

## APPENDIX 2A

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### Final Alternatives Development and Screening Report File 1 of 2

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## Final Alternatives Development and Screening Report

### **Heber Valley Corridor Environmental Impact Statement**

Lead agency:  
Utah Department of Transportation

**January 16, 2023**

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## Acronyms and Abbreviations

ac	acres
CFR	Code of Federal Regulations
EIS	Environmental Impact Statement
FAQ	frequently asked questions
FHWA	Federal Highway Administration
ft	feet
GIS	geographic information systems
hub	intersection of U.S. 40 and U.S. 189 on the south side of Heber City
lf	linear feet
LOS	level of service
M	million
MAG	Mountainland Association of Governments
MOU	Memorandum of Agreement
mph	miles per hour
NA	not applicable
NEPA	National Environmental Policy Act
NOI	Notice of Intent
S.R.	state route
Section 4(f)	Section 4(f) of the Department of Transportation Act of 1966
Section 404	Section 404 of the Clean Water Act
SWG	Stakeholder Working Group
U.S.	United States
U.S. 189	U.S. Highway 189
U.S. 40	U.S. Highway 40
UDOT	Utah Department of Transportation
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	United States Department of Transportation
WOTUS	waters of the United States

# 1.0 Executive Summary

This report summarizes and presents the results of the alternatives development and screening process for the Environmental Impact Statement (EIS) for the Heber Valley Corridor Project. The study area for the transportation needs assessment used for the Heber Valley Corridor EIS is focused on U.S. Highway 40 (U.S. 40) from its intersection with State Route (S.R.) 32 to its junction with U.S. Highway 189 (U.S. 189) in Heber City. It also includes U.S. 40 to the southeast and U.S. 189 to the southwest.

The alternatives development and screening process described in this report provided critical information about how well each of the project alternatives would satisfy the purpose of the project and whether it is reasonable and practicable. The criteria used in the screening analysis resulted in measures that allowed the Utah Department of Transportation (UDOT) to systematically and objectively identify reasonable alternatives and screen out unreasonable alternatives. The screening criteria are summarized in Section 3.0, *Alternatives Development and Screening Process*. The entire alternatives development and screening process took place over several months and considered agency and public input.

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 United States Code (USC) Section 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration (FHWA) and UDOT.

## 1.1 What were the notable refinements made to the primary alternatives or new information provided between the draft and final screening report?

After the release of the *Draft Alternatives Development and Screening Report* (June 7, 2022), UDOT collected and considered updated and new information including an amended wetlands delineation in the north fields and a historic buildings survey used for Level 2 screening. The following paragraphs summarize the new and updated information since the release of the *Draft Alternatives Development and Screening Report*.

- **Amended wetlands delineation.** The original study area for aquatic resource surveys delineated south of 1200 North and did not extend into the north fields. Therefore, the *Draft Alternatives Development and Screening Report* relied on National Wetlands Inventory (NWI) data for the north fields. To validate and refine the NWI mapping, a north fields wetlands delineation was completed in the summer and fall of 2022, and the new data were used to update the wetlands impacts for all west bypass alternatives in this final report. The delineated wetlands data show more wetlands in the north fields than do the NWI data.
  - Alignment shifts for Alternative WB3 and WB4 were completed to minimize wetlands impacts based on 2022 delineation in the north fields.

### What is the purpose of this report?

This report summarizes and presents the results of the alternatives development and screening process for the EIS for the Heber Valley Corridor Project.

### What is a wetlands delineation?

A wetland delineation is detailed fieldwork that determines the boundary between uplands and wetlands on a property.

- **Historic buildings survey.** The *Draft Alternatives Development and Screening Report* relied on desktop research of available data including the Utah State Historic Preservation Office (SHPO) HUB and Sego online databases, Bureau of Land Management (BLM) General Land Office maps, U.S. Geological Survey (USGS) historical topographic maps and aerial photographs, and general archival sources available online. To update and confirm the desktop data, a reconnaissance-level historic structures inventory was conducted in 2022 for alternatives that passed through Level 2 screening. Level 2 screening results reported in this *Final Alternatives Development and Screening Report* have been updated to be consistent with this field-verified historic building data.
- **Section 4(f) resources.** It was brought to UDOT's attention during the screening comment period that the Provo River Restoration Project along the Provo River should be considered a wildlife refuge subject to Section 4(f). UDOT evaluated the suggestion and agreed that this area qualifies as a Section 4(f) resource and therefore included it in the updated impact analysis.

Based on this additional data, Alternatives WB3 and WB4 were refined to minimize impacts to wetlands and historic buildings, and all the western bypass alternatives that passed Level 2 screening were re-evaluated against the updated information. The outcome of the screening process did not change as a result of the new data or alignment shifts. This final report includes new appendices to document the notification for the draft screening report release, presentations given to stakeholders and local councils, and the comments received during the screening report comment period.

## 1.2 Alternatives Considered but Not Carried Forward

UDOT developed 23 alternatives for evaluation in screening based on previous studies, public and agency input during scoping, and local and regional land use and transportation plans. Of the 23 alternatives reviewed, 18 did not pass screening. These 18 alternatives failed because they were not reasonable and practicable, they did not support local or regional traffic mobility, they did not support Heber City's vision for its historic town center, or the impacts to key resources were too great compared to other similar alternatives. The 18 alternatives that did not pass screening are listed in Table 1-1.

Table 1-1. Alternatives That Did Not Pass Screening

Alternative		Preliminary Screening	Level 1 Screening	Level 2 Screening	Passed Screening?
U.S. 40 Improvements	—	Transit alternative	Fail	NA	No
	40A	Widen U.S. 40	Pass	Fail	NA
	40B	Improve U.S. 40 – roundabouts	Pass	Fail	NA
	40C	Improve U.S. 40 – intersection improvements	Pass	Fail	NA
	40D	Improve U.S. 40 – tunneling or bridging	Fail	NA	NA
	40E	Reversible lanes	Pass	Fail	NA
	40F	One-way couplet	Pass	Fail	NA
	40G	One-way couplet on 100 West and 100 East	Pass	Fail	NA
East Bypasses	EA	East bypass – limited access and grade-separated interchanges	Pass	Fail	NA
	EB	East bypass – parkway and at-grade intersections	Pass	Fail	NA
	EC	East bypass – arterial route and at-grade intersections	Pass	Fail	NA
West Bypasses	WA2	West bypass – limited access and grade-separated interchanges and realign U.S. 189	Pass	Fail	NA
	WA3	West bypass – limited access and grade-separated interchanges with northern extension	Pass	Pass	Fail
	WC1	West bypass – arterial route and at-grade intersections	Pass	Fail	NA
	WC2	West bypass – arterial route and at-grade intersections and realign U.S. 189	Pass	Fail	NA
	WD1	West bypass – parkway and turbo roundabouts	Pass	Fail	NA
	WD2	West bypass – parkway and turbo roundabouts with connection at 1300 South	Pass	Fail	NA
	WS	West bypass with southern extension – arterial route and at-grade intersections	Pass	Fail	NA

## 1.3 Alternatives Advanced for Further Evaluation in the Draft EIS

Five alternatives (WA1, WB1, WB2, WB3, and WB4) passed screening and will be studied in detail in the Draft EIS (Table 1-2). All five alternatives that passed screening were western bypass alternatives. These western bypass alternatives vary in their connection to U.S. 40 and U.S. 189 and vary in intersection type and functionality of the road (grade-separated interchanges [WA1] versus signalized at-grade intersections [WB1, WB2, WB3, and WB4]).

The alternatives that passed the screening process will be further developed to support detailed analysis in the Draft EIS. This detailed analysis includes engineering refinement of the remaining alternatives and a thorough review of the affected environment that includes the following 17 resource categories: land use, community and property impacts, farmlands, environmental justice, economics, traffic and transportation, joint development, considerations related to pedestrians and bicyclists, air quality, noise, water resources, ecosystem resources, floodplains, cultural resources, paleontological resources, hazardous materials and waste sites, and visual resources. A list of resources that are commonly evaluated in EISs for highway projects is available at this link: [FHWA Technical Advisory T 6640.8A, Guidance for Preparing and Processing Environmental and Section 4\(f\) Documents](#). The engineering refinement phase will include additional design work to provide details such as horizontal and vertical alignments, right-of-way needs, intersection design, pedestrian and bicycle accommodations, access design, and potential drainage designs including stormwater management. Access design will include road, driveway, or parking lot revisions for properties intersected by an alternative. All five alternatives will be designed to a similar level of detail.

Table 1-2. Alternatives That Passed Screening and Will Be Studied in Detail

Alternative		Preliminary Screening	Level 1 Screening	Level 2 Screening	Passed Screening?
West Bypasses	WA1	Pass	Pass	Pass	Yes
	WB1	Pass	Pass	Pass	Yes
	WB2	Pass	Pass	Pass	Yes
	WB3	Pass	Pass	Pass	Yes
	WB4	Pass	Pass	Pass	Yes

## 2.0 Introduction

### 2.1 Report Purpose and Background Information

The purpose of this report is to describe the alternatives development and screening process that was used for the Heber Valley Corridor Environmental Impact Statement (EIS). The Utah Department of Transportation (UDOT) is preparing the EIS to evaluate transportation solutions to improve mobility through the Heber Valley and the operation of U.S. Highway 40 (U.S. 40). Improvements are needed to address congestion and delay and to accommodate current and projected travel demand in 2050. The process consisted of the following five basic phases:

1. Developing conceptual alternatives
  - a. Public and agency input was sought on conceptual alternatives during scoping; see Section 3.2.2, *Scoping*, for a summary
2. Conducting a preliminary evaluation of conceptual alternatives to determine reasonableness
3. Applying first-level (Level 1) screening criteria and identifying and refining alternatives that pass the first-level screening
4. Refining alternatives that pass Level 1 screening for Level 2 screening
5. Applying second-level (Level 2) screening criteria and identifying alternatives that will be analyzed in detail in the Draft EIS

The alternatives development and screening process described in this report provides critical information about how well each alternative satisfies the project's purpose and whether it is reasonable under the National Environmental Policy Act (NEPA), practicable under the Clean Water Act, and feasible and prudent under Section 4(f) of the Department of Transportation Act of 1966. For more information regarding the regulations considered in this screening process, see Section 2.3, *Reasons Why an Alternative Might Be Eliminated during the Screening Process*.

The Federal Highway Administration (FHWA) has assigned its responsibilities under NEPA and other federal environmental laws to UDOT for highway projects in Utah, pursuant to 23 United States Code Section 327, in a Memorandum of Understanding (MOU) dated May 26, 2022. In accordance with its responsibilities, UDOT is carrying out the environmental review process for the Heber Valley Corridor Project in lieu of FHWA and serves as the lead agency in the NEPA process. The assignment of NEPA responsibilities to

#### What is travel demand?

Travel demand is the expected number of transportation trips in an area. Travel demand can be met by various modes of travel, such as automobile, bus, carpooling, walking, and cycling.

#### What is a reasonable alternative?

Reasonable alternatives include those that are practical or feasible from the technical and economic standpoints and using common sense.

#### What is a practicable action?

Practicable means the action is available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes.

#### What is a feasible and prudent avoidance alternative?

A feasible and prudent avoidance alternative avoids using Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. An alternative is not feasible if it cannot be built as a matter of sound engineering judgment.

UDOT does not change the roles and responsibilities of any other federal agency whose review or approval is required for the project.

## 2.2 Screening Process Overview

UDOT conducted a three-level (Preliminary, Level 1, and Level 2) screening evaluation of alternatives suggested by stakeholders and in previous studies (Figure 2-1). Agency and public inputs (scoping) occurred during the *Develop Conceptual Alternatives* phase shown in the figure.

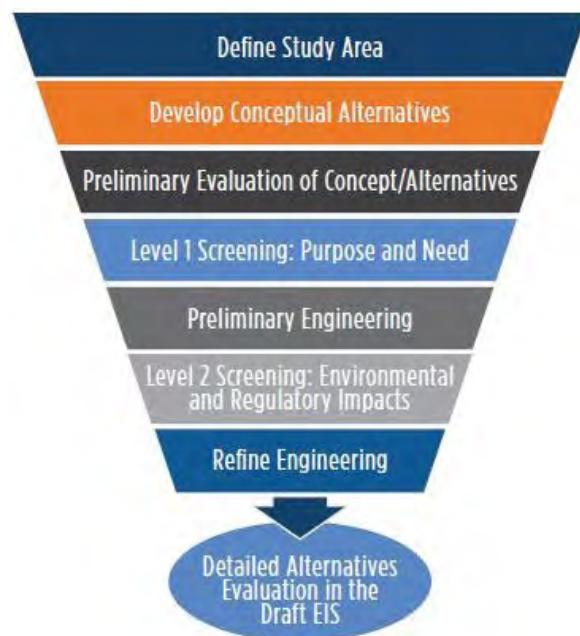
A summary of the public and agency input received during the formal comment period held during the scoping phase is provided in Section 3.2.2, *Scoping*. The release of this report initiates another formal request for public and agency input.

As shown in Figure 2-1, the project's purpose and needs are the foundation of the alternatives screening process. After UDOT developed the conceptual alternatives, it began the screening process with a preliminary evaluation of conceptual alternatives to determine whether they had fatal flaws. Alternatives with fatal flaws—for example, alternatives that are not technically feasible—were determined to not be reasonable. If an alternative did not have fatal flaws, it was further developed so that Level 1 screening could be conducted.

Level 1 screening was based on the project's purpose. The project purpose is to substantially improve regional and local mobility on U.S. 40 through 2050, provide opportunities for nonmotorized transportation, and allow Heber City to meet their vision for the historic town center. The alternatives that passed Level 1 screening were determined to satisfy the project's purpose and were then further refined and evaluated with Level 2 screening criteria to determine their expected impacts to key resources. Alternatives that do not satisfy the project's purpose or that have unacceptable impacts were determined to not be reasonable.

The alternatives development and screening process is designed to be dynamic throughout the EIS process. If a new alternative or refinement of an alternative is developed or arises later in the EIS process, it will be considered using the same screening considerations and criteria as the other alternatives, as described in this report.

Figure 2-1. Screening Process Overview



## 2.3 Reasons Why an Alternative Might Be Eliminated during the Screening Process

This section describes the laws and guidance used to determine whether an alternative might be eliminated during the screening process.

### 2.3.1 Council on Environmental Quality Regulations and Guidance

NEPA's implementing regulations define *reasonable alternatives* as those that meet the project's purpose and need and that are technically and economically feasible. According to these regulations and the Council on Environmental Quality, there are three primary reasons why an alternative might be determined to be not reasonable and thus eliminated from further consideration.

1. The alternative does not satisfy the purpose of the project (this is evaluated in the Level 1 screening for the Heber Valley Corridor Project).
2. The alternative is determined to be not practical or feasible from a technical and/or economic standpoint and using common sense (this is evaluated in the preliminary evaluation for the Heber Valley Corridor Project).
  - a. Improve U.S. 40 – tunneling or bridging (40D) was eliminated in preliminary screening for not being practical.
3. The alternative substantially duplicates another alternative; that is, it is otherwise reasonable but offers little or no advantage for satisfying the project's purpose, and it has impacts and/or costs that are similar to or greater than those of other, similar alternatives (this is evaluated in the Level 2 screening for the Heber Valley Corridor Project).
  - a. West bypass – limited access and grade-separated interchanges with northern extension (WA3) was eliminated in Level 2 screening for higher impacts to key resources compared to similar alternatives.

### 2.3.2 Clean Water Act Requirements

Because the area of analysis for the Heber Valley Corridor Project might include federally regulated wetlands or other waters of the United States, UDOT considered the Clean Water Act *Section 404(b)(1) Guidelines for Specification of Disposal Sites for Dredged or Fill Material* (40 Code of Federal Regulations [CFR] Part 230) and Executive Order 11990, *Protection of Wetlands*, during the alternatives development phase. The U.S. Army Corps of Engineers is responsible for determining compliance with the Section 404(b)(1) Guidelines and may permit only the least environmentally damaging practicable alternative.

The Section 404(b)(1) Guidelines state that “no discharge of dredged or fill material [to Section 404–regulated waters] shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences” [40 CFR Section 230.10(a)]. This section of the Guidelines further states that:

1. For the purpose of this requirement, practicable alternatives include but are not limited to:
  - i. Activities which do not involve a discharge of dredged or fill material into the waters of the United States or ocean waters;
  - ii. Discharges of dredged or fill material at other locations in waters of the United States or ocean waters[.]
2. An alternative is practicable if it is available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes. If it is otherwise a practicable alternative, an area not presently owned by the applicant which could reasonably be obtained, utilized, expanded, or managed in order to fulfill the basic purpose of the proposed activity may be considered.
3. Where the activity associated with a discharge which is proposed for a special aquatic site (as defined in Subpart E [of the Guidelines]) does not require access or proximity to or siting within the special aquatic site in question to fulfill its basic purpose (i.e., is not “water dependent”), practicable alternatives that do not involve special aquatic sites are presumed to be available, unless clearly demonstrated otherwise. In addition, where a discharge is proposed for a special aquatic site, all practicable alternatives to the proposed discharge which do not involve a discharge into a special aquatic site are presumed to have less adverse impact on the aquatic ecosystem, unless clearly demonstrated otherwise.

UDOT considered the Section 404(b)(1) Guidelines during two aspects of the screening process. First, during preliminary evaluation, UDOT determined which alternatives would be practicable. One alternative (40D) was eliminated as not practicable because of the limitation of available technology, logistics, and high costs. Second, during Level 2 screening, UDOT evaluated alternatives considering potential wetland impacts and also refined alternative alignments to try to avoid and minimize impacts to wetlands and other waters. One alternative was eliminated during Level 2 screening because it would have more-severe impacts to potential waters of the United States than other alternatives and offered little to no operational advantages compared to other alternatives that would have fewer wetland impacts. To achieve final compliance with the Section 404(b)(1) Guidelines, UDOT will need to demonstrate, through an evaluation of alternatives considered during screening and those evaluated in detail in the EIS, that the alternative selected in the project’s Record of Decision is the least environmentally damaging practicable alternative.

### 2.3.3 Section 4(f) Requirements

Section 4(f) of the Department of Transportation Act of 1966 (49 USC Section 303) applies to publicly owned parks, recreation areas, and wildlife and waterfowl refuges and publicly or privately owned significant historic properties. The requirements of Section 4(f) apply only to agencies within the U.S. Department of Transportation (USDOT)—for example, FHWA. Pursuant to 23 USC Section 327 and the NEPA Assignment Memorandum of Understanding between FHWA and UDOT dated May 26, 2022, UDOT is responsible for meeting Section 4(f) requirements for FHWA.

Section 4(f) prohibits USDOT agencies (and in this case UDOT) from approving the use of any Section 4(f) land for a transportation project except as follows:

- First, the USDOT agency can approve the use of a Section 4(f) property only if it makes a determination that (1) there is no prudent and feasible alternative that would avoid the use of the Section 4(f) property *and* (2) the project includes all possible planning to minimize harm to that property; or
- Second, if there is no feasible and prudent avoidance alternative and all remaining alternatives have Section 4(f) uses, the approved alternative would cause least overall harm in light of Section 4(f)'s preservation purpose; or
- Third, the USDOT agency can approve the use of Section 4(f) property by making a *de minimis* impact determination for the use of that property.

UDOT considered the Section 4(f) requirements during two aspects of the screening process. First, during preliminary evaluation, UDOT determined that some concepts (for example, building a tunnel under Main Street) would not be prudent and/or feasible. Second, during Level 2 screening, UDOT evaluated alternatives considering potential use of Section 4(f) properties and refined alternative alignments to try to avoid and minimize impacts to those properties. No alternatives were eliminated during Level 2 screening because of the severity of Section 4(f) uses that would be required. To achieve compliance with the Section 4(f) regulations, UDOT will need to demonstrate through an evaluation of alternatives remaining after screening that either (1) the alternative selected would have a *de minimis* use of Section 4(f) resources or (2) there is no feasible and prudent alternative that would avoid the use of Section 4(f) resources, and the project alternative selected demonstrates the least overall harm and includes all possible planning to minimize harm to Section 4(f) resources.

#### What is a *de minimis* impact?

For publicly owned public parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that would not adversely affect the activities, features, or attributes of the property.

For historic sites, a finding of *de minimis* impact means FHWA has determined that the project would have “no adverse effect” on the historic property.

## 2.4 Summary of the Project's Purpose and Need

The primary criterion for determining whether an alternative is reasonable, feasible and prudent, and practicable is whether it meets the purpose of and needs for the project. For the Heber Valley Corridor Project, UDOT's purpose is to improve both regional and local mobility on U.S. 40 from State Route (S.R.) 32 to U.S. 189 and provide opportunities for nonmotorized transportation while allowing Heber City to meet their vision for the historic town center.

The evaluation of transportation needs in the Heber Valley is focused on U.S. 40 because it is the only principal arterial in the valley that conveys regional traffic through the length of the valley. U.S. 40 presents challenges for local and regional mobility today and in the future. The transportation needs are related primarily to traffic during peak periods, which is forecasted to get worse with increasing population and economic activity. The following deficiencies have been identified in the study area:

- The character and function of U.S. 40 change from a 65-miles-per-hour (mph), limited-access freeway north of town to a 35-mph Main Street in Heber City with signalized intersections. Vehicle throughput (the number of vehicles per day) on U.S. 40 is traded for increased access within Heber's historic core, resulting in congestion and delay.
- U.S. 40 is currently operating at failing conditions (level of service F) from 100 North to 100 South during the PM peak hour, and these conditions will continue to get worse through 2050.
- Signalized intersections on U.S. 40 are currently operating at acceptable conditions, but many are expected to operate at failing conditions during the PM peak hour by 2050 if no improvements are made.
- Southbound travel time on U.S. 40 from S.R. 32 to U.S. 189 during the PM peak hour will double by 2050 if no improvements are made.
- Queue lengths (vehicles backed up waiting to get through an intersection) during the PM peak hour will increase and spill back to other intersections and onto U.S. 40 north of town where the posted speed is 55 mph, resulting in safety concerns.
- There is limited designated infrastructure and lack of connectivity with existing infrastructure for nonmotorized transportation in the Heber Valley. This lack of accommodations creates a low-comfort experience for all but the most confident pedestrians and bicyclists.

In addition, Heber City's general plan, *Heber City Envision 2050* (Heber City 2020), identifies the following deficiencies specific to Main Street:

- Increased traffic on Main Street has disrupted the traditional feel with increased noise and pedestrian safety concerns.

The project purpose includes the historic town center vision statement from *Heber City Envision 2050* because the traffic and congestion on U.S. 40 are no longer compatible with the character and vision for downtown Heber City. The purpose and need focus on the downtown guidance from the plan because that is where the transportation issues are. Commenters suggested that the screening should consider additional resources mentioned in the adopted plans, including in particular open space in the north fields area.

### What is the PM peak hour?

The PM peak hour is the 1-hour period afternoon (PM) during which there is the greatest number of vehicles on the road system.

However, because the north fields area is not contributing to the transportation problems to be solved (in the way that the congestion and traffic mix from the state highway affects downtown), it is not appropriate to consider it in the purpose and need screening. The guidance from the plan and the potential effects from the plan will be studied in depth in the Draft EIS and will be considered by UDOT in identifying a preferred alternative. See the *Purpose and Need Technical Report* (UDOT 2021) for more information regarding the project purpose and need (available on the project website at [hebervalleyeis.udot.utah.gov](http://hebervalleyeis.udot.utah.gov)).

UDOT developed criteria to measure each alternative's ability to satisfy the project's purpose. If an alternative would not satisfy the project's purpose, it is proposed to be eliminated from further consideration. See Section 3.3.2, *Level 1 Screening*, for a description of the purpose criteria used in Level 1 screening.

## 3.0 Alternatives Development and Screening Process

### 3.1 Definition of Study Area Phase

The first step was to define the project's study area. UDOT defined the study area as the area that encompasses the problems identified in the purpose and need statement and within which a proposed alternative would be expected to meet the project's purpose. Travel demand modeling was used to determine the effectiveness of proposed alternatives on U.S. 40 and the geographic extent of effective alternative alignments. That is, it was also used to determine how far away an alternative could be from U.S. 40 and still meet the project's purpose to relieve local and regional travel demand.

Traffic modeling found that if a proposed alternative is too far from U.S. 40, it would not benefit regional and local mobility because it would not draw enough traffic off U.S. 40 (drivers would avoid out-of-direction travel and excessive travel times). To reduce congestion on U.S. 40, an alternative needs to be within about 1 mile east or west of the U.S. 40 mainline. Based on modeling results, UDOT also determined that this location is important for moving local traffic, which is the dominant traffic type using U.S. 40 (about 50% of traffic on Main Street in 2019 is local traffic).

Regional traffic and through-traffic are 20% and 30%, respectively, of the traffic on Main Street; however, both types of traffic are sensitive to out-of-direction travel. Modeling determined that drivers would continue to use U.S. 40 if an alternative route is too far away. To reduce regional traffic on the Main Street segment of U.S. 40 (a project purpose to meet Heber City's Vision), an alternative must also be located nearby and provide convenient connections to U.S. 40 and U.S. 189 to serve regional traffic. Figure 3-1 shows the study area in which alternatives would benefit both local and regional traffic (as determined by travel demand modeling).

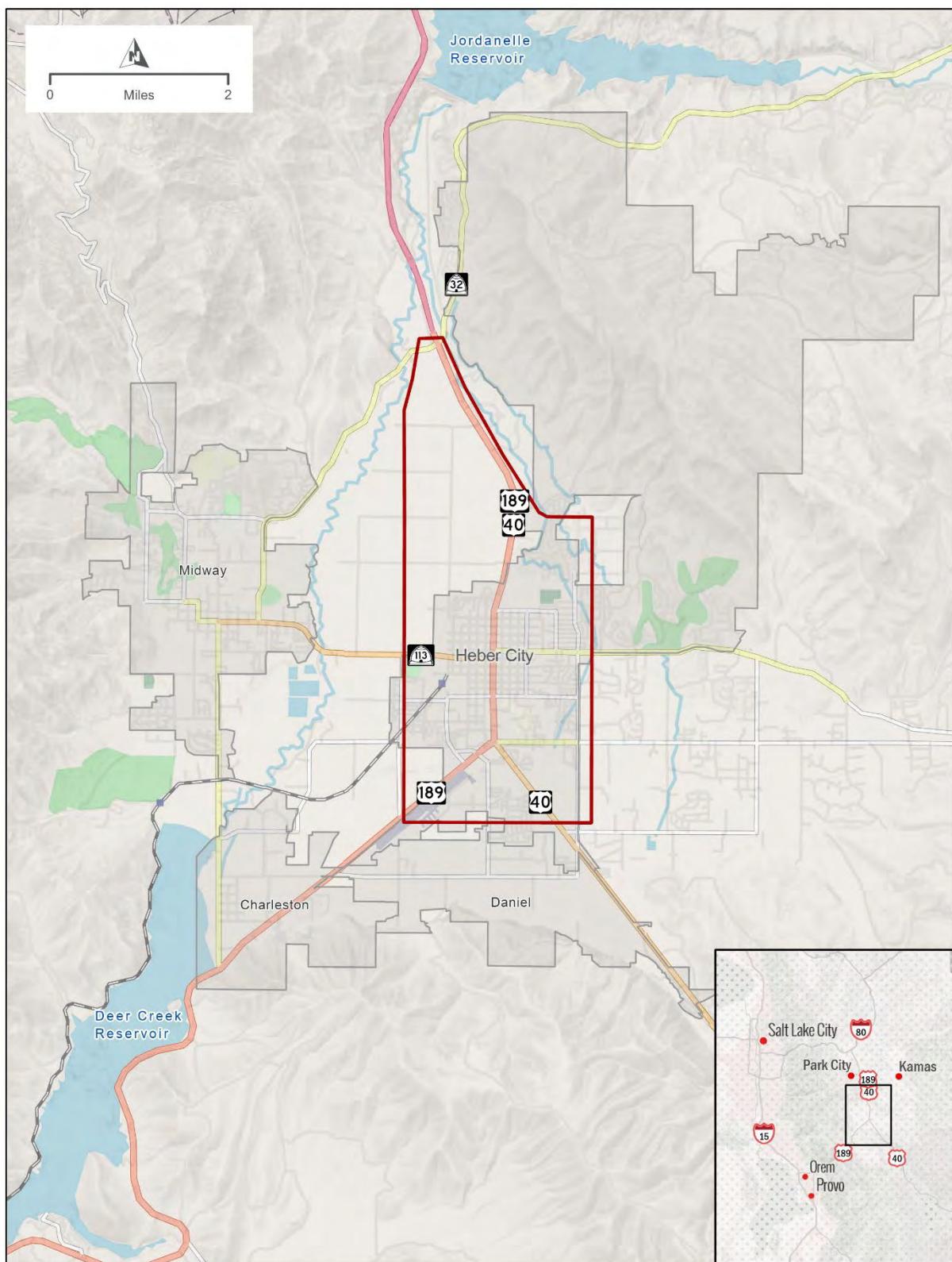
#### What types of traffic are present on Main Street?

**Local traffic** is traffic that starts and ends within the Heber Valley. This traffic type was 50% of the traffic on Main Street in 2019 and is projected to be 50% of traffic in 2050.

**Regional traffic** is traffic that starts or ends in the Heber Valley, typically long-distance commuters or visitors. This traffic type was 20% of traffic in 2019 and is projected to be 25% of traffic in 2050.

**Through-traffic** is traffic that travels through the Heber Valley, originating and ending at locations outside the valley. This traffic type was 30% of traffic in 2019 and is projected to be 25% of traffic in 2050.

Figure 3-1. Needs Assessment Study Area



## 3.2 Development of Preliminary Alternatives

The next phase in the alternatives development and screening process was identifying a list of preliminary alternatives. To be considered a preliminary alternative, an alternative had to be applicable to the study area defined above and had to present a type of solution that could meet the project's purpose and identified transportation needs.

UDOT developed the preliminary alternatives based on previous planning studies and through the EIS scoping and outreach processes. The preliminary alternatives were developed with input from existing transportation plans, the public, local municipal governments, and resource agencies. The input was collected during the EIS public scoping periods (an early scoping period from August 26 to October 3, 2020, and a formal scoping period from April 30 to June 14, 2021) and in stakeholder interviews.

### 3.2.1 Previous Studies and Plans

UDOT identified potential alternatives from the following previous transportation plans and studies:

- *Heber City Downtown Study* (Downtown Redevelopment Services, no date)
- *Heber City Envision 2050* (Heber City 2020)
- *Transportation Plan 2017* (Heber City 2017)
- *Wasatch County General Plan 2001–2016* (Wasatch County 2010)
- *Heber City Highway Bypass Study* (PEC, no date)
- *Heber Valley Parkway Planning Study*, conducted for UDOT, Mountainland Association of Governments (MAG), Heber City, and Wasatch County (Avenue Consultants 2019)
- *2019–2050 Wasatch Regional Transportation Plan* (MAG 2019)
- *2019–2050 Statewide Rural Long-range Transportation Plan* (UDOT 2019a)

### 3.2.2 Scoping

UDOT conducted two rounds of scoping for the EIS: an optional early scoping and a formal NEPA scoping. NEPA scoping is a formal EIS outreach and coordination process to determine the scope of issues to be addressed and to identify significant issues related to the proposed action. UDOT used the scoping process to identify and review the purpose of and need for the project and alternatives to consider in the EIS. UDOT used several methods to involve agencies and the public during the development of alternatives, including meetings, open houses, a project website, and newsletters to advertise and allow reviews of project materials.

#### What is scoping?

NEPA scoping is a formal EIS outreach and coordination process to determine the scope of issues to be addressed and to identify significant issues related to the proposed action. UDOT conducted an optional early scoping process in 2020 to better understand the potential needs and issues prior to initiating the EIS. Another formal scoping process was conducted when UDOT published the notice of intent to prepare an EIS in May 2021.

## Early Scoping

UDOT conducted an early scoping process to solicit public and agency input to develop the project purpose and need statement, identify a preliminary range of alternatives, and identify potentially significant environmental issues. Early scoping is an optional process that UDOT used to better understand the potential needs and issues prior to initiating the EIS. The [Early Scoping Summary Report](#) summarizes public and agency input and identifies the alternatives that were suggested during the early scoping process from August 26 to October 3, 2020.

## Formal Scoping and Notice of Intent

The [Scoping Summary Report](#) summarizes public and agency input gathered during the formal scoping period, which lasted 45 days from April 30 to June 14, 2021. The Notice of Intent (NOI) was published during the formal scoping period on May 11, 2021. The NOI and formal scoping presented the following preliminary alternatives for comment:

- No action
- Improvements to U.S. 40 such as adding lanes and intersection improvements
- Improvements to existing roads other than U.S. 40
- A one-way-couplet system
- A new bypass west of U.S. 40
- A new bypass east of U.S. 40
- Transportation System Management (TSM)
- Transit

As discussed in the [Scoping Summary Report](#), during the EIS scoping processes in 2020 and 2021, UDOT received close to 400 comments, and some comments suggested additional concepts and potential alternatives for UDOT to consider in the EIS. These comments addressed alternative locations, alternative configurations, travel modes, safety, construction costs, construction methods, and logical termini (the logical endpoints for the improvements to U.S. 40). Where applicable, UDOT incorporated the scoping comments to develop and refine a range of preliminary alternatives. The additional concepts for alternatives suggested during scoping included the following:

- Improvements on U.S. 40, including:
  - Intersection improvements such as wider intersections and roundabouts
  - Tunnel under U.S. 40 within the Heber City limits
  - Bridge over U.S. 40 within the Heber City limits
- New locations for a new bypass west of U.S. 40
- New locations for a new bypass east of U.S. 40

## Initial Alternative Concepts

From the basic concepts identified during scoping, UDOT developed the ideas into 17 distinct alternative concepts and published them for public review and input. These 17 alternative concepts are described in Table 3-1 and shown in Figure 3-2 through Figure 3-4. To allow objective screening, all of the proposed alternative concepts were developed to an equal level of detail. UDOT solicited input on the 17 initial alternative concepts at meetings and during the public comment period, which ran from October 5 to November 4, 2021. See Appendix B, *Notifications of Alternatives Meetings and Comment Period*, for the notifications for the public meeting, and Appendix C, *Virtual Open House Meeting Materials*, and Appendix D, *In-person Open House Meeting Materials*, for the supporting materials displayed at the public meetings that describe the 17 alternative concepts.

**Table 3-1. Initial Alternative Concepts as Presented during the Public Comment Period**

Alternative	Description	
—	Transit alternative	The Wasatch County Transit Study (MAG 2020) identified a combination of local services in the Heber Valley connecting Heber City, Midway, and Charleston; a Park City commuter route from Heber City; a Wasatch County to Utah County commuter route from Heber City to the Vineyard FrontRunner Station in Orem; and vanpool services from Heber City to Orem and Park City, starting with dial-a-ride service in Midway and Heber City.
<b>Improvements on U.S. 40 (Figure 3-2)</b>		
40A	Widen U.S. 40	Concept proposes widening U.S. 40 from five lanes to seven lanes from 500 North to U.S. 189.
40B	Improve U.S. 40 – roundabouts	Concept proposes replacing the existing signalized intersections with roundabouts at 500 North, Center Street, 100 South, 600 South, and 1200 South, with no additional lanes added to U.S. 40.
40C	Improve U.S. 40 – intersection improvements	Concept proposes realigning S.R. 113 to line up with Center Street (to align major east-west movements) and adding turn lanes to signalized intersections, with no additional lanes added to U.S. 40. The traffic signal for 100 South would be removed with this concept.
40D	Improve U.S. 40 – tunneling or bridging	Concept proposes constructing a bridge over or a tunnel under U.S. 40 from 500 North to 1200 South.
40E	Reversible lanes	Concept proposes converting the center turn lane to a reversible lane from 500 North to U.S. 189, with no additional lanes added to U.S. 40. The center lane would be used for northbound traffic during the morning and southbound traffic during the afternoon.
40F	One-way couplet	Concept proposes splitting U.S. 40 into two roads between 500 North and 1000 South. Main Street would be for northbound travel, and 100 West would be for southbound travel.
<b>East Bypasses (Figure 3-3)</b>		
EA	East bypass – limited access and grade-separated interchanges	Concept proposes a highway-type facility offset from 1200 East (Mill Road) with three interchanges: Center Street and the north and south connections to U.S. 40. Speed limit would be 65 mph.
EB	East bypass – parkway and at grade intersections	Concept proposes a parkway-type facility offset from 1200 East (Mill Road) with seven intersections at key locations. Speed limit would be 55 mph.
EC	East bypass – arterial route and at grade intersections	Concept proposes an arterial-type facility on 1200 East (Mill Road) with intersections at all cross streets (12 total). Speed limit would be 45 mph.

(continued on next page)

Table 3-1. Initial Alternative Concepts as Presented during the Public Comment Period

Alternative	Description	
<b><i>West Bypasses (Figure 3-4)</i></b>		
WA1	West bypass – limited access and grade-separated interchanges	Concept proposes a highway-type facility with six interchanges at major connections: U.S. 40 (2), U.S. 189 (2), S.R. 113, and 1300 South. Speed limit would be 65 miles per hour (mph).
WA2	West bypass – limited access and grade-separated interchanges and realign U.S. 189	Concept proposes a highway-type facility with six interchanges at major connections: U.S. 40 (2), U.S. 189 (2), S.R. 113, and 1300 South. Speed limit would be 65 mph. Concept includes the realignment of U.S. 189.
WB1	West bypass – parkway and at-grade intersections	Concept proposes a parkway-type facility with eight intersections: U.S. 40 (2), U.S. 189 (2), S.R. 113, 1300 South, Industrial Parkway, and 300 West. Speed limit would be 55 mph.
<b><i>West Bypass (Figure 3-4) (continued)</i></b>		
WB2	West bypass – parkway and at-grade intersections and realign U.S. 189	Concept proposes a parkway-type facility with eight intersections: U.S. 40 (2), U.S. 189 (2), S.R. 113, 1300 South, Industrial Parkway, and 300 West. Speed limit would be 55 mph. Concept includes the realignment of U.S. 189.
WC1	West bypass – arterial route and at-grade intersections	Concept proposes an arterial-type facility with intersections at all cross streets (nine total): U.S. 40 (2), U.S. 189 (2), 1300 South, S.R. 113, Industrial Parkway, 300 West, and S. Daniels Road. Speed limit would be 45 mph.
WC2	West bypass – arterial route and at-grade intersections and realign U.S. 189	Concept proposes an arterial-type facility with intersections at all cross streets (nine total): U.S. 40 (2), U.S. 189 (2), 1300 South, S.R. 113, Industrial Parkway, 300 West, and S. Daniels Road. Speed limit would be 45 mph. Concept includes the realignment of U.S. 189.
WD1	West bypass – parkway and turbo roundabouts	Concept has turbo roundabouts at seven key locations. Speed limit would be 55 mph.

Figure 3-2. Initial Alternatives for U.S. 40 as Presented during Public Comment Period

## U.S. 40 ALTERNATIVE CONCEPTS

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. The design speed limit for all the alternative concepts is 35 mph (same as existing) unless otherwise noted.

- 40A ALTERNATIVE 40A: WIDEN U.S. 40**  
Concept proposes widening U.S. 40 from five lanes to seven lanes, from 500 North to U.S. 189.
- 40B ALTERNATIVE 40B: IMPROVE U.S. 40 – ROUNDABOUTS**  
Concept proposes replacing the existing signalized intersections with roundabouts at 500 North, Center Street, 100 South, 600 South, and 1200 South, with no additional lanes added to U.S. 40.
- 40C ALTERNATIVE 40C: IMPROVE U.S. 40 – INTERSECTION IMPROVEMENTS**  
Concept proposes realigning S.R. 113 to line up with Center Street (to align major east-west movements), adding turn lanes to signalized intersections, with no additional lanes added to U.S. 40.
- 40D ALTERNATIVE 40D: IMPROVE U.S. 40 – TUNNELING/BRIDGING**  
Concept proposes constructing a bridge over or a tunnel under U.S. 40 from 500 North to 1200 South.
- 40E ALTERNATIVE 40E: REVERSIBLE LANES**  
Concept proposes converting the center turn lane to a reversible lane from 500 North to U.S. 189, with no additional lanes added to U.S. 40. The center lane would be used for northbound traffic in the AM and southbound traffic in the PM.
- 40F ALTERNATIVE 40F: ONE-WAY-COUPLET**  
Concept proposes splitting U.S. 40 into two roads between 500 North and 1000 South. Main Street would be for northbound travel and 100 West would be for southbound travel.

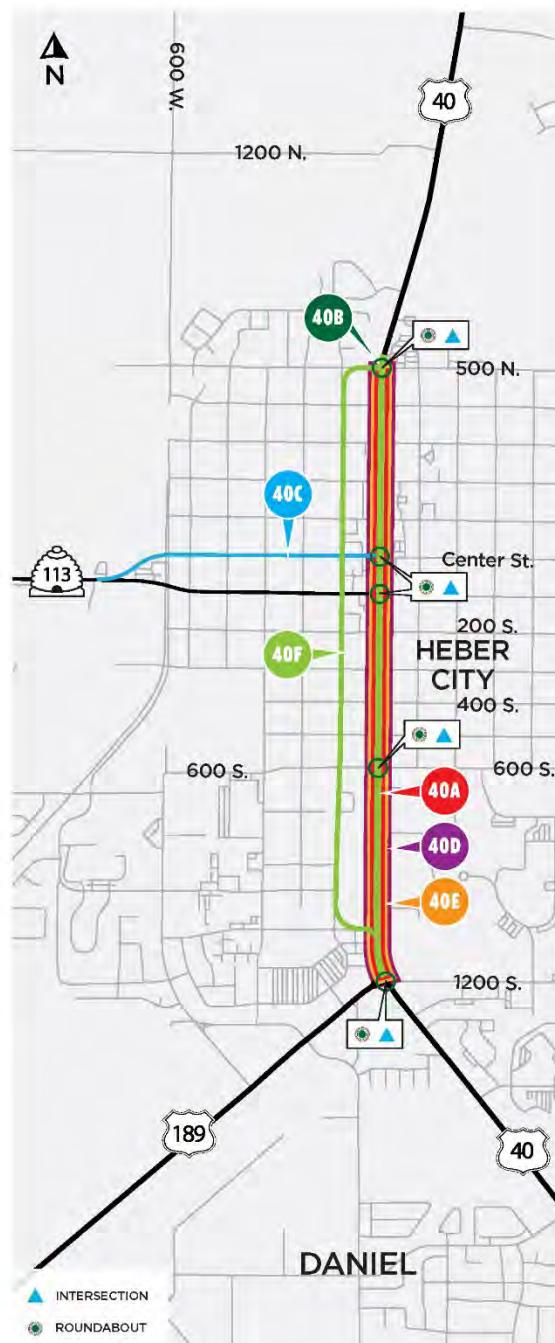


Figure 3-3. Initial Alternatives for East Bypass as Presented during Public Comment Period

## EAST BYPASS ALTERNATIVE CONCEPTS

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).

### EA ALTERNATIVE EA: EAST BYPASS LIMITED-ACCESS GRADE-SEPARATED

Concept proposes a highway type facility offset from 1200 East (Mill Road) with three interchanges: Center Street and the north and south connections to U.S. 40.

**SPEED LIMIT  
65**

### EB ALTERNATIVE EB: EAST BYPASS PARKWAY AT-GRADE

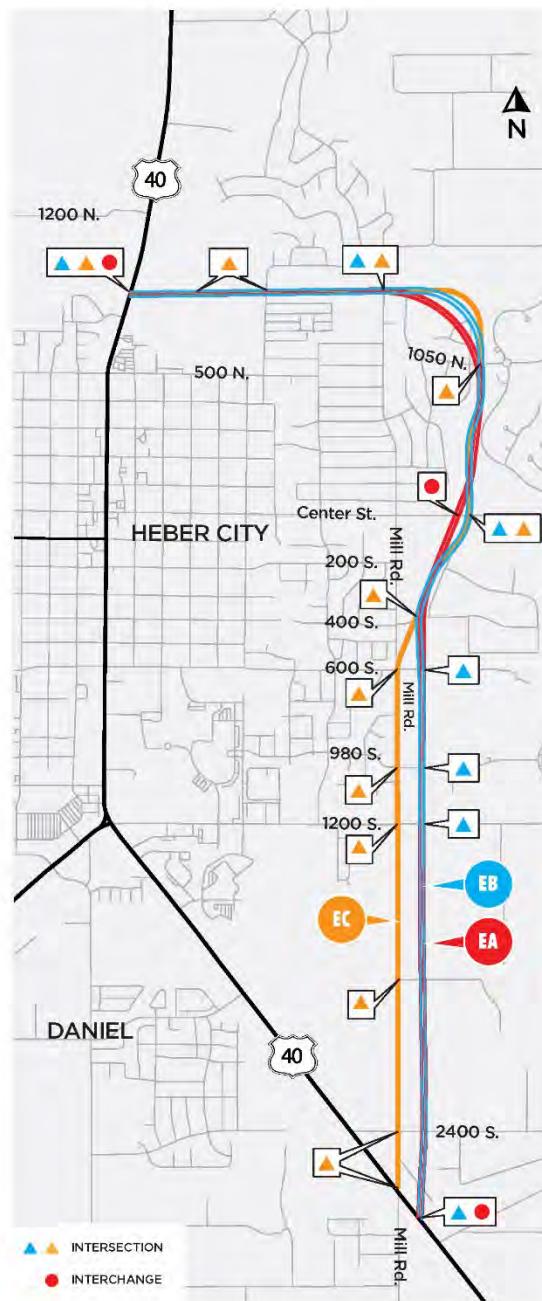
Concept proposes a parkway type facility offset from 1200 East (Mill Road) with seven intersections at key locations.

**SPEED LIMIT  
55**

### EC ALTERNATIVE EC: EAST BYPASS ARTERIAL AT-GRADE

Concept proposes an arterial type facility on 1200 East (Mill Road) with intersections at all cross streets, 12 total.

**SPEED LIMIT  
45**



10/1/2021

**UDOT**  
Keeping Utah Moving

Figure 3-4. Initial Alternatives for West Bypass as Presented during Public Comment Period

## WEST BYPASS ALTERNATIVE CONCEPTS

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, the fourth extends farther to the north.

Concepts WA, WB and WC each have an option to realign U.S. 189.

### WA ALTERNATIVE WA: WEST BYPASS LIMITED-ACCESS GRADE-SEPARATED

Concept proposes a highway-type facility with six interchanges at major connections: U.S. 40 (2), U.S. 189 (2), S.R. 113, and 1300 South.

**SPEED LIMIT**  
**65**

### WB ALTERNATIVE WB: WEST BYPASS PARKWAY AT-GRADE

Concept proposes a parkway-type facility with eight intersections: U.S. 40 (2), U.S. 189 (2), S.R. 113, 1300 South, Industrial Parkway, and 300 West.

**SPEED LIMIT**  
**55**

### WC ALTERNATIVE WC: WEST BYPASS ARTERIAL AT-GRADE

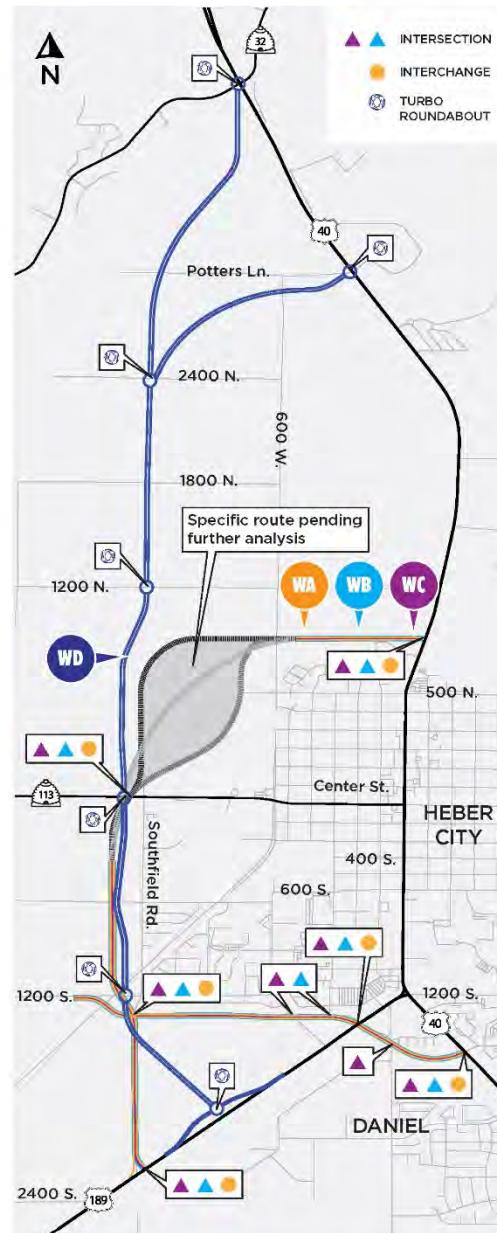
Concept proposes an arterial-type facility with intersections at all cross streets, nine total: U.S. 40 (2), U.S. 189 (2), 1300 South, S.R. 113, Industrial Parkway, 300 West, and S. Daniels Road.

**SPEED LIMIT**  
**45**

### WD ALTERNATIVE WD: WEST BYPASS PARKWAY TURBO ROUNDABOUTS

Concept has turbo roundabouts at seven key locations.

**SPEED LIMIT**  
**55**



### 3.2.3 Initial Alternatives Agency and Public Comment Period

On September 30, 2021, UDOT held an alternatives meeting to present the conceptual alternatives to resource agencies. Representatives from the U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, U.S. Bureau of Reclamation, Utah Reclamation, Mitigation, and Conservation Commission, and Utah Division of Wildlife Resources were in attendance. See Appendix A, *Agency Alternatives Meeting*, for the presentation and meeting summary.

UDOT held two public meetings to present the conceptual alternatives for public review and comment. A virtual public meeting was held on October 5, 2021, on Zoom, and the presentation was followed by a question-and-answer session. An in-person open house was held on October 6 at the Heber Valley Elementary School, and an opportunity to review materials and speak directly with UDOT was provided. The same information was presented at both meetings. The materials presented are available in Appendix C, *Virtual Open House Meeting Minutes*, and Appendix D, *In-person Open House Meeting Materials*. A 30-day public comment period ran from October 5 to November 4, 2021.

### Notification

The following methods were used to notify the general public of the October public meetings, the materials available for review, and how to comment:

- Advertisements were placed in the following publications:
  - *Wasatch Wave*, September 22 and 29, 2021
  - *The Salt Lake Tribune*, September 19, 2021
  - *Deseret News*, September 17, 24, and October 1, 2021
- Notifications and reminders were posted on the Heber Valley Corridor Project website: [hebervalleyeis.udot.utah.gov](http://hebervalleyeis.udot.utah.gov).
- Notifications and reminders were posted on UDOT's social media sites:
  - Facebook on September 16 and 24; October 1, 5, 6, 8, 13, 18, 19, 21, and 29; and November 1 and 4, 2021
  - Instagram on October 2 and 6, 2021
  - Paid video advertisements on Instagram intermittently from October 5 to November 4, 2021
  - Twitter on September 16; October 1, 5, 6, 13, 18, 19, 21, 25, and 29; and November 1 and 4, 2021
- An email notice was sent to the Heber Valley Corridor Project mailing list on September 14 and 24; October 1, 5, 6, 8, 15, and 29; and November 3 and 4, 2021.
- Printed flyers were hung at the following locations:

<ul style="list-style-type: none"><li>○ Dairy Keen</li><li>○ Heber City offices</li><li>○ Heber City Police Department</li><li>○ Natural Grocers</li></ul>	<ul style="list-style-type: none"><li>○ Sinclair</li><li>○ Smith's grocery store</li><li>○ Wasatch County Administrative Building</li><li>○ Wasatch County Library</li></ul>
--	--
- A UDOT press release was sent to local media outlets on September 27, 2021.

Copies of the notification materials listed above are included in Appendix B, *Notifications of Alternatives Meetings and Comment Period*.

## City and County Council Presentations

Prior to the alternatives public comment period, UDOT presented at two city council meetings, one county council meeting, and one interlocal government meeting. UDOT presented to the Midway City Council on September 7, 2021; the Wasatch County Council on September 8, 2021; the Heber City Council on September 21, 2021; and the Wasatch County Interlocal Meeting on September 22, 2021. The presentations for the council meetings were the same and included an overview of the project's purpose and need, a list of the alternatives under consideration, information about the upcoming public meetings, an overview of the process, and how to comment. UDOT encouraged councils and the public to submit comments on alternatives and alternatives screening criteria. A copy of the presentations is included in Appendix E, *Council Presentations*.

## Stakeholder Working Group Meetings

UDOT developed a stakeholder working group (SWG) that includes 18 representatives who represent trucking, agriculture, open lands, emergency services, schools, residents, developers, local government staff, and businesses. The group serves as a communication conduit to the community and helps inform UDOT's decision-making process. The fourth SWG meeting was held during the initial alternatives comment period on October 28, 2021, at the Heber City Police Department (with a virtual option via Zoom).

Nine SWG members and eight project team members attended. A presentation was given, including an update on the revised purpose and need statement, an overview of the screening process, an overview of the alternative concepts under consideration, a summary of comments received to date, and information regarding how to comment. After the presentation, SWG members asked questions and provided comments. The presentation and notes from the meeting are included in Appendix F, *Stakeholder Working Group Meeting*. The SWG will continue to meet at major milestones throughout the EIS process.

### 3.2.4 Summary of Public Comment on Initial Alternatives

The initial alternatives public comment period for the Heber Valley Corridor EIS began on October 5 and concluded on November 4, 2021. All comments that were received during this period are included in Appendix G, *Alternatives Comments*.

UDOT reviewed each comment and assigned it a number. Appendix G includes a list of commenters presented chronologically according to the order in which they commented and the corresponding comment number. A single comment might include several issues. A summary of the comments is included below, and more details are provided in Appendix G. UDOT reviewed comments received after the formal alternatives comment period and before the development of the Draft EIS and will consider them during the development of the Draft EIS. All comments received will be considered. The public will continue to have opportunities to provide input throughout the Heber Valley Corridor EIS environmental review process, and public comments will continue to be solicited throughout the project.

During the alternatives public comment period, UDOT received about 670 individual comment submissions from the public and agencies. Common themes included the following:

- An east bypass has never been part of the plan; a west bypass has been planned.
- An east bypass would reduce the quality of life in existing neighborhoods.
- An east bypass would reduce safety for students at four schools in the Mill Road area.
- A bypass should be placed where it would affect the fewest people.
- The west side is much less developed (fewer homes and schools).
- Something needs to be done about congestion.
- Congestion on Main Street is preferable to affecting so many homes and neighborhoods.
- The north fields and south fields should be preserved. Please don't impact the fields.
- A west bypass would impact natural resources (wetlands, creeks, aquifer, and/or wildlife).
- A bypass should connect to U.S. 40 farther to the north (River Road/S.R. 32) for a long-term solution. Development will continue to the north.

Suggestions for new alternatives or modifications to existing alternatives included the following:

- New alignments for bypass and one-way-couplet alternatives
- Different locations for bypass alternatives to connect to U.S. 40 and/or U.S. 189
- Different locations for and types of connections to the local road network for bypass alternatives (that is, specific type of interchange or intersections at specific locations)
- Regulating truck traffic
- Constructing a frontage road or median barrier on U.S. 40 (north of Heber City)
- Widening U.S. 40 and U.S. 189 south of Heber City, or installing a median barrier
- Spot improvements (for example, new traffic signals and pedestrian crossings)
- Lowering the speed limit or implementing traffic-calming measures on Main Street
- Combining different alternatives
- Building an oil pipeline or a railway to haul crude oil (to eliminate oil tanker truck traffic)

UDOT sorted the comments suggesting new or modified alternatives and split or combined them into about 40 unique suggestions. UDOT reviewed each suggestion for new alternatives or modifications to existing alternatives to determine if they should be evaluated further in the screening process. The reasons not to carry suggestions through the screening process included the following:

- Included in No-action Alternative
- Does not meet project purpose
- Outside the study area
- Outside the scope of the EIS
- Not technically feasible
- Will be considered during alternatives development (the comment suggested a design detail that could be incorporated into an alternative but did not suggest a standalone alternative)

Appendix I, *Alternatives Suggested by the Public*, includes a table listing these suggestions, whether they were further considered in Level 1 screening, and, if they were not advanced, the rationale for not considering them further in Level 1 screening.

UDOT developed responses for key themes and frequently asked questions (FAQ). The FAQ is available in Appendix H, *Responses to Alternatives Comments*. Formal comments were submitted by one cooperating agency (U.S. Environmental Protection Agency) and two participating agencies (U.S. Bureau of Reclamation and Utah Reclamation, Mitigation, and Conservation Commission). UDOT provided a response to comments from the U.S. Environmental Protection Agency, which is also available in Appendix H. Letters from the U.S. Bureau of Reclamation and the Utah Reclamation, Mitigation, and Conservation Commission did not include comments on the conceptual alternatives presented in October 2021, but both agencies said they wanted to continue to participate in the NEPA process. UDOT did not develop responses to these two agencies.

## New Alternatives Developed for Screening

In response to the comments received, UDOT developed six new alternatives and modified some of the original 17 alternative concepts before conducting screening. These new alternatives are five western bypass alternatives and a new one-way couplet configuration in downtown Heber City. Modifications to alternatives included adding improvements to north U.S. 40 as suggested by the public.

### *North U.S. 40 Improvements*

UDOT received numerous comments during the alternatives public comment period regarding planned development north of Heber City. Substantial development is planned for the area along North 40—the area north of Heber City—and this development could reduce regional mobility on the segment of U.S. 40 between S.R. 32 and 800 North. The commenters stated that, once this area develops, this section of North 40 would become congested just like Main Street in downtown Heber City.

In response to concerns regarding planned development north of Heber City, UDOT met with Heber City, Wasatch County, and MAG to compare the population growth and land use used as an input to MAG's travel demand model comparing that with approved subdivision developments. This travel demand model is the tool that UDOT used to project traffic volumes in 2050, which is the design year for the EIS. Through this consultation, UDOT found that some of the approved development is expected to occur after 2050. After thorough consideration, UDOT determined that the approved MAG travel demand model reflects the best information available and did not need to be revised.

#### What is North 40?

North 40 is the existing section of U.S. 40 north of downtown Heber City from 800 North to River Road/S.R. 32.

#### What is a design year?

The design year is the year for which a project is engineered. Design years for infrastructure projects are typically 20 to 30 years from the year of construction in order to provide long-term benefits. The design year for the Heber Valley Corridor Project is 2050.

However, based on the public concerns and information regarding anticipated development along North 40, UDOT will strive to make alternatives forward-compatible with any improvements that are needed after 2050; however, for this EIS, the alternatives are designed to address transportation needs in 2050. For more information, see Appendix J, *Traffic Memorandum*.

Some public comments suggested that safety improvements or frontage roads are needed on North 40. In addition, UDOT recently updated its *Roadway Design Manual* (in 2021), which includes revised design standards for center medians. Based on these issues discovered during the alternatives development phase, UDOT decided to add improvements on North 40 to the alternatives considered in screening.

UDOT developed two options for improvements to address regional mobility needs for North 40. The two options are based on different access categories as defined by UDOT Administrative Rule R930-6, *Access Management* (UDOT 2019b).

- **Access category 3.** The first option is designed to achieve access category 3: appropriate for use on limited-access highways that have the capacity for high speed and relatively high traffic volumes, where direct access to abutting land is subordinate to providing service to through traffic movement.
- **Access category 5.** The second option is designed to achieve access category 5: appropriate for use on highways that have the capacity for moderate speed and moderate to high traffic volumes, providing a balance between direct access and mobility needs.

Note that North 40 is currently designated as access category 5, but its current design does not meet the requirements of its assigned access category—it has too many side streets and driveways along this section.

For the access category 5 option, UDOT proposes consolidating accesses to meet the defined spacing criteria to protect regional mobility by providing frontage roads in specific areas. For access category 3, driveways are not allowed, so with this option UDOT would add frontage roads on both sides of U.S. 40 along the entire length to provide access to adjacent homes and businesses. These two additional improvement options for North 40 have been paired with the alternatives that passed local mobility screening criteria to allow UDOT to objectively screen the alternatives in Level 1 screening using regional mobility criteria for the entire length of the project area (between U.S. 189 and S.R. 32).

### New/Extended Western Bypass Alternatives

UDOT received numerous comments that bypass alternatives should connect to U.S. 40 farther north (near River Road/S.R. 32). Commenters suggested that a bypass tying into U.S. 40 at 800 North would not provide a long-term solution given the anticipated growth along North 40. They suggested that western bypass alternatives should extend farther north to bypass this growing area, and they identified various potential connection points along North 40.

#### What is land use in the travel demand model?

Land use data in the travel demand model includes population, dwelling units, household size, and employment.

#### What is an access category?

An access category is a classification that UDOT assigns to a segment of highway that determines how access to the highway is managed. Access categories are used to determine the minimum allowable spacing of highway features such as signal spacing, street spacing, and driveway spacing. For example, interstates are access category 1, which does not allow signals or driveways.

Because many members of the public want the EIS to examine western bypass routes that connect farther north, and because there will be additional development along North 40, UDOT explored extending the potential bypass connections at the north end of the western bypass alternatives. UDOT determined that these northern connections are reasonable, and UDOT is required by NEPA to objectively evaluate reasonable alternatives. UDOT identified three additional western bypass alternatives that have a second northern connection at River Road/S.R. 32. These new alternatives are “west bypass – limited access and grade-separated interchanges with northern extension” (WA3), “west bypass – parkway and at-grade intersections with northern extension” (WB3), and “west bypass – parkway and at-grade intersections with northern extension and realigned U.S. 189” (WB4). Other potential western bypass connection locations on North 40 do not meet intersection spacing requirements for safety and operations and/or would not provide a significant traffic benefit, or they would have greater wetland impacts. Therefore, other potential connection locations were not developed further for screening.

UDOT also received a suggestion to revise the western bypass with a southern extension through the town of Daniel connecting U.S. 40 and U.S. 189 south of the hub intersection and closer to the foothills. This third new alternative is “west bypass with southern extension – arterial route and at-grade intersections” (WS).

When initially reviewing the travel demand model, UDOT determined that a 1300 South connection is critical to improving Main Street operations for all the western bypasses. The commercial area in southern Heber City draws a substantial amount of local and regional trips. The 1300 South connection helps convey trips between the commercial area and the western parts of the Heber Valley. Without a connection at 1300 South, many of these trips would continue to use Main Street, and failing traffic conditions would continue. As a result, UDOT added a new alternative—a revised version of the western bypass with roundabouts alternative (WD1) that includes a connection at 1300 South (WD2). These five western bypass alternatives (WA3, WB3, WB4, WD2, and WS) are included in Table 3-2 and are discussed below in Section 3.2.5, *Range of Alternatives Considered in the Screening Process*.

#### What is the hub intersection?

The hub intersection is the  $\Lambda$ -shaped intersection of U.S. 40 and U.S. 189 on the south side of Heber City.

#### New Couplet Alternative

UDOT also received a suggestion to reroute the one couplet off U.S. 40 entirely using 100 West and 100 East. This new alternative is called “one-way couplet on 100 West and 100 East” (40G) in the analysis below.

### 3.2.5 Range of Alternatives Considered in the Screening Process

UDOT developed the 23 alternatives listed in Table 3-2 for evaluation in screening based on previous studies, public and agency input during scoping, and local and regional land use and transportation plans. Figure 3-5 through Figure 3-8 show the design layouts and cross sections of the Main Street improvement alternatives. Figure 3-9 through Figure 3-14 show the design layouts and cross sections of the eastern and western bypasses as revised to include improvements on North 40.

Table 3-2. Alternatives Evaluated in Screening

Alternative <sup>a</sup>		Concept Added after 2021 Public Comment Period?
—	Transit alternative	
<i>U.S. 40 Improvements (Figure 3-5, Figure 3-6, Figure 3-7, and Figure 3-8)</i>		
40A	Widen U.S. 40	
40B	Improve U.S. 40 – roundabouts	
40C	Improve U.S. 40 – intersection improvements	
40D	Improve U.S. 40 – tunneling or bridging	
40E	Reversible lanes	
40F	One-way couplet	
40G	One-way couplet on 100 West and 100 East	Yes, new alternative based on public comment
<i>East Bypasses (Figure 3-9 and Figure 3-14)</i>		
EA	East bypass – limited access and grade-separated interchanges	
EB	East bypass – parkway and at-grade intersections	
EC	East bypass – arterial route and at-grade intersections	
<i>West Bypasses (Figure 3-10, Figure 3-11, Figure 3-12, Figure 3-13, and Figure 3-14)</i>		
WA1	West bypass – limited access and grade-separated interchanges	
WA2	West bypass – limited access and grade-separated interchanges and realign U.S. 189	
WA3	West bypass – limited access and grade-separated interchanges with northern extension	Yes, new alignment based on public comment
WB1	West bypass – parkway and at-grade intersections	
WB2	West bypass – parkway and at-grade intersections and realign U.S. 189	
WB3	West bypass – parkway and at-grade intersections with northern extension	Yes, new alignment based on public comment
WB4	West bypass – parkway and at-grade intersections with northern extension and realigned U.S. 189	Yes, new alignment based on public comment
WC1	West bypass – arterial route and at-grade intersections	
WC2	West bypass – arterial route and at-grade intersections and realign U.S. 189	
WD1	West bypass – parkway and turbo roundabouts	
WD2	West bypass – parkway and turbo roundabouts with connection at 1300 South	Yes, new alignment based on traffic operations requiring a connection at 1300 South
WS	West bypass with southern extension – arterial route and at-grade intersections	Yes, new alignment based on public comment

<sup>a</sup> To allow uniform screening, North 40 improvements were added to all nontransit alternatives.

Figure 3-5. Level 1 Design Layouts for U.S. 40 Improvements and Reversible Lanes

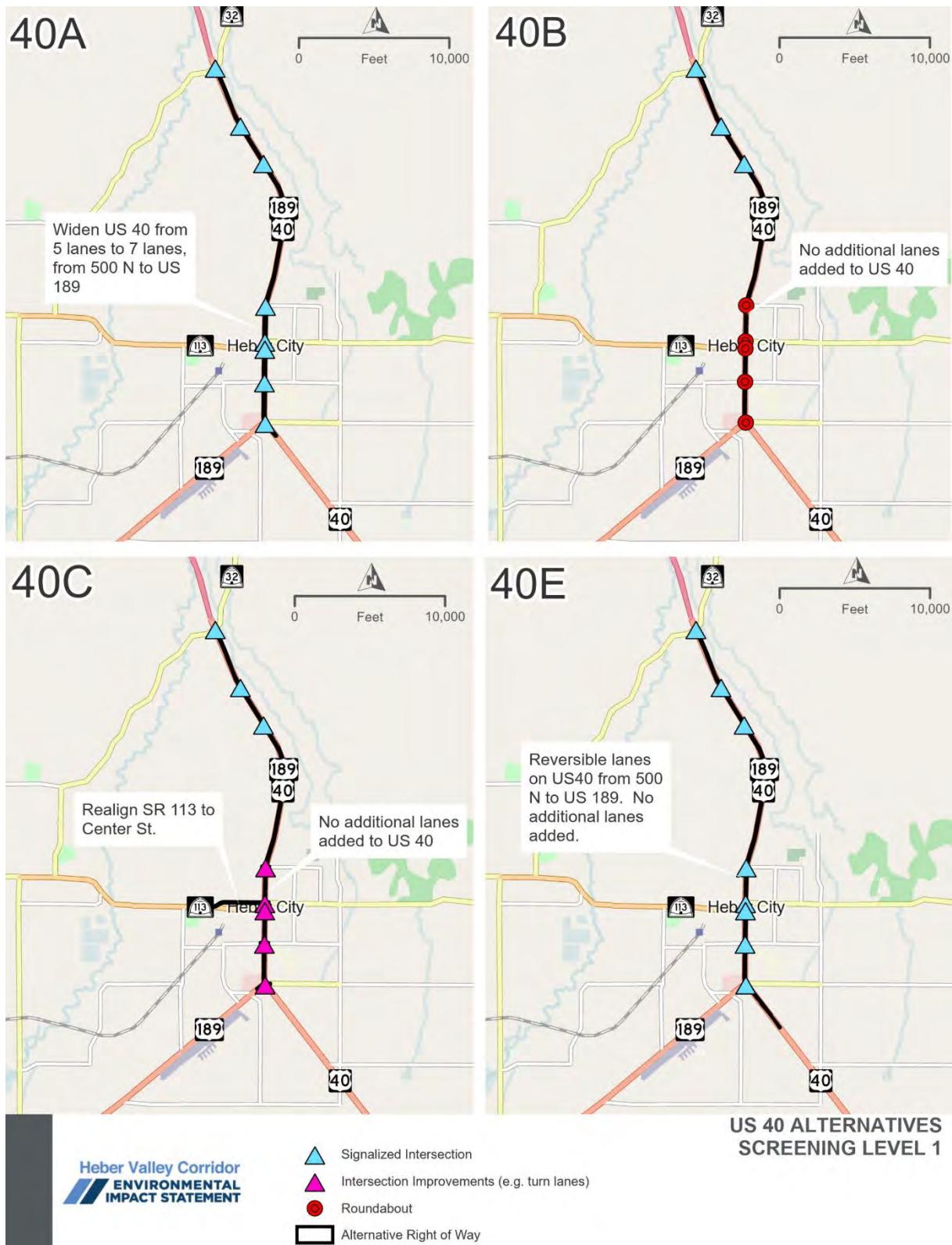


Figure 3-6. Level 1 Design Cross Sections for U.S. 40 Main Street Alternatives

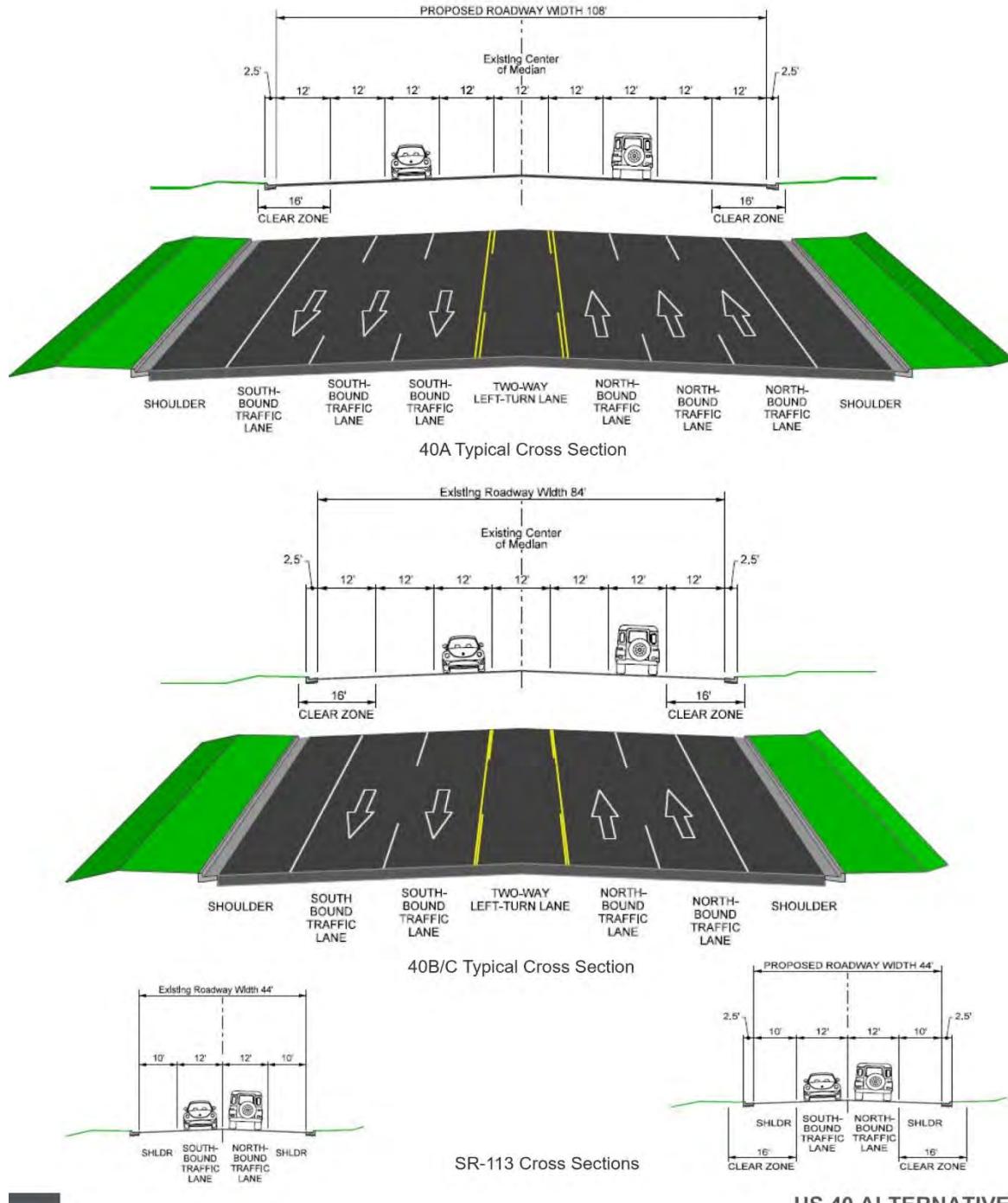


Figure 3-7. Level 1 Design Layouts for Couplets

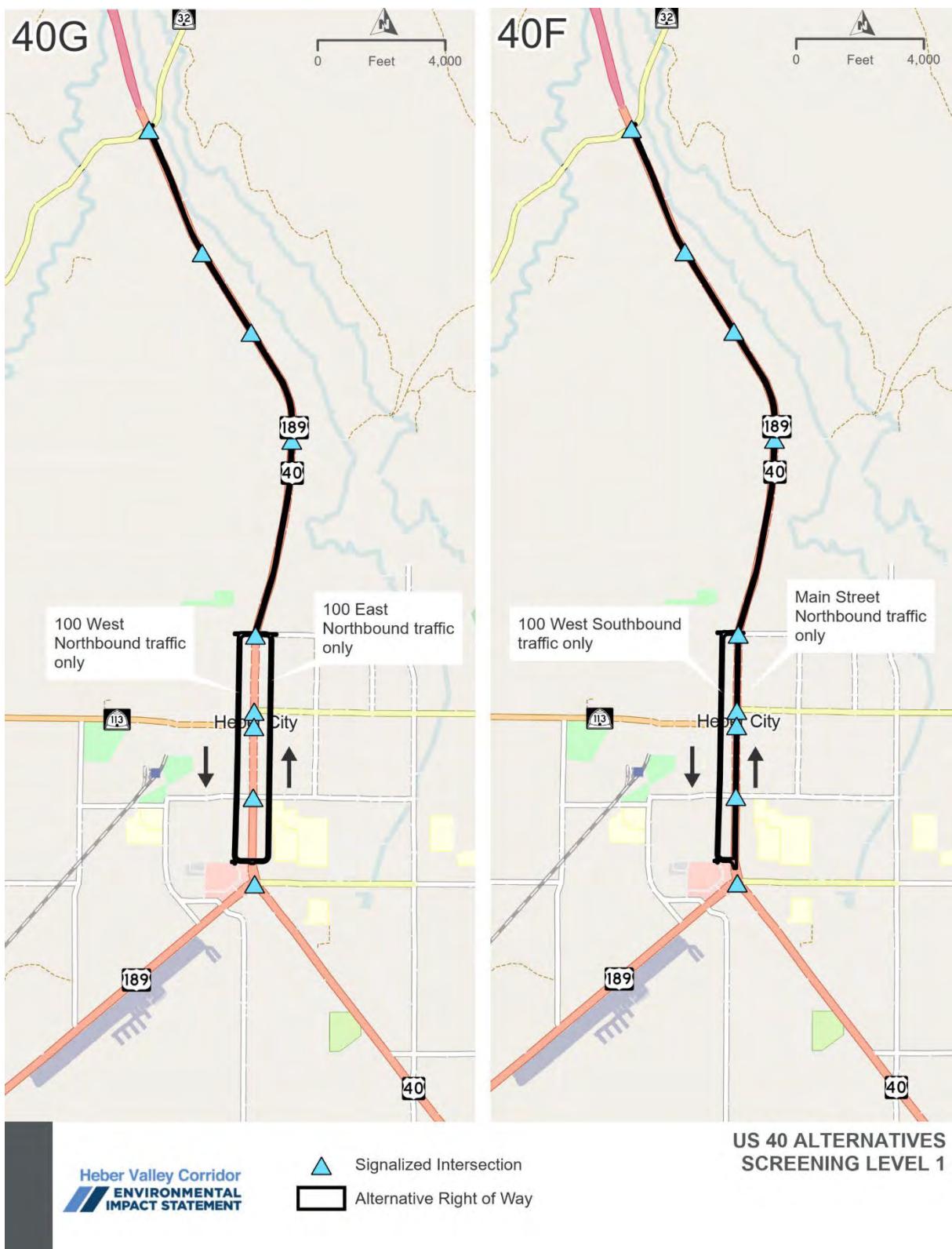


Figure 3-8. Level 1 Design Cross Sections for One-way Couplet and Reversible-lane Alternatives

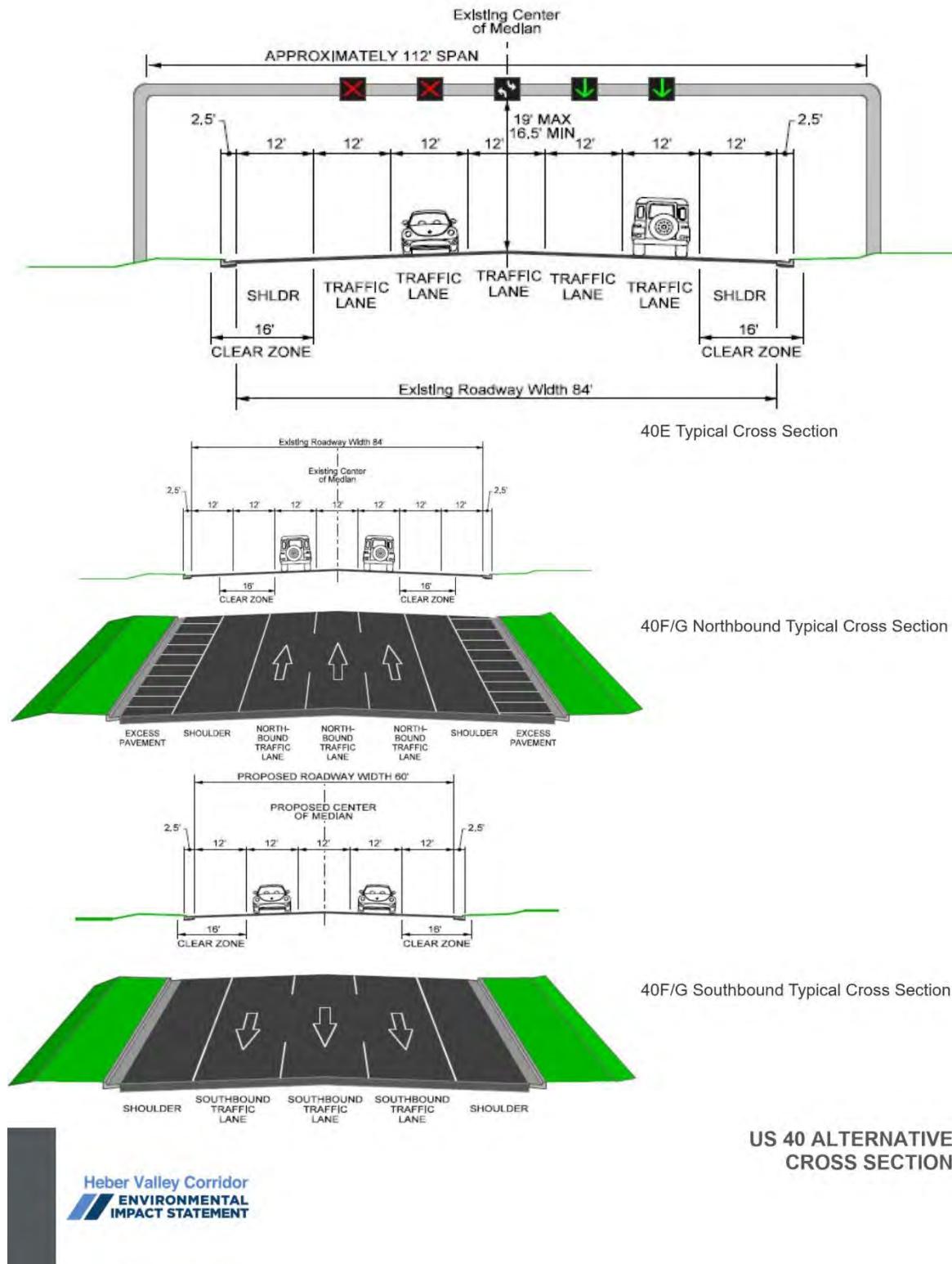


Figure 3-9. Level 1 Design Layouts for East Bypasses

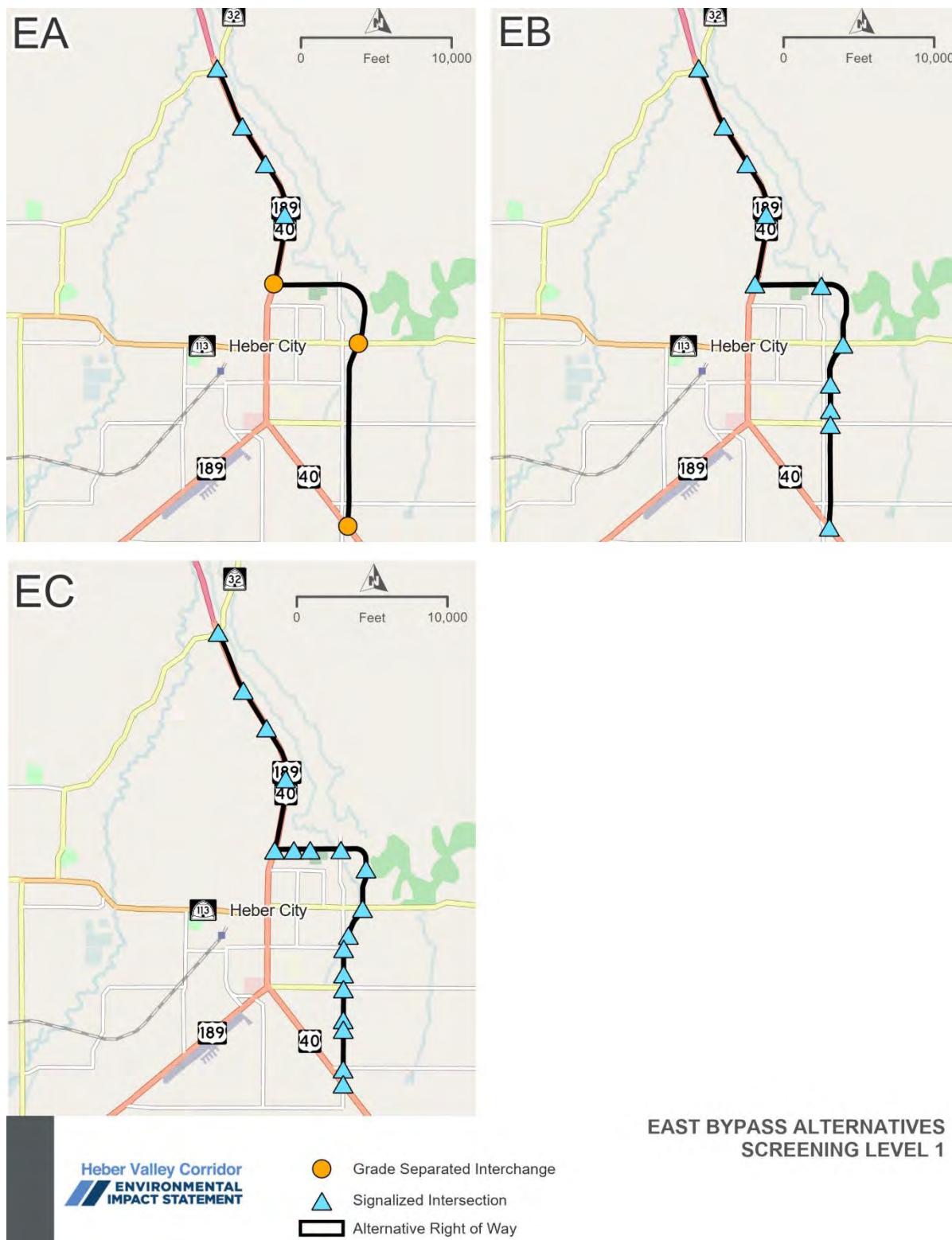


Figure 3-10. Level 1 Design Layouts for Limited-access West Bypasses

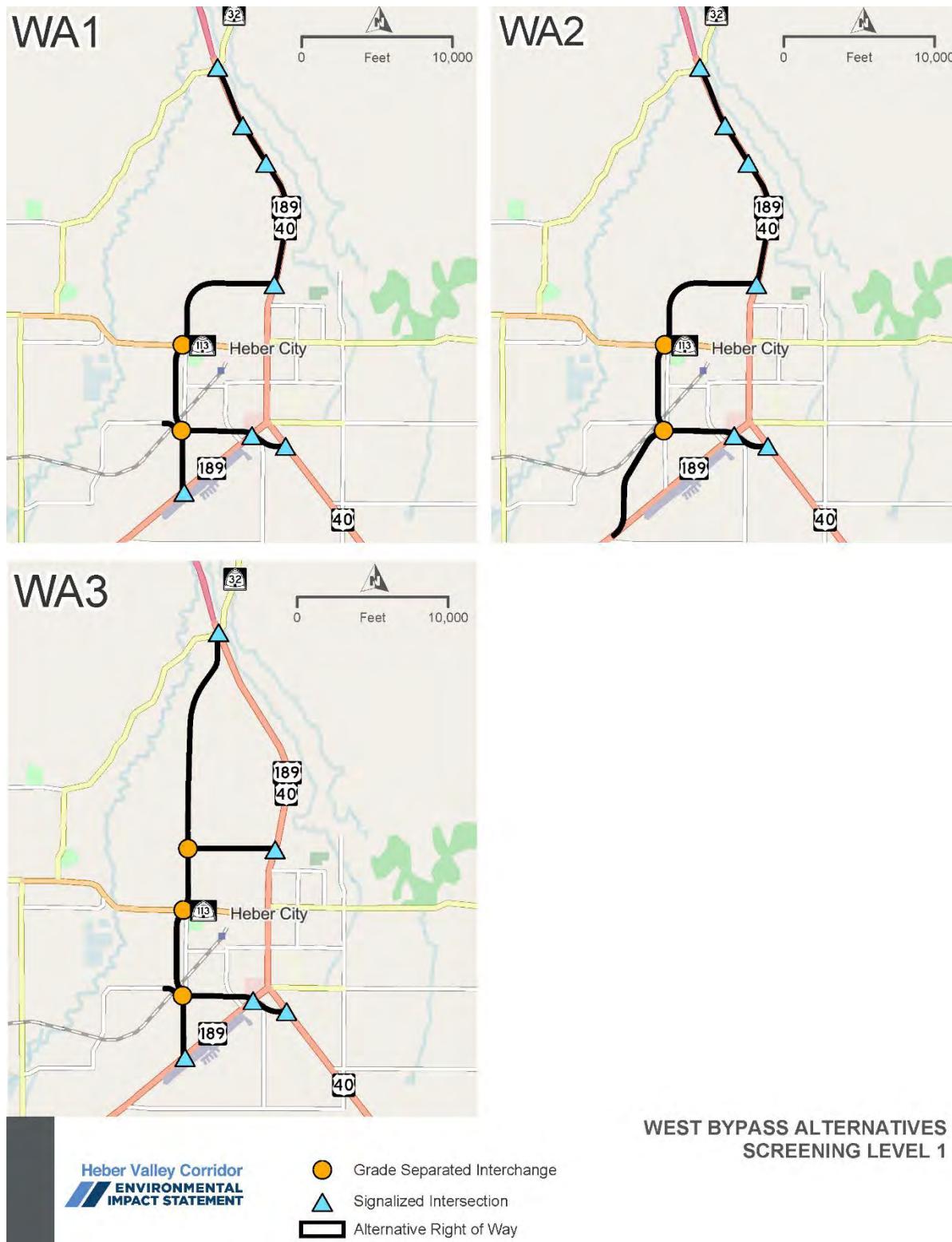


Figure 3-11. Level 1 Design Layouts for West Bypass Parkways

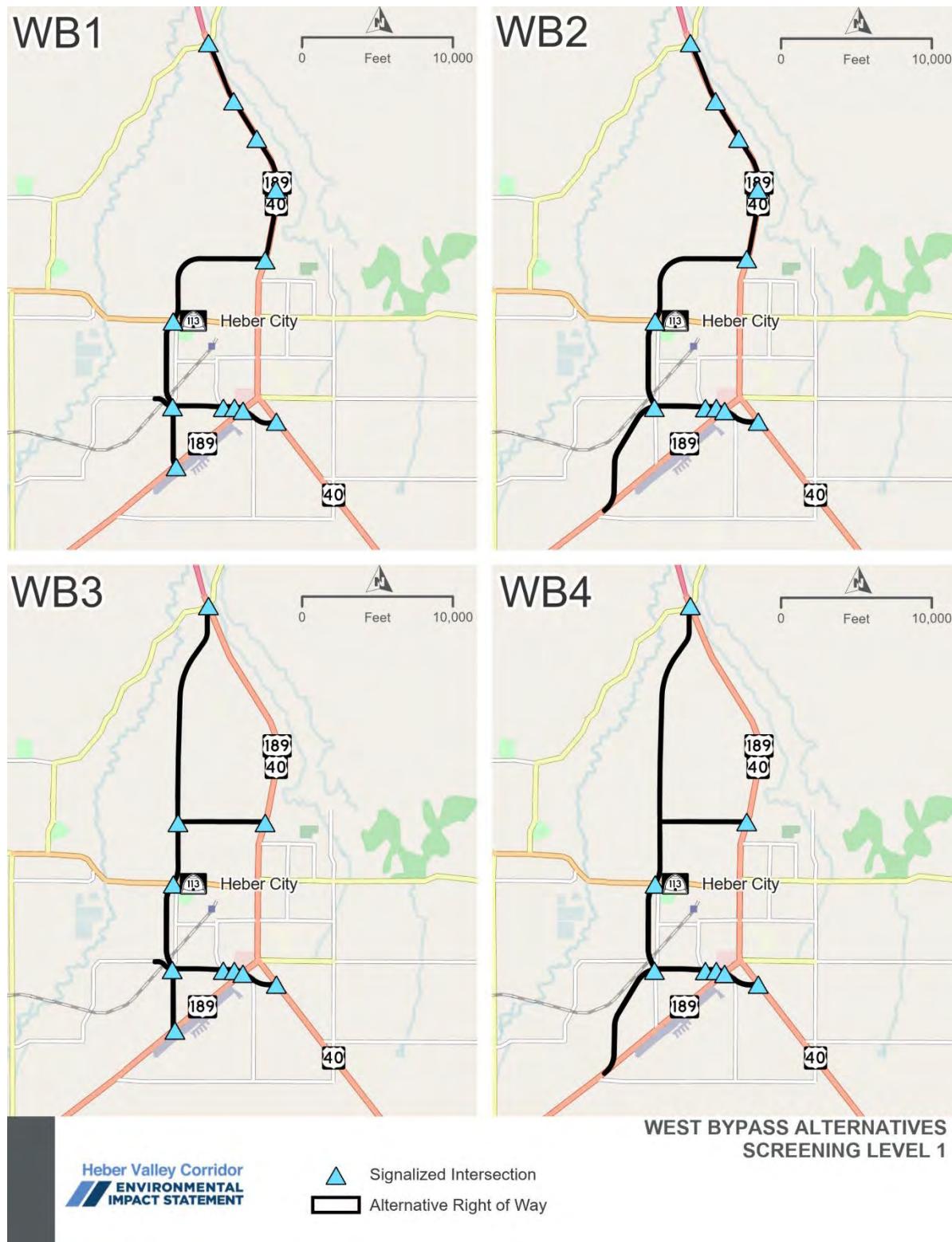


Figure 3-12. Level 1 Design Layouts for West Bypass Arterials

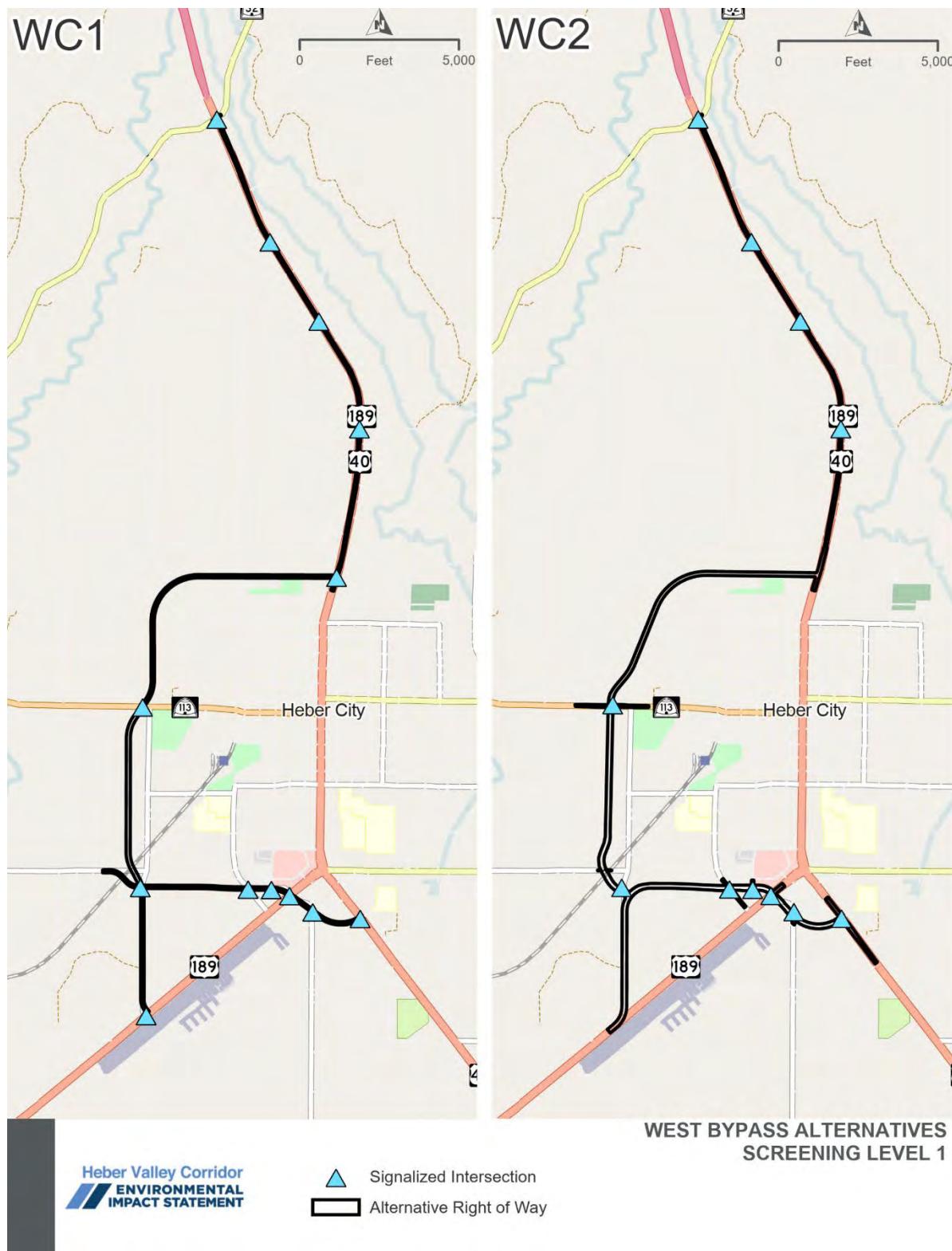


Figure 3-13. Level 1 Design Layouts for West Bypasses with Roundabouts and Southern Extension

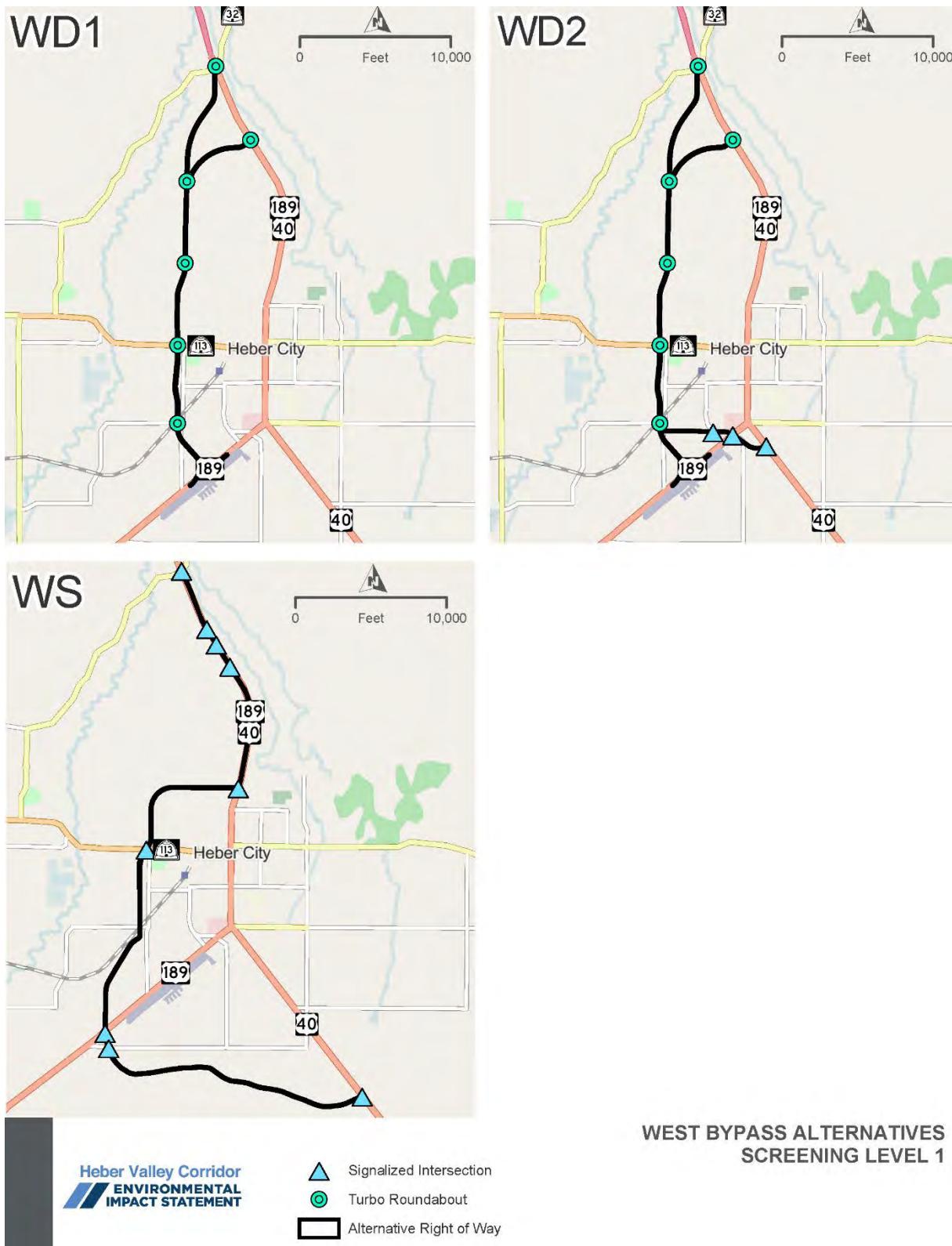
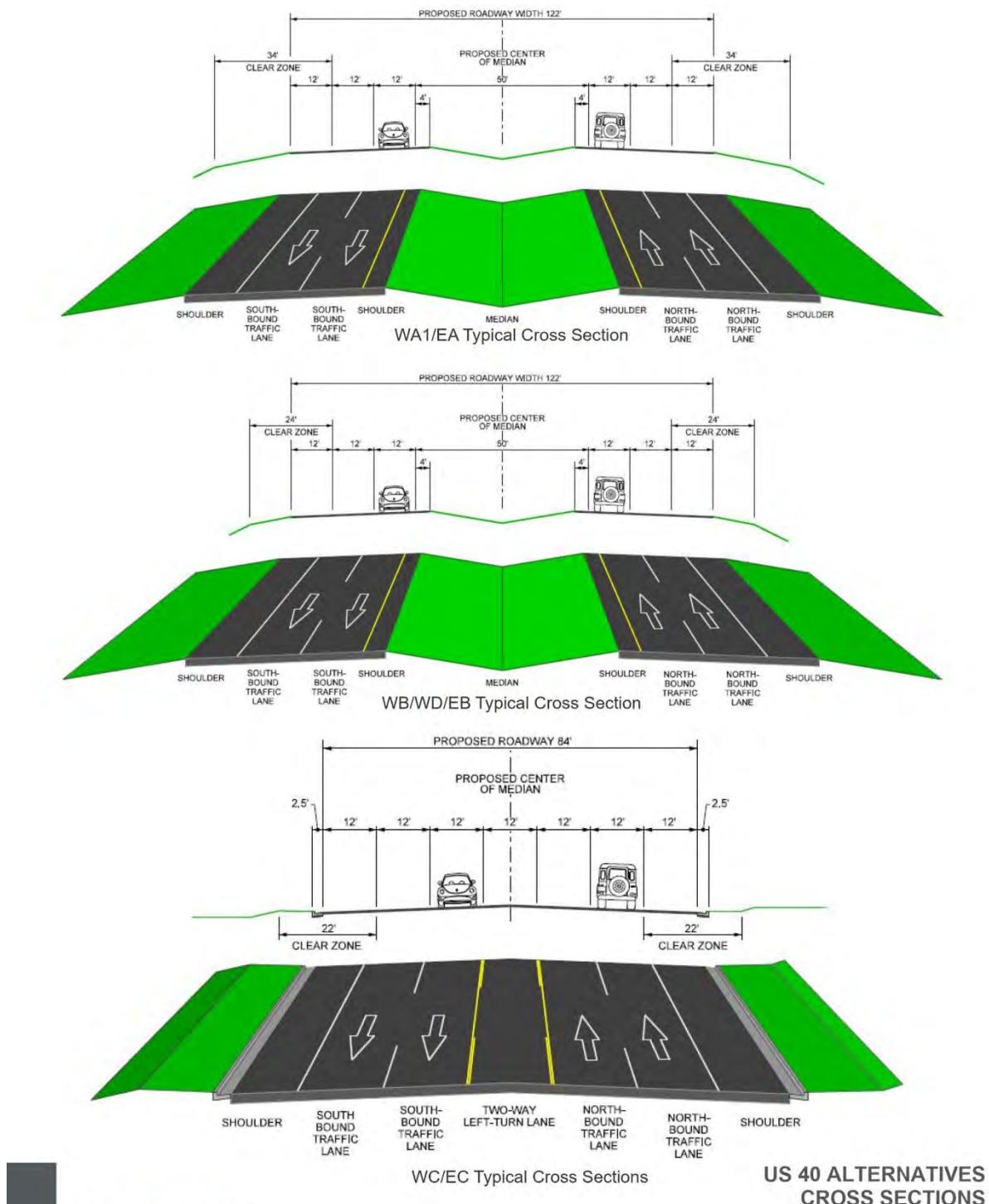


Figure 3-14. Level 1 Design Cross Sections for East and West Bypasses



## 3.3 Alternatives Screening

### 3.3.1 Preliminary Evaluation of Alternatives

UDOT first evaluated the 23 alternatives listed above in Table 3-2, *Alternatives Evaluated in Screening*, for fatal flaws to determine whether they should be developed and advanced to Level 1 screening.

Two alternatives—the transit alternative and tunneling under or bridging over U.S. 40 (40D) through downtown Heber City—were eliminated in preliminary screening and were not further developed by UDOT. This section describes the alternatives that were eliminated from further analysis and the reasons why they were eliminated.

#### Transit Alternative

The transit alternative was eliminated for not meeting the project purpose and for its similarity to a no-action scenario. Heber City's general plan, *Heber City Envision 2050*, identifies oil tanker trucks as an impediment to meeting the City's vision for the historic town center. The transit alternative would not support regional mobility or decrease the number of oil tanker trucks on Main Street. Additionally, the transit alternative would not remove enough traffic from Main Street to improve local mobility (that is, congestion issues would remain) and would therefore also not allow Heber City to meet their downtown vision.

The recommended future transit service identified in the Wasatch County Transit Study (MAG 2020) is predicted to attract an average of about 122 passengers per hour during the peak (winter) season (derived from Table IX-1, page 60). A mode shift of 122 passengers per hour, dispersed across Wasatch County, is not expected to sufficiently reduce Main Street traffic. Therefore, transit treatments, whether a standalone alternative or combined with other alternatives, would not solve the traffic problems and are not reasonable. Expanding transit would benefit the Heber Valley but not enough to address the transportation needs for this project. For these reasons, this alternative does not satisfy the project's purpose.

#### Bridging over U.S. 40 (40D)

The bridging over U.S. 40 alternative was eliminated for not meeting the project's purpose. Specifically, the alternative is not practicable or prudent. There would also be considerable maintenance and safety issues with a large structure in a snowy environment. Structures can freeze and get icy during the winter and removing snow from the structure is a potential safety and operation concern because snow would be dropped on buildings, vehicles, and pedestrians below. U.S. 40 would need to be closed while snow is being removed from the bridge (snow would need to be hauled away in trucks), which would not improve local or regional mobility.

A large bridge (or viaduct) over U.S. 40 for its entire length through Heber City would be incompatible with the City's vision for the historic town center. A large viaduct would have unacceptable visual impacts to Main Street by obscuring views of mountains and historic architecture from Main Street and across Main Street, thereby adversely changing the setting for numerous historic buildings along Main Street. UDOT determined that such effects were unacceptable from both Section 106 and Section 4(f) standpoints.

For these reasons, this alternative is not practicable or feasible and is incompatible with the project's purpose.

## Tunneling under U.S. 40 (40D)

The tunneling under U.S. 40 alternative was eliminated for not being a practicable or reasonable alternative. Tunnels cost about \$500 million to \$600 million per mile to construct (at a minimum), and they can exceed \$1 billion per mile in urban environments. The most economical method for constructing a tunnel within UDOT-owned right of way is the cut-and-cover method. This method involves digging a trench, constructing the tunnel, backfilling the trench, and repaving the surface. A cut-and-cover tunnel project on Main Street would disrupt the businesses along the street by limiting their access during construction, which is estimated to be 2 years or more. Constructing a tunnel through boring is less disruptive to businesses, but it is a far more expensive construction method.

Transporting hazardous materials in a tunnel is a safety risk and fire risk. For this reason, oil tanker trucks would be prohibited from using the tunnel and would continue to use Main Street through Heber City, which is inconsistent with the purpose of allowing Heber City to meet their vision for the historic town center. An alternative that does not meet the project purpose is, by definition, unreasonable and can be eliminated. Tunnel construction and operations also have considerable technical feasibility issues. They would affect water hydrology, water quality, soils, cultural resources, and historic properties on Main Street. For these reasons, this alternative was determined to not be practicable or prudent and is incompatible with the project's purpose. Additional information about the considerations for and impacts from a tunnel under Main Street is provided in the *Preliminary Road Tunnel Feasibility Analysis Technical Memo* (HDR 2022).

### 3.3.2 Level 1 Screening

Level 1 screening was based on the project purpose. The purpose of the Heber Valley Corridor Project is to substantially improve regional and local mobility on U.S. 40 through 2050, provide opportunities for nonmotorized transportation, and allow Heber City to meet their vision for the historic town center.

The project purpose and need focus on the downtown guidance from the *Heber City Envision 2050* plan because that is where the transportation issues are that UDOT is working to solve. The screening is intended to first identify alternatives that solve the transportation problems—that is, satisfy the transportation purpose and needs. It is important to note that additional vision statements from the *Heber City Envision 2050* will be reviewed and evaluated in depth during the preparation of the Draft EIS.

To allow Level 1 screening (Table 3-3), UDOT developed the proposed alternatives in enough detail to model and evaluate traffic operations on U.S. 40, estimate travel times, and meet UDOT's design criteria. Note that the proposed alternatives were not engineered to the same degree as the alternatives that passed Level 1 screening (for example, cut-and-fill lines were not created using computer design software). The alternatives that passed Level 1 screening were refined with additional engineering and were then evaluated in Level 2 screening in terms of their expected impacts to key resources.

#### What is the purpose of Level 1 screening?

The purpose of Level 1 screening is to eliminate alternatives that do not meet the purpose and need of the project.

#### What is cut and fill?

Cut and fill is a type of excavation in which material is removed (cut) or added (fill) to construct a road with acceptable grades.

Table 3-3. Level 1 Screening Criteria and Measures

Criterion	Measures
Improve regional and local mobility on U.S. 40 through 2050	<ul style="list-style-type: none"> <li>Local mobility: Improve arterial and intersection level of service (LOS) on U.S. 40.</li> <li>Local mobility: Decrease travel time on Main Street (S.R. 32 to hub intersection).</li> <li>Local mobility: Substantially decrease vehicle queue lengths on U.S. 40.</li> <li>Regional mobility: Substantially decrease through traffic travel time (S.R. 32 to U.S. 189).</li> <li>Regional mobility: Minimize conflicts (driveway accesses, intersections, etc.) to north-south mobility for through traffic.</li> </ul>
Provide opportunities for nonmotorized transportation	<ul style="list-style-type: none"> <li>Provide opportunities for nonmotorized transportation consistent with local and regional planning documents.</li> </ul>
Allow Heber City to meet their vision for the historic town center	<ul style="list-style-type: none"> <li>Avoid or minimize impacts to valued places and historic buildings in the historic town center (along Main Street, 100 East, and 100 West).</li> <li>Avoid improvements that would preclude Heber City from implementing strategies to achieve their vision for Main Street (wide sidewalks, bike lanes, landscaping, and a reduced speed limit).</li> </ul>

## Level 1 Local Criteria

Meeting local mobility and Heber City vision criteria are necessary for an alternative to meet the project's purpose. For an alternative to advance as reasonable, it must satisfy both. The summarized results of Level 1 screening are provided in Table 3-10, *Final Level 1 Screening Results*, on page 49.

### Traffic Screening for Local Mobility on U.S. 40

Level 1 local mobility screening criteria focused on traffic operations on Main Street between 500 North and U.S. 189 at the hub intersection. A microsimulation traffic model was used to review each alternative for its ability to improve southbound PM peak-hour (5:00 to 6:00 PM) travel time on Main Street, limit vehicle queue lengths at the 500 North intersection, and improve the level of service (LOS) on Main Street and its intersections in downtown Heber City. The measurement details for local mobility are listed in Table 3-4.

#### What is level of service?

Level of service is a measure of the operating conditions on a road or at an intersection. Level of service is represented by a letter "grade" ranging from A (free-flowing traffic and little delay) to F (extremely congested, stop-and-go traffic and excessive delay).

Table 3-4. Level 1 Local Mobility Measures

Measure	Details
Number of intersections operating at LOS F	There are five intersections on U.S. 40 in downtown Heber City. Level of service was calculated during the PM peak hour (5:00-6:00 p.m.) for the following intersections: 500 North, Center Street, 100 South, 600 South, and the hub intersection.
Travel time	Travel time is calculated during the PM peak hour (5:00 to 6:00 PM) in the southbound direction from S.R. 32 to the hub intersection. Failing intersection level of service and excessive vehicle queue lengths on U.S. 40 correlate with travel times in excess of about 12 minutes. Therefore, alternatives with travel times greater than 12 minutes are designated as failing the criteria.
Southbound vehicle queue lengths at 500 North	The U.S. 40 and 500 North intersection was identified through travel demand modeling as the best indicator of intersection performance in downtown Heber. If the 500 North intersection fails during the PM peak hour (5:00 to 6:00 PM) in the southbound direction, then there are generally congestion issues throughout Main Street. Vehicle queue lengths are measured using the 95th percentile and are described as Acceptable < 1,420 feet, Moderate = 1,421–2,640 feet (0.5 mile), and Unacceptable > 2,641 feet. The acceptability of vehicle queue lengths is related to the distance to preceding intersections and resulting poor operations if vehicle queue lengths extend beyond those intersections.
Number of southbound segments operating at LOS F	Level of service was calculated for the PM peak hour (5:00 to 6:00 PM) in the southbound direction for the following seven segments: <ol style="list-style-type: none"> <li>1. U.S. 40: From 500 North to 100 North</li> <li>2. U.S. 40: From 100 North to Center Street</li> <li>3. U.S. 40: From Center Street to 100 South</li> <li>4. U.S. 40: From 100 South to 600 South</li> <li>5. U.S. 40: From 600 South to U.S. 189</li> <li>6. U.S. 40: South of U.S. 189</li> <li>7. U.S. 189: Southwest of U.S. 40</li> </ol>

Local traffic is a major traffic type on U.S. 40 (about 50% in 2019), and alternatives that pass Level 1 screening are deemed to benefit local traffic mobility enough to satisfy the project's purpose. Table 3-5 and Appendix J, *Traffic Memorandum*, summarize the travel demand model results for local mobility on U.S. 40.

Table 3-5. Level 1 Travel Demand Model Screening Results (Local Mobility)<sup>a</sup>

Alternative		Number of Intersections at LOS F	Travel Time	Southbound Queue Lengths at 500 North	Number of Southbound Segments at LOS F	Pass/Fail
—	Existing conditions (2019)	0	8:20	375 ft	2	NA
—	U.S. 40 no-action (2050)	3	17:40	13,100 ft	2	NA
<i>Improvements on U.S. 40</i>						
40A	Widen U.S. 40	1	10:30	525 ft Acceptable	2	Fail
40B	Improve U.S. 40 – roundabouts	5	—	—	—	Fail
40C	Improve U.S. 40 – intersection improvements	4	17:50	14,700 ft Unacceptable	2	Fail
40E	Reversible lanes	3	10:45	950 ft Acceptable	0	Fail
40F	One-way couplet	0	9:40	350 ft Acceptable	0	Pass
40G	One-way couplet on 100 West and 100 East	0	(Similar to 40F)	(Similar to 40F) Acceptable	0	Pass
<i>East Bypasses</i>						
EA	East bypass – limited access and grade-separated interchanges	3	14:55	6,100 ft Unacceptable	3	Fail
EB	East bypass – parkway and at-grade intersections	3	14:00	5,200 ft Unacceptable	2	Fail
EC	East bypass – arterial route and at-grade intersections	2	17:15	11,800 ft Unacceptable	3	Fail
<i>West Bypasses</i>						
WA1	West bypass – limited access and grade-separated interchanges	0	11:05	1,600 ft Moderate	1	Pass
WA2	West bypass – limited access and grade-separated interchanges and realign U.S. 189	2	12:30	2,800 ft Unacceptable	1	Fail
WA3	West bypass – limited access and grade-separated interchanges with northern extension	0	10:00	1,100 ft Acceptable	1	Pass
WB1	West bypass – parkway and at-grade intersections	0	11:00	1,500 ft Moderate	1	Pass
WB2	West bypass – parkway and at-grade intersections and realign U.S. 189	0	9:30	400 ft Acceptable	0	Pass
WB3	West bypass – parkway and at-grade intersections with northern extension	0	8:55	375 ft Acceptable	0	Pass

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Table 3-5. Level 1 Travel Demand Model Screening Results (Local Mobility)<sup>a</sup>

Alternative		Number of Intersections at LOS F	Travel Time	Southbound Queue Lengths at 500 North	Number of Southbound Segments at LOS F	Pass/Fail
WB4	West bypass – parkway and at-grade intersections with northern extension and realigned U.S. 189	0	8:55	400 ft Acceptable	1	Pass
<b>West Bypasses (continued)</b>						
WC1	West bypass – arterial route and at-grade intersections	2	13:10	4,800 ft Unacceptable	1	Fail
WC2	West bypass – arterial route and at-grade intersections and realign U.S. 189	1	10:55	1,300 ft Acceptable	1	Pass
WD1	West bypass – parkway and turbo roundabouts	2	13:30	4,700 ft Unacceptable	2	Fail
WD2	West bypass – parkway and turbo roundabouts with connection at 1300 South	2	11:15	2,100 ft Moderate	1	Fail
WS	West bypass with southern extension – arterial route and at-grade intersections	2	13:15	3,800 ft Unacceptable	2	Fail

<sup>a</sup> Color coding for results by measure: green is passing, yellow is fair and approaching failure, red is failure.

### Screening for Heber City Vision and Valued Places

All alternatives that were advanced to Level 1 screening were reviewed for their ability to allow Heber City to meet their vision for their Main Street (wide sidewalks, bike lanes, landscaping, reduced speed limit, and protecting historic buildings) and the protection of Heber City's valued places (Tabernacle Square, Main Street Park, and the Public Safety Property) and historic buildings. To pass Level 1 screening, an alternative must be compatible with Heber City's Vision criteria for Main Street and the historic town center. The *Heber City Envision 2050* vision statements for open space and agricultural protection will be evaluated during the preparation of the Draft EIS and will be considered by UDOT in identifying a preferred alternative.

#### What is the Heber City historic town center?

Heber City defines their historic town center as the area between 200 West and 200 East from 500 North to 600 South. Heber City has defined a specific vision for their historic town center in *Heber City Envision 2050*.

Heber City created *Envision Heber*, an initiative to address their community's need for a collaborative vision, and resulted in an update to their general plan in 2019. This plan, *Heber City Envision 2050*, states the long-term goals and imagines the desired future for the city with respect to economic and commercial development, housing, culture, education, and transportation.

Some of the plan's principles are related to Main Street, and these principles inform the screening criteria summarized in Table 3-6. Additional principles, vision statements, and resources will be reviewed during the preparation of the Draft EIS.

Downtown, Heber [City]'s historic center, will develop into an even stronger center and remain the heart of the community. Main Street, together with surrounding blocks, is a local and regional destination.

1. Heber [City] preserves, enhances, and improves access to its valued places and buildings on Main Street.
2. Heber [City] improves pedestrian and bike accessibility, parking, and traffic conditions along Main Street.

**Table 3-6. Level 1 Heber City Vision and Valued Places Measures**

Measure	Detail
Valued places impacts	Valued places are identified as urban gathering places in <i>Heber City's Parks Trails and Open Space Master Plan</i> (adopted in January 2021) as the Tabernacle Square, Main Street Park, and the Public Safety Property. Using the alternative's right-of-way boundary, impacts to the valued places are summarized in acres.
Historic buildings impacts on Main Street	<p>Historic buildings in the historic town center including on Main Street, 100 East, and 100 West were identified in <i>Cultural Resources Scoping for Heber Valley Parkway Project</i> (Certus 2020). The inventory was generally based on desktop research of available data including the Utah State Historic Preservation Office (SHPO) HUB and Sego online databases, BLM General Land Office maps, USGS historical topographic maps and aerial photographs, and general archival sources available online. This measure focuses on historic buildings in downtown Heber City.</p> <p>Historical significance abbreviations are EC = eligible contributing, ES = eligible significant, and UN = unknown historical significance. Using the alternative's right-of-way boundary and buffering historic buildings by 15 feet—a distance to define encroachment and potential property takes—impacts to historic buildings were summarized by estimated historical significance.</p>
Allows Heber City to achieve their vision for Main Street	Heber City's vision for Main Street is defined in <i>Heber City Envision 2050</i> , which discusses their goals for Main Street and the historic town center. Each alternative was reviewed for its compatibility with their vision quoted above. Additional principles, vision statements, and resources in <i>Heber City Envision 2050</i> will be evaluated during the preparation of the Draft EIS.

Additionally, *Heber City Envision 2050* identifies oil tanker trucks and traffic as an impediment to meeting the City's vision for the historic town center.

The traditional feel of Heber [City]'s Main Street has been disrupted by increases in traffic volume and especially by the impact of oil tanker trucks. It is difficult to hear conversations while trying to enjoy restaurants and gathering areas along the street, and pedestrian crossings feel unsafe due to traffic and wide street width. (p. 36)

When a western bypass route is finalized and constructed, Main Street will see a significant reduction in large trucks and a reduction in vehicle traffic. A western bypass, where UDOT responsibility is shifted from Main Street to the new bypass, creates opportunities for Main Street to become a destination for business to grow and for placemaking to foster a pleasant street atmosphere. (p. 62)

Table 3-7 summarizes the results of alternatives screening for Heber City's vision and valued places criteria.

Table 3-7. Level 1 Heber City Vision and Valued Places Screening Results

Alternative		Valued Places Impacts on Main Street	Historic Buildings Impacts in the Historic Town Center	Allows Heber City to Achieve Their Vision for Main Street?	Pass/Fail
—	U.S. 40 no-action (2050)	NA	NA	No. The projected traffic in 2050 prevents Heber City from achieving their vision for Main Street.	NA
<b>U.S. 40 Improvements</b>					
40A	Widen U.S. 40	Main Street Park: 0.1 acres Public Safety Property: 0.01 acres Tabernacle Square: 0.17 acres	Potential and full acquisitions: EC: 9 (10% of EC) ES: 5 (13% of ES) UN: 19 (9% of UN) Total: 33 (10% of historic properties)	No. The alternative would not reduce traffic in Heber City's historic town center.	Fail
40B	Improve U.S. 40 – roundabouts	Tabernacle Square: 0.09 acres	Potential and full acquisitions: EC: 1 (1% of EC) ES: 0 (0% of ES) UN: 8 (4% of UN) Total: 9 (3% of historic properties)	No. The alternative would not reduce traffic in Heber City's historic town center.	Fail
40C	Improve U.S. 40 – intersection improvements	Tabernacle Square: 0.22 acres	Potential and full acquisitions: EC: 4 (4% of EC) ES: 0 (0% of ES) UN: 13 (6% of UN) Total: 17 (5% of historic properties)	No. Wide width at intersections and impacts to historic buildings conflict with Heber City's vision.	Fail
40E	Reversible lanes	No impacts to valued places on Main Street.	No impacts to historic buildings on Main Street; however, this alternative would dramatically change the character of Main Street.	No. The alternative would not reduce traffic in Heber City's historic town center.	Fail
40F	One-way couplet	Main Street Park: 0.1 acres Tabernacle Square: 0.1 acres  (Impacts would be on the west side of the valued places along 100 West.)	Potential and full acquisitions: EC: 2 (2% of EC) ES: 2 (5% of ES) UN: 11 (5% of UN) Total: 15 (4% of historic properties)	No. The alternative would not reduce traffic in Heber City's historic town center.	Fail
40G	One-way couplet on 100 West and 100 East	Main Street Park: 0.1 acres Tabernacle Square: 0.1 acres  (Impacts would be on the west side of the valued places along 100 West.)	Potential and full acquisitions: EC: 10 (11% of EC) ES: 3 (7% of ES) UN: 23 (11% of UN) Total: 36 (10% of historic properties)	No. The alternative would not reduce traffic in Heber City's historic town center.	Fail

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Table 3-7. Level 1 Heber City Vision and Valued Places Screening Results

Alternative		Valued Places Impacts on Main Street	Historic Buildings Impacts in the Historic Town Center	Allows Heber City to Achieve Their Vision for Main Street?	Pass/Fail
<b>East Bypasses</b>					
EA	East bypass – limited access and grade-separated interchanges	No impacts to valued places on Main Street.	No impacts to historic buildings in the historic town center.	Yes. The east bypass alternatives would allow Heber City to implement traffic calming and other elements of their vision on Main Street.	Pass
EB	East bypass – parkway and at-grade intersections	No impacts to valued places on Main Street.	No impacts to historic buildings in the historic town center.		Pass
EC	East bypass – arterial route and at-grade intersections	No impacts to valued places on Main Street.	No impacts to historic buildings in the historic town center.		Pass
<b>West Bypasses</b>					
WA1	West bypass – limited access and grade-separated interchanges	No impacts to valued places on Main Street.	No impacts to historic buildings in the historic town center.	Yes. The west bypass alternatives would allow Heber City to implement traffic calming and other elements of their vision on Main Street.	Pass
WA2	West bypass+ – limited access and grade-separated interchanges and realign U.S. 189	No impacts to valued places on Main Street.	No impacts to historic buildings in the historic town center.		Pass
WA3	West bypass – limited access and grade-separated interchanges with 2 northern connections to U.S. 40	No impacts to valued places on Main Street.	No impacts to historic buildings in the historic town center.		Pass
WB1	West bypass – parkway and at-grade intersections	No impacts to valued places on Main Street.	No impacts to historic buildings in the historic town center.		Pass
WB2	West bypass – parkway and at-grade intersections and realign U.S. 189	No impacts to valued places on Main Street.	No impacts to historic buildings in the historic town center.		Pass
WB3	West bypass – parkway and at-grade intersections with 2 northern connections to U.S. 40	No impacts to valued places on Main Street.	No impacts to historic buildings in the historic town center.		Pass
WB4	West bypass – parkway and at-grade intersections with northern extension and realigned U.S. 189	No impacts to valued places on Main Street.	No impacts to historic buildings in the historic town center.		Pass

(continued on next page)

Table 3-7. Level 1 Heber City Vision and Valued Places Screening Results

Alternative	Valued Places Impacts on Main Street	Historic Buildings Impacts in the Historic Town Center	Allows Heber City to Achieve Their Vision for Main Street?	Pass/Fail
<i>West Bypasses (continued)</i>				
WC1	West bypass – arterial route and at-grade intersections	No impacts to valued places on Main Street.	No impacts to historic buildings in the historic town center.	Pass
WC2	West bypass – arterial route and at-grade intersections and realign U.S. 189	No impacts to valued places on Main Street.	No impacts to historic buildings in the historic town center.	Pass
WD1	West bypass – parkway and turbo roundabouts	No impacts to valued places on Main Street.	No impacts to historic buildings in the historic town center.	Pass
WD2	West bypass – parkway and turbo roundabouts with connection at 1300 South	No impacts to valued places on Main Street.	No impacts to historic buildings in the historic town center..	Pass
WS	West bypass – with southern extension	No impacts to valued places on Main Street.	No impacts to historic buildings in the historic town center.	Pass

<sup>a</sup> EC is eligible contributing, ES is eligible significant, and UN is unknown historical significance. These categories define historic significance based on the rating system used for the National Register of Historic Places. Percentages are calculated based on the percentage of the category of all historic buildings on Main Street, or 100 West/100 East for one-way-couplet, between 500 North and 600 South to define the extent of impact.

## Level 1 Regional Criteria

UDOT evaluated Level 1 regional criteria only for the alternatives that passed local criteria for both local traffic mobility (Table 3-5 above) and Heber City's vision (Table 3-7 above). Regional traffic mobility was measured in travel time southbound across the Heber Valley from S.R. 32 to U.S. 189 near 3000 South and was then compared to the no-action conditions. In addition, regional mobility was measured in terms of the number of conflict points intersected by an alternative. Conflict points include the existing and anticipated future number of accesses (driveways and side streets) along an alternative. Conflict points reduce highway mobility as cars enter or exit the highway and also present safety concerns on a high-speed facility.

**What are the Level 1 regional criteria?**

Only the alternatives that passed the criteria for both local traffic mobility and the Heber City Vision were evaluated for regional mobility.

UDOT identified the existing access points (driveways and side streets) using aerial images. Future access points were estimated based on the access spacing allowed by the proposed access category for each alternative. Conflict points affect travel time and safety and are not compatible with highway facilities that are intended to promote mobility. If an alternative did not improve regional traffic mobility compared to the no-action conditions based on these measures, it was eliminated and not moved forward to Level 2 screening.

The measurement details for regional mobility are included in Table 3-8. Table 3-9 below summarizes the results of the regional traffic mobility screening.

**Table 3-8. Level 1 Regional Mobility Measures**

Measure	Details
Travel time	Travel time is measured during the PM peak hour (5:00 to 6:00 PM) in the southbound direction from S.R. 32 to U.S. 189 near 3000 South for all alternatives. The travel model assumed a 45-mph posted speed limit on U.S. 40 north of Heber City based on design standards used for North 40 alternatives.
Conflict points	Conflict points are a measure of regional mobility. A route with a high number of accesses, or conflict points, results in slower travel times in the future. Conflict points were measured by counting existing accesses (such as driveways and intersecting side streets) along U.S. 40 or by estimating the allowed accesses based on the existing or assumed future access category for each alternative. A range of conflict points is provided in cases where the number of potential accesses depends on the spacing of other features that are not yet known (that is, future land use decisions and development).
Access category	Access category is not a measure. This is a disclosure of the proposed access category for the alternative. The access category was used to calculate the number of conflict points that would be allowed per UDOT's design standards.

Table 3-9. Level 1 Regional Mobility Criteria Screening Results

Alternative		Travel Time	Number of Conflict Points <sup>a</sup>	Access Category	Pass/Fail
—	Existing conditions (2019)	10:40	144	NA	NA
—	U.S. 40 no-action (2050)	19:05	152–157	NA	NA
WA1	West bypass – limited access and grade-separated interchanges	9:10	16	3	Pass
WA3	West bypass – limited access and grade-separated interchanges with northern extension	6:45	3	3	Pass
WB1	West bypass – parkway and at-grade intersections	10:25	26–35	5	Pass
WB2	West bypass – parkway and at-grade intersections and realign U.S. 189	10:05	27–36	5	Pass
WB3	West bypass – parkway and at-grade intersections with northern extension	8:10	12	3	Pass
WB4	West bypass – parkway and at-grade intersections with northern extension and realigned U.S. 189	7:45	12	3	Pass
WC2	West bypass – arterial route and at-grade intersections and realign U.S. 189	10:45	74–123 (Future concern as an arterial that allows more access and connections.)	6	Fail

<sup>a</sup> Conflict points include the existing and potential future accesses along the alternative, such as driveways and intersecting side streets. All alternatives provide a reduction in the number of conflict points over the no-action scenario.

## Summary of Level 1 Screening Results

As a result of Level 1 screening, 15 alternatives were eliminated from further consideration because they would not meet the project purpose (they would either not improve regional or local mobility or not allow Heber City to meet their vision for the historic town center). None of the U.S. 40 improvement alternatives would improve local mobility on U.S. 40 with the exception of the one-way-couplets alternatives. Table 3-10 shows the final Level 1 screening results. The alternatives that are shown in Table 3-10 as not recommended for further analysis, and the reasons why they are not recommended, are described following the table.

### Why were the one-way couplets eliminated?

Only the one-way couplet alternatives were eliminated based on Heber City's vision criteria. All other alternatives that failed to meet Heber City's vision criteria also failed the local mobility criteria.

Table 3-10. Final Level 1 Screening Results

Alternative	Improves Local Mobility on U.S. 40 through 2050?	Allows Heber City to Meet Their Vision for the Historic Town Center?	Improves Regional Mobility in the Heber Valley in 2050?	Recommended for Level 2 Screening?
<b>U.S. 40 Improvements</b>				
40A Widen U.S. 40	No	No	NA	No
40B Improve U.S. 40 – roundabouts	No	No	NA	No
40C Improve U.S. 40 – intersection improvements	No	No	NA	No
40E Reversible Lanes	No	No	NA	No
40F One-way couplet	Yes	No	NA	No
40G One-way couplet on 100 West and 100 East	Yes	No	NA	No
<b>East Bypasses</b>				
EA East bypass – limited access and grade-separated interchanges	No	Yes	NA	No
EB East bypass – parkway and at-grade intersections	No	Yes	NA	No
EC East bypass – arterial route and at-grade intersections	No	Yes	NA	No
<b>West Bypasses</b>				
WA1 West bypass – limited access and grade-separated interchanges	Yes	Yes	Yes	Yes
WA2 West bypass – limited access and grade-separated interchanges and realign U.S. 189	No	Yes	NA	No
WA3 West bypass – limited access and grade-separated interchanges with northern extension	Yes	Yes	Yes	Yes

(continued on next page)

Table 3-10. Final Level 1 Screening Results

Alternative	Improves Local Mobility on U.S. 40 through 2050?	Allows Heber City to Meet Their Vision for the Historic Town Center?	Improves Regional Mobility in the Heber Valley in 2050?	Recommended for Level 2 Screening?
WB1	West bypass – parkway and at-grade intersections	Yes	Yes	Yes
WB2	West bypass – parkway and at-grade intersections and realign U.S. 189	Yes	Yes	Yes
<b>West Bypasses (continued)</b>				
WB3	West bypass – parkway and at-grade intersections with northern extension	Yes	Yes	Yes
WB4	West bypass – parkway and at grade intersections with northern extension and realigned U.S. 189	Yes	Yes	Yes
WC1	West bypass – arterial route and at-grade intersections	No	Yes	Yes
WC2	West bypass – arterial route and at-grade intersections and realign U.S. 189	Yes	Yes	No
WD1	West bypass – parkway and turbo roundabouts	No	Yes	NA
WD2	West bypass – parkway and turbo roundabouts with connection at 1300 South	No	Yes	NA
WS	West bypass with southern extension – arterial route and at-grade intersections	No	Yes	NA

### *Nonmotorized Transportation Screening*

All alternatives that pass Level 1 and Level 2 screening will be refined with additional engineering to include bicycle and pedestrian accommodations that are compatible with local planning documents. No alternatives were eliminated in Level 1 screening for nonmotorized accommodations.

## Alternatives Eliminated in Level 1 Screening

### *Widen U.S. 40 along Main Street (40A)*

The widen U.S. 40 alternatives, and associated variations to widen down the center, to the east of center, and to the west of center through downtown, were eliminated for not meeting the project's purpose. Specifically, widening U.S. 40 would not improve local mobility and would not allow Heber City to meet their vision for the historic town center. Congestion issues would remain on Main Street, similar to the no-action conditions. Widening U.S. 40 to three travel lanes in each direction would be visually and functionally incompatible with Heber City's vision for Main Street (wide sidewalks, bike lanes, landscaping, and a reduced speed limit). Widening U.S. 40 would further degrade the comfort of the roadway for pedestrians and bicyclists. Widening U.S. 40 would also impact Heber City's historic structures and valued places, taking some land away from Main Street Park, the Tabernacle Square, and the Public Safety Property to accommodate a wider footprint for U.S. 40. This alternative does not satisfy the project's purpose and is therefore not reasonable.

### *Improve U.S. 40 – Roundabouts along Main Street (40B)*

The roundabouts on U.S. 40 alternative was eliminated for not meeting the project's purpose. Specifically, widening U.S. 40 at intersections on Main Street to accommodate either a two-lane or three-lane roundabout would not improve local mobility, would be difficult for large vehicles to navigate, and would not allow Heber City to meet their vision for the historic town center. A smaller, two-lane roundabout at intersections was initially examined, but it would not support projected traffic volumes in 2050 and it would fail the local mobility criteria for all intersections reviewed. Widening U.S. 40 at intersections to accommodate a three-lane roundabout (to support the traffic demand) also proved to not be able to accommodate traffic volumes in 2050 and would be difficult for trucks to navigate. A three-lane roundabout would be visually and functionally incompatible with Heber City's vision for Main Street (wide sidewalks, bike lanes, landscaping, and a reduced speed limit). And, widening U.S. 40 would also impact Heber City's historic buildings and valued places, taking some land away from the Tabernacle Square to accommodate a wider footprint for U.S. 40. It is important to note that there are no existing three-lane roundabouts in the United States, and therefore they are not a common solution with proven transportation benefits. This alternative does not satisfy the project's purpose and is therefore not reasonable.

### *Improve U.S. 40 – Intersection Improvements along Main Street (40C)*

The improve intersections on U.S. 40 alternative was eliminated for not meeting the project purpose and need. Specifically, widening U.S. 40 at intersections to accommodate additional vehicle turning movements would not improve local mobility and would not allow Heber City to meet their vision for the historic town center. This alternative is worse than the no-action conditions for local mobility criteria; it would result in long vehicle queue lengths, long travel times, and failing intersections. Widening U.S. 40 at intersections to accommodate a wider footprint would be visually and functionally incompatible with Heber City's vision for Main Street (wide sidewalks, bike lanes, landscaping, and a reduced speed limit). Widening U.S. 40 at intersections would further degrade the comfort of the roadway for pedestrians and cyclists. Widening U.S. 40 would also impact Heber City's historic structures and valued places, taking some land away from the Tabernacle Square to accommodate a wider footprint for U.S. 40. For these reasons, this alternative is not reasonable.

### ***Reversible Lanes (40E)***

The reversible lane alternative was eliminated due to operational and safety concerns and for not meeting the project's purpose. Specifically, reversible lanes would not improve local mobility or allow Heber City to meet their vision for the historic town center. The reversible lanes alternative prohibits left turns from Main Street in downtown during peak hours, which forces drivers to turn left at traffic signals at either end of downtown. The added left-turn movements at these signals contribute to failing level of service (LOS F).

The reversible lane alternative would require 21 to 32 overhead gantries, in addition to the existing traffic signals, resulting in substantial visual impacts from the numerous overhead structures. These overhead gantries can confuse drivers. Drivers traveling through Heber City might not be familiar with the operation of a reversible lane, leading to safety concerns such as wrong-way driving. An example of an overhead gantry is shown in Figure 3-15.

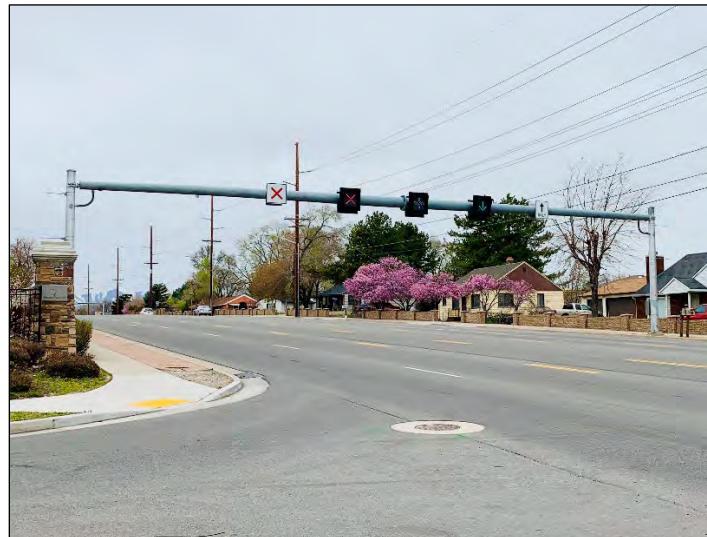
Overhead gantries are required to communicate traffic movements between every intersection so that drivers turning onto U.S. 40 from a cross street or an existing business know which lanes they can travel in at a given time of day. These gantries would harm the historic setting by adding modern, visually intrusive technology to a small, historic downtown. The gantries would affect the historic setting and could also affect the historic buildings along Main Street when they are constructed and placed. These effects would also make a reversible lane functionally incompatible with Heber City's vision for Main Street (wide sidewalks, bike lanes, landscaping, and a reduced speed limit). A reversible lane would limit left turns into business driveways during peak hours and potentially cause economic impacts if people choose to shop at other businesses that have easier access. For these reasons, the reversible lane option was eliminated.

### ***One-way Couplets (40F and 40G)***

Both of the one-way couplets were eliminated for similar reasons. Both couplets would support local traffic mobility on Main Street. However, the couplets are problematic for east-west and regional mobility and do not allow Heber City to meet their vision for the historic town center. The couplets would divide the city, and drivers would be required to wait at additional signals as they travel east-west across town, thereby creating a barrier for residents. The couplets would not satisfy regional mobility through the valley due to the lower speed limits for travel through town (35 mph). The numerous conflicts associated with driveways and intersections in town would cause drivers to stop or slow down, thereby reducing travel times.

The couplets were proposed to have three lanes in each direction to support travel demand; however, this requires a wide footprint on 100 West (40F and 40G) and 100 East (40G) that would impact historic buildings and valued places. Alternative 40F would potentially remove 15 historic buildings, and

Figure 3-15. Overhead Gantry Example from Utah



Note: Main Street would require 21 to 32 gantries in addition to signals.

Alternative 40G would potentially remove 36 historic buildings. These historic buildings are located less than 15 feet from the proposed right-of-way needed for the couplet alternatives. There would be additional right-of-way impacts north and south of Heber City where the couplets would start and end. The intersections at the start and end would need to be large and include free turning movements to accommodate the travel demand in 2050. These alternatives would not remove traffic or oil tanker trucks from Heber City's historic town center, which would conflict with Heber City's vision for Main Street (wide sidewalks, bike lanes, landscaping, and a reduced speed limit). For these reasons, these alternatives would not meet the project's purpose and are therefore not reasonable.

### ***East Bypass Alternatives (EA, EB, and EC)***

All three eastern bypass alternatives failed Level 1 screening because they would not improve local mobility on U.S. 40 through 2050. All of the east alternatives would have several failing intersections and arterial segments (LOS F), long travel times, and very long vehicle queue lengths. The primary reason these alternatives fail is because east alternatives do not attract enough traffic off Main Street. Travel demand to and from the Provo–Orem area on U.S. 189 is currently 2.7 times greater than traffic on U.S. 40 heading southeast and is expected to be 1.6 times greater in 2050. The U.S. 189 traffic would not find eastern bypass options useful due to out-of-direction travel and longer travel times. The traffic model predicts that the U.S. 189 traffic heading north of Heber City would continue to use Main Street. Additionally, Midway residents contribute to the local and regional travel demand and would not find east-side routes beneficial. Main Street would continue to have local mobility problems characterized by congestion and slow travel times. For these reasons, eastern bypasses would not satisfy the project's purpose and are not reasonable.

### ***West Bypass – Limited Access and Grade-separated Interchanges and Realign U.S. 189 (WA2)***

The western bypass limited-access alternative with grade-separated interchanges and the realignment of U.S. 189 was eliminated based on Level 1 local mobility traffic analysis. WA2 would not reduce traffic on Main Street enough to satisfy local mobility criteria. Specifically, two intersections on Main Street would fail (LOS F), and overall travel time on U.S. 40 would be poor. The result would be that Main Street would continue to have local mobility problems characterized by congestion and slow travel times. For these reasons, WA2 would not satisfy the project's purpose and is not reasonable.

### ***West Bypass – Arterial Route and At-grade Intersections (WC1 and WC2)***

The western bypass arterial route with at-grade intersections alternatives (WC1 and WC2) were eliminated based on Level 1 traffic analysis. WC1 fails local mobility screening criteria. WC2 and the realignment of U.S. 189 passed local mobility screening; however, it does not satisfy regional mobility due to its lower speeds, considerable number of conflict points (driveways and intersections), and less desirable geometry. For these reasons, these alternatives were eliminated as not meeting the project's purpose.

### ***West Bypass – Parkway and Turbo Roundabouts (WD1 and WD2)***

The western bypass parkway alternative with turbo roundabouts (WD1), as suggested by a commenter during scoping (and as presented to the public during the open house in October 2021), was eliminated based on local mobility traffic analysis. Western bypass alternatives without a connection to 1300 South, such as WD1 and WC1 above, would not move enough local traffic to provide a benefit to local mobility because the alternatives would not be an attractive option to Main Street. The 1300 South connection provides an important route for traffic from the west side of the Heber Valley to access commercial centers in south Heber City. Without the 1300 South connection, more traffic would be forced to continue to use Main Street. For this reason, UDOT developed and screened a revised WD alternative with a 1300 South connection (WD2). However, even with the 1300 South connection, WD2 also failed Level 1 local mobility screening. The result would be that Main Street would continue to have local mobility problems characterized by congestion and slow travel times, and two intersections with failing level of service. WD1 and WD2 do not have connections to U.S. 40 at 800 North, like the west bypass alternatives that passed screening, which contributes to their poor performance on Main Street. For these reasons, WD1 and WD2 would not satisfy the project's purpose and are not reasonable.

### ***West Bypass with Southern Extension – Arterial Route and At-grade Intersections (WS)***

The western bypass with southern extension alternative was suggested in a public comment. It was eliminated based on Level 1 local mobility screening. The southern extension would provide a connection between U.S. 40 and U.S. 189 south of the town of Daniel. It was modeled but was projected to carry only 2,000 regional trips per day. Additionally, the southern extension would be too far south to support local traffic movements; therefore, it would not reduce traffic volumes on Main Street. Adding a 1300 South extension to carry more local trips would make WS duplicative of other alternatives but with little to no additional benefit given the low travel demand but with considerably greater impacts. For these reasons, this alternative is not reasonable or fiscally prudent.

### 3.3.3 Level 2 Screening

The purpose of Level 2 screening is to eliminate alternatives that perform similarly in meeting the purpose of the project compared to other alternatives but would result in greater impacts. During Level 2 screening, UDOT evaluated the alternatives that passed Level 1 screening against criteria that focus on each alternative's impacts to key resources and project costs. Table 3-11 lists the Level 2 screening criteria. Figure 3-16 through Figure 3-21 show the design layouts, and Figure 3-22 and Figure 3-23 show the cross sections for the alternatives that passed Level 1 screening.

#### What is the purpose of Level 2 screening?

The purpose of Level 2 screening is to eliminate alternatives that perform similarly in meeting the purpose of the project compared to other alternatives but would result in greater impacts to key resources.

Table 3-11. Level 2 Screening Criteria and Measures

Criterion	Measure
Waters of the United States	<ul style="list-style-type: none"> <li>Acres and types of wetlands and other waters of the United States affected</li> <li>Linear feet of ditches and creeks affected</li> </ul>
Section 4(f) resources	<ul style="list-style-type: none"> <li>Number of Section 4(f) historic properties affected (all properties in addition to the historic town center)</li> <li>Number of Section 4(f) recreation resources affected</li> <li>Number of Section 4(f) wildlife and waterfowl refuges affected</li> </ul>
Right of way	<ul style="list-style-type: none"> <li>Number of full property acquisitions and relocations (commercial and residential)</li> <li>Number of partial property acquisitions</li> </ul>
Cost	<ul style="list-style-type: none"> <li>Alternative's cost compared to other alternatives (alternatives would not be eliminated based on cost unless the cost is an order of magnitude greater)</li> </ul>

The criteria listed above in Table 3-11 were selected based on applicable federal regulations—such as Section 4(f) of the U.S. Department of Transportation Act of 1966 and Section 404 of the Clean Water Act—and comments received during agency and public outreach. Waters of the United States and Section 4(f) properties were given special consideration during screening because federal laws require UDOT to consider and analyze alternatives that avoid or minimize impacts to these resources. See Section 2.3, *Reasons Why an Alternative Might Be Eliminated during the Screening Process*, for more information regarding Section 4(f) and Section 404 of the Clean Water Act.

The overall process for Level 2 screening was as follows:

- Conduct additional engineering refinement to develop a footprint for each alternative and to consider alignment shifts to avoid or minimize impacts.
- Estimate the impacts on key resources of each alternative that passed Level 1 screening.
- Evaluate the alternatives' costs.
- Determine whether any of the alternatives would have substantially greater impacts or costs without having substantially greater benefits in meeting the purpose of the project.

Using the information obtained from Level 2 screening, UDOT determined which alternatives are reasonable and will be studied in greater detail in the EIS. These alternatives are listed in Table 3-15, *Final Level 2 Screening Results*.

**Engineering Refinement.** UDOT conducted additional engineering on alternatives that passed Level 1 screening. Engineers developed alignments to meet applicable UDOT design criteria. Alternatives were refined to establish an adequate number of lanes, median spacing, lane width, and safe curve geometry for the proposed travel speeds and estimated travel demand. The alignments were configured to determine how they would connect to U.S. 40 and U.S. 189 at each end, whether bridges and ramps were needed, and how other major roads would connect. Based on this engineering, cut-and-fill lines were generated to estimate the footprint required to build each alternative (a 15-foot buffer was added to account for potential construction impacts and equipment access), and right-of-way lines were estimated. The footprint and right-of-way area were used to calculate impact values for Level 2 screening. The engineering analysis was also used to try to avoid or minimize impacts to key resources.

After the *Draft Alternative Development and Screening Report* was published, UDOT expanded the aquatic resources delineation in the north fields north of 1200 North. The *Draft Alternatives Development and Screening Report* was released before the completion of a wetlands delineation in the north fields and relied on National Wetlands Inventory (NWI) data for the north fields. To validate and refine the NWI mapping, the north fields wetlands delineation was completed in the summer and fall of 2022, and the new data were used to update the wetlands impacts for all west bypass alternatives in this final report. Based on new, refined data, UDOT shifted the alignments of alternatives north of 1200 North (WB3 and WB4) to further minimize impacts to wetlands.

**Estimate Impacts to Key Resources and Private Property.** Using geographic information systems (GIS) software, UDOT estimated how each alternative that passed Level 1 screening might affect key resources such as wetlands, other potential waters of the United States, and Section 4(f) resources. The expected impacts were determined by overlaying the estimated right of way for each alternative that passed Level 1 screening over the GIS datasets for these resources. These GIS datasets were revised in this final report based on the amended wetlands delineation in the north fields, the historic buildings survey, and the Provo River Restoration Project boundaries provided to UDOT by the Utah Reclamation, Mitigation, and Conservation Commission. UDOT used the same approach to identify the potential property acquisitions and relocations. For alternatives that are carried forward for analysis in the EIS, UDOT will conduct additional engineering refinement and resource impact analysis. For more information about Section 4(f) resources and the Clean Water Act, see Section 2.3, *Reasons Why an Alternative Might Be Eliminated during the Screening Process*.

**Compare Impacts and Costs to Benefits.** UDOT used the screening results to determine whether any of the alternatives would have substantially greater impacts to key resources or costs without having substantially greater benefits in meeting the purpose of the project. Alternatives were also refined to try to avoid or minimize impacts to key resources. Alternatives that would have the same or similar benefits as other alternatives but would have substantially greater impacts or costs were eliminated and considered unreasonable for NEPA purposes.

Figure 3-16. Level 2 Design Layout for Limited-access West Bypass (WA1)

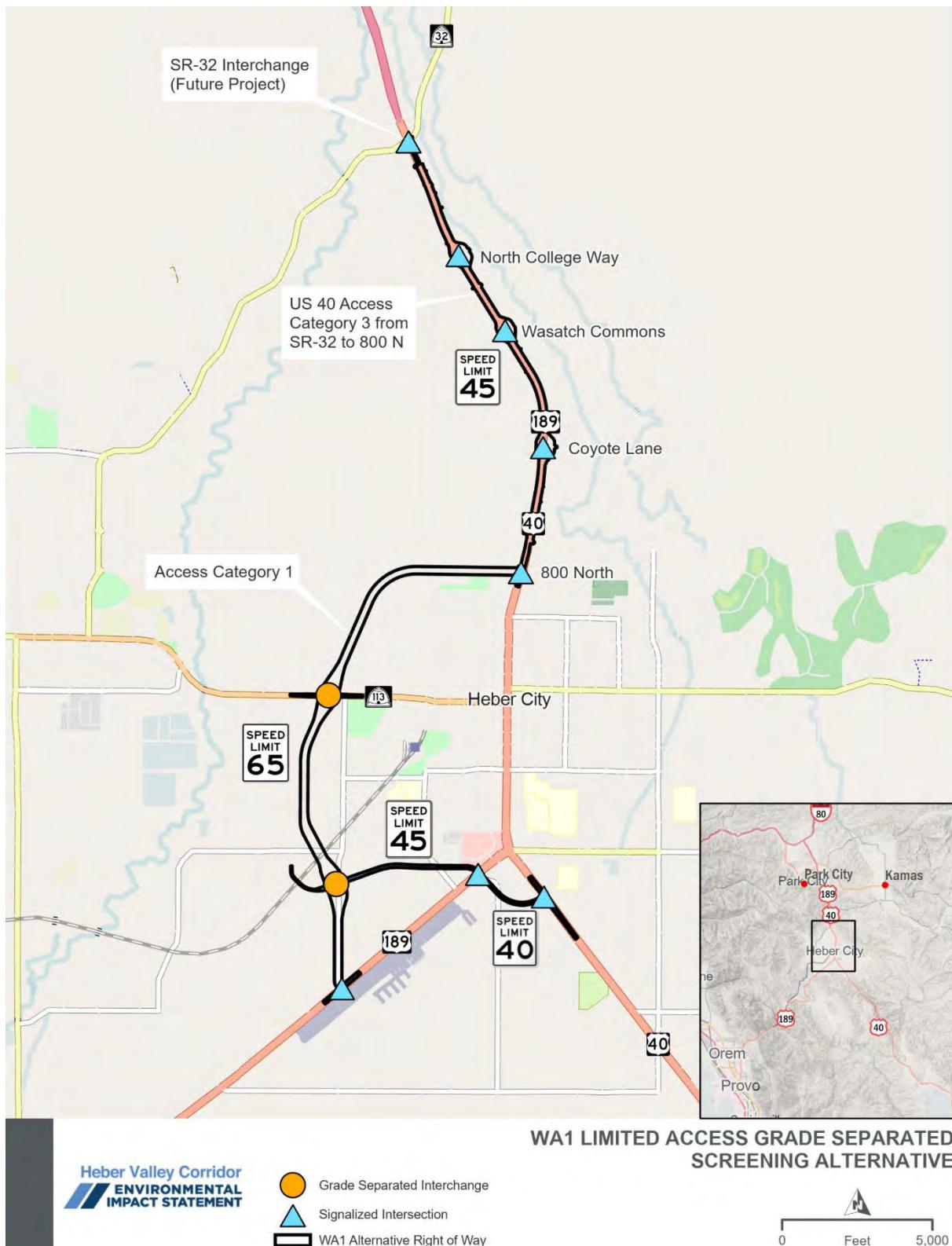


Figure 3-17. Level 2 Design Layout for Limited-access West Bypass with Northern Extension (WA3)

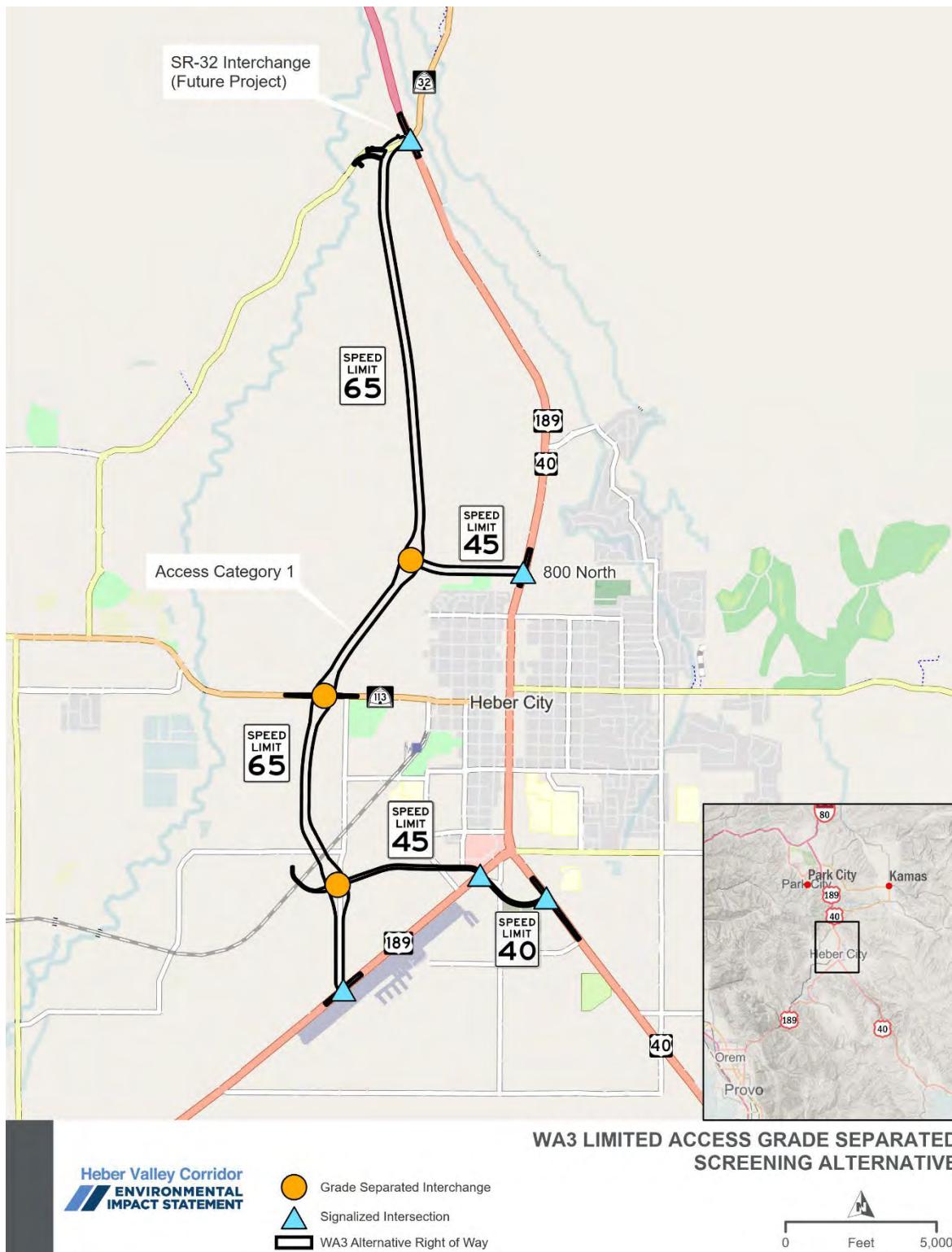


Figure 3-18. Level 2 Design Layout for West Bypass Parkway (WB1)

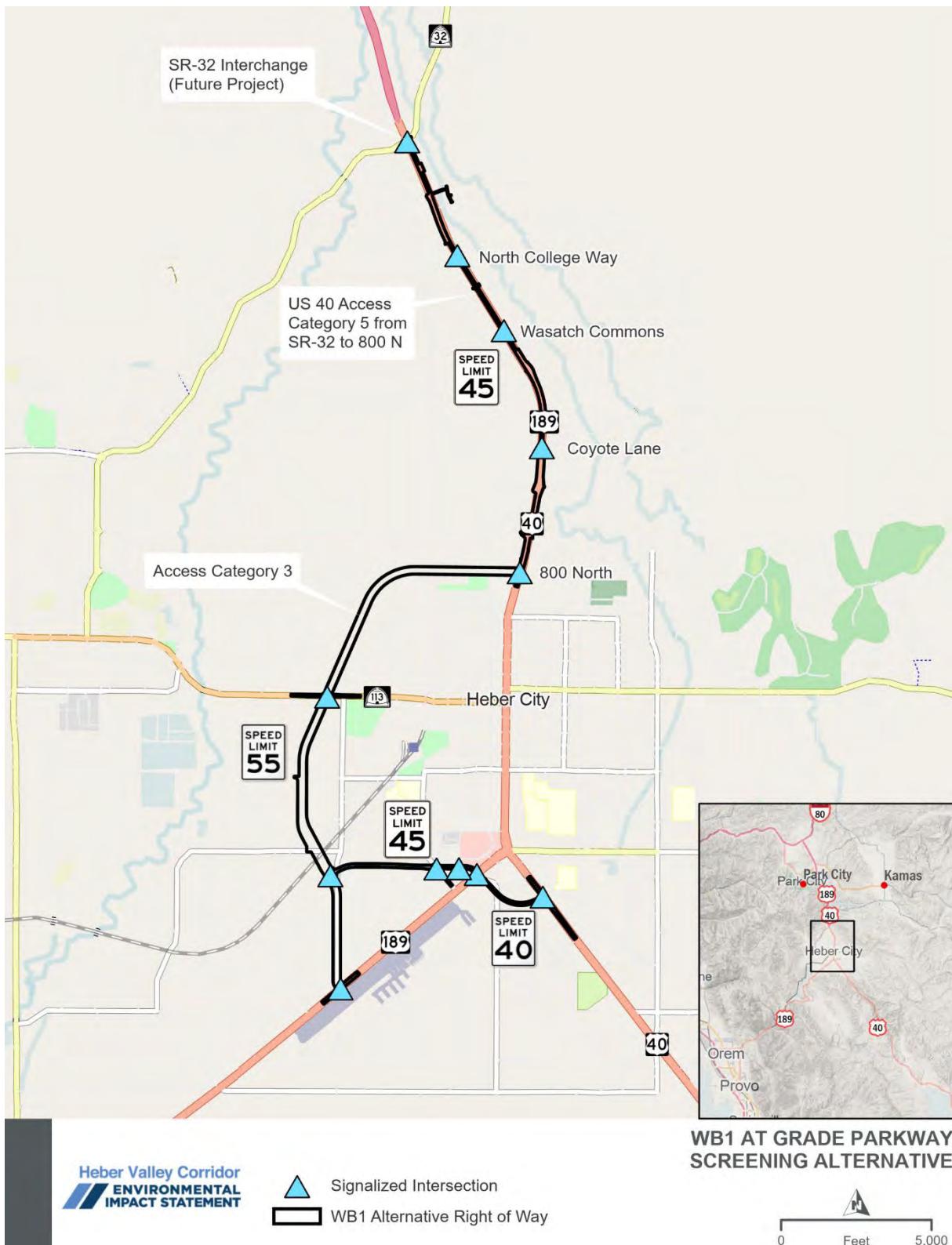


Figure 3-19. Level 2 Design Layout for West Bypass Parkway and Realignment of U.S. 189 (WB2)

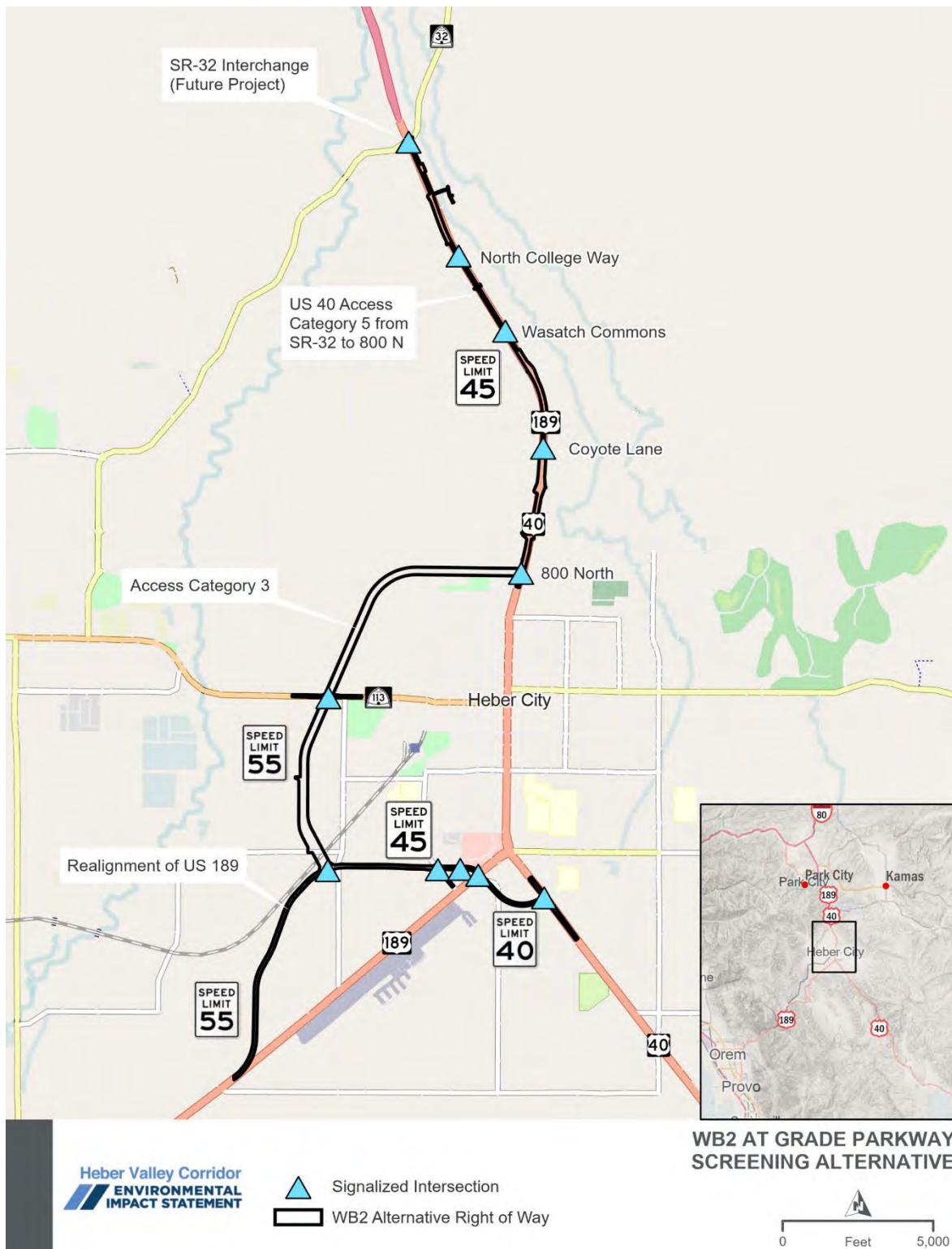


Figure 3-20. Level 2 Design Layout for West Bypass Parkway with Northern Extension (WB3)

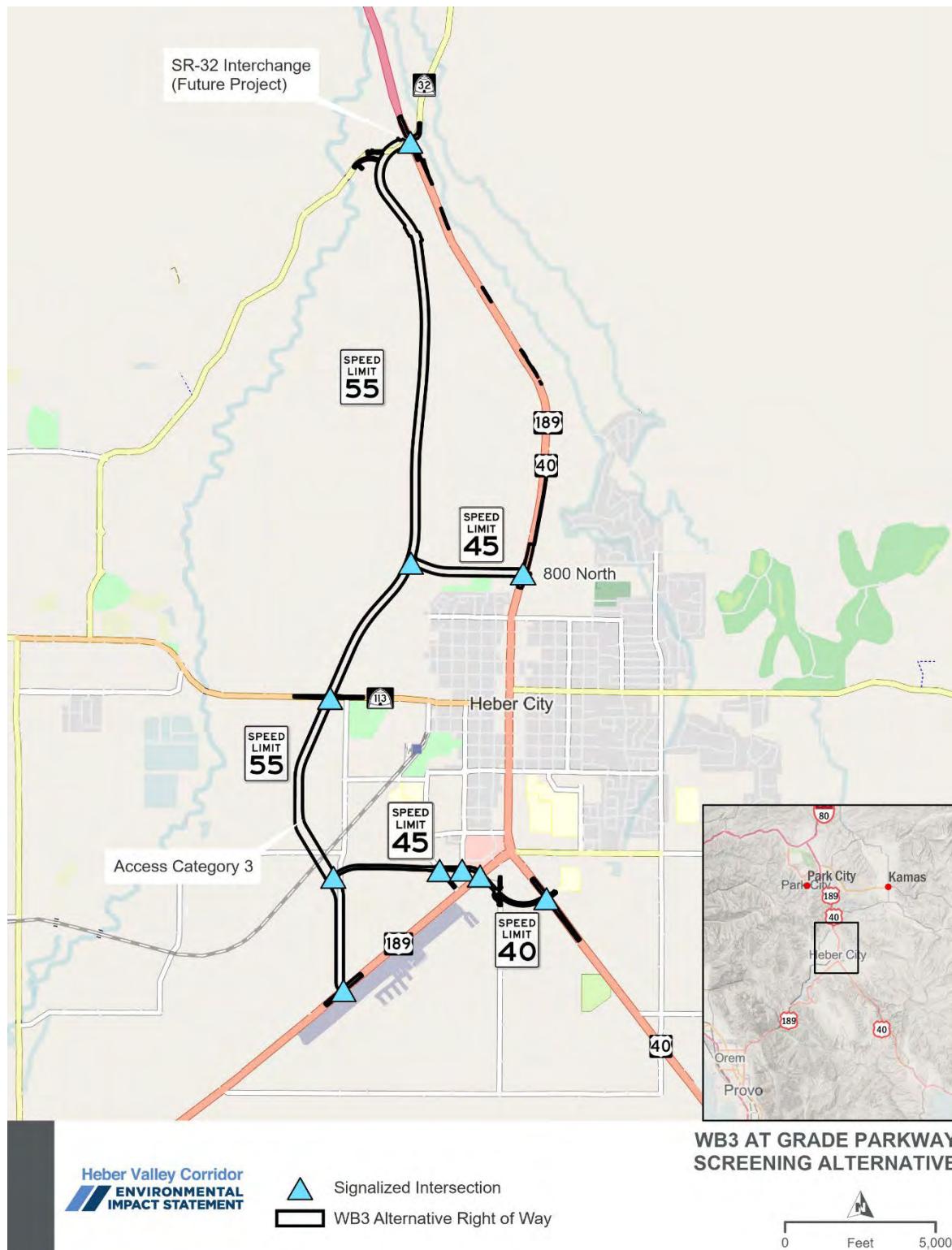


Figure 3-21. Level 2 Design Layout for West Bypass Parkway with Northern Extension and Realigned U.S. 189 (WB4)

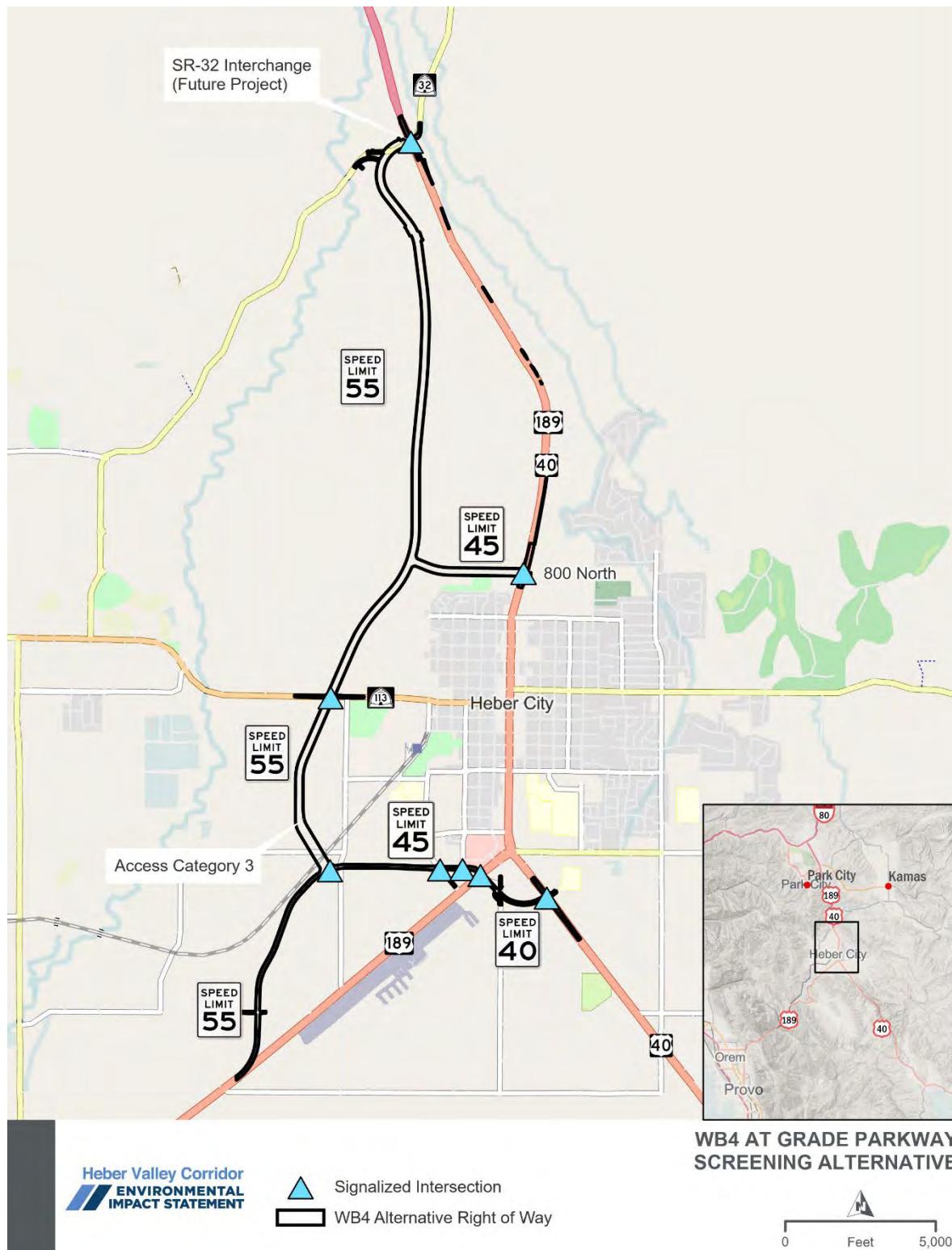
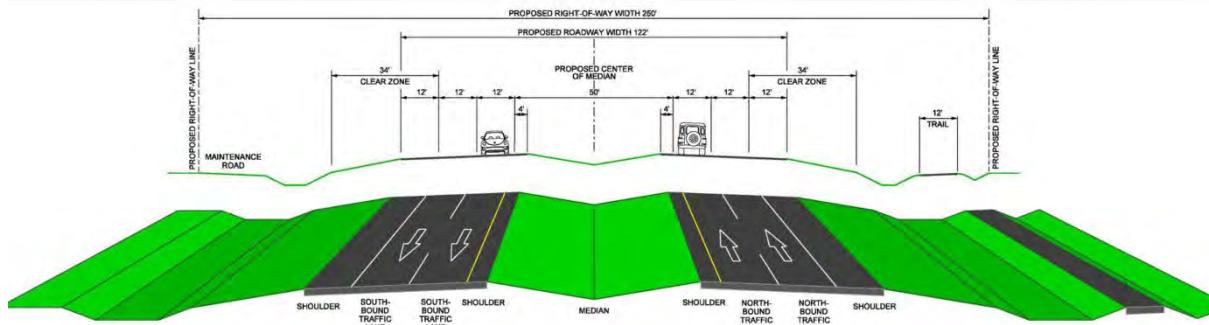
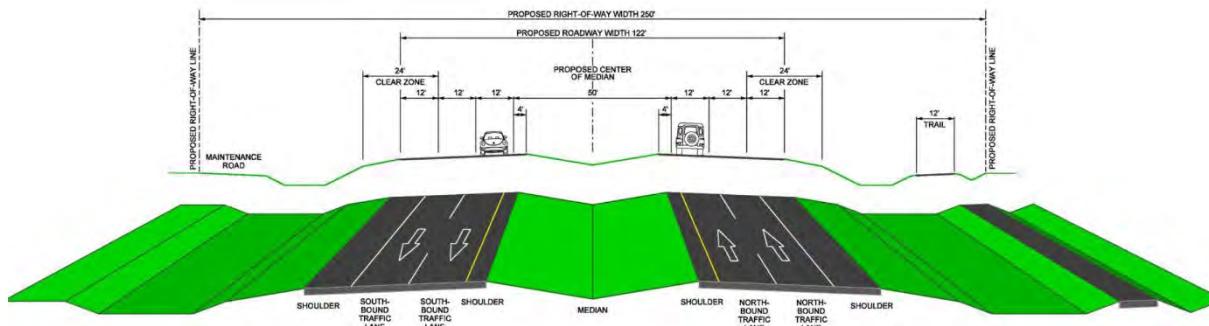


Figure 3-22. Level 2 Design Cross Sections by West Bypass Alternative



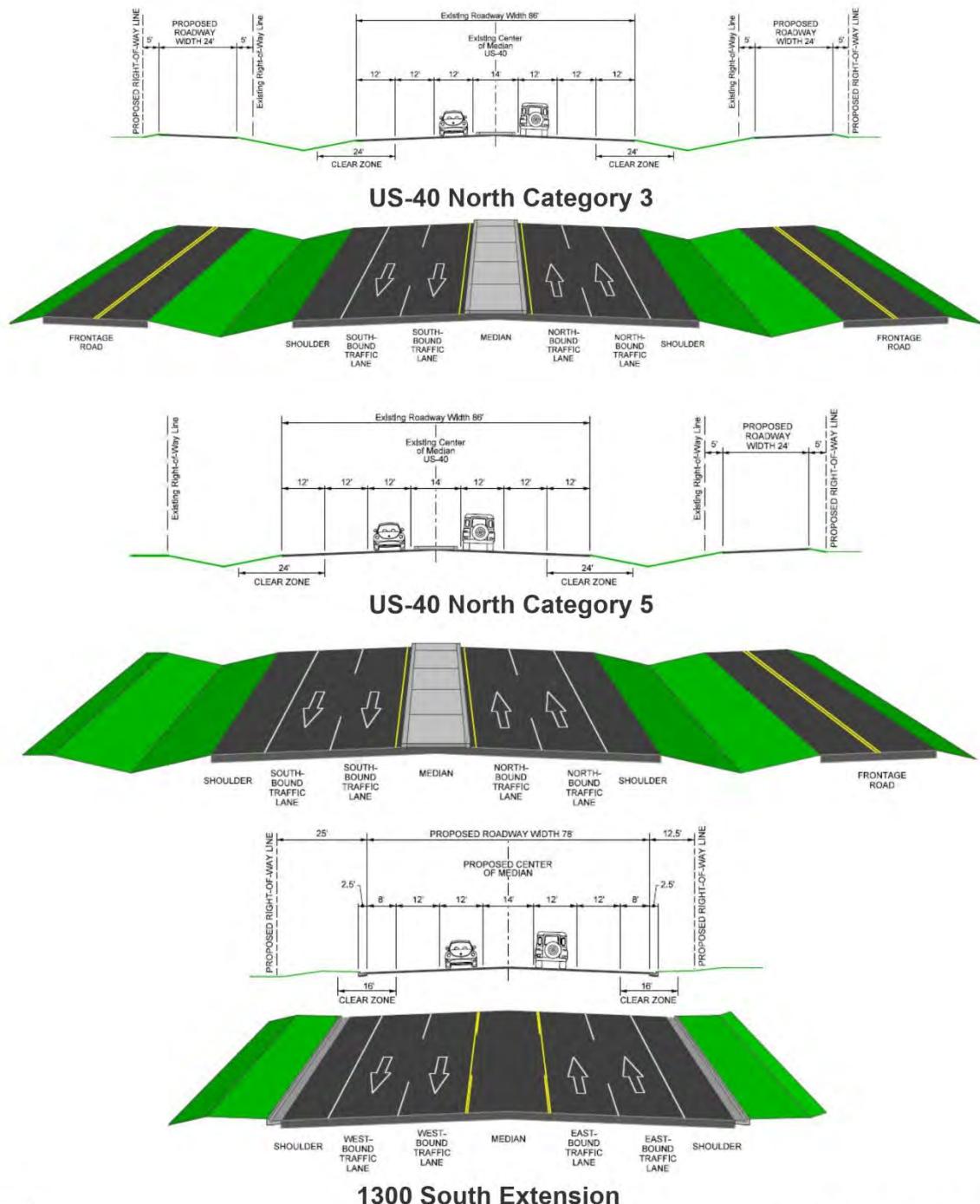
**WA1/WA3 Typical Cross Section**



**WB1/WB2/WB3/WB4 Typical Cross Section**



Figure 3-23. Level 2 Design Cross Sections for North 40 and 1300 South



**US-40 AND 1300 SOUTH  
 TYPICAL CROSS SECTIONS**

## Level 2 Screening for Waters of the United States

Waters of the United States (WOTUS) are protected by Section 404 of the Clean Water Act. A Section 404 permit from the U.S. Army Corps of Engineers (USACE) is required for projects that would impact WOTUS. Water quality impacts to WOTUS are considered by USACE in their permitting process. USACE cannot issue a permit if a practicable alternative exists that would have less adverse impacts. Table 3-12 summarizes the potential WOTUS that would be intersected by each alternative that passed Level 1 screening. Wetland delineation fieldwork was finalized in the summer and fall of 2022. This final screening report uses the complete wetlands delineation data, whereas the draft screening report used a compilation of delineated wetlands data and National Wetlands Inventory data. These potential WOTUS impacts will be refined and minimized in the Draft EIS.

Table 3-12. Level 2 Waters of the United States Screening Results

Alternative		Canals <sup>a</sup>	Ditches <sup>a</sup>	Perennial Streams <sup>a</sup>	Wetlands <sup>b</sup>	Total WOTUS Impacts
WA1	West bypass – limited access and grade-separated interchanges	1,585 lf 0.5 ac	7,488 lf 0.6 ac	1,556 lf 0.7 ac	10.6 ac	12.4 ac
WA3	West bypass – limited access and grade-separated interchanges with northern extension	1,569 lf 0.5 ac	5,153 lf 0.3 ac	8,395 lf 3.0 ac	49.9 ac	53.7 ac
WB1	West bypass – parkway and at-grade intersections	1,535 lf 0.5 ac	1,753 lf 0.1 ac	1,556 lf 0.7 ac	7.5 ac	8.9 ac
WB2	West bypass – parkway and at-grade intersections and realign U.S. 189	1,529 lf 0.5 ac	1,753 lf 0.1 ac	1,556 lf 0.7 ac	7.5 ac	8.9 ac
WB3	West bypass – parkway and at-grade intersections with northern extension	1,650 lf 0.5 ac	5,747 lf 0.4 ac	4,408 lf 1.7 ac	36.7 ac	39.3 ac
WB4	West bypass – parkway and at-grade intersections with northern extension and realigned U.S. 189	1,650 lf 0.5 ac	5,747 lf 0.4 ac	4,408 lf 1.7 ac	36.7 ac	39.3 ac

<sup>a</sup> Linear feet and acreage of potential impacts are calculated from the alternative's cut-and-fill lines with a 15-foot buffer.

<sup>b</sup> Wetland impact acreage does not include canals, ditches, or perennial stream acreages.

The potential WOTUS impacts shown above in Table 3-12 are predictably higher for the western bypasses that extend through the north fields (WA3, WB3, and WB4) than for the western bypasses that connect to U.S. 40 near 800 North and then continue to S.R. 32 on the existing U.S. 40 alignment (WA1, WB1, and WB2). Western bypass WA3 would have the greatest potential impacts because of the larger footprint necessary for grade-separated interchanges. WA3 was eliminated in Level 2 screening because it would perform similarly to the other alternatives but would have greater impacts to potential WOTUS. UDOT will conduct additional design refinements to minimize harm and will evaluate WOTUS impacts in greater detail in the Draft EIS.

## Level 2 Screening for Section 4(f) Resources

Section 4(f) properties are protected under Section 4(f) of the U.S. Department of Transportation Act of 1966. UDOT can approve an alternative that uses Section 4(f) properties only if there is no feasible and prudent alternative that would avoid such impacts. For example, an alternative can be selected if the impact would be de minimis. Or, if all alternatives would affect Section 4(f) properties, then the selected alternative must have the least overall harm. Table 3-13 summarizes the Section 4(f) properties that would be impacted by each alternative that passed Level 1 screening. Section 4(f) properties include:

- Parks and recreation areas of national, state, or local significance that are both publicly owned and open to the public,
- Historic sites of national, state, or local significance in public or private ownership regardless of whether they are open to the public, and
- Publicly owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public to the extent that public access does not interfere with the primary purpose of the refuge.
  - There is one applicable wildlife refuge—the Provo River Restoration Project (PRRP)—along the Provo River.

Table 3-13. Level 2 Section 4(f) Screening Results

Alternative		Historic Buildings Potential Full Acquisitions	Historic Buildings Full Acquisitions	Provo River Restoration Project Impacts	Recreation Resources <sup>a</sup>
WA1	West bypass – limited access and grade-separated interchanges	3 residences	1 business 2 residences 2 outbuildings	—	Wasatch County Railroad Trail: 430 lf
WA3	West bypass – limited access and grade-separated interchanges with northern extension	—	1 business 1 outbuilding	2.4 ac	Wasatch County Railroad Trail: 430 lf
WB1	West bypass – parkway and at-grade intersections	2 residences	1 business 3 residences 2 outbuildings	—	Wasatch County Railroad Trail: 380 lf
WB2	West bypass – parkway and at-grade intersections and realign U.S. 189	2 residences	1 business 3 residences 2 outbuildings	—	Wasatch County Railroad Trail: 380 lf
WB3	West bypass – parkway and at-grade intersections with northern extension	1 outbuilding	1 outbuilding	2.4 ac	Wasatch County Railroad Trail: 370 lf
WB4	West bypass – parkway and at-grade intersections with northern extension and realigned U.S. 189	1 outbuilding	1 outbuilding	2.4 ac	Wasatch County Railroad Trail: 370 lf

<sup>a</sup> In the draft screening report, the Midway Lane Connector was included as a Section 4(f) trail; however, the project team determined that the Midway Lane Connector is in UDOT's right-of-way and its primary purpose is for active transportation and therefore is not a Section 4(f) trail. Any potential impacts to non-Section 4(f) trails will be reviewed and mitigations proposed in the Draft EIS.

No alternatives were eliminated in Level 2 screening due to Section 4(f) impacts. All remaining alternatives would result in impacts to historic buildings or recreational trails. The impacts to trails might be mitigated by relocating impacted trail segments to maintain connectivity. Alternatives WB3 and WB4 will be revised in the Draft EIS to avoid or minimize impacts to the PRRP. The current proposed alignments for Alternatives WB3 and WB4 would impact the driveways to two parking lots that provide angler access to the PRRP and would not impact the river itself.

UDOT will strive to minimize the Section 4(f) impacts shown above in Table 3-13 through preliminary engineering design refinements and will evaluate the Section 4(f) uses in greater detail in the Draft EIS.

## Level 2 Screening for Right of way and Cost

UDOT analyzed each alternative for its potential impacts to residential and commercial property and construction costs. For screening purposes, *potential full acquisitions* were identified as properties with buildings that would be within 15 feet of an alternative (whether a full acquisition is necessary would need additional analysis). *Full acquisitions* were identified as properties with larger potential impacts where the alternative would intersect with structures on the parcel and change the primary use, access, or function of the parcel, or there would be no useable remainder.

If an action alternative that requires acquisitions is ultimately selected in the project's Record of Decision, UDOT would work with property owners to acquire the right of way. Properties would be acquired in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970<sup>1</sup>; Title VI of the Civil Rights Act of 1964, as amended; and the State of Utah Relocation Program (under the Utah Relocation Assistance Act, Utah Code, Section 57-12).

The potential property acquisitions of an alternative and its construction costs are included in its cost estimate. The construction cost was estimated at a high level for each alternative using standard per-lane mile and per acreage of right-of-way assumptions. Construction costs will be refined after design refinements are made as part of the EIS process. Table 3-14 summarizes the right-of-way and cost information by alternative.

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<sup>1</sup> This is a federal law that establishes minimum standards for federally funded programs and projects that require the acquisition of property or that displace persons from their homes, businesses, or farms.

Table 3-14. Level 2 Right of Way and Cost Screening Results

Alternative		Potential Full Acquisitions	Full Acquisitions	Right-of-way Acreage	Cost Estimate
WA1	West bypass – limited access and grade-separated interchanges	3 businesses 5 residences	4 businesses 6 residences	163 parcels 186.5 ac	\$244.9 M
WA3	West bypass – limited access and grade-separated interchanges with northern extension	1 business	4 businesses 2 residences	144 parcels 240.3 ac	\$286.3 M
WB1	West bypass – parkway and at-grade intersections	2 businesses 3 residences	4 businesses 8 residences	147 parcels 141.2 ac	\$178.6 M
WB2	West bypass – parkway and at-grade intersections and realign U.S. 189	2 businesses 3 residences	4 businesses 9 residences	149 parcels 137.3 ac	\$184.0 M
WB3	West bypass – parkway and at-grade intersections with northern extension	1 business	5 businesses 2 residences	166 parcels 221.0 ac	\$204.5 M
WB4	West bypass – parkway and at-grade intersections with northern extension and realigned U.S. 189	1 business	5 businesses 3 residences	170 parcels 217.7 ac	\$209.4 M

The right-of-way and property impacts shown above in Table 3-14 are predictably greater for the western bypasses that extend through the north fields (WA3, WB3, and WB4) than for the western bypasses that connect to U.S. 40 near 800 North and then continue to S.R. 32 along the existing U.S. 40 alignment (WA1, WB1, and WB2). Western bypass WA3 would have the greatest right-of-way impacts because of the larger footprint necessary for grade-separated interchanges. WA1 and WA3 would be more expensive due to the cost of constructing grade-separated interchanges.

## Level 2 Screening Results

As a result of the final Level 2 screening, one alternative (WA3) was eliminated from further consideration because it would have high impacts to potential WOTUS without appreciably greater benefits in satisfying the project's purpose. Table 3-15 shows the Level 2 screening results. The five alternatives that passed this phase will be further refined in the Draft EIS. The alternative that is shown in Table 3-15 as not recommended for further analysis (WA3) is described following the table.

Table 3-15. Final Level 2 Screening Results

Alternative	Impacts			Cost	Recommended for Draft EIS?	
	Waters of the U.S.	Section 4(f) Resources	Property Acquisitions			
WA1	West bypass – limited access and grade-separated interchanges	12.4 ac	430 lf of trails 8 buildings	163 parcels 186.5 ac	\$244.9 M	Yes
WA3	West bypass – limited access and grade-separated interchanges with northern extension	53.7 ac	430 lf of trails 2 buildings 2.4 ac of PRRP	144 parcels 240.3 ac	\$286.3 M	No
WB1	West bypass – parkway and at-grade intersections	8.9 ac	380 lf of trails 8 buildings	147 parcels 141.2 ac	\$178.6 M	Yes
WB2	West bypass – parkway and at-grade intersections and realign U.S. 189	8.9 ac	380 lf of trails 8 buildings	149 parcels 137.3 ac	\$184.0 M	Yes
WB3	West bypass – parkway and at-grade intersections with northern extension	39.3 ac	370 lf of trails 2 buildings 2.4 ac of PRRP	166 parcels 221.0 ac	\$204.5 M	Yes
WB4	West bypass – parkway and at-grade intersections with northern extension and realigned U.S. 189	39.3 ac	370 lf of trails 2 buildings 2.4 ac of PRRP	170 parcels 217.7 ac	\$209.4 M	Yes

### *West Bypass – Limited Access and Grade-separated Interchanges with Northern Extension (WA3)*

The western bypass limited access and grade-separated interchanges with northern extension alternative (WA3) was eliminated based on Level 2 analysis of potential WOTUS. WA3 would have the highest estimated potential WOTUS impacts of all alternatives. Although WA3 meets the Level 1 screening criteria, it does not have substantively greater benefits relative to the project's purpose, and other alternatives are estimated as having fewer impacts to key resources.

### 3.3.4 Summary of Public Comment Period for Alternative Screening

UDOT published the alternative screening results on June 7, 2022. A public meeting was not required or provided, but the screening results were published on the project website in the following ways:

- Full Draft Alternatives Development and Screening Report and appendices
- Alternative screening overview video (7-minute summary of screening results)
- Series of four alternatives screening fact sheets in English and Spanish
- Interactive dashboards to visually demonstrate how each alternative performed in screening
  - Level 1 dashboard showing intersection and arterial levels of service, projected vehicle queue lengths, travel times, conflict points, impacts to buildings in the historic town center, and impacts to valued places
  - Level 2 dashboard showing impacts to WOTUS; Section 4(f) parks, trails, and buildings; parcels; and cost
- Video recording of the resource agency meeting held June 6, 2022
- Video recording of the local government agency meeting held June 6, 2022

The public was notified of the screening results as described below. The alternative screening public comment period for the Heber Valley Corridor EIS began on June 7 and concluded on July 22, 2022.

## Notifications

The following methods were used to notify the general public of the alternatives screening results, the materials available for review, and how to comment:

- A UDOT press release was sent to local media outlets on June 7, 2022.
- Advertisements were placed in the following publications:
  - *Deseret News*, June 3, 2022
  - *The Salt Lake Tribune*, June 8, 2022
  - *Wasatch Wave*, June 15, 2022
  - *The Heber City Newsletter*, July 2022
- Notifications and reminders were posted on the Heber Valley Corridor Project website: [hebervalleyeis.udot.utah.gov](http://hebervalleyeis.udot.utah.gov).
- An email notice was sent to the Heber Valley Corridor Project mailing list on June 3, 7, and 23; and July 8, and 19, 2022
- Notifications and reminders were posted on UDOT's social media sites:
  - Facebook on June 3, 7, 8, 9, 13, 21, 23, and 28; and July 11, 14, 19, 21, and 22, 2022
  - Instagram on June 7 and July 22, 2022
  - Twitter on June 3, 7, 8, 9, 13, 21, 23, and 28; and July 11, 14, 19, 21, and 22, 2022

- Printed flyers were hung at the following locations:
  - Dairy Keen
  - Heber City offices
  - Heber City Police Department
  - Natural Grocers
  - Sinclair
  - Smith's grocery store
  - Wasatch County Administrative Building
  - Wasatch County Library

The notifications for screening results are included in Appendix K, *Notifications of Screening Results and Comment Period*.

## Cooperating and Participating Agency Meetings

On June 6, 2022, UDOT held two meetings to present the draft alternatives development and screening results to cooperating and participating agencies. A virtual meeting was provided for resource agencies. Representatives from the U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, U.S. Bureau of Reclamation, and Utah Reclamation, Mitigation, and Conservation Commission were in attendance. An in-person meeting was provided for participating local government agencies. Representatives from Heber City, Wasatch County, Midway City, and MAG were in attendance. The presentation materials and meeting summaries are included Appendix L, *Agency Screening Results Presentations*. City and County Council Presentations

Once the screening results were released, UDOT presented at four city council meetings and one county council meeting. UDOT presented to the Wasatch County Council on June 15, 2022; the Heber City Council on June 21, 2022; the Midway City Council on July 19, 2022; Charleston City Council on August 11, 2022; and the Town of Daniel Council on September 12, 2022. The presentations for the council meetings were the same and included an overview of the project's purpose and need, a list of the alternatives under consideration, an overview of the screening process, the draft results of the screening process, and how to comment. UDOT encouraged councils and the public to submit comments on the draft screening results and remaining alternatives. The presentation materials for the council meetings are included Appendix M, *Council Screening Results Presentations*.

## Stakeholder Working Group Meeting

The fifth SWG meeting was held virtually via Zoom on June 9, 2022, during the initial alternatives comment period. Fourteen SWG members and eight project team members attended. A presentation was given that included an overview of the screening process the draft results of the screening process, and how to comment. After the presentation, SWG members asked questions and provided comments. The presentation materials for the SWG meeting are included Appendix N, *Stakeholder Working Group Screening Results Presentations*.

### 3.3.5 Summary of Public Comment on Alternative Screening

The draft screening results public comment period for the Heber Valley Corridor EIS began on June 7 and concluded on July 22, 2022. The public involvement materials are included in Appendix O, *Public Involvement Draft Screening Results Materials*. All comments that were received during this period are included in Appendix P, *Screening Results Comments*.

During the screening results public comment period, a total of 441 comments were received. This total number includes two petitions with multiple signatures; individual signatures were not counted as individual comments on the petitions. By delivery method, the project team received 71 public comments through email, 5 public comments through postal mail, 3 public comments by phone, 1 public comment by text, and 359 public comments through the project website. The public will continue to have opportunities to provide input throughout the Heber Valley Corridor EIS environmental review process, and public comments will continue to be solicited throughout the project. Common themes included the following:

- Statements that the north fields are sacred and they shouldn't be destroyed
- Concern for impacts to natural resources (wetlands, creeks, aquifer, wildlife, and the Provo River)
- Concern for impacts to open space and development of open land
- Concern for the rate of growth in the valley and its changing character
- Comments against Alternatives WB3 and WB4 due to impacts in the north fields
- Support for Alternatives WB3 and WB4 due to planned growth north of 900 North
- Support for Alternatives WA1 and WB1 because they would be the closest to the urban area
- Support for no action as the best solution
- Suggestions for alternative features such as interchanges
- Concern for the future of Main Street, its character, and its businesses with and without a bypass
- Concern for truck travel on Main Street with and without a bypass
- Frustration with the environmental process

UDOT developed responses for key themes and frequently asked questions (FAQs). The FAQs are available in Appendix Q, *Responses to Screening Results Comments*. Formal comments were submitted by one cooperating agency (U.S. Environmental Protection Agency), two participating agencies (U.S. Bureau of Reclamation and Utah Reclamation, Mitigation, and Conservation Commission), and Wasatch County. UDOT provided a response to these comments, which are also available in Appendix O.

## 4.0 Draft EIS and Preliminary Engineering Phase

The alternatives that passed the screening process (WA1, WB1, WB2, WB3, and WB4) will be further developed through preliminary engineering to support detailed analysis in the Draft EIS. The preliminary engineering phase will include additional design work to provide details such as horizontal and vertical alignments, right-of-way needs, intersection design, pedestrian and bicycle accommodations, access design, and potential drainage designs including stormwater management. Access design will include road, driveway, or parking lot revisions for properties intersected by an alternative. UDOT is working closely with Heber City and Wasatch County to stay current on approved development plans, new conservation easements, the City's proposed expansion of the airport runway protection zone, and transportation access needs. All five alternatives will be refined based on the latest information where feasible and will be designed to a similar level of detail following UDOT design standards.

### How will the alternatives be designed?

The alternatives that passed screening and are evaluated in the Draft EIS might be revised or incorporate minor alignment variations as the alternatives are refined to improve operations or avoid impacts.

Once the preliminary engineering phase is complete, the expected effects of the alternatives will be characterized and compared to the No-Action Alternative in the Draft EIS, as required by NEPA.

The Heber Valley Corridor EIS will analyze the reasonably foreseeable activities and operations that would occur from implementing the action alternatives. Resources that would be affected are analyzed in the EIS to provide decision-makers with enough information to plan and make informed decisions. For this analysis, the following 17 resource categories will be considered: land use, community and property impacts, farmlands, environmental justice, economics, traffic and transportation, joint development, considerations related to pedestrians and bicyclists, air quality, noise, water resources, ecosystem resources, floodplains, cultural resources, paleontological resources, hazardous materials and waste sites, and visual resources.

The following resources were reviewed and determined not to be within the area of influence of the action alternatives and therefore will not be considered further in this EIS process:

- **Wild and Scenic Rivers.** There are no designated wild and scenic rivers within or adjacent to U.S. 40 and U.S. 189 in the needs assessment study area.

## 4.1 New Alternative Names for EIS

The alternative names used in the scoping and screening processes were created to identify the location of each alternative (east of Heber City, west of Heber City, or on U.S. 40) and to describe the features that made the alternative unique to other alternatives in the same location. Moving forward, in the EIS these alternative names will be simplified and no longer need to describe the location since only western alternatives advance to the EIS. The new names are documented in Table 4-1.

Table 4-1. New Alternative Names for Western Bypasses That Advance to the EIS

Alternative ID	Scoping and Screening Report Name	EIS Name
WA1	West bypass – limited access and grade-separated interchanges	Freeway with North U.S. 40
WB1	West bypass – parkway and at-grade intersections	Highway with North U.S. 40
WB2	West bypass – parkway and at-grade intersections and realign U.S. 189	Highway with North U.S. 40 and Realigned U.S. 189
WB3	West bypass – parkway and at-grade intersections with northern extension	Highway to S.R. 32
WB4	West bypass – parkway and at-grade intersections with northern extension and realigned U.S. 189	Highway to S.R. 32 and Realigned U.S. 189

## 5.0 References

### Avenue Consultants

2019 Heber Valley Parkway Planning Study. July.

### [Certus] Certus Environmental Solutions

2020 Cultural Resources Scoping for Heber Valley Parkway Project. July 3.

### [HDR] HDR, Inc.

2022 Preliminary Road Tunnel Feasibility Analysis Technical Memorandum. February 14.

### Heber City

2017 Heber City General Plan, Chapter 3: Transportation Plan 2017. Update to the July 3, 2003, General Plan. [http://heber-ut.granicus.com/DocumentViewer.php?file=heber-ut\\_291762f131b7aaaf4d6e1539ca3b066f9.pdf](http://heber-ut.granicus.com/DocumentViewer.php?file=heber-ut_291762f131b7aaaf4d6e1539ca3b066f9.pdf). October 24.

2020 Heber City Envision 2050 [General Plan].  
<https://envisionheber.com/GeneralPlan/HeberCityGeneralPlan.pdf>. Adopted March 17.

### [MAG] Mountainland Association of Governments

2019 Wasatch County Regional Transportation Plan 2019–2050.  
[https://mountainland.org/img/transportation/RPO/Maps/wasatchRPO2019\\_2050.pdf](https://mountainland.org/img/transportation/RPO/Maps/wasatchRPO2019_2050.pdf).

2020 Wasatch County Transit Study Final Report Implementation Program. [https://heber-ut.granicus.com/MetaViewer.php?view\\_id=1&clip\\_id=1022&meta\\_id=88705](https://heber-ut.granicus.com/MetaViewer.php?view_id=1&clip_id=1022&meta_id=88705).

### [PEC] Project Engineering Consultants

2008 Heber City Highway Bypass Study.

### [UDOT] Utah Department of Transportation

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2021 Purpose and Need Technical Report. Heber Valley Corridor Environmental Impact Statement.  
[https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/Heber-Valley-Corridor-Purpose-and-Need-Technical-Report-Final\\_9-20-2021.pdf](https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/Heber-Valley-Corridor-Purpose-and-Need-Technical-Report-Final_9-20-2021.pdf). September 20.

### Wasatch County

2010 General Plan 2001–2016. Amended February 2010.

2016 Regional Trails Master Plan. February 1.

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## **APPENDIX A**

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### Agency Alternatives Meeting

Presentation  
Meeting Summary

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# Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT

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Alternative Concepts Agency Meeting  
September 30, 2021

# Project Team Members



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



# Project Purpose



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

# Alternative Concepts Development

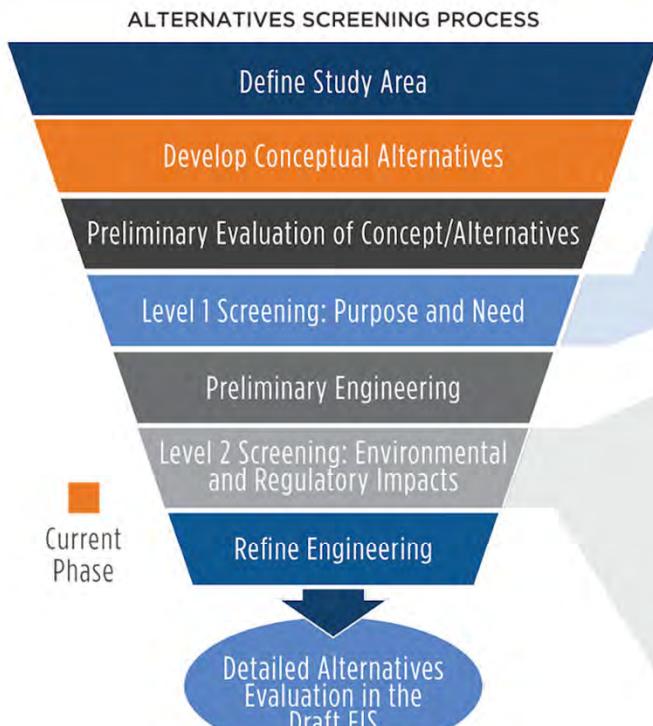


- ✓ Concepts informed by previous studies, public comments and data analysis
- ✓ Conceptual only at this phase
- ✓ Concepts developed for:
  - Improvements on U.S. 40 (Main Street)
  - West bypass
  - East bypass
  - Transit
- ✓ UDOT will conduct a multi-level screening process of the alternative concepts to eliminate concepts from further detailed analysis in the EIS



# Alternatives Screening Process

Heber Valley Corridor  
**ENVIRONMENTAL  
 IMPACT STATEMENT**



## LEVEL 1 SCREENING CRITERIA - PURPOSE AND NEED

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

## LEVEL 2 SCREENING CRITERIA - IMPACTS

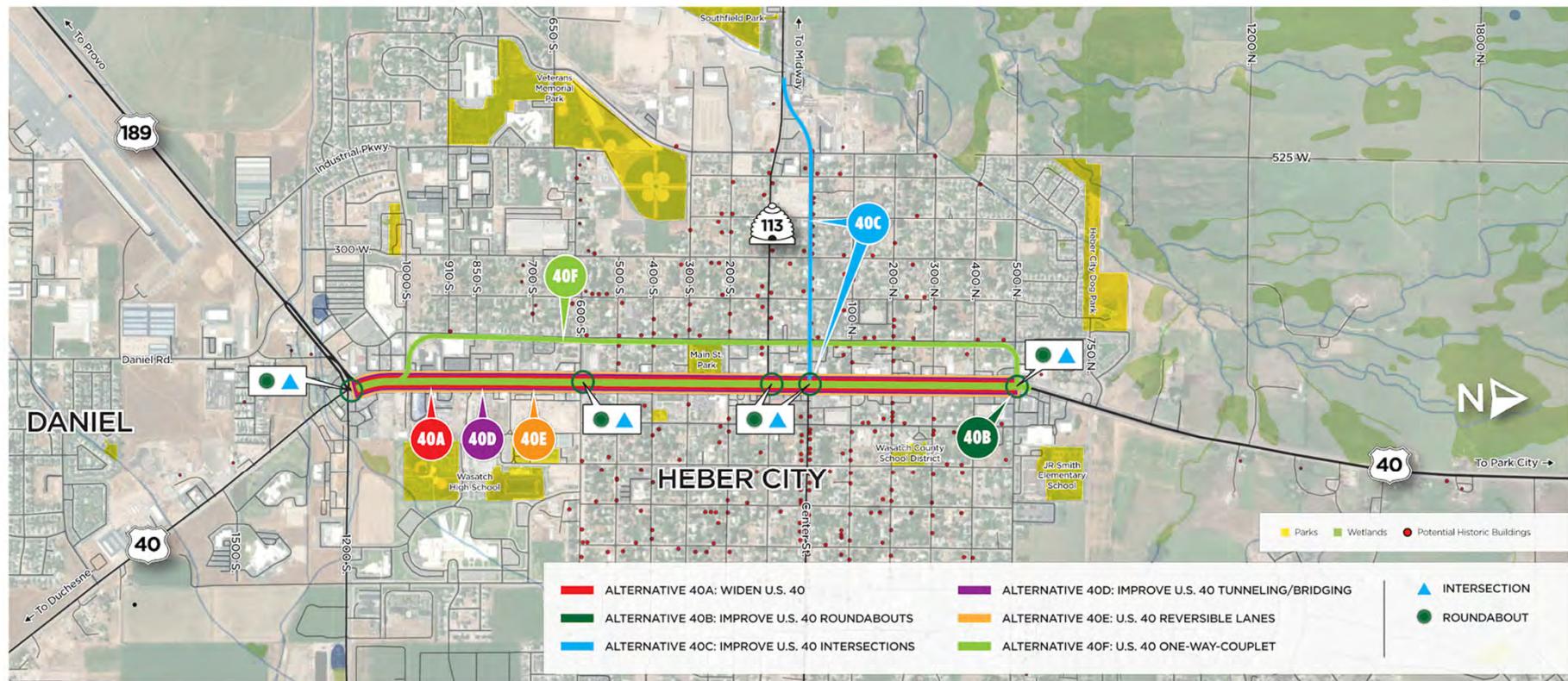
Criteria	Measure
 Waters of the U.S.	<ul style="list-style-type: none"> <li>Acres and types of wetlands and other waters of the U.S. affected</li> <li>Linear feet of ditches and creeks affected</li> </ul>
 Section 4(f) Resources	<ul style="list-style-type: none"> <li>Number of Section 4(f) historic properties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

A black and white photograph of a mountain range. The mountains in the background are heavily snow-capped, while the lower slopes and the valley in the foreground are covered in green vegetation. A small town or cluster of buildings is visible in the valley. The sky is filled with dramatic, layered clouds.

# U.S. 40 Alternatives

# U.S. 40 Alternative Concepts

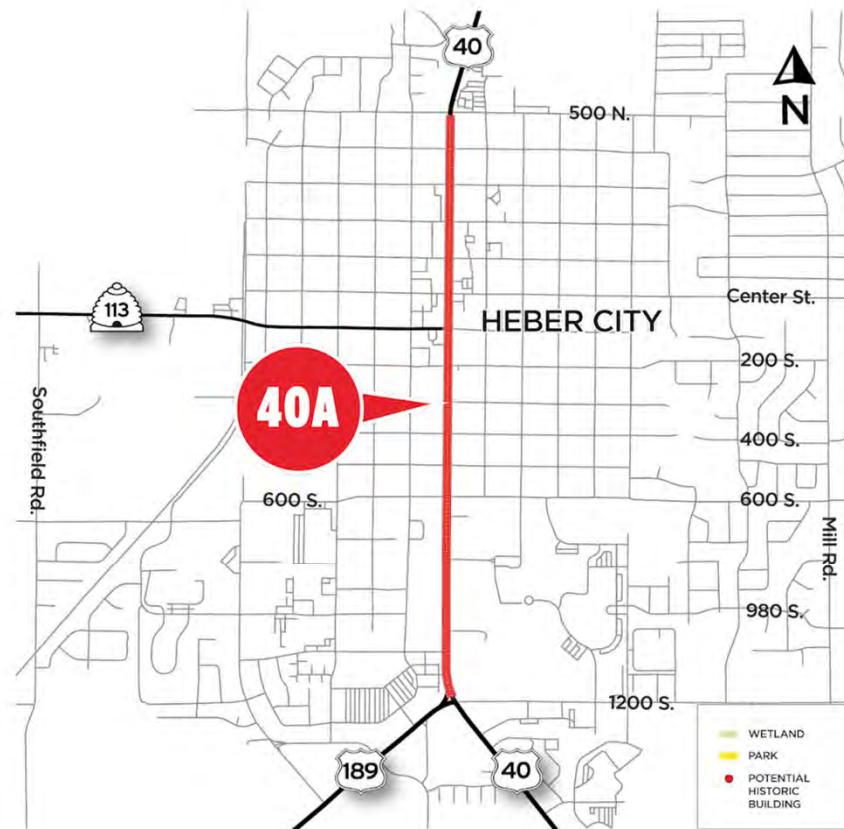
Heber Valley Corridor  
ENVIRONMENTAL  
IMPACT STATEMENT



# Alternative 40A

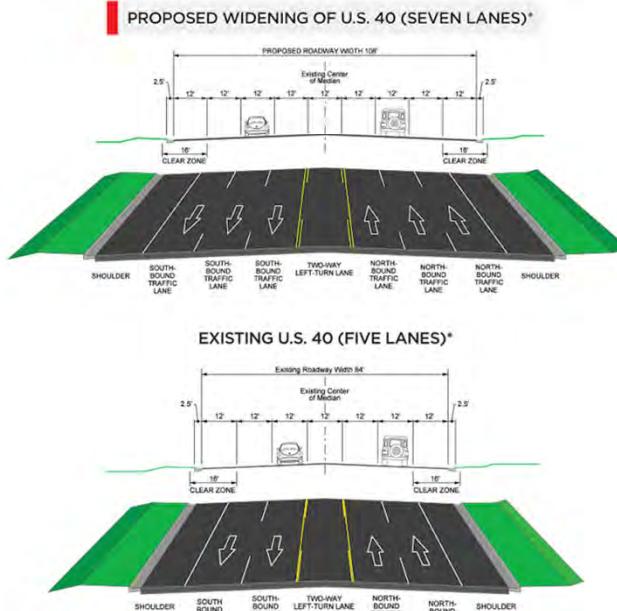
## Widen U.S. 40

Heber Valley Corridor  
**ENVIRONMENTAL  
IMPACT STATEMENT**



Concept proposes widening U.S. 40 from five lanes to seven lanes, from 500 North to U.S. 189.

**SPEED  
LIMIT  
35**

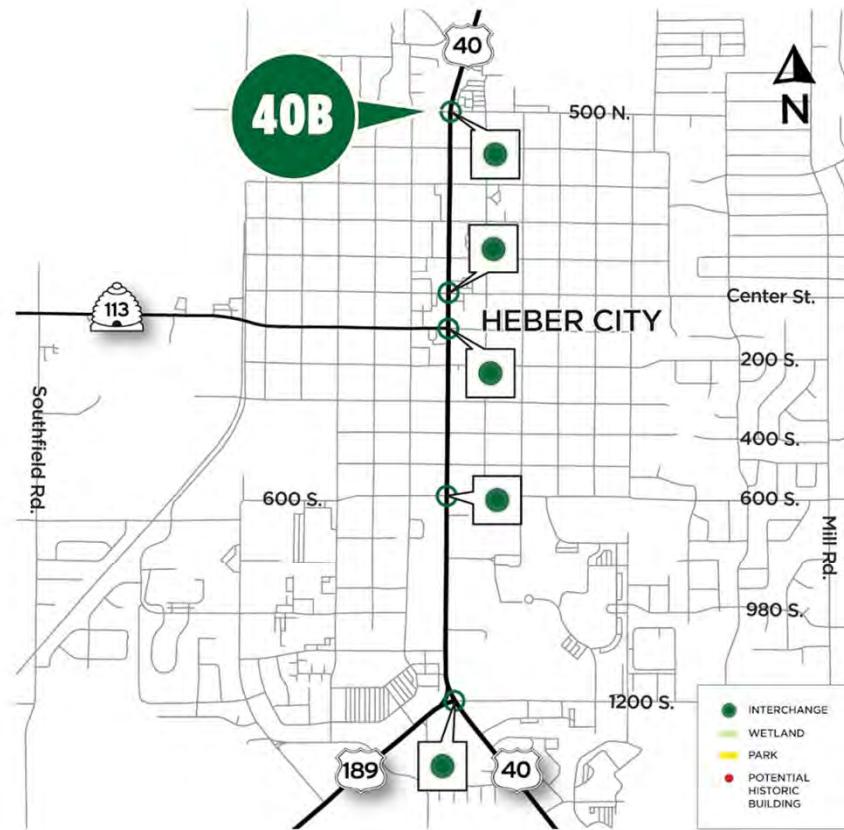


\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# Alternative 40B

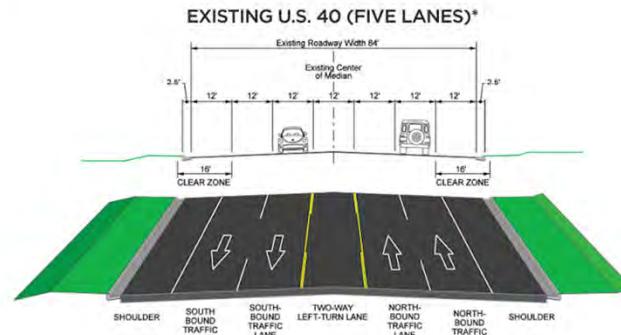
## Improve U.S. 40 - Roundabouts

Heber Valley Corridor  
**ENVIRONMENTAL  
IMPACT STATEMENT**



Concept proposes replacing the existing signalized intersections with roundabouts at 500 North, Center Street, 100 South, 600 South, and 1200 South, with no additional lanes added to U.S. 40.

SPEED  
LIMIT  
**35**

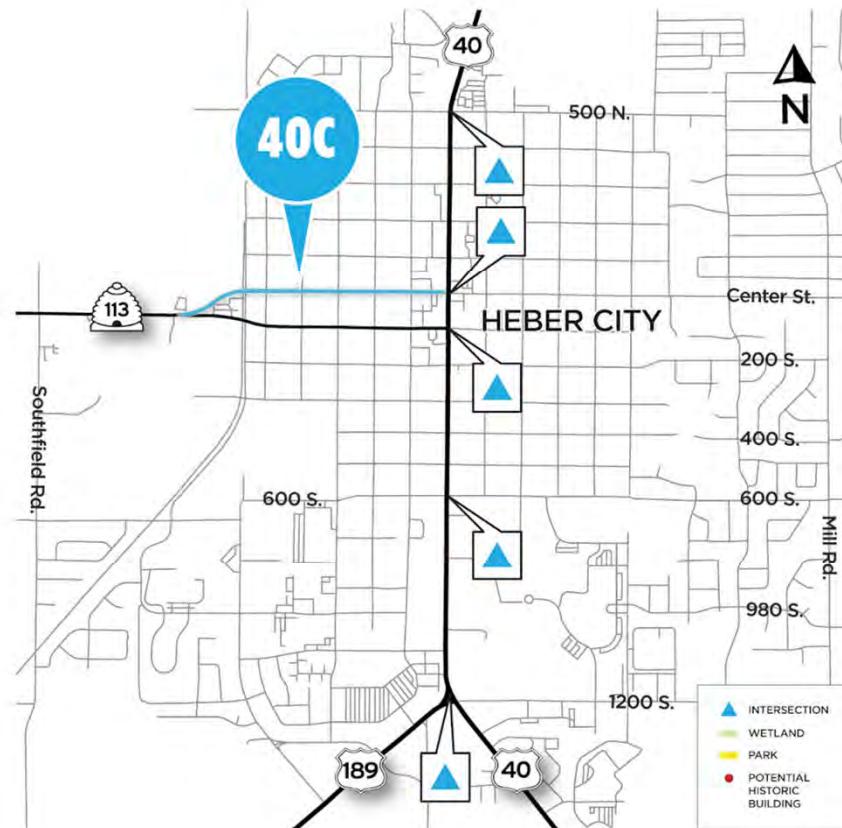


\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# Alternative 40C

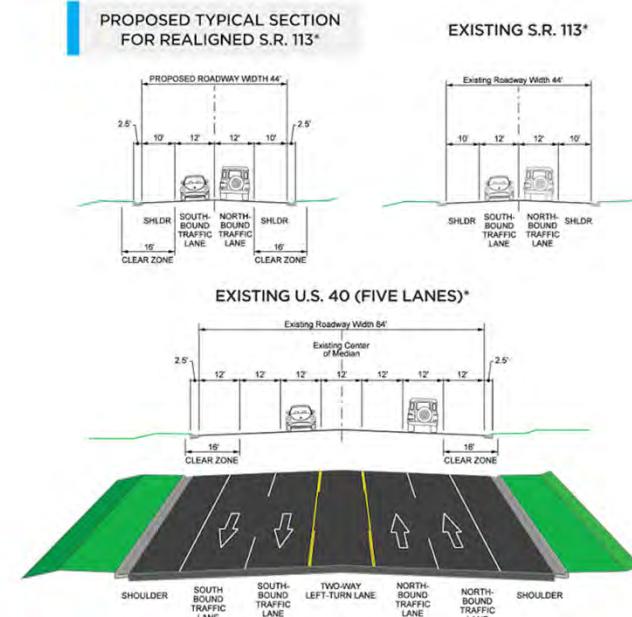
## Improve U.S. 40 - Intersection Improvements

Heber Valley Corridor  
ENVIRONMENTAL  
IMPACT STATEMENT



Concept proposes realigning S.R. 113 to line up with Center Street (to align major east-west movements), adding turn lanes to signalized intersections, with no additional lanes added to U.S. 40.

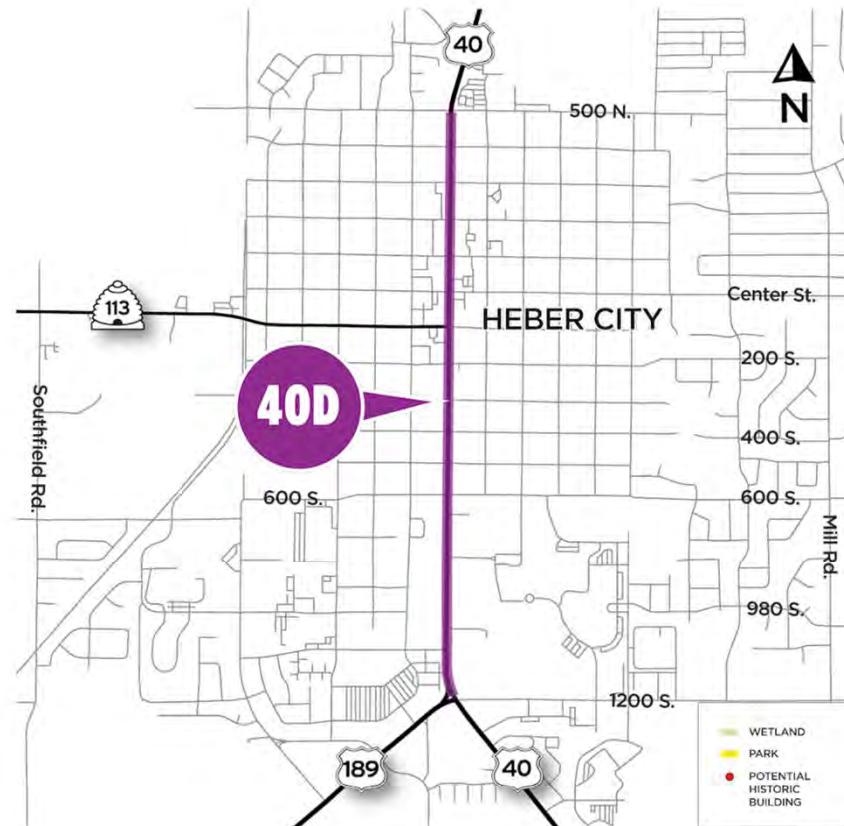
SPEED  
LIMIT  
**35**



# Alternative 40D

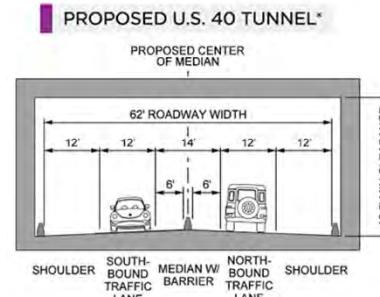
## Improve U.S. 40 – Tunneling/Bridging

Heber Valley Corridor  
ENVIRONMENTAL  
IMPACT STATEMENT



Concept proposes constructing a bridge over or a tunnel under U.S. 40 from 500 North to 1200 South.

SPEED  
LIMIT  
50

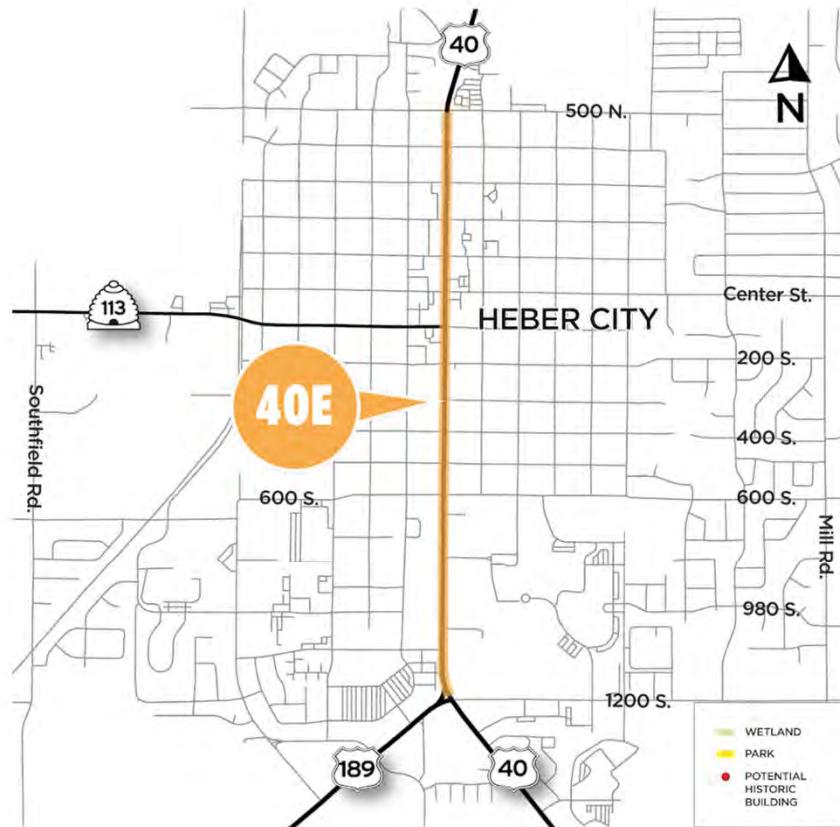


\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# Alternative 40E

## Improve U.S. 40 – Reversible Lanes

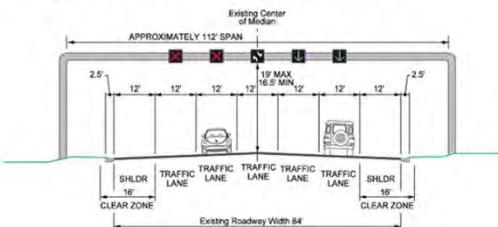
Heber Valley Corridor  
**ENVIRONMENTAL  
IMPACT STATEMENT**



Concept proposes converting the center turn lane to a reversible lane from 500 North to U.S. 189, with no additional lanes added to U.S. 40. The center lane would be used for northbound traffic in the AM and southbound traffic in the PM. This concept is similar to 5400 South in Taylorsville, UT.

SPEED  
LIMIT  
**35**

### PROPOSED REVERSIBLE LANES\*



### U.S. 40 REVERSIBLE LANES SIGNAGE

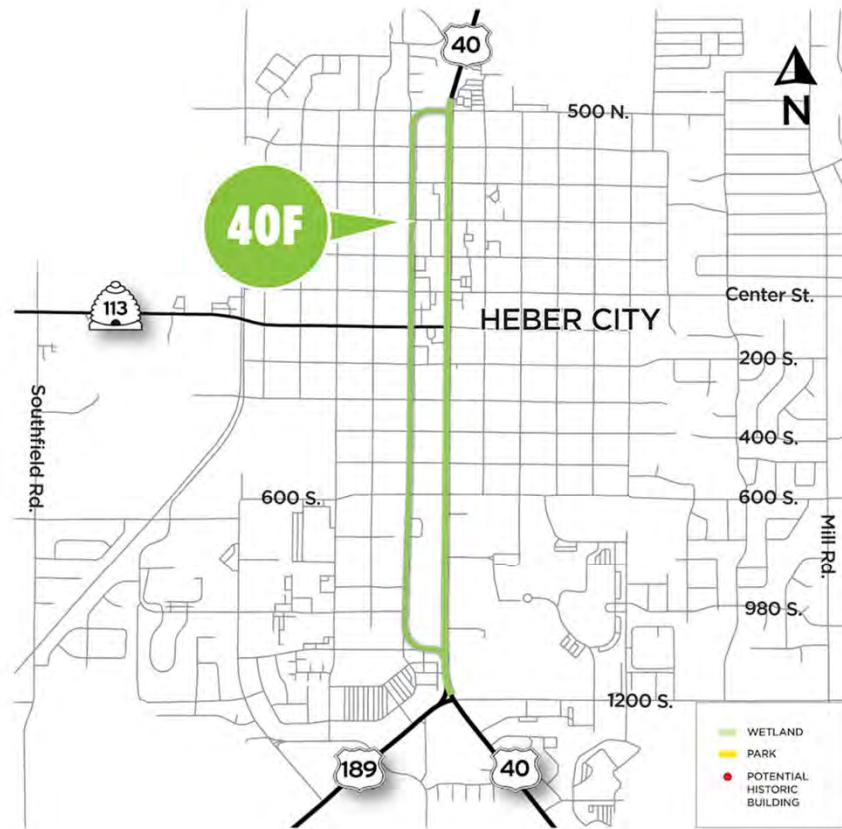


\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# Alternative 40F

## One-Way-Couplet

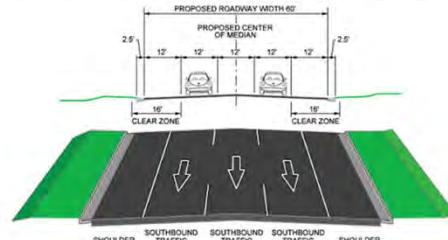
Heber Valley Corridor  
**ENVIRONMENTAL  
IMPACT STATEMENT**



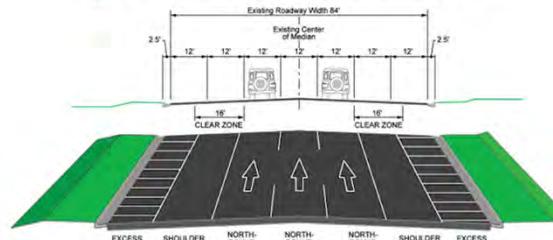
Concept proposes splitting U.S. 40 into two roads between 500 North and 1000 South. Main Street would be for northbound travel and 100 West would be for southbound travel.

**SPEED  
LIMIT  
35**

### PROPOSED ONE-WAY-COUPLER (100 WEST)\*



### PROPOSED ONE-WAY-COUPLER (U.S. 40)\*



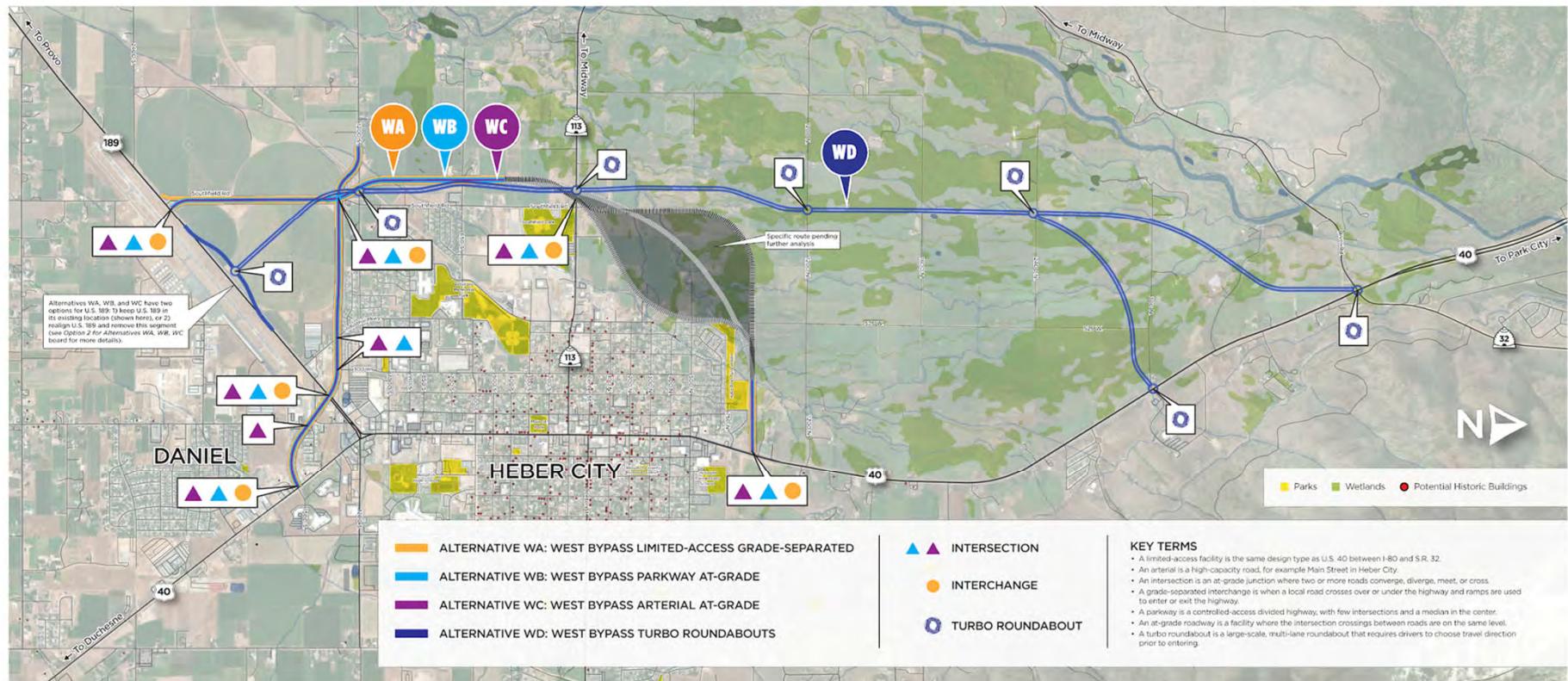
\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

A black and white photograph of a mountain range. The foreground shows a valley with a small town and a plowed field. The middle ground consists of green hills, and the background features majestic mountains with snow-capped peaks under a cloudy sky.

# West Alternatives

# West Alternative Concepts

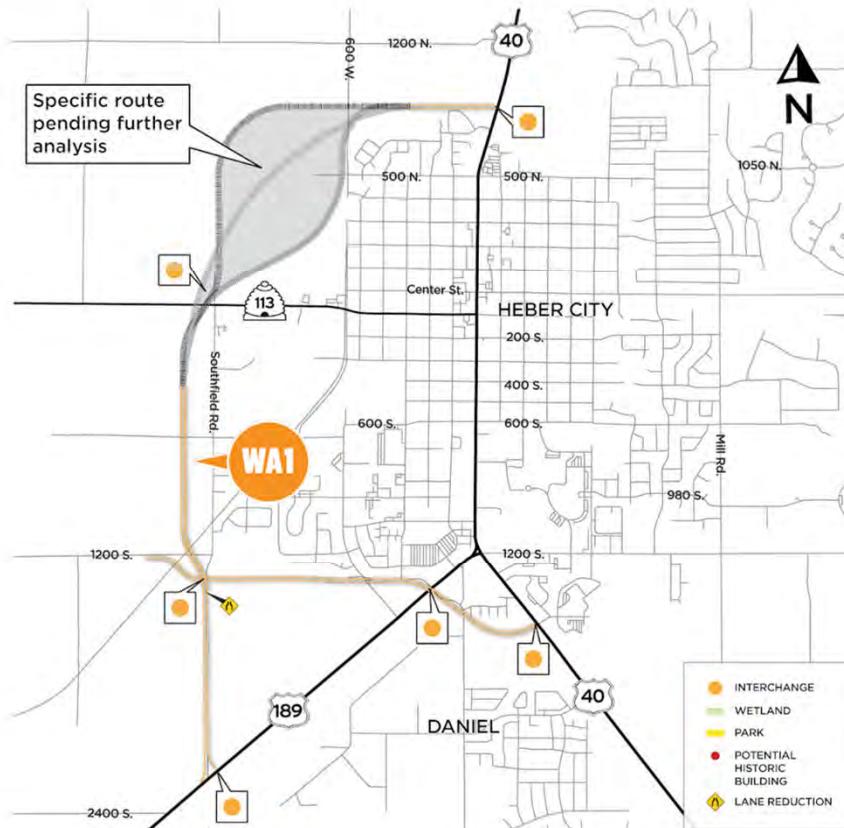
Heber Valley Corridor  
ENVIRONMENTAL  
IMPACT STATEMENT



# Alternative WA1

## West Bypass Limited-Access Grade-Separated

Heber Valley Corridor  
**ENVIRONMENTAL  
 IMPACT STATEMENT**

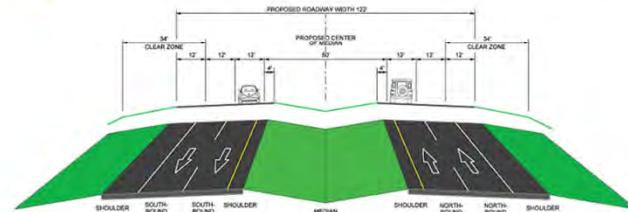


Concept proposes a highway-type facility with six interchanges at major connections: U.S. 40 (2), U.S. 189 (2), S.R. 113, and 1300 South. A limited access facility is the same design type as U.S. 40 between I-80 and S.R. 32.



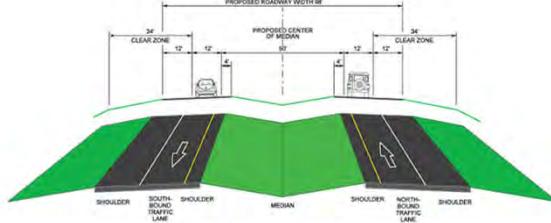
### PROPOSED WEST BYPASS LIMITED-ACCESS, GRADE-SEPARATED (FOUR LANE SECTION, TWO LANES IN EACH DIRECTION)\*

Concept would likely require a four lane section between S.R. 113 and 1300 South.



### PROPOSED WEST BYPASS LIMITED-ACCESS, GRADE-SEPARATED (TWO LANE SECTION, ONE LANE IN EACH DIRECTION)\*

Concept would likely require two lane sections north of S.R. 113, south of 1300 South, and along 1300 South.



\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

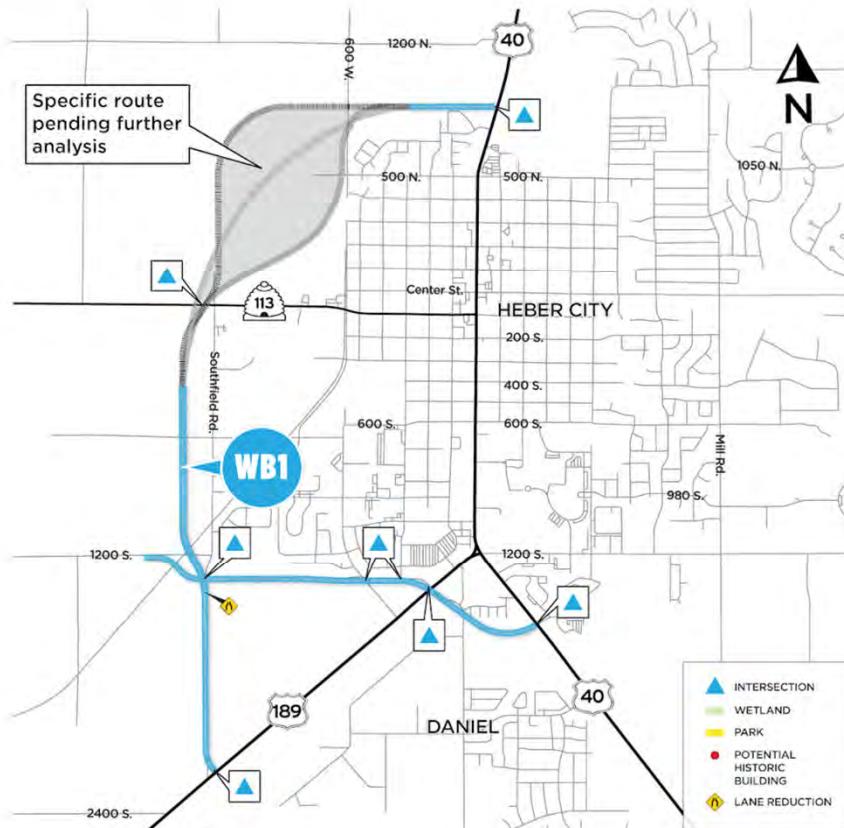


**UDOT**  
 Moving Utah Forward

# Alternative WB1

## West Bypass Parkway At-Grade

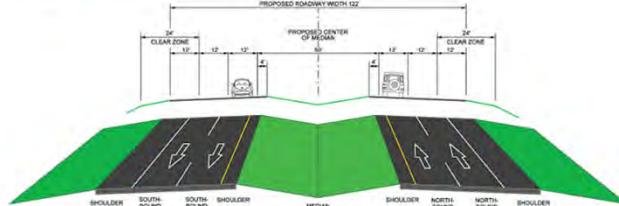
Heber Valley Corridor  
**ENVIRONMENTAL  
 IMPACT STATEMENT**



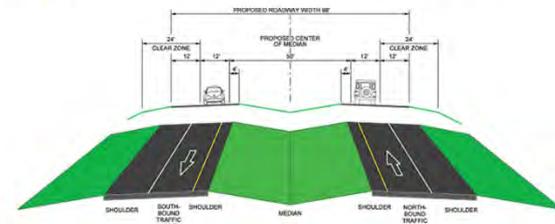
Concept proposes a parkway-type facility with eight intersections: U.S. 40 (2), U.S. 189 (2), S.R. 113, 1300 South, Industrial Parkway, and 300 West.

SPEED  
LIMIT  
**55**

**PROPOSED WEST BYPASS PARKWAY AT-GRADE  
 (FOUR LANE SECTION, TWO LANES IN EACH DIRECTION)\***  
Concept would likely require a four lane section between S.R. 113 and 1300 South.



**PROPOSED WEST BYPASS PARKWAY AT-GRADE  
 (TWO LANE SECTION, ONE LANE IN EACH DIRECTION)\***  
Concept would likely require two lane sections north of S.R. 113, south of 1300 South, and along 1300 South.

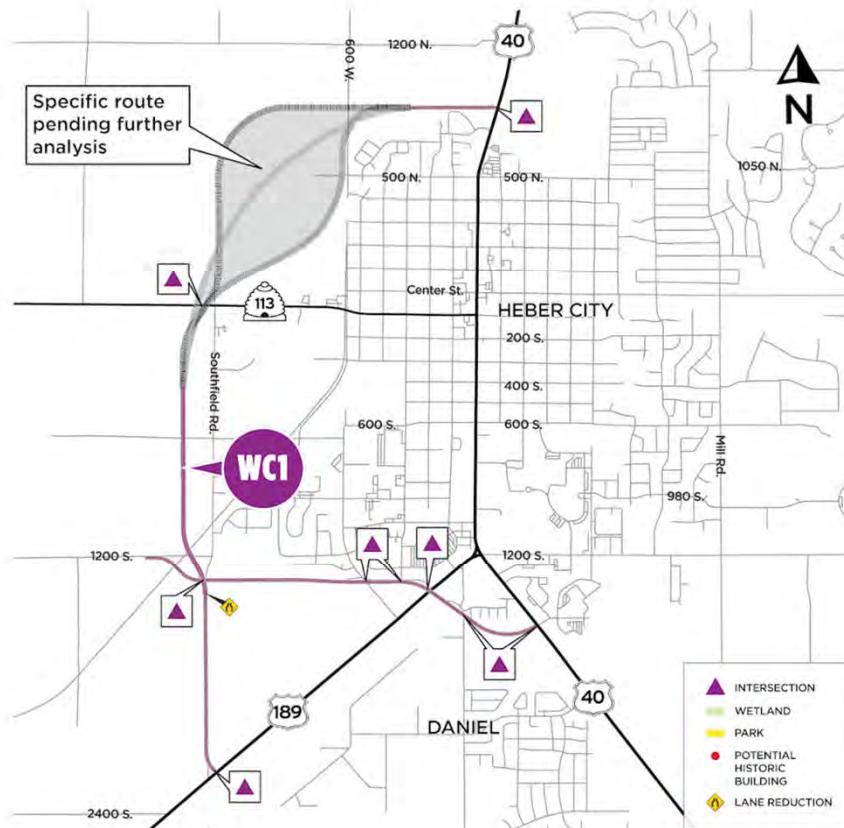


\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# Alternative WC1

## West Bypass Arterial At-Grade

Heber Valley Corridor  
**ENVIRONMENTAL  
 IMPACT STATEMENT**

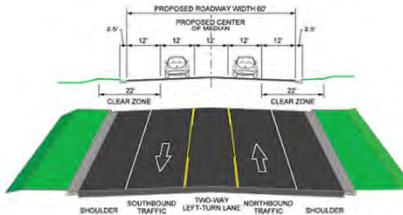


Concept proposes an arterial-type facility with intersections at all cross streets, nine total: U.S. 40 (2), U.S. 189 (2), 1300 South, S.R. 113, Industrial Parkway, 300 West, and S. Daniels Road.

SPEED  
LIMIT  
**45**

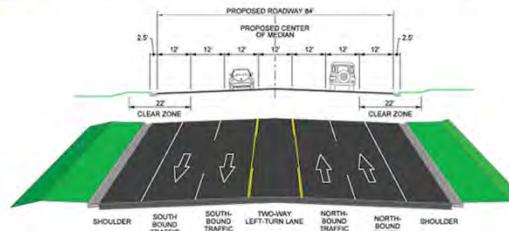
### PROPOSED WEST BYPASS ARTERIAL AT-GRADE (THREE LANE SECTION, ONE LANE IN EACH DIRECTION)\*

Concept would likely require three lane sections north of S.R. 113, south of 1300 South, and along 1300 South.



### PROPOSED WEST BYPASS ARTERIAL AT-GRADE (FIVE LANE SECTION, TWO LANES IN EACH DIRECTION)\*

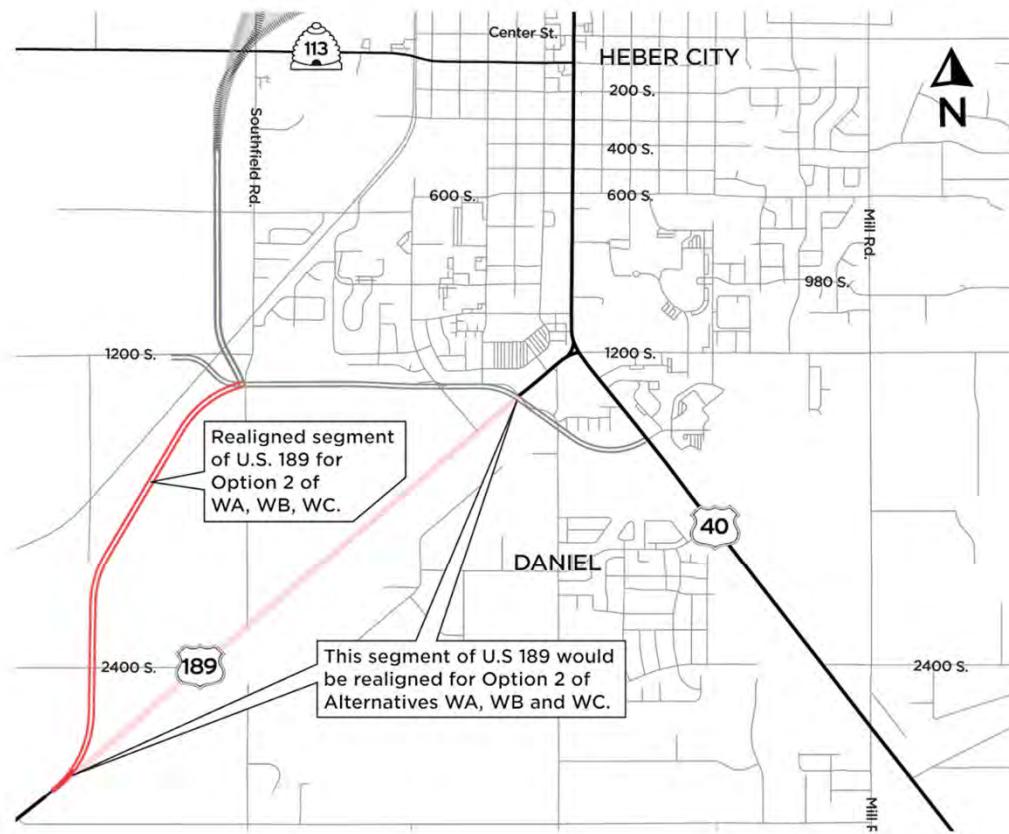
Concept would likely require a five lane section between S.R. 113 and 1300 South.



\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# Option Two for Alternatives WA, WB & WC

## Realign a Portion of U.S. 189



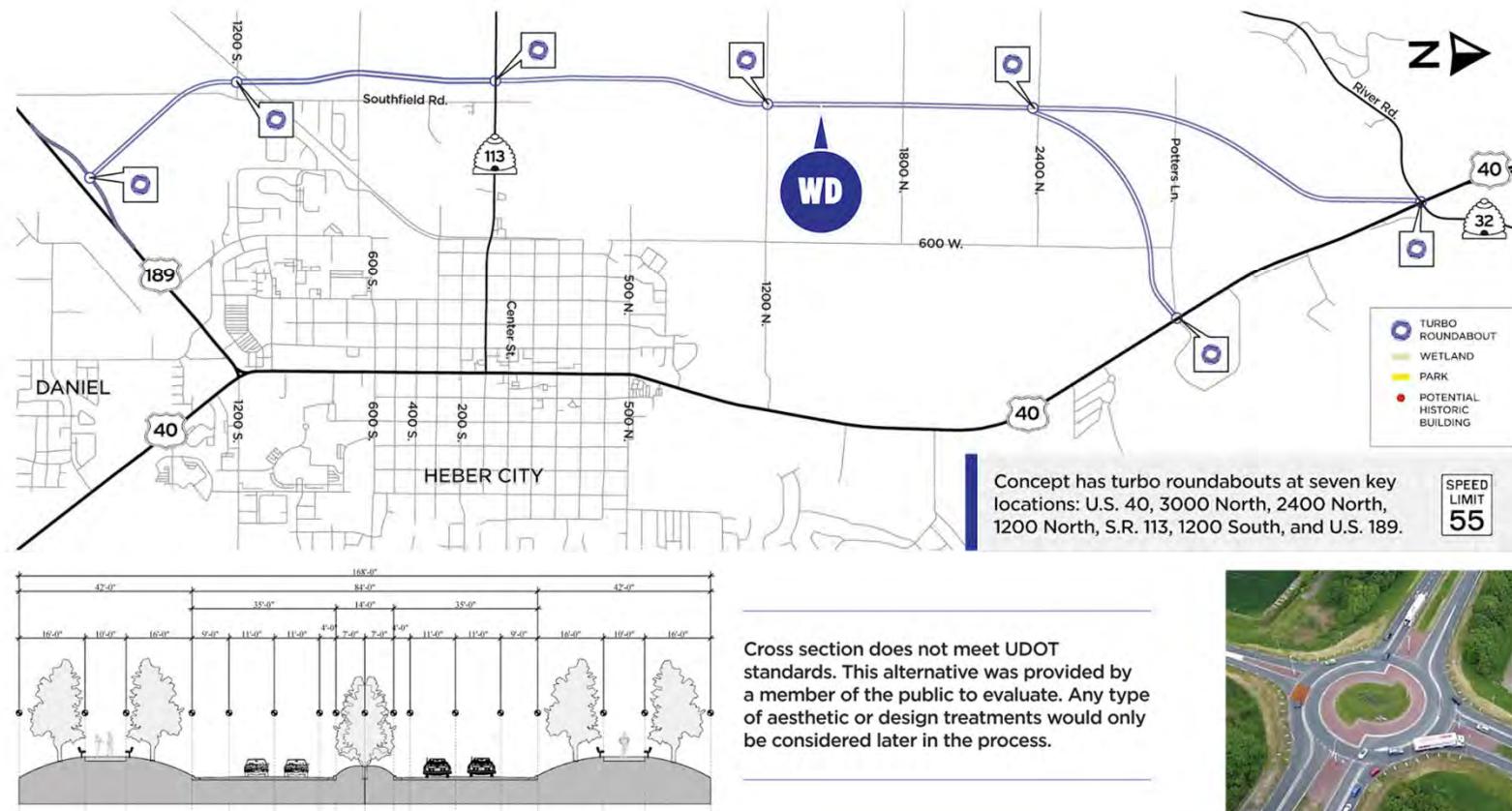
Alternatives WA, WB, and WC have two options for U.S. 189:

1. Keep U.S. 189 in its existing location (see boards for Alternatives WA1, WB1 or WC1) or
2. Realign U.S. 189 and remove the segment between the bypass connections (shown here).

# Alternative WD

## West Bypass Parkway Turbo Roundabouts

Heber Valley Corridor  
ENVIRONMENTAL  
IMPACT STATEMENT



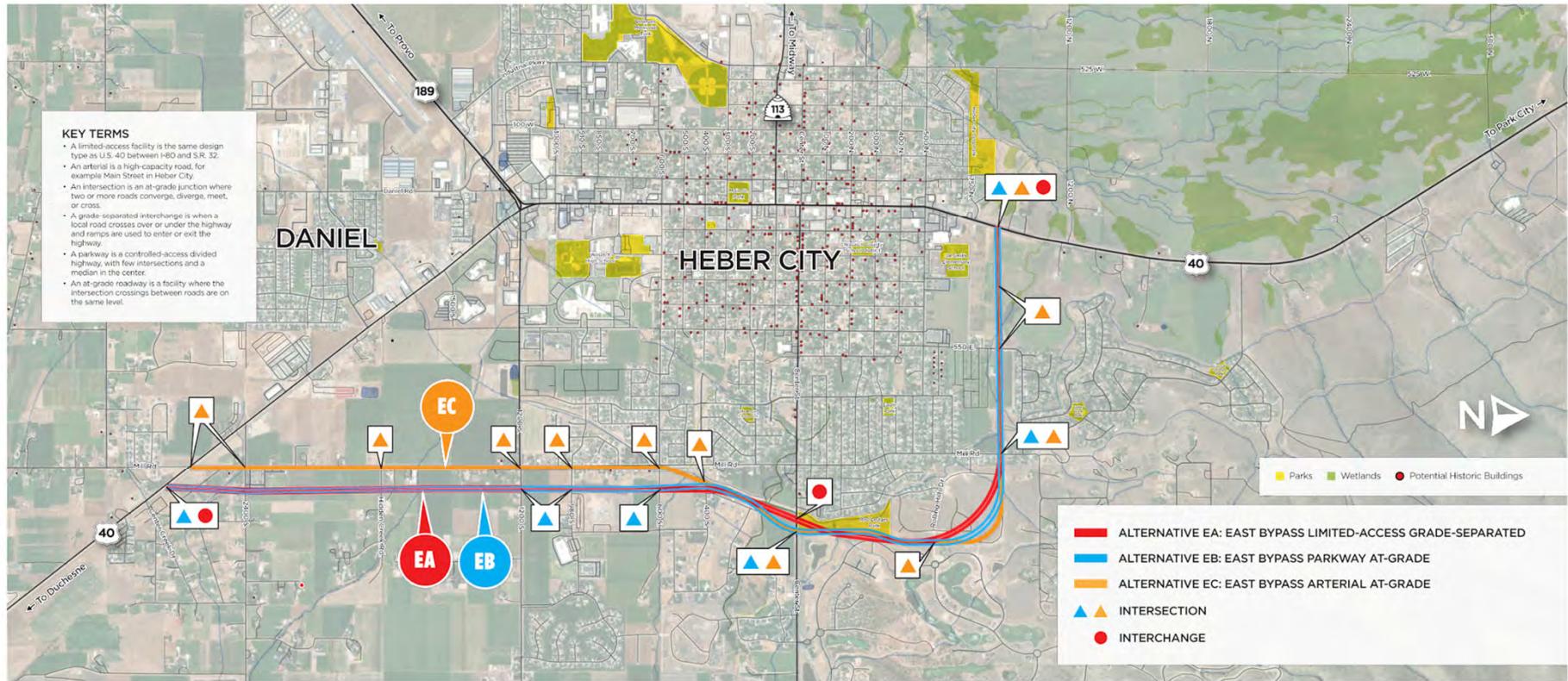
UDOT  
Utah Department of Transportation

A black and white photograph of a mountain range. The mountains in the background are heavily snow-capped, while the lower, more rugged mountains in the foreground are covered in green vegetation. A valley lies between the two mountain ranges, containing a small town or cluster of buildings. The sky is filled with dramatic, layered clouds.

# East Alternatives

# East Alternative Concepts

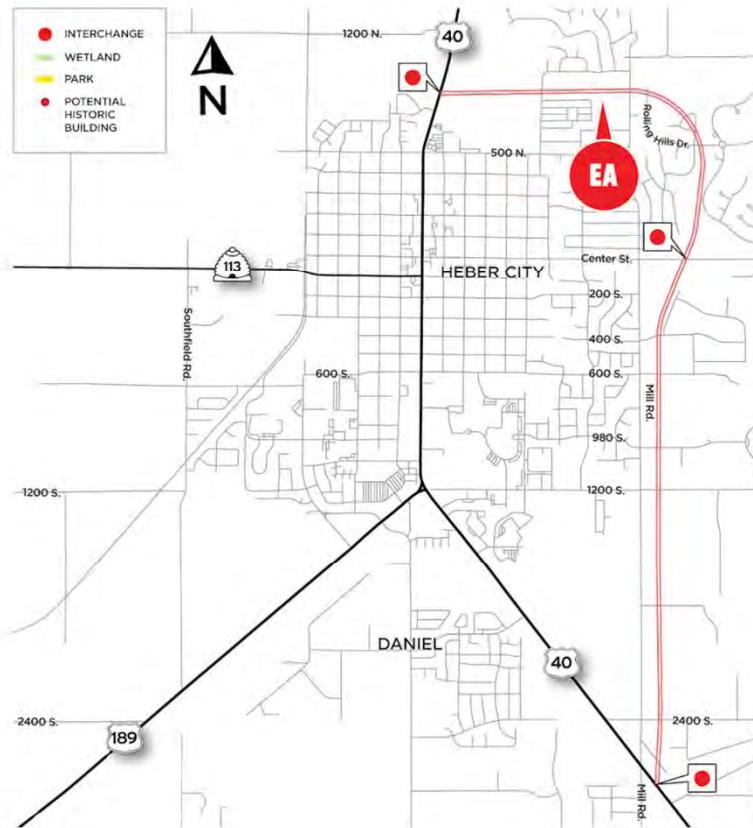
Heber Valley Corridor  
ENVIRONMENTAL  
IMPACT STATEMENT



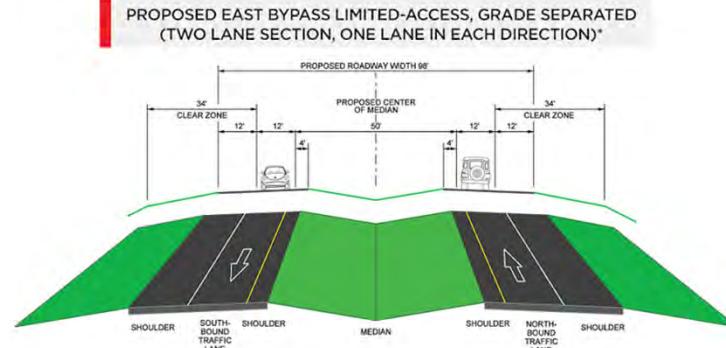
# Alternative EA

## East Bypass Limited-Access Grade-Separated

Heber Valley Corridor  
ENVIRONMENTAL  
IMPACT STATEMENT



Concept proposes a highway-type facility offset from 1200 East (Mill Road) with three interchanges: Center Street and the north and south connections to U.S. 40.

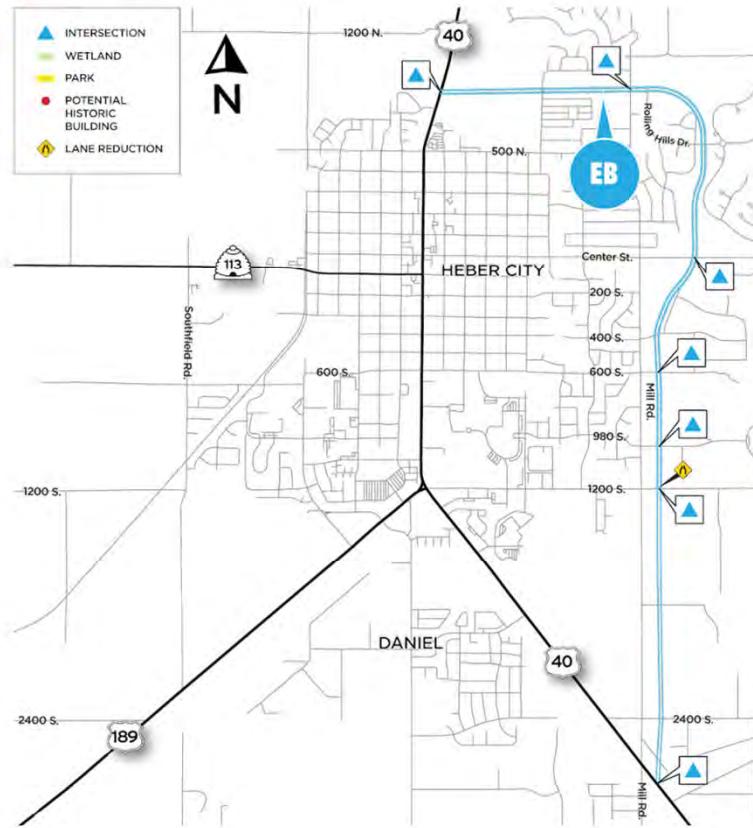


\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# Alternative EB

## East Bypass Parkway At-Grade

Heber Valley Corridor  
**ENVIRONMENTAL  
 IMPACT STATEMENT**

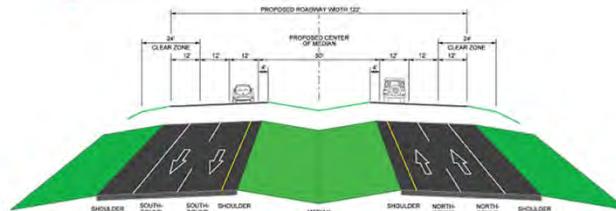


Concept proposes a parkway-type facility offset from 1200 East (Mill Road) with seven intersections at key locations.

SPEED  
 LIMIT  
**55**

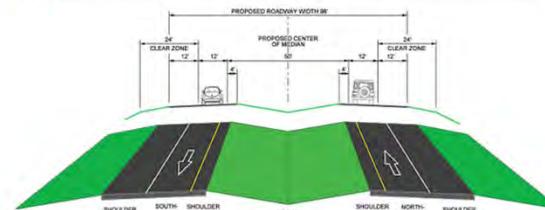
### PROPOSED EAST BYPASS PARKWAY AT-GRADE (FOUR LANE SECTION, TWO LANES IN EACH DIRECTION)\*

Concept would likely require a four lane section north of 1200 South.



### PROPOSED EAST BYPASS PARKWAY AT-GRADE (TWO LANE SECTION, ONE LANE IN EACH DIRECTION)\*

Concept would likely require a two lane section south of 1200 South.

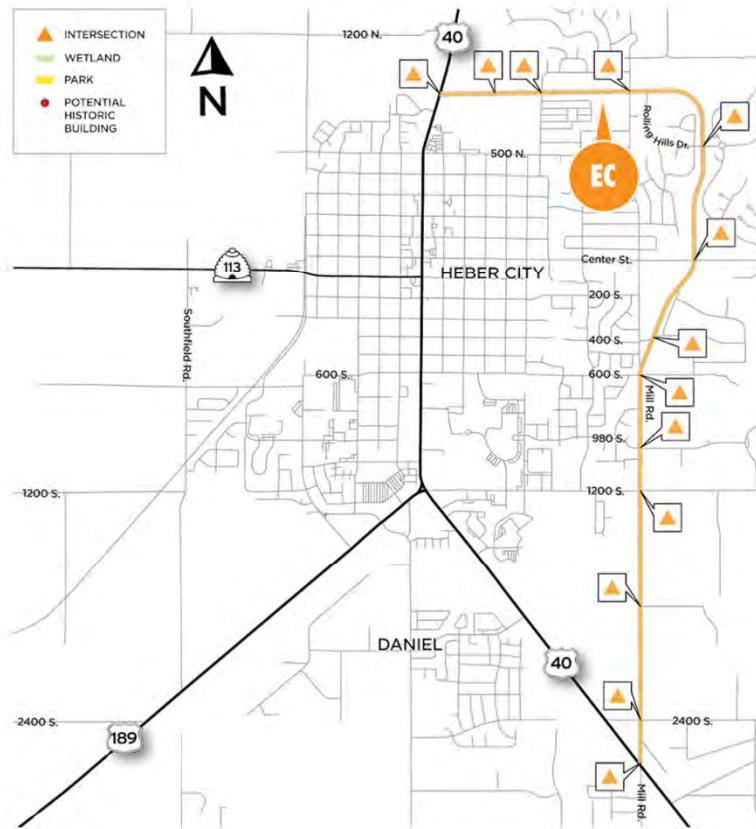


\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# Alternative EC

## East Bypass Arterial At-Grade

Heber Valley Corridor  
**ENVIRONMENTAL  
IMPACT STATEMENT**

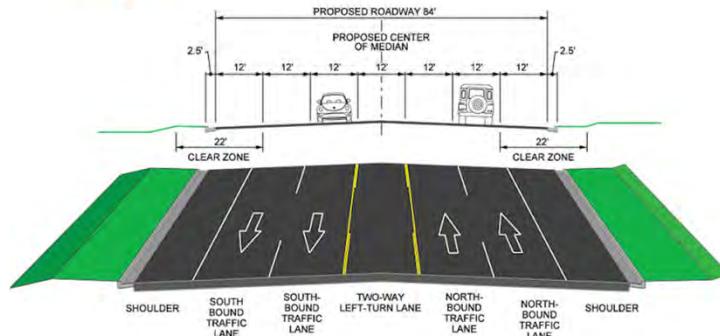


Concept proposes an arterial-type facility on 1200 East (Mill Road) with intersections at all cross streets, 12 total.

SPEED  
LIMIT  
**45**

### PROPOSED EAST BYPASS ARTERIAL AT-GRADE (FIVE LANES)\*

Concept would likely require a five lane section along entire route.



\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.



# Transit Alternative

# Transit Alternative

Heber Valley Corridor  
ENVIRONMENTAL  
IMPACT STATEMENT

## Wasatch County Transit Study Executive Summary 2020

### BACKGROUND

Funded by Heber City, Midway City, Park City, Wasatch County, UDOT and UTA

Managed by Mountainland Association of Governments (MAG)

Consultant team: LSC Transportation Consultants with Fehr & Peers

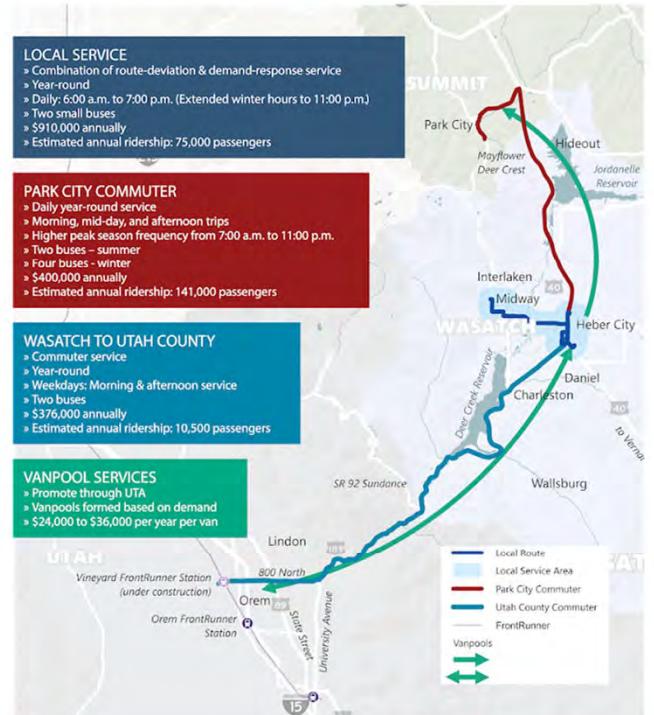


**LOCAL SERVICE**  
» Combination of route-deviation & demand-response service  
» Year-round  
» Daily: 6:00 a.m. to 7:00 p.m. (Extended winter hours to 11:00 p.m.)  
» Two small buses  
» \$910,000 annually  
» Estimated annual ridership: 75,000 passengers

**PARK CITY COMMUTER**  
» Daily year-round service  
» Morning, mid-day, and afternoon trips  
» Higher peak season frequency from 7:00 a.m. to 11:00 p.m.  
» Two buses - summer  
» Four buses - winter  
» \$400,000 annually  
» Estimated annual ridership: 141,000 passengers

**WASATCH TO UTAH COUNTY**  
» Commuter service  
» Year-round  
» Weekdays: Morning & afternoon service  
» Two buses  
» \$376,000 annually  
» Estimated annual ridership: 10,500 passengers

**VANPOOL SERVICES**  
» Promote through UTA  
» Vanpools formed based on demand  
» \$24,000 to \$36,000 per year per van



Learn more at [www.connectingwasatch.info](http://www.connectingwasatch.info)



**UDOT**  
Utah Division of  
Transportation

A black and white photograph of a mountain range. The mountains in the background are heavily covered in snow on their peaks. In the middle ground, there are green, rolling hills. In the foreground, there is a large, open field with some dark spots, possibly trees or buildings. The sky is filled with various shades of gray clouds.

# Public Comments

# Public Comment Period



**October 5–November 4, 2021**

**Provide comments through:**



[HeberValleyEIS.udot.utah.gov](mailto:HeberValleyEIS.udot.utah.gov)



[HeberValleyEIS@utah.gov](mailto:HeberValleyEIS@utah.gov)



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



801-210-0498



# Public Meetings



## **Virtual Public Meeting October 5, 2021**

**Presentation**  
**Questions/Answers**

**5:00-5:30 p.m.**  
**5:30-8:00 p.m.**

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## **In-Person Open House October 6, 2021**

**Open House** 5:00-8:00 p.m.

**Heber Valley Elementary**  
730 South 600 West  
Heber City, UT 84032



# Project Timeline and Process



## ONGOING STAKEHOLDER ENGAGEMENT

<ul style="list-style-type: none"><li>• Virtual public meeting</li><li>• 30-day public comment period</li></ul>	<ul style="list-style-type: none"><li>• File Notice of Intent to begin NEPA process</li><li>• 45-day public comment period</li></ul>	<ul style="list-style-type: none"><li>• Develop alternative concepts</li><li>• Public meetings &amp; 30-day comment period</li></ul>	<ul style="list-style-type: none"><li>• Public hearing</li><li>• 45-day public comment period</li></ul>	<ul style="list-style-type: none"><li>• Respond to public comments on DEIS</li><li>• Revise EIS</li></ul>	<ul style="list-style-type: none"><li>• Public engagement</li></ul>
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MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS





# Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT

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

## Summary

Project:	Heber Valley Corridor EIS
Subject:	Agency Alternative Concepts Meeting
Date:	Thursday, September 30, 2021
Time:	10:00-11:00 am
Location:	Google Meet

## Attendees

✓	Name	Representing	Project Role	Email
✓	Craig Hancock	UDOT	Project Manager	<a href="mailto:chancock@utah.gov">chancock@utah.gov</a>
✓	Naomi Kisen	UDOT	Environmental Manager	<a href="mailto:nkisen@utah.gov">nkisen@utah.gov</a>
✓	Geoff Dupaix	UDOT	Communications Manager	<a href="mailto:gdupaix@utah.gov">gdupaix@utah.gov</a>
✓	Vince Izzo	HVC Team	Project Manager	<a href="mailto:Vincent.izzo@hdrinc.com">Vincent.izzo@hdrinc.com</a>
✓	Andrea Clayton	HVC Team	Environmental Lead	<a href="mailto:Andrea.clayton@hdrinc.com">Andrea.clayton@hdrinc.com</a>
✓	Bri Binnebose	HVC Team	Public Involvement	<a href="mailto:bbinnebose@pennapowers.com">bbinnebose@pennapowers.com</a>
✓	Charles Allen	HVC Team	Traffic Lead	<a href="mailto:callen@parametrix.com">callen@parametrix.com</a>
✓	Hollis Jencks	USACE	Project Manager	<a href="mailto:hollis.q.jencks@usace.army.mil">hollis.q.jencks@usace.army.mil</a>
✓	Sam Bohannon	USACE	Wasatch County Wetlands	<a href="mailto:Samuel.T.Bohannon@usace.army.mil">Samuel.T.Bohannon@usace.army.mil</a>
✓	Matt Hubner	EPA	Region 8 NEPA Coordinator	<a href="mailto:hubner.matt@epa.gov">hubner.matt@epa.gov</a>
✓	Nolan Hahn	EPA	404 Program	<a href="mailto:Hahn.nolan@epa.gov">Hahn.nolan@epa.gov</a>
✓	Greg Lohrke	EPA	Air Quality Program	<a href="mailto:Lohrke.Gregory@epa.gov">Lohrke.Gregory@epa.gov</a>
✓	Christopher Razzazian	EPA	Air Quality Program	<a href="mailto:razzazian.christopher@epa.gov">razzazian.christopher@epa.gov</a>
	Rita Risor	USFWS	Botanist	<a href="mailto:Rita_Risor@fws.gov">Rita_Risor@fws.gov</a>
	Peter Crookston	USBOR	Environmental Group Chief	<a href="mailto:PCrookston@usbr.gov">PCrookston@usbr.gov</a>
	Zach Nelson	USBOR	Archaeologist	<a href="mailto:znelson@usbr.gov">znelson@usbr.gov</a>
✓	Brittany White	USBOR	Fish & Wildlife Biologist	<a href="mailto:blwhite@usbr.gov">blwhite@usbr.gov</a>
✓	Tim McCain	USBOR	Reality Specialist	<a href="mailto:tmccain@usbr.gov">tmccain@usbr.gov</a>
✓	Mark Holden	URMCC	Executive Director	<a href="mailto:mholden@usbr.gov">mholden@usbr.gov</a>
✓	Michael Mills	URMCC	Project Coordinator	<a href="mailto:mmills@usbr.gov">mmills@usbr.gov</a>
	Richard Mingo	URMCC	Planning Coordinator	<a href="mailto:rmingo@usbr.gov">rmingo@usbr.gov</a>
✓	Paula Trater	URMCC	Biological Technician	<a href="mailto:ptrater@usbr.gov">ptrater@usbr.gov</a>
	Sindy Smith	RDCC	RDCC Coordinator	<a href="mailto:sindysmith@utah.gov">sindysmith@utah.gov</a>
✓	Shane Hill	UDWR	Project Manager	<a href="mailto:sahill@utah.gov">sahill@utah.gov</a>

## Meeting Summary

The objective of this meeting was to update to cooperating and participating agencies on the status of the EIS and provide an overview of the conceptual alternatives currently under consideration.

1. The purpose and need was revised based on public and agency comment to include non-motorized transportation as a primary purpose. Non-motorized transportation could include bike lanes, trails, or pedestrian accommodations.
2. Naomi gave a presentation outlining the screening process, criteria, and conceptual alternatives under consideration. A copy of the presentation was provided to meeting attendees.
3. Questions and discussion:
  - a. The project team is in the process of delineating aquatic resources in accordance with USACE protocol. The aquatic resources shown in the presentation are based on a high-level inventory conducted last year.
  - b. The alignment in the northwest quadrant for west bypass alternative concepts WA, WB, and WC has not been determined yet. Further analysis is required (delineation and design).
  - c. Is the intent of the east bypass alternatives primarily to address traffic coming from Duchesne (the Uinta Basin)? No, the intent is to improve mobility on U.S. 40, but the east bypass alternatives could pull more traffic coming from Duchesne traffic off U.S. 40 compared to the west bypass alternatives.
  - d. Have you considered what implications the Uinta Basin Rail Project could have on this project? Yes, the Uinta Basin Rail Project (if constructed) is not expected to reduce oil tanker traffic going through the Heber Valley to Salt Lake City. The oil refineries in Salt Lake City do not have rail access, so trucks will continue to haul oil from the Basin.
  - e. Have you considered how a mix of commercial trucks and passenger vehicles would operate on a facility with only one lane in each direction? We based the number of lanes for each alternative on preliminary traffic analysis. More detailed analysis will be conducted for alternatives that pass-through screening.
  - f. Mitigation lands along the Provo River managed by BOR and the Mitigation Commission could be Section 4(f) resources so screening criteria should include refuges in addition to parks and historic buildings. None of the conceptual alternatives are anticipated to impact land along the Provo River, but Section 4(f) refuges would be considered if they did.
  - g. EPA has comments on UDOT's response to EPA's scoping comments. EPA could combine these comments with comments on conceptual alternatives. If a conversation would be helpful, that is an option. Correspondence outside of the comment period would be included in the project record and documented in the EIS appendices as agency correspondence.

## APPENDIX B

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### Notifications of Alternatives Meetings and Comment Period

Printed Flyer

Print Ads

Press Release

Email

Social Media

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# 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](mailto:HeberValleyEIS@utah.gov) by September 27, 2021.

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

[HeberValleyEIS.udot.utah.gov](http://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.

## 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 20 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 Kakai, an air traffic controller of 11 years, grabbed his things and evacuated the tower.

Kakai 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, Kakai 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, clinging to its side. "They just want to leave the country and be somewhere else."

Kakai 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. Kakai was relieved of his duties and told by military officials that he should evacuate. It became clear that if Kakai 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," Kakai 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."

Kakai 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, Kakai'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 Kakai'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 that difficult situation."

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

### 'Be strong'

Kakai 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.

Kakai 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 Kakai, 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. Kakai, 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.

Kakai'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 Kakai 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. Kakai 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," Kakai

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 Kakai 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 decades-long war that cost the U.S. nearly \$1 trillion, Kakai witnessed a transformation in Kabul life 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," Kakai 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."

Kakai'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,

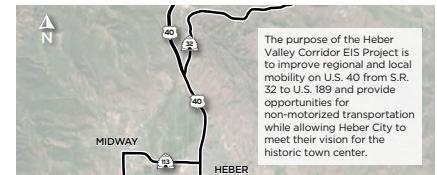
the culture is welcoming, and he's already in contact with several Afghan families. When he looks east toward the Wasatch Mountains, he's reminded of the small village where he was born in central Afghanistan's Ghazni district.

"That's the one thing I really like," Kakai said. "In the morning it's like OK, where am I? Am I in the United States? Or am I still there?"

## 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

##### PRESERVATION

5:00-5:30 p.m.

##### Q & A

6:30-8:00 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.



Utah Department of Transportation

## Legal Notices

### Notice of Trustee's Sale

The following property will be sold at public auction to the highest bidder without warranty, at the main entrance of the Uintah County District Court, 920 E. Hwy 40, Vernal, Utah, on 10/29/21 at 12:15 PM, for the purpose of foreclosing a Trust Deed executed by Jeremy D. Swain, as Trustor, in favor of Celtic Bank Corporation, recorded on 4/29/04, as Entry # 2004003242, covering real property purportedly known as 673 North 5750 East, AKA 605 North 5750 East (Whiterocks Highway), Ft. Duchesne, UT 84026, and more particularly described as: Township 2 South, Range 1 East, Uintah Special Meridian.

Section 16: The North half of the Southeast quarter of the Southwest quarter of the Northwest quarter. TAX # 14-016-08-0009 (More Correctly Known As 14-016-0009). NewRez LLC d/b/a Shellpoint Mortgage Servicing is the current Beneficiary of the Trust Deed. Record owner of the property, as of the recording of the Notice of Default, is reported to be Jeremy D. Swain. A \$20,000.00 deposit in the form of a bank or credit union cashier's check or a bank official check, payable to Halliday, Watkins & Mann, P.C., is required to bid. A successful bidder who fails to tender the full purchase price will forfeit the entire deposit. The successful bidder must tender the deposit at the sale and the balance of the purchase price by 12:00 noon the following business day. The balance must be in the form of a wire transfer, bank or credit union's cashier's check, or bank official check payable to Halliday, Watkins & Mann, P.C. A bank or credit union cashier's check must be pre-printed and clearly state that it is a cashier's check. A bank official check must be pre-printed and clearly state that it is an official check. Cash payments are not accepted. A trustee's deed will be delivered to the successful bidder within five business days after receipt of the amount bid. Successor Trustee disclaims liability for any error in the street address shown herein. Successor Trustee may void sale due to any unknown facts at time of sale that would cause the cancellation of the sale. If sale is voided, Successor Trustee shall return funds to bidder, and the Successor Trustee and Beneficiary shall not be liable to bidder for any damages. If the sale is set aside for any reason, the Purchaser at the sale shall be entitled only to a return of the deposit paid. The Purchaser shall have no further recourse against the Beneficiary, Trustor, Successor Trustee, or the Successor Trustee's attorney. This is an attempt to foreclose a security instrument, and any information obtained will be used for that purpose. Dated: 9/13/21. Halliday, Watkins & Mann, P.C., Successor Trustee, 376 E 400 S, Ste 300, SLC, UT 84111, PH 801-355-2886, Office Hours: M-F: 8 am - 5 pm, H/W # 54834

SLT0013841

### NOTICE

The Central Utah Water Conservancy District (CUWCD), the Department of the Interior, and the Utah Reclamation Mitigation and Conservation Commission, as joint lead agencies (JLAs), are notifying the public and agencies of the release of the Draft Environmental Assessment (Draft EA) for the Diamond Fork System Environmental Update Project (Project) for review and comment. The Project consists of the adjusting instream flow deliveries to Sixth Water and Diamond Fork Creeks to support and sustain functional fluvial, geomorphic, and ecological processes; provide the flexibility necessary to meet inspection and maintenance requirements of the Diamond Fork System to continue the delivery of contracted water and instream flows, and prevent the continuous corrosion of the Upper Diamond Fork Flow Control Structure from nearby hydrogen sulfide springs. The Draft EA is available for review and download on the project website at <https://cuwcd.com/diamondfork.htm>. Comments must be received by Friday, October 22, 2021. Comments can be made on the Project website, by email to [sarah@cuwcd.com](mailto:sarah@cuwcd.com), or by mail to CUWCD, c/o Diamond Fork System Environmental Update Project, 1426 E 750 N Ste 400, Orem, UT 84097-5474.

SLT0013855

### NOTICE OF PUBLIC HEARING

Please be advised that the North Salt Lake City Planning Commission will hold a Public Hearing on Tuesday, September 28, 2021, at 6:30 p.m. or as soon thereafter as possible, in the Council Chambers, North Salt Lake City Hall, 10 E. Center Street. The purpose of this hearing is to receive public comment on the following:

Consideration of an amendment to the City's Annexation Policy Plan and Expansion Area Map:

1. Updating annexation areas A, B, & C for statutory requirements; and
2. Addition of proposed area D, approximately 414 acres located in Salt Lake County at approximately 2200 West and Center Street.

A copy of the draft plan and map can be viewed on the city website at: <https://www.nslcity.org/638/Annexation> or by contacting the North Salt Lake Community Development Department at (801) 335-8705.

SLT0013819

### NOTICE OF TRUSTEE'S SALE

The following described real property will be sold at public auction to the highest bidder, purchase price payable in lawful money of the United States of America at the time of sale, at the east main entrance of the Utah County Courthouse, a/k/a Fourth Judicial District Center, 137 North Freedom Boulevard, Provo, Utah, on Wednesday, October 13, 2021, at the hour of 11:00 a.m. of that day for the purpose of foreclosing a deed of trust originally executed by Corry Foran, in favor of Suntrust Mortgage, Inc., covering real property located at approximately 485 - 487 North 800 East, Spanish Fork, Utah County, Utah, and more particularly described as:

BEGINNING AT THE NORTHEAST CORNER OF BLOCK 83, PLAT "A," "SPANISH FORK CITY SURVEY OF BUILDING LOTS, THENCE SOUTH ALONG THE WEST LINE OF 800 EAST STREET 100.00 FEET; THENCE NORTH 89°51'32" WEST 80.00 FEET; THENCE NORTH 100.00 FEET TO THE SOUTH LINE OF 500 NORTH STREET; THENCE SOUTH 89°51'32" EAST ALONG SAID STREET LINE 80.00 FEET TO THE POINT OF BEGINNING. 07-083-0010

The current beneficiary of the trust deed is NDF1, LLC, and the record owner of the property as of the recording of the notice of default is Corry Foran. The trustee's sale of the aforescribed real property will be made without warranty as to title, possession, or encumbrances. Bidders must be prepared to tender a cashier's check in the amount of \$20,000.00 at the sale. The balance of the purchase price must be paid by cashier's check or wire transfer received by 12:00 noon the following business day. The trustee reserves the right to void the effect of the trustee's sale after the sale based upon information unknown to the trustee at the time of the sale, such as a bankruptcy filing, a loan reinstatement, or an agreement between the trustor and beneficiary to postpone or cancel the sale. If so voided, the only recourse of the highest bidder is to receive a full refund of the money paid to the trustee. THIS IS AN ATTEMPT TO COLLECT A DEBT. ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE.

DATED this 1st day of September 2021

Scalley Reading Bates Hansen & Rasmussen, P.C., successor trustee  
By: Marlon L. Bates  
Its: Supervising Partner  
15 West South Temple, Ste. 600  
Salt Lake City, Utah 84101  
Telephone: (801) 531-7878  
Business Hours: 9:00 a.m. to 5:00 p.m.  
Trustee No. 69130-02F

### Notice to Tenant

An action to foreclose the property described in this notice has been filed. If the foreclosure action is pursued to its conclusion, the described property will be sold at public auction to the highest bidder unless the default in the obligation secured by this property is cured.

Under federal law, you may be allowed to continue to occupy your rental unit until your rental agreement expires or until 90 days after the date you are served with a notice to vacate, whichever is later. If your rental or lease agreement expires after the 90-day period, you may need to provide a copy of your rental or lease agreement to the new owner to prove your right to remain on the property longer than 90 days after you are served with a notice to vacate.

You must continue to pay your rent and comply with other requirements of your rental or lease agreement, or you will be subject to eviction for violating your rental or lease agreement.

The new owner or the new owner's representative will probably contact you after the property is sold with directions about where to pay rent.

The new owner of the property may or may not want to offer to enter into a new rental or lease agreement with you at the expiration of the period described above.

SLT0013681

### SUMMONS

Notice to Sean Michael Berard that in the State of South Dakota, County of Kingsbury, Third Judicial Circuit, in the matter of Debra Berard v. Sean Berard that Hope Matchan of Hope Matchan Law, 403 W. 22nd Street, Sioux Falls, SD 57105, has been retained as counsel for Debra Berard and that on May 5, 2021 Plaintiff, Debra Berard, filed a Notice of Appearance, Summons & Temporary Restraining Order and Verified Complaint for divorce in Kingsbury County, South Dakota 38DIV21-000006.

SLT0013584

### NOTICE OF TRUSTEE'S SALE

The following described property will be sold at public auction to the highest bidder at the West Foyer on West Steps, Sanpete County Courthouse, 160 North Main, Manti, Utah, on October 20, 2021, at 12:00 pm, for the purpose of foreclosing a deed of trust dated March 25, 2013, and executed by Laird Glasgow, as trustor, in favor of Mortgage Electronic Registration Systems, Inc., as nominee for First Colony Mortgage Corporation, its successors and assigns, covering the following real property purported to be located in Sanpete County at 235 West Center, Wales, UT 84667 (the undersigned disclaims liability for any error in the address), and more particularly described as:

Lot 2, LISTON ESTATES SUBDIVISION, according to the official plat thereof on file and of record in the Sanpete County Recorder's Office.

Together with all the improvements now or hereafter erected on the property, and all easements, appurtenances, and fixtures now or hereafter a part of the property.

Parcel No.: 60622

The current beneficiary of the deed of trust is U.S. Bank Trust, National Association, not in its individual capacity but solely as Owner Trustee for VRMTG Asset Trust, and the record owner of the property as of the recording of the notice of default are Laird Glasgow and Kristina Glasgow. The sale is subject to bankruptcy filing, payoff, reinstatement or other circumstance that affects the validity of the sale. If any such circumstance exists, the sale shall be void, the successful bidder's funds returned, and the trustee and current beneficiary shall not be liable to the successful bidder for any damage.

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

DATED: September 19, 2021 Lundberg & Associates, PC, Trustee By: /S/ Brigham Lundberg Printed Name: Brigham Lundberg Authorized Officer 3269 South Main Street, Suite 100 Salt Lake City, UT 84115 (801) 263-3400 Office Hours: 8:00 a.m. - 5:00 p.m. L&A Case No. 21.79167.1/MSW

THIS COMMUNICATION IS AN ATTEMPT TO COLLECT A DEBT, AND ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE.

SLT0013867

### In the Third Judicial District Court In and For Salt Lake County, State of Utah Jose Munoz, Plaintiff v. Steven Sheppard, Defendant Case No. 210902400

NOTICE IS HEREBY GIVEN by an Order of this Court of August 6, 2021, for Publication of this case in a newspaper of general circulation in Salt Lake County, Utah, twice a week for three weeks that the Defendant Steven Sheppard shall have until twenty-one days from the date that the final publication is made, to file an Answer or other responsive pleading in this case, or Default Judgment for money damages and other relief may be rendered against him. This cause of action is for the recovery of damages for a car accident between Plaintiff and Defendant, in an amount to be proved at trial. Any Answer or other responsive pleading shall be filed with the Clerk of the Court, Matheson Courthouse, 450 S. State St., P.O. Box 1860, Salt Lake City, Utah 84114-1860, with a copy to counsel for Plaintiff, Brandon Stone, 740 E. 3900 S. #100, Salt Lake City, Utah 84107. A copy of the Complaint is on file with the Court.

SLT0013738

### RE: Public Announcement of Intent to Close

With mixed emotions, we are announcing that Signature Healthcare at Home, located at 5965 South 900 East in Murray, Utah, will be closing the doors of our Home Health, Hospice, and Primary Care Practice in Utah as of September 30, 2021. Signature Healthcare at Home is honored to have been a healthcare provider in Salt Lake City. Signature Healthcare at Home will continue to provide services within Idaho, Washington, and Oregon States.

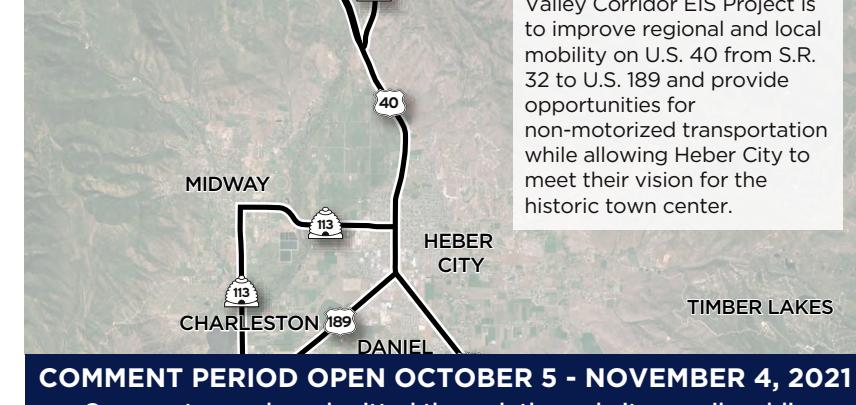
Trisha Price, BSN, RN, CCMC  
Administrator

SLT0013886

## PUBLIC NOTICE

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COMMENT PERIOD OPEN OCTOBER 5 - NOVEMBER 4, 2021

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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  
6:30-8:00 p.m.

THIS MEETING WILL  
BE HELD ON ZOOM

#### IN-PERSON OPEN HOUSE

October 6, 2021

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.



## Join us for a subscriber-only Q&A

Zoom event as reporters Jessica Miller and Paighen Harkins discuss the first-of-its-kind data analysis on the race and ethnicity of people shot at by police in Utah.

Noon, Friday, Sept. 24

Register now at [sltrib.com](http://sltrib.com)

 Paighen Harkins

 Jessica Miller



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 sur-

prise 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 councilor to Bishop Loftis Shefford 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 & Jil—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 Mecham 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 Kanarraville, Utah; son Layne Albert (Alicelyn) of LaVerkin Utah; son Michael Nathan (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 [mcmillanmortuary.com](http://mcmillanmortuary.com)

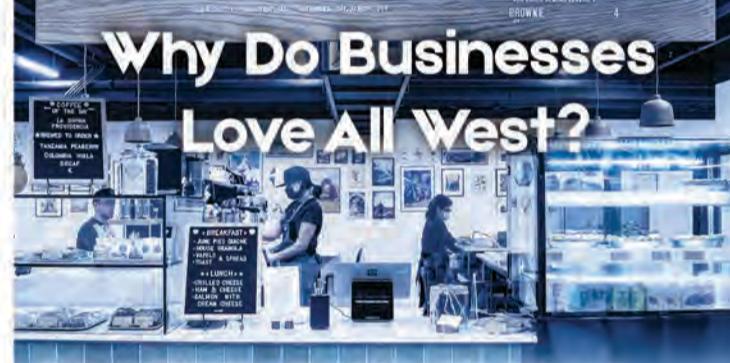
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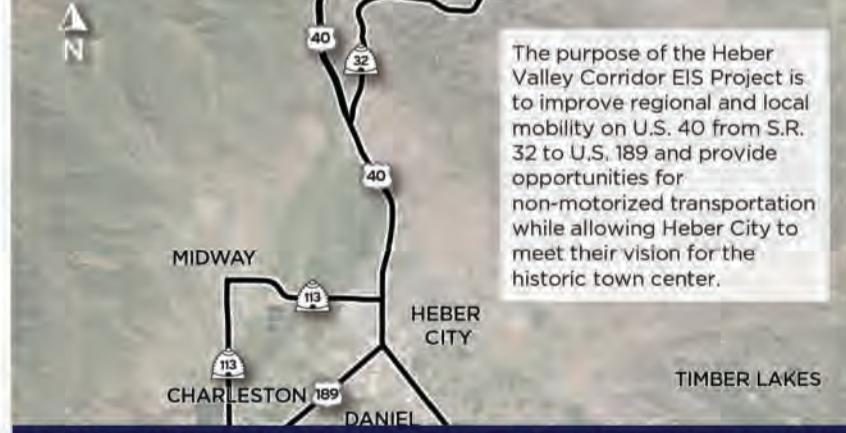
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October 5, 2021

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#### Q & A

6:30-8:00 p.m.

THIS MEETING WILL  
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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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## 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 vaccination," 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 gathering and masks where appropriate."

"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."

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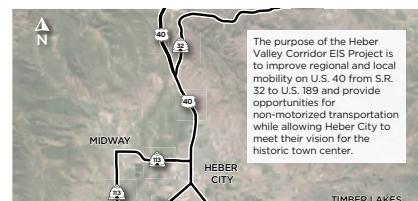
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Ronald Scott Gressmen

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

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# 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.

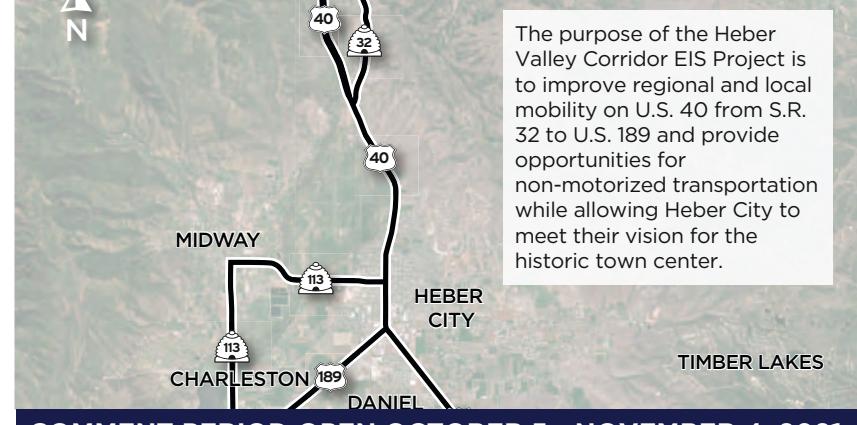
"It's like robbing a bank and then saying it's not about the money," he said.

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

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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

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**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](http://hebervalleyeis.udot.utah.gov)
- Email: [hebervalleyeis@utah.gov](mailto: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](mailto: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](mailto:gdupaix@utah.gov) | [www.udot.utah.gov](http://www.udot.utah.gov)

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



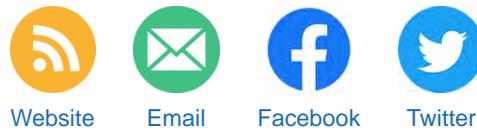
**To learn more about the environmental process that UDOT is following, watch the video below.**



# Connect with us.

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[Join the Facebook Group](#)



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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>

Fri, Sep 24, 2021 at 4:30 PM

Reply-To: hebervalleyeis@utah.gov

To: hebervalleyeis@utah.gov

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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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1:15:30)

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## **Heber Valley EIS Timeline & Process**



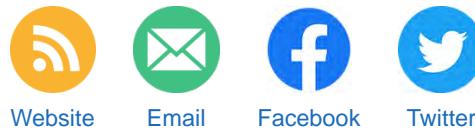
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Heber Valley EIS <hebervalleyeis@utah.gov>

## 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

Can't read or see images? [View this email in a browser](#)

# 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](#)

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## **Heber Valley EIS Timeline & Process**



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## Join the Facebook Group



Website



Email



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 [Campaigns](#)



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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***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 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***

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impacts to key resources. The concepts that pass through screening will be evaluated in detail in the Draft EIS.

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[Project Contact Information](#)

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## Heber Valley EIS Timeline & Process



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 [Campaigns](#)



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



***Public Open House Tonight***

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

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[Submit Comment](#)

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 [Campaigns](#)



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***

***All materials that were displayed at the Oct. 6 open house  
are available to view on the project website.***

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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](#).

[\*\*View Full Recording in Facebook Group\*\*](#)



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





Heber Valley EIS <hebervalleyeis@utah.gov>

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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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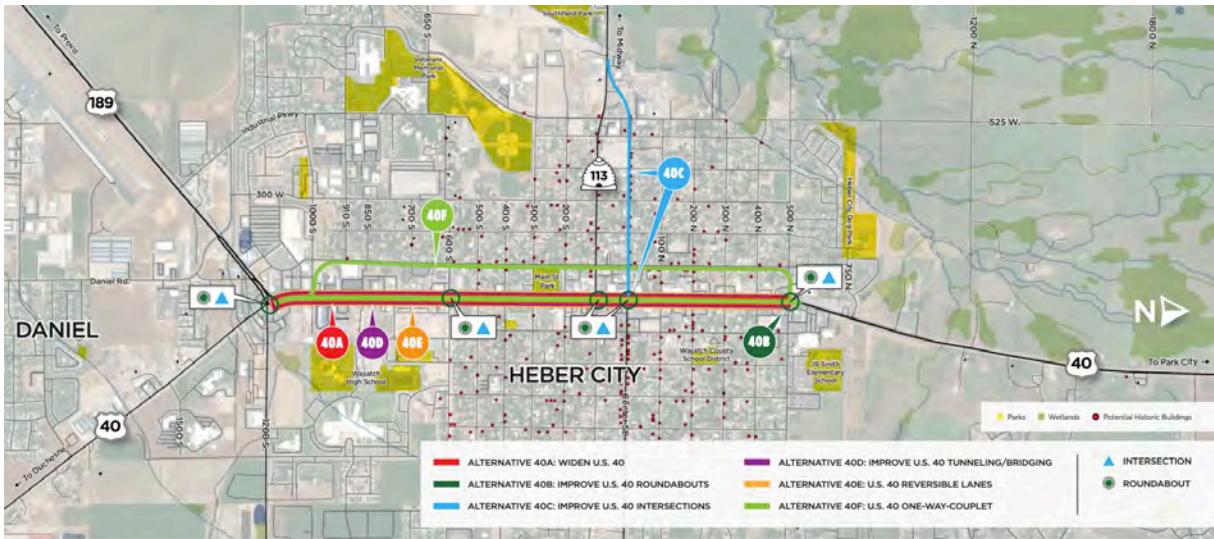
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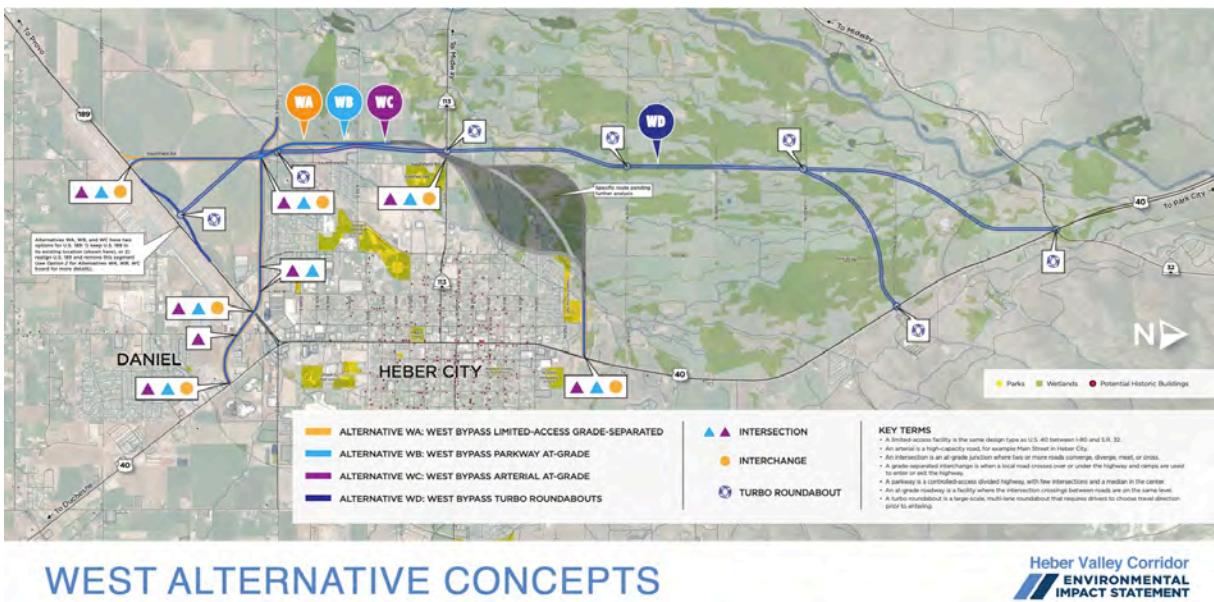


### U.S. 40 ALTERNATIVE CONCEPTS

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## West Concepts Information

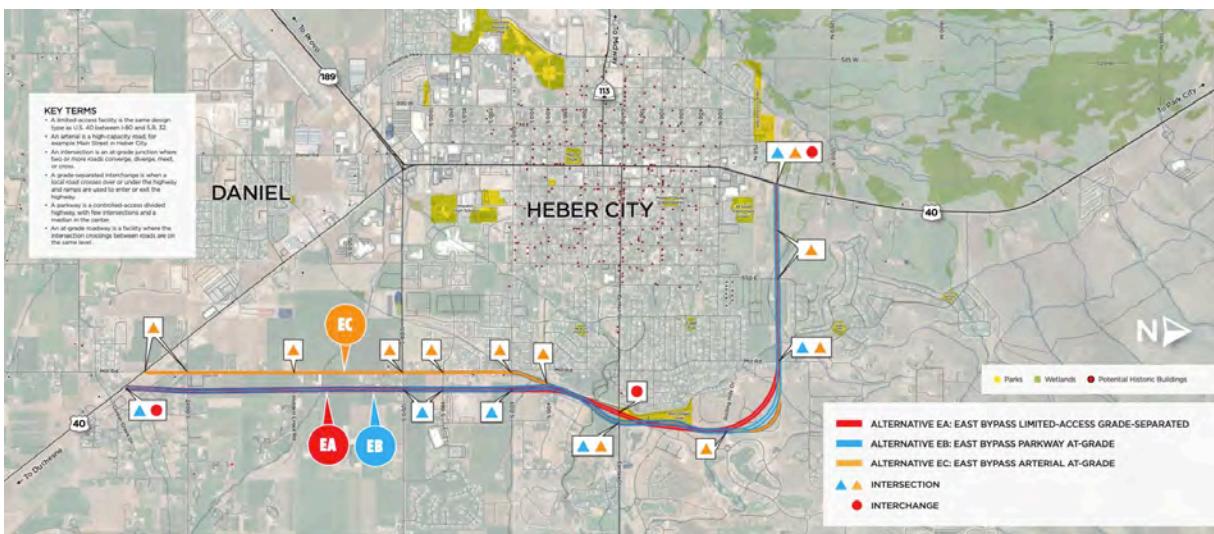


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## East Concepts Information



## EAST ALTERNATIVE CONCEPTS

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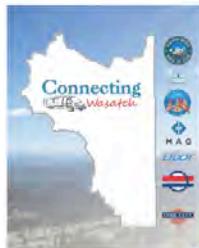
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Heber Valley EIS <hebervalleyeis@utah.gov>

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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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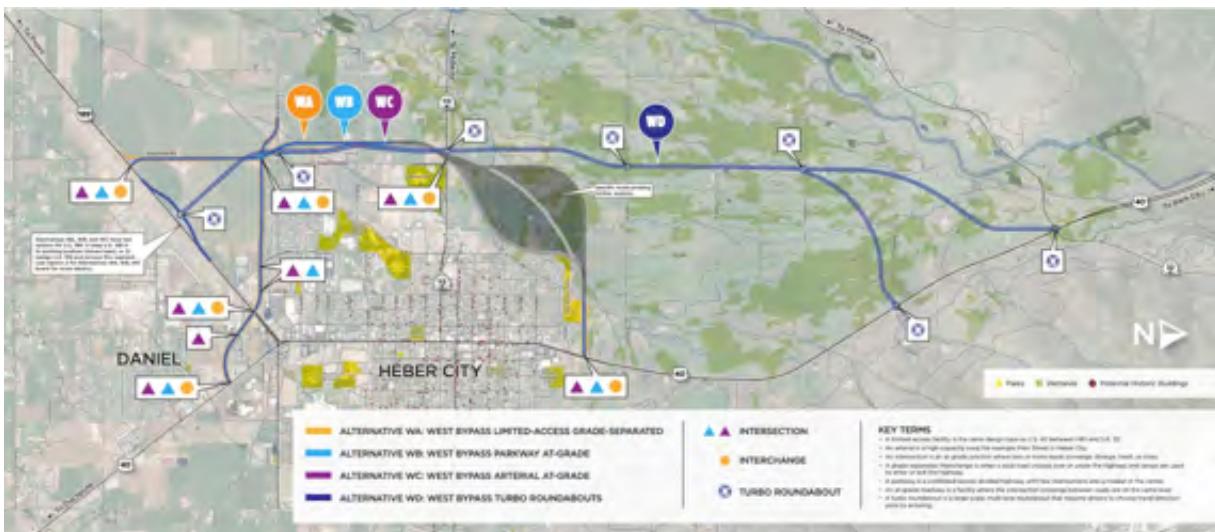
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## West Concepts Information



## WEST ALTERNATIVE CONCEPTS

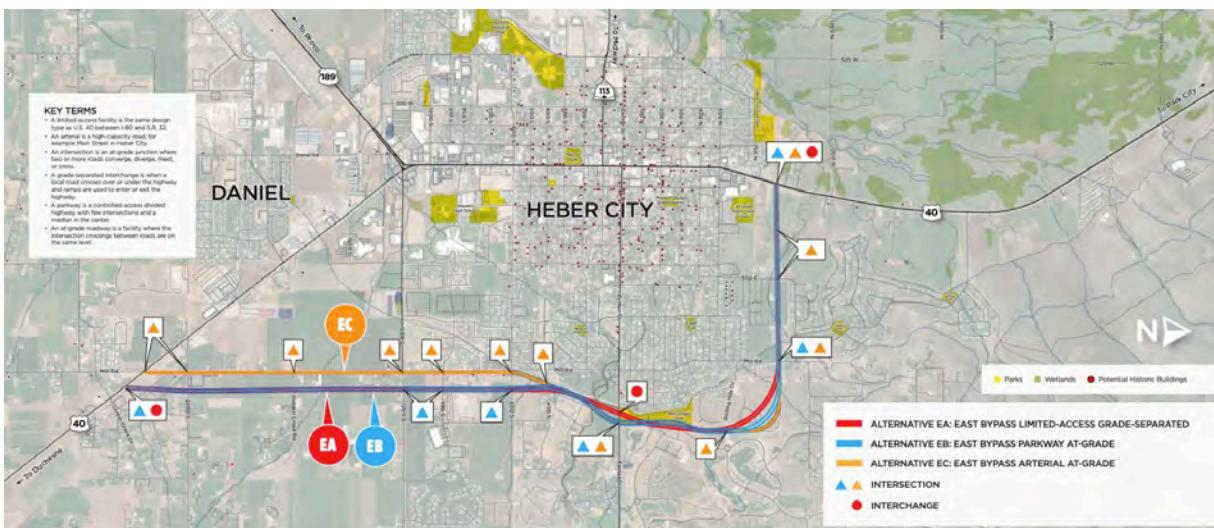
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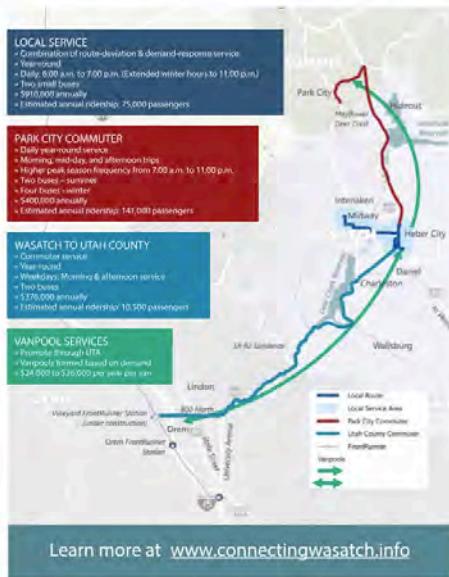
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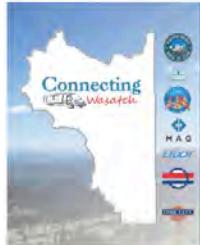
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Heber Valley EIS <hebervalleyeis@utah.gov>

## 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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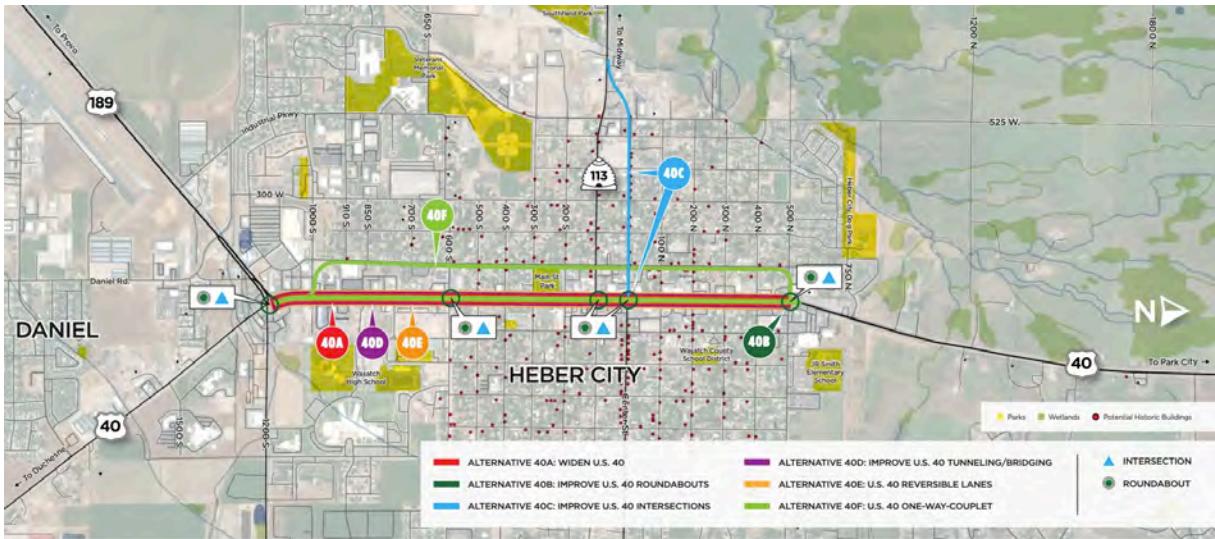
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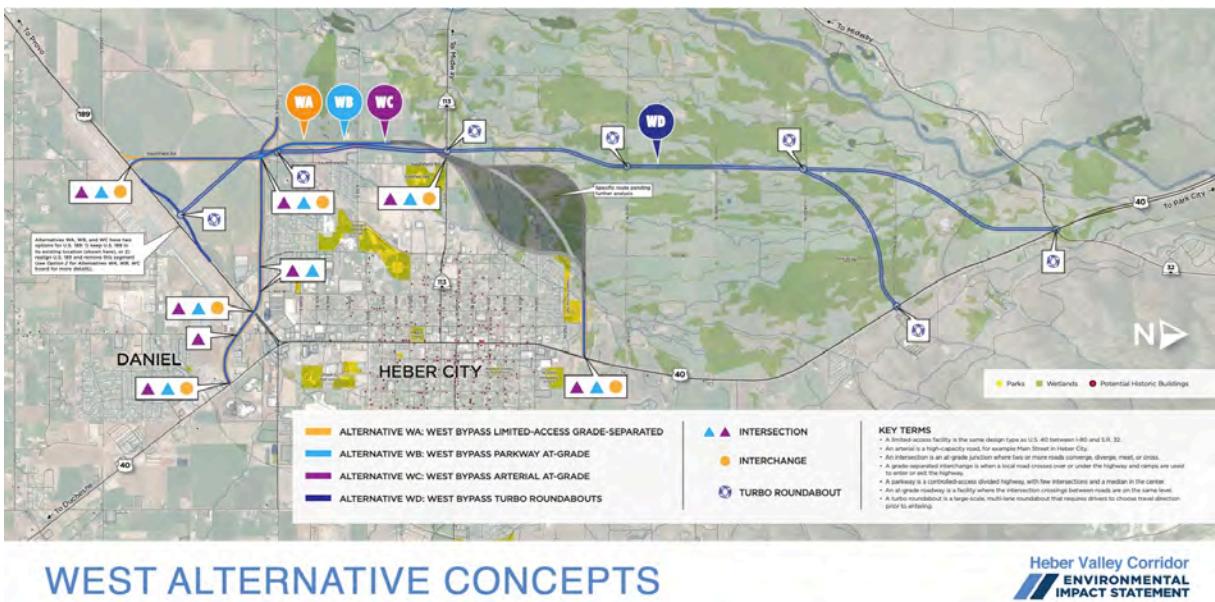


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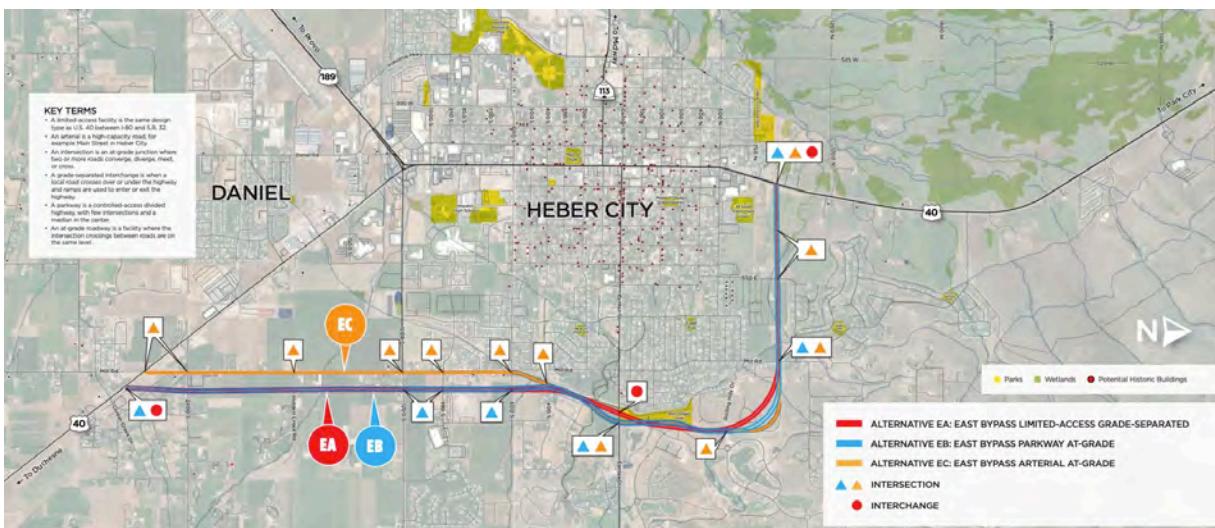


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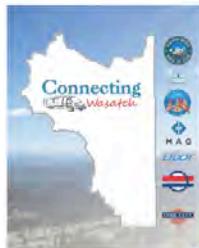
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To: hebervalleyeis@utah.gov

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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.

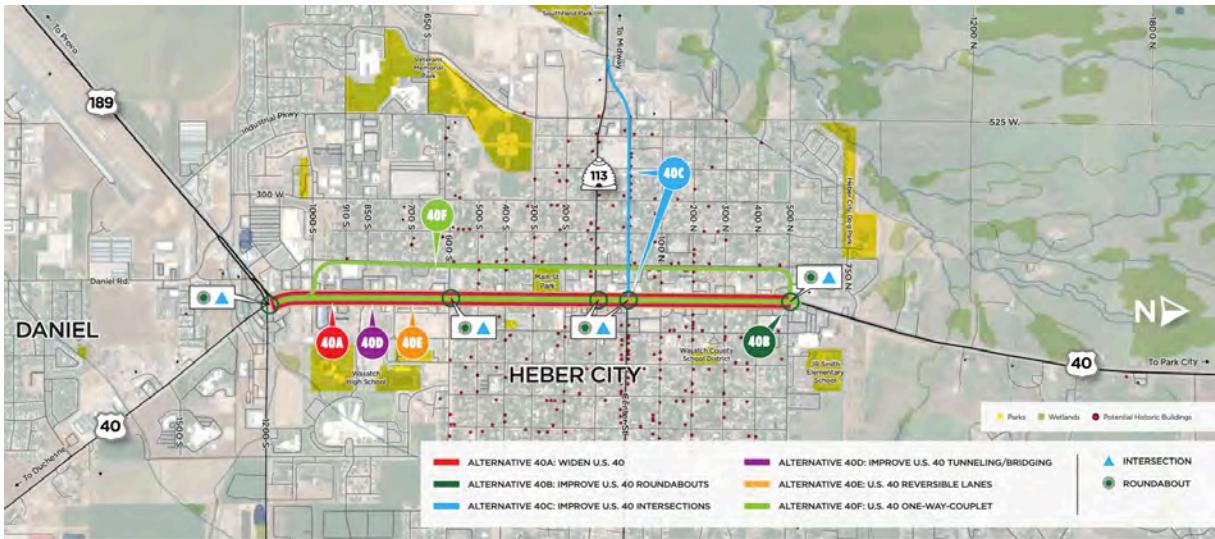
The National Environmental Policy Act (NEPA) requires evaluation of a No-Action Alternative to serve as a baseline for comparison of the action alternatives. The No-Action Alternative assumes 2050 traffic conditions without the Heber Valley Corridor Project and will be considered with the conceptual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

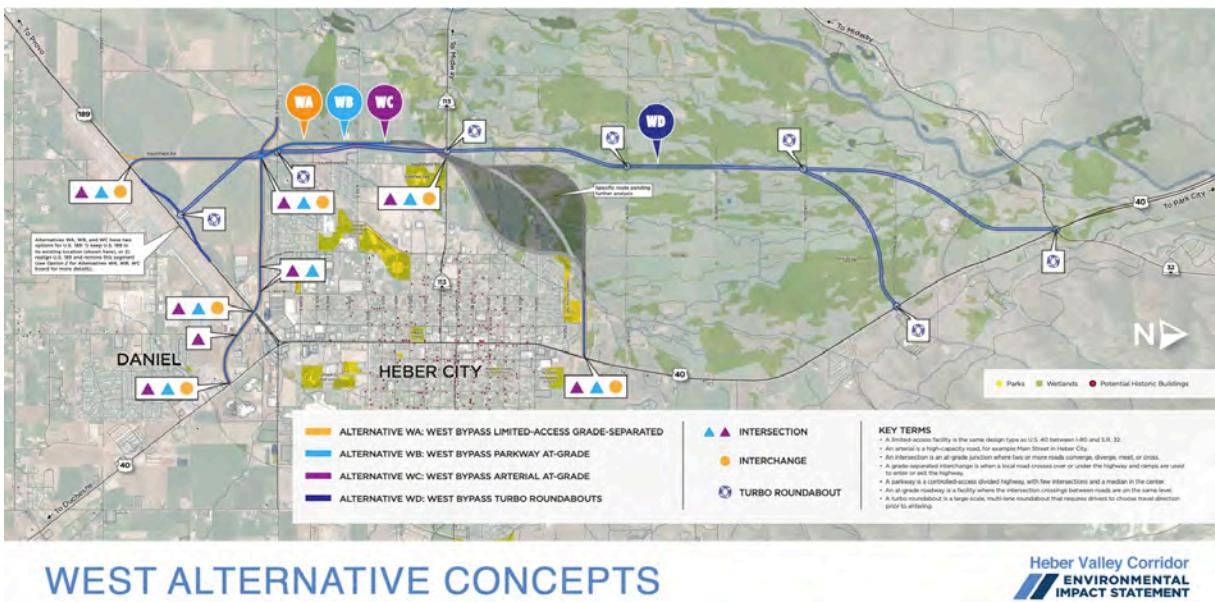


### U.S. 40 ALTERNATIVE CONCEPTS

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

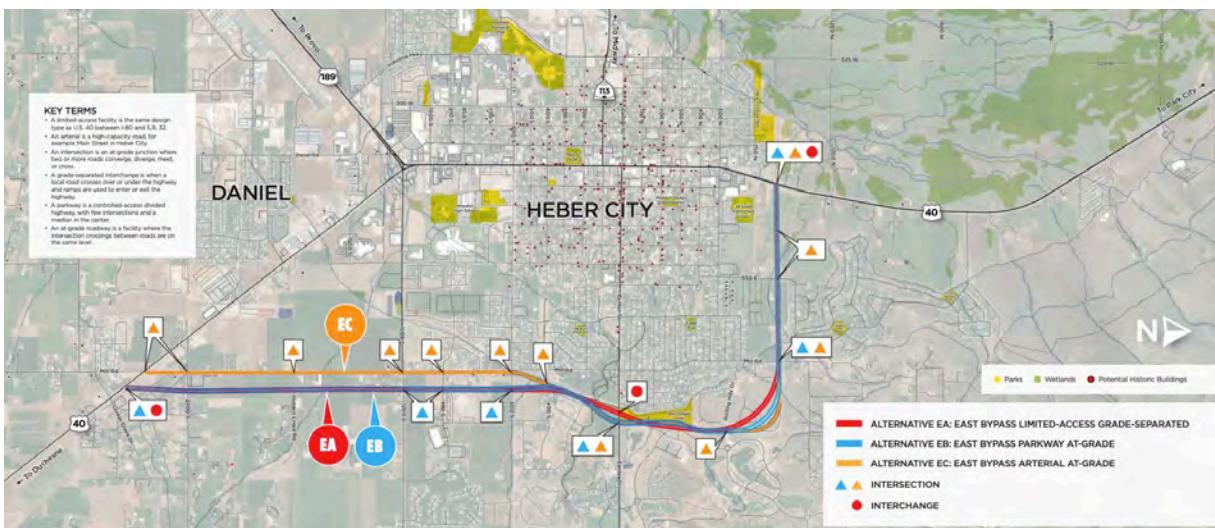


Four alternative concepts for a western route have been developed. The primary differences between the alternatives are speed limit and connections to the local network (interchange or intersection locations). Three western concepts generally follow the corridor that has been preserved by Heber City 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

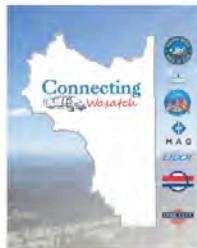
# Transit Concept Information

## 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  
are available to view on the project website.***

UDOT hosted two public meetings, one virtual (October 5, 2021) and one in-person (October 6, 2021), to review the conceptual transportation alternatives the project team has developed for the EIS. The same information was presented at both meetings.

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](#)



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 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>

***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.

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

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



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



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## 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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*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](mailto:hebervalleyeis@utah.gov) to [hebervalleyeis@utah.gov](mailto:hebervalleyeis@utah.gov)  
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# Facebook

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 Like · 3 Shares · Seen by 81

Like · Comment · Share

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





6 Like · 18 Shares · Seen by 74

Like · Comment · Share

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/](http://hebervalleyeis.udot.utah.gov/alternative-concepts/)

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

## INITIAL ALTERNATIVE CONCEPT

Alternative concepts were developed using information from various 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 viable forward for detailed analysis.



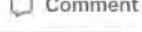
**KEY TERMS**  
KEY TERMS

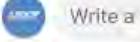
**U.S. 40 ALTERNATIVES**  
U.S. 40 ALTERNATIVES

**WEST ALTERNATIVE**  
WEST ALTERNATIVE



2 Likes 5 Shares Seen by

 Like  Comment 

 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...](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

## ABOUT THE MEETING

OCTOBER 5, 2021 | 5:00 - 8:00 P.M.

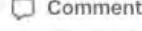
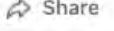
PRESENTATION 5:00 - 5:30 P.M. | Q&A 5:30 - 8:00 P.M.

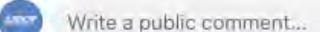
The meeting platform being used is Zoom; there is a 1,000 participant capacity. If the meeting reaches capacity, others may leave and open up spaces so check back often. A live-stream of the meeting will be broadcast on the UDOT Heber Valley EIS group to accommodate additional viewers.

A presentation will be given once at the start of the meeting. If you join late, you will miss the presentation. A question and answer period will follow the presentation. The meeting and chat will be recorded as part of the project record.



1 Share Seen by 73

 Like  Comment 

 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

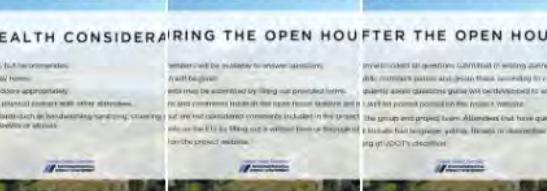
**DATE AND TIME:**  
OCTOBER 6, 2021 | 5:00 - 8:00 P.M.

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



**HEALTH CONSIDERATIONS**

Everyone is encouraged to wear a mask and practice social distancing. If you are not able to do so, please let the project team know. If you are feeling unwell, please stay home. If you have any questions, please contact the project team at 801-576-6300 or [hebervalleyeis.udot.utah.gov](mailto:hebervalleyeis.udot.utah.gov).



2 Shares Seen by 5

 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.

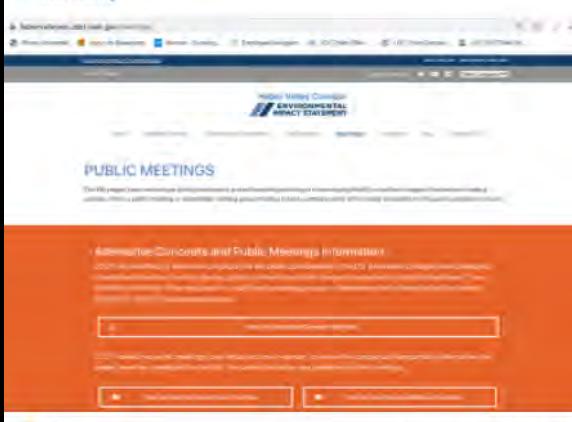
If you couldn't make it to the meeting to leave a comment in writing, comments can still be submitted on the website or by email, voicemail or written letter until November 4.

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/](https://hebervalleyeis.udot.utah.gov/)

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



1 Share Seen by 1

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

  
**ALTERNATIVES SCREENING PROCESS**



2 Shares Seen by 82

 Like  Comment  Share

 Write a public comment... 

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](#)

  
**ST ALTERNATIVE CONCEPTS**



**KEY TERMS**

- A **limitation** means **ability** is the same definition 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 **avenue** is a road or a group of streets where no more than one, one-way, road, or one-way street.
- A **crossed** intersection is when a local road crosses over or under the highway and always are used to enter or exit the highway.
- A **dead end** is a road or street that dead-ends, with no intersections and a dead end in the center.
- An **on grade roadway** is a roadway where the intersection or change in grade roads are on the same level.
- A **parallel** road/street is a single road, with both roadways that parallel, share the same front direction going to the same place.

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](#)

  
**ST ALTERNATIVE CONCEPTS**

**KEY TERMS**

- A **multilane facility** is the same design type as U.S. 40 between I-80 and S.R. 72.
- An **arterial** is a high-capacity road, for example Main Street in Heber City.
- An **intersection** or **intergrade** (positive) where two or more roads converge, diverge, meet, or cross.
- A **median** is a physical barrier or strip of land that separates two or more highway lanes and are used to widen or widen the highway.
- A **onramp** is a controlled access of divided highway, with few intersections and is usually on the outer.
- An **offramp** is a facility where the intersection drainage between roads are on the same level.



10/21/21

 **Utah DOT**   
Admin · October 21, 2021 

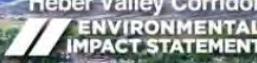
Utah DOT has developed six concepts for improving U.S. 40. These include widening, intersection improvements, tunneling/bridging, converting to a one-way couplet and utilizing reversible lanes. The design speed limit for all the alternative concepts is 35mph (same as existing) unless otherwise noted.

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](#)  
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[Heber Valley](#)

  
**U.S. 40 ALTERNATIVE CONCEPTS**

**KEY TERMS**

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- An **intersection** or **intergrade** (positive) where two or more roads converge, diverge, meet, or cross.
- A **median** is a physical barrier or strip of land that separates two or more highway lanes and are used to widen or widen the highway.
- A **onramp** is a controlled access of divided highway, with few intersections and is usually on the outer.
- An **offramp** is a facility where the intersection drainage between roads are on the same level.
- A **terbo roundabout** is a large-scale, multi-lane roundabout that measures drivers to choose travel direction prior to entering.

1 Comment 4 Shares Seen by 99

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**

 Heber Valley Corridor  
**ENVIRONMENTAL  
IMPACT STATEMENT**

**COMMENT PERIOD CLOSES NOVEMBER 4, 2021**

Make your voice heard, comments accepted through:

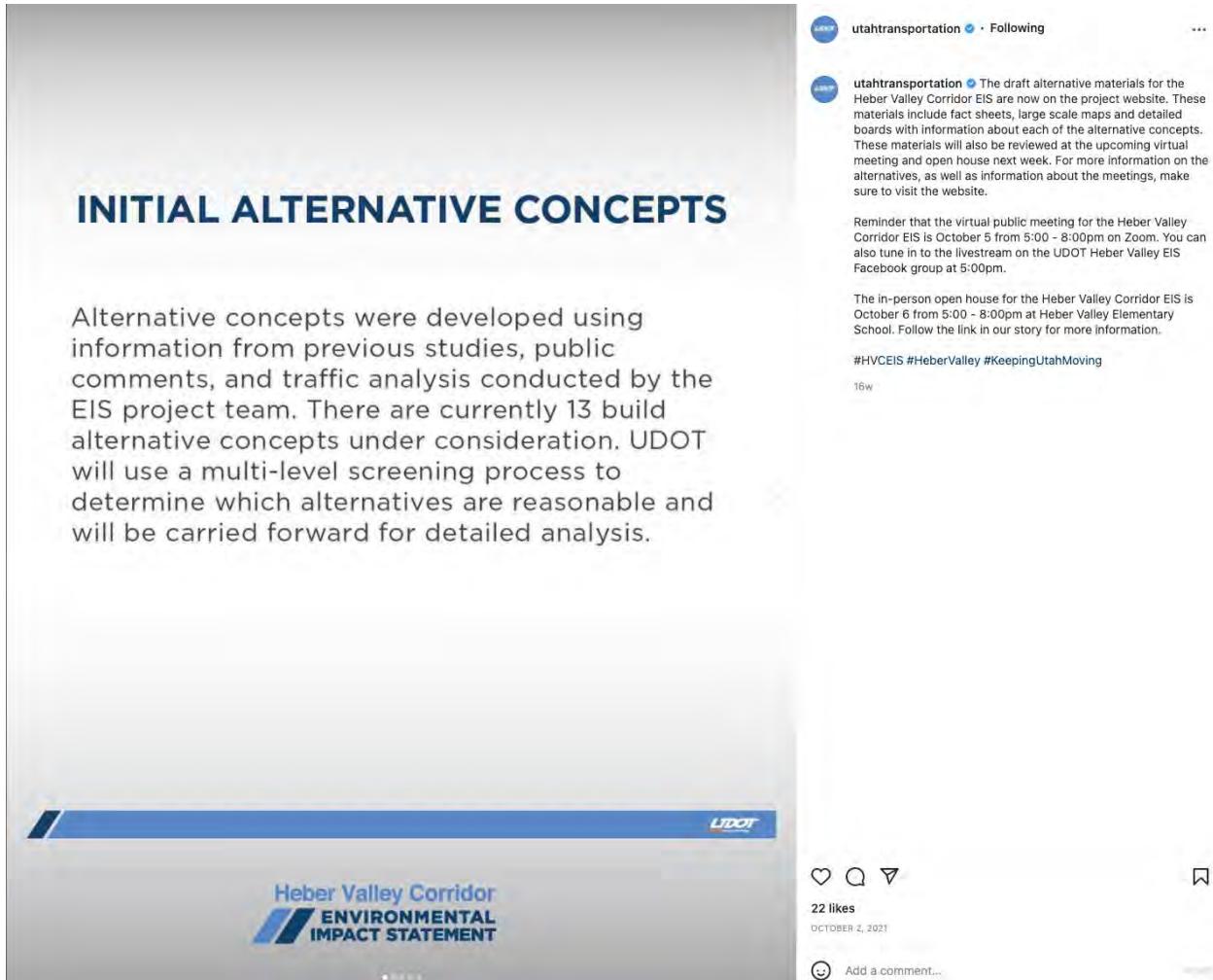
 Website: [hebervalleyeis.udot.utah.gov](https://hebervalleyeis.udot.utah.gov)  
 Email: [hebervalleyeis@utah.gov](mailto:hebervalleyeis@utah.gov)  
 Project phone: 801-210-0498

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

2 Shares Seen by 83

# Instagram

10/2/21



10/6/21



# Twitter

9/16/21

 **UDOT Region Three** @UDOTRegionthree · Sep 16

The project team at @UDOTRegionthree has some updates for you on the Heber Valley EIS & what to expect in the coming months, including public mtgs. planned for early Oct. Visit the project website for more information. #HVCEIS #HeberValley @UtahDOT



0 1 1 1 1 1



### 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](http://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

1

2



**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](https://bit.ly/39EYeid)) or visit [hebervalleyeis.udot.utah.gov](http://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](http://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

**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](http://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; CDC recommended
- If you're sick, please stay home
- Use "Kleen" (gel) hand sanitizers appropriately
- Avoid hand-shaking or physical contact with other attendees
- Maintain hygiene standards such as handwashing, sanitizing surfaces, and tissues, please or elbow.

**DURING THE OPEN HOUSE**

- Project team members will be available to answer questions
- No comment cards will be given
- Written comments may be submitted by filling out provided form
- Verbal questions and comments made at the open house station are useful to the project team, but are not considered comments included in the project record. Please submit comments on the EIS by filling out either form or through direct office channels 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 online comment period and group these according to community-wide subjects. A frequently asked questions guide will be developed to address these subjects, which will be posted to the project website.
- Please respect the group and project team. Attorneys that have questions or comments will include foul language, yelling, threats or violence will be removed from the meeting at UDOT's discretion.

**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](https://bit.ly/3mOTRXS)

**#HVCEIS**  
**@HeberCity @WasatchCounty**

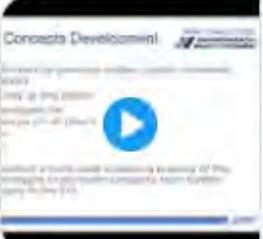


[youtube.com](https://youtube.com)  
Heber Valley Corridor EIS Alternative Concepts Vir...  
Recording of the virtual public meeting for the Heber Valley Corridor Environmental Impact Statement ...

1 1 1 1

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

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



[youtube.com](https://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...

1 1 1 1

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](http://hebervalleyeis.udot.utah.gov)

#HVCEIS #HeberValley





**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](mailto: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



2



1



10/21/21



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

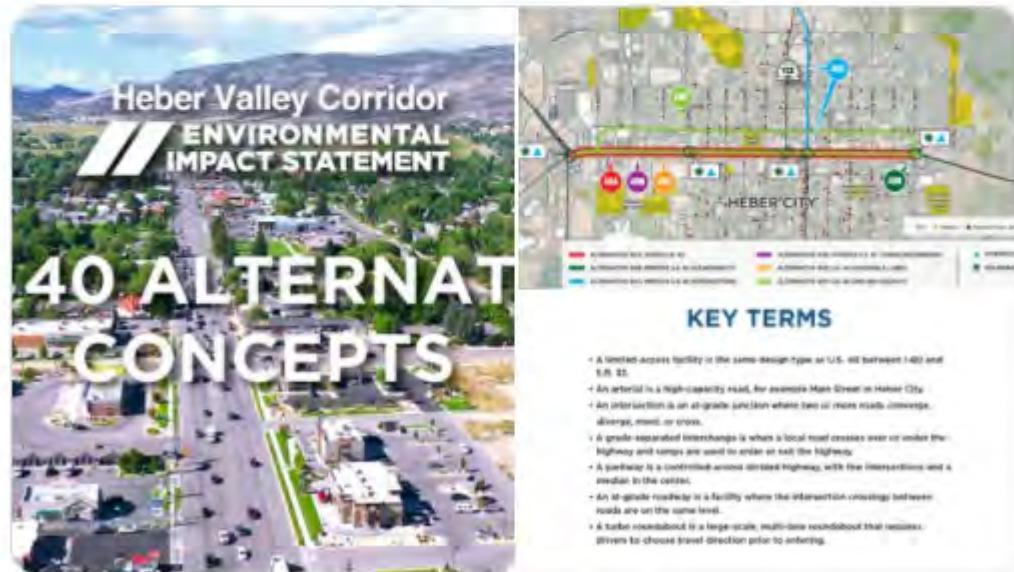
...

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.

[🔗 \[hebervalleyis.udot.utah.gov\]\(http://hebervalleyis.udot.utah.gov\)](#)

#HVCEIS #HeberValley  
@HeberCity @WasatchCounty



1

2

1



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](http://hebervalleyeis.udot.utah.gov)

#HVCEIS #HeberValley  
@HeberCity @WasatchCounty



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](http://hebervalleyeis.udot.utah.gov)

#HVCEIS #HeberValley  
@HeberCity @WasatchCounty

**PUBLIC NOTICE**

Heber Valley Corridor  
**ENVIRONMENTAL  
IMPACT STATEMENT**

**COMMENT PERIOD CLOSES NOVEMBER 4, 2021**

**Make your voice heard, comments accepted through:**

<ul style="list-style-type: none"><li> Website: <a href="http://hebervalleyeis.udot.utah.gov">hebervalleyeis.udot.utah.gov</a></li><li> Email: <a href="mailto:hebervalleyeis@utah.gov">hebervalleyeis@utah.gov</a></li><li> Project phone: 801-210-0498</li></ul>	<ul style="list-style-type: none"><li> Heber Valley Corridor EIS c/o HDR 2825 E Cottonwood Parkway # 200 Cottonwood Heights, UT 84121</li></ul>
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11/1/21



**UDOT Region Three** @UDOTRegionthree · Nov 1, 2021

...

This Thursday, 11/4, is the last day to submit a comment on the Heber Valley Corridor EIS.

Please take some time to review the alternative concepts and share your ideas with [@UtahDOT](#).



[hebervalleyeis.udot.utah.gov](http://hebervalleyeis.udot.utah.gov)

#HVCEIS #HeberValley  
@HeberCity @WasatchCounty



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](http://hebervalleyeis.udot.utah.gov)

#HVCEIS #HeberValley  
@HeberCity @WasatchCounty



## **APPENDIX C**

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### **Virtual Open House Meeting Materials**

**Virtual Public Meeting Sign In**

**Virtual Public Meeting Participant Guide**

**Alternatives Open House Presentation**

**Public Meeting Chat Questions and Comments**

**Title VI checklist**

Timestamp	Last Name	First Name	Address	Email	Phone Number	Receive Project Information	OPTIONAL
9/28/2021 16:44:23	Bobberton	Bob	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 16:57:48	Gingras	Eric	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 16:57:51	Haskell	Darin	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 16:58:31	Lindsay	Tamara	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 16:58:35	Tolbert	Kim	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 16:58:51	Conner	Jody	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 16:59:06	Taylor	Don	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 16:59:32	Korfanta	Karen	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 16:59:49	Kowallis	Bob	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:00:28	Muheim	Desiree <sup>t</sup>	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:01:09	Gomez	Kelli	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:01:24	Fletcher	Bryan	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:02:01	Gertsch	Josh	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:02:11	Czop	Nicholas	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:02:15	Havell	Katherine	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:02:20	Brower	Sandra	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:02:21	Jex	Drew	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:02:37	Gertsch	Laren	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:02:39	Czop	Chelsie	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:02:40	Graham	Joseph	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:02:44	Crittenden	Marilyn	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:02:45	Siggard	Kerry	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:03:01	Covas	Teresa	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:03:10	Robinson	Luke	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:03:12	Brown	Lise	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:03:55	Hodgins	Traci	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:03:56	Villani deLahunta	Katie	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:10:14	Searle	Luke	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:10:33	Atkin	Gordon	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:11:01	Turner	Jessica	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:11:42	Taylor	Tim	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:12:02	Morgan	Dana	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 17:12:03	Alden	Holly	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 19:21:57	Reinhart	Jan	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 19:22:01	Crittenden	Kendall	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 19:22:16	McDonald	Robert	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 19:22:16	Fitzgerald	Ben & Syndi	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 19:23:34	nelson	mark	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 19:35:38	Gonzalez	Dalia	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10/5/2021 19:45:09	Hill	Jeff	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

Timestamp	Last Name	First Name	Address	Email	Phone Number	Receive Project Information	OPTIONAL
10/5/2021 20:07:02	Witt	Dan	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

# VIRTUAL PUBLIC MEETING PARTICIPANT GUIDE



## ABOUT THE MEETING

October 5, 2021 | 5:00 - 8:00 p.m.

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

- The meeting platform being used is Zoom; there is 1,000 participant capacity.
- If the meeting reaches capacity, others may leave and open up spaces so check back often. A live-stream of the meeting will be broadcast on the UDOT Heber Valley EIS Facebook group to accommodate additional viewers.
- A presentation will be given once at the start of the meeting. If you join late, you will miss the presentation. A question and answer period will follow the presentation.
- The meeting and chat will be recorded as part of the project record.

## JOINING THE MEETING FROM A COMPUTER OR AN APP

- Go to [hebervalleyeis.udot.utah.gov](http://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.

## ASKING A QUESTION FROM A COMPUTER

- During the meeting, click  at the bottom center of your PC or Mac screen.
- At the bottom of the window, click . When it is your turn, the moderator will unmute you.

## ASKING A QUESTION FROM A MOBILE DEVICE OR TABLET ON THE ZOOM APP

- Click  and then select .
- To cancel your request, lower your hand. Lower it by clicking the  button and selecting .

## DURING THE MEETING

- Only the presenter will be speaking during the presentation. All participants will be muted when the presenter is speaking.
- Following the conclusion of the presentation, the project team will answer as many questions as possible during the remaining time.
- Participants will be able to ask questions through the chat box or verbally. Verbal questions are limited to three minutes.
- Verbal questions can be made by using the "Raise Hand" feature.
- Each medium will be alternated after each question asked, e.g. chat box, verbal, chat box, etc.
- Participants will be limited to one question in order to make sure as many people as possible have an opportunity to ask a question. Questions will be answered in the order they are received.
- Submitting a written question on any medium during the meeting does not guarantee it will be answered at that time. The project team will collect all questions submitted during the meeting and through the public comment period and group these according to commonly asked subjects. A frequently asked questions guide will be developed to address those subjects and posted on the project website.
- Please respect the group and presenter. Questions or comments that include foul language, threats or obscenity will be deleted at UDOT's discretion. Those individuals will also be removed from the meeting.
- While useful to the project team, comments submitted during the meeting either verbally or through chat are not considered comments included in the project record. Please submit comments on the EIS through the official project channels (email, website, voicemail, letter mailed to the project team) during the public comment period of October 5 to November 4, 2021:

 Website: [hebervalleyeis.udot.utah.gov](http://hebervalleyeis.udot.utah.gov)

 Email: [hebervalleyeis@utah.gov](mailto:hebervalleyeis@utah.gov)

 Project phone: 801-210-0498

 Heber Valley Corridor EIS c/o HDR

2825 E Cottonwood Parkway # 200

Cottonwood Heights, UT 84121

### Individuals Requiring Accommodations

For those 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.

## AFTER THE MEETING

To view a recording of the public meeting, visit the project website. An email notification will be sent when the recording is posted on the website.

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.

# GUÍA DEL PARTICIPANTE PARA LA REUNIÓN PÚBLICA VIRTUAL



## SOBRE LA REUNIÓN

5 de octubre de 2021 | 5:00 p.m. a 8:00 p.m.

Presentación 5:00 - 5:30 p.m. | Preguntas y respuestas 5:30 p.m. a 8:00 p.m.

- La plataforma de reuniones que se utiliza es Zoom; hay una capacidad de 1.000 participantes.
- Si la reunión alcanza su capacidad máxima, es posible que otros se vayan y liberen espacios, así que vuelva a consultar con frecuencia. La reunión se transmitirá en vivo y directo en el Facebook grupo de la Declaración de Impacto Ambiental de Heber Valley del Departamento de Transporte de Utah (UDOT Heber Valley EIS) para llegar a más espectadores.
- Se realizará una presentación al inicio de la reunión. Si se une tarde, se perderá la presentación. Luego de la presentación, se habilitará un período de preguntas y respuestas.
- La reunión y el chat se grabarán como parte del registro del proyecto.

## UNIRSE A LA REUNIÓN DESDE UNA COMPUTADORA O UNA APLICACIÓN

Vaya a [hebervalleyeis.udot.utah.gov](http://hebervalleyeis.udot.utah.gov) para acceder al enlace de la reunión.

Asegúrese de tener altavoces o auriculares para escuchar la reunión.

## ESCUCHAR LA REUNIÓN POR TELÉFONO

Llame para escuchar la reunión desde un teléfono marcando:

**1-720-707-2699 | 1-888-788-0099 sin cargo | ID de reunión: 875 9030 9489 | Código de acceso: 694468**

Presione **\*9** para "Levantar la mano" si quiere hablar durante el tiempo de preguntas y respuestas. El moderador le bajará la mano después de hablar.

## HACER UNA PREGUNTA DESDE UNA COMPUTADORA

- Durante la reunión, haga clic en  en la parte inferior central de la pantalla de su PC o Mac.
- En la parte inferior de la ventana, haga clic en . Cuando sea su turno, el moderador le activará el micrófono.
- Para cancelar su solicitud, baje la mano. Baje haciendo clic en el mismo botón, ahora etiquetado como "Bajar la mano".

## HACER UNA PREGUNTA DESDE UN DISPOSITIVO MÓVIL O TABLETA EN LA APLICACIÓN ZOOM

- Haga clic en  y luego seleccione .
- Para cancelar su solicitud, baje la mano. Baje la mano haciendo clic en el botón  y seleccione .

## DURANTE LA REUNIÓN

- Solo el presentador hablará durante la presentación. Todos los participantes se silenciarán mientras el presentador hable.
- Tras la conclusión de la presentación, el equipo del proyecto responderá tantas preguntas como sea posible durante el tiempo restante.
- Los participantes podrán hacer preguntas a través del chat o verbalmente. Las preguntas verbales están limitadas a tres minutos.
- Las preguntas verbales se pueden hacer utilizando la función "Levantar la mano".
- Los medios se irán alternando después de cada pregunta formulada, por ejemplo, chat, pregunta verbal, chat, etc.
- Los participantes se limitarán a hacer una sola pregunta para asegurarse de que la mayor cantidad de personas posible tenga la oportunidad de formular una pregunta. Las preguntas se responderán en el orden en que se reciban.
- Enviar una pregunta por escrito en cualquier medio durante la reunión no garantiza que se responda en ese momento. El equipo del proyecto recopilará todas las preguntas enviadas durante la reunión y durante el período de comentarios públicos, y las agrupará de acuerdo con los temas más frecuentes. Se elaborará una guía de preguntas frecuentes para abordar esos temas y se publicará en el sitio web del proyecto.
- Por favor, respete al grupo y al presentador. Las preguntas o comentarios que incluyan lenguaje inapropiado, amenazas u obscenidades se eliminarán a discreción del Departamento de Transporte de Utah (UDOT). Esas personas también serán retiradas de la reunión.
- Aunque son útiles para el equipo del proyecto, los comentarios enviados durante la reunión, ya sea verbalmente o por chat, no se consideran comentarios incluidos en el registro del proyecto. Envíe sus comentarios sobre la Declaración de Impacto Ambiental (EIS) a través de los canales oficiales del proyecto (correo electrónico, sitio web, correo de voz, carta enviada al equipo del proyecto) durante el período de comentarios públicos del 5 de octubre al 4 de noviembre de 2021:

 Página Web: [hebervalleyeis.udot.utah.gov](http://hebervalleyeis.udot.utah.gov)

 Correo electrónico: [hebervalleyeis@utah.gov](mailto:hebervalleyeis@utah.gov)

 Teléfono del proyecto: 801-210-0498

 Heber Valley Corridor EIS c/o HDR

2825 E Cottonwood Parkway # 200

Cottonwood Heights, UT 84121

### Personas que requieren adaptaciones

Para aquellos que no tengan acceso a Internet o necesiten adaptaciones, incluidas, entre otras, traducciones o subtítulos, notifíquenlo al equipo del proyecto al 801-210-0498 para que les ayuden a participar en la reunión, ver materiales o hacer comentarios.

## DESPUÉS DE LA REUNIÓN

Para ver una grabación de la reunión pública, visite el sitio web del proyecto. Se enviará una notificación por correo electrónico cuando la grabación se publique en el sitio web.

La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales pertinentes para este proyecto están siendo o han sido realizadas por el UDOT de conformidad con el Código de los Estados Unidos § 327, título 23, y un Memorando de Entendimiento fechado el 17 de enero de 2017 firmado por FHWA (Administración Federal de Carreteras) y UDOT.



# Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT

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Virtual Public Meeting  
October 5, 2021

# Project Team Members



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



# Project Purpose



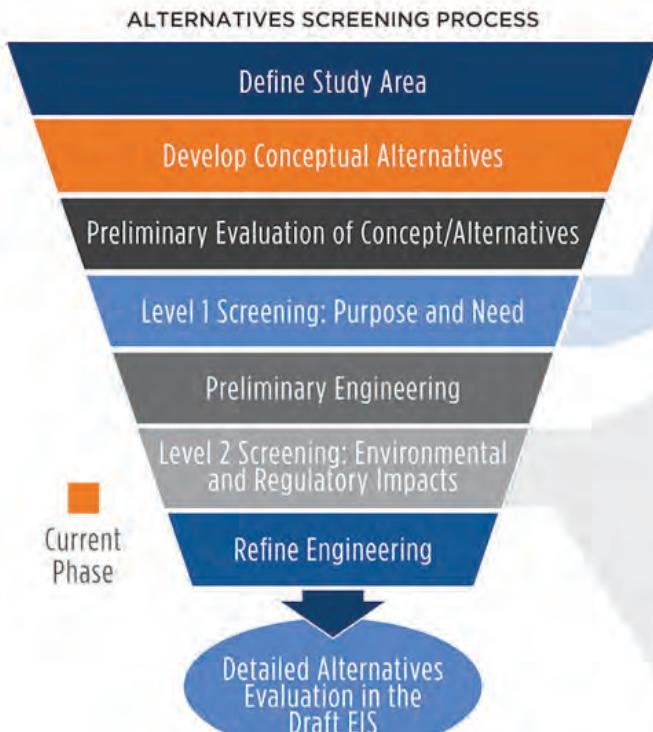
- The purpose of the Heber Valley Corridor Project is to improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 and provide opportunities for non-motorized transportation while allowing Heber City to meet their vision for the historic town center.

# Alternative Concepts Development



- ✓ Concepts informed by previous studies, public comments and data analysis
- ✓ Conceptual only at this phase
- ✓ Concepts developed for:
  - Improvements on U.S. 40 (Main Street)
  - West bypass
  - East bypass
  - Transit
- ✓ UDOT will conduct a multi-level screening process of the alternative concepts to eliminate concepts from further detailed analysis in the EIS

# Alternatives Screening Process



## LEVEL 1 SCREENING CRITERIA - PURPOSE AND NEED

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

## LEVEL 2 SCREENING CRITERIA - IMPACTS

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

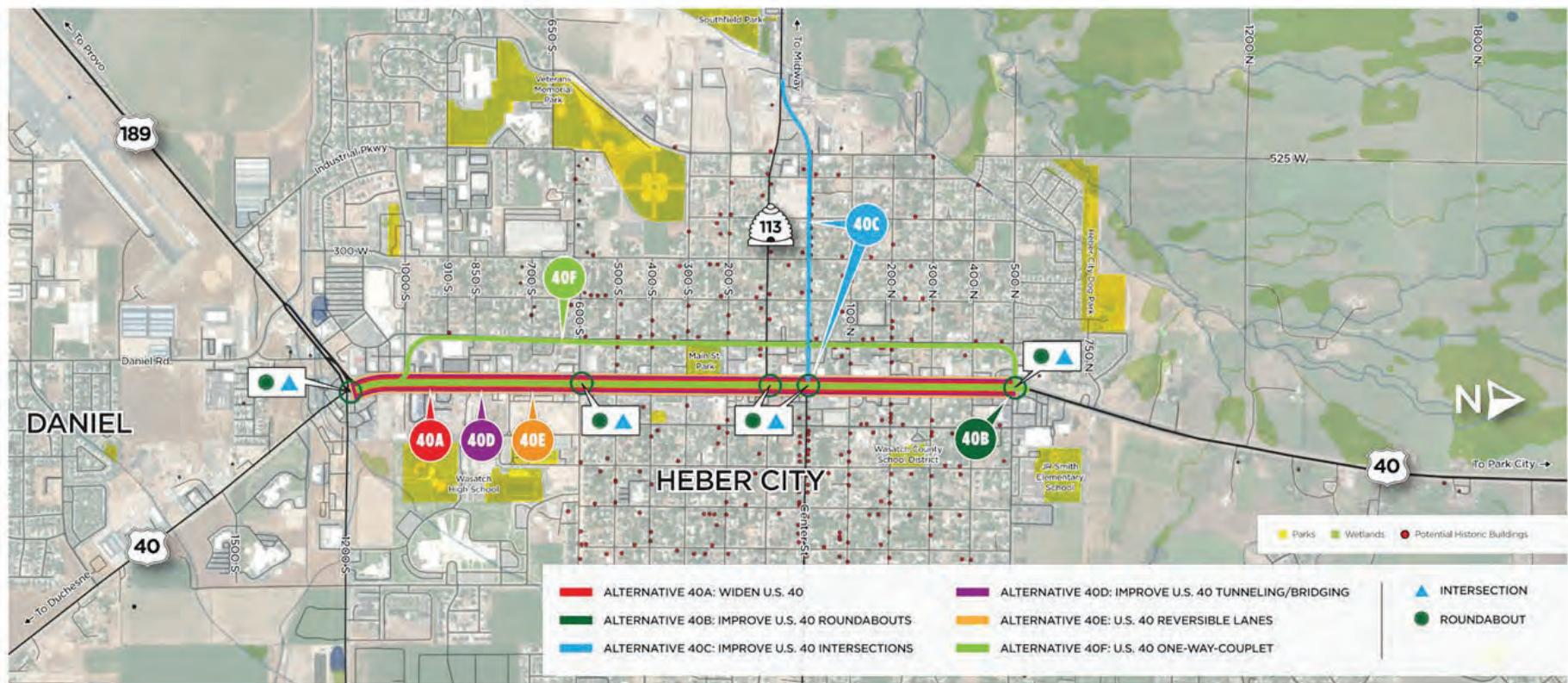


A grayscale landscape photograph showing a wide valley in the foreground, a town nestled in a valley, and a range of mountains with snow-capped peaks in the background under a cloudy sky.

# U.S. 40 Alternatives

# U.S. 40 Alternative Concepts

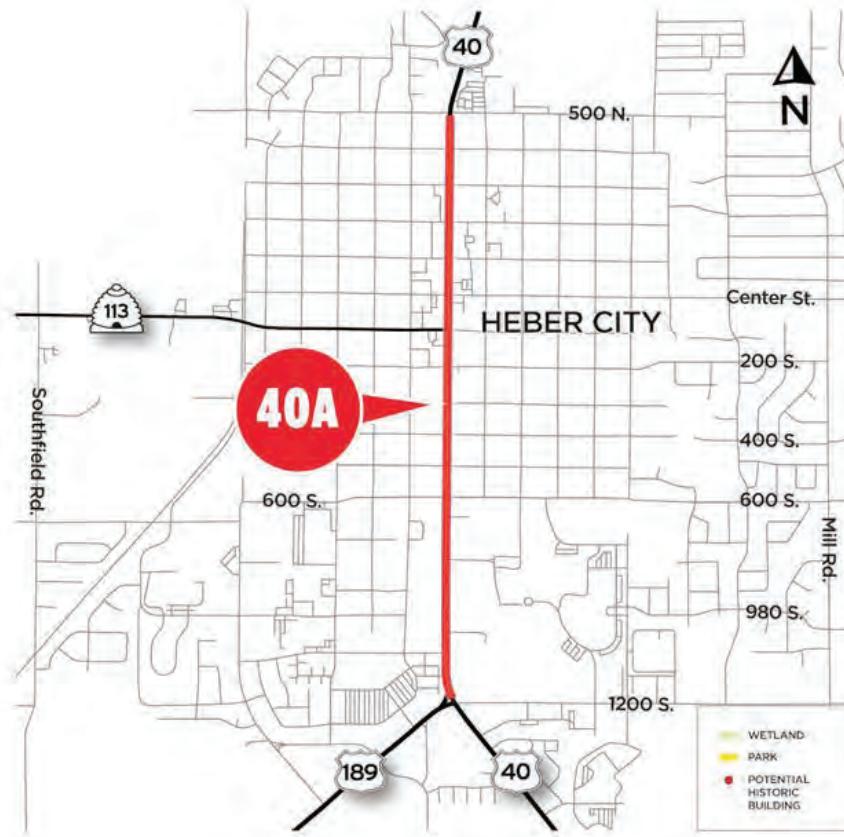
Heber Valley Corridor  
ENVIRONMENTAL  
IMPACT STATEMENT



# Alternative 40A

## Widen U.S. 40

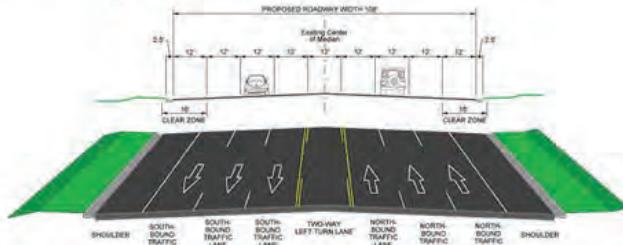
Heber Valley Corridor  
**ENVIRONMENTAL  
IMPACT STATEMENT**



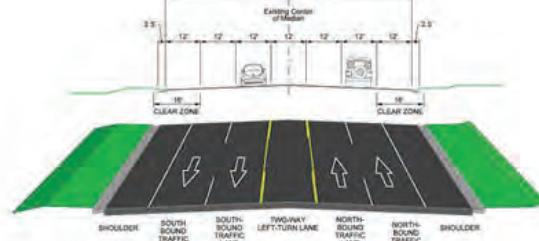
Concept proposes widening U.S. 40 from five lanes to seven lanes, from 500 North to U.S. 189.

**SPEED  
LIMIT  
35**

### PROPOSED WIDENING OF U.S. 40 (SEVEN LANES)\*



### EXISTING U.S. 40 (FIVE LANES)\*

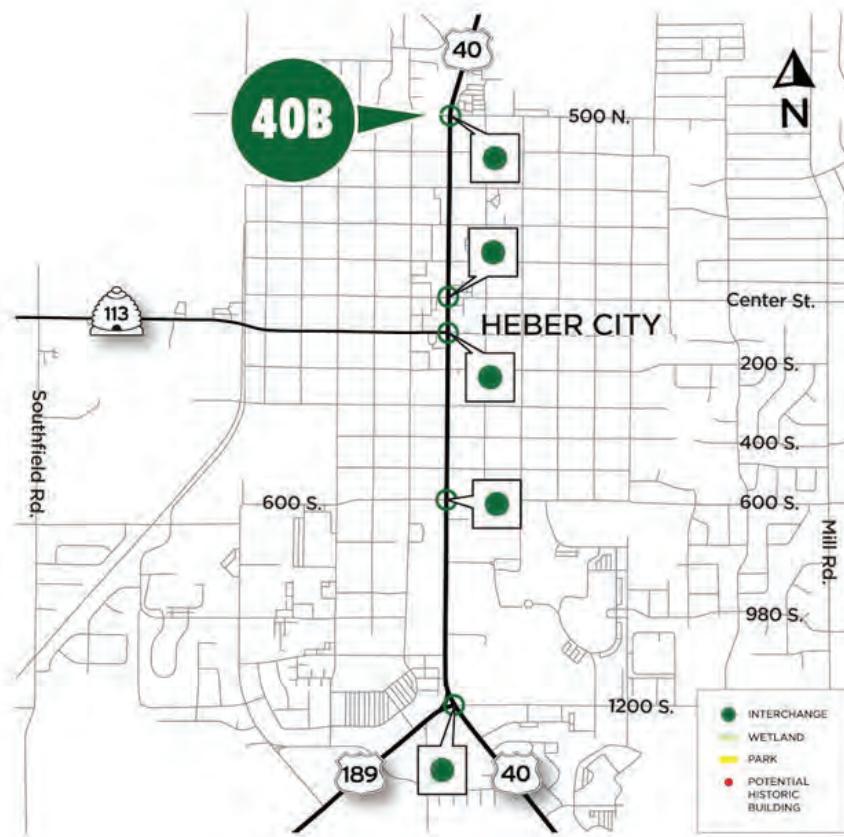


\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# Alternative 40B

## Improve U.S. 40 - Roundabouts

Heber Valley Corridor  
**ENVIRONMENTAL  
IMPACT STATEMENT**



Concept proposes replacing the existing signalized intersections with roundabouts at 500 North, Center Street, 100 South, 600 South, and 1200 South, with no additional lanes added to U.S. 40.

SPEED  
LIMIT  
**35**

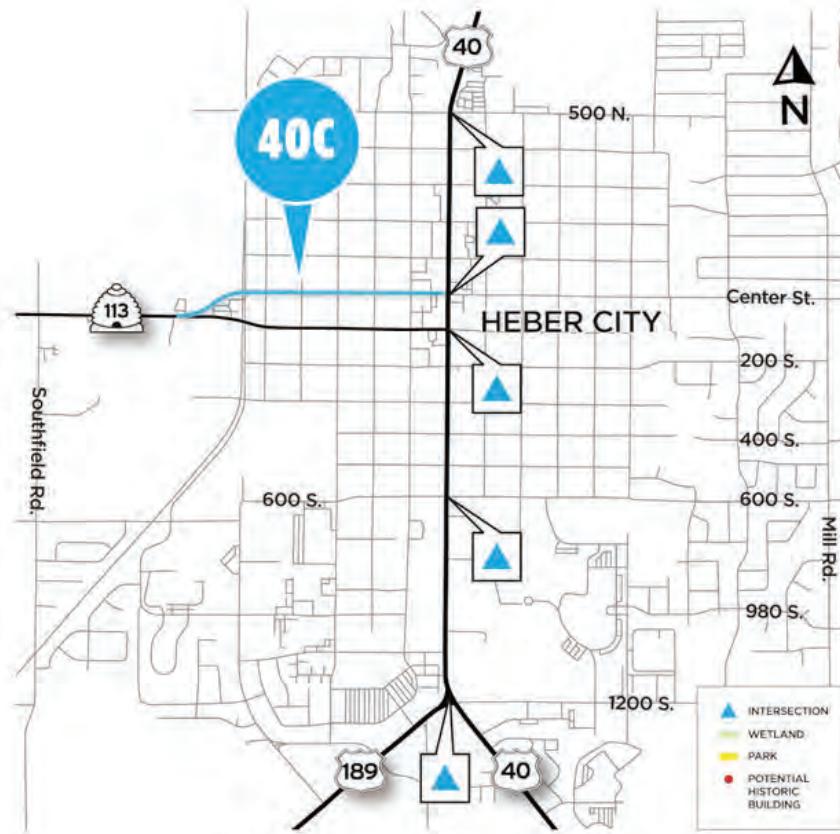


\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# Alternative 40C

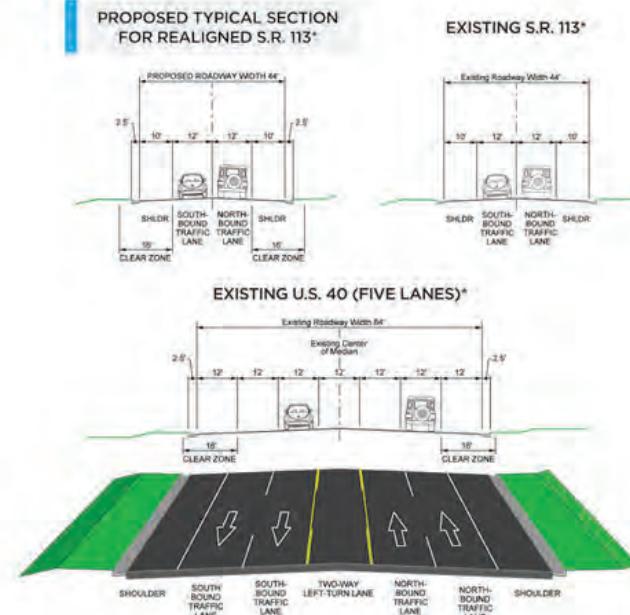
## Improve U.S. 40 - Intersection Improvements

Heber Valley Corridor  
ENVIRONMENTAL  
IMPACT STATEMENT



Concept proposes realigning S.R. 113 to line up with Center Street (to align major east-west movements), adding turn lanes to signalized intersections, with no additional lanes added to U.S. 40.

SPEED  
LIMIT  
**35**

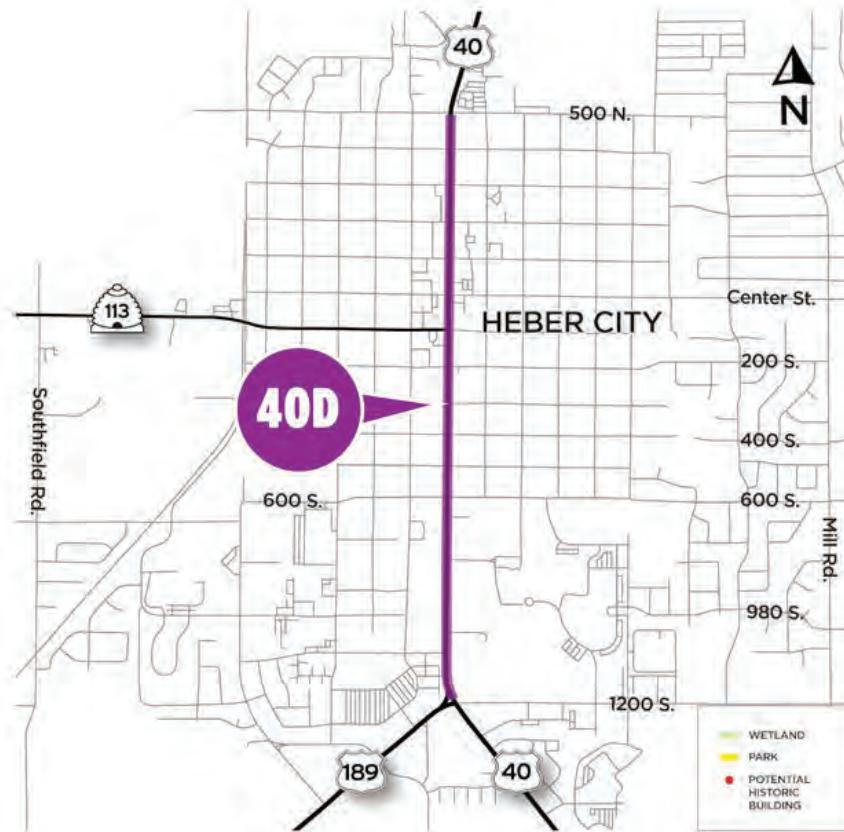


\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# Alternative 40D

## Improve U.S. 40 – Tunneling/Bridging

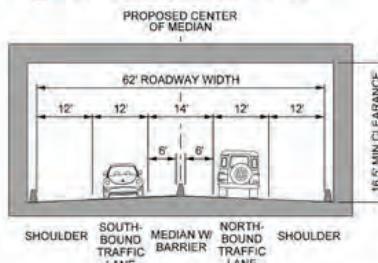
Heber Valley Corridor  
ENVIRONMENTAL  
IMPACT STATEMENT



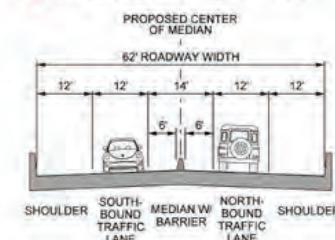
Concept proposes constructing a bridge over or a tunnel under U.S. 40 from 500 North to 1200 South.

SPEED  
LIMIT  
50

### PROPOSED U.S. 40 TUNNEL\*



### PROPOSED U.S. 40 BRIDGE\*

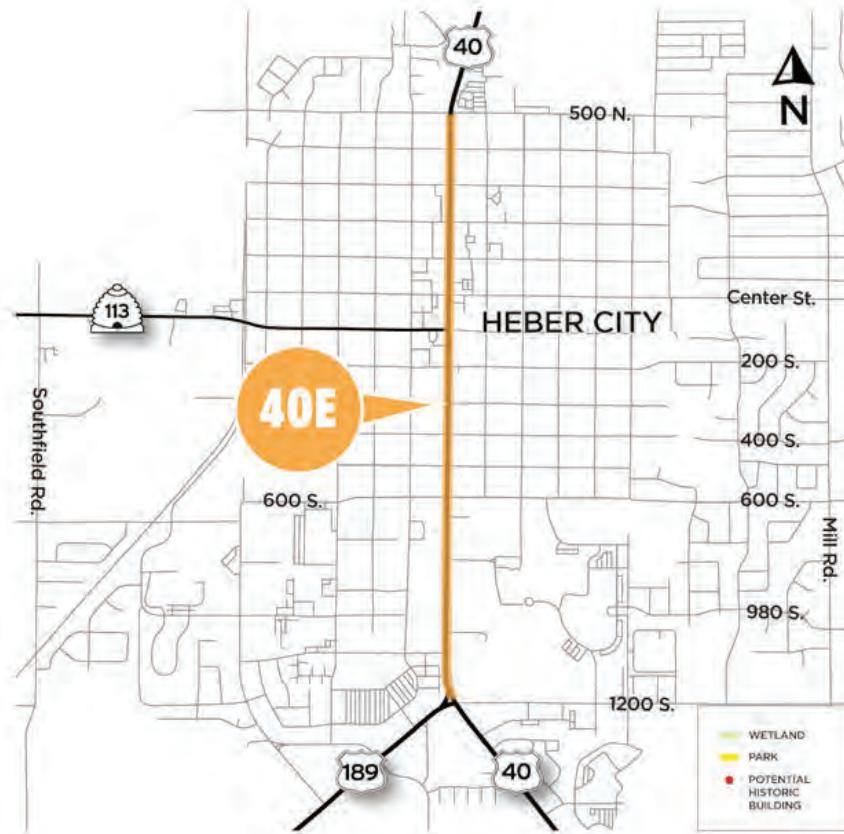


\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# Alternative 40E

## Improve U.S. 40 – Reversible Lanes

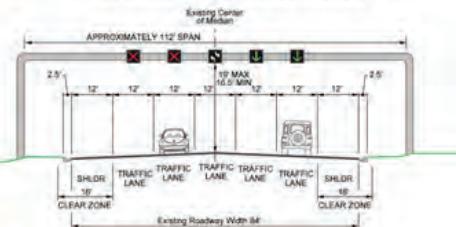
Heber Valley Corridor  
ENVIRONMENTAL  
IMPACT STATEMENT



Concept proposes converting the center turn lane to a reversible lane from 500 North to U.S. 189, with no additional lanes added to U.S. 40. The center lane would be used for northbound traffic in the AM and southbound traffic in the PM. This concept is similar to 5400 South in Taylorsville, UT.

SPEED  
LIMIT  
**35**

### PROPOSED REVERSIBLE LANES\*



### U.S. 40 REVERSIBLE LANES SIGNAGE

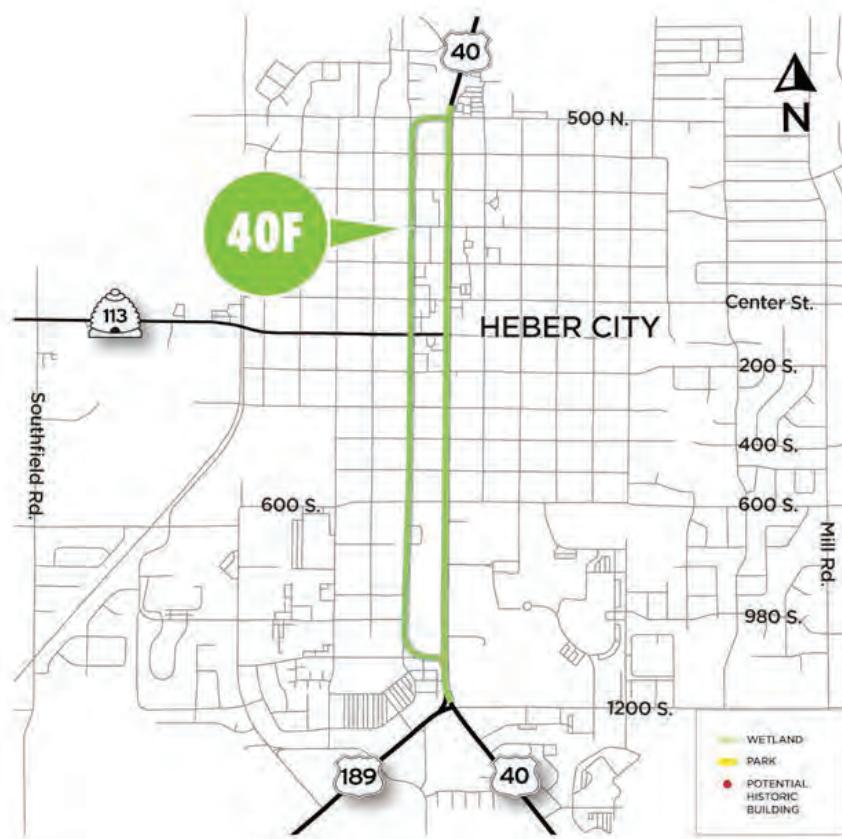


\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# Alternative 40F

## One-Way-Couplet

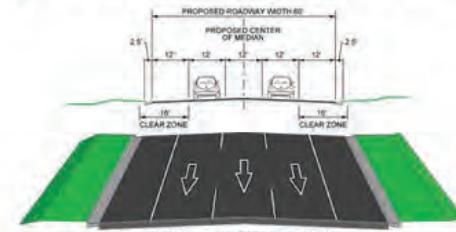
Heber Valley Corridor  
**ENVIRONMENTAL  
IMPACT STATEMENT**



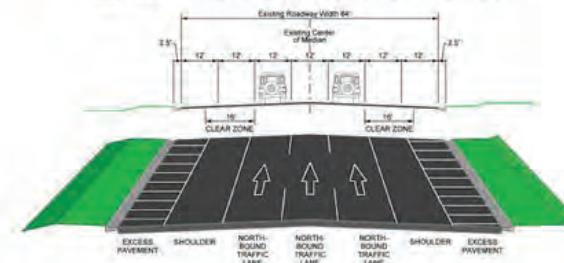
Concept proposes splitting U.S. 40 into two roads between 500 North and 1000 South. Main Street would be for northbound travel and 100 West would be for southbound travel.

SPEED  
LIMIT  
**35**

### PROPOSED ONE-WAY-COUPLET (100 WEST)\*



### PROPOSED ONE-WAY-COUPLET (U.S. 40)\*



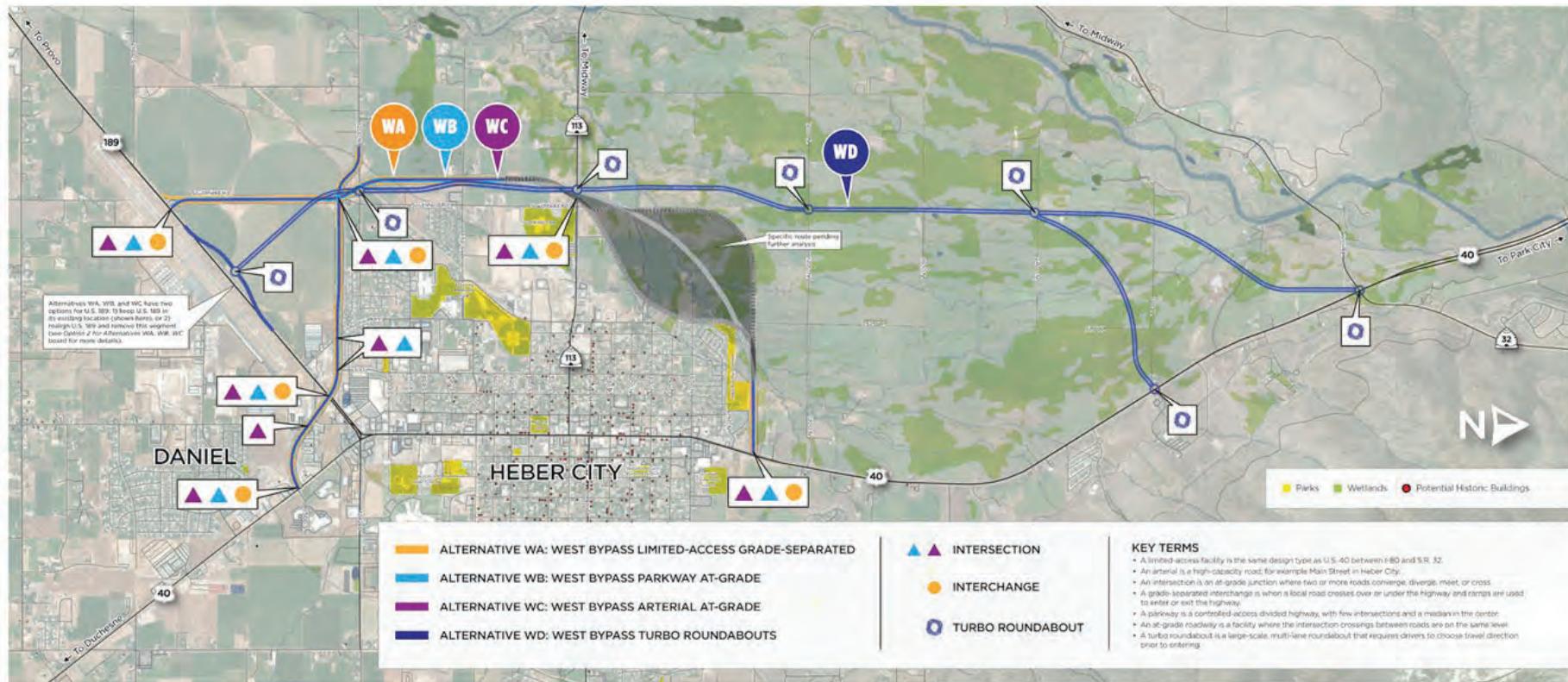
\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

A grayscale landscape photograph showing a valley in the foreground with a town and industrial buildings. In the background, a range of mountains with snow-capped peaks is visible under a cloudy sky.

# West Alternatives

# West Alternative Concepts

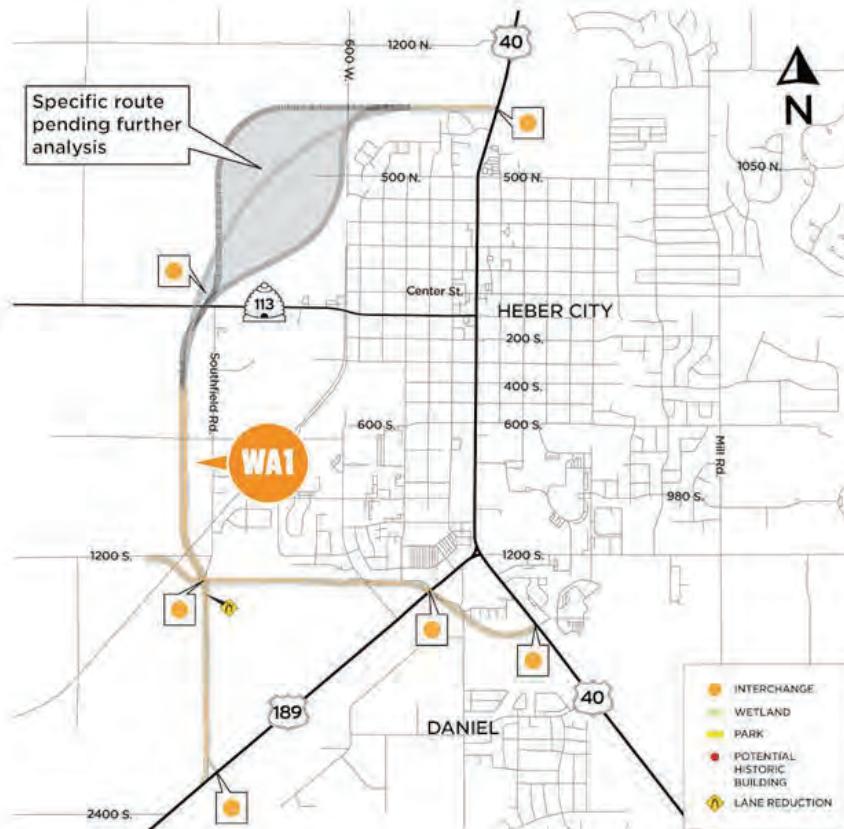
Heber Valley Corridor  
**ENVIRONMENTAL  
 IMPACT STATEMENT**



# Alternative WA1

## West Bypass Limited-Access Grade-Separated

Heber Valley Corridor  
**ENVIRONMENTAL  
IMPACT STATEMENT**

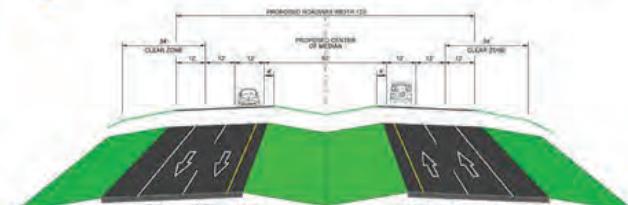


Concept proposes a highway-type facility with six interchanges at major connections: U.S. 40 (2), U.S. 189 (2), S.R. 113, and 1300 South. A limited access facility is the same design type as U.S. 40 between I-80 and S.R. 32.

**SPEED  
LIMIT  
65**

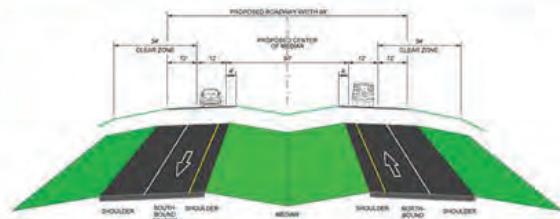
### PROPOSED WEST BYPASS LIMITED-ACCESS, GRADE-SEPARATED (FOUR LANE SECTION, TWO LANES IN EACH DIRECTION)\*

Concept would likely require a four-lane section between S.R. 113 and 1300 South.



### PROPOSED WEST BYPASS LIMITED-ACCESS, GRADE-SEPARATED (TWO LANE SECTION, ONE LANE IN EACH DIRECTION)\*

Concept would likely require two-lane sections north of S.R. 113, south of 1300 South, and along 1300 South.



\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

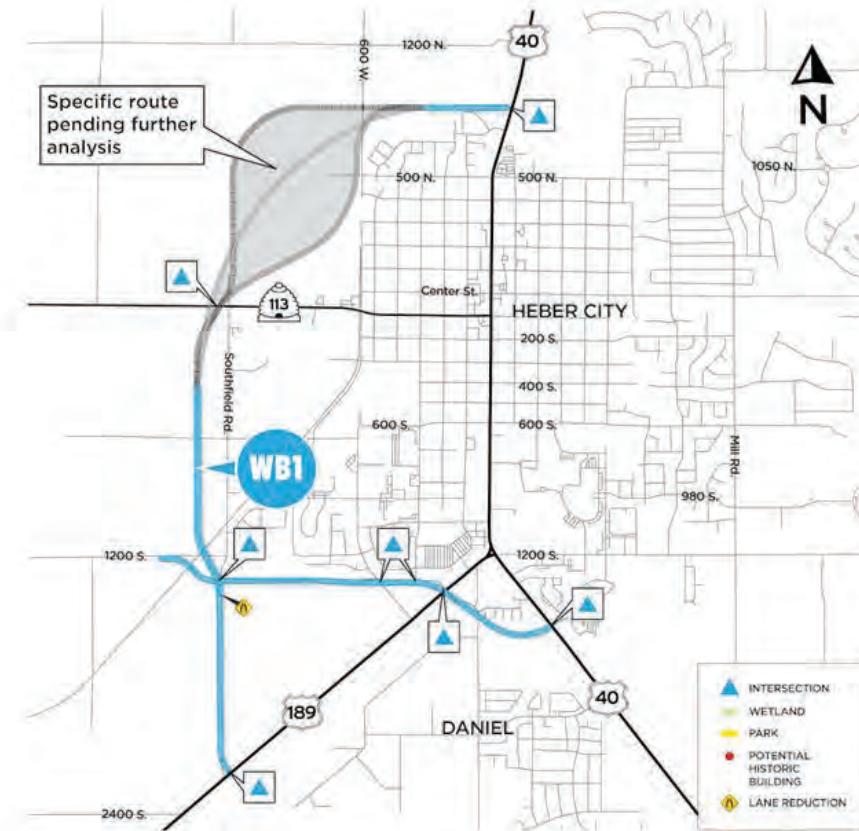


**UDOT**  
Utah Department of Transportation

# Alternative WB1

## West Bypass Parkway At-Grade

Heber Valley Corridor  
**ENVIRONMENTAL  
 IMPACT STATEMENT**

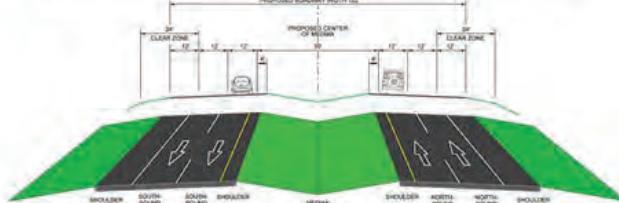


Concept proposes a parkway-type facility with eight intersections: U.S. 40 (2), U.S. 189 (2), S.R. 113, 1300 South, Industrial Parkway, and 300 West.

**SPEED  
 LIMIT  
 55**

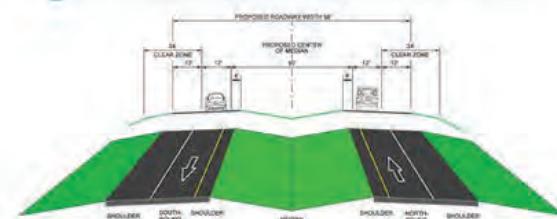
### PROPOSED WEST BYPASS PARKWAY AT-GRADE (FOUR LANE SECTION, TWO LANES IN EACH DIRECTION)\*

Concept would likely require a four lane section between S.R. 113 and 1300 South



### PROPOSED WEST BYPASS PARKWAY AT-GRADE (TWO LANE SECTION, ONE LANE IN EACH DIRECTION)\*

Concept would likely require two lane sections north of S.R. 113, south of 1300 South, and along 1300 South

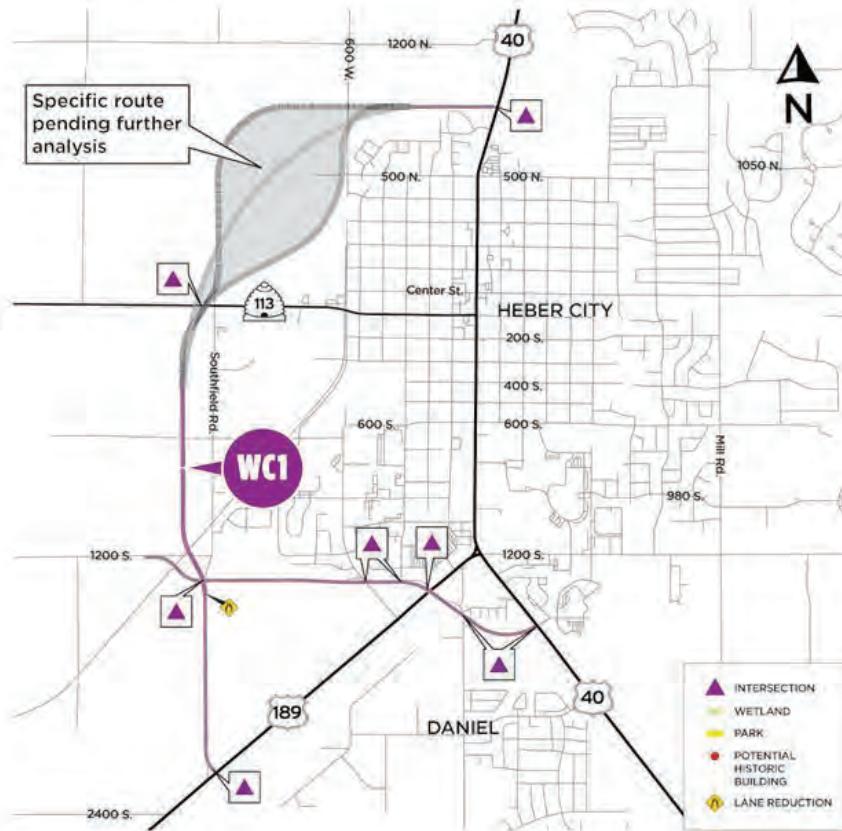


\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# Alternative WC1

## West Bypass Arterial At-Grade

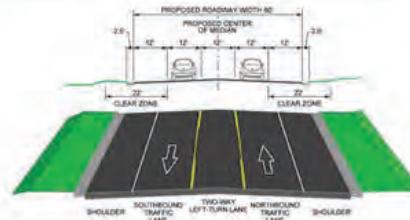
Heber Valley Corridor  
**ENVIRONMENTAL  
 IMPACT STATEMENT**



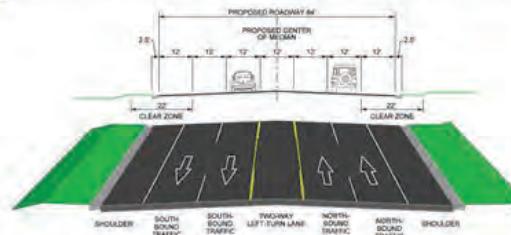
Concept proposes an arterial-type facility with intersections at all cross streets, nine total: U.S. 40 (2), U.S. 189 (2), 1300 South, S.R. 113, Industrial Parkway, 300 West, and S. Daniels Road.

**SPEED  
 LIMIT  
 45**

**PROPOSED WEST BYPASS ARTERIAL AT-GRADE\*  
 (THREE LANE SECTION, ONE LANE IN EACH DIRECTION)\***  
*Concept would likely require three lane sections north of S.R. 113, south of 1300 South, and along 1300 South.*



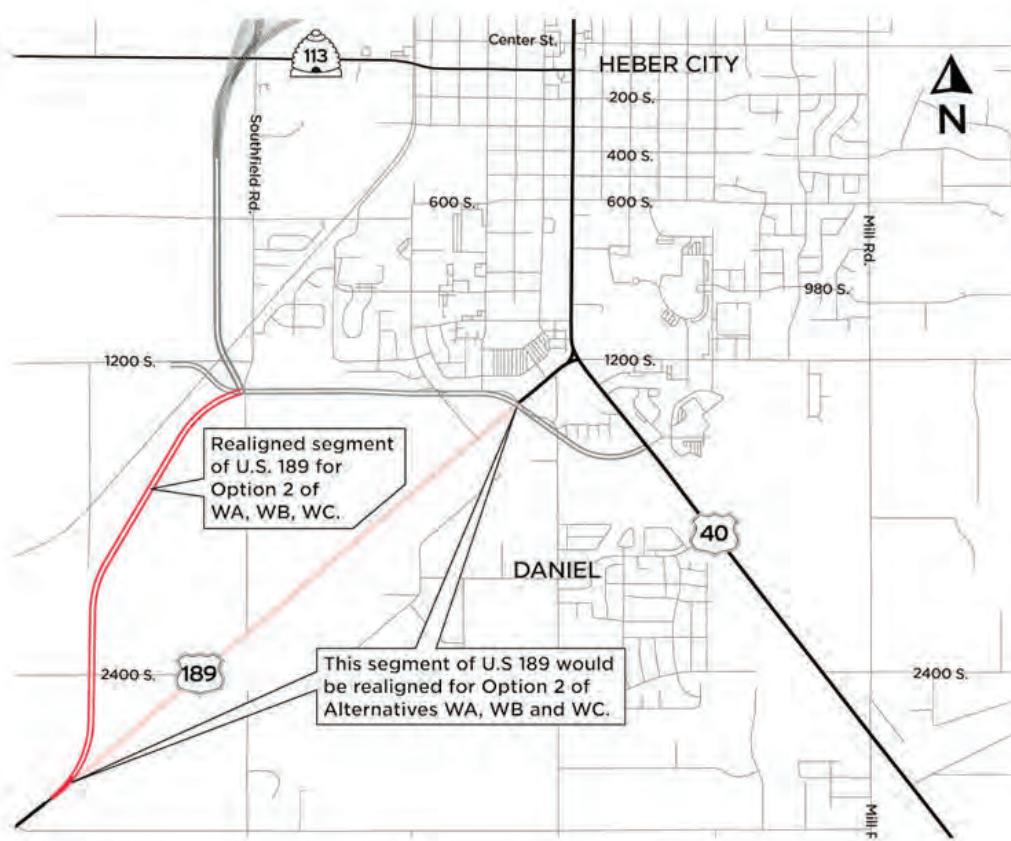
**PROPOSED WEST BYPASS ARTERIAL AT-GRADE  
 (FIVE LANE SECTION, TWO LANES IN EACH DIRECTION)\***  
*Concept would likely require a five lane section between S.R. 113 and 1300 South.*



\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# Option Two for Alternatives WA, WB & WC

## Realign a Portion of U.S. 189



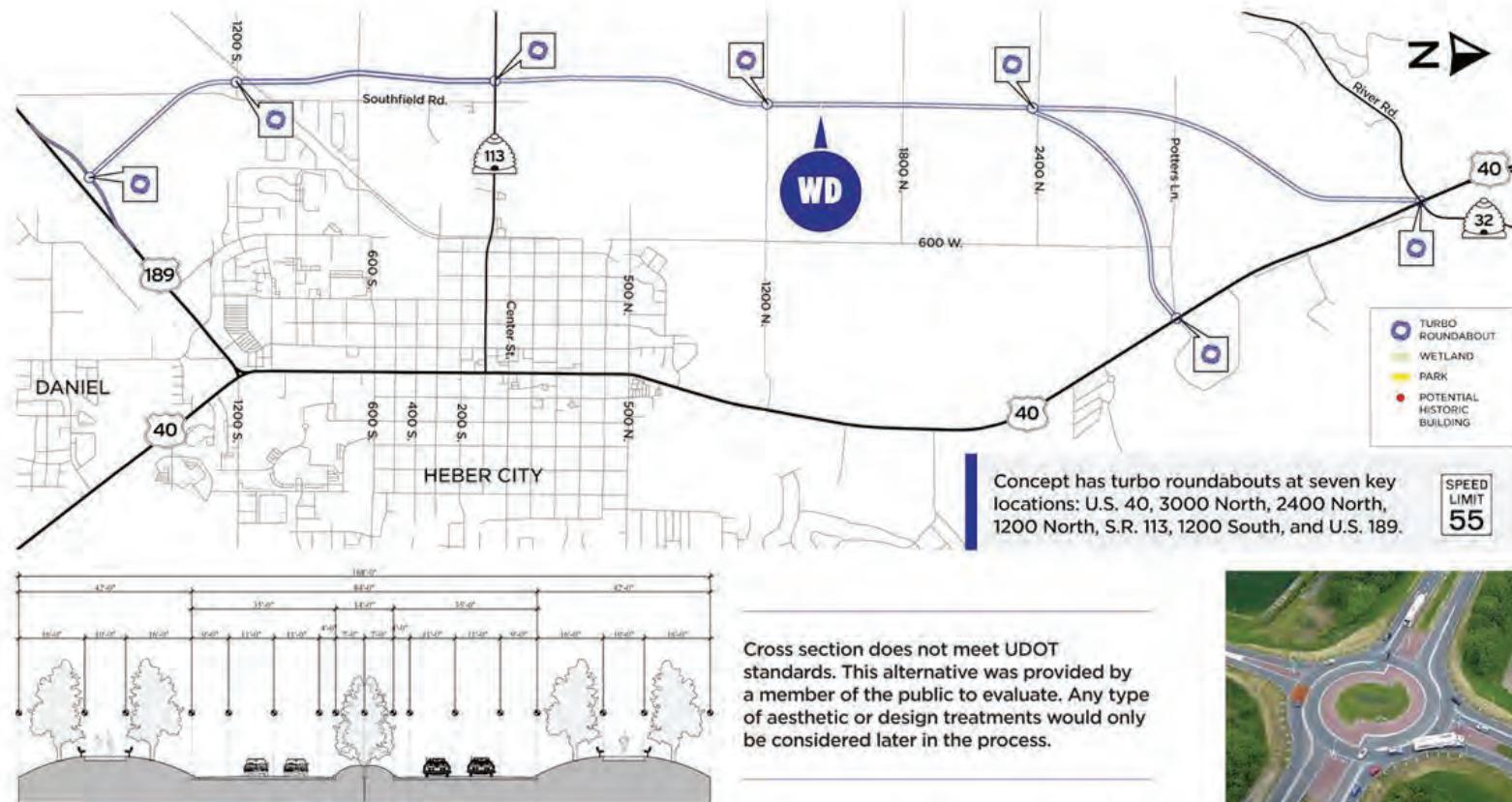
Alternatives WA, WB, and WC have two options for U.S. 189:

1. Keep U.S. 189 in its existing location (see boards for Alternatives WA1, WB1 or WC1) or
2. Realign U.S. 189 and remove the segment between the bypass connections (shown here).

# Alternative WD

## West Bypass Parkway Turbo Roundabouts

Heber Valley Corridor  
ENVIRONMENTAL  
IMPACT STATEMENT



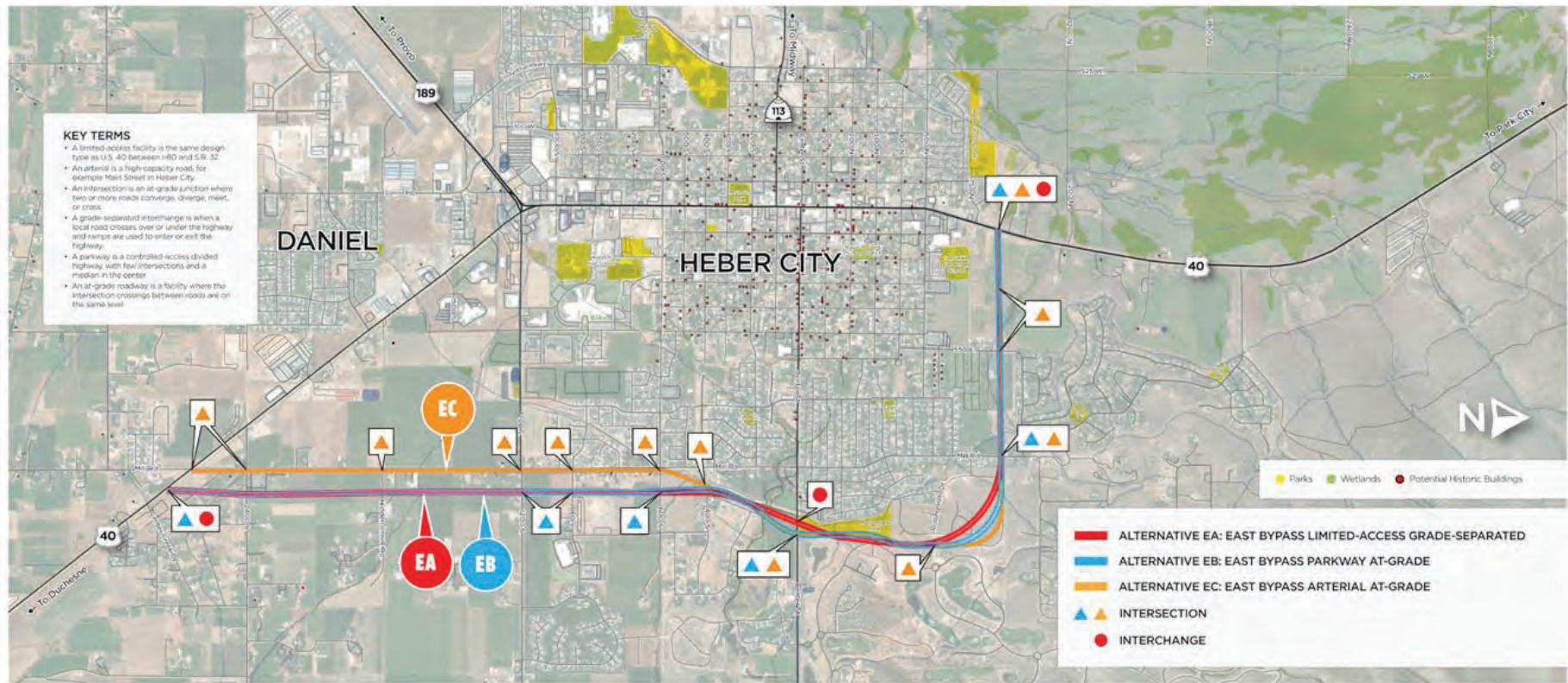
UDOT  
Utah Department of Transportation

A grayscale landscape photograph showing a valley in the foreground with a town and industrial buildings. In the background, a range of mountains with snow-capped peaks is visible under a cloudy sky.

# East Alternatives

# East Alternative Concepts

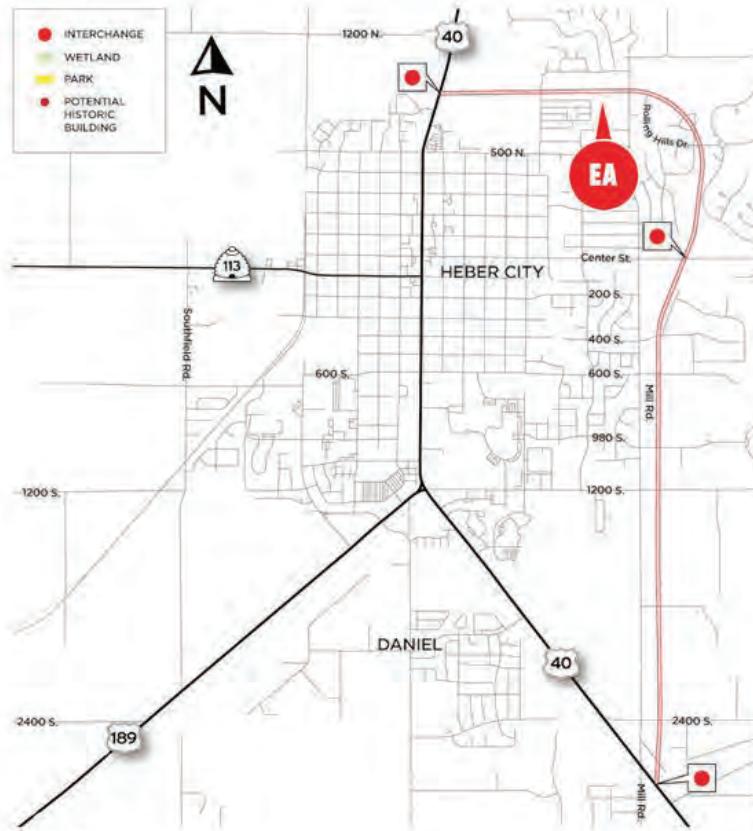
Heber Valley Corridor  
ENVIRONMENTAL  
IMPACT STATEMENT



# Alternative EA

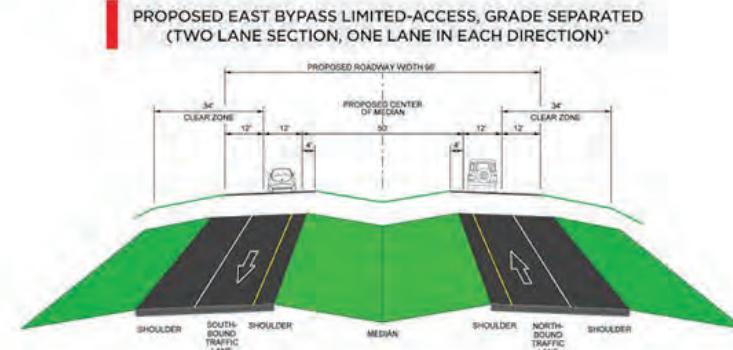
## *East Bypass Limited-Access Grade-Separated*

Heber Valley Corridor  
**ENVIRONMENTAL  
IMPACT STATEMENT**



Concept proposes a highway-type facility offset from 1200 East (Mill Road) with three interchanges: Center Street and the north and south connections to U.S. 40.

SPEED  
LIMIT  
**65**

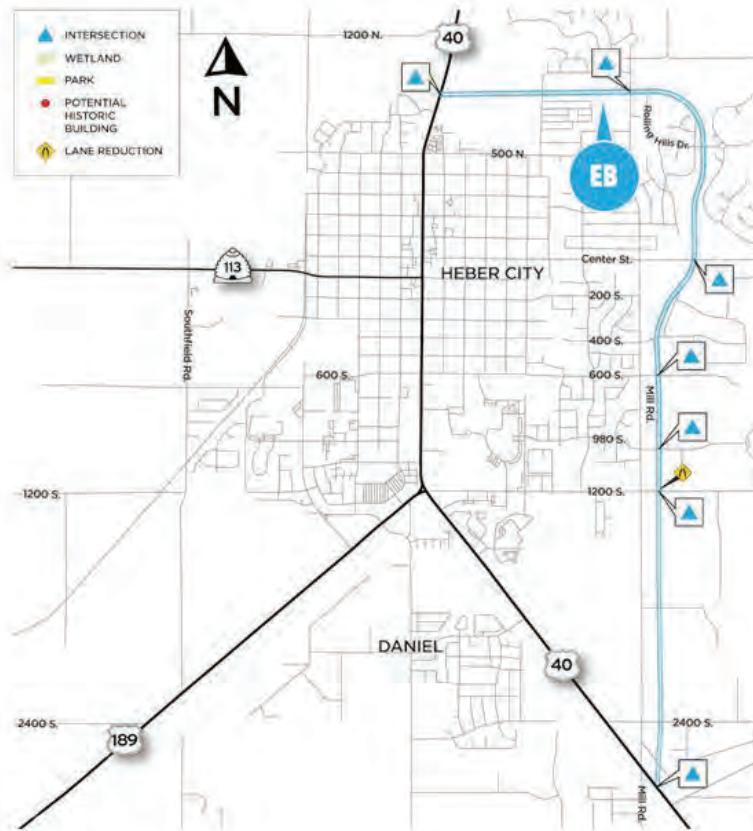


\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# Alternative EB

## *East Bypass Parkway At-Grade*

Heber Valley Corridor  
**ENVIRONMENTAL  
 IMPACT STATEMENT**

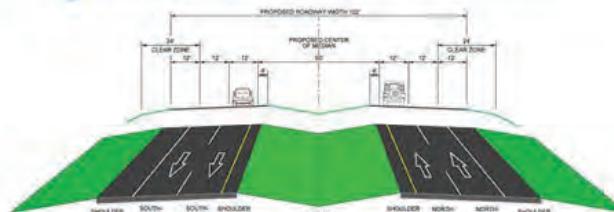


Concept proposes a parkway-type facility offset from 1200 East (Mill Road) with seven intersections at key locations.

SPEED  
 LIMIT  
**55**

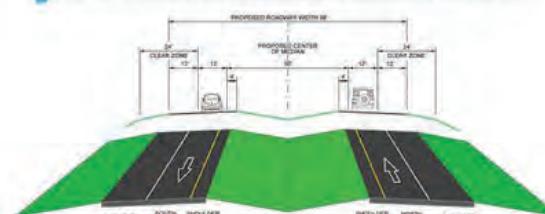
### PROPOSED EAST BYPASS PARKWAY AT-GRADE (FOUR LANE SECTION, TWO LANES IN EACH DIRECTION)\*

Concept would likely require a four lane section north of 1200 South.



### PROPOSED EAST BYPASS PARKWAY AT-GRADE (TWO LANE SECTION, ONE LANE IN EACH DIRECTION)\*

Concept would likely require a two lane section south of 1200 South.

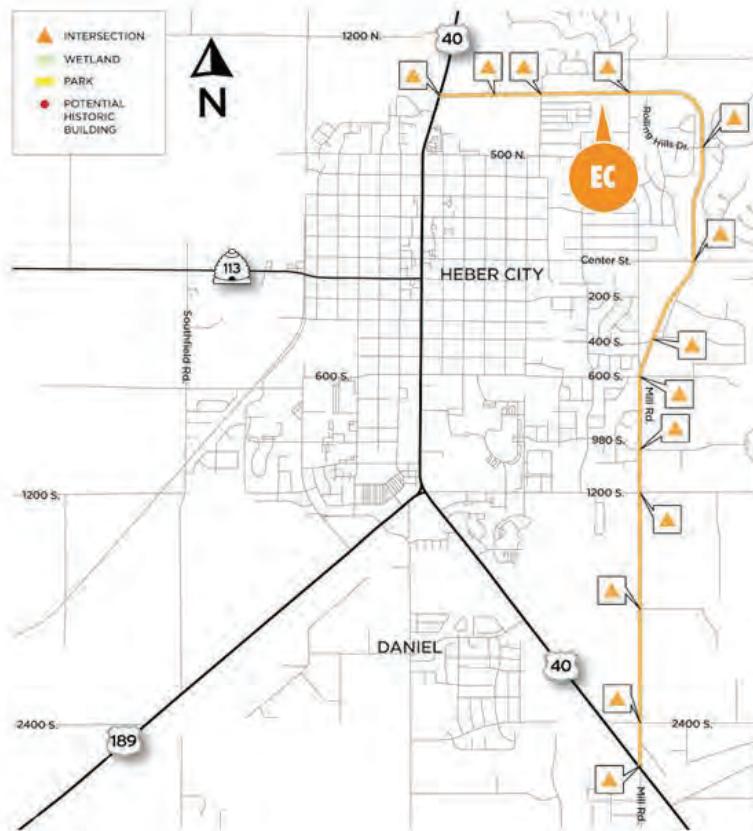


\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# Alternative EC

## East Bypass Arterial At-Grade

Heber Valley Corridor  
**ENVIRONMENTAL  
IMPACT STATEMENT**

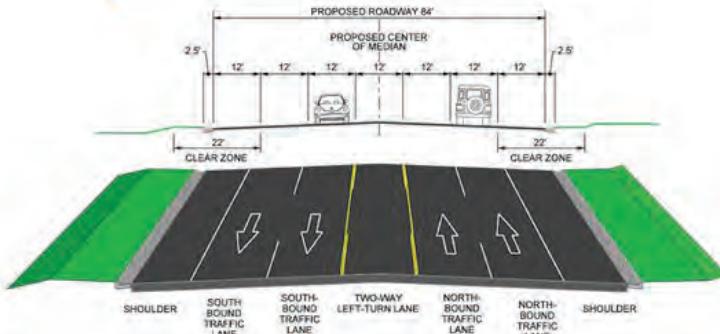


Concept proposes an arterial-type facility on 1200 East (Mill Road) with intersections at all cross streets, 12 total.

SPEED  
LIMIT  
**45**

### PROPOSED EAST BYPASS ARTERIAL AT-GRADE (FIVE LANES)\*

Concept would likely require a five-lane section along entire route.



\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

A grayscale landscape photograph showing a wide valley in the foreground, a town nestled in a valley, and a range of mountains with snow-capped peaks in the background under a cloudy sky.

# Transit Alternative

# Transit Alternative

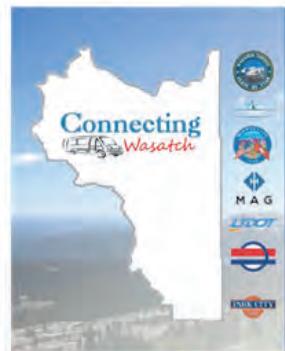


## Wasatch County Transit Study Executive Summary 2020

### BACKGROUND

Funded by Heber City, Midway City, Park City, Wasatch County, UDOT and UTA  
Managed by Mountainland Association of Governments (MAG)

Consultant team: LSC Transportation Consultants with Fehr & Peers



**LOCAL SERVICE**

- Combination of route-deviation & demand-response service
- Year-round
- Daily: 6:00 a.m. to 7:00 p.m. (Extended winter hours to 11:00 p.m.)
- Two small buses
- \$910,000 annually
- Estimated annual ridership: 75,000 passengers

**PARK CITY COMMUTER**

- Daily year-round service
- Morning, mid-day, and afternoon trips
- Higher peak season frequency from 7:00 a.m. to 11:00 p.m.
- Two buses - summer
- Four buses - winter
- \$400,000 annually
- Estimated annual ridership: 141,000 passengers

**WASATCH TO UTAH COUNTY**

- Commuter service
- Year-round
- Weekdays: Morning & afternoon service
- Two buses
- \$376,000 annually
- Estimated annual ridership: 10,500 passengers

**VANPOOL SERVICES**

- Promote through UTA
- Vanpools formed based on demand
- \$24,000 to \$36,000 per year per van



Learn more at [www.connectingwasatch.info](http://www.connectingwasatch.info)



A grayscale landscape photograph showing a wide valley in the foreground, a town nestled in a valley, and a range of mountains with snow-capped peaks in the background under a cloudy sky.

# Public Comments

# Public Comment Period



**October 5 – November 4, 2021**

**Provide comments through:**



[HeberValleyEIS.udot.utah.gov](mailto:HeberValleyEIS.udot.utah.gov)



[HeberValleyEIS@utah.gov](mailto:HeberValleyEIS@utah.gov)



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



801-210-0498



# Public Meetings



## **Virtual Public Meeting October 5, 2021**

**Presentation**

5:00-5:30 p.m.

**Questions/Answers**

5:30-8:00 p.m.

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## **In-Person Open House October 6, 2021**

**Open House** 5:00-8:00 p.m.

**Heber Valley Elementary**  
730 South 600 West  
Heber City, UT 84032



# Project Timeline and Process



## ONGOING STAKEHOLDER ENGAGEMENT

<ul style="list-style-type: none"><li>• Virtual public meeting</li><li>• 30-day public comment period</li></ul>	<ul style="list-style-type: none"><li>• File Notice of Intent to begin NEPA process</li><li>• 45-day public comment period</li></ul>	<ul style="list-style-type: none"><li>• Develop alternative concepts</li><li>• Public meetings &amp; 30-day comment period</li></ul>	<ul style="list-style-type: none"><li>• Public hearing</li><li>• 45-day public comment period</li></ul>	<ul style="list-style-type: none"><li>• Respond to public comments on DEIS</li><li>• Revise EIS</li></ul>	<ul style="list-style-type: none"><li>• Public engagement</li></ul>
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MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS





# Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT

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

Dalia Gonzalez to Me (Direct Message)

6:24 PM

When will the location of the temple be released? Maybe we can keep public input open till after it's released?

Luke Searle to Me (Direct Message)

6:28 PM

Thank you!

Dalia Gonzalez to Me (Direct Message)

6:40 PM

Sorry if I missed this but is public transportation (future shuttle/bus system) being considered for all the plans? Also, thank you for the work you all do! Much appreciated.

Brianna Binnebose to Everyone

6:41 PM

Submit a comment on the website: <https://hebervalleyeis.udot.utah.gov/#comment>

Brianna Binnebose to Everyone

6:42 PM

Summary of comments received during the previous comment: [https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC-EIS-Scoping-Summary-Report-Final\\_9-20-2021.pdf](https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC-EIS-Scoping-Summary-Report-Final_9-20-2021.pdf)

Brianna Binnebose to Everyone

6:43 PM

Federal Highways Administration information on turbo roundabouts: <https://safety.fhwa.dot.gov/intersection/roundabouts/fhwasa20019.pdf>

Andrea Clayton to Everyone

6:43 PM

Turbo roundabout link <https://safety.fhwa.dot.gov/intersection/roundabouts/fhwasa20019.pdf>

Brianna Binnebose to Everyone

6:58 PM

Video detailing the NEPA process: <https://youtu.be/e8JpBCSjtl>

Darryl Bosshardt to Me (Direct Message)

7:00 PM

What % of the funding (land acquisition, construction, etc) is paid for by the state (UDOT) vs our local tax dollars of the city/cities and county.

HVC EIS – Tyson to Me (Direct Message)

7:01 PM

Hi, testing the chat feature.

Darryl Bosshardt to Me (Direct Message)

7:03 PM

Thanks

Dalia Gonzalez to Me (Direct Message)

7:05 PM

Sorry if I missed this but is public transportation (future shuttle/bus system) being considered for all the plan alternatives? Also, thank you for the work you all do!

Brianna Binnebose to Everyone

5:27 PM

US 40 Concepts Boards: [https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC\\_EIS\\_Alt\\_Dev\\_Boards\\_US40\\_10-1-2021.pdf](https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC_EIS_Alt_Dev_Boards_US40_10-1-2021.pdf)

Brianna Binnebose to Everyone

5:35 PM

West Concepts Scroll Plot Map: [https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVE\\_EIS\\_Scroll\\_Alt\\_Dev\\_West\\_10-1-2021.pdf](https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVE_EIS_Scroll_Alt_Dev_West_10-1-2021.pdf)

Brianna Binnebose to Everyone

5:37 PM

West Concepts Boards: [https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC\\_EIS\\_Alt\\_Dev\\_Boards\\_West\\_10-1-2021.pdf](https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC_EIS_Alt_Dev_Boards_West_10-1-2021.pdf)

Brianna Binnebose to Everyone

5:47 PM

East Concepts Scroll Plot Map: [https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC\\_EIS\\_Scroll\\_Alt\\_Dev\\_East\\_10-1-2021.pdf](https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC_EIS_Scroll_Alt_Dev_East_10-1-2021.pdf)

Brianna Binnebose to Everyone

5:51 PM

East Concepts Boards: [https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC\\_EIS\\_Alt\\_Dev\\_Boards\\_East\\_10-1-2021.pdf](https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC_EIS_Alt_Dev_Boards_East_10-1-2021.pdf)

Brianna Binnebose to Everyone

5:53 PM

Transit Alternative Board: [https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC\\_EIS\\_Alt\\_Dev\\_Boards\\_Transit\\_10\\_1\\_2021.pdf](https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC_EIS_Alt_Dev_Boards_Transit_10_1_2021.pdf)

Brianna Binnebose to Everyone

5:58 PM

Public meeting guide: [https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC\\_EIS\\_PublicMeeting\\_In-Person\\_Guide\\_10-6-2021.pdf](https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC_EIS_PublicMeeting_In-Person_Guide_10-6-2021.pdf)

Luke Searle to Me (Direct Message)

6:03 PM

I thought there was only one question per person?

Sandi B. to Me (Direct Message)

6:19 PM

Is it possible to do concept picture of what a bridge or tunnel would look like on HWY 40? So that the public can actually picture what Main Street and the downtown would look like with both alternatives. The slide doesn't show a visual of what the option might entail. Thank you.

Thank you.

Luke Searle to Me (Direct Message)

6:22 PM

Tell us more about what you found about potentially adjusting HWY 189 as part of the western alternative concepts

Dalia Gonzalez to Me (Direct Message)

6:24 PM

When will the location of the temple be released? Maybe we can keep public input open till after it's released?

From Host to Everyone (in Waiting Room):

4:34 PM

Hi Christine, we will be admitting participants starting at 4:55pm. Thank you for joining us this evening!

From Host to Everyone (in Waiting Room):

4:49 PM

Hi all - we will be admitting participants starting at 4:55pm. Thank you for joining us this evening!

Brianna Binnebose to Everyone

4:56 PM

Heber EIS meeting Sign-in: <https://forms.gle/dHsGzqR18uZWfQCD6>

Heber EIS meeting Sign-in: <https://forms.gle/dHsGzqR18uZWfQCD6>

Heber EIS Meeting Sign-In: <https://forms.gle/dHsGzqR18uZWfQCD6>

Brianna Binnebose to Everyone

5:02 PM

UDOT Heber EIS Facebook Group: <https://www.facebook.com/groups/udothebervalleyeis>

Meeting participant guide: [https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC\\_EIS\\_Virtual\\_Participation\\_Guide\\_10-5-2021.pdf](https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC_EIS_Virtual_Participation_Guide_10-5-2021.pdf)

Brianna Binnebose to Everyone

5:06 PM

UDOT Social Media Policy Participant Code of Conduct: (page 9) [https://drive.google.com/file/d/1G23UjbM02GaWqmuHkEm235ar0O1\\_g-dq/view](https://drive.google.com/file/d/1G23UjbM02GaWqmuHkEm235ar0O1_g-dq/view)

Heber EIS Contact Information: <https://hebervalleyeis.udot.utah.gov/#contact>

Brianna Binnebose to Everyone

5:09 PM

Alternative Concepts: <https://hebervalleyeis.udot.utah.gov/alternative-concepts/>

Bri posts link in chat:

Heber EIS meeting Sign-in: <https://forms.gle/dHsGzqR18uZWfQCD6>

Brianna Binnebose to Everyone

5:11 PM

Purpose & Need Fact Sheet: [https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC\\_EIS\\_Purpose\\_Need\\_Factsheet\\_10-1-2021.pdf](https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC_EIS_Purpose_Need_Factsheet_10-1-2021.pdf)

Brianna Binnebose to Everyone

5:18 PM

Screening Criteria & Process Fact Sheet: [https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC\\_EIS\\_Screening\\_Process\\_Factsheet\\_10-1-2021.pdf](https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC_EIS_Screening_Process_Factsheet_10-1-2021.pdf)

Brianna Binnebose to Everyone

5:25 PM

US 40 Concepts Scroll Plot Map: [https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC\\_EIS\\_Scroll\\_Alt\\_Dev\\_US40\\_10-1-2021.pdf](https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/09/HVC_EIS_Scroll_Alt_Dev_US40_10-1-2021.pdf)

Sorry if I missed this but is public transportation (future shuttle/bus system) being considered for all the plan alternatives? Also, thank you for the work you all do!

Brianna Binnebose to Everyone

7:20 PM

Heber EIS Virtual Public Meeting Oct.5, 2021: <https://forms.gle/dHsGzqR18uZWfQCD6>

Gwyn Denise to Me (Direct Message)

7:20 PM

I also like the idea of the tunnel.  
Thank you

Brianna Binnebose to Everyone

7:21 PM

Heber Valley EIS Contact Information: <https://hebervalleyeis.udot.utah.gov/#contact-us>

Gwyn Denise to Me (Direct Message)

7:24 PM

It would appear that with the continued growth both East and West bypass roads may be necessary.  
Similar to the Parkways built in St George.

Gwyn Denise to Me (Direct Message)

7:31 PM

Again Thank you for the professional presentation

Brianna Binnebose to Everyone

7:35 PM

Federal Highways Administration information on turbo roundabouts: <https://safety.fhwa.dot.gov/.../roundabouts/fhwasa20019.pdf>

Andrea Clayton to Everyone

7:35 PM

Federal Highways Administration Turbo Roundabouts document <https://safety.fhwa.dot.gov/intersection/roundabouts/fhwasa20019.pdf>

Brianna Binnebose to Everyone

7:40 PM

Heber EIS Virtual Public Meeting Sign-In Oct.5, 2021: <https://forms.gle/dHsGzqR18uZWfQCD6>

Gwyn Denise to Me (Direct Message)

7:42 PM

Do you know where the biggest population growth is predicted?

Midway growth?  
Heber growth?

This may also help determine which bypass would be more useful.

Gwyn Denise to Me (Direct Message)

7:51 PM

Thank you

Brianna Binnebose to Everyone

7:51 PM

Detailed information on traffic modeling and conditions: <https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/04/Existing-and-2050-No-Build-Conditions-Report-20201029-1.pdf>

## Civil Rights/Title VI Public Meeting

Project Name: Heber Valley

Project Number: S-R399(310)

PIN: 17523

Region: Three

PM: Craig Hancock

Email: chancock@utah.gov

Phone: 801-928-9158

PI: Brianna Binnebose

Email: bbinnebose@pennapowers.com

Phone: 801-597-5128

## Public Meeting Checklist

- All public meetings need to be advertised on the UDOT website under [Public Meetings and Events](#). Website contact: Becky Parker at [rebeccaparker@utah.gov](mailto:rebeccaparker@utah.gov)
- Invite the Title VI Coordinator to all public meetings: [civilrights@utah.gov](mailto:civilrights@utah.gov)
- Meetings must be held at convenient and accessible locations and times.
- The building must have handicap access and an accessible working elevator if stairs are required to get to the meeting.
- Signage must be big enough to be readable.
- Know your demographic. Translators may need to be provided. Not all languages need to be interpreted, use common sense. A translation resource list can be found on the UDOT Title VI Program [home page](#).
- Meeting collateral must include the following statement:
 

NOTICE OF SPECIAL ACCOMMODATION DURING PUBLIC MEETINGS. Any individual needing special accommodations (including auxiliary communicative aids and services) during this meeting should contact the project team at: \_\_\_\_\_
- Non-discrimination poster must be exhibited at all public meetings. The non-discrimination poster can be found on the UDOT Title VI Program [home page](#).
- Have the Title VI approved sign in sheet that gives the option to mark sex, race and disability at each table. The blank sign in sheet can be found on the UDOT Title VI Program [home page](#).
- Provide a way to collect comments.
- Scanned sign in sheets and copies of comments must be sent to the Title VI Coordinator, [civilrights@utah.gov](mailto:civilrights@utah.gov).

# Public Meeting Summary

Instructions: This form is for internal use only and must be completed for every public meeting/event hosted or attended by UDOT. This includes all UDOT-hosted public, community or civic association meetings. Following the meeting/event, complete this electronic form and submit via email to [civilrights@utah.gov](mailto:civilrights@utah.gov). One form should be submitted per meeting/event.

1. Title of Meeting/Event: Heber Valley EIS Virtual Public Meeting

2. Date/Time: October 5, 2021 5-8pm

3. Venue Name: Zoom/Facebook Live

4. Address: N/A

5. List your name and the name of all project team members in attendance:

Craig Hancock

Naomi Kisen

Geoff Dupax

Andrea Clayton

Vince Izzo

John McPherson

Kelly Johnston

Manuel Zamora

Other: \_\_\_\_\_

6. Summary of the Event/Meeting (include the purpose, pertinent questions and comments, and any action items that require a follow-up relating to Title VI Protected Populations):

The purpose of the virtual public meeting was to provide an opportunity to learn more about the alternative concepts developed by UDOT and to ask clarifying questions of the project team in regards to the concepts and development process. A virtual option was held to provide an alternative format for people who had public health concerns related to COVID-19 or a schedule that would otherwise prohibit them from participating in an in-person meeting. The format of the virtual meeting was a presentation given by the project team, followed by Q&A with the public.

There were approximately 101 attendees, including the project team and the following questions/comments were discussed by the public:

- A bypass should be placed where it would impact the fewest people.
- West side is much less developed (fewer homes and schools).
- Something needs to be done about congestion.

7. What Agency hosted the Meeting/Event? UDOT

Other (if selected): \_\_\_\_\_

8. What methods were used to advertise the meeting/event? *Attach meeting advertisement collateral*

- Office on Asian & Pacific Islanders Affairs
- Office of Latino Affairs
- Office on African Affairs
- Office of Disability Rights
- Office of Indian Affairs
- Office of Refugee Services
- Office of Veteran Affairs
- Office of Aging
- Senior Centers

- UDOT Website
- UDOT Social Media
- Flyers
- Mailers
- Radio
- Press Kit/Release
- Minority Publication

Newspaper(s):  
Desert News, Salt Lake Tribune, Wasatch Wave

Local Gov't.(s):  
Heber City Council, Wasatch County Council, Midway City Council, Wasatch County Interlocal Meeting

Other:

9. Did the meeting advertisement include the required Notice of Special Accommodations statement?: Y \_\_\_\_\_

10. How any days in advance was the meeting/event advertised? 17 \_\_\_\_\_

11. Were accommodations needed at this event? If so, indicate the number of individuals needing each service.

Sign Language Interpretation: 0 \_\_\_\_\_

Audio Assistance: 0 \_\_\_\_\_

Site Accessibility ADA : 0 \_\_\_\_\_

Visual Impairment Assistance: 0 \_\_\_\_\_

Age Related Assistance: 0 \_\_\_\_\_

Technology Assistance: 0 \_\_\_\_\_

Other: 0 \_\_\_\_\_

12. Were language translation services needed? No

a: Oral language translation, specify languages N/A \_\_\_\_\_

Indicate the number of individuals needing translation services 0 \_\_\_\_\_

b: Documents/materials translation, specify languages N/A \_\_\_\_\_

#### Additional Comments:

The project team did not receive any requests to provide translated materials. However, based on demographic information and stakeholder interviews UDOT did have some materials translated in Spanish and made those materials available at the Wasatch County Library, Heber City Administrative Offices and Wasatch County Administrative Offices.

13. Observe and report the number of attendees by the following categories:

American Indian/Alaskan Native: 0 \_\_\_\_\_

Hispanic: 2 \_\_\_\_\_

African American/Black: 0 \_\_\_\_\_

Asian/Pacific Islander: 0 \_\_\_\_\_

Caucasian: 20 \_\_\_\_\_

Other Race: 0 \_\_\_\_\_

Female: 17 \_\_\_\_\_

Male: 20 \_\_\_\_\_

Other: \_\_\_\_\_

Persons with Disability: 0 \_\_\_\_\_

#### Additional Comments/Action Requests:

There were approximately 100 attendees including project team members but only 41 members of the public completed the sign-in form, 17 of the 41 did not provide an answer to the aforementioned categories. Completing the sign-in form was not required to participate in the meeting, as the project team determined that choosing to do so could potentially prohibit participation.

Completed by: Craig Hancock

 Digitally signed by Craig Hancock  
Date: 2022.05.24 13:14:36 -06'00'

Organization: UDOT

Please send this sheet to the Title VI Coordinator, [civilrights@utah.gov](mailto:civilrights@utah.gov)

The Civil Rights evaluation and communication plans should be included in your Public Involvement Plan. At the conclusion of your project, include the Civil Rights engagement methods and outcomes in your final report.

**Submit This Form**

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## APPENDIX D

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### In-person Open House Meeting Materials

Sign in Sheet

Participant Guide

Factsheets

Scroll Plots

Boards

Title VI checklist

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**Heber Valley Corridor**  
**ENVIRONMENTAL**  
**IMPACT STATEMENT**

**UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET**

Heber Valley Corridor Environmental Impact Statement

Project Number: S-R399(310)

PIN: 17523

October 6, 2021

The Utah Department of Transportation monitors attendance to ensure non-discrimination. We appreciate you providing this information.

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
Emilee Mae King				
Ashlee Billig				
DAN & Sue Thomas				
Laurel North				
Kathryn Price				
Kyle Price				
Wendy Casey				

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).

Sign in sheet will become part of the public record for this project.



**Heber Valley Corridor**  
**ENVIRONMENTAL**  
**IMPACT STATEMENT**

**UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET**

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Project Number: S-R399(310)

PIN: 17523

October 6, 2021

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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
Rick Coleman				
George & STRONA Bennetti				
Ryle & Callie Webb				
Heather Sullivan Dave "				
DAVID W. PAUL				
Tom Coates				
Bogi Villarino				

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).

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**Heber Valley Corridor**  
**ENVIRONMENTAL**  
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October 6, 2021

The Utah Department of Transportation monitors attendance to ensure non-discrimination. We appreciate you providing this information.

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
Cathy Witt				
Russ Witt				
Diann Greer				
Jason Curtis				
Lindsay Curtis				
Harry Hees				
Bob Kowallis			01034	

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).

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**Heber Valley Corridor**  
**ENVIRONMENTAL**  
**IMPACT STATEMENT**

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Project Number: S-R399(310)

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October 6, 2021

The Utah Department of Transportation monitors attendance to ensure non-discrimination. We appreciate you providing this information.

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
Anita/Duncan Biddle	[REDACTED]	[REDACTED]	[REDACTED]	<input type="checkbox"/> Male <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Female <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Person with Disability <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
h DM VAN BIDDLE	[REDACTED]	[REDACTED]	[REDACTED]	<input type="checkbox"/> Male <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Female <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Person with Disability <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Don K. Taylor	[REDACTED]	[REDACTED]	[REDACTED]	<input type="checkbox"/> Male <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Female <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Person with Disability <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Kari Townsend	[REDACTED]	[REDACTED]	[REDACTED]	<input type="checkbox"/> Male <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Female <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Person with Disability <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Alicia Richardson	[REDACTED]	[REDACTED]	[REDACTED]	<input type="checkbox"/> Male <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Female <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Person with Disability <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Neil Richardson	[REDACTED]	[REDACTED]	[REDACTED]	<input type="checkbox"/> Male <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Female <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Person with Disability <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Heidi Lauster	[REDACTED]	[REDACTED]	[REDACTED]	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

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Heber Valley Corridor Environmental Impact Statement

Project Number: S-R399(310)

PIN: 17523

October 6, 2021

The Utah Department of Transportation monitors attendance to ensure non-discrimination. We appreciate you providing this information.

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
John Scheid				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Charlotte Scheid				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Kelleen Potter				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Jon T. Gray					
JENNIFER TERRY					
RW CHRIST				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Cindy Shumway					

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).

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Heber Valley Corridor Environmental Impact Statement

Project Number: S-R399(310)

PIN: 17523

October 6, 2021

The Utah Department of Transportation monitors attendance to ensure non-discrimination. We appreciate you providing this information.

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
Hannah VanLeenwen				
NAVIN BURBINGE				
Tim Brosnahan				
Russ Funk				
Kristen Small				<input type="checkbox"/> Male <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Female <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Person with <input type="checkbox"/> Black <input type="checkbox"/> Hispanic Disability <input type="checkbox"/> White <input type="checkbox"/> Other
Celeste Johnson				<input type="checkbox"/> Male <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Female <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Person with <input type="checkbox"/> Black <input type="checkbox"/> Hispanic Disability <input type="checkbox"/> White <input type="checkbox"/> Other
Wayne & Kathy Buel				<input type="checkbox"/> Male <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Female <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Person with <input type="checkbox"/> Black <input type="checkbox"/> Hispanic Disability <input type="checkbox"/> White <input type="checkbox"/> Other

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).

Sign In sheet will become part of the public record for this project.



**Heber Valley Corridor  
ENVIRONMENTAL  
IMPACT STATEMENT**

**UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET**

Heber Valley Corridor Environmental Impact Statement

Project Number: S-R399(310)

PIN: 17523

October 6, 2021

The Utah Department of Transportation monitors attendance to ensure non-discrimination. We appreciate you providing this information.

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
Heidi Harmon Rob Harmon				<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
Bruce Maak				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
Frank Sutera				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
Zen Hathaway				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
Gwyn Purvis				<input type="checkbox"/> White	<input type="checkbox"/> Other
Ronda Haneey				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
				<input type="checkbox"/> White	<input type="checkbox"/> Other
				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic
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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
ROBERT McDonald				<input type="checkbox"/> Male <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Female <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Person with <input type="checkbox"/> Black <input type="checkbox"/> Hispanic Disability <input type="checkbox"/> White <input type="checkbox"/> Other
Michelle Davis				<input type="checkbox"/> Male <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Female <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Person with <input type="checkbox"/> Black <input type="checkbox"/> Hispanic Disability <input type="checkbox"/> White <input type="checkbox"/> Other
Kent Hurl				<input type="checkbox"/> Male <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Female <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Person with <input type="checkbox"/> Black <input type="checkbox"/> Hispanic Disability <input type="checkbox"/> White <input type="checkbox"/> Other
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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
HEIDI FRANCO	[REDACTED]			[ ] Male	[ ] American Indian/Alaskan Native
Jeffrey Brower	[REDACTED]			[ ] Female	[ ] Asian/Pacific Islander
BRAD FLYGARE	[REDACTED]			[ ] Person with Disability	[ ] Black [ ] Hispanic
Brook Flygare	[REDACTED]			[ ] White	[ ] Other
David Hallcock	[REDACTED]			[ ] Male	[ ] American Indian/Alaskan Native
Des Johnson	[REDACTED]			[ ] Female	[ ] Asian/Pacific Islander
Aaron Wall	[REDACTED]			[ ] Person with Disability	[ ] Black [ ] Hispanic
Glenda Gray	[REDACTED]			[ ] White	[ ] Other

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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
Niels Bush				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
Mike Johnston				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
Dayle Johnson				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Yvonne M. Barney				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
John C. Paul				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
Lindy Reimix				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Dennis ConLoewen				<input type="checkbox"/> Male	<input type="checkbox"/> American Indian/Alaskan Native
				<input type="checkbox"/> Female	<input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
Scot Phillips				
Jill Skoy				<input type="checkbox"/> Male <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Female <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Person with <input type="checkbox"/> Black <input type="checkbox"/> Hispanic Disability <input type="checkbox"/> White <input type="checkbox"/> Other
Erik Skoy				<input type="checkbox"/> Male <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Female <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Person with <input type="checkbox"/> Black <input type="checkbox"/> Hispanic Disability <input type="checkbox"/> White <input type="checkbox"/> Other
Susan Rink				
Phil Jordan				
Bryce Hoover				
John Glodowski				<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL
DEVIN JOHNSON				
Sherry Snyder				
Bangsara Boss				<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Dane Hill				<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
JACOB CHRISTENSEN				
LADIE LYTTLE				
Becca Valley				

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# IN-PERSON OPEN HOUSE PARTICIPANT GUIDE



## ABOUT THE OPEN HOUSE

**Date and Time:** October 6, 2021 | 5:00 - 8:00 p.m.

**Location:** Heber Valley Elementary School  
730 South 600 West, Heber City, UT 84032

## PUBLIC HEALTH CONSIDERATIONS

- Masks are not required, but recommended.
- If you're sick, please stay home.
- Use "Enter" and "Exit" doors appropriately.
- Avoid hand shaking or physical contact with other attendees.
- Maintain hygiene standards such as handwashing/sanitizing; covering coughs and sneezes with tissues, sleeves or elbows.

## DURING THE OPEN HOUSE

- Project team members will be available to answer questions.
- No presentation will be given.
- Written comments may be submitted by filling out provided forms.
- Verbal questions and comments 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 other official channels 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 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.
- Please respect the group and project team. Attendees that have questions or comments that include foul language, yelling, threats or obscenities will be removed from the meeting at UDOT's discretion.

### ***Individuals Requiring Accommodations***

*For those 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.*

## HOW TO COMMENT

Comments on the conceptual alternatives will be accepted through the following official channels: email, website, voicemail, written letter from October 5 to November 4, 2021. Commenting resources are found at the study website.

# GUÍA DEL PARTICIPANTE PARA LA JORNADA PRESENCIAL DE PUERTAS ABIERTAS



## SOBRE LA JORNADA DE PUERTAS ABIERTAS

**Fecha y hora:** 6 de octubre de 2021 | 5:00 p.m. a 8:00 p.m.

**Ubicación:** Escuela Primaria de Heber Valley

730 South 600 West, Heber City, UT 84032

## CONSIDERACIONES DE SALUD PÚBLICA

- No se requieren máscaras, pero se recomienda su uso.
- Si está enfermo, quédese en casa.
- Utilice las puertas de entrada y salida apropiadamente.
- Evite el saludo con apretón de manos o el contacto físico con otros asistentes.
- Mantenga normas de higiene como lavarse las manos o desinfectarse; cubrirse al toser y estornudar con pañuelos, mangas o codos.

## DURANTE LA JORNADA DE PUERTAS ABIERTAS

- Los miembros del equipo del proyecto estarán disponibles para responder preguntas.
- No se realizará ninguna presentación.
- Los comentarios por escrito pueden presentarse llenando los formularios proporcionados.
- Las preguntas y comentarios verbales realizados en los puestos de la jornada de puertas abiertas son útiles para el equipo del proyecto, pero no se consideran comentarios incluidos en el registro del proyecto. Envíe sus comentarios sobre la Declaración de Impacto Ambiental (EIS) llenando un formulario escrito o a través de otros canales oficiales que figuran en el sitio web del proyecto.

## TRAS LA JORNADA DE PUERTAS ABIERTAS

- El equipo del proyecto recopilará todas las preguntas enviadas por escrito durante la reunión y durante el período de comentarios públicos y las agrupará de acuerdo con los temas más frecuentes. Se elaborará una guía de preguntas frecuentes para abordar esos temas, que se publicará en el sitio web del proyecto.
- Por favor, respete al grupo y al equipo del proyecto. Los asistentes que tengan preguntas o comentarios que incluyan lenguaje inapropiado, gritos, amenazas u obscenidades serán retirados de la reunión a discreción del UDOT.

### Personas que requieren adaptaciones

Para aquellos que no tengan acceso a Internet o necesiten adaptaciones, incluidas, entre otras, traducciones o subtítulos, notifíquenlo al equipo del proyecto al 801-210-0498 para que les ayuden a participar en la reunión, ver materiales o hacer comentarios.

## CÓMO COMENTAR

Los comentarios sobre las alternativas conceptuales se aceptarán a través de los siguientes canales oficiales: correo electrónico, sitio web, correo de voz, carta escrita del 5 de octubre al 4 de noviembre de 2021. Los recursos para comentar se encuentran en el sitio web del estudio.

# HEBER VALLEY CORRIDOR EIS

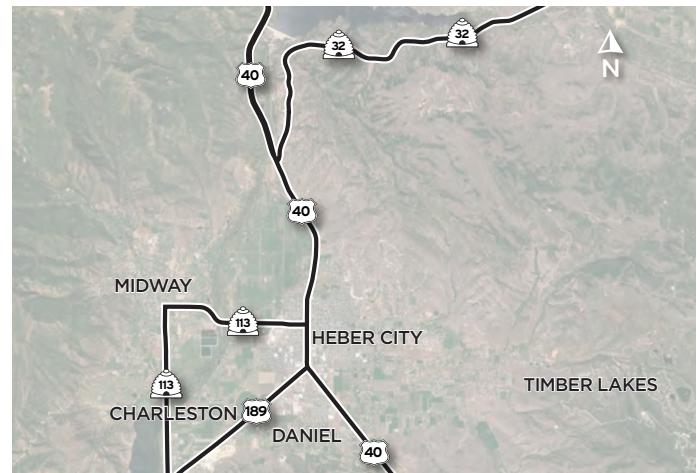
## PROJECT PURPOSE AND NEED

Heber Valley Corridor  
ENVIRONMENTAL  
IMPACT STATEMENT

### PROJECT OVERVIEW

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

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



### HEBER VALLEY BY THE NUMBERS

The major transportation needs are a result of growing population and a highway that was designed to accommodate traffic conditions from over 30 years ago.

#### REGIONAL POPULATION GROWTH BY 2050

Wasatch County	<b>101% GROWTH</b>
Heber City*	<b>84% GROWTH</b>
Summit County	<b>50% GROWTH</b>
Combined new residents	<b>55,518</b>

\*Heber City's population is projected to increase by 84% by 2050, making up half of Wasatch County's population growth.

### PROJECT PURPOSE

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

#### What is the purpose and need of a project?

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

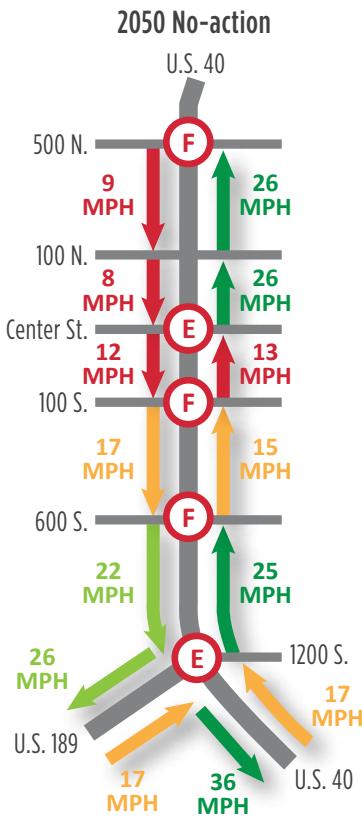
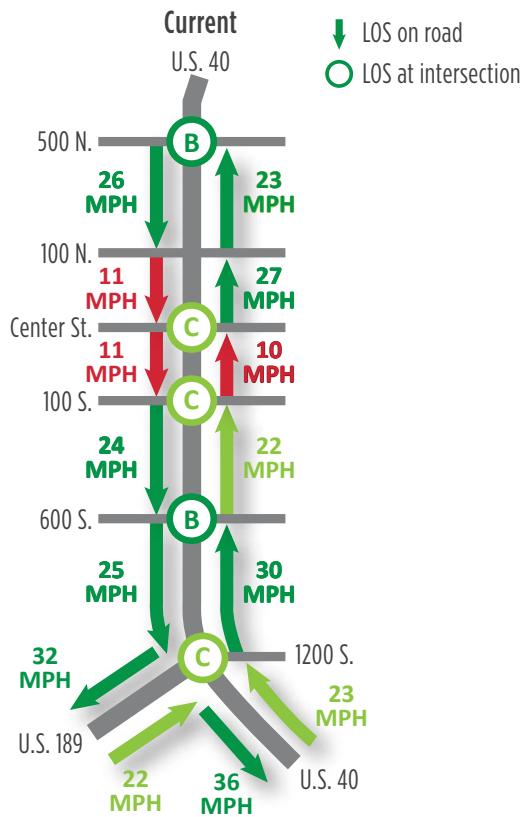


# HEBER MAIN STREET LEVEL OF SERVICE

All signalized intersections on Main Street are expected to fail during the PM peak hour by 2050 if no improvements are made.

## What is level of service?

Level of service (LOS) is a measurement of the vehicle-carrying capacity and performance of a street, freeway, or intersection. When the capacity of a road is exceeded, the result is congestion, delay, and a poor level of service. Level of service is represented by a letter "grade" ranging from A for excellent conditions (free-flowing traffic and little delay) to F for failing conditions (extremely congested, stop-and-go traffic, and excessive delay).



### Level of Service

#### A | NO DELAYS

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

#### B | NO DELAYS

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

#### C | MINIMAL DELAYS

Stable traffic flow, but less freedom to select speed.

#### UDOT Goal

#### D | NOTICEABLE DELAYS

Traffic flow becoming unstable. Speed subject to sudden change.

#### E | CONSIDERABLE DELAYS

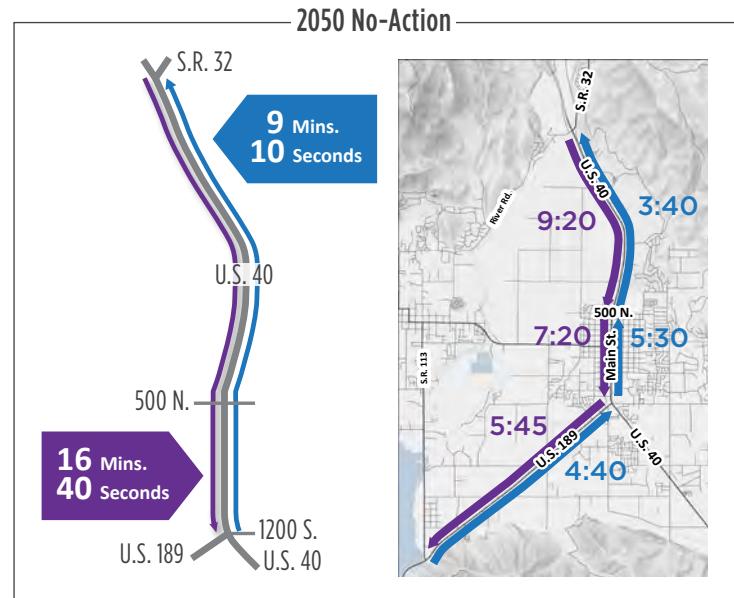
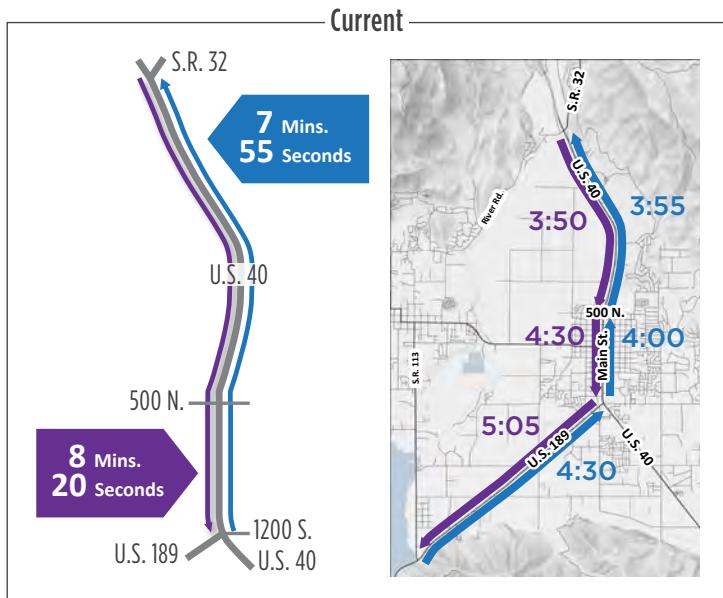
Unstable traffic flow. Speed changes quickly and maneuverability is low.

#### F | CONSIDERABLE DELAYS

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

## TRAVEL TIME COMPARISON

Southbound PM peak travel time will double by 2050 if no improvements are made.



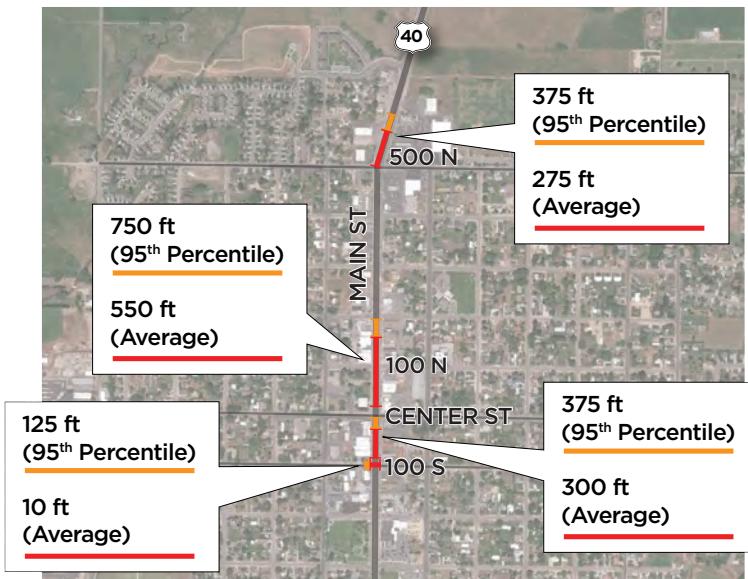
Southbound

Northbound

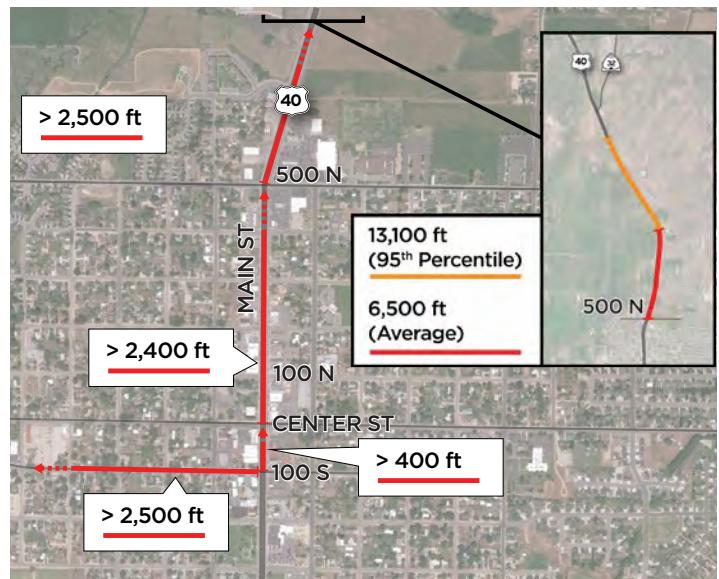
# QUEUE LENGTH COMPARISON

Traffic will queue onto U.S. 40 north of town (where the speed limit is 55 mph) if no improvements are made, resulting in safety concerns.

## Current



## 2050 No-Action



## PROJECT NEED

- The character and function of U.S. 40 changes from a 65-miles-per-hour (mph) limited-access freeway north of town to a 35-mph Main Street in Heber City with signalized intersections.
- Throughput on U.S. 40 is traded for increased access within Heber's historic core, resulting in congestion and delay.
- U.S. 40 is currently operating at failing conditions (level of service F) from 100 North to 100 South during the PM peak hour, and these conditions will continue to get worse by 2050.
- All signalized intersections on U.S. 40 are expected to operate at failing conditions during the PM peak hour by 2050 if no improvements are made.
- Southbound travel time on U.S. 40 from S.R. 32 to U.S. 189 during the PM peak hour will double by 2050 if no improvements are made.
- Queue lengths (vehicles backed up waiting to get through an intersection) during the PM peak hour will increase and spill back to other intersections and onto U.S. 40 north of town where the posted speed is 55 mph, resulting in safety concerns.
- There is limited infrastructure for non-motorized transportation in the Heber Valley.
- Increased traffic on Main Street has disrupted the traditional downtown feel with increased noise and pedestrian safety concerns.

## IS A NO-ACTION ALTERNATIVE BEING CONSIDERED?

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.

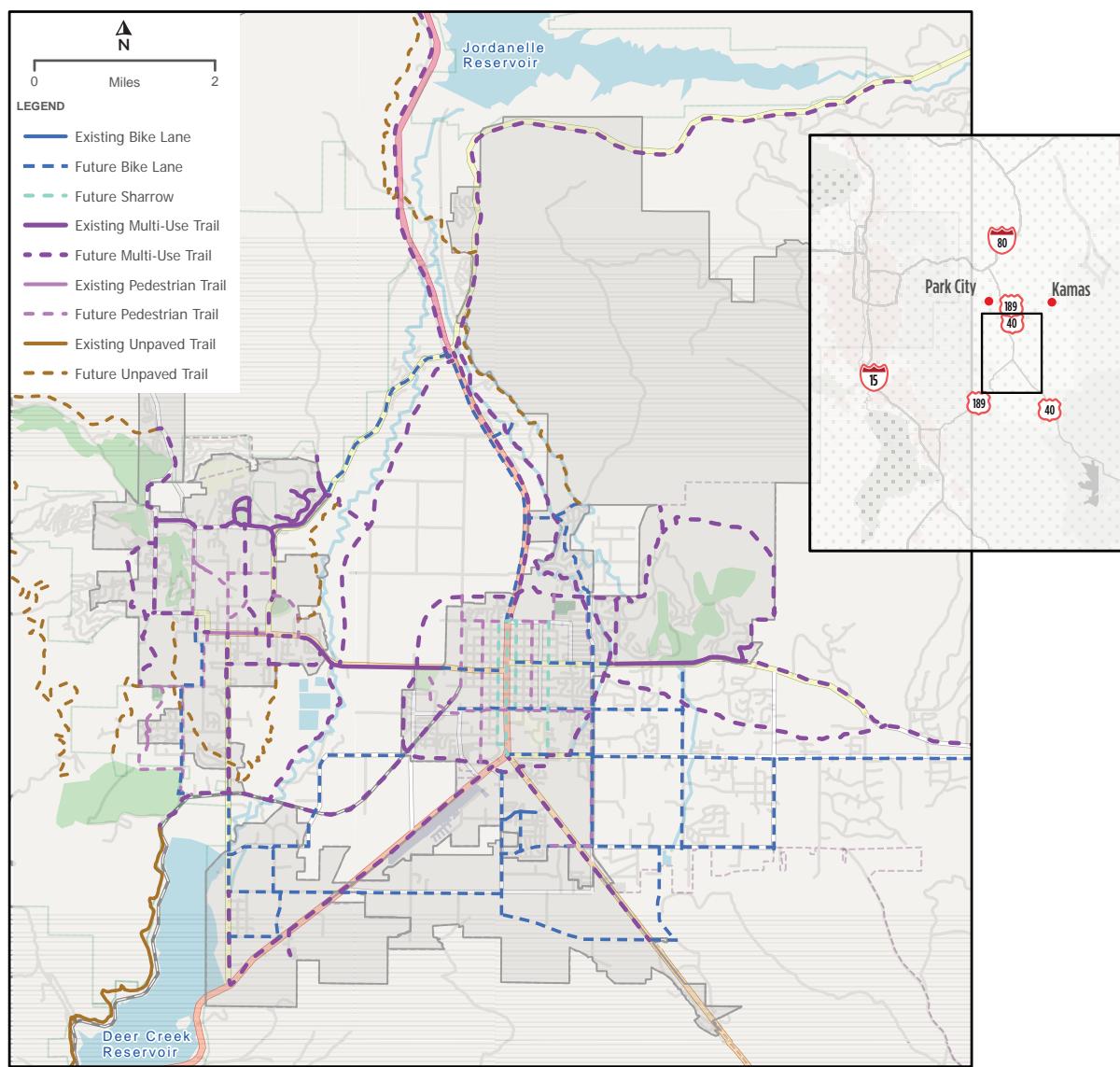
# IMPORTANCE OF MOBILITY THROUGH THE HEBER VALLEY

## What is mobility?

Mobility refers to the ease with which people can move from place to place using a transportation system. Impediments to mobility can include traffic congestion, numerous accesses to properties, high crash rates, and other factors.

## Non-motorized transportation

The existing non-motorized (for example, bicycle and pedestrian) transportation infrastructure is limited and lacks connectivity in the Heber Valley. Improvements to the non-motorized infrastructure will be based on the Wasatch County Trails Master Plan (2016); Heber City Parks, Trails, and Open Space Master Plan (2021); and Envision Heber 2050 (2020). Non-motorized components will be developed for the alternatives that are not eliminated in the screening process and will be evaluated in detail in the EIS.



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.

## PROJECT PURPOSE

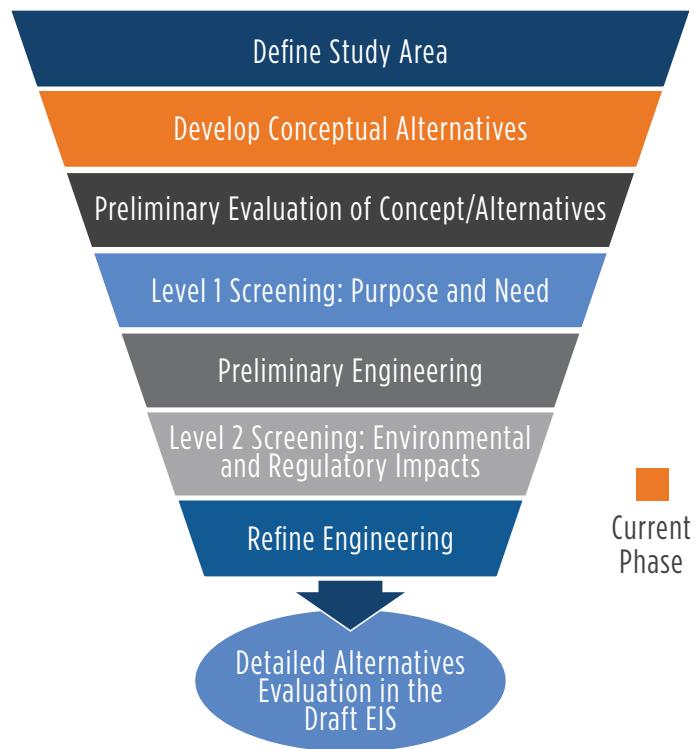
The purpose of the Heber Valley Corridor project is to improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 and provide opportunities for non-motorized transportation while allowing Heber City to meet their vision for the historic town center.

**UDOT held two public comment periods in 2020/2021 to help inform the study team of transportation issues, develop potential alternatives and define criteria to evaluate potential alternatives. This evaluation process is known as "screening".**

## ALTERNATIVES SCREENING PROCESS

The alternatives development and screening process will consist of the following seven phases:

- Define study area** to meet the purpose and need, alternatives that are not on the U.S. 40 corridor should provide an attractive alternative to U.S. 40, like a relief valve. Travel demand modeling will be used to determine how far away alternatives can be from U.S. 40 and still effectively draw traffic.
- Develop conceptual alternatives** informed by traffic data and public input.
- Preliminary evaluation of alternatives** to determine if they are technically feasible, meet project objectives and NEPA requirements, and are within the project study area.
- Apply first-level screening criteria (Purpose and Need - see chart on back)** to eliminate alternatives that do not meet the purpose and need of the project.
- Preliminary engineering** of the alternatives that pass Level 1 screening. Alternatives will be further developed to avoid and minimize impacts to the natural/built environments.
- Apply second-level screening criteria (Impacts - see chart on back)** to eliminate alternatives that might meet the purpose and need of the project but would be unreasonable alternatives for other reasons — such as environmental or regulatory impacts.
- Refine engineering** for alternatives that pass through screening before the detailed impact analysis in the Draft EIS.



# LEVEL 1 SCREENING CRITERIA - PURPOSE AND NEED

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

Criteria	Measure
<b>Improve regional and local mobility on U.S. 40 through 2050</b>	<ul style="list-style-type: none"><li>• Improve arterial and intersection Level of Service (LOS) on U.S. 40</li><li>• Substantially decrease thru-traffic travel time</li><li>• Substantially decrease queue length along U.S. 40</li><li>• Minimize conflicts<sup>1</sup> to north-south mobility for thru-traffic</li></ul>
<b>Provide opportunities for non-motorized transportation</b>	<ul style="list-style-type: none"><li>• Provide opportunities for non-motorized transportation consistent with local and regional planning documents<sup>2</sup></li></ul>
<b>Allow Heber City to meet their vision for the historic town center</b>	<ul style="list-style-type: none"><li>• Avoid/minimize impacts to valued places<sup>3</sup> and historic buildings on Main Street</li><li>• Avoid improvements that would preclude Heber City from implementing strategies to achieve their vision for Main Street (wide sidewalks, bike lanes, landscaping, reduced speed limit)</li></ul>

# LEVEL 2 SCREENING CRITERIA - IMPACTS

The purpose of Level 2 screening is to determine which alternatives are practicable and reasonable and therefore will be evaluated in detail in the EIS. Level 2 screening takes into consideration potential impacts to key resources.

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

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.

1. Conflicts include cross streets and driveways.

2. All alternatives that pass through Level 1 and Level 2 screening will be designed to include a non-motorized component which could include sidewalks, bike lanes, or trails, depending on the context of the alternative.

3. Downtown urban parks in the Heber city Parks, Trails and Open Space Master Plan.

## PROJECT OVERVIEW

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

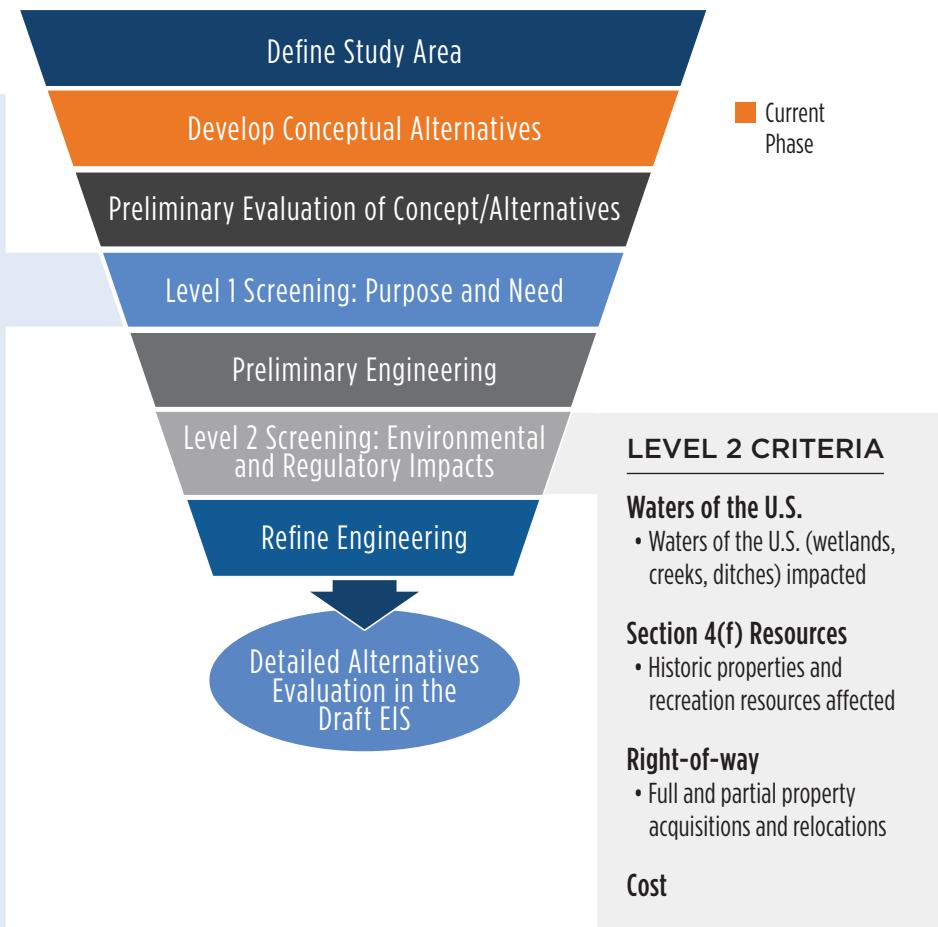
Through this process UDOT is developing transportation alternatives that could include a variety of solutions including reconfiguration of Main Street, improvements to other area roads, constructing new roads, and other options identified by the public.

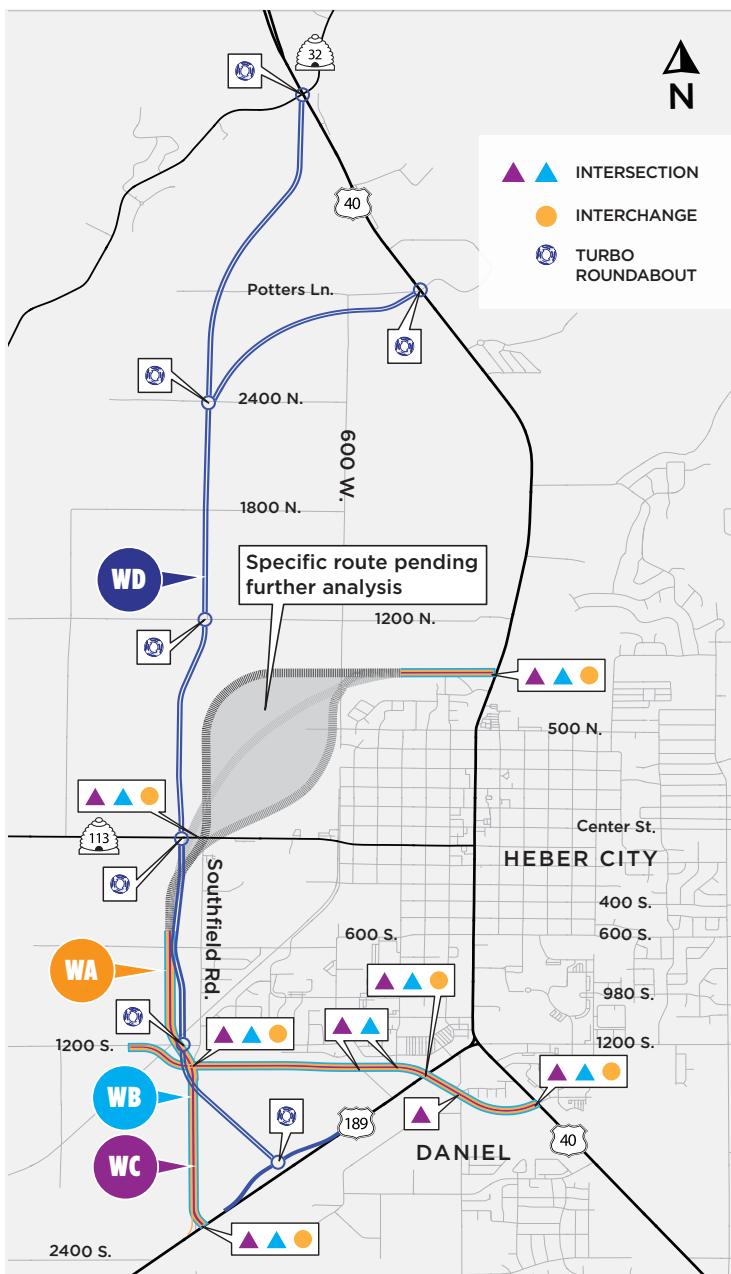
## PROJECT PURPOSE AND NEED

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

## ALTERNATIVES SCREENING PROCESS

LEVEL 1 CRITERIA
<b>Improve regional and local mobility on U.S. 40 through 2050</b> <ul style="list-style-type: none"><li>• Improve arterial and intersection Level of Service (LOS) on U.S. 40</li><li>• Substantially decrease thru-traffic travel time</li><li>• Substantially decrease queue length along U.S. 40</li><li>• Minimize conflicts to north-south mobility for thru-traffic</li></ul>
<b>Provide opportunities for non-motorized transportation</b> <ul style="list-style-type: none"><li>• Provide opportunities for non-motorized transportation consistent with local and regional planning documents</li></ul>
<b>Allow Heber City to meet their vision for the historic town center</b> <ul style="list-style-type: none"><li>• Avoid/minimize impacts to valued places and historic buildings on Main Street</li><li>• Avoid improvements that would preclude Heber City from implementing strategies to achieve their vision for Main Street (wide sidewalks, bike lanes, landscaping, reduced speed limit)</li></ul>



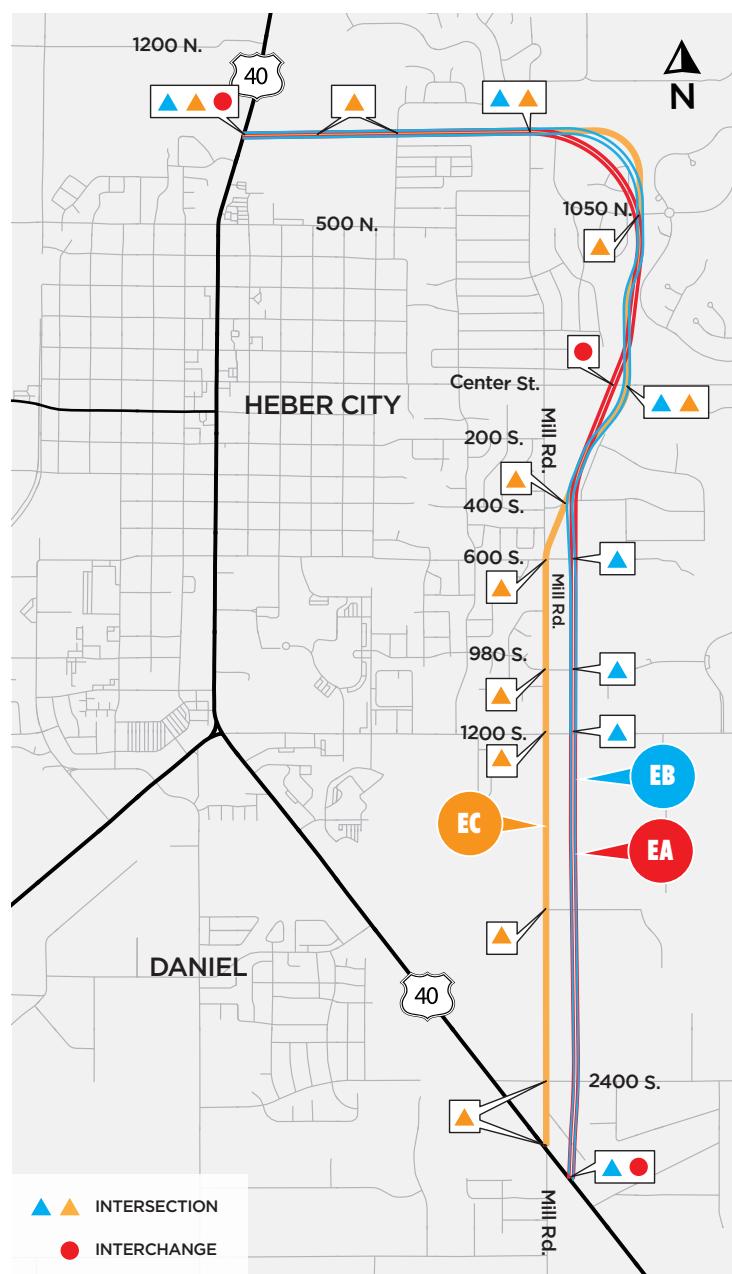


## WEST BYPASS ALTERNATIVE CONCEPTS

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. The fourth extends farther to the north.

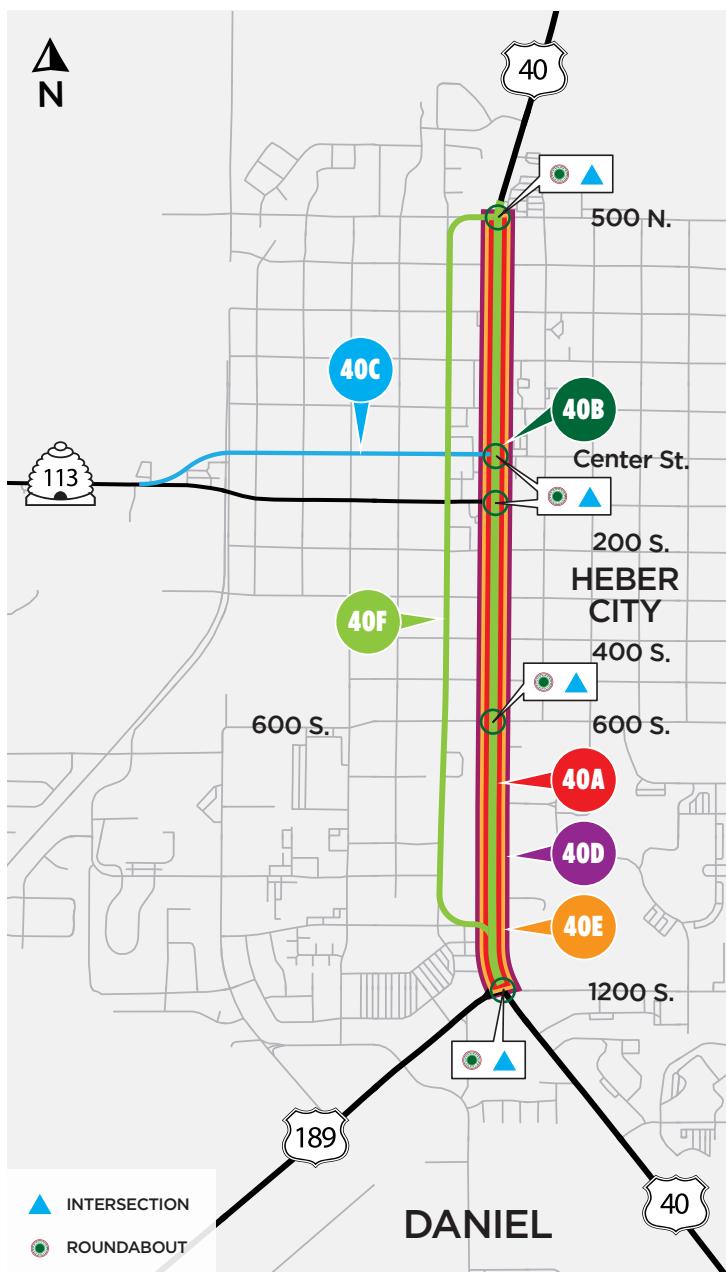
Each west bypass concept has an option to realign U.S. 189.



## EAST BYPASS ALTERNATIVE CONCEPTS

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).



## U.S. 40 ALTERNATIVE CONCEPTS

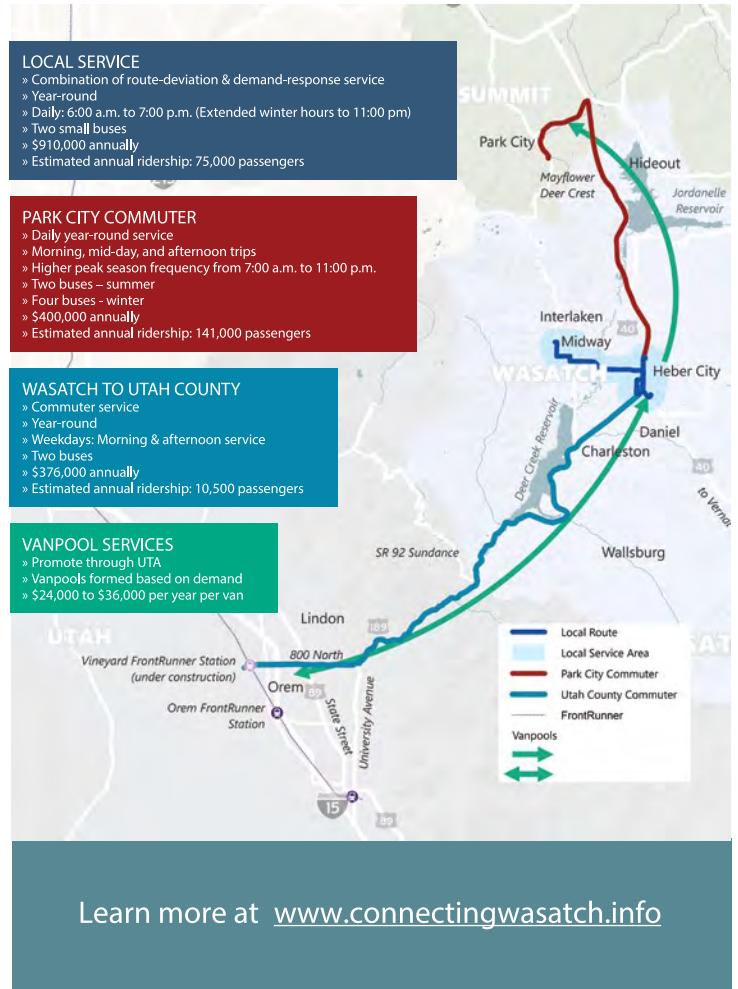
Six concepts for improving U.S. 40 have been developed. These include widening, intersection improvements, tunneling/bridging, converting to a one-way couplet and utilizing reversible lanes.

# Wasatch County Transit Study Executive Summary 2020



## BACKGROUND

Funded by Heber City, Midway City, Park City, Wasatch County, UDOT and UTA  
 Managed by Mountainland Association of Governments (MAG)  
 Consultant team: LSC Transportation Consultants with Fehr & Peers



## TRANSIT ALTERNATIVES CONCEPTS

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 evaluated to determine if they meet the purpose and need of the project.

# PUBLIC INVOLVEMENT

## 30-DAY COMMENT PERIOD

October 5 – November 4, 2021

The public may comment on the range of alternatives, the criteria used to screen alternatives and identification of any social, economic, and environmental impacts. Comments may be submitted through the project website, email, public meetings, voicemail, or written letter.

### PUBLIC ENGAGEMENT OPPORTUNITIES

OPEN HOUSES

LOCAL GOVERNMENT PRESENTATIONS

SOCIAL MEDIA

WEBSITE

### PROCESS AND TIMELINE



### ONGOING STAKEHOLDER ENGAGEMENT

- Virtual public meeting
- 30-day public comment period

- File Notice of Intent to begin NEPA process
- 45-day public comment period

- Develop alternative concepts
- Public meetings & 30-day comment period

- Public hearing
- 45-day public comment period

- Respond to public comments on DEIS
- Revise EIS

- Public engagement

### MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS

### CONNECT WITH US



**Email:** HeberValleyEIS@utah.gov



**Website:** HeberValleyEIS.udot.utah.gov



**Phone:** 801-210-0498



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

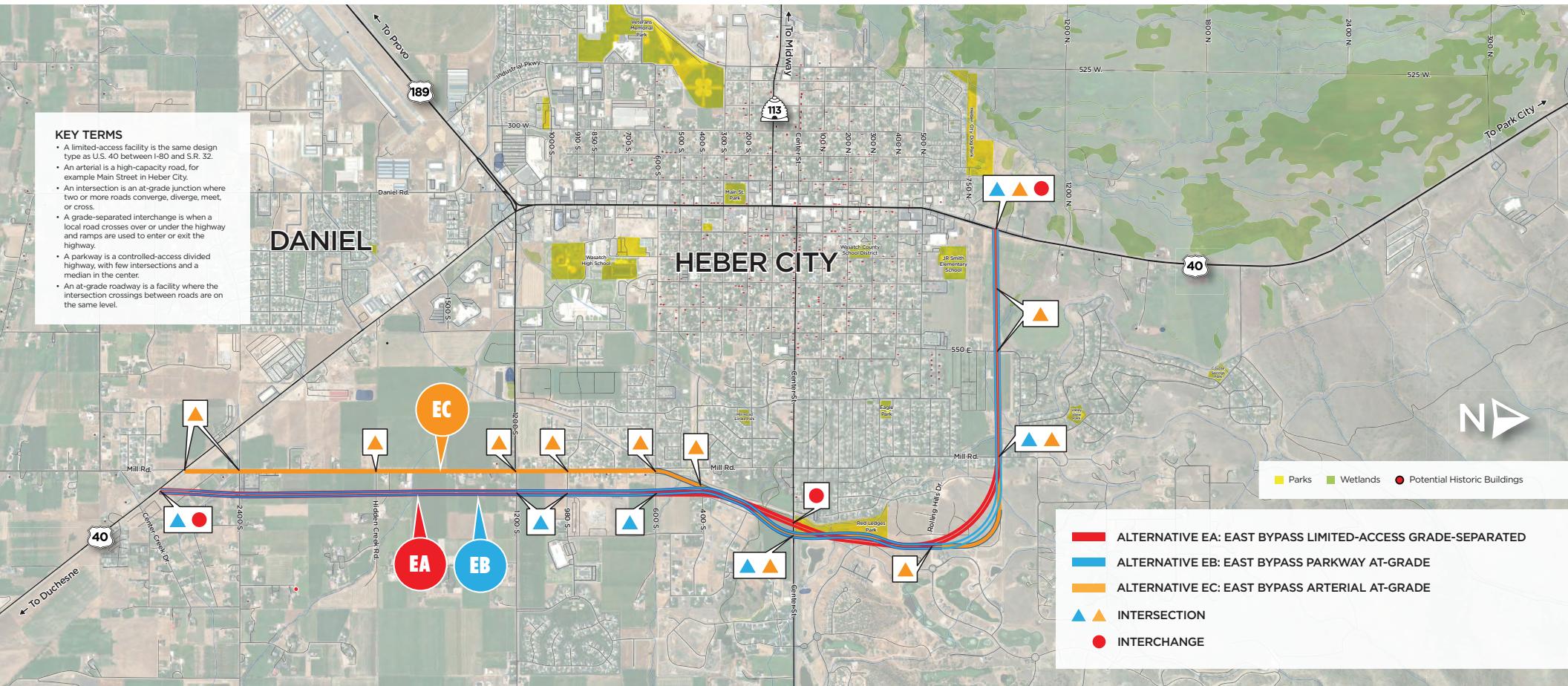
**Individuals Requiring Accommodations** For those without internet access or needing accommodations including but not limited to translation or captioning, please notify the project team at 801-210-0498 for assistance with participating in the meeting, viewing materials, or providing comments.

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.

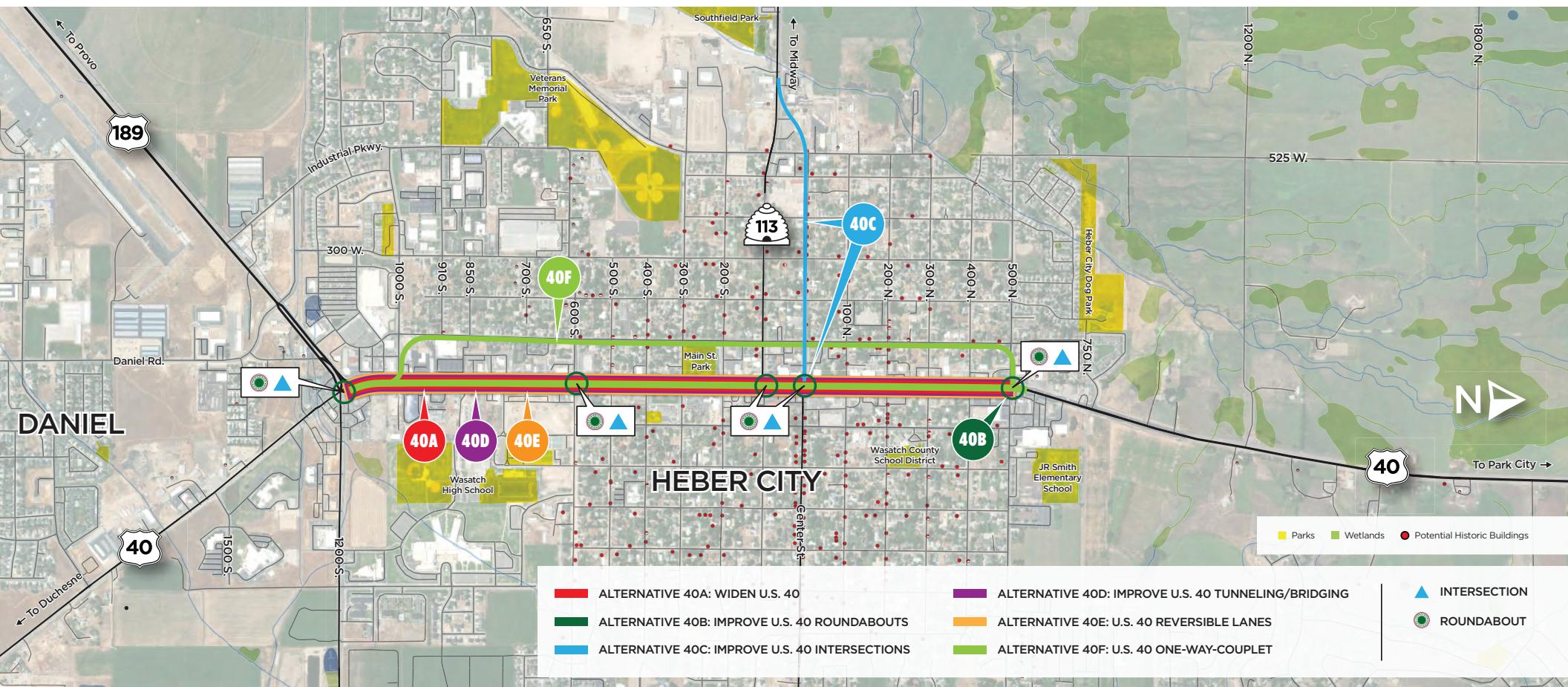


10/1/2021

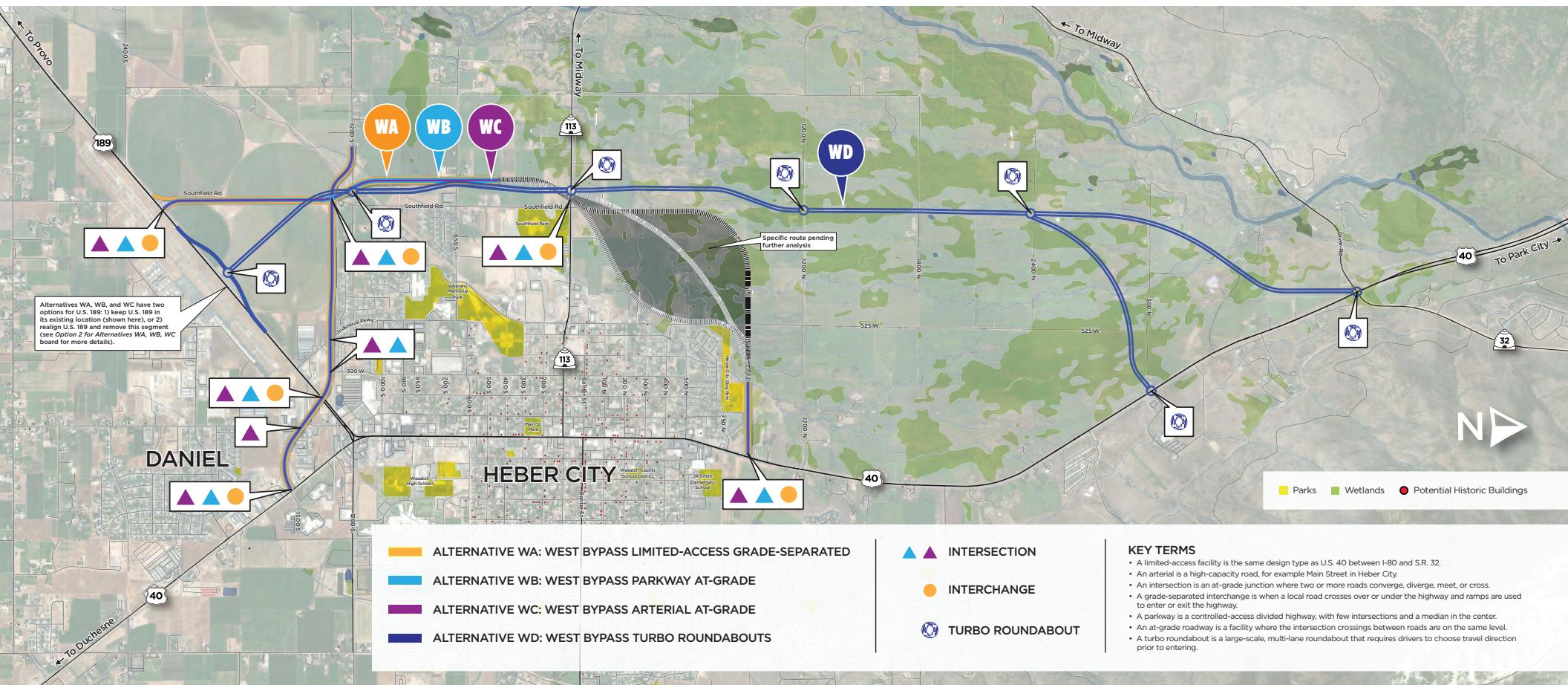




## EAST ALTERNATIVE CONCEPTS



## U.S. 40 ALTERNATIVE CONCEPTS



## WEST ALTERNATIVE CONCEPTS

# 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.

## U.S. 40 ALTERNATIVES

### 40A ALTERNATIVE 40A: WIDEN U.S. 40

Concept proposes widening U.S. 40 from five lanes to seven lanes, from 500 North to U.S. 189.

### 40B ALTERNATIVE 40B: IMPROVE U.S. 40 – ROUNDABOUTS

Concept proposes replacing the existing signalized intersections with roundabouts at 500 North, Center Street, 100 South, 600 South, and 1200 South, with no additional lanes added to U.S. 40.

### 40C ALTERNATIVE 40C: IMPROVE U.S. 40 – INTERSECTION IMPROVEMENTS

Concept proposes realigning S.R. 113 to line up with Center Street (to align major east-west movements), adding turn lanes to signalized intersections, with no additional lanes added to U.S. 40.

### 40D ALTERNATIVE 40D: IMPROVE U.S. 40 – TUNNELING/BRIDGING

Concept proposes constructing a bridge over or a tunnel under U.S. 40 (for through traffic at 50 mph) from 500 North to 1200 South.

### 40E ALTERNATIVE 40E: REVERSIBLE LANES

Concept proposes converting the center turn lane to a reversible lane from 500 North to U.S. 189, with no additional lanes added to U.S. 40. The center lane would be used for northbound traffic in the AM and southbound traffic in the PM.

### 40F ALTERNATIVE 40F: ONE-WAY-COUPLETS

Concept proposes splitting U.S. 40 into two roads between 500 North and 1000 South. Main Street would be for northbound travel and 100 West would be for southbound travel.

## WEST ALTERNATIVES

### WA ALTERNATIVE WA: WEST BYPASS LIMITED-ACCESS GRADE-SEPARATED

Concept proposes a highway-type facility with six interchanges at major connections: U.S. 40 (2), U.S. 189 (2), S.R. 113, and 1300 South.

### WB ALTERNATIVE WB: WEST BYPASS PARKWAY AT-GRADE

Concept proposes a parkway-type facility with eight intersections: U.S. 40 (2), U.S. 189 (2), S.R. 113, 1300 South, Industrial Parkway, and 300 West.

### WC ALTERNATIVE WC: WEST BYPASS ARTERIAL AT-GRADE

Concept proposes an arterial-type facility with intersections at all cross streets, nine total: U.S. 40 (2), U.S. 189 (2), 1300 South, S.R. 113, Industrial Parkway, 300 West, and S. Daniels Road.

### WD ALTERNATIVE WD: WEST BYPASS PARKWAY TURBO ROUNDABOUTS

Concept has turbo roundabouts at seven key locations.

Concepts WA, WB and WC each have an option to realign U.S. 189.

## EAST ALTERNATIVES

### EA ALTERNATIVE EA: EAST BYPASS LIMITED-ACCESS GRADE-SEPARATED

Concept proposes a highway-type facility offset from 1200 East (Mill Road) with three interchanges: Center Street and the north and south connections to U.S. 40.

### EB ALTERNATIVE EB: EAST BYPASS PARKWAY AT-GRADE

Concept proposes a parkway-type facility offset from 1200 East (Mill Road) with seven intersections at key locations.

### EC ALTERNATIVE EC: EAST BYPASS ARTERIAL AT-GRADE

Concept proposes an arterial-type facility on 1200 East (Mill Road) with intersections at all cross streets, 12 total.

ARE THERE OTHER ALTERNATIVES UDOT SHOULD CONSIDER?

# PROCESS AND SCHEDULE

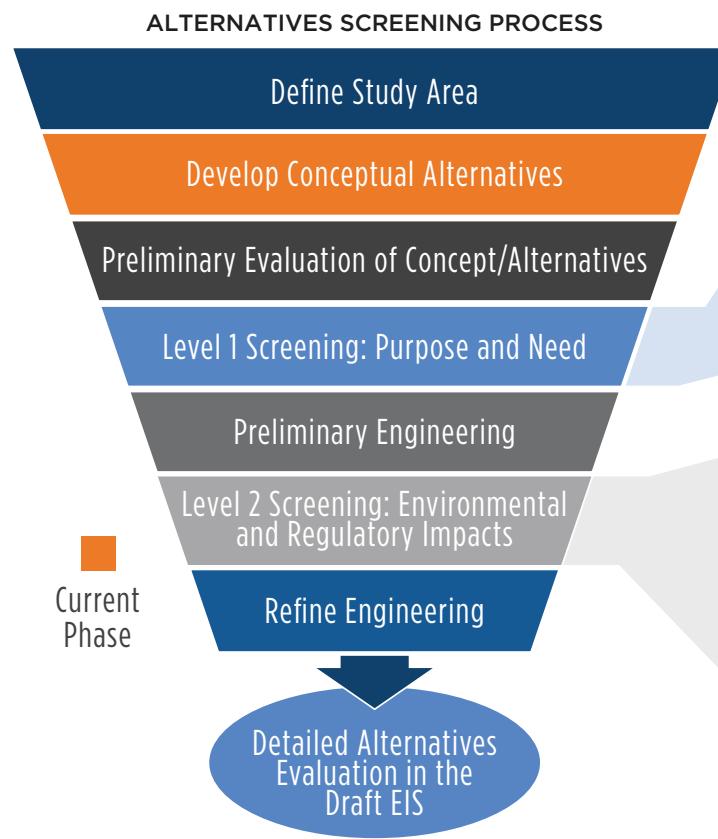


## ONGOING STAKEHOLDER ENGAGEMENT

<ul style="list-style-type: none"><li>• Virtual public meeting</li><li>• 30-day public comment period</li></ul>	<ul style="list-style-type: none"><li>• File Notice of Intent to begin NEPA process</li><li>• 45-day public comment period</li></ul>	<ul style="list-style-type: none"><li>• Develop alternative concepts</li><li>• Public meetings &amp; 30-day comment period</li></ul>	<ul style="list-style-type: none"><li>• Public hearing</li><li>• 45-day public comment period</li></ul>	<ul style="list-style-type: none"><li>• Respond to public comments on DEIS</li><li>• Revise EIS</li></ul>	<ul style="list-style-type: none"><li>• Public engagement</li></ul>
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## MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS

# CONCEPTUAL ALTERNATIVE SCREENING PROCESS AND CRITERIA



## LEVEL 1 SCREENING CRITERIA - PURPOSE AND NEED

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

## LEVEL 2 SCREENING CRITERIA - IMPACTS

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

## PROJECT PURPOSE

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

## 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.
- A turbo roundabout is a large-scale, multi-lane roundabout that requires drivers to choose travel direction prior to entering.

## NON-MOTORIZED TRANSPORTATION

Improvements to the non-motorized infrastructure will be based on the Wasatch County Trails Master Plan (2016); Heber City Parks, Trails and Open Space Master Plan (2021); and Envision Heber 2050 (2020). Non-motorized components will be developed for the alternatives that are not eliminated in the screening process and will be evaluated in detail in the EIS.

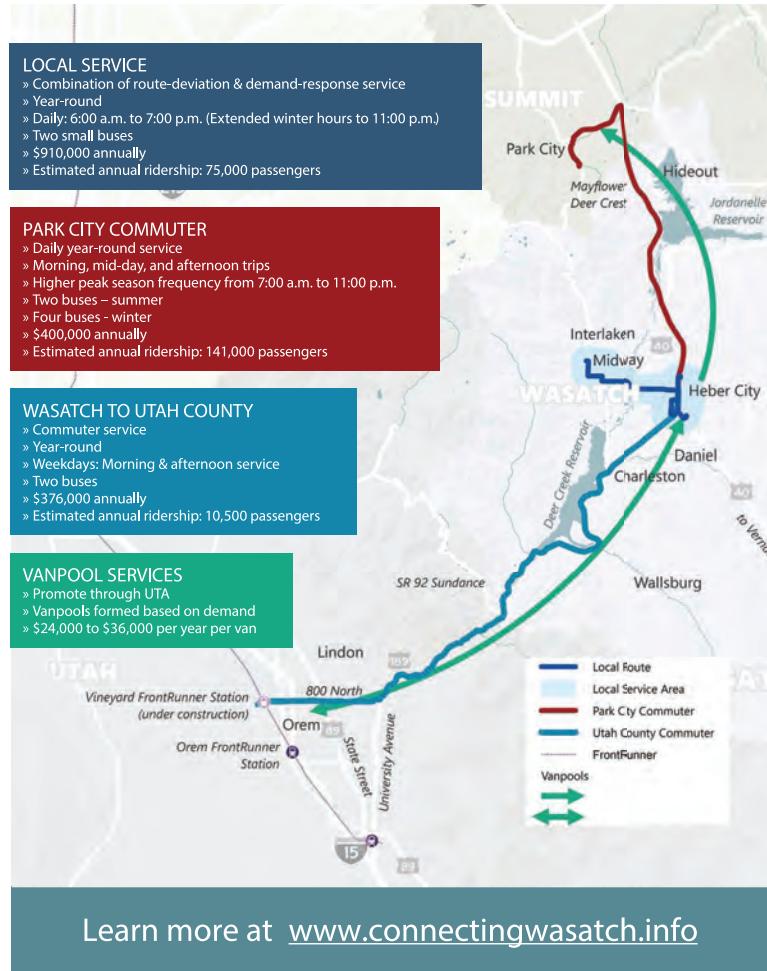


?

WHAT NON-MOTORIZED  
TRANSPORTATION OPTIONS  
WOULD YOU LIKE TO SEE  
FOR THE HEBER VALLEY

?

# TRANSIT ALTERNATIVE



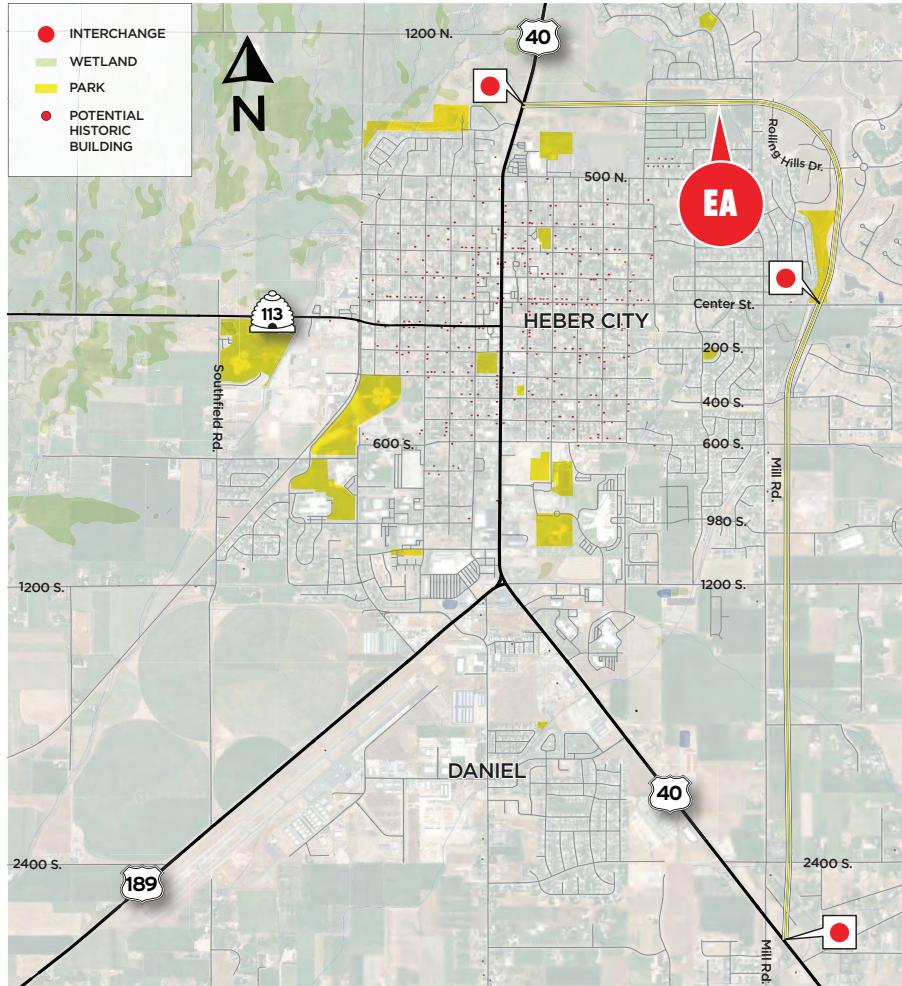
The Wasatch County Transit Study (2020) identified a combination of local service in the Heber Valley, a Park City commuter route from Heber City, a Wasatch County to Utah County commuter route from Heber City, and vanpool services from Heber City to Orem and Park City, starting with dial-a-ride service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



# ALTERNATIVE EA

## EAST BYPASS LIMITED-ACCESS GRADE-SEPARATED

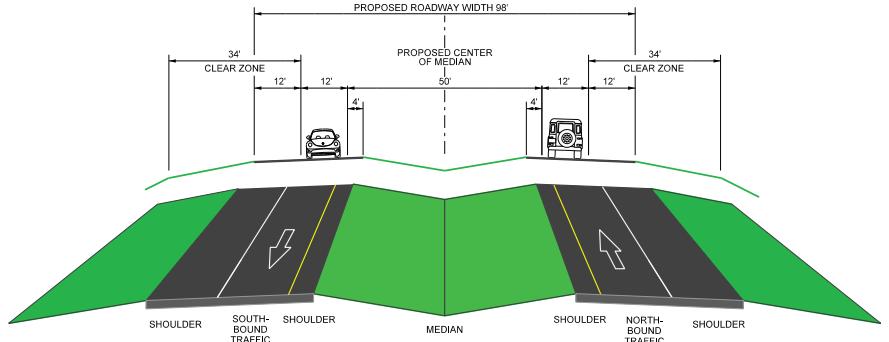
Heber Valley Corridor  
ENVIRONMENTAL  
IMPACT STATEMENT



Concept proposes a highway-type facility offset from 1200 East (Mill Road) with three interchanges: Center Street and the north and south connections to U.S. 40.

SPEED  
LIMIT  
**65**

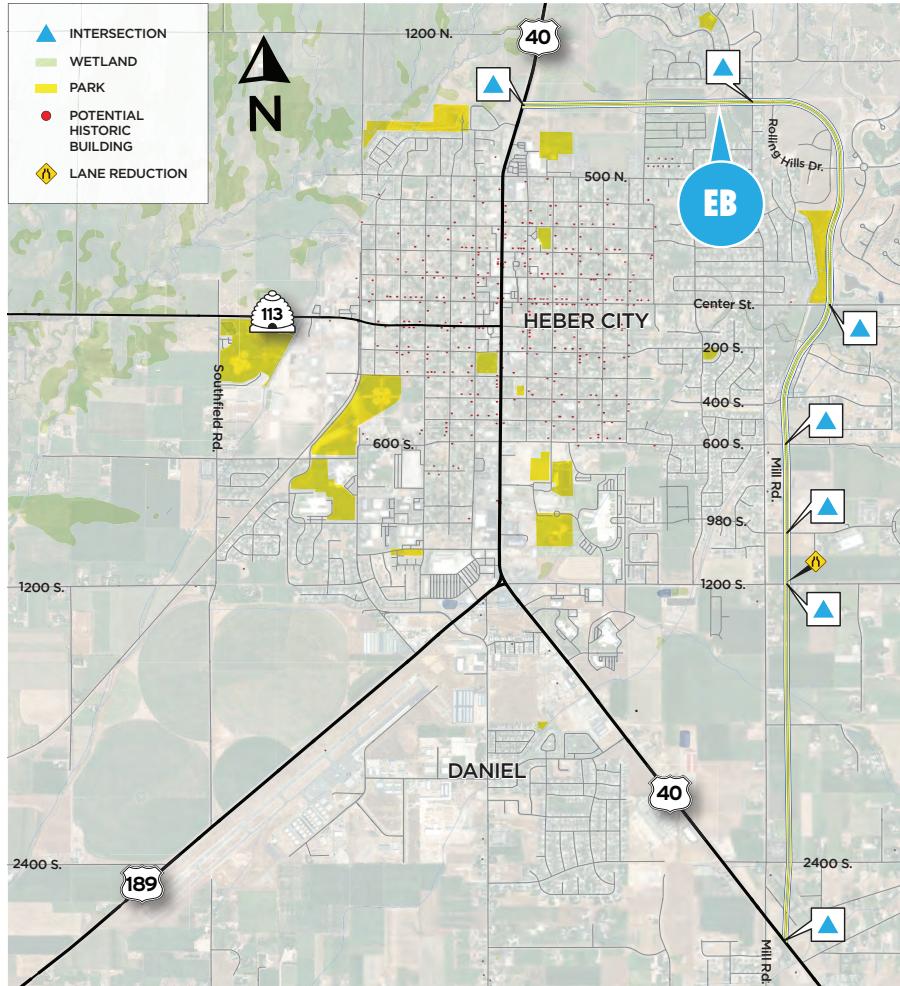
### PROPOSED EAST BYPASS LIMITED-ACCESS, GRADE SEPARATED (TWO LANE SECTION, ONE LANE IN EACH DIRECTION)\*



\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# ALTERNATIVE EB EAST BYPASS PARKWAY AT-GRADE

## Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT

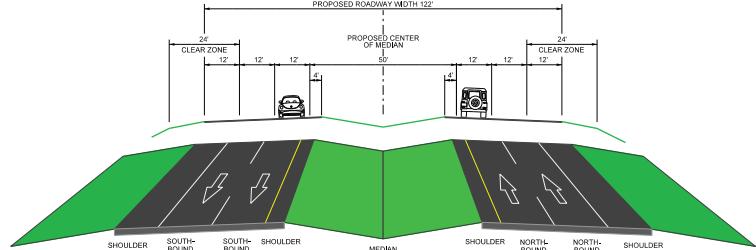


Concept proposes a parkway-type facility offset from 1200 East (Mill Road) with seven intersections at key locations.

SPEED  
LIMIT  
**55**

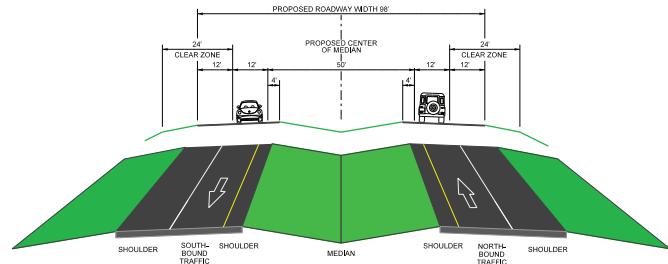
### PROPOSED EAST BYPASS PARKWAY AT-GRADE (FOUR LANE SECTION, TWO LANES IN EACH DIRECTION)\*

Concept would likely require a four lane section north of 1200 South.



### PROPOSED EAST BYPASS PARKWAY AT-GRADE (TWO LANE SECTION, ONE LANE IN EACH DIRECTION)\*

Concept would likely require a two lane section south of 1200 South.



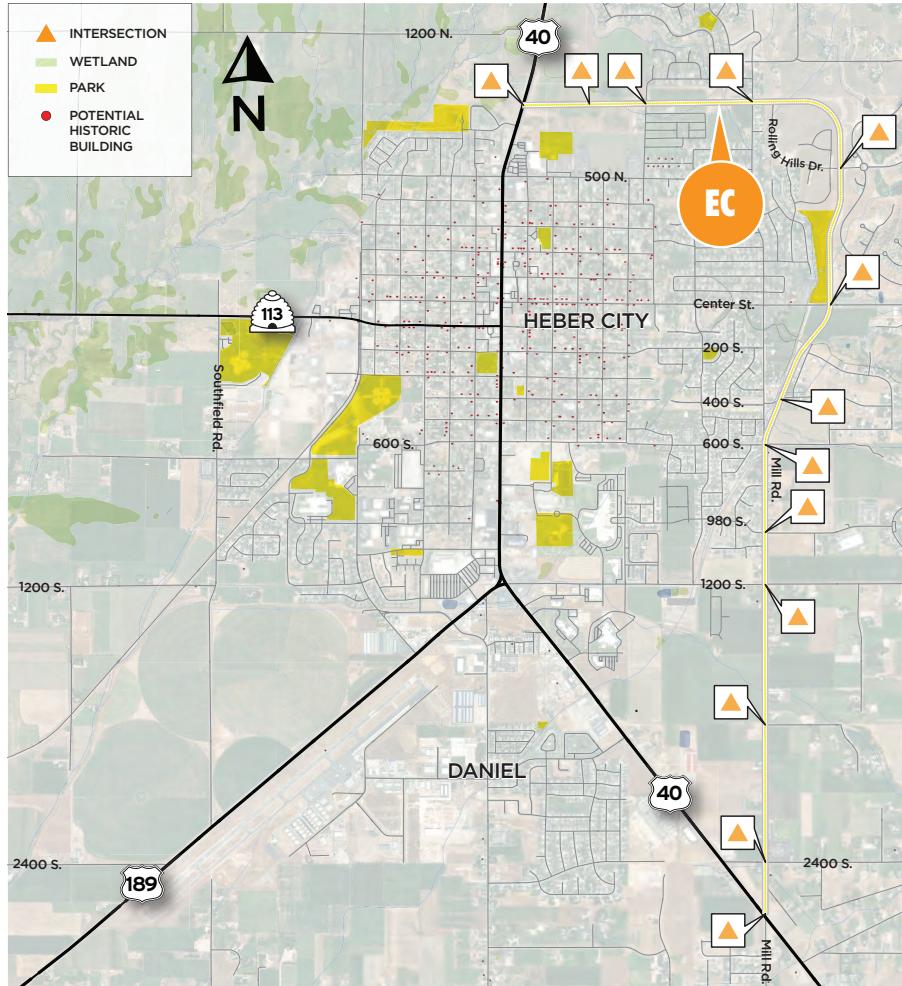
\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# ALTERNATIVE EC

## EAST BYPASS ARTERIAL AT-GRADE

### Heber Valley Corridor

#### ENVIRONMENTAL IMPACT STATEMENT

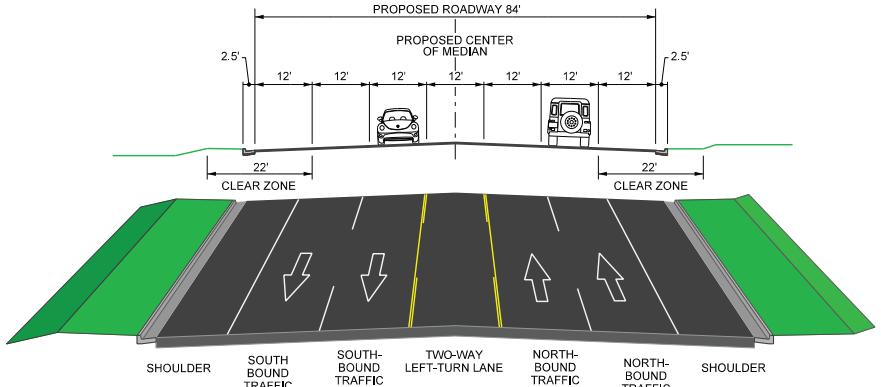


Concept proposes an arterial-type facility on 1200 East (Mill Road) with intersections at all cross streets, 12 total.

SPEED  
LIMIT  
**45**

#### PROPOSED EAST BYPASS ARTERIAL AT-GRADE (FIVE LANES)\*

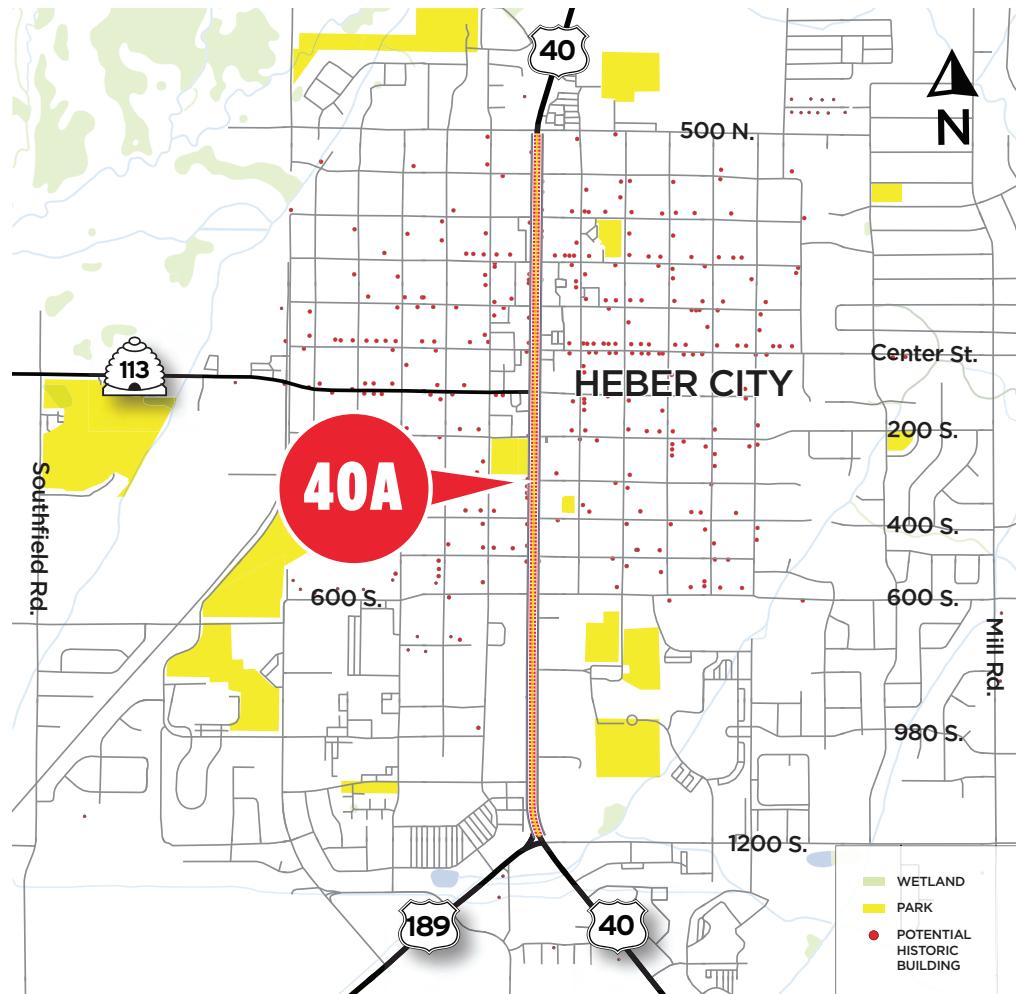
Concept would likely require a five lane section along entire route.



\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# ALTERNATIVE 40A

## WIDEN U.S. 40

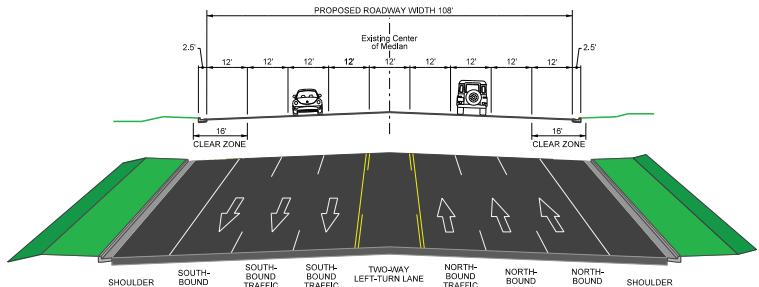


## Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT

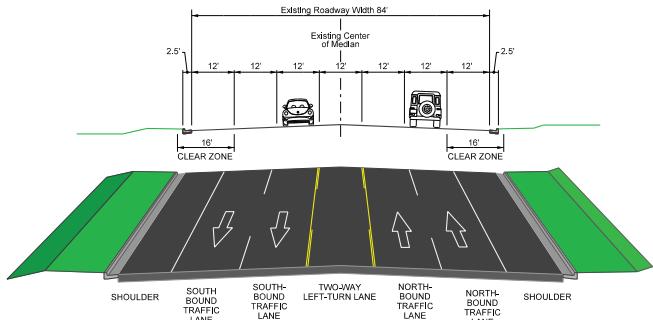
Concept proposes widening U.S. 40 from five lanes to seven lanes, from 500 North to U.S. 189.

SPEED LIMIT  
**35**

### PROPOSED WIDENING OF U.S. 40 (SEVEN LANES)\*



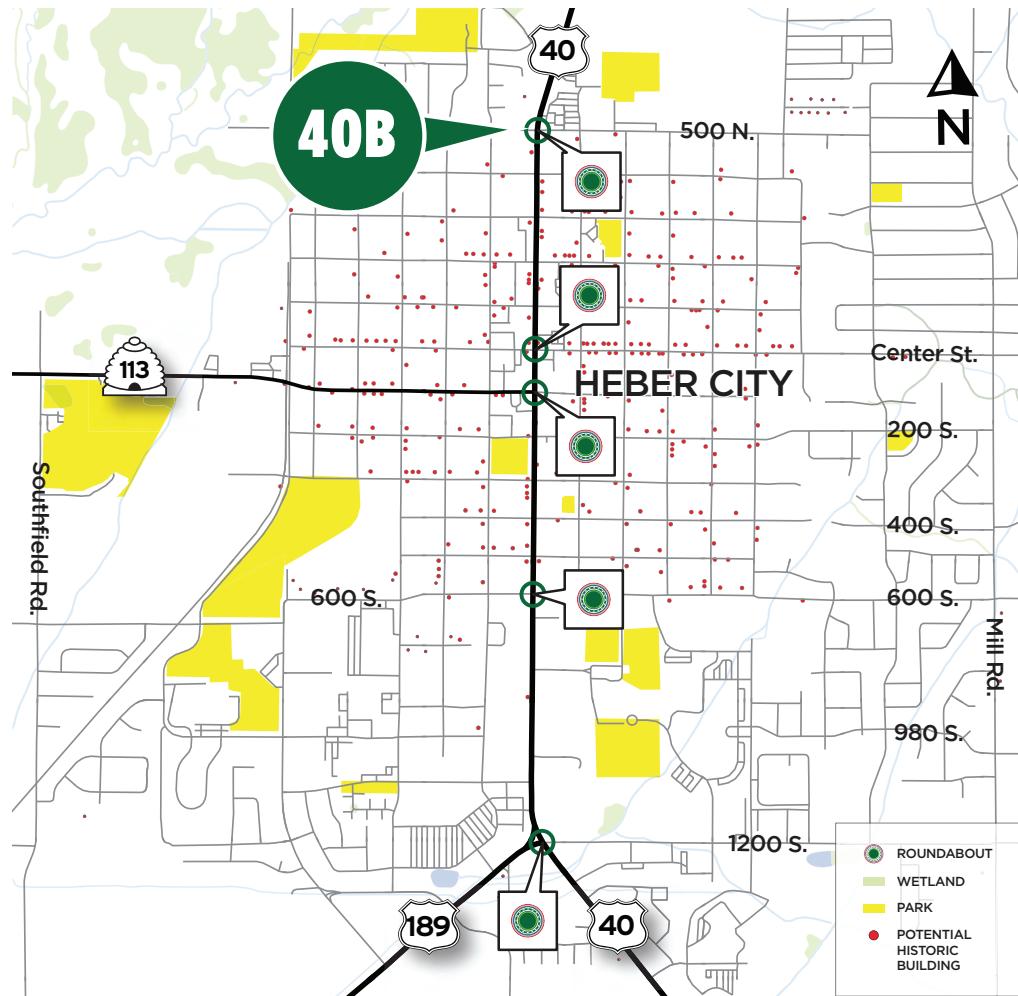
### EXISTING U.S. 40 (FIVE LANES)\*



\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# ALTERNATIVE 40B

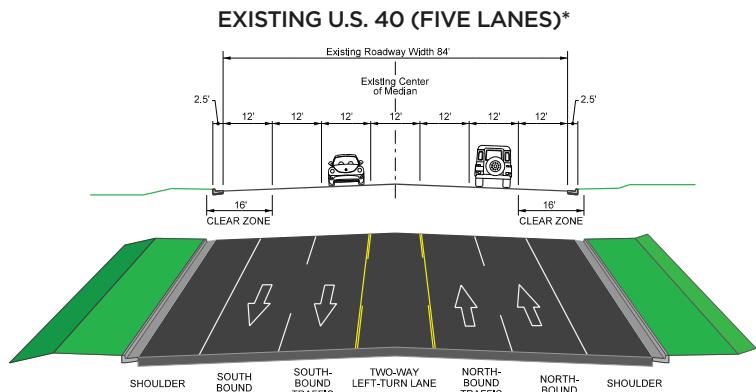
## IMPROVE U.S. 40 - ROUNDABOUTS



### Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT

Concept proposes replacing the existing signalized intersections with roundabouts at 500 North, Center Street, 100 South, 600 South, and 1200 South, with no additional lanes added to U.S. 40.

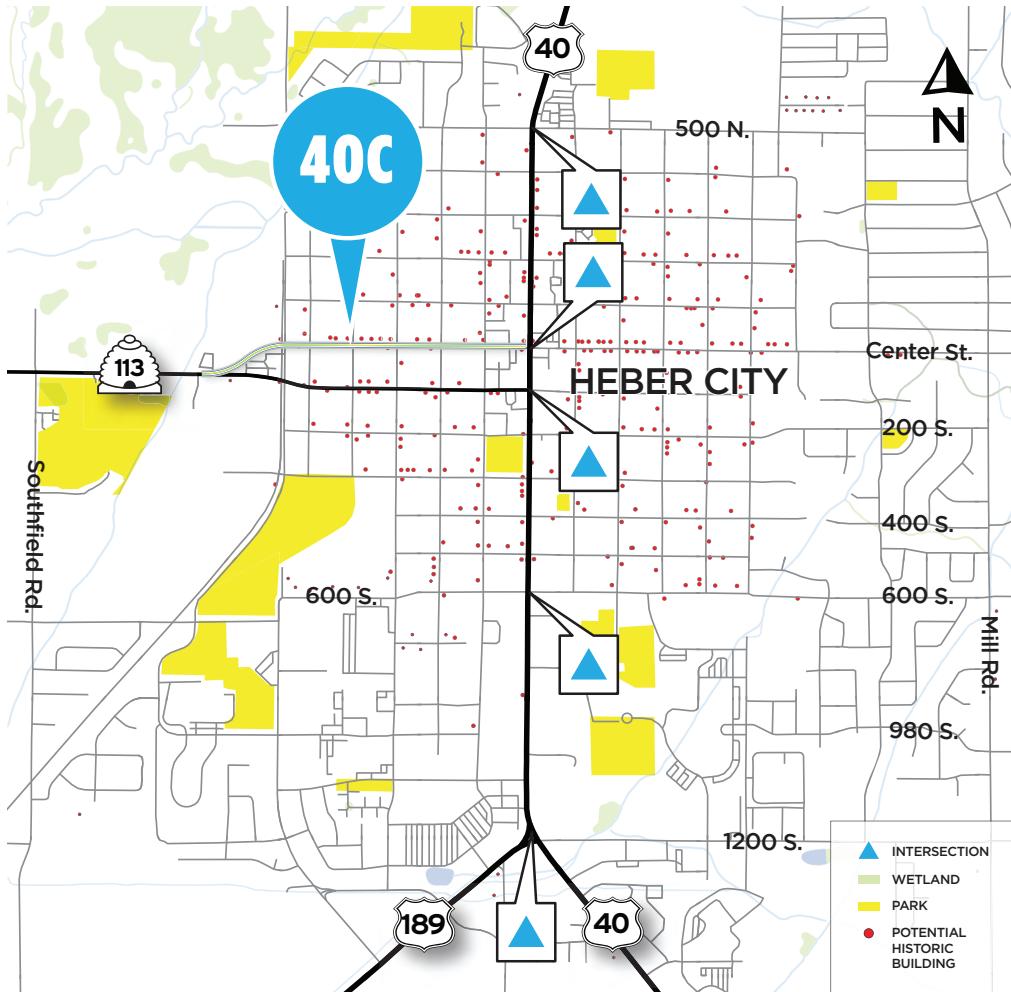
SPEED  
LIMIT  
**35**



\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# ALTERNATIVE 40C

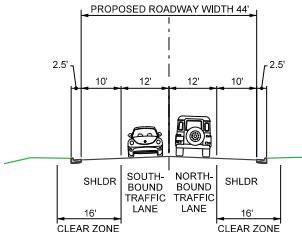
## IMPROVE U.S. 40 - INTERSECTION IMPROVEMENTS



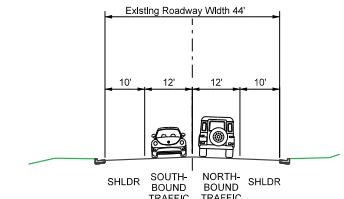
Concept proposes realigning S.R. 113 to line up with Center Street (to align major east-west movements), adding turn lanes to signalized intersections, with no additional lanes added to U.S. 40.

SPEED  
LIMIT  
**35**

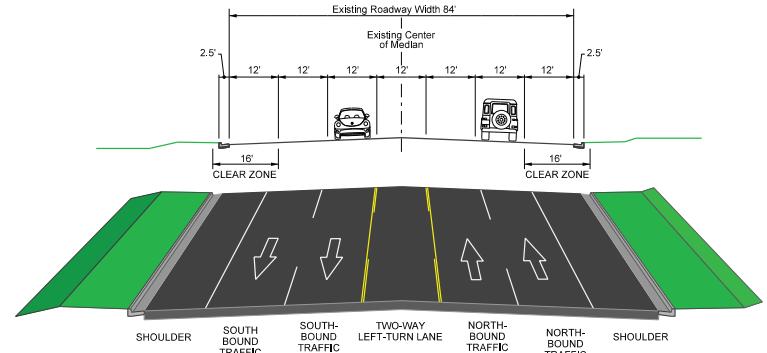
### PROPOSED TYPICAL SECTION FOR REALIGNED S.R. 113\*



### EXISTING S.R. 113\*



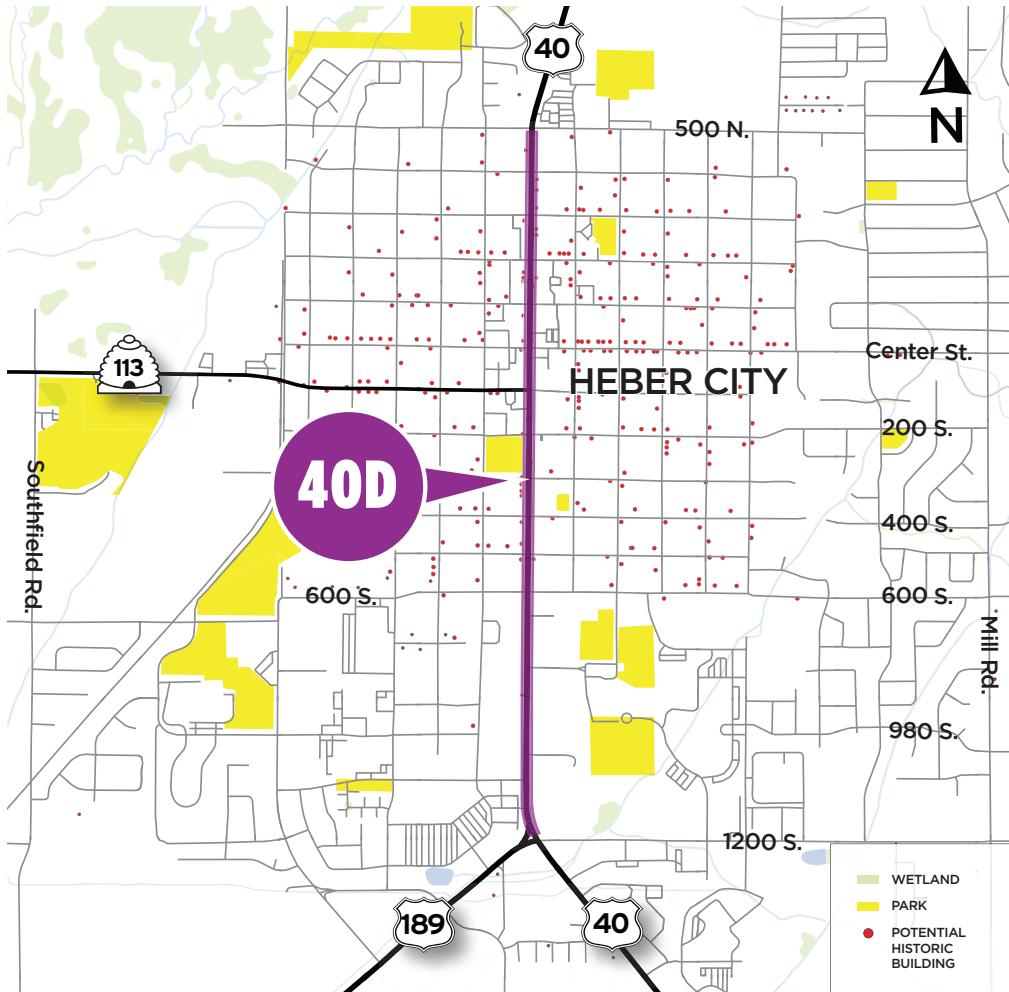
### EXISTING U.S. 40 (FIVE LANES)\*



\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# ALTERNATIVE 40D

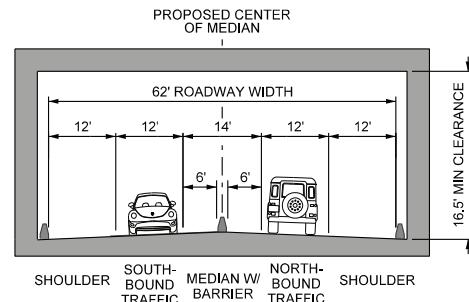
## IMPROVE U.S. 40 - TUNNELING/BRIDGING



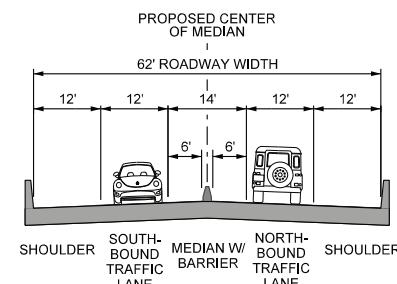
Concept proposes constructing a bridge over or a tunnel under U.S. 40 from 500 North to 1200 South.



### PROPOSED U.S. 40 TUNNEL\*

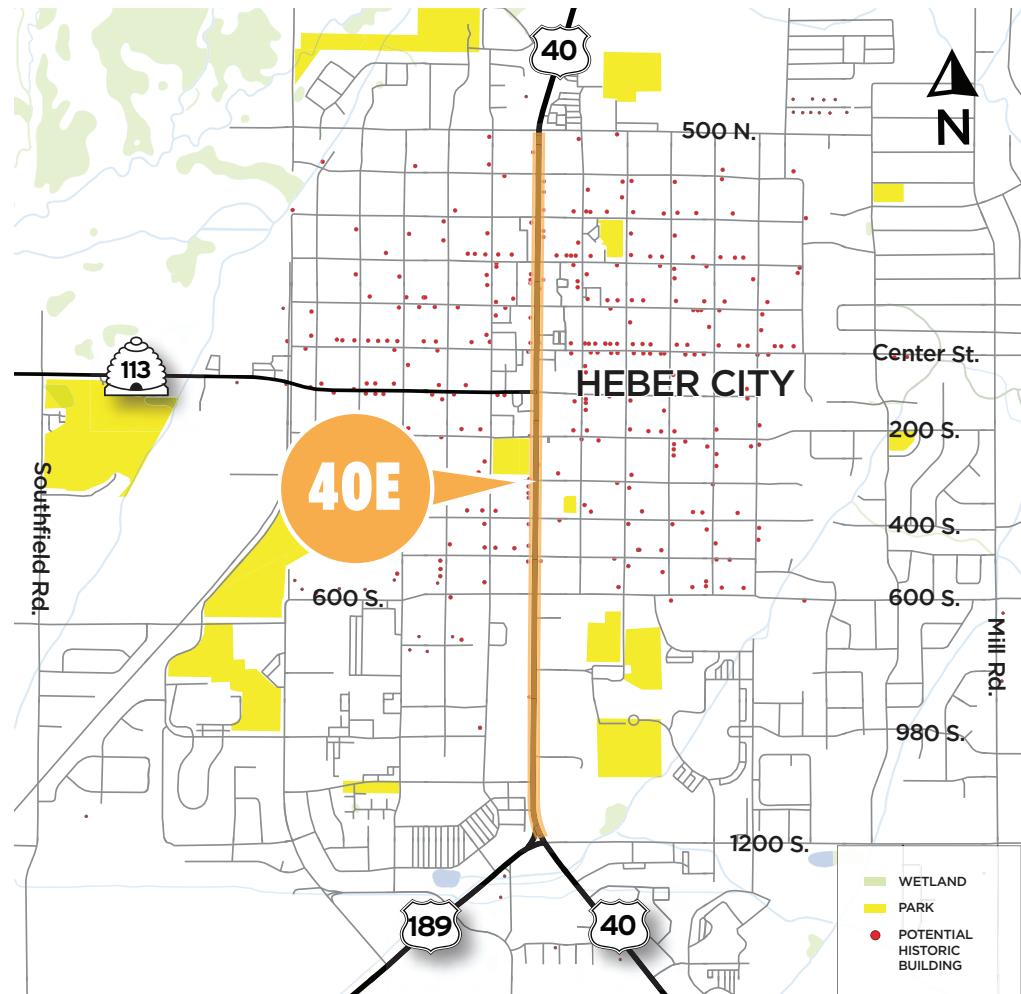


### PROPOSED U.S. 40 BRIDGE\*



\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# ALTERNATIVE 40E REVERSIBLE LANES

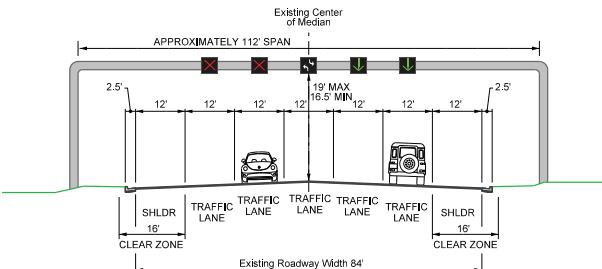


## Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT

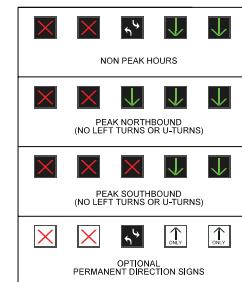
Concept proposes converting the center turn lane to a reversible lane from 500 North to U.S. 189, with no additional lanes added to U.S. 40. The center lane would be used for northbound traffic in the AM and southbound traffic in the PM. This concept is similar to 5400 South in Taylorsville, UT.

SPEED  
LIMIT  
**35**

### PROPOSED REVERSIBLE LANES\*



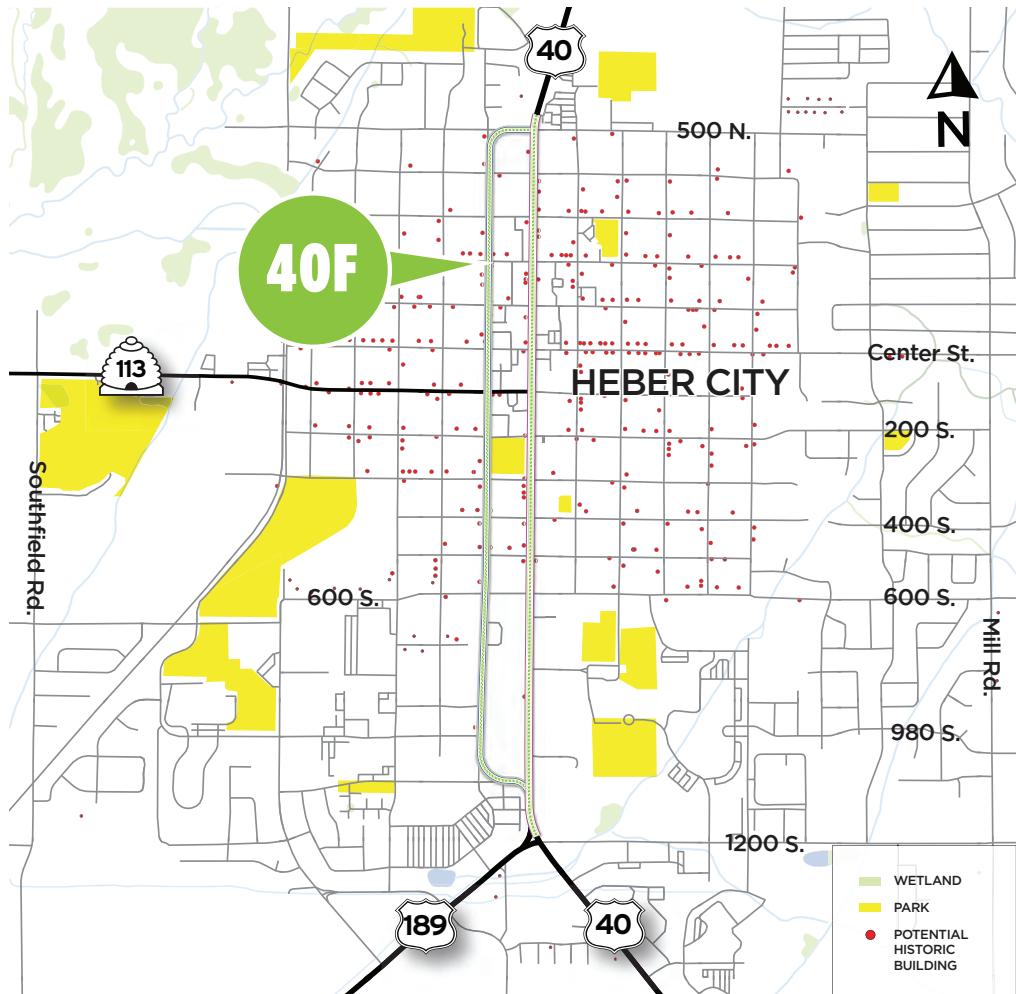
### U.S. 40 REVERSIBLE LANES SIGNAGE



\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# ALTERNATIVE 4OF ONE-WAY-COUPLETS

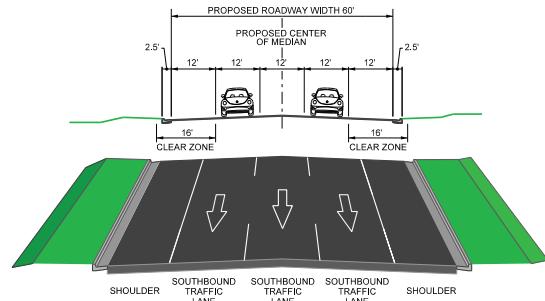
## Heber Valley Corridor ENVIRONMENTAL IMPACT STATEMENT



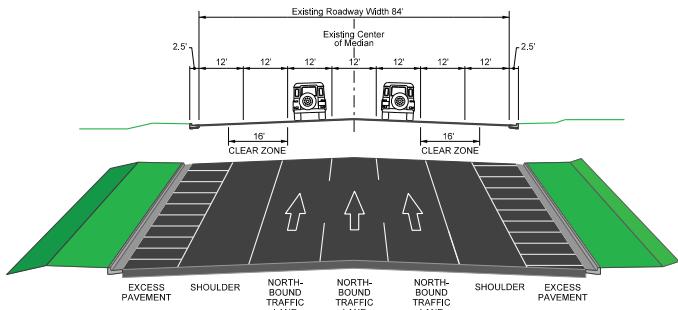
Concept proposes splitting U.S. 40 into two roads between 500 North and 1000 South. Main Street would be for northbound travel and 100 West would be for southbound travel.

SPEED  
LIMIT  
**35**

### PROPOSED ONE-WAY-COUPLETS (100 WEST)\*



### PROPOSED ONE-WAY-COUPLETS (U.S. 40)\*

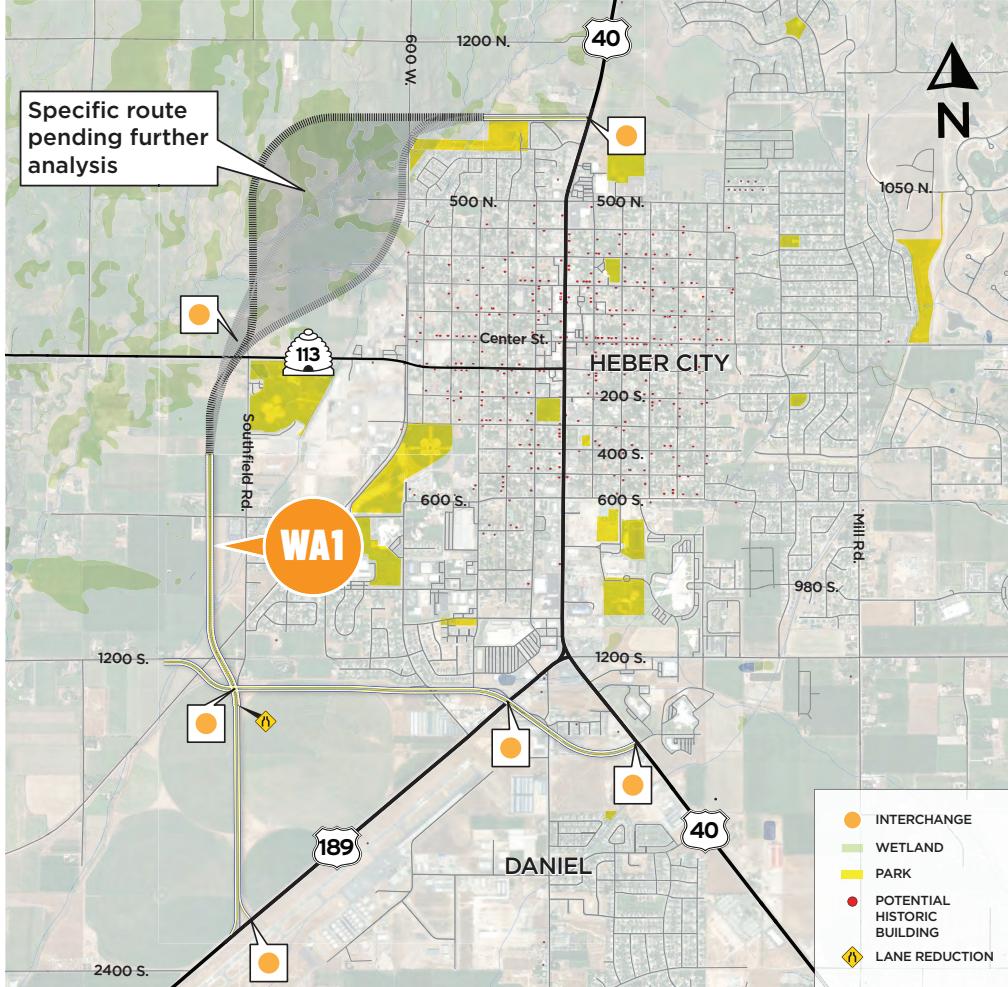


\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# ALTERNATIVE WA1

## WEST BYPASS LIMITED-ACCESS GRADE-SEPARATED

Heber Valley Corridor  
ENVIRONMENTAL  
IMPACT STATEMENT

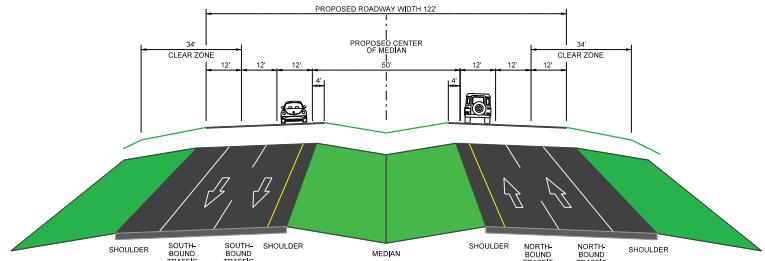


Concept proposes a highway-type facility with six interchanges at major connections: U.S. 40 (2), U.S. 189 (2), S.R. 113, and 1300 South. A limited access facility is the same design type as U.S. 40 between I-80 and S.R. 32.

SPEED  
LIMIT  
65

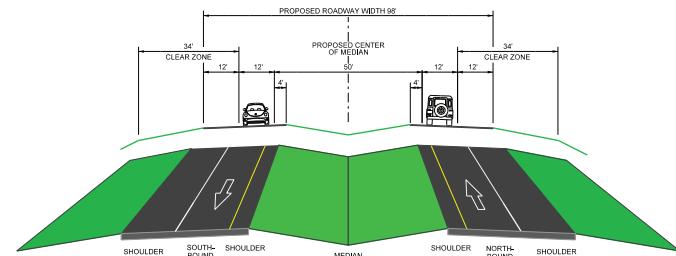
### PROPOSED WEST BYPASS LIMITED-ACCESS, GRADE-SEPARATED (FOUR LANE SECTION, TWO LANES IN EACH DIRECTION)\*

Concept would likely require a four lane section between S.R. 113 and 1300 South.



### PROPOSED WEST BYPASS LIMITED-ACCESS, GRADE-SEPARATED (TWO LANE SECTION, ONE LANE IN EACH DIRECTION)\*

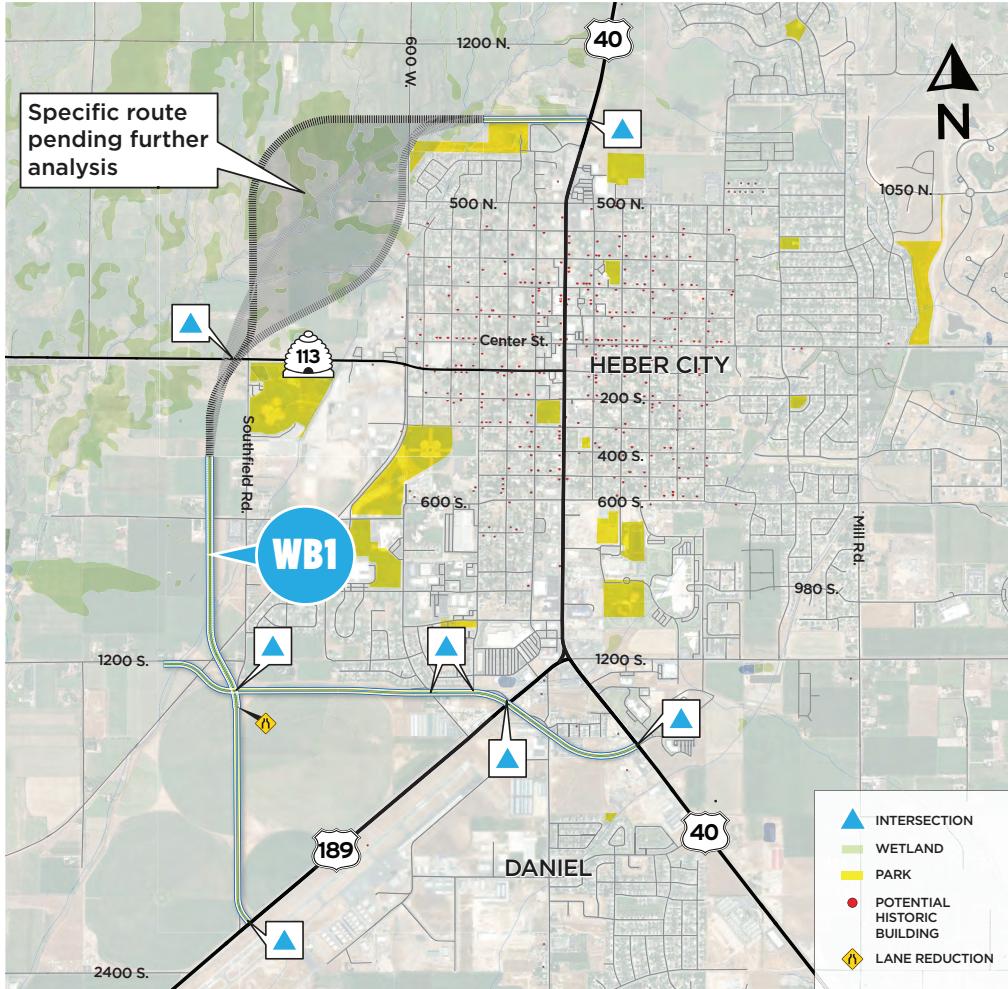
Concept would likely require two lane sections north of S.R. 113, south of 1300 South, and along 1300 South.



\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# ALTERNATIVE WB1

## WEST BYPASS PARKWAY AT-GRADE

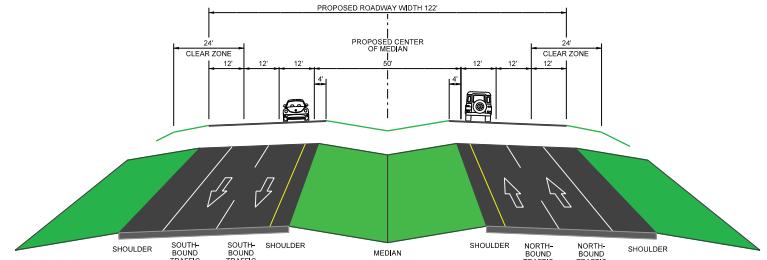


Concept proposes a parkway-type facility with eight intersections: U.S. 40 (2), U.S. 189 (2), S.R. 113, 1300 South, Industrial Parkway, and 300 West.

**SPEED  
LIMIT  
55**

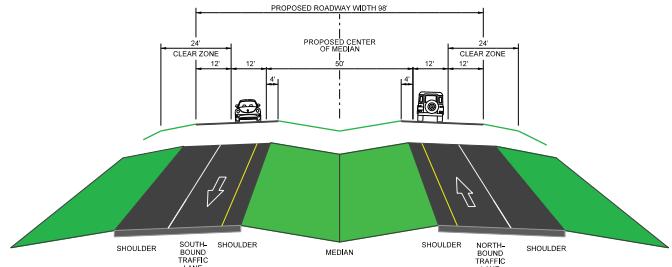
### PROPOSED WEST BYPASS PARKWAY AT-GRADE (FOUR LANE SECTION, TWO LANES IN EACH DIRECTION)\*

Concept would likely require a four lane section between S.R. 113 and 1300 South.



### PROPOSED WEST BYPASS PARKWAY AT-GRADE (TWO LANE SECTION, ONE LANE IN EACH DIRECTION)\*

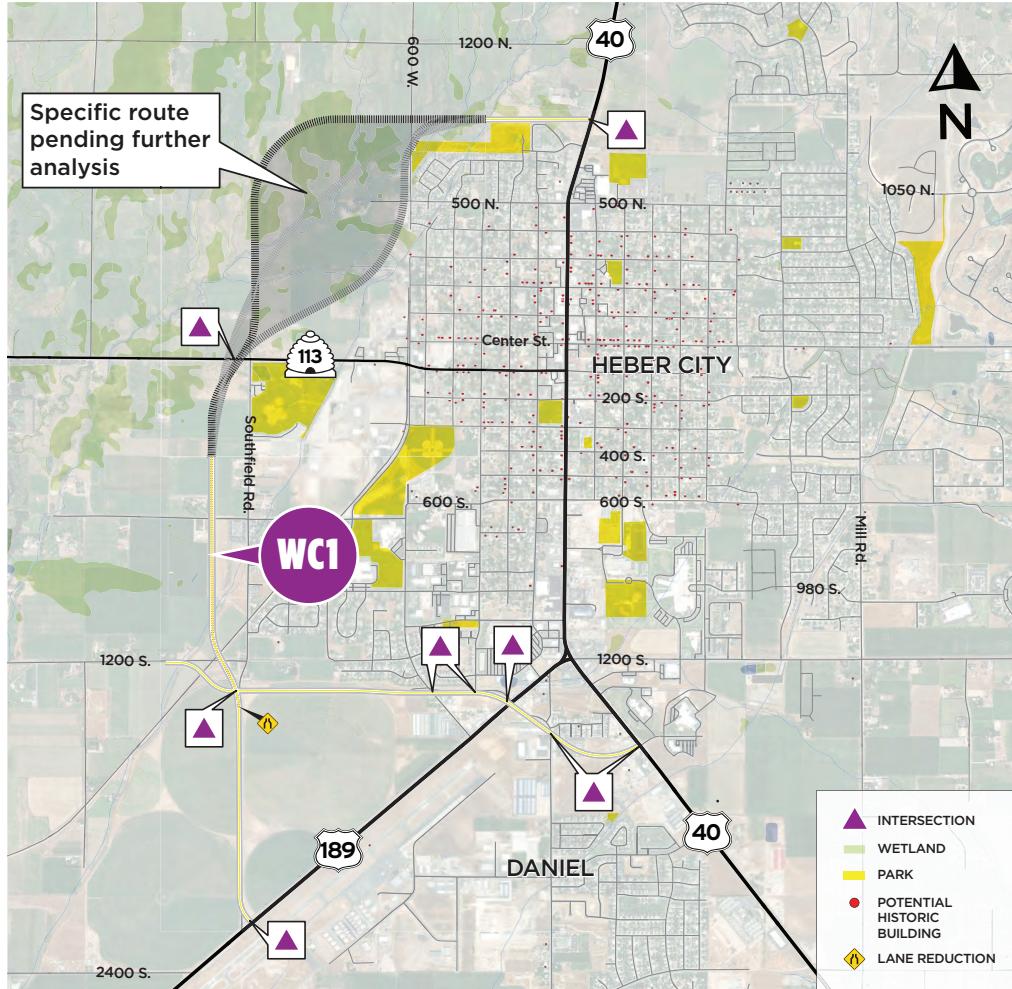
Concept would likely require two lane sections north of S.R. 113, south of 1300 South, and along 1300 South.



\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# ALTERNATIVE WC1

## WEST BYPASS ARTERIAL AT-GRADE

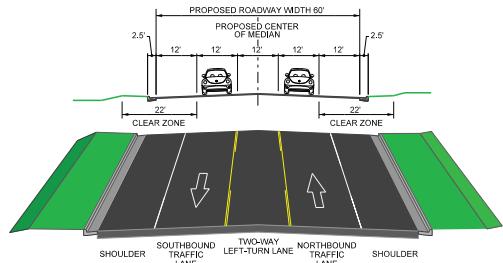


Concept proposes an arterial-type facility with intersections at all cross streets, nine total: U.S. 40 (2), U.S. 189 (2), 1300 South, S.R. 113, Industrial Parkway, 300 West, and S. Daniels Road.

**SPEED LIMIT  
 45**

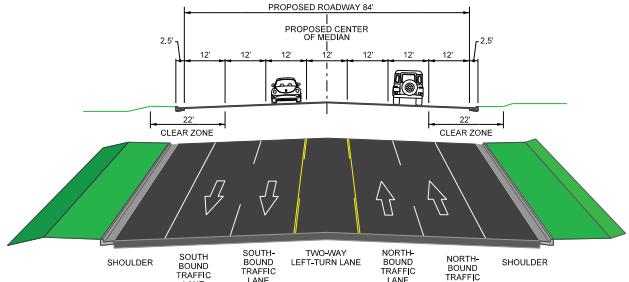
### PROPOSED WEST BYPASS ARTERIAL AT-GRADE (THREE LANE SECTION, ONE LANE IN EACH DIRECTION)\*

Concept would likely require three lane sections north of S.R. 113, south of 1300 South, and along 1300 South.



### PROPOSED WEST BYPASS ARTERIAL AT-GRADE (FIVE LANE SECTION, TWO LANES IN EACH DIRECTION)\*

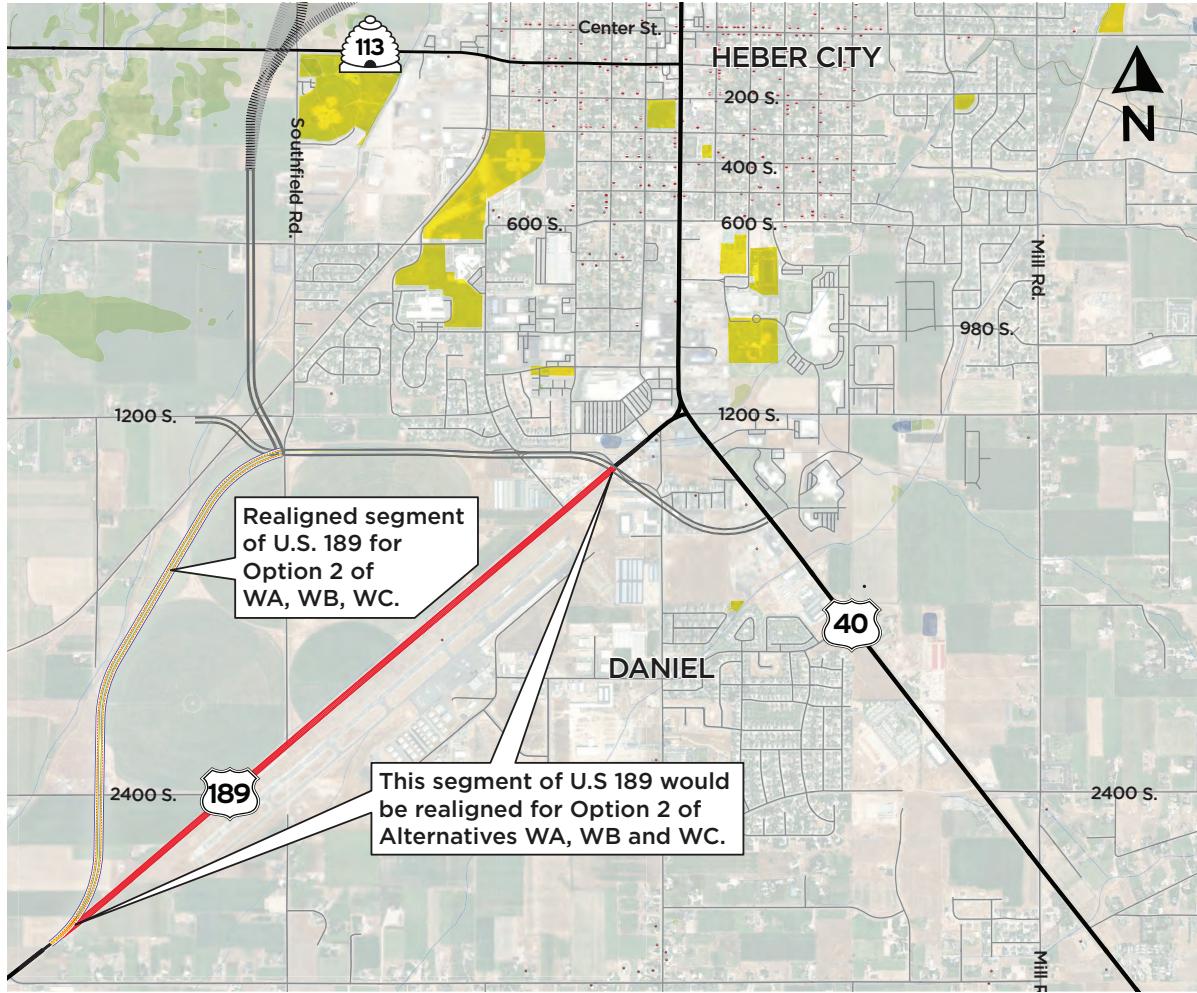
Concept would likely require a five lane section between S.R. 113 and 1300 South.



\*Sidewalks not shown on typical sections. Non-motorized transportation options will be developed for alternatives that are not eliminated during the screening process.

# OPTION 2 FOR ALTERNATIVES WA, WB, WC

## REALIGN A PORTION OF U.S. 189



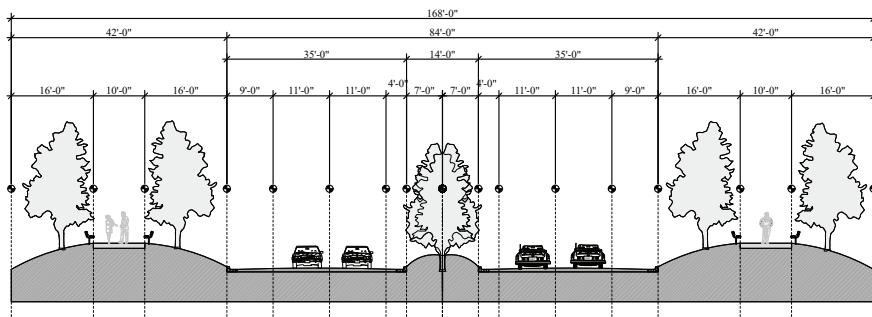
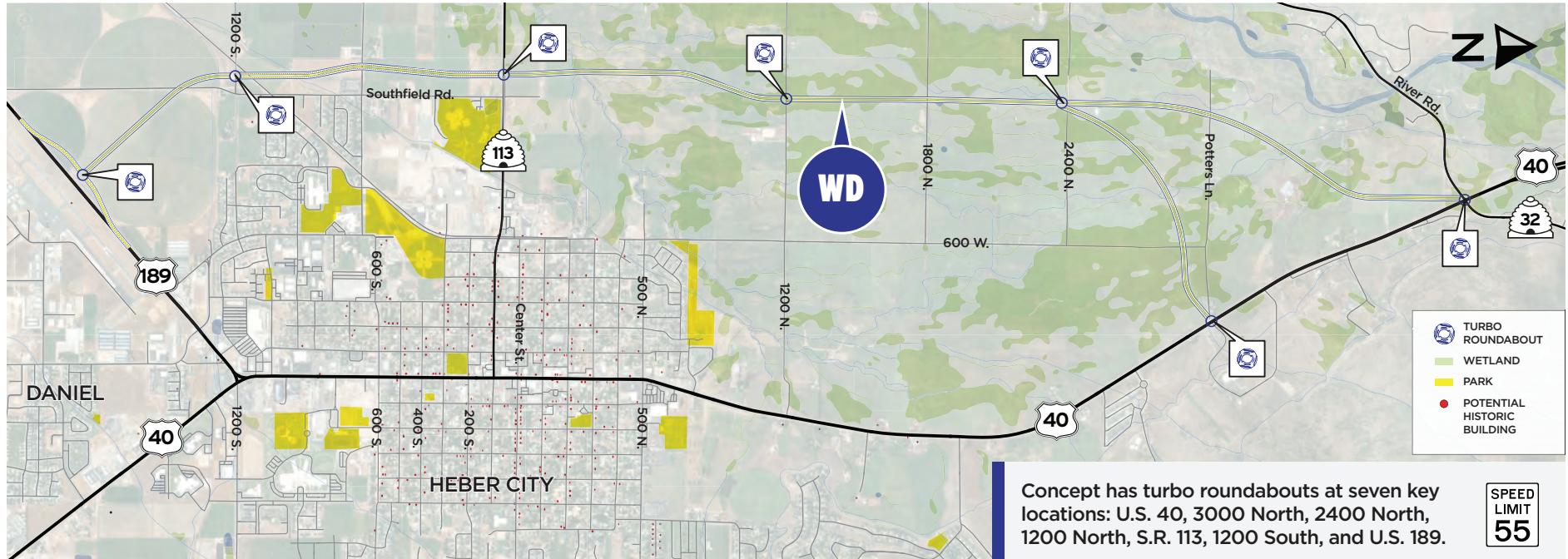
Alternatives WA, WB, and WC have two options for U.S. 189:

1. Keep U.S. 189 in its existing location (see boards for Alternatives WA1, WB1 or WC1) or
2. Realign U.S. 189 and remove the segment between the bypass connections (shown here).

# ALTERNATIVE WD

## WEST BYPASS PARKWAY TURBO ROUNDABOUTS

Heber Valley Corridor  
**ENVIRONMENTAL  
 IMPACT STATEMENT**



Cross section does not meet UDOT standards. This alternative was provided by a member of the public to evaluate. Any type of aesthetic or design treatments would only be considered later in the process.



## Civil Rights/Title VI Public Meeting

Project Name: Heber Valley

Project Number: S-R399(310)

PIN: 17523

Region: Three

PM: Craig Hancock

Email: chancock@utah.gov

Phone: 801-928-9158

PI: Brianna Binnebose

Email: bbinnebose@pennapowers.com

Phone: 801-597-5128

## Public Meeting Checklist

- All public meetings need to be advertised on the UDOT website under [Public Meetings and Events](#). Website contact: Becky Parker at [rebeccaparker@utah.gov](mailto:rebeccaparker@utah.gov)
- Invite the Title VI Coordinator to all public meetings: [civilrights@utah.gov](mailto:civilrights@utah.gov)
- Meetings must be held at convenient and accessible locations and times.
- The building must have handicap access and an accessible working elevator if stairs are required to get to the meeting.
- Signage must be big enough to be readable.
- Know your demographic. Translators may need to be provided. Not all languages need to be interpreted, use common sense. A translation resource list can be found on the UDOT Title VI Program [home page](#).
- Meeting collateral must include the following statement:
 

NOTICE OF SPECIAL ACCOMMODATION DURING PUBLIC MEETINGS. Any individual needing special accommodations (including auxiliary communicative aids and services) during this meeting should contact the project team at: \_\_\_\_\_
- Non-discrimination poster must be exhibited at all public meetings. The non-discrimination poster can be found on the UDOT Title VI Program [home page](#).
- Have the Title VI approved sign in sheet that gives the option to mark sex, race and disability at each table. The blank sign in sheet can be found on the UDOT Title VI Program [home page](#).
- Provide a way to collect comments.
- Scanned sign in sheets and copies of comments must be sent to the Title VI Coordinator, [civilrights@utah.gov](mailto:civilrights@utah.gov).

# Public Meeting Summary

Instructions: This form is for internal use only and must be completed for every public meeting/event hosted or attended by UDOT. This includes all UDOT-hosted public, community or civic association meetings. Following the meeting/event, complete this electronic form and submit via email to [civilrights@utah.gov](mailto:civilrights@utah.gov). One form should be submitted per meeting/event.

1. Title of Meeting/Event: Heber Valley EIS Public Meeting

2. Date/Time: October 6, 2021 5-8pm

3. Venue Name: Heber Valley Elementary School

4. Address: 730 S 600 W, Heber City, UT 84032

5. List your name and the name of all project team members in attendance:

Craig Hancock

Naomi Kisen

Geoff Dupax

Andrea Clayton

Vince Izzo

John McPherson

Kelly Johnston

Manuel Zamora

Other: \_\_\_\_\_

6. Summary of the Event/Meeting (include the purpose, pertinent questions and comments, and any action items that require a follow-up relating to Title VI Protected Populations):

The purpose of the public meeting was to provide an opportunity to learn more about the alternative concepts developed by UDOT and to ask clarifying questions of the project team in regards to the concepts and development process. The format of the meeting was an open house with no formal presentation given. Participants had an opportunity to speak with project team members at the stations, which had large scale maps and informational boards for viewing. Printed copies of factsheets that contained summary information from the maps and boards were available in English and Spanish.

There were approximately 75 attendees, including the project team and the following questions/comments were discussed by the public:

- A bypass should be placed where it would impact the fewest people.
- West side is much less developed (fewer homes and schools).
- Something needs to be done about congestion.
- Congestion on Main Street is preferable to impacting so many homes and neighborhoods.
- The north fields and south fields should be preserved. Please don't impact the fields.
- Concern for impacts to natural resources (wetlands, creeks, aquifer, wildlife).

7. What Agency hosted the Meeting/Event? UDOT

Other (if selected): \_\_\_\_\_

8. What methods were used to advertise the meeting/event? *Attach meeting advertisement collateral*

- Office on Asian & Pacific Islanders Affairs
- Office of Latino Affairs
- Office on African Affairs
- Office of Disability Rights
- Office of Indian Affairs
- Office of Refugee Services
- Office of Veteran Affairs
- Office of Aging
- Senior Centers

- UDOT Website
- UDOT Social Media
- Flyers
- Mailers
- Radio
- Press Kit/Release
- Minority Publication

Newspaper(s):

Local Gov't.(s):

Other:

9. Did the meeting advertisement include the required Notice of Special Accommodations statement?: Y \_\_\_\_\_

10. How any days in advance was the meeting/event advertised? 18 \_\_\_\_\_

11. Were accommodations needed at this event? If so, indicate the number of individuals needing each service.

Sign Language Interpretation: 0 \_\_\_\_\_

Audio Assistance: 0 \_\_\_\_\_

Site Accessibility ADA : 0 \_\_\_\_\_

Visual Impairment Assistance: 0 \_\_\_\_\_

Age Related Assistance: 0 \_\_\_\_\_

Technology Assistance: 0 \_\_\_\_\_

Other: 0 \_\_\_\_\_

12. Were language translation services needed? No

a: Oral language translation, specify languages N/A \_\_\_\_\_

Indicate the number of individuals needing translation services 0 \_\_\_\_\_

b: Documents/materials translation, specify languages Spanish \_\_\_\_\_

Additional Comments:

The project team did not receive any requests to provide translated materials. However, based on demographic information and stakeholder interviews UDOT did have some materials translated in Spanish and made those materials available at the Wasatch County Library, Heber City Administrative Offices and Wasatch County Administrative Offices.

13. Observe and report the number of attendees by the following categories:

American Indian/Alaskan Native: 0 \_\_\_\_\_

Hispanic: 0 \_\_\_\_\_

African American/Black: 0 \_\_\_\_\_

Asian/Pacific Islander: 0 \_\_\_\_\_

Caucasian: 26 \_\_\_\_\_

Other Race: 2 \_\_\_\_\_

Female: 18 \_\_\_\_\_

Male: 28 \_\_\_\_\_

Other: \_\_\_\_\_

Persons with Disability: 1 \_\_\_\_\_

Additional Comments/Action Requests:

79 members of the public completed the sign-in form, 34 of the 79 did not provide an answer to the aforementioned categories. Completing the sign-in form was not required to participate in the meeting, as the project team determined that choosing to do so could potentially prohibit participation.

Completed by: Craig Hancock

 Digitally signed by Craig Hancock  
Date: 2022.05.24 13:10:44 -06'00'

UDOT

Organization: \_\_\_\_\_

Please send this sheet to the Title VI Coordinator, [civilrights@utah.gov](mailto:civilrights@utah.gov)

The Civil Rights evaluation and communication plans should be included in your Public Involvement Plan. At the conclusion of your project, include the Civil Rights engagement methods and outcomes in your final report.

**Submit This Form**

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