

APPENDIX P

Screening Results Comments

- Summary of Comments
- Comments
- Attachments to Comments

Summary of Comments Received during the Alternatives Screening Comment Period

This summary provides a high-level overview of public and agency comments submitted during the alternatives screening comment period that ran from June 7 through July 22, 2022. This summary represents views or opinions of individual commenters; therefore, comments can conflict with one another and may not be factually correct. During the comment period 441 comments were received. Of the 441 comments, two comments were signed by multiple people: 1 petition was received with 1,099 comments and signatories contained within, and another comment was submitted by a group of 110 citizens.

Common Themes

- The north fields are sacred, don't destroy the north fields.
- 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 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 along existing U.S. 40.
- Support for alternatives WA1 and WB1 because they are 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.

Purpose and Need

- Statement that the project is not needed and is a waste of taxpayer money.
- Desire to preserve nature instead of accommodating vehicles and more pollution.
- Desire to remove heavy trucks off Main Street.
- Statements that a west side bypass will not support or be attractive to Unita Basin truck traffic.
- Concerns for future development in the valley.
- Concerns that there are contradictions in the purpose and need and the proposed alternatives.

Purpose and Need Statement

- Frustration that UDOT is does not include all of the vision in Heber City's plan and requests to expand project purpose to include preserving the north fields, or requests to include all vision statements in the project purpose.
- Frustration that protection of the north fields and open space are not project purposes.

Heber City's Vision for Historic Town Center

- Frustration that the screening methodology only includes part of Heber City's vision (the historic town center) and not all vision statements, in particular protection of open lands and rural character.
- Concerns that citizen's desires to protect open space and rural character are being ignored.
- Comments against alternatives WB3 and WB4 as not supporting Heber City's vision and General Plan.
- Request for clarification or legal mechanism for removing trucks from Main Street or encouraging trucks to take a longer route such as a bypass.
- Statements that UDOT does not understand Heber City's vision for Main Street or what is achievable for Main Street in the future based on traffic analysis.
- Main Street will never be a quaint, walkable, town center.
- Support for protecting the historic city center, revitalizing the downtown, reducing traffic on Main Street, and increasing walkability of Main Street.
- Statements against protecting the historic city center or Main Street at the expense of open lands.
- Main Street will never be pedestrian friendly because there is nowhere interesting to walk to or shop. It is too late and impossible to transform Main Street into a walkable or bikeable tourist friendly place.
- A walkable downtown is achievable without a bypass.
- Decreasing traffic on Main Street is not Heber City's goal.
- Request for UDOT to implement the downtown vision now (pedestrian and bicycle safety elements) regardless of the EIS.

Traffic Congestion

- Concern that if a bypass is built, traffic will increase due to induced demand. A new road will just get congested due to induced demand.
- The proposed plan will not solve the traffic problem on Main Street.
- Traffic congestion on Main Street is terrible, dangerous, and/or unsustainable. Traffic will only get worse. Requests to expedite the project.

- Current traffic congestion is restricting movements on and off of US-40 and restricting east-west movements across US-40 for trucks and passenger vehicles.
- Traffic congestion is tolerable, and the project is not necessary. The traffic is only bad for a couple hours a day.
- Heber City is not providing infrastructure needed to accommodate the development they permit.
- Traffic signals could be better synchronized to improve Main Street or eliminate the need for a bypass.
- Congestion slows traffic to safe speeds

Traffic Analysis

- Request for clarification on traffic split between Provo Canyon (US-189) and Daniels Canyon (south US-40).
- Most traffic is coming from south US-40, not US-189.
- Most traffic is coming from or headed to the east side; therefore, a bypass should be proposed for the east side not west side.
- UDOT's traffic analysis is out of date. It needs to be redone post Covid with collection of data that will support optimization of local roads. Flow from the east side needs to be addressed.
- UDOT's traffic analysis should be redone to include remote work assumptions post Covid and evaluate traffic from the current and future developments which will make up the greatest share of future traffic.
- If the rail spur is constructed, oil truck traffic will end. Oil truck traffic is only 4% of traffic and does not warrant a new road.
- A bypass does not prevent traffic congestion on Main Street from feeder roads (2400 S, 1200 S, 500 N, Center Street, and the Daniel area) from the east of the valley.
- Why would anyone take a bypass with traffic lights that increases the distance for travel without any real time savings? Each scenario presented doesn't help traffic.
- UDOT has failed to show with data how any of the alternatives will alleviate traffic challenges of Heber Valley.
- Where are the actual numbers studying actual traffic? UDOT's proposals for the bypass center around assumptions about what traffic will look like in the future, but those are only assumptions and have no data to back them up.
- The study fails to consider the impact of the bypass road and increased traffic on Provo and Orem. A proper traffic study over 1-2 years would quantify the potential traffic.
- Request to model a scenario of jurisdictional transfer of Main Street with truck restrictions and update travel time results.
- UDOT should improve Main Street first, then evaluate a need for a bypass afterwards.

Growth

- Frustrations with the pace of growth and development in the valley.
- Frustrations with particular development approvals.
- Requests to limit growth or stop the approval of new developments.
- Residents have moved to Heber Valley to get away from traffic and crowds. The Heber Valley should stay rural.
- The valley's natural resources cannot support the current rate of growth.
- Requests to better plan for growth to maintain the qualities that brought people to the valley.
- All of the growth is on the east side, why is UDOT considering a road on the west side?
- Traffic should be expected due to growth.
- A bypass may not be needed now, but it will be after the approved development is in place.
- Stopping the bypass will not stop growth.
- Concerns that the alternatives are designed specifically to increase growth and traffic in the valley.
- Has UDOT considered the growth in Midway and the ski resort expansion?
- The screening report implies that municipalities have preserved a northern terminus and roadway corridor through the north fields to accommodate growth. However, this is not found in planning documents.
- Frustrations with Heber City, Wasatch County, and developers for not ensuring proper infrastructure for existing and future development.
- The study should look long term and not require another study in 10 years.
- Heber City should work toward alleviating traffic as part of the development on the east side.

Non-motorized Transportation

- Local planning documents do not contemplate bike and walking trails on current US-40 or improvements to US-40. Most people don't want to walk adjacent to a freeway.
- Heber City Envision 2050 shows planned bike paths on 100 East and 100 West
- Introducing non-motorized transportation in the north fields threatens the agricultural businesses and families and are incompatible uses.
- Bikeways and walkways need to be located where people live and work, not in the north fields.

Alternatives

No-action Alternative

- Support for No-action.
- No-action is the best alternative. Keep the traffic on Main Street. Congestion is OK.
- The bypass should have been built long ago. Now the impacts are too great, so doing nothing is best.
- No-action protects homes, north fields, and prevents development in open space.
- No-action saves taxpayers money.
- Red Ledges should complete an eastern bypass.
- Suggestion that with time, the traffic congestion will remedy itself and save tax dollars.
- Suggestion that a western bypass connecting US-40/River Road to US-189 [further to the west than the current alternatives] is the solution, without that as an alternative, no-action is then the best solution.
- Heber City has at least two internal streets that serve residents as an adequate bypass. Perhaps that is all that is really needed.
- UDOT and Heber City should identify an outside engineering company to evaluate Heber City traffic needs and formulate a plan that does not include a bypass road. This should be the No-action.
- We can't afford to do nothing again.

Heber City Main Street / U.S. 40

- Keep Main Street as a highway
- Improve Main Street or upgrade the roads we already have instead of impacting open lands with a west bypass.
- Make Main Street limited access (don't allow people to exit or enter) with pedestrian/bike overpasses. Encourage businesses to move or switch to a back entrance
- Main Street should be widened to 7 lanes and parking should be removed.
- Keep traffic on straight, easy to maintain US-40 and US-189
- The traffic is in Heber, not in the north fields. Keep the traffic by the roads that are already built.
- Preserving Main Street should not be given priority
- Main Street is already a bypass. The road to Midway can be turned into a cute walkable Main Street with shops and the train station.

- Building a bypass will not solve the safety problems from strip developments on Main Street. UDOT should study traffic calming techniques and regulating truck traffic.
- Suggestions of future design needs or changes to Main Street if Heber City were to receive Main Street in a jurisdictional transfer from UDOT after a bypass is constructed.
- The least impactful option is a tunnel under Main Street.
- Operational comments:
 - Keep the traffic on Main Street and add speed bumps.
 - Suggestion for roundabouts or one-way-traffic on Main Street in addition to a west bypass.
 - Improve the signal at SR-32 and traffic will improve on Main Street.
 - Speed limit on Main Street is too high
 - Do not install medians in the center of Main Street, it is a nightmare for snow removal.
 - Require new development along highway 40 use on and off ramps instead of stoplights.
 - Improve signal timing and/or add left turn signals throughout US-40 to improve traffic flow.
 - Address traffic issues at Center St and 100 South.
- Truck specific comments:
 - Limit truck traffic to between 6 PM to 8 AM
 - Make trucks use the right lane only and 20 mph at most
 - Tax oil tankers, let the oil refineries help pay for traffic
 - Keep oil tankers off Utah highways. Make them drive through Heber at 25 mph.
 - Remove tankers off Main Street
 - Make trucks use a designated lane on Main Street, time traffic lights, and remove all street parking and designate current parking spots as right turn only lanes.
- Business specific:
 - Local businesses prosper when drivers stop on Main Street
 - Plan should be to keep traffic on Main Street with shops on 100-200 East and West
 - None of the bypass alternatives will solve traffic because the issues are caused by local traffic accessing businesses on Main Street. UDOT should make improvements to Main Street so people can more easily access Main Street from the side streets

Alternative 40F: One-Way-Couplet

- Removal of the one-way-couplet is a mistake or the result of a flawed analysis. Bring back the one-way-couplet for further study.
- Support for the one-way-couplet alternative.

- Heber City's vision for a walkable Main Street is not feasible. The City should focus on making 100 South and Center Street the walkable destinations.
- The one-way-couplet alternative keeps traffic on or near Main Street and will benefit businesses and the economy.
- The one-way-couplet will not impact historic buildings or the historic quality of downtown.
- One-way-couplets have worked well in other western and rural towns. UDOT should meet with representatives from Colorado, Montana, and Oregon to better understand how one-way-couplets have worked for them.
- UDOT did not fully consider the one-way-couplet alternative before eliminating it.

Bypass (General)

- Suggestion to use Carson City, Nevada as an example bypass.
- Suggestion to use Price, Utah as an example bypass.
- Frustration with bypass proposals.

West Bypass

- Comments against alternatives through the north fields.
- A bypass through the north fields will impact underground water supply, farms, and the Provo River.
- Comments against a bypass, any bypass. No bypass is necessary.
- Statements that most residents or locals don't want a bypass.
- Support for alternatives through the north fields. And, suggestions to start the bypass as far north as possible.
- A bypass should go farther south through Daniel
- Suggestion to plant trees to visually screen north field alignments.
- Support for western bypass alternatives because they impact fewer homes.
- Support for a bypass because of future growth.
- Statement that a bypass has not been planned.
- Suggestion to tunnel the bypass to reduce noise and light pollution.
- Build it right the first time. Do not repeat Bangerter Highway (i.e., intersections first, then interchanges).
- Design the bypass as limited access to reduce potential for future development in the existing open space.
- Suggestion to connect to US-40 at 1200 North. There would be fewer wetlands impacts on 1200 North because there is an existing dirt road and it would be less intrusive to neighborhoods.

- Suggestion to eliminate the connection at 800 North.
- The bypass should be designated as US-40 once constructed. Main Street should go back to the locals.
- Faster non-stop traffic would disrupt the local economy and health in unexpected ways
- Suggestion to phase a western bypass – start with WA1, WB1 or WB2 (loop around the City), then build WB3 or WB4 (loop around future development).
- A west bypass will not work. UDOT should study another alternative.
- Suggestion to improve several local roads in addition to building a new bypass.

Alternative WA1

- Support for frontage roads along US-40. Full frontage roads with Alternative WA1 would provide access to everything and would be less confusing than partial frontage roads
- There is not enough room for frontage roads on the east side of US-40.
- Support for Alternative WA1 as the best long-term solution to move traffic and protect the north fields.
- Comments against Alternative WA1 and suggestions it will require another future investment to solve traffic in the valley. Alternative WA1 only serves Heber City, and not the rest of the valley.
- There is no need for on/off ramps or interchanges.
- Alternative WA1 is the best because it has interchanges. Interchanges are preferred.
- Alternative WA1 is too expensive and is unnecessary or oversized for Heber.
- Alternative WA1 will only move congestion around or cause new problem areas in Heber.
- Alternative WA1 would significantly impact the water flow to properties located south and east of the route and affect historic flows into the special aquatic site.

Alternative WB1

- Alternative WB1 will not work, will not be safe, or will create traffic delays.
- The partial frontage roads with Alternative WB1 are confusing.
- Support for Alternative WB1 as the best solution with the fewest impacts.
- Support for Alternative WB1 because it protects the north fields.
- Comments against Alternative WB1 and suggestions it will require another future investment to solve traffic in the valley. Alternative WB1 only serves Heber City, and not the rest of the valley.
- Alternative WB1 is a good compromise for the valley.
- Alternative WB1 has too many signalized intersections, defeating the purpose of the bypass.

- Comments against Alternative WB1 for impacts to homes, businesses, and historic buildings.

Alternative WB2

- Alternative WB2 wanders through the north fields unnecessarily
- Alternatives WB2 and WB4 destroy too much of the south fields
- There is no need to realign US-189
- Comments against Alternative WB2 and suggestions it will require another future investment to solve traffic in the valley. Alternative WB2 only serves Heber City, and not the rest of the valley.
- Support for alternative WB2 because it is furthest to the west and protects the north fields.
- Support for alternative WB2 because it keeps traffic closest to areas of commerce.
- Alternative WB2 will not work for traffic and does not have enough lanes.
- Suggestion to combine elements of WA1 and WB2.
- Comment that realigning US-189 will hinder travel between Utah Valley and Uintah Basin. The route will be longer than it is now.

Alternative WB3

- Comments against Alternative WB3 for its impacts to the north fields, open space, the \$10 million open space bond, Class 1A aquifer, wetlands, viewsheds, Provo River restoration, landowners, community, livestock movements, and/or agricultural lands.
- Comments requesting the removal of Alternative WB3 from further consideration.
- Support for Alternative WB3 as the most direct and beneficial as a bypass. Alternative WB3 will provide the greatest benefit to Main Street and the valley.
- By keeping WB3 and WB4, UDOT is ignoring the community.
- Build WA1, WB1, or WB2 first. Then determine if a need to extend to SR-32 is necessary.
- Alternatives WB3 and WB4 are preferable because they impact the fewest homes and businesses.
- Let's do this right the first time – the west bypass should connect to SR-32 to account for future growth.
- WB3 and WB4 are the safest, fastest, and supports future improvements.
- WB3 is the best because it keeps traffic, noise, and other pollutants further away from the city and residents and allows for growth.
- Suggestions to grade-separate all intersections (interchanges).
- WB3 and WB4 were added too late in the process. They have never been discussed by Heber Valley residents before. These alternatives have not been given the same level of thought as the other alternatives.

- No environmental studies have been done. UDOT is omitting data and studies that show the impact.
- WB3 and WB4 violate the wishes of local municipalities and Wasatch County; it violates Heber City's Envision 2050 General Plan; and it violates public referendums.
- WB3 only serves commuting traffic while not addressing the explosive population growth and subsequent local traffic on north US-40.
- WB3 and WB4 should be located on or east of 600 West to maintain connectivity of local roads in the north fields.
- WB3 and WB4 are not supported by the purpose and need.
- Lack of trust in the process or screening analysis. Assumptions that developers are choosing alignments.
- WB3 and WB4 will trigger lawsuits and cost taxpayers.
- WB3 should be modified with no access between SR-32 and SR-113. This would prevent the north fields from being developed.
- Initial proposals of WD, and now WB3 and WB4 are suspect.
- WB3 and WB4 will harm travel in Heber City.
- WB3 and WB4 will be scenic and should incorporate pullouts for travelers.
- WB3 and WB4 provide transportation system redundancy in the event of an emergency or natural disaster.
- Alternatives WB3 and WB4 would encourage development or urban sprawl in the north fields.
- UDOT has not studied traffic origins and destinations. UDOT does not know if a western bypass will remove traffic on Main Street.
- Opposition to WB3 and WB4. The north fields, wetlands, and water quality should be protected.
- Alternatives WB3 and WB4 discharge into the special aquatic site.
- Alternatives WB3 and WB4 are not compatible with Heber City and Wasatch County planning documents.

Alternative WB4

Many comments for Alternative WB4 overlap with comments received for WB3 in Section A.3.4.5 Alternative WB3.

- Comments against Alternative WB4 for its impacts to the north fields, open space, the \$10 million open space bond, quality of life, air quality, Class 1A aquifer, wetlands, viewsheds, Provo River restoration, landowners, community, livestock movements, and/or agricultural lands.
- Comments requesting the removal of Alternative WB4 from further consideration.
- Protect the north fields

- Support for Alternative WB4 as the most direct and beneficial as a bypass. Alternative WB4 will provide the greatest benefit to Main Street and the valley. WB4 would result in less pollution.
- Support for WB4 as the best long-term solution.
- Support for alternatives WB2 and WB4 because they are furthest to the west
- Alternatives WB2 and WB4 destroy too much of the south fields by realigning US-189.
- There is no need to realign US-189.
- Alternative WB4 is the best because it is not close to residential housing at the US-40/US-189 junction
- WB4 would protect the north fields because there wouldn't be a house on every 10-acre parcel.
- WB4 would allow expansion room for the airport (which is a future need).
- Suggestions to grade-separate all intersections (interchanges).
- WB4 is only serving commuting traffic while not addressing the explosive population growth and subsequent local traffic on north 40

Alternative WD

Note: Petition with 1,099 signatures was focused on WD. Alternative WD was screened out, however comments may be applicable to WB3 and WB4 as all three alternatives are aligned through the north fields. See Sections A.3.4.5 Alternative WB3 and A.3.4.6 Alternative WB4 for similar comments.

- Comments against WD for its alignment through the north fields.
- WD was shown in October 2021 even though this option was not previously announced to the public for vetting

Alternative WA3

Note: Alternative WA3 was screened out.

- Support for WA3 because it is a bypass with interchanges that will support future travel demand.

East Bypass

- Comments from west bypass opponents supporting east bypass options and limiting impacts to open space and the north fields on the west side.
- Comments from east bypass opponents supporting west bypass options and limiting impacts to neighborhoods, schools, communities.
- Support for a bypass on Old Mill Road.
- Request for clarification on the screening information for the east bypasses.
- Suggestion to build a frontage road on the east side of the valley as a truck bypass.

- UDOT did not connect US-189 from its junction with US-40 to the east side options as they did for all the west bypass options.
- A bypass on the east side will be more beneficial to Main Street and remove more traffic than the west bypass options.
- The east side options are not worth considering and solve nothing.
- UDOT is ignoring the requests of west side residents in favor of east side residents.
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Alternatives – Realigning U.S. 189

- Support for the realignment of US-189 and the potential for the existing road segment to be redeveloped as a commercial center; and the potential to redesign the hub intersection to be safer.
- Comments against the realignment of US-189 because it will route behind homes and be more impactful to residents, quality of life and home values.
- Need for realignment has not been clearly explained to residents.
- Opposition to airport expansion. Assumptions that the airport suggested the realignment.
- Suggestions that with the realignment of US-189 the airport will expand and be an unwanted result of the realignment.
- Opposition to closing the segment of US-189 that is proposed for realignment. If realigned, it should be kept open as another exit out of Heber.
- Assertions that Heber City residents overwhelmingly do not want to see the realignment of US-189.
- US-189 should be expanded to a 4-lane freeway.
- Realigning US-189 will negatively impact wildlife such as Canada geese, sandhill cranes, and deer.
- It is not legal to build a road on the sewer fields.
- 1300 South should be a residential street posted at 25 mph.
- Concerns for safety of residents who live near and access 1300 South.

Alternatives – Other

- Suggestions to build a pipeline from the Uintah Basin to Salt Lake as a means to remove trucks from Main Street.
- Convert the Heber Creeper into a freight rail corridor and extend it to Provo, Park City, and Vernal as a means to remove trucks from Main Street.
- Suggestion to review the underground tunnels built by the Boring Company in Las Vegas.

- Incorporate travel demand strategies instead of building a new road.
- Move the oil refineries.
- Restrict trucks to a specific street and enforce a speed limit. Inconvenience the trucks instead of building a new highway that the community does not want.
- Suggestion to remove roundabouts from consideration on any alternative as they are an impediment to trucks.
- Suggestion to include roundabouts because they are safer, calm traffic, are better for air quality, cheaper to maintain, more visually pleasing.

Transit Alternative

- Concern that expanding public transportation was not considered
- Suggestion to develop better public transportation from Park City to Heber City and Midway.
- Suggestion to install light rail and not more roads. Installing a large rail loop that travels from Provo/Orem to Salt Lake City to Park City to Heber is the answer.
- Suggestion that transit be incorporated into all alternatives.

Alternatives – Active Transportation

- Requests to provide safe trails in the designs.
- Request to provide more trails in the valley.
- Suggestion to include a rail trail for electric bikes along US-40. People need alternative transportation methods.
- A western bypass will provide a paved trail and reduce traffic congestion on Main Street.

Alternative Screening

Screening Criteria and Process

- Concern that there wasn't an open and public process for defining and approving vision screening criteria.
- Heber City's Vision is weighted too high in the screening process. UDOT is too focused on the downtown.
- Frustration that the screening criteria only includes part of Heber City's vision (the historic town center) and not all vision statements, in particular protection of open lands and rural character.
- The screening criteria should place more importance on the community's past efforts to protect sensitive lands, water quality and open areas used for historical farming.

- Screening criteria used to select the best alternative should give weight to the least expensive, most direct, and least impactful alternative.
- Thanks for having a thorough screening process that values public input.
- Statements that the screening methodology, screening process, public notice, comment periods, project purpose and need are all flawed and failed to produce a reasonable range of alternatives.
- Screening failed to satisfy requirements of Clean Water Act Section 404(b)(1).
- Request to add additional resources, such as farmlands and open space, to the screening methodology and remove alternatives WB3 and WB4 based on farmland and open space impacts.
- By screening out Main Street alternatives (including one-way-couplet and reversible lane alternatives), UDOT is not providing the public and other decisionmakers a complete understanding of impacts and alternatives.
- UDOT should not have used snow removal to screen out an elevated bridge over Main Street because there are many bridges in Montana, Alaska, and Canada.
- East side alternatives and Main Street alternatives should not be screened out because most of the development and traffic are on the east side.
- UDOT needs to hold Heber City responsible for developing infrastructure solutions in and around Heber City and modify its proposals once Heber City has been held accountable.
- Vision criteria need to be clarified.
- Concerns that screening has been manipulated by political pressure or are not data driven.
- Lack of trust in the process or screening analysis. Assumptions that developers are choosing alignments.

Level 1 Criteria

- UDOT fails to explain how traffic through Heber City will be sufficiently reduced to achieve both reduced congestion and slower traffic speed to achieve the feel of a historic town center, and at the same time enhance mobility.
- Concern that UDOT ignored the EPA and is not compliant with the Clean Water Act by removing the east alternatives from consideration.
- Travel time on Main Street is weighted too heavily and is a flaw in the analysis.
- Protecting the historic town center conflicts with other screening criteria.
- The north fields should be included as a valued place in the vision criteria.
- There are no historic buildings on Main Street.
- The historic buildings are not correctly identified by UDOT.

Level 2 Criteria

- Concern that UDOT does not formally identify the Provo River Restoration Project (PRRP) area in the Section 4(f) properties evaluation and the screening criteria did not identify the potential direct, indirect, and cumulative impacts that could occur on PRRP lands.
- Concern that UDOT did not provide analysis on indirect and cumulative impacts to surrounding wetlands and watercourses, including the Provo River.
- Concern regarding the elimination of alternatives on the east side of Main Street that would less likely impact waterbodies and wetland complexes. Suggestion that the east side and Main Street alternatives be retained for detailed analysis in the EIS.
- Support for the elimination of Alternative WA3, and its greatest impacts to wetlands.
- Concern that the west bypasses and wetland impacts could result in an EIS that is inadequate for 404 permitting purposes.
- Support for cost assumptions.
- Concern for the inclusion of cost as a criterion and that cost does not support the selection of the least environmentally harmful alternative.
- Suggestion that cost should be calculated for all alternatives not just those that pass Level 1 screening.
- Concerns with the CWA 404(b)(1) analysis and the timing of the wetland delineation of the north fields.
- UDOT should have screened out alternatives based on impacts to Rock Creek which is an immediate tributary to the Provo River and a spawning ground for Brown trout.
- Alternatives WB3 and WB4 should be screened out based on wetland and water impacts.
- The north fields are protected under Section 4(f).
- The north fields have significant historic value.
- The current projected costs neglected to take into account the property acquisitions.

Public Notice and Comment on Screening

- Statements that UDOT's public notice and comment process is flawed.
- UDOT did not provide enough public notice or opportunity for input on the alternatives in the north fields.
- Frustration with the public comment process and desire to have the preferences stated in the public comments drive alternative screening. Request for UDOT to manage a public survey as a means to screen alternatives.
- Suggestions that UDOT did not include local agencies in the early scoping process.

- UDOT has disregarded comments received for alternative WD1 when it developed WB3 and WB4.
- Alternatives WB3 and WB4 should be screened out based on public opposition.
- UDOT's process is biased and manipulated by political pressure or financial interests.
- UDOT is not listening to residents.
- Residents in the north fields have not been properly contacted about proposed alignments or wetland delineation work on their land.
- The west side alternatives were chosen for fear of being sued by wealthy east side residents.
- UDOT failed to notify all stakeholders regarding the five alternatives released in June 2022.
- UDOT failed to identify a stakeholder to represent the retail and restaurant business owners on Main Street. The Main Street stakeholder is an office building owner that is not affected by the lack of tourism traffic.
- Form letter responses stating the entire process is flawed, UDOT dismissed options without proper review, UDOT is ignoring public input and resident's desires to protect the north fields, and UDOT is ignoring Heber City and Wasatch County planning documents.

Resource Considerations

- Has UDOT considered climate change and what is best environmentally?

Community and Social Impacts

- Assertions that no residents on the west side want a highway through their neighborhoods.
- Concerns that property values will decrease near the bypass alignments.
- Concerns for property access if a bypass is constructed.
- County roads in the north fields are used for recreation.
- Requests for clarification or more information on resource impacts not described in the screening report.
- Concerns for the health and wellbeing of those who live near the alternatives and may be impacted by future noise, dust, and stress of living near a busier or larger road.
- Concerns for disrupting the livelihood of farmers and ranchers and impacting agricultural lands.
- Concern for hazardous materials traveling at higher speeds routed close to residential, schools, and ecologically sensitive zones.
- Residents understand the need for the road, though they do not like the options.

- UDOT must consider and explain the effect of increased travel and traffic under WA1, WB3, and WB4 compared to other alternative alignments that have not been designed to accommodate and induce development and growth.
- Suggestions to mitigate for noise and visual impacts such as sound walls, trees, berms, rubberized asphalt to reduce noise.
- Concerns that eminent domain may be used in one jurisdiction (Wasatch County) to satisfy growth instigated by another jurisdiction (Heber City).
- Concerns that eminent domain may be used to take historic, generationally owned, and important lands.
- Concerns that the bypass is proposed for the west side because land is cheaper than the east side.
- When north US-40 is developed, trucks should not be allowed on north US-40 for the safety of the new residents.
- There is not enough room on north US-40 for frontage roads.
- Concerns that UDOT has not fully evaluated the potential impact to the mobile home park on Daniel Road.
- General statements against the alternatives and concerns for safety and quality of life.

Downtown Heber City

- Heber City can move downtown along Southfield Road
- One business owner on Main Street does not justify moving a highway for his own profit.
- Suggestion to encourage businesses to move off Main Street to an enterprise zone.
- Downtown Heber City will never be walkable. Heber City has not taken the steps to make Main Street walkable or beautiful. Do not be deceived by promoters of narrowing Main Street.
- There will always be too much traffic on Main Street for it to be walkable and pedestrian friendly.
- Heber City Main Street is not Park City Main Street.

Property Impacts

- Concerns on how and when property impacts will be assessed and how and when property owners will be compensated.
- Concerns for noise, change in access, and/or change in scenery of properties adjacent to the alternatives and how these changes will be assessed, and how property owners will be compensated.
- Frustrations with the process and communication with landowners.
- Support for alternatives that minimize personal property impacts.
- Questions on mitigations for property impacts.

North Fields, South Fields, and Open Space

- Protect the north fields, south fields, and open space. These areas are environmentally sensitive. These areas support wetlands, wildlife, recreation, good air quality, prevent climate change, and are visually important. Open space is important.
- The north fields are iconic. The north fields are sacred. These areas are the reason people live in or have moved to the valley. Residents and the local government officials want the north fields protected.
- Do not build a road through the north fields.
- It is better to build the bypass through the north fields than impact more homes and businesses on north 40.
- The north fields will get developed with or without a bypass. The bypass should move forward before development happens. The public cannot limit potential future development on private property in the north fields.
- A bypass could be the mechanism to preserve the north fields. UDOT should work with Wasatch County to secure conservation easements around the bypass to limit development.
- Concerns that development of the north fields will follow the construction of a bypass. Development in the north fields should be prevented. Preserving the north fields will prevent more taxes, more schools, more traffic.
- The alternatives in the north fields threaten the Wasatch County Open Lands bond and threaten future open space preservation efforts.
- The only way to protect the north fields is to buy the land.
- The alternatives in the north fields conflict with local referendums and Envision Heber 2050.
- Preservation of the north fields should have been considered a higher priority in alternative development. Residents would prefer to have the north fields protected more so than have a walkable Main Street.
- Alternatives should not consider intersections. Interchanges only.
- Landowners in the north fields would like to continue their way of life (agricultural, ranching). Respect private property rights.
- Support for north field alternatives and sympathy for impacted landowners.
- Concern for impacts to Provo River. Fishing guides depend on river to support families. Provo River is blue-ribbon fly-fishing stream. Rock Creek is pristine fish hatchery.
- Concern for impacts extending beyond the alternatives to adjacent properties and impacting quality of recreation experiences with noise, poor water quality, and visual impacts.
- UDOT is ignoring the citizens by including alternatives through the north fields. UDOT does not understand what makes the north fields special.

- UDOT needs to evaluate the impacts to irrigation, agriculture, ranching, cattle movements, property access, wildlife, recreation and horseback riding, and hydrology.
- The north fields are wetlands and cannot be touched.
- Scenic beauty is #1 tourist draw and major economic driver for the valley.
- Flood irrigation replenishes pristine aquifer which supplies culinary water to thousands of citizens.
- Highway in the north fields would cross Ute ceremonial grounds
- The best solution is to keep traffic where it is (Main Street). The worst option is to put traffic where none exists (on a river or marsh lands).
- Suggestions to add design enhancements to create a road that complements the surrounding landscape, or that visually and acoustically screens the road from the landscape.
- Concern that developers want to use the north fields for stormwater treatment.
- Suggestion that the land in the north fields is a historic site. There are approximately three buildings on Heber City's Main Street that can be considered historical sites.
- Protect the land between the bypass alternatives and the Provo River.
- Bypasses through the north fields will negatively impact traffic in Midway.
- North fields soils are not suitable for road building.
- UDOT has not adequately disclosed the adverse impact on the open lands.
- A bypass provides the greatest benefit to most residents in the valley. Protecting the north fields only benefits a small number of landowners.
- The north fields are a designated livestock corridor.

Wildlife

- Protect wildlife, do the least harm.
- Request for the studies or analysis on wildlife such as the impact to fisheries of the Provo River, bald eagles, hawks, falcons, deer, Canada Geese, blue heron, and other fowl.
- North fields are habitat for sand cranes, white spotted owls, bald eagles, bobolinks, herons, red tail hawks and other animals. The north fields protect the Provo River.
- The north fields are home to or is a stopover point for rare or endangered plants including Ute-Ladies-Tresses and animals such as the Columbia spotted frog, northern Goshawk, yellow-billed cuckoo and many other migratory birds.
- There are fireflies in the north fields, and they are amazing. Protect the fireflies.
- The environmental impacts to the north fields have not been fully documented or analyzed by UDOT.

Air Quality

- The report does not discern differences in air quality impacts among the identified and screened alternatives.
- Concerns for air pollution, inversions, and impacts to health.
- Concerns if the airport is expanded that air pollution will increase.
- Suggestion to study air quality as part of alternatives development.
- Use the latest version of MOVES (air quality model).

Water Resources and Wetlands

- Concerns for wetlands, water quality, hydrology, groundwater, the watershed, the Provo River, pristine 1A aquifer, and the plants and wildlife that depend on the features.
- UDOT needs to find an alternative that does not impact water resources.
- Concerns for water rights, irrigation, and increased development pressure.
- UDOT has not adequately studied the effects of a bypass on water resources.
- A road in the north fields would create a dam, disrupting the flow of groundwater from east to west. Existing US-40 has tile drains that help prevent the road from acting as a dam; they appear to be working.
- UDOT needs to study the Provo River Restoration Corridor. The bypass cannot be within 0.5 mile of the mitigation project.
- The north fields hold water like a reservoir for Utah County. A bypass could disturb this underground storage basin.
- Concerns regarding errant motorists leaving the road and damaging irrigation facilities.
- Groundwater levels are high in the north fields.
- The north fields overlay a class 1A aquifer (pristine). Charleston and Daniel get their water from wells. Flow in the north fields recharge the aquifer. UDOT needs to think through plan B if the wells and springs dry up.
- Tailwater is important. Many people use the water over and over. There is a water right to irrigate the north fields, then the Provo River, then the Great Salt Lake.
- The wetlands in the north fields are manmade (through irrigation).
- Studies need to be completed to verify that there will be no decrease in the water flow, both surface and subsurface water
- To help minimize impacts on North Field water, at a minimum, any new roadways should be placed east of all Rock Creek irrigation ditches

- The north fields have historically been too wet to build on. Percolation tests done in the drought will not reflect the extent of groundwater in the future.
- North fields irrigation system has built up the groundwater table, developed sub-surface irrigation by groundwater, developed the area into prime ground for production of hay and grazing for cattle operations.
- To achieve compliance with section 404(b)(1) the alternative selected in the ROD must be the least environmentally damaging practicable alternative.
- There are springs in the north fields and east of US-40. These are important to the area's hydrology.
- The antifreeze, oil, salt and fuels will impact adjacent wetlands and groundwater.
- Concerns for property impacts and water right impacts.
- Review the Federal Court Decree issues known as the Prove River Decree and also called the Morris Decree.

Business Impacts and Economics

- UDOT should evaluate business impacts.
- Concern that the bypass is more impactful to residents than businesses.
- The bypass will negatively impact businesses on Main Street.
- Business owners on Main Street support the bypass.
- Concern the bypass will impact outdoor recreation and fishing guide services.
- To be walkable, the businesses on Main Street need to change.
- UDOT will need to evaluate how a bypass could negatively impact certain businesses on Main Street and make downtown less economically viable.
- The north fields cannot be replaced. There are family businesses that rely on these fields.
- The subsurface water in the north fields supplies water to the Provo River. Irrigation and agricultural land uses protect this subsurface water flow. A road will compact soils and act like a dam.
- The existing irrigation ditches are historic and are ideal method of recharging groundwater and providing habitat.
- Concerns a bypass will eliminate agriculture and ranching livelihoods.
- Concerns a bypass will impact the views from the Heber Creeper.
- Design enhancements will make the bypass and the downtown more inviting.
- All of these alternatives destroy my business, or destroy my property, or will remove value in some way.
- Economic impacts to Main Street businesses and rerouting of tourism traffic were not considered.

Environmental Justice

- UDOT has not evaluated environmental justice. UDOT needs to consider environmental justice when identifying final alternatives.

Miscellaneous

- Frustration with the pace of the environmental process and desire to have the bypass constructed soon to reduce existing traffic congestion.
- NEPA regulations and court precedent prohibit the practice of segmenting a project for separate NEPA review if each action does not have independent utility. The interchange at SR-32 and US-40 should be evaluated with this EIS.
- It appears there are several groups who profess to represent a large section of the town but in many cases are funded by a very few who do not want to see a bypass road for any reason. They are only looking at ways to find fault with the process in order to try and delay for technical reasons.
- A new road won't help with the climate crisis
- UDOT is not listening to residents. The alternatives should be chosen by residents.
- Get the bypass done, this is taking too long.
- Distrust in the process or how the alternatives have been identified.
- Concern for cost or expense on taxpayers. Questions on who pays for the bypass and who pays for Main Street improvements.
- Where is the study about the impact through Provo Canyon and on 800 North in Provo?
- You have already ruined the Wasatch Front. Please don't ruin the Wasatch Back.
- The public and businesses on Main Street have not been able to provide enough input.
- Do not expand the airport.
- UDOT has ignored input from the Bureau of Reclamation
- A jurisdictional change would increase development.
- The general plan does not discuss a jurisdictional change.
- UDOT has failed to address the need for robust arterial roads in the developments to be built on the east side of North Highway 40. These roads will relieve pressure on US-40.
- Concerns for safety and a request for center median cables and guard rails on US-40 and US-189.
- Request to enforce existing noise ordinances.
- Is UDOT utilizing the land the county and city purchased for a bypass with tax money?
- If US-189 is realigned, UDOT and the city could face lawsuits, injunctions, and possible criminal charges for being untruthful in the execution of their duties. Build the bypass, but do not realign US-189.

- Build a bridge to connect east-west over Main Street to reduce travel times and decrease congestion in conjunction with a bypass.
- SR-113 will need improvements if a bypass is built.
- Concerns for the expansion of the airport.
- This study is a waste of taxpayer money.

Public Comments Received

A total of 441 Comments were received. This total number includes two petitions with multiple signatures. By type the project team received 71 public comments through email, 5 public comments through mail, 3 public comments by phone, 1 public comment by text, and 359 public comments through the project website. Personal address and contact information were redacted.

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
1	Bryce Hoover	Please remove options WB2 and WB4 these two options I feel will destroy to much of the south fields area and their is no need to realign Hwy 189.	
2	Stephen Moulton	WA1 seems like the most logical choice. Provides a long-term solution that preserves the integrity of the North Fields.	
3	Guy Wann	Wb3 or wb4 makes the most since , i would be in full support of ether . I Live at [REDACTED] highway 40 and its getting harder each year to get out of our driveway.	
4	Patricia Thompson	<p>Thank you for sending this report with your current conclusions. I agree totally!!</p> <p>Now.</p> <p>Let's use the KIS method, Keep It Simple.</p> <p>WB3 andWB4 are interfering with more of the North Fields than is necessary. Let's not do that.</p> <p>WB2 is also wandering through fields unnecessarily and if you change your mind after missing the turn off back to 40 it is more difficult to get turned around.</p> <p>WB1 is interfering with local traffic. For me partial frontage roads can be confusing.</p> <p>WA1 is doing what we are trying to accomplish, getting traffic around Heber City quickly and simply. Local people still have options of getting on if necessary. Frontage roads make access available to everything. This is the only option that makes sense to me.</p> <p>Thank you:)</p> <p>Patricia Thompson</p> <p>[REDACTED]</p>	
5	Jan & Mike Altieri	All 5 alternative with maps are fine. It seems like there is far more vacant land on the west side of US40 Hwy, which makes the west alternatives appear more logical.	
6	Ryan Thorpe	I support options WB3 and WB4	
7	Ben Siefert	<p>WB3 seems to be the best longterm solution to the traffic issue.</p> <p>WA1, WB1, WB2, only move the traffic around down town Heber and will require another major investment in a short number of years.</p> <p>I do not believe that "Heber City Vision" impacts should be ranked so highly in your analysis. You cant say you want a walk able town when half of your current town is dedicated to vehicle uses - drive thru, auto / dirt bike dealerships, gas stations, car washes, and auto part stores.</p> <p>Heber / UDOT should consider moving down town and keeping US 40 as a highway. 191million is large tax burden.</p>	
8	S Matthews	Eliminating all improvements to Highway 40 to preserve the historical nature of Main Street is misguided. Main Street is a huge strip development. Making it a pedestrian friendly and attractive walkable city will cost tens of millions of dollars. UDOT has the talent to come up with a progressive solution that doesn't involve the desecration of water and other irreplaceable resources. It is so disappointing to see them totally ignore any other alternatives for this misguided and unattainable goal.	
9	Latifa Rainbow	We would really like to have a sub ground highway by pass safer not so much noise and lights better for the residents which are on the west side of heber	
10	Melody Gritton	WB3 & WB4 need to be taken OFF the agenda asap. The residents of Wasatch County DO NOT want the North Fields disturbed. This is a major attraction and one of the last rural areas in Heber. LEAVE IT ALONE!!!	
11	Kristine Scott	I prefer the Highway to SR-32 (WB3) option.	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
12	Katie Fuchs	I don't think there should be a bypass put in at all anymore. With how fast the growth has been, we need to preserve as much open farm land as possible and putting in a bypass will use up so much of the precious open land that we have left. Let's just keep everything on main Street and work on improving what we already have in place.	
13	Jeffrey Woolery	Having reviewed the project in the six different maps, I find the Western corridor makes more sense map two and map four of the ones that take the furthest west. Logically for long-term growth. Maybe finding a merge between those two maps would be the best map of all maps.	
14	Tracy	With growth in North Heber, hwy 32 and hwy 40 the traffic currently at that intersection is already bad and will only get worse. WB3 or WB4 are the only two options that address the growth.	
15	Tip Galer	None of the proposals provide an incentive to south and north bound US 40 traffic due to additional 6 miles traveled (minimum) and STOPLIGHTS and additional left turns at controlled intersections. INTERCHANGES should be used at Bypass connections for US 40 north, US 40 south, and US 189....NO STOPLIGHTS for through traffic!! Eventually US 189 will be 4 lane divided all the way up from Orem. This Bypass should recognize that.	
16	Bradley Colton	I support WB2 option keeping traffic closer to where the commerce was built to support with food and retail outlets. I also oppose putting the by-pass closest to the Provo River.	
17	Bill Spiker	Regarding 5 western alternatives, all exit 40 at 800 N; curious as to why alternative exit at 1200 North was not considered?? Suggest that exit off 40 at 1200 North be reconsidered, given exit at 1200 north allows by pass to use existing dirt road that exits on 1200 North and runs west, whereas exit at 800 north would require blazing a new trail thru wetlands, and exit at 800 No would be much more intrusive to residents and neighborhoods in North West Heber.	
18	Joe Motley	We need to not hesitate with this project. I have lived in this valley for 50 years and traffic is terrible on Mainstreet. We also need to focus on putting this new bypass on the West side so there is less impact on homes. The people who cry that it is going to cause the North fields to build are just talking b.s... It is a bypass road. I have worked on many projects from I core to West Davis. We need this road sooner than later the cost is just going to go up the longer we wait. Thanks Joe Motley	
19	Mel Uhl	Of the choices given, I think the WB4 - West Bypass Parkway at Grade w/ 2 Northern Connections to US-40 Realign 189 would be the best choice. It would be better if it didn't go so close to residential housing at the hwy 40/189 junction.	
20	Dave Iltis	Hi I'm having a hard time finding where the plans are for bicycles and pedestrians to navigate the proposed highway/freeway. Where can I find them? What about transit too? Lastly, please add me to your email list. Thanks, Dave Iltis	
21	Ivan Spencer	WB1 and WB2 look more like a through way and less like a bypass. I like WB3 and WB4 because they are more of a bypass. If you added the overpasses from WB1 to WB3 or WB4 and remove some of the stops for bypassing Heber, it would encourage people to actually use it. I am sure that would increase the cost of the project but I think it would work better. Why even have the 800 North connection, it seems unnecessary. If you are going to Heber you are going to stay on US 40. If you are going from Heber to Park City, you are going to stay on US 40. By removing this intersection it would remove one stop and cut down the cost of building another overpass. Lets make a true bypass and not a cumbersome way through with lots of stops. I know people really want to preserve the North Fields but we need to face reality. The developers and those with lots of money are going to develop everything eventually, even the North Fields. In 20 years it wont matter that there is a bypass road going through the North Fields. Lets build a true bypass now why we can.	
22	Barbara Games	I would rather see nothing done than have a road through the North Fields. The new road should be started as far north as possible though if something is going to be done.	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
23	Tanner Maerz	Hi. Looking over the alternatives, I am the biggest fan of the two parkway alternatives. Both seem to have the least impact while still meeting what UDOT deems "necessary." However, I do not see why this project is needed. It's a massive waste of taxpayer money that could be spent elsewhere. I am especially concerned because cheaper options to relieving congestion were not considered, such as expanding public transportation into the region, something significantly cheaper than building a whole new road. I would also point out that this road too will likely become congested due to induced demand. I just don't see how this will help; especially with a climate crisis happening.	
24	Carolyn Hook	I feel WA1 (green) is the best alternative & help with pollution in the valley. Carolyn hook	
25	Joyce Woolf	I choose plan WA1 if we really want to give Heber back to the locals, especially on weekends when the 40 is crazy. And if someone wants to stop for food or gas etc they can continue on pas the few cutoff. It seems like anything else just increases traffic at other streets points	
26	Sibyl Bogardus	Perhaps the elegant solution is to move Main Street. Make the street limited access and limited egress (hoping that means limited ability to exit). Do not allow semis to exit. Put in an under pass or over pass at several points as well as several pedestrian overpasses or tunnels that will accommodate bicycles. And encourage Main Street businesses to move (!) or switch their entrances to the rear of their properties. Some already have that access. Or they can move to an enterprise zone (think that's the right term) deeper into Heber on east or west.	
27	Tiffany Horrocks	I would really like to see either WB3 or WB4 pass. We really need to get traffic away from main street (including the north/south end of main) and create a new route. If not those are still going to be congested areas. I am sure I am not alone when I say I would love an option that takes to from River Road to 189 without having to go near town. My next option would be WA1 just because it doesn't have all the lights. Which is why I think if that was merged with Options WB3 or WB4 it would be amazing. I believe it would be used more and people would be more willing to go out of their comfort zone. I understand that would increase the total cost. But, why not build it the first time to last longer rather than looking at additional routes later when there is still traffic issue and incur yet another hefty bill and less land available to use? Thank you for spending so much time in trying to find a solution to eliminate so much traffic on Main Street.	
28	Shellie Burrow	I am writing to comment on the proposed plans. I strongly oppose plans WB2 and WB4 and do not wish to see those plans selected. Please make note of my opposition to those plans. I favor WB1 as the best alternative. Thank you Shellie Burrow	
29	Maria Barndt	If UDOT runs the Highway Us 40 through the south fields to meet 189 what guarantees will be made that they will not interfere with the Very Large Sandhill crane migration! As it is now there is a very large congregation of Cranes breeding in this area. What studies have they or are they willing to conduct so that this Highway won't interfere with these birds that come here to breed, raise their young and move on in the fall? The fields your planning on running this highway through, is there a way could you elevate the highway? To protect the cranes in these fields? I am all for moving the tankers, and the large Trucks and commuter traffic off of Main St. But as Heber grows and takes up these precious fields, where is the wildlife going to end up. Please keep this in mind as you proceed with your discussions. Is there a way to give the South/East bound traffic going up Daniels, which is a lot of the Tankers their own hwy, split it somewhere, so they don't go through town and the Provo bound traffic is routed separately through the valley. Did I miss the study of the amount of traffic vs Daniels and Provo traffic. Will there ever be a Pipeline From the Basin to The Salt Lake Refineries. Isn't that our biggest complaint, the Heavy traffic from Oil Tankers on Main St. Kindly Maria Barndt	
30	Todd Griffin	I realize a budget is the reason, however why are light controlled intersections part of the plan. There will never be a more affordable time in both space and money to install overpasses. This will save lives and save the future budget of conversion later. Bangerter Highway is my perfect example. How many deaths have occurred per year on Bangerter Highway. I am not in favor of routes removing the current highway 189.	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
31	Syndi C Parker	WA1 or WB1. We do not want any option that re-aligns highway 189	
32	Austin Lyman	Open up wolf creek pass so it is bigger, then the trucks will bypass Heber and the campers and passer through might go that way as well then it'll be back to the residents, and we can look into ride sharing or public transportation versus all driving a different vehicle. I know it'll take away some of the revenue from our great Lil Valley but something needs to change and ruining the view for most with a 4 lane bypass is just ridiculous.	
33	Don	I like the wb4 plan the best. It seems that it would move traffic through quickly with less pollution. It would protect the north fields because there wouldn't be a house on every ten acre parcel. Limited access is best	
34	Austin Corry	I see tangible criteria being used in the analysis, but I don't see anything that relates to community goals and visions. While physical impacts can be measured easily, such as number of homes impacted, amount of wetlands impacted, etc., there should be a consideration to established policies from the communities. While those are most intangible, what could be done is a comparison of the number of established goals that are impacted. All the communities in the area have general plans and visioning documents that speak to the overall community that will definitely be impacted by the corridor. Counting the number of negative conflicts and positive values directly related to the established goals could be a way of bringing a tangible number to an otherwise intangible value to the community.	
35	Mike & Sandy Sandherr	I would like to first commend efforts made by all parties, the analysis is thorough and well done. In reviewing the details I believe alternatives WB3 or WB4 represent the best long term option due to the connection with route 32 to the north of Heber City. Critically, this splits the traffic flow from route 40 and enables a "true bypass" from Main street. It's the one chance to get this right. The alternatives that connect to Main street at 500 North will be insufficient long term due to the congestion it would continue to create on route 40 between 500 North and route 32. It would be regretful to crowd the corridor between 500 North and route 32 no matter the configuration, even the with most expensive alternative proposed. With the realignment of route 189 proposed with Alternative WB4 it also has the prospect of providing expansion room for the airport which has been discussed as a future need. All things considered, WB4 appears to be the best long term option. Well done.	
36	Jessica Broadhead	I feel it is extremely important to build this bypass to sustain the growth for the next 30 years. Heber City has an Envision Heber 2050 plan and I feel it to be in the best interest of all involved to build this bypass to coincide with the predicted growth in the future.	
37	Barbara Mcelhinney	I don't want a freeway going through our beautiful valley. Why didn't you put in the oil pipeline so we didn't have to worry about all these tanker trucks. I looked at the proposed routes and I would rather you go around the East side of the valley. But if you are going to tear up the valley on the west side. The least of all your proposed evil routes seems to be the WB1. I would rather you just leave 40 as it is and let people deal with the traffic rather than destroy our valley!	
38	George Dymalski	WB3 or WB4 makes the most sense to separate US 40 traffic and to minimize traffic lights on traveling US 40. I know the North fields are sacred but can anyone guarantee that development will never occur there? I'd rather see the Highway put there before any homes, etc. are developed. I'd also like to see the highway raised above grade and above the fields. And optimally, I'd prefer to see no traffic lights on US 40 connecting to US 189 (including bypassing the River Road/SR32 intersection).	
39	Joshua Jewkes	WB3 and WB4 appear to be the best alternatives for the future of the area. They are the only alternatives that take into consideration the fact that much of the growth--including more than three thousand already approved EDUs not to mention accompanying development (schools, theaters, commercial)--will take place along highway 40 between Coyote Lane and River Road. New traffic signals are necessary and planned for this area of 40. WB3 and WB4 show the bypass connecting at approximate River Road from a west approach. This will direct through-traffic away from the new developments and areas that are certain to become very congested. If the other alternatives are pursued, then their value becomes quickly diminished as the new development becomes reality. Additionally, by extending what is currently "Main Street" to these northern areas, the City can create a spectacular "in town" experience for locals and visitors. Of these two viable options, I prefer WB4 because it realigns 189 and reroutes traffic away from town. The area of 189 that will be discontinued is a vital commercial corridor that can be put to a higher economic use than a roadway. Because of the awkward current location and direction of 189, realignment also allows a redesign of the connections from 40 to 189 to become safer and more economic.	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
40	Thomas Boyles	Seems like if your going to all the cost to create a by pass then option 4 makes the most sense by by passing the most area of the city.	
41	Kris B	In my opinion, WB1 would be the best option. I think it is very important to keep US 189 open so we have multiple entry points and exit points on the south of town. I also like this proposal because it doesn't go through the North Fields as much. I am all for preserving those wetlands as much as possible. I also like that it costs less money and has less impact on wildlife, streams, and aquatic life.	
42	Brent Crittenden	I'm sure that it doesn't matter what I or anyone else in this community has to say about your selection of WB3 or WB4 as it appears that you have totally disregarded the voice of the people in the final routes you've selected. The citizens of Wasatch County value the open space in the north fields north of Heber City. In 2011 they overwhelmingly overrode a county council zoning change from 1 home per 20 acres to 1 home per 10 acres. In 2018 the citizens of this county voted a tax increase dedicated to open space. The hope of most citizens is that this money would go toward conserving open space particularly in the zone where you have determined for route WB3 and WB4.	
43	Kris Frisby	Based on the options you have developed, I am one who hopes eliminating all that run directly through the north fields. They are what makes Heber, well Heber. I do see that they have a smaller impact on buildings, but they will completely change the landscape of the valley. WA1 option: I don't see a need for on and off ramps. It just makes the impact of the bypass that much more. I also see more of a slow down for traffic headed to Duchesne by having to exit and obviously stop at a light. WB2 option: By looking at the map, the road split to send traffic either toward Provo or Duchesne, would cause more traffic backups. The road appears to be a two lane road. I don't see this being enough to make traffic flow smoothly. WB1 option: This seems to be the option that will have the lowest impact while keeping traffic flowing. This does assume that the traffic headed to Duchesne will have an easy way to transition to the new 1300 S road. If traffic has to turn left, it will just be another slow down. I think if it is ever required to run the bypass through the north fields, it could be added later. The options of not doing so could easily be adjusted in the future to build the road through the fields if needed. It would be a simple process of building the road and changing traffic patterns later. Honestly, traffic is not that big of a deal in town. It is only bad (and not that bad) for a couple of hours a day. If traffic didn't bunch up at the light with the intersection on SR32, you probably wouldn't have as many problems as we do now. I think most of the issues are cause by everyone coming in waves into town after sitting at the light. Make that intersection flow better and traffic would probably flow through town easier as well.	
44	Janell Palmer	I vehemently am against any of these plans! Why would you destroy the most beautiful part of the valley? When roads are built. Buildings and businesses are next. Why would building anywhere near the north fields and Provo river be a solution? The traffic is in Heber. Not the north fields. Keep the traffic by the roads that are already there. In Heber. This study was a 100% cop out! This is a non solution. It's not a solution it's a hemorrhaging bandaid. Stay out of the most iconic natural beautiful the best reason anyone lives in Heber valley north fields. Put traffic on roads. Not on fields or rivers. Who really thought this was a solution? It's not a solution! It's a disaster!	
45	Randy Savoy	I think we need to realize that the Heber Valley in no longer a hidden gem or secret, people are flocking here in mass quantities, whether it's to move here or just visit. With that in mind, we should be projecting what the growth means in terms of additional population. When we understand that there will be an increase in population that surpasses thousand and thousands of new residents, seems to me we plan ahead for that growth and select either WA1 or WB3. The new route needs to be easy to use and provide benefit or it won't get used. I think those two routes I suggested have the best chance of doing that. Thanks.	
46	Grant Baird	hello and thank you for allowing my continued feedback on another big road thru heber valley to bypass HWY 40. I would prefer, as I've written you before, that no bypass be put in. let the thru traffic go slow on Main Street, thru town, and put up speed bumps if speed in a problem. for the first time EVER we are getting an inversion in our valley due to all the growth. I guarantee UDOT and Wasatch County administrators and elected officials that 100% of the inhabitants who are not developers or getting money from developers DO NOT want more growth. 100% of the people who now live along your western options DO NOT want a highway thru their neighborhoods. please, if you are not going to listen to me and take this to heart and stop your new highway thru heber valley then stop asking for feedback. thank you, Grant Baird. [REDACTED]	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
47	Ryan Stack	<p>Thank you for your hard work and commitment to this process. As Geoff Dupaix recently told Fox News, "U.S. 40 is really the backbone of the Heber valley as well as the Uintah basin it's their lifeline." It is critical to ensure U.S. 40's long term viability as a major backbone as the Wasatch Back and Uintah basin continue to grow. The funding and creation of a western bypass in the Heber Valley is critical to reaching this goal. After careful review of the recently released alternative screening alignments, it is evident that option WB3 is the most reasonable choice. To be successful, the bypass must not use or rely on existing U.S. 40, but must itself become new U.S. 40. Further, Heber residents overwhelmingly do not want to see the realignment of 189. That said, I question why this option has replaced the proposed turbo roundabouts with signalized intersections. The bypass should rely on interchanges and turbo roundabouts as much as possible, and signalized intersections only where the other options are unfeasible. It is important to keep traffic moving and not install signals on the bypass/new U.S. 40. I also hope that in implementing WB3 you will work with Wasatch County to secure conservation easements around the bypass so the surrounding land remains A20 and does not otherwise develop. Heber residents want to see the north fields remain open space as much as possible, and that means working together to ensure that no development accompanies the bypass and the fields otherwise remain agricultural. Finally, WB3 will help Heber City achieve its vision for its Main Street by removing through-traffic off of Main and returning control of Main to the City. Please feel free to reach out with any questions.</p>	
48	John Janson	<p>The alternatives that go thru the North Fields will fundamentally change that area, making development highly likely. This is contrary to local plans in Heber and Wasatch County.</p>	
49	Kelly Posacki	<p>I think the concept WA-1 is best because it preserves most of the North Fields and having interchanges as opposed to lights seems like a better option in the most locations.</p>	
50	Daniel Dahl	<p>Thank you UDOT for looking at this in an unbiased, evidence based manner. An East bypass NEVER made sense for many reasons, including proximity to many schools and running through neighborhoods. There is no easy answer, and unfortunately there is no alternative that makes everyone happy. However, the West bypass roads you are proposing do, obviously, make the most sense for all the reasons stated in your study. Thank you for your time, effort, an professionalism. Not that it necessarily matters, but I prefer WB4.</p> <p>Now let's get this started! Traffic in this valley is in need of relief!</p> <p>Dan</p>	
51	Joe & Karen Mara	<p>I would like to see an alternate route connecting rt 40/ river road junction through the north fields to 189 by the airport.</p>	
52	Cailin Davis	<p>I am strongly opposed to W3 and W4 options. This would disrupt the single most important environmental feature of the Heber Valley. I implore you to proceed with one of the alternative routes. Thank you.</p>	
53	William Bordy	<p>Please don't ruin my back yard and neighborhood with a bypass. It is unacceptable that a five minute drive trough Heber needs to be bypassed.</p> <p>Everyone knows the bypass will follow the power lines that have already been installed and this comment and public input will not change the plan.</p> <p>There used to be a barn behind my home and neighborhood, then a city dog park, and now a freeway.</p> <p>There is no need to ruin the north fields, Muirfield, Elmbridge, The new high school location the Southfield parks all with a bypass to change the traffic flow from one spot to another, how is it the business of Heber should be free from traffic and the noise when they are open from 9-5 but entire neighborhoods get 24 hours of traffic at their homes parks and schools. Seems backwards all over a five minute drive down Main Street AKA Route 40 the freeway town was built on?</p>	
54	John P Crook	<p>Do NOT put the bypass through the North Fields!!! This is the last unspoiled land in the Heber Valley. You will ruin the valley for us and for all generations to come. Put the bypass through the Old Mill Road!!!!</p>	
55	Eric Gingras	<p>All of the Western Bypass options make sense. I like WB3 and WB4 best as it will keep traffic away from downtown Heber. I am also in favor of a few roundabouts on main street or one way traffic. Thank you and good luck - Eric</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
56	Dennis Jensen	I prefer WB3 because it is a more direct route. It does not require a lot of realignment of US-189 as does WB4. WB# provides access to Heber on both ends of the city. It provides reasonable access to Highway 40 East.	
57	Kent And Karen Spittler	<p>The time to have done something about the truck traffic on Main/Hwy 40 was decades ago. At this point in time the idea of constructing a bypass on either side of the corridor is senseless. The cost/benefit ratio is extremely skewed to the cost side. Why spend valuable resources to disrupt and diminish the value of an entire residential zone or ruin the rural nature of the land on the east side of the valley? As a citizen, I would much rather deal with the occasional traffic congestion going through town than to see any of the bypass options be executed. I know that a majority of the citizens in the valley agree with my position on this important issue. What do you perceive the benefit(s) to be in creating a bypass in the first place? Short of an entire redevelopment plan, downtown Heber will never be a quaint, walkable, town center that beckons people to its doors. Please be open minded enough to reconsider the need for a bypass at all. Most of the people who live here don't want it anyway. Thanks for your consideration.</p> <p>Kent Spittler</p>	
58	Lamont Harris	My name is Lamont Harris and I live at [REDACTED] in the North Fields of Heber. I was attracted to this area because of the rich history as a livestock corridor and because of the many families who own property here since the mid to late 1800's. The North Feels are a historical treasure and are some of the last mostly undeveloped open space and serve as a living museum as well as a welcoming beacon to the town of Heber. The fields are a wetland area that hold many species of birds and animals that would be greatly effected by a bypass road going through the North Fields. Not to mention it would interrupt the underground water supply that makes these field so special and unique. Please think about how we all can manage growth while preserving open space. Thank you for allowing my to comment.	
59	Diana Jacobson	The alternatives that I like best are WBA3 and WBA4. It seems to me that these alternatives would allow the traffic to flow better. With all the developments that are already approved on the north end of Heber, the traffic entering the highway will increase a lot. We still don't know when or if Red Ledges is going to build the road they agreed to build to connect to the highway or where it will tie in which will increase traffic coming onto the highway from the East side of Heber. It is clear that we need to choose an alternative that we can start on as soon as possible. Heber is only going to keep growing and our traffic especially on Main Street is very slow and congested already. Please don't put medians in the center of Main Street! We have lived here since 1985 and we experienced Heber with medians. It is a nightmare to have medians when you are clearing the roads from snow. I wish the bypass would have been built 10 years ago. Please do all you can to get it done as soon as possible. Thank you	
60	Deb Boyles	My preference is that WB option 4 be implemented	
61	Linda A Glissmeyer	<p>Streaming the heavy traffic of Highway 40 through the center of Heber has to change. It is dangerous and not sustainable as the population growth in our country necessitates</p> <p>Improvements to move traffic in a more efficient way. The remote quiet towns of Heber Valley are long gone. We need to plan for now and for the future. This valley is beautiful but we cannot escape the reality of excellerated growth here and in every state in the US.</p> <p>The open corridor through the North Fields is the clear and obvious solution to re-route the the enormous amount of traffic that needs to pass through this valley.</p>	
62	Larry Hartley	<p>I am certainly glad to see the east side proposals were eliminated. That would have been a traffic nightmare to bring Hwy 40 into residential and school areas. Thanks</p> <p>After reviewing all the proposals I have feel that the bypass road should be extended through the North Fields corridor and connect to Hwy 40 at River Road to direct as much traffic as possible to the west side of Heber connecting at 1200 West (South Fields Road) to Hwy 189. The road should be a divided highway with two lanes going each direction. All intersecting roads should be merging interchanges to not interrupt the flow of traffic. This would include the connection of Hwy 40 coming out of Daniels Canyon and the connection at River road coming from Park City. This bypass road should be constructed like the Bangerter Hwy in Salt Lake where they have taken all intersecting roads and had them go over or under Bangerter Hwy. If we are going to build this bypass let's build it for the future and build it with the latest technology. I think a good lesson was learned in building Bangerter Hwy and with recognizing the problems it had at all the interchanges using signal lights.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
63	Mark Moses	It is a sad commentary that I must drive my bicycle several miles from my home to find pathways I consider safely separated from traffic. Please include safe cycling byways in our plan, it is short sightedness to ignore this request.	
64	Jill Vanleeuwen	I am writing to please think of alternatives to going through the north fields. The fields are the essence of the Heber Valley. For most, this is what is the first view of Heber when driving in. Seeing the cows, farms and pastures is what makes Heber so iconic. If over building continues, and more roads put in, it will make Heber just another city with nothing unique about it. Putting the road through the fields would disrupt the ranching and irrigation. It would be devastating. I understand with growth comes change, but, this is the wrong change to make. If people have moved to Heber and Park city but work in Provo/Orem they need to understand there may be traffic at commute times. On weekends as locals, it is understood that it will be more crowded. I do find it interesting that there is a huge push for this while the construction is going on on I-40 with lanes shut down and traffic taking longer. If all lanes were open, there would not be the delays and traffic jams we are experiencing. Then people wouldn't be so frustrated. If planning is done correctly, we can widen roads and keep traffic flowing.. Also, allowing a whole subdevelopment off of Coyote Road is just adding to the problem. Why was this approved? so many houses in a small area. Also, are all of the people on the EIS board making decisions residents of Heber? Please reconsider this and keep the Heber Valley a biggish city with a small town feel.	
65	Samson Mcginnis	Seems like WB4 is the best longer term solution to traffic. Plans that show only using 800 North for access will slow down the light going into Heber from the NW bound traffic surely. 800N should only be another access point not the main route	
66	Ryan Hoffman	I am in favor of the WB3 alternative plan for the Heber Valley Corridor.	
67	Monta Giles	this project is only impacting one particular family ground. Monta Giles. every option I look at the alternative is to go right through my ground. what is wrong with using the roads that we already have, but upgrading them. Southfield road is in need of being widened because of the subdivisions that Heber City keep approving along the road. Why not just widen that and that includes the portion of the South field road that has already been widened. why are you trying to ruin the country land , fields that produce needed hay to feed the cows, sheep horses, goats, pigs, to feed all of these residential people that are moving here and taking away the Country way of life, they thought they were moving here for. i have lived here all of my life, and now my property is going to be ruined. I lost my husband, my in-laws , my brother in law, so it's just me that gets to pay the price for all of the millions of new subdivisions that Heber City keeps approving. taking away the fields so Heber can see growth. doesn't seem fair . Heber City Main Street is just fine. there isn't anything historic left for anyone to want to walk down main street and "view" this is not like the old Park City Main Street, they have historic buildings. We have had all of ours torn down. oh there is the Tabernacle : Heber City Offices" and the old library. other than that and the bank block, history is gone. take the parking off main street and let the traffic continue down the main Hwy 40 as was planned years ago. of coarse the East by pass is off the table because Heber City , again approved all of the subdivisions in that area. the most reasonable alternative, if we can't keep main street as an option, is to make the road along the river, there could be pull outs for fisherman to use, a bike path for those that are bike riders, and a walking path for those that choose not to ride. so there i have said my piece. so I know it won't make any difference, just go ahead an ruin my ground. take away yet another piece of history of the county, as that ground has been in the family for generations. I will pay the price, for all of these people that are coming into the valley from all around the united sates, Japan and the middle East to have their Second or Third homes. thank you for reading, if you really do .	
68	Monta Giles	oh by the way I am in the picture above, just so you know I have been in the thick of things since my father in law and I found out it would go right through our ground.	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
69	Christen Thompson	<p>Please don't build more surface streets and freeways, this will lead to more traffic see the Braess Paradox. https://en.wikipedia.org/wiki/Braess%27s_paradox, more pollution and more of suburbia.</p> <p>Instead lets look at extending the rail line of the Heber Creeper to Provo, Park City and Vernal and adding freight and commuter lines on it. We could electrify the route. Imagine what that would do for traffic and pollution.</p> <p>Also look at what Las Vegas is doing with their underground tunnels being built by the Boring Company. They are going at \$10 to \$15 million per mile, it could be a game changer here in Utah as well.</p> <p>Plopping a freeway in the north fields will have a significant negative impact on the look and feel of the area.</p>	
70	Kirk Vollans	I think you should look at Carson city Nevada bypass as a model. First it's a raised or above ground highway that doesn't affect the local area. Second there is three exits so traffic move easily and uses overpass so there is no stop lights. Your proposal of stop light will just slow down traffic. Wb3 or Wb4 would be the best options.	
71	James Morgan	I like the options that start at River Rd and hwy 40 and bypass to the West.	
72	Linda Stice	The best route will be the one that encourages drivers to bypass Main Street Heber. It needs to have few stops if any on it. An elevated highway through the north fields would be best. Some of these alternative routes don't appear attractive enough to pull bypass drivers off Main Street	
73	Chuck Zuercher	Run the western bypass around the potential new high school location and when it comes to 600 W go due north on 600 W and tie into Hwy 40 around Potter Lane or across from where the new UVU entrance will be.	
74	John Rather	<p>I prefer Alternates 3 and 4.</p> <p>They are less disruptive to the homes and business that will be impacted by extending highway 40 south of the River Road stop light.</p> <p>Alt 1 and 2 will require the purchase of more expansive land than alt 3 and 4 which mostly passes through less expensive agricultural land.</p>	
75	Benjamin Volden	<p>I would like to support alternatives WB3 and WB4 as I feel these are the best options that do the most to improve traffic in town, have the best travel times, the least impact to businesses, residences, and historic buildings, and would get the most use since the bypass would tie-in at SR-32.</p> <p>While alternative WA1 would be an acceptable option, it has a much higher cost both in terms of dollars and in terms of homes, businesses, and historic buildings that could all be lost.</p> <p>Alternatives WB1 and WB2 are the worst options and should not be considered because they do not extend all the way to SR-32 and would only offer a short-term solution. These alternatives would also be much less likely to be used since they don't extend all the way to the SR-32 intersection. Both alternatives would also affect many more homes, businesses, and historic buildings and are not nearly as good of options as WB3, WB4, and WA1.</p> <p>I know there are some people who do not want to see anything happen in the north fields, but I would rather lose a small section of the fields over seeing people lose their homes and businesses. Also, any option that does not connect to the SR-32 intersection is only a short-term fix. If we are going to do this, let's do it right and solve our problems now as well as account for future growth. It is clear after looking at all 5 alternatives that options WB3 and WB4 are the best choices.</p> <p>One additional comment I would make is that you should consider re-signing the bypass to be US-40 instead of leaving main street as US-40 as this would encourage people to use the bypass instead of still driving through town. You could sign the old route as a US-40 Business Route or sign the bypass as a truck route. Either way, whatever can be done to encourage drivers and GPS/mapping apps to use the bypass instead of still driving through town would be a good thing.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
76	Margaret Bartholomew	I might be too late but I have some comments. One, realigning a major highway (189) right behind people's homes is a horrible idea. For that reason, I strongly disagree with WB4 and WB2. Very bad ideas. Second, I don't think we need a freeway. Therefore, I think WA1 is both too expensive and unnecessary. Finally, while I think it makes more sense for the road to come directly from River Road, many are near suicidal about the thought of the "North Fields" being used. I think it makes much for sense to use them, but for the peace of the community, I don't think this a good "compromise". So, in my opinion WB1 is the best option. Thank you	
77	Jon Woodard	The preservation of the North Fields as open space is the most important aspect of keeping what makes Wasatch county a desirable place to live. The Heber City Main Street has been overemphasized, and while desirable, is far less important than the north fields. Heber city has not taken adequate or timely steps to make Main Street beautiful while meeting the growing commercial needs. The proposals will move commercial development in to the north fields. The more the bypass cuts into the north fields, the more they destroy this essential viewshed. Preservation of the north fields should have been considered a higher priority when coming up with the current 5 plans.	
78	Grant Baird	100% of the people living adjacent to each of your proposed routes don't want it.	
79	Robert Piepmeyer	In general I believe we are best served by an alternative that moves trucks through the area as quickly and efficiently as possible. consequently I favor the first alternative for its 65 mph speed limit. However, there is no alternative that begins the bypass at the SR 32 intersection (River Road). there are alternatives that include such a lengthened bypass, just not with the 65 mph caveat. that would be my first preference.	
80	Lynda Burton	Thank you for giving me the opportunity to view the options and comment. I feel WB1 would be the best option. It costs less money, has less impact on aquatic life, wildlife and streams. Because it doesn't go through the North Fields as much, it would preserve those wetlands more than some of the other options. I think that is important. Keeping US 189 open so we have multiple entry and exit points on the south side of town is another strong reason I hope you will consider this option.	
81	Raymon Burton	I prefer WB1 as it seems to be the most environmentally friendly and utilizes existing highway while still bypassing downtown mainstreet	
82	Bruce Bartholomew	The investment should be made today for the freeway option from River Road to Hwy 189. At some future date, eastbound Hwy 189 should become a 4-lane or freeway all the way around Deer Creek Reservoir and through Heber Valley, seamlessly connecting Hwy 189 to the northbound 40 freeway starting at River Road. This design is the safest and fastest means and prepares best for future improvements.	
83	Bill Spiker	Given Heber Residents have long echoed strong collective interest in protecting and preserving the NorthFields; strange that all options for by pass have been deleted, except those that encroach and degredate the NorthFields area. Given the 5 options outlined, appears WA1, WB1, & WB 2 may be preferable to WB 4 and WB 5 which include a stop light in the North Fields at approx 850 N and 600-650 West. Strange that the initial objective was to create a "by-pass"....yet, all options remaining appear to be much more of a thru-pass, with stop lights/ traffic circles, etc. This approach will render an inferior result (similar to what happened in Salt Lake City with Redwood Roa, prior to construction of Bangeter, and 215, A thru-pass, with lights and traffic circles will promote development along the thru-pass...eventually just enlarging the commercial and residential development of the North Fields (which the far majority of Heber Residents have expressly campaigned to preserve and protect. Appears Heber City group is campaigning for their initial vision from years ago (as supported by their partial land procurement over past several years)...regardless of input from residents, U Dot, and others...WOW!	
84	Kendra Giles	I am a life long resident of the beautiful Heber Valley, I am asking that you do not go through the North fields as part of the bypass road, we who have property in the North fields and who run livestock would like to be able to continue with our way of life, I understand that there has to be progress, but there also has to be a good, environmental plan. Just because the city and county counsel and planning commissions along with the developers continue to build out of control, that has had a very negative impact of our beautiful valley and residence. Please consider dropping the Western option D off the bypass plan. Save the North fields!!! Thank you ! Kendra Giles	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
85	Todd Gray	<p>Todd Gray [REDACTED] I live at [REDACTED]. I do not like the idea of abandoning part of HWY 189 and moving the highway closer to the houses. It will ruin the quality of life for the homeowners, and it will hurt the wildlife that live in or use those fields. Every year there are large flocks of Canada Geese that land in the fields as well as sand hill cranes. Every year we see deer in the fields, and we even had a baby deer born near our back yard. I also believe that if the highway is moved the city will want to expand the airport which is something that nobody in Heber wants. There are plenty of options to route traffic west or east of town without funneling traffic close to a lot of houses. Please don't reroute the highway north closer to the houses in Heber.</p>	
86	B. Nelson	<p>I understand the need for relieving traffic in town. WB4 would have the most impact on the wetland which should be protected especially in this time of tremendous growth. So from my point of view, WB4 is a bad solution.</p>	
87	Liz Lewis & Gifford Hickey	<p>Re: Heber Valley Corridor</p> <p>I am writing in regard to the proposed WB3 (orange) and WB4 (blue) alternatives for the Heber Valley Corridor.</p> <p>My wife's father grew up bucking hay in the Northfields. We purchased our parcel ([REDACTED]) over thirty years ago from Pinky Ivers.</p> <p>The first thing we did as newcomers to the Northfields was to take the advice of all the local farmers and ranchers running cattle. We quickly learned about those that came before us who dug the ditches by hand, and laid fence lines using willow posts which are now the massive trees you see lining the roads through the Northfields.</p> <p>Our goal was to build a wonderful home for our family and friends. We accomplished that goal after fifteen long years working with Wasatch County and the State of Utah regarding the design, installation, maintenance and approval of the Orenco alternative septic system. This was a new concept and new technology and necessary for the protection of the AAA pristine water designation and high water table in the Northfields. Since 2009 when we finished construction of our home, it has worked perfectly.</p> <p>When we purchased the property, it was nearly treeless aside from a few large native poplars, hawthorne, alder and willow lining the middle ditch. We began with a study of what native wetland species were thriving on the property. We then designed, planted and are maintaining thousands of native trees, shrubs and native forbs throughout the property.</p> <p>This has created an incredible natural environment for all endemic species to thrive. Along with this wonderful habitat we created, we allow Capt. Cal Giles (WWII Army veteran, who still runs cattle today at the age of 96) and his family to graze a portion of our property at no charge. We believe this reduces noxious weeds and invasive species, and believe it creates better pasture grass for cattle and horses.</p> <p>Along with our wonderful friendship with Capt. Giles, we are also lucky to call friends Paul Probst (owner of over 70 acres and a cattle man still working the Northfields well into his 80's), Ray Mair and the Provost family, all currently running healthy cattle operations that have been in place for generations.</p> <p>I am acutely aware of the need for a better, more efficient way to move traffic through Heber Valley and have always supported the original route, currently WB1 (red). I am concerned that any other route through the Northfields would destroy the lifestyle I have described, and harm the AAA pristine water designation that this area has due to the natural wetlands and minimal impact we see today.</p> <p>My wife and I are at your disposal and would be happy to take you on a tour of our property.</p> <p>We look forward to working with you and support the WB1 (red) route.</p> <p>Best,</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
88	Bruce Mccarty	<p>Hello,</p> <p>Please consider a raised roadway throughout the project. This would have limited long term impact on the precious North Fields and allow access under the roadway and not divid the properties for landowners.</p> <p>I'm looking forward to this project. It will help downtown (or kill it).</p> <p>Thank you</p>	
89	Bill Spiker	<p>In addition to my comment yesterday (where I highlighted that Heber Valley Residents at large echo the importance of protecting/ preserving the north fields area; yet all 5 remaining by bass options encroach and degrade the north fields)... I also intended to share following which is now added in this separate comment. If a western route is adopted that impacts north fields, it will also impact many residents of NW Heber. Many of us have bought land and homes in NW Heber expressly to enjoy the natural feel and beauty of the Northfields. If a west by-pass route is adopted, at minimum it will be crucial to include funding to screen / protect view corridors, and minimize road noise.. Perhaps plans are already under consideration to erect a road barrier wall to screen view/ noise from nearby residents. If not, I suspect I and many other residents of NW Heber will insist that such is added to by pass plans. Additional, a focus should occur to find ways to take what otherwise may be an ugly and noisy by pass, and camouflage and beautify it to better blend into the north fields area...i.e. barrier sound/view wall, sided by 3-4 ft burns, planted with trees and shrubs,etc to cancel out road views and noise. Perhaps rubberized asphalt paving to further reduce road noise, etc. Lastly, given nearly everyone I speak with seems to depose the idea of a by pass bisecting the north fields, perhaps it's not too late to reconsider other "off Main Street options"....ie a N-S Corridor on 1st west/ and a S-N Corridor on 1st east....to move traffic off of Main Street, and protect/preserve the Northfields.</p>	
90	David R Nielson	<p>Please keep the bypass as close to Heber as possible so as to minimize the impact on the North Fields. Those fields should be impacted as little as possible.</p>	
91	Sean Reilly	<p>Do no put a highway through our town, leave us alone. You are risking our small town way of life. You are also going to negatively impact property values if you do this! Please stop!</p>	
92	Susan Steinke	<p>As a resident of the Wasatch county, I must write to you and STRONGLY OPPOSE any bypass whatsoever.</p> <p>To destroy the treasured farming and wildlife areas of the North Fields would do abosolutey nothing to enhance life in Heber City, it would only destroy our beautiful land. This is not at all the vision of Heber 2050. If we continue in this way, we will be continue to be the bedroom community of Park City.</p> <p>Enough is enough. We cannot recover these lands once we create a by way. Before you know it, more homes will be built along the bypass.</p> <p>NO ABSOLUTELY NO BYPASS.</p> <p>NONE</p> <p>KEEP OUR BEAUTIFUL NORTH FIELDS INTACT.</p> <p>This is why we chose to move here!</p>	
93	Brady Curran	<p>Hi, my name is Brady Curran. Just want to implore and beg of you not to destroy what makes Heber Valley the Heber Valley and so going too far out into the south hills or the north fields or anything. Ag is the whole reason that many of us live in the valley so when you take that, it destroys the valley. Please do not do that. So yeah, this is the comment that I always, so it's the comment that I always make. But yeah, just again begging and implore you don't ruin Heber Valley. Whatever the government says is their vision perhaps is not what the people think. Do not destroy the ag in Heber Valley, I am begging of you. Thank you.</p>	
94	Bill Schmittel	<p>Bill Schmittel</p> <p>[REDACTED]</p> <p>My property is just west of the proposed bypass.</p> <p>Will you plant bushes and trees for a visual and sound barrier?</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
95	Alexandra Folmer	<p>To Whom This May Concern,</p> <p>Unfortunately, the current options will RUIN heber valley for generations to come. Allowing traffic to cut through the pristine North Fields area will negatively impact the following:</p> <p>Pollute the pristine 1A Aquifer with pollution. Destructive to wetlands, animals and plants that by the grace of the Creator exist here in a high desert climate. Will add development pressure to this area. When is it going to be enough? Threaten the use of the already Wasatch County Open Lands Bond. The people of Wasatch county have voted and spoken. This land is to be preserved for generations. I see no issue with traffic being left as is on Main Street. That is where it belongs. If the UDOT is concerned with traffic, then it should limit the hours the commercial traffic should pass through Heber Valley. 6:00 pm to 8:00 am would be one way to address congestion and not demolish what little open space still exists in Heber Valley.</p> <p>I kindly request that UDOT consider the "No Bypass at All" Option.</p> <p>Kindly, Alexandra Folmer [REDACTED]</p>	
96	Margaret Schloss	<p>I like the W-D option to keep the traffic out of town, especially on the North end of town where all the growth is happening. But I do not agree with the roundabouts! Large trucks have difficulty going around them. The objective is to get truck traffic out of the city - and round-about will cause truckers to keep going through downtown.</p>	
97	Dave Misiak	<p>Please Do not consider either WB3 or WB4 through the current agricultural North Fields</p> <p>Dave Misiak Heber City</p>	
98	Jordan Bingham	<p>I support either of the two plans that stretch through the entirety of the valley, joining the 40 at the stoplight North of Heber. These plans move the traffic away from downtown Heber as well as the many new developments going in north and south of coyote ridge. This will benefit commuters driving to/from Utah County, as well as move traffic away from current residences, reducing pollution and noise pollution for most residents.</p> <p>My only concern is that the Provo River be properly preserved and protected for its stretch through Heber/Midway area.</p> <p>Failing to</p>	
99	Tamara Prewitt	<p>I'm writing to urge you to eliminate any route which destroys the beautiful and serene view of Timpanogos by cutting through the North Fields in the Heber Valley. This part of our community is our top priority to save and any decision which destroys this land will be detrimental to our way of living, our tourist industry and our property values.</p> <p>Do not destroy these fields with WB4 or WB5 options.</p> <p>Thank you</p> <p>Tamara and Jim Prewitt [REDACTED] Heber City</p>	
100	Ben	<p>As a long time resident and someone who has done environmental studies in the North Fields, I am FOR the bypass going through the North Fields. The bypass option needs to bypass as much of the existing highway 40 as possible.</p> <p>The "Friends of Heber Valley" group is led by homeowners who are bummed out by the bypass running through their property. While their position is understandable, I feel that a lot of misinformation and undue influence is being spread to spot what are the most logical options WB3 and WB4.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
101	Jeremy Tidwell	<p>The North Fields are of the utmost importance to me as professional, full-time and year round fly fishing guide. Please, please, please... DO NOT PUT A HIGHWAY through this precious wildlife resource.</p> <p>Sincerely, Jeremy Tidwell [REDACTED]</p>	
102	Ed Dzurilla	<p>Where are the metrics that eliminated the East side routes? The oil truck traffic utilizes US 40 east and west bound, they do not utilize Provo Canyon. Through truck traffic from Peovo to I-80 and vice versa utilize the I-15 to I-215 to I-80 corridor, they also don't go up and down Provo canyon. Ergo, I'm having a hard time believing that the majority if through traffic is from the Provo Canyon, rather than straight through US 40. Could you please let me know where those traffic study figures are? I suspect they will show that the majority of Peovo traffic is commuters and, in the case of commercial trucks, local deliveries rather than through traffic.</p> <p>Ed Dzurilla [REDACTED]</p>	
103	Cody Salrin	<p>To whom it may concern,</p> <p>Please please please don't proceed with this road construction. I have grown up fly fishing the Middle Provo River and turned it into my lively hood. My self and my guides all depend on this special fishery. We can't live and support our families without it. Without keeping this place the way it is we would have to close our doors as small business owners. This is what so many of us do for a living and I don't know what I would do without it. If the natural beauty of this place is ruined it would be devastating. The amount of tourism and money that goes back into the community just from fly fishing alone is in the millions. We need to keep the middle provo the way it is. The public access, the open space and stunning mountain views are what make it so special. The Heber Valley is already growing larger than I would have ever believed so we need to preserve the beauty of what we still have.</p> <p>For these reasons and many other myself, my friends, my clients, my employees and my business are strongly AGAINST this project.</p> <p>Thank you for taking the time, Cody Salrin</p>	
104	Brady Curran	<p>Thanks again! Please help us protect as much of the south and north fields as possible! AG is what makes Heber Valley the Heber Valley so we appreciate your sensitivity to that! Thanks again!!</p>	
105	Dakotah Viramontes	<p>To whom it may concern,</p> <p>Your "preferred route" for the Heber Valley bypass is beyond an abomination. It's an absurd illogical and offensive suggestion. This is not progress, this is a message that the locals are not welcome and that their lives and livelihoods are worth less than a millionaires desire to shave 15 minutes off their commute. Reconsider, more development is not a sign of progress, lack of development is the reason people move here in the first place.</p> <p>In pure disgust,</p>	
106	Mary Schwartz	<p>The North Fields are one of the best features of Heber City and Heber Valley. The WB3 and WB4 now being considered will impact the community negatively in many ways. Studies show that property values property values, e.g., land value closer to the bypass decreases by 24%. This is not a fair option for homeowners who have trusted Heber City leaders to protect the North Fields from the interests of developers. The proposed routes are clearly a step towards development.</p> <p>I strongly oppose both these routes. Mary Schwartz</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
107	Andrew Seegmiller	<p>To whom it may concern,</p> <p>I am writing this letter as a concerned citizen. This project presented by UDOT; to route highway 40 through the north fields of the Heber valley will have a dramatic affect on the rural nature of the Valley. It will jeopardize the watershed and wetlands surrounding the Provo river, adding to the noise/light pollution and add developmental pressure to the area. I also fear diverting the highway away from its current route could potentially harm small local business that thrive along highway 40.</p> <p>I am vehemently opposed to the plans WB3 and WB4. There are options out there to ease traffic in the area, but these ones are not the right answer for Heber or the people who reside within the valley.</p> <p>Thank you for your time</p>	
108	Janice Bunnell Becker	<i>Mailed comment to Heber City, forwarded to UDOT</i>	https://drive.google.com/file/d/1tiFh0tGiwDHQ0WbVCicnWum7ZfTbUjGv/view?usp=sharing
109	Brody Douglas	I think this will impact a lot of outdoor recreation and inevitably hurt the city of Heber let alone the people who probably wouldn't be able to relocate easy due to rising demand and cost of living. This would impact my field of work as well guiding on this section of the Provo.	
110	Emily Schwartz	<p>Hello,</p> <p>I am emailing to express my concerns over the UDOT plans for the Hwy 40 bypass. I think that this plan appears to be a land grab to open the north fields for development, but does not actually fix the traffic issues through Heber City.</p> <p>Thank you for your consideration,</p> <p>A concerned citizen</p>	
111	Hillary Sapp	<p>Dear whoever it may concern,</p> <p>Say no to a proposed highway being added to the North fields in Heber. This construction would be detrimental to the wildlife around it and a huge middle finger to anyone that worked on The Provo River Restoration Project.</p> <p>These fields have to be protected as open space for the community of Heber and those who respect our rivers that are home to wildlife. Studies obviously show this highway would be awful for the land and creatures that live on that land. Stop taking recreational activities in nature away. No one wants to fish/hike next to a loud noisy highway that would ooze toxins into our rivers and kill wildlife while being built.</p> <p>Adding more homes/potential new main busy roads is unacceptable to keeping Utah wild and among the top states for outdoor recreation. People come to Utah for outdoor recreation and to see the outdoors, not the concrete jungle we are making it into.</p> <p>Sincerely, Hillary Sapp</p>	https://drive.google.com/file/d/1Gje3YbA1COF82C8ZvvriDPFHpiY3bnbO/viEW?usp=sharing
112	Jeanette Furstenburg	<p>I do not consent to WB3 and WB4 options,it should immediately be taken of the table as options,our beautiful North fields will be destroyed and therefore the quality of our lives,so NO</p> <p>Next we don't need a bypass through Heber,we want to preserve nature instead of massive amounts of traffic that will pollute our beautiful valley</p>	
113	Timothy Brotherton	<p>Please leave the north fields as they are. WB3 and WB4 would destroy the most beautiful part of the Heber Valley and harm the Provo river.</p> <p>Any of the alternatives , WA1, WB1, or WB2 would be better.</p>	
114	Josh	We are strongly against building a road in the North Fields of Heber Valley, the valley is already suffering from a lack of water and the proposed building will only worsen our situation and bring in more traffic and population that the valley cannot support.	
115	Caroline Anderson	Please please do not put a road through the North Fields. It's such an important asset to the area and as a wetland should really be preserved. Please choose one of the options that preserves this precious resource.	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
116	Missy Maughan	Please don't build a bypass. Keep the traffic on Main Street.	
117	William H Bearden	I think any new road through the farmland in northfields that are west of I-40 is a huge mistake and will detract from the entire valley. R The reason this area is such a big draw and so popular now is because of that river's purity and the scenery of the farmlands around it. Don't kill the goose that laid the golden egg.	
118	Debbie Knies	To Whom It May Concern, I have questions about how the current landowners will access their properties if either of these options goes forward. Both options bisect the North Fields in a way that doesn't appear to allow easy access to fields/homes on the West side of the options. Please take into consideration how people/cattle/farming equipment will be able to move West and East across these "new highways" through North Fields. Thank you, Debbie Knies	
119	Debbie Knies	To Whom It May Concern, Since the only advancing alternatives are all on the West of Highway 40, it seems like it should be a last resort to consider destroying the wetlands of the North Fields. The other three alternatives accomplish the goal of improving Highway 189, eliminating some of the pass through traffic (although I'm not sure businesses through downtown Heber will appreciate the diversion of tourist traffic) all while maintaining the integrity of the rural, open land feel that Heber citizens have demanded as the #1 goal for future development of Heber. If you destroy the open lands by bisecting the fields with a highway, you will destroy what essentially makes Heber so wonderful! What are the options in the WA1, WB1, WB2 to improve or widen the existing Highway 40? This should be considered as the city seems to be granting unlimited development without ensuring arterial road flow and additional East side roads to accommodate the development. All of that local traffic will have to come onto Highway 40 in order to access Heber City. Why should the North Fields be sacrificed for traffic flow? Thank you, Debbie Knies	
120	Debbie Knies	To Whom It May Concern, The impact to the North Fields with either alternative WB3 or WB4 would be catastrophic to the way of life, the Class 1A Aquifer, the wild animals (owls, bears, storks, lightning bugs, etc) and the people who live and work the land. A highway bisecting this amazing wetlands area does nothing more than destroy this irreplaceable part of Heber Valley. Please don't ignore the voices of Heber citizens who have presented as the #1 issue in "Envision Heber 2050" as a desire to preserve open space and the rural character of Heber. Thank you, Debbie Knies	
121	Arthur Amann	Hi, I live on the extreme west end of Potter Lane and raise cattle/horses. THE Giles family raises and sells cattle on acreage west of me. To the ease of me the other cattle owners do the same..moving cattle/horses.up and down Potter Lane. Potter Lane is a designated Livestock corridor... and has been for years. On a regular basis (generally daily, weekly/biweekly) herd cattle/horses are moved. up and down the lane to different fields depending upon grass availability. feed. and water. If you put a 4 lane highway through the North Fields through Potter Lane, how do you propose that livestock and land owners cross it?. Herd cattle are moved by hand and horseback.	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
122	Josh Wright	I just wanted address the fact that there are many people here in the Heber Valley that are trying to have the West bypass taken off the table. I am a life long resident in the valley and think we need to get the bypass in and see the West bypass as the only logical solution. The option starting at River Road on the North end down to 189 on the South. It doesn't make sense to shorten the bypass on the North side with the immense amount of growth planned all the way up highway 40. Let's get the bypass done!! It has been far too long that this has been pushed off. Thank you for your time.	
123	Nicole Brown	To Whom It May Concern: My name is Nicole Brown, I am a resident of Heber. I am writing to ask that you consider a "No Bypass Option". This Bypass has been discussed and debates for more than a decade, I believe two decades, but a decade that I have been aware of it. I believe it action had been taken then, I believe it could have helped and been a blessing to Heber. However, I do not believe that any of the options are a good option, so much is lost no matter which one is chose. And I respectfully ask for you to consider the No Bypass option. The locals who live here are already accustomed to avoiding Main Street. And Heber is not Midway, it will not be a walking city ever...even if that is the city counsels dream. This option protects homes, protects the beautiful west and north fields, and it also keeps more development from those areas. Please choose the no bypass option. It's just too late at this point. Thank you for your time Nicole Brown [REDACTED]	
124	Chris	No bypass in North fields in Heber	
125	Josh Reinhart	No bypass please. I truly don't want to see a bypass go through the north fields to save a few minutes of time. Please keep the traffic on route 40 where it was intended.	
126	Bambi Wood	Please drop any bypass plan. A little extra time driving through our town is vastly preferable to the monetary and visual cost of creating a bypass. Thank you.	
127	Bambi Mosenthal Wood	Please drop all bypass plans for Heber City. We really don't need one and the monetary and visual cost to create one is excessive and destructive. Thank you.	
128	Gail Kinzel	There is already a highway going into Heber. Focus on that and going around Heber Putting a highway through the middle of the north fields is the most destructive to our beautiful valley, ranches and wildlife. The north fields ARE Heber Valley and this would destroy so so much. Then on top of it all.... roundabouts???? To where???????? Please remove WB3 and WB4 from the table. So much is at risk. Thank you in advance	
129	Sue Harper	Suu l e Harper [REDACTED] Comment: No to WB3 & WB4 ! North Fields definitely need to be left alone!	
130	Shana Smith	No to a bypass route through North Fields!	
131	Shana Smith	No to South and West fields. No bypass please.	
132	John Kennedy	Please do not develop the north fields. Develop better public transportation from Park City to Heber City and Midway. A rail trail for electric bikes along 40. People will need to alter their transportation method. Once you develop a bypass, it's toast for ever.	
133	Michelle Sorger	Please preserve the north fields, and consider creating a sixth alternative - moving the bypass project to a meridian east of the Jordanelle Reservoir. Destroying precious farmland, and natural habitat is not always progress. Thank you for your time.	
134	Karen Mara	I oppose all the western bypass options but especially WB3 and WB4.	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
135	Dennis Van Leeuwen	<p>I'm writing these comments in vehement opposition to proposals WB3 and WB4. Both of these options would have significant irreversible effects on the North Fields and Heber as a whole.</p> <p>I'm in particular opposition to proposal WB4.</p> <p>UDOT as spent decades contemplating and studying the effects of a bypass road. While WB3 has been one of the options for quite some time, miraculously a grand new idea pops up in WB4 which far more wide spread in its overall impact to the North Fields and the Valley. This is a bait and switch. How is it that this recent proposal is now 2 out of 5 options?</p> <p>UDOT can not have had the time to adequately study the short term and long term affects of WB4.</p> <p>All of these proposed route disregard both Wasatch County and Heber Cities long term growth and "highest priorities" of maintaining and preserving, "especially the North Fields", which is the most significant feature of the Heber Valley. UDOT has not listened to the County, Municipality, Stake Holders nor the Public. In fact, UDOT has not read or adhere to the wishes of Heber City Envision 2050, and in facts has misrepresented their intention with this newly proposed WB4 option. UDOT's vision IS NOT HEBER'S VISION".</p> <p>There is no way that UDOT, in the short time WB4 has been proposed has had adequate input, investigation, and analysis that would allow this option to be viable. Just some of the areas where I believe that UDOT has not addressed the concerns of the County, Heber City and those that live there are:</p> <ol style="list-style-type: none"> 1. Interruption of water and water rights and, many of which are over 100 years old. Insignificant study and data have not addressed the impact to the Heber Valley's surface water, ground water, aquafer and wells. All water, surface and subsurface are feeding the valley and eventually head to the Provo River. Where are the studies that definitively address: <ol style="list-style-type: none"> a. Irrigation interruption and the affects on agriculture, ranching, and all wildlife. b. The construction of a road through the fields would have to be stabilized on the cobble, below the water table. This would essentially create a sub-surface leavy, effectively damming the free flow of water on the east side of the road. Where are the studies and data showing these affects? Would the ground water on the east of the road rise creating wetland? Would land on the west of the road be dewatered? c. How would this road affect wells throughout the North Fields? Is the State prepared to deal with all adverse effects on the water supply for all areas affected? d. Where is the data showing that the return flow of water to the Provo would not be altered in any way. e. Where are the studies and impact statement of the interruption and in all likelihood devastating impacts to the tradition of ranching in these fields? Where is the proposal that would allow ranchers to have their lands replaced to maintain their businesses? f. Where are the studies that show the impact to fisheries of the Provo River, the Bald Eagles , Hawks and Falcons that inhabit the North Fields not to mention migration of deer, interruption of fields used by Canada Geese, Blue Heron and other fowl. g. Where are the studies showing how ranchers, residence, hikers/bikers etc. will access a traffic flow that doesn't dead end many of the road shown on the proposal? 	


COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
136	Lori Stone	<p>I am writing to say WB3 and WB4 was NEVER DISCUSSED or anticipated by Heber Valley residents. In fact after decades of discussion within our county to investigate if it would alleviate our current traffic, UDOT sprung the option WB3 and WB4 on the Heber Valley residents.</p> <p>I sat in a small invite only meeting with county council members, mayors, Cheryl Fox from Summit Land Conservancy, City Council members, and community education groups with UDOT representatives sent by Governor Cox. In this meeting it was shared by UDOT that the majority of the traffic is coming from local traffic and the growth in Heber City. 4.5 million was the number that it cost to invite UDOT to do this study. UDOT made it clear at the end of the hour that they were NOT taking anything the leadership and local education action groups seriously. They acted as if they were there to appease us. The ONLY request from the group was to REMOVE OPTION D which is now referred to as WB3 and WB4. There is an entity UDOT is beholden to and it isn't the local leadership. As UDOT would not disclose who this entity is that is driving this option to ruin our valley's LAST open green space that WILL NOT INCREASE TRAFFIC and is in process to try to be preserved but CAN'T due to this option being on the table.</p> <p>UDOT read it was the Heber City Council they were there for.</p> <p>This is in direct conflict with Heber Valley citizenry who has voted numerous times to preserve the North Fields. This shows UDOT vision it claims for Heber City, is not in line with the actions and votes of the City and the county. Moreover, UDOT's new vision for Heber City numerically cannot work. UDOT's process fails to numerically address how through traffic into Heber City can be significantly shut down to provide UDOT's new version of Heber City Vision, and be adequately compensated for by any road way system.</p> <p>Lori Stone</p>	
137	Jared Malan	I'm concerned about the impact of the current proposals and argue that no action should be taken.	
138	Mary Schindeler	NO on Bypass Options WB3 and WB4. Thank you	
139	Lori Stone	WB3 and WB4 were sprung on Heber Valley residents in October 202, which was very late in the process. The residents did NOT receive the full impacts from this route designation. Environmentally there is zero studies that have been done. The entire Heber Valley already voted to preserve the North Fields. UDOT is omitting data and studies to truly show the environmental impacts, and then impact of INCREASING TRAFFIC THROUGH MORE DEVELOPMENT if WB3 and WB4 are implemented in the North Fields. This appears to be a "bait & switch" of the vision of Heber City's General Plan by Heber City citizenry and, therefore seriously affects input UDOT will, in turn, receive during this process. The UDOT vision it claims for Heber City, is not consonant with the actions and votes of the City.	
140	Ileana Anderson	I do NOT support options WB3 or WB4. These options would destroy what makes this valley iconic, the North Fields. These options would have vast negative impacts on the environment. This is a unique, lush valley and an important water source, please do not destroy it with a highway!	
141	Linda Sailer	Linda Sailer, [REDACTED]. Live in Charleston, Utah. I feel strongly for a NO to going through North Fields or South Fields. These are the last of rural Heber Valley farms. This was a rural community till greed took over. Get rid of the tandem tractor trailers going through this valley, or do right lane only and 20 miles an hr at most. They are always in the left lane and cause traffic backups. Other states do not allow tandems, as well any pickup pulling a boat or trailer of any kind should not be going more than 55 on any of our highways if you want to do something for this State, UDOT.	


COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
142	Jordan Behunin	<p>For the future traffic planning in the Heber Valley, WB3 and WB4 are the only alternatives that should be considered. With the sheer number of developments going in to the north of the historic Heber City boundaries, and the new Smith's Shopping Center Development, alternatives WA1, WB1, and WB2 will only dump traffic into the heart of Heber and cause new areas of congestion which only diverts the current traffic issues. WB3 and WB4 are the only two true "Bypass" roads that get the heavy haul trucks and through traffic from the south of the Heber Valley to the north. WB3 and WB4 allow more options to have a walkable, business friendly zone that residents of the valley would feel comfortable spending time on. As it is, I avoid Main Street on a normal day, only crossing town perpendicularly; and I avoid Main Street like the plague on weekends as the majority of traffic is going through town to get to nearby lakes and mountain recreation areas or are hauling natural resource products to or from the Basin.</p> <p>WB3 & WB4 should be the only options that are considered to solve the traffic issues in the Heber Valley. The other options would push the current main street issues down the road and cause UDOT to later have to address the future growth to the north of the Historic Heber City Main Street. Please only consider WB3 or WB4!</p>	
143	Stephen Mader	Put it on the east side with the development. Leave the North Fields out of your planning. Or.....put in a pipeline and eliminate the trucks altogether.	
144	Josh Kitchen	Hi, my name is Josh kitchen. I'm just calling because I just want to voice my concern over the project that is proposed for the the highway through the Northfield said, you know, most people that I know around here like the rural nature of this area. And it seems like that is being distracted and the office building that highway is that helping very much and not to mention that all the water problems that we have and all the new homes that they're building and I just think that it's pretty obvious that the natural resources can't support the way people like to develop and make a bunch of money off this this beautiful area. So I definitely am against any progression in building especially highways destroying the north fields.	
145	Ron Stone	<p>Heber City has established at least two internal streets that serve residents as an adequate bypass. Perhaps, that is all that is really needed.</p> <p>That would save the North Fields and save UDOT a lot of money.</p> <p>Thank you.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
146	Jill Van Leeuwen	<p>am strongly opposed to the options for the bypass road in Heber City. OPTIONS WB3 and WB4 must be removed.</p> <p>My first question is, why is UDOT looking at this in the first place? If traffic is the issue, there are more places that have horrible congestion all the time. In looking at the minutes and meeting notes, it is interesting to see that there are comments about "traffic over the memorial weekend" and wanting a walking main street. Putting the bypass road will not change either of these.</p> <p>When we live in a small town that has recreation all around, it is just a given to have increased traffic during holidays. Having the bypass will not change that.</p> <p>But, when you do drive down the road or park and walk around, you will see local businesses with lines out the doors, families at the park and a good mix of locals and visitors. A bypass road will not change that. And it might even hurt that, because then people won't stop at the businesses.</p> <p>The idea of having a "walkable downtown" is not the answer and should not be an option, unless all the businesses update, move and bring more local shops/eateries to main street. So having a bypass road will not change that.</p> <p>Having the bypass road will not preserve open space and the iconic north fields. The fields are the first thing people see when they drive past Jordanelle and enter the valley. The North fields are on the Envision Heber 2050 plan and all of the marketing shots. The north fields set the Heber Valley apart from other small towns that have been ruined by the lack of green space and open lands.</p> <p>There is more growth on the east side of Heber so a bypass road through the north fields does not make sense. If growth is to the east why is a road even considered to the west? UDOT isn't thinking outside the box here. Maybe Heber should not allow any more high-density housing developments to go in. Maybe Heber needs to add roundabouts like Midway did a few years ago, that made it so trucks cannot go through their town. Taking the roundabouts out should be an option if all options are in the table. Then trucks and cars would have the option of driving down main street or driving through Midway. And making Red Ledges and other developments on the East side must have roads to their communities. Didn't Red Ledges promise to have a road to their development, and it has not been done? What about going east at the junction at 140 and River Rd/ State Road 32 and going up over or along the mountain on the east?</p> <p>Options WB3 and WB4 were never discussed at the same level of thought as the other options. UDOT has not had time to do the proper impact studies for WB3 and WB4. What process did UDOT use to study what would happen to the birds, waterfowl and animals in the north fields? What criteria did UDOT use to see what options WB3 and WB4 would do to ranchers? And the ranching industry? Has UDOT studied what a bypass would do to the water, both above and below the ground? Has UDOT considered that the bypass road will impact a large wetland area. What about how it will impact water to Charleston, Daniels and Provo?</p> <p>UDOT has not taken into account that these options do not meet the criteria of the values of Heber residents and it is violating the wishes of the residents of the Heber Valley. Heber residents "desire to preserve open space and Heber's rural character, ...especially in regard to the North Fields." Heber residents want to connect their neighborhoods with the mountains. Heber residents want to revitalize downtown with No bypass road. Period. None. Leave our Valley as it is. We can deal with the peak traffic periods.</p>	
147	Richard Getz		

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
148	Matthew Hawkins	As a land owner in Midway, I strongly prefer that No Action should be taken. I have tremendous concern for the destruction of and any negative impact to natural resources (wetlands, wildlife, the Provo River). The North Fields are truly a treasure to the Heber Valley. How many times has nature and beauty been compromised for growth? The long-term impact is usually always negative and I believe it would be negative to develop and destroy the North Fields and Natural beauty of the resources of Heber Valley. If anything is to be done, I would limit it to WA1 or WB1 and develop Main Street to the North as it becomes I-40 and connects to State Road 32. Stand up for the environment and for what's right about Heber Valley. Change other aspects of Heber City. Limit household growth, slow other development to preserve the beauty of this wonderful and treasured area. Thank you for receiving and considering my comment.	
149	Maxx Cohen	I do NOT support WB3 or WB4 because it goes through the North Fields and it would cause environmental damage to pristine and sensitive wetlands, farm lands and uniquely beautiful Heber open lands. Once the Highway goes in it invites development and causes irreparable harm to the Heber Valley's beauty.	
150	Nancy Seraphin	Dear UDOT and other planning officials, I am vehemently opposed to any corridor plan that bisects the Northfields in Heber. The voters expressed their disdain for this alternative. This process, while public, seems to be ignoring the sentiment of the voters and concerned constituents from the many prior meetings on this subject. The Northfields are simply too pristine to run a truck laden freeway through this sensitive, rural area. I walk there weekly to enjoy the cows, cranes and peaceful environment. I feel as though this whole effort is for naught; the horse is out of the barn, so to speak. The huge trucks rambling through our town are one thing, but Main St./HWY 40 will not be saved and made pedestrian friendly by forcing semi trucks to use the new bypass. There are huge pickup trucks usually towing equipment or recreational "toys" going through town at all times making it very unfriendly from a pedestrian use level. It's just simply too late to try to make a quaint Main St, though I appreciate the effort. Too little, too late. Please don't ruin our lovely Northfields with a bypass road.	
151	Amy Beth Solomon	Please protect our farm lands and open space, the scope of this bypass would change our landscape so very much and negatively. I live at [REDACTED] Midway Utah and have been a homeowner here for 20 years.	
152	Sharon Kinney	Please no northern extension of any kind! No extension through the lower parts of Charleston. Just the shortest loop to bypass town and right back up again past the bowling alley.	
153	Jana Rains	You do know that Heber is a grid--right?! A simpler and enormously less expensive fix for traffic problems that exist right now is turning 100 or 200 East and 100 or 200 West into one way streets with roundabouts at major intersections to allow more fluid local traffic. Running an ugly freeway through those iconic fields and opening them up to development will turn the beautiful Heber Valley into another Orem or Sandy. You've already ruined the Wasatch Front--please, please, please don't do the same to the Wasatch Back. YOU HAVE OTHER, MORE ECONOMIC AND ELEGANT SOLUTIONS!!!!	
154	John Van Slooten	The Heber valley is unique because of its open spaces. As time goes on, open spaces are more and more difficult to find anywhere close to where people are and can enjoy. Routing traffic through the open spaces of the north and south fields is a step toward the spread of urbanization into these open areas that have thus far been successfully kept undeveloped. Hopefully, these beautiful open spaces will remain so for as long as possible. I am opposed to any additional roads through our currently open and beautiful north and south fields. If needed, could the times of day for commercial thru-traffic on Main Street be limited to off-peak hours or for local deliveries only (as other cities, such as Atlanta, have done)? If not, could existing roads be widened where needed, rather than putting in new roads and cutting into the open green spaces of our beautiful valley? Thank you for your consideration. Regards, John Van Slooten	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
155	Shawn Davis	<p>July 7th - 5 route proposals</p> <p>After looking at the 5 route proposals, the two routes through the North Fields are best at solving the problem, but the desire to protect the North Fields make these routes difficult. Realigning 189 is ridiculous, and to a resident, part of an airport expansion dream - please cancel this and use the funding in building a better bypass.</p> <p>The alignments that use stoplights are cheap fixes and will only add congestion in the future and turn the bypass into Bangerter Highway 2.0. The use of interchanges at the major junctions will move the traffic efficiently.</p> <p>I wish Heber City and select groups would stop trying to turn Heber Main Street into Park City Main Street. The difference is stark - a federal highway versus a state route. Main Street should be widened to 7 lanes. Main street parking should be removed. The historic model of parking on main street to do business has been replaced with customer parking lots and side street parking. The core area this effects is 300 N to 200 S. 5 city blocks shouldn't control the ability to move traffic. SLC has areas where street parking has been removed and the volume of traffic moves much more efficiently.</p> <p>Good luck with your decision and appeasing the masses. Say hi to Matt P. Shawn</p>	
156	Deanna Lloyd	<p>Although many would disagree I believe the only true "bypass" would be through the north fields. It will account for future growth and alleviate the congestion that is coming along 40 as the city allows huge development.</p>	
157	George Hansen	<p><i>Comment submitted via attached document</i></p>	<p>https://drive.google.com/file/d/1uOEIjsuEEycMbgDV-UeyCKYLuUwMOcO9/view?usp=sharing</p>
158	Evelyn Terranova	<p>The UDOT vision it claims for Heber City, is not consonant with the actions and votes of the City. Why?</p>	
159	Kelley Ingols	<p>To Whom It May Concern:</p> <p>As a local citizen of the Wasatch County, Heber Valley area, I would like to express my concern for the by pass proposal that will destroy the prestine North Fields area. This is an iconic part of this area that holds open space, beauty and wildlife home. I know that there is great concern for the traffic area of this area but I think that we can create an alternative option that would not take away from land that would never be the same. WB3 and WB4, never before discussed or anticipated by Heber Valley Residents, were sprung on the public very late in the process, October 2021, and have not received the same level of thought, analysis, and input as traditional routes. These are 3 of my top concerns that are in alignment with many others in this community.</p> <p>Principles:</p> <ol style="list-style-type: none"> 1. Heber actively works with neighboring communities and Wasatch County on strategies to implement the permanent protection of farmlands, natural open spaces, and rural character, to keep the distinct separation between communities. 2. Heber City will work with the County and surrounding communities to create permanent farm and mountain land protection through such mechanisms as conservation easements and partnerships. 3. Heber actively clusters development to focus growth and protect remaining open land from dispersed development. <p>Thank you for your time and looking at alternative solutions for the growing concerns of this area.</p> <p>Sincerely, Kelley Ingols</p>	
160	M. Jackson	<p>The alternative that I support for UDOT's Herber Valley Corridor EIS Project is the Freeway with North US-40 (WA1) because this alternative will provide increased connectivity between US-189 and US-40 and will also reduce traffic going through Herber City, UT.</p>	
161	Timothy And Jacqueline Samsel	<p>I'm glad you dropped the East routes, I would like to see the North fields stay untouched so I'm good WA1</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
162	Kerry & Sheila Siggard	<p>Dear Utah Department of Transportation,</p> <p>I am writing in strong opposition to any consideration of a bypass through the pastoral North Fields of Heber Valley. Anyone who suggests such an idea is completely out of tune with the wishes and heart of the citizens of Wasatch County and our many visitors. Not only are they out-of-touch, but they strike at our very heartstrings. Heber Valley has been struggling under the weight of seemingly uncontrolled development over the past several years, being the fastest growing county in the country in some phases. The North Fields is our last beautiful haven of open space and rural atmosphere. During a recent election, the citizens voted to preserve this unique area, requiring 20-acres/building lot. We are not just another county in Utah with transportation needs - we have long been noted as "the beautiful Heber Valley." The last thing we want to do is ruin that!!!</p> <p>The North Fields is our last beautiful haven of open space and rural atmosphere. Many people move here or stay because of the agricultural feel and beauty. We are proud of and defensive of this last unique span of fields in our heartland. The North Fields is an area where people still run cattle, pasture horses, and grow hay. It is the home of much wildlife and has sensitive wetlands and valuable aquifers. Some may think this would make a beautiful highway, which is indeed true. However, anyone who has lived in our valley for 5 minutes knows that any hint of growth becomes more buildings, businesses, and a developer's delight. (Developers is single here, but we feel plagued with an infestation of them.) We stand firmly against this idea for our beloved North Fields!!!</p> <p>Benefit to the Main Street Retail sector - NEGATIVE! Having a bypass highway would actually hurt our retail businesses on Main Street. Heber Valley has grown in segments, and spurts. If there was going to be a bypass, it should have been planned many years ago. Our Founders just did not envision such staggering growth; how could they have??!!!</p> <p>If needed, take a vote of citizens - old and new alike, to see if we'd rather slow down and endure the traffic or carve up the North Fields. There may be some economic "developers" who are pushing such an option, but they are a minority compared to the heart of the open-space loving majority.</p> <p>I PLEAD WITH YOU TO LISTEN TO AND UNDERSTAND OUR DEEP AND INTENSE FEELINGS FOR PRESERVING THIS BIT OF BEAUTY THAT SO ENRICHES OUR LIVES!! Thank you, Kerry & Sheila Siggard</p>	
163	Jay Cutler	<p>From my view, proposed WB-4 seems as if it would be least disruptive to all of the planned new construction and eventual homes and ensuing traffic from the development on the east side of hwy 40 by Coyote Ridge. Although it will be a shame to lose a bit of the grassland on the west side of hwy 40, this seems to be the best long-term solution to move the trucking traffic away from hwy 40, Main Street, and the bulk of homes and business.</p> <p>Thanks for the opportunity to review and comment.</p> <p>Jay Cutler </p>	
164	Brent Crittenden	<p>I just saw a chart outlining your criteria for route selection. One of the items was "Allows Heber City to Achieve Vision". I think their Vision survey listed preservation of the the North Fields as the number 1 highest priority for the citizens of Heber City. And yet every route you have selected put a road through the north fields. I'm wondering who's vision you are trying to achieve here, because it surely isn't the citizens of Heber City.</p>	
165	Debra Magdalene	<p>No hiway through the Northfields in Heber PLEASE! We also must protect the land for the indigenous species that migrate in this area. Stop cutting down old trees under the guise of "progress". This must stop as there is not ample water for more development not to mention water for the wildlife.</p>	
166	Margo France	<p>Thanks for taking my comment. I am totally against the by bass that goes through the north fields. The 2 options that go through the middle of the fields were add too late for public opinion. There needs to be more enviromental studies on the water add what this will do to the ground water and the Provo river. There also needs to be more studies done on traffic flow. I'm my 22years of living here most of the traffic comes from east Heber. A bypass to the west will do nothing to help it. The citizens have voted time after time to preserve the north fields.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
167	David Schwartz	<p>To Whom It May Concern,</p> <p>I am writing to voice my opposition to the proposed WB3 and WB4 alternatives. These proposals cut through pristine land which make Heber City and the Heber Valley so attractive to so many people. There are simply better alternatives than either of these options. Please do not put in a bypass considered in either of these alternatives. Thank you.</p> <p>Sincerely,</p> <p>David A. Schwartz</p>	
168	Jared Wright	I fully support the WB4 route.	
169	Ryan Drinkard	<p>I'd like to voice my support for West Bypass options WB3 or WB4 (bypass North to South across North Meadows). A significant goal of this project is to quickly move traffic coming from I-80 and Park City onto US 189 into Provo Canyon completely bypassing Heber. This cannot be properly accomplished with the only bypass road being just north of the Muirfield subdivision. This is because future growth requires adding stoplights on U.S. 40 to protect traffic turning onto U.S. 40 from the Coyote Lane subdivision along with other future East of U.S. 40 developments. This project without option WB3 or WB4 will force all Southbound traffic to be subject to those future stoplights. This will completely negate the speed benefits that U.S. 40 drivers were looking forward to from this bypass. Furthermore, the noise and pollution from the oil tankers traveling to and from the Uintah Basin will be horrific for the people who live in Muirfield and the Elm Bride apartment complex. You will be reducing noise in a commercial downtown corridor by shunting it to a quiet meadow just north of hundreds of Heber residents, along with massively increasing idling pollution for all the cars trapped at stoplights all along U.S. north of town. This is completely unacceptable for the following reason: Those tanker trucks are incredibly loud upon acceleration and braking and will be performing the majority of their acceleration and braking right near these residential areas. The environment isn't just about animals and streams. It's about the health and wellbeing of people, as well. And many studies have shown the deleterious effects of living near busy roadways from increased cancer and heart disease to stress. For this reason, it would also be preferable to have a second road traversing through the North Meadows to reduce noise and emissions pollution to the residents of Northwest Heber. The connector just north of Muirfield should primarily be for local traffic attempting to connect to the main North Meadows bypass road. Thank you for your time and attention to my comments.</p>	
170	Karen Duncan Cutler	<p>Dear EIS Committee,</p> <p>I have submitted comments earlier in this process. Not sure if those emails came to you directly so I am writing once again.</p> <p>My husband and I moved to the Heber Valley three years ago and purchased an existing home. As you drive into the valley on highway 40, one of the first things you experience are the magical Northfields! The green, the river, the horses and cattle... this is the draw. This is what takes your breath away! This is what people remember.</p> <p>We see the continued growth. It is certainly understandable...but pretty soon, all of the surrounding hills and green pastures will be covered in new homes. The one aspect of this town we can hold onto are the Northfields which continue to showcase the beauty and wonder of this valley.</p> <p>None of the bypass options are great, but breaching the Northfields is a long term option that can never be turned back. Please, please take this option off the table!</p> <p>Sincerely,</p> <p>Karen Duncan Cutler </p>	
171	Lori Wiarda	It would be best to shelve the whole bypass project. Yes, traffic is a pain but residents need to adjust. The time to plan and implement all of this was before housing and other development went in. Destroying the north fields or any one's property and homes isn't acceptable. It's not worth the cost.	


COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
172	Nate Knight	My personal preference is to leave things as they are. I would rather have congestion on main then destroy more agricultural land and ruin this valley even more. However, if that's not a possibility WB 1 seems to be the best alternative. We do not want to impact the north fields and minimize the acreage impacted by any project. Further we do not need any freeway speeds brought into our community.	
173	Rob Mccrory	We need the bypass NOW. It should be freeway with an exit at 113. It's increasingly frustrating that this process just goes on and on with nothing getting done. It's also become quite dangerous in downtown Heber due to the traffic volume. Please get this done!	
174	Dave Curtis	I think the WB 3 and WB 4 alternatives will be the best for the long term. I hate going through the North Fields, but I think this is the best solutions.	
175	George Bennett	I live downtown Heber City, UT. I support the west bypass extending up to River Road or the intersection of River Road and US 40. Connecting the bypass at the north edge of Heber city will only add the traffic at the north edge of Heber	
176	Bruce Travis	Bruce Travis [REDACTED] I was under the impression that we were trying to reduce heavy truck traffic through Heber City on US 40. This traffic seems to consist largely of tandem tanker trucks en route from Roosevelt Utah region to connect to I-80 at Park City. Please explain why redirecting traffic from the Provo Canyon resolves this issue.. Thank you. Bruce Travis [REDACTED] Heber City, UT	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
177	Linda Middleton	<p>Concerned Air Breathers:</p> <p>The "DO NOTHING" alternative is the best use of money and resources in this water starved state. It make no sense to narrow and confuse transportation away from strait, easily maintained STATE RD 189 and HWY 40. Currently, HWY 40 slows traffic to safe speeds through Heber City. State Improvements already help local law enforcement calm traffic with new stop lights on 189.</p> <p>Local business and residents prosper when safe and alert drivers stop on Main Street to refresh, eat and rest their bladders at clean, welcoming businesses. Wasatch County Health workers consistently inspect water treatment. Saving lives is a top priority for all Utah tax expenditures. These are just a few of the advantages to the existing effective configurations of traffic in this Valley. 5 suggested alternative routs to pave 5 lanes of faster non-stop traffic would disrupt this local economy and health in unexpected ways. To ruin the environment of a pristine valley water shed is not a good investment even for fake money from a Federal spend-a-thon fountain.</p> <p>The Heber City "Envision" Document was deceptively quoted as provocation for UDOT action. Future Olympic bids and free transportation to Ski Resorts in Park City have been advertised as a local citizens request to pave the provo River Vally through the North Fields, and burden all of Utah with a plan for Heber's future survival.</p> <p>Our own local elected representatives demanded of all UTAH taxpayers to summon UDOT to survey local homes and pristine valley waterways for 5 alternative plans. Locals do not want hazardous materials traveling at higher speeds routed close to residential, schools and ecologically sensitive zones.</p> <p>There is no better alternative route than the one that currently calms legally responsible vehicle drivers. The perfectly strait and appropriate route that currently exists has been improved by electronic timing. Locals Thank UDOT for these improvements addressing higher volume times. Wisely, UDOT actively attends to Heber's challenging vehicle volume using technological advancements. Locals appreciate the use of technological advancements that have no negative impact on home town water ways and safe environments.</p> <p>Do not be deceived by promoters of narrowing Main Street.</p> <p>Locals land owners prioritize local needs for clean air and water. Heber Homeowners are capable stewards of the resources that make this Valley attractive. Grant us access to Clean Air, safe schools and health care. DO not bisect this valley and muddy the water. Do not spend human labor, taxes, time or rare resources to no advantage.</p> <p>It is shameful wasteful diversion that Heber City Hall proposes amusements on a narrowed Main Street at Utah State's expense. That travesty should not burden Utah's monetary or environmental resources. Utah will pay dearly to pave and patrol a speeder route for tanker trucks full of tar sands to have a non-stop route to refineries and transportation for impatient tourists to the Salt Lake Airmort</p>	
178	Lynn L. Adams	<p>I can and do support all the remaining alternatives that are being proposed to the west of Heber, but I prefer the ones that reduce driving time through the valley and around Heber above the others. I like the ones that reduce the number of lights and that reduce the distance driven through the valley above the others.</p>	
179	Judy Hansen	<p>I live in Country Meadow Estates just off of Southfield Road and is a 45 home development. We built our home in 1999 and would not like to have truck traffic noise disturbing the community at all hours. Another alternative needs to be studied other than all on the west side. Also, the impact on bypassing Main Street businesses will create a financial impact. In this time businesses are already struggling and taking traffic around a bypass is certain death for Main Street.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
180	Annee Price	<p>I am in total opposition to WB3 and WB4 and they should be eliminated from consideration because they:</p> <ul style="list-style-type: none"> • Disrupt agricultural lands and the livelihoods of farmers and ranchers. • Destroy Heber Valley's wetlands, animals, and plants. • Open the door to intense development pressure in the North Fields. • Create multiple threats to the Provo River and its Restoration Corridor, and a grave threat to Heber Valley's Class 1A Aquifer. Given the number of years it has taken to restore the Provo, it is critical that WB3 and WB4 be eliminated from consideration. • Attempt to force traffic off of Main Street and remove all diesels (which will be nearly impossible as most traffic is local). This will adversely affect the local business district. • Put the \$10 million Open Space Bond passed by Wasatch County Voters in limbo, potentially never to be used. 	
181	Shirin Spangenberg	<p>Please do not destroy the North Fields. It's such a beautiful area and Wasatch County is growing so large there will be no more beautiful places to see.</p> <p>I'm against building anything on these lands.</p> <p>Shirin Spangenberg</p>	
182	Joseph W Kimmel	<p>UDOT options, WB3 and WB4 should be eliminated from consideration because they cut through the North Fields starting at River Road. As such, they will:</p> <ul style="list-style-type: none"> Disrupt agricultural lands and the livelihoods of farmers and ranchers. Destroy Heber Valley's wetlands, animals, and plants. Open the door to intense development pressure in the North Fields. Create multiple threats to the Provo River and its Restoration Corridor, and a grave threat to Heber Valley's Class 1A Aquifer. Attempt to force traffic off of Main Street and remove all diesels (which will be nearly impossible as most traffic is local). Put the \$10 million Open Space Bond passed by Wasatch County Voters in limbo, potentially never to be used. 	
183	Tena Rohr	<p>Heber Valley Transportation:</p> <p>Please reject the WB3 and WB4 options for creating new roads. Please do not ruin the landscape and the habitat for the plentiful wildlife that live there for these reasons:</p> <ul style="list-style-type: none"> Disrupt agricultural lands and the livelihoods of farmers and ranchers. Destroy Heber Valley's wetlands, animals, and plants. Open the door to intense development pressure in the North Fields. Create multiple threats to the Provo River and its Restoration Corridor, and a grave threat to Heber Valley's Class 1A Aquifer. <p>Thank you for your attention, Tena Rohr</p>	
184	Chris Ward	Drop WB3 and WB4. It's not worth the permanent damage to the North Fields.	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
185	Chad & Rachel Kahler	<p>This project is important to the future of our Heber City downtown, a western bypass will provide a safe corridor, as well as an alternative transportation option with a paved trail and reduce traffic congestion along Main Street. I've realized that any of these five options are a viable solution. County council members and community members have voiced concern for the routes that interact with the North Fields, with consternation of development and loss of agriculture land. I believe any of the three options WA1, WB1, WB2 are most viable for the immediate mitigation of traffic on Main Street, as they provide an alternative route north & south, and allows for Heber City to reclaim Main Street for redevelopment, perhaps a future of reduced speeds, improved landscape mediums, and economic improvements for future retail, businesses and development of public spaces. What these options don't provide is a long-term solution to the future growth that is coming in the area of the North Village. Option WB3 provides a flow through option for pass through traffic and gives Heber City control of its Main Street for redevelopment and reduced speeds to allow for a community center in the town core. As you know, currently over two thousand units are being planned for with development in The Highlands, The Views at North Village and The Finch Creek Townhomes. Another thousand units with the Jordanelle Ridge development and three hundred units with Coyote Ridge development with Ivory Homes are already underway. And those are just the developments that have been approved with the city in the last few years. As you look to the future, I would recommend a two phased approach, building a loop around the city in the near future, and looking at a longer more extensive roadway when the North Village area is built out. I appreciate the alternative transportation options and sincerely feel that with the appropriate mitigation efforts of roadway elevation and vegetation, this roadway could become a beautiful scenic byway.</p>	
186	Joe Cronley	<p>Two of UDOT's most recent options, WB3 and WB4, cut through the North Fields starting at River Road. Alternatives WB3 and WB4 should be eliminated from consideration because they:</p> <ul style="list-style-type: none"> Disrupt agricultural lands and the livelihoods of farmers and ranchers. Destroy Heber Valley's wetlands, animals, and plants. Open the door to intense development pressure in the North Fields. Create multiple threats to the Provo River and its Restoration Corridor, and a grave threat to Heber Valley's Class 1A Aquifer. Attempt to force traffic off of Main Street and remove all diesels (which will be nearly impossible as most traffic is local). Put the \$10 million Open Space Bond passed by Wasatch County Voters in limbo, potentially never to be used. <p>Thank you for your consideration.</p>	
187	Joni Olson	<p>We are glad East bypass routes have been eliminated for practical reasons. We've lived in Heber for 9 years. My husband has been a transportation engineer for 15 years and has designed multiple UDOT projects with consultant companies. He believes WB3 is a great option, and hopes there will be grade-separated interchanges at Midway Ln and the rail crossing. He thinks in 30 years we will wish the bypass had gone further south, perhaps south of Little Sweden Rd. through the Daniel area to connect to Hwy 40. He also thinks the intersection at 1200 S & Hwy 40 should be redesigned. We lived in Vernal for 6 years before Heber and know oil transportation is important, and should be diverted from main street. We also lived in Logan previously, and know a practical, fast bypass is needed to decongest main street. You can contact Aaron at [REDACTED].</p>	
188	Angela Richardson	<p>As a resident of Midway and bicycle rider, I support options WA1 and WB1. WA1 would allow traffic flow and if a bike path could be added underneath to enter Heber City, that would make it safer for us and would route traffic effectively. Eliminating US-189 section is not a good option, since people would still utilize it to add more urban spread.</p> <p>WB3 and WB4 would destroy the North fields area and promote development that would change the valley vision forever. You would not be able to stop it from urban development. Also those options would destroy wetlands, animal migration and the Provo River corridor. Open Space bonds planned for this area would be lost and the voters requested open space in the election.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
189	Scott Kerr	<p>I am writing to express my deep concern with two of the proposed options currently being reviewed for Heber Valley. Options WB3 and WB4 would damage the area known as the North Fields, a very important wetland area in Heber Valley. Not only are these important wetlands, they serve as key habitat for numerous animals and help to keep the Provo River healthy. While I can appreciate the need to improve traffic in Heber City, I do not see any justification for damaging such a key pice of property, imparing biodiversity in the area and impacting the acquirer for the entire valley. Is it really worthy that cost so someone can drive faster around Heber City?</p> <p>Please consider to remove these two options from consideration for the plan.</p> <p>Best regards,</p> <p>Scott Kerr</p>	
190	Steven Kelty	WB3 and WB4 should be removed from consideration, the North Fields they would transect are wonderful and should be preserved.	
191	Dean J. Brooks	I would be AGAINST WB3 and WB4.	
192	Nourah Caskey	<p>Hello-</p> <p>I am an owner in the North Fields, I have 60 acres that will be impacted by the possible development. I have some major concerns and objections to this bypass.</p> <p>I bought this land with the understanding that this was an Open Space area with important ecological implications. The Heber City general plan shows the North Fields as agricultural preservation and the people in Heber City have even issued a referendum saying they want the North Fields to stay as such.</p> <p>I appreciate you taking the time to read my email and I really hope that whoever makes these decisions chooses to listen to the people who live and work on these lands.</p> <p>thank you again for your time and attention to this matter, Nourah</p>	
193	Craig Wallentine	<p>Dear UDOT,</p> <p>We live in Park City and travel to and from Provo frequently via Heber City.</p> <p>We also go to Midway and use Wasatch Mtn, Soldier Hollow and Deercreek Reservoir whenever we can.</p> <p>We like any of the three first bypass options you have selected WA1, WB1 and WB2.</p> <p>All these options would allow us to avoid downtown Heber City and get on to where we want to go with minimal fuss.</p> <p>These options also do not interfere with the Wasatch County Open Space bond just voted on by Wasatch County voters.</p> <p>Thank you,</p>	
194	Travis Foss	<p>Hello,</p> <p>I'm in favor for the bypass planning of WB4. To really make the bypass effective, I believe it needs to start at River road. It wouldn't make sense to build a bypass near 1200 N. In 20 years from now HWY 40 from River road to 1200 N will be just as congested as Main Street. As you know there are lots of plans for development for homes/businesses along HWY 40 by the UVU campus already. So let's build this bypass for future generations and do it right. It's just a matter of time when the north fields get developed by more homes or a proper bypass. Thank you.</p>	
195	Ashlie Blackham	This is very precious land to many wonderful creatures. We have migratory birds, deer, elk, moose not to mention the flying inhabitants Please do not ruin our precious North Fields. THese fields are wetlands and cannot be touched. They may not have designation but any biologist and NON POLITICAL entity would consider it so. Move your highway and save our fields!	
196	Seth Glick	WB4 makes the most sense to me. It does what bypass should do and it also makes the 189/40 mess much better.	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
197	Mark Aasen	<p>I am against the WB3 and WB4 proposals. The adverse affect of wetlands, Provo River and directly contradicts the vision statements of both Wasatch County and Heber City. The process and timeline for the decision seems deeply flawed in several aspects. The late addition of WB3/4 did not allow sufficient time for thoughtful analysis. UDOT has misrepresented the impact of the bypasses and ignored the wishes of the residents as explained in the Heber City Envision 2050 General Plan.</p>	
198	Mark & Tina Aasen	<p>July 14, 2022</p> <p>We are writing to express our strong opposition to the WB3 and WB4 bypass options.</p> <p>WB3 and WB4, never before discussed or anticipated by Heber Valley Residents, were sprung on the public very late in the process, October 2021, and have not received the same level of thought, analysis, and input as traditional routes. WB3 and WB4 violate the wishes of local municipalities and Wasatch County; as well as violating Heber City' s Envision 2050 General Plan.</p> <p>In its process, developing and proposing WB3 and WB4, UDOT has misrepresented Heber City's vision, developed by citizens and elected officials over a significant period of time.</p> <p>We are deeply concerned that these proposals will severely impact wetlands, the Provo River and destroy the unique beauty of the Heber Valley.</p> <p>There has been narrow input from the citizens and merchants of Herber City. UDOT has also ignored input from the Bureau of Reclamation.</p> <p>Sincerely,</p> <p>Mark & Tina Aasen</p>	
199	Jeffrey And Sharon Kampsen	<p>We are strongly in favor of plan WA1 with the interchanges. We are strongly opposed to moving the road west from SR 32. This seems totally unnecessary and puts the busy road that much closer to the Provo River. If there is future growth from the Heber city center north up 40, it will still happen, regardless of where the road is. For that concern, a frontage road along 40 on the east side would be a better answer. Regardless, for our part, we think it's a terrible idea to move the road west from SR32 through the more pristine existing fields. Plan WA1 seems to us the right answer to allow Heber City to develop a city center. Thanks so much.</p> <p>Jeff and Shari Kampsen</p> 	
200	Debbie Duke	<p>Traffic in the Heber Valley, as well as all of Summit County, has become a nightmare. As someone whose family is from Heber, I have seen the uncontrolled growth of Heber, Midway, Park City, Kamas....the list goes on. I know growth is going to happen, but the State should be concerned about environmental impacts when making choices.</p> <p>That is why I am AGAINST options WB3 and WB4 through the Heber Valley. All options will impact open space and neighborhoods, but WB3 & WB4 are the most detrimental. I urge you to take those two options off the table.</p> <p>Thank you!</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
201	Dave Nelson	<p>I am one of the members on the steering committee and felt to make the following comment. It appears to me that there are several groups, who profess to represent a large section of the town but in many cases are funded by a very few who do not want to see a bypass road for any reason. I attended a meeting last night where it was obvious that they were only looking at ways to find fault with the proceedings in order to try and delay this for technical reasons. I attended another meeting about 3 weeks ago that had over 40 in attendance of people who felt that this road is 20 years over due believed that it is time to get it going. By the time everything is developed out by the Mayflower by Extel and all the new areas of the North Village we will regret the fact that this road is not in. The majority in the latest meeting desire that the North Fields be left alone and that the 9th North access was preferable but all understood the fact that it may be necessary to enter into the North Fields but but preferred for it to be left alone. It appears that today anybody and everybody that is against this road is trying to use environmental issues as a reason to shut it down when in reality they feel that if they can stop this road it will slow the growth. That is not accurate. The growth has been coming for years and will continue to come and this bypass road will help us maintain a more rural feeling in the town. The majority of the businesses on main street are in favor of this, and while the majority of the residences wish there was another way they understand the need for this road. Everybody claims that the North Fields are a heritage to this valley which may be true but most of that land is private property and eventually those owners will build on it even if it is 1 to 20 acres. Unfortunately we can not and should not claim as a heritage something that is owned by another. As a side note I don't own anything in the North Fields if that makes a difference..</p>	
202	Bill Quapp	<p>What is to prevent large vehicles from entering Heber City onto Main Street as is currently the case? It looks like all five options for the EIS will still permit the semis and large RV (including Pickups with big 5th wheels) to travel down Main Street from either Provo Canyon or Daniels Canyon. I would hope that there is a significant deterrent for such access.</p> <p>I live east of Heber about 6 miles and use the Mill Road access to Hwy 40 when I want to go up or come down Daniels Canyon. I would still like to travel on Hwy 40 through town if I have some shopping to do when I return down Daniels Canyon. Thus, if you can put a weight limit of 10,000 lbs. – and enforce it – that could solve the problem by giving small vehicles access to Main Street.</p>	
203	Diana Falcher	<p>I feel that the re-alignment of 189 is not necessary and will completely destroy neighborhoods with lots of families, and also most of the South Fields. As it was brought up in the Heber City Council meeting I don't understand why you need to use 1300 South on all options. Why is it so necessary to save drivers a mile or two? This will affect many families and destroy homes. Putting trucks feet from homes and parks is a horrible idea. It seems the city council and UDOT is more concerned about Main Street then its own citizens, community, and open space. Why did you listen to all the concern from the families on the east side, but when it comes to the west side it seems to go through both ears?</p> <p>I am against all options and choose no option at all. BUT I am absolutely against re-aligning 189, it is not necessary and will add tons of cost and time to the project along with permanently damaging our beautiful valley and destroying many families biggest asset - their homes.</p>	
204	Joel Cowan	<p>I am strongly opposed to the bypass road through the North Fields, for the following reasons:</p> <ol style="list-style-type: none"> 1. Potential for drying up subsurface water through Charleston to Deer Creek Reservoir because of the compaction of the ground 2. The proposed plan will NOT solve the traffic problem on Heber Main Street 3. There are very few historic buildings on Main Street 4. The total cost is prohibitive 5. Streets 1st East and 1st West (running north/south) could be developed more efficiently and could accommodate the traffic pattern much cheaper. <p>Please take a strong look at another alternative besides the Bypass road, which could cause real complications.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
205	Joel And Carolyn Cowan	<p>To Whom it May Concern:</p> <p>I am a longtime homeowner in the Heber Valley and would appreciate my opinion of the Heber Valley Bypass Proposals to be considered.</p> <p>I am strongly opposed to the bypass road through the North Fields, for the following reasons:</p> <ol style="list-style-type: none"> 1. Potential for drying up subsurface water through Charleston to Deer Creek Reservoir because of the compaction of the ground 2. The proposed plan will NOT solve the traffic problem on Heber Main Street 3. There are very few historic buildings on Main Street 4. The total cost is prohibitive 5. Streets 1st East and 1st West (running north/south) could be developed to accommodate the increased traffic and a much lower cost. <p>The Bypass Proposals are NOT in the best interests of the scenic valley and the long term purpose for the beauty of Heber Valley.</p> <p>Thank you for your consideration,</p> <p>Joel and Carolyn Cowan Midway, Utah</p>	
206	Alice Hicken	<p>I am not in favor of a road through the "north fields" for several reasons:</p> <ol style="list-style-type: none"> 1. the citizens of the county voted a few years ago to appropriate money to prevent future development in the north fields. Owners could sell their development rights but maintain of their their land for agricultural use. This is certainly a voice as to how the people of the county feel about these fields, not just me. 2. Heber valley is filling up with houses, and many fields are disappearing. The north fields should remain one of the beautiful spots in the valley, not filled with houses or a major road. 3. As an owner of a field in this area, the land I have was deeded to Thomas Todd by Ulysses S. Grant after he homesteaded it when the valley was first settled. 4. The north fields holds water like a reservoir for use in Utah County. A major road could possibly disturb this natural underground storage basin. (Ask the water people in Wasatch County, and Utah County) 5. I have lived here long enough to know that UDOT planned several times to build a road to by-pass the Heber main street. I admit there is a problem, both for Heber residents and people passing through. I would favor options WB1 or WB2. <p>PLEASE do not build a road through the "North Fields."</p> <p>Alice Hicken Homeowner in Wasatch County</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
207	Suellen Winegar	<p>Dear UDOT,</p> <p>I am registering vehement opposition to the Highway 40 bypass through the North Fields of Heber Valley. I oppose any western bypass through the North Fields--all five current options--but MOST STRONGLY OPPOSE WB3 and WB4. My comments on UDOT's process are below:</p> <ol style="list-style-type: none"> 1. Envision Heber 2050 lists the #1 priority valued by Heber residents as "OPEN SPACE/RURAL CHARACTER PRESERVATION." "...it was a loud and clear message, especially in regard to the North Fields." (Envision Heber City 2050 page 16 "What do Heber Residents Value?") The UDOT study focuses only on enhancing downtown, which was the lowest priority of residents' values in Envision Heber. The voice of the people is to preserve open space and rural environment, which IS the North Fields. 2. Again, the people of Heber Valley have spoken loud and clear by voting three times to preserve open space. Wasatch County passed a \$10 million bond and Midway a \$5 million bond to preserve open space. A recent Wasatch County election voted to preserve 20-acre zoning for North Fields by 70% margin. The people want to conserve open space, not slice a 4-lane highway through it. 3. Running a parkway through North Fields will irreparably harm the pristine Class 1A Aquifer. The North Fields is a huge underground reservoir with scientifically proven and measured increase in the Provo River as it flows through the Fields. A highway bisecting this will have an impact on the underground flow of water and the quality of water overall. We are in a historic mega drought and can not afford to mess up the water system. Sensitive wetlands and wildlife/riparian/plant ecosystems are at high risk from the proposed parkway. 3. UDOT's 5 final alternatives will not alleviate traffic from the EAST side of Highway 40, which is where most of the new growth in the Heber Valley will be. A frontage road on the east side of Heber with focused entry points to 40 with a traffic signal would move traffic along the corridor more safely and efficiently. 5. The retail sector was completely disregarded in the UDOT process, as true retail was not included in the stakeholders. A bypass will decimate the vibrant retail sector of downtown Heber. Look at Nephi, Levan, Fillmore, etc., as historical proof. 6. Quality of life - the North Fields is the iconic gem of the Heber Valley. It is the feature photo on the cover of "Envision Heber 2050." It is shortsighted to destroy the reason people come to Heber in order to save 5 minutes during summer weekend rush hour. Once the open space is gone, it's gone forever. This quality of life is why the people live here. Please do not destroy it. We already have Highway 40. Improving the traffic arteries on the East side would be a much better investment and have a much greater impact on the traffic flows in Heber Valley. <p>If the only options being offered currently are one of the five Western bypass routes, I would choose no action at this time, and encourage Heber to work toward alleviating the traffic as part of the expansion/development on the East Side. Thank you for your consideration.</p> <p>Sincerely,</p> <p>Suellen Winegar</p>	
208	Don Taylor	<p>I think the criteria should place more importance on a communities past efforts to protect it's sensitive lands, water quality and open areas used for historical farming shown by it's enacting zoning regulations and voting for open lands bonds to preserve these areas. The Heber Valley residents should not be penalized for respecting private property rights and traditional uses by working with the farmers to keep the North and South fields as they are especially when there are viable and more popular alternatives.</p> <p>I feel strongly that the criteria used to select the best alternative should give weight to the least expensive, most direct (important for active transportation) and least impactful alternative. Thanks for having a thorough screening process that values public input.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
209	Daniel Cygrymus	<p>I would prefer that the option of leaving 40 to go through town with no bypass be returned to the table, else it will seem UDOT is listening to only a handful of Heber City Officials, while ignoring the general will of the rest of the valley residents.</p> <p>Also I would note that a major bypass is and has been in major planning for some time now, and yet the simplest things like proper left hand turning lights at key intersections inside the city limits have not been installed to ease traffic issues. There is a total of ONE left hand turning light (at the hub) that is installed and is timed properly, rather than just flashing yellow. One is needed at 500 N, at Center, at 100 S, and at 600 S. And again, these should not simply be flashing yellow arrows, but actual green arrow timed turning lights.</p> <p>Under no circumstances should the bypass go through the north fields, or west of Southfield road.</p>	
210	Mitchell Andrus	<p>Hello Heber Valley EIS,</p> <p>I would like to share my opposition to WB3 and WB4 as options for the bypass. I support a bypass (my choice being WA1) but it must not cut through the North Fields. It is imperative that the North Fields remain undeveloped open space.</p> <p>Thank you kindly, Mitchell Andrus</p> <p>To whom it may concern:</p>	
211	Jennifer Kohler	<p>Please do not build WB3 and WB4 at the proposed current locations. It would be very disruptive to the landowners and the overall community. Let existing corridors handle the impact.</p> <p>Thank you for consideration in this matter!</p> <p>Very best!</p>	
212	Angela C Parkin	<p><i>Comment attached</i></p>	https://drive.google.com/file/d/1x2X1_WGC51TSJRIXpf4-IrtvXVdKT90S/view?usp=sharing
213	Pamela Patrick	<p>UDOT:</p> <p>There has been a problem with your process of adding WB3 and WB4:</p> <ol style="list-style-type: none"> 1. Since they were not included in your presentation to the public with your 14-17 alternatives previously; 2. WB3 and WB4 violate the wishes of the public (per referendums), the Wasatch County Vision Statement and Envision Heber 2050; 3. The Bureau of Reclamation stated the bypass should not be within 0.5 miles of the Provo river mitigation project. <p>Thank you,</p> <p>Pamela Patric [REDACTED]</p>	
214	Sally Lutz	<p>PLEASE RECONSIDER!!</p> <p>As a resident of Midway and the Valley, I believe the majority of residents are more concerned with the green space, wetlands, and habitat in the North Fields than they are in having a "walkable city". We all moved here for the beauty and a major part of that is the North Fields... a bypass through that pristine area would clearly change the nature of the entire valley.</p>	
215	Bill Miller	<p>This is Bill Miller calling. I live in Midway, Utah, and I would be most favorable to the WB 4 possibility. I think that seems to be the best especially where it goes clear up to the north side. Thank you.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
216	Pete Probst	I have a trucking business on highway 40 just South of that intersection North of Heber city. It is getting virtually impossible to get my semi Off and on this highway. I surely hope you are considering uttering doing something with his intersection intersection like re aligning it Or a fly over or something like that... I would really appreciate knowing what going what you are planning on doing with this intersection if anything if anything thank you so much for your consideration	
217	John Kennedy	Hello, Please say NO to WB options on putting a bypass through North Fields! People visit Heber Valley because of it's beauty! I don't want to sacrifice this for five minutes of extra traffic. Thanks, John Kennedy Midway Resident	
218	Bonnie Butler	I am against WB3, WB4 because the violate the the wishes of local municipalities and Heber City's Envision 2050 General Plan. The UDOT plan is not consonant with the actions and votes of the City. Further, the Heber City general plan hows the zoning in North Fields is Agricultural Preservation.	
219	Laura Bohn	To the powers that be... 1. Any "bypass" must be a true bypass, not another highway/parkway with circles, lights, development, etc. Do not create another business district, another congested main, north-south artery. People will take the most direct route. If you're sending people around Heber City Main Street, but they're going to slow down for circles or stop at traffic lights, they will still go down Main St because it's the most direct route. All designs defeat the purpose of a "bypass". If this is going to happen, do it right...to create seamless traffic flow. This will require some raised entry & exits ramps that bridge over local route intersections, but let's do it right. a. Look at 191 bypass around Price UT. There's clear distinction & benefit of taking the bypass...merge on/off with ramps, no lights...if you want to go into Price, you take business 191. You can take entire bypass around, then there are 2 exits that exit/access business 191 with ramps that dump onto an intersection. But, there aren't intersections directly on/as part of the bypass. b. To minimize North fields encroachment starting at River Rd...can 40 be widened between River Rd & 800 north to add "express lanes" with no access to businesses/new residential-mixed use development along that stretch of 40? At 800 then there are ramps to enter/exit to "bypass" or exit ramp onto "business 40". 2. Generally local traffic using a bypass will be minimal for daily, errand running in town...we'll be using "business 40" to access stores, etc. Bypass may be used for those coming from North/Park City-Parley's to go home to Daniel or Charleston southern residential areas (or visa versa). To me, the purpose of a "bypass" is to give Main St back to the locals, while those who don't need to stop in business district use the bypass. 3. Even with a bypass, there needs to be in-town improvements/changes to 100 East & 100 West to become more like parallel access roads to Main Street with business entrances and parking from behind business vs having to access business from Main Street. This will help locals run daily errands, etc without having to travel Main Street. 4. Mill Street on east side of Heber needs improvements...this is already a de facto "bypass" for east side residents to traverse/avoid Main Street...just like 300 West has become "bypass" for the West side/Midway residents to get to Walmart, etc. Regards, Laura Bohn Wasatch County Resident	https://drive.google.com/file/d/1oTY_u39X6mLy2Hmb6UqyuJEu5yzOCjwJ/view?usp=sharing

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
220	Mary Schwartz	<p>I feel that UDOT has not understood the desire of the Heber community. As a long-time property owner in the North Fields, I and my family (Heritage Family Holdings) will be devastated by the proposed routes.</p> <p>In 2016, we saw that nearly 75% of Heber population opposed re-zoning. Now, it appears, that a few developers have influenced UDOT and caused a serious misunderstanding of the value and importance of the North Fields and preserving the North Fields.</p> <p>Please do not go forward with either WB3 or WB4. Please allow time for rebuttal from the majority of the citizens of Heber City.</p>	
221	Carolyn Hook	<p>No bypass thru Northfields</p>	
222	Dan Schwartz	<p>To Whom it may concern:</p> <p>This email is to voice my objection to options WB3 and WB4 and any other option under consideration to route traffic through the North fields. A decision to bisect the North fields with a new highway will utterly destroy the iconic image of the Heber Valley. This is not what the citizens of Heber Valley want.</p> <p>I feel there are a number of areas where information about WB3 and WB4 have not been properly presented to the public.</p> <p>WB3 and WB4, never before discussed or anticipated by Heber Valley Residents, were sprung on the public very late in the process, October 2021, and have not received the same level of thought, analysis, and input as traditional routes. WB3 and WB4 violate the wishes of local municipalities and Wasatch County; it violates Heber City's Envision 2050 General Plan.</p> <p>In its process, developing and proposing WB3 and WB4, UDOT has misrepresented Heber City's vision, developed by citizens and elected officials over a significant period of time.</p> <p>Misrepresentation of Heber City's "vision" amounts to a "bait and switch" of the vision of Heber City's General Plan by Heber City citizenry and, therefore, seriously affects input UDOT will, in turn, receive during this process.</p> <p>Failure by UDOT to read and adhere to Heber City's General Plan statement, and instead, to respond, listen to, and promote the plan of a group of individuals, has seriously damaged UDOT's process and has unduly weighted the voices of potentially self-interested parties</p> <p>I can only imagine that if any option that calls for a highway to run through the North fields is approved, it will be the beginning of the end for the picturesque Heber Valley that we all know and love.</p> <p>I am strongly opposed to running any highway or development through the North fields.</p> <p>Dan Schwartz</p>	
223	Mary Kent	<p>To the Project Team, Please do not make a road going through the North fields. We love the natural beauty this provides to our valley. The most logical suggestion i've heard is to let Highway 40 be what it was designed to be - a highway. The Main Street area really isn't a quaint little town look now. Could the "quaint look" be developed in another area of town to give pedestrians a place for shopping, restaurants and visiting stores? I certainly don't have the answers, but I appeal to you to please leave the north fields natural. Thank you!</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
224	Danny Edwards	<p>I respect the latitude of the situation at hand, this is not a small undertaking and whatever the decision is will affect many residents of this community. This will understandably be positive for some and negative for others. I believe that the whole process is to do what is best with the least amount of impact. You have opened this up for public comment and I would like to add mine. I am sure that many of my comments are already being considered but I would like to add my name to the many comments already received and those being considered.</p> <p>My first concern is to that of the valley itself. There are many residents who have grown up here, spent their lives here, raised families here, I am one of those residents. We live here because of what the valley has done for us, provided for and raised families. I fully understand the economic principle that without change and growth the valley does not prosper. Therefor in your deliberations please keep in mind that there is good and bad change. There is good and bad development. There is good and bad growth. I am asking that you keep the valley healthy by not abusing it.</p> <p>My next concern is for the people in the valley, there is a draw that brings people here. People come for the atmosphere that has been developed here.</p> <p>An atmosphere that has been developed over a lot more years than you and I have been alive. People don't come here because it is affordable housing. People don't come here for the industry. People come because of the beauty around them. We live in a beautiful place. Therefor in your deliberations please please do not deface the beauty that brings people here.</p> <p>My next concern is for the effect on our health. This valley being surrounded by mountains is susceptible to inversions and trapped pollutions. I understand that we have increasing numbers of vehicles on our roads, this is obviously why a bypass is even being considered. I personally feel that we need to be careful of the pollutants that we are adding to our valley. What effect will increasing the capacity of vehicles through our valley have? I am sure you are already considering this.</p> <p>I know that technically this is not the forum for the airport expansion but lets not hide the fact that if we move highway 89, the airport expansion is part of the next plan. Along with my comments about pollutants from the added vehicles coming to our valley. Please do not add any more pollutants by bringing in larger aircraft. Therefor in your deliberations please keep in mind the physical health of all who live here, Utah as a whole combats trapped air pollutants. Please keep in mind to not add to this problem.</p> <p>My next concern is for us as taxpayers. Let's not forget that whatever decision is made, somehow and someday it will affect the taxpayer. We will pay for it one way or another. Please keep in mind that there is not an open checkbook for this project. I am sure that so many of the residents of this valley have no idea of the cost to do this project. We live here, please don't burden us with extra and unnecessary costs. Therefor in your deliberations please keep in mind that we not only have to live with the end result but we will have to pay for it as well.</p> <p>In conclusion I ask as a long-term resident of this valley, that you please consider the concerns that I have listed. Please do not rape this beautiful valley for economic purpose and gain. Please look at solutions that will keep the valley healthy for many years to come.</p> <p>Sincerely Danny S Edwards Christine Edwards</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
225	Amy Rigby	<p>Hello, I have taken the time to review the alternative routes proposed for the back up on route 40 through Heber. The feedback I have is that every alternative plan will 1. Impact wetlands 2. Impact plants and animal habitat 3. Impact ranching 4. Contribute to the further development of Heber. This is a special area known for its beauty and open spaces. Building roads will allow for more growth. The community doesn't need more growth, it needs to slow its growth due to water shortages, global warming affecting the air and land in ways we can't comprehend. Also, just because there is a traffic backup, and we have UDOT, it does not mean that UDOT needs to solve a problem. Sometimes the problem needs to sit for a long while and it will solve itself because we aren't making it more convenient for more people to come to Heber. We appreciate all the UDOT, does for the state, but taxpayer dollars do not need to be allocated because traffic is slowed on a street. It is not that bad of a problem.</p> <p>I propose UDOT does nothing.</p> <p>Thank you for your consideration, Amy Rigby</p>	
226	Katie Baird	<p>Please pause and re-evaluate your plans to build a bypass through the North Fields in the Heber Valley. I believe there are other alternatives that UDOT has dismissed without thoroughly studying the options, such as improvements to Heber City's existing Main Street. The plan for a one-way Main Street in Heber was not considered fully, and an impact study on the economics of businesses in Main Street has also not be done. If the goal is to preserve historic Heber, then the bypass plan should be concerned with destroying historic fields and wetlands in the North Fields, and also with eliminating so much traffic through downtown Heber that the town cannot support itself.</p> <p>Two of the new options presented have never been discussed with the community, and it feels like the decision to destroy the North Fields was made in haste and without significant input from the community.</p> <p>I would ask you to reconsider a one-way Main Street option and to study more deeply the impact to Main Street in Heber before re-routing all the traffic. Thank you.</p>	
227	Liz Jones	<p>UDOT,</p> <p>The North Fields are a beautiful part of our Heber Valley. I moved to Midway to enjoy the quiet and peace of the Heber Valley and our beautiful mountains.</p> <p>A FOUR Lane Highway through the North Fields is an absolute mistake. We don't want the Los Angeles Highway feel! We don't want to be surrounded by roads and concrete.</p> <p>This project cannot happen to maintain our beautiful setting here in Heber Valley Midway. We don't want highways, more strip Malls, more development!</p> <p>This would be an applauding tragedy. Some will profit, while most of us will suffer with the ugliness of more development and highways!</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
228	Wendy Casey	<p>Hello All,</p> <p>My name is Wendy Casey and my email is [REDACTED]</p> <p>Thank you for taking the time to read my comments. I appreciate being a participant in the Stakeholders group meetings. Thank you for allowing me to be a part of this group. I have waited till now to add my comments. Since I had received a notice of surveyors coming to my property and home, I wanted to wait and see what this was all about. I realize the importance of having a biologist and archeologist on your team to help evaluate any potential damage to the area. I was however, disappointed that so far, this was all they were looking for. Is there another surveyor coming to asses the damage to mine and others home and property, this bypass will cause? It appears that this whole process is a working machine with no regard for human damage, just wet lands and historical sites. I was under the assumption that this project was to have as little impact as possible on a total level. Yet, you are willing to route the bypass through the North Fields when the top comments made, are the importance of our open space. You are willing to expand 1300 south through the South Fields, causing damage to an entire neighborhood of homes and reroute highway 189 to impact homes and farms to the south and west, allowing airport expansion and further annexation of land by Heber City, to allow even more high density housing and unwanted growth. You are willing to spend millions of dollars, destroy open space, ruin neighborhoods and farms to save 10 to 12 minutes of travel time! The logical thing to do is leave highway 40 and 189 where they are. All of the 5 options show additional traffic lights on highway 40 anyway. Heber City owns property along Southfield road, they can move the city center there! There is not much on Heber Main Street to salvage. One business man owning a couple of properties on main street does not justify moving a highway for his own profit. Have you looked at main street? Really? You will also impact the aesthetics of the historic Heber Valley Railroad. Imagine paying for that train with a view of the new bypass. It seems futile for any of the residents to make these comments, because you are not listening! Top concerns for Heber Valley Residents are; Preserving our open space. No airport expansion. Saving wetland and wildlife migration patterns. Preserving our community and way of life. The best option is to leave the existing highways where they are and moving the city center to the west. If I am being honest. This whole process has been wasted time and money. You knew the bypass would be on the west side to begin with and the likelihood of it impacting my home and property is, I'm sure 100% at this point. There is too much riding on airport expansion and Heber City being able to annex more ground in the South Fields. I want to know when the next surveyor is coming to our neighborhoods to assess damage to homes and property.</p>	
229	Brenda Kozlowski	<i>Mailed comment</i>	https://drive.google.com/file/d/117pJlWPd2whw4XMgw mBAY0hP7pR6_e v0/view?usp=sharing

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
230	Scott House	<p>To whom it may concern,</p> <p>In reviewing the five alternatives presented as of June 7th, 2022 the following are my comments</p> <p>WA1 Allows for the safest possible ingress/egress onto the new roadway with grade separated interchanges. Preserves North Fields open space. Removes unnecessary commercial traffic from Heber City's downtown core in an efficient way. Allows for faster travel speeds encouraging use of the bypass if not visiting Heber. Has a full frontage road system allowing for local traffic to travel easily along the corridor. Interchanges should be considered at the following locations to further ease congestion and smooth the flow of traffic: 800 N US HWY 189 (both intersections) US HWY 40 South of Heber</p> <p>WB1 Too many signalized intersections will defeat the purpose of the bypass with significant back-ups due to lack of management occurring in areas where signals are directly adjacent to each other or within less than 400 meters. Will create dangerous traffic situations North of Heber for those trying to ingress/egress from those neighborhoods. Will create significant traffic delays with signals North of Heber on HWY 40 due to lack of grade separated interchanges/ on-off ramps. Given the congestion currently experienced it is not too hard to see traffic backing to the Jordanelle Dam or further on a regular basis with all the signals. Preserves North Fields Open Space. Too many signals on E end of HWY 189/HWY 189 & HWY 40 intersection</p> <p>WB2 Should be combined with WA1 to create a hybrid that sees a section of 189 eliminated, and grade separated interchanges/ on-off ramps to keep traffic flowing. Would be the clear winner if it had the full frontage road system and grade separated interchanges of WA1. Too many signals on E end of HWY 189/HWY 189 & HWY 40 intersection Preserves North Fields Open Space.</p> <p>WB3 Severely impacts viewshed and North Field open space. This should be weighted heavily in any consideration given the communities vision for that open space. Direct route from HWY 32 is appealing but the amount of signals on the south end of the route needs to be addressed. Could be vastly improved by replacing all signals with grade separated interchanges. Only seems to serve commuting traffic while not addressing the explosive population growth in the Heber Valley and subsequent local traffic north of Heber on HWY 40.</p> <p>WB4 Severely impacts viewshed and North Field open space. This should be weighted heavily in any consideration given the communities vision for that open space. Direct route from HWY 32 is appealing but the amount of signals on the south end of the route needs to be addressed. Could be vastly improved by replacing all signals with grade separated interchanges. Only seems to serve commuting traffic while not addressing the explosive population growth in the Heber Valley and subsequent local traffic north of Heber on HWY 40.</p> <p>Thank you for your time and consideration</p>	
231	Corrie Bacasa	<p>The north fields are precious and irreplaceable. WB4 and WB4 should be eliminated from consideration as: They are destructive to lands and ranchers livelihood and are a threat to Provo River restoration and the aquifer.</p> <p>Sincerely, Corrie</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
232	Jared Jacobsmeyer	Out of these choices I feel that WB4 is the best. I would prefer to Make it a Freeway over a Highway, using the path of WB4 but having interchanges at 113 and at 1300 S. It does not make sense to dump the traffic on to 40 at 800 N because all that is doing is moving the traffic congestion north where several traffic lights will be added in coming years. I would love to see the land between the new bypass and river rd. protected in the future. But Wasatch County is going to need to step up and acquire the land and make it a park or we will lose to developers.	
233	John L	The point of a bypass is to move the insane amount of oil trucker traffic off of main. It is not to open up more land to developers. It is not to enable the airport to expand and allow more air traffic. It is not supposed to cut through currently undeveloped North and South fields. Each of these seem to have been important items for the proposals and are unacceptable. Also, if the approved funds to complete a rail line can divert the method of delivery of oil, we must look at making that a priority instead. Value what	
234	Lynnie Casper	I was raised in this beautiful valley and the north fields has always been a special spot.. Please reconsider this area for a bypass and leave this open space for generations to enjoy .. Lynnie Casper	
235	Reed Behling	The dashboards that are provided do not work. The proposed new routes only flash on the map then disappear. With the little information I could find on the Facebook page I think that WB4 is the best option, providing there is a better explanation of the rerouting of HWY189. From what I could see on the maps in the video (again, the dashboard maps do not work) the rerouting of HWY 189 may impact my area. There is not enough information about where the road will be going.	
236	Jamie Johnson	I'd love to see the culture and the asthetics of the Heber Valley stay the same. Green pastures are part of our heritage. Don't put a road through the Northfields.	
237	Seija Surr	We would like more of the area preserved for open space. Please do not build on existing farmland and open space.	
238	Steve Palmer	Want to address the option for the Heber valley bypass. Of course the obvious best option is just keep traffic where traffic is. Keep it on main. The last or worst option and idea is put traffic where none exists. On a river! On marsh lands. What a freshman greenie solution! Let's be a professional and think this through. Keep like with like things. Traffic on established roads. Nature and rivers away from roads. Steve Palmer [REDACTED] Midway ut 84049	
239	Laura Cho	To whom it may concern, The North Fields are irreplaceable and building a highway through them is 100% in opposition of Heber City's Envision Heber 2050 plan. It will endanger the Provo River restoration and the aquifer. UDOT is ignoring the will of the people. As recently as 2016 the people in the area voted overwhelmingly (74%) to keep zoning at 20 acres per lot to preserve the rural character of the area. Moreover in 2018 citizens rejected a landowner's attempt to rezone his property for lower density (by an over 60% margin). I urge you to eliminate WB3 and WB4 from consideration. Thank you, Laura Cho	
240	Christina Story	The WB3 and WB4 options are not acceptable in their route through the entirety of the North Fields and should be eliminated from consideration. These two proposed corridors create multiple threats to the Provo River and its Restoration Corridor, and a grave threat to Heber Valley's Class 1A Aquifer. They disrupt agricultural and heritage use and open the door to development pressure on the North Fields. As we saw with the fires in Wanship this week & running out of water locally, protecting our water sources and wetlands is also smart climate planning and a resource we desperately need to protect. Please take the desires and serious concerns of our local community into account when deciding on the next steps in this project. Thank you.	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
241	Heber Lefgren	<p>Heber Valley Corridor EIS Project Team:</p> <p>On July 13, 2022, the Wasatch County Council met to discuss the Draft Alternative Development and Screening Report and passed the attached resolution outlining the County's greatest concerns regarding the project's methodology. The County Council and County Manager asked that I send to you a signed copy of the attached resolution (with its supporting documentation) so that it can be captured within the project's official record.</p> <p>As noted within the resolution, Wasatch County supports the design and construction of road improvements to reduce traffic congestion on U.S. 40; however, the County Council is also united in its concern about some of the criteria and methodology used that resulted in three options advancing to the project's next phase. These concerns are of great importance to the County and were not properly addressed (or incorrectly weighted) as part of the selection process. The County is appreciative of the opportunity to bring these concerns forward and hope that the comments provided are used in a way that will allow the County to be a future advocate of this project.</p> <p>Thank you for your consideration,</p>	https://drive.google.com/file/d/1zrqWTYBSsjJNYIRMy8FU8RKV/F8s55cax/view?usp=sharing
242	Anonymous	<i>Mailed comment</i>	https://drive.google.com/file/d/1kYTgeZT2lyGCT5FWYDQlb6TAtsEivjto/view?usp=sharing
243	Annette Anderson	<p>UDOT</p> <p>I'm copying information that I am sure you are aware of, but it mirrors my opinion exactly.</p> <p>UDOT has focused so much attention on Heber City and its "Vision" that it has virtually ignored Wasatch County, and the fact that the County has issued a UNANIMOUS RESOLUTION OPPOSING BYPASS PLANS WB3 AND WB4 WHICH CUT STRAIGHT THROUGH THE NORTH FIELDS</p> <p>In 2016, 74% of our valley voted to NOT rezone the North Fields, keeping the zoning at 20 acres to one home.</p> <p>In 2018, our valley voted overwhelmingly to (1) 57.66% preserve the North & South Fields through passing a \$10 million Wasatch County Open Space Bond and (2) 62.74% DEFEATED a referendum ballot issue, where the Wasatch County Council approved to move a key boundary for just one land owner to rezone his property that would have introduced higher density in the beloved Central Zone by the North Fields.</p> <p>I would like to add that the South Fields deserves protection also, and I oppose the realignment of Hwy 189, which is only going to benefit the airport and their expansion plans. The county does not have a say in airport expansion plans since it belongs to Heber City and that is so wrong. UDOT is enabling the city of Heber alone by realigning the highway.</p> <p>Thank you for your consideration.. Annette Anderson Charleston</p>	
244	Kenny	I oppose all proposed plans to reroute traffic away from highway 40 and Heber's Main Street. All proposed plans negatively impact the environment and open space in the valley	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
245	Jonathan Dunn	<p>STOP the North Fields Bypass!!!! We MUST preserve open space in the Heber Valley!</p> <p>Once it's gone, we can NEVER get it back! "Progress" is not always a positive thing.</p> <p>The bypass will:</p> <ul style="list-style-type: none"> - Disrupt our agricultural lands and the livelihoods of our farmers and ranchers. - Destroy Heber Valley's wetlands, animals, and plants. - Open the door to intense development pressure in the North Fields. - Create multiple threats to the Provo River and its Restoration Corridor, and a grave threat to Heber Valley's Class 1A Aquifer. <p>None of this is acceptable!</p> <p>As a resident of Wasatch county, I very strongly oppose the construction of a highway through the North Field and will fight to protect our valley from UDOT' lack of vision and careless ideas concerning it!</p> <p>WB3 and WB4 should be eliminated from consideration!</p>	
246	Kathy Grieve	I vote for WB1 or WB2 in Heber Valley.	
247	Dan Moon	<p>As a resident of 1324 North Callaway Drive I am exposed to the noise created by engine braking, downhill, and diesel acceleration uphill. This would occur more frequently with 90 degree turns toward a western bypass. I strongly support origination of the western bypass at River Road.</p> <p>The environmental concerns are valid, and could be attenuated with acoustically muffling but very Olmsteadian aesthetically pleasing berms, on either side of the bypass.</p>	
248	Elizabeth Felice	<p>NO BYPASS, NO BYPASS, NO BYPASS,</p> <p>THIS IS A HORRIBLE PLAN AND UDOT HAS FAILED AT LISTENING TO WHAT THE PEOPLE WANT AND NEED.</p> <p>Dear UDOT Associate,</p> <p>Thank you for your efforts to address the growing transportation issues affecting Heber Valley. I have spent decades enjoying the beauty of Heber Valley and understand the desire of others to live and visit here. I believe that long-term, sustainable transportation plans will enhance the residential and visitor experience in Heber Valley.</p> <p>Thank you for the wealth of information available online regarding UDOT's transportation studies and proposals. I have read about each of the alternatives currently under consideration. I believe that West Bypass Parkway with Northern Extension (WB3) is the best option to address our transportation concerns.</p> <p>Best regards, Jessie Lewis</p>	
250	Clint	<p>Please put the bypass in that has the fewest stops and is straight shot from river road to the south end of 40. Go right through the north fields and spend some time thinking out of the box so we can make a very nice road that actually makes the area more beautiful.</p> <p>Clint</p>	
251	Barbara Murdock	<p>I would say use one of the two alternatives that end at River Road. It is hard to tell on your maps and on this website and it will not take me to a page where there are details, but I say that is the best way to go and it needs to be done now, not years from now. We need to get the tankers off of highway 40.</p> <p>Barb Murdock</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
252	Pierre Cremieux	Hi, We need to keep the North Fields free of road and concrete to keep the nature reserve in this area. It would endanger the Provo river, and remove the valley's top tourism advantages. It would reduce the well-being of inhabitants of the valley. We are determined to oppose this road, along with our local government, mayor and population and you need to take this into account. Pierre Cremieux	
253	Jeanette Furstenburg	WB3 and WB4 should be taken off the table,Im a NO on that	
254	Jordan Gehring	I have lived in Heber for 30 years, and have watched it grow and get busy. We are feeling growth pains throughout the valley as the roads get more traffic and it takes longer to get places. After studying the possible routes for a bypass road, WA3 makes the most sense to me as it will allow growth, allow pass-through traffic to travel through the valley efficiently, and encourage travelers to use the new road. The other possible routes won't work as well because they are either too abrupt on their path around the city making it hard for mass adoption, or they are relying on stop lights which defeats the purpose of a bypass road. Pass-through traffic does not want to stop at stop lights, they want to be moving as quickly as possible.	
255	Mark Moses	WB4 Do it right the first time. It is a shame Utah does not mandate Cycling lanes on all new or updated projects.	
256	Deborah Vanleeuwen	I recommend WA1, WB2 or WB3	
257	Debbie Bennion	I feel WB3 is the best option. It removes large trucks from traffic before entering into the busiest residential and commercial areas of Heber and Wasatch County. It also has the fewest impact to residents and businesses of all the alternatives. Traffic is improved and this option seems like the best long term solution to the problem.	
258	Jan Reinhart	I don't think that any of the bypass alternatives will solve the traffic issues on Main Street given the fact that the issues are caused by local traffic accessing businesses on Main Street. I think that the problems will be solved better by making improvements to the existing infrastructure so that people can more easily access Main Street from side streets rather than directing all traffic down the main corridor. Of the alternatives presented, WA1, WB1, and WB2 are the most acceptable due to less impact to the North Fields and the aesthetic aspects of the valley. WB3 and WB4 will have far too much impact and should not be considered.	
259	Alice Hicken	This is a beautiful valley and it is quickly filling with homes. The fields and mountains draw people here. The citizens voted a few years ago to make money available to buy development rights in order to preserve the fields. They have spoken. A road through the north fields will utterly destroy one of the very reasons people want to live here. Please consider other alternatives.	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
260	Karl Christopherson	<p>As a citizen of Heber valley I'm extremely concerned with all of the proposal presented of the Heber Vally Corridor Project. Frankly, all the facts have not been presented to the public. Here are some of the most pressing concerns that has not been fully vetted :</p> <ol style="list-style-type: none"> 1. All proposal ignores or violates the \$10 million bond passed by Wasatch Count to preserve the open spaces of the North Fields. A citizen referendum overturned a vote to allow 10 acre zoning in the North Fields. In addition the Heber city master plan shows that this are is to be preserved as agriculture. The people has voiced there position, "They want it to remain large agricultural plots!" 2. UDOT has failed to read and adhere to Heber City's General Plan statement, and instead has promoted a plan of a group of individuals, who seriously damaged UDOT's process and has unduly weighted the voices of potentially self-interested parties for their gain and not in the interest of the people of Heber valley. 3. A bigger concern with bypass proposal is that the Provo river mitigation project is being compromised with proposal WB3 and WB4. This will have and incremental impact that will seriously effect the watershed and lager wetlands. The EPA has said to UDOT; One of our primary concerns regarding the project, "The potential for the development of a western bypass that would be more likely to impact waterbodies and wetland complexes". <p>I'm opposed to the proposals. The proposals presented to the public will have little impact of the traffic congestion but a big impact on the health of the Vally and State of Utah. All it will do is further increase the impact on the area and destroy the character and natural resources of the valley. The people have already spoken and non of the proposed plans should be allowed to move forward.</p>	
261	Glenda Gray	<p>I agree that the Heber Valley needs to create a bypass to alleviate the traffic on Main Street. However, I do not understand why Hwy. 189 needs to be realigned to create the bypass. Why can't traffic come down US 40 and take the bypass to Hwy 189? It seems pretty simple. If cars come from Provo, they can be routed onto US 40 in order to bypass the city and go on up to Park City. Those that want to go up towards Strawberry can simply continue in to Main St. and turn left as they do already. In the proposed routes that realign Hwy 189, a family's home will be destroyed by building the road right over their home. Also, the homes along that proposed realignment will see a negative impact on their home values as well as quality of life. There is a lot of wildlife in that area as well. Waterfowl and deer are frequently sighted in that area. They will be endangered as will be the cars driving in the area. I also wonder about the legality of building a road through the sewer fields. Those fields are a source of revenue for the city and as I understand it, were designated to be sewer fields only and could not be used for any other purpose. I simply don't understand the constant push to realign Hwy 189, unless it is to allow more room to expand the airport. Which is frustrating because the residents of the city have already voted not to expand the airport. It seems like a huge waste of the people's tax dollars to realign Hwy 189 when the existing road is just fine.</p>	
262	Paula Dean	<p>The two alternatives that cut up into the North Fields should be eliminated, as the loss to Heber Valley's identity would be too great. Why were those alternatives not included in the initial evaluations? The other 3 meet the "purpose and need" with half the direct impacts to wetlands, and much fewer indirect impacts. The original Hwy 40 runs along the toe of the foothills, avoiding the wet meadows for many good reasons. Heber City is trying to retain the historic city center at the expense of the county's rural vibe. This is like trying to help your heart by damaging your kidneys. Building the bypass right through the North Fields would be a critical mistake.</p>	
263	Marni Savoy	<p>WB3 or WB4 are the options that make the most sense. There is already going to be much more traffic on I-40 with the development and growth around the Coyote Ridge subdivision and the whole idea of a "by-pass" is to "by-pass" traffic lights, local traffic and pedestrians/bicyclists. The worst plan would be one that only accommodates the growth in the short term and necessitates ANOTHER plan in 10 years. Growth in our state is inevitable and we need to be realistic about future infrastructure needs. Please think LONG TERM!</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
264	Kelly Webb	<p>UDOT DOES NOT UNDERSTAND WHAT THE CITIZENS OF HEBER VALLEY WANT AND HAS NOT PROPERLY INFORMED OR INCLUDED THE CITIZENS OF ITS PLANS</p> <ul style="list-style-type: none"> - What UDOT has taken as the "citizens view" comes from too small of a sampling to know what the citizens really want. And its method of sampling and choices are not transparent or clear. Were people given the choice of UDOT's version of Heber City Downtown versus the cost of destruction of the North Fields? - The notion of a bypass through the North Fields (at first called "Western Bypass D) was suddenly sprung on the citizens in October of 2021, long after all the other bypass alternatives had been presented. In contrast, other Heber Valley bypass routes have been studied for two decades, involving multiple municipalities and much citizen input. These municipalities (such as Heber City and Wasatch County.) formally and jointly approved routes based on long deliberation. UDOT failed to acknowledge this long history and these agreements in favor of blindsiding the public with a plan of murky recent origin. -After at least two years of scoping and screening processes, and several public comment periods, TWO of the routes chosen to be in the five final alternatives HAD NEVER BEEN PRESENTED TO THE PUBLIC, NOR HAD THE PUBLIC BEEN ALLOWED TO COMMENT ON THEM - In its revelation of the "five preferred routes" in June 2022, "Western Bypass D" had changed by UDOT into not one, but TWO (now called WB3 and WB4) of the five alternatives, with NO citizen input. - UDOT has failed to understand the will of the people of Heber Valley regarding preservation of the Valley's rural nature. - UDOT appears ignorant of the will of the people regarding preserving the rural nature of the North Fields. A citizen referendum in 2016 overturned a vote to allow 10-acre zoning in the North Fields. 74% of our valley voted to NOT rezone the North Fields, keeping the zoning at one home per 20 acres. - A highway through the North Fields seriously jeopardizes the \$10 million bond that was passed by Wasatch County in 2018. That bond was largely planned to be used in the North Fields for open space preservation. With a highway through the North Fields on the table, the bond will be in limbo for years, and may never be used. UDOT's action is flawed because it shows that they did not study or understand the bond. This flawed action violates the will of the people. - UDOT is ignorant of or has chosen to disregard a 2018 citizens referendum ballot issue where a 62.74% majority overturned Wasatch County's approval of a landowner's request to rezone his property, which would have introduced higher density into the beloved Central Zone by the North Fields. - Instead of understanding and adhering to Heber City's General Plan, UDOT has chosen to listen to, respond to and promote the plan of a group of individuals ("The Parkway Group"). This has seriously damaged UDOT's process and has given an inappropriate amount of importance to the desires of certain parties who may be acting in their own self-interest. - UDOT seems to be relying on some surveys that were done in 2019 to determine what the people want regarding downtown Heber and the bypass concept. A LOT has changed since 2019! Before embarking on a project this big and life-changing, UDOT should have surveyed the current thoughts of the citizens. Not taking the current pulse of the citizens makes UDOT look negligent and lazy. - UDOT says it ruled out a number of alternatives because of their impacts on "Valued Places " but it does not specifically say what those Valued places are. It is a big flaw in Utah is already full of developments and the north fields shouldn't be sacrificed in the name of profit, it hurts wildlife and could harm the great fishing the provo provides. 	
265	Whippin' With Noah	<p>Stand for wildlife and what Utah should be, pristine and not concrete buildings and corporations.</p>	
266	Susan Keyes	<p><i>Comment sent as an attachment</i></p>	<p>https://drive.google.com/file/d/1ib6UA3dkR5qujBaAlgS3b7QEVIJAtoB57/vi?usp=sharing</p>

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
267	Terri Vickman	<p>The proposed UDOT expansion options in Heber are all wrong and fail to consider the impact on residents and the precious Provo River plain and it's habitat and the farms it supports. Heber Valley has a plan for growth that this expansion fails to consider this well thought out plan.</p> <p>As a resident, I am opposed to this UDOT expansion, particularly as it threatens to impact the Provo River plain in such a horrific way. There needs to be an extensive EIS and residents need the opportunity to heavily weigh in before any approval.</p> <p>Thank you,</p> <p>Terri Vickman</p>	
268	Ed Shaul Jr	<p>Has this process adequately addressed the future of transportation? I don't believe that it is considering the larger picture adequately. We need to install light rail and not more roads. Installing a large loop that travels from Provo/Orem to SLC to Park City to Heber is the answer. A bypass road is a very short-sighted solution and frankly a huge waste of money and resources. Has the process considered doing what is the right thing for the environment and for the climate which is rapidly warming and changing? We do not need to accommodate more cars, trucks and vehicles. We need to remove them from the roads and use clean energy to power an effective and efficient public transportation system. Do not ruin our treasured valley and views with this ugly bypass road! Put in light rail and do not delay doing so any longer. Every year you wait, the more expensive it will become and costly for our world!</p>	
269	Gail Kinzel	<p>PLEASE DO NOT DESTROY THE NORTH FIELDS!!!</p>	
270	John Scheid	<p>The alternatives presented are lazy and certainly not based on bettering traffic for locals.</p> <p>Why would anyone take a bypass with traffic lights that increases the distance for travel without any real time savings? Each scenario presented doesn't help traffic and only destroys agricultural land and natural beauty that Heber is known for.</p> <p>Choosing only the western bypass options was "the easy way out". The residents impacted are not the wealthy with deep pockets to file lawsuits to delay your process.</p> <p>I strongly recommend you relook your alternatives and require new development along highway 40 use on and off ramps instead of stop lights. Stop lights in downtown Heber are not well synchronized - especially the Center Street and 100 South lights. Turn lane lights on Main Street are not set to improve traffic - you can sit through 3-4 lights trying to make a left hand turn as the yellow flashing arrow lets one or two cars at a time make the turn instead of giving a green turn arrow.</p> <p>Speed limit on Main Street is too fast - 35 MPH may have been good in the past but 25 would be more appropriate as most drivers equate speed limit to up to 10 mph over as "no big deal".</p> <p>Preserving the "historic ideal" of Main Street may have been what politicians and merchants want but destroying North and South Fields are not what residents want.</p> <p>I strongly recommend you relook your screening options. The least environmental and residential impact option is a tunnel under Main Street. Additionally require any new development on Highway 40 to use on/off ramps with necessary over or underpasses instead of stop lights will be the best solution for easing traffic congestion.</p> <p>Also recommend you evaluate the alternative of using the existing River Road through Midway to mitigate traffic going to and Provo.</p>	
271	Brady Flygare	<p>Submitting these comments has done nothing and will do nothing as this has been a façade from the beginning. Officials from outside Wasatch County are dictating the project (that they won't have to live with) and the end product will reroute Highway 189 away from the airport and against existing neighborhoods, the sewer farm will be condemned and the airport will be expanded. The current projected costs neglected to take into account the property acquisitions. Using the existing Highway 189 would serve the same purpose to move traffic off of Highway 40, but udot insists rerouting the entire Highway, but can't explain why (see 6/21/22 Heber City Council Meeting). The udot PR campaign is alive and well (see 6/15/22 Wasatch County Council Meeting). Utah State tax dollars hard at work.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
272	Brad Mickiewicz	<p>I'm not sold on the need to have a bypass road at all, but if the wheels are in motion to make that happen I implore UDOT to stay away from the North Fields. The North Fields, the views of them and from them, embody the beauty and open space that attract so many people, both residents and visitors the the Heber Valley. Any development, including and especially a highway with its veritable train of double tankers will forever damage the landscape, the surrounding environment and indeed the very soul of the valley.</p> <p>thank you,</p>	
273	Robert Duncan	<p>These proposals impact the people and the land of Heber Valley far more than the current problems justify. The major problems in Heber City's roads are primarily caused by large trucks, especially the oil trucks from the Uintah Basin. The current proposals are too disruptive to our valley, one of the most beautiful in Utah. Trucks should be routed to a truck bypass street that they would have to go slow on and even have to deal with stop signs! A truck bypass route could be created on an existing road such as the area near the fairgrounds. It would cause some inconvenience for the trucks but they are causing the impacts on our valley and it is only fair that they should have to put up with a few minutes of more time than to destroy our community with major new highways and interchanges for their convenience. Even in a crazy busy tourist town like Jackson, Wyoming the big trucks get by fine with a truck route through town on small side streets. UDOT needs to look at new alternatives that put more of the impact on the trucks causing the problem and less on the citizens of Heber Valley and the taxpayers. Once the beauty of the North Fields is destroyed, it can never be replaced!!!</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
274	Nancy Otoole	<p>To: Utah Department of Transportation Fr: Nancy Otoole- Midway City, Utah RE: Heber Valley Corridor summary report</p> <p>The Purpose of the NEPA scoping report is to uncover technical and environmental issues that bring significant and negative impacts and consequences to each option being considered. It is intended to indicate problems in each option that can result in its failure as a viable choice in the Heber Valley Corridor, otherwise known as "the bypass." UDOT began with 23 possible remedies to our overcrowded Main Street. In various ways these have been scaled down to 5, all on the West side of town and impacting the North Fields.</p> <p>The challenges to the desirability and sensibility of the options to be located on Heber's West side are related to the subjects of aquifer recharge and other water issues, municipal sewer property and legally protected habitat that replaces similar areas lost to earlier, much larger projects such as the Jordanelle Dam and the Provo River Corridor.</p> <p>UDOT stated that all of the East side options failed due to technical issues and that none diverted enough trucks off Main Street. We note that you did not connect Rt 189 from its junction with US 40 to the East side options as you consistently did for all of the West Corridor iterations. That is odd, given that there is already a significant road way from the Rt 189/ US 40 junction to Mill Road, the best existing East side option.</p> <p>"The eighteen that failed because they were not reasonable and practicable, they did not support local or regional mobility or Heber Vision for a historic downtown or impact to key resources were to great compared to other similar alternatives."</p> <p>Mobility, the efficient movement of traffic across town on either side of Main Street, will be dependent upon the design of the new route, the attractiveness or ease of use of the access points and how well trucks can move on the alternative routes, not whether it is East or West of US 40.</p> <p>Heber City's Vision for our down town will not be damaged more by East or West options. What will aid or injure our down town businesses and access to our town's center is the availability of parking and how inviting the north and south entrances to a bypass are. If the entrances from US 40 are right angle turns, and the access from Rt 189 is a convoluted series of cow paths Main Street will remain crowded.</p> <p>Impacts to key resources, we believe, refer to water issues, our ability to safely dispose of our sewer plant solid waste, and the potential for wet land destruction both as part of the building process and as a result of winter road salt use and industrial spills over the future decades.</p> <p>I would like to the east side options failed on key resources and why the west side and north fields options are seen as viable and even desirable.</p> <p>The council on Environmental Quality Regulations and Guidance defines "reasonable alternatives" as those that meet the project's purpose and need and that are technically and economically feasible. This is determined during the level one screening. There are three primary reasons why an alternative might be determined to be "not reasonable" and thus eliminated from further consideration.</p> <p>First: The alternative does not satisfy the purpose of the project, Second: an option is not practical or feasible from a technical and or economic standpoint and and using common sense. Third: An alternative that is duplicate of another and gives no other extra benefit to be considered."</p> <p>East Side options collect through traffic from US 40 east of town at Mill Road, roughly a mile east of the Rt 189 stop light. It would then carry traffic north out at the edge of the built up part of town, skirt our cemetery and join US 40 somewhere west of 500 N, well beyond the Smiths complex of businesses. Traffic from Rt 189 comes north through the existing light, moves east on 1200 south to Mill Rd, turns left onto the new bypass and avoids Main Street completely. The opposite pattern carries traffic around Heber as it moves from the West to points East and South to Provo. Everyone living No one wants a road through the North Fields! NO one! It will create traffic where nature resides. It will back-up traffic into Midway neighborhoods creating more traffic then it will elevate. It will ruin neighborhoods. Has this aspect been looked into?</p>	https://drive.google.com/file/d/1yPIGeHh2_ccy3_x3Xxjd4RPzli3cncrFf/view?usp=sharing
275	Christy Brown	<p>No one wants a road through the North Fields! NO one! It will create traffic where nature resides. It will back-up traffic into Midway neighborhoods creating more traffic then it will elevate. It will ruin neighborhoods. Has this aspect been looked into?</p>	
276	Greg Nelson	<p>Please protect Heber Valley and it's heritage of farming and open space. Our country and state needs to have the vision to protect these natural spaces.</p>	
277	Wayne Winterton	<p>Being a truck driver, roundabouts are not something that should be on a highway. I would suggest the stop light option</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
278	Nate	<p>We can't ruin the north fields. There is a way to do this and not ruin the fields and wetlands. We can't take the easy way out and destroy our precious resources, agriculture and beauty. The Heber valley is not suited for high density population. UDOT shouldn't force roads into our protected areas. More green less concrete please.</p>	
279	Nathan Roe	<p>UDOT has demonstrated a lack of understanding of "Envision Heber 2050," Heber City's General Plan. The number one desire of the citizens who helped create the plan was preservation of open space and Heber's rural character. A four-lane divided highway through the length of the North Fields severely alters its rural character both visually and functionally. Destroying the North Fields with a highway is in complete opposition to Heber City citizen's express desire.</p> <p>Please do not force what you want to do on the residents who actually live here. There are alternative options that can help fix traffic and not ruin what we want our homes, neighborhoods and valley to become.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
280	Lane M. Lythgoe	<p>Dear UDOT,</p> <p>I have been involved with this bypass discussion with Region 3 for over 10 years. I have written letters to many of the governing authorities including the State Governor, been highly involved in the growth overview of the valley and was recently on the Heber Envision 2050 committee. I have written submitted many design versions over the past several years as we have gone through this planning process with your group. WD-40 was my design and was considered by many local authorities and citizens as the only viable options. I recognize the WB3 and WB4 UDOT designs as a derivative of those designs that I submitted and appreciate your input. I am in favor of either of these designs considering the future northern growth of main street and avoiding a "to quick" turn into main street from the bypass. I also recognize that there could be potentially large and heavily used facility coming into that north eastern area within the next few years that will allow a "local frontage" (old hwy 40) road to that area by the college without having to navigate heavy truck traffic.</p> <p>My only critique is this: we need to have roundabouts and NOT intersections for the following reasons:</p> <ul style="list-style-type: none"> - Safety: Roundabouts are proven to be considerably safer than any intersection. Large trucks plowing through the valley and trying to "make the light" is opening ourselves up to some serious accidents at these intersection. It is proven and I challenge UDOT to open up your options to take a hard look at the roundabouts. They are much safer, will naturally slow down the traffic to a reasonable speed and make the flow of traffic through the valley easy and enjoyable. - Environmental: Roundabouts keep the traffic flowing and NOT idling for the light. These types of features are used heavily in England and Scotland where they have recognized the importance of them in trying to keep people safe and the air quality clean. Heber Valley is surrounded by large mountain ranges and we are already starting to see air pollution creep into our valley in the winter months, (at tragedy). This will be compounded if we add (7) long stop lights along this route. Please look at this as an important element in your environmental study. - Cheaper: The roundabouts will be cheaper in terms of product life cycle when you factor in the long term effects of maintenance of overpasses, lights and maintenance. These are only concrete pads that will hold up for a very long time and will require literally no maintenance. - Aesthetics: This valley has ALWAYS been the gateway to the mountains and recreation. Consider coming down into the valley and only seeing large concrete overpasses, stop lights, traffic clogged up and many other issues relating to vehicles and traffic. This is NOT the vision that we have in the valley. On the other hand, consider coming down into the valley where there is a "green, tree lined parkway", with trails, green and earth friendly roundabouts with easy flowing slower traffic navigating through our little village. People relaxed and enjoying the beautiful scenery and not fighting lights, traffic or seeing unsightly overpasses. THIS IS WHAT THE CITIZENS OF HEBER VALLEY WANT!. <p>Please take a hard look at roundabouts. These traffic regulators are becoming more used in the United States as we follow the precedence set by our European neighbors. They function well and create such a better alternative to the ALL other options.</p> <p>As always, I can be reached at any time on my cell phone for discussion, etc. Lane M. Lythgoe, Local Architect (Lythgoe Design Group) [REDACTED]</p> <p>Cell 435-671-7918</p>	
281	Christoffer Bolinder Wallin	WB 4 is the best option, when trees can be planted along the road to minimize visible "pollution".	
282	Mark Wilson	<i>Comment sent as an attachment</i>	https://drive.google.com/file/d/1ldE-SQeQN4oBtLXDnqg_OF53GfTB3lu/view?usp=sharing

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
283	David George	<p>Dear UTOD EIS Team</p> <p>Attached are my comments on the draft EIS for the Heber Valley By-Pass road. There are serious deficiencies in the EIS and recommend that it be completely re-done on a more realistic basis, incorporating better local planning for local road options and reflecting the Envision Heber 2050 findings and not the preferences of a few developers and local planning department staff.</p> <p>The reliance on some unauthorized vision of Heber City as a walkable, pedestrian space that justifies a major bypass road flies in the face of the publics clear preferences as demonstrated in several referendums. Highway 40 through Heber is a major thoroughfare already largely developed as a commercial space for pass through traffic and locals. It is one long collection of strip malls, auto dealerships, fast food restaurants and a few retail shops.</p> <p>There are other issues that I raise, including environmental concerns with the wet lands.</p> <p>In my view the base case needs a lot of work to define how to accommodate the future traffic increase within the current surface streets and without constructing a disruptive and damaging bypass freeway.</p>	https://drive.google.com/file/d/1rUkAdxZlwGL2tMml0jAc_bh57foBq1mg/view?usp=sharing
284	Julio Rodriguez	<i>Comment sent as an attachment</i>	https://drive.google.com/file/d/1ekwGVl83jkoRM9vChAG9jWSfvWIUpU5F/view?usp=sharing
285	Ashley Roe	Threatened and/or endangered species have important habitat in the North Fields. Examples include the Columbia Spotted Frog and the orchid, Spiranthes diluviales (UTE Ladies-Tresses). The North Fields are also a flyway for numerous raptors and other bird species, and provide habitat for important birds such as Sandhill Cranes.	
286	Michael Boyer	I drive twice weekly between Park City and Provo, and WB4 would be my first choice followed by WB3. Both would allow me to avoid any driving through Heber City which would save time as well as decrease the emissions and noise that would affect residents in Heber City. Many larger cities have similar bypass routes for those that are just traveling through the area.	
287	Brianne	<p>I respectfully request that US-189 NOT be realigned down 1300 South. Voters have consistently made it known that they don't want a larger airport. Realigning US-189 would only make enlarging the airport that much easier for money hungry politicians and city employees to reach their goal at the expense of the voters. I know the City constantly says that the realignment has nothing to do with the airport, but we all know that is not true.</p> <p>Unfortunately I made the mistake of listening to the lies of my home builder that no plan was even remotely being discussed to implement a four-lane road in my back yard [REDACTED]. Now I'm stuck in a house that will be so loud from the traffic that I won't even be able to enjoy living in this beautiful area. I would ask that you consider those of us that live on the West side of the city. We literally cannot afford to live on the more expensive East side, and are now being punished even more because our hard working paycheck is just not enough to keep up. If I could move, I would, but being a local business owner who has two businesses located in Heber City, it doesn't make sense to move out of Heber. I just wish I had more options where I wasn't forced to have a Highway in my backyard!</p>	
288	John Aadland	After watching the Heber Valley Corridor EIS Project overview and with the five proposed West Bypass Alternatives, I support the WB-1 alternative going forward. Based on all of the information presented, I believe that WB-1 offers the best compromise for having a safe and viable bypass to US-40 along with providing reasonable access points along the routes. It also prevents having the bypass travel up through the North Fields of Heber Valley which should be preserved as much as we possibly can in the future so as not to disturb the Provo River, established wetlands and for preserving the natural beauty of our valley to the north of Heber City. Additionally for planning the new bypass, there should be trails and paved pathways for walking and cycling built next to the bypass and next to any frontage road plan next to US-40. We need to follow Park City's lead with their trail systems that weave throughout their town that is separate from most main roads and highways. Thanks very much. John Aadland, Heber City resident [REDACTED]	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
289	Robert Duncan	UDOT needs to start over with a low impact mindset and realize the truckers should be able to endure some inconvenience in trade for the impact they are having on our valley and the infrastructure! A minimal approach to lessen the impact on our valley, on taxpayers and on the unique and already endangered environment of Heber Valley!	
290	Julio Rodriguez, Sr.	I am forwarding the attached letter, sent by my son, in support of its content and ideas. Sincerely, Julio Rodriguez, Sr.	https://drive.google.com/file/d/1CUiKuMoqxwIMnCIK8n20TeD5na5NALGd/view?usp=sharing
291	Claude Gauthier	Hi, My name is Claude Gauthier and I'm a property owner in Midway. I wish to write to you in opposition of a "Heber Valley Bypass" and especially one that destroys the local environment/character of this pristine area. Best regards, Claude Gauthier [REDACTED], Midway, UT 84049	
292	Mark Burton	None of the proposed alternatives work in any way whatsoever for Burton Lumber & Hardware Co. located at [REDACTED], Heber City, UT 84032 All of these alternatives would destroy our business and the property we own.	
293	Pam Skinner	Did we ever consider just improving what we have?? I think we should just improve on the Main Street (Highway 40), that we already have!! So it is crowded, so will be the next bigger and better road and we will have lost more green field. If you build alternate routes, it just tears up more land and will be just as bad as Main Street in the very near future. Let's just improve what we have with a slower speed limit 20 MPH, more traffic lights with timing synchronized to move the traffic through, More trees along the sidewalks to deaden the noise and other safety techniques that are available! We already have a huge traffic problem, let's NOT make another.	
294	Jannett Heckert	I love the North Fields, it makes the valley magical. Start putting a road through it and the land will disappear. I vote no on any proposed highway through North Fields. This should remain untouched. Stop the development of every square meadow and live with what we have. More is not better!	
295	Jannett Heckert	No Leave the valley alone, improve the outer roads into town, let people slow down. We don't need to destroy more of the valley with roads. I vote no!	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
296	Steve Dougherty	<p>EIS team. I provide the following comments pursuant to your June 7, 2022, invitation for comments on the Heber Valley EIS screening process. I am commenting as a resident of Midway and Wasatch County, not in my capacity as a Midway City Council member. I believe the Midway City Council will be commenting separately. My comments address the alternatives that survived the screening as opposed to those alternatives that were scrapped. Nor do I comment on the three surviving alternatives that do not include extension through the North Fields as they are essentially the same with some minor but important differences. I also understand that other comments during this period focus on impacts of the alternatives to natural resources (water, wildlife, etc.) so I provide no further comment in that respect. But incredibly, the EIS Team states that "All of the alternatives that would not impact wetlands were screened out in Level 1 because they did not meet the purpose of the project." Appendix H Responses to Alternatives Comments, Section 10. Perhaps this is a typo. If not, serious concerns about UDOT's compliance with the Clean Water Act and its screening process exist. Indeed, the EPA in its November 3, 2021 comment letter to the EIS Team expressed the same concerns about western bypass impacts to water and wetlands resources. EPA states that the EIS Team told them "that eastern alternatives were likely more favorable and fit better with the existing traffic patterns." Yet the screening eliminated all eastern alternatives. Have you alerted EPA to this change in course?</p> <p>Two of the five surviving alternatives (WB3 and WB4) are not supported by the Project Purpose and Need. The three purposes (mobility, non-motorized transportation and historic Heber Main Street) do not support an extension through the North Fileds.</p> <p>First, mobility is not enhanced by paralleling US 40 to River Road. The mobility needs (resolving congestion and shortening travel time) arise in Heber City limits where the intersections are on each block and significant local traffic access to and from Main Street create the congestion, not the sparse driveway entrances on US 40 north of 8th North Street. Indeed, the fact that three remaining alternatives all merge the Heber bypass back into US 40 at 8th North suggests that mobility on US 40 north of 8th North is not a principal concern and no reason to pass the two north extension alternatives beyond screening. In Appendix G Comments, A.2.1, a comment suggested expansion of the Project Purpose to "improve regional and local mobility on U.S. 40 from S.R. 32 [north of Heber City] to U.S. 189 [and U.S. 40 south of Heber City]." The comment states "on US 40", not through the North Fields. In A.2.5, Appendix G, a comment states "Future growth is focused on the east side of U.S. 40 north of 500 North. Improvements should focus on this stretch of U.S. 40." Again, not in the North Fields. In addition, regardless of the extension paralleling US 40, all traffic still congests at the signalized intersection of US 40 and River Road/SR 32. So any mobility gains on US 40 by including the northern extension are lost by the increased congestion on River Road. Note that unlike US 40, River Road is a narrower, two lane road that carries significant traffic from Midway and Interlochen, as well as traffic that diverts from SR 189 through Charleston and Midway. Thus the negative impact on regional mobility through this part of the County more that negates any perceived mobility advantages from the northern extension alternatives, WB3 and WB4.</p> <p>Second, I can see no enhancement to non-motorized transportation from the north extension. Even if a trail were provided with the extension, it would not provide a meaningful connection to any other non-motorized opportunity at the northern terminus on River Road.</p> <p>Third, beyond 8th North on US 40 there is no "Heber historic main street". Thus the north extension does nothing to address the vision of Main Street that would suggest it should survive the screening.</p>	
297	Rebecca Tibbits	<p>I fully support the Western bypass. I trust the city and I want to teams has done more than enough research and consideration at this point to build the bypass. I really don't care which route you choose, but will you please get it built already? This has been in discussion for 20 years... It's time to get it done!</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
298	Robert Simons	<p>Heber Valley EIS,</p> <p>Attached are my comments regarding the adverse impact to the proposed Highway 40 Bypass Road alignment through the North Field area.</p> <p>Regards,</p> <p>Bob</p>	https://drive.google.com/file/d/1spH09HidGMyS-BvvmKH77RYpiTTryWu4/view?usp=sharing
299	David R Nielson	<p>Please select a draft that impacts the north fields as little as possible. Bypass them if you can. If impossible, please do not EVER allow anyone to access on/off the highway into those fields or allow any connectors or frontage roads.</p>	
300	Ryan Fritzsche	<p>This is an important project to Heber Valley. We care about our Main Street and would like to see it become the focal point of the valley for commerce, recreation, foot traffic, events, etc. Right now with all the traffic on HWY 40, there are many safety risks involved, getting too congested and would like to see Main Street go back to the city and have a bypass built. We love our town and our community and want to create a destination for people. Having a bypass would allow alot of the large trucks off our Main Street and also allow for us to really build a community around the downtown area.</p>	
301	Leanne Parry	<p>I am writing this letter to encourage the Utah Department of Transportation to drop WB3 and WB4 from consideration in their Heber Valley Transportation Corridor Study which was released in June of this year.</p> <p>These two options propose to dissect Heber Valleys signature north fields with a four lane highway that will forever change one of the most cherished and important natural resource areas in the state.</p> <p>The North Fields are an historic view shed and agricultural base in Heber Valley. The fields are home to irreplaceable wetlands, riparian areas, wildlife habitat and supply life-giving water to both the Wasatch Front as well as the Wasatch Back.</p> <p>Dividing 2800 acres of pristine agricultural and wildlife areas virtually in half with a divided highway and bike path to save less than ten minutes of travel time in 2050 is a very high cost. I encourage you to consider this tradeoff and the havoc it will bring to the entire character and attractiveness of this valley to tourists as well as residents. Not to mention the homes and business that will be destroyed if either of these two options are adopted.</p> <p>UDOT's north fields proposal is already having a negative impact on voters 10 million dollar conservation mandate for open space and undercutting efforts to place property in conservation. With water reserves at all time lows and state rescue funds being rolled out to preserve wetlands in other areas of the state, the wisdom of adding more cement and hardscape in place of natural resources should be seriously questioned.</p> <p>Utah is known for its innovation. I am confident that UDOT has the ability to find a win win proposal to preserve the character and majesty of this valley for future generations. Removing Options WB3 and 4 will allow preservation efforts to move forward and honor the wishes of the voters clear mandate to do so.</p> <p>Thank you for your consideration.</p>	
302	Clayton Vance	<p>I'm an architect, urbanist, and traditional town planner in Heber Valley. I've done many projects in the valley and I'm as concerned as anyone with these options. I've worked on projects that nearly every one of these options will impact. When it comes to traffic, there are no good solutions. The East side options are not worth considering and solve nothing. Then regarding the north fields and in being as objective as I can without taking any sides of clients or friends, it seems best to me to take the bypass connection as far north as possible to alleviate the future congestion on the north side of town. I leave it to UDOT to select which option they figure works best. In the end, a parkway planted with trees can be beautiful and won't destroy the north fields. It's a scar, but when a town needs surgery, scars are inevitable. My fear is that we connect the new bypass on the southern most connection just north of town and we just push the current problem just north of town which will bleed back into town and we will have solved absolutely nothing. Best of luck selecting the option. Connect as North as you can.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
303	Tamara Potter	WB3 and WB4 should be eliminated as possibilities. Please do not destroy the beautiful north fields of the Heber valley. We have had to bite to protect the north fields twice in the almost decade I have lived in the Heber valley and the threats just keep coming. The Provo River and the last of the agricultural land is worth preserving. Please don't build a highway right through some of the last open space in the valley.	
304	David Smith	Positive: At least you eliminated the east side alternatives. Negative: Instead of messing around and eventually ending up with the same kind of re-work the Salt Lake Valley has had with Bangerter Highway, Heber Valley needs the existing limited-access freeway north of River Road to be extended on the west side as a bypass down to US189 and US40 on the south side, an alternative that is not among the five alternatives carried forward. Therefore, DOING NOTHING is preferable to spending \$200M +/- on any of those five alternatives.	
305	John L. Paul	UDOT environmental impact study for Heber City U.S. 40 alternatives comment. My Preference would be a modified WB 3. The changes would be that from the SR-32 interchange continue the separated interstate format with 65 MPH speed limit. Along this section of road to the interchange with SR-113, do not allow any connections, this would keep the fields as fields with no added development. Taking a road thru a field does not change the openness or ambiance of the field. With no connection there will be no pressure to put developments in the open area. When you drive around the state and encounter farming areas. As you drive thru the fields, they still have the openness of undeveloped areas. Driving around the edge does not improve their openness. It is sad that because of the rapid changes that are descending on our valley, and the frustrations of the residents that have no ability to change the onslaught, they have picked up on a few causes that they feel they can influence. Usually this is accompanied by a lack of reason, just emotion. Knowing that the only way to completely preserve the area is to buy it, and they are unable to afford it. So, they try to throw roadblocks into any plan where they can try to control. They don't realize that if you put in a road with limited access, it would prevent developments that are now permitted in that open field area. You would accomplish what they want done. Now would be the time to look and plan, being aware of what has been approved and what has been proposed for the near future. Heber City is on the verge of a major expansion to the north, this would necessitate the need to bypass a longer section of US 40. By doing this it would leave the existing road for local traffic and the thru traffic would be on a true bypass. Don't miss this opportunity to fix a problem that will be there when the North Village continues to develop. This expansion is happening now, this problem will be compounding before the bypass will even be completed.	
306	Amie Rose	As a resident of Midway, I oppose the WB3 and WB4 alternatives. These would be environmentally destructive and change the character and look of Heber Valley. Voters have opposed development of the North Fields on the ballot, and UDOT needs to respect our voice and choose another route. I can't believe those are even options! Did any of your planners notice that we voted against development in that area? Have they toured the land, or just looked at a map and decided a road could go there? It's really disappointing how little your planners care about the area being impacted, or the lawsuits that the WB3 and 4 alternatives would obviously trigger, which will cost all of us as taxpayers.	
307	Jennifer Gaua	I am writing in opposition of option WB3 and WB4. Open Space must be protected. We are losing open space and agricultural land too fast. These plans will increase unwanted development. The Provo River and wildlife are already under pressure from development. We don't need more pressure. I am against these options!	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
308	Willie Holdman	<p>There is a reason its called "North Fields" Don't take that away with a highway.</p> <p>Heber is treasured for its Rural beautiful location. People come from all over to enjoy its atmosphere. This same atmosphere will be destroyed once you build a highway, and the development that goes with it.</p> <p>An overwhelming majority oppose this highway, and have voted to preserve open space, particularly the North Fields.</p> <p>Don't come in and flex your muscles thinking you know more than the residents who call this home. Don't build it! Keep busy where busy is. This is an escape from such, furthermore its the entrance to our lovely valley.</p> <p>Willie Holdman</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
309	Sandra Brower	<p>Dear UDOT</p> <p>As a citizen of Heber City and an advocate to a walkable, viable downtown, I would like to suggest that a complete bypass of downtown be chosen. When I was a child we would drive to Heber from Orem for their Fair Days Parade which were held on Mainstreet. Our family would visit Dairy Keen grab a twist cone and find a spot by the City Park and enjoy some hometown magic, afterwards we would drive home and then head back the next day (there were two days of parades) and visit the stores and then grab another DK cone and go to our waiting spot. With the oil tankers and congestion on Mainstreet this is an impossible thing to do now. I want my grandchildren and other community members children to be able to experience the same small town charm as I did as a kid.</p> <p>I miss the small hometown feeling of Heber Mainstreet. We need to begin revitalizing the downtown and that is completely impossible with the sheer number of drivers on Mainstreet headed to Strawberry Reservoir, Deer Creek and places beyond such as the oil refineries.</p> <p>For those who want to visit the shops on Main they will come, If they are trying to get to a destination fast they will use the bypass. A vibrant downtown creates a healthier community, a small business friendly community, a place where dining and entertainment can happen outside without the fear of your children getting hit by a car, or the plates rattling off the table and loud traffic buzzing by because of the big tankers. This in turn creates a kinder community as people are interacting with each other more. We don't want to be State Street in Orem, (again, a reason we went to Heber for parades and events, it was just a nicer time).</p> <p>I would love to see a protection of the North Fields as so many are arguing, yet I also understand that there are hundreds of small towns throughout this nation that have a "scenic business bypass" that still has farmland and open space down that bypass corridor. So, an argument like that doesn't fly with me. We can protect those fields and still have a bypass. A lovely one at that!</p> <p>Even I-15 in places still has farmland on each side of it such as going north to Ogden, and Logan. Beaver, Nephi and so many other Utah towns also have this small town feel still and we can keep it for our valley if it's done right.</p> <p>Sadly, where my home is located on the east side 20 years ago should have technically been the right spot to place that complete bypass, however that wasn't done and the buck just keeps getting passed down year after year. Now is the time to solve the congestion on Mainstreet/Hwy 40 and do it right. To me, the only realistic and full bypass choices are WB3 and WB4. If we are going to bypass downtown it needs to be completely, not a haphazard, pell mell, route. Keeping part of the traffic on Hwy 40 where subdivisions/villages are being built will add to the congestion heading downtown and just isn't common sense.</p> <p>We used to live in Florida, while visiting my parents they showed me this article, it's definitely worth the read and how bypasses are what you make them and the town that they bypass. https://www.strongtowns.org/journal/2021/6/17/to-bypass-or-not-to-bypass</p> <p>Thank you for reading my comment. I understand that UDOT will do what's best for a well maintained and drivable bypass option. I just hope it does so with an eye to the future where it's not just a bandaid now, but one that can sustain the growth of the Valley and still help keep our sense of place with its small town charm.</p>	
310	Debbie Whiting	<p>To whom it may concern:</p> <p>I am not sure what the best solution is to Heber's traffic problem, but I am writing to vehemently oppose ALTERNATIVES WB3 AND WB4, which would go through the North fields. We as a community in the Envision Heber plan voted overwhelmingly to protect the North fields. I ask that UDOT please respect the community by adopting one of the other alternatives, or reducing speed on Main Street and taking no action other than this.</p> <p>Thank you,</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
311	Daniel Ryan	<p>The number one desire of citizens who helped create "Envision Heber 2050" was to preserve open space and Heber's rural character</p> <p>In its process of developing and proposing WB3 and WB4, UDOT has misunderstood and misrepresented Heber City's vision, developed by citizens and elected officials over a significant period of time. Alternatives WB3 and WB4 will :</p> <ul style="list-style-type: none"> -Disrupt our agricultural lands and the livelihoods of our farmers and ranchers. -Destroy Heber Valley's wetlands, animals, and plants. -Open the door to intense development pressure in the North Fields. -Create multiple threats to the Provo River and its Restoration Corridor, and a grave threat to Heber Valley's Class 1A Aquifer. -Attempt to force traffic off of Main Street and remove all diesels, which will be nearly impossible as most traffic is local. -Put the \$10 million Open Space Bond passed by Wasatch County Voters in limbo, potentially never to be used. <p>UDOT does not understand what the citizens of Heber Valley want and has not properly informed or included the citizens of its plans. The notion of a bypass through the North Fields (at first called "Western Bypass D) was suddenly sprung on the citizens in October of 2021, long after all the other bypass alternatives had been presented. In contrast, other Heber Valley bypass routes have been studied for two decades, involving multiple municipalities and much citizen input. These municipalities (such as Heber City and Wasatch County) formally and jointly approved routes based on long deliberation. UDOT failed to acknowledge this long history and these agreements in favor of blindsiding the public with a plan of murky recent origin. Instead of understanding and adhering to Heber City's General Plan, UDOT has chosen to listen to, respond to and promote the plan of a group of individuals ("The Parkway Group"). This has seriously damaged UDOT's process and has given an inappropriate amount of importance to the desires of certain parties who may be acting in their own self-interest.</p> <p>UDOT has failed to address the need for robust arterial roads in the developments to be built on the east side of Highway 40. UDOT should include this as part of their planning and proactively work with Heber City on this major issue.</p> <p>Ultimately UDOT has ignored, dismissed or failed to adequately study environmental and other impacts of its five alternatives including the citizens overwhelming desire to preserve the North Fields.</p>	
312	Nick Lopez	<p>UDOT is not including the 64 residents homes located at the trailer park at the proposed south interchange between [REDACTED]. This is a huge impact on those families, where do they go? What is available to them that is as affordable to them?</p> <p>Improvement of US40, widening the highway to 6 travel lane is possible as I reducing the speed in the core of the city to 30mph as it has been done in Vernal Utah. This however goes against the group of people with special interest in just the three blocks of Main Street with very little concern of the loss of affordable homes to the 64+ families that the bypass will effect the most.</p> <p>Making great changes at an improved intersection at HWY189 and US40 would illuminate the loss of these homes. Using 189 to South Fields Road would illuminate the close proximity of the proposed bypass to existing homes and businesses. Noise from engine brakes on US40 is restricted but HCPD refuses to stop semi trucks for any violation within city limits even though the city has an ordinance requiring that engine breaks are not used. This noise problem and they of high speed travel must be addressed and enforced for the sake of the residents and business owners.</p> <p>Center cables or guard rails must be used to prevent head on accident that this county is plagued with along US 40 and 189 where no barriers are in place.</p>	
313	Stephen M. Studdert	<p>UDOT thus far has failed to ensure proper public notice and comment, a flawed purpose and need, failed to provide reasonable range of alternatives, failed to satisfy requirements of the Clean Water Act, and has a flawed screening of alternatives.</p> <p>Stephen M. Studdert [REDACTED] Midway, UT 84049</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
314	Anonymous	<i>Mailed comment</i>	https://drive.google.com/file/d/1CRX4r3leYSRsS8H8ZXInO9kgH4wFMMxi/view?usp=sharing
315	Bill Schmittel	Greetings, My house is at [REDACTED]. Are you going to construct a sight and sound barrier between my house and the bypass?	
316	Beth Lawrence	NO BYPASS AT ALL OPTION! Not needed and will ruin the entire valley! Cheers, Beth Lawrence	
317	Lisa Meisner	Please do not interfere with North Fields.	
318	Sheila Siggard	The idea to run a bypass highway through the North Fields is absurd!! This beautiful area is even part of Beautiful Heber Valley's name. It should be apparent that development should not override scenic beauty for which this Valley is known, and that the wetlands, wildlife, raparian species, and aquifers should be protected. It is treasured by residents and tourists alike, and if UDOT is honest in considering and valuing public sentiment, this idea would be immediately scraped. It is frustrating to have outside entities come in and tell us what we citizens need and "would like." Please hear our pleas and let us continue to enjoy the unique beauty of the North Fields, untouched by carving in a highway and stimulating development, truly ruining a treasure of our valley. Kerry & Sheila Siggard, Midway, Utah	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
319	Richard Finlayson	<p>Dear UDOT,</p> <p>I am registering vehement opposition to the Highway 40 bypass through the North Fields of Heber Valley. I oppose any western bypass through the North Fields--all five current options--but MOST STRONGLY OPPOSE WB3 and WB4. My comments on UDOT's process are below:</p> <ol style="list-style-type: none"> 1. Envision Heber 2050 lists the #1 priority valued by Heber residents as "OPEN SPACE/RURAL CHARACTER PRESERVATION." "...it was a loud and clear message, especially in regard to the North Fields." (Envision Heber City 2050 page 16 "What do Heber Residents Value?") The UDOT study focuses only on enhancing downtown, which was the lowest priority of residents' values in Envision Heber. The voice of the people is to preserve open space and rural environment, which IS the North Fields. 2. Again, the people of Heber Valley have spoken loud and clear by voting three times to preserve open space. Wasatch County passed a \$10 million bond and Midway a \$5 million bond to preserve open space. A recent Wasatch County election voted to preserve 20-acre zoning for North Fields by 70% margin. The people want to conserve open space, not slice a 4-lane highway through it. 3. Running a parkway through North Fields will irreparably harm the pristine Class 1A Aquifer. The North Fields is a huge underground reservoir with scientifically proven and measured increase in the Provo River as it flows through the Fields. A highway bisecting this will have an impact on the underground flow of water and the quality of water overall. We are in a historic mega drought and can not afford to mess up the water system. Sensitive wetlands and wildlife/riparian/plant ecosystems are at high risk from the proposed parkway. 3. UDOT's 5 final alternatives will not alleviate traffic from the EAST side of Highway 40, which is where most of the new growth in the Heber Valley will be. A frontage road on the east side of Heber with focused entry points to 40 with a traffic signal would move traffic along the corridor more safely and efficiently. 5. The retail sector was completely disregarded in the UDOT process, as true retail was not included in the stakeholders. A bypass will decimate the vibrant retail sector of downtown Heber. Look at Nephi, Levan, Fillmore, etc., as historical proof. 6. Quality of life - the North Fields is the iconic gem of the Heber Valley. It is the feature photo on the cover of "Envision Heber 2050." It is shortsighted to destroy the reason people come to Heber in order to save 5 minutes during summer weekend rush hour. Once the open space is gone, it's gone forever. This quality of life is why the people live here. Please do not destroy it. We already have Highway 40. Improving the traffic arteries on the East side would be a much better investment and have a much greater impact on the traffic flows in Heber Valley. 7. Finally, On July 13, 2022, the Wasatch County Council unanimously voted to oppose alignment options WA1, WB3 and WB4 due to impacts to special aquatic sites along the Provo River and degradation of the North Fields: "Wasatch County feels that the value the community places on the North Fields and the impacts to that area were not adequately considered (by UDOT) in the selection of options WB3 and WB4." Wasatch County is officially against three of UDOT'S five Bypass options, especially OPTIONS WB3 and WB4 which cut straight through the North Fields. I completely agree. 	

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320	Richard Finlayson	<p>Dear UDOT,</p> <p>I am registering vehement opposition to the Highway 40 bypass through the North Fields of Heber Valley. I oppose any western bypass through the North Fields--all five current options--but MOST STRONGLY OPPOSE WB3 and WB4. My comments on UDOT's process are below:</p> <ol style="list-style-type: none"> 1. Envision Heber 2050 lists the #1 priority valued by Heber residents as "OPEN SPACE/RURAL CHARACTER PRESERVATION." "...it was a loud and clear message, especially in regard to the North Fields." (Envision Heber City 2050 page 16 "What do Heber Residents Value?") The UDOT study focuses only on enhancing downtown, which was the lowest priority of residents' values in Envision Heber. The voice of the people is to preserve open space and rural environment, which IS the North Fields. 2. Again, the people of Heber Valley have spoken loud and clear by voting three times to preserve open space. Wasatch County passed a \$10 million bond and Midway a \$5 million bond to preserve open space. A recent Wasatch County election voted to preserve 20-acre zoning for North Fields by 70% margin. The people want to conserve open space, not slice a 4-lane highway through it. 3. Running a parkway through North Fields will irreparably harm the pristine Class 1A Aquifer. The North Fields is a huge underground reservoir with scientifically proven and measured increase in the Provo River as it flows through the Fields. A highway bisecting this will have an impact on the underground flow of water and the quality of water overall. We are in a historic mega drought and can not afford to mess up the water system. Sensitive wetlands and wildlife/riparian/plant ecosystems are at high risk from the proposed parkway. 3. UDOT's 5 final alternatives will not alleviate traffic from the EAST side of Highway 40, which is where most of the new growth in the Heber Valley will be. A frontage road on the east side of Heber with focused entry points to 40 with a traffic signal would move traffic along the corridor more safely and efficiently. 5. The retail sector was completely disregarded in the UDOT process, as true retail was not included in the stakeholders. A bypass will decimate the vibrant retail sector of downtown Heber. Look at Nephi, Levan, Fillmore, etc., as historical proof. 6. Quality of life - the North Fields is the iconic gem of the Heber Valley. It is the feature photo on the cover of "Envision Heber 2050." It is shortsighted to destroy the reason people come to Heber in order to save 5 minutes during summer weekend rush hour. Once the open space is gone, it's gone forever. This quality of life is why the people live here. Please do not destroy it. We already have Highway 40. Improving the traffic arteries on the East side would be a much better investment and have a much greater impact on the traffic flows in Heber Valley. 7. Finally, On July 13, 2022, the Wasatch County Council unanimously voted to oppose alignment options WA1, WB3 and WB4 due to impacts to special aquatic sites along the Provo River and degradation of the North Fields: "Wasatch County feels that the value the community places on the North Fields and the impacts to that area were not adequately considered (by UDOT) in the selection of options WB3 and WB4." Wasatch County is officially against three of UDOT'S five Bypass options, especially OPTIONS WB3 and WB4 which cut straight through the North Fields. I completely agree. 	
321	Rob Harmon	<p>The 1300 South route should not be used as a 55 mph or higher road. It should be a local access road if it ever is built. Rerouting all the HWY 189 traffic to 1300 South is a horrible idea. Having the bypass traffic go all the way to 189 and using 189 as the end of the bypass is a better design. Local Heber residents can use 1300 south as needed and it should be a 25 MPH road, much like 300 West, which is now being used by some locals as a bypass but is manageable due to the reduced speed.</p>	

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322	Colleen Ann Peterson	My name is Colleen Peterson. I live at [REDACTED] in Midway. I implore you to consider the damaging effects on the environment with regards to creating the bypass WB3 and WB4. Creating a bypass in the West fields without proper study and planning could potentially damage the Provo and Utah's water supply for the Deer Creek Reservoir. Home building is booming in the Heber Valley and water is already an issue of concern for the future. UDOT needs reconsider other options or begin new studies for the traffic. The residents of Heber Valley do not want this bypass going through the West Fields destroying peoples homes and our agriculture.	
323	Tom Dobson	Regarding the Heber Valley Corridor project, WB3 and WB4, were never before discussed or anticipated by Heber Valley Residents. They were sprung on the public very late in the process, October 2021, and have not received the same level of thought, analysis, and input as traditional routes. Additionally, UDOT's process has ignored important input from the Bureau of Reclamation. Placing a Highway through the North Fields seriously jeopardizes the \$10 million bond that was passed by Wasatch County. That bond was largely planned to be used in the North Fields for open space preservation. These plans should be eliminated from consideration	
324	Matt Hubner	Dear Naomi and Craig, Thank you for the June agencies presentation and this subsequent opportunity to provide feedback on alternatives screening for this project. Attached are our comments based upon the review of the available information. If you have any questions, please do not hesitate to reach out to me. Further, if we can be of any assistance as the project moves forward, again, please don't hesitate to reach out. Best regards, Matt	https://drive.google.com/file/d/1Q_MkQqG_pZcNTxxcfWhprPY8u9CEUVmN/view?usp=sharing
325	Dan Gates	Please do not consider option WB 3 and WB 4. There is absolutely no reason to ruin the Heber North fields so folks can get to park city or deer creek 3.5minutes faster. The heber valley is being consumed by development, there is no need to destroy one of the few remaining open spaces in the valley. Seriously why the need to develop Ivory Homes and highways in every nook and cranny in this state?	
326	Cynthia Donaher	I understand the problem to be addressed with an alternative highway to accommodate the increase in traffic in the City of Heber. But I am very much AGAINST option WB3 and WB4. Our open space in our community is our most valuable asset. We value our land, wildlife and the beauty of our rural open fields. Once we take them away they will not return. We should not be following in the footsteps of some of the destructive development that surrounds us. I live in Midway and very much value , appreciate and love our rural surroundings and our beautiful mountains. We DO NOT need a highway running through our fields and wetlands. I would rather see time restraints put on large trucks when they can pass through the town. This happens in other areas and why not Heber. The less destruction of our beautiful environment and fragile ecosystems the better. Our fields, and native vegetation take in CO2. We don't need to accommodate more traffic that continues to impact climate change! We need to look at the BIGGER picture!	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
327	Mikel Williams	<p>Utah Department of Transportation:</p> <p>I write to you as a Utah born and current resident, and most importantly, as an owner of a property on W. Potter Lane in the north fields of Heber Valley. I have live and traveled around the world, and currently sit as board member on several public companies and serve as the CEO and Chairman of a global company. There is nothing better as I move to retire than to return to my roots here in Utah. More relevant to this issue, I am an active supporter of the Friends of Heber Valley community organization. I am a supporter of the letter they will send in to review in detail the flaws with the process currently underway as it relates to the option to run the potential bypass through the heart of the north fields and in so doing, ruin the agricultural nature of the area and the community therein.</p> <p>The W. Potter Lane area of the north fields of Heber are zoned as a livestock corridor. When the community of Heber was polled about what is important to the future of the community, at the top of the list was the desire to preserve the rural heritage of the area, specifically including the north fields.</p> <p>I will not recount herein the many areas where the process now underway is deficient, but simply refer you to the letter referenced above. I will add, or rather emphasis, a few key points. I believe this initiative is being pushed by the city counsel, some of whom may have conflicts with the community and a bias to support and profit from the development of the north fields. I believe there is an under appreciation of the nature of the north fields and the impact of such a bypass on the Provo river and the land in the north fields, and the local community. The water table on my property is such that if I dig a hole, later that day it will be 1/2 filled with water. It may appear dry on a hot summer day, but it is a land rich with water and prime for hay and livestock, not highways and roundabouts primed for the benefit of developers.</p> <p>There are better options to address the needs of the community and the traffic. These alternatives have not been properly and fully considered. The community has not been fully informed of the process. It would appear that this process is being rushed through with little consideration for the community, and without a full and proper understanding of the desires of the Envision Heber 2050 plan developed by the local community.</p> <p>In closing, I cannot support the effort to run a bypass through the north fields and run against the desire of not just me, but the community at large. You have my commitment to do all I can to support the desires of the community and honor their request to preserve the open space and rural character of the north fields.</p> <p>Respectively, Mikel Williams</p> <p>on behalf of: The Williams Family Trust MW Williams Ranch LLC</p>	
328	Josh Goldberg	<p>Please do not run the road through the North Fields. It will severely harm the nature of The Valley and the natural environment. We overly often spend time in the area and witness the wild animals that rely on the area. Please do not hinder what makes the Heber Valley so special. Keep main street busy and help out our local businesses while doing what is best for all of us.</p>	
329	Brad Wilson	<p>Please see the attached letter.</p>	<p>https://drive.google.com/file/d/1GBbQyx2-1vZFjJTKtLr-70euLXGJExo1/viiew?usp=sharing</p>
330	Melanie Seus	<p>I am a resident of Wasatch County. I strongly oppose alignment options WA1, WB3, and WB4 due to the harm they will cause to our North Fields.</p>	

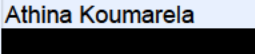
COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
331	Justin Crail	<p>Udot needs to reconsider the options and add keeping the existing highway where it is. Here is why:</p> <p>Future oil pipeline will reduce the tanker traffic. A new study must be done taking this into account.</p> <p>This vision of a "historic main street" is not in alignment with the Envision Heber and County resident's views.</p> <p>The small increase in time from one end of Heber to the other does not justify the financial, environmental, and social costs</p> <p>The water shed must be protected.</p> <p>Currently Heber City main street or US 40 has minimal historical buildings.</p> <p>The impact on existing business must be studied. The One Stop and other gas and fast food will be greatly impacted.</p> <p>The majority of growth b is happening on the east side to pleas factor in the reduced traffic after the City completes the eastern bypass they have planned.</p> <p>The potential routes will impact protected species of wildlife, including raptors and cranes.</p> <p>Is udot utilizing the land the county and city purchased for a bypass with tax money?</p> <p>Please take into account the voices of the County and weigh this equally to the small group of main street developers.</p>	

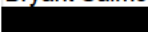
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332	Will Finlayson	<p>Dear UDOT,</p> <p>I am registering vehement opposition to the Highway 40 bypass through the North Fields of Heber Valley. I oppose any western bypass through the North Fields--all five current options--but MOST STRONGLY OPPOSE WB3 and WB4. My comments on UDOT's process are below:</p> <ol style="list-style-type: none"> 1. Envision Heber 2050 lists the #1 priority valued by Heber residents as "OPEN SPACE/RURAL CHARACTER PRESERVATION." "...it was a loud and clear message, especially in regard to the North Fields." (Envision Heber City 2050 page 16 "What do Heber Residents Value?") The UDOT study focuses only on enhancing downtown, which was the lowest priority of residents' values in Envision Heber. The voice of the people is to preserve open space and rural environment, which IS the North Fields. 2. Again, the people of Heber Valley have spoken loud and clear by voting three times to preserve open space. Wasatch County passed a \$10 million bond and Midway a \$5 million bond to preserve open space. A recent Wasatch County election voted to preserve 20-acre zoning for North Fields by 70% margin. The people want to conserve open space, not slice a 4-lane highway through it. 3. Running a parkway through North Fields will irreparably harm the pristine Class 1A Aquifer. The North Fields is a huge underground reservoir with scientifically proven and measured increase in the Provo River as it flows through the Fields. A highway bisecting this will have an impact on the underground flow of water and the quality of water overall. We are in a historic mega drought and can not afford to mess up the water system. Sensitive wetlands and wildlife/riparian/plant ecosystems are at high risk from the proposed parkway. 3. UDOT's 5 final alternatives will not alleviate traffic from the EAST side of Highway 40, which is where most of the new growth in the Heber Valley will be. A frontage road on the east side of Heber with focused entry points to 40 with a traffic signal would move traffic along the corridor more safely and efficiently. 5. The retail sector was completely disregarded in the UDOT process, as true retail was not included in the stakeholders. A bypass will decimate the vibrant retail sector of downtown Heber. Look at Nephi, Levan, Fillmore, etc., as historical proof. 6. Quality of life - the North Fields is the iconic gem of the Heber Valley. It is the feature photo on the cover of "Envision Heber 2050." It is shortsighted to destroy the reason people come to Heber in order to save 5 minutes during summer weekend rush hour. Once the open space is gone, it's gone forever. This quality of life is why the people live here. Please do not destroy it. We already have Highway 40. Improving the traffic arteries on the East side would be a much better investment and have a much greater impact on the traffic flows in Heber Valley. 7. Finally, On July 13, 2022, the Wasatch County Council unanimously voted to oppose alignment options WA1, WB3 and WB4 due to impacts to special aquatic sites along the Provo River and degradation of the North Fields: "Wasatch County feels that the value the community places on the North Fields and the impacts to that area were not adequately considered (by UDOT) in the selection of options WB3 and WB4." Wasatch County is officially against three of UDOT'S five Bypass options, especially OPTIONS WB3 and WB4 which cut straight through the North Fields. I completely agree. 	

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333	Christina Schwartz	<p>Hello,</p> <p>My name is Christina Schwartz, and my family owns property in Heber that will be directly impacted by the decision regarding plans for the Highway 40 bypass. I am emailing to express my opposition to the WB3 and the WB4 options running through the north fields.</p> <p>My concerns relate primarily to the possible destruction of the natural environment in the area (e.g., wetlands, plants, animals) as well as the possible financial repercussions that may occur in regard to businesses in downtown Heber by completely bypassing them. Please consider using a different plan other than WB3 and the WB4 in order to preserve the natural beauty of the present environment and to be conscious of maintaining healthy economic benefits for downtown Heber and the current community that lives there.</p> <p>Thank you, Christina</p>	
334	Jay Jankowski	<p>Please do not put a bypass in any corridor of heber city/valley, especially the West Bypass North Fields.</p> <p>It will:</p> <ol style="list-style-type: none"> 1. Destroy the last "Jewel of Heber Valley" 2. Pollute the pristine 1A Aquifer 3. Be destructive to wetlands and life that thrives here in a high desert climate. 4. Will add development pressure to this area. Especially towards Midway. When is it going to be enough? 5. Threaten the use of the already approved Wasatch County Open Lands Bond. The people of Wasatch county have voted and spoken. This land is to be preserved for generations. <p>Please consider other options to improve the flow of traffic.</p> <p>Thank you,</p> <p>Laura Jankowski</p>	
335	Pam Ramult	<p>As a concerned resident, I am writing to let you know that I oppose the WB3 and WB4 bypass options.</p> <p>It will negatively impact & disrupt the agricultural lands & farm life.</p> <p>It will destroy our wetlands, animals & plants.</p> <p>It will open the door to intense development pressure in the North Fields.</p> <p>In addition to the above, this will create a grave threat to Heber Valley class 1A aquifer.</p> <p>Once the beauty is destroyed, there is no turning back. Please take these 2 options off the table.</p> <p>Thank you. Pam Ramult</p>	
336	Laura Jankowski	<p>This will:</p> <p>There are more accidents on our interstates and bypasses throughout Utah than on Main Street Heber.</p> <ol style="list-style-type: none"> 1. Destroy the last "Jewel of Heber Valley" 2. Pollute the pristine 1A Aquifer. 3. Be destructive to wetlands and life that thrives here in a high desert climate. 4. Will add development pressure to this area. Especially towards Midway. When is it going to be enough? 5. Threaten the use of the already approved Wasatch County Open Lands Bond. The people of Wasatch county have voted and spoken. This land is to be preserved for generations. <p>Please research other options to deal with the flow of traffic in downtown Heber City.</p> <p>Thank you, Jay Jankowski</p>	


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337	Marilyn Crittenden	<p>The EIS process eliminated option 40F and only left the west bypass alternatives. This is a mistake. The reasons given for eliminating 40F -- Valued Places Impacts, Downtown Historic Buildings Impacts and Allows Heber City to Achieve Vision -- are not legitimate. In fact, option 40F is superior to the west bypass alternatives on those dimensions.</p> <p>Valued placed impacts In the screening results summary all of the western bypass alternatives remaining claim that they do not have any "Valued Places Impact". This is not accurate as Wasatch County citizens voted and passed a 10 million dollar conservation easement bond aimed in part at protecting the North Fields area from development. Roads of any kind are considered development and they bring development to the area they are in. The North Fields are considered a valued place by not just this community alone but by all the tourists that come here. The North Fields area is also a sensitive lands area that is highly valued by wildlife enthusiasts and federal agencies like the Mitigation Commission. The assumption is that the valued places that would be affected in alternative 40F are historical buildings. These historical buildings are already by roads and have no need to be removed or damaged. There are many historic buildings all over the county that have major roadways by them. This makes them more visible, accessible and visited more often.</p> <p>Downtown Historic Buildings Impacts As stated above there is no foreseeable reason for any of the historic buildings to see any significant impacts. The buildings that are on the existing Main Street should not see any impacts if it converts to a one-way northbound traffic solution. The historic buildings that are on 100 west should not see any impact either as there is enough room to build a road that can handle one-way traffic. In any solution to a traffic problem there will be a sacrifice. For example, there may be some property owners on 100 west who would not want to live next to a busier road, but in exchange, their property could be zoned commercial which would increase their property value significantly.</p> <p>Allows Heber City to Achieve Vision Alternative 40F allows for Heber City Vision in the best way possible. It is unrealistic for Heber City to have a walkable Main Street from one end to the other. It is too expensive and not feasible. But it is feasible to block off 100 S and Center Street between the two one-way streets and make that a walkable zone and destination.</p> <p>In the "Envision Heber 2050," Heber City's General Plan the number one desire of the citizens who helped create the plan was preservation of open space and Heber's rural character. 40F meets both desires of a walkable Main Street and the preservation of open space and Heber's rural character. If a bypass is placed anywhere in the North Fields area it will significantly hinder the conservation easement possibilities in the North Fields and not meet Heber's vision of preservation of open space and a rural character.</p> <p>I contacted Craig, Colorado, a city that has a one-way Main Street. The Council members and staff that I talked with told me that traffic flows very well. Even when I-70 shuts down and all of the traffic gets directed through their city. They also shared that what was hard about the one-way Main Street was that it hurt their economy as it took 50% of the traffic off of their business area. This information supports how hard it would be to take a 100% of the through traffic off of Heber's Main Street by a bypass. There is clear evidence by many towns in Utah that have been bypassed and have had their economy die. In your process there was not a stakeholder chosen to represent the retail and restaurant business owners on Main Street. The Main Street stakeholder is an office building owner that is not affected by the lack of tourism traffic. This was a</p>	

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338	Trudy W Simmons	<p>Submission by Dan and Trudy Simmons to UDOT EIS for the Heber Valley Corridor</p> <p>July, 2022</p> <p>Dear UDOT:</p> <p>We respectfully take this opportunity to address UDOT's process issues that have occurred in choosing and presenting the five Heber Valley alternatives termed WA1, WB1, WB2, WB3, and WB4.</p> <p>Our concerns fall into the following categories:</p> <ol style="list-style-type: none"> 1) UDOT failed in notifying and involving all stakeholders regarding the five alternatives released in June 2022, particularly those who would be seriously affected by WB3 and WB4. 2) There are faults in UDOT'S representation of the rationales of WB3 and WB4 and Heber City's "vision" for downtown. 3) There are multiple consequences that UDOT did not consider in presenting a Main Street which ceased to be an artery for business, recreation, and through traffic as Heber City's vision. 4) Heber City's General Plan vision of a walkable downtown and vibrant town center are fully attainable without UDOT's substitute vision of a crippled or completely broken Main Street for travel. 5) In promoting its flawed interpretation of Heber City's vision, UDOT has failed to understand the will of the people of Heber Valley regarding preservation of the Valley's rural nature. 6) UDOT uses inaccurate and/or inadequate surveys, studies and information and has disregarded comments made in response to its October 2021 disclosure of Option WD (the forerunner of WB3 and WB4). 7) UDOT misunderstands and/or misrepresents Heber Valley's history and historic and valued places. 8) Alternatives WB3 and WB4 are inconsistent with UDOT's stated purposes and needs of the bypass and enhancing the quality of life for Heber Valley residents. 9) In fast-tracking WB3 and WB4, UDOT failed to recognize that WB3 and WB4 will kill agriculture in the North Fields and thereby eliminate multiple crucial and irreplaceable roles it plays, not just in Heber Valley, but also in Utah and Salt Lake Valleys. <p>UDOT failed in notifying and involving all stakeholders regarding the five alternatives released in June, 2022, particularly those who would be seriously affected by WB3 and WB4.</p> <p>An informal survey of North fields landowners revealed that few to none knew of the bypass plans which were revealed in June 2022 even though every alternative posed I propose to do NOTHING to route 40 through Heber. Leave route 40 as it is. Building a new highway will destroy valuable open space, contaminate ground water, destroy the natural habitats, ruin beautiful fields, and destroy view corridors. Please leave Heber alone and do NOTHING with route 40.</p>	<p>https://drive.google.com/file/d/1LsHxrCgCWc_rCgCWc_bucyj0XccRBgE0h-rPQ/view?usp=sharing</p>
339	Cristine Tuttle	<p>An informal survey of North fields landowners revealed that few to none knew of the bypass plans which were revealed in June 2022 even though every alternative posed I propose to do NOTHING to route 40 through Heber. Leave route 40 as it is. Building a new highway will destroy valuable open space, contaminate ground water, destroy the natural habitats, ruin beautiful fields, and destroy view corridors. Please leave Heber alone and do NOTHING with route 40.</p>	

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340	Bradley J Lowder	<p>My recommendation is to reject the bypass proposals. The North Fields represent the very foundation of the rural nature of Heber. The draw and charm of the Heber Valley is the open agricultural belt provided by the North Fields. The North Fields must be preserved to maintain the agricultural quality of the valley, the historical value of these lands, the high quality aquifer, and the protected wetlands.</p> <p>The current proposal does not take into account the will of the people as stated and studied by Envision Heber 2050. (#1 is Rural Nature of city)</p> <p>In Heber City general plan it shows the zoning in North fields is Agricultural Preservation.</p> <p>Bypass options WB3, WB4 impact a much larger area of wetlands.</p> <p>The EPA has said to UDOT; One of our primary concerns regarding the project was the potential for the development of a western bypass that would be more likely to impact waterbodies and wetland complexes.</p> <p>"Heber City Vision": (page 5) "Heber city is nestled in a green valley, brimming with historic agricultural uses, the beautiful Provo River, and unmatched views of the Wasatch Mountains. Our residents value this and want it preserved. We do not want to become another Orem, Utah.</p> <p>"Open Space & Rural Character (page 7) "Heber City draws a clear distinction between what is city and what is country, maintaining a distinct city that is surrounded by open land, valuable for its beauty, ecology and agricultural function."</p>	
341	Marjorie N Lowder	<p>To Whom It May Concern,</p> <p>I realize that with growth, there will need to be more roads to support Main Street and maintain its charm. However, I respectfully submit that the North Fields is not a good choice for a bypass road. It is not only the heart of the valley, but an agricultural and environmental lifeline to this valley. There is so much wetland area, I can hardly think that UDOT will want to afford mitigating that much property, but even if it did, it would completely gut the pristine beauty and environmental nature, not to mention that farmers have needed those fields for hay and livestock grazing for more than 100 years! And even as newcomers to the area, we were so very careful not to upset the wetland areas, and intend to keep the land agricultural, growing hay, grazing cattle and keeping the wetlands pristine to support the birds, plants and animals that must have these conditions to survive.</p> <p>It would be devastating to cut a road through this special and vital area of the valley.</p> <p>Please use other areas that would have far fewer agricultural and environmental damages to our beautiful valley.</p> <p>Respectfully submitted, Marjorie Lowder</p>	
342	Kim Foy	<p>Please take time to review the impact that a paved highway will have on the fragile ecosystem in the North Fields. Wetlands are important and crucial for many species to survive. Foreign materials to build roads, gas, oil, exhaust fumes and noise will threaten many animals that use the North Fields as their sanctuary. It's time to pause and decide if the speed of cars is the most important thing to our valley. It's up to us to protect the many species and water that the North Fields has been used to protect for hundreds of years.</p>	
343	Alex Kilgrow	<p>Please see the attached letter. We feel very strongly that one of the major values of this valley is the rural atmosphere, especially in the North Fields. Please do not build a highway through one of the few remaining beautiful sights in this area!</p>	https://drive.google.com/file/d/11jzv8CzMuy6GTtrm0A-yBlTS8GqTEwal/view?usp=sharing
344	Athina Koumarela	<p>I have been a long time resident of Midway. I am deeply disturbed that the bypass route would go through the North Fields.</p> <p>The North Fields is the remaining beautiful jewel of our valley. Tax payers have twice voted and elected leave the zoning as it is now. We have also voted and passed a Open Space Bond and pay extra taxes to preserve open space. The North Fields is the beautiful place we have chosen to preserve as open space. Putting a freeway through this beautiful place should not be an option.</p> <p>Athina Koumarela  Midway, UT 84049</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
345	Bryant Salmon	<p>To Whom it May Concern,</p> <p>I moved to the Heber Valley several years ago after getting sick of the constant congestion, density of people/buildings, and lack of open space. Heber Valley was a literal and figurative breath of fresh air, full of beautiful scenery including large expanses of open space and farmland as it welcomes you to the Valley as you come down highway 40 from Jordanelle. We now raise our 4 kids here and feel a deep love for the valley and it's unique character</p> <p>Change in inevitable and growth is inevitable. However, after seeing a few of your options that have been proposed for the "Heber Valley Corridor" I fear that proposals WB3 and WB4, In particular, will permanently destroy much of the charm and beauty that make the Heber Valley the Heber Valley. These proposals both would put a highway down the middle of the North Fields affectively acting like a zipper to split the natural beauty, open feel, and primitive wildlife habitats that have been present before any settlers enters this Valley. If this bypass through the North Fields were to occur there not only be detrimental effects to the beauty of the Valley but it would also do the following:</p> <ul style="list-style-type: none"> -negatively affect groundwater that makes it's way to the nearby Provo River affecting wildlife and everything down stream -open the door for intense development pressure to build business/gas stations, high density neighborhoods along the new highway -it will disrupt local wetlands and the animals and native plants that inhabit the area -it will pose a threat of disrupting Heber's class 1A aquifer that runs under the proposed route. <p>The North Fields are a large part of what makes Heber special. Protecting the North Fields should be a top priority when proceeding with any further development. I hope you consider the voice of the citizens when you make your decisions regarding bypass options. Too often we feel ignored as government "leaders" bow at the feet of developers who are only around to make \$\$\$ while leaving a path of destruction and new problems for the citizens to carry the burden of. PLEASE PRESERVE OUR NORTH FIELDS!!!</p> <p>Sincerely From a Concerned Citizen,</p> <p>Bryant Salmon </p>	
346	Zayne Foy	<p>I would ask that as you decide where to put the proposed road, you take into consideration the effects that your plans will have on the local environment. Specifically, plans WB3 and WB4 cut greatly into the area known as the North Fields, which is an area that has been historically protected by Heber City. Building even a single house in the area requires you to pay lots of money and rebuild any wetlands that you disturbed. So my question is: are you planning to pay an exorbitant amount of money to remake all the wetlands that these options will destroy? Or are you exempt from the rules everyone else must follow? It is a much more moral decision to pick the plans that disturb the least amount of wildlife. Doing so would show that you are an environmentally conscious organization, while ignoring the wildlife would show that you do not care about the Heber Valley's environment or its citizens. If you would like to stay in the good favor of the community, I would advise you to not choose options WB3 or WB4.</p>	
347	Michael Mills	<p>The attached letter is being submitted by the Utah Reclamation Mitigation and Conservation Commission as official comments on the alternative screening process for the Heber Valley Corridor EIS.</p> <p>Thanks,</p> <p>Mike</p>	https://drive.google.com/file/d/1qoVjFznWBna8hPR1ZE07aFQsgoRYARg/view?usp=sharing
348	Athina Koumarela	<p>The proposed route through the North Fields should be not be considered.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
349	Robert Mcdonald	<i>Comment submitted as attachment</i>	https://drive.google.com/file/d/10_p89WmeZeTNh8-skL1dMcu9Za_gUvIQ/view?usp=sharing
350	Tom Mercer	All options involve trucks on the highway, so you are going to do what you are going to do. I saw no out of the box thinking for example... a pipeline would get the majority of the tanker trucks off the highway	
351	Neil Richardson	I am very concerned about the screening criteria that has taken place thus far. It appears to be capricious and does not follow the data! From dropping all east side options due to political pressure...adding two solutions that run directly through the middle of the north fields without any supporting traffic data, hydrology,, wetlands analyst, and costs. One truly must question the viability and integrity of any solution brought forward until udot provides a viable data supported solution which could then be presented to taxpayers and the community. It appears the work done thus far is simply to placate a process requirement. Udot staff have not been available to address or respond to any of the issues mentioned above.	
352	S Matthews	I was so disappointed that UDOT did not take a serious look at restricting truck hours on Main Street ,(which only continues down an increasingly traveled canyon. , often at high speeds)> The entire region would benefit immensely if this was done. Innovation is what Utah is known for and I am hoping UDOT will take a second look.	
353	Ch	The criteria is acceptable in support	
354	Mimi Nuelle	Hello, Please do not build a freeway through the North Fields. I honestly believe this is some of the most beautiful land in the country and building a freeway across it will be an eyesore and shame that can't be undone.	
355	Hilma Bellessa	As a descendant of the original owner of 150 acres of the North Fields, I am writing to object to the path outlined for the bypass. Being a part of this community for the best part of my life, I recognize what a treasure this open space is to the beauty and heritage of our valley. I know a bypass has been in the works for at least 50 years but has not been implemented for various reasons until now the congestion and cost is astronomical. It seems as though the path onto the fields should not begin until just before Hwy 40 enters the city and everything north should be preserved. There are environmental aspects to consider as well, such as spotted frogs and high water table. Thank you for your consideration, Hilma Bellessa [REDACTED]	https://drive.google.com/file/d/16rQTBPNERwfFIWfWeYJQ0AL9m7pXVsbF/view?usp=sharing
356	Clint Coleman	Option 4 please. Straight shot fewer lights.	
357	John	WB1 looks to be the best alternative as it has the least impact to the environment. Recommend UDOT pursue this alternative and seek federal funding and support.	
358	Liz Lewis	Thank you for the opportunity to comment on the proposed alternatives or the bypass road in Heber City, Utah. I agree that a bypass is needed BUT should remain on the route originally proposed. Not through the Northfields. The Northfields of Wasatch County are one of the last bastions of the roots of the valley. Steeped in history and tradition. Ranchers still tend cattle. Farmers still cut hay. The Association still operates for the cattlemen. Wildlife flourishes. Birds sing. Waterfowl migrates. Raptors circle. Water flows through streams and ditches. It is a beautiful ecosystem every season of the year. Please do not destroy this part of the valley forever. Respectfully, Liz Lewis [REDACTED] Heber City, Utah	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
359	Dr. Stanley And Catharine Williamson	<p>To UDOT,</p> <p>We are writing to OPPOSE THE NORTH FIELDS HEBER CITY BYPASS.</p> <p>We are new residents of the Heber Valley. The open area of the North Fields was a priority motivation in our choice to live North of Heber City.</p> <p>The open area of the North Fields is a unique aspect within a metro area. Please preserve what cannot be replaced. The Heber Valley is privileged to have this Gem of open space.</p> <p>The North Fields contain numerous environmental benefits - The Provo River, the wetlands, migrations, etc.</p> <p>The citizens of Wasatch CO have spoken and voted — the citizens want this land to be preserved for generations to come. Please listen to the citizens - our country's democracy is to be based on citizen desires.</p> <p>Preserve the A1 Aquifer. Anything the area can do to preserve water, hopefully will be seen as a priority measure.</p> <p>The Rail Line has been fully approved bringing reduction of the petro tanker trucks on Hiway 40. Additionally, the USA is moving to an EV economy.</p> <p>This is the Only True Open Rural space seen and enjoyed by many of the area residents and tourists on a daily basis.</p> <p>Please let this Distinctive Feature of the Heber Valley - The Beautiful North Fields remain as they are today. NO BYPASS.</p> <p>Sincerely, Dr. Stanley and Catharine Williamson</p> 	
360	Elias	<p>WB3 & WB4 make the most sense for the long term as Heber continues to grow north and south along 40 as well as reducing the high concentration of traffic that passes by developing neighborhoods like coyote ridge. These two options reduce the danger of entry and exit in and out of those neighborhoods respectively. WB1/2/3 would seemingly cause further traffic congestion and backups due to the installation of traffic lights (which are needed).</p>	
361	Michelle Glasman	<p>Please do not interfere with the North Fields. Thank you</p>	
362	David Hallock	<p>I am truthfully in support of the western bypass. However, there are several purposed options which I think will be extremely damaging. The first is to run the bypass through the north fields. The second, and honestly this one is more impacting, is to move HWY 189. We need a western bypass, it should have been built 15 years ago, but it was sunk because of public opinion. Both the option of routing the by pass through the north fields, and the option to move 189 will cause a huge amount of public outrage and will cause the bypass to fail once again. There is a large amount of community pride in the beauty of the north fields. While that route does make the most sense, it will create a lot of outcry. More impacting would be the re-alignment of 189. This will devastate several neighborhoods, and will open the airport up for expansion, which is extremely unpopular with the entire Heber Valley. Given the extremely checkered and manipulative nature of the corridor planning process which raised that option, progressing in that direction will absolutely result in lawsuits, injunctions, and possible criminal charges for both city and UDOT employees who were untruthful in the execution of their duties. I realize this is a heavy accusation to lay, and I would not do so without ample evidence. As I said previously, we do need the western bypass, and I would hate to see if fail because the decision was made to deviate from the original planned route.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
363	Brian Andrews	<p>To whom it may concern,</p> <p>I am writing to provide comments regarding the five alternatives for the bypass around Heber City. While I applaud the effort to address the increase traffic and noise with the existing traffic situation in Heber, the alternatives are deeply flawed. Of the five alternatives, the only one that is close to viable is WA-1. The others disturb the beauty of the Heber valley, especially WB-4 and WB-5 and will cause future development. The issue with all WB-1 thru WB-5 is that intersections with lights are a poor substitute and just move the noise and traffic westward. Option WA-1 is the best alternative, but has several issues that should be address. First, eliminate any on and off ramps to roads, especially exits to 113. Having a bypass that goes over 113 and does not allow traffic to enter or exit onto 113 will ensure development doesn't proceed and will keep traffic flowing. This pertains to the proposed intersection south of the intersection at 113 as well. If locals need to go north on highway 40, they should simply spend a few more minutes and go downtown. This would save a tremendous amount of space and retain much of the beauty of the valley. DON'T add exit and entrance ramps. Second, the southern intersection with entrance and exit ramps is completely unnecessary and again disrupts the environment. Have all the traffic go all the way to highway 189. If trucks need to proceed south on highway 40, they should simply take highway 189 northeast until the new green intersection. The proposed east-week extension from the proposed new (unnecessary) intersection is a waste of good land, adds more concrete and noise. While it may help trucker traffic a bit, it is highly damaging to the area. The bypass will save the truckers time and this little jog may create a minor inconvenience, but helps our community. In short, this entire bypass should not have any entrances/exits and should provide truckers with a straight shot around town. No locals need entrance and exits. The proposed southern interchange is absolutely unnecessary, including the east west road that intersects with highway 189. Finally, all the frontage roads should be eliminated north of Heber. Doesn't help with the design and causes other issues. If the primary goal is to eliminate the traffic and noise in downtown Heber, the traffic should be moved freely without exit and entrance ramps to help the truckers move around town. These ramps will take up space, increase congestion, and encourage unneeded development. The valley and the truckers don't need it. A slight jog is greatly preferred on the southern part of this proposal vs. adding an entire new interchange. Saving truckers a few minutes is not worth the devastation to the local community and is completely unnecessary.</p>	
364	Charles Empey	<p>After reviewing the Heber Valley Corridor alternatives, I want to thank you all for your hard work as you weigh out all of the various routes and there respective issues. I would like to propose combining routes WA1 with WB3 due to the following positive and negatives:</p> <ol style="list-style-type: none"> 1) WA1 eliminates several traffic signals on the South end near US-189; 2) WA1 interchanges allows for premium traffic flows; 3) WB3 South of UT-113 should give way to WA1 for traffic flow reasons and eliminates two traffic light intersections; 4) WB3 should be combined with WA1 at 800 North to River Road with interchanges at these intersections eliminating the traffic light intersections. <p>Installing interchanges at all intersections on the Heber Valley Corridor from River Road to US-189 will let the semi's to navigate Heber Valley with out stopping this helping to keep the Wasatch air cleaner. These combined routes will also allow better traffic flow for residents as traffic lights are added to the current US-40 route North of the Heber City center. Interchanges cost more. But consider the cost of the traffic light intersection and the number of accidents/lives it will save. History in the Salt Lake Valleys West side Bangerter Highway and Mountainview Corridor has demonstrated this. Millions of dollars were spent on traffic light and continuous flow intersections that later had to be replaced with interchanges at a much higher cost because they were delayed. Do it right the first time while you have the construction area to yourselves.</p> <p>Thank you for your time.</p>	
365	Lisa Goodman	<p>Please leave the road the way it is! One of the hazards of driving/travel is having to wait and slow down through towns. Please don't disturb this beautiful valley and the small town appeal. It is already growing fast enough without adding a super highway to bring more people thru.</p>	
366	Jeffrey Woolery	<p>having reviewed the materials for this project and all the variant designs, the only case that makes true since for today, and into 2050 is ... WB4.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
367	Nicole	As a local business owner, this bypass is so important for our community and life of our downtown. It is so hard to run a business and keep our doors open because of the amount of traffic that is flooding our Main Street. I support the bypass going through our North Fields, as a way to help keep that spaced open. I believe that's a beautiful way to preserve those precious fields, instead of the homes that would be there instead.	
368	Chance Roberts	<p>I personally would've recommended the WA alternative, however it seems that it won't truly provide "non-stop" access through the Heber Valley in terms that a signal will have to be installed at the end of town.</p> <p>For WB2 and WB4, as much as I wouldn't mind US-189 being realigned with the new section of US-40, may also have some disadvantage for those traveling between Utah Valley and the Uintah Basin in terms that they won't have quite the direct connection to US-40 that is available now.</p> <p>At this point, I wouldn't mind either WB3 or WB4 or the WA, even if a center barrier has to be used and lower speed limits in place.</p> <p>Also, even if there is not enough space to bring it up to freeway standards, you could also look into essentially adding interchanges and center median to the WB3 and WB4 alternatives. I feel that in any case these should be considered along with any widening of US Route 40 between Heber City and Uintah Basin communities that may be considered in the future.</p>	
369	Laren Gertsch	<p><i>Comment submitted via attached document</i></p> <p><i>Additional comment: board meeting summary with UDOT: https://drive.google.com/file/d/10dpJKXRtjd4ZtNEFvtBRIROGjH0RuY5B/view?usp=sharing</i></p>	https://drive.google.com/file/d/114gjhDzPtGsGDaxJ8RZ3RvagO-9Uri0G/view?usp=sharing
370	Brantley Eason	WB3 is my vote. Seems the best way to get cars through the valley	
371	Terri Goodall	I am a resident of Interlaken Town in Wasatch County. Options WB3 and WB4 should be eliminated from UDOT's bypass plans. I would prefer the WA1 option with the limited access at UT 113, especially since a new high school may be built in close proximity.	
372	Jane Wann	I support WB3. First and foremost because any widening of Highway 40 will necessitate the destruction of my house and possibly our historic barn. For the rest of the valley, it makes more sense to build an entirely new bypass as Highway 40 is rapidly being developed. It seems like it will become congested no matter how wide it is. A separate bypass might ruin some people's view, but it will make life for Heber residents much easier.	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
373	Beau Mcdonald	<p>Outside of a few years, I have grown up and lived in the North Fields for approximately the past 28 years I feel like these west bypass options running through the North Fields came in the last hour. It seems that these are being pushed by members of the Heber City council who do not represent the majority of the people. I'd guess that most of us are not anti-development and if done in a proper and strategic manner, we can all win and maintain the highly desirable quality of life and beauty that currently exists in the valley. The North Fields have been set aside and protected for decades and generations and to simply select this bypass because it could be the path of least resistance or lesser cost is very short sided. Several years ago, the county council voted to upzone the North Fields from agricultural 20 to agricultural 10 cutting in half the size of a lot required in order to build a house. This vote resulted in a petition that acquired a large number of physical signatures which allowed the matter to go to referendum to be voted on in the next election. In this referendum, the decision to upzone was overturned by the majority of the citizens. I would submit that the majority of citizens never even know what zoning changes are being proposed and passed at any given time, but for such a large number to come forward and push to preserve the North Fields further illustrates that the City Council and others are pushing these west bypass options are acting against the voice of the majority. It will be unfortunate if the North Fields are ruined because the elected few have a bigger audience with the state and are promoting their own biased opinions over the will of the people.</p> <p>I believe that if the bypass goes through the North Fields, the fields will be rezoned and developed in the not too distant future. Once a highway detracts from the appeal and beauty of this area, much fewer people will care enough to fight to protect the area and the heritage of many including myself will be lost. The option which widens the existing highway and continues with the bypass closer to town is a great compromise to improving the overloaded highway and preserving our heritage. This option may require the removal of some homes including my parents home but I still feel that despite these drawbacks, this is a better option to protect the fields and the valley.</p>	
374	Laurie Reed	<p>Plan #4 looks like the best. Unfortunately all routes go through my neighborhood in North Heber -- why? Previous comments were ignored. I wish UDOT actually cared what we think.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
375	Mary Murphy	<p>Mary-Jaclyn Murphy 12:08 PM (50 minutes ago) to me</p> <p>In regards to the Heber City Bypass and the recently narrowed down options, I am not in favor of any of the options and I am opposed to a bypass through the Heber Valley, at this time. Based on other projects in motion that will have a definite impact on the traffic through the Heber Valley, I think those projects need to be taken into consideration BEFORE we carve up the landscape in haste to create a bypass.</p> <p>With the recent approvals moving forward on the Uintah Basin Railroad, I think the bypass needs to be put on hold until the construction of the railway. Much of the reasoning behind "needing" the bypass is to get oil tanker traffic off Main Street. However, if there is a railroad being constructed to haul the oil from the Uintah Basin to Spanish Fork, that will remove most tankers from the Heber roads.</p> <p>Another reason I think we need to wait on the Bypass at this time is because there is going to be a new high school built just north of Southfield Park on Midway Ln (West 100 South). How will this impact traffic flow throughout the valley? The new high school needs to be taken into consideration as a MAJOR area of high traffic in the future and until it is constructed (or until UDOT can obtain plans where the entrance/exits will be) then the bypass needs to be put on hold.</p> <p>Until there is information regarding these 2 major projects I suggest to make some improvements for traffic on Main St including instructing trucks to use a designated lane through town, timing traffic lights, remove ALL street parking and designate the current parking spots as right turn only lanes, create public parking lots just off or around Main Street for access to main street businesses (like the parking lots in Midway and Park City). Street parking along Main street contributes to traffic hold ups and hazards (cars coming to a complete stop in travel lane while attempting to parallel park, cars pulling out into traffic without looking causing moving traffic to slam on breaks, etc).</p> <p>However, I'm not naïve enough to think UDOT will put this project on hold and the bypass will move forward. So IF a bypass needs to be constructed, the most efficient option to me is alternative WB3. I am NOT in favor of realigning US-189 at all as I live on [REDACTED] and the bypass is going to be on the other side of my backyard fence. I hope UDOT can understand there are kids and real people, real families who live on this street. If a bypass is needed for the greater good, I am not unreasonable and I can understand that but please, I say again PLEASE don't put a major highway or a Freeway 50ft from my kids swingset. We can compromise and keep some quality of life by having the bypass at a slower speed and not realigning US- 189.</p> <p>Thank you for your consideration on this matter,</p> <p>Mary Murphy</p>	
376	Jeffrey Bush	<p>I think that having a sustainable downtown area with a 2 Lane Rd. there in a bypass would benefit Heber city forever. I do understand and I can appreciate that the owners of that north field would be impacted greatly by this and they thought that driving a road through their property would hurt them. But I have never seen the north fields in person before and I don't think anyone else has been on their property enjoying what they have. I think the many outweigh the few in this case. That's all I have to say build the road around Heber city downtown .</p>	
377	Rich Whale	<p>My preference is for Option WA1 with greater speeds, limited access, less local disruption. I am not sure why the bypass could not start farther north at River Rd. Seems like that could make it even better with less traffic on 40 into Heber. Thank you.</p>	
378	Mardell Stucky	<p>I am writing to object to the WB3 and WB4 proposals that travel through the North Fields. The people of the Heber Valley have voted twice to deny development of this area. It would also endanger the health of the Provo River, and it is critically important to maintain the rural quality of our valley. I also think it would be wise to wait and see how the commercial tanker traffic will be affected by the approval of the basin railway. The approval of that railway could have a positive effect on Main Street traffic. Thank you.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
379	Clint Gertsch	<p>Comments submitted by Clint Gertsch (landowner in the North Fields) regarding UDOT's bypass road alternatives for the open discussion period of June 7, 2022 to July 22, 2022, submitted on July 22, 2022</p> <p>Concerns regarding Bypass roads screening processes:</p> <ol style="list-style-type: none"> 1. UDOT has ruled out other Heber Main Street alternatives under the premise that this affects Heber City's 2050 vision. This is flawed in a couple of ways: <ol style="list-style-type: none"> a. Assuming that creating a "walkable" Heber Main Street can only occur by affecting area surrounding Heber City Main Street and not Main Street itself <ol style="list-style-type: none"> i. This has not been fully studied or at least been properly conveyed to the public b. That negatively disrupting and affecting the open space in the North Fields outweighs the other pros and cons of affecting other areas surrounding Main Street or Main Street itself 2. UDOT has stated that it has ruled out alternatives for using Heber City Main Street due to the premise of protecting "valued places" <ol style="list-style-type: none"> a. How does UDOT dismiss the north fields as less valued than these unidentified other "valued places" it speaks of? 3. UDOT has failed to address and study the effects of how the bypass road alternatives through the North fields will affect the surface groundwater and subsurface groundwater i.e., water tables. <ol style="list-style-type: none"> a. UDOT has failed to publish any proper environmental impact studies with numerical data on how all and any current water that the North Fields utilizes affects other surrounding communities, agricultural uses, and ecological zones and how these bypass roads will negatively affect the water regarding said areas and uses. b. UDOT has only discussed how many acres, canals, ditches, businesses, or buildings will be affected but not the amount of water and its uses and effects in the surrounding areas, especially long-term uses c. Bypass options WB3 and WB4 will have severe impacts on property and water uses for the North fields and areas of the valley. 4. UDOT has failed to describe how traffic being significantly reduced by the addition of this proposed bypass road is significant for the city and its residents outside of some longer queue times <ol style="list-style-type: none"> a. UDOT attempts to answer this question with the assessment of approved future homes being built. However, it has not been addressed that by the addition of this bypass road it will inevitably invite more growth causing even more congestion for which they are trying to mitigate 5. UDOT is concerned with introducing "non-motorized" areas of transportation. However, by doing this with the proposed routes through the North Fields, they threaten the agriculture businesses and families who depend on the fields they will disrupt in the name of allowing other families a chance to walk or ride a bicycle. This is unrepresentative and partisan. 	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
380	John Whiting	<p>In my opinion WB3 is the best alternative being proposed with WB4 the next best option. I feel like the idea of the bypass road is to move the traffic in the most efficient way. I feel that all the construction happening on the north end of Heber will just add to the congestion and problems associated with it to an already system in trouble. The two options that would connect with River Road and Hwy 40 would bypass all the new construction eliminating future problems there. I feel like if any of the other 3 options are chosen we will be addressing this same issue in another 20 years or less.</p> <p>I don't like Option WB4 because I think highway 189 past the airport should remain in place.</p> <p>I know the north fields creates a problem for some people who want to preserve it but only a small part of it would be affected and the drive through the fields would be even more beautiful than the current view.</p> <p>Good luck with this process. I know it is impossible to make everyone happy.</p>	
381	Annette Anderson	<p>David Anderson [REDACTED]</p> <p>We would like to add that we think Main St/Hwy 40 should be left as is with no bypass. Locals know how to get around the congestion when it is bad, otherwise it is not that big of a deal.</p>	
382	Gene Stucky	<p>Please, no wb3 or wb4. Leave the north fields as they are.</p>	
383	Eric Bunker	<p>I am writing to give you my opinion regarding the bypass in Heber City Utah. I think there are other alternatives but based on your determination the best option is B-4.</p> <p>This would allow the traffic to move more freely around the lower end of the valley keeping noise, fumes, engine brakes, etc. out from the majority of resident interactions. As Heber builds out the connection needs to be be out at river road to allow movement to maintain flows.</p> <p>Thank you, Eric Bunker</p>	
384	Robert Thorsen	<p>Please do Not put the road n the north fields.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
385	Nathan And Elizabeth Wright	<p>To: UDOT Heber Valley EIS working group</p> <p>From: Nathan and Elizabeth Wright, Heber/North Fields Land Owners</p> <p>RE: Comments regarding Draft Alternative Development and Screening Report</p> <p>My name is Nathan Wright. Several years ago, my wife and I purchased a 28-acre parcel of farmland in the North Fields agricultural area of the Heber Valley. We have maintained the property as open space farmland and it is our intention to maintain it in this fashion indefinitely.</p> <p>We recently learned that UDOT has added two options to its bypass alternatives list that we believe will completely destroy North Fields. These options (titled WB3 and WB4) were very late additions to the list of alternatives under consideration. The process by which UDOT added these two options to the list seems very opaque and we question the role that individuals with financial interests have had in influencing UDOT's process. This is especially true of the so-called "Parkway Group" who seem to have been given undue influence and whose financial interests in the various alternatives have not been made public. Compounding all of this is a shifting set of evaluation criteria that seem to be in complete opposition to the stated goals of "Envision Heber 2050". The bottom line is that WB3 and WB4, if chosen, will likely have the following effects:</p> <p>The Heber Valley open space in North Fields will ultimately be destroyed. WB3 and WB4 cut right through the middle of pristine farmland. With a 55 mph highway running through this area, land owners like ourselves will have no incentive to maintain their properties as open space/agricultural land. We purchased our property because of its rural and serene beauty. A highway will relegate this land to becoming another residential and/or commercial corridor. Within a moderate period of time, there will no longer be a North Fields.</p> <p>North Fields has a very complex ecology that would likely be devastated by a highway. On my property alone, there are significant wetlands and water flows that lead to the Provo River. Numerous species of waterfowl nest in the wetlands and along the irrigation creeks. I have counted five species of raptor in the area whose nesting habitat is in the direct path of WB3 and WB4. It is naïve to believe that a highway would not disrupt – if not entirely destroy – the unique ecology of North Fields.</p> <p>The federal government spent roughly \$50 million on the restoration of the Provo River. Part of the health of the river comes through both surface flows and underground aquifer flows out of North Fields into the river. WB3 and WB4 completely bisect North Fields which will have a detrimental effect on the health of the river.</p> <p>In order to fairly and effectively evaluate the various options under consideration and to remove the taint of undue influence by those with financial interests in moving the bypass west into North Fields, UDOT needs to add the following analyses to the process:</p> <p>Evaluate the impact of WB3 and WB4 against the main objectives of Envision Heber 2050. The 2050 plan prioritizes maintenance of open space and preservation of the historic agricultural nature of the Heber Valley. WB3 and WB4 are diametrically opposed to these objects. The highway route in these two options will bisect</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
386	Christi Judd	<p>Dear UDOT,</p> <p>I have many concerns that I hope you will listen to and take seriously. I feel that UDOT is “going through the motions” without really listening, as evidenced by the following points that have yet to be seriously discussed:</p> <p>Why and how did WB3 and WB4 come about as options through the North Fields? Why does it make sense to build ANOTHER highway mere feet from the existing highway? I have heard no real explanation to support these as viable options.</p> <p>Why haven’t improvements on Main Street been done to alleviate traffic NOW and then see what traffic patterns and roadway needs are left to be addressed?</p> <p>The citizens have spoken many times on the issue of the North Fields being protected.</p> <p>-In 2016, 74% of our valley voted to NOT rezone the North Fields, keeping the zoning at 20 acres to one home.</p> <p>-In 2018, our valley voted overwhelmingly to (1) 57.66% preserve the North Fields through passing a \$10 million Wasatch County Open Space Bond and (2) 62.74% DEFEATED a referendum ballot issue, where the Wasatch County Council approved to move a key boundary for just one land owner to rezone his property that would have introduced higher -density in the beloved Central Zone by the North Fields.</p> <p>The two routes of WB3 and WB4 are putting that \$10 million bond in jeopardy. There is a time limit on that bond. What has UDOT done to make sure there will not be a negative affect to the bond and preservation of land that the people voted for?</p> <p>-Heber City Vision (directly from the General Plan pg.5)</p> <p>Heber City is nestled in a green valley, brimming with historic agricultural uses, the beautiful Provo River, and unmatched views of the Wasatch Mountains. Our residents value this beautiful and unique setting and are committed to preserving its character while growing and nurturing our City. Together, we desire to:</p> <ul style="list-style-type: none"> • preserve the beautiful open lands that surround us; • create friendly neighborhoods and centers that focus homes, jobs, shopping, and recreation into places where we gather and interact regularly; • enhance and strengthen downtown—the heart of our community; and • grow, promote and diversify our recreational opportunities. <p>There is no mention in this introduction of anything about a “walkable” downtown.</p> <p>-The very first thing mentioned is historical agricultural uses.</p> <p>-The first bullet point is “preserve the beautiful open lands that surround us”</p> <p>-On page 11 of Envision Heber 2050</p>	<p>https://drive.google.com/file/d/1rvvbTfy9KusT7uDVqeqFxeEm_3VcoU9K/iew?usp=sharing</p>
387	Christi Judd	Please see attachment for comments	<p>https://drive.google.com/file/d/1zvCOKBDznMtkf5mRQmjo68mkg0XBVT_u/view?usp=sharing</p>

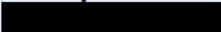
COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
388	Courtland Nelson	<p>I have several comments about the E.I.S. process to date.</p> <p>1. Background.</p> <p>On March 9th, 2020, I met with the Heber City leaders (Matt Brower\City Manager, Tony Kohler\City Planner, Heidi Franco\Councilwoman) with a Highway #40 concept, as part of the E.I.S. process, that created one way traffic on separate streets (Main and First West or First East). This simple proposal was later shared with two other Council members (Johnson and Kahler) and some County leaders. Mr. Kohler came up with a simple diagram representing the basis of road realignment for a visual representation. This later became the "40F" couplet option for public discussion during the Level I screening process.</p> <p>In my personal and professional travels in the Midwest and Northwest, I had observed that many regional centers like Heber Valley had adopted this cost effective and practical solution to some of their local traffic and growth challenges. In my conversations and visits, I found that usually there was a combination of external boundaries (Pacific Ocean, mountain ranges, Lake Superior, industrial waste, farmland) that limited the local highway options for a bypass around the City. Also, the business communities and civic leaders were anxious about the loss of business growth, traffic flow and local traffic movement for locals, among many other issues. Cost of development of a new road system was always a big discussion point for local and regional political leaders in their work with the regional DOT staff in various states. All this was an effort, on my part, to see if there was a realistic option to a new road system through the open lands west and north of Heber City, including what benefits could come to Heber City in general with more enhanced 20+ block stretch of one direction traffic between the North\South lanes as I had observed in other communities. As a former resident of Heber City currently living in Midway, I felt an obligation to follow up on this concept.</p> <p>After attending recent UDOT EIS meetings in Heber Valley, either by via Zoom or in person, I made the effort to contact transportation professionals in Oregon and Montana where I had observed "couplet options" in regional centers in real terms. To be clear, my effort was not to find only support for my proposal for a couplet option in Heber City, but to get a deeper understanding of the pluses and minuses of the couplet format for transportation professionals and local leaders. While disappointed that the 40F option was not on the final list of Level II options for further discussion and evaluation, I submit that the concept has both value and merit for future discussion.</p> <p>2. Some comments from three transportation professionals regarding 'Couplet' and bypass investments-</p> <p>Joe Walsh, Regional Director\MDOT, Southwest Region, Butte, Montana, 406-490-0003</p> <p>"Overpasses are a necessity for local traffic safety when planning a couplet format." (Butte and Bozeman, Montana)</p> <p>"...lots of grant money available for traffic related problems for cities as well as urban renewal."</p> <p>"...effort to remove trucks from town but 90% of truck traffic was local and deliveries."</p> <p>"...big bypass to remove trucks but growth and tourism have necessitated both couplet and bypass. Community is struggling with growth including 20k cars in downtown daily. Bypass is very costly with ROW issues and environmental mitigation. Bypass not a solution for daily traffic." (Kalispell)</p> <p>"...new roads- very high cost of with ROW (right-of-way) clearances and interchange development. \$5m per mile minimum currently plus other challenges of access\egress."</p> <p>"...roundabouts are a problem and with too much traffic and often lead to intersections. When they are the wrong choice (for traffic conditions), they are very wrong."</p> <p>Deer Lodge Co. Traffic Manager [Wayne] speaking about Anaconda, Montana couplet</p> <p>"We have 20 blocks of one way traffic now. It's been a good solution to our growing traffic problems. City and County leaders are mostly pleased with business and My name is Mike Davis. I have a concern with WB3 and WB4 proposed alternatives. Both of these routes split the North Fields area and could possibly alter the ground water flows. In the early 1900s, there was a Federal Court Decree issues known as the Provo River Decree and also called the Morris Decree. This Federal Decree declared how water rights and water flows were to be regulated by the State. It is still the determining rule for the Provo River in the Heber Valley. I cannot see where this Federal Decree was considered in the evaluation. It is the regulating document for the Provo River through the North Fields area. Without using that document, it would be difficult to accurately make an environmental evaluation. The process was flawed without it. Thank you. Mike Davis, [REDACTED]</p>	<p>https://drive.google.com/file/d/1XOI1nqv3hLJ8oz0WEKZHT2CHZc0_7PF/view?usp=sharing</p>
389	Mike Davis	<p>Both of these routes split the North Fields area and could possibly alter the ground water flows. In the early 1900s, there was a Federal Court Decree issues known as the Provo River Decree and also called the Morris Decree. This Federal Decree declared how water rights and water flows were to be regulated by the State. It is still the determining rule for the Provo River in the Heber Valley. I cannot see where this Federal Decree was considered in the evaluation. It is the regulating document for the Provo River through the North Fields area. Without using that document, it would be difficult to accurately make an environmental evaluation. The process was flawed without it. Thank you. Mike Davis, [REDACTED]</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
390	Alicia Richardson	<p>To Whom it may concern.....</p> <p>I am a property owner with ground in the north fields. My name is Alicia Richardson and our new home is located on [REDACTED] Heber City, Ut. We have own the property some 25+ years and have wanted to build a home our family could retreat to and find some solace and peace in this crazy world. We have been unable to build for several years in hopes a septic system would be put in place to enable us to do just that. After many years of patiently waiting we were finally given the green light to improve our ground. A home was built and our quiet sanctuary became a reality. Now I realize one families perfect sanctuary and the needs of a growing community will take precedent but its hard for me to understand taking the "heart of the watermelon" in Heber and carving it up, disrupting agriculture lands, livelihood of farmers and ranchers, destruction of the wetlands, animals, plants, and pressure on intense development in the North Fields. There are multiple threats to the Provo River and its Restoration Corridor and a big threat to Heber Valley's pristine Class 1A Aquifer.</p> <p>The vast majority of traffic through Heber is local, and attempting to force or entice the desired volume of traffic off of Main Street, including the removal of all diesels, will be nearly impossible. The \$10 million Open Space Bond passed by Wasatch County Voters will be put in limbo and might never be used. THE NORTH FIELDS ARE THE JEWEL OF HEBER VALLEY-UNIQUE, CHERISHED, AND IRREPLACEABLE. ALTERNATIVES WB3 and WB4 SHOULD BE ELIMINATED FROM CONSIDERATION. There is a small group calling themselves the Parkway Group who are pushing for the by-pass to go down the North Fields. I wonder if you follow the money, that might answer many of these puzzling questions as to why they are entertaining these disastrous options. Please ask yourself this question.... Is a four lane, speeding highway down the heart of Heber's North Fields really the best decision for traffic congestion? I DON'T THINK SO!! Carefully, ponder this question and the consequences that decision will bring if don't make a change.</p> <p>Respectfully, Alicia Richardson</p>	
391	Seth Bowers	<p>After watching the presentation and reviewing the proposals, it does feel as though the 800 N alternatives do not have a sufficient amount of future proofing. The relative costs between the proposals would indicate to me that WB3/WB4 provide the best outcome for the longest term. While I understand the nostalgia for the north fields, I also understand that this area will be under constant pressure for growth. I would hate to see the better alternatives passed on just to see this area lost to other interests that do not serve the needs of the valley long term. The WB3/WB4 alternatives also have a secondary inherent benefit of providing multiple redundant routes of access and escape. As we have seen in areas with high fire risk, flooding, and other natural disasters, single access routes can not only be a traffic issue they can be deadly. Redundancy and future proofing drive my recommendation for these alternatives.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
392	Richard Turner	<p>We are adamantly OPPOSED to the Heber Valley Corridor bypass alternatives (WB2 and WB4) that incorporate the realignment of Hwy 189 on the south end.</p> <p>The routing of these alternatives at the south end would unnecessarily put a busy highway near our home and several others such that it would destroy our privacy, air quality, peace and tranquility, and the general well-being we now enjoy. We and our neighbors shouldn't have to bear the cost for others, most not even residents of Heber Valley, to save a few seconds on a commute (there are values besides minutes saved that should be considered).</p> <p>For years, it was general knowledge that when a bypass finally came to be, it would (on the south end) follow South Fields Road to its junction with Hwy 189. We are puzzled as to why, two or three years ago, this new routing alternative came into play. I was at a public meeting two, maybe three years ago at the Heber City offices when someone posed this question, wondering who was proposing it. Officials from the Heber Valley Special Service District (HVSSD--the county's sewer farm) were there and said they didn't really care if it followed South Fields Road (instead of the routing along the west side of the farm), the person representing UDOT said they didn't really care one way or the other, and, if I remember, The Heber City officials there denied pushing for the west-side routing. So why is it still in play? Who is pushing for it?</p> <p>Speculation is that it has something to do with Heber City (possibly being held hostage by the FAA) wanting to expand the Heber Valley airport, though they deny it (virtually NO ONE in Heber Valley is in favor of expanding the airport). So, unless there is a hidden agenda, there appears to be no good reason to not follow South Fields Road (from approximately the 1200 South-1200 West intersection) to Highway 189 as part of the bypass route.</p> <p>So—if a bypass must come to be, we suggest WB1 as our least opposed option for the following reasons:</p> <ul style="list-style-type: none"> • It doesn't eat up too much land in interchanges • It doesn't destroy a large swath of the beautiful and iconic North Fields • The route on the south end (South Fields Road) is already there and established, and is away from homes, private wells, etc. • It has the least effect on the "wildlife corridor" at the west edge of the sewer farm--we routinely see (and hear!) sandhill cranes, Canada geese, deer, ducks, mourning doves, other small animals and birds, deer, and even the occasional moose or fox on or near our property and along said corridor. WB1 would have the least adverse impact on this "edge" cover and on these nesting sites and migration routes. 	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
393	Nacia Franco	<p>Subject: It is hard to mitigate the unknown.</p> <p>I would like to offer my support to the comments provided to UDOT by the North Field Irrigation Company and other affiliated comments. I have worked extensively on water rights and land issues in the North Fields area for several years. I am very intimately aware of historic issues regarding water and land issues in the North Fields area.</p> <p>If UDOT wants to properly mitigate any effects and liabilities that come out of a potential bypass road going through the North Fields, UDOT has to understand the water rights, private road issues, and other environmental impacts of the potential bypass road. There is no thorough analysis and studies on the present day hydrology, water rights, wetlands, etc in the North Fields area. It will be hard to mitigate the liabilities and estimate costs that the bypass road creates when there aren't good studies and cost-benefit analyses for how the bypass road will effect the North Field area on local farming business, water rights, private business access, wetlands, etc. It is very hard to mitigate the unknown and I would encourage UDOT to gather more information about the North Fields so that any needed mitigation on the bypass road is thorough and a win-win for all parties potentially involved.</p> <p>For instance, the last time a general water rights study of the North Fields was done occurred in the 1910s. The Department of Agriculture in partnership with the Utah Courts studied the water rights of the North Fields during the Provo River adjudication at the time. Further studies should be done to know exactly how to mitigate any water rights effected by a potential bypass road. Each bypass road alternative available has different implications on the water rights mitigation in the North Field area.</p> <p>Most of the roads in the North Field area are private roads, owned by the local landowners who have businesses that rely on their farmland in the North Fields. If their access gets interrupted or changed and local farming businesses are affected by this, there are additional mitigation efforts that need to be planned for.</p> <p>My credentials and experience can be provided if requested. I am happy to provide further documentation upon request.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
394	Heidi Harma	<p>The current criteria UDOT is using to determine that the bypass is necessary is not inline with the wishes of Heber City residents. The correct focus should be the preservation of our fields!! The decision to build a bypass road should not be in the preservation of downtown Heber. It should be directly placed on what makes our town so special & unique, the preservation of our North & South Fields (Provo River). The citizens of Heber City overwhelmingly voted this past election to preserve the land. The desire to keep the historical & rural nature of our fields intact is of number one importance to its residents. I do not believe the benefits out-weigh the outrageous cost, highly impactful degradation of our water quality & destruction of this valleys natural resources. Our downtown Heber is not what has made & will continue to make people want to reside here. What draws people to buy homes here is the charm, uniqueness, & beautiful gems of our valley, the North & South Fields. No road is worthy of their ruin!! Building a bypass road will not greatly reduce & alleviate existing & future traffic on main street. I believe most of the traffic is local. If a bypass is built, locals will not use it & main street will continue to be very congested, & taxpayer monies will have been wasted. Furthermore, the preservation of downtown Heber should in no way sway the decision bc most of it is gas stations, car dealerships, & grocery stores. A bypass road will be a great waste of taxpayer dollars & will not alleviate it's congestion.</p> <p>Homes & neighborhoods will be greatly impacted if the proposed 1300s road is built and highway 189 is moved. I read that you will be looking at impacts to neighborhoods & I want to believe that you care about the quality of life of these folks. The air quality, noise, & value of homes will forever be uglid & adversely affected if the highway is moved!!</p> <p>First of all, I don't agree with moving the highway. That would be a waste of taxpayers money when there is no reason why cars/trucks that are traveling South bound can not go 30 seconds to one minute further to a light at 189. Second, UDOT'S process SHOULD NOT in any way be swayed to include moving highway 189 to further pave the way for an airport expansion. The citizens of Heber City do not want our airport expanded, therefore, it should in no way influence the decision in moving the highway! Lastly, I can see no other reason for the huge expense to do away with an existing road, already in use & paid for, that has the proposed 4 lanes for traffic & is a straight shot for campers/etc coming up Provo canyon to make their way to Daniel's canyon & beyond. To deviate those travelers further north is complete nonsense. It does make me wonder if Walmart is trying to use their power of influence to sway UDOT'S decision to move the road bc it might increase their business by having people drive past their store? It isn't right that they should influence this decision either. The 1300s road will heavily impact the residential neighborhoods that borders the sewer fields & canal. They, not Walmart, should be the important focus here!! Do not destroy homes of many residents of this valley in it's path.</p> <p>I say, keep the traffic on main street because it's not unique & worthy of preservation! Improve the lights & highway so traffic flows more efficiently & effectively and don't destroy our beautiful fields!!! Do not move highway 189 & if there is a road built on 1300s, make it a 2 lane, 35 mph road. Please reconsider!! The huge impacts a highway would have on our neighborhoods, beauty of this valley, & people's homes that would be destroyed is not worth it!!!!</p> <p>Sincerely, Heidi Harmon</p>	
395	Taylor Anderson	<p>I am not in favor of the bypass through the Heber Valley. In the year 2022, we should not be building so much new highway capacity, especially not through pristine habitat like this.</p>	
396	Brad Winegar	<p>Please find attached, my comments on UDOT's process for the Heber Valley Bypass Alternatives. I appreciate you consideration in this matter.</p>	<p>https://drive.google.com/file/d/1pVp6HLXtzSpWBEJIPbsGfPs04D02LPUJ/view?usp=sharing</p>

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
397	Suellen Winegar	<p>Absolutely NO bypass highway/parkway through the North Fields of Heber Valley. Certainly NO roadway through the entire length of the North Fields per the last-minute additions of WB3 and WB4. The UDOT process is so flawed and incomplete! Please listen and consider the arguments below:</p> <ol style="list-style-type: none"> 1. Offering ONLY routes WEST of Heber when growth will all be EAST of Heber makes NO SENSE! UDOT must still consider options or create an option that will provide some kind of frontage road on the EAST SIDE OF 40 to collect all that traffic and manage how it feeds into 40. 3. Trucks, and certainly oil tankers will take the shortest route over a bypass, and certainly one with multiple roundabouts. The oil tankers coming from the Basin WANT to drive through Heber for food and cell phone calls. They have been driving for hours with no reception and no food options. They want to stop in Heber and at a minimum use cell service to confirm timing for delivering their load at the refinery, check in with family, etc. This is based on fact. 4. Retail business on Main Street will be seriously hurt by a bypass. It's historically proven – Nephi, Levan, Fillmore, etc. Retail sector was not even consulted in the process of narrowing options. 5. We already have a 5-lane highway through the length of the Heber Valley. There is no need to create ANOTHER highway through the most precious open space, the jewel of Heber Valley. Keep the traffic where it was meant to be and figure out ways to manage it more efficiently within the 2-3 blocks where the back-ups occur. No need to create a full 4-lane divided highway the full length of the valley. Redundant and way too costly! 6. Western Bypass routes will damage the sensitive and pristine Class 1A aquifer. We are in a drought of historic magnitude. UDOT cannot seriously be considering mucking up the priceless sensitive natural underground water system! Seriously!?! A highway of this magnitude will impede the underground flow of water to the Provo River. 7. Heber Valley Residents have spoken LOUD AND CLEAR: Priority #1 in Envision Heber is to PRESERVE OPEN SPACE AND RURAL CHARACTER OF THE VALLEY. UDOT Bypass WB3 and WB4 will absolutely destroy the remaining open space. It is apparent that UDOT's process is terribly flawed since the resulting options appeal only to the special interests of the developers and not the people. This is our valley. PLEASE LISTEN TO US! UDOT will not have to live with this horrible freeway spoiling our landscape and ruining our quality of life. UDOT will build the freeway and leave. We will be stuck with it forever and the majority of the people of Heber Valley have proven they DO NOT WANT IT! <ol style="list-style-type: none"> a. We have voted to preserve open space with a \$10 million open space bond. b. Midway voted for a \$5 million open space bond. c. Heber Valley voted to preserve 20-acre zoning in the North Fields to LIMIT development. 8. UDOT representatives, Rob Clayton and Eric Rasband met with Utah Rep Mike Kohler, Wasatch County Councilpersons Marilyn Crittenden and Steve Farrell, Summit Lands Cheryl Fox, Tracy Taylor Wasatch Tax Payers Coalition, Friends of Heber Valley, Preserve Midway officers and looked us in the eye as we shared serious opposition unanimously to WB3 and WB4 (formerly Bypass D). But UDOT did not listen. Wasatch County Council has issued a Resolution opposing Bypass D. Midway City also opposes this full-length bypass D aka WB3 and WB4. This is NOT in the best interest of the people, the health of the environment and fragile ecosystem of the Heber Valley. Conservation efforts for the North Fields are in process. Having options WB3 and WB4 on the map will jeopardize conservation efforts. This was explained clearly in the UDOT meeting. We discussed this IN PERSON with UDOT representatives. PLEASE LISTEN TO US!! 9. Western bypass WB3 and WB4 will severely damage fragile ecosystems of wildlife, riparian and plant life. The North Fields are the iconic gem of the Heber Valley. This open space and rural character is why people move her and come here for recreation. Do not destroy Heber Valley with this highway proposal. 	
398	Ellen Byrne	<p>Hi,</p> <p>I would like to register my strong preference for WB1 or WB2. I am opposed to any northern extension because of the stream and aquatic areas destroyed.</p> <p>Sincerely,</p> <p>Ellen Byrne  Heber City</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
399	Kristel Lederer	<p>I disagree with this proposal for the following reasons.</p> <p>The citizens of Heber City were surveyed over several years and had a lot of say in the write up of "Envision Heber 2050". Their #1 goal is to preserve open space and Heber's rural character.</p> <p>Agricultural lands (livestock and farming) will be eliminated. The fields will no longer be usable because the byway will bi-sect them. They are watered via flood irrigation now which is dependent on access to Provo River and ditches that run all throughout the fields.</p> <p>The proposed byway would destroy the wetlands and pristine aquifer that exists in the North Fields.</p> <p>Bypass would open the door to large scale development of the North Fields which has been rejected numerous times by referendums in the past.</p> <p>Please protect this beautiful land that is so precious and makes Heber City the most amazing place to live.</p>	
400	Barney R Walker	<p>To Whom it may concern</p> <p>We are extremely against WB2 & WB4!!</p> <p>I would like to start by expressing my disgust with the City issuing permits to people who are building there Dream home or place for retirement and not divulging the prospect of a highway coming close to there property. The permitting process I went thru took 8 months costing me a potential buyer, and there was never any mention of the highway the city was more concerned about right of ways and easements that could benefit them. We feel that the noise pollution and damage to the open space, the impact on migratory birds is far more damaging than the traffic on main street or WB1 makes the most sense. I have an extreme concern for the impact on my well water if WB2 or WB4 are selected. WB1 seems the most logical route with the least amount of impact, also protecting the North Fields. I feel that there is not a lot of transparency when it comes to WB2 and WB4 from the meetings I have attended the driving force behind these plans is the Airport expansion to benefit the residents in Park City, I would really like the City and the State to step up and be completely honest. I really hope the final decision is done with integrity and honesty. Please include me with any future information. Will all the comments be posted for review.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
401	Christian Heimburger	<p>I am in favor of a bypass solution, but strongly urge UDOT to reject the two proposals—WB3 and WB4—that would divide Heber Valley’s North Fields from top to bottom. There is more at stake here than just decreasing congestion. In 1960, Pulitzer prize-winning author Wallace Stegner wrote, “Something will have gone out of us as a people if we ever let the remaining wilderness be destroyed; if we permit the last virgin forests to be turned into comic books and plastic cigarette cases; if we drive the few remaining members of the wild species into zoos or to extinction; if we pollute the last clear air and dirty the last clean streams and push our paved roads through the last of the silence, so that never again will Americans be free in their own country from the noise, the exhausts, the stinks of human and automotive waste.”</p> <p>That statement resonates today as we contemplate how to preserve the heritage of the Heber Valley amid relentless growth. Something will have gone out of us as residents if we allow the North Fields, perhaps our most beautiful and ecologically important resource, to be bisected by a highway filled with cars rushing here and there. While population growth and increased congestion feels inevitable, we can still control how we balance growth with preserving the very things that make this valley unique. While I am in favor of a bypass solution, I do not think it is necessary or prudent to have the highway bisect the north fields from River Road to Main Street. Rerouting the highway through the middle of the valley may save tourists and commuters a few minutes of travel time (about 1 minute), but it will result in incalculable loss—socially, ecologically, and spiritually—for future generations of residents. Bisecting the North Fields with a highway will surely open it up sections of the fields to future development. Certain interest groups have tried, and will continue to try, to divide up the North Fields in the name of profit. We, as citizens, must speak clearly and forcefully to prevent this from happening.</p> <p>After carefully reviewing the other proposals, it seems like WB1 and WB2 most sensibly address the valley’s traffic conundrum while still limiting impacts to the North Fields. I do worry that putting a stoplight on Highway 113 (Midway Lane) is a potential traffic nightmare, especially if the school district ends up building a high school west of Spring Creek Square. I would prefer that the bypass go under/over Midway Lane as proposed in WB1; I also like that the proposal lines the highway up with Southfield Road as it approaches Highway 189 and that it includes interchanges. Having said that, I like the slower speed limits proposed in WB2—statistics show that faster speeds correspondingly increase noise pollution.</p>	
402	John	<p>The WB3 and WB4 proposals are the only ones that will work for the long term needs for Wasatch County residents. You need to get traffic off the current highway 40 to ease downtown Heber City traffic. 5,000 new homes will be built around Coyote Lane which will increase the problems on highway in the near future. You will also need to get this road built sooner than the next 10 years or your design plans will be completely outdated with all the new construction in the Heber Valley.</p>	
403	Kristel Lederer	<p>I oppose this proposal.</p> <p>The citizens of Heber City were surveyed over several years and had a lot of say in the write up of “Envision Heber 2050”. Their #1 goal is to preserve open space and Heber’s rural character.</p> <p>Agricultural lands (livestock and farming) will be eliminated. The fields will no longer be usable because the byway will bi-sect them. They are watered via flood irrigation now which is dependent on access to Provo River and ditches that run all throughout the fields.</p> <p>The proposed byway would destroy the wetlands and pristine aquifer that exists in the North Fields.</p> <p>Bypass would open the door to large scale development of the North Fields which has been rejected numerous times by referendums in the past.</p> <p>This change would permanently disrupt the beautiful lands of Heber City. Once done, this can’t be undone and land is an important gift. We need to do our part to protect the land.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
404	Noah E Nasser	<p>To Whom It May Concern,</p> <p>As a resident of the Heber Valley North Fields area, I am appalled at the lack of transparency and the apparent lack of research done in evaluating a highway through the north fields. UDOT has done an inadequate job evaluating environmental, social, demographic impacts on this proposed route. It has insufficiently vetted other options, including the "no-change" option. UDOT has placed its own ambitions ahead of the local populace in this case. Changes to highway 40 could have far ranging economic, developmental and other impacts to the valley. These have been inadequately discussed and vetted. Sufficient studies have not been done on the wetland impact such a highway may have. A highway through the North Fields will be damaging and in the long run a net loss to Utah, Summit County and the people of Heber Valley. Proceeding with such a highway in the absence of the required research and vetting of alternatives (true alternatives not just minor variations of a route) is premature, arrogant, and ignore the long term needs of the valley.</p>	
405	Tausha Hewlett	<p>To Whom This May Concern,</p> <p>In the last year, there has been a lot of talk about the Highway 40 bypass and the varying proposed routes. People have clamored for a bypass to alleviate the traffic in Wasatch County. As a life-long Wasatch County resident and a person who grew up on family pioneer land in the North Fields along Highway 40, I admit to having flirted with the idea of a bypass in the past. As I have studied the proposed routes and the supposed benefits of having a bypass, I have come to the firm conclusion that the irreparable harm caused by the proposed routes through the historic North Fields of Heber Valley will effectively negate the five minutes that might be saved with an enlarged or a western alternative route.</p> <p>In the short-sighted demand for more roads, there seems to be a significant lack of evidence for the actual need for those roads. Where are the actual numbers studying actual traffic? UDOT's proposals for the bypass center around assumptions about what traffic will look like in the future, but those are only assumptions and have no data to back them up.</p> <p>In addition to the guesstimation that seems to be ruling the UDOT logic, they are catering to a narrative about what Heber should be that is not based on the citizens' actual desires. The citizens of this valley have resoundingly and repeatedly voted in favor of protecting the North Fields. They again voted on open space bonds to further protect that space. THAT is the vision of Heber that needs to be protected. Heber is an agricultural town of beauty and charm. It is not a blip on a map that drivers fly past. Have you driven into Heber Valley? I am sure you have, and I am willing to bet that the picturesque expanse of green that was opened before you made an impression. That is the vision of Heber. It is the jewel on the crown of Heber and an asset to our state. Please do not destroy this beautiful place full of historical, ecological, cultural, and agricultural beauty. The damage would be horrible.</p> <p>My family home is one of the homes that would be taken out by some of the bypass options. My Dad grew up wanting to live on the family farmland. Our property is the last piece that has been in our family since they arrived in the valley as pioneers. That has value. That history matters. It is frankly insane that my family's only remaining pioneer land, other peoples' homes, and the North Fields are at stake so that five minutes can be saved. The bypass will cause too much harm to too many people.</p> <p>The North Fields are the soul of our charming town please protect them and keep the bypass out of them.</p> <p>Thank you!</p> <p>Tausha Hewlett</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
406	Josh Gertsch	<p>My name is Josh Gertsch. I am a resident of Midway City and co-own a few hundred acres of property in the North Fields. I am opposed to all western bypass options, especially Alternative 3 and 4 based on the following considerations:</p> <p>The criteria used to evaluate the routes of the bypass road do not accurately reflect the public's primary concerns and the criteria has not been consistently applied to options on the eastern portion of the valley. These include:</p> <p>The public has stated through multiple surveys that they value open space above all other initiatives. UDOT has stated that "open space" does not consider ranches and farms. That is inconsistent with public sentiment, motions made by Wasatch county in defining what open space is, and therefore should be allowed to evaluated and weighted properly as a criteria</p> <p>Heber city commenced a motion in 2019, after the EIS study began on this project, in which they determined they wanted to create a "walking main street" to preserve historic sites. There are no sites on Heber main street that are any more special than any other sites for any other towns in the state. Main street consists of business and fast food restaurants. Other than the park and the Dairy Keen, there is no foot traffic anywhere on mainstreet. This is nothing more than a sham on Heber City's part to obtain jurisdiction of the current mainstreet so they can allow increased development</p> <p>Wasatch county has recently passed a resolution related to the Northfields area re-affirming that it has already been designated a livestock corridor (the only one left in the county) and that they are opposed to alternative 3 and 4 so they can continue their open space initiative. That resolution should be given similar weight to the initiative passed by Heber city to create a "walking mainstreet"</p> <p>One of the criteria that resulted in an eastern bypass road being dismissed from further consideration was its proximity to school grounds. Last week, the Wasatch county school district voted and passed to raise a bond to construct a new school facility. They have already purchased ground near the western bypass corridor route options and are in similar proximity as the school was located on earlier versions of an eastern bypass corridor.</p> <p>The aquifer in the North Fields area has not been properly considered and the proposed routes in the North fields could have a significant impact on wells and water rights for the owners.</p> <p>The North Fields consists of a little less than 3,000 acres. All irrigation for those properties are in approximately 4 ditches. Alternative routes 3 and 4 would impact water flow and irrigation and testing and improvements would need to be performed to ensure that current land owners rights were not negatively impacted.</p> <p>All edifices and many properties in the Northfields rely on wells for water sources. Alternative 3 and 4 could significantly impact the water table and "dry up" those wells. UDOT would need to bear that liability and rectify any of those negative impacts to owners.</p> <p>Lastly, not it has come to many citizens' attention that a group named the parkway group, who consists of Heber city officials and developers have had communications and plans presented to UDOT. The Entitlements this group has promised to others should not be the responsibility of UDOT. Although it would be appropriate for UDOT to understand the growth rate and development of the valley, where the bypass route should go should not be impacted by this group. Those officials and developers have the responsibility to ensure that proper infrastructure is built to sustain their development plans. It has even come to citizens attention that this Parkway group does not want the bypass options to run through new development and even since the alternative routes have been released to the public this round, UDOT has already modified the routes to not continue through those developments.</p> <p>I do appreciate the communication, and the efforts of this process as it has been well. I hope you will consider and address the considerations above.</p> <p>Thank you Josh</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
407	Darlene Norton	<p>WB2 and WB4 - the realign and removal of 189 seems counter-productive to manage traffic. As more traffic is expected it seems the more roads to access local businesses and move vehicles thru town the better.</p> <p>WA1, WB1 and WB2 - preservation of the North Fields is critical to the character of Heber Valley. These options impact that open space less and is my preference meaning I am not in support of WB3 or WB4.</p> <p>WB1 resonates most with me in terms of min impact to Open Spaces while providing significant improvement at a reasonable cost.</p> <p>WB1 - pros: developers required to construct frontage roads puts the expense where it belongs - with the developers. cons: too many conflict points which would seem to cause traffic backups.</p> <p>Thank you for the thorough effort on this project and the opportunity to comment.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
408	Mark & Kristen Matley	<p>First of all, let me say how concerned I am that there would be any consideration to implement a plan that would move Route 40 through the North Fields. These are and always have been the crown jewel of the Heber Valley and moving forward with this proposal would create a significant negative impact to the beauty of the valley.</p> <p>As far as the process that has been taken to evaluate the two options that would impact the north fields (WB3 and WB4), I would make the following observations:</p> <ol style="list-style-type: none"> 1. WB3 and WB4, were sprung on the public very late in the process (October 2021) and have not received the same level of thought, analysis, and input as the traditional routes being evaluated. 2. WB3 and WB4 violate the wishes of local municipalities and Wasatch County; it violates Heber City's Envision 2050 General Plan. 3. In its process, developing and proposing WB3 and WB4, UDOT has misrepresented Heber City's vision, developed by citizens and elected officials over a significant period of time. 4. Failure by UDOT to read and adhere to Heber City's General Plan statement, and instead, to respond, listen to, and promote the plan of a small group of individuals, has seriously damaged UDOT's process and has unduly weighted the voices of potentially self-interested parties. 5. The UDOT vision it claims for Heber City, is not consonant with the actions and votes of the City. 6. Moreover, UDOT's new vision for Heber City numerically cannot work . UDOTs process fails to numerically address how through traffic into Heber City can be significantly shut down to provide UDOT's new version of Heber City Vision, and be adequately compensated for by any road way system. 7. UDOT's process has ignored important input from the Bureau of Reclamation. 8. UDOT has not included how the retail and restaurants on Main St will be impacted by rerouting traffic. 9. UDOT has not defined what a 'walkable downtown' is. 10. UDOT did not take into account the will of the people as stated and studied by Envision Heber 2050. (#1 is Rural Nature of city) 11. The Bureau of Reclamation stated that highway 40 should not be located within 0.5 miles of the Provo river mitigation project. 12. In Heber City general plan it shows the zoning in North fields is Agricultural Preservation. 13. A highway through the North Fields seriously jeopardizes the \$10 million bond that was passed by Wasatch County. 14. A citizen referendum overturned a vote to allow 10 acre zoning in the North Fields. The people have spoken and said they want it to remain as large agricultural plots. 15. Bypass options WB3, WB4 impact a much larger area of wetlands. 16. Provo river mitigation project is being compromised by options WB 3, WB 4 17. Wasatch County's vision statement says: We are dedicated to honoring & protecting the heritage and rural character of our community, and are committed to creating a unique sense of place. 18. Heber City used a picture of the north fields as the most prominent image for Envision Heber 2050. 19. The EPA has said to UDOT; One of our primary concerns regarding that project was the potential for the development of a western bypass that would be more likely to impact waterbodies and wetland complexes. 20. "Heber City Vision": (page 5) "Heber city is nestled in a green valley, brimming with historic agricultural uses, the beautiful Provo River, and unmatched views of the Wasatch Mountains. Our residents value this beautiful and unique setting and are committed to preserving its character while growing and nurturing our city. Together, we desire to: Preserve the beautiful open lands that surround us; . . . [W]e foster a vibrant community and a quiet countryside – a place residents and visitors alike will enjoy for generations to come." 	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
409	Jeffery Dee Anderson	<p>I understand the need for the bypass and I know the longer this is delayed the greater inconvenience it will place on residents here on the west side. The one point which seems to be continually ignored is the use of 1300 South for access to the bypass. I have mentioned this in several previous emails, but yet seince it was in the initial plan years ago, no one wants to think outside of it. since that initial plan, much has changed in development around 1300 South including neighborhoods and parks and buisnesses. That can be translated to pedest ans and most especially children. It makes much more sense to utilliaze Hiway 189 as the access from Hiway 40, even if that means to widen the hiway down to the bypass intersection. The airport will not likely be enlarged and still should have no bearing on utilizing the existing hiway. This is commonsense, instead of creating a few insignificant shortcuts that will significantly effect those who live near 1300 West and surrounding buisnesses. Please us common sense and utilize the existing hiway.</p>	
410	Kurt	<p>At this point it appears to me that highway usage for carrying oil is on the decline. Is that true? If we no longer had oil trucks moving through Heber would that significantly lower the need for a bypass? Would the future of autonomous cars effectively change the need for the bypass? Finally what about a rail system connecting Provo, Heber, Park City and maybe Vernal?</p>	
411	Reggan Jastram	<p>The vitality of Heber Main Street depends on the re-routing of traffic off of Main Street to allow the businesses to thrive.</p>	
412	Debra Magdalene	<p>To Whom It May Concern,</p> <p>I've been a resident here for 9 years.</p> <p>I have found the North Fields to be a sanctuary of peace for myself as well as the wildlife.</p> <p>Please do not disrupt this land whatsoever, as once it is, its pristine beauty will be forever ruined. By so called "progress".</p> <p>Main street will survive as a historical route 40 drive as well, protecting the small local businesses there.</p> <p>We're experiencing enough drastic change in daily life as it is. Let's be sure to leave a legacy, that in spite of progress, we retained the beauty of our Mother Earth for generations to come.</p> <p>Thank you, Debra Magdalene Heber City Resident</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
413	Candi Christ	<p>U-Dot,</p> <p>I would like to voice our support for the bypass options WB3 and WB4 starting at or near the intersection of Highway 40 and River Road and running through the center of Heber Valley. I live on highway 40 and have first hand knowledge of the problems and hazards of the highway today.</p> <p>In my view, the other proposals, WA1, WB1 and WB2 would only service Heber City itself and not the entire community. We need a solution that will serve this entire Valley and the WB3 and WB4 are the only plans that will allow through traffic to flow around town without overloading main street. During construction of the Bypass in the center of Heber Valley our existing traffic will not be impacted and the road builders will have an easier time of it without fighting traffic. Midway is growing fast; it will grow faster when the ski resort on this side of the mountain is completed. There will be a need to connect to this new road at some time in the future. Has U-Dot considered things like new Ski resorts and required support and transportation needs of this fast-growing area? What about all the people that will come into the Valley as a result? We can not afford to stick our heads in the sand and pretend that it is not happening.</p> <p>Using the WB 3and WB 4 options would serve the valley best. More reasons for this are:</p> <p>WB3 and WB4 would save at least 7 historical buildings and reduce the number of homes and Families that need to be relocated to less than half the quantity of other options.</p> <p>Putting the road in the North Fields would allow for greater safety and enjoyment of the people traveling the Highway as well as those using Main Street.</p> <p>Moving the major through traffic off Main Street will allow local traffic safer ingress and egress to their homes, schools and businesses. In addition to giving the downtown core an opportunity to find itself and turn itself into a place where people will want to go and spend time.</p> <p>I support the construction of WB3 or WB4 from River Road through the center of Heber Valley. This route meets the project purposes and the option of doing nothing will just not do this time. We cannot afford to do nothing again. All along the East side of Highway 40 North of Heber City will be built out in the next 10 years. It has already started. This section of Highway 40 cannot hold all the traffic that will be placed upon it as a result of all this home building activity. An alternate route must be built that will allow all the large trucks and through traffic to roll through without clogging our surface streets and downtown.</p> <p>Sincerely,</p> <p>Candi Christ</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
414	David Burbidge	<p>David Burbidge</p> <p>I am a concerned citizen of the Heber Valley and have become deeply troubled by the thought of a highway cutting through the last piece of rural land that the valley has. In the Envision Heber 2050 it first states, "Preserve the beautiful open lands that surround us" Below I have listed a few of my concerns about the information UDOT has presented.</p> <ol style="list-style-type: none"> 1. The process in which UDOT has conducted and promoted different plans does not coincide with the citizens' vision for the valley. The balance of growth and protection will always be hard. But at what cost and at whose gain? 2. It does not seem clear that UDOT has enough information or research on the environmental impact these new proposals will have. There is immaturity in understanding irrigation and the protection of the water that flows to the Provo River. The regeneration of wells throughout the valley will be dramatically disturbed. The return flow to Provo will be dramatically distributed. There needs to be extensive environmental studies on the flow of the Provo and the groundwater that feeds it. 3. The estimated costs per plan feel grossly underestimated and manipulated to encourage particular routes. If this new main street is achieved, who pays for it. UDOT or the citizens of the Heber Valley? Does the Heber City have money budgeted for such a large project? 4. Is there data that supports that any of these new routes will solve Heber's traffic issues? In trying to understand what is best for the valley we need data that validates this major decision, we cannot assume. 5. Will adding a bypass only increase the numbers of vehicles traveling through the valley? From an average citizen it feels as though these alternatives are not solving the problem but potentially creating a new one. The majority of the citizens and traffic in the heber valley exist on the east side. Will the majority of our citizens use and benefit from western bypass? What percent of traffic is local and are we solving it with a bypass? Potential traffic caused on Main Street has not been accounted for. Local traffic will suffer the most. Causing more issues for our citizens. 6. The stakeholders do not represent the population and many have hidden interests. Not credible. 7. What percent of the businesses on main street are tied to the traffic and the vehicle commerce that exists there? The economic effects to local businesses will be impacted greatly and this feels grossly unaccounted for in all documents from UDOT. 8. There was no clear reasoning for abandoning some of the original options. The criteria to abandon other alternatives appear unjustified. Often referencing envision heber 2050 "walkable downtown." However, much earlier and often states it wants to preserve the beautiful open lands that surround us. 9. Adding a new 40 straight through depleting agricultural land makes no logical sense. It follows no existing road. When the original runs parallel to it. I hate to speculate, but are there hidden political agendas for development? <p>All of my comments come from a deep love for the heber valley and a sense of stewardship to create a better place for those that come after us.</p> <p>Concerned Citizen David Burbidge</p>	
415	John P Crook	<p>It makes no sense to do a west bypass through the North Fields as most of the traffic goes east on 40 to the recreational areas. An eastern bypass is the most logical solution. Do NOT ruin my NORTH FIELDS!!!!</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
416	Becky Burbidge	<p>As property owners in the North Fields, we are required to have a wetlands study before building permits are issued. This is pristine land, a treasure of diminishing open space and as such should be respected and preserved .Thorough impact studies will verify that placing a highway through this land will damage and destroy wildlife habitat and a vanishing agrarian eauty and way of life.</p> <p>- The notion of a bypass through the North Fields (at first called "Western Bypass D) was suddenly sprung on the citizens in October of 2021, long after all the other bypass alternatives had been presented.</p> <p>- UDOT did not perform adequate studies or testing on the areas where they propose to put routes WB3 and WB4.</p>	
417	David D Burbidge	<p>There are very few pristine farmland swathes of land which are view corridors, such as our North Fields. Please preserve this valuable land.</p>	
418	Ann Zimmerman	<p>I oppose alternatives WB3 and WB4. The citizens of Heber Valley have opposed a bypass alternative in the Northfields for over 20 years in meetings with UDOT. The Open Space Bond and Envision Heber Plan sets policies for protecting the Northfields from development and represents citizen priorities as directly expressed to policymakers. Heber Valley has an unconfined (unprotected) aquifer that is the source of all drinking water. There has not been a recent comprehensive analysis of the draw and recharge of the aquifer. The 1991 study, Hydrology of Heber and Round Valleys Wasatch County, Utah with emphasis on Simulation of Ground-Water Flow in Heber Valley, US Geological Survey and others, reported the aquifer was then in balance because of flood irrigation. With the decline in flood irrigation, it is highly probable that new recharge measures would be introduced and the most likely location in Heber Valley is the Northfields. The highway in options WB3 and WB4 would greatly impede efforts to recharge the groundwater and probably the current efforts to rehabilitate Spring Creek. I would ask that the future environmental work look at surface water and groundwater issues in great detail. In consideration of the deterioration of Spring Creek, destruction of wetlands and natural filtration would harm this Valley and potentially cause Deer Creek's water to fail to meet water quality standards for drinking water and for recreating.</p>	
419	Stephanie Schirman	<p>WB2 seems the best option, please do not destroy the north fields. 40 will work fine with the slower speed limit and stoplights. The frontage roads will be nice for local neighborhood access. Realignment of 189 seems to be purpose of putting in a new highway.</p>	
420	Carli Evatz	<p>I believe a interchange/highway option would be safest and most convenient. I also would love to see the traffic situation at center and main and 100 S addressed. Most of the individuals driving that direction seem to be locals and adding an interchange or the corridor will not address that specific issue.</p>	
421	Amanda Foss	<p>Hello,</p> <p>I'm in favor for the bypass planning of WB4. To really make the bypass effective, I believe it needs to start at River road. It wouldn't make sense to build a bypass near 1200 N. In 20 years from now HWY 40 from River road to 1200 N will be just as congested as Main Street. As you know there are lots of plans for development for homes/businesses along HWY 40 by the UVU campus already. So let's build this bypass for future generations and do it right. It's just a matter of time when the north fields get developed by more homes or a proper bypass. Thank you.</p> <p>Amanda Foss</p>	
422	Derek Newhof	<p>First thank you for your lengthy process in seeking the best alternative possible. Finding a solution to the traffic congestion revolving around Main Street and Center Street in downtown Heber is one of the biggest issues I see going forward. I believe financing a bridge to allow locals to travel East-West through Heber w/o an intersection would reduce travel time, decrease congestion on main street and integrate well with the overall bypass route. Regardless I believe improvements to the Midway Heber connection road will be necessary once this bypass is complete as more traffic entering town will enter via that road.</p>	
423	Tracy Taylor	<p>Hello-</p> <p>Attached is the Heber Valley petition to date, with over 1,000 comments about your process and concerns that the public's input was not properly weighed, as you had promised our community earlier.</p> <p>Tracy Taylor cell: [REDACTED]</p>	<p>https://drive.google.com/file/d/1BKjrr_dUTZISzDHIMtqD_xZzVgeIgUjz5/vie w?usp=sharing</p>

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
424	Greg Olsen	<p>Dear UDOT,</p> <p>Wasatch County Citizens spoke loud and clear when they approved a 10 million dollar bond to secure open space - with the North Fields as a primary benefactor. Yet, in spite of this, UDOT is forging ahead with plans to build a highway through the middle of this irreplaceable treasure, You are abandoning multiple viable alternatives. Why?</p> <p>Please explain to the voters why "Heber's Main Street vision" is more important than the voters' clear priority to preserve open space. Tables included in the UDOT report explaining why Main Street improvements were dropped from further consideration are generalized and broad. Clearly, more and better traffic studies are needed.</p> <p>Heber's Main Street vision is repeatedly cited as a reason to drop ALL improvements on highway 40. Yet UDOT neglects to mention that the number one priority of Citizens in that study is Open Space. In fact, UDOT expressed surprise that a voter-approved conservation bond exists when presented with this fact at a county council briefing in April.</p> <p>Was UDOT aware that open space was the number one priority of voters? Was UDOT aware of the negative impact their last-minute decision to add the options to expand the bypass the entire length of the North Fields would have on this citizen mandate? - Was UDOT aware? If so, why did they choose to ignore it? If UDOT was unaware, which seems to have been the case based on the April briefing, then the integrity of their process study is clearly flawed, for this and other reasons cited here.</p> <p>I am hoping that someone will step up for Wasatch County Voters. UDOT's public input process seems to focus on processing and categorizing comments regarding their EIS statement, rather than actually listening to them.</p> <p>UDOT's preference to destroy private property, wetlands, important water channels, rivers, and wildlife habitat is unacceptable. UDOT is eliminating all other transportation corridor options based on broad general, poorly defined concepts to justify the taking or compromising of federal wetlands and private property. The data you present as reasons for doing this lacks credibility and makes your process seem superficial.</p> <p>The North Fields are Wasatch County's signature. They are the reason people come to visit, to hike, fish, grow crops, and to live and raise their families. Artists come here to paint, photographers come here to document their stunning beauty. The fields have a long and storied position in the county's identity and history. They are irreplaceable and deserve better than the casual consideration UDOT is giving to their destruction.</p> <p>Please do not allow one vaguely stated goal in Envision Heber about "the vision of</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
425	Sydnie Olsen	<p>UDOT:</p> <p>By removing all traffic improvement options on Main Street, UDOT has set the stage for eminent domain takeovers, and environmental degradation. For what? Travel time on Highway 40 will be reduced by less than ten minutes. Will the construction of the bypass solve all the problems of the current strip development nature of Highway 40?</p> <p>The fact is that Heber's Main Street is a longseries of ingresses and egresses. It truly is a strip development - with little community character.</p> <p>Approximately four blocks of the main street are historical.</p> <p>Building a bypass will not solve the multiple safety hazards a strip development presents.</p> <p>Realigning two roads, destroying private and federally protected properties will not solve these multiple issues. Yet UDOT has rejected all other Main Street improvements that might actually increase the safety on the road, such as traffic calming techniques used successfully in other states, and/or regulating truck traffic.</p> <p>UDOT's screening process is flawed and inadequate. UDOT has not studied the Main Street options rigorously, and the vague, general references to "Heber City Vision" proves it.</p> <p>Another sign of a flawed screening process is that the two North Fields highway options, WB3 and WB4 were sprung on the public with no opportunity to comment before they became two "final" alternatives.</p> <p>Common sense dictates these problems will not be solved simply by moving traffic to another road that allows them to continue to go as fast as they would like.</p> <p>Common sense is something we are proud of in the west. It is part of our heritage.</p> <p>Let's create a win-win for everyone in the valley by using a heavy dose of it.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
426	Lindsay Cieslewicz	<p>-The route of existing 189 should NOT be relocated for a bypass. NOT EVER. This interferes with other issues relating to the airport.</p> <p>-This project (in all its options) causes the destruction of irreplaceable open spaces, water quality, and personal property.</p> <p>-The new railway project from Duchesne will eliminate much of the semi-traffic originally intended to be taken off of Heber Main Street.</p> <p>-There needs to be more study of water quality issues relating to the Provo River through the north fields and all the wetlands draining into the Provo River</p> <p>-We do need help with congestion but none of these options provide real relief for locals. As an East-side resident, I will not use a west-side bypass to travel to the other end of Heber.</p> <p>-Better planned arterial roads would provide better relief from traffic congestion for locals.</p> <p>-All of these bypass options destroy the very nature of our open-space community</p> <p>To whom it may concern,</p>	
427	Suzanne Richardson	<p>I am writing to express my concern over the some of the bypass options being considered. WB3 and WB4 both include going through the north fields. The north fields is one of the few remaining areas of Heber Valley that make Heber Valley the community it is. The Wasatch county council has submitted a letter to you stating their opposition to building a highway through these fields. In the last few years Heber residents whether through Envision Heber or through referendums have shown the majority favor keeping these fields as is. Please respect the wishes of the Wasatch County council and the majority of Heber Valley residents by not building a highway through these fields.</p> <p>If a bypass is deemed necessary, I favor WB1. I feel it is the least intrusive option for the valley but will fulfill the need for an alternate route off of Main Street. Heber Valley is small and having the main focus be highway/freeway as you go through the valley takes away from the character of the valley.</p> <p>Thank you for taking the time to hear what the citizens of Heber Valley think. Suzanne Richardson</p>	
428	Heidi Franco	<p>Comments are attached from Heidi Franco, Heber City Mayor. Thank you for reviewing.</p>	<p>https://drive.google.com/file/d/18s3gid9Nhak0wA75jQDxie711KDabR5U/view?usp=sharing</p>

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
429	Randy Christ	<p>Dear Udot,</p> <p>The Heber Valley has some of the most beautiful mountain/valley scenery in the world.</p> <p>The new WB3 or WB4 will allow us to do something that will enhance the valley and turn the North Fields into a place that people seek out because of the natural beauty and the fantastic breathtaking vistas.</p> <p>Most people have never seen the North Fields from the inside. The views from the new bypass will rival some of the most beautiful scenic byways in America such as the Pacific Coast Highway in California US, Route 163 Arizona and Utah, the Cascade Loop in Washington State and the Beartooth Highway in Montana and Wyoming. Views of the Wasatch Mountains will be all the more beautiful when seen from the midst of the storied North Fields of Heber Valley. I hope you will make provisions along WB3 or WB4 where travelers may pull over, exit their vehicles and just take in the majesty that is Mount Timpanogos and the 360° view all around them.</p> <p>WA1, WB1 & WB2 proposals will do little or nothing for increased mobility or scenic appeal. They will only create an extension of downtown Heber City to the North and further morph us into State Street in Orem.</p> <p>Let's have a real fix not a band-aid. Let's have a fix that we can be proud of something that adds value. The addition of the North Fields Scenic Byway will add value. The views from the North Fields are a hidden secret. Most people are looking from the outside in. It's about time that we make all those magnificent views from the inside out available to everyone, not just the privileged few.</p> <p>I have been through a bypass fight before. A lot of contention is stirred up with everyone fighting for their own turf. After years of meetings and arguments the bypass gets built and everybody says this new road is wonderful. How did we ever get along without it!</p> <p>The new WB3 or WB4 Scenic Byway will be a treasured jewel of the Wasatch Back. Let's Do It!</p> <p>Sincerely,</p> <p>Randy Christ</p>	
430	Jeff Hill	<p>I strongly believe that the North Fields must be avoided. This precious corridor through our valley is environmentally sensitive, creates our rural identity, provides habitat for wildlife. In addition to all the environmental implications the cost to build a road through this wet area of our valley makes no physical sense. Highway 40 provides for lane access into our Valley, creating a parallel four-lane highway into the valley to me makes no sense at all.</p> <p>Most of the new development in the valleys on the east side of Highway 40. Surface streets to handle the traffic for this new development is the only answer.</p> <p>I support WA-1. This option creates the furniture roads and surface streets that are needed.</p> <p>Please keep the sensitive area of the north fields away from future development and continue supporting the referendum at the voters of this community approved to maintain the rural and large plant lots that are found in the north fields</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
431	Randy Christ	<p>Hi, Randy Christ calling. I had a couple more comments to go along with the letters that I have sent in. I was thinking that may not be aware that there is a brand new building under construction that's actually right across the street from my house. My address is [REDACTED]. This medical office building is under construction right now and like I say, it's right across the street on Highway 40. It's a two story building, they're just starting to work on the second floor now and the face of the building is just a few feet of the edge of the right of way of Highway 40. The face of the building definitely does not allow any room at all for a frontage road system of any kind to go past. My house is actually set back about 50 feet from the edge of the right of way but I have some very old heritage trees in my front yard and I also have the main irrigation canal for one of the irrigation companies that runs underneath highway 40 and comes out in my front yard and runs along there year round. So that's another reason why there could be no frontage road system in the area. I also wanted to let you know that I have an old historic granary on my property from the late 1800s. During the construction and renovation of my own home here from 2016 to 2019, I had this historic structure that's right in the back of my house jacked up and had a new foundation put underneath it. We did substantial work in reinforcing the building. In addition, we rebuilt the roof structure and renewed the roof and the roof coverings and the weather protection so the little building is set for another hundred years. I have been lucky to find many artifacts as we were working on excavating and moving soil around the property here. I have a nice collection of items including traps, horseshoes, chains, ropes, farm tools and hand tools plus many other artifacts. I wanted to make sure that UDOT was aware of these things because the little granary is a historic building. I do also have a near neighbor just to the north of me and across the street on the east side of Highway 40 and they have a beautiful vintage (end of voicemail)</p>	
432	Natalie Bateman	<p>Not many people know this but on a warm, summer night, hundreds of fire flies can be seen lighting up the dark in the North Fields. Fire flies may seem like an insignificant factor when considering which bypass alternative is most beneficial, but eliminating the opportunity to enjoy watching fire flies is one of many reasons why WB3 and WB4 should NOT be chosen. In addition to losing hidden treasures like fire flies, building a highway that will divide the largest section of open space left in the valley will cause irreparable damage to the beauty and character of Heber Valley. Not only will agricultural land and opportunities be lost if WB3 or WB4 are chosen, it will negatively impact the quality of life for countless citizens who enjoy walking, bird watching, and biking through the North Fields. We can adjust to growth and accommodate transportation needs without permanently damaging the valley by choosing WB1 or WB2. Preserving the unique and special features of Heber Valley is far more important to me and my family than building a super highway.</p>	
433	Lindsay Cieslewicz	<p>-Please do not remove the section of 189 by the airport. The community has planned around that road for years. It functions well. Supplementing it is fine, but please do not remove/redirect it.</p> <p>-This valley is known throughout the state for its beauty. We have worked to make it this way. These efforts include, for example, an Open Space Bond which was passed in 2018, rejections of efforts to change zoning in the fields, and Midway's efforts to reduce the visual impact of a major power transmission line. Wasatch County values open, rural space.</p> <p>-While less grand, there are likely other ways to handle traffic that maximize use of existing roads and ideas. For instance, the study should incorporate the effect of the new railway project in the Duchesne area. Likewise, the study could consider the effect of mandating oil transportation to be during off-peak traffic hours. Each of these effects, along with maximizing use of existing roadways, will have a smaller effect individually than the proposed bypass road, but could, taken together, be effective enough and at the same time preserve open spaces.</p> <p>-Routing a major bypass road through the west fields will have an impact on ecology. This impact includes water quality relating to the Provo River and the wetlands draining into the Provo River. The mega drought we are in suggests that water issues need to be given a much higher priority in planning throughout the state. Given that it will not be possible to reverse the effects of constructing a bypass road, the timing of such consideration should precede selection of a bypass road option.</p> <p>-Essentially we are currently commenting on 5 variations of one route. Could there still be another option or options? Perhaps an approach based on a study of what citizens in Wasatch County value? Focusing on how fast traffic can move is definitely important, but there are other values that are equally as important – including preservation of historic buildings and conserving beautiful open space that is the heart of the community.</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
434	Dallas Brown	<p>To who it make concern,</p> <p>The citizens of wasatch count my do not want the bypass/corridor Theu our lovely valley.</p> <p>Please keep our precious open lands clear of construction.</p> <p>None of the options thru the opens lands should be considered.</p> <p>Please heed the wants of the people that live in our valley.</p> <p>Thanks Dallas Brown Heber city citizen</p>	
435	Jenifer Tringham	<p>I feel that the value the community places on the North Fields and the impacts to that area were not adequately considered (by UDOT) n the selection of options WB3 and WB4. I say NO to any development with the North Fields. The lack of water within the state needs to be the upmost importance!</p> <p>Regards,</p> <p>Jenifer Tringham Heber City, UT</p>	

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
436	T. Christ	<p>Dear Udot,</p> <p>We all understand that the Heber Valley will continue to grow in population.</p> <p>Heber City's downtown area currently is nothing like Park City's famous Main Street but it could be! A key factor would be the elimination of the heavy truck and through traffic and take it out of the picture. This is why we need the WB3 or WB4 bypass.</p> <p>All 3 short options (WA1, WB1 & WB2) jump around Bypass ideas from 800 N to 1300 South will not offer any time savings for through traffic. It will be just as fast to stay on Main Street and hope to hit all the lights on green.</p> <p>With the WB3 or WB4 Bypass traffic will be able to jump completely around the downtown thus easing congestion and most importantly be safer and save travel time.</p> <p>Heber City downtown will be enhanced for everybody by letting the through traffic go around and through the valley as quickly as possible.</p> <p>My home is right along highway 40 my driveway connects directly to Highway 40 there is no room for a frontage road system. Existing US 40 from River Road into Heber City should be considered a residential area. In the near future thousands of new homes will be built on the east side of US 40. Heavy trucks carrying thousands of gallons of oil and weighing tens of thousands of pounds and through traffic should not be mixed with Moms driving loads of kids to school or to other activities. Safety of our children and families should be our number one concern.</p> <p>In fact, the ideas offered in WA1, WB1 & WB2 of building up highway 40 into some kind of super system of collected intersections and somehow making it better, is ridiculous! It's a Band-Aid. U-dot must build a new roadway that will bypass Heber City. Without a new bypass road, existing Highway 40 will not be able to carry the growing load. It will be like trying to pour a two-liter bottle of soda through a tiny funnel all at once. It doesn't work. It will just spill out all over the place.</p> <p>The traffic will find a way around, maybe some will use River Road to avoid the congestion by inserting themselves into the tiny winding streets of Midway and some will try to escape into the neighborhoods of Heber City on the East Side of US40 winding around on Valley Hills Blvd. If you know where to go in the downtown area of Heber City you can zip along through the residential neighborhoods without hitting a stop sign and beat the backups on Main Street. There are so many reasons why WB3 or WB4 are needed now! No one wants Highway 40 North of Heber City to be turned into State Street but that will happen. Without a new road to take some of the pressure off if the existing US 40 is expanded and the Band-Aid fix of frontage roads hodge podge is applied.</p> <p>Consider the economy and ease of construction of the new scenic byway through the center of the valley in contrast with the nightmare of congestion and backups, the endless lines of orange cones and barriers that will be become the norm for years to come if we use the band-aid approach that is WA1, WB1 & WB2.</p> <p>With all the new construction already planned and approved for the East Side of present US40 North of Heber City there will be a major increase in local traffic and unless WB3 or WB4 is approved there will be a drastic increase of crashes and fatalities along US40. That should be factored into the wait times for Main Street. The speed limit on present day Highway 40 needs to be cut to 45mph. People are driving</p>	
437	Linsey Loveland	<i>Comment attached</i>	https://drive.google.com/file/d/1b_l-TmoMByvWS5r41T7LENJzPyJwH5Bt/view?usp=sharing

COMMENT NUMBER	NAME	COMMENT	GOOGLE DRIVE LINK (ATTACHMENTS)
438	Kelli Gomez	<p>Hello,</p> <p>I'm a current resident of Heber Valley. I have followed this bypass process since last year (2021). I believe not enough study has been done regarding routes WB3 & WB3. They have major issues that have not been addressed in this screening process. The majority of the residents here have voted to preserve the North Fields- it was the number one priority in the envision Heber Valley 2050 and General Master Plan and we even passed a 10 million dollar bond to do so as well. Putting a bypass through it will make conservation easements impossible and will open the door to rezoning which will eventually open the door to massive development. A road will disrupt irrigation on the historical agricultural lands and will impact our wetlands and wild life in the area. There is too much of a negative impact with WB3&4.</p> <p>This town is definitely growing and traffic is a huge issue.</p> <p>I did not see any consideration for a frontage road on the east side of Hwy 40 starting north of Smiths. There are already developments in the works in that area and they will need minor arterial roads to handle local traffic. It would make more sense to have a minor arterial frontage road along the east side of north hwy 40. Could there be over passes over hwy 40 that would work as off and on ramps?</p> <p>I'm not sure what the reasoning is for the realignment of hwy 189 in WB2 & WB3. Unless it is pressure from the airport to take out the existing highway to make room for an airport expansion, it doesn't make sense to completely take out part of a perfectly good road. That portion of the hwy would still be useful to move traffic- especially for those who live East of Main street and use 1200 S. to get to Provo, etc via Hwy 189.</p> <p>Thank you for your time and consideration!</p>	
439	Deanna Reeves	<i>Mailed comment</i>	https://drive.google.com/file/d/19ZfLGkcmUbpNArNvjwBBCLyg9XsrTnGk/view?usp=sharing

Janice Becker



June 29, 2022

Heber City Recorder's Office
Att: Trina Cooke, City Recorder
75 N Main Street
Heber City, UT 84032

To Whom It May Concern:

In regards to alternate transportation solutions to traffic congestion in Heber Valley, I prefer plan WB3 as 1st choice. This plan keeps the traffic, thus noise and other pollutants, further away from the city and allows action for city growth. It also avoids realigning 189 which appears to be an area of growth and future revenue.

Sincerely yours,

A handwritten signature in cursive script that reads "Janice Bunnell Becker".

Janice Bunnell Becker

Trustee of the Stephen L Bunnell & Donna Bunnell Trusts

The North Fields Are in Danger! UDOT Needs to Hear from YOU!

The Public Comment Period Goes Until July 23rd. Here is WHY and HOW.

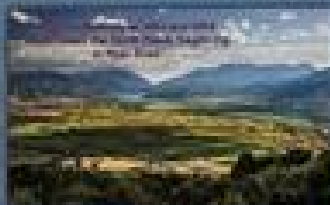
On June 11, the Utah Department of Transportation announced 5 "preferred" plans for a future highway bypass.

All of the routes are on the west side of Heber, and they all call for the destruction of homes and land.

Two of the routes, WB2 and WB4,

go straight through the North Fields, starting at River Road.

The NUMBER ONE desire of citizens who helped create "Open Space Heber 2000" was PRESERVATION OF OPEN SPACE AND URBAN'S RURAL CHARACTER.



But just for residents of Heber City, UDOT needs to hear from EVERY concerned citizen! Everyone's voice matters! PUBLIC COMMENT WILL BE ACCEPTED THROUGH JULY 23rd!

UDOT is ignoring the will of the citizens.

SEND YOUR COMMENTS TO:
hebervalleyinfo@utah.gov

Along with Heber Mayor Heidi Franco, the Wasatch County Council and other organizations and elected officials, Friends of Heber Valley opposes the construction of a highway through the North Fields. Alternatives WB2 and WB4 should be eliminated from consideration!

- Damages alternative to our agricultural lands and the livelihood of farmers and ranchers.
- Destruction to Heber Valley's wetlands, animals and plants.
- Will open the door to future development pressures in the North Fields.
- Routes cross the River Road and its Recreation Corridor, and a grass forest in Heber Valley's prime Class 1A timber.
- The cost impact of traffic through town is local, not attempting to force or induce the desired course of traffic off of Main Street, including the removal of all drivers, will be nearly impossible.
- The \$10 million Open Space Bond passed by Wasatch County voters would be put in jeopardy and might never be used.

THE NORTH FIELDS ARE THE JEWEL OF HEBER VALLEY - SMOKE, CHERISHED AND IRREPLACEABLE

- Why are the fields in UDOT's planning process?
- What happened to our "Open Space Heber 2000" plan?
- How would THE LOSS OF THE NORTH FIELDS affect the quality of life and well being of Heber Valley residents, visitors and businesses?
- What truly is our vision for "Open Space Heber" and does it include sacrificing the North Fields wetlands?
- The needs for city of Heber citizens will be in the hundreds of millions of dollars.
- UDOT really shouldn't consider the option of "No Bypass Road" - if this is your preference, we need to know.

For more information and discussion, Friends of Heber Valley invites you to join our Facebook group, visit our website - friendsofhebervalley.com, call or text us at 825-315-2107 or email friends@hebervalley@gmail.com



For larger versions of these maps and more UDOT information, see below.

My name is George Hansen. I am a 35 year resident of Midway, Utah; residing at [REDACTED]. I wish to comment on the Heber Valley Bypass Corridor. Though my comments are offered as a private citizen, perhaps short introduction of my history with conservation might be appropriate.

- From 1990 to 1997, led the successful effort to preserve Snake Creek Canyon above Midway, which now contains 1000 acres of land protected under perpetual easement with Utah Open Lands .
- Founding Director of the Friends of Wasatch Mountain State Park.
- Led the committee to rebuild the Tate Barn at Soldier Hollow.
- Involved in Soldier Hollow since its concept phase in 1997. On Legacy Foundation Board for 12 years.
- Recipient of the Pfeifferhorn Award (1996); Utah's highest award for environmental activism. (Also recipient of the Governor's Medal for Science and Technology, 2018)
- Organized and led the effort in 2000 that resulted in Pacificorp abandoning the planned Provo to Park City power line directly through the North Fields (similar to bypass proposal WB4) and align it with US 40 (similar to WA1).
- Member of the Midway City Commission, 1998-2002. Co-author of the Sensitive Lands Ordinance.
- Member of the Wasatch County North Fields Preservation Committee, 2008-2010.
- Second signature on the petition for referendum vote to preserve the A-20 zoning of the North Fields. (My wife was the first signature. This successful effort was organized by Tracy Taylor. The referendum passed with a 75% to 25% (3:1) margin.)

From the above list, you can pretty much know where both my heart and head lie. And although I speak from no official position, I believe I speak from a decent position of history, culture and knowledge.

Please follow the responsible example set by PacifiCorp 20 years ago. Please respect the overwhelming vote of the citizenry and taxpayers of Wasatch County. Please respect those that not only voted for the referendum, but also subsequently for the open space bond to "put our tax money where our mouth is".

Obviously WB4 can result in significant sprawl and measurable degradations to air quality, water quality, public health and quality of life. I need not elucidate these metrics here.

Neither do I support WB1, WB2, or WB3. They all present the dangerous sprawl probabilities that the once well intended 10th West Bypass in Logan led to in its current urban sprawl condition.

WA1 is the correct choice. Please follow the example and lead of Pacificorp. Honor the wishes of both the voters and taxpayers of Wasatch County. Please do not become the catalyst that unravels the desires and qualities that this community has worked for generations to preserve.

Thank you for listening. Thank for your service. Thank you in advance for decisions which will lead us to grow responsibly. If I can be of further assistance, I may be contacted at [REDACTED], or

[REDACTED].

I am writing in opposition of options WB3 and WB4 proposed by UDOT taking the bypass road through the North Fields.

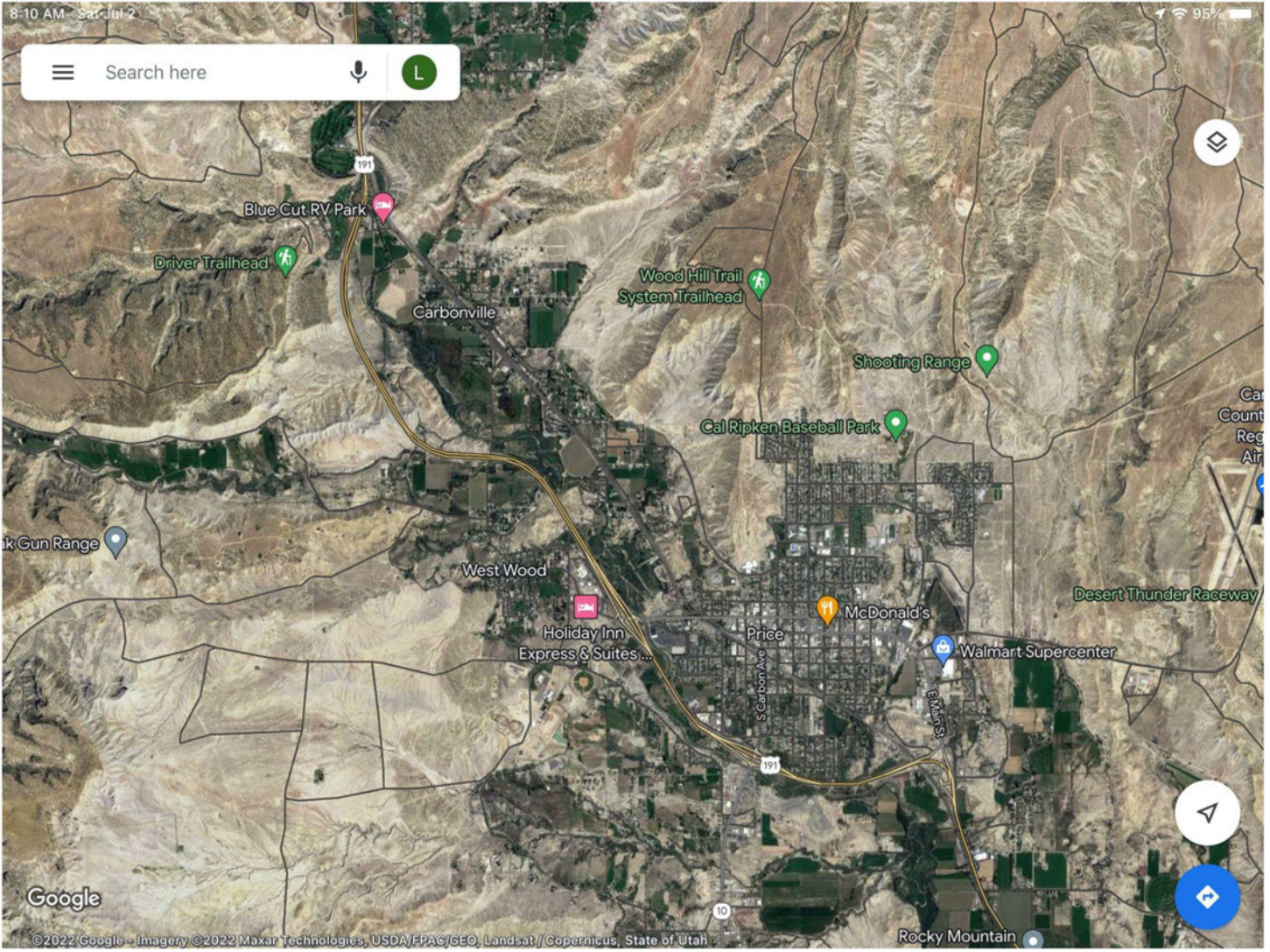
These proposals have been sprung on the residents by UDOT without the proper due diligence. The proposals also don't take into account the following:

- It will destroy the vistas of the valley. The North Fields are the most prominent feature of the valley.
- Adding the bypass road, does not follow the Heber Valley 2050 award winning general plan and misrepresents the cities vision.
- Bypass options WB3 and WB4 impact much larger area of wetlands.
- Failure by UDOT to read and adhere to Heber City's General Plan statement, and instead, to respond, listen to, and promote the plan of a group of individuals, has seriously damaged UDOT's process and has unduly weighted the voices of potentially self-interested parties
- UDOT has not included how retail and restaurants will be impacted by rerouting traffic away from main street.
- Highway through the North Fields seriously jeopardizes the \$10 million bond that was passed by Wasatch County. That bond was largely planned to be used in the North Fields for open space preservation.
- UDOT did not take into account the will of the people as stated and studied by EnvisionHeber 2050. (#1 is Rural Nature of city)
- "Open Space & Rural Character (page 7) *"Heber City draws a clear distinction between what is city and what is country, maintaining a distinct city that is surrounded by open land, valuable for its beauty, ecology and agricultural function.*
- "Heber City Vision": (page 5) *"Heber city is nestled in a green valley, brimming with historic agricultural uses, the beautiful Provo River, and unmatched views of the Wasatch Mountains. Our residents value this beautiful and unique setting and are committed to preserving its character while growing and nurturing our city. Together, we desire to: Preserve the beautiful open lands that surround us; . . . [W]e foster a vibrant community and a quiet countryside – a place residents and visitors alike will enjoy for generations to come."* [Emphases in the original
- Wasatch County's vision statement says: *We are dedicated to honoring & protecting the heritage and rural character of our community, and are committed to creating a unique sense of place...*

The bypass road must be stopped and other options must be looked at to save the North Fields.

Thank you,
Angela C. Parkin







229

CHARLESTON TOWN

3454 West 3400 South • Charleston, Utah 84032
435-654-7177 • Fax 435-654-9005

RECEIVED

July 11, 2022

JUL 18 2022

Utah Dept. of Transportation
Region 3

Rob Clayton, P.E. Director
UDOT Region 3
658 North 1500 West
Orem, Utah 84057

Carlos Braceras, P.E. Executive Director
Utah Department of Transportation
4501 South 2700 West
P.O. Box 141265
Salt Lake City, UT 84114-1265

Dear Mr. Clayton and Mr. Braceras:

Charleston Town recently had their monthly town council meeting on July 7, 2022. In that meeting, there were many concerns raised by residents to the Town Council about how each bypass alternative would affect the Towns of Charleston and Daniel. In the maps that were provided to us by residents, it appears that there will be big impacts on our local streets and to the accessibility routes to and from Hebe City. The rerouting of current traffic patterns appear to bring future congestion and air quality issues to surrounding neighborhoods. We are sure that neither of these are the intent of UDOT.

The Towns of Charleston and Daniel jointly request that UDOT set a time to come and give a presentation on the bypass alternatives, as has been done in neighboring cities. We need to understand how the placement of the various scenarios will impact will potentially affect the residents of both towns. We are also asking that the comment period be extended until this can be addressed with the Town Leaders, residents and business owners so that the they have can have their concerns heard.

Please feel free to call and set a time for a public meeting soon so that we can have a better understanding of the decisions that are in question. Mayor Kozlowski can be reached at the office at 435-654-7177 or 435-671-2500.

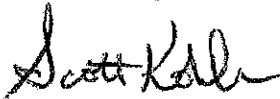
Thank you for your consideration, understanding and support to our communities in this very important decision.

Best Regards,

Brenda Kozlowski
Charleston Town Mayor

A handwritten signature in cursive script that reads "Brenda Kozlowski".

Scott Kohler
Daniel Town Mayor

A handwritten signature in cursive script that reads "Scott Kohler".

WASATCH COUNTY
RESOLUTION NO. 22-09

A RESOLUTION SUBMITTING COMMENTS TO UDOT ON THE HEBER VALLEY
CORRIDOR EIS DRAFT ALTERNATIVE DEVELOPMENT SCREENING REPORT

WHEREAS, the Wasatch County supports the design and construction of road improvements to reduce traffic congestion on U.S. 40 in Heber City; and,

WHEREAS, the Wasatch County Council desires to raise public awareness of options being explored by UDOT; and,

WHEREAS, the Wasatch County Council desires to submit an official comment during the current comment period on the selection process of alternatives; and,

WHEREAS, Wasatch County Council is united in its concern about factors related to three of the options advancing through the screening process; and,

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Wasatch County Council as follows:

The Wasatch County Council submits the attached document (exhibit A) as an official comment to UDOT on the Heber Valley Corridor Environmental Impact Statement.

APPROVED and PASSED this 13 day of July, 2022.

Attest:

Joey D. Granger
Joey Granger
Wasatch County Clerk / Auditor

WASATCH COUNTY COUNCIL:

Mark Nelson
Mark Nelson, Chair
Wasatch County Council

VOTE

Mark Nelson, Chair	<u>Y</u>
Kendall Crittenden	<u>Y</u>
Steve Farrell	<u>Y</u>
Jeff Wade	<u>—</u>
Danny Goode	<u>Y</u>
Marilyn Crittenden	<u>Y</u>
Spencer Park	<u>—</u>

EXHIBIT A

Section I: Heber Valley Corridor EIS Draft Alternatives Development and Screening Report Feedback

1. Included in the criteria for the report are the following two directives:
 - a. Clean Water Act:
 - i. Wasatch County Feels that the North Fields, specifically the Provo River corridor, qualify as a special aquatic site under the clean water Act.
 - ii. Option WA1 would significantly impact the water flow of properties located on the south and east of the route and affect historic flows into the special aquatic site.
 - iii. Because option WB3 and WB4 discharge into this special aquatic site, both options should account for this adverse impact.
 - b. Department of Transportation Section 4(f):
 - i. Wasatch County Feels that the North Fields qualifies as a Historic site of significant value and as such WB3 and WB4 adversely impact this site.
 - ii. The North Fields qualifies for this designation under the grounds that it represents broad patterns of Wasatch County's agricultural heritage and rural character; properties included in the north fields include those of locally significant historical persons; and the North Fields represents a collectively distinguishable entity valued by the public as being of locally significant historical value.

Section II: Wasatch County and Heber City General Plans Protections on the North Fields

1. Wasatch County feels that the value the community places on the North Fields and the impacts to that area were not adequately considered in the selection of options WB3 and WB4. Public statements and official documents on the importance of this area are as follows:
 - a. In the Heber City General Plan:
 - i. "Preserve the beautiful open lands that surround us" (pg. 5).
 - ii. Heber shows future land use in the north fields (pg. 18) and shows the north fields as part of the city. The zoning is AP (Agricultural Preservation).
 - iii. "Heber actively works with neighboring communities and the County on strategies to implement the permanent protection of farmlands, natural open spaces and rural character to maintain distinct separation between communities". (GP, Ch. 6 pg. 49)
 - iv. "Maintain open space between Heber and surrounding communities". It is the second most important feature that defines "small town" for Heber residents (according to a recent survey completed as a part of the City's visioning process). Residents want to preserve larger open spaces that provide a rural feel and promote a distinct identity for each community in the Heber Valley. (GP, Ch. 6, pg. 50)
 - v. Promote a Countywide effort to retain the open spaces between communities through such techniques as clustering and agricultural 20-acre lot zoning. (GP Ch. 6, Pg. 51)
 - vi. Consider bonding as an important open space preservation strategy. (GP. Pg. 76)

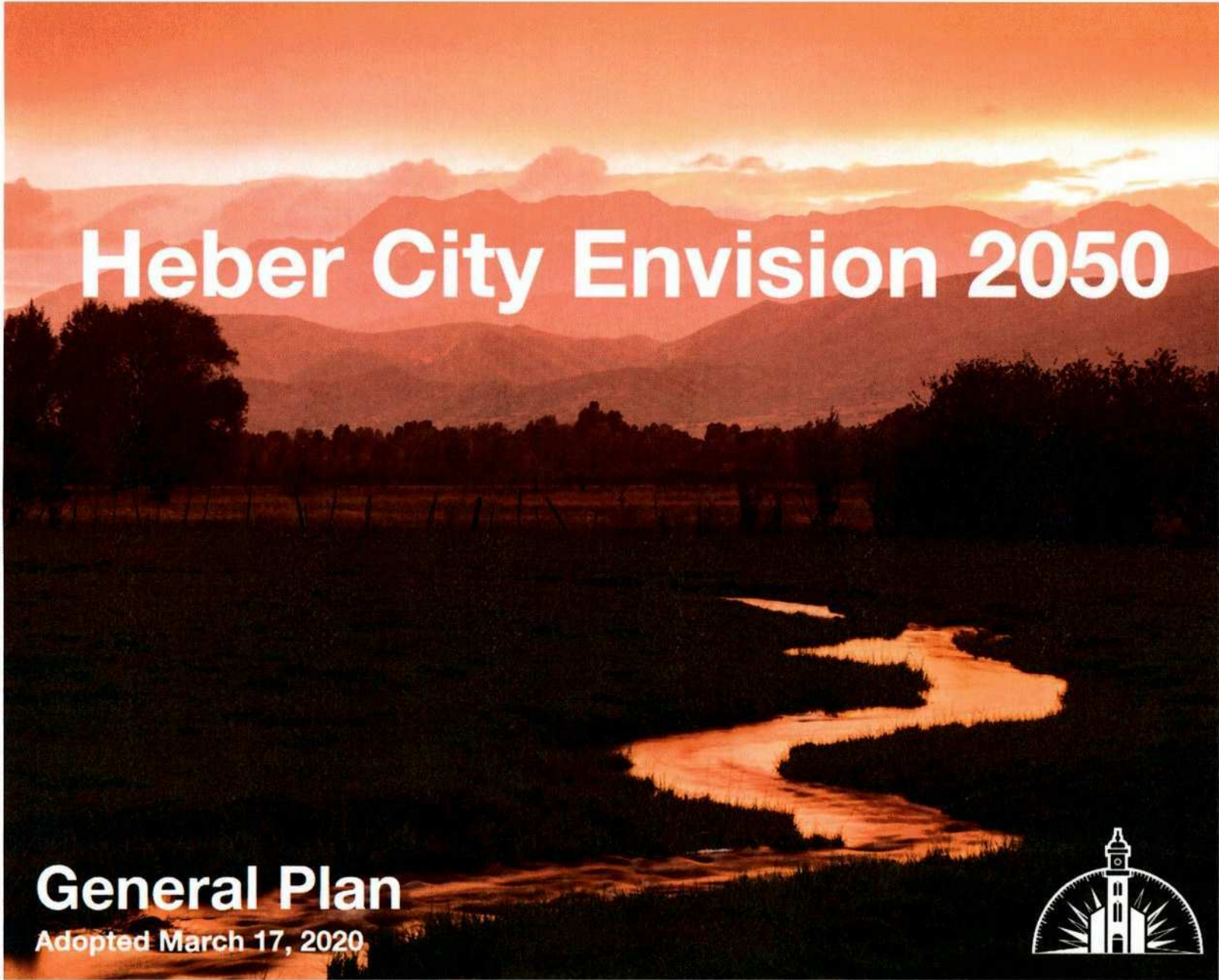
- vii. Partner with non-profits, such as Utah Open Lands to preserve open space. (GP. Pg. 76)
- viii. Envision Heber City 2050 "Big Ideas". The number 1 big idea was; "preservation of Open space/rural preservation". (GP. Pg. 187)
- ix. Envision Heber City 2050 "Big Ideas". Number 6 big idea was: Small town character by separating towns with open space. (GP. Pg. 199)
- x. Preferred approach to conserving the North Fields? Almost half want to permanently protect the North Fields by purchasing land or development rights, and there's a lot of support for maintaining 20-acre zoning. (GP. Pg. 13)
- xi. Heber currently enjoys highly visible open spaces. The North Fields provide a strong rural feel when coupled with the mountainside on the east side of US 40. (GP. Pg. 49)

b. In the Wasatch County General Plan

- i. A major impact to the green belt area between Heber City and Midway will be the construction of the Heber City truck route which would allow trucks to bypass Heber City's Main Street. Care must be taken to see that this road is constructed as close to Heber City as possible. (GP. Ch. 4. Pg. 167)
- ii. 9.1.1 POLICY: Establish the alignment of the Heber City bypass route and oppose proposals that encourage incompatible development within the corridor. (Ch.3, Pg. 6). The alignment was adopted and made part of the GP.
- iii. GOAL: Protect the rural agricultural economy of the County by establishing agricultural operations as a priority use of the land, protect existing and future agricultural operations, and encourage farmers and ranchers to stay on the land.
- iv. Both Heber City and Wasatch County have passed resolutions of support (2007-05 and 06-04 respectively) for the bypass and the bypass alignment shown on Maps 32 and 20A.
- v. 1.1.1 POLICY: Preserve a greenbelt between Heber City and Midway to maintain the agricultural heritage of the area.
- vi. The County should adopt a general sales tax and/or bonding as a way to fund the purchase of development rights or the fee title to land that has been identified as having a public benefit as open space. (Ch. 6 GP)
- vii. The Central Planning Area (North Fields) is highly prized by many local residents of Heber Valley as open space. This area's scenic value contributes significantly to the real value of all land within the Heber Valley area. Therefore, the following strategies should assist the county in preserving some of this area as open space at the same time providing property owners with a reasonable value for the removal of development rights from their property. (GP. Ch. 4, Pg. 167)
- viii. Land within the Central Planning Area has been identified as having a public benefit as open space. In this area while development may occur at the underlying zone of one unit per 20 acres if a suitable area can be identified, an increase in transferable density credit for
- ix. he is area should be allowed. (GP. Ch. 4, Pg. 167)
- x. The County should adopt a general sales tax and/or bonding as an additional ways to fund the purchase of development rights and/or fee title to land identified as having a public benefit as open space. (GP. Ch. 4, Pg. 167)

- xi. The preservation of open space in the Central Planning Area will also provide for a desired green belt separation between Heber City and Midway. The Development code should ensure that any development along SR 113 is set well back from the road and the rural character along this road is maintained. (GP. Ch. 4, Pg. 167)
- xii. The Soil Survey of the Heber Valley Area further identifies that many of the soils shown on Map 24 have severe limitations for roads, foundations for dwellings and septic tank absorption field. These severe conditions are a result of the high ground water table and high potential for frost action. While these limitations may be overcome with proper engineering, the cost is considerably higher and should be considered when it comes to the maintenance and operation of a public infrastructure. (GP, Ch. 4, Pg. 153)
- xiii. The physical constraints of the Central Planning (North Fields) Area by themselves will likely ensure that the historical land use pattern for this planning area will largely be maintained. Therefore, as a matter of public policy, the Central Planning Area is to be maintained in its historical land use pattern of open meadows, and river and small stream riparian habitat. The use of this area for housing and other types of development is discouraged due to the physical constraints and the higher costs of providing governmental services. GP. Ch. 4, Pg. 167)
- xiv. Land within the Central Planning Area (North Fields) has been identified as having a public benefit as open space. In this area while development may occur at the underlying zone of one unit per 20 acres if a suitable area can be identified, an increase in transferable density credit for the area should be allowed. (GP. Ch. 4. Pg. 167)

Heber City General Plan cover



Wasatch County Vision, Purpose, and Values



WASATCH COUNTY, UTAH

Our Vision

Wasatch County is recognized as a desirable destination to live, work and play. We are dedicated to honoring & protecting the heritage and rural character of our community, and are committed to creating a unique sense of place.

Our Purpose

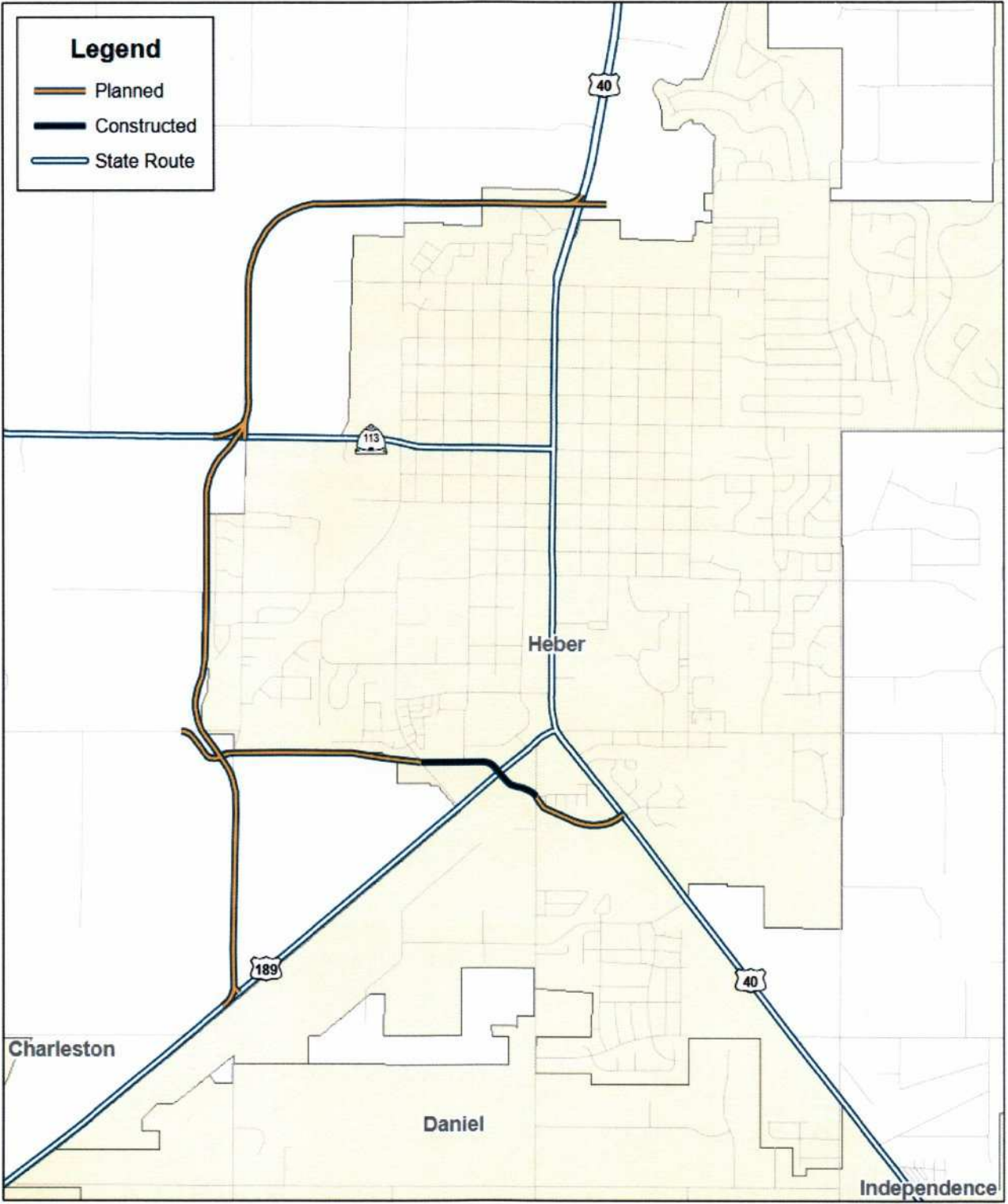
In cooperation with the community and local governments, Wasatch County will address public needs, deliver quality services, and provide responsive decisions.

Through thoughtful planning and zoning that manages the impacts of growth, the County strives to balance the preservation of the area's highly valued rural and agricultural character with the promotion of clean and sustainable economic, residential, recreational, and tourism development opportunities.

Our Values

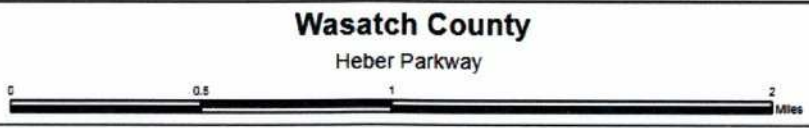
We manage and communicate our affairs in a fiscally sound and transparent manner while enforcing state and county ordinances consistently to promote a sense of trust between the county and its citizens. All county departments and employees are focused on good governance which includes professionalism, respect, ethics, integrity, transparency, and accountability to all of its citizens.

Revised April 2010
Photo: Courtesy of Bryan Anderson



Legend

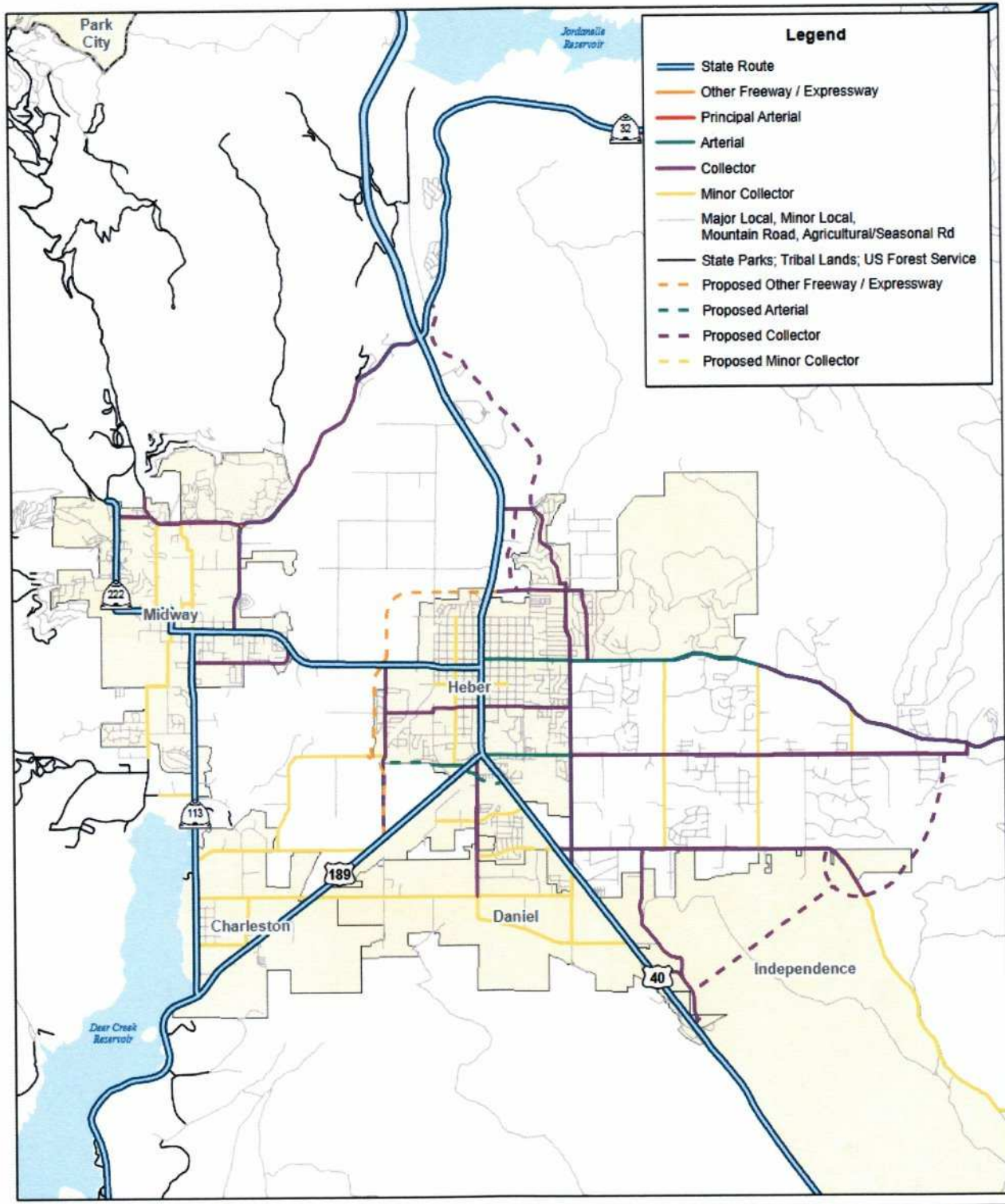
- Planned
- Constructed
- State Route



Wasatch County
Heber Parkway



Wasatch County General Plan map 20



Wasatch County - Heber Valley
Road Functional Classification



Printed 9/3/2013

Open Space: 100% of Maps

North Fields: 95%

- No development on North Fields (68%)
- Preserve through maintaining 20-acre lots (28%)

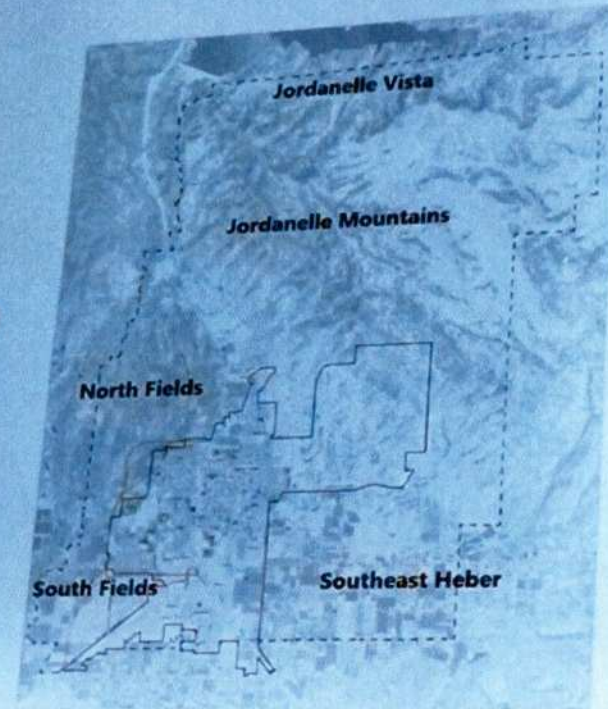
Other Open Space Areas:

• South Fields: 36%

Jordanelle Moutains: 28%

Flat land east of Hwy 40: 12%

Jordanelle vista: 12%



RESOLUTION NO. 06-04

**A RESOLUTION SUPPORTING THE ESTABLISHMENT OF
A TRANSPORTATION CORRIDOR CONNECTING SR 189 AND US 40
IN A MANNER THAT WILL BYPASS THE BUSINESS DISTRICT
OF HEBER CITY'S MAIN STREET.**

WHEREAS SR 189 and US 40 are the principal thoroughfares through Wasatch County and Heber City; and

WHEREAS the traffic on SR 189 and US 40 in Wasatch County has increased dramatically over recent years due to increased recreational opportunities in the County, improved roads leading to the County, and a variety of other reasons; and

WHEREAS the increased traffic through Heber City's Main Street, which occupies US 40 for a distance of approximately two miles, has resulted in congestion, inconvenience, and safety concerns for local citizens and visitors to the area; and

WHEREAS Wasatch County and Heber City both recognize the need for an alternate traffic corridor (hereafter "Bypass Road") through the County that can relieve the traffic on Heber City's Main Street; and

WHEREAS such Bypass Road, in order to be effective, must connect SR 189 and US 40 in a convenient and efficient manner, including exit lanes, merge lanes, overpasses and limited access as necessary so that by-pass traffic may access and use said road without being stopped; and

WHEREAS Wasatch County has recently enacted an ordinance establishing a Transportation Corridor Preservation Fee for the purpose of raising funds to preserve an appropriate alternate traffic corridor for such a Bypass Road; and

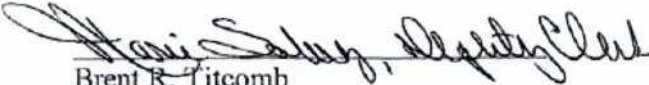
WHEREAS it is essential that Heber City and Wasatch County agree, as soon as possible, on an appropriate route for a Bypass Road corridor so that the corridor can be preserved.


NOW, THEREFORE, BE IT RESOLVED that the Wasatch County Council hereby expresses its support and endorsement for the adoption of the Bypass Road corridor described on the map that is attached hereto. *non stop intersection @ north & south ends*

APPROVED and PASSED this 9th day of August, 2006.

ATTEST:

WASATCH COUNTY COUNCIL


Brent R. Titcomb
Wasatch County Clerk / Auditor


Jay Price, Chair

Resolution 2007-05

A RESOLUTION SUPPORTING THE ESTABLISHMENT OF A TRANSPORTATION CORRIDOR CONNECTING STATE ROAD 189 AND US HIGHWAY 40 IN A MANNER THAT WILL BYPASS THE BUSINESS DISTRICT OF HEBER CITY'S MAIN STREET.

WHEREAS SR 189 and US 40 are the principal thoroughfares through Wasatch County and Heber City; and

WHEREAS the traffic on SR 189 and US 40 in Wasatch County has increased dramatically over recent years due to increased recreational opportunities in the County, improved roads leading to the County, and a variety of other reasons; and

WHEREAS the increased traffic through Heber City's Main Street, which occupies US 40 for a distance of approximately two miles, has resulted in congestion, inconvenience, and safety concerns for local citizens and visitors to the area; and

WHEREAS Wasatch County and Heber City both recognize the need for an alternate traffic corridor (hereafter "Bypass Road") through the County that can relieve the traffic on Heber City's Main Street; and

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WHEREAS it is essential that Heber City and Wasatch County agree, as soon as possible, on an appropriate route for a Bypass Road corridor so that the corridor can be preserved.

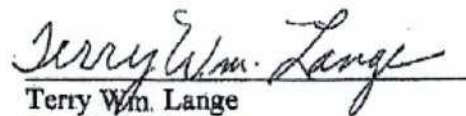
NOW, THEREFORE, BE IT RESOLVED that the Heber City Council hereby expresses its support and endorsement for the adoption of the Bypass Road corridor described on the map that is attached hereto.

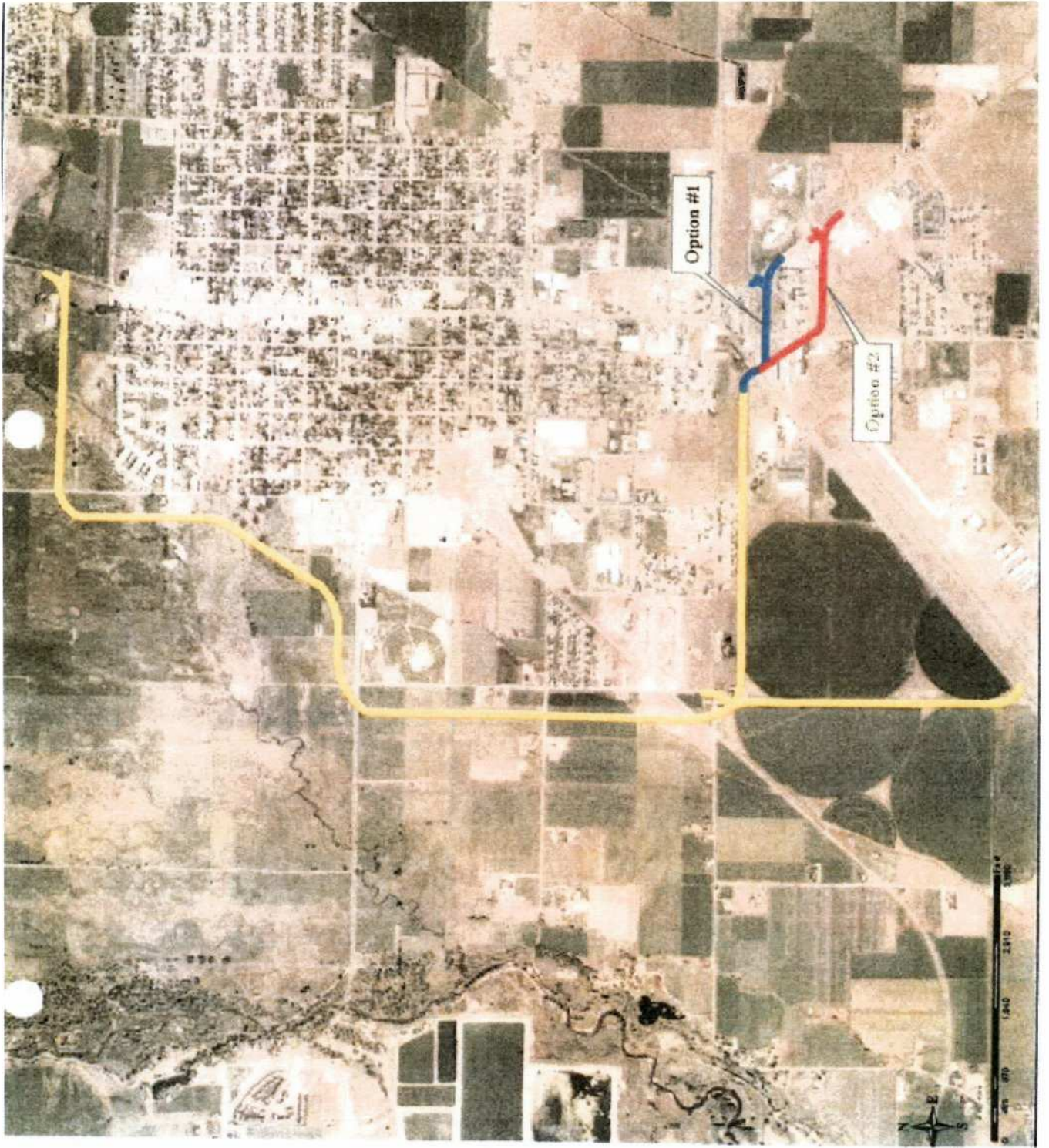
APPROVED and PASSED this 21st day of June, 2007.

ATTEST:

HEBER CITY COUNCIL


Paulette Thurber
City Recorder


Terry Wm. Lange
Mayor Pro Tempore



Hi all, I apologize for not using blind copy on the previous email. Please use this email to forward or copy and paste the body of this email into a new email to keep everyone's email private.

PLEASE make your comments to UDOT ASAP deadline July 22nd!

1. click this link and scroll to the bottom of the page. UDOT has a form you can fill out. <https://hebervalleyeis.udot.utah.gov>
2. email them at: hebervalleyeis@utah.gov
3. Call them at [801-210-0498](tel:801-210-0498)

We would love to know when you make comments, we are trying to get HUNDREDS of comments. Please share this info with friends, neighbors and family.

Here are the types of comments UDOT is looking for.

1. Use words like process, screening, criteria, purpose etc.
A public comment period is open June 7 to July 22, 2022. "UDOT is seeking comments on the criteria used to screen alternatives as they relate to the project's purpose and key environmental resources, as well as new data or information that could advise the screening process."
2. Be specific.
3. Cite to documents from UDOT or others eg. Heber general plan or studies
4. Cite from personal experience and knowledge that you can document, particularly north field landowners that have personal experience on the land. Others that have expertise and insights such as traffic, north fields, Heber City government etc.
5. Focus on flaws and omissions by UDOT.
 6. Length and many subjects in one comment are not necessary. Just be thoughtful and explain clearly your ideas or concerns.

List of flaws/omissions/ problems to use in comments: Only one or two per comment is needed. If you write a full letter, you can use more of these and your own ideas.

1. WB3 and WB4, never before discussed or anticipated by Heber Valley Residents, were sprung on the public very late in the process, October 2021, and have not received the same level of thought, analysis, and input as traditional routes.
2. WB3 and WB4 violate the wishes of local municipalities and Wasatch County; it violates Heber City's Envision 2050 General Plan.
3. In its process, developing and proposing WB3 and WB4, UDOT has misrepresented Heber City's vision, developed by citizens and elected officials over a significant period of time.

4. Misrepresentation of Heber City's "vision" amounts to a "bait and switch" of the vision of Heber City's General Plan by Heber City citizenry and, therefore, seriously affects input UDOT will, in turn, receive during this process.
5. Failure by UDOT to read and adhere to Heber City's General Plan statement, and instead, to respond, listen to, and promote the plan of a group of individuals, has seriously damaged UDOT's process and has unduly weighted the voices of potentially self-interested parties
6. The UDOT vision it claims for Heber City, is not consonant with the actions and votes of the City.
7. Moreover, UDOT's new vision for Heber City numerically cannot work . UDOTs process fails to numerically address how through traffic into Heber City can be significantly shut down to provide UDOT's new version of Heber City Vision, and be adequately compensated for by any road way system.
8. UDOT's process has ignored important input from the Bureau of Reclamation.
9. How is UDOT shaping the process and data it presents to favor WB3 WB4?
10. UDOT has not included how the retail and restaurants on Main St will be impacted by rerouting traffic.
11. UDOT is getting the citizens "view" from too small of a sampling to know what the citizens really want. Ie. Tom Stone represents the downtown businesses yet there is no one to speak on behalf of retail.
12. Flaw in not defining what a 'walkable downtown' is.
13. Did not take into account the will of the people as stated and studied by Envision Heber 2050. (#1 is Rural Nature of city)
14. The Bureau of Reclamation stated it should not be within 0.5 miles of the Provo river mitigation project.
15. In Heber City general plan it shows the zoning in North fields is Agricultural Preservation
16. Highway through the North Fields seriously jeopardizes the \$10 million bond that was passed by Wasatch County. That bond was largely planned to be used in the North Fields for open space preservation.
17. A citizen referendum overturned a vote to allow 10 acre zoning in the North Fields. The people have spoken and said they want it to remain large agricultural plots.
18. Bypass options WB3, WB4 impact a much larger area of wetlands.
19. Provo river mitigation project is being compromised by options WB 3, WB 4
20. Wasatch County's vision statement says: *We are dedicated to honoring & protecting the heritage and rural character of our community, and are committed to creating a unique sense of place...*
21. Heber City used a picture of the north fields as the most prominent image for Envision Heber 2050.
22. The EPA has said to UDOT; *One of our primary concerns regarding thai project was the potential for the development of a western bypass that would be more likely to impact waterbodies and wetland complexes.*
23. "Heber City Vision": (page 5) "Heber city is nestled in a green valley, brimming with historic agricultural uses, the beautiful Provo River, and unmatched views of the Wasatch Mountains. Our residents value this beautiful and unique

setting and are committed to preserving its character while growing and nurturing our city. Together, we desire to: Preserve the beautiful open lands that surround us; . . . [W]e foster a vibrant community and a quiet countryside – a place residents and visitors alike will enjoy for generations to come.”
[Emphases in the original]

24. “Open Space & Rural Character (page 7) *“Heber City draws a clear distinction between what is city and what is country, maintaining a distinct city that is surrounded by open land, valuable for its beauty, ecology and agricultural function.*

Principles:

1. Heber actively works with neighboring communities and Wasatch County on strategies to implement the permanent protection of farmlands, natural open spaces, and rural character, to keep the distinct separation between communities.

2. Heber City will work with the County and surrounding communities to create permanent farm and mountain land protection through such mechanisms as conservation easements and partnerships.

3. Heber actively clusters development to focus growth and protect remaining open land from dispersed development.

Please contact me if you have questions or need anything!

Christi Judd

Friends of Heber Valley



SALT LAKE CITY UT 840

15 JUL 2022 PM 1 L



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

84121-708450



I am writing this letter to encourage the Utah Department of Transportation to drop WB3 and WB4 from consideration in their Heber Valley Transportation Corridor Study which was released in June of this year.

The North Fields are not only an historic viewshed and agricultural base in Heber Valley, but also home to irreplaceable wetlands, riparian and wildlife habitats. The fields, rivers, streams and underground aquifers provide drinking water to a significant percentage of the population along the Wasatch front and Wasatch back.

UDOT's proposal to divide 2800 acres of pristine agricultural and wildlife areas virtually in half with a divided highway and bike path is clear overreach of the need to improve two failing intersections on main street in order to save less than ten minutes time.

Additionally, the proposal undermines a voter approved ten million dollar conservation bond. This voter mandate has been placed in limbo with UDOT's identification of these highway corridor options.

Beyond this, it is important to consider the historic drought which is diminishing water reserves and increasing fire and climate hazards throughout Utah and the western United States.

The effects of this drought are historic. Harsh realities are becoming clearer and more consequential with each passing day. Water reserves are at unimaginably low levels even as the demand for water grows.

Now is not the time to destroy valuable wetlands and riparian areas and replace them with cement.

Removing Options WB3 and 4 will allow preservation efforts to move forward and honor the wishes of the voters clear mandate and intent. To do any less, is truly thwarting the intent of the voters in Wasatch County.

Thank you for your consideration.

To: Utah Department of Transportation
Fr: Nancy Otoole- Midway City, Utah
RE: Heber Valley Corridor summary report

The Purpose of the NEPA scoping report is to uncover technical and environmental issues that bring significant and negative impacts and consequences to each option being considered. It is intended to indicate problems in each option that can result in its failure as a viable choice in the Heber Valley Corridor, otherwise known as “the bypass.” UDOT began with 23 possible remedies to our overcrowded Main Street. In various ways these have been scaled down to 5, all on the West side of town and impacting the North Fields.

The challenges to the desirability and sensibility of the options to be located on Heber’s West side are related to the subjects of aquifer recharge and other water issues, municipal sewer property and legally protected habitat that replaces similar areas lost to earlier, much larger projects such as the Jordanelle Dam and the Provo River Corridor.

UDOT stated that all of the East side options failed due to technical issues and that none diverted enough trucks off Main Street. We note that you did not connect Rt 189 from its junction with US 40 to the East side options as you consistently did for all of the West Corridor iterations. That is odd, given that there is already a significant road way from the Rt 189/ US 40 junction to Mill Road, the best existing East side option.

“The eighteen that failed because they were not reasonable and practicable, they did not support local or regional mobility or Heber Vision for a historic downtown or impact to key resources were to great compared to other similar alternatives.”

Mobility, the efficient movement of traffic across town on either side of Main Street, will be dependent upon the design of the new route, the attractiveness or ease of use of the access points and how well trucks can move on the alternative routes, not whether it is East or West of US 40.

Heber City’s Vision for our down town will not be damaged more by East or West options. What will aid or injure our down town businesses and access to our town’s center is the availability of parking and how inviting the north and south entrances to a bypass are. If the entrances from US 40 are right angle turns, and the access from Rt 189 is a convoluted series of cow paths Main Street will remain crowded.

Impacts to key resources, we believe, refer to water issues, our ability to safely dispose of our sewer plant solid waste, and the potential for wet land destruction both as part of the building process and as a result of winter road salt use and industrial spills over the future decades.

I would like to the east side options failed on key resources and why the west side and north fields options are seen as viable and even desirable.

The council on Environmental Quality Regulations and Guidance defines “reasonable alternatives” as those that meet the project’s purpose and need and that are technically and economically feasible. This is determined during the level one screening. There are three primary reasons why an alternative might be determined to be “not reasonable” and thus eliminated from further consideration.

First: The alternative does not satisfy the purpose of the project, Second: an option is not practical or feasible from a technical and or economic standpoint and and using common sense. Third: An alternative that is duplicate of another and gives no other extra benefit to be considered.”

East Side options collect through traffic from US 40 east of town at Mill Road, roughly a mile east of the Rt 189 stop light. It would then carry traffic north out at the edge of the built up part of town, skirt our cemetery and join US 40 somewhere west of 500 N, well beyond the Smiths complex of businesses. Traffic from Rt 189 comes north through the existing light, moves east on 1200 south to Mill Rd, turns left onto the new bypass and avoids Main Street completely. The opposite pattern carries traffic around Heber as it moves from the West to points East and South to Provo. Everyone living East of Heber Main Street will naturally use this as a more direct, less crowded route to where the vast majority of Heber City’s expansion is and will continue. For transport and tanker drivers it is the easier route to rejoin US 40 and continue on their way.

This reduction in traffic on Heber's Main Street will not be achieved by any of the West side options. It will not take the east side residents off Main Street and it may not lure the truckers away from downtown.

With respect to the second point above, practicality, economics and "common sense", on the West side there will have to be a new road pushed through the businesses between US 40 and the airport, southwest travel to where ever the bypass turns North, issues with the Sewer District fields, maybe a bridge over the Heber Valley Railroad. This will require a total new road build from US 40 around to Rt 113. North of Rt 113 begins the impact upon wetlands, stream crossings, and the further North it is taken the more of this sensitive aquifer recharge zone is affected. It can be done. It may or may not be more expensive than the Eastern options.

There is no clear option left to us now. At this point we must select the option that does the least harm to our valley, to our water issues, and is the least interfering with the Provo River Corridor protections. Water recharge, already down by nearly 30% from 20 years ago, must not be adversely impacted. What is left of our valley's wetlands and habitat can not be rebuilt somewhere else. It is here. It must remain here.

The Clean Water Act, section 404(b)(1) guidelines was used during two aspects of the screening process. First, to eliminate options that were not practicable due to limitations of technology, logistic and high costs. The second one was to potential impacts to wetlands. To achieve compliance with section 404(b)(1) UDOT the alternative selected in the ROD must be the least environmentally damaging practicable alternative.

Below I have brought up many points and concerns I don't think UDOT gave enough consideration to in the preliminary evaluation and level one scoping.

In the initial Early Scoping Summary Report in November 2020, (530 pages) you initiated agency coordination with the ACE, U.S. EPA, U.S. Fish and Wildlife Services and the Division of Wildlife Resources. We know of a virtual meeting where UDOT representatives gave a short presentation. No city or county engineers or staff participate in this Zoom meeting. Why did you not included local agencies that have expertise with this issue and location? Why is there no experts to inform the public and municipalities of problems our representatives have with each option. I read the minutes of all the supposed stakeholder meetings and no local agencies attended. They will wait and participate during the EIS process.

Below are important points made by locals with expertise on specific issues, mostly through submitted letters.

- Crossing at grade: All west side options must cross the Heber Valley Rail Road. This will be an issue because the trains move very slowly. This will stop traffic. Rail speed is 25 mph.
- Frequency of train scheduling and length of trains, number of cars, will continue to grow. In 2020 our Rail Road sent 600 trains carrying 120,000 people across South Fields Road.
- The Heber Valley Railroad requests any future road/railroad crossings be separated, especially for a high volume, high speed road way. This means Bridges. More than likely the road will have to go over the rail due to insufficient track length or ROW for rail to go over the road. Visual impact will be significant for train guests. They look forward to an unobstructed view.
- Our Railroad is frequently used for filming and brings revenue for RR and community.
- A nonmotorized use trail is being built within the Rail Road right of way, beginning at the Soldier Hollow Chalet and ending at the Heber Valley Railroad depot. The current South Fields Road is speed limited to 35 MPH. As it stands, this trail crossing will be reasonably safe, with good visibility for both drivers and train engineers. Any higher speed highway, used specifically by truck traffic, will need intentional engineering measures to ensure safe crossing for trail users, unless the highway passes over the Rail Road and trail on bridges.
- Line of sight needs to be 1 to 1.5 miles for RR engineers, especially with trail users in the ROW once the Railroad trail is built.
- Wetland impacts will be an issue in any option passing through the North Fields. There are over 750 acres of wetland, streams, riparian areas and wet meadows within the affected area. Building what amounts to a massive dike upon which to construct the new Bypass will interrupt the surface and subsurface movement of water. The result will be a reduced local aquifer recharge rate and loss of what are now wetlands all along the "downstream" side of this road way. The lush meadows will dry out, just as many meadows that used to be inadvertently watered by the old, quite porous irrigation ditch system that served the valley until it was replaced

with concrete canals and pipelines in 2000 dried up. As an example go and compare the north side of Rt 113 west of Heber with the south side of it. Except right around the creeks that flow under bridges or through culverts, the land immediately south of what we call Midway Lane is now dry ground requiring irrigation.

- What is known as the Sewer Farm, the area our County Sewer Treatment facility sends it's solid waste to, was purchased with federal funds. It is not available, nor is it permitted to build anything within this property. There are no plans to change the operation or location of the sewer fields.
- This Northwest quadrant around Heber City includes sensitive high value aquatic resources, springs which are difficult to mitigate. They are not replaceable.
- This well-watered area is home to or is a stopover point for rare or endangered plants including Ute-Ladies-Tresses and animals such as the Columbia spotted frog, northern Goshawk, yellow-billed cuckoo and many other migratory birds. A solid, deep dike, needed to support the weight of a major highway, cuts the subsurface flow of water and will result in less recharge and a drying out of the area adjacent to the highway.
- A letter from Utah Reclamation Mitigation & Conservation Commission dated June 2, 2020 stated "they and BOR oversee 1,500 acres of land in Wasatch County adjacent to the Provo River between Jordanelle and Deer Creek Reservoir. This property is known as the Provo River Restoration Project. The land was acquired, and the Provo River restored through this corridor as partial mitigation for fish and wildlife impacts from the Central Utah Project." Our valley has seen the results of a complete sealing of irrigation water into concrete or clay canals and pipelines. Every time we dike, pipe or otherwise disrupt and impede the flow of surface water across our valley floor we reduce our aquifer's recharge ability. In this time of ever increasing water scarcity anything that limits our valley's ability to replenish its subsurface water must be counted as a critical issue and weighted heavily to the negative.

- The Reclamation Commission also stated "of particular concern are direct impacts to wildlife and water quality. Impacts from motorized transportation can extend beyond 0.5 miles from roads. Stormwater and associated runoff from the future highway may pose water quality concerns to the Provo River and surrounding watershed. The antifreeze, oil, salt and fuels that will be dribbled onto any West side by pass will swiftly get into the wetlands adjacent to the roadways.

- In the final Environmental Impact Statement for the Provo River Restoration it tells us "...purposes are habitat restoration, biodiversity, and fish and wildlife conservation. The public areas along the Provo River between the two reservoirs will be managed under baseline conditions as a natural resource area, with primary recreational uses consisting of angling and other low impact pursuits."

- The U.S. EPA letter states if the West Corridor is selected as the final option new road construction has the potential to impact the hydrology, water quality and wildlife habitat of the creek and other resources. Completely identifying sensitive areas in the project zone and accurately defining them is necessary for best possible selection among the many possibilities.

- Main Street afternoon peak traffic use by vehicle type reports 92% of traffic is private vehicles, pickups, vans, cars and motorcycles. This means largely local traffic. Most of the development is on the East side of Main Street. Therefore, most local traffic will still be using Main Street to turn East. This negates much of the hoped for reduction in traffic. We note that there are currently 5 stop lights that will be missed as a result of a West side alternative routing. On UDOT's maps there will need to be at least 6 full stops including one for the train and it's nonmotorized trail companion on a West side bypass. These are not shown as such on the chart, but must be included for citizen safety.

- At a Stakeholders meeting in August 2020, in the preliminary traffic information it is stated that most of the vehicle trips that pass through Main Street and Center Street are internal to Heber City and the valley (50%). At present about 30% of the traffic is just passing through the valley. This is expected to drop to 25% by 2050.

When the Basin oil and gas rail road removes the tanker traffic from US 40 we will see a significant reduction in heavy truck traffic passing through Heber. Truth be told, we do not want to see a major reduction in "Pass Through" traffic of a vacationing family sort. And if we open up access to the eastern side of the valley via an East Side bypass we will remove far more 'local' vehicles from Main Street than a West side bypass ever will.

To me, the decision to have all of the final options West of Main Street and through the North Fields brought the Department of Transportation Act of 1966 Section 4 (f) into play. When you have five choices and they are all environmentally damaging it is not reasonable to pick the least disastrous out of the five and call it a good choice.

Here are the concerns I felt were not recognized in the preliminary and level one scoping procedures other than the stockholders comments.

The Heber Valley aquifer (HVA) is defined as Class 1A aquifer. This means its considered pristine and has met the drinking water standards. HVA consists of both alluvial fill and bedrock that has a well-connected fracture network and little separation between alluvial and bedrock units.

The total recharge of the aquifer from precipitation, infiltration, mountain front, unconsumed irrigation water and subsurface inflow from consolidated rocks is 78,639 acre-ft/year. Discharge from the aquifer which includes, evapotranspiration, seeps and surface water, wells and subsurface outflow to consolidated rock is 101,256 ace-ft/year. This indicates a deficit of 22,617 acre-ft/year. This confirms the results from testing of ground water wells by USGS. Eleven out of twenty two wells indicate that water levels in the aquifer are in a significant downward trend. The groundwater travel time through the aquifer can range as high as 24 feet per day and as low as 3 feet per day. Based on the information compiled for the groundwater transient time for groundwater to cycle through the aquifer based on estimated flow velocity is 30 to 40 years. Flow generally runs north to south and the North Fields acts like a huge sponge, enhancing the slow filtration of surface water into deeper ground water and the aquifer. This allows for pollutants to remain close to the surface and not enter the aquifer. A freeway with so much impervious surface area changes subsurface water motion. It speeds up water flows during a storm event. It adds motor vehicle related pollutants and road salt to the waterscape. It slows the general flow due to the dike affect of the highway base compaction, allowing pollutants to enter the aquifer at a much faster rate. What is now clean drinking water, or pure irrigation water, will certainly be adversely affected by limiting the flow of surface and subsurface water and by the inevitable contaminants that will come off the new road.

The State of Utah code specifies that a pristine aquifer that maintains drinking water quality should be protected as such. "Class 1A groundwater will be protected to the maximum extent feasible from degradation due to facilities that discharge to ground water." I worry about where all the stormwater from the roads going to be diverted to? Will it all be piped into our sewer treatment plant? And how do you replace all that rain and snowmelt that should be working its way into the aquifer as it is now?

My concern is for groundwater contamination of our aquifer. For clarification, surface water includes any freshwater that is sent into wetlands, stream systems and lakes. Groundwater moves underground slowly from rainfall and snow melt and seeps into an aquifer of consolidated or unconsolidated rock.

Wasatch County Health Department (WCHD) had an updated groundwater study done on septic systems in Wasatch County in 2020. Testing was done around septic systems and USGS wells to test the HVA for water quality standards and specific contaminants (metals). I will only report on the testing of the aquifer but note that there is a direct correlation from testing septic systems and groundwater aquifer testing from USGS wells.

Total Dissolved Solids (TDS) - Identified statistically significant upward trends in TDS in four wells consistently sampled for the aquifer as a whole.

Nitrate- (N) Identified statistically significant upward trends in nitrate in three wells consistently tested by USGS wells. This can be from run-off from a stormwater event or agricultural practices.

Phosphorus- (P) or Total Phosphorus (TP) Allowable for rivers and streams is 0.05 mg/L or Parts per million (PPM). The average measure value of total phosphorus in the HVA is 0.06 mg/L. Slightly above the allowable.

Chloride – (Cl) Most common source of Chloride is from road salt. Average Cl concentrations for the HVA is 29 mg/L, well below the EPA standards but with an upward trend in Chloride in six wells consistently sampled by USGS for the aquifer as a whole

Summary of water quality for the HVA is mixed. It still meets the standards for a Class 1A aquifer but statistically significant upward trends were found for TDS, nitrate, phosphorus and chloride.

Last but not least is the soil profile of the North and South Field area. An article in the Wasatch Wave in 2000 summed up the soils in the area by saying “the hydric soils of the north fields provide severe limitations to development with potentials for shrink and swell, high seasonal water tables, low to moderate bearing strength, and slow permeability.”

Kovich soil series are poorly drained soils with a shallow water table. Substrate extends up to 60 inches and water capacity is 7 to 8 inches deep. Water table depth is 20 to 40 inches. Soils you find on a flood plains. Not good for road building.

Crooked Creek soil series are also poorly drained soils, with clay, loam mix and very slow permeability. The substrate can extend to 70 inches or more. This soil is mainly in seeps areas on alluvial fans with a shallow water table. Poor road fill, potential for high shrink and swell and moderate bearing strength. No good for roads.

The challenges to building a freeway in the south and north fields can be overcome. Engineering has come a long way. We can dry up wetlands and divert stormwater away from the recharge area left in the fields after construction. We can mitigate environmental impacts. They will be significant. Water Rights from the Morse Decree (Provo River decree) of 1921 are complicated. This decree dictates water rights from the Provo River. It took many years in the courts to settle all the claims for water and how much each stakeholder had. Any Bypass route that is on the West side of Heber will have water rights/ownership issues to deal with. Water rights will have to be addressed in the EIS if this moves forward.

What is the point at which cost, technical difficulties, mitigation and water rights becomes too much to overcome? At what point does it become unjustifiable? At what point does hammering a roadway through become an unsupportable option? By the time this freeway is built the cost will be close to a billion dollars. Our aquifer will be greatly impacted and our beloved north fields will be forever changed. All this to save six minutes of travel time from River Road/Highway 40 to the intersection of Rt 189 is just too high a cost. Let's use the money for bus services, trails from the east side of Heber to downtown. Buy properties adjacent to Main Street and provide parking for local business customers. Promote electric bike rentals. If we make 1st West and 1st East attractive to local traffic and engineer safe exits and entrances to main street we reduce the load on Main Street itself. The Basin Railroad has just been given the green light from the forest service to build a railroad and will transport oil and gas by railcar, eliminating most big tanker trucks. The County and City can partner with Summit and Utah Counties to partner with us to bring public buses into the picture. All of these things will aid in managing traffic. All of these must be included in the conversation before we plow forward with this latest options to choose from.

Respectfully Submitted,
Nancy O'Toole
Midway City, Ut

Heber Valley Corridor EIS Submission of Mark Wilson, President of North Field Irrigation Company

I have lived all of my life on a farm at the north end of Heber Valley. The Provo River runs through the middle of it. As President of the North Field Irrigation company for the past 40 years plus, I have personally witnessed the water flows in the North Fields.

Before the construction of Jordanelle Dam, usually in July, when the flow was lower than the decreed water right in the river ditch, a tight dam in the Provo River was placed below the upper Midway bridge. This sent all the flow down the river ditch which irrigated the eastern part of the Midway Irrigation Company.

There was an access road down the east side of the river and you could actually see water from the North Fields' side running back into the riverbed from groundwater. Gradually, as you went down the river it increased in flow to supply us with a flow and for our neighbors and the Island Ditch . All this occurred above the confluence of Spring Creek and the Provo River.

This means that even though the surface water runs south in the North Fields, a significant amount of the subsurface water runs west at an even flow back into the Provo River.

This is supported by at least three studies. One is done by Randy Ray Goetz for his masters thesis in Watershed Science at Utah State University in 2008: *"A Post-Project Assessment of the Provo River Restoration Project: Channel Design, Reconfiguration, and the Re-Establishment of Critical Physical Processes."* Another is the *"Final Environmental Impact Statement on the Provo River Restoration Project"* by the Utah Reclamation Mitigation and Conservation Commission and U.S Department of the Interior published in December 1997. And a third is by the USGS (below).

These three documents demonstrate and describe the return flow of water from the North Fields to recharge the Provo River that I earlier had witnessed with my own eyes.

The Goetz study [<https://digitalcommons.usu.edu/etd/45/>] used a fluorescent dye to measure the amount of water entering the Provo River from regional groundwater. He quantified the amount at 1 cubic meter per 650 meters of river length. This amount was the same at any point that he measured along the Provo River through the North Fields down to the confluence of Spring Creek. This is a lot of groundwater going back into the river.]

The Goetz study states:

"All study reaches gain ground water discharge on the order of 1 cubic meter/sec over a typical reach length (approximately 650 meter)." Page 80

"No significant in flow or outflow points occurred in the study reaches, though all reaches gained about 1 cubic meter/second of ground water discharge." Page 90

“One naturally imposed limitation is the regional ground water regime [Woessner, 2000]. The Provo River gains on the order of 1 m³/s of flow per 650 m of channel length. The prevalent ground water gradient toward the stream could limit hyporheic flow from extending laterally any significant distance into the adjacent floodplain.” Page 110

On page 111 Mr. Goetz discusses “anthropogenic” effects and how compaction and clogging of subsurface soils by heavy machinery in construction of the PRRP may affect groundwater exchanges in his study.

The Mitigation Commission study states: [<https://contentdm.lib.byu.edu/digital/collection/WesternWatersProject/id/8083>]

“Approximately 1.5 million acre-feet of water is stored in the Heber Valley ground water basin. The amount does not vary greatly over the 40-year period of hydrologic records.” (Utah Division of Water Resources 1991.” [page 166, 3-10, paragraph 3.2.5.2.

T]he groundwater discharged from the basin (which includes groundwater return flow to surface water) is an important source of water for Deer Creek Reservoir and water users downstream of the reservoir. The basin serves an important water supply function by helping regulate surface water stream flows and irrigation water that is applied in Heber Valley.”
Paragraph 3.2.5.2

“Water that enters the basin as groundwater recharge takes from a few months to several years to leave the basin as groundwater discharge, depending on where the irrigation water is applied. This delay allows some water that would otherwise not be available to water users below Deer Creek Reservoir to be available because it enters the basin during spring and early summer and returns to the river at Deer Creek Reservoir during late summer and fall. The benefits of Heber Valley diversions and the basin’s regulation of surface flows is recognized by the senior water right holders downstream of Deer Creek Reservoir in Utah County. The Morse Decree (Morse Decree, 1921 [sic]), improves the water supply of downstream water users by using Heber Valley groundwater storage to delay the return flows to downstream water users.”
Paragraph 3.2.5.2. [Underlined emphasis is mine]

“Groundwater Recharge and Discharge. *Total average annual groundwater recharge and discharge closely match each other, but seasonal and monthly recharge and discharge are not similar. Sixty percent of the annual groundwater recharge occurs during the irrigation season in May, June, July. Groundwater discharge follows a different pattern, with peak discharge during July, August and September.”* Paragraph 3.2.5.1, **Bold** in the original.

“Provo River Below Island Ditch Diversion. *Provo River flows below the Island Ditch Diversion represent the flows in the river immediately above the point of inflow from Spring Creek (see Map 3-2). Groundwater return flows above this location are usually equal to or greater than the diversions from the Island Ditch Irrigation Company.”* Paragraph 3.2.5.1.5, **Bold** in the original.

“Provo River Inflow to Deer Creek Reservoir. Provo River inflow at the inlet to Deer Creek Reservoir includes the inflow to the river from Spring Creek and Snake Creek (see Map 3-2). It also includes all of the remaining return flow from the groundwater basin that returns directly to the river.” Paragraph 3.2.5.1.6, **Bold** in the original.

“The groundwater flows mainly in a south and west direction toward Deer Creek Reservoir on the east side of the Provo River, except for the area near Heber City where groundwater flows toward the northeast to Spring Creek.” Paragraph 3.2.5.2.2

“Groundwater is in contact with the surface many places in the valley – most predominantly in the North Fields [sic] Irrigation Company. Wetlands, springs, and seeps occur at locations such as these. Seasonal groundwater levels fluctuate from 5 to 15 feet and up to 30 feet from year to year. . . The groundwater levels are highly dependent on irrigation recharge and thus fluctuate in response to irrigation.” Paragraph 3.2.5.2.2

The USGS study, “HYDROLOGY OF HEBER AND ROUND VALLEYS, WASATCH COUNTY, UTAH, WITH EMPHASIS ON SIMULATICN OF GROUND-WATER FLOW IN HEBER VALLEY By D. Michael Roark et al.” (1991), <https://waterrights.utah.gov/docSys/v920/y920/y9200009.pdf>, states:

“Ground-Water Movement. . . Movement of ground water in the unconsolidated valley-fill deposits in Heber Valley generally is toward the Provo River and Deer Creek Reservoir at an average hydraulic gradient of about 50 feet per mile.” Page 22

“Discharge Discharge from the unconsolidated Valley-fill deposits in Heber Valley is from evapotranspiration, leakage to Deer Creek Reservoir, seepage to the Provo River, springs and seeps, and wells. Discharge from the unconsolidated valley-fill deposits was estimated by Baker (1970, p. 27) to be about 119 cubic feet per second; 15.2 from evapotranspiration, 64.9 from leakage to Deer Creek Reservoir, 15.2 from seepage to the Provo River, and 23.5 from subsurface outflow.” Page 23

“Seepage to Provo River “Baker (1970, p. 12) reported discharge by seepage to the Provo River of 15.2 cubic feet per second. More detailed seepage studies conducted n the summer of 1988 indicated gains of 18 cubic feet per second in the river between streamflow measurement site (D-3-4)24cdd-2W (pl. 1) and u.s. Bureau of Reclamation gage 1008, near the confluence with Deer Creek Reservoir.” Page 24

I also urge UDOT to get a copy of a 2020 study by Wasatch County “Characterization of Groundwater Quality in Wasatch County, Utah, with Recommendations for Septic System Development Regulations” confirms the same properties of the North Fields basin and groundwater described above. This study has led Wasatch County to designate the North Fields as highly sensitive to groundwater contamination and septic tank density is restricted and carefully monitored.

It is important for UDOT to note from the above sources that development and sprinkling both decrease the recharge of the Provo River System. That is why agriculture preservation and the flood irrigation system of the North Fields by North Field Irrigation Company is so important.

Maintaining the high water table in the North Fields is very important. If the static level goes below a certain point, the water directed on the field will sink within a few feet. This is a result of the soil being so porous.

I am afraid that the compaction of the new highway through the North Fields would alter the subsurface flows back in the Provo River. This would lower the water table west of the proposed highway.

There are thirteen streams in the North Fields. Five in Rock Creek Ditch, one in the McDonald Ditch, and the remaining from springs.

Depending on where exactly the highway is placed it could have a drying, negative impact on [properties to the west of the highway. Similarly, lands to the east could become wetter.] I have asked, if this happens, how they could mitigate for it and they said it would be very difficult.

Finally, the highway would have highly negative effects on the ditches of the North Field Irrigation Company.

These historic ditches meander through the North Fields (rather than following a straight line). They were created this way by early settlers. In fact, the North Field Irrigation company dates to the 19th century. Early settlers of this area dug these ditches and their meandering may reflect the limited means they had to construct them, likely using topological features and soil conditions to guide them. In any event they now provide an ideal method of recharging groundwater and providing habitat.

A note in a local history shows the North Field Irrigation Company keeping minutes as early as 1889. This history describes, *“Heber Giles who was watermaster for the North Field Irrigation Company in 1890 received twenty-five cents an hour while working in water and twenty cents an hour working out of water.”* [A History of Wasatch County, 1859-1899. Leslie Shupe Raty. 1954. Page 78] This description is certainly consistent with the high water table of the North Fields.

The meandering nature of North Field Irrigation Company ditches not only functions in irrigation and recharging of the Heber Valley groundwater, it provides a large amount of habitat for plants, trout, amphibians, birds and mammals.

A 4-lane highway through the North Fields will drastically disrupt the historic roles the North Field Irrigation Company has played for over 133 years in maintaining North Fields farming by

irrigation, recharging Heber Valley 's groundwater as described above, and providing habitat to wildlife.

David and Ann George
[REDACTED]
Heber City, UT 84032

July 19, 2022

Dear UDOT,

Ref: Comments on Deficiencies in the UDOT EIS for the Heber Valley Bypass Road

This letter is in two parts, 1. Comments on deficiencies in the EIS process and findings and 2., Comments specific to my home and the proposed Bypass Road.

Comments on Deficiencies in the EIS Process and Findings

1. The opening statement in the EIS and associated presentation documents misinterprets the primary goal of the Envision Heber 2050. That Vision has as its primary value the preservation of the agricultural 'open land' character of the Heber Valley. It did refer to achieving a friendly town feeling but it did not make a walkable and visitor accessible Main Street a primary goal.

The reality is Heber City has only a few fading legacy buildings on Main Street, four to be exact. Main Street is a collection of auto and recreational vehicle dealerships, auto parts stores, fast food restaurants and assorted buildings in various states of disuse. These are the legacy of poor planning on the part of Heber City, but it is too late and probably impossible to transform Main Street into a walkable/bikeable tourist friendly space.

The EIS should have challenged this as a primary assumption. This is particularly egregious when considering the North Fields as a bypass route. That selection is clearly opposite of the view of the public.

Further to the failure of Heber City planning, the City Council some years ago had directed a study to change Main Street into a walkable, accessible commercial and residential model. The radical design was roundly rejected by the Council, as it should have been, but the same concepts are seen emerging in the EIS basis. This seems to be a failing in Heber City planning, they are out of control and appear to be trying to influence UDOT in a totally inappropriate manner.

2. Heber City and Wasatch County have failed miserably in development of streets and traffic flow that support the continuing growth. The EIS makes a vague reference that it assumes the street improvements will be accomplished, but there is no evidence that a practical plan has been advanced by Heber City and Wasatch County. UDOT must have sufficient experience to know that a lot of the heavy but brief traffic congestion can be addressed by surface street improvements. To accept the very deficient plans by local government as a base is simply wrong.

UDOT and the local governments should identify an outside engineering company that can evaluate Heber's traffic needs and formulate a practical plan that does not include the Bypass Road. This should be the do-nothing base case.

The traffic studies used in the UDOT modeling are clearly out of date. I recall it was from around 2010 but it needs to be re-done post-Covid with collection of data that will support optimization of the local roads and access...the do-nothing case. The flow from the east side needs to be addressed.

Some simple suggestions include optimizing Southfield Road, accepting that Midway Lane is already being used as Bypass and optimize this route, finally getting the developments east of the city, in particular Red Ledges, to commit to and complete the development of feeder streets in their growing developments.

It is my casual view that the dramatic change in working habits, working remotely, has had a large impact on traffic. While UDOT does not possess a crystal ball, they should at least perform some scoping calculations to evaluate what if the traffic from current and new developments is, say 70% of the assumed traffic.

3. The minimal environmental impacts claimed for the Bypass Road are weak given the diversity of wildlife, particularly birds, in the North and South Fields area. Currently these areas are relatively dry, but old-timers tell of wet periods, years, when the land was very wet and surface water impeded agricultural operations. A few percolation tests in the current drought are not sufficient to define the hydrological characteristics of the two Fields.

Some of the Bypass appears to be close to the Provo River and thus run counter to the Federal Provo River Mitigation Project and Corridor restoration zone conditions. This deficiency needs to be addressed.

4. UDOT has apparently ignored the several referendums regarding zoning changes and development in the North and South Fields. These referendums overwhelmingly confirmed that development in these areas was to be very limited. Certainly, the referendums would have returned similar objections to a de-facto freeway cut through both Fields.
5. The Uinta Railroad was just approved by the Federal Government and will have an impact on oil truck traffic down Highway 40. Whether this results in a net decrease in truck traffic is not known, but the EIS did not address this project even though it has been in planning for some time.
6. Another flaw in the analysis is the unchallenged claim that lower transit time is some almost perfect goal. I find the focus on transit times is simply a comfortable way for engineers to express traffic impacts, but with no real meaning for commuters. A few minutes delay from the infrequent congestion on Main Street is small in comparison the commute time for most to the Salt Lake or Utah Valleys.
7. The study fails to consider the impact of the Bypass Road and increased traffic on Provo and Orem. It is not ethical to fail to consider these impacts by simply excluding them from the study scope without even a comment. It is naïve to think that truck traffic, and I'm not referring to oil transport, will route through Heber to get to Utah Valley and the I-15 corridor. A proper traffic study over a

year or two period would probably quantify the potential additional traffic, which must be happening now with nearly \$6.00 per gallon diesel fuel, making every mile cut from a journey count.

8. The routing has changed significantly since earlier routes were proposed. Why were these changes made and who was advocating these? Why was the bypass South of Midway Lane moved to the west through currently open fields instead of just west of Southfield Road, where it had been proposed for years? Perhaps I missed the part on how this change was made, but I suspect was in collaboration with Heber City and County Planning plus input from many developers. As an adjacent landowner I wrote about these issues but was never contacted about my views.

The revised routes were never submitted to the public for comment. It appears this was done in some 'back room'. Given the many referendums on the North and South Fields confirming their value to the public, there was no justification in keeping the routes confidential until the end. This would appear to be a violation of a normal process, something I hope someone with a legal background can delve into.

A few comments specific to my property.

Again, I am surprised how a bad idea has gotten even worse. We live in the epicenter of the proposed West Bypass Road on a lovely piece of agricultural land. Earlier designs had the bypass road to our east, which is fraught with problems but probably livable. We now learn the proposed freeway has moved to the West, probably immediately on our property line or even on our property. The upcoming surveys will probably shed some light on this. Of course, we have not been contacted at all, even though we must be one of the most impacted homeowners. This is hardly the sort of public engagement that I expected.

The intrusive freeway must be viewed in the context of other unfortunate decisions by local government.

Heber City and Heber Light and Power, Rocky Mountain Power, and others on the HPL board made unfortunate decisions to locate a large electrical substation just to the south of our property. This resulted in large and obscene steel power lines on our south and east. The property for the substation was sold by a member of a locally influential family, who conveniently also own the company who are building the power lines and substation. They also, I'm told, own the land to the west of the substation, probably no longer good development potential due to the substation but maybe they envision selling it for the bypass road.

How is this related to the proposed Western Bypass? The new bypass cuts through wonderful open hay fields which will, over time, be sites for a very few new homes...homes with substantial green lands in keeping with the agricultural history of the valley and the Envision Heber 2050 goals. Moving the bypass to the west was not explained in any detail in the draft documents...why? I will offer a view.

1. The local governments, Wasatch County and Heber City, probably have plans to expand the Wasatch Sports complex to the West. They already own land to the West of Southfield Road.

2. The bypass easement around 650 South and near to my properties eastern boundary was improperly defined...it was too narrow for the increased UDOT road design, and they missed my actual property boundary by some 20 to 30 ft. This error was entirely due to negligence on the part of Heber City Planning. The owner of the land to the east and developers covet the remaining land up to Southfield Road and moving the Bypass Road to the west allows them to develop more property.
3. The local family, as mentioned earlier, own property to the west of the substation. This land, zoned R20 I believe, is probably not attractive due to their sale of the land that is now the adjacent substation. Sale for a Bypass Road would monetize their land but violate the intent of the current zoning.
4. Over the last decade and with a clear idea that they wanted a Bypass Road, Heber City and Wasatch County failed to procure the additional land immediately west of Southfield Road, land that was until this spring, undeveloped. This sporadic planning seems to be a characteristic of our local governments.

My property will be very significantly degraded in value if the bypass is built. I'm not sure how compensation will be calculated but a realistic valuation of the property is likely to be contentious. Cutting my property in pieces is not an option, the intrinsic value is in the open location. The noise and proximity of a major freeway is simply unacceptable.

Stop this project and focus on dispersal of traffic onto local roads. Work on improving mass transit. Accept Heber City's Main Street for what it is, a commercial thoroughfare. Preserve our North and South Fields.

Attached are some comments from Ann George that summarize well the issues and deficiencies.

Kind regards,



Ann M. George

David and Ann George

cc: Mayor Heidi Franco
Friends of Heber Valley attn: Christi Judd
Wasatch County Commission

Heber Valley Bypass Road

Comments on EIS from Ann George

- It seems wrong to build a road through wetlands and environmentally sensitive areas, as well as fertile farmland and pastoral scenery to bypass approximately 20 city blocks. This would be from 800 North to 1200 South.
- This will evidently cost about \$200,000,000.00
- The building of this road will directly contradict the wishes of the citizens. ENVISION HEBER 2050 makes it quite clear in number of places that “Heber City draws a clear distinction between what is city and what is country, maintaining a distinct city that is surrounded by OPEN LAND, VALUABLE FOR ITS BEAUTY, ECOLOGY, AND AGRICULTURAL FUNCTION.” Further, “Heber City is nestled in a green valley, brimming with historical agricultural uses, the beautiful Provo River, and unmatched views of the Wasatch Mountains. Our residents value this beautiful and unique setting and are committed to PRESERVING ITS CHARACTER WHILE GROWING AND NURTURING OUR CITY. TOGETHER, WE DESIRE TO PRESERVE THE BEAUTIFUL AND OPEN LANDS, etc.”
- The North Fields have historically been too wet to build much in. Perc tests done in the drought will not necessarily reflect the true extent of groundwater in the future.
- The assumption made by UDOT is that the city of Heber desires to make the city into a “walkable “one, with buildings built out to the street and parking available behind or to the side of businesses. This idea is taken practically verbatim from an earlier study, which was roundly criticized and excoriated by the people attending the meetings. It was subsequently voted out by the city.
- The idea that Heber will become attractive to walk in is far-fetched at best. There are about three blocks on either side of Main Street that are historically interesting. The rest of Main is full of car dealerships, fast food, and other uninteresting venues.
- Heber is not built like Park City, or even like Midway. It is a highway, it is wide and cannot be made narrower without rebuilding the entire thing, and not really a place to walk for enjoyment.

- **For locals, the problem is usually getting onto Main Street or getting across it. It seems the city has willfully limited the use of traffic lights and turn signals in order to make the case for this new road.**
- **In all the information there isn't a reference to the new rail spur being built which could spell the end of the oil truck traffic through Heber.**
- **In any case, the percentage of road use by oil truck traffic is some 4+%, which doesn't seem to warrant a whole road system to bypass Heber.**
- **Judicious use of traffic signals and clear suggestions to use another route within the city could go a long way to mitigating traffic woes in Heber.**

**COMMENTS SUBMITTED TO THE UTAH DEPARTMENT OF TRANSPORTATION
REGARDING THE DRAFT ALTERNATIVES DEVELOPMENT AND SCREENING
REPORT, DATED JUNE 7, 2022**

JULY 21, 2022

Introduction – Landowner/Rancher In Heber Valley, UT

I am a member of a third-generation farming and ranching family who live in Heber Valley. I believe that the proposed Heber Valley Corridor Project (the “Project”), as currently described in the “Draft Alternatives Development and Screening Report,” dated June 7, 2022, threatens the quality of life in our community, poses significant environmental damage, and has not adequately been researched and planned to best increase the mobility of traffic for the Heber Valley. I believe that the Utah Department of Transportation (“UDOT”) needs to conduct a more robust screening analysis of the Project prior to any farther action taking place as the initial UDOT planning has significant flaws. The highlights include:

- 1) **Flawed Screening of Alternatives.** The proposed solutions by UDOT assumes Heber Valley congestion on Main Street can be solved by bypassing downtown Heber altogether. The Heber City congestion appears to be caused more by feeder roads from the East of valley to include 2400 South, 1200 South, 500 North, Center Street, and the Daniel area. The Northfields Project do not address a viable solution for any of these feeder roads through the city center.
- 2) **Flawed Public Notice and Comment.** The decision and current design criteria appear to be influenced by a small number of individuals who are interested in pushing traffic to the west of Heber City to the detriment of the North Fields area with little regard for alternative options.
- 3) **Flawed Purpose and Need.** The Project does not support the stated vision of Heber Valley as an open space area that provides a sense of rural living. Additionally, the Project disrupts the VITAL livestock corridor utilized daily by our family and other Ranching operations. Additionally, the current Project will cut through vital infrastructure in the South Field area that is currently utilized by the Heber Valley Special Services District as effluent for the valley’s wastewater treatment facility. Currently, this is a very well-designed system that would have to be researched as to the feasibility and cost of treating the water at a higher level to return the outflow into the Provo River drainage. Furthermore, the railway between the Uintah Basin and Helper area is eminent helping alleviate the tanker traffic from the area to Salt Lake City.

Potential options for an alternate solution that does not destroy one of the central aspects of Heber Valley:

- A) **Bypass alternates that divert traffic from the East of Heber Valley to the North of Main Street.** Utilize the current requirements imposed on the Red Ledges Development

and city of Heber for a North-East feeder from the rapidly growing East portion of Heber Valley bypassing downtown Heber City.

B) Utilized a one-way bypass system through Heber City. Create a one-way system running North-South through Heber City by using First East and First West. This will catch all of the feeder traffic from the most congested portions of the Heber Valley who may never utilize the Project as currently designed.

In summary, I respectfully request that UDOT undertake a more rigorous approach to identify an appropriate purpose and need for the Project. Currently the Project interferes and destroys the incredible resource of the Northfields. An area that currently requires a 20 acre parcel or a lot of record to ascertain a building permit, ensuring this resource is not destroyed.

Thank you for your consideration in this matter.

Sincerely,

Julio Rodriguez

**COMMENTS SUBMITTED TO THE UTAH DEPARTMENT OF TRANSPORTATION
REGARDING THE DRAFT ALTERNATIVES DEVELOPMENT AND SCREENING
REPORT, DATED JUNE 7, 2022**

JULY 21, 2022

Introduction – Landowner/Rancher in Heber Valley, UT

I am a member of a third-generation farming and ranching family who reside in Heber Valley. I believe that the proposed Heber Valley Corridor Project (the “Project”), as currently described in the “Draft Alternatives Development and Screening Report,” dated June 7, 2022, threatens the quality of life in our community, poses significant environmental damage, and has not been adequately researched and planned to best increase the mobility of traffic in the Heber Valley. I believe that the Utah Department of Transportation (“UDOT”) needs to conduct a more robust screening analysis of the Project prior to any further action taking place as the initial UDOT plan has significant flaws. These include:

- 1) **Flawed Screening of Alternatives.** The proposed solutions by UDOT assumes Heber Valley congestion on Main Street can be solved by bypassing downtown Heber altogether. The Heber City congestion appears to be caused more by feeder roads from the East of the valley to include 2400 South, 1200 South, 500 North, Center Street, and the Daniel area. The Northfields Project does not address a viable solution for any of these feeder roads through the city center.
- 2) **Flawed Public Notice and Comment.** The decision, and current design criteria, appear to be influenced by a small number of individuals who are interested in pushing traffic to the west of Heber City to the detriment of the North Fields area with little regard for alternative options.
- 3) **Flawed Purpose and Need.** The Project does not support the stated vision of Heber Valley as an open space area that provides a sense of rural living. Additionally, the Project disrupts the VITAL livestock corridor utilized daily by our family and other ranching operations. Additionally, the current Project will cut through vital infrastructure in the South Field area that is currently utilized by the Heber Valley Special Services District as effluent for the valley’s wastewater treatment facility. Currently, this is a very well-designed system that would have to be researched as to the feasibility and cost of treating the water at a higher level to return the outflow into the Provo River drainage. Furthermore, the railway between the Uintah Basin and Helper area is imminent and will help alleviate the tanker traffic from the area to Salt Lake City.

Potential options for an alternate solution that does not destroy one of the central aspects of Heber Valley:

- A) **Bypass alternates that divert traffic from the East of Heber Valley to the North of Main Street.** Utilize the current requirements imposed on the Red Ledges Development

and city of Heber for a North-East feeder from the rapidly growing East portion of Heber Valley bypassing downtown Heber City.

B) Utilize a one-way bypass system through Heber City. Create a one-way system running North-South through Heber City by using First East and First West. This will catch all of the feeder traffic from the most congested portions of the Heber Valley who may never utilize the Project as currently designed.

In summary, I respectfully request that UDOT undertake a more rigorous approach to identify an appropriate purpose and need for the Project. Currently, the Project interferes and destroys the invaluable resource of the Northfields. An area that currently requires a 20 acre parcel, or a lot of record to ascertain a building permit, ensuring this resource is not destroyed.

Thank you for your consideration in this matter.

Sincerely,

Julio Rodriguez, Sr.

Comments on the proposed Highway 40 Bypass Road through the North Field

by

Dr. Robert K. Simons, P.E., Ph.D.

The North Field area is located to the west of Heber, UT and is an agricultural area that lies between Heber and the Provo River. This area has been irrigated by a system of canals and laterals which have provided water to this area for over 100 years. This irrigation system has:

- 1) built up the groundwater table and through flood irrigation of the land surface
- 2) developed sub-surface irrigation by groundwater
- 3) developed this area into prime ground for production of hay and grazing for significant cattle operations which have been in existence for many decades.

Figure 1 shows this irrigation system in the North Field. The boundary of the North Field irrigation system is shown in green. Some of the main irrigation canals are shown in blue, as is the Provo River which flows in a southern direction along the western boundary of the service area. The irrigation canals are diverted from the Provo River north of the North Field and generally flow in a southerly direction through the North Field. The ground surface in the North Field generally slopes to the south and west. There is a groundwater gradient that slopes to the southwest through the North Field as groundwater generally flows from the higher sources on the north and east and flows towards the lowest level which is the Provo River along the western boundary of the North Field area.

General Map of the
North Field Irrigation
Service Area
Wasatch County, Utah

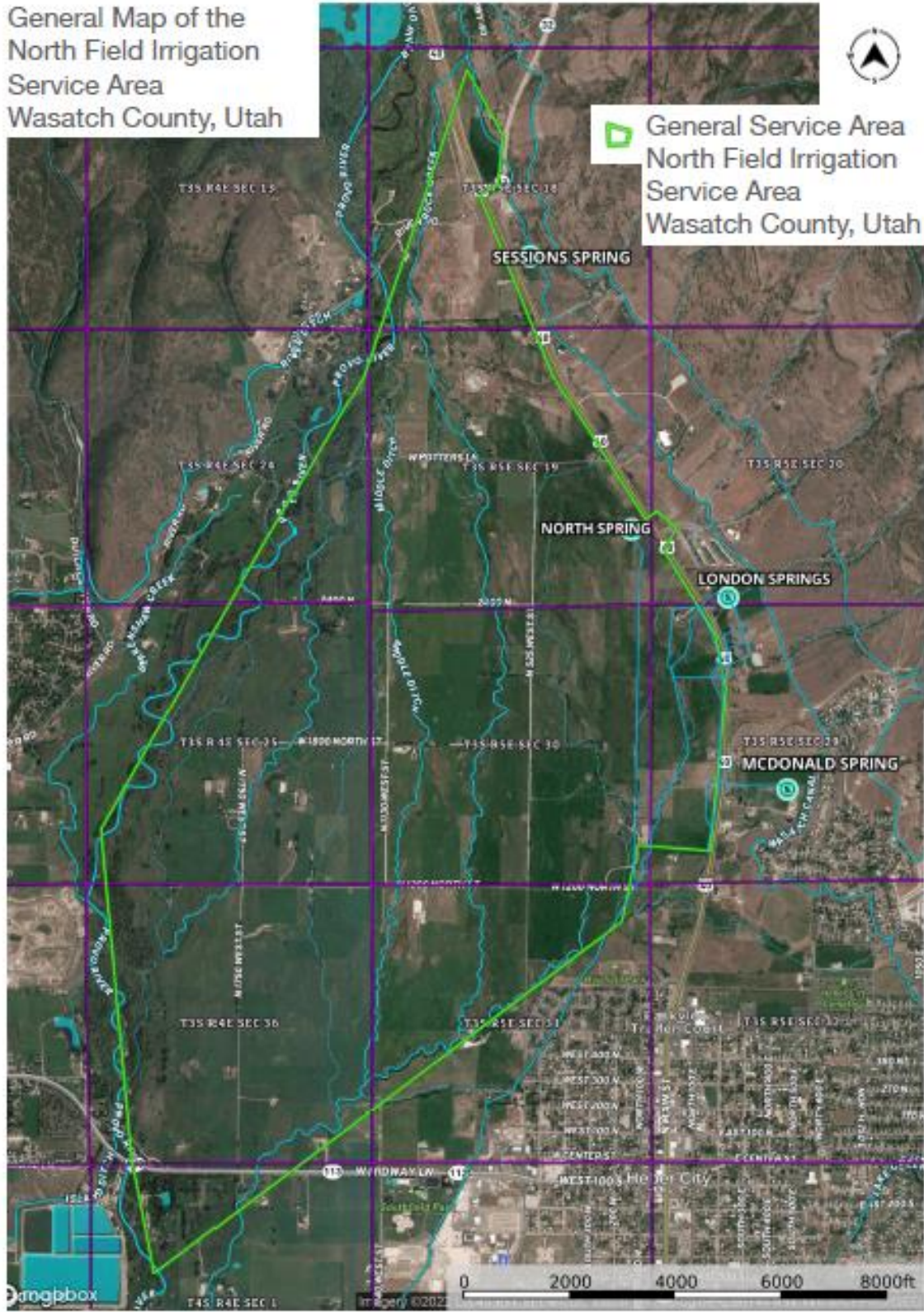


Figure 1. North Field area and associated irrigation system

Recent photographs show the North Field area, as well as some of the main irrigation canals that provide water to this area.

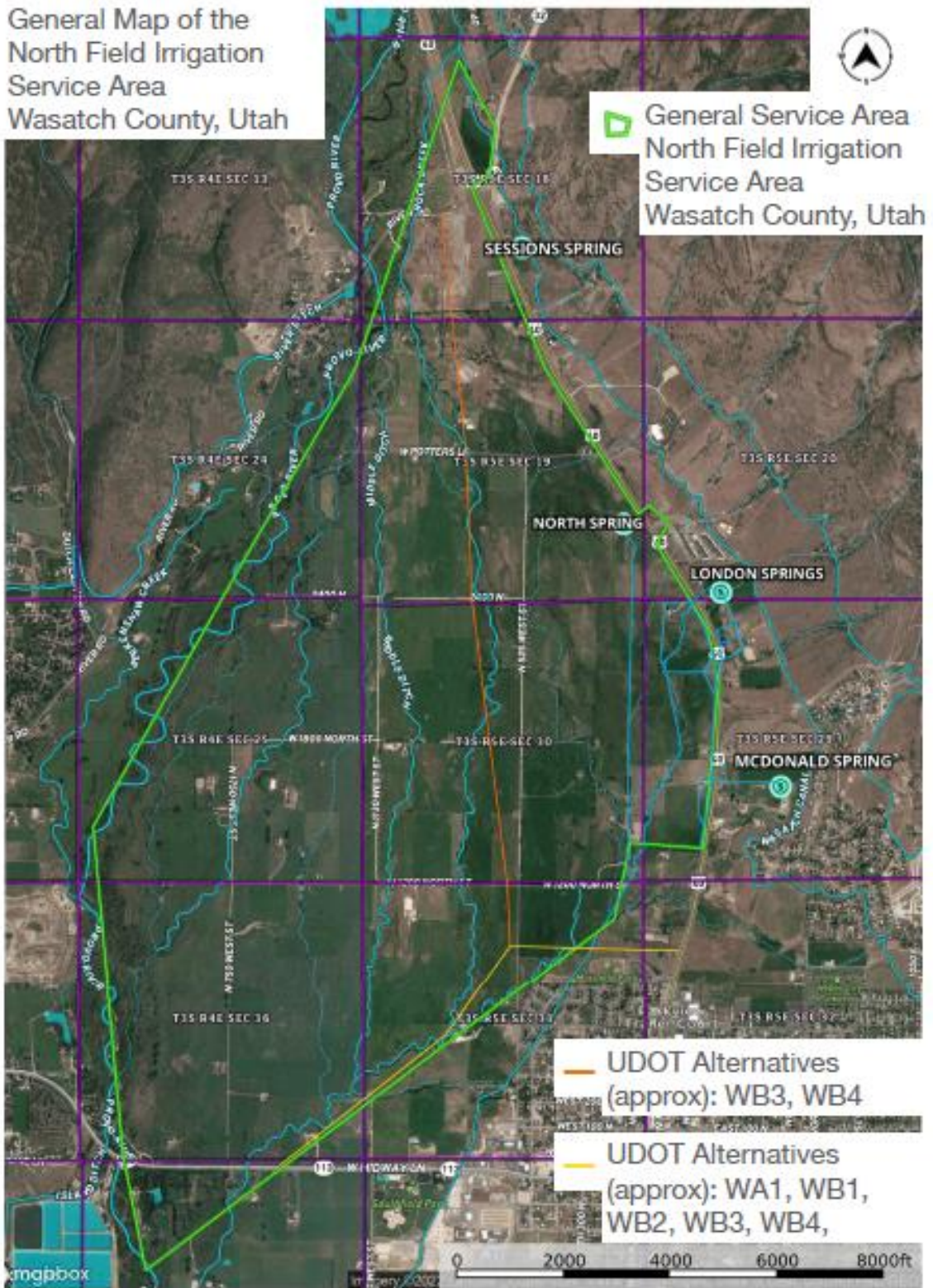






The approximate location of the proposed Highway 40 Bypass Road through the North Field area is shown in the following Figure in yellow and orange. The primary route in the north-south direction is shown in orange and essentially cuts the North Field area into two separate pieces.

General Map of the
North Field Irrigation
Service Area
Wasatch County, Utah



The road will significantly affect the irrigation system and the delicate balance that has been developed over the past century between surface water and groundwater and the agricultural activity that it supports. The road alignment essentially goes right over one of the primary canals that provides water to the fields. This will require the realignment of the irrigation canal. More significant is the impact on the groundwater flow that again flows generally from the northeast to the southwest across the North Field towards the low point of the Provo River on the western boundary of the North Field Service area.

The effect of roads on groundwater has been studied and shows that the proposed road will adversely affect the North Field area.

In Chapter 18 (ref) of a manual on highway design, the issue of groundwater and seepage is addressed:

18 Groundwater and Seepage

18.1 INTRODUCTION

18.1.1 Purpose

The impact of groundwater on the construction, maintenance and long-term performance of highways and highway structures must be considered on every project. Excessive and uncontrolled subsurface water has been responsible for large numbers of pavement and slope failures, and unsatisfactory projects. Subsurface drainage is essential for economical, long-term performance of roads and highways. This chapter discusses the effects of groundwater on highway projects, identification of groundwater problems, and methods for control of subsurface and subpavement water. Procedures and criteria for subsurface drainage design are presented, with emphasis on a multidisciplinary approach to groundwater problems with interaction between the hydraulics, geotechnical and roadway engineers.

While most of the manual focuses on how to reduce problems to the highway, the concepts also apply to adverse effects on groundwater movement under the road.

In section **18.3 ANALYSIS OF GROUNDWATER PROBLEMS**, they discuss Darcy's law which is used in quantifying the movement of groundwater:

Darcy's law relates flow through porous media linearly to a proportionality constant, k , and the hydraulic gradient, i . Darcy's law is expressed in the following form:

$$Q = k i A \quad (18.1)$$

where: Q = discharge through an area (volume/time); k = coefficient of permeability (length/time); i = hydraulic gradient, the ratio of change in water level and linear distance of fluid flow (dimensionless); A = area through which flow occurs (length²).

When a road is constructed, one of the first steps is to compact the soil and build up a base by importing road base material. This changes the value of k , which is the coefficient of permeability of the soil. This will disrupt the historic movement of groundwater which has developed over the past century as it flows from northeast to southwest and crosses the proposed alignment of the road.

The manual then discusses the difficulty in determining the coefficient of permeability:

18.3.3 Determination of the Coefficient of Permeability

The coefficient of permeability, k in Darcy's law, is defined as the flow rate through a unit area with a unit hydraulic gradient. It indicates the capability of a material to carry water. Both soil and fluid properties affect the coefficient of permeability. Permeability is a function of soil-particle size, soil void ratio, mineral composition, soil fabric, and degree of saturation. The coefficient of permeability is also a function of the fluid density and viscosity.

It is preferable to determine permeability by direct methods in the laboratory or field. These methods include:

- *Laboratory - constant head test and falling head test; and*
- *Field - pump tests.*

Tests to determine the coefficient of permeability for fine-grained soils take a long time to perform. As such, permeability is sometimes determined indirectly from triaxial compression test results, or from consolidation tests. Procedures for these testing methods can be found in soil mechanics texts or laboratory manuals.

Although field or laboratory determinations of permeability are ideal, they are both expensive and difficult. In practice it is often necessary to estimate soil or filter-material permeability with empirical equations, or charts that relate permeability to soil gradation.

The relationship between soil grain-size and permeability can be used to estimate the permeability.

Permeability of granular soils is related to grain size by Hazen's Formula:

$$k = C (D_{10})^2 \quad (18.2)$$

where: k = coefficient of permeability (in/sec); C = proportionality constant ($C = 1$ for coarse sands and gravel); D_{10} = effective grain size in inches (the particle diameter for which 10 percent of the soil mass passes in a sieve analysis).

It should be noted that the coefficient of permeability varies over many orders of magnitude depending on soil properties. In natural deposits and some compacted soils permeability may be much greater in one direction than in another. The coefficient of permeability for a soil is very difficult to determine, and results obtained from these methods are approximations which should be used with discretion.

Designing a road that will not impact the movement of groundwater as it has developed over the past century will be a difficult task since this will be a wide road that will carry a very significant load of traffic with many millions of tons of traffic compressing the soil and adversely affecting the movement of groundwater as it has in the past.

A recent study shows the impact of even small forest roads on groundwater ([Measuring Effects of Roads on Groundwater: Five Case Studies \(fs.fed.us\)](https://www.fs.fed.us/research/pubs/2007/2007_01_01_mea.pdf)),

Measuring Effects of Roads on Groundwater: Five Case Studies

Keith Kahklen
Hydrologist, Juneau Forestry Sciences Laboratory

Jeffry Moll, P. E.
Senior Project Leader

The report clearly states the issue:

Introduction

This report presents five case study site investigations of road effects on groundwater levels. Levels were measured by both electronic and hand methods in accordance with methods and equipment discussed in the companion document in this series entitled “A Monitoring System for Measuring Effects of Roads on Groundwater: Equipment and Installation.” These five case study sites are in southeast Alaska. Additional case study investigations from sites in Montana will be added to an electronic version of this paper accessible on the SDTDC homepage.

Road effects on groundwater levels are important considerations in determining the overall impact a transportation system imparts on the hydrologic function of a watershed. A complete understanding of the effects of roads on groundwater is difficult because of the

- Nonuniform interception of groundwater*
- Heterogeneity of soils*
- Variations of soil density*
- Differing prism configurations on a given road segment*
- Lack of methodology for tracking all components of a catchment’s water budget*

Results presented in this report are examples of an initial determination of road effects on groundwater for each of the five sites. From results such as these, the need for further investigation and analysis can be determined, based on specific concerns for a given site.

Sound ecosystem management for transportation system development activities encompassing ecological, watershed, fish habitat, and buffer strip analyses requires information concerning road effects on groundwater. This study was designed to assist Forest Service field units in measuring and assessing effects of roads on groundwater and to provide a foundation for

- Developing the ability to predict effects of road prisms on groundwater*
- Developing methods of identifying and treating or mitigating effects*
- Accounting for groundwater concerns during transportation system activities including planning, location, design, construction, operations, maintenance, and closure and obliteration.*

The report concludes by stating:

Results from the five transects described in this study show two effects of roads on groundwater levels on the uphill side of the prism: either a bulge or a drawdown in groundwater level near the ditch.

On the up-gradient side of the road there was an increase in groundwater level and a drawdown or lowering on the down-gradient side of the road, particularly if drainage ditches are built on the side of the road.

Another adverse impact to the area as a result of the proposed Highway 40 Bypass Road is salt pollution as explained in the following document:

**Effects of Road Salting on Ground Water
Quality at the Suffolk County Water Authority Ackerly Pond
and Mill Lane Well Fields, Peconic, Town of Southold**

Tyrand T. Fuller and Richard G. Bova
Suffolk County Water Authority
3525 Sunrise Hwy, Oakdale, NY 11772

This study shows that “elevated chloride concentrations” were found in adjacent ground water and ponds associated with road salting, which is quite prevalent in Utah.

Construction of the proposed bypass road through the North Field area, based on observations of the area and the available literature, will modify the historic groundwater movement from northeast to southwest by changing the coefficient of permeability due to changes in soil conditions and compaction and will result in a build up of groundwater on the east side of the road and a decrease in groundwater level on the west side of the road. This will adversely affect the historic pattern of surface and sub-surface irrigation that has resulted in the current delicate balance of the interaction between surface and groundwater that is so important to agriculture in this area. Salting of the road will adversely affect the quality of the water which is used for agriculture and ultimately drains into the Provo River.

The proposed alignment of the Highway 40 Bypass Road should not be allowed to proceed because of the significant adverse impacts to surface water and groundwater resources which have been developed for over a century which supports significant agricultural activity. Other alternatives exist which would not cause these adverse impacts to this important local resource.



SALT LAKE CITY UT 840

18 JUL 2022 PM 3 L

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

84121-708450



IDEAS TO USE IN YOUR COMMENTS TO UDOT

- UDOT has demonstrated a lack of understanding of "Envision Heber 2050," Heber City's General Plan. The number one desire of the citizens who helped create the plan was **preservation of open space and Heber's rural character**. Destroying the North fields with a highway is in complete opposition to that desire.

- In its process of developing and proposing WB3 and WB4, UDOT has misunderstood and misrepresented Heber City's vision, developed by citizens and elected officials over a significant period of time.

- The numbers do not work in the "vision for Heber City" that UDOT says it wants to promote. UDOT's process fails to numerically address how through traffic into Heber City can be significantly slowed and still be adequately compensated for by any other roadway system.

- UDOT has not analyzed how the retail and restaurants on Main St would be impacted by rerouting traffic.

- UDOT parrots language from some writings of Heber City about a "walkable downtown Heber," but there is a serious flaw in that neither Heber City nor UDOT have clearly defined what a "walkable downtown" is.

- The UDOT'S description of what it believes to be the "vision of downtown Heber" is not the vision of downtown Heber that is stated in "Envision Heber 2050." UDOT has failed to understand Heber City's General Plan.

- What UDOT has taken as the "citizens view" comes from too small of a sampling to know what the citizens really want.

- The notion of a bypass through the North Fields (at first called "Western Bypass D) was suddenly sprung on the citizens in October of 2021, long after all the other bypass alternatives had been presented.

- UDOT did not perform adequate studies or testing on the areas where they propose to put routes WB3 and WB4.
- By UDOT's own admission, bypass options WB3, WB4 impact a much larger area of wetlands than the other three alternatives.
- In its revelation of the "five preferred routes" in June 2022, "Western Bypass D" had changed by UDOT into not one, but **TWO** (now called WB3 and WB4) of the five alternatives, with NO citizen input.
- After at least two years of scoping and screening processes, and several public comment periods, **TWO** of the routes chosen to be in the five final alternatives HAD NEVER BEEN PRESENTED TO THE PUBLIC, NOR HAD THE PUBLIC BEEN ALLOWED TO COMMENT ON THEM.
- UDOT has failed to understand the will of the people of Heber Valley regarding preservation of the Valley's rural nature.
- A highway through the North Fields seriously jeopardizes the \$10 million bond that was passed by Wasatch County in 2018. That bond was largely planned to be used in the North Fields for open space preservation. With a highway through the North Fields on the table, the bond will be in limbo for years, and may never be used. UDOT's action is flawed because it shows that they did not study or understand the bond. This flawed action violates the will of the people.
- UDOT appears ignorant of the will of the people regarding preserving the rural nature of the North Fields. A citizen referendum in 2016 overturned a vote to allow 10 acre zoning in the North Fields. 74% of our valley voted to NOT rezone the North Fields, keeping the zoning at one home per 20 acres.
- An attempt was made in 2016 to rezone areas of the North Fields to 10 acres per home. A citizen referendum resulted in putting it to the vote of the

people, and 74% of our valley voted to NOT rezone the North Fields, keeping the zoning at one home per 20 acres.

- UDOT is ignorant of or has chosen to disregard a 2018 citizens referendum ballot issue where a 62.74% majority overturned Wasatch County's approval of a landowners request to rezone his property, which would have introduced higher density in the beloved Central Zone by the North Fields.

- UDOT has failed to understand the significance of Heber Valley's historic livestock corridors to the legacy of Heber Valley. A bypass through these would devastate them and destroy an important, living part of Heber Valley's legacy.

- UDOT has minimized or dismissed the importance of the Federal Provo River Mitigation Project and Corridor, which would be seriously compromised by options WB3 and WB4

- UDOT's process has ignored important input from the Bureau of Reclamation.

-The EPA has said to UDOT; *One of our primary concerns regarding the project was the potential for the development of a western bypass that would be more likely to impact waterbodies and wetland complexes. Why has UDOT ignored this admonition?"*

- Envision Heber (page 5) "Heber city is nestled in a green valley, brimming with historic agricultural uses, the beautiful Provo River, and unmatched views of the Wasatch Mountains. Our residents value this beautiful and unique setting and are committed to preserving its character while growing and nurturing our city. Together, we desire to: Preserve the beautiful open lands that surround us; . . . [W]e foster a vibrant community and a quiet countryside – a place residents and visitors alike will enjoy for generations to come." [Emphases in the original]. **UDOT has ignored this important part of Heber City's Vision, instead focusing on a vaguely defined and poorly understood notion of a "walkable downtown."**

- UDOT says that one of the "Purposes and Needs" of having a bypass is to "Provide Opportunities for Nonmotorized Transportation." However, a big flaw in this is that plans WB3 and WB4 would be highways or freeways with vehicles going 45 - 55 mph or faster. Most people do not want to walk or bike next to a highway or freeway with vehicles (including big trucks) going those speeds. It would be very unpleasant.

- UDOT says that one of the "Purposes and Needs" of having a bypass is to "Provide Opportunities for Nonmotorized Transportation." However, a big flaw in this is that plans WB3 and WB4 would be located in the North Fields. If walkways and bikeways are supposed to be for people to get to where they live and work, without having to drive a car, then the North Fields is not the place to put them!

- UDOT dismissed Main Street options without them being thoroughly studied and discussed. How much improvement would be seen in traffic flow with just simple improvements on Main Street!?

- UDOT says that one of the "Purposes and Needs" of the project is to allow Heber City to meet their vision for the historic town center. Heber City has not openly revealed to the citizens exactly what that vision is. So, how does UDOT know? If UDOT has withheld information from the citizens about exactly what they understand this to mean, then that is a big flaw and omission in their process.

- Instead of understanding and adhering to Heber City's General Plan, UDOT has chosen to listen to, respond to and promote the plan of a group of individuals ("The Parkway Group"). This has seriously damaged UDOT's process and has given an inappropriate amount of importance to the desires of certain parties who are acting in their own self-interest.

- UDOT says that making improvements to Main Street and keeping Main Street as what it has always been - a Highway - will keep Heber City from

putting in things it wants like "wide sidewalks, bike lanes, landscaping and a **reduced speed limit.**" But as a Federal Highway, US 40 has to keep a certain speed limit by law. And by how much does Heber City want to reduce the speed limit? It is seriously doubtful that someone traveling from the north side of Heber who needs to go, say, to Wasatch High School, Ace Hardware, Lee's Market or the Heber Valley Medical Center is going to want to drive slowly down Main Street admiring the landscaping and the wide sidewalks. And they are not going to want to circle around town on a bypass. UDOT has failed to assess the real needs of the local residents who utilize Highway 40 for their life/transportation needs and has instead focused on the fact that Heber City might want to have some tourists sitting at sidewalk cafes.

- UDOT says that one of the "Purposes and Needs" of the project is to allow Heber City to meet their vision for the historic town center. They say it means buildings that are listed on the National Register of Historic Places. UDOT appears not to have thoroughly studied this. In its "Level 1 Screening Results," UDOT claims that between 9 and 36 "Downtown Historic Buildings" would be impacted by the various plans involving Main Street. Research into the National Register of Historic Places indicates that there are actually only 13 buildings in Heber that are on the National Register of Historic Places, and of those 13, only 3 are on Main Street. It seems a glaring flaw in UDOT's process to summarily eliminate all options for Main Street and advocate for destroying the North Fields because of 3 buildings. Surely, work on Main Street could be done with enough care to protect those buildings.

- The buildings in Heber that are listed on the National Register of Historic Places are: 312 S. Main St; 139 N. Main St; Main St. at 100 North St. and 100 West St. corners; 81 E. Center St; 421 E. 200 North; 4800 E. Lake Creek Rd; 188 W. 3rd North; 124 E. 400 South; 1st West and Center Sts; 261 N. 400 West; 115 E. 300 North; 55 W. Center St; 315 E. Center St.. UDOT does not address how the ten (out of

13) registered historic buildings that are NOT on Main Street would be negatively impacted by improving Main Street.

- Why should the "Vision of Heber" become a "Project Purpose" for UDOT? UDOT is only the proponent of the Bypass Project. This (vague) Vision should not be used by UDOT as an excuse to avoid the work it would take to thoroughly study the variety of reasonable alternative routes before just ruling them out.

- UDOT ruled out all the Main Street alternatives, and one of the biggest reasons was because they didn't "Allow Heber City to Achieve Vision." There is a big problem with this. Nowhere is it explained exactly what that Vision is.

- UDOT ruled out all the Main Street alternatives. This was very short sighted and narrow minded. One of the main reasons for this was because those alternatives "didn't allow Heber City to achieve its vision." Nobody really knows what that means. Yet, saving the North Fields and the rural and agricultural legacy of Heber Valley is just as big and important a "VISION" for thousands of citizens, and everybody knows what that means! Why would UDOT choose to destroy that VISION of the people? It's just as important!

- The number one wish of citizens who helped create "Envision Heber 2050" was preserving open space and the rural and agricultural legacy of Heber. UDOT has committed a serious error by not honoring that and only focusing on Downtown Heber.

- UDOT seems to be relying on some surveys that were done in 2019 to determine what the people want regarding downtown Heber and the bypass concept. A LOT has changed since 2019! Before embarking on a project this big and life-changing, UDOT should have surveyed the current thoughts of the citizens.

Not taking the current pulse of the citizens makes UDOT look negligent and lazy.

- UDOT says it ruled out a number of alternatives because of their impacts on "Valued Places," but it does not specifically say what those Valued places are. It is a big flaw in UDOT's plan that it hasn't included the North fields as a valued place (which it is to countless citizens, and has been for generations) that would necessitate ruling out WB3 and WB4.

- UDOT says it wants to plan roads for the future growth of Heber. It's not UDOT's responsibility to manage (or mismanage) the growth of Heber. But a Highway through the North Fields is shouting "if you build it, they will come." UDOT has failed to realize that by building a highway through the North Fields, it will open the door to development in that area, and only make the future traffic problems bigger and more difficult. Heber City has already approved way more development than is healthy for this Valley, UDOT should not encourage and contribute to that problem.

- UDOT has failed to adequately study the importance of groundwater in the North fields, and how it would be impacted by a highway. The groundwater goes back into the Provo River and is an important source of water for Deer Creek Reservoir and water users downstream from Deer Creek Reservoir. The irrigation water that is applied because of the agricultural uses of the North Fields of Heber Valley is very important to the water supply of other communities, such as those in Utah Valley.

- In addition to the severe damage to the North Fields, the impacts on right-of-way and property are greater for WB3 and WB4 than for the other bypass options, which connect to US 40 near 800 North (WA1, WB1 and WB2)

- UDOT has failed to address the need for robust arterial roads in the developments to be built on the east side of Highway 40. UDOT should include this as part of their planning and proactively work with Heber City on this major issue. Rather, UDOT appears to be taking a "wait and see" approach to whether or not Heber City will stand up to developers and make them responsible for the traffic needs they are creating. UDOT must not have the *laissez-faire attitude*, that "Oh well, we will just build a big highway through the North Fields in case they decide to dump all their traffic onto US 40."

Christi Judd
Friends of Heber Valley
[REDACTED]

July 21, 2022

EPA COMMENTS

SUBJECT: Heber Valley Corridor – Draft Alternatives Development & Screening Report

FROM: Matt Hubner, NEPA Project Lead; Chris Razzazian, Air and Radiation Division; and Nolan Hahn, CWA 404 Program

TO: Naomi Kisen, Environmental Program Manager, UDOT and Craig Hancock, Project Manager, UDOT

The following are comments for your consideration pertaining to the request for input on the Draft Alternatives Development & Screening Report for the Heber Valley Corridor Draft EIS. We appreciate the opportunity review the document and are providing comments based on our review of the provided information and discussions from the June 6 cooperating agencies meeting. If you have questions or would like to discuss these comments, please contact me at (303) 312-6500, or by email at hubner.matt@epa.gov.

Water/Wetlands

- One of our primary concerns regarding this project is the potential for eliminating alternatives that would be less likely to impact waterbodies and wetland complexes than alternatives retained for detailed analysis. We appreciate the elimination of Alternative WA3, which appears to have the greatest direct impact to wetlands. However, only the least environmentally damaging practicable alternative (LEDPA) may be permitted under Clean Water Act (CWA) Section 404, and so we continue to voice concern that sole focus on the western alternatives, which would be expected to result in greater direct and indirect wetland impacts than the eastern alternatives, could result in an EIS that is inadequate for 404 permitting purposes. For instance, the report indicates the eastern bypasses were screened out because they did not meet the criterion to increase local mobility by 2050 yet met other screening criteria. It may be possible that eastern bypass and other alternatives may pass the mobility screening criterion if other feature were included as components of the alternatives. For example, the report screened out increased public transit as an individual alternative. We recommend evaluating public transit as a component of all alternatives as a local traffic reducer, especially since the report identifies that the dominant sources of traffic congestion are local in origin. Providing alternative modes of local transportation may open other alternatives to be evaluated in the EIS and ensure that the LEDPA is identified concurrently as part of the NEPA process. Further, evaluating local transportation in all alternatives is consistent with Executive Order 14008 (*Tackling the Climate Change Crisis at Home and Abroad*) and will be beneficial to all resources evaluated in the EIS, including air quality and resources important for environmental justice (EJ), as discussed below.
- We identified in scoping that utilizing cost as an alternatives screening criterion for this project raises concerns due to the already-acquired land on the west side of Heber City. We appreciate

the discussion on cost and inclusion of the tables identifying the costs of the rights of way (ROW) acquisitions necessary for the western alternatives. We would like to reiterate that under CWA Section 404, alternatives that may have a lower cost may not be the LEDPA. For an alternative to be practicable, it must be reasonably available or obtainable and may include options beyond the authority of the lead agency. Under the Guidelines, cost is not primarily considered according to whether the cost of one alternative is more or less than other alternatives. Rather, practicability in terms of cost is based on whether the cost of an alternative is within the range of costs for similar projects or industry norms. By not including the cost of ROWs for other alternatives, such as the eastern bypass alternatives, it is difficult to discern the factor of cost. We recommend including cost values for all alternatives to ensure that the analysis is adequate for 404 purposes.

Environmental Justice

- We recommend that UDOT evaluate communities with EJ concerns that may be impacted by the alternatives before final screening is completed. Utilizing EPA's [EJScreen](https://www.epa.gov/ejscreen) tool (<https://www.epa.gov/ejscreen>), we identified that the west and northwest side of Heber City, as well as south of the City, in Daniel, appear to have communities with socioeconomic and health disparities that should be evaluated when considering and screening alternatives. Addressing EJ considerations prior to identifying final alternatives will ensure that appropriate steps may be taken to engage the communities that may be most impacted and lead to the ultimate goal of identifying alternatives that do not disproportionately affect already overburdened communities. This is especially pertinent since the report puts forward alternatives that all have some level of impact to these communities.

Air Quality

- The report does not discern differences in air quality impacts among the identified and screened alternatives. We recommend giving consideration to the location of potential receptors (occupied areas) in relation to the projected emissions from changed traffic patterns as part of the alternatives development process. We further recommend evaluating changes in road-side pollution for alternatives that would result in lower or failing Level of Service (LOS) compared to alternatives that are projected to perform at a higher LOS. Additionally, we recommend calculating emissions for the alternatives utilizing the latest version of MOVES (currently MOVES3.0.3). Understanding the increases or decreases of emissions that would occur under each alternative is a valuable component of screening and identifying alternatives as well as identifying their impacts in the EIS.

Midway City Corporation

Mayor: Celeste T. Johnson
City Council Members
Lisa Orme • Jeffery Drury
J.C. Simonsen • Steve Dougherty
Kevin Payne



75 North 100 West
P.O. Box 277
Midway, Utah 84049
Phone: 435-654-3223
Fax: 435-654-4120
midwaycityut.org

July 2022

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

To Whom It May Concern:

The Midway City Council supports Wasatch County Resolution 2022-09 (Attached). Please include this letter and the resolution as the Midway City Council's comment on the Draft Alternative Development and Screening Report.

Thank you for considering this comment.

Sincerely,



Celeste Johnson
Mayor

**WASATCH COUNTY
RESOLUTION NO. 22-09**

**A RESOLUTION SUBMITTING COMMENTS TO UDOT ON THE HEBER VALLEY
CORRIDOR EIS DRAFT ALTERNATIVE DEVELOPMENT SCREENING REPORT**

WHEREAS, the Wasatch County supports the design and construction of road improvements to reduce traffic congestion on U.S. 40 in Heber City; and,

WHEREAS, the Wasatch County Council desires to raise public awareness of options being explored by UDOT; and,

WHEREAS, the Wasatch County Council desires to submit an official comment during the current comment period on the selection process of alternatives; and,

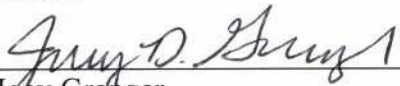
WHEREAS, Wasatch County Council is united in its concern about factors related to three of the options advancing through the screening process; and,

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Wasatch County Council as follows:

The Wasatch County Council submits the attached document (exhibit A) as an official comment to UDOT on the Heber Valley Corridor Environmental Impact Statement.

APPROVED and PASSED this 13 day of July, 2022.

Attest:



Joey Granger
Wasatch County Clerk / Auditor

WASATCH COUNTY COUNCIL:



Mark Nelson, Chair
Wasatch County Council

VOTE

Mark Nelson, Chair	<u> y </u>
Kendall Crittenden	<u> y </u>
Steve Farrell	<u> y </u>
Jeff Wade	<u> </u>
Danny Goode	<u> y </u>
Marilyn Crittenden	<u> y </u>
Spencer Park	<u> </u>

EXHIBIT A

Section I: Heber Valley Corridor EIS Draft Alternatives Development and Screening Report Feedback

1. Included in the criteria for the report are the following two directives:
 - a. Clean Water Act:
 - i. Wasatch County Feels that the North Fields, specifically the Provo River corridor, qualify as a special aquatic site under the clean water Act.
 - ii. Option WA1 would significantly impact the water flow of properties located on the south and east of the route and affect historic flows into the special aquatic site.
 - iii. Because option WB3 and WB4 discharge into this special aquatic site, both options should account for this adverse impact.
 - b. Department of Transportation Section 4(f):
 - i. Wasatch County Feels that the North Fields qualifies as a Historic site of significant value and as such WB3 and WB4 adversely impact this site.
 - ii. The North Fields qualifies for this designation under the grounds that it represents broad patterns of Wasatch County's agricultural heritage and rural character; properties included in the north fields include those of locally significant historical persons; and the North Fields represents a collectively distinguishable entity valued by the public as being of locally significant historical value.

Section II: Wasatch County and Heber City General Plans Protections on the North Fields

1. Wasatch County feels that the value the community places on the North Fields and the impacts to that area were not adequately considered in the selection of options WB3 and WB4. Public statements and official documents on the importance of this area are as follows:
 - a. In the Heber City General Plan:
 - i. "Preserve the beautiful open lands that surround us" (pg. 5).
 - ii. Heber shows future land use in the north fields (pg. 18) and shows the north fields as part of the city. The zoning is AP (Agricultural Preservation).
 - iii. "Heber actively works with neighboring communities and the County on strategies to implement the permanent protection of farmlands, natural open spaces and rural character to maintain distinct separation between communities". (GP, Ch. 6 pg. 49)
 - iv. "Maintain open space between Heber and surrounding communities". It is the second most important feature that defines "small town" for Heber residents (according to a recent survey completed as a part of the City's visioning process). Residents want to preserve larger open spaces that provide a rural feel and promote a distinct identity for each community in the Heber Valley. (GP, Ch. 6, pg. 50)
 - v. Promote a Countywide effort to retain the open spaces between communities through such techniques as clustering and agricultural 20-acre lot zoning. (GP Ch. 6, Pg. 51)
 - vi. Consider bonding as an important open space preservation strategy. (GP. Pg. 76)

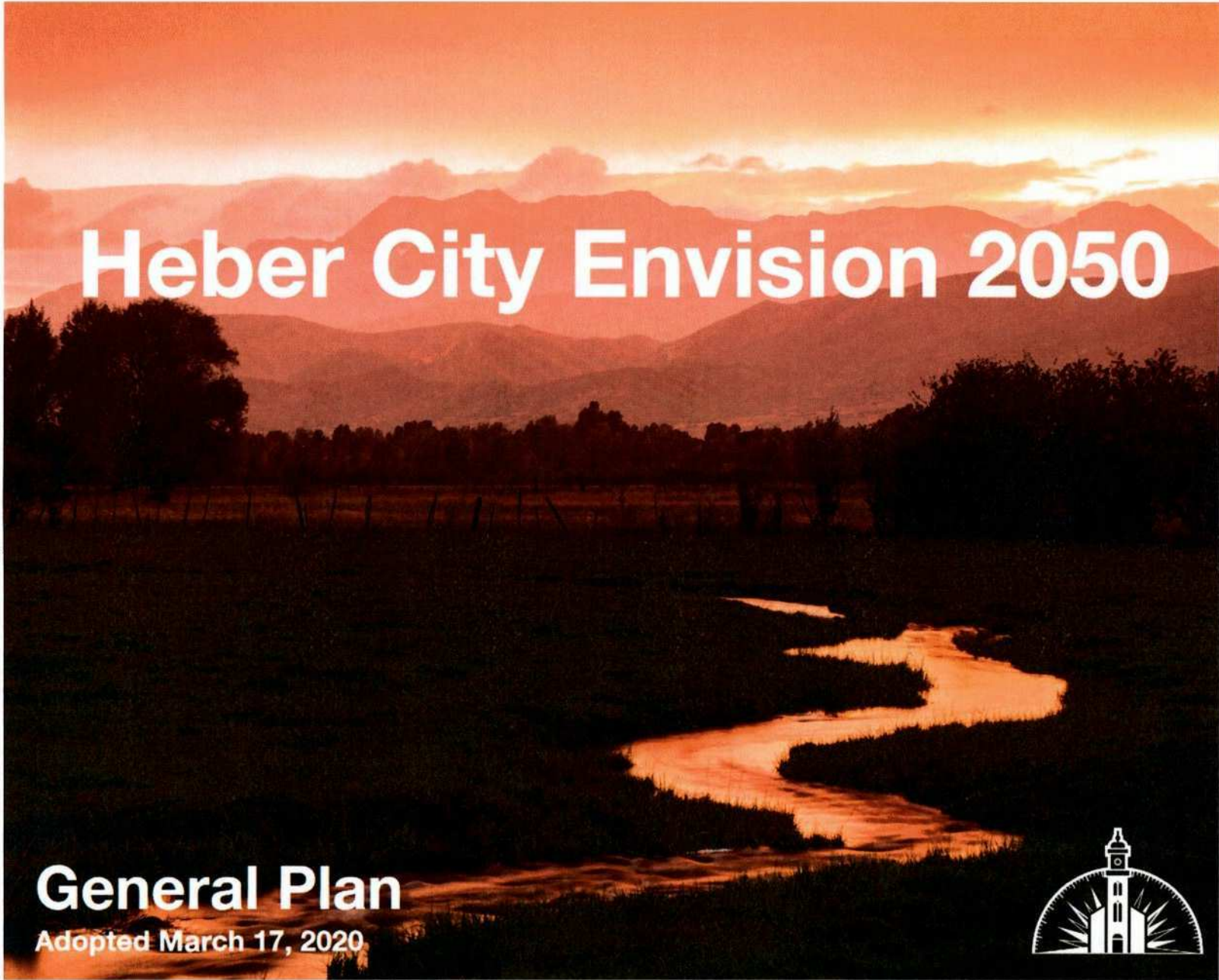
- vii. Partner with non-profits, such as Utah Open Lands to preserve open space. (GP. Pg. 76)
- viii. Envision Heber City 2050 "Big Ideas". The number 1 big idea was; "preservation of Open space/rural preservation". (GP. Pg. 187)
- ix. Envision Heber City 2050 "Big Ideas". Number 6 big idea was: Small town character by separating towns with open space. (GP. Pg. 199)
- x. Preferred approach to conserving the North Fields? Almost half want to permanently protect the North Fields by purchasing land or development rights, and there's a lot of support for maintaining 20-acre zoning. (GP. Pg. 13)
- xi. Heber currently enjoys highly visible open spaces. The North Fields provide a strong rural feel when coupled with the mountainside on the east side of US 40. (GP. Pg. 49)

b. In the Wasatch County General Plan

- i. A major impact to the green belt area between Heber City and Midway will be the construction of the Heber City truck route which would allow trucks to bypass Heber City's Main Street. Care must be taken to see that this road is constructed as close to Heber City as possible. (GP. Ch. 4. Pg. 167)
- ii. 9.1.1 POLICY: Establish the alignment of the Heber City bypass route and oppose proposals that encourage incompatible development within the corridor. (Ch.3, Pg. 6). The alignment was adopted and made part of the GP.
- iii. GOAL: Protect the rural agricultural economy of the County by establishing agricultural operations as a priority use of the land, protect existing and future agricultural operations, and encourage farmers and ranchers to stay on the land.
- iv. Both Heber City and Wasatch County have passed resolutions of support (2007-05 and 06-04 respectively) for the bypass and the bypass alignment shown on Maps 32 and 20A.
- v. 1.1.1 POLICY: Preserve a greenbelt between Heber City and Midway to maintain the agricultural heritage of the area.
- vi. The County should adopt a general sales tax and/or bonding as a way to fund the purchase of development rights or the fee title to land that has been identified as having a public benefit as open space. (Ch. 6 GP)
- vii. The Central Planning Area (North Fields) is highly prized by many local residents of Heber Valley as open space. This area's scenic value contributes significantly to the real value of all land within the Heber Valley area. Therefore, the following strategies should assist the county in preserving some of this area as open space at the same time providing property owners with a reasonable value for the removal of development rights from their property. (GP. Ch. 4, Pg. 167)
- viii. Land within the Central Planning Area has been identified as having a public benefit as open space. In this area while development may occur at the underlying zone of one unit per 20 acres if a suitable area can be identified, an increase in transferable density credit for
- ix. he is area should be allowed. (GP. Ch. 4, Pg. 167)
- x. The County should adopt a general sales tax and/or bonding as an additional ways to fund the purchase of development rights and/or fee title to land identified as having a public benefit as open space. (GP. Ch. 4, Pg. 167)

- xi. The preservation of open space in the Central Planning Area will also provide for a desired green belt separation between Heber City and Midway. The Development code should ensure that any development along SR 113 is set well back from the road and the rural character along this road is maintained. (GP. Ch. 4, Pg. 167)
- xii. The Soil Survey of the Heber Valley Area further identifies that many of the soils shown on Map 24 have severe limitations for roads, foundations for dwellings and septic tank absorption field. These severe conditions are a result of the high ground water table and high potential for frost action. While these limitations may be overcome with proper engineering, the cost is considerably higher and should be considered when it comes to the maintenance and operation of a public infrastructure. (GP, Ch. 4, Pg. 153)
- xiii. The physical constraints of the Central Planning (North Fields) Area by themselves will likely ensure that the historical land use pattern for this planning area will largely be maintained. Therefore, as a matter of public policy, the Central Planning Area is to be maintained in its historical land use pattern of open meadows, and river and small stream riparian habitat. The use of this area for housing and other types of development is discouraged due to the physical constraints and the higher costs of providing governmental services. GP. Ch. 4, Pg. 167)
- xiv. Land within the Central Planning Area (North Fields) has been identified as having a public benefit as open space. In this area while development may occur at the underlying zone of one unit per 20 acres if a suitable area can be identified, an increase in transferable density credit for the area should be allowed. (GP. Ch. 4. Pg. 167)

Heber City General Plan cover



Wasatch County Vision, Purpose, and Values



WASATCH COUNTY, UTAH

Our Vision

Wasatch County is recognized as a desirable destination to live, work and play. We are dedicated to honoring & protecting the heritage and rural character of our community, and are committed to creating a unique sense of place.

Our Purpose

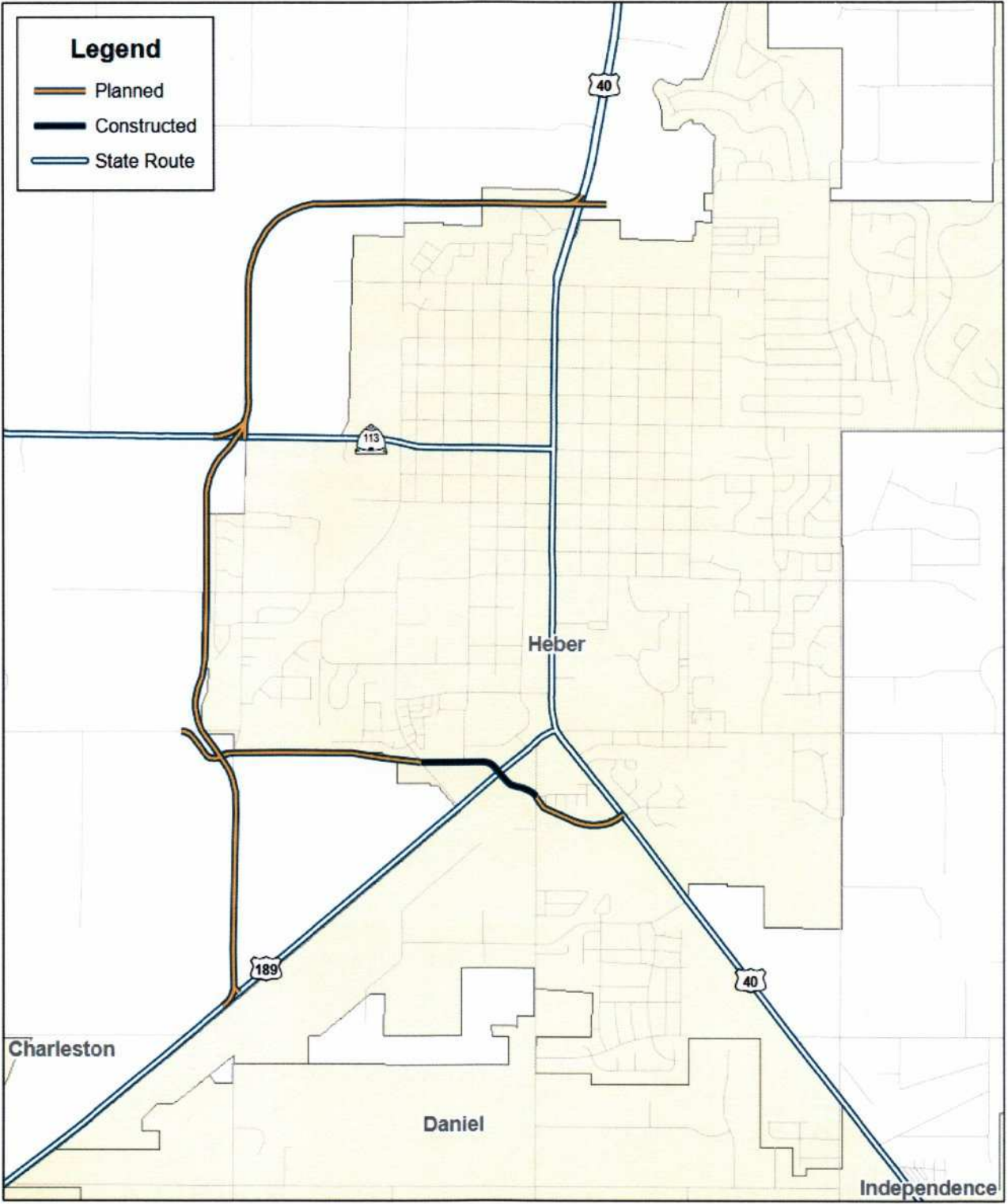
In cooperation with the community and local governments, Wasatch County will address public needs, deliver quality services, and provide responsive decisions.

Through thoughtful planning and zoning that manages the impacts of growth, the County strives to balance the preservation of the area's highly valued rural and agricultural character with the promotion of clean and sustainable economic, residential, recreational, and tourism development opportunities.


Our Values

We manage and communicate our affairs in a fiscally sound and transparent manner while enforcing state and county ordinances consistently to promote a sense of trust between the county and its citizens. All county departments and employees are focused on good governance which includes professionalism, respect, ethics, integrity, transparency, and accountability to all of its citizens.


Revised April 2010
Photo: Courtesey of Bryan Anderson




Wasatch County
Heber Parkway



Printed 9/3/2013

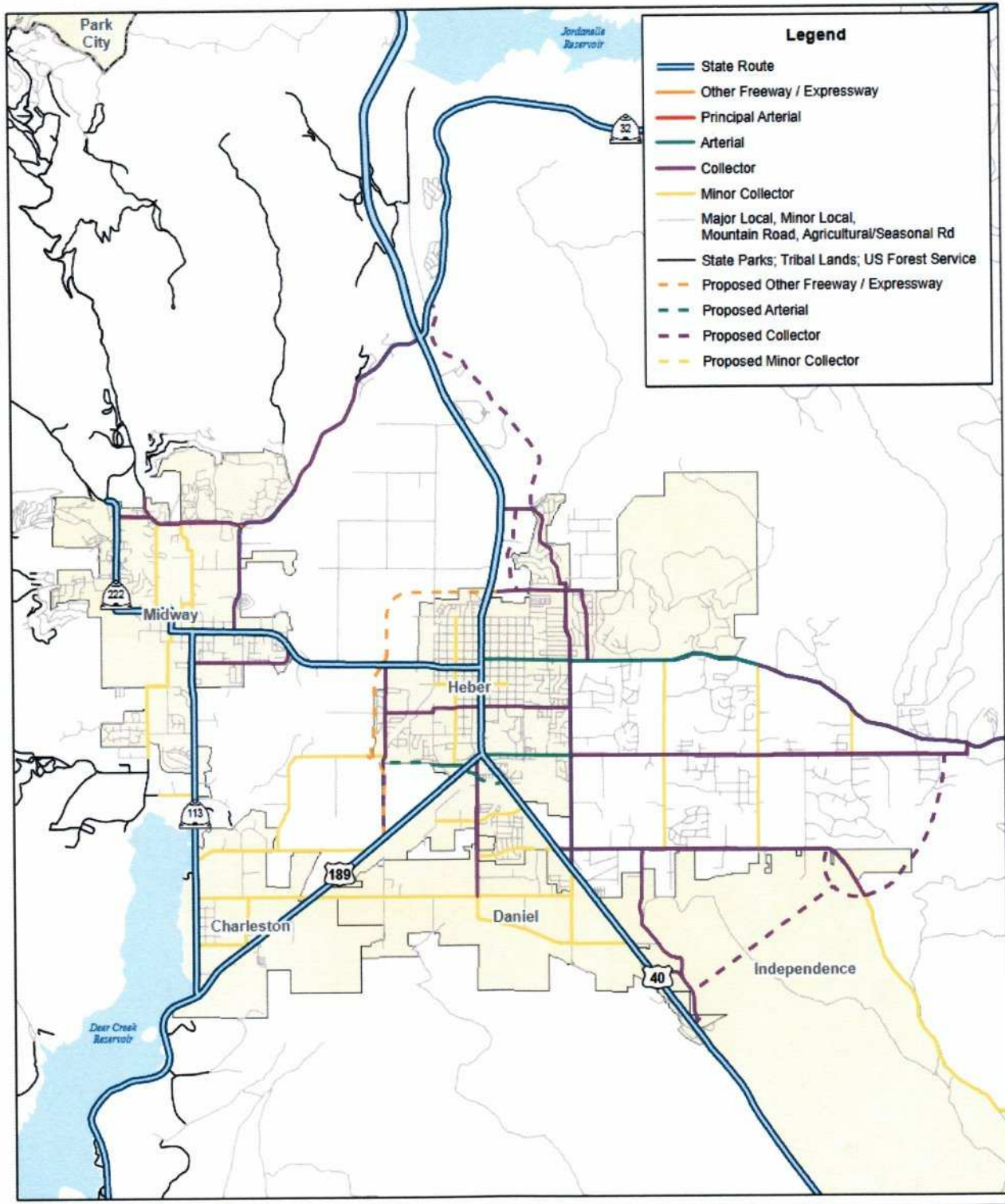


0 0.5 1 2 Miles



Map 32

Wasatch County General Plan map 20



Wasatch County - Heber Valley
Road Functional Classification



Printed 9/3/2013

Map 20

Open Space: 100% of Maps

North Fields: 95%

- No development on North Fields (68%)
- Preserve through maintaining 20-acre lots (28%)

Other Open Space Areas:

• South Fields: 36%

Jordanelle Moutains: 28%

Flat land east of Hwy 40: 12%

Jordanelle vista: 12%



RESOLUTION NO. 06-04

**A RESOLUTION SUPPORTING THE ESTABLISHMENT OF
A TRANSPORTATION CORRIDOR CONNECTING SR 189 AND US 40
IN A MANNER THAT WILL BYPASS THE BUSINESS DISTRICT
OF HEBER CITY'S MAIN STREET.**

WHEREAS SR 189 and US 40 are the principal thoroughfares through Wasatch County and Heber City; and

WHEREAS the traffic on SR 189 and US 40 in Wasatch County has increased dramatically over recent years due to increased recreational opportunities in the County, improved roads leading to the County, and a variety of other reasons; and

WHEREAS the increased traffic through Heber City's Main Street, which occupies US 40 for a distance of approximately two miles, has resulted in congestion, inconvenience, and safety concerns for local citizens and visitors to the area; and

WHEREAS Wasatch County and Heber City both recognize the need for an alternate traffic corridor (hereafter "Bypass Road") through the County that can relieve the traffic on Heber City's Main Street; and

WHEREAS such Bypass Road, in order to be effective, must connect SR 189 and US 40 in a convenient and efficient manner, including exit lanes, merge lanes, overpasses and limited access as necessary so that by-pass traffic may access and use said road without being stopped; and

WHEREAS Wasatch County has recently enacted an ordinance establishing a Transportation Corridor Preservation Fee for the purpose of raising funds to preserve an appropriate alternate traffic corridor for such a Bypass Road; and

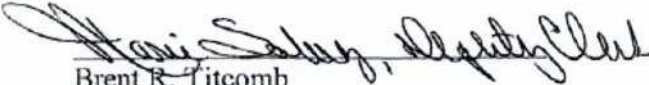
WHEREAS it is essential that Heber City and Wasatch County agree, as soon as possible, on an appropriate route for a Bypass Road corridor so that the corridor can be preserved.


NOW, THEREFORE, BE IT RESOLVED that the Wasatch County Council hereby expresses its support and endorsement for the adoption of the Bypass Road corridor described on the map that is attached hereto. *non stop intersection @ north & south ends*

APPROVED and PASSED this 9th day of August, 2006.

ATTEST:

WASATCH COUNTY COUNCIL


Brent R. Titcomb
Wasatch County Clerk / Auditor


Jay Price, Chair

Resolution 2007-05

A RESOLUTION SUPPORTING THE ESTABLISHMENT OF A TRANSPORTATION CORRIDOR CONNECTING STATE ROAD 189 AND US HIGHWAY 40 IN A MANNER THAT WILL BYPASS THE BUSINESS DISTRICT OF HEBER CITY'S MAIN STREET.

WHEREAS SR 189 and US 40 are the principal thoroughfares through Wasatch County and Heber City; and

WHEREAS the traffic on SR 189 and US 40 in Wasatch County has increased dramatically over recent years due to increased recreational opportunities in the County, improved roads leading to the County, and a variety of other reasons; and

WHEREAS the increased traffic through Heber City's Main Street, which occupies US 40 for a distance of approximately two miles, has resulted in congestion, inconvenience, and safety concerns for local citizens and visitors to the area; and

WHEREAS Wasatch County and Heber City both recognize the need for an alternate traffic corridor (hereafter "Bypass Road") through the County that can relieve the traffic on Heber City's Main Street; and

WHEREAS such Bypass Road, in order to be effective, must connect SR 189 and US 40 in a convenient and efficient manner, including exit lanes, merge lanes, overpasses and limited access as necessary so that by-pass traffic may access and use said road without being stopped; and

WHEREAS Wasatch County has recently enacted an ordinance establishing a Transportation Corridor Preservation Fee for the purpose of raising funds to preserve an appropriate alternate traffic corridor for such a Bypass Road; and

WHEREAS it is essential that Heber City and Wasatch County agree, as soon as possible, on an appropriate route for a Bypass Road corridor so that the corridor can be preserved.

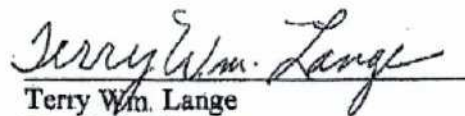
NOW, THEREFORE, BE IT RESOLVED that the Heber City Council hereby expresses its support and endorsement for the adoption of the Bypass Road corridor described on the map that is attached hereto.

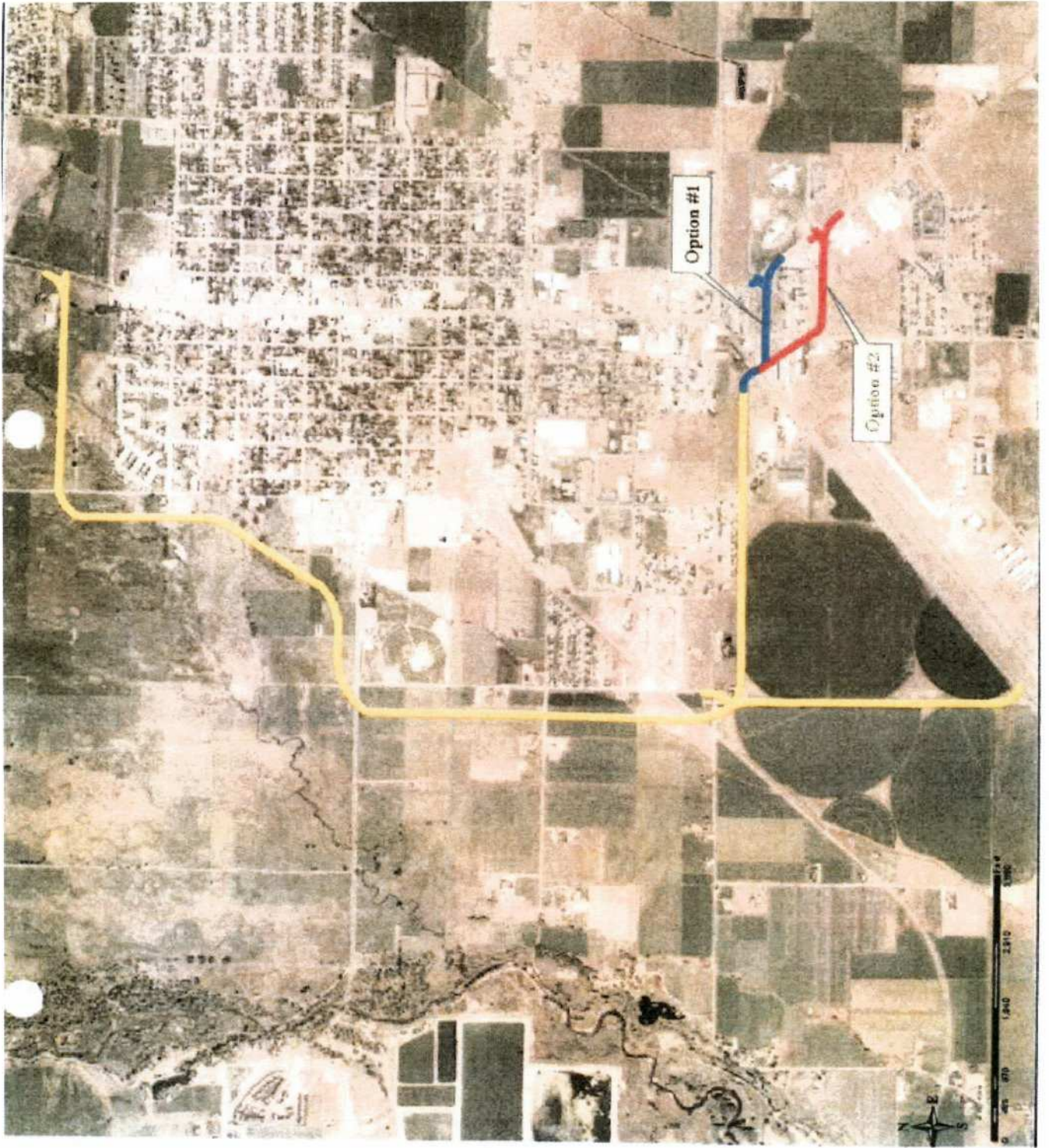
APPROVED and PASSED this 21st day of June, 2007.

ATTEST:

HEBER CITY COUNCIL


Paulette Thurber
City Recorder


Terry Wm. Lange
Mayor Pro Tempore





Comments on Heber Valley Bypass Alternatives

Trudy Simmons [REDACTED] >
 To: Heber Valley EIS <hebervalleyeis@utah.gov>

Thu, Jul 21, 2022 at 8:40 PM

Submission by Dan and Trudy Simmons to UDOT EIS for the Heber Valley Corridor

July, 2022
 Dear UDOT:

We respectfully take this opportunity to address UDOT's process issues that have occurred in choosing and presenting the five Heber Valley alternatives termed WA1, WB1, WB2, WB3, and WB4.

Our concerns fall into the following categories:

- 1) UDOT failed in notifying and involving all stakeholders regarding the five alternatives released in June 2022, particularly those who would be seriously affected by WB3 and WB4.
- 2) There are faults in UDOT'S representation of the rationales of WB3 and WB4 and Heber City's "vision" for downtown.
- 3) There are multiple consequences that UDOT did not consider in presenting a Main Street which ceased to be an artery for business, recreation, and through traffic as Heber City's vision.
- 4) Heber City's General Plan vision of a walkable downtown and vibrant town center are fully attainable without UDOT's substitute vision of a crippled or completely broken Main Street for travel.
- 5) In promoting its flawed interpretation of Heber City's vision, UDOT has failed to understand the will of the people of Heber Valley regarding preservation of the Valley's rural nature.
- 6) UDOT uses inaccurate and/or inadequate surveys, studies and information and has disregarded comments made in response to its October 2021 disclosure of Option WD (the forerunner of WB3 and WB4).
- 7) UDOT misunderstands and/or misrepresents Heber Valley's history and historic and valued places.
- 8) Alternatives WB3 and WB4 are inconsistent with UDOT's stated purposes and needs of the bypass and enhancing the quality of life for Heber Valley residents.
- 9) In fast-tracking WB3 and WB4, UDOT failed to recognize that WB3 and WB4 will kill agriculture in the North Fields and thereby eliminate multiple crucial and irreplaceable roles it plays, not just in Heber Valley, but also in Utah and Salt Lake Valleys.

UDOT failed in notifying and involving all stakeholders regarding the five alternatives released in June, 2022, particularly those who would be seriously affected by WB3 and WB4.

- An informal survey of North fields landowners revealed that few to none knew of the bypass plans which were revealed in June 2022, even though every alternative posed threats to residents' homes and lands. Whatever method UDOT may have used to announce its forthcoming revelation of the "five final alternatives," it was inadequate and dismissive of the very real threat to many peoples' homes and lives, therefore denying these affected parties proper opportunity to comment.
- There have been longtime plans and agreements in Heber Valley (at least 15 years) for a traffic corridor, which were done with the joint involvement of Heber City, Wasatch County, UDOT and citizens, which addressed needs of these major stakeholders. These jointly developed plans (similar to WA1, WB1 and WB2) between government organizations and stakeholders involved a western bypass beginning at 800 N on Highway 40. WA1, WB1, and WB2 and many of UDOT'S discarded alternatives conform to elements of those plans. WB3 and WB4 do not do so.
- Similarly, through the years, Highway 40 has undergone a series of modifications and widening and is a known way of dealing with Heber Valley traffic, somewhat like alternatives WA1, WB1, and WB2.
- However, in October of 2021 UDOT blindsided Heber Valley citizens, along with many elected officials, and local governments who had participated in developing previous studies, by suddenly introducing a new alternative involving construction of a 4-lane highway through the length of the North Fields, called Option WD. No long-term collaboration by municipalities, Wasatch County or general citizenry was involved in the generation of option WD, as had been done with the joint development of previous traffic options.
- UDOT then quickly morphed WD into options WB3 and WB4, with no opportunity for public comment, and presented them as two of the five "final" alternatives presented in June, 2022.
- The murky initiation and development of WD (WB3 and WB4) appears to have its provenance (as we discovered through reading public records and documents obtained from UDOT through a GRAMA request) with a group, who, in their submission letter to UDOT, identify themselves as "The Parkway Group." The writer of the submission letter, a local architect with an office on Heber's Main Street, in June of 2021, describes "The Parkway Group" as being comprised of members of former Heber City mayor Kelleen Potter's office, and certain members of the Heber City Council. The submission letter by this group to UDOT in June, 2021, advocates for a 4-lane Highway going straight through the North Fields beginning at River Road, which it refers to as "The Parkway." Prior to the submission by this group, "parkway" was not a term used for traffic in Heber Valley nor was it a part of any previous traffic alternatives that we are aware of.
- In 2020-2021, before and after Option D was publicly announced by UDOT, three members of the Heber City Council and an individual who was not a member of the City Council at the time but now is, along with the local architect, wrote to UDOT in favor of the "parkway" through the North Fields
- Therefore, Option D, unlike all previous options, arose through a small group of individuals (even though some were elected officials) with their personal visions for Heber Valley, self-interests, and goals. Thus, in its process, UDOT has failed to fully represent and honor the long history and goals of all parties regarding these traffic issues, and instead, from October 2021, and perhaps before, has presented and inordinately pushed the vision of a small group, whatever its obscure membership.

There are faults in UDOT'S representation of the rationales of WB3 and WB4 and Heber

City's "vision" for downtown.

- Our personal attendance at UDOT meetings on the Heber Valley Corridor Options thoroughly evidenced to us that UDOT has proceeded without knowledge or understanding of local government and citizenry actions and wishes on essential environmental and social issues regarding preservation of the North Fields and maintaining the rural/agricultural nature of Heber Valley.
- Instead, UDOT's tactic is a "substitute vision," deviating from general plans, that focuses almost exclusively on a nebulous "walkable downtown" for Heber City. This focus is done without clear definition by UDOT or other proponents of WB3/WB4 of what a "walkable downtown" is. UDOT completely avoids more important aspects of Heber City's general plan that are in conflict with UDOT's substitute "vision".
- Specifically, UDOT substitutes the "vision" of the Parkway Group (and possibly other small groups concerned with Main Street) for that of Heber City citizens as expressed in "Envision Heber 2050," Heber City's general plan (alternatively, UDOT has coopted the Parkway Group's highway plan and vision for Heber Valley and Heber City. In either event, or both, the "vision" used by UDOT in its process is incompatible with municipal and county general plans as well as multiple votes of the people in Heber Valley.
- UDOT fails Heber City's citizens, because current practices and the general plan should dictate what the "vision" is for downtown and not what individuals or small groups embellish it to be.
- Certain desires and aims of Heber City are clear in its general plan. Heber seeks to decrease traffic (particularly oil tankers) on Main Street. They want reduced traffic speeds and seek a visually more attractive Main Street (street art, planted medians, "reimagining underused spaces", "themed" lighting, etc.). Beyond that, the "vision of historic downtown Heber" and a "walkable downtown" in Heber City's general plan is still somewhat undefined, as well as unfunded. Huge decisions that will impact this Valley forever should not be made at this time.
- Only through efficient flow on Main Street can a bypass complement Main Street, in order to numerically improve regional and pass-through traffic in Heber Valley. With a traditional bypass, Heber City can significantly calm traffic on Main Street through engineering, enforcement, and education – not by drastically reducing, slowing, or eliminating traffic on Main Street. UDOT has failed to address this.
- UDOT urgently grasps Heber City's nebulous "vision" as a rationale for eliminating all of the options involving Main Street or any other downtown streets. However, Heber City presently has no cohesive plan in its vision for promoting beauty, style and "walkability." For example, a building currently being constructed at the corner of Center Street and 100 East crowds the sidewalks of both of those streets and has less setback than its neighbors!! It is also stylistically completely incongruous with the building directly across the street, the Abram Hatch House, built in 1892 and listed on the National Register of Historic Places.
- Equally clear is that, while some "dressing" modifications are conceptually envisioned for Main Street, at no place does Heber's general plan show anything but the continuance of an arterial 4-lane Main Street that is, and always has been, Highway 40.
- UDOT appears to overlook the fact that it is essential to the citizens of Wasatch County and Heber City that Heber City Main Street remain as an arterial thoroughfare for people to efficiently reach important locations such as City and County offices, many businesses, Wasatch High School and the hospital.
- Thus, UDOT, without directly saying so, seems to be promoting new visions for Heber City's Main Street which are contrary to Heber City's General Plan. Whose new visions

are these?

■ Sequestered in these new visions may be a plan for a jurisdictional change of Highway 40 to Heber City and the subsequent renaming of any bypass as the new Highway 40.

■ A Heber City Council Member who promoted the “Parkway” to UDOT also promoted renaming the “Parkway” as Highway 40. As described below, jurisdictional transfer, while a windfall to developers, would be devastating to Heber Valley. Yet, it may be the true endgame of the “Parkway Group” and/or UDOT.

■ If WB3 or WB4 were adopted, and if traffic on Main Street were to be drastically reduced or eliminated through jurisdictional change to Heber City, where would that jurisdiction start and end? It would not make sense for Highway 40 to go to the north side of Heber City and suddenly end. Thus, the proposal of the “Parkway promoters” to rename WB3/WB4 as Highway 40 would likely call for the jurisdictional change of US Highway 40 to begin at River Road.

■ Jurisdictional change and control by Heber City of present-day North Highway 40 beginning at River Road would allow developers to seek development of the North Fields west of Highway 40 and Heber City to seek annexation of this County land.

This would change forever the rural, country nature of the North Highway 40 corridor and, the treasured scenic entrance to Heber Valley, and, indeed, the entire Valley. It would kill agriculture (see below) with profound effects on groundwater and the Provo River system. UDOT is remiss in not seeing these consequences of WB3 and WB4 as they have fast-tracked and promoted those alternatives.

■ The potential domino effect described above, like many other aspects of UDOT’s misinterpretation of Heber City’s General Plan, speaks to an attempted warping of the General Plan and deliberate dismissal of the wishes of the citizens of Heber City and Wasatch County. No intentions for jurisdictional change of Highway 40 are evident from Heber City’s general plan or Wasatch County’s general plan. In fact, the opposite is true. Heber City’s General Plan is replete and uniform in showing protection of the North Fields and continuance of Highway 40 as an artery through Heber City. As pointed out earlier, the proposed, historical western bypass route of Heber City’s general plan hugs the City, as in WA1, WB1 and WB2, and does not bisect the North Fields as do **WB3 and WB4**.

■ Five maps in Heber City’s general plan (pages 14, 15, and 18) show the North Fields as protected agricultural land. The map on page 18 entitled “Future Land Use” defines the North and South Fields as “AP,” or “Agriculture Preservation.” North Highway 40, beginning at River Road and proceeding south to current Heber City is shown as “SB”, “Scenic Buffer”, presumably for its spectacular view of the North Fields and distant mountains as Highway 40 exists now.

■ Four maps on pages 14 and 15 of Heber City’s General Plan all show Highway 40 proceeding through Heber City and onward through Daniels Canyon consistent with alternatives WA1, WB1 and WB2..

■ Two maps on pages 14 and 15 present a proposed western bypass route stemming from Highway 40 at 800 North that is only consistent with WA1 and WB1 and largely consistent with WB2 (other than rerouting of Highway 189). It is not consistent with WB3 or WB4.

■ The bypass route is shown in Heber City’s General Plan as just that, **a bypass route, not a new Highway 40.**

■ None of these maps is consistent with UDOT/Parkway Group’s WB3 or WB4. Yet UDOT has consistently, inappropriately, promoted these routes as consistent with Heber City’s vision.

There are multiple consequences that UDOT did not consider in presenting a Main Street which ceased to be an artery for business, recreation, and through traffic as Heber City's vision.

- Besides blocking ready travel to critical Heber City entities like a hospital, a major reduction in speed, or limitations in traffic lanes would force travelers onto nearby residential streets, which currently have 25 mph speed limits.
- People would be essentially trapped in a town developed on a highway, with no efficient way to get to places that were previously readily attainable by that highway. This would encourage speeding with all its adverse implications, particularly on residential streets.
- Blocking traffic would also negate the numerical benefits of any bypass or highway improvements. UDOT, on one hand, says that more traffic lanes (bypass, frontage roads, etc.) are needed to handle growth even with Main Street/Highway 40 fully functional, and on the other hand expects the same huge benefits from these improvements with Main Street severely shut down. How do those numbers work?
- UDOT's substitute vision wants it both ways (that are incompatible): it wants to shut down the main artery that the whole town was built around and preserve connectivity along that route at the same time. Moreover, it wants to shut down traffic on a main artery and significantly improve regional traffic flow at the same time. UDOT has never produced the traffic numbers that justify their substitute vision – a huge flaw – yet uses this myth to push forward WB3 and WB4

Heber City's General Plan's vision of a walkable downtown and vibrant town center are fully attainable without UDOT's substitute vision of a crippled or completely broken Main Street for travel.

- Known traffic calming techniques mentioned in Heber City's General Plan and practiced by other nearby communities, such as Provo, can reduce traffic density and speed and increase aesthetics through engineering techniques. Importantly, these techniques still let Main Street be arterial Highway 40 as shown on its General Plan.
- Provo's University Avenue (U.S. 189) has calmed traffic by landscaped medians, sidewalk bulbs, and, from 300 North to about 300 South (the center of town), significant crowning of the cross-street roads in the intersections (like a large gradual speed bump). These elevations slow traffic, are unintrusive, and are quiet. Most importantly, Provo has placed a traffic light at every intersection for safe pedestrian crossing and to slow traffic. Heber City's general plan has most of these features, and even mid-block crossings. Provo has also informed the trucking industry to not use University Avenue for pass through traffic and to use 800 North in Orem. Provo enforces speed limits, educates, and engineers to calm traffic.
- Our own experience and our talk with Provo City's traffic engineer confirm that this system works well to get heavy trucks out of town and to slow traffic. This is remarkable, given that Provo has 7 times the urban population of Heber City and 25 times Heber City's population when counting nearby metropolitan areas. Moreover, Provo has many more truly historical sites on University Avenue than Heber has on Main Street, and has designated University Avenue as one of its main pedestrian walkways. It is, by definition, a walkable downtown. Finally, Provo City does not have a bypass or other alternative for more efficient truck travel, potentially less than a mile away, to siphon off more traffic and trucks. This would be the case in Heber City with WA1, WB1 and WB2 or several other alternatives that were rejected.

■ All the elements of Heber City’s general plan, including better enjoyment of Main Street, can be achieved using known methods of calming, but not confounding, traffic on Main Street to reduce speeds and number of vehicles (particularly tankers). This has not been part of UDOT’s presentation and is a flaw in its process.

■ Instead, people seem to be introducing Center Street in Provo as a role model of a so-called “walkable downtown.” Besides Heber’s traffic flow numbers and city functionality not working in that model, Provo’s Center Street was never a highway like Main Street is. It was always dedicated exclusively to business and civic buildings in the town center and was a high-priced residential avenue further east from that. Center Street dead-ends only a couple of miles east of Provo City Center and was a two-lane country road dead-ending at Utah Lake on the other.

In promoting its flawed interpretation of Heber City’s vision, UDOT has failed to understand the will of the people of Heber Valley regarding preservation of the Valley’s rural nature.

■ As has been previously mentioned, the number one desire and clear message of the citizens who participated in creating “Envision Heber 2050” was the “Preservation of open space and Heber Valley’s rural character.” Citizens have repeatedly demonstrated this mandate through their votes.

■ A highway through the North Fields seriously jeopardizes the \$10 million bond that was passed by Wasatch County in 2018. That bond was largely planned to be used in the North Fields for open space preservation. With a highway through the North Fields on the table, the bond will be in limbo for years, and may never be used. UDOT’s fast-tracking of WB3/WB4 is flawed because it shows that they did not study or understand the bond. This flawed action violates the will of the people.

■ UDOT appears ignorant of the will of the people regarding preserving the rural nature of the North Fields, wherein a citizen referendum in 2016 overturned an attempt to allow 10-acre zoning in the North Fields. 74% of the valley voted to NOT rezone the North Fields, keeping the zoning at one home per 20 acres.

■ UDOT is ignorant of or has chosen to disregard a 2018 citizens referendum ballot issue where a 62.74% majority overturned Wasatch County’s approval of a landowners request to rezone his property, which would have introduced higher density in the beloved Central Zone by the North Fields.

UDOT uses inaccurate and/or inadequate surveys, studies and information and has disregarded comments made in response to its October 2021 disclosure of Option WD (the forerunner of WB3 and WB4).

■ UDOT has minimized or dismissed the importance of the Federal Provo River Mitigation Project and Corridor, which would be seriously compromised by options WB3 and WB4.

■ UDOT’s process has ignored important input from the Bureau of Reclamation. The Provo River Mitigation Commission specifically told UDOT of indirect adverse effects to the Provo River Restoration Project if UDOT’s highway were less than 0.5 miles away. Yet UDOT placed WB3 and WB4 much closer than that from one of, if not the most frequented, areas of the Provo Restoration Project.

■ The EPA has said to UDOT; *One of our primary concerns regarding the project was the*

potential for the development of a western bypass that would be more likely to impact waterbodies and wetland complexes. Yet, UDOT ignored this admonition in advancing first, WD, and then WB3 and WB4, which would transect the most sensitive and wetland-important areas in Wasatch County, let alone Heber Valley.

■ UDOT has failed to adequately study the importance of groundwater in the North fields, and how it would be impacted by a highway. The groundwater goes back into the Provo River and is an important source of water for Deer Creek Reservoir and water users downstream from Deer Creek Reservoir. The irrigation water that is applied because of the agricultural uses of the North Fields of Heber Valley is very important to the water supply of other communities, such as those in Utah Valley. Among other effects, a highway would excavate and then compact the ground and interfere with subsurface water flows in the North Fields and back into and replenishing the Provo River system.

■ By UDOT's own admission, bypass options WB3, WB4 impact a much larger area of wetlands than the other three alternatives.

■ UDOT has not analyzed how the retail businesses and restaurants on Main St would be impacted by rerouting traffic.

■ UDOT has ignored the May 2022 (repeated and enhanced in July 2022) unanimous Resolution of the Wasatch County Council opposing a highway through the North Fields, and the voices of many of these and other elected officials at local and interlocal meetings with UDOT well before June 2022.

■ Surveys UDOT relies on and represents as demonstrating the desires of the public are problematic, including those done in 2019, to determine what the people want regarding downtown Heber and the bypass concept. Questions are general and do not reflect tradeoffs. For example, no questions or surveys queried whether citizens wanted a new vision of very slow traffic, or a pedestrian mall on Heber City Main Street in preference to preservation of open space and the North Fields. Similarly, jurisdictional changes with the costs and taxes involved, or potential extension of Main Street to River Road with attendant development west along its route and into the North Fields have never been surveyed.

UDOT misunderstands and/or misrepresents Heber Valley's history and historic and valued places.

■ UDOT says that one of the "Purposes and Needs" of the project is to allow Heber City to meet their vision for the historic town center. They say this refers to buildings that are listed on the National Register of Historic Places. UDOT appears not to have thoroughly studied this. In its "Level 1 Screening Results," UDOT claims that between 9 and 36 "Downtown Historic Buildings" would be impacted by the various plans involving Main Street. Research into the National Register of Historic Places indicates that there are actually only 13 buildings in Heber that are on the National Register of Historic Places, and of those 13, only 3 are on Main Street. It seems a glaring flaw in UDOT's process to summarily eliminate all options for Main Street and advocate for destroying the North Fields because of 3 buildings that fit into its self-described criteria. Surely, work on Main Street could be done with enough care to protect those buildings.

■ The buildings in Heber that are listed on the National Register of Historic Places are: 312 S. Main St; 139 N. Main St; Main St. at 100 North St. and 100 West St. corners; 81 E. Center St; 421 E. 200 North; 4800 E. Lake Creek Rd; 188 W. 3rd North; 124 E. 400 South; 1st West and Center Streets; 261 N. 400 West; 115 E. 300 North; 55 W. Center

St; 315 E. Center St. UDOT does not address how the ten (out of 13) registered historic buildings that are NOT on Main Street would be negatively impacted by improving Main Street.

■ UDOT's inaccurate designation of impacted historical buildings is also problematic in the number of impacted historical buildings it claims in the North Fields area. A higher number of historic buildings were associated with Options WA1, WB1 and WB2. Our inquiry among North Fields landowners into potential historical buildings in this area yielded scant to none. Therefore, the numbers listed are misleading and can skew public opinion against options WA1, WB1 and WB2. Upon inquiry to UDOT as to what buildings it was referring to, we received an answer that did not identify clear historical buildings and implied a broad standard that was still in progress.

■ UDOT has failed to consider, understand, or list in its June 2022 report impacts on Heber Valley's historic agriculture area of the North Fields. This is the case even though Heber City's General Plan discusses at length preservation of its rural heritage and illustrates it in maps referred to above.

■ UDOT similarly ignored in its process the fact that the historic and dedicated livestock corridors in the North Fields that are a part of the legacy of Heber Valley. Bypasses WB3 and WB4, besides bisecting many farms and wetlands and severely impacting streams used for habitat and irrigation, would directly impact dedicated historic livestock corridors, all of which are important, living parts of Heber Valley's legacy. Historic and dedicated livestock corridors are protected by Utah code.

■ UDOT says it ruled out a number of alternatives because of their impacts on "Valued Places," but it does not specifically say what those Valued places are. Furthermore, an enormous and ironic flaw in UDOT's plan that it hasn't named the North Fields themselves as a valued place (which they are to countless citizens, and have been for generations)! This fact alone would necessitate ruling out WB3 and WB4 if the same criteria were applied as has been done regarding other "Valued Places."

■ In its general plan, Heber City asks, "*What do Heber Residents Value?*" Number one on the list was "*Open Space/Rural Character Preservation.*" The general plan then states: "*The desire to preserve open space and Heber's rural character is not a new idea, but it was a loud and clear message especially in regard to the North Fields.*" [emphasis ours]

■ Why was this message from Heber City's general plan not a "loud and clear message" to UDOT? Why did UDOT, instead, ignore this message in promoting WB3 and WB4? One more of many examples of how Heber City's Envision Heber general plan treats with reverence the North Fields (page 5) "Heber city is nestled in a green valley, brimming with **historic agricultural uses**, the **beautiful Provo River**, and unmatched views of the **Wasatch Mountains**. Our residents value this beautiful and unique setting and are committed to **preserving its character** while **growing and nurturing** our city. Together, we desire to: Preserve the beautiful open lands that surround us; . . . [W]e **foster a vibrant community** and a **quiet countryside** – a place residents and visitors alike will **enjoy for generations to come.**" [Emphases in the original].

Is a four-lane highway for heavy traffic and many trucks compatible with "historic agriculture uses;" "beautiful Provo River;" and "quiet countryside?"

Alternatives WB3 and WB4 are inconsistent with UDOT's stated purposes and needs of the bypass and enhancing the quality of life for Heber Valley residents.

■ UDOT says that one of the "Purposes and Needs" of having a bypass is to "Provide Opportunities for Nonmotorized Transportation." Obvious problems with plans WB3 and

WB4 in this regard are 1) that the proposed paved trails would be located near or next to highways or freeways with vehicles, including large diesel trucks, going 45 – 55 mph, and most people do not want to bike or walk next to such unpleasant noise and fumes; and 2) The trails associated with WB3 and WB4 would be located in the North Fields. If walkways and bikeways are supposed to be for people to get to where they live and work, without having to drive a car, then the North Fields is not the place to put them!

■ Increased taxes to Heber City to build UDOT's vision of downtown Heber have never been presented to citizens and are a flaw in UDOT's study and presentation of options.

■ In addition to the severe damage to the North Fields, the impacts on right-of-way and property are greater for WB3 and WB4 than for the other bypass options, which connect to US 40 near 800 North (WA1, WB1 and WB2)

■ UDOT has failed to address the need for robust arterial roads in the developments to be built on the east side of North Highway 40. Given the development planned by Heber City east of North Highway 40, arterial roads in these developments are needed to take traffic off of Highway 40 and to allow residents in this area to travel north/south between developments and town centers. The need for an arterial road in this area was mentioned by Russ Funk, City engineer, in a Heber City Council meeting and immediately opposed by a "Parkway" proponent and Heber City Councilman. The lack of arterial roads would result in traffic in these developments being forced out on Highway 40.

■ Rather than focusing entirely on the present alternatives, UDOT should require (or at least seriously investigate) a frontage or arterial road east of North Highway 40 where major development is occurring or anticipated to occur. This should be incorporated into traffic studies of the various alternatives as part of UDOTs' planning and proactive work with Heber City on this major issue. UDOT must not have the same lax attitude to east side traffic that it has demonstrated in choosing its present alternatives and destroying the North Fields with WB3/WB4.

In fast-tracking WB3 and WB4, UDOT failed to recognize that WB3 and WB4 will kill agriculture in the North Fields and thereby eliminate multiple crucial and irreplaceable roles it plays, not just in Heber Valley, but also in Utah and Salt Lake Valleys.

■ WB3 and WB4 will disfigure the North Fields, the "gem of the Valley", treasured by citizens, tourists, artists and the farmers who live and work in the North Fields. It will introduce a large pollution source (heavy metals, salts, polycyclic aromatic hydrocarbons, etc.) into perhaps the most important and sensitive groundwater area in Utah. It will extensively and directly impact streams and wetlands and their associated animal and plant habitats. It will impact the Federal Provo River Restoration Corridor with noise pollution, air pollution and potential impact on water flows.

■ Most importantly, it will kill agriculture in the North Fields that is essential to water management for central Utah as described below.

■ Agricultural killing actions of WB3/WB4 will be the bisecting of many farms, the making of connections to farms and livestock corridors more cumbersome, the immediate devaluation of all farms in the North Fields for quiet farming and farm life, the direct impact on the North Field Irrigation system, and the adverse impact established and codified livestock corridors.

■ In blindsiding the public in October 2021, and then fast-tracking WD into WB3/WB4, UDOT either willfully ignored or failed to do simple due diligence into why Heber City's and, particularly, Wasatch County's general plan protect the North Fields for agricultural purposes. This protection goes well beyond the important goal of preserving open

space. It has to do with the vast sensitive water basin under the North Fields that supplies not just Heber Valley, but the entire Provo River system that provides Utah County and Salt Lake County its drinking water.

■ The Class 1A aquifer under the North Fields is a rarity in Utah. Because of the high water table in this area. Wasatch County has listed it as highly sensitive to groundwater contamination. [SWCA analysis 2020, Wasatch County]

■ The groundwater plays an important role in a water cycle that is essential to providing Utah County and downstream users of the Provo River water in late summer and early fall.

■ This cycle has worked for well more than a century and occurs as North Fields irrigation farmers apply irrigation water to North Fields lands in April, May, June and July. This recharges subsurface water that then flows underground to recharge the Middle Provo River and also Deer Creek Reservoir. The recharging of the Provo River system occurs as these subsurface waters emerge into the river system from July onward. This delay provides downstream users water they would not otherwise have during that later time period when water is scarce. The cycle described above is a long-known right that Utah County and, perhaps, Salt Lake County, as well, lays claim to.

■ The serpentine nature of North Field irrigation ditches - which increases stream/subsurface communication and groundwater recharge - along with the very important method of flood irrigation, rather than sprinkling, used by the North Field Irrigation Company are essential to this cycle.

■ WB3/WB4 will impact North Field Irrigation Company's ditches, irrigation patterns, and potentially create a subsurface dam, altering subsurface flow back to the river and/or make some farms too wet and other farms too dry.

■ Most importantly, since WB3/WB4 will interfere with and devalue these critical North Fields agricultural lands for quiet country farming, farmers will be forced or incentivized to sell out to developers, which rather than positively contributing to this water cycle, will not only stop the cycle, but have a negative effect of increased consumption of water and potential anthropogenic contamination of the underlying North Fields' Class 1A aquifer.

■ UDOT's process was highly flawed by not anticipating such negative effects on North Fields agriculture and water, given existing general plans. Studies should have been done before UDOT pushed ahead the Option WD and subsequently, UDOT's WB3/WB4.

Respectfully,
Trudy W Simmons
Daniel L Simmons, PhD
Heber Valley Residents

Dear UDOT,

I am registering vehement opposition to the Highway 40 bypass through the North Fields of Heber Valley. I oppose any western bypass through the North Fields--all five current options--but MOST STRONGLY OPPOSE WB3 and WB4. My comments on UDOT's process are below:

1. Envision Heber 2050 lists the #1 priority valued by Heber residents as "OPEN SPACE/RURAL CHARACTER PRESERVATION." "...it was a loud and clear message, especially in regard to the North Fields." (Envision Heber City 2050 page 16 "What do Heber Residents Value?") The UDOT study focuses only on enhancing downtown, which was the lowest priority of residents' values in Envision Heber. The voice of the people is to preserve open space and rural environment, which IS the North Fields.
2. Again, the people of Heber Valley have spoken loud and clear by voting three times to preserve open space. Wasatch County passed a \$10 million bond and Midway a \$5 million bond to preserve open space. A recent Wasatch County election voted to preserve 20-acre zoning for North Fields by 70% margin. The people want to conserve open space, not slice a 4-lane highway through it.
3. Running a parkway through North Fields will irreparably harm the pristine Class 1A Aquifer. The North Fields is a huge underground reservoir with scientifically proven and measured increase in the Provo River as it flows through the Fields. A highway bisecting this will have an impact on the underground flow of water and the quality of water overall. We are in a historic mega drought and can not afford to mess up the water system. Sensitive wetlands and wildlife/riparian/plant ecosystems are at high risk from the proposed parkway.
3. UDOT's 5 final alternatives will not alleviate traffic from the EAST side of Highway 40, which is where most of the new growth in the Heber Valley will be. A frontage road on the east side of Heber with focused entry points to 40 with a traffic signal would move traffic along the corridor more safely and efficiently.
5. The retail sector was completely disregarded in the UDOT process, as true retail was not included in the stakeholders. A bypass will decimate the vibrant retail sector of downtown Heber. Look at Nephi, Levan, Fillmore, etc., as historical proof.
6. Quality of life - the North Fields is the iconic gem of the Heber Valley. It is the feature photo on the cover of "Envision Heber 2050." It is shortsighted to destroy the reason people come to Heber in order to save 5 minutes during summer weekend rush hour. Once the open space is gone, it's gone forever. This quality of life is why the people live here. Please do not destroy it. We already have Highway 40. Improving the traffic arteries on the East side would be a much better investment and have a much greater impact on the traffic flows in Heber Valley.
7. Finally, On July 13, 2022, the Wasatch County Council unanimously voted to oppose alignment options WA1, WB3 and WB4 due to impacts to special aquatic sites along the Provo River and degradation of the North Fields: "Wasatch County feels that the value the community places on the North Fields and the impacts to that area were not adequately considered (by UDOT) in the selection of options WB3 and WB4." Wasatch County is officially against three of UDOT'S five Bypass options, especially OPTIONS WB3 and WB4 which cut straight through the North Fields. I completely agree.

If the only options being offered currently are one of the five Western bypass routes, I would choose no action at this time, and encourage Heber to work toward alleviating the traffic as part of the expansion/development on the East Side. Thank you for your consideration.

Sincerely,

- Alex Kilgrow and Katherine Kilgrow



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

COMMISSIONERS

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

July 21, 2022

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

Subject: Heber Valley Corridor Screening Report Comments

Dear Heber Valley Corridor EIS Team:

The Utah Reclamation Mitigation and Conservation Commission (Mitigation Commission) appreciates the opportunity to be a participating agency in the preparation of the Heber Valley Corridor (Project) Environmental Impact Statement (EIS). The comments below are offered as follow up to a June 7, 2021 comment letter, comments that Mitigation Commission staff offered during the agency scoping meeting held on April 29, 2021, and a comment letter submitted by the Mitigation Commission in September 2020.

As you are aware, the Mitigation Commission and the U.S. Bureau of Reclamation manage over 1,500 acres of land in Wasatch County adjacent to the Provo River between Jordanelle and Deer Creek reservoirs. This property is known as the Provo River Restoration Project (PRRP). The land was acquired, and the Provo River restored through this corridor, as partial mitigation for fish and wildlife impacts from the Central Utah Project. As identified in the PRRP Final Environmental Impact Statement (FEIS), the PRRP purposes are habitat restoration, biodiversity, and fish and wildlife conservation. Please consider the following comments as you work to finalize your draft screening analysis and report.

1. Information shared at the Project's April 2021 agency scoping meeting indicated that the planned highway corridor would avoid any direct impacts to the PRRP lands. Despite those previous indications, we are concerned that the Project's screening report does not formally identify the PRRP area in the 4(f) properties evaluation and that the screening criteria did not identify the potential direct, indirect, and cumulative impacts that could occur on PRRP lands as a result of the alignment alternatives being considered for the project.

The screening document states that there are no applicable refuges in the Heber Valley needs assessment study area. However, based on the study area boundary maps in Figure 3-1, it appears that your study area either crosses into or directly borders the PRRP area. We recommend that the screening report formally identify the PRRP area as a 4(f) property that is a publicly owned wildlife refuge of state and local significance that is open to the public. Please

contact our office if you would like copies of GIS shapefiles or PRRP documentation to help better understand land ownership boundaries of the PRRP area and how the lands are being managed for wildlife conservation and public use. In addition, we recommend that the PRRP be included in your evaluation as a Section 4(f) resource with the appropriate analysis for direct, indirect, and cumulative impacts (as reported Tables 3-11, 3-13, and 3-15) associated with the Project's alignment alternatives. See below for specific comments on additional requested analysis.

2. Although the screening report provides analysis of impacts to water of the U.S. based on the potential footprints of the project alternatives it does not provide analysis on indirect and cumulative impacts to surrounding wetlands and watercourses. Any highway alternative that has direct impacts to wetland areas, perennial, intermittent, or ephemeral streams, or canal or ditches that return flow back to the Provo River would likely result in negative impacts to water quality and quantity in the Provo River.

We recommend that impacts to waters of the U.S. have a more thorough evaluation to better understand the potential for changes in local hydrology that could impact PRRP resources directly, indirectly, and cumulatively. The potential impacts that should be evaluated and incorporated into screening criteria include increases in stormwater runoff into areas that eventually flow into the Provo River, changes in groundwater and surface water hydrology that result from a new highway restricting or redirecting water flow, and impacts on the areas adjacent to the waters of the US, such as uplands that provide buffers for the wetlands and waterways upstream of the PRRP area. Any wetland impacts upstream of the PRRP area would have both direct and indirect impacts that should be evaluated in more detail and included in screening criteria. The cumulative impact of wetland loss in the Heber Valley also should be evaluated for all West Bypass alternatives.

3. The screening report cites the Heber City Envision 2050 General Plan and several vision statements of the Plan including for economic and commercial development, housing, culture, education, and transportation to justify, in part, the need for the proposed highway development. However, the screening report leaves out a key component of the Plan's vision statements including **Open Space & Rural Character** which states that "Heber City draws a clear distinction between what is city and what is country, maintaining a distinct city that is surrounded by open land, valuable for its beauty, ecology and agricultural function." The riparian area and riverine system that compose the PRRP area arguably provide some of the most important ecological systems in Heber Valley. In addition, riparian areas comprise one of the rarest habitats in the State of Utah and the PRRP area provides a matchless riparian habitat and ecological system not only for the Heber Valley but also for the State of Utah. As such, we recommend that any mention of the Heber City Envision 2050 General Plan include all the visioning criteria from the plan including those that point out the importance of open lands, ecological systems, and their ecological function.
4. NEPA regulations and court precedent prohibit the practice of segmenting a project for separate NEPA review if each action does not have independent utility. The screening document current depicts a new interchange at US-40/SR-32 as a future project that will be evaluated in an independent EIS. However, this new interchange is currently connected to the WB3 and WB4 alternatives and as depicted would likely result in direct and indirect effects to the PRRP area. A new roadway and interchange have the potential to negatively affect surface and groundwater conveyance and fish and wildlife resources of the PRRP, as well as the PRRP user experience. In

addition, the potential for increases in highway noise, light pollution, and water contamination are concerns as well. As such, we recommend that the direct, indirect, and cumulative impacts to PRRP natural resources be evaluated for each highway alternative as well as for the US-40/SR-32 interchange. Likewise screening criteria for natural resource impacts should be included in your analysis to better convey the effects from each highway alternative on the PRRP area.

In general, we again voice concern regarding the importance of protecting and preserving the property and natural resources in and around the PRRP corridor. We request that PRRP area be formally identified as a 4(f) property and that the appropriate analysis for potential impacts to the property be included in your screening analysis and future EIS. We appreciate the opportunity to provide comments on the draft screening report for this NEPA process. Please contact me at the letterhead address if you have any questions.

Sincerely,

Michael D. Mills
Executive Director

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



Comments Submitted on July 22, 2022 by Laren Gertsch to UDOT Regarding the Draft Alternatives Development and Screening Report Dated June 7, 2022

Who am I:

- Laren Gertsch
 - Born in 1950 in the Wasatch County Hospital
 - Resided in Heber Valley since birth
 - Significant landowner in North Fields

Concerns and Recommendations:

Detailed below are my concerns with UDOT's screening process and current proposals:

- UDOT has erred in its screening process by not more fully studying alternatives on the east side of Heber City and around main street
 - Heber City is potentially being given, yet another, "get out of jail free" card for not properly addressing the growing road infrastructure requirements as it continually approves new developments and annexations
 - UDOT needs to hold Heber City responsible for developing infrastructure solutions in and around Heber City and modify its proposals once Heber City has been held accountable
 - UDOT acknowledges that approximately half of traffic growth is local traffic
- I have been serving as the landowner representative on the UDOT subcommittee (providing general input to UDOT's process)
 - I have repeatedly assured other landowners that UDOT officials are generally engineers who carefully study data, analyze alternatives, are not influenced by politicians, and develop good solutions based on data
 - I am disappointed to say that I can no longer offer my previous robust endorsement and shower my accolades on UDOT officials
 - I am having to recant my assurances to other landowners because of the conclusions reached by UDOT in the screening process and the new alternatives proposed due to the misunderstood and inaccurate information used and the seemingly bias influence from certain politicians
- One of the primary reasons for eliminating earlier alternative of bypass road alternatives on the east side of Heber City and around main street was based on the notion that a "walking main street" was the principal component in Heber City's vision of a historic town center
 - This is totally misunderstood by UDOT
 - Preservation of open space and preservation of a rural agricultural character and heritage are the most critical components of Heber City's vision
 - The North Fields have been identified as the primary area to preserve as open space

- Wasatch County citizens voted and passed a \$10 million bond to acquire open space lands
 - “Open space” as understood by Wasatch County residents is analogous with agricultural fields and vistas not a city park owned by a municipality as per the NEPA definition
 - Wasatch County recently passed a resolution against WB3 and WB4 going through the North Fields
- Alternatives east side of Heber City and around main street were dismissed without sufficient review and study
 - Alternatives previously dismissed need to be resurrected and more fully reviewed
 - UDOT needs to better define and explain how the prior alternatives were eliminated
 - UDOT needs to clearly define the vision it is measuring against
- UDOT allowed an alternative West D (WB4) to be added late (without public comment)
 - It was a proposal generated by the “Parkway Group” (primarily several Heber City council members and the former mayor of Heber City’s office)
 - This proposal received significant opposition from the public which was filed with UDOT
- WB3 and WB4 are basically the same alternative as the former West D (WB4), just shifted east from the original proposal
 - Now two alternatives have been generated from the former “late to the game” alternative West D (WB4)
 - UDOT seems to be offer significant deference to the “Parkway” group while ignoring the interests of the general population
- Many North Fields landowners are not aware the potential new routes cross their property
 - UDOT should be required to contact any property owner where their property could be affected by the new alternatives
- Limited wetlands testing was not completed before alternatives WB3 and WB4 were selected
 - There is currently significant wetland testing being conducted in the North Fields after the alternative proposals were released
 - Most of the current landowners, where such testing is occurring, are not aware of the testing
 - UDOT sent letters to some landowners, but most landowners have not been notified
 - This lack of notification needs to be corrected immediately
- UDOT plans to eliminate much of the 600-west road
 - This, and other roads, in the North Fields are statutorily designated as “Established Livestock Corridors”
 - Farmers and ranchers have used the roads in the North Fields for over 100 years
 - Travel on these roads should not be limited in any way

- Farms and ranchers should be able move their equipment and cattle on existing North Fields roads
 - The most serious issue that UDOT needs to study is water in the North Fields - both surface water and subsurface water
 - The North Fields act as a reservoir for downstream water users and the Provo River
 - The North Fields replenish wells in Heber City, Daniel, and Charlestown
 - When the North Fields Irrigation Board questioned UDOT regarding this issue and what would happen if the bypass road was built and later the ground water and/or wells dried up
 - UDOT's initial respond was that it has no Plan B to fix the problem
 - The minutes of the UDOT meeting with the North Fields Irrigation Company Board have been modified to add the statement that "this needs to be thought through"
 - Springs on the east side of US40 currently help supply water to the North Fields
 - No studies were conducted when US 40 was widened
 - UDOT declared success because water came through the new tiles under the roadway
 - Studies need to be completed to verify that there was no decrease in the water flow, both surface and subsurface water
 - Placing a road through the North Fields will potentially affect existing water tables and may dry up existing green, pristine fields
 - To help minimize impacts on North Field water, at a minimum, any new roadways should be placed east of all Rock Creek irrigation ditches
- Lands, not just buildings, are considered "historical sites"
 - The North Fields should be considered a historical site
 - There are only approximately three buildings on Heber City's main street that can be considered historical sites

Summary:

- Previously dismissed alternatives need to be reconsidered as viable alternatives
- Affected property owners need to be adequately notified
- The desires of the residents of Heber Valley need to be reflected and not the views of a few politicians
- The effect on surface and subsurface water in the North Fields needs to be fully studied
- The North Fields should be considered a historical site
- The North Fields makes Heber Valley unique and should not be destroyed

Summary

Project:	Heber Valley Corridor EIS
Subject:	Alternatives Review - North Fields Irrigation Company
Date:	Wednesday, June 22, 2022
Location:	Heber City Offices – Basement Conference Room

Attendees

✓	Name	Representing	Project Role	Email
✓	Craig Hancock	UDOT	Project Manager	chancock@utah.gov
✓	Naomi Kisen	UDOT	Environmental Manager	nkisen@utah.gov
✓	Andrea Clayton	HVC Team	Project Manager	[REDACTED]
✓	Bill Pope	HVC Team	Drainage Lead	[REDACTED]
✓	John Blumenkamp	HVC Team	Design Lead	[REDACTED]
✓	Mark Wilson	North Fields Irrigation Co.	Board Member	[REDACTED]
✓	Laren Gertsch	North Fields Irrigation Co.	Board Member	[REDACTED]
✓	George Holmes	North Fields Irrigation Co.	Board Member	[REDACTED]
✓	Tom Brandner	North Fields Irrigation Co.	Board Member	[REDACTED]
✓	Steve North	North Fields Irrigation Co.	Board Member	[REDACTED]

The objective of this meeting was to review the five build alternatives that will be analyzed in detail in the EIS and identify concerns the North Fields Irrigation Company has regarding these alternatives.

Meeting Summary

1. Process

- a. UDOT recently completed alternative screening, reducing 23 alternatives to 5 that will be studied in detail in the EIS (WA1, WB1, WB2, WB3, and WB4). All 5 remaining alternatives are on the west side of Heber City.
- b. UDOT will make the final decision on a preferred alternative after a detailed analysis in the EIS, considering public and stakeholder input. The EIS will evaluate impacts to water resources and water quality, open space, etc. For analysis in the EIS, privately owned land is not considered open space. Resources people associate with open space will be evaluated separately (e.g., wildlife, viewshed/visual resources, recreation).
- c. The Board expressed concern that preserving Main Street should not be given priority. They believe UDOT will see push-back in public comments that open space is more important than Main Street. Further, the Board expressed concern that the criteria for the vision of the Heber town center is not consistent with the Heber City’s general plan nor is it the desire of most

residents in Heber Valley (the historic town center with a walking main street seems to be the desire of a few Heber City officials and a few business owners on main street).

- d. Question: whose goal is it to reduce traffic on Main Street? Heber City or UDOT? The purpose was developed by UDOT with input from local governments and the community.
- e. The Board expressed concern that Heber City is not providing infrastructure needed to accommodate the development they permit. UDOT clarified that none of the alternatives being evaluated in the EIS will solve all of Heber City's traffic problems. A bypass would be part of the puzzle, but not the complete solution.
- f. A 45-day comment period on alternative screening will run from June 7 to July 22. The Board asked if this meeting summary could be submitted as a comment. UDOT indicated that would be fine as long as everyone on the Board understood the names of all attendees would be included in the summary. UDOT will prepare the summary and allow the Board to review and comment.

2. Local roadway connectivity

- a. Question: why don't Alternatives WB3 and WB4 follow 600 West? The location of the current alignment was set to minimize impacts to wetlands (based on preliminary wetland data).
- b. The current concept for WB3 and WB4 is to provide east-west connectivity on 3000 North and 1800 North. The bypass would go over 3000 North and 1800 North. The connection at 2400 North and 1200 North would be cut-off, vehicles/travelers would need to travel north-south on 600 West or 1200 West to get to 3000 North or 1800 North to cross the bypass in the east-west direction.
- c. Local roads in the north fields are important for agricultural use (farming equipment, tractor trailers hauling hay, and livestock). The Board expressed concerns with severing connectivity of any local roads because that would require out of direction travel for landowners. The local road grid has a spacing of one-half-mile. It would be more difficult for people, equipment and cattle to move around if connectivity was cut off. The Board expressed concern that the land owners need to be able to move cattle and equipment both north and south on 600 west and closing some of this road would create significant turmoil.
- d. Wasatch County placed signs on some local roads in the north fields indicating they are historical cattle drive roads. The signs were placed so that landowners could continue to use the roads this way when recreational users started to use them.
- e. The Board suggested that locating the bypass on 600 West (or east of 600 West) would provide a better solution than the currently proposed alignment for WB3 and WB4. Ranchers currently drive cattle down 600 West.
- f. There is not a dedicated easement for the local roads. Parcel lines generally go to the center of the road. Wasatch County has a prescriptive easement and maintains the roads.

- g. There are some existing access roads which cross under US-40 in a culvert. It is possible to get a small tractor through but not larger equipment. Cows and horses will use it once they are trained.

3. Water

- a. The North Fields Irrigation Company serves the area between the Provo River Restoration Project (PRRP) and US-40.
- b. Springs east of US-40 feed the north fields.
- c. Landowners were affected when the PRRP was constructed. The Utah Reclamation Mitigation & Conservation Commission (Commission) acquired land through eminent domain.
- d. Surface water rights and subsurface rights are different.
- e. The Board believes it will be easier to mitigate for impacts to surface water than it will be to mitigate for impacts to groundwater. Irrigation companies will need to meet several times to figure out how to redo the surface system so that water can still flow where it needs to. The system would need to be reengineered. Laren will get a copy of the map that was displayed to Andrea.
- f. If the current WB3 / WB4 alignment were shifted east of all Rock Creek ditches, there would be fewer conflicts with surface water.
- g. The Board expressed concerns regarding errant motorists leaving the road and damaging irrigation facilities.
- h. Groundwater levels are high in the north fields.
- i. The north fields are a storage tank for downstream water users and for the Provo River.
- j. The Board expressed concern that the bypass road would act like a dam. All groundwater flows west, toward the Provo River. UDOT will need to figure out how to pass water under the bypass alternatives. They believe it would be necessary to create ditches on the east side and a collector system on the west side; cross culverts would not be enough. Existing US-40 has tile drains that help prevent the road from acting as a dam; they appear to be working.
- k. The Board stated that the PRRP affected groundwater flow in the north fields. The dikes acted as a drain and lowered the water table which dried up the north fields. These impacts were recognized and are being mitigated by the Commission.
- l. The north fields overlay a class 1A aquifer (pristine). Charleston and Daniel get their water from wells. Flow in the north fields recharge the aquifer. The Board asked UDOT what its plan B is if the road is built and then the wells and springs dry up – this needs to be thought through.
- m. Tailwater is important. Many people use the water over and over. There is a water right to irrigate the north fields, then the Provo River, then the Great Salt Lake.
- n. The Board believes the wetlands in the north fields are manmade (through irrigation).
- o. The Board wants to be on record that they have concerns with alternatives WB3 and WB4.

p. The Board believes mitigation cannot be only money. Replaceable land is important. Land with characteristics similar to land in the North Fields is very scarce in the Heber Valley.

4. Water Quality

- a. Existing water quality is not a concern for the Board.
- b. The Board is concerned that developers want to use the north fields for stormwater treatment.

5. General

- a. The Board believes that current Wasatch County landowners should not be responsible to solve traffic growth problems not addressed and handled by Heber City and growth projects have been approved. The majority of traffic increases are related to growth on the east side of Heber Main Street. Local traffic growth is equal to or larger than pass through traffic.
- b. The Board is concerned that eminent domain may be used in one jurisdiction (Wasatch County) to satisfy growth in one jurisdiction (Heber City).

6. Coordination

- a. The Board will provide UDOT with a copy of the map used at the meeting.
- b. The Board suggested UDOT coordinate with the following:
 - i. Utah State Division of Water Rights, Michel Drake (adjudication)
 - ii. Central Utah Water Conservancy District, Gene Shawcroft, Dave Pitcher, Devin McKrola, Roger Pearson. (UDOT is in process of scheduling)
 - iii. Metropolitan Water District of Salt Lake and Sandy, Shawn Draney
 - iv. Wasatch Open Lands Board (UDOT is in process of scheduling)

Action Items

✓	Action Item	Responsible	Date
	Deliver paper copy of screening report to George and Laren	Andrea	
	Deliver copy of map to Andrea	Laren	

Dear UDOT,

I have many concerns that I hope you will listen to and take seriously. I feel that UDOT is “going through the motions” without really listening, as evidenced by the following points that have yet to be seriously discussed:

Why and how did WB3 and WB4 come about as options through the North Fields? Why does it make sense to build ANOTHER highway mere feet from the existing highway? I have heard no real explanation to support these as viable options.

Why haven't improvements on Main Street been done to alleviate traffic NOW and then see what traffic patterns and roadway needs are left to be addressed?

The citizens have spoken many times on the issue of the North Fields being protected.

-In 2016, 74% of our valley voted to NOT rezone the North Fields, keeping the zoning at 20 acres to one home.

-In 2018, our valley voted overwhelmingly to (1) 57.66% preserve the North Fields through passing a \$10 million Wasatch County Open Space Bond and (2) 62.74% DEFEATED a referendum ballot issue, where the Wasatch County Council approved to move a key boundary for just one land owner to rezone his property that would have introduced higher -density in the beloved Central Zone by the North Fields.

The two routes of WB3 and WB4 are putting that \$10 million bond in jeopardy. There is a time limit on that bond. What has UDOT done to make sure there will not be a negative affect to the bond and preservation of land that the people voted for?

-Heber City Vision (directly from the General Plan pg.5)

Heber City is nestled in a green valley, brimming with historic agricultural uses, the beautiful Provo River, and unmatched views of the Wasatch Mountains. Our residents value this beautiful and unique setting and are committed to preserving its character while growing and nurturing our City. Together, we desire to:

- preserve the beautiful open lands that surround us;
- create friendly neighborhoods and centers that focus homes, jobs, shopping, and recreation into places where we gather and interact regularly;
- enhance and strengthen downtown—the heart of our community; and • grow, promote and diversify our recreational opportunities.

There is no mention in this introduction of anything about a “walkable” downtown.

-The very first thing mentioned is historical agricultural uses.

-The first bullet point is “preserve the beautiful open lands that surround us”

-On page 11 of Envision Heber 2050

What do Heber Residents value?

#1 Open Space/Rural Character Preservation

That is the vision of Heber according to the general plan. This is a huge oversight on UDOT's part to not include this as the Vision of Heber.

It seems as if the importance of the Provo River Mitigation project has not been considered. There are many issues here. The Bureau of Reclamation informed UDOT in a letter in 2020 that it should not be placed within 0.5 miles of the river. Both WB3 and WB4 are within that distance.

There are grave concerns that the class 1 aquifer could be at risk with the bypass routes through the North Fields.

UDOT seems to have ruled out certain routes due to impacts on "valued places" without ever saying what and where those valued places are, and what their significance is. That is also an error in process.

UDOT has not analyzed how the retail and restaurants will be affected. I do not believe there were any retail business owners that were on the stakeholders committee. I am greatly concerned that there will be very negative impacts to the downtown retail and restaurant businesses and they have not been included in the process.

I do not believe UDOT did an adequate job contacting landowners and telling them new routes would cut through and damage or cause total loss of their property.

I ask that UDOT please consider all of the destruction and irreparable harm that bypass routes WB3 and WB4 would cause to the Provo River, water flow, the aquifer, agricultural protected lands, and the beauty of the heber valley.

Thank you,

Christi Judd

FRIENDS OF HEBER VALLEY North Fields Coalition

COMMENTS SUBMITTED TO THE UTAH DEPARTMENT OF TRANSPORTATION REGARDING THE DRAFT ALTERNATIVES DEVELOPMENT AND SCREENING REPORT, DATED JUNE 7, 2022

In response to the request for public comments from the Utah Department of Transportation regarding the Draft Alternatives Development and Screening Report, dated June 7, 2022 (found here: <https://hebervalleyeis.udot.utah.gov/>), the undersigned hereby concur with and join the comments submitted by the Friends of Heber Valley, either by signing below or providing the same information via text or email to Christi Judd, Friends of Heber Valley, [REDACTED], friendsofhebervalley@gmail.com. Any contact information needed by UDOT is available on request.

Christi Judd, Co Executive Director, Friends of Heber Valley

Heidi Franco, Mayor, Heber City

Lori Stone - Preserve Midway

Holly Bodily - Preserve Midway

Brad Winegar - Preserve Midway

Athina Koumarela - Preserve Midway

Kris Ward - Preserve Midway

Rene Holm - Preserve Midway

Yvonne Barney, Heber City Council Member

Noah Nasser

Stephanie Nasser

Margaret Culley

Larry Culley

Laren Gertsch, Landowner/Farmer

Margo France

Mark and Janet Blossil

Bo Landin, biologist and science writer

Sharon Matthews

Bill Matthews

Dan Simmons PhD, Board Member, Friends of Heber Valley

Trudy W. Simmons, Co Executive Director, Friends of Heber Valley

Brad and Melanie Colton

Bradley J. Lowder

John Crook, North Fields Land Owner

Lawrence Culley

Alice Hicken, age 82, resident 62 years, Landowner in North Field. Land grant land deeded by

Ulysses S Grant

Laura Wardle

Thomas Wardle
Mark R Matley, Regional Director/Partner EP Wealth Advisors
Bill Spiker
Kristen C Matley
Linda Middleton
Mark Middleton
Steve and Janell Palmer
Sally and Ron Lutz
Nate Roe
Brian Belknap
Nourah Caskey, Ph.D
Daniel Hatch
Jenny Townsend, Midway homeowner
Mikel H Williams, manager/owner of MW Williams Ranch LLC
Jeff Hill
Deanne Hill
Steven Townsend, Midway Homeowner
Jenny Townsend, Midway Homeowner
Karli Linschoten
Corey Linschoten
Jake Davies
Elinor Davies
Justin Davies
George P. Holmes - Landowner/Rancher
Glen Holmes - Landowner/Rancher
Julio E. Rodriguez - Landowner/Rancher
Emily H. Rodriguez - Landowner/Rancher
Brett Holmes - Landowner/Rancher
Christine Fawson - Landowner/Rancher
Julie Holmes - Landowner
Charles Roe
Rosemary Roe
Jonathan Judd
Ashley Roe
Dr. Robert K. Simons, Ph.D, P.E.
Bryanna layer
James layer
J kevin Parsons
Malia Young, Land owner
Mark L Adams
Dr. Steven Neal. Founder, Monument of the Americas, Heber Valley
Tom Peterson
Colleen Peterson
Suellen Winegar

Colby Holmes
Josh Peterson
Matthew Peterson
Nic Peterson
Troy Black
Deborah Knies
Cas Knies
Nathan Wright
Hillary Dumar
Jill Van Leeuwen
Briton Yonge
Una Yonge
Neil Richardson
Stephen M. Studdert
Josh Gertsch
Kerry & Sheila Siggard
Arthur M. Amann, P.E.
Margie A. Amann, very concerned North Field resident
Kimberly and Steve Luddington
Adam Galland
Lamont Harris
Jeffrey Smith
Michael E. Probst
Karli Linschoten
Karl Christopherson & Emily Christopherson
Beau McDonald
Wayne Foy
Kimberly Foy
Wayson Foy
Zayne Foy
Gordon Purcell
Lorraine Purcell
Jessica McDonald
Mary Lou Layton
Stephanie Davidson
Teresa Wharton
Jan Judd
Clint Gertsch
Kim Facer

**COMMENTS SUBMITTED BY FRIENDS OF HEBER VALLEY NORTH
FIELDS COALITION TO THE UTAH DEPARTMENT OF
TRANSPORTATION REGARDING THE DRAFT ALTERNATIVES
DEVELOPMENT AND SCREENING REPORT, DATED JUNE 7, 2022**

JULY 22, 2022

Introduction – Friends of Heber Valley North Fields Coalition

We live, work, or recreate in the Heber Valley, and believe that the proposed Heber Valley Corridor Project (the “Project”), as currently described in the “Draft Alternatives Development and Screening Report,” dated June 7, 2022 (the “Screening Report”), threatens the quality of life in our community, poses a significant threat to our fragile environment, and will not provide significant increased mobility. For these reasons, we have united and assembled an array of experts, community leaders and concerned citizens to request that the Utah Department of Transportation (“UDOT”) conduct a more robust screening analysis and address the concerns listed below prior to preparing and circulating the draft environmental impact statement (“DEIS”). Below we provide comments to UDOT that address the following significant flaws in the Screening Report:

- Flawed Public Notice and Comment.
- Flawed Purpose and Need.
- Failure to Provide Reasonable Range of Alternatives.
- Failure to Satisfy Requirements of Clean Water Act § 404(b)(1).
- Flawed Screening of Alternatives.

Friends of Heber Valley North Fields Coalition respectfully request that UDOT undertake a more rigorous approach to identify an appropriate purpose and need for the Project, reasonable range of alternatives, and least environmentally damaging practicable alternative (“LEDPA”), as required by law.

Flawed Public Notice and Comment on Screening Process. The public notice and comment process has been a moving target thereby reducing, if not eliminating, meaningful notice and comment on which alternatives should be carried forward in the analysis under the National Environmental Policy Act (“NEPA”) and the Clean Water Act (“CWA”) § 404:

- UDOT presumes to articulate citizen preferences yet it is based on a relatively small sample size of citizens (having received fewer than 700 comments). UDOT emphasizes views of project proponents, such as opposition to an east bypass, claiming that “an east bypass has never been part of the plan; a west bypass has been planned.” Screening Report at 21. This is the comment UDOT leads with in discussing public comments, yet UDOT fails to quantify how many comments asserted this claim. In fact, UDOT knows or should know this to be false. All land use plans and the vast majority of citizens favor preserving the North Fields. Moreover,
- If UDOT wants an accurate picture of public preferences regarding alignments, it should sponsor a public survey managed by professionals. These surveys should accurately measure tradeoffs (e.g. North Fields open space versus a 15 mile per hour Main Street). Relying on a generally worded, limited and dated survey that did not measure tradeoffs from 2019 does not provide UDOT, decisionmakers, and the public an accurate perspective on current preferences especially given local growth, ongoing drought, increased aesthetic value of remaining open spaces and prime agricultural lands
- A bypass through the North Fields (first called “Western Bypass D”) was first raised in October of 2021, long after all the other bypass alternatives had been presented.
- Recently, and only a few weeks prior to the comment period cutoff on the screening process, UDOT revealed its “five preferred routes” with the Western Bypass D being divided into two new alignments (now called WB3 and WB4), without any public input. These two alignments were never given sufficient public notice to solicit meaningful public comment. It is highly troubling, particularly to those citizens who will be most impacted by these alternatives, for UDOT to have disclosed them so late in an almost two-year screening process.

Purpose and Need – Enhance Vehicular Mobility. The Screening Report provides that the first project purpose and need is to “[i]mprove regional and local mobility on U.S. 40 through 2050” as measured by the following:

- Local mobility: Improve arterial and intersection level of service (LOS) on U.S. 40.
- Local mobility: Decrease travel time on Main Street (S.R. 32 to hub intersection).
- Local mobility: Substantially decrease vehicle queue lengths on U.S. 40.
- Regional mobility: Substantially decrease through traffic travel time (S.R. 32 to U.S. 189).
- Regional mobility: Minimize conflicts (driveway accesses, intersections, etc.) to north-south mobility for through traffic.

Screening Report at 38.

UDOT fails to explain how through traffic through Heber City will be sufficiently reduced to achieve both reduced congestion and slower traffic speed to achieve the feel of an “historic town center” (discussed below) and, at the same time, enhance mobility. Moreover, by screening out for detailed review the main street enhancements (including one-way couplet and reversible-lane alternatives), UDOT has lost sight of a central purpose of NEPA – to give the public and other decisionmakers a complete understanding of impacts and alternatives, so that reasoned choices can be made by these and other relevant decisionmakers. This is particularly true here given the modest increased mobility (in terms of travel times) achieved by the west bypass even based on UDOT’s limited and incomplete information it provided to the public. *See* Screening Report at 38-40 & Table 3-5. It was striking that UDOT claimed snow removal as a reason to screen out an elevated alternative or bridging over U.S. 40, *see id.* at 36, given the many bridges and elevated freeways in Montana, Alaska, and Canada which experience far greater snowfall than the Heber Valley.

Purpose and Need – Provide Opportunities for Nonmotorized Transportation. A purported purpose of the Project is to “[p]rovide opportunities for nonmotorized transportation consistent with local and regional planning.... 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.... 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.” Screening Report at 9, 37-38, 49.

Applicable local and regional planning documents do not contemplate bike and walking trails that are co-located with current U.S. 40 or improvements to U.S. 40. Most people do not want to walk adjacent to a freeway with vehicles going 45 to 55 mph. Bikeways and walkways, particularly those designed primarily to enhance mobility (as opposed to recreation) need to be located where people live and work, not in the North Fields. Applicable local and regional plans contemplate pathways and bikeways elsewhere – not adjacent to a freeway:

- *Heber City Envision 2050 General Plan*, Appendix, at 17, 98, 119, 153-54, 156 (adopted Mar. 17, 2020) (planned bike paths along 100 East and 100 West based on public comment; trails should connect neighborhoods’ “trails connect centers”; “new and existing homes should have walking access to parks, trails”; “trails [should] connect residents to other neighborhoods, downtown, and new centers”; “all residents can walk to a park”).
- *Wasatch County General Plan*, Chap. 3, at 6, 13 (updated Feb. 2, 2022) (Favors a “connected multi-modal transportation infrastructure” that includes “safe and comfortable bike and pedestrian facilities ... compatible with the mountain and rural characteristics of Wasatch County,” but “opposes proposals that encourage incompatible development within the corridor” or that fail to “establish[] agricultural operations as a priority use of the land [and] protect existing and future agricultural operations.”

Purpose and Need – Heber City “Vision for Historic Town Center”. The Screening Report states that the third project purpose and need is to “[a]llow Heber City to meet their [sic] vision for the historic town center” as measured by the following:

- Avoid or minimize impacts to valued places and historic buildings along Main Street.
- 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).”

Screening Report at 38.

UDOT's references the "vision" for Heber City yet fails to recognize that Heber City's actual "vision statement" contained in the Heber City General Plan cuts against UDOT's preferred alignments through the North Fields:

Vision Statement: "Heber City is nestled in a green valley, brimming with **historic agricultural uses**, the beautiful Provo River, and unmatched views of the Wasatch Mountains. **Our residents value this beautiful and unique setting and are committed to preserving its character** while growing and nurturing our city. Together, we desire to:

- **preserve the beautiful open lands** that surround us;
- create friendly neighborhoods and centers that focus homes, jobs, shopping, and recreation into places where we gather and interact regularly;
- enhance and strengthen downtown—the heart of our community; and
- grow, promote and diversify our recreational opportunities."

By focusing our growth in specific areas, we foster a vibrant community and a **quiet countryside**—a place residents and visitors alike will enjoy for generations to come."

Heber City Envision 2050 General Plan, at 5 (adopted Mar. 17, 2020) (emphasis added).

Item number one on the "Vision Map" is "Significant open space preservation" explained as follows: "**North and South Fields are permanently protected.** Land or development rights are purchased, and conservation easements are placed, precluding future development." *Id.* at 15. It is difficult to imagine how UDOT's "vision" of a major freeway cutting through the middle of the "historic agricultural uses" in the North and South Fields adjacent to "the beautiful Provo River" destroying this "unique setting" and "quiet countryside" could be more diametrically opposed to the actual "vision" described in the Heber City General Plan.

Regarding UDOT's purpose and need to achieve the purported "vision for the historic town center," nowhere in the Screening Report does UDOT define the "vision for the historic town center," nor the origin of such a vision since it does not originate from the actual Heber City General Plan, which defines the planning principles for the downtown as follows:

Downtown, Heber'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 preserves, enhances, and improves access to its valued places and buildings on Main Street.
2. Heber improves pedestrian and bike accessibility, parking, and traffic conditions along Main Street.
3. Underused spaces are reimagined into significant new places to work, live and enjoy time together.
4. Downtown is a regional destination for annual gatherings and traditions that Heber residents and visitors enjoy.

Id. at 15.

To accurately articulate the purpose and need of the above based on the Heber City General Plan, UDOT will need to evaluate an alternative that achieves this vision without a destructive freeway that runs counter to the Heber City General Plan. Such an alternative would include traffic calming features, improved transit and transit-oriented development, and improvements to Main Street similar to those used by other rural communities. Another alternative to achieve preserving an historic downtown center could involve an elevated bypass such as was constructed by the Idaho Transportation Department in Sandpoint, Idaho on U.S. Highway 95 (Sand Creek Byway Project), which has received awards for its design.¹

UDOT's vision of a historic Main Street without diesel truck traffic assumes that haul trucks will necessarily take the bypass route, yet diesel haul trucks often take the shortest route especially when loaded. UDOT fails to explain the actual legal mechanism for removing haul trucks from Main Street.

Moreover, UDOT's understanding and articulation of the "vision for the historic town center" is flawed in another important respect. The Heber City General Plan contemplates a

¹ For more on the Sand Creek Byway Project, see <https://americatransportationawards.org/id-u-s-sand-creek-byway/>, <https://www.parsons.com/project/sand-creek-byway/>, and *North Idaho Community Action Network v. U.S. Dep't of Transp.*, 545 F.3d 1147 (9th Cir. 2006).

series of town centers connected by arterial roads, not a single town center bypassed by a freeway:

New centers will be strategically located, connected to each other and the greater community, and offer walkable access to amenities and day-to-day needs. New centers should encourage many distinct features: outdoor gathering spaces; parks and plazas, schools; community centers; a mix of shopping, restaurants, offices; as well as a variety of housing choices, including more affordable options.

Id. at 7.

In addition, the Heber City General Plan discusses the need to make more “vibrant downtown, town centers and business center; neighborhoods with open space; rural residential clusters.” *Id.* at 15. A “revitalized downtown,” as contemplated by the Heber City General Plan, does not contemplate a quieter two-lane walkable Main Street suggested by UDOT. UDOT’s own traffic study does not enable Heber City to remove the current four-lane highway on Main Street, and recent annexations likely require maintaining the four-lane Main Street.

Finally, UDOT will need to evaluate how a bypass could negatively impact certain businesses such as restaurants and retail spaces that depend on through traffic and could make the downtown less economically viable which has happened in so many small towns with freeway bypasses. UDOT’s vision of an historic quiet Main Street appears incongruous with the revitalized downtown contemplated in the Heber General Plan.

Impermissible Purpose & Need – Accommodate Increased Growth. The Screening Report indicates that alternatives were developed to accommodate future development and growth along North 40. *See* Draft Alternatives Development Screening Report at 23 (“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 connections at the north end of the western bypass alternatives. UDOT

identified three additional western bypass alternatives that have a second northern connection at River Road/S.R. 32” (i.e., WA1, WB3, and WB4)). UDOT effectively has created a fourth purpose and need for the Project, i.e., to accommodate future development and growth which will induce more traffic and congestion into Heber City.

In comparing alternatives, UDOT must consider and explain the effect of increased travel and traffic under WA1, WB3, and WB4 compared to other alternative alignments that have not been designed to accommodate and induce development and growth. UDOT cannot claim that increased growth and traffic congestion will happen anyway when they admit that a purpose of an alternative is to accommodate such growth.

UDOT must also explain its contradictory purposes and need, i.e., on the one hand to claim the Project will “improve regional and local mobility,” yet include alternatives specifically designed to facilitate growth which will increase traffic and travel into Heber City. This incongruity needs to be acknowledged and discussed in the Screening Report.

The Screening Report implies that municipalities have preserved a northern terminus and roadway corridor through the North Fields to accommodate growth. *See* Screening Report at 23. This may be the desire of some real estate developers that have attempted to steer the NEPA process. However, relevant planning documents, such as the Wasatch County General Plan, graphically indicate an alignment that bypasses no more than existing development with a northern terminus that avoids impacts to the North Fields. *See* Exhibit A (Wasatch County General Plan, Map 32).

Citizens and Municipal Governments Oppose a Freeway through the North Fields.

The citizens who have signed these comments, and the majority of citizens who have participated in local government land use planning, overwhelmingly support preserving the

North Fields, and strongly oppose development in the North Fields. Specifically, the Heber City General Plan explains the preferred “approach to conserving the North Fields: 47% prefer to “[p]ermanently protect it and preclude all future development by purchasing land or development rights,” 28% prefer to “[m]aintain rural 20-acre lot zoning for the entire North Fields,” 20% prefer to “[m]aintain rural 20-acre lot zoning, except for northwest corner, where more intense development could happen,” while **only 4% believe there is “[n]o need to conserve the North Fields.”** *Heber City General Plan*, at 224. As further evidence, an attempt was made in 2016 to rezone areas of the North Fields to 10 acres per home. A citizen referendum resulted in putting it to the vote of the people, and 74% of residents voted against rezoning the North Fields and maintaining the zoning at one home per 20 acres. Not surprisingly, with such strong public support for open space preservation, municipal governments and officials have supported preserving the North Fields:

- On July 13, 2022, the Wasatch County Council unanimously voted to oppose alignment options WA1, WB3 and WB4 due to impacts to special aquatic sites along the Provo River and degradation of the North Fields: “Wasatch County feels that the value the community places on the North Fields and the impacts to that area were not adequately considered in the selection of options WB3 and WB4.”
- Previously, on May 18, 2022, the Wasatch County Council unanimously voted to oppose “Bypass Alternative West D.” Minutes of the Wasatch County Council, at 13 (May 18, 2022).
- “The desire to preserve open space and Heber’s rural character is not a new idea, but it was a loud and clear message, especially in regard to the North Fields.” *Heber City General Plan*, at 11.
- The Heber City General Plan provides for an “Agricultural Preservation Zone” in the North Fields that maintains the 20-acre residential zoning and only allowing “[d]airy, grazing and grazing supportive crops with a homestead.” *Id.* at 23, 55 (map showing planned open space through agricultural preservation in the North Fields), 71 (transportation map showing no city roads or bypass in the North Fields).
- “Community interest in open space preservation is focused on the North Fields, maintaining separation between communities and the mountainsides.” *Id.* at 50.

- The Wasatch Country General Plan proposed a bypass that avoids the North Fields. *See* Exhibit A (Wasatch County General Plan, Map 32).
- The Heber City Council voted to amend the Annexation Plan to ensure that currently undeveloped fields “maintain rural environment [and] provide a buffer zone between the City and surrounding cities.” Heber City Council Meeting Minutes, at 6 (Sept. 4, 2018).

An Alignment Through the North Fields Defeats Ongoing Efforts to Preserve Open

Space and Prime Historic Agricultural Lands. The Heber City General Plan describes the need and goal of open space preservation through public and private efforts:

As the City and its residents contemplate open space preservation, they will need to acknowledge that property owners possess a “bundle of rights” that run with the land, including development rights, based on their zoning classification. Permanent open space preservation involves employing many strategies, including moving development rights and building them elsewhere, selling development rights, exchanging open spaces, conservation easements, zoning for large agricultural parcels, etc. Many of those strategies require both a voluntary seller and a funding source, likely a public one.

Heber City General Plan, at 11. The Wasatch General Plan makes the same point:

Lands conserved for open space through acquisition, transfer of development rights, conservation subdivision design and other conservation tools shall be placed under permanent conservation easement wherever possible, with most conserved lands remaining under private ownership.... Encourage the Purchase of Development Rights (“PDR”), so that development rights can be purchased and retired, thereby restricting future development on sensitive open lands

Wasatch County General Plan, at 261, 263.

By condemning large swaths of land in the North Fields, UDOT will effectively foreclose realization of the land use goal of Heber City and Wasatch County to preserve open space through public and private efforts.² A highway through the North Fields seriously jeopardizes the \$10 million bond that was passed by Wasatch County in 2018.

² The Wasatch County Commission has already recognized that including the North Fields in the list of alternatives is already having the adverse effect of discouraging investments in conservation easements to preserve open space in the North Fields, which contributed to the Commission’s opposition to the western alignment. *See* Minutes of the Wasatch County Council, at 13 (May 18, 2022).

That bond was largely planned to be used in the North Fields for open space preservation. With a highway through the North Fields on the table, the bond will be in limbo for years, and may never be used.

Failure to Accurately Apply Clean Water Act § 404(b)(1) Guidelines. The Screening Report sets forth the Clean Water Act § 404(b)(1) Guidelines, *see* Screening Report § 2.3.2 and claims that UDOT applied them to screen out from further consideration Alternative WA3 due to excessive impacts (i.e., 24.72 acres) to jurisdictional waters of the United States (“WOUS”), *see id.* Table 3-15 and *id.* at 54 (“Waters of the United States ... were given special consideration during screening because federal laws require UDOT to consider and analyze alternatives that avoid or minimize impacts to these resources”), at 64 (“USACE [“Army Corps of Engineers] cannot issue a permit if a practicable alternative exists that would have less adverse impacts.”).

The Clean Water Act § 404(b)(1), 33 U.S.C. § 1344(b)(1), guidelines prohibit discharges of dredged or fill material “[i]f 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 C.F.R. § 230.10(a). This is known as the Least Environmentally Damaging Practicable Alternative, or “LEDPA.” Under the Guidelines, the Corps may only authorize the LEDPA. The LEDPA has three components: (1) it must be practicable, (2) there must not be another practicable alternative that would have less adverse impact on the aquatic environment, unless (3) other practicable alternatives would have other significant adverse environmental consequences. 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.” 40 C.F.R. § 230.10(a)(2). UDOT’s application of the CWA § 404(b)(1) Guidelines thus far is deficient for the following reasons:

- EPA advised UDOT of the need to commit “to delineate wetlands and waterbodies in the project area ... [to] better inform alternatives selection and development in the EIS.” EPA Memorandum to UDOT, at 2 (Nov. 3, 2021). Unfortunately, UDOT developed the “Final Level 2 Screening Results” based on desktop information and documentation. *See* Screening Report, at 55 (“The expected impacts were determined by overlaying the estimated right of way for each alternative over the GIS datasets for these resources.”). Without ground truthing, these existing data sets are unreliable especially given the inaccuracy of the dated nature of the National Wetlands Inventory (NWI) maps. For example, UDOT’s calculation of impacts to wetlands from WB3 and WB4 was 10.53 acres and approximately 12.5 for total waters of the United States (“WOUS”). *See* Screening Report, Table 3-12. UDOT did not undertake any preliminary wetlands assessment on the ground until July 2022 (the results of which have not been finalized and made publicly available).
- The actual acreage of wetlands that would be impacted from those alignments are in excess of 28 acres. *See* Frontier Corporation Report (Exhibit B). This is highly troubling given that UDOT screened from further NEPA study Alignment WA3 due to an estimated total WOUS impacts of 25 acres. *See* Screening Report, Table 3-15. Thus, using the same criteria properly applied with accurate information, UDOT also should have eliminated Alignments WB3 and WB4 from further study.
- If UDOT’s wetlands acreage impacts were based on NWI maps, which are dated and inaccurate, they would have grossly underestimated the wetlands present in the North Fields. *See* Frontier Corporation Report at 6 (Exhibit B).
- UDOT acknowledges that “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).” Screening Report at 67. Yet UDOT fails to screen out the alignments through the North Fields.
- Using UDOT’s own numbers, and properly applying the least environmentally damaging practicable alternative (“LEDPA”) test, UDOT also should have eliminated Alignments WB3 and WB4 from further study given that the wetlands impacts from Alternatives WB3 and WB4 are approximately double the impacts from Alternatives WB1 and WB2. *See* Screening Report, Table 3-15.
- UDOT should have considered and factored into whether to screen out from further analysis impacts to Rock Creek from Alternatives WB3 and WB4 impacts to— immediate tributary to the Provo River. Rock Creek constitutes important Brown trout spawning grounds. *See, e.g.,* 40 C.F.R. § 230.24(b) (requiring consideration of project impacts that can “alter or destroy communities and populations of aquatic animals and vegetation, ... modify habitat, restrict

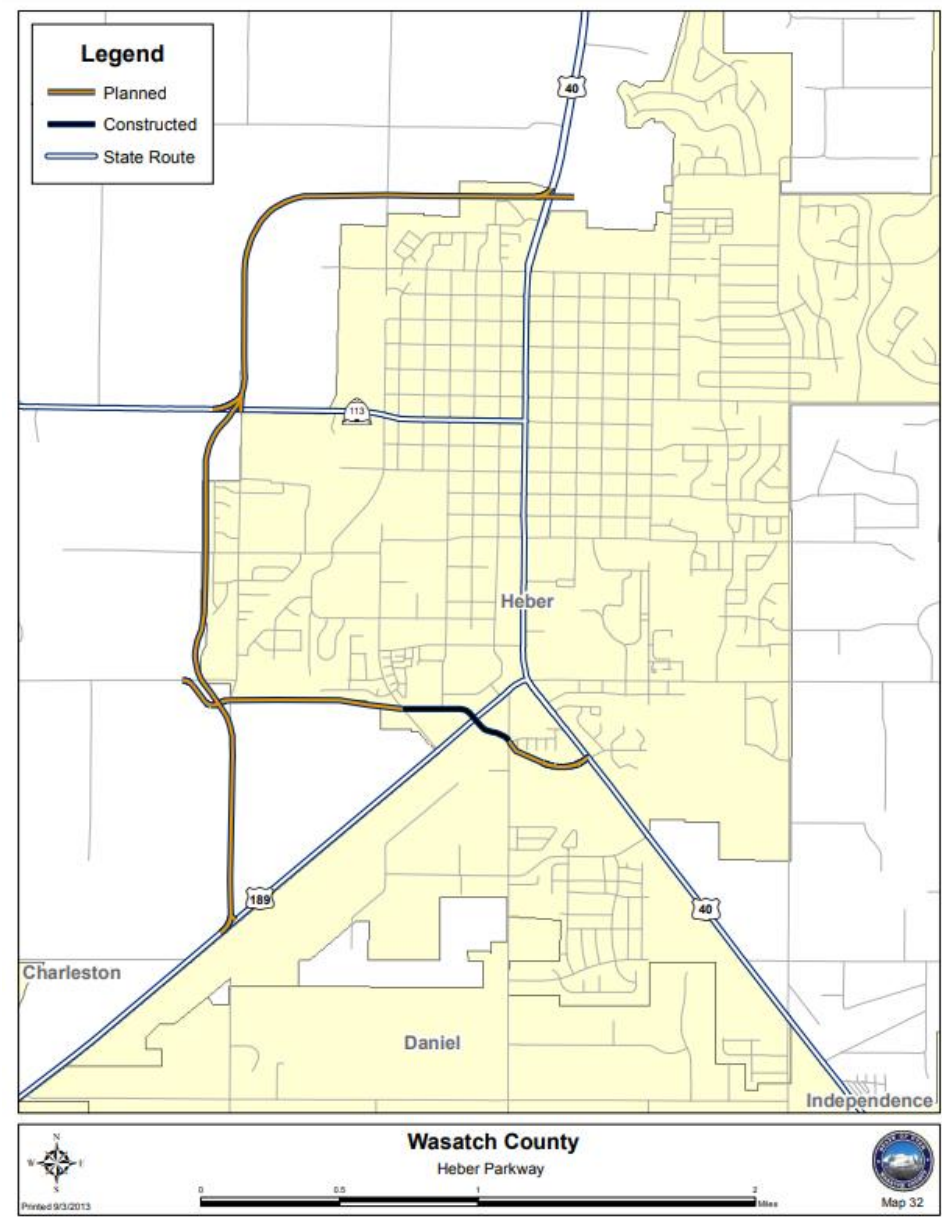
movement of aquatic fauna, destroy spawning areas, and change adjacent, upstream, and downstream areas”). The Middle Provo River is currently considered a blue ribbon Brown trout fishery with both ecological and economic significance to the region and State. *See, e.g.*, <https://www.parkcityflyfishing.com/middle-provo-river/>.

- It is notable that while the Screening Report reflects involvement of some federal agencies, but not the Army Corps of Engineers (“Army Corps”). There is no evidence that UDOT consulted with the Army Corps prior to issuing the Screening Report. This appears to violate guidance issued by the Federal Highway Administration (“FHWA”) that calls for integrating as early as possible the NEPA and CWA 404 permitting process. *See* FHWA, “Integrating NEPA and Permitting Increases Efficiency in Environmental Review,” at 1-2 (Sept. 2020) (“The EDC-4 initiative was developed to help State departments of transportation (DOTs) better navigate many of the challenges that can arise during the environmental review and permitting process for transportation projects under [NEPA]. These include lack of early engagement with resource and permitting agencies.... The goal of the NEPA/404 merger is early and active interagency coordination to expedite project delivery while minimizing impacts to aquatic resources”); FHWA, Army Corps, et al., *2015 Red Book: Synchronizing Environmental Reviews for Transportation and Other Infrastructure Projects*, FHWA-HEP-15-047 at 24-27 (Sept. 2015) (explaining need for an “early coordination process (Scope, Alternatives, Potential Impacts” and informal or formal “synchronization” of NEPA and CWA 404 permitting process to ensure that the Army Corps “will confirm compliance with the CWA by providing written concurrence that the Purpose and Need statement may be used to define basic and overall project purpose, the Alternatives Selected for Detailed Evaluation comply with the Guidelines, **the Preferred Alternative is the LEDPA**”) (emphasis added).
- In the screening process, UDOT made no mention of the need to consider as a screening criterion potential impacts to the Provo River and Provo River Restoration Project. One could argue that this should have been one of the most significant screening criteria to apply. Specifically, the FEIS for the Provo River Restoration Project emphasized the importance of groundwater recharge to sustaining the Middle Provo River and Deer Creek Reservoir for the benefit of both water users and the riparian complex. That recharge is heavily dependent on adequate surface and subsurface flows. *See, e.g.*, Provo River Restoration Project FEIS, at 3-11 to 3-14 (“[T]he groundwater discharged from the basin (which includes groundwater return flow to surface water) is an important source of water for Deer Creek Reservoir and water users downstream of the reservoir.... Groundwater is in contact with the surface in many places in the valley — most predominantly in the North Fields Irrigation Company. Wetlands, springs, and seeps occur at locations such as these.”).

Based on the above, Friends of Heber Valley North Fields Coalition believe that had UDOT conducted an accurate and impartial CWA § 404(b)(1) analysis, it would have screened out alignments in the North Fields as part of the NEPA screening process. It will be a waste of taxpayer resources and cause non-mitigatable impacts to environmentally sensitive areas and aquatic resources if UDOT selects any alternative in the North Fields, and forces judicial intervention or a veto by EPA under CWA § 404(c).

Exhibit A

Wasatch County General Plan, Map 32



Available at <https://www.wasatch.utah.gov/Departments/Planning-Dept#61923-general-plan>

Exhibit B
Frontier Corporation Report

19272089_v1



July 21, 2022

Mr. Dan Simmons

[REDACTED]
Heber City, Utah 84032-3836

Subject: Simmons Property Preliminary Wetlands Assessment
Approximately 52-Acre Study Area within the Heber Valley Corridor Alternatives
Heber City, Wasatch County, Utah

Dear Mr. Simmons:

Per your request, Frontier Corporation USA (Frontier) completed a preliminary assessment to identify and map the locations of potential wetland areas within an approximately 52-acre Study Area on your property located within the North Fields of the Heber Valley (Figure 1). The Study Area is rectangular in shape and is located on the east side of the Provo River restoration corridor, the south side of River Road, and the north side of Potters Lane (Figures 2a and 2b). The Study Area covers portions of Sections 18 and 19 in Township 3 South, Range 5 East (Figure 2a).

The Study Area is situated within the historic Provo River floodplain and includes segments of Rock Creek and East Branch Rock Creek and wet meadow farm fields that have been historically managed for pasturage. Rock Creek has tributary connections to the Provo River (Figure 1).

The Study Area covers portions of the WB3 and WB4 roadway alternatives that are being evaluated by the Utah Department of Transportation (UDOT) for the Heber Valley Corridor Project. UDOT is preparing an environmental impact statement (EIS) for the proposed roadway project and is presently evaluating alternative road alignments that will be included in the EIS. According to the Draft Alternatives Development and Screening Report dated June 7, 2022, UDOT estimates that both the WB3 and WB4 alternatives would each impact 12.35 to 12.48 acres of waters of the U.S (WoUS) (see Table 3-15. Final Level 2 Screening Results, page 67). It is unclear in the screening document how UDOT specifically determined the presence of wetlands and other water features for the impact estimates. You requested that Frontier complete a wetlands assessment for you property because you believe there are more than 12 acres of wetlands on your land alone associated with the Rock Creek stream corridors and adjacent wet meadows.

Wetlands, streams, canals, ponds, and other types of water bodies can be regulated by the U.S. Army Corps of Engineers (USACE) as WoUS under Section 404 of the federal Clean Water Act if they have a jurisdictional nexus to a TNW (i.e., connections to Utah Lake via the Provo River and its tributary system).

The purpose of this preliminary wetlands assessment is to identify the presence and locations of

Frontier Corporation USA
221 N. Gateway Drive, Suite B
Providence, UT 84332
(435) 753-9502

potential wetlands, stream channels and other water bodies within the Study Area that may fall under the USACE's Section 404 permitting regulations.

This preliminary wetlands assessment is for planning purposes only. The assessment was not done at a level of detail necessary for a formal USACE wetland delineation, which would be required for permit applications to fill, relocate or otherwise physically alter regulated wetlands or other WoUS for roadway construction. Additional data collection and hydrologic analyses would be required in the early spring growing season in order to do a detailed and accurate wetlands and aquatic resources delineation for any property in the North Fields of the Heber Valley due to the unique hydrogeology of the area.

METHODS

The preliminary assessment consisted of an online query of existing NWI, National Hydrography Dataset (NHD), U.S. Department of Agriculture Natural Resources Conservation Service (USDA-NRCS) Soil Survey, and U.S. Geological Survey (USGS) databases; a review of historical aerial imagery using Google Earth; and a site inspection conducted by Frontier staff on July 14, 2022. Areas with vegetation that is dominated by wetland indicator plant species and evidence of potential sources of wetland hydrology were identified as potential wetland areas, and checked against the NWI, NHD, USDA-NRCS, and USGS databases. Stream channels and other potential water features were similarly identified and preliminarily mapped.

Areas that were dominated by upland plant communities with no evidence of potential water sources for wetland hydrology were identified as uplands.

Recent aerial imagery obtained from the Utah AGRC imagery and GoogleEarth online databases was used to produce aerial field maps and report maps. The locations of potential wetlands, ponds, streams, canals, ditches and other water features were marked on the aerial field maps. The identified features were digitized in the office and incorporated into a Geographic Information Systems (GIS) database using ArcGIS. The aerial imagery data and the USGS, Soil Survey, NHD, and NWI map data were obtained online and added to the GIS database.

GIS was used to produce the site location maps (Figures 1, 2a and 2b), Preliminary Wetlands Assessment Map (Figure 3), Soil Survey map (Figure 4), NWI map (Figure 5), and NHD map (Figure 6). Representative photographs showing existing site conditions at the Study Area are provided in the attached photo log. Photo point locations and view directions are shown on the Preliminary Wetlands Assessment Map (Figure 3).

FINDINGS

Land Use

A portion of the Study Area includes a residential home with associated outbuildings, driveways, irrigated lawns and landscaping. But the majority of the Study Area consists of farm fields that have been historically managed for pasturage. The farm fields are on the historic Provo River floodplain and are sub-irrigated by a high water table during the early spring growing season. A

ditch system is used to flood irrigate fields on an as-needed basis during the summer growing season.

Streams and other Water bodies

A total of approximately 3,458 feet (2.31 acres) of stream channel and adjacent riparian wetlands were identified. This includes 2,238 feet (1.73 acres) of Rock Creek and 1,220 feet of East Branch Rock Creek (Figure 3, Table 1). Both stream channels had flowing water at the time of the July 14 site inspection. Adjacent wetlands include both emergent wetlands and forested scrub-shrub wetlands.

Potential Wetlands

Seven potential wetlands covering approximately 25.49 acres were identified within the Study Area (Figure 3, Table 1). Thus, a combined total of 28.81 acres of wetlands and stream channels were identified in the Study Area that could be regulated WoUS.

Table 1. Stream Channels and Potential Wetlands Identified in the Study Area.

Feature Name	Feature Type	Area (acres)	Length (Feet)
Potential Wetland 1	Palustrine Emergent Wet Meadow	12.24	-
Potential Wetland 2	Palustrine Emergent Wet Meadow	4.17	-
Potential Wetland 3	Palustrine Emergent Wet Meadow	3.06	-
Potential Wetland 4	Wetland Drainage Swale	0.38	-
Potential Wetland 5	Wetland Drainage Swale	0.37	-
Potential Wetland 6	Palustrine Emergent Wet Meadow	2.98	-
Potential Wetland 7	Palustrine Emergent Wet Meadow	2.29	-
	Total	25.49	-
Rock Creek & Adjacent Wetlands	Perennial Stream Channel Palustrine Emergent & Forested Scrub-Shrub Wetlands	1.73	2238
East Branch Rock Creek & Adjacent Wetlands	Perennial Stream Channel Palustrine Emergent & Forested Scrub-Shrub Wetlands	0.58	1220
	Total	3.32	3458
TOTAL STREAMS & POTENTIAL WETLANDS		28.81	3458

Potential Wetlands 1, 2, 3, 6 and 7 are palustrine emergent (PEM) wet meadow wetlands that are situated in low-lying areas on the historic Provo River floodplain. These wet meadow wetlands are in pasture fields. A seasonally high water table augmented by irrigation water is the likely source of hydrology. These wet meadows have diverse plant communities that are dominated by a variety of graminoid and forb wetland indicator species. The diverse plant communities are indicative of a predictable source of wetland hydrology that has been present for a very long time on the undulating terraces of the historic Provo River floodplain.

Table 2 provides a list of plants that were observed in the potential wetland areas in the Study Area. Scientific names and wetland indicator status as per the USACE 2020 Arid West Regional Plants List.

Table 2. Plant species observed in the potential wetland areas within the Project Area.

Plant Species	Scientific Name	USACE Arid West Indicator Status
Baltic rush	<i>Juncus balticus</i>	FACW
boxelder maple	<i>Acer negundo</i>	FACW
clustered fieldsedge	<i>Carex praegracilis</i>	FACW
common three-square	<i>Schoenoplectus pungens</i>	OBL
creeping buttercup	<i>Ranunculus repens</i>	FAC
curly dock	<i>Rumex crispus</i>	FAC
dwarf spikerush	<i>Eleocharis parvula</i>	OBL
English plantain	<i>Plantago lanceolata</i>	FAC
fowl bluegrass	<i>Poa palustris</i>	FAC
fox-tail barley	<i>Hordeum jubatum</i>	FAC
field horsetail	<i>Equisetum arvense</i>	FAC
hawthorn	<i>Crataegus sp.</i>	FAC
Kentucky bluegrass	<i>Poa pratensis</i>	FAC
leafy tussock sedge	<i>Carex aquatilis</i>	OBL
Macoun's buttercup	<i>Ranunculus macounii</i>	OBL
meadow barley	<i>Hordeum brachyantherum</i>	FACW
Mexican rush	<i>Juncus mexicanus</i>	FACW
milkvetch	<i>Astragalus sp.</i>	FAC
narrowleaf cattail	<i>Typha angustifolia</i>	OBL
narrowleaf cottonwood	<i>Populus angustifolia</i>	FACW
narrowleaf willow	<i>Salix exigua</i>	FACW
Nebraska sedge	<i>Carex nebrascensis</i>	OBL
orchard grass	<i>Dactylis glomerata</i>	FACU
paleyellow iris	<i>Iris pseudacorus</i>	OBL
Quackgrass (creeping wildrye)	<i>Elymus repens</i>	FAC
red clover	<i>Trifolium pratense</i>	FACU
red-tinge bulrush (panicled bulrush)	<i>Scirpus microcarpus</i>	OBL
Russian olive	<i>Elaeagnus angustifolia</i>	FAC
seaside arrowgrass	<i>Triglochin maritima</i>	OBL
slender cinquefoil	<i>Potentilla gracilis</i>	FAC
small-wing sedge	<i>Carex microptera</i>	FAC
smooth scouring rush	<i>Equisetum laevigatum</i>	FACW
spreading bent grass (redtop)	<i>Agrostis stolonifera</i>	FACW
strawberry clover	<i>Trifolium fragiferum</i>	FAC
swordleaf rush	<i>Juncus ensifolius</i>	FACW
timothy	<i>Phleum pratense</i>	FACU
watercress	<i>Nasturtium officinale</i>	OBL
woolly-fruit sedge	<i>Carex lasiocarpa</i>	OBL
Indicator Status		
Obligate (OBL)	Hydrophyte	Almost always occur in wetlands
Facultative Wetland (FACW)	Hydrophyte	Usually occur in wetlands, but may occur in non-wetlands
Facultative (FAC)	Hydrophyte	Occur in wetlands and non-wetlands
Facultative Upland (FACU)	Non-hydrophyte	Usually occur in non-wetlands, but may occur in wetlands
Upland (UPL)	Nonhydrophyte	Almost never occur in wetlands

The most prevalent species observed in the wet meadows were meadow barley, clustered field sedge, quackgrass, Kentucky bluegrass, spreading bent-grass, Nebraska sedge, and orchard grass, but there are numerous other herbaceous wetland indicator plants that were observed in the wet meadows as shown in Table 2. Note: The plant list in Table 2 is not the results of an intensive investigation to inventory wetland plant species in the Study Area, but rather a list of common plants observed over the course of a single field day covering the entire 52-acre Study Area. Many more plant species would likely be found inhabiting the potential wetlands.

Potential wetlands 4 and 5 are wetland drainage swales. These wetlands are in distinctly low-lying drainage patterns that may have been old river meanders that have been incorporated into the irrigation water distribution system. The drainage swales have facultative wetland grasses such as Kentucky bluegrass and quackgrass. The bottoms of the drainages are about 2 feet lower in elevation compared to adjacent uplands. A seasonally high water table augmented by irrigation water is the likely source of hydrology for these two potential wetlands.

The riparian wetlands associated with the Rock Creek and East Branch Rock Creek stream channels have both a palustrine emergent and riparian forest scrub-shrub component. The emergent wetlands bordering the stream channels include paleyellow iris, narrowleaf cattail, watercress, and various sedges. The riparian component includes a wooded overstory that includes narrowleaf cottonwood, boxelder, hawthorn, and narrowleaf willow. The herbaceous understory includes horsetail, milkvetch, fowl bluegrass, quackgrass, and various forbs. The water source for these wetlands includes surface flows and the shallow alluvial aquifer that is associated with the stream channels.

It should be noted that the July 14 site inspection for the preliminary wetlands assessment was conducted during a period of drought. In fact, the northern Utah area has had three consecutive drought years. The USACE 2008 Arid West Wetland Delineation Manual indicates that wetland delineations should be done when site conditions are representative of normal climatic conditions. The manual also recommends that wetland hydrology should be evaluated during the normal wet period of the growing season, which occurs in the April-May timeframe for the Heber Valley. A July or August delineation done during the dry season of a prolonged drought period would not be entirely representative of wetland conditions that would be normally present during the normal wet period for the area. Accordingly, we recommend that a more formal wetlands delineation investigation should be done during the early spring growing season in April-May 2023.

Soil Survey Data

The soil survey mapping data for the Study Area were obtained from the USDA-NRCS online database (<https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>) and cross-referenced with the hydric soils list for the area. Soils included on the hydric soils list tend to have a prevalence of supporting wetland conditions if ample sources of water are present because of their drainage characteristics, and because of the parent materials they were derived from.

The soil survey indicates that the Study Area is underlain by five soil units (Figure 4):

- FA – Fluventic Haploborolls*

- Kc- Kovich loam*
- Kd – Kovich loam, channeled*
- Kp – Kovich gravelly subsoil variant*
- Kr – Kovich loam, gravelly subsoil variant, channeled*

*Included on Hydric Soils List

All five of these soil units are listed on the hydric soils list. Thus, the entire Study Area is underlain by soils that have a high potential of supporting wetland conditions if ample sources of water are present. The presence of hydric soils in the Study Area is not surprising given that it is located in the historic Provo River floodplain.

According to the Soil Survey for the Heber Valley Area, Utah, the FA soil unit consists of intermixed soils along bottomlands in the valley that are dissected by numerous stream channels. The water table fluctuates with stream flow, and many areas are normally flooded for short periods in most years. The Kovich soil units consist of poorly drained soils that were formed on floodplains and stream terraces. Depth-to-groundwater is variable depending on location. The Kd and Kr soil units are on undulating floodplains and stream terraces that are dissected by abandoned stream channels.

National Wetlands Inventory Data

The NWI mapping data for the Study Area were obtained online from the U.S. Fish and Wildlife Service (<https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>) (Figure 5). The NWI mapping was originally completed by photo-interpolation of 1:65,000-scale and 1:58,000-scale color infrared aerial photography that was flown in the early 1980s. The original aerial photography used for the initial NWI mapping is more than 35 years old, and conditions originally interpolated for the NWI mapping may no longer be present under current site conditions.

Notably, the NWI mapping does not show the current location of the restored Provo River. The NWI appears to show Provo River when it was channelized and bermed for flood control. In 1999, the Utah Reclamation Mitigation and Conservation Commission began the Provo River Restoration Project (PRRP) between Jordanelle Dam and Deer Creek Reservoir in the Heber Valley. The reconstruction of the river restoration was completed in 2008. The project included the restoration of a properly functioning river channel and floodplain.

In the 14 years since the completion of PRRP, the floodplain recharge function has likely restored groundwater recharge in the Study Area, thus increasing the amount of potential wetlands identified by Frontier on Figure 3 when compared to the pre-PRRP NWI mapping shown on Figure 5. This means the NWI mapping shown on Figure 5 would not be representative of current wetland conditions in the region that has been improved as a result of the PRRP.

National Hydrography Dataset

The National Hydrography Dataset contains surface water mapping of the Nation's rivers, streams, canals, lakes, ponds, reservoirs, etc. NHD data for the Study Area and surrounding lands were obtained from the USGS National Geospatial Program, National Map database (<http://viewer.nationalmap.gov>). The NHD surface water flow paths for the general vicinity of the Study Area are shown in Figure 6. The NHD flow paths include Rock Creek and East Branch Rock Creek. These flow paths of these creeks will convey both surface water and groundwater.

JURISDICTIONAL ASSESSMENT

The jurisdictional assessment for the Study Area is based on the pre-2015 USACE and EPA rules pertaining to jurisdictional determinations, which are the rules currently in effect for Clean Water Act Section 404 regulatory determinations. Features within the Study Area that would meet the USACE's delineation criteria for wetlands or other types of water bodies could be potentially regulated as WoUS if they are determined to have: (1) a nexus with interstate or foreign commerce, (2) a tributary connection or significant hydrological nexus to a TNW, and/or (3) a hydrologic connection to wetlands that are adjacent to a TNW or are adjacent to tributaries to a TNW. For this Study Area, potential hydrologic connections to the Provo River would be assessed for jurisdictional connectivity.

Under the current USACE rules and guidance, potential flow paths or drainage connections can be either natural or man-made for the purpose of determining jurisdictional connections. For this Study Area, wetlands that are physically contiguous or are adjacent to Rock Creek and East Branch Rock Creek would be jurisdictional because Rock Creek has tributary connections to the Provo River. The jurisdictional determination would include potential hydrologic connections through both on-site and off-site stream channel and irrigation ditch systems. Irrigation canals or ditches can be potentially classified as regulated waters if they have relatively permanent flows throughout the year and have connections to regulated stream channels or regulated wetlands.

Based on our site observations, all of the 28.81 acres of potential wetlands and channels that were identified on Figure 3 would be hydrologically connected to Rock Creek or East Branch Rock Creek. Thus, all of stream channels and potential wetland areas would likely be classified as WoUS by the USACE. This means that the potential acreage of WoUS for the WB3 and WB4 alternative roadway routes is significantly greater than the 12.35 to 12.48 acres of WoUS that were identified by UDOT in the June 2022 Draft Alternatives Development and Screening Report.

This preliminary wetlands assessment is for planning purposes only. The assessment was not done at a level of detail necessary for a formal USACE wetland delineation and jurisdictional determination. A formal delineation for the Study Area would have to be completed in order to get a formal jurisdictional determination from USACE that verifies the presence and locations of jurisdictional WoUS features within the Study Area boundaries.

Mr. Dan Simmons

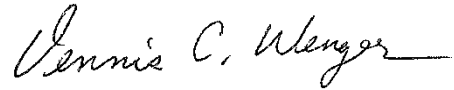
July 21, 2022

Page 8 of 9

Please feel free to call me if you have any questions about the findings documented in this preliminary wetlands assessment report.

Sincerely,

Frontier Corporation USA

A handwritten signature in black ink that reads "Dennis C. Wenger". The signature is written in a cursive style with a long horizontal line extending to the right.

Dennis C. Wenger

Senior Wetlands Ecologist

Principal

Attachments:

Figure 1. Site Vicinity Map – 1:100,000 scale topo basemap

Figure 2a. Study Area Location Map – 1:24,000 scale topo basemap

Figure 2b. Study Area Location Map – 1:24,000 scale aerial basemap

Figure 3. Preliminary Wetlands Assessment Map

Figure 4. USDA-NRCS Soil Survey Map

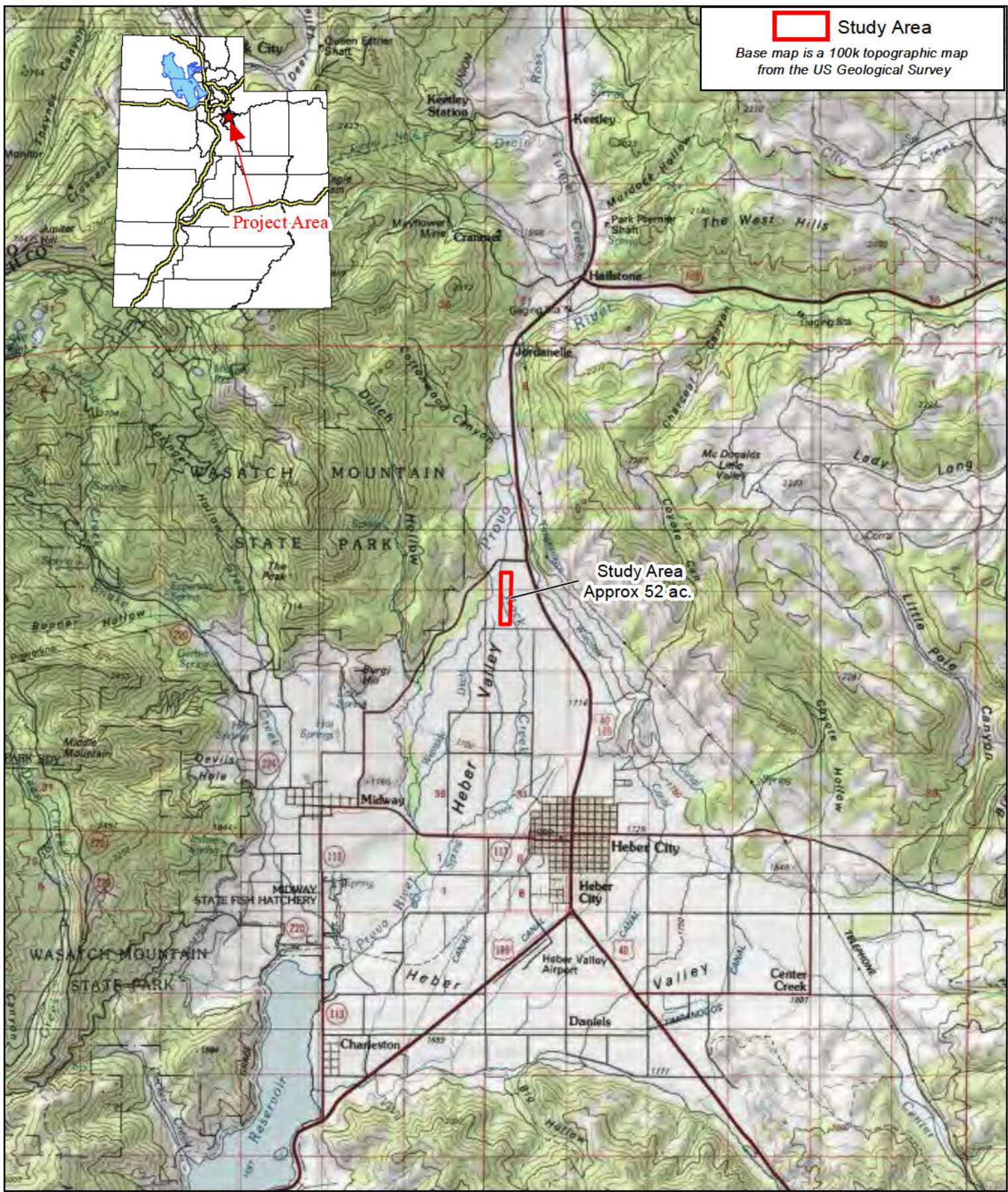
Figure 5. National Wetlands Inventory Map

Figure 6. National Hydrography Dataset Map

Photolog depicting current site conditions – 11 pages total

QUALIFICATIONS

Dennis Wenger is the Principal Partner and President of Frontier Corporation USA, and as such is responsible for the management and operation of the firm at the corporate level. He holds a B.S. degree in Biology, an M.S degree in Ecology, and has nearly 30 years of professional consulting experience in the Intermountain West. Mr. Wenger specializes in the management of large complicated projects requiring rigorous analysis and compliance with Clean Water Act (CWA) Section 404 Regulations. He has participated in numerous EAs and EISs requiring Section 404 Permits and is very experienced in project scoping; quantification of baseline conditions; alternatives analysis; impact assessment; development of mitigation and restoration strategies and planning; construction monitoring; and permit coordination among federal, state, and local agencies. He has completed more than 700 jurisdictional delineations in Utah and neighboring states in the Intermountain West. He also has considerable expertise in the jurisdictional vs. nonjurisdictional assessment of delineated waters in accordance with current federal CWA statutory rules. He is conversant with methods to assess riparian-wetland functions for impact assessments and mitigation planning. He also conversant in landscape ecology at the watershed scale. His graduate research assessed how stream corridors function as integral watershed components for wildlife movement and their importance in ecosystem management.



Study Area

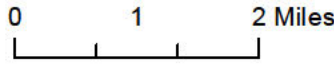
Base map is a 100k topographic map from the US Geological Survey

Study Area
Approx 52 ac.

Project Area

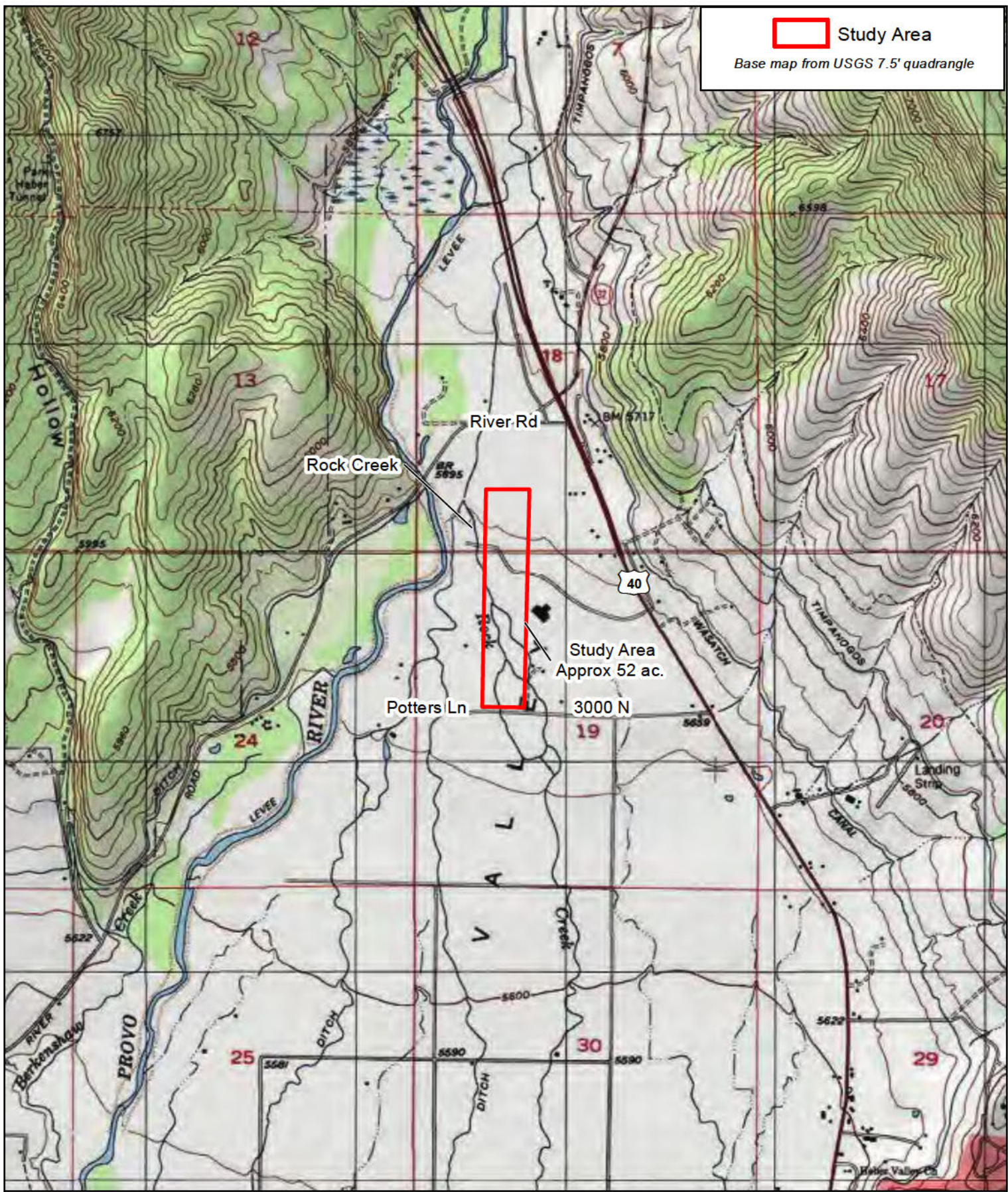
**Simmons Property Preliminary
Wetlands Assessment
Figure 1: Site Vicinity Map
1:100,000 Scale Topographic Base**

Map Date: 7/18/22
Created By: J. Eddings



1 inch = 1.58 miles
at 1:100k Scale





**Simmons Property Preliminary
Wetlands Assessment
Figure 2A: Study Area Location Map
1:24,000 Scale Topographic Base**

0 1,500 3,000 Feet

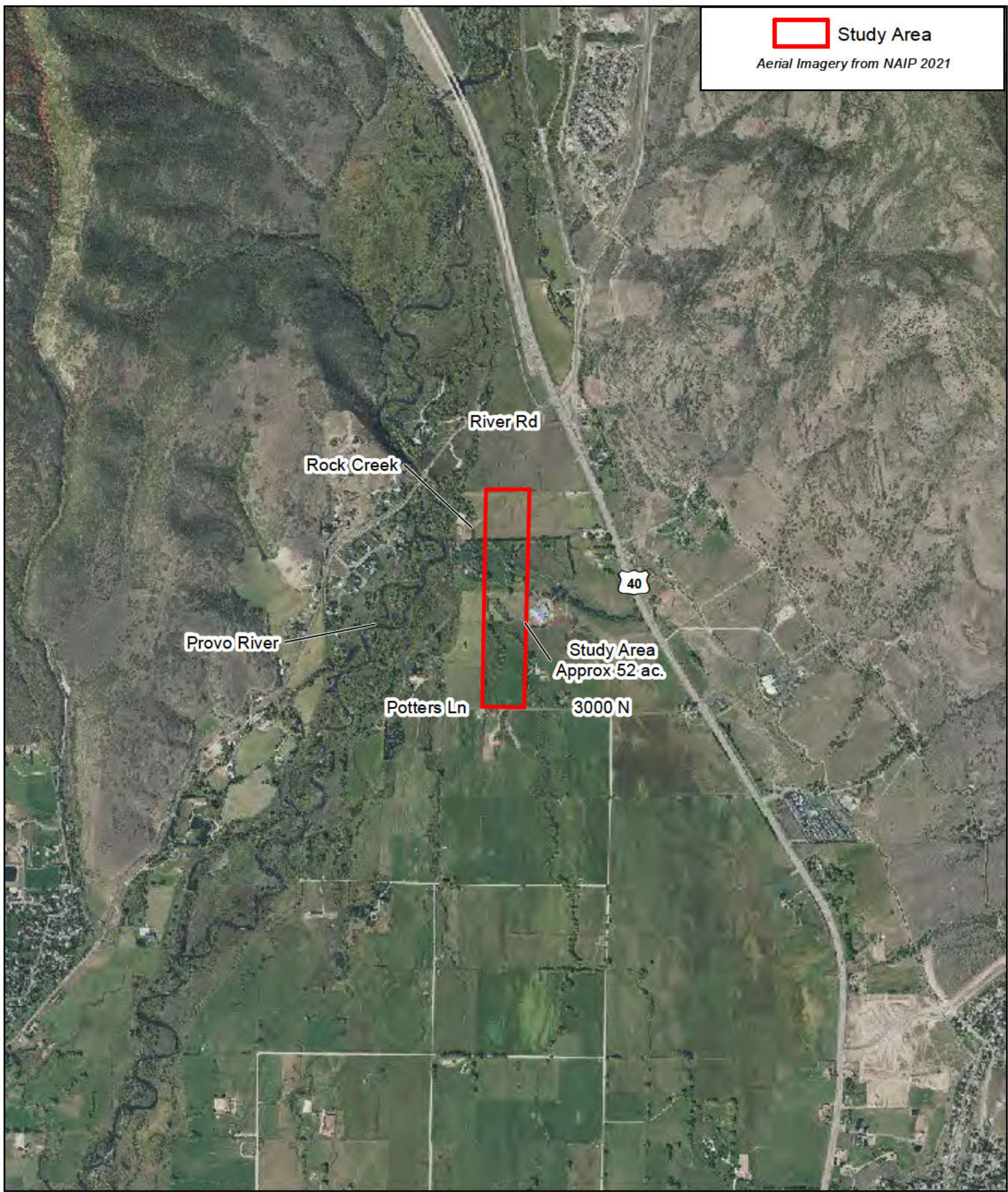
1 inch = 2,000 Feet
Map Date: 7/18/22
Created By: J. Eddings





Study Area

Aerial Imagery from NAIP 2021

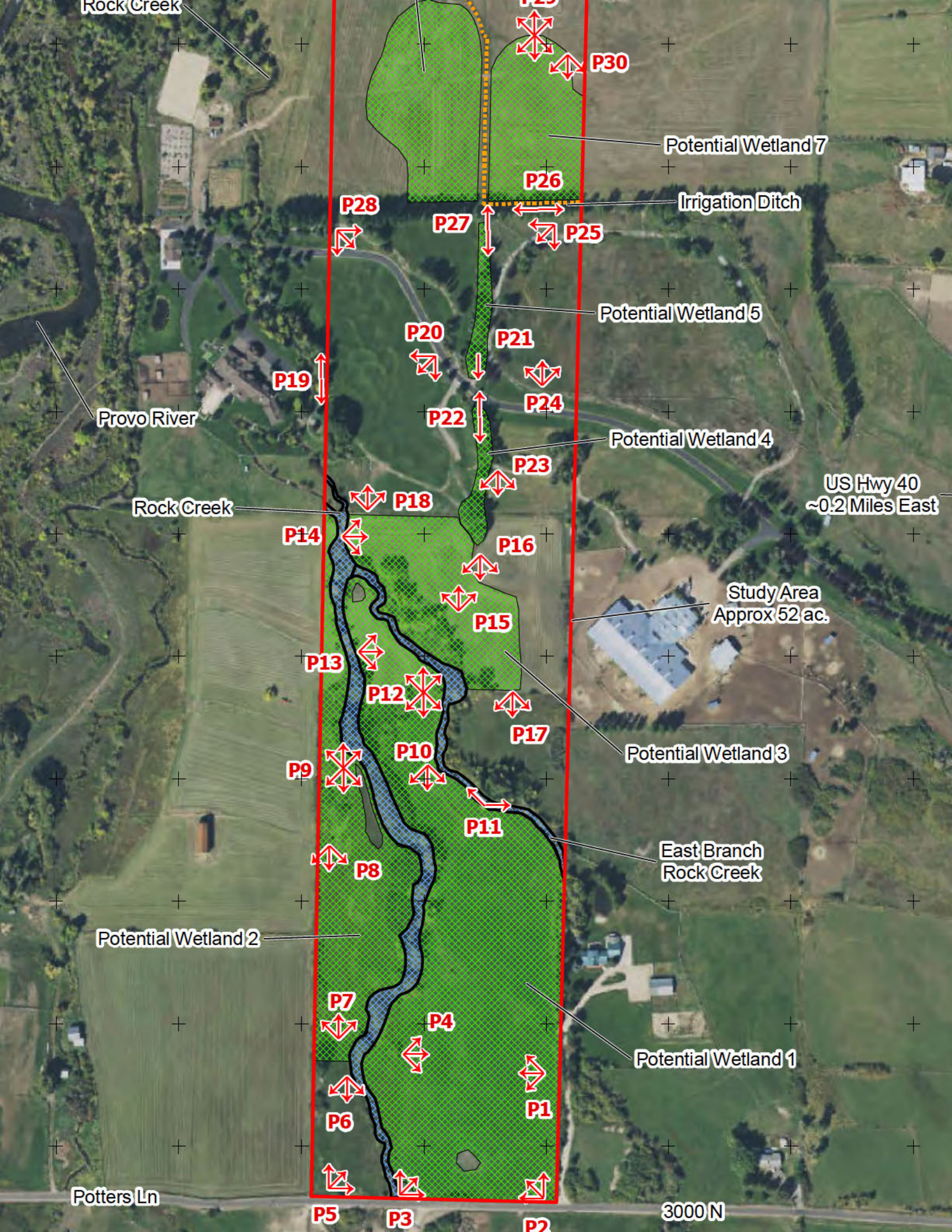


**Simmons Property Preliminary
Wetlands Assessment
Figure 2B: Study Area Location Map
1:24,000 Scale Aerial Base**

0 1,500 3,000 Feet

1 inch = 2,000 Feet
Map Date: 7/18/22
Created By: J. Eddings





Rock Creek

Potential Wetland 7

Irrigation Ditch

Potential Wetland 5

Provo River

Potential Wetland 4

US Hwy 40
~0.2 Miles East

Rock Creek

Study Area
Approx 52 ac.

Potential Wetland 3

East Branch
Rock Creek

Potential Wetland 2

Potential Wetland 1

Potters Ln

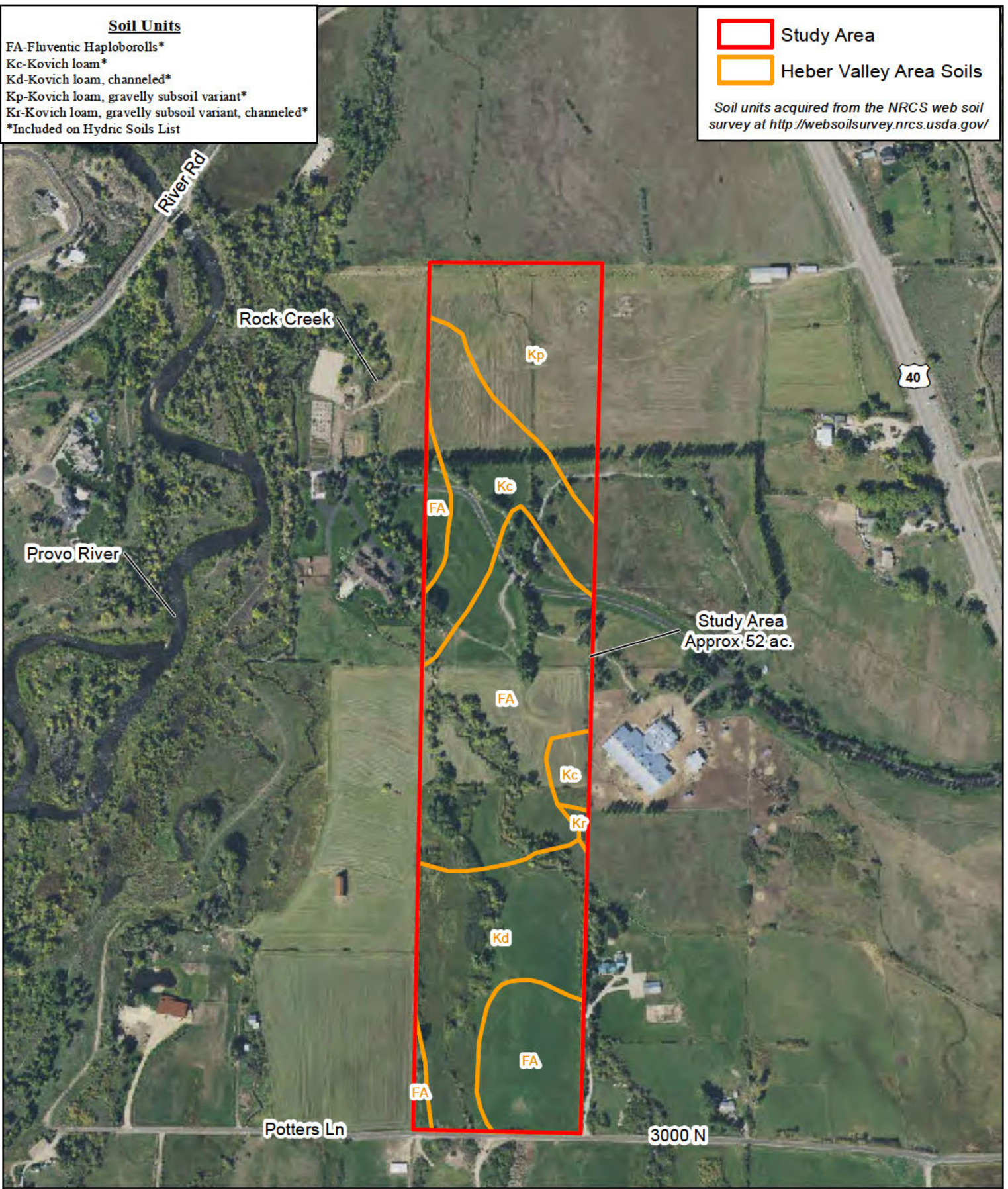
3000 N

Soil Units

- FA-Fluventic Haploborolls*
- Kc-Kovich loam*
- Kd-Kovich loam, channeled*
- Kp-Kovich loam, gravelly subsoil variant*
- Kr-Kovich loam, gravelly subsoil variant, channeled*
- *Included on Hydric Soils List

-  Study Area
-  Heber Valley Area Soils

Soil units acquired from the NRCS web soil survey at <http://websoilsurvey.nrcs.usda.gov/>





**Simmons Property Preliminary
Wetlands Assessment
Figure 4: USDA-Natural Resources
Conservation Service Soil Survey Map**

0 250 500 Feet
1 in = 500 feet
Map Date: 7/18/22
Created By: J. Eddings



NWI Data

PEM1C-Palustrine Emergent Persistent, Seasonally Flooded
R4SBC-Riverine Intermittent Streambed, Seasonally Flooded
R5UBH-Riverine Unknown Perennial, Unconsolidated Bottom, Permanently Flooded

 Study Area
 NWI Data

NWI information acquired from the NWI mapper database
at <http://www.fws.gov/wetlands/data/mapper.html>



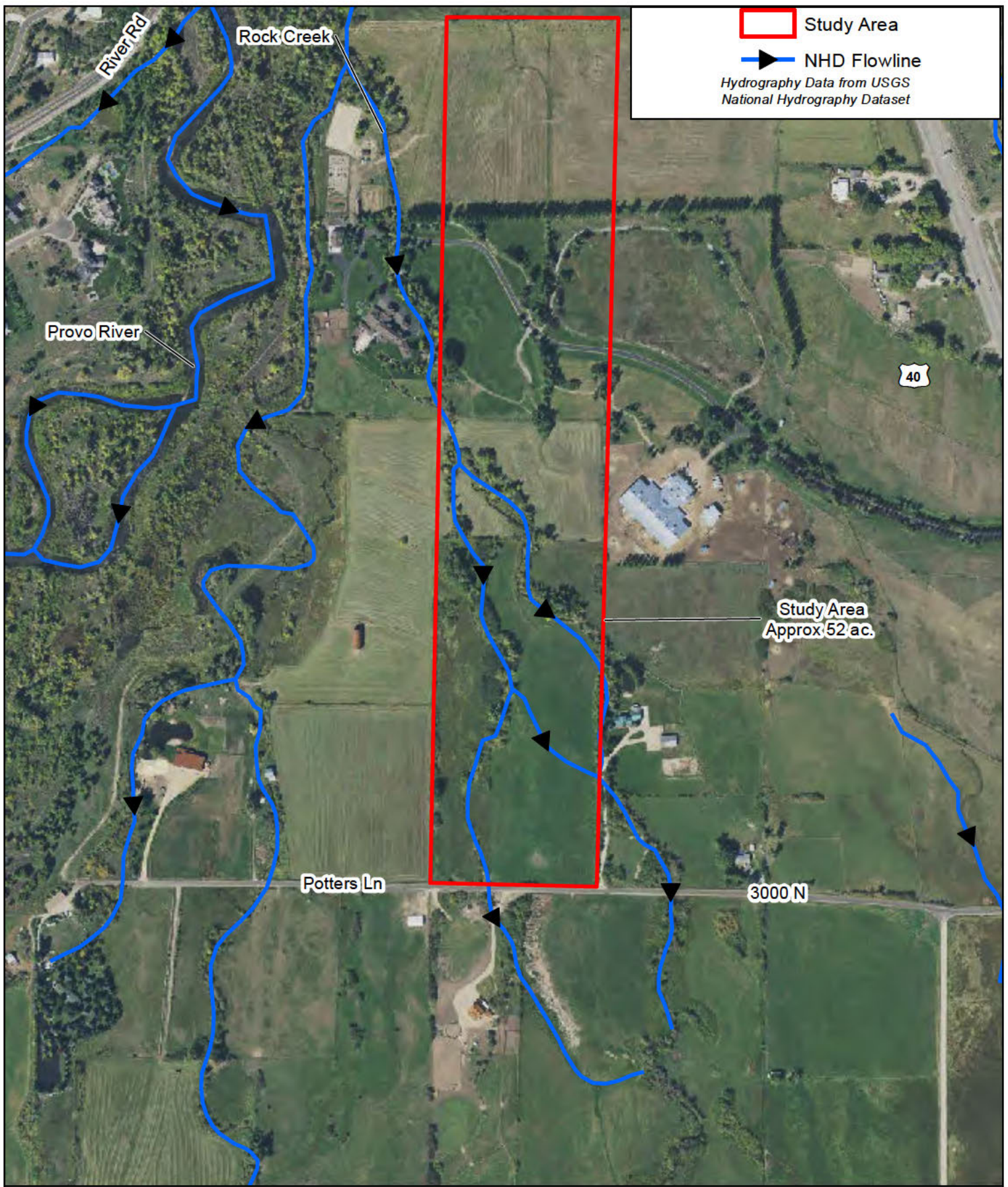
**Simmons Property Preliminary
Wetlands Assessment
Figure 5: National Wetland Inventory Map**

0 250 500 Feet

1 in = 500 feet
Map Date: 7/18/22

Created By: J. Eddings





**Simmons Property Preliminary
Wetlands Assessment
Figure 6: National Hydrography Dataset Map**

0 250 500 Feet
1 in = 500 feet
Map Date: 7/18/22
Created By: J. Eddings



Simmons Property Preliminary Wetlands Assessment
Approximately 52-acre Study Area
Photos taken July 14, 2022 - Photolog 1



Photo 1. West view of Potential Wetland 1. Potential Wetland 1 has a facultative wet meadow plant community consisting of meadow foxtail, Nebraska sedge, quackgrass, clustered field sedge, Mexican juncus and other herbaceous wetland plants.



Photo 2. Northwest view of Potential Wetland 1 from the southeast corner of the Study Area.



Photo 3. Northwest view of an upland area (foreground) and Potential Wetland 1 (background). The upland is ~1.5 feet higher than Potential Wetland 1 and the plant community is not dominated by wetland indicator species.

Simmons Property Preliminary Wetlands Assessment
Approximately 52-acre Study Area
Photos taken July 14, 2022 - Photolog 2



Photo 4. East view of Potential Wetland 1, a seasonal wet meadow.



Photo 5. Northeast view of upland in the southwest corner of the Project Area. No wetlands or channels present.



Photo 6. South view of upland in the southwest corner of the Project Area. No wetlands or channels present.

Simmons Property Preliminary Wetlands Assessment
Approximately 52-acre Study Area
Photos taken July 14, 2022 - Photolog 3



Photo 7. North view of Potential Wetland 2. Potential Wetland 2 has a facultative wet meadow plant community similar to Potential Wetland 2.



Photo 8. South view of Potential Wetland 2, a seasonal wet meadow.



Photo 9a. North view of Potential Wetland 2 and Rock Creek and its adjacent Riparian Wetlands. The riparian wetlands included narrowleaf cottonwood, box elder maple, hawthorne, and narrowleaf willow trees and shrubs.

Simmons Property Preliminary Wetlands Assessment
Approximately 52-acre Study Area
Photos taken July 14, 2022 - Photolog 4



Photo 9b. South view of Potential Wetland 2, a seasonal wet meadow.



Photo 10. South view of Potential Wetland 1, a seasonal wet meadow.



Photo 11a. East downstream view of Rock Creek. Rock Creek is a perennial channel that had flowing water at the time of the 7/14/22 site inspection.



Photo 11b. Northwest upstream view of Rock Creek. Both emergent wetlands and riparian forested scrub-shrub wetlands border Rock Creek.



Photo 12a. South view of Potential Wetland 1, a seasonal wet meadow.



Photo 12b. North view of Potential Wetland 1 (foreground) and East Branch Rock Creek and the adjacent riparian wetlands. (background).



Photo 13. East view of Potential Wetland 1 taken from the eastern bank of Rock Creek.

Simmons Property Preliminary Wetlands Assessment
Approximately 52-acre Study Area
Photos taken July 14, 2022 - Photolog 6



Photo 14. East view of Potential Wetland 3. Potential Wetland 3 is a wet meadow wetland that has a wetland plant community similar to Potential Wetlands 1 and 2.



Photo 15. North view of the boundary between Potential Wetland 3 and the adjacent upland to the east. The upland is approximately 1.5 feet higher than Potential Wetland 3.



Photo 16. South view of the boundary between Potential Wetland 3 and the adjacent upland to the east. Potential Wetland 3 is a seasonal wet meadow.

Simmons Property Preliminary Wetlands Assessment
Approximately 52-acre Study Area
Photos taken July 14, 2022 - Photolog 7



Photo 17. South view of upland along the eastern Study Area boundary.



Photo 18. North view of mowed lawn/upland in the northern portion of the Study Area. No wetlands or channels present.



Photo 19a. North upstream view of Rock Creek and adjacent emergent wetlands along the west Study Area boundary.



Photo 19b. South downstream view of Rock Creek west of the Study Area boundary.

Simmons Property Preliminary Wetlands Assessment
Approximately 52-acre Study Area
Photos taken July 14, 2022 - Photolog 8



Photo 20. Southwest view of mowed lawn/upland in the northern portion of the Study Area. No wetlands or channels present.



Photo 21. South view of Potential Wetland 4. Potential wetland 4 is a wetland drainage swale..



Photo 22a. North view of Potential Wetland 4. The bottom of the wetland drainage swale is ~2ft. lower compared to the adjacent uplands. A seasonally high water table during the early spring growing season is likely the main water source before the start of the irrigation season.



Photo 22b. South view of Potential Wetland 4. The drainage swale may receive irrigation water during the summer irrigation season.

Simmons Property Preliminary Wetlands Assessment
Approximately 52-acre Study Area
Photos taken July 14, 2022 - Photolog 9



Photo 23. South view of an upland field and Potential Wetland 4 to the west.



Photo 24. North view of mowed lawn/upland. No wetlands or channels present.



Photo 25. Southwest view of upland from the eastern boundary of the Study Area. No wetlands or channels present.



Photo 26a. East view of a man-made irrigation ditch in the north portion of the Study Area.



Photo 26b. West view of man-made irrigation ditch.



Photo 27a. South view of Potential Wetland 5. Potential Wetland 5 is a wetland drainage swale.



Photo 27b. North view of Potential Wetland 5. Hydrology in Wetland 5 is probably a seasonally high water table that is augmented by irrigation water.



Photo 28. Southeast view of mowed lawn/upland along the western Study Area boundary. No wetlands or channels present.

Simmons Property Preliminary Wetlands Assessment
Approximately 52-acre Study Area
Photos taken July 14, 2022 - Photolog 11



Photo 29a. North view of upland taken from the boundary of Potential Wetland 7. No channels or wetlands present.



Photo 29b. South view of Potential Wetland 7. Potential Wetland has a wet meadow wetland plant community.



Photo 30. South view of Potential Wetland 7, a seasonal wet meadow.

I have several comments about the E.I.S. process to date.

1. Background.

On March 9th, 2020, I met with the Heber City leaders (Matt Brower\City Manager, Tony Kohler\City Planner, Heidi Franco\Councilwoman) with a Highway #40 concept, as part of the E.I.S. process, that created one way traffic on separate streets (Main and First West or First East). This simple proposal was later shared with two other Council members (Johnson and Kahler) and some County leaders. Mr. Kohler came up with a simple diagram representing the basis of road realignment for a visual representation. This later became the "40F" couplet option for public discussion during the Level I screening process.

In my personal and professional travels in the Midwest and Northwest, I had observed that many regional centers like Heber Valley had adopted this cost effective and practical solution to some of their local traffic and growth challenges. In my conversations and visits, I found that usually there was a combination of external boundaries (Pacific Ocean, mountain ranges, Lake Superior, industrial waste, farmland) that limited the local highway options for a bypass around the City. Also, the business communities and civic leaders were anxious about the loss of business growth, traffic flow and local traffic movement for locals, among many other issues. Cost of development of a new road system was always a big discussion point for local and regional political leaders in their work with the regional DOT staff in various states. All this was an effort, on my part, to see if there was a realistic option to a new road system through the open lands west and north of Heber City, including what benefits could come to Heber City in general with more enhanced 20+ block stretch of one direction traffic between the North\South lanes as I had observed in other communities. As a former resident of Heber City currently living in Midway, I felt an obligation to follow up on this concept.

After attending recent UDOT EIS meetings in Heber Valley, either by via Zoom or in person, I made the effort to contact transportation professionals in Oregon and Montana where I had observed "couplet options" in regional centers in real terms. To be clear, my effort was not to find only support for my proposal for a couplet option in Heber City, but to get a deeper understanding of the pluses and minuses of the couplet format for transportation professionals and local leaders. While disappointed that the 40F option was not on the final list of Level II options for further discussion and evaluation, I submit that the concept has both value and merit for future discussion.

2. Some comments from three transportation professionals regarding 'Couplet' and bypass investments-

Joe Walsh, Regional Director\MDOT, Southwest Region, Butte, Montana, 406-490-0003

_"Overpasses are a necessity for local traffic safety when planning a couplet format." (Butte and Bozeman, Montana)

_"...lots of grant money available for traffic related problems for cities as well as urban renewal."

_"...effort to remove trucks from town but 90% of truck traffic was local and deliveries."

_"...big bypass to remove trucks but growth and tourism have necessitated both couplet and bypass.

Community is struggling with growth including 20k cars in downtown daily. Bypass is very costly with ROW issues and environmental mitigation. Bypass not a solution for daily traffic." (Kalispell)

_"...new roads- very high cost of with ROW (right-of-way) clearances and interchange development. \$5m per mile minimum currently plus other challenges of access\egress. "

_"...roundabouts are a problem and with too much traffic and often lead to intersections. When they are the wrong choice (for traffic conditions), they are very wrong."

Deer Lodge Co. Traffic Manager [Wayne] speaking about Anaconda, Montana couplet

_"We have 20 blocks of one way traffic now. It's been a good solution to our growing traffic problems. City and County leaders are mostly pleased with business and residential services. As we are a few miles from I-90 interchange, we get lots of through traffic and tourism from the mountains west and north through Deer Lodge."

_"...all businesses in favor of continuing one way traffic after some years of growth." (Anaconda)

James Feldman, Senior Transportation Planner, ODOT Region 2, Corvallis, Oregon

_"Costs for a bypass are very high here along the coast. It was tens of millions of dollars in Lincoln City and Newburg for solutions within the communities alone for a new road."

“There are brownfield rehab and business renewal grants for businesses in cities going through couplet transitions.”

“Safety research shows that speed and visibility improve with couplet improvements at all levels.”

“Pedestrian and bike improvements with couplet transition are a low cost benefit to locals and visitors. This is a big issue along the coast of Oregon.”

“Safety comparisons between bypass intersections and couplet intersections are important planning objectives. Talk to engineers. This is a priority for us (Oregon DOT).”

Other Oregon officials with experience in bypass and couplet issues-

-Albany, two existing couplets but looking at bypass. Ron Irish, 541-917-7656

-Astoria, couplet- no bypass. Nathan Crater, 503-338-5173

-Corvallis- couplet and bypass. Greg Gescher, 541-766-6731

-Lincoln City- no bypass but #101 improvements through town. Stephanie Reid, 541-996-2154

-Lebanon- couplet but no bypass. Ron Whitlatch, 541-258-4269

-McMinnville- couplet and bypass. Heather Richards, heather.richards@mcminnvilleoregon.gov

-Newburg- downtown couplet and bypass in process, decades of discussion. Doug Rux, doug.rux@newburgoregon.gov

-Newport- current E.I.S. in process for downtown couplet and bypass. Derrick Tokos, 541-574-0626

-Philomath- couplet with major streetscape improvements under construction. Chris Workman, 541-929-6148

-Tillamook- couplet. Tim Lynda, 503-374-1823.

In summary, it is my strong opinion that it would benefit the E.I.S. process to both add the 40F option back to the Level II screening evaluation period. As former State Senator and current UDOT Commissioner Van Tassel said at the County Council meeting some weeks ago, Heber Valley and Heber City in particular are going to go through some major challenges in transportation planning and would be well served to look at all options for #40 and #189 traffic, which means a Heber City option in some form. More importantly, it would serve that objective to bring in a transportation professional from one of the above cities\counties in either Oregon or Montana to meet with UDOT professionals, civic leaders, businesses and private interests to find out the elements of success and costs to communities for either bypass or couplet options over the next evaluation period. Fresh eyes, experience in transportation and community planning, awareness with environmental restrictions, rural and tourism experience, business costs and benefits as a regional center- these assets could be imported for \$1000 to \$3000 to bring in a pro over a couple of days who would assist our EIS process moving forward. I envision a series of meetings over a couple of days with various stakeholders to add depth and experience in evaluating our EIS options. In my former profession, we assisted each other across the country in transferring knowledge, expertise and skills of our planning and resource work. “We stole from each other fair and square!”

3. I support the recently submitted letter from the Wasatch County Council with regards to the a) the historic nature of the North Fields and the Provo River corridor; b) the previous effort by both the Wasatch County Commission (2006) and Heber City Council (2007) to limit road length and assure steady flow for any bypass effort around Heber City; and c) “preserve the beautiful open lands that surround us”, including the Clean Water Act and Provo River Mitigation Commission concerns.

4. Finally, many years ago Heber Valley leaders envisioned Heber City as a regional center like Vernal and Moab. This included 4 lane roads in and out of the valley, business and residential expansion, the UVU campus proposal, expansion of the medical and professional services, additional recreational opportunities and other amenities that enhanced our valley in general and Heber City in particular. All that happened, and then some. The U.D.O.T. EIS activity is part of that reality.

I’m convinced that the long term benefit of a couplet option for Heber City and area residents is strong. It may happen with or without a bypass as referenced earlier. There are going to be many issues of street modifications, overpasses at key intersections, impacts on businesses and residents on both north and southbound lanes. On the positive side, there will be business expansion and opportunities on the block(s)

between the north and south traffic, all with a safe left hand turn for access and egress. Funds are apparently available for urban renewal, affordable housing, parks and trails, business and office building expansion along the current corridors, public safety, etc., as the planning moves forward. I hope that we will take the time to evaluate the 40F couplet option.

July 22, 2022

To Whom it May Concern:

UDOT has requested of the public to submit their comments regarding the process as follows:

“...the criteria used to screen alternatives as they relate to the project’s purpose and key environmental resources, as well as new data or information that could advise the screening process.”

UDOT has probably received many comments on the project, I wanted to provide some input to encourage greater transparency and disclosure on the actual impact of the various proposals.

My first comment has to do with UDOT’s process on how the data is disclosed and how it is analyzed. I direct your attention to the attached Exhibit 1 which is a copy of a map from Heber City Envision 2050 page 9 which graphically illustrates where the future growth that is expected in the Heber Valley. I am no traffic engineer, but I fail to appreciate or understand how a 4 lane highway, at a cost of over \$400 Million, is the best investment to alleviate traffic in the Heber Valley when the vast majority of development and population growth will be occurring on the east side. Even UDOT’s public comments have stated that 70% of the current and future traffic in Heber City on Main street is “Intra” traffic. Some conspiracy theories evolving are that the Bypass will primarily be serving the special interests of those who’d like to quickly get through the Heber Valley from Mayflower and Park City to their private jets at the Heber Valley Airport or the growing Provo airport. Or that the Bypass is primarily serving the special interests of those who want UDOT to front their efforts to cut a path through the North Fields and allow them to finally put in high density subdivisions and commercial development. These are just conspiracy theories. Whatever the case, my comment on UDOT’s process is that it has failed to simply disclose and provide an analytical case supported by the data for how any of the Bypass proposals will effectively alleviate the traffic challenges of Heber Valley.

My second comment pertains to UDOT’s process on how they have disclosed the environmental and aesthetic impact of any of the Bypass alternatives on what is Heber Valley’s highest priority, which is preserve the “....open lands that surround us” (Heber City Envision 2050, page 5). My criticism of UDOT’s process is that it has not adequately disclosed what would be the adverse impact on the open lands that surround us.

They say a picture is worth a thousand words. Attached as Exhibit 2 are examples of what I believe would be better disclosure in the screening process on the part of UDOT. The following photos were taken on July 14th, 2022 in the North Fields. I have used no filters, just taken some photos with my iPhone and the approximate locations where the proposed WB3 and WB4 will be crossing the existing roads. I have attempted to use my amateur editing skills to show Before and After impacts of a 4 lane highway running through the North Fields. I believe these amateur photo renditions speak for themselves as to the impact of UDOT’s proposed Bypass options. I would encourage UDOT to utilize some of the resources of the professional staff to

develop more realistic and practical exhibits of the potential environment and aesthetic impact of the Bypass alternatives on the rural open lands in the Heber Valley, which are a high priority. I believe that with full disclosure and transparency, ultimately we will arrive at more optimal solutions that are in the best interest of the overall population of the entire Heber Valley, not just those special interests who have disproportionately higher influence.

I appreciate your consideration of these comments on UDOT's process.

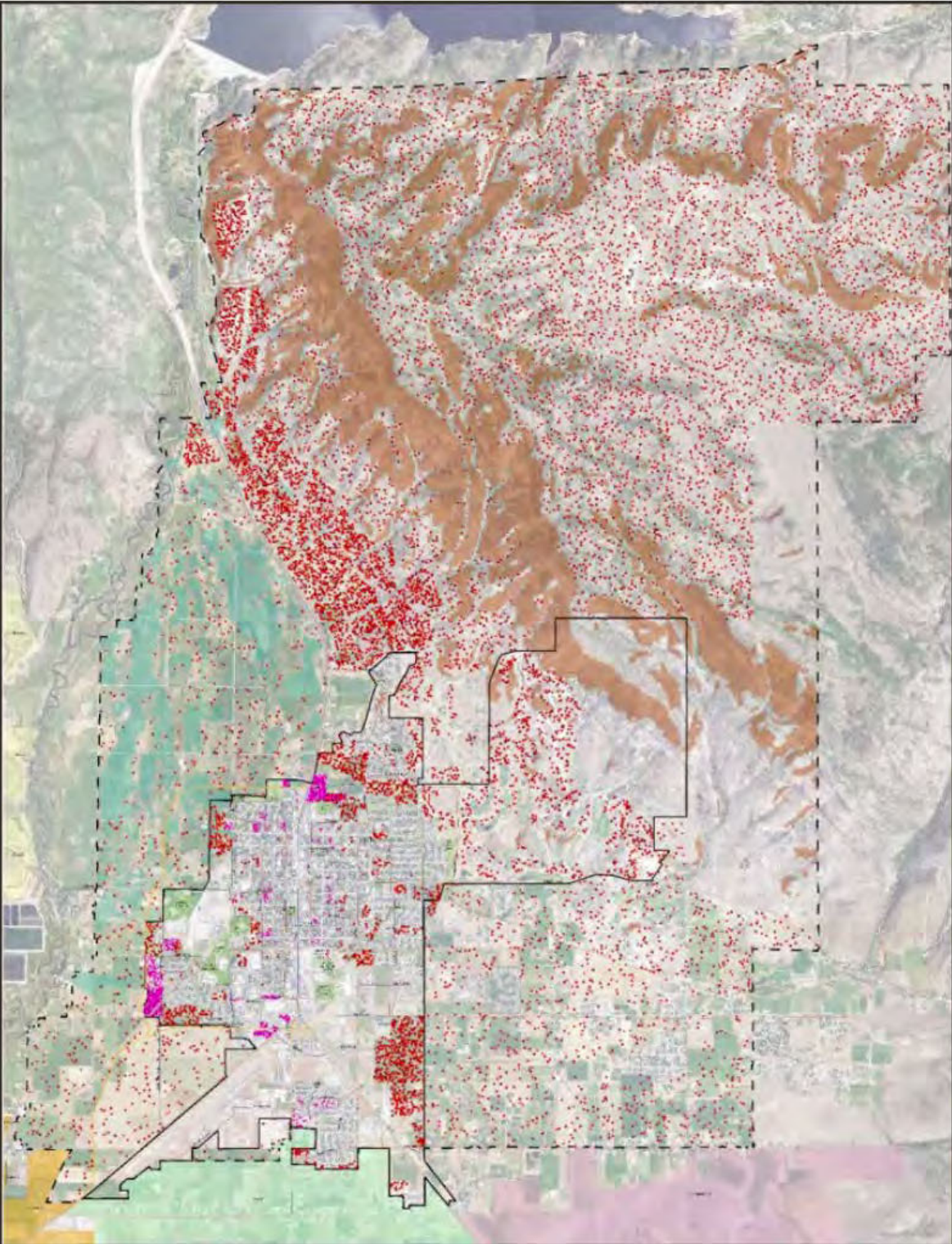
Best regards,

A handwritten signature in black ink, appearing to read "W. Brad Winegar". The signature is fluid and cursive.

W. Brad Winegar

[REDACTED]

Resident of Midway, Utah



BASELINE SCENARIO
(BUSINESS AS USUAL)

<p>LEGEND</p> <p>BOUNDARIES</p> <ul style="list-style-type: none"> City of Heber City City of Alton City of Big Water City of Cottonwood City of Henrieville City of Park City City of Snowbird City of Summit City of Wasatch Mountain City of West Valley City of Woodland Park City of Zionsville County of Wasatch-Cache County of Salt Lake County of Utah County of Weber County of Washington County of Wasatch-Cache County of Salt Lake County of Utah County of Weber County of Washington 	<p>LAND USE</p> <ul style="list-style-type: none"> Residential Single-Family Residential Medium-Density Residential High-Density Commercial Industrial Office Government Public Use Open Space Park Forest Mountain Water Wetland Wildlife Other 	<p>INFRASTRUCTURE</p> <ul style="list-style-type: none"> Major Road Minor Road Highway Interstate State Local Other 	<p>ENVIRONMENT</p> <ul style="list-style-type: none"> Watershed Wetland Wildlife Other 	<p>UTILITIES</p> <ul style="list-style-type: none"> Water Gas Electric Other
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View from Midway Lane looking North Before WB3 or WB4:



View from Midway Lane looking North After WB3 and WB4:



View from 1200 North Looking North Before WB3 or WB4



View from 1200 North Looking North After WB3 or WB4



View from 1200 North Looking South Before WB3 or WB4



View from 1200 North Looking South After WB3 or WB4



View from 1800 North looking North Before WB3 or WB4



View from 1800 North Looking North After WB3 or WB4



View from 1800 North looking South Before WB3 or WB4



View from 1800 North Looking South After WB3 or WB4



View from 2400 North looking North Before WB3 or WB4



View from 2400 North Looking North After WB3 or WB4



View from 2400 North looking South Before WB3 or WB4



View from 2400 North looking South After WB3 or WB4



View from Potter Lane looking North Before WB3 or WB4



View from Potter Lane looking North After WB3 or WB4 (Note, this photo is being generous since the trees on the right will likely be gone after)



View from Potter Lane looking South Before Before WB3 or WB4



View from Potter Lane looking South Before After WB3 or WB4





UDOT-Remove the Western Option Through the NORTH FIELDS from the Heber Valley Bypass Road Map!

<https://www.thepetitionsite.com/727/930/395/udot-remove-the-western-option-d-from-the-heber-valley-bypass-road-map-today/>

Author: Tracy Taylor

Recipient:

Petition:

Please sign (AND SHARE!) this petition and fight to protect one of the last open fields of Wasatch County from busy roads, along with the immense future development that new roads always bring. A revised map of viable options is coming out in May 2022, we need to share our request to remove Option D immediately!

See map here: [UDOT Heber Valley EIS MAP](#)

The Utah Dept. of Transportation included the Western Option D proposal on the October 2021 map of alternative routes, even though this option was not previously announced to the public for vetting. Western Option D dissects 2800 acres of sacred, scenic, historic agricultural lands of the North Fields, and Wasatch County residents have consistently expressed that this area is worthy of preserving.

The 2019 Heber Envision 2050 General Plan survey stated that 96% of respondents said that the North Fields is a priority to preserve open space. In 2018, Wasatch County voters passed a \$10 Million Open Space Bond and cited the North Fields as a priority area to accomplish conservation easements. In the same year, the citizens voted by 63% on Prop 10- to reverse a county council rezone of the North Fields area. In 2016, almost 74% voted AGAINST the rezone of the North Fields to a smaller 10 acre zone. In 2010, a Brigham Young University survey was done for Heber City and 65% said open space was "very important", and 25% said "somewhat important". What makes the North Fields so special? The Heber Valley's history shows this area was the perfect environment for pioneer settlers to raise livestock, an industry that the valley relied on for many years. Today these sprawling fields offer mitigation from pollution and overcrowding of our valley floor. The scenic beauty, as seen from all over the valley, is our #1 tourist draw, which is a major driver of our economy. The meandering Provo River is a blue ribbon fly fishing stream, and its tributary of Rock Creek is a naturally occurring, pristine fish hatchery; feeding the Provo River. It is one of the last places in the valley that is a flood irrigation system, which attracts all kinds of waterfowl, and developed ecosystems. This flood irrigation system also replenishes the pristine aquifer under Heber City which supplies quality culinary water to thousands of citizens.

Leaving the Western Option D on the map is prohibitive to any future preservation of the North Fields and will inhibit current efforts to leverage Wasatch County bond funds with national funding to preserve these pristine fields.

Removing Western Option D today from UDOT's Bypass map will allow current preservation

	Name	From	Comments
1.	Tracy T	HEBER CITY, UT	As a current member of the Wasatch Open Lands Board, and an advocate for preserving the North Fields over the last decade, I needed to alert the public of the effect of the bypass map routes impeding any future preservation efforts, as experts have told us. Please sign today if you value the North Fields!
2.	Frances M	Heber City, UT	
3.	Lindy R	Heber city, UT	North Fields is an important wetlands and should be protected and preserved in it's entirety.
4.	Nancy S	Heber City, UT	This is the most pristine heart of our valley. The power poles are bad enough, stop this bypass!
5.	John K	Midway, UT	
6.	Karen M	Heber City, UT	
7.	Melissa H	Heber City, UT	This would ruin this special place
8.	Benjamin S	Midway, UT	Keep heber valley rural with open space
9.	Whitney R	Heber, UT	We need to preserve this open space, as it helps make Heber Valley, the picturesque valley what it is.
10.	Susan H	Midway, UT	Ruins the beautiful valley. That is the reason people want to live here.
11.	Schindeler M	Midway, UT	
12.	Lori S	Midway,, UT	North Fields is the last large contiguous piece of Open Lands in our county. It is rural and historical. Preserving the North Fields actually will be a step to prevent MORE taxes, MORE schools, & MORE traffic! high density bites you in the butt when you don't plan and save large parcels of Open space. The infrastructure is always OUT GROWN down the road. Saving land and smart growth planning for the future saves taxes as well as beautiful.
13.	Barbara G	Heber, UT	Save the north fields no matter what, is the most important thing to me
14.	Christi J	Heber city, UT	
15.	Bo L	Heber City, UT	
16.	Anonymous	heber, UT	
17.	Nancy D	Heber City, UT	Because I live by the North Fields I don't want them destroyed while there are other options.
18.	Christopher L	Heber city, UT	Development in our small valley should not be easy for developers
19.	Lynne F	Heber City UT 84032, UT	We are losing our open lands at an alarming rate. I come from a family of farmers, we love our land and are good stewards of it. It will break my heart to see the north fields asphalted.

	Name	From	Comments
20.	kristin w	Midway, UT	We need to preservr hthis beautiful valley. Once it is gone, it is gone forever!
21.	Judy O	MidwayMidway, UT	Open space not more construction
22.	LONG C	Midway, UT	
23.	Robyn L	Midway, UT	
24.	Connie W	Heber City, UT	It will ruin the beauty of the valley and the water of Provo river.
25.	Troy E	Heber, UT	The north fields are some of the last open space in heber and are the view that defines the charm that is the heber valley.
26.	Kelli G	Heber, UT	The north fields is sensitive wetlands. It needs to be preserved. It is not worth preserving if it has a bypass cutting through it. Please consider putting a frontage road along 40 north of the original bypass route.
27.	Kris F	Heber City, UT	
28.	Chelsey R	Wallsburg, UT	As a third generation lifetime resident of Wasatch County, I will just stick to this simple point without any other sensationalism attached. With roadways come more development along them. It will not be \"just a roadway\" for long before we have lost all of what makes the North fields special.
29.	Jimmy I	Midway, UT	Protect the last beautiful undisturbed areas we have left.
30.	Marquis D	Heber City, UT	
31.	MICHAEL V	Heber City, UT	Protect our legacy
32.	Ellen C	Midway, UT	I voted to choose options to preserve North Fields the first thing I thought when I read about Plan D was \"We already voted to preserve North Fields open space\". Please eliminate Option D from the options available.
33.	Victiorria J	Sandy, UT	
34.	Bryant S	Heber City, UT	Want to maintain the
35.	Audreay A	Midway, UT	I think the fields need to be preserved as part of our culture
36.	Eddie G	Heber, UT	
38.	Holly B	Midway, UT	This pristine farmland is our #1 tourism highlight and needed for our economy. Even more important is the health it brings our valley through water and nature. It is an animal habitat that can never be replaced! There are other viable routes to choose.
39.	Larsen L	MidwayK, UT	The beauty & tranquility of the north fields is a treasure of the Heber valley that should be protected from all development.
40.	Ellie N	Heber City, UT	Developers have already ruined our valley. We don't need to destroy every single acre of open space. Thus bypass should have been done 15 years ago.

	Name	From	Comments
41.	George P	Midway, UT	Preserve the open North Fields
42.	Michael D	Daniel, UT	
43.	Jennifer A	Midway, UT	
44.	Mardell S	Midway, UT	
46.	Camille A	Heber, UT	Keep the North Fields open!
47.	Athina K	Midway, UT	We already voted to preserve the North Fields previously. Option D should not be considered for the bypass.
48.	Debbie M	Heber City, UT	
49.	Cathy P	Midway, UT	The North Fields are a beautiful, peaceful, open area that help define the picturesque Heber Valley. A freeway style road through the North Fields will destroy an important iconic piece of the valley no matter how "sensitively" it is done. Nothing is sensitive or peaceful about freeway traffic at 60, 70, 80 mph. We may be losing our rural character, but a highway through the North Fields would be sudden death, now and forever.
50.	Trudy S	Heber City, UT	The North Fields are the gem of Heber Valley. They are part of Heber Valley's unique rural heritage. Putting a Highway through would lead to development and destruction.
51.	Steven H	Midway City, UT	
52.	Kristen P	Heber, UT	
53.	Mary T	Lincoln, NE	
54.	Tyler A	Heber, UT	Family land in the north fields that would be impacted by the change from the original location that was voted years ago.
55.	Jeff P	Heber City, UT	
56.	Lauren W	Midway, UT	This valley with both Midway and Heber is one of the most beautiful yet magical places. A large part of that magic comes from the beauty that road would pass right through. It would ruin mine and my family's hearts.
57.	Tausha H	Heber, UT	I think it is important to preserve open space in every way we can. The North Fields would be destroyed with this option.
58.	Jennifer E	Midway, UT	We've already voted on this and we need to protect the beauty and wildlife of the North Fields.
59.	Kendra G	Heber, UT	We need to protect our agriculture and open space.
60.	Barbara N	Heber, UT	
61.	Amber J	Midway, UT	
62.	Marge B	Heber, UT	
63.	Robert M	Heber City, UT	I believe that it does not fix the traffic problem. It appears to me that most of the traffic is traffic heading East on 40 and local traffic that travels to development on the East side of Heber. Traffic from North Highway 40 to 189 down Provo Canyon is minimal.

	Name	From	Comments
65.	Paris P	Midway, UT	
66.	Fiona H	Heber City, UT	It will destroy the Heber Valley
67.	Darryl R	Midway, UT	
68.	Kerry G	MidwayMidway, UT	Building a bypass would create a vastly disproportionate harm to the open spaces than the slight inconvenience of occasional periods of high traffic on highway 40/Main Street
69.	Carmie B	Park City, UT	We need more land left un disturbed! This should not be an option!
70.	Kevin K	Heber City, UT	Because Heber Valley is the North Fields. Ruin the North Fields and the valley is ruined forever.
71.	Holly C	midway, UT	This beauty should not be destroyed.
72.	Shawn C	Midway, UT	
73.	Sara C	Midway, UT	Keep our valley rural. This would ruin our beautiful North Fields.
74.	Stephanie T	Midway, UT	Too beautiful to touch!
75.	Terel C	Midway, UT	
76.	Jennifer F	Midway, UT	
77.	Tari J	Midway, UT	It is my home and I believe those wetlands should be preserved.
78.	Julie B	Midway, UT	The north fields are the most valuable to our valley feel and views.
79.	Garth S	Midway, UT	
80.	Lauren L	Midway, UT	It is an iconic part of Heber/Midway. And such a beautiful scene to look on that is desperately needed given the ever increasing homes and buildings going up around us. It is important to preserve and keep open space to maintain the beauty of this valley.
81.	Georgia H	Heber, UT	The beauty of the Northfields would be ruined and raped. Such a bad idea! It's still a gem, despite all the new homes being built.
82.	Madison S	Heber City, UT	
83.	Ali d	Midway, UT	We need less roads and developments in this valley, not more.
84.	Josie M	Midway, UT	
85.	Beau M	Heber, UT	First thing, this will not appreciably alleviate the pressure on Main Street. When driving down main street it is seen that the vast majority of traffic goes east and south with Very little bottle necking headed to the west. I personally feel we are dreaming if we think the majority of people headed south on 40 will not want to stop in the last town to get fuel, food, snacks, etc. and choose to go down Main Street anyway. This bypass would realistically only serve midway and <i>(continues on next page)</i>

	Name	From	Comments
85.	Beau M	Heber, UT	<i>(continued from previous page)</i> residents in the south fields area. If we are serving midway, why not take it through river road and not devalue HEBER for the benefit of midway. In addition to all the logic of why it seems to be less logical on this route, the north fields is what makes HEBER feel like the small farming community that drew many people here. If a highway goes through, it will lose that feel which will undermine the quality of life many chose to live in this valley for and will potentially devalue the entire valley. This will also more easily open the door to future development of this prized land. All of these activities will also result in a loss of the groundwater that currently exists in the area and those ramifications will likely go beyond what can even be foreseen.
86.	Tisha D	Heber, UT	Please preserve our diminishing open space and what makes Heber so special. Thank you
87.	Jane S	MidwY, UT	
88.	Jeff H	Heber City, UT	North Fields is critical to preserving our community feeling.
89.	Sarah B	Midway, UT	
90.	Christy B	Midway, UT	To save our valley from smog, noise pollution, traffic, etc,
91.	Darien C	Midway, UT	
92.	Aimee W	Midway, UT	The north fields are too valuable to destroy with a road. If this valley losses north fields we no long have the valley we all love.
93.	Anne R	Midway, UT	
94.	Konner Z	Magna, UT	
95.	Genie R	Park Citu, UT	I love the north fields and it shouldn't be destroyed.
96.	Leslie M	Midway, UT	Open space preservation of the North Fields is critically important for agriculture, wildlife and people. UDOT\'s Option D will destroy a treasured bucolic landscape and our sense of place.
97.	Heidi H	Heber City, UT	The beauty of the heber valley is bc of the north & south fields. It is a treasure & a gem we must protect bc it is was makes it special[?][?]
98.	Deanne H	Heber City, UT	
99.	Nancy O	Midway, UT	Open space
100.	Karen A	Heber City, UT	This valley is rapidly succumbing to overdevelopment. We must preserve what little open space is left before it's too late.
101.	Natalie B	Heber City, UT	Protect our open space.
102.	Elvira H	Midway, UT	
103.	greg p	heber city, UT	

	Name	From	Comments
104.	Lisa H	Heber, UT	The north fields are sacred incredible lands that define the beauty of the Heber valley. They are home to so much wildlife. It would be tragic to dig them up for a road.
105.	Anonymous	Midway, UT	Pass a fine/tax for all oil truckers to pass thru Heber. Let the oil refineries help pay for our traffic.
106.	Amanda P	Midway, UT	Protection of sensitive lands
107.	Lillie P	Midway, UT	
108.	Rene H	Midway, UT	This option only encourages development in an area that should be preserved. We need to balance the crazy growth with preservation of important lands. The North Fields are important lands.
109.	Chadd G	Heber, UT	
110.	Cynthia C	Midway, UT	I think that it is important to keep the North Fields rural.
111.	Lynne G	Murray, UT	Please! Look at the pictures of that gorgeous valley! Why do you even have to ask???
112.	Shoshanna R	Heber City, UT	We bought on this side of town for its quiet, slow pace, and beautiful views. Putting the bypass on the western side of town will kill the beauty of the valley.
113.	Julie H	Heber City, UT	Water needs for Wasatch County.
114.	Karli G	Midway, UT	
115.	Nicole J	Midway, UT	I do not want more large roads thru Midway
116.	Jeff S	Midway, UT	The Heber Valley is a treasure and the open, rural farmland is vital to its attractiveness as a community. I DO NOT want the Heber Valley to become just another Salt Lake Valley. Please remove Option D and keep the rural nature of the Heber Valley intact.
117.	George H	Midway, UT	
118.	Doug S	Heber, UT	A road will encourage development as well as ruin the options for purchasing development rights through open space bonds. There are better options without ruining one of the greatest assets of the valley.
119.	Lynn K	Midway, UT	Environmental disaster while scaring the heart of the Heber Valley.
121.	parker n	Midway, UT	"Wetland", "floodplane", "majority of people dont want it disturbed" Why is this an option and why are there not consequences for those pushing it? Technically there are some fancy laws that say you can destroy wetlands if you recreate an equal amount elsewhere..... however blue ribbon fisheries council and a few other enormous groups associated with fishing would be very interested in knowing what is being done here. You can't impact wetlands like this without inpacting the rivers. This is a very backwards thinking process.

	Name	From	Comments
122.	Angie W	Heber City, UT	
123.	Eric B	Midway, UT	Please don't put a highway through the last remaining preserved open space in the Heber valley.
124.	Doug M	Heber, UT	
125.	Stacy G	Massapequa, NY	
126.	ronald d	heber city, UT	Save Open Spaces
127.	Lizabeth L	Midway, UT	
128.	Morgan T	Midway, UT	The North Fields are way too beautiful and are home to so many animals that we need to preserve them. We can't just develop and ruin all of our natural beauty in this valley!!
129.	Robyn S	Midway, UT	Preserving nature via open lands offers the connection for families to feel the rewarding evidence and connection often missed in noise and traffic
130.	Audrey D	Midway, UT	The north fields are iconic beauty in wasatch county. Find another option
131.	Josephine B	Midway, UT	
132.	Susie K	Midway, UT	The environmental impact this bypass would have on the wetlands, Provo River, and wildlife of this area seems catastrophic. The fact that the Wasatch County Council did this with no transparency should cause concern with the citizens of this beautiful area.
133.	Tami M	Heber City, UT	
134.	Sarah H	HEBER CITY, UT	
135.	Lindsey M	Midway, UT	
136.	Jessica J	Midway, UT	This rural green space corridor is a major draw for people visiting and choosing to live in the Heber Valley. It's economic value goes far beyond the farming that we see. Don't kill the golden goose when there are other options.
137.	Jessica M	Midway, UT	
138.	Erin M	Midway, UT	
139.	Susan C	Midway, UT	We need to preserve this beautiful and iconic land. Once it's gone it's gone!
140.	susan t	midway, UT	I often walk in this beautiful area. It's one of the last natural parcels of land for wildlife. It's what makes the valley such a beautiful place.
141.	james g	midway, UT	
142.	Justin C	Heber, UT	The bypass should not destroy open space. The damage done and cost of the bypass are not worth it.
143.	Dan R	Midway, UT	
144.	Kathy G	Midway, UT	
145.	Jessica R	Heber, UT	

	Name	From	Comments
146.	Donovan D	Midway, UT	This needs to be preserved for wildlife and aesthetic beauty of Heber Valley.
147.	Rick F	Heber City, UT	The scenic beauty of this river valley rivals any in the west. This is no place for a highway and all the destruction, development and pollution that will come with it.
148.	Lindsay B	Midway, UT	
149.	William H	Midway, UT	
150.	Anonymous	Heber City, UT	
151.	Tara M	Midway, UT	Open space, the river
152.	Mindi F	Midway, UT	
154.	Derek B	Midway, UT	We want natural open land.
155.	Sheila S	Midway, UT	Listen to the voice of the people!!!! We cherish our North Fields. They are a huge, sacred value to residents and tourists alike. Open Space is not an undying resource! It is so against a beloved community goal to have such plans snuck in, especially when voters have spoken. Please remove Western D option. We residents are beyond sick of the destruction of our pristine lands and scenery which bring beauty, peace, and historic and aesthetic appreciation to our souls. Economic development is important but not at the cost of things that are most valued by the majority of residents. Remove Western D option, please! Thank you.
156.	S C	Midway, UT	Lee Avoid destruction of this State treasure. There are solutions that are less invasive.
157.	Austin H	Heber, UT	Because I'm from here and live here..
158.	Eric S	Midway, UT	Preserve open space and way of life.
159.	jared n	Midway, UT	The North Fields is this valley's cherished gem. This bypass would be the doom of the North Fields. Development will follow, preservation would end, and our valley would just be another sprawl.
160.	Beth F	Midway, UT	Worst of all options! The scar across the valley would destroy what makes this place beautiful!
161.	Suzie S	Midway, UT	To preserve our valley.
162.	Rosemary B	Midway, UT	Do to the unprecedented growth in the past 5 years it is imperative to maintain what little open space we have left. we are quickly losing the charming character which was Midway
163.	Sue M	Midway, UT	
164.	Vanessa N	Midway, UT	The fields are a beautiful landmark in the valley. They are a lot of what give us the rural feel in our fast growing Heber and midway.
165.	Vickie W	Midway, UT	

	Name	From	Comments
166.	Kelley I	heber city, UT	We need to preserve and protect the last open space lands of the Heber Valley area. Many, many unique wildlife roams this area and it would destroy their habitats. I
167.	Suellen W	Midway, UT	Must NOT run a highway through pristine fragile watershed and riparian habitat. Need to remove the option from maps so we can proceed with conservation efforts. North Fields are the icon of Heber Valley!
168.	Dennis E	Midway, UT	The beauty of the North Fields is unspoiled, irreplaceable, and valuable to the Heber Valley. It must be maintained.
169.	Ruth H	Midway, UT	Because it's not necessary. We need to be strong and keep as much big city style out of this rare, rural place.
170.	Tate M	Midway, UT	
171.	Shane K	Cedar hills, UT	Keep Heber and surrounding area local and a small community !! That is why it is unique and a fun weekend for families do not get it all commercialized then it is like to many other small communities ruined!!!
172.	Hayden D	Heber, UT	This will ruin our cherished town
173.	Steve P	Midway, UT	Preserve Raul land
174.	Frederika E	Midway, UT	The North Fields is a beautiful open space which speaks to the very rural character of the Heber Valley and the reason people love living here. The development of the North Fields would also increase the loss of habitat for the Sandhill Cranes which migrate there every year. The residents of this wonderful valley have already expressed their feelings on the importance of preserving and conserving the North Fields both by poll and by vote. Please don't let the state push us around!
175.	John jeffery F	Midway, UT	Don't screw with the North fields. Keep the bypass close to HEBER city so the fields stay as open space
176.	Anonymous	Midway, UT	
177.	L Colleen A	Midway, UT	This is a precious part of our rural community that is a habitat for wildlife. Please keep our beautiful natural spaces!
178.	Brady G	Heber, UT	Because we've been here our whole lives on this property why should we be forced out
179.	Steven A	Midway, UT	Preservation of historic farm lands that makes the Heber Valley a special place
180.	Rosemarie N	Midway, UT	
181.	Chris B	Midway, UT	
182.	Andrew L	Midway, UT	Keep those fields open.
183.	Adrian H	Heber, UT	
184.	Danielle G	Flagstaff, AZ	
185.	Jacqueline A	Midway, UT	

	Name	From	Comments
186.	Carri W	Park city, UT	No more development in these town and valleys! Go back home. This isn't the answer! More cars and more freeways is not helping. No more building and we don't need more roads for SOV!!!
187.	Don T	Heber City, UT	Preserve our agricultural and open spaces.
188.	James J	Midway, UT	Western Heber/Midway needs to keep its country appeal.
190.	Jenifer T	Heber, UT	The future should be important to all.
191.	Jana R	Midway, UT	This is one of the most scenic, beautiful spots in a state that seems hell bent on destroying itself. Please STOP THE MADNESS!!!!!!
192.	Crystal W	Midway, UT	I wish to preserve the open space and rural feel of our community.
193.	Anonymous	HEBER CITY, UT	
194.	Patrick R	Midway, UT	
196.	Katie H	Heber City, UT	
197.	Scott K	Midway, UT	Midway is known for it quaint little town with open space and farm land. We DO NOT want a highway running through it.
198.	Sally K	Midway, UT	
199.	Ellie K	Midway, UT	
200.	Deborah L	Midway, UT	
201.	ROBERT C	Midway, UT	One of the last scenic areas in the Heber Valley that has not been totally scared by development. Please leave us some beauty.
202.	Kelley B	Midway's, UT	I run in the north fields every weekend and it's worth fighting for!
203.	Tenley F	Midway, UT	
204.	Bambi M	Innsbruck, at	
205.	Joshua S	Midway, UT	
206.	Jeanne K	Salt Lake City, UT	
207.	Y. B	Heber, UT	We need to preserve our farm fields, open space and natural beauty for this fast growing community. Preserving TRUE Open Space is imperative
208.	Faith Y	Heber, UT	
209.	Deborah T	Heber City, UT	Preserve what makes Heber beautiful and where we want to live
210.	Kody C	Heber City, UT	We don't have much open space left. This area of wetlands should be protected at all cost.
211.	Jelica R	Buzet, hr	
212.	Alyce W	Midway, UT	I DO NOT WANT TO SEE THESR BEAUTIFUL OPEN LAND DESTROYED BY TRAFFIC, POLLUTION, NOISE AND MOST LIKELY MORE ACCIDENTS. ANOTHER <i>(continues on next page)</i>

	Name	From	Comments
212.	Alyce W	Midway, UT	<i>(continued from previous page)</i> CONCERN IS IT OPENS THIS PRISTINE LAND TO DEVELOPMENT, GREEDY DEVELOPER'S. THE WASATCH COUNTY BOARD SHOULD NOT FILL THEIR 'POCKETS' WITH PROMISES AND THE ' LIKE' BUT SAY NO TO THIS.
213.	Ken S	Heber City, UT	The pollution.
214.	Wendy R	Midway, UT	
215.	Tabatha B	Heber City, UT	
216.	Brad W	Midway, UT	The North Fields is the to the Heber Valley what Central Park is to New York. Putting a four lane highway right through the middle of this green gem. By preserving this space we enhance the value of all of our homes. Let's find more creative ways to solve this transportation problem by redeveloping lands already developed and preserve the North Fields for future generations to enjoy.
217.	Kevin P	Midway, UT	It would destroy the North Fields.
218.	Anonymous	Midway, UT	Preserve our open space and wildlife
219.	Gerald R	Heber City, UT	Simple, leave Main Street as the main route through Heber. Some people think that it can be made more pedestrian friendly by removing the through traffic but, the truth is, there is nowhere of interest to walk to or shop at. There is the main Park which gets used but that's it. Save us all millions of dollars by forgetting about a bypass.
220.	Todd D	Midway, UT	Please preserve the natural beauty of heber valley and preserve the open farm land.
221.	Mary K	Heber City, UT	Please keep the beauty of this valley.
222.	Dan N	Heber City, UT	It's out dated and would move high speed traffic through neighborhoods. Plan needs to be how to make the existing Main Street the path with main street shops on 100 200 East & West.
223.	Jeanne F	Midway, UT	Change is happening so fast in this valley. Is worth it to preserve that last remaining corridor of beautiful open green space.
224.	Julie F	Heber City, UT	It's all we have left
225.	Michelle G	Midway, UT	
226.	Doug C	Midway, UT	Everything that I love about Heber Valley is being destroyed by over development. I don't believe this bypass option is the best alternative.
227.	Tara M	Midway, UT	I moved here for the beautiful openness of midway... let's preserve the gem we have.
228.	Linda E	HEBER CITY,, UT	
230.	Ken R	Midway, UT	
231.	BRENT H	Heber City, UT	

	Name	From	Comments
232.	Carolyn S	Heber City, UT	There is only so much open land left and god isn't making more.
233.	Caroline D	Heber, UT	
234.	Charlene W	Midway, UT	Preservation of our beautiful valley's open space.
235.	Madelynn H	Midway, UT	
236.	Julie V	MIDWAY, UT	
237.	Roger U	Midway, UT	One of the last treasure we have must not be wasted away.
238.	Jennifer M	Midway, UT	I grew up in midway and I don't want to lose the charm of the north fields.
239.	Robert D	Midway, UT	
240.	John W	Midway, UT	Its important to keep our ecosystem and beautiful valley from becoming a crowded and over developed travel route.
241.	Rudi K	Heber, UT	When the hills are clogged with housing thanks to continuous rezoning, future generations will thank us for preserving the North fields.
242.	Carli E	Heber City, UT	Preserve the natural habitat of our birds and wild life.
243.	Sherry K	Heber City, UT	
244.	David R	Midway, UT	
245.	Debra M	Heber City, UT	To preserve land for wildlife
247.	Joyce b	midway, UT	
248.	Susan M	Midway, UT	
249.	Josh G	Midway, UT	
250.	Judith G	Midway, UT	Keep this signature area of the Heber Valley protected and pristine.
251.	Jennifer M	Heber City, UT	Please don't put a Hwy through our beautiful wetlands. Keep the Hwy where it is. Main Street is car dealerships and fast food restaurants. Leave it
252.	Jeremy H	Orem, UT	I grew up in Heber and still visit/do business there consistently. The land utilized for D should be left as we've structured/protected it for decades.
253.	Delores M	Midway, UT	
254.	Terry N	Midway, UT	
255.	Jolynn N	Midway, UT	
256.	Amanda C	Heber city, UT	There is no reason to close in the only open space in the valley. We all know it will bring stores, homes and fast food into those areas. Why not put it in on the east side where there are more things built anyway.
257.	Mattie K	Heber City, UT	I want to preserve our open valley!
258.	Bruce E	Midway, UT	
259.	Robert M	Midway, UT	

	Name	From	Comments
260.	Andy E	Midway, UT	Save the North Fields
261.	Clifford S	Heber City, UT	The damage that will be done if the West option is adopted will never be undone.
262.	Tonya K	Draper, UT	
263.	Kimberly A	Midway, UT	
264.	Brian A	Midway, UT	Preserve the open beauty of the valley without adding a concrete eyesore, noise, congestion, and pollution to our natural landscape.
265.	Abraham G	Midway, UT	We Must preserve Nature and Open Space. Quality of life will be greatly negatively affected if this option goes through.
266.	Chad A	Heber City, UT	
267.	Wendy K	Heber City, UT	I live by airport and now the new bypass. It is too much congestion. Although we do need a bypass just not my back yard please.
268.	Sharon S	Midway, UT	I am so torn. The city sold land in Midway and homes are being built at a fast pace. People will need a way in and out, once the influx happens. The issue is, the gorgeous land that is bringing people to midway will suffer. The farmland should be left alone. I suggest expanding the Main street corridor between Heber and Midway.
269.	Linda G	Park Ciy, UT	
270.	Derek N	Heber City, UT	I value the rural setting in our town as well as the agriculture. I also believe it is an extremely valuable location for many different birds and natural habitat.
271.	Grace N	midway, UT	
272.	Anna F	Midway, UT	Climate change and preserving environment
273.	Connie H	Midway, UT	I t would destroy Midway!
275.	Brenda G	Heber City, UT	Do not pave over the best parts of the valley
277.	Bengt J	Midway, UT	
278.	Ellen S	Heber City, UT	
279.	Anonymous	Heber, UT	The watershed needs to be protected.
280.	Margaret C	Midway, UT	I own property in the north fields. I want to perverse it so my kids can enjoy it one day.
281.	Steve K	Midway, UT	Completely unnecessary as the I40 freeway ends anyway
282.	Terry B	Midway, UT	The area should be placed in a conservancy to protect it not develop it. We are losing to much of our natural resources to developing.
283.	Anissa W	Heber City, UT	The while ration people are moving here is for the open space, for the northfields. Leave it alone.
284.	Nancy M	Midway, UT	
285.	Anonymous	Park City, UT	
286.	Mark D	Riverton, UT	I have family in Heber Valley and they don't like this option.

	Name	From	Comments
287.	Ryan B	Midway, UT	
288.	Anonymous	Midway, UT	Most everything else has been destroyed in our beautiful valley, can't we at least save one thing? Endangered fireflies were decimated with development of the area immediately north of this, it is a wetland and habitat for many creatures. This has been a "no development" zone for many decades let's not start now.
289.	Alexa H	Heber, UT	
290.	Christy B	Heber City, UT	it would ruin Heber Valley. Please remove this option. The bypass road is unnecessary
291.	Jonna C	Midway, UT	Help save the Valley
292.	Julie L	Heber City, UT	
293.	Anonymous	Heber City, UT	We moved here for the open space and if Option D is passed, the entire valley will change. Actually, all of the density that is being allowed has already changed our valley and we need to preserve what open space is left.
294.	Susan S	Midway, UT	We need to keep the open space. Heber cannot continue to build & use limited water resources
295.	Jon V	Heber City, UT	
296.	Sarah S	Midway, UT	
297.	Sheila C	Midway, UT	
298.	Lisa G	Heber, UT	I bought here because of the open spaces. Ruining one of our last large open spaces that is seen from all over the valley would destroy that.
299.	Seiara C	Heber city, UT	More roads mean more house which means more people moving to an already over crowded town
300.	Debbie H	Midway, UT	I value the peace, serenity and beauty of the North Fields. Bringing in a by pass at that location will disturb why this valley is such a unique and great asset to our community The noise would increase I moved here because of the serenity and beauty and rural feel. Please don't destroy that. It cannot be replaced once it is gone.
301.	William R	Midway, UT	it just encourages more growth and is obsolete in a few years
302.	Bianca E	Heber, UT	
303.	Jill S	Midway, UT	
305.	Debbie B	Heber, UT	I have lived in the Valley my entire life and would Hate to see our North and South fields destroyed with development. We have already lost our Agriculture to developers!
306.	Amy S	Midway, UT	environmental and community impact will be negative. stop the growth
307.	Jonathan F	Heber City, UT	The are should be conserved for beauty and wildlife
308.	Nick L	Heber, UT	

	Name	From	Comments
309.	Jennifer G	Francis, UT	
311.	Anonymous	Midway, UT	I travel those roads. Option D is not useful. The Bypass should not follow option D
312.	Jonathan R	Midway, UT	This would be an absolute shame if it were allowed in our community. It would absolutely destroy the peace and quiet that so many have come to love about this valley. We absolutely have to protect these open spaces. This should never have been an option for consideration.
313.	Anonymous	Midway, UT	We voted to keep green space. This was not put up to a vote by the people
314.	Susan J	Heber City, UT	protect the open space in the valley
315.	Jacqui J	Midway, UT	It's the Gem of wasatch. Don't putt a highway pass thru it. Makes me so sad
316.	Georgia Ann K	Midway, UT	
317.	Harold P	Heber City, UT	I do not want the Heber Valley tuned into a hi traffic smog cesspool like the Saltlake valley.
318.	Lezlie S	Midway, UT	
319.	Tim R	Midway, UT	We need to keep the valley's rural quality...
320.	Keith D	Heber, UT	
321.	Holly J	Midway, UT	Preserve our open space and way of life
322.	Linda M	Midway, UT	Quality of life!
323.	Ricky M	Riverton, UT	
324.	Belinda A	Midway, UT	The beauty of the River would be destroyed. The River is such a draw to our area and so unique, please don't destroy the beautiful views of the water and animals!!!!
325.	Jen A	Midway, UT	The north fields define the Heber Valley and without them we become just like any other midsized American town.
326.	Jonathon G	Coalville, UT	Ruining our state
327.	Alivia L	Midway, UT	We feel that Protecting Open spaces in our community should be one of our top priorities. We feel this would pave the way towards easier access, and a higher chance of more developments happening. The is a pristine area of the Heber valley, that should be protected from a bypass.
328.	Dixie S	Heber, UT	I'm sick of growth in the Heber Valley. I moved here to get away from traffic and outsiders.
329.	Kelly W	Midway, UT	Preserve our valley's rural open space!
330.	Steven F	Midway, UT	I would like to see other options explored to preserve the north fields. Even if the price we have to pay for the new highway is higher, I think it would be worth the cost for a alternative route.
331.	Kasey G	Heber City, UT	

	Name	From	Comments
332.	Jared A	Midway, UT	
333.	Kierra A	Midway, UT	This is my home town and town I live, work, and raise my kids in.
334.	Damaris H	Heber City, UT	
335.	Mccall M	Midway, UT	
336.	Niel K	Heber, UT	
337.	Ron S	Midway, UT	The North Fields define the beauty of our Valley. We lose them, we lose our identity.
338.	Brad M	Midway, UT	
339.	Derek B	Midway, UT	Preservation
340.	Erin S	Midway, UT	
341.	Keetch K	Coalville, UT	
342.	Patsy H	Midway, UT	
343.	Wendy G	Heber City, UT	
344.	Amie B	Midway, UT	The open agricultural fields that residents voted to preserve must not be converted into a highway. They define the Heber Valley and contain valuable wetlands.
345.	Alison G	Midway, UT	Please don't destroy our happiness, we came here to enjoy open spaces. It makes no sense to direct traffic away from businesses.
346.	Shelby B	Santaquin, UT	
347.	Melinda G	Midway, UT	
348.	Whitney S	Heber city, UT	The growth here is out of control. We need to take back that control.
349.	Lesley P	Saratoga Springs, UT	We love midway. We come up there to relax. It's starting to look just like every other town in Utah.
350.	Janet A	Midwat, UT	
351.	John G	Midway, UT	
352.	Cam B	Payson, UT	I used to live there and my friends and family live there still. I grew up there and moved away last year. keep the land beautiful and transport things by air lol
353.	Chris P	Midway, UT	I grew up horseback riding in the north fields. It is a special place, and I would like to see it stay as pastureland without paved roads dissecting it.
354.	Mary C	Heber, UT	Open space, open space, open space. Migratory birds, wetlands.. etc.
355.	Cheryl M	Midway, UT	I live in Midway. By putting that road through on option D will ruin Midway valley.
356.	Louise O	Midway, UT	It's just plain stupid direct this beautiful valley.
357.	Elizabeth B	Midway, UT	Open space, wildlife, density.
358.	Connie S	Heber, UT	

	Name	From	Comments
359.	Gary B	Midway, UT	
360.	Meranie K	Daniel, UT	Keep our valley AGRICULTURAL!!!!!!!!!!
361.	Susan P	MidwY, UT	
362.	Jake T	Kamas, UT	
363.	Connor G	Midway, UT	
364.	Lindsay L	St. George, UT	
365.	Jolene S	Midway, UT	
366.	Anonymous	Heber City, UT	Preserve open space and the beauty of the valley.
367.	Lisa C	Midway, UT	I moved here because it's quiet and safe there are PLENTY of other ways to go around Heber.
368.	Richard F	Midway, UT	Preserve the North AND South Fields. This is the absolute worst of all the options.
369.	Alex K	Heber, UT	
370.	Jami H	Heber City, UT	What about all the traffic to Midway? What about the train route? Keep the traffic on Main Street where it belongs. The road to Midway can be turned into a cute walkable Main Street with shops and the train station. Main Street is already a bypass
371.	Anastasia J	Heber, UT	Because I live in Heber and I want to save the land and natural habitat
372.	David M	Heber City, UT	The Northfield should be taken off as an option for any new roads or development.
373.	Lorien H	Midway, UT	It's so beautiful! Open space is always good for the future.
374.	Timothy J	Midway, UT	
375.	Jules T	Heber City, UT	I want to protect our lands!
376.	Michelle M	Midway, UT	
377.	Bruce M	Midway, UT	
378.	Katherine K	Heber, UT	Preserve north fields
379.	Sharon E	Midway, UT	Just as Park City protected the entry corridor into the city, Heber City MUST do the same. It is the #1 tourist draw and protects all property values and our economy!. See all studies showing the importance of the North Fields. This must not be considered an option to the bypass road. I am shocked that UDOT would even consider this. It is very alarming...
380.	Ed S	Midway, UT	Quality of life
381.	Rachel M	Heber, UT	Bad placement of highway.
382.	Kristin F	Midway, UT	
383.	John H	Midway, UT	
384.	Alex L	Midway, UT	I live in the area and support many landowners in the North Fields.

	Name	From	Comments
385.	Nancy H	Heber City, UT	#1)The water shed and #2) the beauty of the valley
386.	LuAnn S	Midway, UT	
387.	Craig R	midway, UT	This will destroy the valley with noise and traffic. North fields need to pasture and open space
388.	Jeff D	Midway, UT	
389.	Jonathan D	Midway, UT	Once it\'s gone, it\'s forever gone!
390.	Linda B	Midway, UT	Preserving the Beauty of this valley MATTERS. These scars can never be undone. The Powerline have already created enough scars.
391.	Anonymous	Midway, UT	
392.	Stefanie G	Heber, UT	
393.	Sharla C	Heber, UT	Not only is the area beautiful but the waterways that aren\'t covered over with concrete will become polluted and the wildlife destroyed. The ecosystem will change and the Heber valley will have worse inversions than SLC sure to more traffic and people and less natural oxygen pricing plants and water. It\'s an atrocity to the city. Money isn\'t everything. Power isn\'t everything. Life, however, is.
394.	Michael H	Heber, UT	
395.	Lorie W	Midway, UT	I moved here from Chicago because it\'s a rural community and lots of open spaces.
396.	stan B	Midway, UT	
397.	Tatum B	Midway, UT	
398.	Nicole T	Eagle Mountain, UT	
399.	Lon S	Heber City, UT	
400.	Dea R	Midway, UT	The North Fields entry perfectly represents the history, culture and future of Heber Valley to destroy its undisturbed status any further would destroy Heber Valley\'s rural master plan
401.	Sara R	Midway, UT	Because it\'s stupid figure anything better out.
402.	Kristina B	Midway, UT	
403.	Trent C	Hebwr, UT	I grew up in Heber. I hate seeing everything beautiful about it becoming over developed and destroyed. We need to preserve some aspect of the natural beauty of this valley.
404.	Shannon S	Heber, UT	I love Heber!!
405.	Rob B	Midway, UT	I think it is important to preserve the open space that exists for future generations and I think that the newly proposed Western Option D that bisects more of the north fields would be detrimental to future generations.
406.	Samuel M	MIDWAY, UT	
407.	Greg N	Midway, UT	

	Name	From	Comments
408.	Ann Z	Heber City, UT	Any development in the North Fields jeopardizes the water quality in our unconfined, high, sole source aquifer. It destroys wetlands and hampers rehabilitating contaminated streams. The political vision is to preserve the North Fields from development.
409.	Amberly K	Midway, UT	Keep open space and preserve nature as well as keeping a small town feeling.
410.	Cathie U	Midway, UT	Open space is so important to our community. This is a beautiful space. Please don't destroy it with another road!
411.	Marc U	Midway, UT	
412.	Lucy J	Midway, UT	I've grown up here and want my kids to see this valley as I do growing up
413.	Diana D	Midway, UT	It is important to keep these open rural spaces for the community and not just take the easy way out of our traffic issues. Especially due to poor planning from ALL government entities starting at the local level through to the state. Our resources are finite. Once they are gone that is it.
414.	Michael S	midway, UT	
415.	Tonia T	Midway, UT	
416.	Nathan M	Midway, UT	It would destroy the river valley ecosystem, destroy the communities existent in Heber and Midway in. It's character and access. It would cross the Ute ceremonial grounds as well.
417.	Tamara T	Heber city, UT	
418.	Michqel H	Heber city, UT	Keeping some semblance of the farming community Heber once was is imperative. Heber Valley should not be turned into a major metropolis. Keeping the North Fields undeveloped will help prevent Heber from becoming a cesspool of crime and terrible air quality.
419.	Barbara H	Midway, UT	The north and south fields are such a beautiful icon characteristic of the Heber Valley. Building a four lane highway through the middle there would completely change this beautiful valley from a rural countryside. If it was built right through the middle of the valley, then from all over the valley you could see this view of a four lane highway instead of the picturesque scenery view that we enjoy today.
420.	Anonymous	Midway, UT	We cherish living in a rural environment free of air and noise pollution. Putting the Heber bypass Road through the middle of our valley makes no sense and would destroy the area. The Western option D should not be considered.
421.	Mary R	Midway, UT	I live in Midway. I feel it's critical to preserve the North Fields and safeguard the rural feel of Heber Valley.
422.	Linda G	Salt lake city, UT	We love to come up for dinner and see family and enjoy the scenery and the ambiance of the city..

	Name	From	Comments
423.	Cheryl B	Midway, UT	The beauty of the north fields is one of the things that I love the most about this beautiful valley!
424.	Charlie B	Midway, UT	The community needs to preserve open space.
425.	Lisa A	EdenEden, UT	North Fields is historic farm land, wetlands and open spaces. This area needs to be preserved
426.	Jaime J	Midway, UT	Keep the beauty Midway .
427.	Starr S	Midway, UT	
428.	James R	Midway, UT	Because there are very few places where people can go to catch their breath and feel peace. It's nice to have a few remaining places left for this. I think that is worth a lot more than we often realize.
429.	Willie H	Heber, UT	I like green fields and clean rivers.
430.	Daniel R	Midway, UT	Permanent and escalating ecological damage done to the heart of Heber Valley. A lack of transparency by UDOT and some local leaders adds to the negative outcomes.
431.	Norm H	Heber City, UT	Keep the rural appeal of the Heber valley
432.	Timothy B	Heber City, UT	
433.	Josh M	Heber City, UT	This is the last place you can see were the valley livestock has been and were I have worked on fence and walked creeks change water don't let a road take this livestock ground away
435.	Marianne M	Heber City, UT	The valley is the focal point of our town. If you destroy that, you destroy the beauty of Heber.
436.	Daniel C	Heber City, UT	
437.	Jessica P	Midway, UT	
438.	Jessica S	Heber, UT	
439.	Jeannie r	Midway, UT	you are suggesting that the beautiful fields will be ruined
440.	Janice C	Midway, UT	This is a beautiful mountain valley. There doesn't need to be more homes, businesses etc marring the landscape. Preserve the beauty for generations to come. With drought conditions can the environment support a larger population?
441.	Laren G	Midway, UT	I am an impacted landowner
442.	Bill T	Midway, UT	
443.	AnnaBelle T	Ephraim, UT	
444.	Brooke L P	Heber City, UT	
445.	Anonymous	Midway, UT	To preserve the North and South fields and focus on other options in the plan.
446.	Carol C	Heber City, UT	We need to preserve the rural atmosphere of Heber. I didn't move here to live like those on the other side of the Wasatch.

	Name	From	Comments
447.	Stephanie V	SLC, UT	As a family member with property in the town of Midway, I support maintaining the little open space left in this area. I believe it will be tragic to wildlife and is unnecessary to select option D when the other 3 options are viable choices and would create far less impact to the entire area.
448.	Gene S	Midway, UT	
449.	Stephanie P	Heber City, UT	Heber is changing quickly and while growth is inevitable, better choices can and need to be made before it's too late to save anything that is special about this valley.
450.	Anonymous	Midway, UT	
451.	Marcyne B	Heber City, UT	People come to visit the Heber Valley to get away from super highways and traffic. This is part of a rural town and it should stay that way as much as possible. Do not interrupt with the world class fishing, hiking, and tourism. Besides, the residents of Heber Valley came here for the peace and tranquility.....not more traffic!
453.	Matt R	Heber, UT	
454.	Scott C	Midway, UT	No No No
455.	Terry M	Midway, UT	
456.	Kristy N	Midway, UT	Building a major road through the middle of beautiful North Fields will ruin a lovely rural piece of Heber Valley. Development is sure to follow, and a beautiful wetlands area will be lost.
457.	Michael M	Midway, UT	For over 25 years I have watched as bypass roads have been proposed and changed for various reasons. No one likes a bypass road but it appears it must be done. I think it's time to stop changing the plan. In my opinion, previous plans had the least impact on beautiful Heber Valley. Please eliminate the latest WD plan.
458.	mary s	interlaken town, UT	
459.	Pamela R	Midway, UT	No to option D.
460.	Gary O	Kamas, UT	The North Fields IS the Heber Valley. Encroaching into the North Fields will make the Heber Valley just another future over crowded metropolitan area.
461.	Thomas H	Midway, UT	Want to preserve the character of beautiful midway.
462.	Mark A	Orem, UT	The Heber Valley North Fields should remain open and not harmed by road corridors.
463.	Curtis T	American Fork, UT	
464.	Bryton L	Eagle mountain, UT	We need to preserve what's left of the wasatch valley
465.	Tim N	Richmonfd, UT	Need to preseve open spaces
466.	Christina B	Pleasant Grove, UT	I love Heber Valley and it has always been a beautiful rural space and needs to stay that way. We are tired of people thinking that making money is more important than preserving some open space.

	Name	From	Comments
467.	Austin J	Lindon, UT	
468.	Nakell Z	Lehi, UT	I grew up in Heber. And I hate to see it commercialized like every where else.
469.	Ed S	Heber City, UT	We don't need this bypass route. The money would be better spent on public transportation to accommodate the coming huge growth. It's time to start planning better for the future; think electric buses and light rail now. Otherwise the traffic will never end.
470.	Penelope Peterson P	Heber City, UT	I love the Open Fields the natural way the rivers flow through it it just seems so natural and lovely it's home to me the beautiful valley without a bunch of houses to block The view of this beautiful valley I don't want it to change . There's already too much being changed to make a difference let's keep the northfields just the way they are that's how come I fell in love with Hebrew he was away from everything and peaceful the world that we live in I'd like to keep it that way don't you?i
471.	Wendy M	Orem, UT	I use to run in the north fields. Was my back yard. It is a peaceful , sacred place. Needs to be preserved. Not every place needs to be built upon !
472.	Kody N	lehi, UT	
473.	CHRISTOPHER F	Elk Ridge, UT	
474.	Jody K	Midway, UT	Preserving open space.
475.	George S	Heber, UT	
476.	Laura C	Midway, UT	We moved up here many years ago to be is a quite, quaint farming community, and little by little The hustle and bustle has been allowed into this community. I want to help preserve at least 1 field...
477.	James M	Midway, UT	Expanding the interstate and destroying the natural beauty of this valley is not progress. It's time to stop this encroachment and preserve the beauty we have before it is destroyed forever.
478.	Teresa G	Heber City, UT	I want to preserve scenic views in Heber before ir is too late.
479.	Anonymous	Midway, UT	I live in Midway
480.	Jeremy R	Provo, UT	
481.	Karen G	Fairview, UT	It needs to remain rural
482.	Stacie P	South jordan, UT	We need to think about our future and leave land untouched and preserved.
483.	DAVID L	MIDWAY, UT	
485.	Shelby V	Eagle Mountain, UT	
486.	Katherine E	Midway, UT	
487.	Suzanne S	Eagle Mountain, UT	Please keep the open green spaces!

	Name	From	Comments
488.	Anonymous	Lehi, UT	This space is so beautiful! Please don't change it. Let it remain for future generations to also enjoy!
489.	Joshua G	Saratoga Springs, UT	Politicians continue to sale OUR land to greedy builders and investment groups. They make money off of land that belongs to the people of this state and it needs to stop.
490.	Jeff J	Provo, UT	We need to stop trying to build roads, houses and businesses on every piece of ground. This is a beautiful and historic area and should not be ruined by a major highway.
491.	Leslie W	Midway, UT	
492.	ruth l	holladay, UT	We need to preserve open space in Heber Valley
493.	Cheryll B	Midway, UT	
494.	Holly C	Heber, UT	
495.	Anonymous	Midway, UT	
496.	Suzanne O	LEHI, UT	
497.	Ariane N	Orem, UT	
498.	Elizabeth J	Midway, UT	We don't want to be NY city, or ugly I 15 We want to keep our Mountain beauty and low key Lifestyle. To much traffic
499.	Richard K	Sandy, UT	I love the rural nature of the heber valley
500.	Kristyan W	Cedar Hills, UT	Wild spaces are shrinking. The north fields are home to so much wildlife and beauty. We need to preserve open space!!
501.	Wayne L	Provo, UT	Once it's gone, you don't get it back.
502.	Miranda J	Provo, UT	
503.	jim w	Midway, UT	better choices are possible
504.	Bonnie W	Midvale, UT	Im from heber valley originally and the north fields/western part of heber is a cornerstone of hebers beauty. Develop on the land that is already developed, and lets keep some nature reserced.
505.	Laurie W	Midway, UT	
506.	Bradley W	Midway, UT	
507.	Faith d	American fork, UT	
508.	Ryan W	Midway, UT	
509.	Tyler W	Midway, UT	We need to preserve open space and the small town feel of Midway. Destroying the space crucial to wildlife cannot be the best option.
510.	Chris F	Salt lake city, UT	This is a place a grew up and the natural, undisturbed beauty is what makes it appealing to locals and tourists alike
511.	Jennifer P	Centerville, UT	
513.	Shaun C	Taylorville, UT	
514.	Jennifer N	Lehi, UT	
515.	Marianne W	Midway, UT	To preserve what we have

	Name	From	Comments
516.	Kimberly C	Midway, UT	Saving Midway aesthetically.
517.	Camille H	Midway, UT	We need to leave the valley open and conserve the wetlands
518.	Leslie O	Midway, UT	One of the reasons we live here
519.	Jane p	Heber City, UT	
520.	Derek A	American Fork, UT	
521.	Chris G	Midway, UT	Bc it will look ugly
522.	Lucinda J	American Fork, UT	The north fields offer a lovely escape from surrounding development and provide essential animal habitat. Option D should NOT be an option.
523.	Danielle S	Midway, UT	Need to preserve the beauty of the valley, protect river benefits and wildlife habitat.
524.	Devin L	MURRAY, UT	This beautiful valley doesn't need to be paved over. Let's keep it beautiful!
525.	Brian G	Midway, UT	To preserve our valley character
526.	Julie W	Bountiful, UT	We need more open space. The Wasatch front has change so much it's so crowded and hectic. Keep Heber city small please
527.	Linda R	Riverton, UT	
528.	Shannon P	Heber City, UT	
529.	Susan L	Heber City, UT	
531.	Bradley C	Midway, UT	Protect the North Fields; keep the Provo River clean; unsightly traffic and noise.
532.	Melanie C	Midway, UT	Protect Provo River
533.	David S	Midway, UT	We don't need expansion or new road. We need to protect what we have and animals birds etc
534.	Carolyn H	Heber City, UT	We need to keep our beautiful north fields or it will destroy the area. I sure hope UDOT can't go against what folks want.
535.	Richard P	Park City, UT	
536.	Craig S	Salt Lake CitySalt Lake, UT	"Slow the Flow"! Slow down development, protect Utah's beauty
537.	Anonymous	Lehi, UT	My mom grew up in Heber, her mom grew up in Midway. One of the things that makes the Heber Valley so special is the fields throughout the valley, especially the north fields. Open space isn't just for the mountains, we need to preserve space on the valley floors as well.
538.	Anonymous	Park City, UT	Because once the land is gobbled up we can never get it back.
539.	Matthew J	Midway, UT	
540.	Mark W	Midway, UT	
541.	Mark H	Midway, UT	Better options elsewhere

	Name	From	Comments
542.	Martha W	Midway, UT	
543.	Anonymous	Orem, UT	
544.	Richard L	Heber City, UT	Once gone, recovering open space is impossible. Also, if the players UDOT, Heber City, Wasatch County hadn't [REDACTED] around with building a bypass road for years (des?) then we would be faced with bad options today.
545.	Dianne H	Midway, UT	
546.	kirk v	Midway, UT	
547.	Troy B	Midway, UT	
548.	Scott M	Heber, UT	North fields need to stay open space..
549.	Lamont H	Heber City, UT	It is important to me to preserve the little open space that we have left in Heber.
551.	Dennis V	Heber City, UT	Option D has to be the most egregious and asinine option hatched for the bypass road to date. The North Fields are an integral part of the Heber Valley. Running the bypass road right down the center of these pristine open areas would be one of the greatest planning mistakes that Wasatch County and Heber could select. Take this option off the table. Push the bypass road to the east where the grown of the valley can be served.
552.	Jill V	Heber City, UT	We own land and are building our home in the North fields. Having a road go right through the north fields would ruin the North fields but it would also ruin the look and feel of Heber. Heber isn't meant have houses everywhere and be so densely populated. The north fields have cattle and fields with wheat and other grasses. You must save the north fields.
553.	Kent H	Midway, UT	This option will take away something that can NEVER be replaced.
554.	William R	Salt lake city, UT	
555.	Lori B	Wanship, UT	
556.	Neil R	Heber city, UT	I have own property in the north fields for 35 years. I have maintained, farmed and ranch the ground for the same amount of time. While on the ranch I have seen countless species of bother water fowl and predator fowl. Sand cranes, white spotted owls and bald eagles. It's time to preserve the north fields heritage and reward its caretakers.
557.	Bradley L	Midway, UT	
558.	Tracy W	Midway, UT	
559.	Josh G	Midway, UT	
560.	Shana S	Heber City, UT	
561.	Jessa L	Heber City, UT	This is what makes the valley special. Don't ruin it.
562.	Jack S	Heber, UT	

	Name	From	Comments
563.	Sarah M	Heber, UT	I live where the road will go!!
564.	Harley R	Heber City, UT	
565.	SUSAN G	Midway, UT	We camp host up at Wasatch Mt State Park at Huber Grove for 6 years. I don't want to see that beautiful pasture land be a Highway! This valley is gorgeous, please don't do this!
566.	Karl L	Midway, UT	Keep the area beautiful!
567.	Sherry J	Midway, UT	It makes no sense to put a bypass through this area.
568.	Matthew W	Heber City, UT	The north fields are a gem and is the place I first said "I wish I could live in Heber!" Not that we do, to lose the open beauty of this place would be a permanent mistake. And if you have never been out there to see and hear Bobolinks, get out there in about a month and you will understand just one of the natural joys of this area!
569.	Sue H	Holladay, UT	I have loved visiting and spending time on one of the prettiest places on Earth... the Heber Valley, my whole life.! This open , green , country place is a treasure well worth saving. The very thought of cutting the gateway fields apart with a busy new highway is criminal! ! The only sensible place to put a big new truck road is up on the eastern foothill area away from the center of the city and away from the middle fields. Cut it from the intersection of 40 and midway road up above the Utah valley buildings etc.. and all the way over and up and along the hills on the very east of the to the Daniels canyon road. This has the least affect on the valley and is less visible than tight through the heart of the valley and farm fields!
570.	Carla W	Heber City, UT	
571.	Candace H	Midway, UT	
572.	Suzanne S	Hebrt, UT	
573.	Kim T	Heber City, UT	Development is out of control. Even if they have the right to build all over Heber, that doesn't mean they should. I firmly believe if impact fees were required by developers, most of the developments would not exist. Leave the fields alone. It's the best part of the valley.
574.	Steve M	Midway, UT	
575.	Snow C	Midway, UT	Conservation of natural spaces
576.	Lisa S	Midway, UT	I am a full time resident in Midway, I choose to live here because of the peaceful, kinder, slower pace of life. I have lived in many different cities in Utah, as I grew up here, and while I know progress is a constant, Utah is loosing its more quiet towns because of urban sprawl. I do not want this to happen in Midway. The North Fields are one of the few remaining nature conservation areas in Midway/Heber, where there are some of the happiest cows in all of Utah! Please do not plow through this beautiful nature with <i>(continues on next page)</i>

	Name	From	Comments
576.	Lisa S	Midway, UT	<i>(continued from previous page)</i> man made equipment and ruin yet another peaceful place in Utah.
577.	Shelby G	Heber, UT	Because I live over there and I don't want to live by a freeway!!!!
578.	Alicia R	Salt Lake City, UT	We have a home right by the bypass! Please, please, absolutely NO as an option!
579.	Courtland N	Midway, UT	
580.	Megan L	Heber city, UT	
581.	Philippa H	Midway, UT	Natural open space is better for the environment
582.	Gail K	Midway, UT	It is of the utmost importance to save every bit of our precious valley. It is the Heber Valley, not just Heber
583.	Elijah S	Heber City, UT	It's my home town and you're taking away the beauty of the valley by doing this!!!
584.	Inna R	Salt Lake City, UT	My property is in this area
585.	Kay S	Charleston, UT	Keeping the North Fields as the welcoming view coming into Heber Valley is imperative to maintaining the character of this beautiful area.
586.	Morag T	Midway, UT	Morag Totten
587.	Faith H	Orem, UT	My fathers house is down there and we enjoy the open green land, let's keep it that way!
588.	Amy M	Mideay, UT	It will disrupt the quiet and beauty of the old north fields of Heber
589.	karen C	Heber city, UT	Development is ruining the beauty around us and more is less.....keep the west beautiful.
590.	Heather D	Bird creek, AK	Natural is what people want ... Don't pave and destroy such a beautiful spot !
591.	Lisa D	Midway, UT	Preservation of open space and natural river valley.
592.	Lance R	Heber, UT	These incredible green spaces are one of the most desirable features about living in Heber. The North fields is the last remaining piece of an outdoor loving and farming heritage that would be a waste if we put a highway right down the middle of it. This is absolutely unacceptable!
593.	Raquel A	Heber, UT	Please keep 40 as main Highway. Leave Heber the way it is.
594.	Greg B	Daniel, UT	
595.	Carlee S	Heber, UT	
596.	David B	Midway, UT	The time to protect our valley is now. The beauty of our natural environment is the reason that most of us choose to live in the heber valley. Without it we are just another over developed suburb like south Jordan. Growth and expansion can be accomplished in a sustainable manner and this is not it. This is a great time to come together as a community to stand up to big development. Please don't pave Heber.

	Name	From	Comments
597.	Annie L	Salt lake city, UT	This land is sacred. People have worked all of their life to live here in peace. Running a highway into this space would ruin all that it is. Tragic.
598.	Matthew M	Midway, UT	I want to preserve the beauty of the fields
599.	Becky B	Salt Lake City, UT	We have property in the north fields and a freeway would ruin this agricultural treasure
600.	Melissa H	Salt Lake City, UT	My parents and two sisters live in Heber/midway. It's is bad for them, and It ruins the beauty of the valley.
601.	Mitch H	Midway, UT	I believe the North Fields should be preserved to protect the views and the Provo River.
602.	Jeffrey M	Midway, UT	
603.	B S	Midway, UT	The North fields are one of the only open spaces left in our valley and we need to preserve quality of life
604.	SCOTT H	Midway Wasatch, UT	
605.	Mykelle F	Midway, UT	
606.	Grant K	Midway, UT	I think we need to maintain as much of the North field (green coiridore) as possible. Move it next to Heber side where their is growth anyway
608.	Colton S	Midway, UT	This would have a very negative impact on the Heber Valley and the North Fields
609.	Marjorie L	midway, UT	The agricultural corridor is the very heart and soul of the valley and deserves our protection & preservation.
610.	Jodi C	Midway, UT	The North Fields is what Heber Valley is. That\'s why so many people want to live here.
611.	Robert C	Midway, UT	This is a special valley / area and want to keep as much open space as possible to sustain the serenity and tranquility of the area along with its amazing beauty.
612.	Cameryn S	Midway, UT	
613.	Annette A	Charleston, UT	It's too late to consider this route, should have been done 20 years ago. We need to keep some of the valley protected. It it had been done years ago it would have been much less impactful to this area. We need to preserve what we have left. Let the traffic continue through Heber, locals know alternate routes to avoid Main Street.
614.	Christopher S	Midway, UT	Stop building in every beautiful space in Utah.
615.	Doug G	Midway, UT	Protect the north fields from development.
616.	WILLIAM W	Midway, UT	
617.	Anonymous	Midway, UT	Roundabouts are not need for what this bypass is trying to accomplish. Shifting development to along the bypass will hurt, not help! Heber main street.
618.	Anonymous	MIDWAY, UT	The North Fields define Heber and the surrounding valley. Once gone, it is gone for good.

	Name	From	Comments
619.	Rebecca W	Park city, UT	
620.	Holly L	Midway, UT	We need to keep the north fields open and to not add any roads to this beautiful land.
621.	Katie B	Midway, UT	There are other options that can solve the transportation options without ruining the North Fields. I hope UDOT and Wasatch County Council will be open to exploring other options and help preserve this beautiful area.
624.	Steve S	Midway, UT	The most important remaining open space, heritage life of the Heber Valley and spectacular view shed of the Wasatch back
626.	Daniel D	Daniel, UT	I do not want a bypass anywhere. I live here and refuse the claim, \"We don't have any choice.\"
627.	Emily G	Wasatch County, UT	I understand growth happens, and must be accommodated, but it is not necessary to destroy the last bits of beautiful farm land that most every resident enjoys and takes pride in. There are other viable options.
628.	Nate R	Midway, UT	The wetlands and rivers are vital to the valley. They are one of a kind and should not be infringed upon. We need to protect our green landscapes and wildlife.
629.	Ashley R	Midway, UT	
630.	Rosemary R	Salt Lake City, UT	
631.	Charles R	Holladay, UT	
632.	Elly D	American Fork, UT	
633.	Patrick D	Sandy, UT	
634.	Marcie M	Honeyville, UT	
635.	Kurtis H	Heber city, UT	
636.	Justin D	Sandy, UT	Saving the wetlands is crucial
637.	Kyle B	Heber, UT	
638.	Trevor A	Herriman, UT	Leave our small towns, small. This is not a good solution.
639.	Kurtis H	Heber City, UT	
640.	Karen P	Heber City, UT	This development puts scarce natural land in jeopardy.
641.	Traci M	Heber city, UT	The growth is unsustainable in UT, ruining the natural landscape, encroaching on all winter wildlife habitats and is ghastly. We are in droughts regularly have increasingly poor air quality and adding more people, more roads, more cars, is not the right path.
642.	karen b	Heber City, UT	
643.	Andrea A	Midway, UT	
645.	Maillet A	Wallsburg, UT	That land is important for the health of our environment. The people that occupy this area are here because of its scenery and open fields. We do not support this type of debelopment
646.	Michele L	Timber Lakes, UT	

	Name	From	Comments
647.	Heather L	Heber City, UT	
648.	Allison K	Heber City, UT	
649.	Anonymous	Midway, UT	We need to protect the North Fields
650.	Liz B	Heber city, UT	It is one of the few last remaining beautiful fields and views in the entire valley ! We need to protect what makes Heber Valley special
651.	Lois M	Deer Mountain, UT	
652.	Patricia B	Heber City, UT	It is in my back yard. I am in Heber to enjoy the views clean air and quiet. Keep the traffic going down Main Street. It is already an eyesore. Why create more chaos where none exists.
653.	Lesley P	Heber City, UT	Preservation
654.	Kristin A	Heber, UT	Because last year I discovered that there are fireflies in the north fields and it was amazing. The planned road goes right through where there were. It would be sad to see it destroyed
655.	GARY C	HEBER CITY, UT	
656.	Bob B	Heber, UT	The north fields is all we have left, don't destroy it
657.	Carrie B	Heber City, UT	
658.	Christine T	Heber City, UT	I want to keep the Valley pristine and beautiful as it is intended to be! I don't want Heber to look like everywhere else in Utah county and Park City! Protect Heber Valley's natural beauty!
659.	Sandra T	Midway, UT	Preserve open space
660.	Kristin P	Heber City, UT	
661.	Renee D	Heber City, UT	
662.	Shauna S	Heber City, UT	
663.	DeAnn S	Heber, UT	I have lots of memories growing up here in Heber that involve family and enjoying the North fields!!! My grandpa Wilson Young had animals in the North Fields along with other family members. The North fields is a place to relax and meditate away from the hussle ans bustle Heber is becoming!!!
664.	Natalie W	Heber City, UT	Protect the valley and the land
665.	Patti O	Heber, UT	
666.	Jennifer J	Heber City, UT	We must stop destroying our beautiful Heber!
667.	Tasha L	Heber, UT	Stop developing the areas that make the Heber valley so great .
668.	Tina M	HEBER, UT	
669.	Mckenzie G	Heber city, UT	Because I live here and those fields are sacred!! They bring beauty and quality of life to everyone who lives here!
670.	Luke R	heber City, UT	

	Name	From	Comments
671.	Lisa H	Heber City, UT	To preserve the beauty and open space of the North fields.
672.	Kathrin S	Heber City, UT	
673.	Matt S	Heber City, UT	I want to preserve the north fields.
674.	Joanie L	Heber City, UT	
675.	Patti H	Heber, UT	Don't ruin the beauty of the Heber Valley!
676.	Keli S	Heber City, UT	It's the most beautiful area in the valley
677.	jacob I	Heber, UT	
678.	Stephanie B	Heber, UT	
679.	Wendy C	HEBER CITY, UT	We Don't want any of the Western Routes! This will just break up existing open space and allow further development for infrastructure that cannot support it. Tapping precious resources, ruining bird migrations and adding pollution.
680.	Michelle S	Heber City, UT	The north fields is what makes Heber so quaint. If that is taken away, just call us Orem.
681.	Amanda A	Heber City, UT	
682.	Jessica T	Heber, UT	It will destroy the green belt and farmers along the proposed bypass near the sewer fields. We need to protect the agricultural sector of our city.
683.	Anonymous	Heber City, UT	Preserving open space and fishing recreation.
684.	Bret R	Hideout, UT	Important to maintain open space.
685.	Rylie L	American Fork, UT	
686.	Doug W	Heber, UT	No water
687.	Corey C	Heber, UT	
688.	Anonymous	Heber City, UT	keep the open space
689.	Christen T	Heber City, UT	Preserve open space. We don't need to pave over our valley. Tunnel under Main Street instead, follow Las Vegas lead and get the Boring Company involved. Develop the new space available as mixed use on Main Street, adding a bike path, stores, apartments and use the impact fees to pay land owners to put conservation easements on their land allowing them to stay agricultural or open space in perpetuity. I think we still have an opportunity to create a better valley for those who come after us to live in.
690.	Sharalynn M	Spanish Fork, UT	
691.	Barry H	Midway, UT	I live in the valley. I want to protect the quality of life and character of the valley.
692.	Melody G	Heber, UT	Almost every citizen wants the North Fields preserved. Putting a bypass road through it will cause damage to this beautiful habitat.
693.	lee m	Heber City, UT	
694.	Ron G	Heber city, UT	Protect our beautiful landscape

	Name	From	Comments
695.	Dale S	Heber City, UT	We live on west side and already have to deal with airport noise and have no control over that.
696.	Dane R	midway, UT	
697.	Scott W	Salem, UT	
698.	Linda D	Heber City, UT	
699.	Lance G	Heber City, UT	The oil companies can fund their own road far away from Heber. We don't want traffic deaths and wild life deaths just for a short cut
700.	Janet J	Heber, UT	Will bring more traffic and destroy beauty of the valley!
701.	Craig L	Heber City, UT	We must preserve those lands and option D is counter to that goal.
702.	Tamara L	Heber City, UT	The only viable option that won't disrupt the quality of life in the valley is the tunnel option. I don't want the north fields destroyed nor do I want a bypass directly behind my house. Everyone who owns a home on the western perimeter of Heber will be adversely affected by the bypass with noise, fumes and potential loss of property value. It's not worth it to save a minute or two.
703.	Lynnie C	Heber City, UT	
704.	Andrea H	Heber City, UT	I live on the west side of Heber and we already deal with the noise of the jets flying in and out of the airport. Having a bypass this close will add more noise and fumes to my neighborhood.
705.	Rebecca A	Salt Lake Cuty, UT	Our family has owned a home in Midway since 1961. We want to preserve the peaceful beautiful surroundings and not have more traffic and noise in our wonderful community.
706.	Bettina G	Midway, UT	
707.	Chani H	Heber City, UT	
708.	Karen D	Heber City, UT	The North Fields are a beautiful and important part of Heber's history and charm. I can't imagine a truck filled bypass ruining the serenity and impo
709.	Jane C	Midway, UT	I love the rural look and feel of Heber valley. Please keep it slow and sparse to maintain the character of our town!
710.	Daniel C	Midway, UT	We need a better alternative solution that doesn't tear up the heart of the valley
711.	Mark C	Salt Lake City, UT	
712.	Stephen C	Cottonwood Heights, UT	We need another solution that preserves what makes Heber Valley a great place to visit/live.
713.	Millie F	Midway, UT	Preservation
714.	Steven D	Midway, UT	Open space

	Name	From	Comments
715.	Brad E	Midway, UT	The western bypass doesn't focus on where growth in the valley will be located for the next 30+ years. If a bypass is done, it should be done to benefit the residents of the valley and not just those passing through for a shortcut.
716.	Elizabeth H	Heber, UT	It ruins the rural feel of our little valley. With so much development going on we need to do all we can to preserve the remaining opening spaces. Cutting across the north fields and midway lane would be horrible for our small town and it's rural roots
717.	Kate J	Midway, UT	
718.	Anonymous	Heber City, UT	
719.	Erik A	Midway, UT	Will never forget the pastoral view dropping into the Heber Valley for the first time 25 yrs ago. May it never change.
720.	Sandra P	Midway, UT	I believe the north fields are special, once there is a highway running thru much will be lost for wildlife and the rural quality of our valley.
721.	Jannett H	Park City, UT	We don't need to build on every square foot of land in Heber. There needs to be a preservation of land. When it is gone it can never be reclaimed. No more roadways through this area. It is the landmark of the valley. Do not destroy it. Life will continue and Heber will survive without a highway through this land.
722.	John P	Midway, UT	Preserve rural open space for our valley!
723.	Lorraine H	Heber City, UT	
724.	Nakita H	heber, UT	Heber is know for its scenic veiws and land. Keep it that way. We dont want to ruin the beauty of the place!!
725.	Carolyn U	Modway, UT	This will destroy the beautiful fields and surrounding area with so much traffic. PLEASE, NO!
726.	Anonymous	Midway, UT	We need to preserve farmland more than we need more roads.
727.	Shannon B	Heber, UT	
728.	Josh G	Heber, UT	
729.	Lola D	Midway, UT	Midway and Heber Valley is home. Conserve our land, protect our resources and preserve our open space especially North Field. Maintain the rural beauty and charm of this valley!
730.	Anonymous	Midway, UT	
731.	Liz L	Heber City, UT	
732.	Marie Annette W	Heber, UT	The North fields need to be preserved. They are part of what makes this county unique and beautiful.
733.	Kel G	Heber, UT	Putting a bypass road through the north fields inhibits land preservation. It has been said by city council that "the most developable land is all along the bypass, where ever it ends (continues on next page)

	Name	From	Comments
733.	Kel G	Heber, UT	<i>(continued from previous page)</i> up being". With that said, it won't just be a parkway but an opening for further development. The community overwhelmingly voted to preserve the north fields and have passed bonds to do so. Those bonds will be worthless if the wd route stays on as an option.
734.	Anonymous	Heber City, UT	
735.	Anonymous	Midway, UT	Preserving open space for future generations.
736.	Foster T	MidwayMidway, UT	That is. Waterway and is beautiful as is.
737.	Janice H	Heber, UT	Remove the western option . This riad will only oysters more development in these beautiful fie l ds and this view and open area will be lost.
738.	Jeff H	Heber City, UT	Please do not put a road like this through the North Fields
739.	Kimberly C	Midway, UT	The North Fields are a priceless treasure.
740.	Anonymous	MIDWAY, UT	The land is a unique, scenic agricultural part of this valley that should be preserved.
741.	Thom W	Heber City, UT	While the By pass is much needed, it shoukd just skirt the west border of Heber City and leave the North Fields as much as possible as the pristine setting that it is.
742.	Brandon V	Heber City, UT	To protect the limited land we have.
743.	Kristin J	Midway, UT	
744.	Anonymous	HEBER CITY, UT	
745.	Elizabeth J	Heber, UT	I walk the North Fields often...they are peaceful, quiet, and support many animals (lots of birds). It would be disastrous to destroy that area!
746.	George "Skip" W	Heber City, UT	
747.	Jen S	Heber, UT	
748.	Derrick C	Midway, UT	Many consider the Heber Valley to be one of the most beautiful valleys globally. By cutting a highway through the valley's center, we lose a large piece of what makes our valley so unique.
749.	Dave P	Midway, UT	
750.	Susan P	Heber, UT	
751.	Diana G	Park city, UT	I lease a horse in north fields , take lessons there and hike along the Provo River. I've seen blue herons, cranes, bald eagles and red tail hawks.
752.	Mary G	Heber City, UT	
753.	Justin G	Midway, UT	
754.	Jodi F	Heber City, UT	I don't want a highway on the Timp side of town. It will take away from the iconic look of town and make us even more of the working town for Midway and Park City. Why not reduce traffic at busy times vs building a highway for more traffic.

	Name	From	Comments
755.	Caroline F	Heber City, UT	
756.	Sara S	Heber City, UT	There are too many other options that are less destructive to the lingering undeveloped land in the area. We as humans don't need to cover every single space on the planet with our destruction.
757.	Sam S	Heber City, UT	The north fields are beautiful and should never have it divided by a highway.
758.	Anonymous	HEBER CITY, UT	Preserve the South and North fields. Our valley is beautiful and peaceful. The east side is where the congestion is coming from, so let's give them the bypass! Both the North AND South fields need to be protected at all costs. We need open space for the preservation of land and animals! Don't destroy this beautiful valley!!!!
759.	Anonymous	Heber City, UT	
760.	Julia B	Midway, UT	The view lifts my heart and elevates my serenity and joy of being!
761.	Anonymous	Heber City, UT	
762.	Terra W	Heber, UT	Highway 40 should stay a highway as it doesnt currently affect our open lands or homes.
764.	Missy M	Heber City, UT	I say NO BYPASS anywhere. It's important to me as a resident of Heber.
765.	Ileana A	Heber city, UT	I do not want to see this iconic open space ruined by a highway. This is what makes this valley so beautiful! Keep hw 40 on main Street, it's mostly a collection of fast food chains anyway
766.	Cheri O	Heber City, UT	We need to preserve open space in our valley!
767.	Kimberley C	Salt Lake City, UT	
768.	Linda T	Heber City, UT	Do not destroy the beauty of the North and South Fields with an ugly highway!
769.	Colleen K	Heber City, UT	
772.	Susie L	Heber City, UT	
773.	Angela R	Midway, UT	Preservation of Heber valley vision
774.	Sailer P	Midway, UT	
775.	Jason R	Heber City, UT	
776.	Cailin D	Heber City, UT	
777.	Scott D	Heber City, UT	This area of the valley is what makes it special, putting a major Highway bypass through this area will forever degrade and change our town.
779.	Amy H	Heber, UT	My horse lives at one of the farms in these fields. We ride around the neighborhood regularly and would not be able to do so if this goes in. It is important to keep the farmlands open for cattle and horses.

	Name	From	Comments
780.	Paige F	Midway, UT	We love living in an area where open space is kept a priority and preserved. A highway will take away the beauty and unique feel of this valley. Main Street is already busy, another highway will only double what already comes though.
781.	MaryAnn C	Heber City, UT	
782.	Josh G	Midway, UT	
783.	John R	Midway, UT	Heber Valley is a hidden gem that is not so hidden any more. Our businesses and major roadways should not infringe on the natural beauty of this spectacular valley.
784.	Amber J	Midway, UT	
785.	Kathleen T	Midway, UT	To preserve the most beautiful area of our valley!
786.	chris e	heber city, UT	it is detrimental to both destroying the integrity of north fields and the town of heber city
787.	Lynne A	Midway, UT	
788.	Wylie L	Heber, UT	This would be devastating. Please make sure this is not an option for those of us who have lived here a long time!
790.	Scott h	Midway, UT	Traffic is bad, but what makes the valley awesome is the rural, agricultural areas.
791.	Keate M	Heber, UT	Property owner
792.	Kerry S	Midway, UT	Keep our county rural
793.	David L	pleasant grove, UT	It is slow going through Heber but there are other routes trucks can take. Not everything needs to be, 'go fast'. This will change the character of Heber.
794.	Jenna S	Heber City, UT	By pass is too late! should've happened 40 years ago. everyone totally screwed the residence on this one.
795.	Alexandra F	Park City, UT	Please remove all options that cut through the North Fields and respectfully request that the City chooses to "Do nothing" and engage the "No Bypass" at all option.
796.	Kristen W	Midway, UT	This will ruin our valley.
797.	Margery C	Midway, UT	The beauty of this area is more important than another by pass!
798.	Rebecca J	Heber, UT	
799.	Katie A	Heber City, UT	The protect the local land. This is NOT necessary!
800.	Barbara H	Midway, UT	
801.	Nicholas j M	Midway, UT	
802.	Reid ⁷ K	Midway, UT	
803.	Karee G	Heber, UT	We love living in Heber Valley because of the open spaces and the north fields. A bypass would destroy that. Also, my husband and I drive down Main Street multiple times a day <i>(continues on next page)</i>

	Name	From	Comments
803.	Karee G	Heber, UT	<i>(continued from previous page)</i> and traffic is not that big of a deal. People make it out to be much worse than it is. Use side streets as often as you can and you can cross the valley easily.
804.	Chelsea N	Heber city, UT	
805.	Jeanette F	Heber City, UT	It will destroy our beautiful town ,we don\'t need a bypass
806.	Shannon W	Heber City, UT	Traffic stinks, but development stinks worse. This beautiful valley deserves to be preserved and open lands, fresh water, and clear skies are way more important than dealing with tankers and travelers.
807.	Chelsea B	Heber, UT	
808.	Katey W	Midway, UT	Keep the peace and quiet and serenity of Midway! This new road would attract development!
809.	Burton H	Heber City, UT	Protect Northfields it's all we have left!!
810.	Shari N	Heber, UT	Keep Heber the quaint, serene, clean, Heaven on earth that it is by preserving the rest of the land. The town will be ruined and so will the wetlands so desperately needed for sustained life of animals and humans. All you\'d be doing is creating another filthy city over time and ruining everything.
811.	Karli G	Midway, UT	
812.	Laura D	Midway, UT	
813.	Del B	Heber City, UT	It would go through my daughters home. It would not diminish the traffic on Main Street at all. To do that, a bypass would have to be on the west side of the valley where all the growth is.
814.	Jesse M	Coalville, UT	Heber and Midway are only their views and culture. This route will not only uproot long time locals but our views will be obstructed by a highway.
815.	Peter G	Midway, UT	
816.	Debora K	Salt Lake City, UT	This beautiful peaceful place is a gem and must not be destroyed
817.	Mitch B	midway, UT	
818.	Steve W	Midway, UT	This open space is paramount to the feel of the Heber Valley and part of what brings visitors each year that contribute to the local economy.
819.	Mildred O	Park City, UT	
820.	Sarah F	Modway, UT	
821.	David G	Heber City, UT	A bypass freeway will ruin the valley\'s treasured views for no reason. Invest a fraction of the cost in improving existing roads. We need planners and traffic engineers who can make Heber streets work, not developers rubber stamps. No bypass road!
822.	Sarah H	Park city, UT	

	Name	From	Comments
823.	Rush H	Park City, UT	
824.	Cheryl M	Park City, UT	Saving green space
825.	Christina H	Park city, UT	
826.	Lizzie L	Park city, UT	
827.	thomas n	Park city, UT	
828.	Julie R	Midway, UT	
829.	ERIC M	Midway, UT	
830.	Luara M	Heb, UT	
831.	Nancy G	Heber, UT	No highway at all
832.	Natosha D	Heber city, UT	
833.	Natalie T	Heber, UT	
834.	Bridget W	Kamas, UT	I grew up in Heber. I've seen it change for the good and also see it changing for the worst. I understand that people love the area but we can't change more than we have. The north fields is the glory of Gods country when you drive down the mayflower and you get the feeling of home inside when you see the beautiful green stretching for acres. Please keep this land protected.
835.	Robert M	Park City, UT	
836.	Craig S	Park City, UT	I love Utah and it's pristine landscapes
837.	Andy F	Park city, UT	Traffic stinks
838.	Barry M	Kamas, UT	
839.	Sheuna K	Midway, UT	
840.	kylie c	heber, UT	Flood zone. Harder for local businesses to be supported.
841.	Ashley D	Midway, UT	
842.	Brynn T	Midway, UT	Because I live here and don't want my small town to turn into the next Utah valley
843.	Stephen B	Heber, UT	
844.	Mark L	Midway, UT	All of the items mentioned. This is not a viable option and doesn't add any value to our community. Many businesses will actually suffer if you move the traffic off main street. You see this every day on 60 minutes all of the time.
845.	Duane T	Midway, UT	We want to keep the charm of our community.
846.	Ron H	MidwayMidway, UT	I want to preserve as much of the fields, wetlands, and beauty of the north fields as possible. Widen 40 to take on more traffic if needed, but don't put another traffic artery parallel to 40 through the north fields.
847.	Ian S	Midway, UT	
848.	Richard W	Midway, UT	
850.	Crystal H	Heber City, UT	The heart of growing up in Heber

	Name	From	Comments
851.	Brian C	Heber City, UT	It would go right by my house. I have small children that I want to keep safe.
852.	Hillary D	Heber, UT	The North Fields are a beautiful open space that need to be preserved. It is the last piece of untouched land in the valley. Please remove the north fields as a bypass option
853.	Pamela M	Midway, UT	
854.	Jeanne F	Midway, UT	
855.	Kymm H	Oakley, UT	We have got to protect our nature now before it's too late!
856.	Sarah H	Midway, UT	It's my home town
857.	Nicole B	Heber city, UT	The North fields are a treasure of Heber, and something that are truly special and unique.
859.	Toni W	MidwayMidway, UT	The open spaces are part of the beauty of thus creating
860.	James K	Midqay, UT	
861.	Michelle E	Cottonwood Heights, UT	
862.	Anonymous	Interlaken Town, UT	No to the road no to more building on Northfields it is the last bit of beauty in this valley.
863.	Stephanie J	Heber City, UT	
864.	Robyn A	Midway, UT	Open Space
865.	Ralph S	Midway, UT	The farmer\'s fields through which this planned will irrevocably change this beautiful and bucolic valley. And for what? This and only this: \$\$\$. To he with that!
866.	Sheila F	Midway, UT	We have too much growth! Not everything is about money! We have wildlife safe walking and biking trails to protect! Enough is enough!
867.	Becky S	Heber, UT	
868.	Jennifer S	Midway, UT	I live on the Midway side and I do not want anything in the N. Fields it is critical to keep them preserved.
869.	Rachel B	Midway, UT	North Fields are wetlands and supply the aquifer.
870.	Charles R	Heber City, UT	The North Fields are an incredibly unspoiled asset to the entire Heber community. Let\'s not spoil them and the quality of life for those living in the area!
871.	Erin K	Midway, UT	I've lived in the valley 22 years and the fields are important part of scenery.
872.	Jhoanna R	Heber City, UT	
873.	Susan C	Heber City, UT	Keep north fields
874.	Brian T	Midway, UT	This would be the biggest change for the worse to come to Heber vallet
875.	Deb S	Heber City, UT	Do not destroy this valley. Keep traffic on 40. Heber should plan and build a town center!!! Businesses on main /40 need the business and the valley does not need the additional traffic

	Name	From	Comments
876.	Larry S	Midway, UT	Keep the rural feel between Midway and Heber
877.	Karla J	Midway, UT	Please DO NOT displace the North Fields. My family goes back to the beginning of Heber City. We need to keep the jewel that it is. Please use another route. This area needs to be saved for my children and their children's future. There has to be another alternative. Please
878.	Gordon H	Hebert city's, UT	
879.	Beau H	Heber, UT	This is a ridiculous plan!! The north feilds is the only peaceful place left in this valley leave it the way it is for the farmers and ranchers!
880.	Kristina B	Midway, UT	Preserve open land!
882.	Michelle m	Heber City, UT	We moved here for the solitude that heber offers. The wilderness and the majestic views and the serenity.
883.	Bambi W	Heber City, UT	
884.	Potter L	Heber City, UT	The north fields are iconic for Heber a crucial part of the view with Midway and Timp in the distance. Please keep them intact.
885.	Thomas T	Midway, UT	
886.	Nicholas Z	Heber, UT	This by pass will be destroying homes in an area that is already lacking sufficient houses for the people who live here
887.	Kristen F	Midway, UT	
888.	Alisha H	Heber City, UT	We need open space
889.	Deborah L	Midway, UT	
890.	Lori H	Midway, UT	To keep the beauty of the valley for generations to come
891.	Karen C	Midway, UT	I love this valley. It is the beauty of the open land, the fields that make it so desirable to live here. Cover that with roads and urbanize it and the charm is gone.
892.	Brian A	Midway, UT	Spoiling an asset for more traffic, congestion, noise, and pollution.
893.	Rachel H	Heber, UT	The North Fields are a beautiful and important part of the Heber Valley. That being said, I don't support a bypass anywhere in this valley.
894.	Christopher B	Midway, UT	
895.	Amy N	Heber City, UT	
896.	Susan W	Midway, UT	Preserving the open space is more important than having less traffic on Main. IMO
897.	Melanie S	Heber City, UT	
898.	Diana V	Midway, UT	Preserve the north fields no bypass please.
899.	Scott B	Heber, UT	
900.	Jaisa B	Provo, UT	
901.	Lindsay M	Heber city, UT	Critical land that needs to be conserved for natural life

	Name	From	Comments
902.	Sonia L	Midway, UT	Save our valley
903.	Charlotte R	Coalville, UT	I used to live there. These open fields are one of the reasons this area is so quaint and lovely. This road will just make it a typical rat race city. Yes resources do run out. Yes this is to high of a price for the environment to pay.
905.	Richard G	Heber City, UT	Because the madness of development and destroying the exact thing that brought us here is insane.
906.	Michelle R	Midway, UT	
907.	Kristin C	Heber City, UT	Changing the pathway of the bypass is very important to me for the following reasons: Preserve wildlife Preserve the beauty of the valley Preserve the north fields Protect the value of my home Keep traffic, noise, and pollution away from the back of my housing development
908.	Diana F	Heber, UT	
909.	Karen P	Heber City, UT	To keep the Heber Valley beautiful and with open spaces not huge bypass roads
910.	Clifford C	Midway, UT	
911.	Anonymous	Heber City, UT	I want to preserve the open spaces in this valley.
912.	Jill Feigal F	Midway, UT	The valley is losing its rural character with houses filling up the fields The north fields are the last vestage of what makes Heber Valley special not just another crowded Amrican suburb. Please dont put a highway through the north fields.
913.	Rob F	Midway, UT	Why are we making it easier for trucks to go through the valley?
914.	Kay C	Midway, UT	I want to keep our open space and this would encourage more development
915.	Taylor J	Midway, UT	No Bypass at all!
916.	Polzer J	Heber City, UT	
917.	Camille P	Midway, UT	
918.	Kristine T	Heber City, UT	The north fields are so beautiful and our town with its many businesses will be effected. It totally takes away from the beauty of the valley and many farm lands as well as animals... please do not'
919.	Linda S	Heber City, UT	I found this valley 27 yrs ago after moving from Vt. I wanted rural, and it was then. NOW Heber city and Midway are way over developed. All we need now is to ruin what we have left by a bypass. Keep these tankers off Utah highways, at least tandem ones, and make them drive 25 miles an hr through heber and in right lane only.

	Name	From	Comments
920.	Gail K	Midway, UT	I can't even believe that ruining the North Fields could be an option. There are so many reasons this is a terrible idea, I could not list them all. Just know that this is wrong, wrong, wrong.
921.	Dylan G	Midway, UT	The valley is going through a transition period and what we do now will greatly affect our future. We need to prioritize open space and not efficiency through the valley.
922.	Michelle S	Midway, UT	Preservation of open farmland is critical at this point in time. Much more so than another road. Managed responsible growth is important. You only get one chance to do it right. The new by pass road should be located away from Heber Valley, and in a corridor that does not destroy critical habitat for local residence and wild life. Please look at moving the road to the east of Heber, and the Jordanelle, starting farther south of the town itself.
923.	Brendon S	Heber City, UT	
924.	Anonymous	heber, UT	
925.	Lee Ann b	Heber City, UT	Will ruin north and south fields
926.	L N	Midway, UT	
928.	Judy H	Heber, UT	I live on the west side and this is not feasible for our community and economy
929.	Shirley S	Heber, UT	I've grown up in the valley since I was a kid. One of the most peaceful and beautiful sights to see is the Northfields as you enter the valley. Leave the Northfields alone it is home to many animals, and much needed agriculture. Stop destroying the valley!
930.	Blanca C	Heber City, UT	
931.	Aaron H	Midway, UT	This brings the constant stream of semi trucks right to the doorstep of my house, and my neighbors homes in our peaceful River Meadows neighborhood. This is the exact opposite reason we choose to live here.
932.	Nicole G	Heber, UT	
934.	Rosalie S	Heber, UT	The area of North Fields is beautiful. Do not ruin it with traffic.
935.	Scott S	Tremonton, UT	If there is a road put through the north fields it will be over developed like the rest of the valley
936.	Debra A	Heber, UT	Put it on the west side the tankers go that way anyway. The north fields are one thing this valley has left that doesn't need touched
937.	Perdue P	Heber City, UT	As I come down the hill from Park City or Kamas the north fields is what I see first. Peaceful and beautiful. We need to preserve it.

	Name	From	Comments
938.	Melissa S	Heber, UT	This would be so rough on the rural areas of Utah. These areas are a great place for runs, for quiet evenings sitting in the front of the house looking at the beautiful views. And great areas for the children to learn to ride bikes, dogs for walks. This would increase the noise level of our home, which is one of the best things about living here. The views and the quiet. Our family has worked hard to live exactly where we do for all of these reasons and this bypass will ruin some of the best things
939.	Dee Dee T	Midway, UT	Keep Heber/Midway open lands and not mess it up with more building and transportation issues. Keep open space!
940.	Craig P	Midway, UT	North fields property owner
941.	Shelly E	Heber City, UT	
942.	Shana W	Heber, UT	We raise cattle in the north fields and this spot is very important to our family. The road would go right through and ruin it all.
943.	Seth P	Heber City, UT	The North Fields is a beautiful place that we love taking our kids to. If a major roadway is built through there it will ruin it. It is definitely one of the places in the valley that needs to be left alone!
944.	Brinnlie B	Heber, UT	
945.	Anna D	Heber, UT	Heber city has for some reason become a place for everyone else to move to and destroy the valley. We locals do not need more hardship based on move ins opinions.
946.	Lexi S	Heber city, UT	It's historical land
947.	Jeri B	Midway, UT	Please please we need to preserve what little we have left of rural Utah. I love seeing these fields everyday on my drives and rides. Consider anything else but using this beautiful pristine land.
948.	Kray M	Wallsburg, UT	
949.	kaitlyn s	Heber, UT	The north fields is all Heber has left that isn't all houses compacted together. The north fields is what Heber was like before everyone started building and ruining the real Heber
950.	Mitchel S	Midway, UT	Because those fields preserve Utah's open space and farmers income
951.	Tristi R	Heber City, UT	
952.	Mary Anne T	RIVERDALE, UT	Bird refuge to many varieties. Open land in Heber needs to stay.
953.	Audrey H	Heber city, UT	Don't want to lose the beautiful valley Need multiple options through town not one that doesn't even cater to half the valley. Most residents wouldn't be served with that route.
954.	Lawson P	Heber city, UT	
955.	Paden A	Heber, UT	
956.	Diane A	Saint George, UT	

	Name	From	Comments
957.	William R	West Valley City, UT	
958.	Joan P	Heber, UT	We don't need a Highway through the "Last Best Place" in Wasatch County. Many people enjoy the Open Space that the North fields provide. Please don't ruin it with your bypass highway.
959.	Daidre A	Vernal, UT	Wildlife thrive in that area. And its so beautiful and untouched by humans. Protect the water and wildlife, haven't we taken so much space already.
960.	Anonymous	Midway, UT	It will only hasten the environmental and community destruction of the Heber Valley. I don't mind the traffic. I'll mind the noise, pollution, and development that will be accelerated by this option.
961.	Norma J	Kanab, UT	This corridor is one of the most beautiful in the state. A line has to be drawn on development somewhere.
962.	Cameron W	Midway, UT	Keep the road closer to 40.
963.	Kacy K	Lewiston, UT	We need OPEN GREEN SPACE for our state, that is MANAGED properly! If everyone sells it to the highest bidder for the biggest buck, when we need it to grow FOOD for the masses, clean AIR, or feed the MEAT... It will be gone to foreign countries.. Get real people..
964.	Stephanie N	Midway, UT	This is the most beautiful open space in the valley, and critical wildlife habitat. Please don't ruin it with a bypass!
965.	Ginny T	MidwayMidway, UT	I've spent the past 15 years in the northfeilds, almost daily. The northfeilds are the heber valley's air conditioning system. The valley is cooled and warmed by the water that flows beneath the ground. I have watched as just a few homes have been built and the disruption it has caused. The northfeilds are not only beautiful, but they help keep our valleys temperatures stable. They ensure snow in park city, much like the great salt lake, they are part of our weather system... and putting a hot asphalt road through them with pollution will slowly destroy the winter climate that we have left. In the winter we will no longer have thf beatific fog and ice that people travel yo photograph and in the summer we will not have the cooling temperatures that help us cool our valley. The northfeilds are critical to how this valley functions. Birds are also a concern. There are countless birds that use the northfeilds as a migration stop, feeding on bugs and such on their way through. Hawks of all kinds can be found year round, eagles, shore birds, I'm constantly amazed at the species that I see flying through. Cattle farmers also should have a say in this road. These Feilds have historically been used for grazing cattle and raising grass hay. Most of the cattle raised in the northfeilds is sold and shipped together by farmers to Omaha where the best beef in the country is sold... who new it came from <i>(continues on next page)</i>

	Name	From	Comments
965.	Ginny T	MidwayMidway, UT	<i>(continued from previous page)</i> Heber! These farmers have been raising cattle for generations, together, working with one another in a co op. This freeway will destroy this very heritage, one of the founding crops of this valley and doing so send more founding families looking for homes outside this valley or state. Traffic is not a local problem, as a local I know how to navigate. Main Street can and should stay busy. If people don't want to drive through our Main Street... they can take another route. Heber needs a solution for Heber. The vast majority of the trucks on the road are oil rigs... I would much rather subsidize moving these oil refineries or helping with a pipeline then expanding our freeway at the cost of the northfeilds.
966.	Mark S	Sandy, UT	To many people moving in and destroying the beautiful ecosystem in Ut. Have you tried to go to a National Park lately?
967.	Chistopher N	Midway, UT	
968.	Julie G	American Fork, UT	I am against the over development of our resources. Leave Heber Valley alone.
969.	jan r	OGDEN, UT	It makes no sense to conserve water only to build huge apartment complexes where more and more water will be used. As the Great Salt Lake is drying up and no one seems to have a workable idea to salvage it, we can't afford to lose any more wetlands. Please leave the Heber North Fields free of any sort of construction.
970.	Peter B	Heber, UT	Last vestige of open space in this valley i've called home for almost 40 years
971.	Jeanette S	Sherborn, MA	
972.	Melanie H	Bountiful, UT	It is on of the most beautiful valleys. There is also not enough open space anymore. Developers are destroying it all. It's impotant to preserve what little is left.
973.	Carma I	Midway, UT	
974.	Joan W	Berkeley, CA	
975.	Josh H	Bountiful, UT	Conservation
976.	Heather M	Slc, UT	The Heber Valley is beautiful and peaceful. Keep our small towns small. Not every city needs to be a metropolis.
977.	Perry L	Magna, UT	Lets slow people down instead of bypassing all of Heber's businesses
978.	Amber H	Salt Lake City, UT	
979.	Cindy A	Heber, UT	UDOT needs to stop destroying UTAH! Too much development in Heber valley will choke hold the area. It's already out of control, but the greasy palms of UT gov't <i>(continues on next page)</i>

	Name	From	Comments
979.	Cindy A	Heber, UT	<i>(continued from previous page)</i> want growth and development at any costs. If we don't preserve it today, it will be over built tomorrow, lost and gone forever.
980.	Bette Jo C	Midway, UT	Please do not put busy highway through North Fields. Those fields are what make Heber/Midway such a beautiful place.
981.	Lindsey M	Midway, UT	Preserve the sprawling fields and open space of the valley.
982.	Sue G	Midway, UT	
983.	Hough J	Heber, UT	Let's get this road finished asap!
985.	Stevie C	Midway, UT	It's such an issue. I want a walkable and pleasant main street but I also don't want to see more massive development and the beautiful farm land that's left be ruined.
986.	David L	Midway, UT	
987.	Julie K	Heber City, UT	We can't willingly destroy the beauty that makes this the Heber Valley. Once gone, we will never get it back.
989.	Paul C	Midway, UT	
990.	Barbara C	Heber, UT	Because I live near there and it is some of the last open space left in the area. With the climate change heating up it is important to keep large swaths of grass to help reflect the heat. Not absorb it. Plus the area is home too many critters.
991.	Rob L	Midway, UT	
992.	Elizabeth S	Sandy, UT	
993.	Clark M	Provo, UT	Lucerne, willows and rustic barns are what made Heber Valley beautiful not highways, sub divisions and parking lots. Society always forces the negative consequences of growth onto its vanishing countryside.
994.	Sandra C	Park City, UT	We need to preserve the open space.
995.	Brady P	Heber City, UT	We need to preserve the north fields. It's the gem of the entire valley and one of the few spots left without a paved road and a bunch of homes.
996.	Heath P	Heber, UT	
997.	Anonymous	Heber City, UT	
998.	Rachel P	Heber City, UT	It would ruin my neighborhood!
999.	Linda W	Midway, UT, UT	I live in midway and object to this highway. I mind through our valley.
1,000.	Warren R	Midway, UT	To preserve the character and open space and heart of the Heber valley
1,001.	Sarah T	Park City, UT	Supporting my Heber and Midway friends who say no to this! Plus I spend much time hiking and biking down in that area and know how precious those fields are.
1,002.	Anonymous	Midway, UT	The eco system of our valley will be ruined if the North Fields are not protected.

Name	From	Comments
1,003. Anonymous	Roosevelt, UT	My family lives in this area and it's one of the last lovely places in Midway/Heber City. The area is rapidly becoming overdeveloped. Please conserve the open lands.
1,004. Josh P	Midway, UT	
1,005. Kaitlyn M	Midway, UT	
1,007. Tisa C	Sandy, UT	Quit destroying our lands.
1,008. Charlene J	Midway, UT	
1,009. Dawn P	Park City, UT	
1,010. Giselle B	Park City, UT	
1,011. Merrill L	No, UT	Preserve the beauty of heber valley
1,012. MaryAnna A	Taylorsville, UT	My family and I love this area for recreation. We would be so disappointed to see this area developed for road usage and the inevitable home development that comes with it. Additionally, the large agricultural presence in the Heber Valley is something we should be trying to preserve not diminish. This area is already seeing more traffic than normal and the addition of roads would lead to it becoming another high populated mountain town with little appeal for which it was originally and currently coveted for.
1,013. Lowell Y	AF, UT	My family settled that area and I hate to see it all developed it's much nicer as Fields
1,014. Alexis T	Herriman, UT	
1,016. Brayden S	Delta, UT	
1,017. John W	Midway, UT	
1,018. Cody H	Provo, UT	Leave heber the way it is, leave open spaces untouched
1,019. Ben A	Heber City, UT	
1,020. Chanse P	Heber City, UT	
1,021. Nancy S	Moab, UT	One of the last open fields of Wasatch County!
1,022. Kenneth R	Lehi, UT	
1,023. Keno M	Heber CityHeber, UT	
1,024. Sydnie O	Heber City, UT	
1,025. Stephen M	Midway, UT	
1,026. Bray R	Heber City, UT	Because these lands belong to all beings that habitate the land not just those who speak to destroy nature's eco system that will ultimately diminish the richness of the land here in Heber Valley!
1,027. Lindsey K	Heber City, UT	
1,028. Cathy L	Heber City, UT	Want the north fields left intact. No highway, no development[?][?]
1,029. JanaRae G	Francis, UT	

Name	From	Comments
1,030. Greg O	Heber City, UT	The beauty is irrecoverable! That gorgeous vista will never return again.
1,031. Bill M	Daniel, UT	The north fields are the Crown Jewel of Heber Valley. Putting a bypass through the Northfields would permanently degrade the standard of living in Heber Valley. There are other options that would be much more palatable to the citizens of Heber Valley.
1,032. Darci G	MidwayMidway, UT	
1,034. Tatum C	Heber city, UT	The north fields are an amazing part of the community for citizens jogging and walk through to get some fresh air.
1,035. Georgia B	Great Falls, VA	To preserve the natural beauty of this site for future generations.
1,037. Sarah G	Provo, UT	As stated, this land is sacred, scenic, historic, ecologically vital and agriculturally important.
1,038. Scott C	Midway, UT	Trading the North Fields for better traffic flow in Heber is a fool's errand. Traffic will not improve, and we'll lose forever the rural nature of this valley.
1,039. Carolyn W	Salt Lake City, UT	
1,040. Russell L	Heber City, UT	
1,041. Phyllis S	Heber City, UT	
1,042. Mary Anne k	McLean, VA	It's very important to preserve the natural beauty and open land here and throughout the country. There are plenty of developments and roads once built there is no reversal. We must also preserve and respect the wildlife inclusive of the wetlands and all areas. It's so easy for us to rely on the rain forests to stress how important it is that they not be developed and destroyed. Or to document how elephants and other animals are being destroyed by poachers. The US has do its part too. This area needs to be preserved.
1,043. Seija S	Midway, UT	
1,044. Meredith S	Heber City, UT	The north fields contain critical wetlands and are truly what make this valley special. Additionally, putting a bypass in such an environmentally sensitive area will do terrible things to the Provo river.
1,045. Angie V	Heber, UT	
1,046. Brayan martin A	West Jordan, UT	
1,047. Shelby F	Heber City, UT	
1,048. Stoddard D	Heber City, UT	
1,049. Jennifer L	Arlington, VA	Be an example for what is right. Preserve open space and conserve your most precious resource. You can never reverse the inevitable damage that will be done after ground is broken.
1,050. Barbara S	Sandy, UT	We need to preserve open land and take care of the envirement

Name	From	Comments
1,051. Susan M	SALT LAKE CITY, UT	Has the Heber Valley is pristine and beautiful and cutting through these fields would be a tragedy
1,052. candie b	heber, UT	
1,053. Trevor S	Taylorsville, UT	
1,054. Monica L	Heber City, UT	
1,055. Ali P	Kearns, UT	
1,056. Aimee S	Taylorsville, UT	My family has property that I would hate to see taken away.
1,057. Lara P	Kamas, UT	
1,058. Kevin S	Salt Lake City, UT	It is the only part of the valley that is pristine and reminds me of the Heber I love.
1,059. Kymber B	Heber City, UT	
1,060. Victoria R	Midway, UT	
1,061. Bryant S	Heber, UT	The Heber Valley is my home and the North Fields are the Crown Jewel of the Valley. If UDOT is allowed to put a highway through the North Fields it will forever alter the valley for the bad.
1,062. Stacey H	Midway, UT	
1,063. Alexander W	Wanship, UT	
1,064. Marianne R	Grantsville, UT	We have spent so much time up there while our family was growing up. We need to preserve some land instead of building more homes and businesses
1,065. Andrea J	Midway, UT	It's important to preserve the rural heritage and quality of life for residents.
1,066. Dallas B	Heber city, UT	Keep the fields for wildlife and the beauty of our county safe.
1,067. Anonymous	Heber City, UT	We do not need this! If we don't build the Bypass, it could add 20 30 minutes to your commute while going thru our town during peak hours. So what? I say NO to the Bypass! I rather wait in traffic than disrupt the beautiful open area.
1,068. Catharine W	Heber City, UT	Please respect the open space of the North Fields. The area is an important environmental ecosystem. The North Fields open area, beautiful ecosystem, and agricultural beauty should be allowed to remain as a example of mankind respecting the benefits of open space for generations to come.
1,069. Lois S	Millcreek, UT	We love the beauty and tranquility of this Valley. Would hate to see this area taken over with busy roads and commercialism.
1,070. Patty S	Heber City, UT	The beauty of the north fields is unmatched and what makes Heber so distinct from other sprawling communities. It should be preserved, remain unspoiled. Kept from The clutches of 'progress'....it is a reminder Of the great, hard working settlers of this valley.
1,071. Jennifer L	Draper, UT	

Name	From	Comments
1,072. Stanley W	Heber City, UT	I want to preserve the wetlands and the beauty of the Provo river area.
1,073. Erika K	Heber City, UT	
1,074. Nate K	Heber, UT	We need to preserve the rural nature of the valley and running a major road through one of our last remaining open fields is unacceptable
1,075. Chris K	Heber City, UT	
1,076. Lindsay C	Lehi, UT	It takes away from what's most beautiful about Heber! Also would probably effect some peoples homes who don't want to have the bypass run too close to their peaceful home. People have paid a lot of money to have their home away from what you are proposing.
1,077. Jolene S	Heber City, UT	
1,078. Mathew S	Heber City, UT	
1,079. Theron G	Wallsburg, UT	
1,080. Stefani G	Wallsburg, UT	
1,081. Jenn H	Los Angeles, CA	I visit this area quite often
1,082. Marjory T	Richfield, UT	
1,083. Mower N	Heber, UT	Is the North fields represent the desired lifestyle of the people living in the Heber Valley! The people that live here want to continue to see open areas with horses cows and wildlife. That is the reason we moved here!
1,084. Jill L	Park City, UT	We need to preserve this open space.
1,085. Camila H	Midway, UT	
1,086. James G	Heber City, UT	
1,087. Yuri M	Heber, UT	Too beautiful to get rid of.
1,088. Brytnee U	Sandy, UT	
1,089. Levi B	Midway, UT	North and South Fields are a gem! They are irreplaceable and it's irresponsible to decimate the wildlife habitats, Provo River pollution and agricultural lifeline of our city!
1,090. Thaylene R	Midway, UT	Roads through the N fields would destroy the character that defines and distinguishes the Heber valley
1,091. Mark R	Midway, UT	
1,092. Anonymous	Heber City, UT	because it needs to stay just as it is
1,093. wayne s	Murray, UT	
1,094. Alysha W	Lehi, UT	One of the main draws of that area is the small town, country feel. Don't ruin it with road and traffic.
1,095. Diane H	Holladay, UT	This is a beautiful valley that should keep as much agricultural land as possible!

Name	From	Comments
1,096. Tracy L	Heber City, UT	<p>UDOT has not followed due process or completed Comments close today at midnight. Constructive comments include anything related to how UDOT has not followed due process, has not completed the appropriate impact studies, risk to the Provo River restoration project or not adhering to local desire to keep the historical and rural nature of this land intact. the appropriate impact studies. The options through the North Fields pose substantial and irremediable risk to the Provo River restoration project and do not adhere to local desire to keep the historical and rural nature of this land intact. See, the 2019 Heber Envision 2050 General Plan survey results. The North Fields are the crown jewel of what is left of the Heber Valley's open space and years of community supported measures, both fiscal and otherwise, have been enacted to preserve the North Fields. The western option D was inserted arbitrarily by UDOT without community vetting. Let the traffic go down Main Street. Why should a handful of residents who live on the 40 or developer entities on the city council have a greater influence than the 96% of the surveyed citizens who responded with an overwhelming desire to preserve the North Fields.</p>
1,097. Patsy M	Sandy, UT	<p>I am a fly fishing guide on the Provo River and our community of guides understands the negative effects that this bypass will have on our fishy and the ecosystem. Please do not destroy the home of hundreds of species and the solitude that the North Fields brings to many anglers.</p>
1,098. Rebeca G	Millcreek, UT	
1,099. Matt H	West valley, UT	<p>We don't need more roads, we need more fields and nature</p>

July 22, 2022

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

Subject: Heber Valley Corridor Screening Report Comments

Dear Heber Valley Corridor EIS Team:

As Mayor of Heber City I appreciate UDOT's current comment period to evaluate the Level 1 Screening Criteria, Evaluations, and Results Summary. I am also the longest serving member of Heber City Government and have eight and a half years of experience in Council meetings, discussions, & votes.

I believe it is critical now to *realistically* examine the Level 1 Screening Criteria of 'Allowing Heber City to Achieve its Vision' to ensure a clear definition, as well as reevaluate its impacts on 'Travel Time' and 'Valued Places Impacts,' and proposed routes in the 'Level 1 Screening Results Summary.'

My comments intend to first show the nebulous definition and incompatibility of Level 1 Screening Criteria given Heber City Council actions and their resulting effects on Level 1 Screening Results Summary; as well as the internal conflicts within the Level 1 Screening Criteria that were used to evaluate the previous or currently proposed Parkway routes.

Second, I will also explain how there are many City Council votes and Citizens actions that should eliminate Proposed Routes WB3 & WB4 in the Level 1 Screening Results Summary; and support Proposed Route WA1.

1- THE LEVEL 1 SCREENING CRITERIA OF 'ALLOWS HEBER CITY TO ACHIEVE VISION' IS NEBULOUS AND INTERNALLY INCONSISTENT AND SHOULD BE REDEFINED FOR CONSISTENCY AND CLARITY; THEN REQUIRE REEVALUATION OF THE 'LEVEL 1 SCREENING RESULTS SUMMARY.'

A consistent definition of 'Allows Heber City to Realize Vision' would allow UDOT to reevaluate the rankings of the previously proposed routes given in 2021; as well as other routes to this point.

To my knowledge, UDOT has never formally asked the entire Heber City Council to approve any definition for the 'Allows Heber City to Achieve Vision' screening definition. There

has never been a formal discussion or vote from the entire City Council on what this Screening Criteria really is.

Therefore, I submit these concerns on this criteria's nebulous definition and its application in the Level 1 Screening Results Summary.

Also given the current inconsistency of this Criteria's definition, the Proposed Routes of WB3 & WB4 should receive different rankings from what's currently listed in UDOT's Level 1 Screening Results Summary.

I will begin these concerns using the "Appendix H, Responses to Alternatives Comments" at: <https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2022/06/HVC-EIS-Alternative-Screening-Appendix-H-Responses-to-Comments.pdf> :

"Increased traffic is incompatible with the vision expressed in Heber City's adopted plans for their historic downtown" (pg. 7).

-In the last 6+ years, the Heber City Council has consistently discussed that the downtown should become a 'destination location.' If this is really the Council's goal, then the City definitely *needs* tourism traffic on Main Street and Downtown area.

-Proposed Routes WB3 & WB4 would prevent a significant number of tourists from visiting the downtown because Main Street would *not* be the County's main throughfare north to south.

-UDOT Traffic Studies show that Proposed Routes WB3 & WB4 would displace significant amounts of tourism and pass-through traffic thus permanently hurting the 'destination' goal for downtown.

-Only proposed route WA1 puts tourism traffic on Heber City's north and south doorsteps, thus allowing tourists to easily enter and enjoy our Main Street and revitalization efforts.

-Also current tourism and pass-through traffic does contribute to Main Street being the economic driver for all of Wasatch County as this traffic stops, shops, and dines. This is shown by US 40/Main Street being a very high area of sales tax collections in Wasatch County. Tourism and pass-through traffic must stay on Main Street for Heber City to realize its 'destination' goal as well as continue being the foundation of Heber City's economic base.

-Heber City's own approved development also increases traffic projections for the downtown. This rate of growth is not decreasing, and UDOT verifies such in Appendix H, pg. 7 saying: "The growth anticipated with future development **in northeast Heber City** exceeds the 2050 projections."

-The Heber City Council willingly approved annexations and upzones *at the same time* as planning for the Downtown Revitalization. The Heber City Council has *never* officially voted to

decrease Main Street traffic. For the last eight years the Council's main concern was getting **diesels off of Main Street**; not tourism/pass-through traffic. Again, to my knowledge from the last eight years, there are no official studies or Council votes to decrease tourism traffic on Main Street. This is not part of Heber City's Vision and should not be part of the Level 1 Screening Criteria 'Allows Heber City to Achieve Vision.'

-Heber City itself needs to work on increased, accessible parking and mobility in the surrounding blocks around Main Street to become this 'destination location,' but *not* by supporting proposed routes WB3 & WB4.

-I recommend that UDOT reevaluate this Level 1 Screening Criteria for proposed routes WB3 & WB4 given Heber City's realistic 'destination' goals needing tourism traffic in the Downtown.

-UDOT & Heber City must realize that Proposed Routes WB3 or WB4 alternatives will perpetually hurt Heber City's efforts to capture tourism & pass-through traffic.

-Also Proposed Routes WB3 & WB4 will likely be widened at some point in the future because of high growth projections. The proposed routes WB3 & WB4 will continually be under tremendous development pressure. If UDOT increases access to proposed routes WB3 & WB4, or access to the UVU Campus as on previously proposed routes, it will further decrease Heber City's ability to reach its 'destination' goal and be a main thoroughfare for tourism traffic.

-Given these concerns and if UDOT does not want to consult the entire Heber City Council on what 'Allows Heber City to Achieve Vision' definition should be, then I recommend that the Level 1 Screening Criteria of 'Allows Heber City to Achieve Vision' ranking for Proposed Routes WB3 & WB4 on the Level 1 Screening Results should be reevaluated and **assigned a different ranking than the 'YES' that currently shows.**

There is more. These next comments are also based on the Heber City's Downtown Revitalization Plan at: <https://envisionheber.com/GeneralPlan/HeberCityGeneralPlanAPPENDIXONLY.pdf> ; pgs. 3-35; with a Summary listed on page 5 focusing on the goals of wider sidewalks, center medians, pedestrian refuge islands, architecture elements, & bike lanes.

Again, from Appendix H cited above:

"Heber City's vision criteria are focused on **protecting valued places** and historic buildings along Main Street and avoiding alternatives that would preclude Heber City from achieving their vision for Main Street (which includes **wide sidewalks, pedestrian crossings, and a reduced speed limit**) as expressed in adopted plans.

“Increased traffic on Main Street has disrupted the traditional feel of Heber City’s downtown and has led to increased **noise and pedestrian safety** concerns.”

-I discussed with Rob Clayton and Craig Hancock at the Heber/UDOT Quarterly Meeting on July 20, 2022 that Heber City’s Main Street will likely **keep** the four lanes of traffic. This is also used in the traffic modeling studies. Realistically, it is **not** possible that Heber City would reduce Main Street traffic lanes for ‘wider sidewalks or bike lanes’ as part of its vision criteria. This also means that **noise will not decrease** either. This again shows internal inconsistency within this criteria definition.

- Heber City would also need to take parking *off* of US 40/Main Street to allow for bike lanes since narrower sidewalks would also **decrease** current pedestrian safety. This would also prevent local or tourism traffic from parking, shopping, and dining in the Downtown blocks. Again showing further inconsistencies within this screening criteria definition.

-Actually ‘wider sidewalks and bike lanes’ in the Downtown could be done on East-West roads such as 300 N to 300 S, as well as 100 East, 100 West, etc. These bike lanes and trails are **already planned for** in the City and County’s Trail Master Plan and should also not be a factor in this screening criteria definition.

-In fact, Heber City is already planning for a central Heber bike/pedestrian trail going east to west from 1200 East to Main Street then to the HVRR/County Fairgrounds. This will provide greater pedestrian and bike mobility to and around Main Street thus meeting the criteria of bike lanes, walkability, connectivity in the Downtown Revitalization Plan and City/County Master Trail Plan. Again, UDOT’s criteria of using wider sidewalks and bike lanes to eliminate any previous Bypass/Parkway Alternatives on Main Street should be reevaluated based on a clearer, consistent definition of ‘Allows Heber City to Achieve Vision.’

-Also, UDOT and Heber City should realize that the goals of walkability, wider sidewalks, and bike lanes in the Downtown Vision of Main Street actually conflict with other Level 1 Screening Criteria of traffic mobility based on (somewhat) shorter travel times. Heber City cannot have it both ways. There is currently an underlying conflict between the three criteria of ‘Allows Heber City to Achieve Vision,’ ‘Travel time of US-40’, and ‘Southbound Queue Length of 500 North’ given current evaluations on the Level 1 Screening Results Summary.

-If Heber City really wants walkability, wider sidewalks and bike lanes **on Main Street**, then this will likely **increase** the current projected ‘Travel Time on US-40’ estimates on the Level 1 Screening Results Summary, especially if Heber City can achieve its ‘destination location’ goal (yet only with tourism traffic).

-Thus, the current screening criteria definition of ‘Allows Heber City to Achieve Vision’ is not internally consistent or realistic. It is nebulous with internal conflicts, as well as conflicting

with the 'Travel Time on US-40' screening criteria and potentially with the 'Southbound Queue Length at 500 North' screening criteria.

-UDOT should consult with the entire Heber City Council in an open meeting to discuss and refine what the 'Allows Heber City to Achieve Vision' definition is and then reevaluate its rankings/projections to the proposed route alternatives.

-Heber City actually needs the currently Proposed Route WA1 to **get diesels off of Main Street, without the frontage road on the west side of US Highway 40 north of 800 North**. ***Only the currently proposed route WA1 without the west side frontage road has the potential to take diesel traffic off of Main Street, but not the high amount of tourist/pass-through traffic that proposed routes WB3 or WB4 definitely will.*** As said above, Proposed Route WA1 will allow tourism traffic to easily access the City's Downtown destination.

Also, at the Utah Transportation Commission meeting held in Heber City, May 26, 2022, the diesel traffic projections from the Uintah Basin are remaining constant even with the new Railroad Connection from Myton to Carbon County. Senator Winterton, with his extensive trucking background, also tells me that diesels will take the **shortest** route even if a Parkway/Bypass road is built within Wasatch County.

-Given this, if a proposed Parkway/Bypass road is built and becomes US Highway 40 allowing Heber City to gain jurisdiction over Main Street, the City will need to pay for major infrastructure improvements to discourage diesels from using Main Street since current pavement strength allows continued diesel use per federal standards. At some point Heber City might consider closing down part of Main Street to discourage diesel traffic; yet UDOT has not modeled this potential option in any of its current 'Travel Time on US-40' or 'Southbound Queue Length at 500 North' in the 'Level 1 Screening Results Summary'. This traffic modeling should be done and the Level 1 Screening Results Summary should be reevaluated with updated projections.

-This new traffic modeling and times could affect the number of lanes needed in any proposed Parkway/Bypass routes off of Main Street. It would also show the definite need for highway level speeds on Proposed Route WA1 as well as overpasses and flyovers thus limiting traffic lights on this route. It also shows that adding stop lights on Proposed Routes WB3 & WB4 or more accesses will only increase travel times.

-I hope UDOT would see there is a significant way *now* to realize Heber City's Downtown Revitalization Vision, plus protect and enhance safety for pedestrians & improve bike mobility. UDOT could install pedestrian refuge medians on US 40/Main Street without waiting for the future Parkway/Bypass road. This is definitely needed to achieve Heber City's vision of revitalization, mobility, walkability, and pedestrian/biking safety. These pedestrian refuge medians would lower traffic speeds on Main Street **where needed** to protect pedestrians and bikers.

2- HEBER CITY COUNCIL ACTIONS AND CITIZEN ACTIONS SHOW A NEED TO REEVALUATE THE RESULTS FROM THE LEVEL 1 SCREENING RESULTS SUMMARY BECAUSE OF THE ‘VALUED PLACES IMPACTS’ AND ‘ALLOWS HEBER CITY TO ACHIEVE VISION’ SCREENING CRITERIA.

Referring again to the point on page 3 of the Envision Heber 2050 General Plan, “Heber City’s vision criteria are focused on **protecting valued places...**”; hence **what are the official ‘valued places’ that Heber City Council and Citizens have consistently voted on?**

Here is a record of official votes taken by Heber City over the last several years that show the ‘valued places’ they want to protect. These votes show the City Council’s commitment to protect the North Fields from development as a ‘valued place’ according to 4(f) property standards.

1- The Annexation Policy Plan

-Approved by Heber City Council on September 4, 2018 in Ordinance 2018-42. This majority vote is shown on pg. 7 at: https://heber-ut.granicus.com/DocumentViewer.php?file=heber-ut_8edc3e7b-f7c4-4c3d-8aea-cf9a446e6a6a.pdf&view=1 Vote on keeping “buffer zone between City and surrounding cities...” is on pg. 6. An important point of Annexation Policy Plan was to keep the North Fields out of Heber City’s annexation boundary area, except for the originally planned route of Bypass Road proposed in Route WA1 *without* the west side frontage road north of 800 N Main Street.

2- The Vote on the City/County MOU for the Annexation Policy Plan at:

https://heber-ut.granicus.com/DocumentViewer.php?file=heber-ut_8edc3e7b-f7c4-4c3d-8aea-cf9a446e6a6a.pdf&view=1; pg. 5. MOU with County kept the North Fields as A-20 zoning except for the east side of the originally planned route of the Bypass shown in proposed route WA1.

3- The 2019 Unanimous Vote to Adopt the City’s New General Plan called Envision Heber 2050 at:

<https://envisionheber.com/GeneralPlan/HeberCityGeneralPlan.pdf>

There are **15+ pages** referring to the protection of open space & the surrounding agricultural lands which provide buffers and the unique identity and heritage of Heber Valley and Heber City. There are **only 7 pages** in the Envision Heber 2050 General Plan on Downtown Revitalization. Thus over and over again the General Plan and Heber Citizens stood for the protection of historical agriculture within the North Fields first. This is an award-winning

General Plan that took months of public input to decide and finalize. See the following quotes from the General Plan:

Pg. 3:

“The General Plan is the primary tool for guiding the future of Heber City. It contains the community’s goals and policies on character and design, land use, **open space and the natural environment**, business and economics, neighborhood vitality, transportation and growth. It shapes the physical form of the City, yet it also addresses other aspects, such as community services, **protection of sensitive lands** and the character of neighborhoods and the community.

The General Plan provides a guide for day-to-day, short- and long-term decision making. Heber City’s General Plan has three interrelated roles:

- It is an expression of the community vision, aspirations, values, and goals;
- It is a decision-making guide; and
- It fulfills State legal requirements.”

Pg. 6 (pg. 1 in Plan page numbers.)

“Heber City is located in a beautiful rural setting, but the growth that is being planned in areas beyond the community threatens the values that residents hold dear. **They value open space, the rural atmosphere and the small town feel.**”

Pg. 10 (pg. 5 in Plan page numbers)

“Heber City is nestled in a green valley, **brimming with historic agricultural uses, the beautiful Provo River**, and unmatched views of the Wasatch Mountains. **Our residents value this beautiful and unique setting and are committed to preserving its character while growing and nurturing our City.**

Together, **we desire to:**

- **preserve the beautiful open lands that surround us;**
- create friendly neighborhoods and centers that focus homes, jobs, shopping, and recreation into places where we gather and interact regularly;
- enhance and strengthen downtown—the heart of our community; and
- grow, promote and diversify our recreational opportunities.

By focusing our growth in specific areas, we foster a vibrant community and **a quiet countryside**—a place residents and visitors alike will **enjoy for generations to come.**”

Pg. 12 (or pg. 7 on Plan page numbers)

“Open Space & Rural Character

“Heber City draws a clear distinction between what is city and what is country, maintaining a distinct city that is **surrounded by open land, valuable for its beauty, ecology and agricultural function.**”

“Principles:

1. Heber actively works with neighboring communities and Wasatch County on strategies to implement the permanent protection of farmlands, natural open spaces, and rural character, to keep the distinct separation between communities.
2. Heber City will work with the County and surrounding communities to create permanent farm and mountain land protection through such mechanisms as conservation easements and partnerships.
3. Heber actively clusters development to focus growth and protect remaining open land from dispersed development.”

Pg. 16 (or pg. 11 on Plan page numbers):

“What do Heber Residents Value?

In addition to basic values, there were also a number of big ideas that rose to the top after hearing from residents at the workshop and reviewing online feedback.

Six big ideas were identified:

1. Open Space/Rural Character Preservation (*The first one.)

The desire to preserve open space and Heber’s rural character is not a new idea, but it was a loud and clear message, especially in regard to the North Fields. As the City and its residents contemplate open space preservation, they will need to acknowledge that property owners possess a “bundle of rights” that run with the land, including development rights, based on their zoning classification. Permanent open space preservation involves employing many strategies, including moving development rights and building them elsewhere, selling development rights, exchanging open spaces, conservation easements, zoning for large agricultural parcels, etc. Many of those strategies require both a voluntary seller and a funding source, likely a public one.”

Pg. 17: (or pg. 12 on Plan page numbers)

6. Small Town Character (Even as We Grow) Heber residents want to maintain a small town feel even as the City grows. The following encourages small town feel:

Separation: open lands surround the town, so it remains distinct from nearby communities.

Pg. 18 (or pg. 13 on Plan page numbers):

“Industries most important to Heber’s future? (Top 3)”

- Recreation and tourism
- Agriculture
- Tech/research & development

Preferred approach to conserving the North Fields?

Almost half want to permanently protect the North Fields by purchasing land or development rights, and there’s a lot of support for maintaining 20-acre zoning.

77%: In addition to precluding development on steep slopes, **significant open space is permanently preserved** by clustering development in town centers.

Components that best define “small town”

- 1. Unique character**
- 2. Separation (open space between communities)**
3. Gatherings/gathering places

% that prefer scenarios C/D, featuring centers & open space, to address the following values and goals:

78%: small town feel

78%: goals for open space

77%: goals for preserving views & scenic beauty

Pg. 19:

“Heber residents embrace a future that preserves its open lands and creates vibrant centers for living and working.”

Map on Pg. 23: Shows North Fields remaining A-20 with no development pressure or higher densities.

Pg. 26:

Shows Agricultural Preservation Zone for the North Fields, keeping the A-20 acre zoning and only allowing “Dairy, grazing and grazing supportive crops with a homestead. Agricultural areas provide separation between communities.”

Pgs. 54-57 (or pg. 49-51 on Plan page numbers) Section 6: Open Space and Rural Character.

“Open Space and Rural Character Vision Heber City draws a clear distinction between what is city and what is country, maintaining a distinct city that is surrounded by open land, valuable for its beauty, ecology and agricultural function.”

“Guiding Principles

1. Heber actively works with neighboring communities and the County on strategies to implement the permanent protection of farmlands, natural open spaces and rural character to maintain distinct separation between communities.
2. Heber will work with the County and surrounding communities to create permanent farm and mountain land protection through such mechanisms as conservation easements and partnerships.
3. Heber actively clusters development to focus growth and protect remaining open land from dispersed development.

“The North Fields provide a strong rural feel when coupled with the mountainside on the east side of US 40. ...To the east are views of large open spaces featuring farming and ranching functions. West of the airport, large open fields create a desirable separation between Heber and other communities. Retaining a sense of being a distinct community— not allowing the typical blending of communities that occurs in suburban areas—is a goal that Heber residents embrace.”

“Community interest in open space preservation is focused on the North Fields, maintaining separation between communities and the mountainsides. An open space system that includes those areas, as well creates open space corridors using the creeks, canals and utility corridors, could help retain the open feeling that the community has now. **Much of the currently visible open space is a result of views of the surrounding mountains, agricultural fields and wetlands, all of which may slowly disappear unless actively preserved.**”

“**Creating ordinance incentives for farmers to continue their agricultural livelihood,** such as density transfers, clustering, and preventing residential encroachment, can add help achieve preservation goals.”

“Separation—maintaining open space between Heber and surrounding communities—is the second most important feature that defines “small town” for Heber residents (according to a recent survey completed as a part of the City’s visioning process). **Residents want to preserve larger open spaces that provide a rural feel and promote a distinct identity for each community in the Heber Valley.**”

Pg. 57 – **Map showing Planned Open space through agricultural preservation in the North Fields.**

Pg. 63 – **Map showing NO trails planned for in the North Field in the County Master Plan trails map.**

Pg. 73 – **A Map showing NO City roads or new Bypass Road planned for or approved in the North Fields; only keeping current gravel county roads.**

Pg. 82-83 Summarizes & reinforces key points above.

The Envision Heber 2050 definition of Open Space is different than UDOT’s definition that open space requires public access. UDOT should instead use Heber City’s General Plan definition which wants Open Space to maintain standards of beauty, ecology and agricultural function (see pg. 7 of General Plan, actual pg number). Because UDOT seems to be using Heber’s Downtown Revitalization Plan standards in its ‘Allows Heber City to Achieve Vision’ screening criteria, so it should also use Heber’s definition of protecting Open Space and evaluate Proposed Route Alternatives from the basis of ‘beauty, ecology, and agricultural function’ from its General Plan’s definition.

Also the many references in the General Plan, etc., show that the Heber City Council does value surrounding agriculture lands, i.e. North Fields, as 4(f) historically significant areas.

4- The Vote on the City/County MOU on Wasatch Open Lands Board and appointment to Board at:

https://heber-ut.granicus.com/DocumentViewer.php?file=heber-ut_6ae836d6-ec03-457b-9ea3-d499232121de.pdf&view=1 pg. 15, with a unanimous vote of Council. City provided appointment to new Wasatch Open Lands Board since 2019. See MOU agreement at:

https://heber-ut.granicus.com/MetaViewer.php?view_id=1&clip_id=507&meta_id=44097

5- The vote to approve a Conservation Fee to buy development rights in the North Fields in North Village Overlay Zone (east of Highway 40):

Go to: http://heber-ut.granicus.com/DocumentViewer.php?file=heber-ut_99f61af7d389d0b7c9ed2ac00ade1512.pdf&view=1 ; pg. 7 for City Council's NVOZ approval vote.

Go to the actual NVOZ code which lists a conservation fee to protect the North Fields agricultural fields through purchase of conservation easements at:

https://heber-ut.granicus.com/MetaViewer.php?view_id=1&clip_id=888&meta_id=80625 ; pg. 19 under Section 2.1: "Such agreements may include North Fields preservation requirements or the payment of fees for open space/agricultural land preservation. ... All development/ERUs may be subject to a negotiated preservation fee paid at the time of recording of any plats...."

-All NVOZ annexations have a negotiated conservation fee payment of \$2500 per ERU at this time.

-There are also more Countywide votes to protect the agricultural heritage within the North Fields, etc., with the Open Space Bond Money vote, etc.

To Summarize:

-The Level 1 Screening Criteria 'Allows Heber City to Achieve Vision' has never been formally vetted or approved by the entire Heber City Council in a public, formal way.

-The Level 1 Screening Criteria 'Allows Heber City to Achieve Vision' is nebulous and internally inconsistent based on UDOT's own Appendix H comments and Heber City's Downtown Revitalization plan.

-The Level 1 Screening Criteria 'Allows Heber City to Achieve Vision' conflicts with other screening criteria 'Travel Time on US-40' and potentially 'Southbound Queue Length at 500 North.'

-The current use of Level 1 Screening Criteria 'Allows Heber City to Achieve Vision' definitely conflicts with the City's Revitalization Plan to continue and increase tourism traffic to the Downtown.

-The current use of Level 1 Screening Criteria 'Allows Heber City to Achieve Vision' definitely conflicts with Proposed Routes WB3 and WB4 and takes away significant tourism traffic from Heber City's downtown thus must be given different rankings on the 'Level 1 Screening Results Summary.'

-UDOT should not only redefine & reevaluate the Level 1 Screening Criteria 'Allows Heber City to Achieve Vision' but all resulting rankings on the 'Level 1 Screening Results Summary.'

-Proposed Route WA1, minus the west side frontage road north of 800 North Main Street, *increases* the possibility of removing diesel traffic from Main Street, and *keeps* tourism traffic close to Heber City's downtown to reach City's 'destination location' goal.

-UDOT must consider highway speeds, overpasses/flyovers, and limited access in order for diesels to use the Proposed Route WA1.

-UDOT must reevaluate traffic modeling, traffic times, & additional lanes needed for Proposed Route WA1 given potential future actions of Heber City to close part of Main Street to ensure diesels use Route WA1; as well as high growth projections.

-UDOT should accept the Heber City Council's many official and public votes to protect the surrounding historical agricultural areas, their beauty and ecology per the Envision 2050 General Plan & its open space definition, and citizen's majority public opinion.

-Finally, UDOT should realize that these official Council, County, and citizen actions show that the surrounding agricultural areas are 'Valued Places' according to Screening Criteria and according to 4(f) properties; thus the Level 1 Screening Results Summary for Proposed Routes WB3 and WB4 should be reevaluated accordingly.

Thank you for your time and consideration.

I look forward to continuing this discussion and collaboration for the future Parkway/Bypass road.

Sincerely,

Heidi Franco

Heidi Franco

Mayor, Heber City

75 N Main Street

Heber City, UT 84032

hfranco@heberut.gov

To Whom it May Concern:

I have been a resident in the Heber Valley now for over twenty-one years. I love this valley. I, like many, have become frustrated at traffic that is now on our main street. Growth is inevitable and I have learned to adjust to the new Heber traffic; although, by any means this does not mean I like it. When all the talk began about creating a bypass road I also thought, yes we need something. As I have come to look at everything I have realized that a bypass road will affect many residents in the Heber Valley not for the better all to help reduce traffic on Main Street and cut maybe five minutes of drive time.

I live at [REDACTED]. All of the alternate bypass routes show the bypass coming right behind my home following the canal to Southfield Rd. I am still struggling to understand this since I currently only live a block off of Highway 189. I really wish someone could tell me why we can't just use the current highway that does not have homes on it and then cut over to Southfield Road. Right now the speed limit on Industrial Road is 25 mph, there is currently one stop sign at intersection, the new proposals all show putting in at least a 4-way lighted intersection here. This concerns me deeply regarding safety. I have watched the intersection just down the road on Highway 189 and Pangea Circle. I wish I had numbers (I am hoping UDOT does) of the number of accidents that have occurred at this intersection since it was put in. I see them more frequently than I would like and I constantly tell my new teenage drivers to be particularly careful at this intersection. Now I learn that we will be unfortunate enough to have a very similar intersection right next to our property with the new bypass plans. Last year we had a car crash through our fence and enter into our backyard. If this happens with one stop sign and a speed limit of 25 mph, how much more likely are the odds for more cars to enter my backyard when the speed limit is increased, traffic is increased and a busy intersection is added? I am concerned for my families safety. There is also a park just across the street from us that will be put in the same situation, not to mention the house located behind us that will have to be demolished. How is this acceptable when there is already a highway, Highway 189, quite literally a block away already? Some of the routes show getting rid of the this current section of 189 and just having the new highway run down 1200 S. I wish someone could tell my what is the purpose of this, getting rid of a section of highway to bring it in closer to residential area. I cannot understand this.

I never realized that adding a bypass road would come at such a great expense to many residents of the Heber Valley, including myself. I love the west side of Heber, it is beautiful, I love my home. I hate the thought of putting a major road through such a serene area. I cannot imagine that up to 18 families might lose their homes to put a road in. I do not know what is worse losing your home or having a highway stuck behind you. My home is a two-story home with the bedrooms on the second story. No sound barrier will prevent the noise from coming to our second story. My beautiful view will become a scary, noisy highway. I will always be worried about the safety of my kids and pets living in such a high traffic zone. I realize that these concerns are not worth much when you are looking at alternative traffic routes, but are changing people's livelihoods and demolishing homes worth the five minutes saved on Main

Street? If the bypass road has to be done, again I ask why can it not use the current Highway 189 instead of cutting over on 1200 S?

I hope the safety of bringing a major intersection into this residential area will be heavily looked upon.

Thank you for the opportunity to share my concerns,

Linsey Loveland
Concerned Heber Valley Resident

Daanna Reeves

Heber City, UT

84032

SALT LAKE CITY UT 840
22 JUL 2022 PM 2 L



Heber Valley Corridor EIS e/o HD
2825 E. Cottonwood Parkway, Suite
Cottonwood Heights, UT 84121

94121-708450



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Heber City, UT 84032
801-243-9447

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

Dear Heber Valley Corridor Planners,

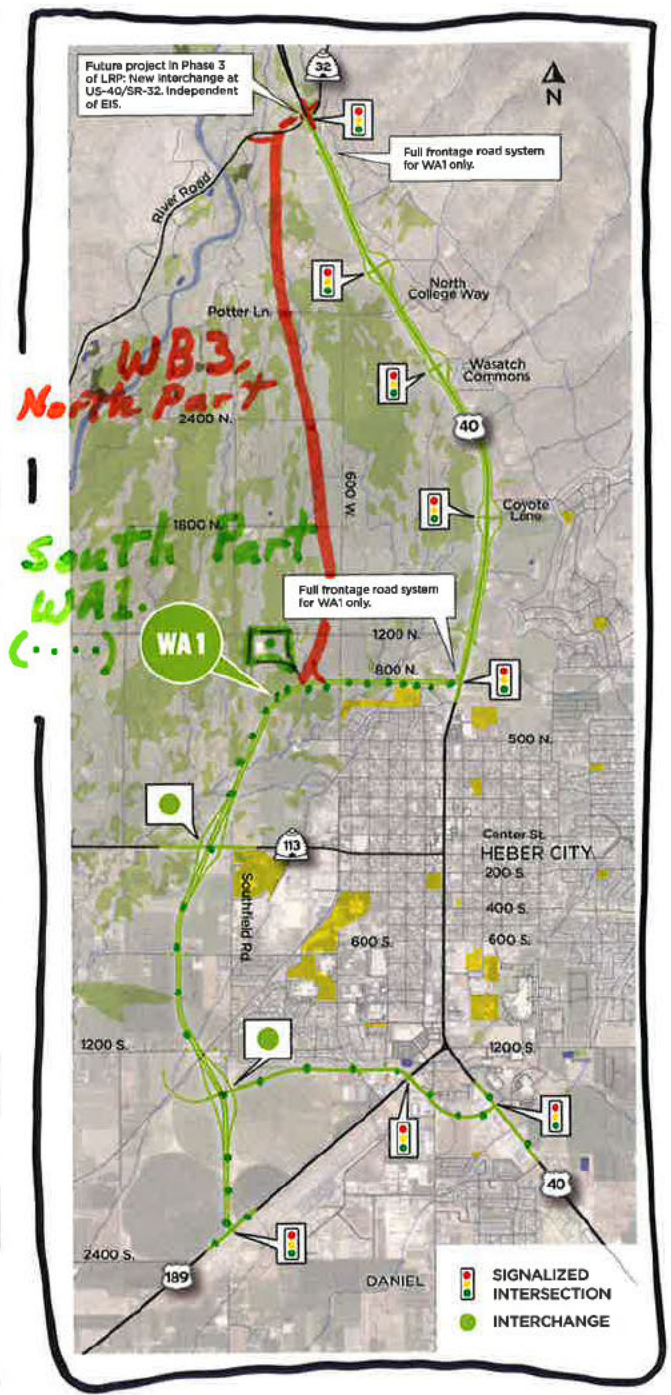
I find enclosed a combination of Heber Valley corridor ideas on one map to make a good alternate traffic route.

This plan will accomplish many things. It will create a smooth clean bypass with interchanges which reduce traffic accidents, road congestion, road damage, and pollution. Roundabouts and signalized intersections increase pollution, congestion, and accidents.

To remove a direct line of an existing road to change the flow to make it more cumbersome would not help our community (shown on WB2 and WB4).

When the north part of WB3 is combined with the south part of WA1 a clean easy route is created that helps not only truckers, but our whole community. Existing roads remain in place with easy access through Heber City Main Street. Road damage, pollution, and accidents should not increase ~~with our~~ with our areas continued increase of population and traffic.

Sincerely,
Deanna Reeves
Deanna G. Reeves



To: Utah Department of Transportation
Fr: Nancy Otoole- Midway City, Utah
RE: Heber Valley Corridor summary report

The Purpose of the NEPA scoping report is to uncover technical and environmental issues that bring significant and negative impacts and consequences to each option being considered. It is intended to indicate problems in each option that can result in its failure as a viable choice in the Heber Valley Corridor, otherwise known as “the bypass.” UDOT began with 23 possible remedies to our overcrowded Main Street. In various ways these have been scaled down to 5, all on the West side of town and impacting the North Fields.

The challenges to the desirability and sensibility of the options to be located on Heber’s West side are related to the subjects of aquifer recharge and other water issues, municipal sewer property and legally protected habitat that replaces similar areas lost to earlier, much larger projects such as the Jordanelle Dam and the Provo River Corridor.

UDOT stated that all of the East side options failed due to technical issues and that none diverted enough trucks off Main Street. We note that you did not connect Rt 189 from its junction with US 40 to the East side options as you consistently did for all of the West Corridor iterations. That is odd, given that there is already a significant road way from the Rt 189/ US 40 junction to Mill Road, the best existing East side option.

“The eighteen that failed because they were not reasonable and practicable, they did not support local or regional mobility or Heber Vision for a historic downtown or impact to key resources were to great compared to other similar alternatives.”

Mobility, the efficient movement of traffic across town on either side of Main Street, will be dependent upon the design of the new route, the attractiveness or ease of use of the access points and how well trucks can move on the alternative routes, not whether it is East or West of US 40.

Heber City’s Vision for our down town will not be damaged more by East or West options. What will aid or injure our down town businesses and access to our town’s center is the availability of parking and how inviting the north and south entrances to a bypass are. If the entrances from US 40 are right angle turns, and the access from Rt 189 is a convoluted series of cow paths Main Street will remain crowded.

Impacts to key resources, we believe, refer to water issues, our ability to safely dispose of our sewer plant solid waste, and the potential for wet land destruction both as part of the building process and as a result of winter road salt use and industrial spills over the future decades.

I would like to the east side options failed on key resources and why the west side and north fields options are seen as viable and even desirable.

The council on Environmental Quality Regulations and Guidance defines “reasonable alternatives” as those that meet the project’s purpose and need and that are technically and economically feasible. This is determined during the level one screening. There are three primary reasons why an alternative might be determined to be “not reasonable” and thus eliminated from further consideration.

First: The alternative does not satisfy the purpose of the project, Second: an option is not practical or feasible from a technical and or economic standpoint and and using common sense. Third: An alternative that is duplicate of another and gives no other extra benefit to be considered.”

East Side options collect through traffic from US 40 east of town at Mill Road, roughly a mile east of the Rt 189 stop light. It would then carry traffic north out at the edge of the built up part of town, skirt our cemetery and join US 40 somewhere west of 500 N, well beyond the Smiths complex of businesses. Traffic from Rt 189 comes north through the existing light, moves east on 1200 south to Mill Rd, turns left onto the new bypass and avoids Main Street completely. The opposite pattern carries traffic around Heber as it moves from the West to points East and South to Provo. Everyone living East of Heber Main Street will naturally use this as a more direct, less crowded route to where the vast majority of Heber City’s expansion is and will continue. For transport and tanker drivers it is the easier route to rejoin US 40 and continue on their way.

This reduction in traffic on Heber's Main Street will not be achieved by any of the West side options. It will not take the east side residents off Main Street and it may not lure the truckers away from downtown.

With respect to the second point above, practicality, economics and "common sense", on the West side there will have to be a new road pushed through the businesses between US 40 and the airport, southwest travel to where ever the bypass turns North, issues with the Sewer District fields, maybe a bridge over the Heber Valley Railroad. This will require a total new road build from US 40 around to Rt 113. North of Rt 113 begins the impact upon wetlands, stream crossings, and the further North it is taken the more of this sensitive aquifer recharge zone is affected. It can be done. It may or may not be more expensive than the Eastern options.

There is no clear option left to us now. At this point we must select the option that does the least harm to our valley, to our water issues, and is the least interfering with the Provo River Corridor protections. Water recharge, already down by nearly 30% from 20 years ago, must not be adversely impacted. What is left of our valley's wetlands and habitat can not be rebuilt somewhere else. It is here. It must remain here.

The Clean Water Act, section 404(b)(1) guidelines was used during two aspects of the screening process. First, to eliminate options that were not practicable due to limitations of technology, logistic and high costs. The second one was to potential impacts to wetlands. To achieve compliance with section 404(b)(1) UDOT the alternative selected in the ROD must be the least environmentally damaging practicable alternative.

Below I have brought up many points and concerns I don't think UDOT gave enough consideration to in the preliminary evaluation and level one scoping.

In the initial Early Scoping Summary Report in November 2020, (530 pages) you initiated agency coordination with the ACE, U.S. EPA, U.S. Fish and Wildlife Services and the Division of Wildlife Resources. We know of a virtual meeting where UDOT representatives gave a short presentation. No city or county engineers or staff participate in this Zoom meeting. Why did you not included local agencies that have expertise with this issue and location? Why is there no experts to inform the public and municipalities of problems our representatives have with each option. I read the minutes of all the supposed stakeholder meetings and no local agencies attended. They will wait and participate during the EIS process.

Below are important points made by locals with expertise on specific issues, mostly through submitted letters.

- Crossing at grade: All west side options must cross the Heber Valley Rail Road. This will be an issue because the trains move very slowly. This will stop traffic. Rail speed is 25 mph.
- Frequency of train scheduling and length of trains, number of cars, will continue to grow. In 2020 our Rail Road sent 600 trains carrying 120,000 people across South Fields Road.
- The Heber Valley Railroad requests any future road/railroad crossings be separated, especially for a high volume, high speed road way. This means Bridges. More than likely the road will have to go over the rail due to insufficient track length or ROW for rail to go over the road. Visual impact will be significant for train guests. They look forward to an unobstructed view.
- Our Railroad is frequently used for filming and brings revenue for RR and community.
- A nonmotorized use trail is being built within the Rail Road right of way, beginning at the Soldier Hollow Chalet and ending at the Heber Valley Railroad depot. The current South Fields Road is speed limited to 35 MPH. As it stands, this trail crossing will be reasonably safe, with good visibility for both drivers and train engineers. Any higher speed highway, used specifically by truck traffic, will need intentional engineering measures to ensure safe crossing for trail users, unless the highway passes over the Rail Road and trail on bridges.
- Line of sight needs to be 1 to 1.5 miles for RR engineers, especially with trail users in the ROW once the Railroad trail is built.
- Wetland impacts will be an issue in any option passing through the North Fields. There are over 750 acres of wetland, streams, riparian areas and wet meadows within the affected area. Building what amounts to a massive dike upon which to construct the new Bypass will interrupt the surface and subsurface movement of water. The result will be a reduced local aquifer recharge rate and loss of what are now wetlands all along the "downstream" side of this road way. The lush meadows will dry out, just as many meadows that used to be inadvertently watered by the old, quite porous irrigation ditch system that served the valley until it was replaced

with concrete canals and pipelines in 2000 dried up. As an example go and compare the north side of Rt 113 west of Heber with the south side of it. Except right around the creeks that flow under bridges or through culverts, the land immediately south of what we call Midway Lane is now dry ground requiring irrigation.

- What is known as the Sewer Farm, the area our County Sewer Treatment facility sends it's solid waste to, was purchased with federal funds. It is not available, nor is it permitted to build anything within this property. There are no plans to change the operation or location of the sewer fields.
- This Northwest quadrant around Heber City includes sensitive high value aquatic resources, springs which are difficult to mitigate. They are not replaceable.
- This well-watered area is home to or is a stopover point for rare or endangered plants including Ute-Ladies-Tresses and animals such as the Columbia spotted frog, northern Goshawk, yellow-billed cuckoo and many other migratory birds. A solid, deep dike, needed to support the weight of a major highway, cuts the subsurface flow of water and will result in less recharge and a drying out of the area adjacent to the highway.
- A letter from Utah Reclamation Mitigation & Conservation Commission dated June 2, 2020 stated "they and BOR oversee 1,500 acres of land in Wasatch County adjacent to the Provo River between Jordanelle and Deer Creek Reservoir. This property is known as the Provo River Restoration Project. The land was acquired, and the Provo River restored through this corridor as partial mitigation for fish and wildlife impacts from the Central Utah Project." Our valley has seen the results of a complete sealing of irrigation water into concrete or clay canals and pipelines. Every time we dike, pipe or otherwise disrupt and impede the flow of surface water across our valley floor we reduce our aquifer's recharge ability. In this time of ever increasing water scarcity anything that limits our valley's ability to replenish its subsurface water must be counted as a critical issue and weighted heavily to the negative.

- The Reclamation Commission also stated "of particular concern are direct impacts to wildlife and water quality. Impacts from motorized transportation can extend beyond 0.5 miles from roads. Stormwater and associated runoff from the future highway may pose water quality concerns to the Provo River and surrounding watershed. The antifreeze, oil, salt and fuels that will be dribbled onto any West side by pass will swiftly get into the wetlands adjacent to the roadways.

- In the final Environmental Impact Statement for the Provo River Restoration it tells us "...purposes are habitat restoration, biodiversity, and fish and wildlife conservation. The public areas along the Provo River between the two reservoirs will be managed under baseline conditions as a natural resource area, with primary recreational uses consisting of angling and other low impact pursuits."

- The U.S. EPA letter states if the West Corridor is selected as the final option new road construction has the potential to impact the hydrology, water quality and wildlife habitat of the creek and other resources. Completely identifying sensitive areas in the project zone and accurately defining them is necessary for best possible selection among the many possibilities.

- Main Street afternoon peak traffic use by vehicle type reports 92% of traffic is private vehicles, pickups, vans, cars and motorcycles. This means largely local traffic. Most of the development is on the East side of Main Street. Therefore, most local traffic will still be using Main Street to turn East. This negates much of the hoped for reduction in traffic. We note that there are currently 5 stop lights that will be missed as a result of a West side alternative routing. On UDOT's maps there will need to be at least 6 full stops including one for the train and it's nonmotorized trail companion on a West side bypass. These are not shown as such on the chart, but must be included for citizen safety.

- At a Stakeholders meeting in August 2020, in the preliminary traffic information it is stated that most of the vehicle trips that pass through Main Street and Center Street are internal to Heber City and the valley (50%). At present about 30% of the traffic is just passing through the valley. This is expected to drop to 25% by 2050.

When the Basin oil and gas rail road removes the tanker traffic from US 40 we will see a significant reduction in heavy truck traffic passing through Heber. Truth be told, we do not want to see a major reduction in "Pass Through" traffic of a vacationing family sort. And if we open up access to the eastern side of the valley via an East Side bypass we will remove far more 'local' vehicles from Main Street than a West side bypass ever will.

To me, the decision to have all of the final options West of Main Street and through the North Fields brought the Department of Transportation Act of 1966 Section 4 (f) into play. When you have five choices and they are all environmentally damaging it is not reasonable to pick the least disastrous out of the five and call it a good choice.

Here are the concerns I felt were not recognized in the preliminary and level one scoping procedures other than the stockholders comments.

The Heber Valley aquifer (HVA) is defined as Class 1A aquifer. This means its considered pristine and has met the drinking water standards. HVA consists of both alluvial fill and bedrock that has a well-connected fracture network and little separation between alluvial and bedrock units.

The total recharge of the aquifer from precipitation, infiltration, mountain front, unconsumed irrigation water and subsurface inflow from consolidated rocks is 78,639 acre-ft/year. Discharge from the aquifer which includes, evapotranspiration, seeps and surface water, wells and subsurface outflow to consolidated rock is 101,256 ace-ft/year. This indicates a deficit of 22,617 acre-ft/year. This confirms the results from testing of ground water wells by USGS. Eleven out of twenty two wells indicate that water levels in the aquifer are in a significant downward trend. The groundwater travel time through the aquifer can range as high as 24 feet per day and as low as 3 feet per day. Based on the information compiled for the groundwater transient time for groundwater to cycle through the aquifer based on estimated flow velocity is 30 to 40 years. Flow generally runs north to south and the North Fields acts like a huge sponge, enhancing the slow filtration of surface water into deeper ground water and the aquifer. This allows for pollutants to remain close to the surface and not enter the aquifer. A freeway with so much impervious surface area changes subsurface water motion. It speeds up water flows during a storm event. It adds motor vehicle related pollutants and road salt to the waterscape. It slows the general flow due to the dike affect of the highway base compaction, allowing pollutants to enter the aquifer at a much faster rate. What is now clean drinking water, or pure irrigation water, will certainly be adversely affected by limiting the flow of surface and subsurface water and by the inevitable contaminants that will come off the new road.

The State of Utah code specifies that a pristine aquifer that maintains drinking water quality should be protected as such. "Class 1A groundwater will be protected to the maximum extent feasible from degradation due to facilities that discharge to ground water." I worry about where all the stormwater from the roads going to be diverted to? Will it all be piped into our sewer treatment plant? And how do you replace all that rain and snowmelt that should be working its way into the aquifer as it is now?

My concern is for groundwater contamination of our aquifer. For clarification, surface water includes any freshwater that is sent into wetlands, stream systems and lakes. Groundwater moves underground slowly from rainfall and snow melt and seeps into an aquifer of consolidated or unconsolidated rock.

Wasatch County Health Department (WCHD) had an updated groundwater study done on septic systems in Wasatch County in 2020. Testing was done around septic systems and USGS wells to test the HVA for water quality standards and specific contaminants (metals). I will only report on the testing of the aquifer but note that there is a direct correlation from testing septic systems and groundwater aquifer testing from USGS wells.

Total Dissolved Solids (TDS) - Identified statistically significant upward trends in TDS in four wells consistently sampled for the aquifer as a whole.

Nitrate- (N) Identified statistically significant upward trends in nitrate in three wells consistently tested by USGS wells. This can be from run-off from a stormwater event or agricultural practices.

Phosphorus- (P) or Total Phosphorus (TP) Allowable for rivers and streams is 0.05 mg/L or Parts per million (PPM). The average measure value of total phosphorus in the HVA is 0.06 mg/L. Slightly above the allowable.

Chloride – (Cl) Most common source of Chloride is from road salt. Average Cl concentrations for the HVA is 29 mg/L, well below the EPA standards but with an upward trend in Chloride in six wells consistently sampled by USGS for the aquifer as a whole

Summary of water quality for the HVA is mixed. It still meets the standards for a Class 1A aquifer but statistically significant upward trends were found for TDS, nitrate, phosphorus and chloride.

Last but not least is the soil profile of the North and South Field area. An article in the Wasatch Wave in 2000 summed up the soils in the area by saying “the hydric soils of the north fields provide severe limitations to development with potentials for shrink and swell, high seasonal water tables, low to moderate bearing strength, and slow permeability.”

Kovich soil series are poorly drained soils with a shallow water table. Substrate extends up to 60 inches and water capacity is 7 to 8 inches deep. Water table depth is 20 to 40 inches. Soils you find on a flood plains. Not good for road building.

Crooked Creek soil series are also poorly drained soils, with clay, loam mix and very slow permeability. The substrate can extend to 70 inches or more. This soil is mainly in seeps areas on alluvial fans with a shallow water table. Poor road fill, potential for high shrink and swell and moderate bearing strength. No good for roads.

The challenges to building a freeway in the south and north fields can be overcome. Engineering has come a long way. We can dry up wetlands and divert stormwater away from the recharge area left in the fields after construction. We can mitigate environmental impacts. They will be significant. Water Rights from the Morse Decree (Provo River decree) of 1921 are complicated. This decree dictates water rights from the Provo River. It took many years in the courts to settle all the claims for water and how much each stakeholder had. Any Bypass route that is on the West side of Heber will have water rights/ownership issues to deal with. Water rights will have to be addressed in the EIS if this moves forward.

What is the point at which cost, technical difficulties, mitigation and water rights becomes too much to overcome? At what point does it become unjustifiable? At what point does hammering a roadway through become an unsupportable option? By the time this freeway is built the cost will be close to a billion dollars. Our aquifer will be greatly impacted and our beloved north fields will be forever changed. All this to save six minutes of travel time from River Road/Highway 40 to the intersection of Rt 189 is just too high a cost. Let's use the money for bus services, trails from the east side of Heber to downtown. Buy properties adjacent to Main Street and provide parking for local business customers. Promote electric bike rentals. If we make 1st West and 1st East attractive to local traffic and engineer safe exits and entrances to main street we reduce the load on Main Street itself. The Basin Railroad has just been given the green light from the forest service to build a railroad and will transport oil and gas by railcar, eliminating most big tanker trucks. The County and City can partner with Summit and Utah Counties to partner with us to bring public buses into the picture. All of these things will aid in managing traffic. All of these must be included in the conversation before we plow forward with this latest options to choose from.

Respectfully Submitted,
Nancy O'Toole
Midway City, Ut



Comments on Heber Valley Bypass Alternatives

Trudy Simmons [REDACTED] >
 To: Heber Valley EIS <hebervalleyeis@utah.gov>

Thu, Jul 21, 2022 at 8:40 PM

Submission by Dan and Trudy Simmons to UDOT EIS for the Heber Valley Corridor

July, 2022
 Dear UDOT:

We respectfully take this opportunity to address UDOT's process issues that have occurred in choosing and presenting the five Heber Valley alternatives termed WA1, WB1, WB2, WB3, and WB4.

Our concerns fall into the following categories:

- 1) **UDOT failed in notifying and involving all stakeholders regarding the five alternatives released in June 2022, particularly those who would be seriously affected by WB3 and WB4.**
- 2) **There are faults in UDOT'S representation of the rationales of WB3 and WB4 and Heber City's "vision" for downtown.**
- 3) **There are multiple consequences that UDOT did not consider in presenting a Main Street which ceased to be an artery for business, recreation, and through traffic as Heber City's vision.**
- 4) **Heber City's General Plan vision of a walkable downtown and vibrant town center are fully attainable without UDOT's substitute vision of a crippled or completely broken Main Street for travel.**
- 5) **In promoting its flawed interpretation of Heber City's vision, UDOT has failed to understand the will of the people of Heber Valley regarding preservation of the Valley's rural nature.**
- 6) **UDOT uses inaccurate and/or inadequate surveys, studies and information and has disregarded comments made in response to its October 2021 disclosure of Option WD (the forerunner of WB3 and WB4).**
- 7) **UDOT misunderstands and/or misrepresents Heber Valley's history and historic and valued places.**
- 8) **Alternatives WB3 and WB4 are inconsistent with UDOT's stated purposes and needs of the bypass and enhancing the quality of life for Heber Valley residents.**
- 9) **In fast-tracking WB3 and WB4, UDOT failed to recognize that WB3 and WB4 will kill agriculture in the North Fields and thereby eliminate multiple crucial and irreplaceable roles it plays, not just in Heber Valley, but also in Utah and Salt Lake Valleys.**

UDOT failed in notifying and involving all stakeholders regarding the five alternatives released in June, 2022, particularly those who would be seriously affected by WB3 and WB4.

- An informal survey of North fields landowners revealed that few to none knew of the bypass plans which were revealed in June 2022, even though every alternative posed threats to residents' homes and lands. Whatever method UDOT may have used to announce its forthcoming revelation of the "five final alternatives," it was inadequate and dismissive of the very real threat to many peoples' homes and lives, therefore denying these affected parties proper opportunity to comment.
- There have been longtime plans and agreements in Heber Valley (at least 15 years) for a traffic corridor, which were done with the joint involvement of Heber City, Wasatch County, UDOT and citizens, which addressed needs of these major stakeholders. These jointly developed plans (similar to WA1, WB1 and WB2) between government organizations and stakeholders involved a western bypass beginning at 800 N on Highway 40. WA1, WB1, and WB2 and many of UDOT'S discarded alternatives conform to elements of those plans. WB3 and WB4 do not do so.
- Similarly, through the years, Highway 40 has undergone a series of modifications and widening and is a known way of dealing with Heber Valley traffic, somewhat like alternatives WA1, WB1, and WB2.
- However, in October of 2021 UDOT blindsided Heber Valley citizens, along with many elected officials, and local governments who had participated in developing previous studies, by suddenly introducing a new alternative involving construction of a 4-lane highway through the length of the North Fields, called Option WD. No long-term collaboration by municipalities, Wasatch County or general citizenry was involved in the generation of option WD, as had been done with the joint development of previous traffic options.
- UDOT then quickly morphed WD into options WB3 and WB4, with no opportunity for public comment, and presented them as two of the five "final" alternatives presented in June, 2022.
- The murky initiation and development of WD (WB3 and WB4) appears to have its provenance (as we discovered through reading public records and documents obtained from UDOT through a GRAMA request) with a group, who, in their submission letter to UDOT, identify themselves as "The Parkway Group." The writer of the submission letter, a local architect with an office on Heber's Main Street, in June of 2021, describes "The Parkway Group" as being comprised of members of former Heber City mayor Kelleen Potter's office, and certain members of the Heber City Council. The submission letter by this group to UDOT in June, 2021, advocates for a 4-lane Highway going straight through the North Fields beginning at River Road, which it refers to as "The Parkway." Prior to the submission by this group, "parkway" was not a term used for traffic in Heber Valley nor was it a part of any previous traffic alternatives that we are aware of.
- In 2020-2021, before and after Option D was publicly announced by UDOT, three members of the Heber City Council and an individual who was not a member of the City Council at the time but now is, along with the local architect, wrote to UDOT in favor of the "parkway" through the North Fields
- Therefore, Option D, unlike all previous options, arose through a small group of individuals (even though some were elected officials) with their personal visions for Heber Valley, self-interests, and goals. Thus, in its process, UDOT has failed to fully represent and honor the long history and goals of all parties regarding these traffic issues, and instead, from October 2021, and perhaps before, has presented and inordinately pushed the vision of a small group, whatever its obscure membership.

There are faults in UDOT'S representation of the rationales of WB3 and WB4 and Heber

City's "vision" for downtown.

- Our personal attendance at UDOT meetings on the Heber Valley Corridor Options thoroughly evidenced to us that UDOT has proceeded without knowledge or understanding of local government and citizenry actions and wishes on essential environmental and social issues regarding preservation of the North Fields and maintaining the rural/agricultural nature of Heber Valley.
- Instead, UDOT's tactic is a "substitute vision," deviating from general plans, that focuses almost exclusively on a nebulous "walkable downtown" for Heber City. This focus is done without clear definition by UDOT or other proponents of WB3/WB4 of what a "walkable downtown" is. UDOT completely avoids more important aspects of Heber City's general plan that are in conflict with UDOT's substitute "vision".
- Specifically, UDOT substitutes the "vision" of the Parkway Group (and possibly other small groups concerned with Main Street) for that of Heber City citizens as expressed in "Envision Heber 2050," Heber City's general plan (alternatively, UDOT has coopted the Parkway Group's highway plan and vision for Heber Valley and Heber City. In either event, or both, the "vision" used by UDOT in its process is incompatible with municipal and county general plans as well as multiple votes of the people in Heber Valley.
- UDOT fails Heber City's citizens, because current practices and the general plan should dictate what the "vision" is for downtown and not what individuals or small groups embellish it to be.
- Certain desires and aims of Heber City are clear in its general plan. Heber seeks to decrease traffic (particularly oil tankers) on Main Street. They want reduced traffic speeds and seek a visually more attractive Main Street (street art, planted medians, "reimagining underused spaces", "themed" lighting, etc.). Beyond that, the "vision of historic downtown Heber" and a "walkable downtown" in Heber City's general plan is still somewhat undefined, as well as unfunded. Huge decisions that will impact this Valley forever should not be made at this time.
- Only through efficient flow on Main Street can a bypass complement Main Street, in order to numerically improve regional and pass-through traffic in Heber Valley. With a traditional bypass, Heber City can significantly calm traffic on Main Street through engineering, enforcement, and education – not by drastically reducing, slowing, or eliminating traffic on Main Street. UDOT has failed to address this.
- UDOT urgently grasps Heber City's nebulous "vision" as a rationale for eliminating all of the options involving Main Street or any other downtown streets. However, Heber City presently has no cohesive plan in its vision for promoting beauty, style and "walkability." For example, a building currently being constructed at the corner of Center Street and 100 East crowds the sidewalks of both of those streets and has less setback than its neighbors!! It is also stylistically completely incongruous with the building directly across the street, the Abram Hatch House, built in 1892 and listed on the National Register of Historic Places.
- Equally clear is that, while some "dressing" modifications are conceptually envisioned for Main Street, at no place does Heber's general plan show anything but the continuance of an arterial 4-lane Main Street that is, and always has been, Highway 40.
- UDOT appears to overlook the fact that it is essential to the citizens of Wasatch County and Heber City that Heber City Main Street remain as an arterial thoroughfare for people to efficiently reach important locations such as City and County offices, many businesses, Wasatch High School and the hospital.
- Thus, UDOT, without directly saying so, seems to be promoting new visions for Heber City's Main Street which are contrary to Heber City's General Plan. Whose new visions

are these?

■ Sequestered in these new visions may be a plan for a jurisdictional change of Highway 40 to Heber City and the subsequent renaming of any bypass as the new Highway 40.

■ A Heber City Council Member who promoted the “Parkway” to UDOT also promoted renaming the “Parkway” as Highway 40. As described below, jurisdictional transfer, while a windfall to developers, would be devastating to Heber Valley. Yet, it may be the true endgame of the “Parkway Group” and/or UDOT.

■ If WB3 or WB4 were adopted, and if traffic on Main Street were to be drastically reduced or eliminated through jurisdictional change to Heber City, where would that jurisdiction start and end? It would not make sense for Highway 40 to go to the north side of Heber City and suddenly end. Thus, the proposal of the “Parkway promoters” to rename WB3/WB4 as Highway 40 would likely call for the jurisdictional change of US Highway 40 to begin at River Road.

■ Jurisdictional change and control by Heber City of present-day North Highway 40 beginning at River Road would allow developers to seek development of the North Fields west of Highway 40 and Heber City to seek annexation of this County land.

This would change forever the rural, country nature of the North Highway 40 corridor and, the treasured scenic entrance to Heber Valley, and, indeed, the entire Valley. It would kill agriculture (see below) with profound effects on groundwater and the Provo River system. UDOT is remiss in not seeing these consequences of WB3 and WB4 as they have fast-tracked and promoted those alternatives.

■ The potential domino effect described above, like many other aspects of UDOT’s misinterpretation of Heber City’s General Plan, speaks to an attempted warping of the General Plan and deliberate dismissal of the wishes of the citizens of Heber City and Wasatch County. No intentions for jurisdictional change of Highway 40 are evident from Heber City’s general plan or Wasatch County’s general plan. In fact, the opposite is true. Heber City’s General Plan is replete and uniform in showing protection of the North Fields and continuance of Highway 40 as an artery through Heber City. As pointed out earlier, the proposed, historical western bypass route of Heber City’s general plan hugs the City, as in WA1, WB1 and WB2, and does not bisect the North Fields as do **WB3 and WB4**.

■ Five maps in Heber City’s general plan (pages 14, 15, and 18) show the North Fields as protected agricultural land. The map on page 18 entitled “Future Land Use” defines the North and South Fields as “AP,” or “Agriculture Preservation.” North Highway 40, beginning at River Road and proceeding south to current Heber City is shown as “SB”, “Scenic Buffer”, presumably for its spectacular view of the North Fields and distant mountains as Highway 40 exists now.

■ Four maps on pages 14 and 15 of Heber City’s General Plan all show Highway 40 proceeding through Heber City and onward through Daniels Canyon consistent with alternatives WA1, WB1 and WB2..

■ Two maps on pages 14 and 15 present a proposed western bypass route stemming from Highway 40 at 800 North that is only consistent with WA1 and WB1 and largely consistent with WB2 (other than rerouting of Highway 189). It is not consistent with WB3 or WB4.

■ The bypass route is shown in Heber City’s General Plan as just that, **a bypass route, not a new Highway 40.**

■ None of these maps is consistent with UDOT/Parkway Group’s WB3 or WB4. Yet UDOT has consistently, inappropriately, promoted these routes as consistent with Heber City’s vision.

There are multiple consequences that UDOT did not consider in presenting a Main Street which ceased to be an artery for business, recreation, and through traffic as Heber City's vision.

- Besides blocking ready travel to critical Heber City entities like a hospital, a major reduction in speed, or limitations in traffic lanes would force travelers onto nearby residential streets, which currently have 25 mph speed limits.
- People would be essentially trapped in a town developed on a highway, with no efficient way to get to places that were previously readily attainable by that highway. This would encourage speeding with all its adverse implications, particularly on residential streets.
- Blocking traffic would also negate the numerical benefits of any bypass or highway improvements. UDOT, on one hand, says that more traffic lanes (bypass, frontage roads, etc.) are needed to handle growth even with Main Street/Highway 40 fully functional, and on the other hand expects the same huge benefits from these improvements with Main Street severely shut down. How do those numbers work?
- UDOT's substitute vision wants it both ways (that are incompatible): it wants to shut down the main artery that the whole town was built around and preserve connectivity along that route at the same time. Moreover, it wants to shut down traffic on a main artery and significantly improve regional traffic flow at the same time. UDOT has never produced the traffic numbers that justify their substitute vision – a huge flaw – yet uses this myth to push forward WB3 and WB4

Heber City's General Plan's vision of a walkable downtown and vibrant town center are fully attainable without UDOT's substitute vision of a crippled or completely broken Main Street for travel.

- Known traffic calming techniques mentioned in Heber City's General Plan and practiced by other nearby communities, such as Provo, can reduce traffic density and speed and increase aesthetics through engineering techniques. Importantly, these techniques still let Main Street be arterial Highway 40 as shown on its General Plan.
- Provo's University Avenue (U.S. 189) has calmed traffic by landscaped medians, sidewalk bulbs, and, from 300 North to about 300 South (the center of town), significant crowning of the cross-street roads in the intersections (like a large gradual speed bump). These elevations slow traffic, are unintrusive, and are quiet. Most importantly, Provo has placed a traffic light at every intersection for safe pedestrian crossing and to slow traffic. Heber City's general plan has most of these features, and even mid-block crossings. Provo has also informed the trucking industry to not use University Avenue for pass through traffic and to use 800 North in Orem. Provo enforces speed limits, educates, and engineers to calm traffic.
- Our own experience and our talk with Provo City's traffic engineer confirm that this system works well to get heavy trucks out of town and to slow traffic. This is remarkable, given that Provo has 7 times the urban population of Heber City and 25 times Heber City's population when counting nearby metropolitan areas. Moreover, Provo has many more truly historical sites on University Avenue than Heber has on Main Street, and has designated University Avenue as one of its main pedestrian walkways. It is, by definition, a walkable downtown. Finally, Provo City does not have a bypass or other alternative for more efficient truck travel, potentially less than a mile away, to siphon off more traffic and trucks. This would be the case in Heber City with WA1, WB1 and WB2 or several other alternatives that were rejected.

■ All the elements of Heber City’s general plan, including better enjoyment of Main Street, can be achieved using known methods of calming, but not confounding, traffic on Main Street to reduce speeds and number of vehicles (particularly tankers). This has not been part of UDOT’s presentation and is a flaw in its process.

■ Instead, people seem to be introducing Center Street in Provo as a role model of a so-called “walkable downtown.” Besides Heber’s traffic flow numbers and city functionality not working in that model, Provo’s Center Street was never a highway like Main Street is. It was always dedicated exclusively to business and civic buildings in the town center and was a high-priced residential avenue further east from that. Center Street dead-ends only a couple of miles east of Provo City Center and was a two-lane country road dead-ending at Utah Lake on the other.

In promoting its flawed interpretation of Heber City’s vision, UDOT has failed to understand the will of the people of Heber Valley regarding preservation of the Valley’s rural nature.

■ As has been previously mentioned, the number one desire and clear message of the citizens who participated in creating “Envision Heber 2050” was the “Preservation of open space and Heber Valley’s rural character.” Citizens have repeatedly demonstrated this mandate through their votes.

■ A highway through the North Fields seriously jeopardizes the \$10 million bond that was passed by Wasatch County in 2018. That bond was largely planned to be used in the North Fields for open space preservation. With a highway through the North Fields on the table, the bond will be in limbo for years, and may never be used. UDOT’s fast-tracking of WB3/WB4 is flawed because it shows that they did not study or understand the bond. This flawed action violates the will of the people.

■ UDOT appears ignorant of the will of the people regarding preserving the rural nature of the North Fields, wherein a citizen referendum in 2016 overturned an attempt to allow 10-acre zoning in the North Fields. 74% of the valley voted to NOT rezone the North Fields, keeping the zoning at one home per 20 acres.

■ UDOT is ignorant of or has chosen to disregard a 2018 citizens referendum ballot issue where a 62.74% majority overturned Wasatch County’s approval of a landowners request to rezone his property, which would have introduced higher density in the beloved Central Zone by the North Fields.

UDOT uses inaccurate and/or inadequate surveys, studies and information and has disregarded comments made in response to its October 2021 disclosure of Option WD (the forerunner of WB3 and WB4).

■ UDOT has minimized or dismissed the importance of the Federal Provo River Mitigation Project and Corridor, which would be seriously compromised by options WB3 and WB4.

■ UDOT’s process has ignored important input from the Bureau of Reclamation. The Provo River Mitigation Commission specifically told UDOT of indirect adverse effects to the Provo River Restoration Project if UDOT’s highway were less than 0.5 miles away. Yet UDOT placed WB3 and WB4 much closer than that from one of, if not the most frequented, areas of the Provo Restoration Project.

■ The EPA has said to UDOT; *One of our primary concerns regarding the project was the*

potential for the development of a western bypass that would be more likely to impact waterbodies and wetland complexes. Yet, UDOT ignored this admonition in advancing first, WD, and then WB3 and WB4, which would transect the most sensitive and wetland-important areas in Wasatch County, let alone Heber Valley.

■ UDOT has failed to adequately study the importance of groundwater in the North fields, and how it would be impacted by a highway. The groundwater goes back into the Provo River and is an important source of water for Deer Creek Reservoir and water users downstream from Deer Creek Reservoir. The irrigation water that is applied because of the agricultural uses of the North Fields of Heber Valley is very important to the water supply of other communities, such as those in Utah Valley. Among other effects, a highway would excavate and then compact the ground and interfere with subsurface water flows in the North Fields and back into and replenishing the Provo River system.

■ By UDOT's own admission, bypass options WB3, WB4 impact a much larger area of wetlands than the other three alternatives.

■ UDOT has not analyzed how the retail businesses and restaurants on Main St would be impacted by rerouting traffic.

■ UDOT has ignored the May 2022 (repeated and enhanced in July 2022) unanimous Resolution of the Wasatch County Council opposing a highway through the North Fields, and the voices of many of these and other elected officials at local and interlocal meetings with UDOT well before June 2022.

■ Surveys UDOT relies on and represents as demonstrating the desires of the public are problematic, including those done in 2019, to determine what the people want regarding downtown Heber and the bypass concept. Questions are general and do not reflect tradeoffs. For example, no questions or surveys queried whether citizens wanted a new vision of very slow traffic, or a pedestrian mall on Heber City Main Street in preference to preservation of open space and the North Fields. Similarly, jurisdictional changes with the costs and taxes involved, or potential extension of Main Street to River Road with attendant development west along its route and into the North Fields have never been surveyed.

UDOT misunderstands and/or misrepresents Heber Valley's history and historic and valued places.

■ UDOT says that one of the "Purposes and Needs" of the project is to allow Heber City to meet their vision for the historic town center. They say this refers to buildings that are listed on the National Register of Historic Places. UDOT appears not to have thoroughly studied this. In its "Level 1 Screening Results," UDOT claims that between 9 and 36 "Downtown Historic Buildings" would be impacted by the various plans involving Main Street. Research into the National Register of Historic Places indicates that there are actually only 13 buildings in Heber that are on the National Register of Historic Places, and of those 13, only 3 are on Main Street. It seems a glaring flaw in UDOT's process to summarily eliminate all options for Main Street and advocate for destroying the North Fields because of 3 buildings that fit into its self-described criteria. Surely, work on Main Street could be done with enough care to protect those buildings.

■ The buildings in Heber that are listed on the National Register of Historic Places are: 312 S. Main St; 139 N. Main St; Main St. at 100 North St. and 100 West St. corners; 81 E. Center St; 421 E. 200 North; 4800 E. Lake Creek Rd; 188 W. 3rd North; 124 E. 400 South; 1st West and Center Streets; 261 N. 400 West; 115 E. 300 North; 55 W. Center

St; 315 E. Center St. UDOT does not address how the ten (out of 13) registered historic buildings that are NOT on Main Street would be negatively impacted by improving Main Street.

■ UDOT's inaccurate designation of impacted historical buildings is also problematic in the number of impacted historical buildings it claims in the North Fields area. A higher number of historic buildings were associated with Options WA1, WB1 and WB2. Our inquiry among North Fields landowners into potential historical buildings in this area yielded scant to none. Therefore, the numbers listed are misleading and can skew public opinion against options WA1, WB1 and WB2. Upon inquiry to UDOT as to what buildings it was referring to, we received an answer that did not identify clear historical buildings and implied a broad standard that was still in progress.

■ UDOT has failed to consider, understand, or list in its June 2022 report impacts on Heber Valley's historic agriculture area of the North Fields. This is the case even though Heber City's General Plan discusses at length preservation of its rural heritage and illustrates it in maps referred to above.

■ UDOT similarly ignored in its process the fact that the historic and dedicated livestock corridors in the North Fields that are a part of the legacy of Heber Valley. Bypasses WB3 and WB4, besides bisecting many farms and wetlands and severely impacting streams used for habitat and irrigation, would directly impact dedicated historic livestock corridors, all of which are important, living parts of Heber Valley's legacy. Historic and dedicated livestock corridors are protected by Utah code.

■ UDOT says it ruled out a number of alternatives because of their impacts on "Valued Places," but it does not specifically say what those Valued places are. Furthermore, an enormous and ironic flaw in UDOT's plan that it hasn't named the North Fields themselves as a valued place (which they are to countless citizens, and have been for generations)! This fact alone would necessitate ruling out WB3 and WB4 if the same criteria were applied as has been done regarding other "Valued Places."

■ In its general plan, Heber City asks, "*What do Heber Residents Value?*" Number one on the list was "*Open Space/Rural Character Preservation.*" The general plan then states: "*The desire to preserve open space and Heber's rural character is not a new idea, but it was a loud and clear message especially in regard to the North Fields.*" [emphasis ours]

■ Why was this message from Heber City's general plan not a "loud and clear message" to UDOT? Why did UDOT, instead, ignore this message in promoting WB3 and WB4? One more of many examples of how Heber City's Envision Heber general plan treats with reverence the North Fields (page 5) "Heber city is nestled in a green valley, brimming with **historic agricultural uses**, the **beautiful Provo River**, and unmatched views of the **Wasatch Mountains**. Our residents value this beautiful and unique setting and are committed to **preserving its character** while **growing and nurturing** our city. Together, we desire to: Preserve the beautiful open lands that surround us; . . . [W]e **foster a vibrant community** and a **quiet countryside** – a place residents and visitors alike will **enjoy for generations to come.**" [Emphases in the original].

Is a four-lane highway for heavy traffic and many trucks compatible with "historic agriculture uses;" "beautiful Provo River;" and "quiet countryside?"

Alternatives WB3 and WB4 are inconsistent with UDOT's stated purposes and needs of the bypass and enhancing the quality of life for Heber Valley residents.

■ UDOT says that one of the "Purposes and Needs" of having a bypass is to "Provide Opportunities for Nonmotorized Transportation." Obvious problems with plans WB3 and

WB4 in this regard are 1) that the proposed paved trails would be located near or next to highways or freeways with vehicles, including large diesel trucks, going 45 – 55 mph, and most people do not want to bike or walk next to such unpleasant noise and fumes; and 2) The trails associated with WB3 and WB4 would be located in the North Fields. If walkways and bikeways are supposed to be for people to get to where they live and work, without having to drive a car, then the North Fields is not the place to put them!

■ Increased taxes to Heber City to build UDOT's vision of downtown Heber have never been presented to citizens and are a flaw in UDOT's study and presentation of options.

■ In addition to the severe damage to the North Fields, the impacts on right-of-way and property are greater for WB3 and WB4 than for the other bypass options, which connect to US 40 near 800 North (WA1, WB1 and WB2)

■ UDOT has failed to address the need for robust arterial roads in the developments to be built on the east side of North Highway 40. Given the development planned by Heber City east of North Highway 40, arterial roads in these developments are needed to take traffic off of Highway 40 and to allow residents in this area to travel north/south between developments and town centers. The need for an arterial road in this area was mentioned by Russ Funk, City engineer, in a Heber City Council meeting and immediately opposed by a "Parkway" proponent and Heber City Councilman. The lack of arterial roads would result in traffic in these developments being forced out on Highway 40.

■ Rather than focusing entirely on the present alternatives, UDOT should require (or at least seriously investigate) a frontage or arterial road east of North Highway 40 where major development is occurring or anticipated to occur. This should be incorporated into traffic studies of the various alternatives as part of UDOTs' planning and proactive work with Heber City on this major issue. UDOT must not have the same lax attitude to east side traffic that it has demonstrated in choosing its present alternatives and destroying the North Fields with WB3/WB4.

In fast-tracking WB3 and WB4, UDOT failed to recognize that WB3 and WB4 will kill agriculture in the North Fields and thereby eliminate multiple crucial and irreplaceable roles it plays, not just in Heber Valley, but also in Utah and Salt Lake Valleys.

■ WB3 and WB4 will disfigure the North Fields, the "gem of the Valley", treasured by citizens, tourists, artists and the farmers who live and work in the North Fields. It will introduce a large pollution source (heavy metals, salts, polycyclic aromatic hydrocarbons, etc.) into perhaps the most important and sensitive groundwater area in Utah. It will extensively and directly impact streams and wetlands and their associated animal and plant habitats. It will impact the Federal Provo River Restoration Corridor with noise pollution, air pollution and potential impact on water flows.

■ Most importantly, it will kill agriculture in the North Fields that is essential to water management for central Utah as described below.

■ Agricultural killing actions of WB3/WB4 will be the bisecting of many farms, the making of connections to farms and livestock corridors more cumbersome, the immediate devaluation of all farms in the North Fields for quiet farming and farm life, the direct impact on the North Field Irrigation system, and the adverse impact established and codified livestock corridors.

■ In blindsiding the public in October 2021, and then fast-tracking WD into WB3/WB4, UDOT either willfully ignored or failed to do simple due diligence into why Heber City's and, particularly, Wasatch County's general plan protect the North Fields for agricultural purposes. This protection goes well beyond the important goal of preserving open

space. It has to do with the vast sensitive water basin under the North Fields that supplies not just Heber Valley, but the entire Provo River system that provides Utah County and Salt Lake County its drinking water.

■ The Class 1A aquifer under the North Fields is a rarity in Utah. Because of the high water table in this area. Wasatch County has listed it as highly sensitive to groundwater contamination. [SWCA analysis 2020, Wasatch County]

■ The groundwater plays an important role in a water cycle that is essential to providing Utah County and downstream users of the Provo River water in late summer and early fall.

■ This cycle has worked for well more than a century and occurs as North Fields irrigation farmers apply irrigation water to North Fields lands in April, May, June and July. This recharges subsurface water that then flows underground to recharge the Middle Provo River and also Deer Creek Reservoir. The recharging of the Provo River system occurs as these subsurface waters emerge into the river system from July onward. This delay provides downstream users water they would not otherwise have during that later time period when water is scarce. The cycle described above is a long-known right that Utah County and, perhaps, Salt Lake County, as well, lays claim to.

■ The serpentine nature of North Field irrigation ditches - which increases stream/subsurface communication and groundwater recharge - along with the very important method of flood irrigation, rather than sprinkling, used by the North Field Irrigation Company are essential to this cycle.

■ WB3/WB4 will impact North Field Irrigation Company's ditches, irrigation patterns, and potentially create a subsurface dam, altering subsurface flow back to the river and/or make some farms too wet and other farms too dry.

■ Most importantly, since WB3/WB4 will interfere with and devalue these critical North Fields agricultural lands for quiet country farming, farmers will be forced or incentivized to sell out to developers, which rather than positively contributing to this water cycle, will not only stop the cycle, but have a negative effect of increased consumption of water and potential anthropogenic contamination of the underlying North Fields' Class 1A aquifer.

■ UDOT's process was highly flawed by not anticipating such negative effects on North Fields agriculture and water, given existing general plans. Studies should have been done before UDOT pushed ahead the Option WD and subsequently, UDOT's WB3/WB4.

Respectfully,
Trudy W Simmons
Daniel L Simmons, PhD
Heber Valley Residents

Dear UDOT,

I have many concerns that I hope you will listen to and take seriously. I feel that UDOT is “going through the motions” without really listening, as evidenced by the following points that have yet to be seriously discussed:

Why and how did WB3 and WB4 come about as options through the North Fields? Why does it make sense to build ANOTHER highway mere feet from the existing highway? I have heard no real explanation to support these as viable options.

Why haven't improvements on Main Street been done to alleviate traffic NOW and then see what traffic patterns and roadway needs are left to be addressed?

The citizens have spoken many times on the issue of the North Fields being protected.

-In 2016, 74% of our valley voted to NOT rezone the North Fields, keeping the zoning at 20 acres to one home.

-In 2018, our valley voted overwhelmingly to (1) 57.66% preserve the North Fields through passing a \$10 million Wasatch County Open Space Bond and (2) 62.74% DEFEATED a referendum ballot issue, where the Wasatch County Council approved to move a key boundary for just one land owner to rezone his property that would have introduced higher -density in the beloved Central Zone by the North Fields.

The two routes of WB3 and WB4 are putting that \$10 million bond in jeopardy. There is a time limit on that bond. What has UDOT done to make sure there will not be a negative affect to the bond and preservation of land that the people voted for?

-Heber City Vision (directly from the General Plan pg.5)

Heber City is nestled in a green valley, brimming with historic agricultural uses, the beautiful Provo River, and unmatched views of the Wasatch Mountains. Our residents value this beautiful and unique setting and are committed to preserving its character while growing and nurturing our City. Together, we desire to:

- preserve the beautiful open lands that surround us;
- create friendly neighborhoods and centers that focus homes, jobs, shopping, and recreation into places where we gather and interact regularly;
- enhance and strengthen downtown—the heart of our community; and • grow, promote and diversify our recreational opportunities.

There is no mention in this introduction of anything about a “walkable” downtown.

-The very first thing mentioned is historical agricultural uses.

-The first bullet point is “preserve the beautiful open lands that surround us”

-On page 11 of Envision Heber 2050

What do Heber Residents value?

#1 Open Space/Rural Character Preservation

That is the vision of Heber according to the general plan. This is a huge oversight on UDOT's part to not include this as the Vision of Heber.

It seems as if the importance of the Provo River Mitigation project has not been considered. There are many issues here. The Bureau of Reclamation informed UDOT in a letter in 2020 that it should not be placed within 0.5 miles of the river. Both WB3 and WB4 are within that distance.

There are grave concerns that the class 1 aquifer could be at risk with the bypass routes through the North Fields.

UDOT seems to have ruled out certain routes due to impacts on "valued places" without ever saying what and where those valued places are, and what their significance is. That is also an error in process.

UDOT has not analyzed how the retail and restaurants will be affected. I do not believe there were any retail business owners that were on the stakeholders committee. I am greatly concerned that there will be very negative impacts to the downtown retail and restaurant businesses and they have not been included in the process.

I do not believe UDOT did an adequate job contacting landowners and telling them new routes would cut through and damage or cause total loss of their property.

I ask that UDOT please consider all of the destruction and irreparable harm that bypass routes WB3 and WB4 would cause to the Provo River, water flow, the aquifer, agricultural protected lands, and the beauty of the heber valley.

Thank you,

Christi Judd

I have several comments about the E.I.S. process to date.

1. Background.

On March 9th, 2020, I met with the Heber City leaders (Matt Brower\City Manager, Tony Kohler\City Planner, Heidi Franco\Councilwoman) with a Highway #40 concept, as part of the E.I.S. process, that created one way traffic on separate streets (Main and First West or First East). This simple proposal was later shared with two other Council members (Johnson and Kahler) and some County leaders. Mr. Kohler came up with a simple diagram representing the basis of road realignment for a visual representation. This later became the "40F" couplet option for public discussion during the Level I screening process.

In my personal and professional travels in the Midwest and Northwest, I had observed that many regional centers like Heber Valley had adopted this cost effective and practical solution to some of their local traffic and growth challenges. In my conversations and visits, I found that usually there was a combination of external boundaries (Pacific Ocean, mountain ranges, Lake Superior, industrial waste, farmland) that limited the local highway options for a bypass around the City. Also, the business communities and civic leaders were anxious about the loss of business growth, traffic flow and local traffic movement for locals, among many other issues. Cost of development of a new road system was always a big discussion point for local and regional political leaders in their work with the regional DOT staff in various states. All this was an effort, on my part, to see if there was a realistic option to a new road system through the open lands west and north of Heber City, including what benefits could come to Heber City in general with more enhanced 20+ block stretch of one direction traffic between the North\South lanes as I had observed in other communities. As a former resident of Heber City currently living in Midway, I felt an obligation to follow up on this concept.

After attending recent UDOT EIS meetings in Heber Valley, either by via Zoom or in person, I made the effort to contact transportation professionals in Oregon and Montana where I had observed "couplet options" in regional centers in real terms. To be clear, my effort was not to find only support for my proposal for a couplet option in Heber City, but to get a deeper understanding of the pluses and minuses of the couplet format for transportation professionals and local leaders. While disappointed that the 40F option was not on the final list of Level II options for further discussion and evaluation, I submit that the concept has both value and merit for future discussion.

2. Some comments from three transportation professionals regarding 'Couplet' and bypass investments-

Joe Walsh, Regional Director\MDOT, Southwest Region, Butte, Montana, 406-490-0003

_"Overpasses are a necessity for local traffic safety when planning a couplet format." (Butte and Bozeman, Montana)

_"...lots of grant money available for traffic related problems for cities as well as urban renewal."

_"...effort to remove trucks from town but 90% of truck traffic was local and deliveries."

_"...big bypass to remove trucks but growth and tourism have necessitated both couplet and bypass.

Community is struggling with growth including 20k cars in downtown daily. Bypass is very costly with ROW issues and environmental mitigation. Bypass not a solution for daily traffic." (Kalispell)

_"...new roads- very high cost of with ROW (right-of-way) clearances and interchange development. \$5m per mile minimum currently plus other challenges of access\egress. "

_"...roundabouts are a problem and with too much traffic and often lead to intersections. When they are the wrong choice (for traffic conditions), they are very wrong."

Deer Lodge Co. Traffic Manager [Wayne] speaking about Anaconda, Montana couplet

_"We have 20 blocks of one way traffic now. It's been a good solution to our growing traffic problems. City and County leaders are mostly pleased with business and residential services. As we are a few miles from I-90 interchange, we get lots of through traffic and tourism from the mountains west and north through Deer Lodge."

_"...all businesses in favor of continuing one way traffic after some years of growth." (Anaconda)

James Feldman, Senior Transportation Planner, ODOT Region 2, Corvallis, Oregon

_"Costs for a bypass are very high here along the coast. It was tens of millions of dollars in Lincoln City and Newburg for solutions within the communities alone for a new road."

_"There are brownfield rehab and business renewal grants for businesses in cities going through couplet transitions."

_"Safety research shows that speed and visibility improve with couplet improvements at all levels."

_"Pedestrian and bike improvements with couplet transition are a low cost benefit to locals and visitors. This is a big issue along the coast of Oregon."

_"Safety comparisons between bypass intersections and couplet intersections are important planning objectives. Talk to engineers. This is a priority for us (Oregon DOT)."

Other Oregon officials with experience in bypass and couplet issues-

-Albany, two existing couplets but looking at bypass. Ron Irish, 541-917-7656

-Astoria, couplet- no bypass. Nathan Crater, 503-338-5173

-Corvallis- couplet and bypass. Greg Gescher, 541-766-6731

-Lincoln City- no bypass but #101 improvements through town. Stephanie Reid, 541-996-2154

-Lebanon- couplet but no bypass. Ron Whitlatch, 541-258-4269

-McMinnville- couplet and bypass. Heather Richards, heather.richards@mcminnvilleoregon.gov

-Newburg- downtown couplet and bypass in process, decades of discussion. Doug Rux, doug.rux@newburgoregon.bov

-Newport- current E.I.S. in process for downtown couplet and bypass. Derrick Tokos, 541-574-0626

-Philomath- couplet with major streetscape improvements under construction. Chris Workman, 541-929-6148

-Tillamook- couplet. Tim Lynda, 503-374-1823.

In summary, it is my strong opinion that it would benefit the E.I.S. process to both add the 40F option back to the Level II screening evaluation period. As former State Senator and current UDOT Commissioner Van Tassell said at the County Council meeting some weeks ago, Heber Valley and Heber City in particular are going to go through some major challenges in transportation planning and would be well served to look at all options for #40 and #189 traffic, which means a Heber City option in some form. More importantly, it would serve that objective to bring in a transportation professional from one of the above cities\counties in either Oregon or Montana to meet with UDOT professionals, civic leaders, businesses and private interests to find out the elements of success and costs to communities for either bypass or couplet options over the next evaluation period. Fresh eyes, experience in transportation and community planning, awareness with environmental restrictions, rural and tourism experience, business costs and benefits as a regional center- these assets could be imported for \$1000 to \$3000 to bring in a pro over a couple of days who would assist our EIS process moving forward. I envision a series of meetings over a couple of days with various stakeholders to add depth and experience in evaluating our EIS options. In my former profession, we assisted each other across the country in transferring knowledge, expertise and skills of our planning and resource work. "We stole from each other fair and square!"

3. I support the recently submitted letter from the Wasatch County Council with regards to the a) the historic nature of the North Fields and the Provo River corridor; b) the previous effort by both the Wasatch County Commission (2006) and Heber City Council (2007) to limit road length and assure steady flow for any bypass effort around Heber City; and c) "preserve the beautiful open lands that surround us", including the Clean Water Act and Provo River Mitigation Commission concerns.

4. Finally, many years ago Heber Valley leaders envisioned Heber City as a regional center like Vernal and Moab. This included 4 lane roads in and out of the valley, business and residential expansion, the UVU campus proposal, expansion of the medical and professional services, additional recreational opportunities and other amenities that enhanced our valley in general and Heber City in particular. All that happened, and then some. The U.D.O.T. EIS activity is part of that reality.

I'm convinced that the long term benefit of a couplet option for Heber City and area residents is strong. It may happen with or without a bypass as referenced earlier. There are going to be many issues of street modifications, overpasses at key intersections, impacts on businesses and residents on both north and southbound lanes. On the positive side, there will be business expansion and opportunities on the block(s)

between the north and south traffic, all with a safe left hand turn for access and egress. Funds are apparently available for urban renewal, affordable housing, parks and trails, business and office building expansion along the current corridors, public safety, etc., as the planning moves forward. I hope that we will take the time to evaluate the 40F couplet option.