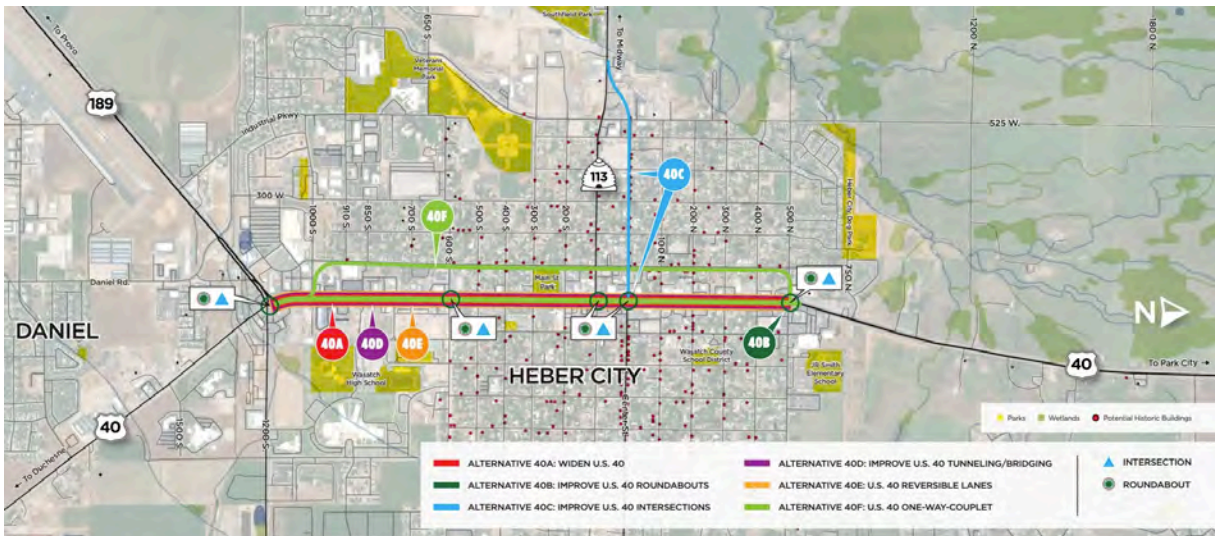
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U.S. 40 Concepts Information



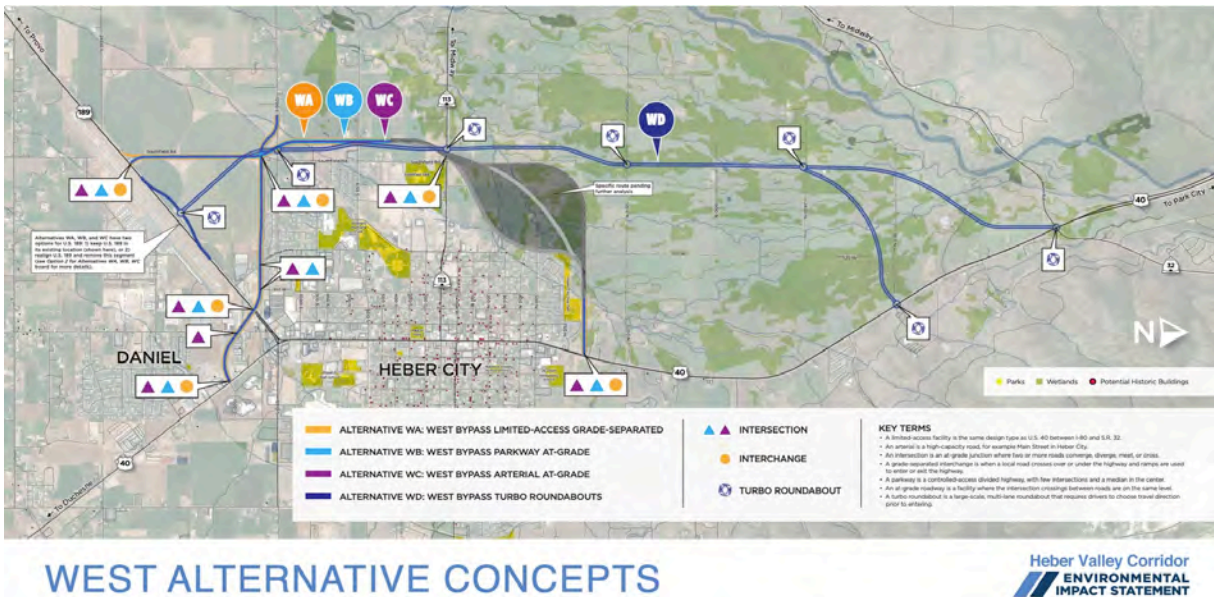
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Heber Valley Corridor
ENVIRONMENTAL
IMPACT STATEMENT

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East Concepts Information



Heber Valley Corridor
ENVIRONMENTAL
IMPACT STATEMENT

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9/16/21

**Utah DOT**
Admin · September 16 at 4:30 PM

Thanks for continuing to be involved in the [Utah DOT](#) Heber Valley Corridor EIS, the study team is providing you an update regarding our activities and what to expect in the coming months.

Based on comments received during the scoping period held earlier this year, UDOT revised the study's purpose and need to include opportunities for non-motorized transportation (or active transportation) as a primary purpose. Accommodations for non-motorized transportation such as cycling and walking could be provided through trails, bike lanes etc., and will be incorporated into alternative concepts that pass the screening process. A revised Purpose and Need Technical Report will be available when we present the conceptual alternatives in early October. As a reminder, 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.

We have also begun preliminary work on developing a range of conceptual alternatives to address the purpose and need. These include concepts that improve U.S. 40 along its current alignment, west bypass options, east bypass options, a one-way-couplet, and transit alternative. These concepts were informed by previous studies, public comments received throughout the current study, and traffic analysis conducted by the EIS team. At this phase of the process, the alternatives are conceptual only. Alternative concepts that do not meet the purpose and need, or that perform similarly to other alternatives but have greater impacts to key resources, will be eliminated during the screening process. The remaining concepts will be developed further before the detailed impacts analysis.

Virtual and in-person public meetings are planned in early Oct. to present the concepts for public and agency review and comment. A virtual meeting is planned for Oct. 5 and will be followed by an in-person meeting scheduled for Oct. 6. The 30-day public comment period is scheduled to run from Oct. 5 through Nov. 4. During the comment period, UDOT will be seeking comments on the range of alternatives under consideration, criteria used to screen alternatives, and identification of social, economic, and environmental considerations.

More details on the public meetings and the alternative concepts will be placed on the website in advance of the Oct. 5 virtual meeting.

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




 1

3 Shares Seen by 81

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 Write a public comment...

9/24/21

**Utah DOT**
Admin · September 24 at 5:00 PM

Hi everyone, more details on the upcoming public meetings for the Heber Valley Corridor EIS are below. Please share this post to help us make sure the community is informed of the opportunities to make their voices heard.

[Utah DOT](#) is inviting the public to two public meetings, one virtual and one in-person, to review the conceptual transportation alternatives the project team has developed for the EIS.

The virtual public meeting is Oct. 5 from 5:00 - 8:00pm on Zoom. You can also call-in from your phone. Prefer to just watch? Tune in to the livestream here at 5:00pm.

The in-person open house is Oct. 6 from 5:00 - 8:00pm at Heber Valley Elementary School (730 S 600 W, Heber City), where you will have an opportunity to review the materials and speak directly with team members.

Please note that the comment period will be open from Oct. 5 through Nov. 4, 2021. UDOT is seeking comments on the range of alternatives, the criteria used to screen alternatives and identification of any social, economic, and environmental impacts.

For more information on the public meetings, visit the project website and review the public meeting participant guides for each of the meetings.

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

[Ask \(Heber, UT\)](#)
[Heber City](#)
[Wasatch County Government](#)

PUBLIC NOTICE

VIRTUAL PUBLIC MEETING
October 5, 2021

PRESENTATION
5:00-5:30 p.m.
Q & A
5:30-8:00 p.m.


THIS MEETING WILL BE HELD ON ZOOM

IN-PERSON OPEN HOUSE
October 6, 2021




OPEN HOUSE
5:00-8:00 p.m.


HEBER VALLEY ELEMENTARY SCHOOL
730 South 600 West
Heber City, UT 84032

COMMENT PERIOD OPEN OCTOBER 5 - NOVEMBER 4, 2021
Comments may be submitted through the website, email, public meetings, voicemail or written letter. Visit the website for more details.

 6

18 Shares Seen by 74

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 Write a public comment...

10/1/21

Utah DOT Admin · October 1 at 4:00 PM · 🌐

The alternative concepts materials for the EIS are now on the project website. These materials include fact sheets, large scale maps and detailed boards with information about each of the alternative concepts. These materials will also be reviewed at the upcoming virtual meeting and open house next week. For more information on the alternatives, as well as information about the meetings, make sure to visit the website.

Reminder that the **Utah DOT** virtual public meeting for the Heber Valley Corridor EIS is October 5 from 5:00 - 8:00pm on Zoom. You can also tune in to the livestream here at 5:00pm.

The in-person open house for the Heber Valley Corridor EIS is October 6 from 5:00 - 8:00pm at Heber Valley Elementary School.

Take a moment to review the participants guides on the website so you know what to expect at the meetings.

hebervalleyeis.udot.utah.gov/alternative-concepts/

Ask (Heber, UT)
Heber City
Charleston Town Utah
Midway City, Utah
Heber City Bypass Updates
Heber Valley

2 Likes 5 Shares Seen by

Like Comment Share

Write a public comment...

10/5/21

Utah DOT Admin · October 5 at 9:00 AM · 🌐

The Utah DOT virtual public meeting for the Heber Valley Corridor EIS is TONIGHT from 5:00 - 8:00pm on Zoom. You can also tune in to the livestream here at 5:00pm.

A presentation will be given at the start of the meeting, followed by a Q&A period, during which participants will be able to ask questions in the chat box or verbally. Verbal questions will be limited to three minutes, and participants will be limited to one question in order to make sure as many people as possible have an opportunity to ask a question.

For more information about the virtual public meeting or to learn more about the project, visit <https://hebervalleyeis.udot.utah.gov/>.

Click this link for the virtual meeting participant guide: https://hebervalleyeis.udot.utah.gov/.../HVC_EIS_Virtual...

Join the Zoom meeting by clicking this link: <https://bit.ly/39EYeid>

Heber City
Charleston Town Utah
Midway, Utah
Heber City Bypass Updates
Heber Valley

1 Share Seen by 73

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Write a public comment...

10/6/21

Utah DOT Admin · October 6 at 11:10 AM · 🌐

The **Utah DOT** in-person open house for the Heber Valley Corridor EIS is TONIGHT from 5:00 – 8:00pm at Heber Valley Elementary School.

During the open house, project members will be available to answer questions and respond to comments. No presentation will be given. Written comments may be submitted by filling out the provided forms.

To find more information about the open house or to submit a comment, visit <https://hebervalleyeis.udot.utah.gov/>.


Please **SHARE** this post to help make sure your fellow community members participate in this very important process.

[Heber City](#)
[Charleston Utah](#)
[Midway, Utah](#)
[Heber City Bypass Updates](#)
[Heber Valley](#)

ABOUT THE OPEN HOUSE

DATE AND TIME:
 OCTOBER 6, 2021 | 5:00 - 8:00 P.M.




LOCATION:
 HEBER VALLEY ELEMENTARY SCHOOL
 60 SOUTH 600 WEST, HEBER CITY, UT 84032


 **Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT**

HEALTH CONSIDERATIONS DURING THE OPEN HOUSE

Utah DOT is committed to providing a safe and healthy environment for all. During the open house, we will be providing information on the health considerations of the project. We will be providing information on the health considerations of the project. We will be providing information on the health considerations of the project.

2 Shares Seen by 65

 Like  Comment  Share

 Write a public comment...

10/8/21

Utah DOT Admin · October 8 at 7:00 PM · 🌐

A recording of the **Utah DOT** virtual public meeting (10/5/21) for the Heber Valley Corridor EIS is now posted on the website. Please share with anyone you know who might be interested but is not on social media to view it here.


If you couldn't make it to the meeting to leave a comment in writing, comments can still be submitted on the website or by email, voicemail or written letter until November 4.

A reminder that comments or messages on any social media platforms are not considered formal comments in the National Environmental Policy Act (NEPA) process so please make sure to submit your comments through one of the formal channels.




Thank you to everyone who joined the meeting or watched the live-stream!


hebervalleyeis.udot.utah.gov

[Heber City](#)
[Charleston Town Utah](#)
[Midway, Utah](#)
[Heber City Bypass Updates](#)
[Heber Valley](#)



1 Like 2 Shares Seen by 67

 Like  Comment  Share

 Write a public comment...

10/13/21



Utah DOT
Admin · Yesterday at 10:15 AM

Many of you might be wondering how **Utah DOT** developed these alternative concepts. They were developed using information from previous studies, public comments during prior study phases and traffic analysis conducted by the EIS project team. There are currently 13 alternative concepts under consideration. UDOT will use a multi-level screening process to determine which alternatives are reasonable and will be carried forward for detailed analysis.

The alternatives development and screening process will consist of seven phases. The first phase has been completed, which is to define a study area. UDOT is currently in the second phase of the process, which is to develop conceptual alternatives informed by traffic data and public input.

There are two levels of criteria that will be used to screen or eliminate alternative concepts. The purpose of Level 1 screening is to identify alternatives that meet the purpose and need of the project, which is to improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 and provide opportunities for non-motorized transportation while allowing Heber City to meet their vision for the historic town center. The purpose of Level 2 screening is to determine which alternatives are practicable & reasonable to be evaluated in detail in the EIS, taking into consideration potential impacts to key resources.

More information on the project purpose & need and the screening or elimination process can be found on the project website.

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

[Ask \(Heber, UT\)](#)
[Heber City](#)
[Charleston Town Utah](#)
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[Heber City Bypass Updates](#)
[Heber Valley](#)





2
2 Shares · Seen by 82

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10/18/21



Utah DOT
Admin · October 18, 2021

Four western alternative concepts have been developed by **Utah DOT**. The main differences between the alternatives are speed limit, types of connections to the local network (either interchanges or intersections) and the locations of those connections. These look similar to what you have seen in past studies, as those studies helped inform the development of these concepts.

Three of these western concepts follow the corridor that has been preserved by Heber City and Wasatch County. Each of these concepts has an option to realign U.S. 189. The fourth extends farther to the north than the other concepts and is a new alternative that was submitted to the project team during the comment period held this spring.



There are numerous wetlands on the west side of Heber City where the western route concepts are located. If a west route were to be selected as the preferred alternative, it is highly likely that a Clean Water Act Section 404 permit would be required by the U.S. Army Corps of Engineers (USACE) for wetlands impacts. USACE will not issue a permit without first evaluating whether there are alternatives that avoid wetlands. If wetlands cannot be avoided, the impacts must be minimized and then mitigated.

More information on the western alternative concepts can be found on the project website. Take a closer look at the concepts by reviewing the informational boards that were presented at the open house.

Please make sure to review the info and leave us a comment on the website telling us what you think.

Click the link to view the western route concepts informational boards: <https://bit.ly/3aDxC1z>

[Ask \(Heber, UT\)](#)
[Heber City](#)
[Charleston Town Utah](#)
[Midway City, Utah](#)
[Heber City Bypass Updates](#)
[Heber Valley](#)

10/19/21

Utah DOT Admin · October 19, 2021

Three alternative concepts for an eastern route have been developed by @UtahDOT. Two of the eastern route concepts would run parallel to 1200 East, and the third would be on 1200 East (Mill Road). The primary differences between the alternatives are the speed limits on each and connections to the local roadway network (interchange or intersection locations).

These are new concepts, as the previous planning studies had not identified east options. NEPA regulations require the EIS team to explore and objectively evaluate all reasonable alternatives. The regulations also require an opportunity for agency and public involvement in defining the purpose and need and determining the range of alternatives. The eastern alternative concepts come from public comments and traffic analysis.

Even if eastern concepts had not been suggested by the public, UDOT would still need to evaluate them in the screening process as it is required by NEPA to consider east options because they could be reasonable alternatives to meet the project purpose. Our traffic analysis shows the traffic coming to/from the southwest and the southeast are roughly equal with 49% of the traffic on Main Street traveling to/from U.S. 189 (towards Provo Canyon) and 44% traveling to/from U.S. 40 (towards Daniels Canyon).

More information on the alternative concepts can be found on the project website, take a closer look at the concepts by reviewing the informational boards that were presented at the open house.

Please make sure to review the info and leave us a comment on the website telling us what you think of these concepts.

Click the link to view the eastern route concepts informational boards: <https://bit.ly/3v6B2mD>

Ask (Heber, UT)
 Heber City
 Charleston Town Utah
 Midway City, Utah
 Heber City Bypass Updates
 Heber Valley

10/21/21

Utah DOT Admin · October 21, 2021

Utah DOT has developed six concepts for improving U.S. 40. These include widening, intersection improvements, tunneling/bridging, converting to a one-way couplet and utilizing reversible lanes. The design speed limit for all the alternative concepts is 35mph (same as existing) unless otherwise noted.


More information on the alternative concepts can be found on the project website. Take a closer look at the concepts by reviewing the informational boards that were presented at the open house.

Please make sure to review the info and leave us a comment on the website telling us what you think of these concepts.

Click the link to view the U.S. 40 concepts informational boards: <https://hebervalleyeis.udot.utah.gov/>

Ask (Heber, UT)
 Heber City
 Charleston Town Utah
 Midway City, Utah
 Heber City Bypass Updates
 Heber Valley

10/29/21


Utah DOT
Admin · October 29, 2021 ·

Have you submitted a comment on the alternative concepts developed by [Utah DOT](#)? You have until November 4 to comment on the range of alternatives, the criteria used to screen or eliminate alternatives and identification of any social, economic, and environmental impacts.

We also encourage you reach out to your fellow community members to discuss this very important topic. The project team has developed a stakeholder working group that includes representatives for trucking, agriculture, open lands, emergency services, schools, residents, developers, local government staff and businesses. This group serves as a sounding board to the project team to help ensure the study information communicated to the public is relevant and easily understood. The stakeholder working group is not a decision-making body, but rather a cross section of community members who bring forth the concerns of the broader communities they represent and in return, are asked to distribute to their respective communities any information provided by the project team.


Throughout the EIS process, we encourage you to identify the representative whose neighborhood location or role best matches your own area/interests and send an email to the project team to be put in touch with a representative.


More detailed information about the project can be found on the project website, including a list of stakeholder working group members, descriptions of the different alternatives, full recordings of the virtual and in-person public meetings, and an FAQ about the EIS process.

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


[Ask \(Heber, UT\)](#)
[Heber City](#)
[Charleston Town Utah](#)
[Midway City, Utah](#)
[Heber City Bypass Updates](#)
[Heber Valley](#)

PUBLIC NOTICE



 1
 2 Shares Seen by 89

11/1/21


Utah DOT
Admin · November 1, 2021 ·


Reminder, that the comment period ends this Thursday, November 4.


Please reach out to those who may not have internet access and make sure they're informed about the project and have an opportunity to provide a comment. Paper copies of the project information can be found at the Wasatch County Library, as well as the Heber City and Wasatch County administrative offices.

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




[Ask \(Heber, UT\)](#)
[Heber City](#)
[Charleston Town Utah](#)
[Midway City, Utah](#)
[Heber City Bypass Updates](#)
[Heber Valley](#)

PUBLIC NOTICE




 9 Shares Seen by 104

11/4/21

**Utah DOT** 
Admin · November 4, 2021 · 

TODAY is the last day to submit a formal comment on current alternatives to the Heber Valley Corridor EIS project team.





Comments provided to the project team will be reviewed and considered by UDOT as it develops the project. All comments received will be documented in the project record and the study team will contact you if they need additional information or clarification. The project team will collect all questions and comments submitted throughout the comment period and group these according to commonly asked topics. A frequently asked questions guide will be developed to address those topics, which will be posted on the project website.

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

[Ask \(Heber, UT\)](#)
[Heber City](#)
[Charleston Town Utah](#)
[Midway City, Utah](#)
[Heber City Bypass Updates](#)
[Heber Valley](#)

PUBLIC NOTICE

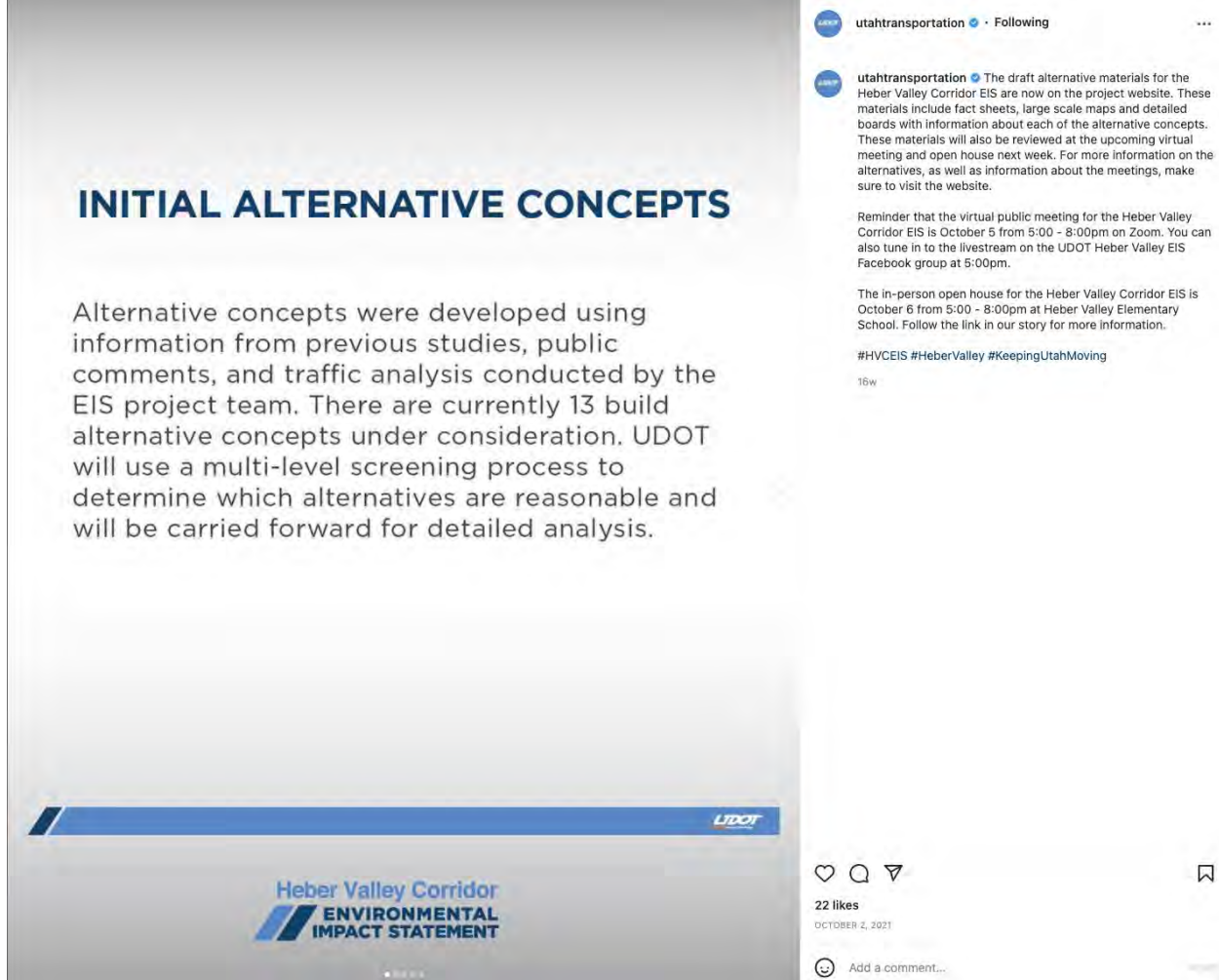

COMMENT PERIOD CLOSING NOVEMBER 4, 2021
Make your voice heard, comments accepted through:

 Website: hebervalleyeis.udot.utah.gov	 Heber Valley Corridor EIS c/o HDR
 Email: hebervalleyeis@utah.gov	2825 E Cottonwood Parkway # 200
 Project phone: 801-310-0498	Cottonwood Heights, UT 84121

2 Shares Seen by 83

Instagram

10/2/21



INITIAL ALTERNATIVE CONCEPTS

Alternative concepts were developed using information from previous studies, public comments, and traffic analysis conducted by the EIS project team. There are currently 13 build alternative concepts under consideration. UDOT will use a multi-level screening process to determine which alternatives are reasonable and will be carried forward for detailed analysis.

Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT

utahtransportation • Following

utahtransportation The draft alternative materials for the Heber Valley Corridor EIS are now on the project website. These materials include fact sheets, large scale maps and detailed boards with information about each of the alternative concepts. These materials will also be reviewed at the upcoming virtual meeting and open house next week. For more information on the alternatives, as well as information about the meetings, make sure to visit the website.

Reminder that the virtual public meeting for the Heber Valley Corridor EIS is October 5 from 5:00 - 8:00pm on Zoom. You can also tune in to the livestream on the UDOT Heber Valley EIS Facebook group at 5:00pm.

The in-person open house for the Heber Valley Corridor EIS is October 6 from 5:00 - 8:00pm at Heber Valley Elementary School. Follow the link in our story for more information.

#HVCEIS #HeberValley #KeepingUtahMoving

16w

22 likes

OCTOBER 2, 2021

Add a comment...

10/6/21



Twitter

9/16/21



10/1/21

**UDOT Region Three** @UDOTRegionthree · Oct 1

The @UtahDOT alternative concepts for the Heber Valley EIS are now on the website. Reminder of the virtual public meeting on Oct 5 & in-person open house on Oct 6 at Heber Valley Elementary School.

 bit.ly/3iq8Aaf

[#HVCEIS](#) [#HeberValley](#)
[@HeberCity](#) [@WasatchCounty](#)



INITIAL ALTERNATIVE CONCEPTS

Alternative concepts were developed using information from previous studies, public comments, and traffic analysis conducted by the EIS project team. There are currently 13 build alternative concepts under consideration. UDOT will use a multi-level screening process to determine which alternatives are reasonable and will be carried forward for detailed analysis.

126 views 0:01 / 0:50



10/5/21

**UDOT Region Three** @UDOTRegionthree · Oct 5

The @UtahDOT virtual public meeting for the Heber Valley Corridor EIS is TONIGHT from 5:00 - 8:00pm on Zoom (link: bit.ly/39EYeid) or visit hebervalleyeis.udot.utah.gov for more information.
[#HVCEIS](#) [#HeberValley](#)
[@HeberCity](#) [@WasatchCounty](#)

JOINING THE MEETING FROM A COMPUTER OR AN APP

- Go to hebervalleyeis.udot.utah.gov to access the link for the meeting.
- Ensure you have either speakers or headphones to listen to the meeting.

LISTENING TO THE MEETING ON A PHONE

Call in to listen to the meeting from a phone by dialing:
1-720-707-2699 | 1-888-788-0099 Toll-free |
Meeting ID: 875 9030 9489 | Passcode: 694468
Press *9 to "Raise Hand" if you would like to speak during the question/answer time. Your hand will be lowered by the moderator after you speak.

Heber Valley Corridor
ENVIRONMENTAL
IMPACT STATEMENT

0:32 81 views

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10/6/21



UDOT Region Three @UDOTRegionthree · Oct 6

The @UtahDOT in-person open house for the Heber Valley Corridor EIS is TONIGHT from 5-8pm at Heber Valley Elementary School.

For more info about the open house or to submit a comment, visit hebervalleyeis.udot.utah.gov.

#HVCEIS #HeberValley
@HeberCity @WasatchCounty

ABOUT THE OPEN HOUSE

DATE AND TIME:
OCTOBER 6, 2021 | 5:00 - 8:00 P.M.

LOCATION:
HEBER VALLEY ELEMENTARY SCHOOL
730 SOUTH 800 WEST, HEBER CITY, UT 84032

PUBLIC HEALTH CONSIDERATIONS

- Masks are not required, but recommended.
- If you're sick, please stay home.
- Use "Please" and "Thank you" when appropriate.
- Avoid hand shaking or physical contact with other attendees.
- Maintain hygiene standards such as handwashing/using hand sanitizer, coughing/sneezing into elbow, and staying 6 feet apart.

DURING THE OPEN HOUSE

- Project team members will be available to answer questions.
- No registration will be given.
- Written comments may be submitted by filling out provided form.
- Verbal comments and concerns made at the open house stations are helpful to the project team, but are not considered comments included in the project record. Please submit comments on the EIS by filling out a written form or through the online platform listed on the project website.

AFTER THE OPEN HOUSE

- The project team will collect all questions submitted in writing during the meeting and through the public comment period and group those according to commonly asked subjects. A frequently asked questions guide will be developed to address those subjects, which will be posted publicly on the project website.
- Please respect the group and project team. Attendees that have questions or comments that include foul language, yelling, threats or otherwise will be removed from the meeting at UDOT's discretion.



10/13/21

**UDOT Region Three** @UDOTRegionthree · 22h

For those not able to attend the @UtahDOT virtual public meeting for the Heber Valley Corridor EIS, you can view the full recording here:
bit.ly/3mOTRXS

#HVCEIS
@HeberCity @WasatchCounty



youtube.com
Heber Valley Corridor EIS Alternative Concepts Vir...
Recording of the virtual public meeting for the Heber Valley Corridor Environmental Impact Statement ...

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**UDOT Region Three** @UDOTRegionthree · 22h


If you would prefer to view the presentation only, please use this link:



youtube.com
Heber Valley Corridor EIS Alternative Concepts Vir...
Recording of the presentation portion only of the virtual public meeting for the Heber Valley Corridor...

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10/18/21


**UDOT Region Three** @UDOTRegionthree · Oct 18, 2021






Four alternative concepts for a western route have been developed by @UtahDOT.


For more information about these alternatives, visit the project website & submit your comments by Nov. 4.

hebervalleyeis.udot.utah.gov

#HVCEIS #HeberValley




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UDOT Region Three @UDOTRegionthree · Oct 19, 2021

Three alternative concepts for an eastern route have been developed by @UtahDOT, these are new concepts not previously identified.

For more details, visit the project website.







hebervalleyeis.udot.utah.gov

[#HVCEIS](#) [#HeberValley](#)
[@HeberCity](#) [@WasatchCounty](#)

KEY TERMS

- A limited-access facility is the same design type as U.S. 40 between I-80 and S.R. 32.
- An arterial is a high-capacity road, for example Main Street in Heber City.
- An intersection is an at-grade junction where two or more roads converge, diverge, meet, or cross.
- A grade-separated interchange is when a local road crosses over or under the highway and ramps are used to enter or exit the highway.
- A parkway is a controlled-access divided highway, with few intersections and a median in the center.
- An at-grade roadway is a facility where the intersection crossings between roads are on the same level.

0:18 94 views


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10/21/21

**UDOT Region Three** @UDOTRegionthree · Oct 21, 2021

Six concepts for improving U.S. 40 have been developed by @UtahDOT, including bridging & roundabouts.

More details are on the project website, visit to learn more. Comments due Nov. 4.

 hebervalleyeis.udot.utah.gov

#HVCEIS #HeberValley
@HeberCity @WasatchCounty




KEY TERMS

- A limited-access facility is the same design type as U.S. 40 between I-40 and U.S. 89.
- An arterial is a high-capacity road, for example Main Street in Heber City.
- An intersection is an at-grade junction where two or more roads converge, diverge, meet, or cross.
- A grade-separated interchange is when a local road crosses over or under the highway and ramps are used to enter or exit the highway.
- A parkway is a continuous arterial divided highway, with free interchanges and a median in the center.
- An at-grade roadway is a facility where the intersection crossings between roads are on the same level.
- A turbo roundabout is a large-scale, multi-lane roundabout that requires drivers to choose travel direction prior to entering.


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10/25/21


**UDOT Region Three** @UDOTRegionthree · Oct 25, 2021

Reminder that you have until Nov. 4 to submit a comment on the alternative concepts for the Heber Valley Corridor EIS.

Find more info on concepts & make a comment on the project website.

 hebervalleyeis.udot.utah.gov

#HVCEIS #HeberValley
@HeberCity @WasatchCounty








PUBLIC NOTICE

Heber Valley Corridor
ENVIRONMENTAL
IMPACT STATEMENT

COMMENT PERIOD CLOSING NOVEMBER 4, 2021

Make your voice heard, comments accepted through:

- Website: hebervalleyeis.udot.utah.gov
- Email: hebervalleyeis@utah.gov
- Project phone: 801-210-0498
- Heber Valley Corridor EIS c/o HDR
2825 E Cottonwood Parkway # 200
Cottonwood Heights, UT 84121



10/29/21

 **UDOT Region Three** @UDOTRegionthree · Oct 29, 2021

The 30-day comment period for the Heber Valley Corridor EIS ends Nov. 4. Visit the project website to view more details on the alternative concepts and to submit a formal comment.

hebervalleyeis.udot.utah.gov

#HVCEIS #HeberValley
@HeberCity @WasatchCounty



PUBLIC NOTICE

Heber Valley Corridor
**ENVIRONMENTAL
IMPACT STATEMENT**

COMMENT PERIOD CLOSING NOVEMBER 4, 2021

Make your voice heard, comments accepted through:


- Website: hebervalleyeis.udot.utah.gov
- Email: hebervalleyeis@utah.gov
- Project phone: 801-210-0498
- Heber Valley Corridor EIS c/o HDR
2825 E Cottonwood Parkway # 200
Cottonwood Heights, UT 84121

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11/1/21




11/4/21

 **UDOT Region Three** @UDOTRegionthree · Nov 4, 2021

TODAY is the last day to submit a formal comment on the Heber Valley Corridor EIS alternatives.

Visit the project website for more detail on the concepts & make your voice heard.

 hebervalleyeis.udot.utah.gov

#HVCEIS #HeberValley
@HeberCity @WasatchCounty

