

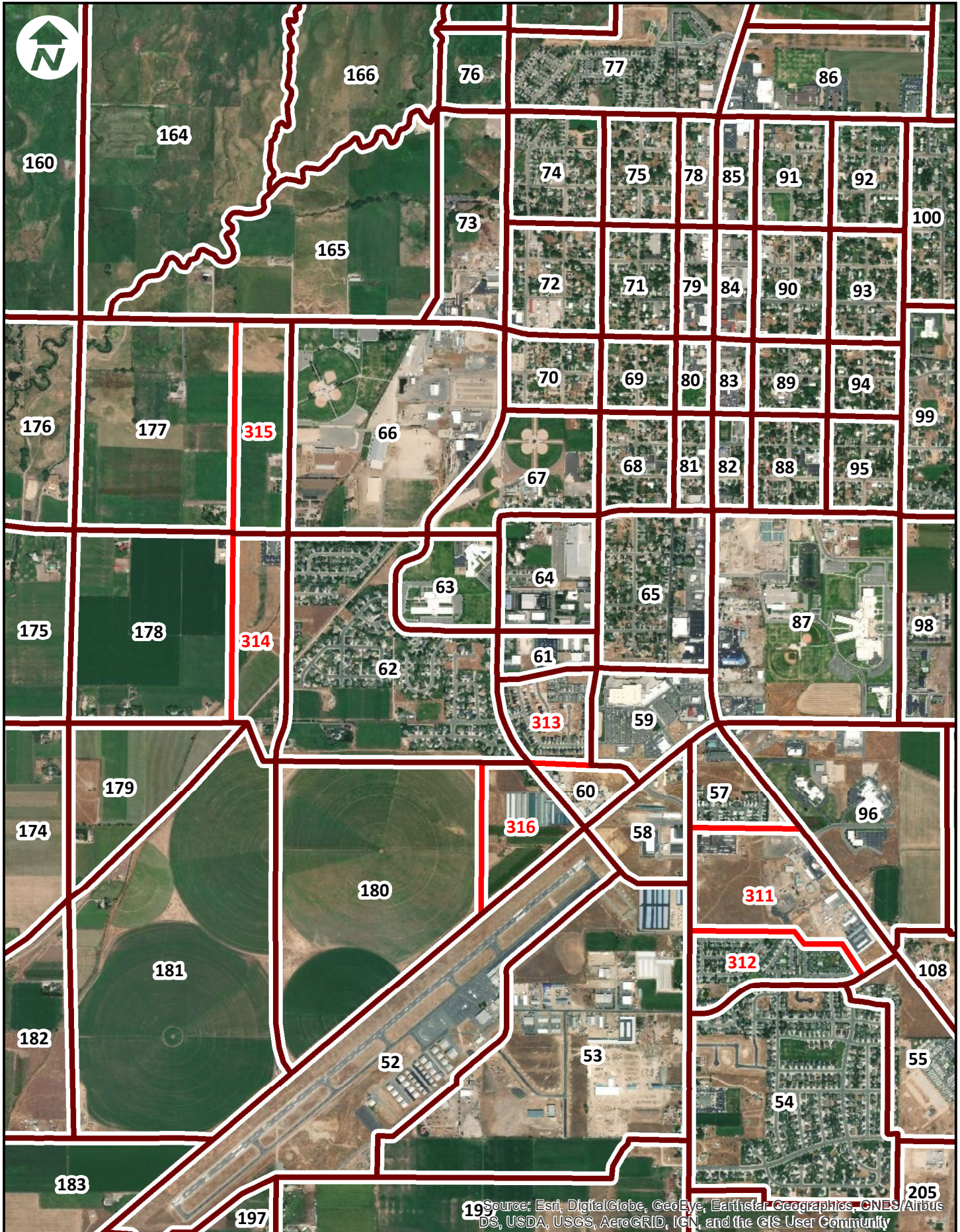


APPENDIX A

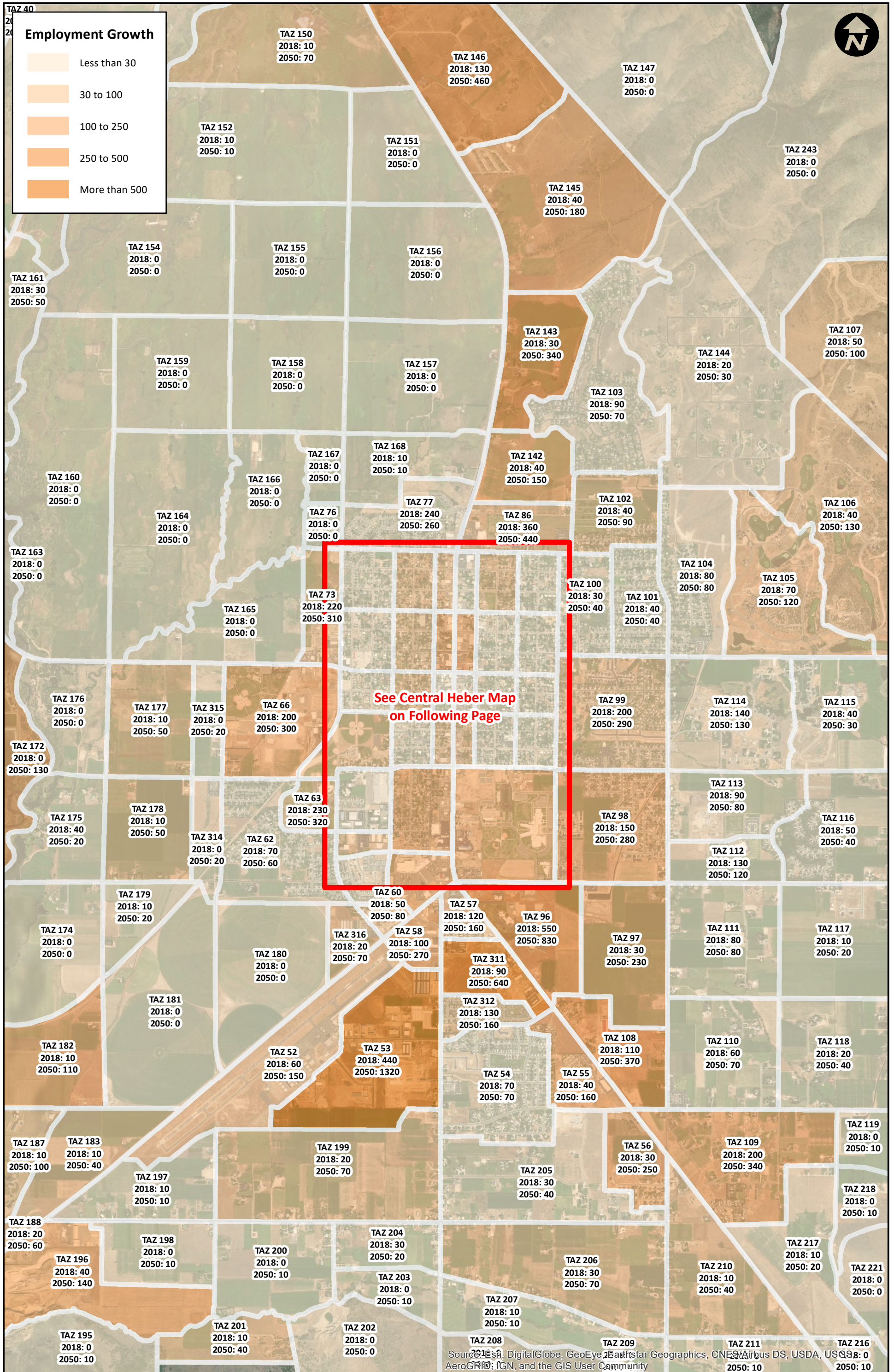
TAZ SPLITS AND HOUSEHOLD AND EMPLOYMENT GROWTH



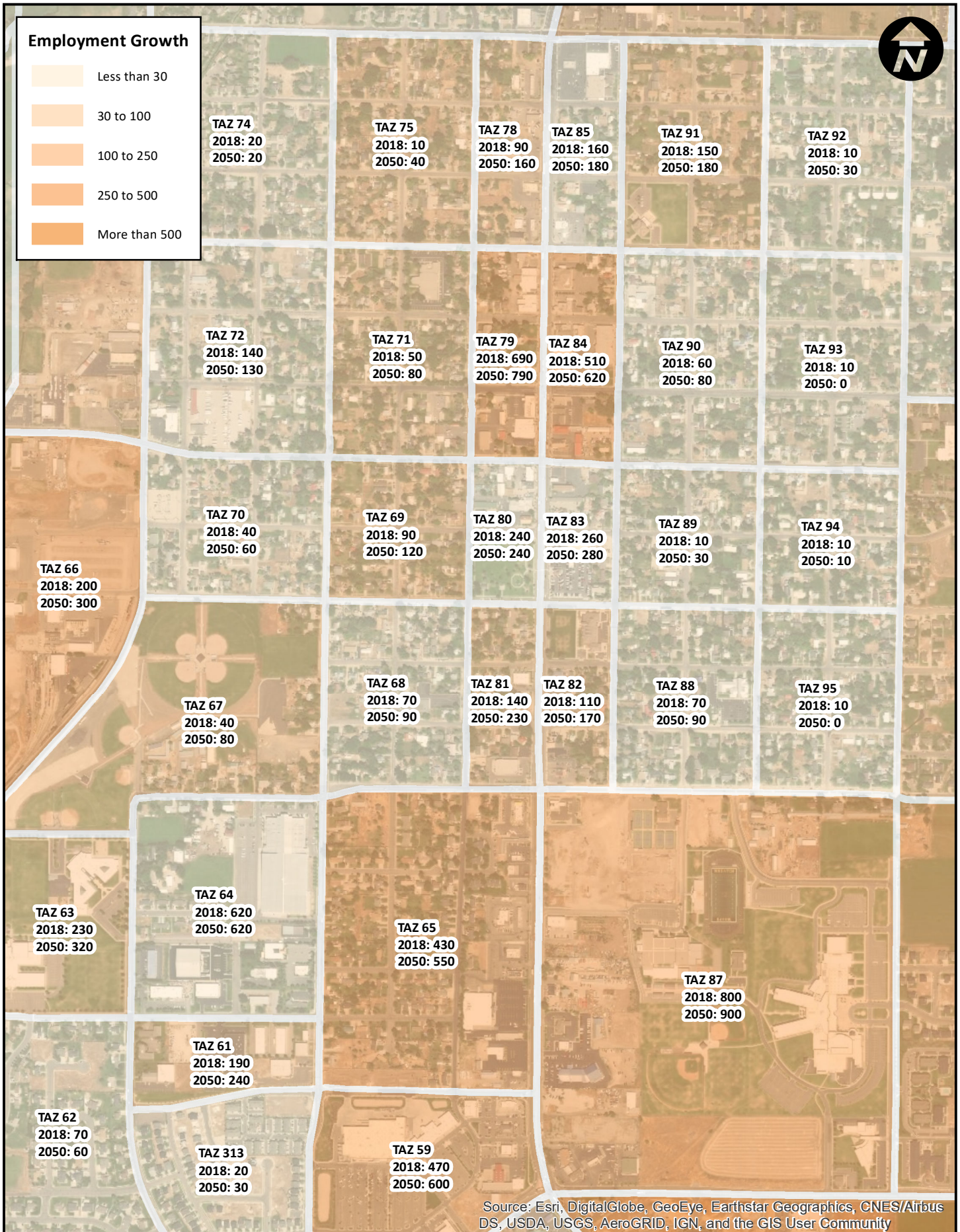
Heber TAZ Splits



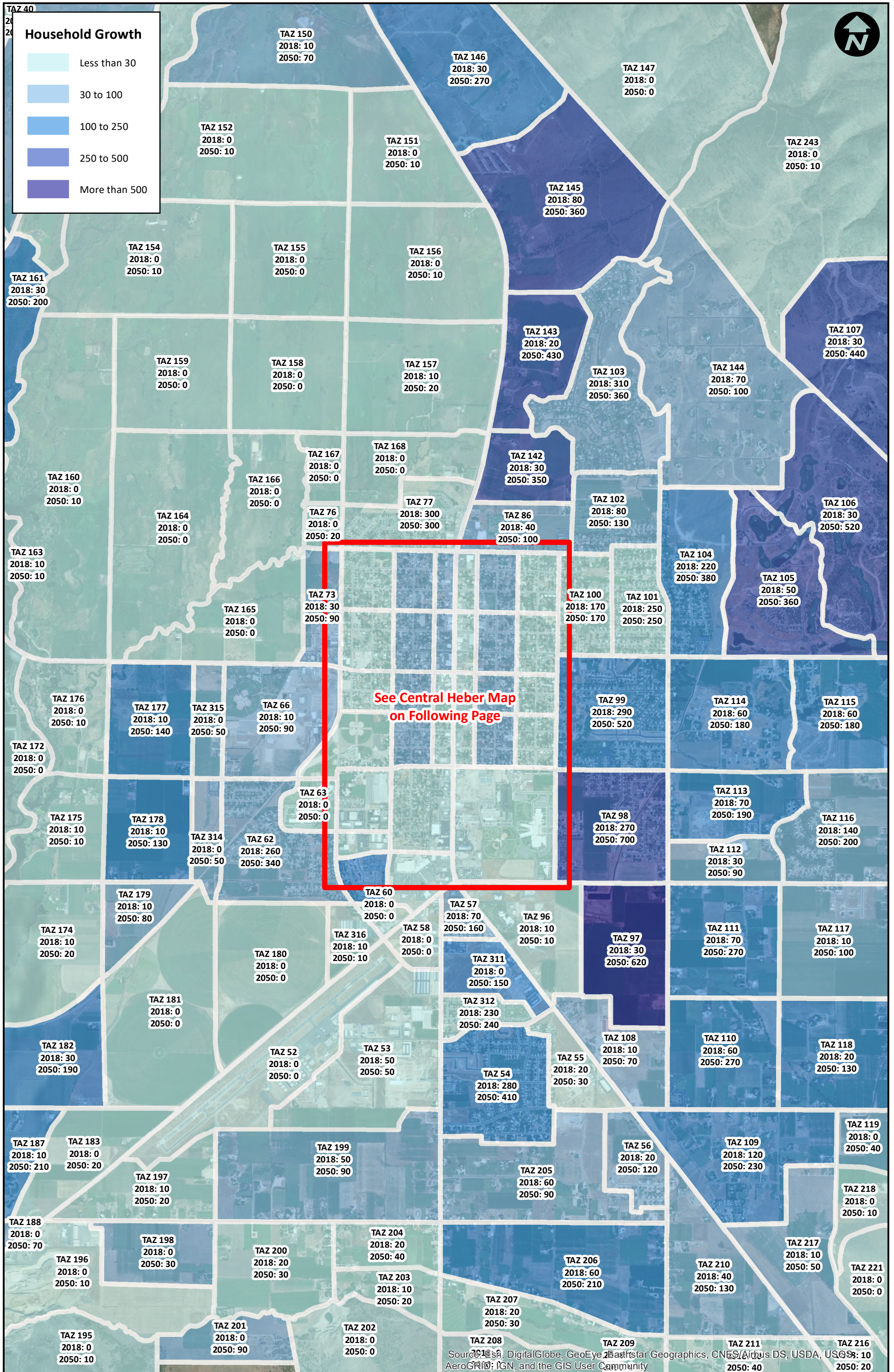
Heber Area Employment Growth (2018 to 2050)



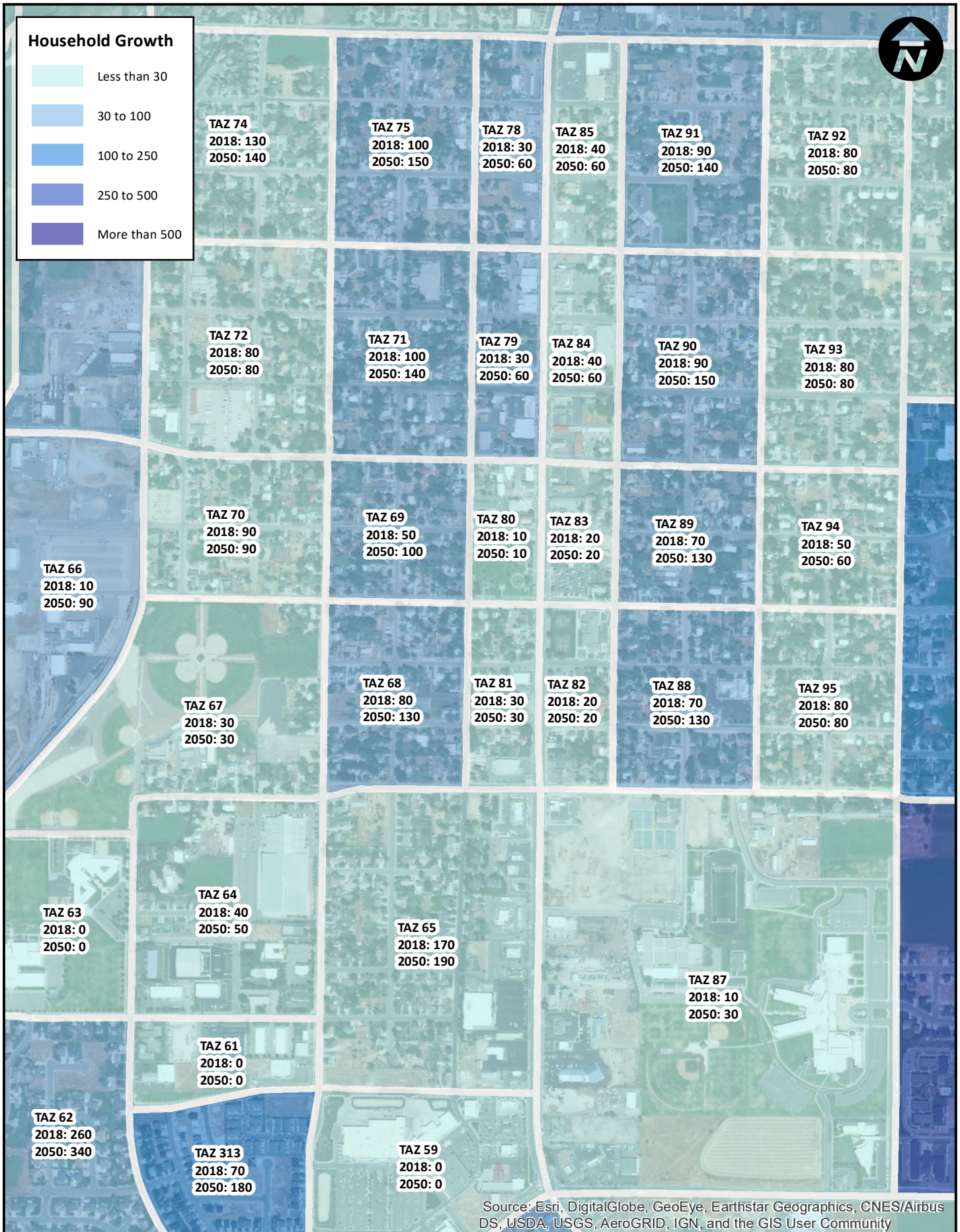
Central Heber Employment Growth (2018 to 2050)



Heber Area Household Growth (2018 to 2050)



Central Heber Household Growth (2018 to 2050)





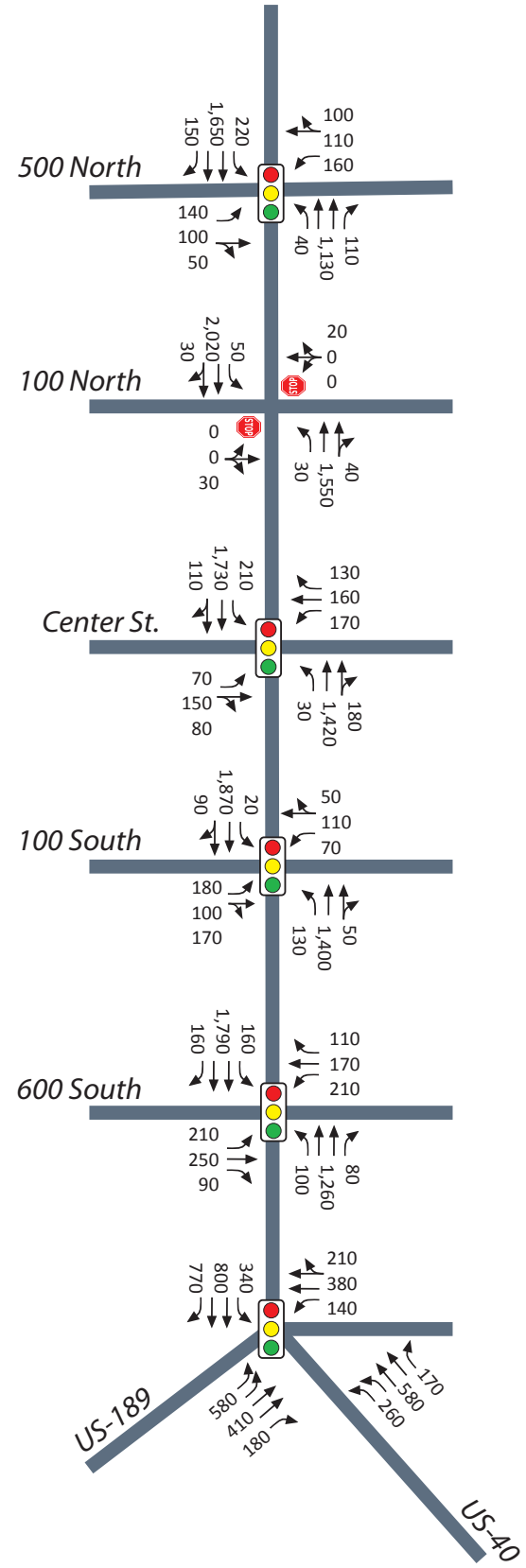
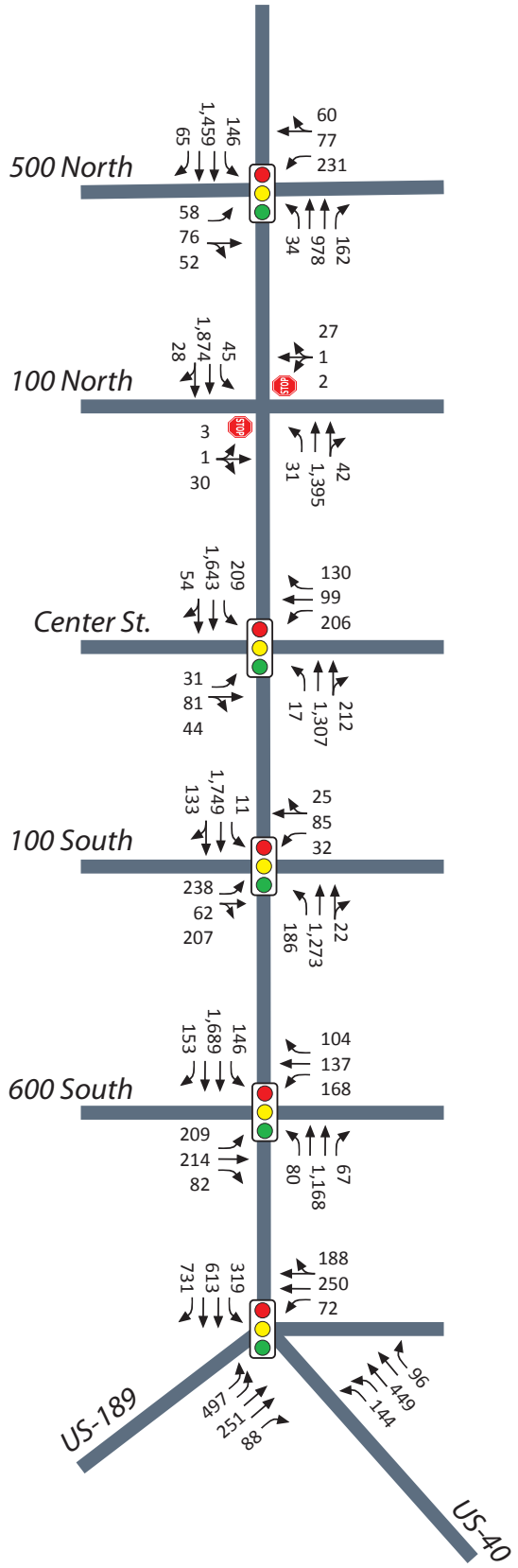
APPENDIX B

INTERSECTION TURNING VOLUMES



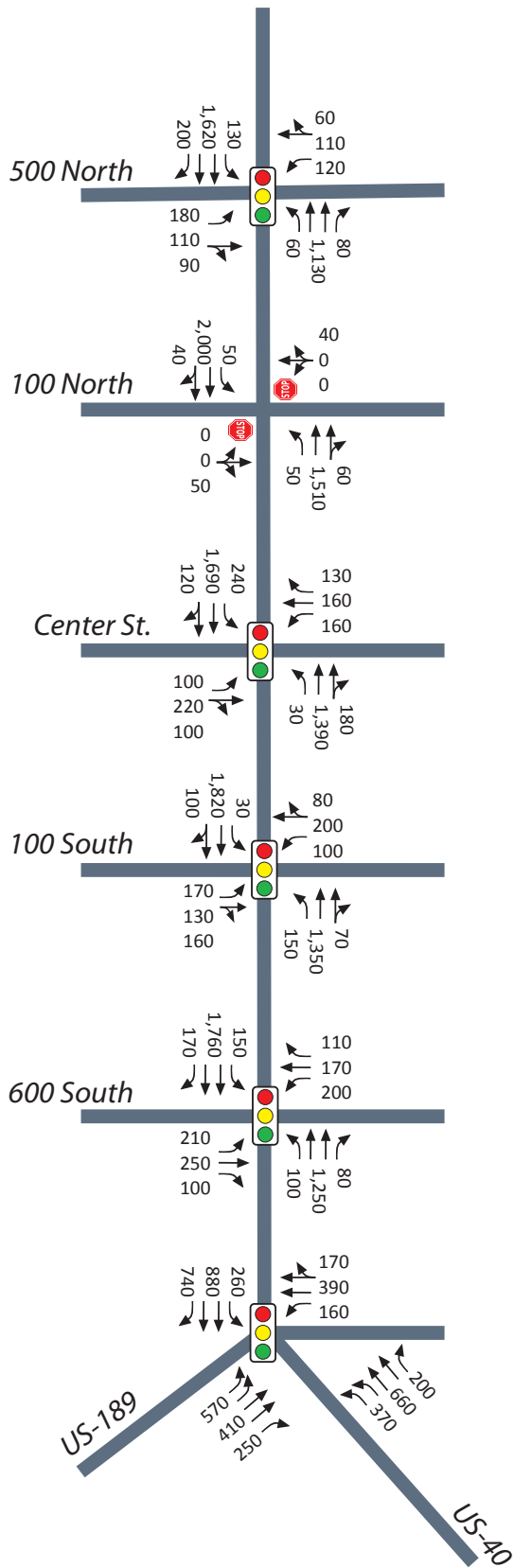
Existing 2018

Future 2035 No Build

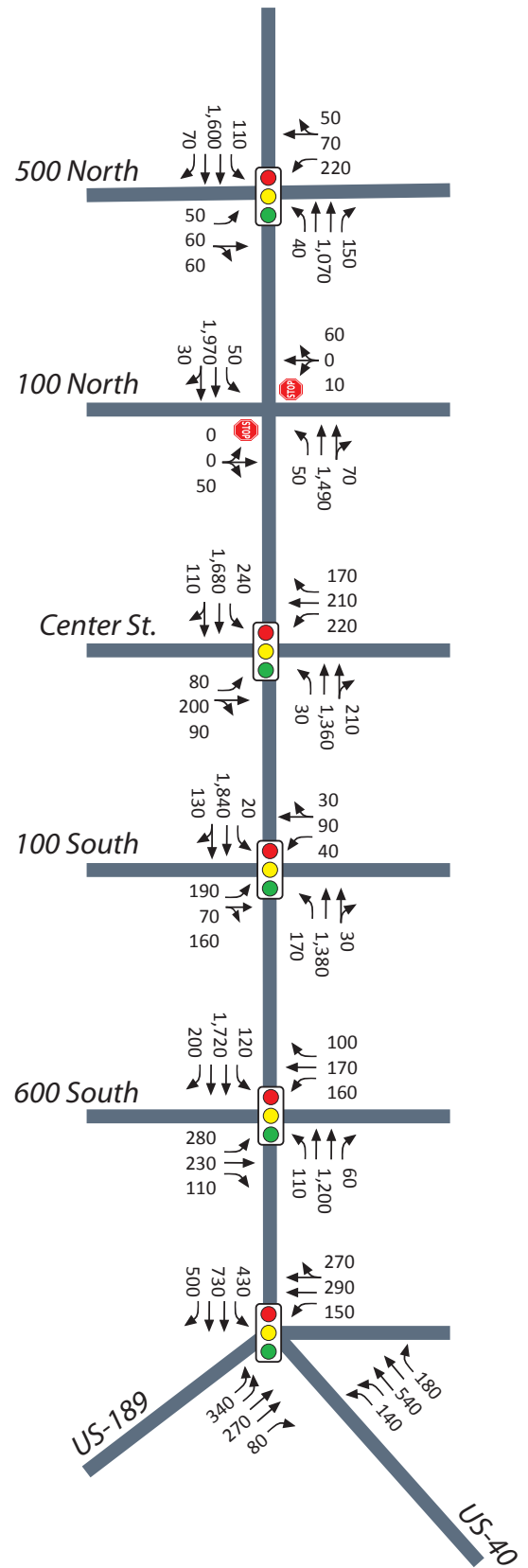


Existing 2018 and 2035 No Build Main St PM Peak Hour Volumes
Heber Valley Parkway Planning Study

Future 2050 No Build



Future 2050 Build



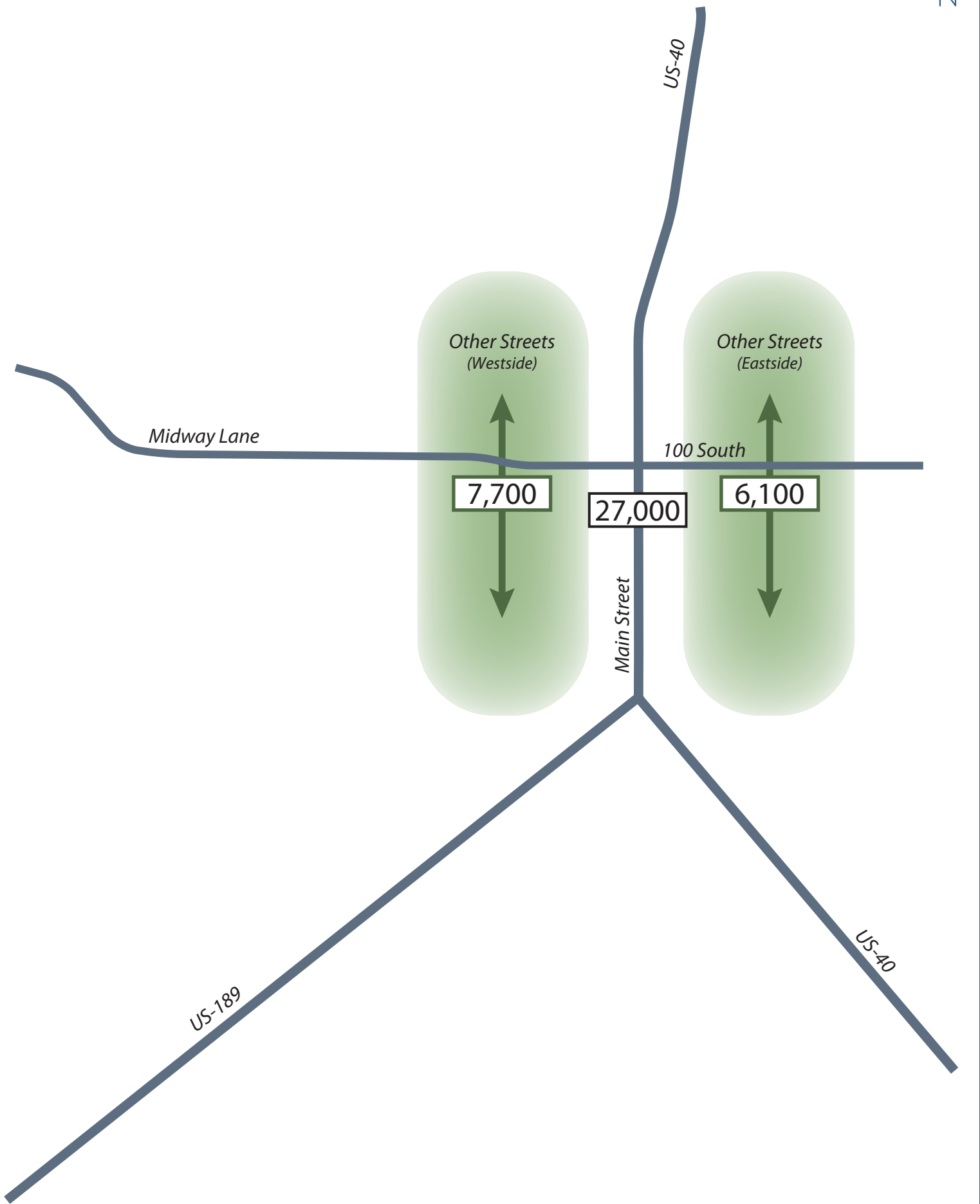


APPENDIX C

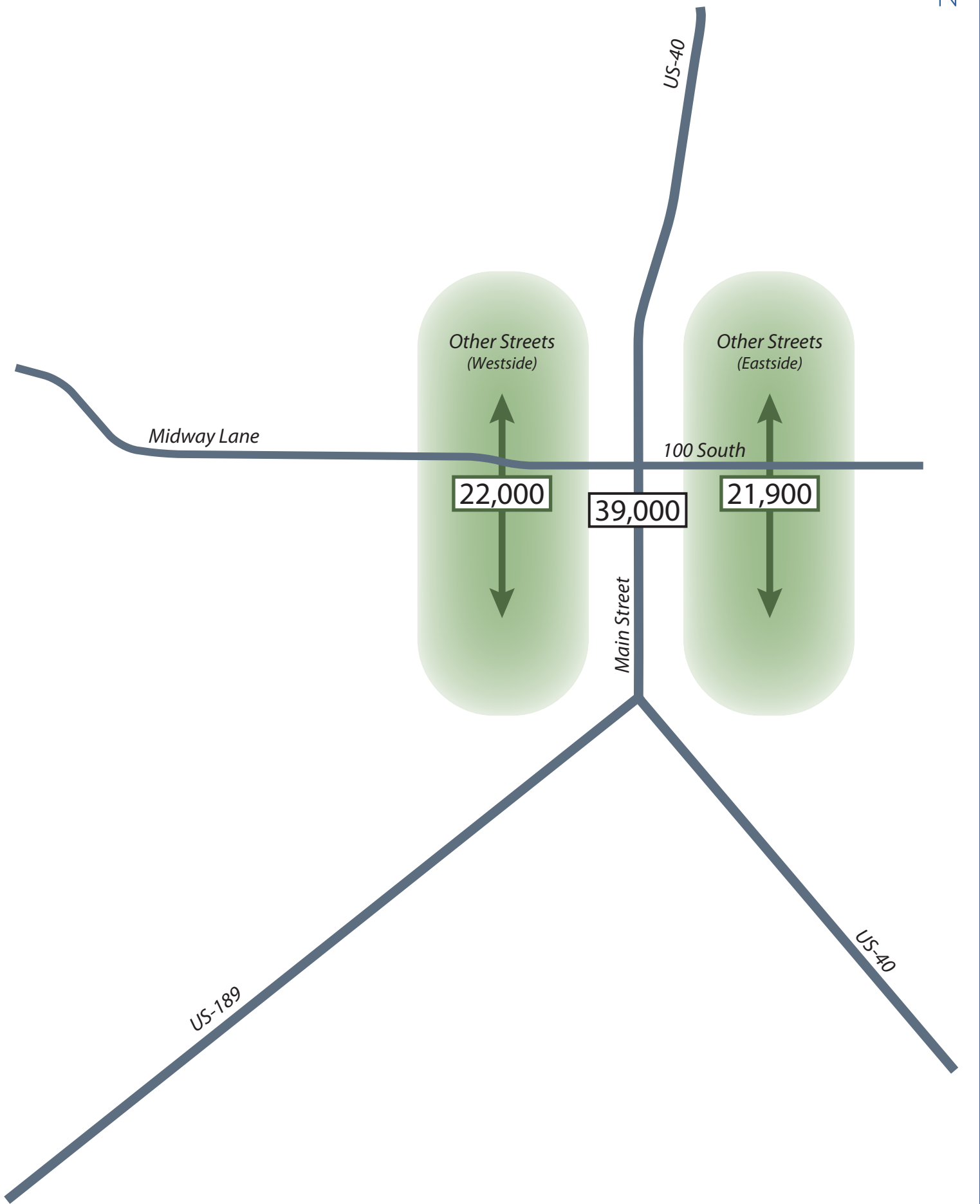
INITIAL SCREENING DAILY VOLUMES



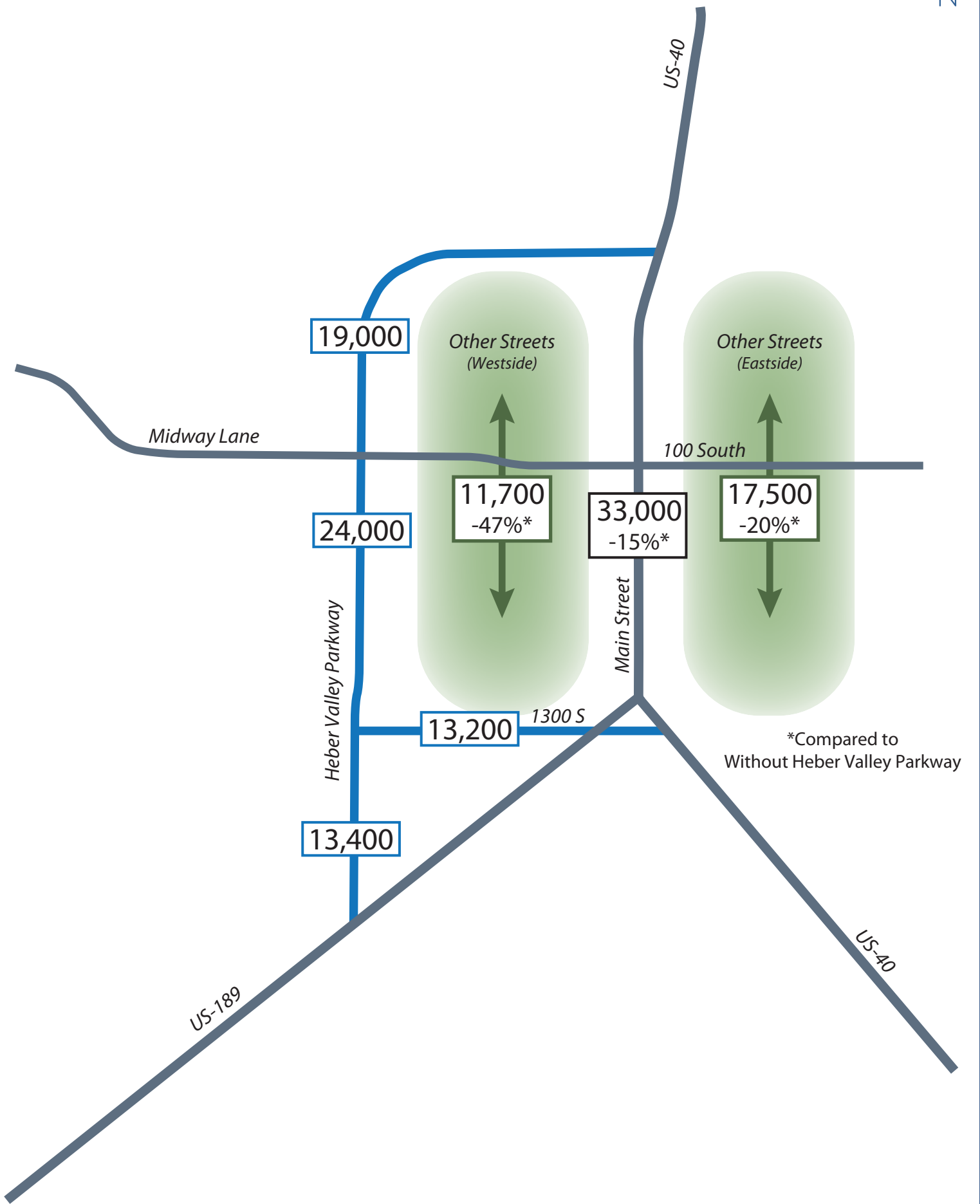
Existing Conditions



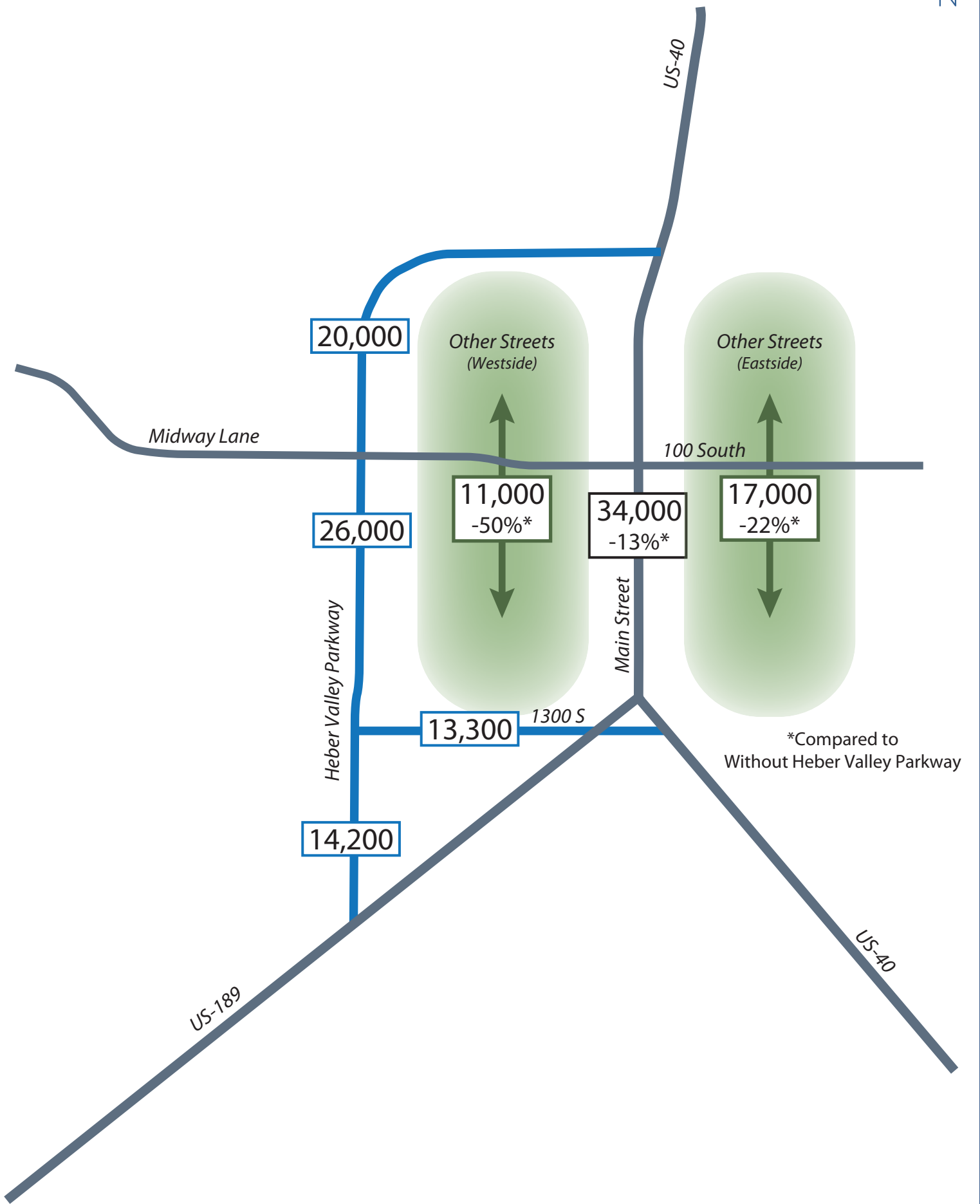
2050 Without Heber Valley Parkway



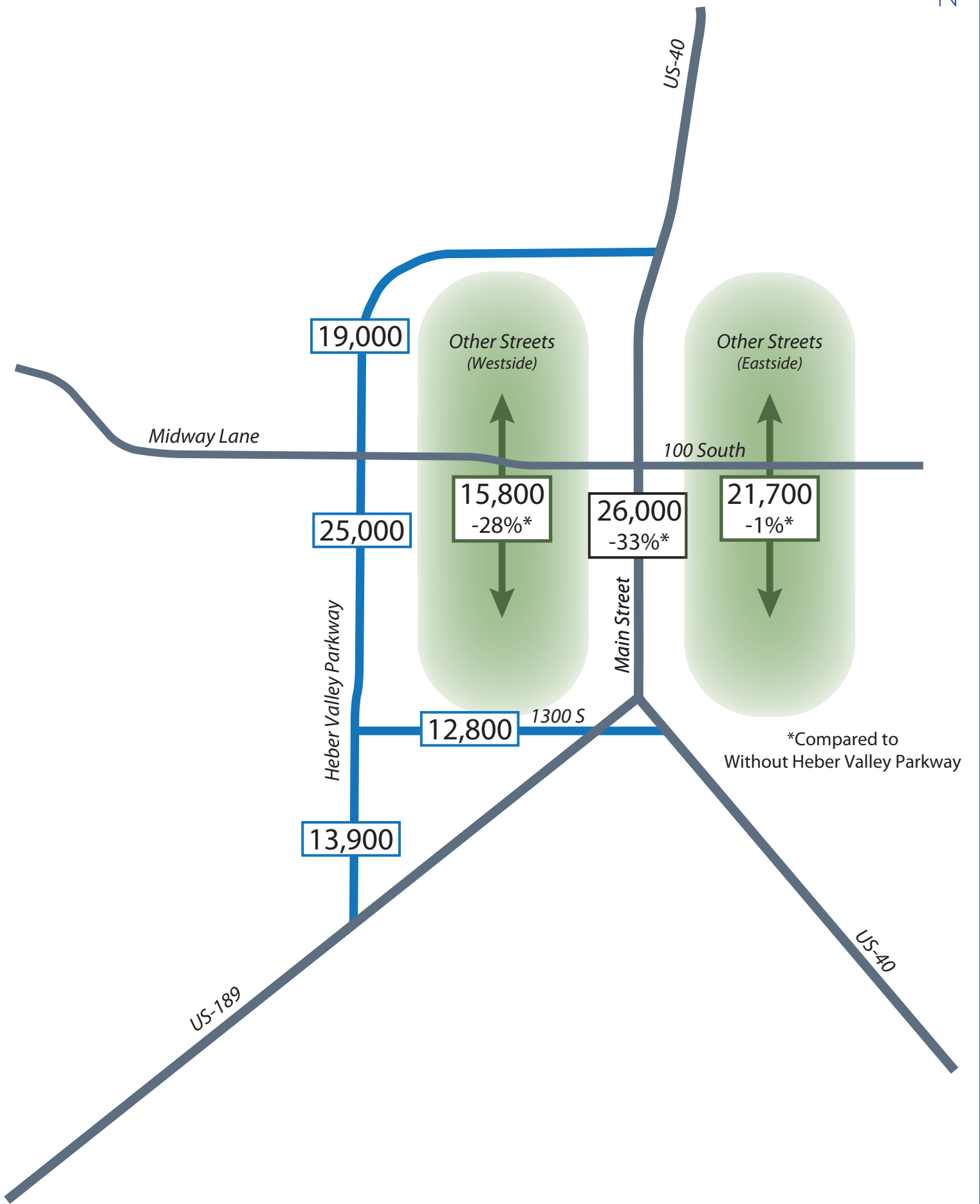
2050 Heber Valley Parkway Option 1



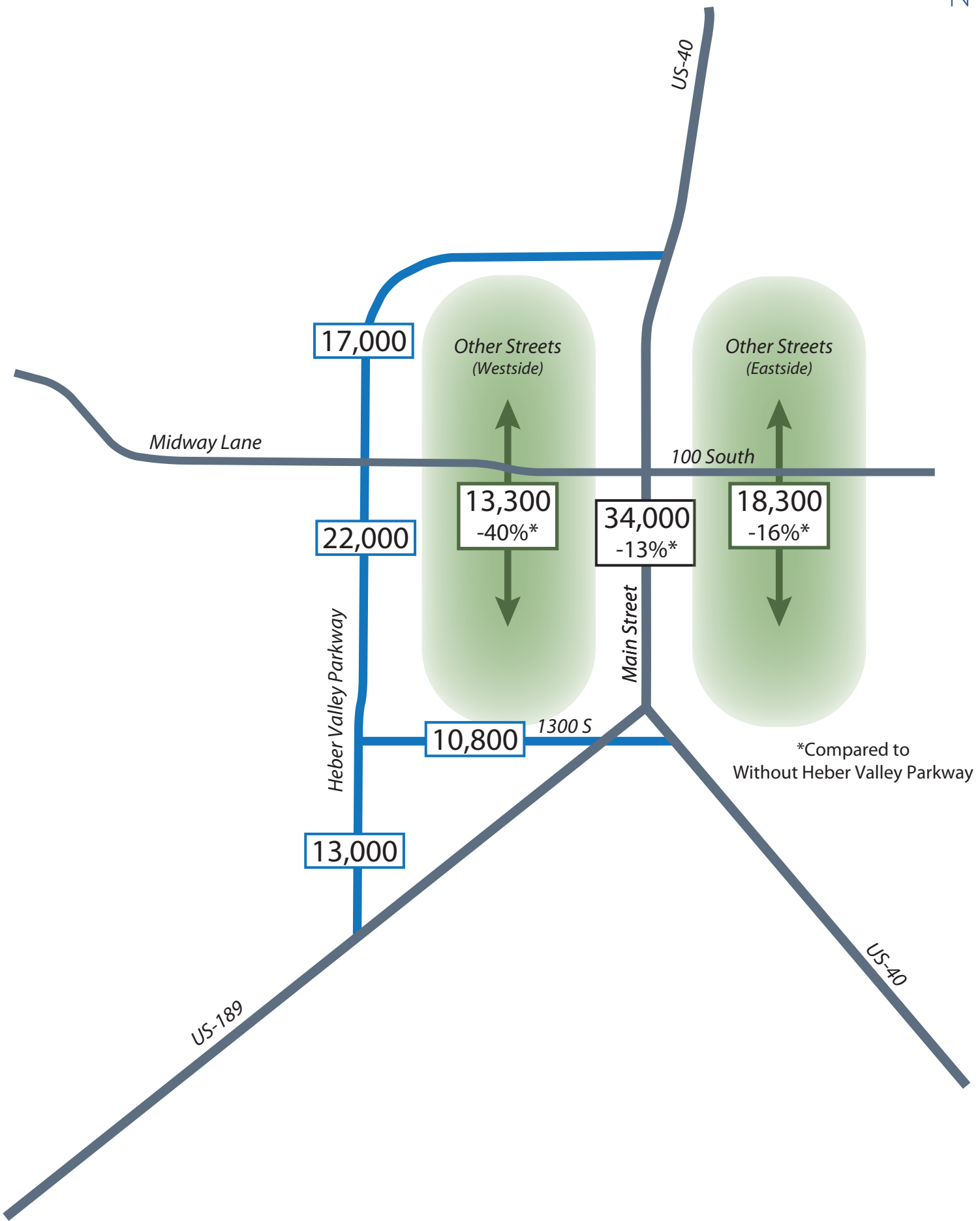
2050 Heber Valley Parkway Option 1 with Freeway Speeds



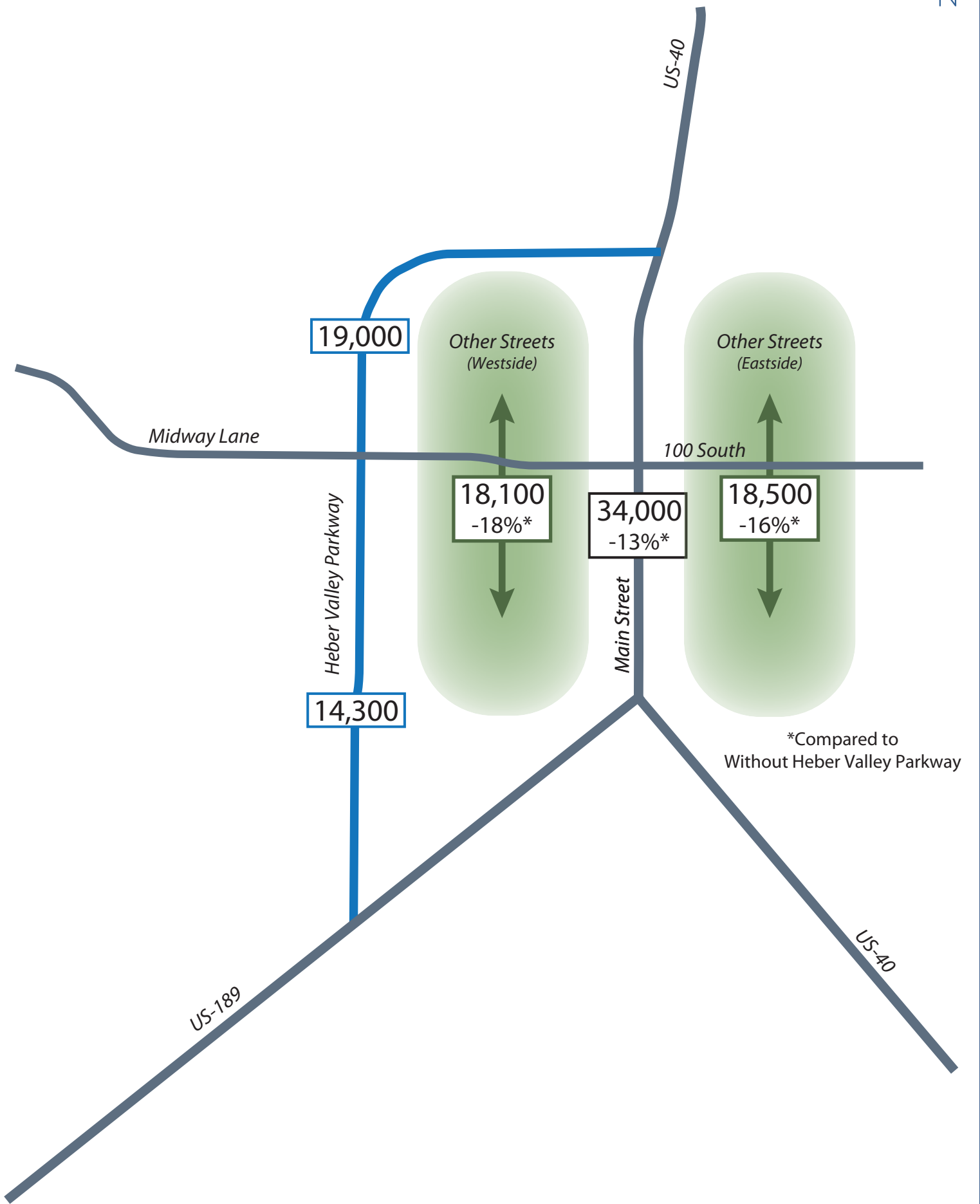
2050 Heber Valley Parkway Option 1 with Slow Main Street



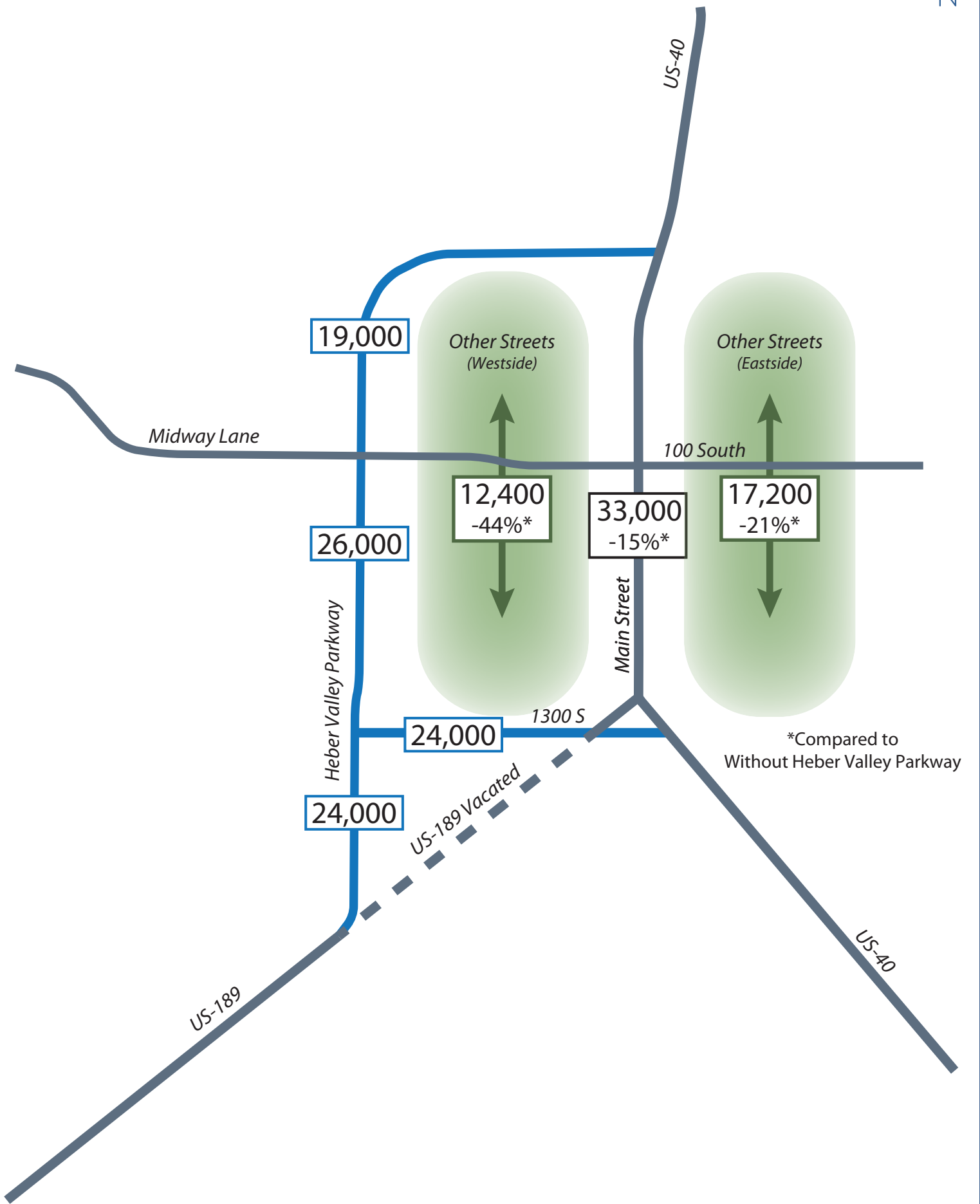
2050 Heber Valley Parkway Option 1 without Truck Restrictions



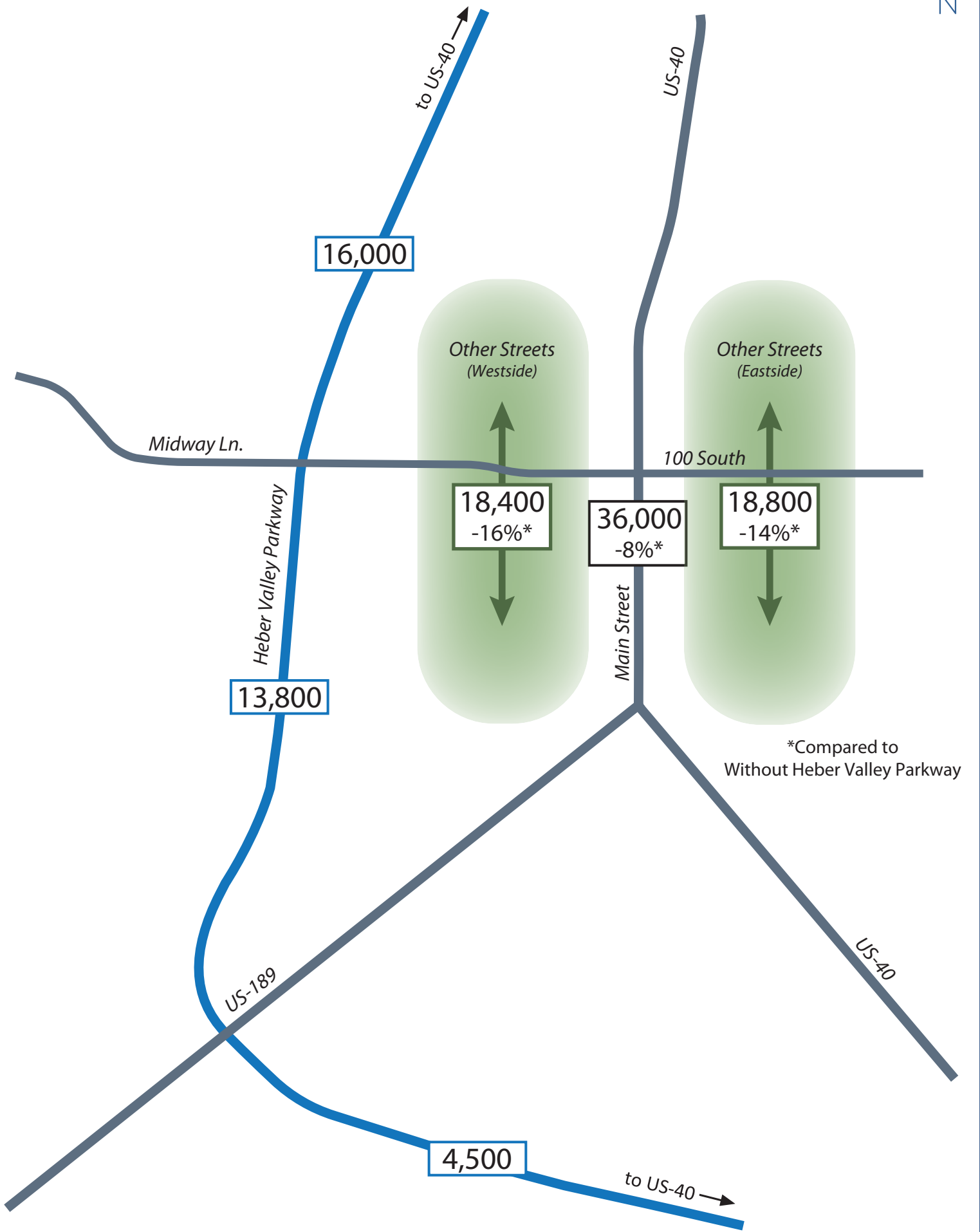
2050 Heber Valley Parkway Option 1 without East-West Connection



2050 Heber Valley Parkway Option 2



2050 Extended Heber Valley Parkway





APPENDIX D1

MEETING #1 SIGN-IN SHEET AND PUBLIC COMMENTS



UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Heber Valley Bypass Corridor Planning Study & Main Street Corridor Planning Study
Project Number: S-R399(271)
Pin: 15976

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

Project name	Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Richard Moore Jean Moore				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Robin VanDeWeghe				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input checked="" type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Dan & Sue Thomas				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Bart + Michele Mounteer				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Patricia Thompson				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Russell Gray				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Geli Neal				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other → what does it matter?

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

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

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Heber Valley Bypass Corridor Planning Study & Main Street Corridor Planning Study
Project Number: S-R399(271)
Pin: 15976

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

Project name	Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Laurel Hansen				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	MIKE JOHNSON				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	NANCY Courtoglass				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Josh & Andrea Hicken				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	JOEL KAREN MAVA				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Cristina Aquino				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Tammy Woodward				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).
 Sign In sheet will become part of the public record for this project.

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Heber Valley Bypass Corridor Planning Study & Main Street Corridor Planning Study
Project Number: S-R399(271)
Pin: 15976

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

Project name	Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	DAVID NOVAK				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Jeff Brackshaw				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Gordon Mortensen Lucy Shell Montensen				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Lindy Reiox				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Todd Gray				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Bruce & Margaret Bartholomew				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Gwynn and Ray Watkins				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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

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

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
 Heber Valley Bypass Corridor Planning Study & Main Street Corridor Planning Study
 Project Number: S-R399(271)
 Pin: 15976

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

Project name	Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Barbara Watton				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Gordon & Sharon Spencer				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Holly Bodily				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Jamie Naylor				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Eileen Boshard				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Kathryn Price				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Rich Clifton				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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

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

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Heber Valley Bypass Corridor Planning Study & Main Street Corridor Planning Study
Project Number: S-R399(271)
Pin: 15976

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

Project name	Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Carolyn Anderson				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Tom McKay				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Melissa Brady				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input checked="" type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Glvi Torres				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Barb Murdock				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	RICHARD STUCKY				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Lynn Mason				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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

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

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Heber Valley Bypass Corridor Planning Study & Main Street Corridor Planning Study
Project Number: S-R399(271)
Pin: 15976

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

Project name	Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Denise + Tim Harris				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Chani Hall				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Lynne + Doug Sears				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Mark Rowns				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Mike + Pam Weilenmann				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Cynthia Ball				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	GEORGE BENNETT				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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

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

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Heber Valley Bypass Corridor Planning Study & Main Street Corridor Planning Study
Project Number: S-R399(271)
Pin: 15976

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

Project name	Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Don Jacobson				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	HARRY ZANE				<input type="checkbox"/> Person with Disability	
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Ryan Starks				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	DANIEL NOBUE				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Philip BARTHOLOMEW				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Sally Whitte				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Jan + Mike Alton				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Neil Anderton				<input type="checkbox"/> Person with Disability	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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

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

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Heber Valley Bypass Corridor Planning Study & Main Street Corridor Planning Study
Project Number: S-R399(271)
Pin: 15976

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

Project name	Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Karl G McMullan				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	John Neal Giles				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study					<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Patricia Selas				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Lanay King				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Di DRAH				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	BART MUMFORD				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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

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

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Heber Valley Bypass Corridor Planning Study & Main Street Corridor Planning Study
Project Number: S-R399(271)
Pin: 15976

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

Project name	Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Blair Baird				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	John Pohl				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Rob Harmon				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Dennis Jensen				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Liam Murphy				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input checked="" type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Jo Ann Weyrauch Rebecca Weyrauch				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Heidi Franco				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

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

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

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Heber Valley Bypass Corridor Planning Study & Main Street Corridor Planning Study
Project Number: S-R399(271)
Pin: 15976

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

Project name	Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Rachel Mitchell				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Kelley D. Gallo				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Mark Walsh				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Marilyn Fowler				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	PAT & RUDI KOHLER				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	STEVE HENDRIX				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Ray Hult				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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

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

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Heber Valley Bypass Corridor Planning Study & Main Street Corridor Planning Study
Project Number: S-R399(271)
Pin: 15976

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

Project name	Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Ignacio Lopez				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Monique Duoyx				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Mike Dorsey				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Perry Rose				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	GARY WALTON				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	JOSH REINHART				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Krista Noble				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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

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

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Heber Valley Bypass Corridor Planning Study & Main Street Corridor Planning Study
Project Number: S-R399(271)
Pin: 15976

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

Project name	Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	April Estel				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Gary Giglio				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	BARBARA GAMES				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Jed Sells				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	JEFF WADE				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	MICKEY OKSNER				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Laurie Lambert				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

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

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

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Heber Valley Bypass Corridor Planning Study & Main Street Corridor Planning Study
Project Number: S-R399(271)

Pin: 15976

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

Project name	Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	John Southwick				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Karen Bassett Lobbiger				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Coscen Clark				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Rebecca Rowley				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Thomas H. Rowley				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	GINOY COSSAIRT				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Deborah VanLoeuwa				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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

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

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Heber Valley Bypass Corridor Planning Study & Main Street Corridor Planning Study
 Project Number: S-R399(271)
 Pin: 15976

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

Project name	Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Mike Osborn				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Karin Jentzsch				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	KAREN KORZANNA				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Jared Wright				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	ROSS BISHOP				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	meaghan miller				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Colleen Southwick				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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

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

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Heber Valley Bypass Corridor Planning Study & Main Street Corridor Planning Study
Project Number: S-R399(271)
Pin: 15976

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

Project name	Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Larry Duke				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Pam LARew				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	William Motley				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	PAM + PAT PATRICK				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Eric Houston				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Kate Mapp				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Brian S. Clark				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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

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

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Heber Valley Bypass Corridor Planning Study & Main Street Corridor Planning Study
 Project Number: S-R399(271)
 Pin: 15976

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

Project name	Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Shauna + Fenton Forrest				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Brandon Cameron				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Jacob Loveland				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Wendy Casey				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Ben + Heather Siefert				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Margaret T Goach				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Heidi Hanna				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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

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

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Heber Valley Bypass Corridor Planning Study & Main Street Corridor Planning Study
Project Number: S-R399(271)
Pin: 15976

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

Project name	Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Philip Bredan				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Rachel Kahler				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	RICHARD GETZ				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	LARRY NEWHALL				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Linda Stice				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Stevy Houston				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Tom Fowler				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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

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

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Heber Valley Bypass Corridor Planning Study & Main Street Corridor Planning Study
Project Number: S-R399(271)
Pin: 15976

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

Project name	Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Becky Broadhead				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Spencer Young				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Kay Rust				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Robert Taylor				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Daniel Meier				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	A. RON PARKER				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Melanie Seus				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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

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

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Heber Valley Bypass Corridor Planning Study & Main Street Corridor Planning Study
Project Number: S-R399(271)
Pin: 15976

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

Project name	Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	MATTHEW LUSSIER				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Linda Lussier				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	BILL DOW				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Paula Boltzan				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Mike & Tina Moore				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Jan M. Olpin				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Rebecca A Miller				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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

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

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Heber Valley Bypass Corridor Planning Study & Main Street Corridor Planning Study
Project Number: S-R399(271)
Pin: 15976

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

Project name	Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Ann Horner				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Diana Fulcher				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Dana Clark				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Rosemary Brewer				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Marianne B. Allen				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Mark & Jamie McAllister				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Brent Cristander				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

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

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

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Heber Valley Bypass Corridor Planning Study & Main Street Corridor Planning Study
Project Number: S-R399(271)
Pin: 15976

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

Project name	Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Russ + Cathy Witt				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	NICK LOPEZ				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input checked="" type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Ronald Crittenden				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study	Farah Sanders				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input checked="" type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Terri Goodall				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input checked="" type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Rachelle Grimes				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study					<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

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

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


UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Heber Valley Bypass Corridor Planning Study & Main Street Corridor Planning Study
Project Number: S-R399(271)
Pin: 15976

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

Project name	Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Rachel Smith				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input checked="" type="checkbox"/> Main Street Corridor Planning Study	Sarah Dempsey				<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study					<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study					<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study					<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study					<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
<input type="checkbox"/> Heber Valley Bypass Corridor Planning Study <input type="checkbox"/> Main Street Corridor Planning Study					<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

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

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


Date	Comment Number	Name	Comment	Medium	Attachments
08-01-2018	1	Anonymous	I dont want to be paying for the bypass when the truck traffic is the problem. And the companies should be paying for this bypass. Oil and gas. they are the ones causing the problem and ruins our town.	Email	
08-01-2018	2	Darryl Bosshardt	<p>Hi There – As part of the upcoming meeting on the Heber Bypass Corridor, I wanted to submit my thoughts. Unfortunately I will be out of town on business on August 8th and will not be able to attend, so I wanted to submit my thoughts for consideration. I live in Heber City and work out of Heber City and Lindon. I know my email is little long and I really appreciate your time and consideration. I would also be happy to set up an additional time to meet if that would be of any help.</p> <p>I realize that the bypass and main street are passionate topics and there are no easy solutions. That said, here are my thoughts.</p> <p>The current bypass planning started some 20 years ago when the population and city/county developments looked substantially different than they do today. What used to be a true "bypass route" 20 years ago, now only moves traffic off of the main thoroughfare by a few blocks for approximately 1.5 miles of the 7 miles of the valley (Point of Entry on the South, to River Road on the North), and still brings the traffic through a busy part of town past one of the bigger city parks where there is already lots of kids and "soccer-parent" traffic.</p> <p>With all of the new building/developments South of Walmart on HWY 40 (Heber City, Daniels, Schools, Businesses), there will need to be at least 2 if not 3 additional stop lights on 40 before the through traffic connects to the 20-year-old proposed "bypass" at Walmart. At a minimum there will be one stoplight at Airport Road, and a possible second at 1500S at the hospital. And then a 3rd light where Wheeler Road connects to 40 near 2400 South for the new Elementary School and all new homes going in. Once there are a few deaths at those intersections with people cutting out in front of trucks to get out, or kids trying to run cross the road after school, the public will demand lights.</p> <p>Furthermore, North of the proposed "bypass" on 40 there will also be additional stoplights that are required between the bypass and River Road as we are already seeing bad traffic accidents in those areas. Getting on or off Coyote Lane onto 40 is increasingly dangerous and with all the new development in The Cove area, the new Sorensen Developments and the bike trailhead it will demand a stop light there in the very near future. There will also need to be additional stop lights at Wasatch Commons and another at 3,000 North for the College and all the North Field Developments which will eventually happen.</p> <p>This means there will be an additional 4-6 stop lights on 40 that are now outside of the "bypass route" within a short period of time – likely long before the "bypass" can be completed. The "bypass" as-is currently planned would skip 3-4 stop lights in downtown (which would be nice), but the trucks and through traffic would still have 4-6 other lights in addition to any lights of difficult interchanges on the bypass. Looking at it this way makes me question the value of such a small "bypass" to UDOT and to the community at large. I think the current "bypass" as planned is a great city road and could help with intracity traffic, but not a UDOT 40 "bypass" because it now "bypasses" such a small and insignificant 1.5 miles of the 7-mile corridor that makes up the Heber/Daniels/North Field community.</p> <p>I realize the politics of the North Fields and the challenges of the FAA make a larger bypass challenging at best, but at least then we could look at making it a true bypass. If the bypass were to start at 3600 S (Little Sweden Rd) and go west, then cut between the airport and the gravel pit and turn north it would be a fairly straight shot to the river road intersection. Yes, it would cut through the North Fields and it would require a lot more political might and UDOT dollars than the little 1.5 mile "bypass" that was planned 20 years ago. However, it would also be a true "bypass" road bypassing the full 7 miles of the corridor along with the added benefit of 189. It might be a long shot, and it make take years, but then 20 years from now we can look back and have a real bypass to a little valley that is bursting at the seams.</p> <p>No matter the route, we are still years away from the bypass competition and the valley will continue to grow north and south of Downtown at exponential rates, and the traffic will just get worse. In the meantime, no matter which bypass route is used, making 1st East and 1st West both a one-way road would help take local traffic off main-street and relieve a little pressure until a bypass can be made. People are increasingly using them anyway and making them officially one-way would add safety and efficiency while allowing the locals to stay close to downtown while the traffic continues to build.</p> <p>Again, I realize the decisions are difficult and very emotionally, politically driven and people hate change. I also believe the old "bypass route" could make a good city road in the future, but let's not call a small 1.5 mile diversion of a 7 mile congested thoroughfare a "bypass". Citizens are demanding a bypass, but what they really want is a I-215 type bypass or full beltloop not a kick-the-can-down-the-road, move the cars over a couple streets for a few blocks, bypass.</p> <p>Thanks for listening and good luck with decision.</p> <p>Darryl</p> <p>PS> Here is a rough look at the old 20-year-old "bypass" plan in Red vs what a true bypass would need to look like today for the current population and future developments. You can also see all the additional stoplights on 40 that will be required over the next 5-10 years as the bypass is being completed, which makes the red "bypass", hardly a bypass.</p>	Email	
08-01-2018	3	Lanay King	<p>Dear Mayor Potter and Corridor Planning Commission,</p> <p>I write this email prior to the Public Open House meeting in hopes of (1) getting on the agenda to speak that night, and (2) to make sure several details are being considered by you and all of those making this decision.</p> <p>First, I recognize the difficulty of your assignment. But one of the proposed bypass roads will become my backyard and the backyard of all my neighbors if it is chosen to travel east off of Southfield Road into the Wal Mart area. For our neighbors, this will significantly affect our quality of life. The noise, traffic, loss of privacy, and all that comes with a major road is something that concerns us greatly. I am concerned with the "word on the street" that says that the decision to put the bypass road here is a "done deal" or at the least, the first consideration of the Commission. There seems to be a perfect solution for the bypass road on the map that takes traffic out to Canyon Road (Hwy 189) and it doesn't impact any citizens of Wasatch County. This valley is so beautiful, and yet this road would destroy one of the most beautiful parts of the valley - forever. And at the same time another viable solution is on the table.</p> <p>Secondly, we were told federal funds were used when filtering the water for the county in these fields. If the bypass road were to take up a significant portion of this area, what would happen to the secondary water and to those funds?</p> <p>Finally, we are seriously concerned that the impact of such a road is not being seriously considered for the residents of our neighborhoods. There is another proposal that would allow for traffic concerns to be addressed (Southfield Road all the way out to 189) that doesn't impact citizens of this county. What we would be asked to sacrifice for this road would be enormous. We just want to be assured you are taking our needs into consideration before voting.</p> <p>I hope to have the opportunity to address the Commission at the public hearing August 8th to make sure all of those voting for the bypass, and those citizens lobbying for it, have a clear picture of how this would hurt many of us here in Wasatch County.</p>	Email	
08-06-2018	4	Chris Gooch	<p>Brianna,</p> <p>Thank you for the flyer.</p> <p>I will not be able to attend, but my mother will be attending.</p> <p>As you know, we feel strongly that our property would not be suitable for any southern portion of a bypass solution. As you know, our parcel is one of the only commercial parcels south of the junction. You may be aware that there are multiple condo/townhome developments being built or in planning process just east of Highway 40 and south of the junction. If our property is rendered unsuitable for commercial development due to a bypass road, all of those new residents will need to travel north of the junction to access any commercial/retail services, which will have the opposite impact of what the City is trying to achieve. Enabling our property to be developed into a commercial center for the people south of the junction should be part of an overall traffic reduction plan for the area north of the junction. Running a limited access highway across our property will effectively prevent that from occurring.</p> <p>We are hopeful that UDOT can understand the broader context of how our parcel, if properly developed, can help achieve the traffic mitigation by reducing the need for people in the south valley to travel to the City center.</p> <p>Sincerely, Chris Gooch</p>	Email	
08-07-2018	5	Lynne Sevs	Congestion-school walking routes. Clean air, clean water, OPEN SPACE.	Comment Form	


08-07-2018	6	Lindy Reivux	We are a very child friendly city. There are lots of kids on our roads and parks. It needs to be safe for them. Stay out of Hertz fields! It is our only original piece of land left with the valley. The residents are very passionate about it! They should make the residents of Heber know what is a bypass road is it 2 lanes each direction or a 4 lane each way highway? Or a new 2 lane with stop lights? I would release a lot of questions as everyone I know has a different idea in their mind as to what a bypass is.	Comment Form
08-07-2018	7	Ryan Starks	Truck traffic needs to be addressed. The population continues to grow, so the need for the bypass is great. Please keep this a priority. Please consider enhancing bike lanes.	Comment Form
08-08-2018	8	Phic Jordan	Preserve riparian areas: Wildlife and mountain views. Light and noise, pollution, distribution, and reflection. Wherever the new bypass is adjacent to houses; plan and install landscape acoustic and light mitigation (Berms)	Comment Form
08-08-2018	9	Echo Neal	I have lived here 31 years-and for over 2 decades this subject has been "looked at" - in the mean time, our valley is exploding and we can't travel from pt A to pt B - its congested and its increasingly becoming dangerous, as those in charge procrastinate. We have run out of time. This needs to be done- NOW. Im more concerned with peoples' lives at this point- Environmental issues have been ignored with everything else- its the least of my concerns- I dont want anymore of my friends killed. Approx. 27 years ago, a little 12 yr old girl named Becky Harrington was killed by a tire flying off of a big tanker truck on Main St in Heber. Since then- we have a rising death toll- How many people have to die before you people get your act together?! Im sorry- this has been procrastinated for 2 decades too long. Time is up... The citizens are frustrated- Please do something now.	Comment Form
08-08-2018	10	Eric Houston	Private property and business along the corridor do not wish to have the corridor. When a bypass comes in it becomes the way and all the traffic is diverted.	Comment Form
08-08-2018	11	Russ Witt	The bypass is too close to the homes. Please consider pushing it further west and the south portion push it further south. There is a lot of development planned that is too close to such a busy dangerous road. The speed limit could increase if the limits on the south end were removed by making a more dragonal route from south field rd to highway 40. I don't think it is legal to take ground that was conditioned for sewer fields and turn the use to a state highway. We have a 40 yr lease on the corner of southfield rd @ 1255 south that will not be given up. The sewer fields have become home to a large flock of cranes. Their habitat should not be taken. The bypass is in the wrong place because the Heber City has acquired the current right of way through forcing developers to give it. This policy is lame because it puts the bypass right next to the new homes church's parks etc. The bypass shouldnt be so close to children. If the city wants it bad enough they should buy a corridor further west away from developments, parks, children etc.	Comment Form
08-08-2018	12		Go down Daniels Rd, cont. to 2400 to bypass EPA lands	Map Comment
08-08-2018	13		Add "berm" landscape to protect wetland and wildlife	Map Comment
08-08-2018	14		Traffic light with turn light, already one fatal! Reduce speed	Map Comment
08-08-2018	15		Need a light, dangerous intersection	Map Comment
08-08-2018	16		Four lanes 189 to Daniel with sidewalks for neighborhood pedestrians	Map Comment
08-08-2018	17		Too close to existing housing, noise	Map Comment
08-08-2018	18		How do we allow local traffic out of Wheeler Park safely and not cause back up due to truck traffic?	Map Comment
08-08-2018	19		100+ kids walk to school because of bussing laws from this area!! Ask school district input!!	Map Comment
08-08-2018	20		Without rebuilding road options this blocks the Wheeler Park neighborhood makes it difficult leaving it	Map Comment
08-08-2018	21		Consider overpass. Corners too tight for oil tankers, spill risk	Map Comment
08-08-2018	22		Difficult to understand moving more traffic closer to access largest store in Heber as well as residential areas	Map Comment
08-08-2018	23		Too bad not done 30 years ago. if you have a bypass you can't have stop signs otherwise there's no reason to have it. Trucks and cars do not want to stop - lots of pollution	Map Comment
08-08-2018	24	Gordon & Sharon Spencer	Much less traffic, safety, air quality.	Comment Form
08-08-2018	25	Robin VanDeWeghe	The North and South fields are a trasure in this valley, to destroy them is a loss to all future generations.	Comment Form
08-08-2018	26	Jamie Naylor	The road going off of Southfield 1300 this is way too close to communities houses and schools. Children walk to schol on industrial by walmart just take the road straight out southfield and do the transition on 40.	Comment Form
08-08-2018	27	Spencer Young	My property value with this development will be cut in half. The impact of local business should be considered. My access and visibility will be significantly reduced.	Comment Form
08-08-2018	28	Joseph Mara	Finish 2 lanes. Noise. Will RT 40 have noise reduction walls?	Comment Form
08-08-2018	29	Brent Crittenden	Access to or from midqy is NOT necessary from the bypass!!! Wetlands @ northwest corner adjacent to muirfield homes. DO NOT MOVE MAINSTREET! NO ON/OFF RAMPS.	Comment Form
08-08-2018	30	Richard Getz	Flow, noise, excessive speed. Air brakes and braking noise. Wildlife. Wildlife and river impact. Road drainage. Noise. Air quality. Its a difficult task ahead no doubt. Most important keep the character of the valley.	Comment Form
08-08-2018	31	Jon Todd Gray	I DO NOT want the south end of the bypass to go right behind my house 600 trucks a day is too much. Go out to the Highway. In the fields on the south end of the bypass are deer, san hill cranes, ducks and geese so dont upset that. We love where we live, we like the quiet and peace if we have to fight to preserve it legally we will. Just go out to the hwy 189 Dont go behind our houses.	Comment Form
08-08-2018	32	Margaret Turner Gooch	" Turner Mills Prop" Do not take it through, Turner/Gooch property. We have worked with a developer for almost 2 yrs to see that property will bring added benefits (movie theater, restaurant, housing) to Heber Valley. Why not take the road South of airport OFF 189 through Daniels to Hwy 40 out by state weigh station?	Comment Form
08-08-2018	33	Glenda Gray	Please Do NOT run the south leg of the by pass behind the houses over 600 trucks a day is too much. Go out to the highway. Do not upset the wild life in the fields where the water treatment is. We love our home but if you put a highway behind us it will kill our property values so we may have to fight in the courts to protect our home.	Comment Form
08-08-2018	34	Mike and Kit Kosakowski	Will trucks use a 2 lane bypass? Minimize the number of traffic stoppages- traffic lights etc. To minimize the length of individual vehicle emissions.	Comment Form
08-08-2018	35	Nick Lopez	More traffic lights on 40 from riber road to at least airport rd. Center dividers south and north of Heber city also on 189. Too many head on fatal crashes. Turn lights on main st. Fire hydrants per code on 40 for vehicle truck fires. Wet lands, rivers. 189 from Deer creek down to Heber, center guard rail, finish to 4 lane. Too many fatal head on crashes. Finish US 40 to 4 lanes, center guard rail and pedestrian side walk south to daniel canyon. Traffic light at airport rd already had one fatal accident. Lighting at key intersections. Fire hydrants for vehicle fires and fire code. Reduce speed limit on main street one end it is 40 mph well into the business coridore. It is 30 mph in vernal. More traffic lights with left hand. Turn lights on main street. 40 North of 500 N center guard rail to prevent fatal head on accidents already 3 this year. Add an extra lane on US 40 so slow trucks can move to right already fatal accident when semi truck pulled in front of motorcycle this is US 40 to summit courley.	Comment Form
08-08-2018	36	Chani Hall	What's the forecasted # of trucks? Dont ruin the beautiful valley by putting a road down the middle. The farmers? Strongly disline the current approach of taking a 20 yr old plan and trying to use it. By putting a bypass on the west side of town, that is effectively putting a boundary on growth. I appreciate the urgency some seem to feel things need to be done BUT that doesnt mean it needs to be done improperly just to fix a huge problem. I will sell my house or leve Heber if current plan goes through.	Comment Form
08-08-2018	37	Rudi Kohler	Cut the NW corner of the bypass to the original diagonal route closer to the existing development. The proposed route invites development into the north fields. Preserve as much of the north fields as open space as possible. Berm the bypass to keep out noise. Vacate the existing state RT 40 through town and call the bypass RT 40. Calm the traffic through town to encourage people to shop and dine.	Comment Form
08-08-2018	38	Tyler May	Underground road or flying cars	Comment Form
08-08-2018	39	Harold Patrick	Congestion, air pollution, safety. Air quality!!! Do not design a traffic system that will result in air degraqraton like the wasatch front!!	Comment Form
08-08-2018	40	Linda Lussier	Concerned about the change to property values. Concerned about air quality due to traffic. Noise, pedestrian traffic dangers. We are growing too fast for Hwy 40 to keep up.. our beautiful town is losing its charm and why we love living here. Very concerned aabout the amount of truck and auto traffic on hwy 40. Too many accidents and deaths due to neglegent and distracted drivers. Speds need to be lowered until the bypass is completed. Especially starting at riverroad. I feel the bypass should start at riber load and be taken to the west. I live off coyote and fear for my life every time I try to turn off 40-onto coyote. No divider or place to go if another vehicle is coming into my lane. Concerned about foot traffic on main street. Businesses cant stay in business because no one will take chance of being hit while shopping.	Comment Form
08-08-2018	41	Patricia Thompson	Getting big trucks off of Heber's Main Street. Not totally if they want to stop to get something to eat. You are NOT destroying too many cat tails. Environment is only a consideration not the main steering point! We do not want Heber's main street to look like park City!! Do not clone us into any other city!! We do need bike lanes but not necessarily on Main Street.	Comment Form

08-08-2018	42	Jared Wright	Biggest consideration should be given to truck traffic. Is there a way to incentivise rather than enforce use of the bypass? Make sure to protect any wetlands (if any). I am in full support of creating a bypass and turning control of main street over to Heber city.	Comment Form	
08-08-2018	43	Barb Murdock	Need to get the 1200 daily oil tankers off main street in addition to other large trucks- US 40 is a main road for all camping and recreational vehicles- some days traffic so bad you have to take back roads to even move. I say just get it done I cannot think of anything environmental that this bypass would affect. Remember the land slide on highway 6? They said build us a 4 lane road in 3 months and they did it. UDOT can also do the same in heber-so bad- I would like to see the complete bypass finished in 5 years. Also need an on and off ramp on midway lane.		
08-08-2018	44	Carolyn Hook	Too much traffic on main st. Get double/triple semies, ect to go around. Need more left turn arrows on main st. Not to disturb Provo River.	Comment Form	
08-08-2018	45	Josh Reinhart	I dont think the traffic is too bad on main st. You are projecting building through wetland areas. I dont understand why the bypass has to be so close to the murfield development. Also, this isnt cutting down on traffic. It is just moving it to another area.	Comment Form	
08-08-2018	46	Rich Cliften	Safety and flow	Comment Form	
08-08-2018	47	Rebecca Miller	I far prefer option A over B and C. Options B and C would surround homes with high traffic roads. Pedestrian traffic needs to be considered at the southern portion. There are many people that walk to walmart and other places. They will have to cross around all the big trucks. That's one of the biggest concerns with the bypass in this area.	Comment Form	
08-08-2018	48	Dennis Jensen	This bypass is extremely important and critically needed. Map showing minimum traffic must be during the night. Wasatch county is considering a zone charge on 20 acres west of church on S field road. If they approve this it is right in the proposed alignment.	Comment Form	
08-08-2018	49	Danfel Noble	Bottleneck of traffic flow near walmart cant handle volume of trucks running down current mainstreet. Need to consider house values/ children on congestion pushed on new neighborhoods. Too much noise, brakes, close to neighborhoods. Continue bypass out to the 189 on southfield road and have an overpass to connect to 189 east and a right turn to go west. Make merge love to merge from 189 to 40 at light and bypass the light. This affects less people, preserves property values and moves noise pollution away from neighborhoods. This is a better option!	Comment Form	
08-08-2018	50	Russ Bishop	Wetland and water migration. If you cannot build homes n a property how can you build a highway? This is a bad corridor ideal 1. It might be open space now (and thats for a reason) but what will it be after a highway goes through a natural spring wetland and the cost of maintaining this road is very costly? 2. Urban sprawl once the bypass goes through what keeps the power poles and building from following it?	Comment Form	
08-08-2018	51	Karen Koreanta	Move direct to SLC traffic off or main street. Wasatch county is allowing homees/ranches right now in the S/N fields so cant be impossible obstacles.	Comment Form	
08-08-2018	52	Holly	If all this expense goes into creating a bypass the semis NEED to use it!! Worry they still wont can there be a way to enforce? Impact of wetlands need to be considered and be kept absolutely minimal. Can open agricultural space be preserved to off set all the traffic? Get it done fast!! (yesterday)	Comment Form	
08-08-2018	53	Andrea Hicken	There are too many big oil trucks on main street. Main street is not safe with all the current traffic. Will there be a sound barrier put up alongside the housing developments?	Comment Form	
08-08-2018	54	Don Jacobson	The bypass needs to be an easier and faster route than main street. South field park and the fair grounds look to be too close. I feel that 189 from the south should be linked to 40 to the north as a freeway 60 MPH not 35 route no one will use.	Comment Form	
08-08-2018	55	Larry Newhall	Pipeline alternative; no tie into any streets; its a bypass. Wetlands; water retention ponds; canal flooding. What percentage of traffic will be offloaded?	Comment Form	
08-08-2018	56	Rob Harmon	Time the lights on main street. Set it up to handle the traffic. Fix the huge dips on roads that parallel main street for locals. Noise! Making the trucks slow down to come through town is less intrusive to surrounding wildlife and humans. Fix main street first! Modern, synced and timed lights will fix the congestion!	Comment Form	
08-08-2018	57	Bud Mcmanus	Impending grid lock!! Moving traffic faster sooner is better for all of us.	Comment Form	
08-08-2018	58	Thomas H Rowley	The number of homes build in the last 20 years in alpine meadows now butt up against the proposed heber valley bypass corridor which will be right behind my home and the whole street of 1250 S. The new corridor should be well away from the city and future growth and developments of heber. Hebercity Utah is one of the fastest growing small areas in the United States (pernational studies) Environmental issues will increase especially in Heber Valley with additional traffic fumes. DOT needs to seriously look at hwy 40 traffic. Its not just trucks, its also normal regular campers and cars and all personal vehicles as well. I moved to heber city to retire in 2002 purchasing my last home in the newly development of alpine meadows ivory homes. And had many others would be very disgusted if a bypass corridor would be put in right behind our homes where the canal is. When we first moved to Heber in 2002 there was discussion re the bypass- going in right behind our home. That plan was produced 20 years before we moved. Now that plan has to be 40 yrs in the works. Really not sensible now.	Comment Form	
08-08-2018	59	John Southwick	Locate my home in relation to one of the proposed routes and you will understand my primary concern. I have an option D I would like to present what would likely save lots of money, time, energy, and grief. At the very least, you ought to consider that there are other solution possibilities.	Comment Form	
08-08-2018	60	Richard Stucky	Comic development south of 1200 S will not be addressed by the current plans- the bypass should extend around the airport and connect up near the port of entry. The current bypass puts significant traffic and intersections near the walmart and adjoining retail. This is a recipe for significant congestion and accidents. The bypass needs to go around the airport and connect further south near the port of entry to milligate congestion near the largest retail area in heber.	Comment Form	
08-08-2018	61	John Polel	The proposed route is too close to existing houses and header right through a developing area. Very short sighted especially on the South end. You are planning on going right through a wetland.	Comment Form	
08-08-2018	62	Diana Fulcher	Trucks so close to homes seems we could move it out a little away from homes. Right on water/streams in North fields. How will you aquire land in North Fields? Isn't it protected? Why put south side so close to houses?	Comment Form	
08-08-2018	63	Matthew Lussier	Business and residential access and safely econ dev plans. The route as proposed at open house 1 does not start far enough out of town at either end. On the north end it should start north of UVU. Traffic from UVU, wasatch commons, coyote lane, and back 40 grill find it difficult to ender and exit US 40 on the south it should start south of airport rd. I would suggest at or near river rd intersection, through north fields, then south fields, cross US 189 travel behind the airport and back to US40. The proposed shorter route does not adequately account for future growth on either end of town. In the meantime the speed limit on the north end should be 45 mph from UVU to the present 35 mph zone. There are too many accidents, including 2 deaths in this area.	Comment Form	
08-08-2018	64	Kate Mapp	Why was it so easy for the county to acquire \$ funds for a bypass rd (acquired already) but is a painful process to buy open space land? Can we tax the trucks coming from uintahbasin? They are ruining all these small towns and we should get things in return-parks, schools, divided fun (like AK) open space. 1. Sound/noise? This is going to ruin the heart of the heber valley. 2. This undermines the north and south field open space beauty of the valley. 3. Create alternatives to bypass/ build a plant in the Uintah Basin/ make the big businesses pay for their truck traffic. 4. Keep the traffic/cars where it is/ is anyone going to use it? The bypass is not convenient. 5. How can you guarantee my propey will remain viable, desirable? 6. What about the bike path connecting the 2 towns, this is my favorite thing about Heber.	Comment Form	
08-08-2018	65	Melanie Seus	I do not have major concerns about the proposed route. However, it seems that a more gradual turn towards the west from Main Street (when entering Heber from park City) would allow drivers to keep their speed up and more quicly/efficiently bypass downtown. Right now it appears as a sharp right turn, but an on/off-ramp might be more effective in encouraging use by drivers.	Comment Form	
08-08-2018	66	Rel Weyrauch	Suggestion: Why do you need the connectionfrom S field To 1300. It would be cheaper and better to go straight to 189. The proposal would affect at least 16 homes.	Comment Form	
08-08-2018	67	Mike Johnston	Must reroute HWY 40! Please move the HWY. Give main st. Back to Heber.	Comment Form	
08-08-2018	68	Paula Baltean	Do not increase traffic on side streets. Mas transit to PC. Mure stop signs on side streets. Sidewalks on side streets. Air quality. The bypass should be a bypass no exits into Heber. Do not want businesses built along the bypass. Good luck- you've got a tough job ahead of you.	Comment Form	
08-08-2018	69	Rachel Mitchell	The new bypass through the Book cliffs to I-70. Make 3 lanes on main, plenty of parking in BACK. Noise in my Muirfield house, wetlands, I will sell.	Comment Form	
08-08-2018	70	Karin Jentzch	Environmental impact on residents. Using current open space more wisely. Property value. Housing impact of existing home owner property value.	Comment Form	
08-08-2018	71	Jay Price		Comment Form	
08-08-2018	72	Josh Hicken	Too many trucks, more sidewalks. Wetlands and trains.	Comment Form	
08-08-2018	73	Gordon Mortensen	Continued growth in Heber Valley. Long term plan for a belt loop type road possibility. Bypass must be divided highway at least 55mph. Wildlife crossing overpasses North and South areas of the road. Avoid accidents for both critters and humans. 1. Main street corridor considerations should include area from smiths at the north to 189 on the south. Secondary 189 South to the weight station. 2. All bypass should be divided highway style with overpasses and exits. Minimum of 55 miles per hour. South and options at 35 to 45 MPH will not work well. 3. Bypass should start further north and definately go south of Daniel and connect with HWY 40 at or near the weight station. The three options shown now are not good.	Comment Form	
08-08-2018	74	Tom Mckay	Bicycle access, environmental concerns including waterquality, noise reduction, wildlife habitat and safety. Recreation access. Walking access/walkability. Water quality (provider) wildlife safety/crossings, etc. Wildlife habitat enhancement. Noise reduction, but not walls.	Comment Form	

08-08-2018	75	Max Stirling	Make our town a safer place for local use of Main Street. Avoid impacting the river corridor too much. It is one of the few refuges left for wildlife and humans alike. This bypass is already at least 10 years overdue. Please expedite the process as much as possible. The city has been caught in the cross hair of increased growth in the wasatch back and increased oil transportation converging on our communities Main Street.	Comment Form	
08-09-2018	76	Mike Dorsey	Feasibility of public transportation from Heber to park City and heber to Provo. Air quality and wetlands.	Comment Form	
08-09-2018	77	Jeff Anderson	To Whom it may Concern, I am a current resident of the Cottages at Valley Station here in Heber City. My name is Jeffery Anderson and my home is at 420 Meadow Walk Drive. I am writing this letter to express my concern that the Bypass Corridor would still consider 1300 South as a viable option. I realistically assume that was from an earlier proposal before the homes and shopping areas were built in this area. At this time it no longer should be considered a viable option with consideration as how it will effect both the residential and business areas around 1300 South. I recognize that the corridor is necessary, but it should proceed with the least disturbance to the community as possible. The alternate route from Hlway 189 to South Field Road is obviously the better option without question. Unfortunately, this project will effect many people no matter where it is done, but avoiding 1300 south will certainly effect fewer residences and business. This should be a no-brainer. A Concerned Resident, Jeff Anderson*	Email	
08-12-2018	78	Spencer Young	Matt, I appreciate your taking the time the other night to explain this project. I take this project very serious as it has potential to greatly impact my family. I'm married with two little children and we recently purchased the pad site at 1260 S. US Highway 189. It is a 1.3 acre pad with the intention to be used for a Culver's restaurant. Fast food restaurants rely on access and visibility. We have permits ready to be picked up, architecture plans complete, builders lined up and of course the property purchased. We are into this project well over a million dollars to date. We were projected to begin construction in the coming days. I caught wind of this public meeting held on August 8, 2018 and decided to attend and that is where I met you and was presented with this information. I have now placed my project on hold because I am so worried about what these changes would mean for my business. I believe the mere presence of this project planning and the uncertainty has already significantly decreased the value of my property. The bypass road beginning at the north end of town and ending at highway 189 on Smithfield road (West loop) doesn't concern me so much. It is the portion running east and west from Smithfield road to Highway 40 (Highway 40 connection) that I wish to discuss. If the purpose of this project is to reduce congestion on Main Street in Heber, I believe the West Loop has the potential to help that. The gentlemen from Wasatch county that was present at the meeting stated that a study done 10 years ago showed that 65% of the traffic was people traveling from Provo to Park City or vice versa. I understand this study is 10 years old but if that could be updated and verified it would indicate that the West Loop would solve a lot of the congestion. I'm just having a hard time understanding the real purpose for the Highway 40 connection road running east to west. From what was communicated at the meeting its purpose was to be able to reclassify Main Street as a city road and divert semi-trucks to the West Loop. I understand the desire for not having the big trucks in downtown Heber, however from what I heard in the meeting that is only about 600 trucks a day. That's a pretty small number considering the approx. 30,000 cars per day on main. For all the expense and trouble of the 3 options presented that seems like a fairly small result to help solve the congestion issue. There is no reason to believe that the average commuter on Highway 40 will lengthen their trip by re-routing themselves to the West Loop, the only northbound Highway 40 travelers that will choose the West Loop will be the 600 semi-trucks that are forced to do so. This portion of the Bypass seems unnecessary and outside the scope of UDOT's purpose for this project. Option A presented would put me out of business. It would remove my direct access to Highway 189 and greatly decrease my visibility. If option A is pursued it would be devastating for my young family. Options B and C seem to be less destructive to the current roadways and my situation however as previously mentioned, it seems like a lot of money and work to accomplish a small result. The dust of this project's initial meeting has yet to settle and I know there will be more information and more thoughts to come but I wanted to make clear my feelings for how this project has already impacted my family and timeline so that you can remember that the decisions you're making are effecting people not just cars. If this project is to proceed, I believe that UDOT is responsible for the decreased value of my pad site for removing access and visibility. I am in a situation now that I must sit and wait on your decisions which is costing me money for delaying my project. Please keep me informed on this project as soon as you have updates and I will be in touch. Thank you for your concern for this matter.	Email	
08-13-2018	79	Alex Falkenstein	I was out of town for yesterday's meeting regarding the hwy 40 corridor. I was told you would be able to answer some questions for me and hopefully provide some more info. Could you please provide me with an outline of what was covered at this meeting? Additionally any help with the following questions would be greatly appreciated. I have seen several maps, all with different alignments for the new route. Where would I be able to find the most current and accurate map? What is the timeline for this project? Who can concerned property owners send comments/questions to? Is this project finalized or can we give input on it? Most maps I have seen has the new route extremely close to many neighborhoods. Why was this decision made? Any additional information would be helpful. I have been trying to find any current info on this and it seems little is available. Thank you for your time	Email	
08-14-2018	80	Scott Verhaaren	Ivan, While we understand that more information related to the three proposed Heber Valley Bypass Corridor alignments is forthcoming, we are opposed to Option A because of the negative access and other impacts it would have on the Valley Station Shopping Center (i.e. Wal Mart, Sportsman, Petco, etc.). Should we address our concerns with you directly or with UDOT or both? Thanks,	Email	
08-14-2018	81	Carolyn Anderton	You need a truck route to get rid of the giant trucks going through town! Not just a by-pass. Pollution in the valley is bad. Dont be stupid and just do a by-pass that doesnt include trucks.	Comment Form	

08-17-2018	82	Diana Van Der Meer	<p>Hi there,</p> <p>Regarding the Heber Bypass, may I propose the road cut in to Southfield road at the yellow line below instead of the red?</p> <p>As a realtor of 15 years, I estimate the 30 homes in the neighborhoods in blue that are right on the red highway will each lose \$100k in value in today's dollars. The 30-40 homes behind those will each lose around \$50k in value. I understand the initial study that put the red highway in was conducted before one of these two neighborhoods was developed.</p> <p>If the proposed bypass in red could be moved to the yellow spot it would allow 60-70 families to continue to live in peace without ruining our ability to enjoy our back yards and slashing equity in our homes. I beg you to consider other options that will not destroy our neighborhoods.</p> <p>On a personal note,</p> <p>We absolutely love our home. We bought one of these Oakwood homes and had the pleasure of choosing our lot, layout and finishes. This home is literally the realization of all of our hopes and dreams. We moved in with our son and then had another son after moving in in 2016. Our family fits in perfectly into this home, this location, the finishes we chose, etc.</p> <p>These homes came with unfinished back yards and we have slaved away making our yard the perfect yard for our family. We have a louvered pergola, maintenance-free faux grass, rose bushes and berry bushes. Our two boys love our back yard and we love that we can cook dinner inside while keeping an eye on them in the back yard. About a week after we finished, we found out there is a proposed highway going in right in our backyard. We were devastated. This home is our dream and we have been saying for the past 2 years that we could live here forever.</p> <p>Nonetheless, upon hearing the news, we put our home up for sale and started looking into buying or building another home where we could live in peace. However, there is no inventory available and the homes we have come across are more expensive and dated. We looked into building and interviewed a few people only to find that building at this time would probably cost \$200 to 225/foot on the low end, plus the land, plus having to rent a property while we build. In the end, it is not feasible for us.</p> <p>So here we are, left to beg you to consider moving the road in red south to the yellow line so that we and the 70+ families around us can continue our peaceful enjoyment of our properties.</p>	Email	
08-18-2018	83	Cathy Witt	<p>Im sure you are aware of the train track and midway lane issues- if an over pass would be built- How much would that cost? I also worry about the traffic and children that this road would effect. Condemned sewerfields- how can you condemn or take something that already has a purpose and is important to drain sewers field- where would that treated water go if you build a road on it? Wetlands in northfields, the cranes, deer and other animals that have made the sewer fields their home. My husband and I have a lease on the property located @ 1255 southfield Rd. I feel like the bypass is too close to homes and IF it ever comes to be should be moved further west and south where there is less development? If the city wants this so much they should pay for it- not by forcing developer to give it to them. I think the business on Heber main street would suffer very much- they would lose business and have to close down.</p>	Comment Form	
08-20-2018	84	Scott Verhaaren	<p>While we understand that more information related to the three proposed Heber Valley Bypass Corridor alignments is forthcoming, we are opposed to Option A because of the negative access and other impacts it would have on the Valley Station Shopping Center (i.e. Wal Mart, Sportsman, Petco, etc.).</p>	Email	
08-20-2018	85	Diana Van Der Meer	<p>Hi Brianna,</p> <p>Thanks for getting back to me.</p> <p>Further comments:</p> <p>Our neighborhood averages multiple children per household. Putting a highway 100-200 feet from the homes of hundreds of these children could be catastrophic for at least a few of these children. Study after study has shown that living close to a highway increases exposure to pollution and noise and increases the risk for childhood cancer, lung cancer, dementia and mental health issues. Perhaps the decision makers can ask themselves if they would place their children in homes 100 feet from a highway or if they're willing to have a case of childhood cancer on their heads. There is suitable farmland in the area where this bypass could be directed instead of along 1300 S.</p> <p>I read that the reason the bypass initiative began was because a child died from being hit by a semi truck tire. This option is no better and children will be endangered in this option as well.</p> <p>Additionally, devaluing all of the homes in the two neighborhoods, \$100k for the homes backing to the highway and \$50k for the next closest homes, is too much for individual families to bear when there is an alternative that would not wipe \$5 million off of the two neighborhoods in blue below. Please choose an alternative route and let the taxpayers in Heber and in Utah share the burden of this instead of putting undue hardship on the two neighborhoods in blue below.</p> <p>Articles on health effects of living near a highway:</p> <p>https://www.usatoday.com/story/news/nation/2014/03/20/childhood-leukemia-linked-to-heavy-traffic-exposure-cdc-says/6658919/ http://www.lung.org/our-initiatives/healthy-air/outdoor/air-pollution/highways.html https://thinkprogress.org/living-near-a-highway-is-terrible-for-your-health-1-in-10-americans-do-it-f6359360c70e/ https://www.cnn.com/2017/01/04/health/dementia-risk-living-near-major-road/index.html https://www.citylab.com/equity/2015/11/city-noise-mental-health-traffic-study/417276/</p>	Email	8/28/2018_comment#97_VanDerMeer.png

08-20-2018	86	Brady Flygare	<p>To Whom It May Concern,</p> <p>Thank you for opening the bypass proposal to the Heber Valley community and soliciting our input. As members of this beautiful community my family understands the passionate concerns regarding a truck bypass route. From local business impact, landscape impact, environmental concerns and safety issues there is not an easy solution. The past ideas and proposals that have been put off for decades have led us to this point, leaving our community with limited feasible options.</p> <p>After reviewing the proposed UDOT route connecting Highway 40 to Southfield Road via a new 1300 South, I am greatly concerned due to several significant issues affecting the community landscape and the overall impact this road would have on the 31 families and homes already established on 1250 South.</p> <p>First, visitors coming from Provo or Daniels canyon would be welcomed to this beautiful valley by seeing not just the major state highway 189 (or 40 from Daniels as proposed) that they are already on, but also seeing another 90 foot State Highway running nearly parallel for a 1 mile stretch and making the "Sewer Fields" an island between two major State Roads. This seems like an unnecessary waste of land, money and materials considering Highway 189 is already constructed and in good repair and the entirety of Southfield Road would already have to be upgraded to handle the traffic between 1300 South and Highway 189.</p> <p>Second, the common height of an 18- Wheel Truck/Trailer is 13.5 feet. Having hundreds of these vehicles and hundreds of other regular driving vehicles using this road would be an awful noise annoyance and eyesore to the 31 families that have purchased their home purposely off a busy road. Home values, of course, would be severely affected by putting this previously unplanned road directly in the backyard of these family homes. The other major concern is the safety of having traffic and children crossing this new state road and having this road directly next to existing parks and ball fields that our children travel to and are frequently at.</p> <p>If the current proposal (which is not a true bypass proposal) is the best option to meet the needs of our community, my suggestion is that Highway 40 join Highway 189 for a 1 mile stretch and connects to the bypass at the existing intersection of State Highway 189 and Southfield Road (see attached picture). This would possibly require adding an additional lane in each direction to accommodate the increase in amount of vehicles but would use existing roads/easements and not require the new construction of .6 mile 90 foot highway through the "Sewer Fields" and additional necessary (and costly) sound barriers. It would also have minimal impact and unnecessary annoyance to the existing 31 families/homes that are already on the newly proposed 1300 south route.</p> <p>This suggestion still doesn't address the safety concerns, environmental concerns or impact the local business will feel with the reduced traffic to downtown Heber City. People traveling from Provo will use this new route to get to their activities in Park City instead of frequenting the downtown Heber City area. This of course will lead to lower local business use and local tax revenue. Boulder City, NV is a great current case study for the effect that this proposed redirection of traffic will have for our town.</p> <p>https://news3lv.com/news/local/boulder-city-were-open-for-business</p> <p>As a family we are grateful to live in Heber City, my Grandfather John Flygare and his 6 siblings were born and raised in this valley. I feel an obligation to their heritage in keeping this valley as natural and pristine as possible. I feel that my input on this proposal helps with this while still addressing the current needs of the community.</p>	Email	
08-20-2018	87	Lanay King	<p>Dear Mayor Potter and Corridor Planning Commission,</p> <p>I write this email prior to the Public Open House meeting in hopes of (1) getting on the agenda to speak that night, and (2) to make sure several details are being considered by you and all of those making this decision.</p> <p>First, I recognize the difficulty of your assignment. But one of the proposed bypass roads will become my backyard and the backyard of all my neighbors if it is chosen to travel east off of Southfield Road into the Wal Mart area. For our neighbors, this will significantly affect our quality of life. The noise, traffic, loss of privacy, and all that comes with a major road is something that concerns us greatly. I am concerned with the "word on the street" that says that the decision to put the bypass road here is a "done deal" or at the least, the first consideration of the Commission. There seems to be a perfect solution for the bypass road on the map that takes traffic out to Canyon Road (Hwy 189) and it doesn't impact any citizens of Wasatch County. This valley is so beautiful, and yet this road would destroy one of the most beautiful parts of the valley - forever. And at the same time another viable solution is on the table.</p> <p>Secondly, we were told federal funds were used when filtering the water for the county in these fields. If the bypass road were to take up a significant portion of this area, what would happen to the secondary water and to those funds?</p> <p>Finally, we are seriously concerned that the impact of such a road is not being seriously considered for the residents of our neighborhoods. There is another proposal that would allow for traffic concerns to be addressed (Southfield Road all the way out to 189) that doesn't impact citizens of this county. What we would be asked to sacrifice for this road would be enormous. We just want to be assured you are taking our needs into consideration before voting.</p> <p>I hope to have the opportunity to address the Commission at the public hearing August 8th to make sure all of those voting for the bypass, and those citizens lobbying for it, have a clear picture of how this would hurt many of us here in Wasatch County.</p> <p>Thank you for your time, LaNay King</p>	Email	
08-20-2018	88	Tamara Lindsay	<p>Hi Matt,</p> <p>I own a home on the perimeter of the Muirfield Subdivision and am very interested in following the progress of the Heber Bypass. From the map I have seen, it will be very close to my house. In your opinion, when is the projected start of construction and how set is this route? It looks like there are several parcels still to be bought on the route, some gifted and some already purchased.</p> <p>I am sorry to have missed the public hearing but I'm in Alabama caring for my elderly mom. Would you please add my email to any update lists you may send out? I would also like to see the minutes from the public hearing.</p>	Email	
08-21-2018	89	Melanie Winans	<p>I am a Heber Valley resident near the proposed bypass corridor. I was not able to attend the public meeting on August 8th. Where can I find minutes or a video of the meeting?</p>	Email	
08-21-2018	90	Tracy Taylor	<p>TRANSPORTATION CONSIDERATIONS What transportation consideration should UDOT be aware of as we conduct the corridor study? The North Fields (north of highway 113, from Provo River to Highway 40)- which is very special and sentimental to Wasatch County residents. The Heber NW corner of the bypass should not make a right angle in the heart of the North Fields. It should hug the west side of the existing Heber boundary and travel from Midway Lane (highway 113) NE on a diagonal to north Highway 40.</p> <p>ENVIRONMENTAL CONSIDERATIONS UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study? The wetlands in the North Fields. The highway should not extend into the heart of the North Fields and disturb bird and other habitat.</p> <p>GENERAL COMMENTS Do you have any other questions or comments about the study? The bypass needs to be put on the UDOT priority list; there have been 2 critical or fatal accidents in the last couple months. There needs to be 4 lanes so that the tanker and semi trucks can pass each other and not choke up the flow of traffic. Minimal turnoffs and/or intersections. It HAS to be the new Highway 40 and give Main Street back to Heber City.</p> <p>Thanks for listening....</p>	Email	
08-22-2018	91	Jeffrey Hayek	<p>Under no circumstances should this be allowed. I am tired of Gov officials trying to fix bad planning with more bad planning. There is the most simple solution, get the cops to do their job. There are cop cars at homes I never see move. If they pulled over these trucks and ticketed them, word would spread. Instead they harass citizens and let the trucks drive 90. I call for a study to see which government officials are actually working for the people that employ them.</p>	Email	

08-23-2018	92	Robin Harper	<p>Hello, we just purchased our home in the cottages at liberty station. We absolutely love it here in Heber. Our choice of a home was for the beauty and the quiet. Also we have paid the highest price people tell us. The bypass would absolutely devastate our equity and our tranquility. I also don't know if you realize that the people in the homes in the cottages, would not be able to sleep. It would run right behind their homes. Please reconsider the damage to our equity our homes,sleep and sanity. Please. Thank you</p>	Email	
08-23-2018	93	Kent King	<p>Hello, my name is Kent King and I live at 799 West 1250 South in Heber City, Utah. Your email was given to me as someone that I can give my opinion concerning the Bypass Road in Heber City.</p> <ol style="list-style-type: none"> 1. My wife and I have lived in Heber for the past 15 years. Two years ago we purchased the lot at 799 West 1250 South and built our dream home. We spent over a million dollars to build this home and we have the most beautiful views of the Timpanogos mountains. At night my wife and I sit outside for hours watching all the wildlife swimming in our pool, playing with our grandchildren and watching all the wildlife in the field. The reason we built on the spot we did was because of the beautiful view and the serenity. The proposed bypass will take the serenity and the beautiful view away from our new home. The proposed bypass would run along my back yard. I am concerned about the noise of the cars and trucks. I am also concerned that the wildlife that is in the field will leave. I am concerned that cars may crash through my back fence where I have a pool and my grandchildren play. I ask that you do not allow the bypass road to go through my backyard. I moved to Heber to get away from the noise and bustle of traffic. I work in Salt Lake City and drive an hour each way so I can enjoy the beautiful valley. The Bypass road will take all of this away. 2. I am not in favor of the bypass road through the field in my back yard because of all the wild animals that will no longer have a place to live. 3. I am not in favor of the bypass road because it will take away from all the business on main street. 4. I am not in favor of the bypass road because the water treatment plant received federal money to build that plant and that money will be required to be paid back at tax payers expense. 5. I am not in favor of the bypass road because the land that it is going to be built upon was owned by a farmer years ago. The Government used eminent domain when they took that farmers home and I understand that once eminent domain is used for one purpose that land can not be used again for another purpose. <p>I would ask you to think of your own personal home. Would you like the Department of Transportation to put a freeway behind your house. Please do not allow this bypass road to be built. The citizen of Heber do not need this bypass road. This road only helps those travelers who are passing through. It does nothing for those how live here. Please to not build this Bypass.</p>	Email	
08-23-2018	94	Rel Weyrauch	<p>To Whom it may concern: My family lives on the south side of W 1250 S. A part of the proposed bypass would go directly behind my house. This proposal would destroy my view and create a lot of noise. It also would lower my property value. My suggestion would be to eliminate the proposed road connecting 1300 S to S.Field Road. An intersection at 189 and S.Field Road could be created with a traffic light or flyovers. I am sure this would be at a lower cost than having to buy property and having to build a long expensive sound barrier. Please feel free to contact me, Aurelius "Rel" Weyrauch</p>	Email	
08-23-2018	95	Mark Haney	<p>To Whom It May Concern:</p> <p>My family and I have been residents in the Heber Valley area for the last five years and like many others, would be affected by the planned Heber Bypass. We do not agree with this bypass and see the need for major revisions to the current proposal. I understand there has been an increase of vehicles and large trucks on Main Street in recent years. As much as we love Heber, Main Street is not the vibrant, pedestrian-friendly area that many people wish it could be. It has a wide road great for vehicle traffic, however, it does not see much foot traffic in the area. Parking is a huge issue with the local retailers, and does not help with the situation at hand. The shops and restaurants rely upon the vehicle traffic passing through in order to see what is there, as there are no anchor shops or restaurants that draw in customers.</p> <p>It is a fact that big trucks go through the town. There is no other option for them as they travel their route along I-40. I believe the state needs to look at an alternative route for these trucks that would connect Vernal to I-80 and allow them to stay on a highway. An alternative route would allow them to avoid Heber all together and maintain a higher rate of speed. This route could also link in with a connection through Wyoming and to the Evanston area.</p> <p>The bypass proposal was created decades ago. Heber, and the state of Utah, has changed since then. Many more homes have been built in Heber, especially along this bypass route. It is irresponsible to not consider these changes and the many residents and families that would be affected. The way it is designed now will not only disturb many homeowners and devalue their homes, it will also interrupt more of the current traffic areas and patterns. In the long run, this will cost more money and be a waste of resources. That seems to be the current opinion of politics and politicians, so let's try to overcome that reputation. Let's not take away the revenue from property taxes that would result as the property values go down in various areas of Heber.</p> <p>On an environmental side, this proposed bypass goes over water ways and interrupts wildlife habitats that Heber has tried to preserve and protect. These waterways have created an extremely desirable area for outdoor recreation which makes Heber a sought-after destination for vacationers. It also appears this bypass would be passing over our historic railroad, yet another tourist attraction with historical sentiment. When trucks go over a railroad, they have to stop for safety. This not only deters them from using this road, it makes it less safe for the vehicles and the railroad passengers. I hope that you will consider my thoughts and suggestions as I haven't spoken with anyone in this town that is in favor of the bypass. Not one resident.</p>	Email	
08-27-2018	96	Karin Jentsch	<p>I have lived in the beautiful Heber Valley for over 33 years. Most recently living on 1250 South. I am fiercely opposed to the 1300 South bypass.</p> <p>A bypass road is to AVOID built-up area, town, village and improve road safety. The proposed bypass is extremely close to a middle school and an elementary school. Children should be our #1 safety goal. I see no safety in a bypass road so close to our young children's schools and homes. Air pollution would increase. Road dust from vehicles/ diesel engines may trigger allergic reactions. Concentrations of air pollutants and adverse respiratory health effects are greater near those roads..</p> <p>A bypass road should be a road passing AROUND a town. Not thru or close to a residential area with children and schools.</p> <p>Motor vehicle traffic on roads will generate noise, in a wide range of frequencies which can impact both humans and animals.</p> <p>In general the state, county & city should be looking at the current open spaces, undeveloped land, meadows and pastureland that are not close or located near residential housing.</p> <p>Sending the bypass down 1300 S to Southfield Rd. is not an option</p>	Email	
08-28-2018	97	Diana Van Der Meer	<p>I have one other comment to make. The initial Bypass Study that recommends directing traffic down 1300 S was done by BYU students.</p> <p>When I was a student, I had never owned property, I didn't have children, and I certainly didn't have my children playing in my back yard.</p> <p>I thought I had a grasp on the value of a dollar back then, but it's really after college, and then after owning property, and then after having a family that one is really able to understand the value of a dollar.</p> <p>When I was a student, I enjoyed loud concerts and lively events. Noise didn't bother me.</p> <p>Now I'm pushing 40 and peace and quiet are much more important to me. Families thrive in peaceful environments.</p> <p>I'm sure these BYU students understood that it was important to keep the bypass away from residential neighborhoods, but I'm quite certain they were not able to understand the full extent of it. Only age, decades of earning a living, putting your heart and soul and savings into a home and yard, watching your children grow and laugh and chase each other around the yard...only these things can give a person the depth of understanding that people conducting a study of this nature should have.</p> <p>Please move the bypass away from 1300 S.</p>	Email	

08-31-2018	98	Jody & Tim Conner	Deeply saddened and concerned by the appearance of encroachment on the sports complex, park, and open space by the location of this highway project. The very appeal of this area and the availability of family and community gathering places are being choked by this type of development. As the situation evolves is this proposal still the most plausible and relevant? Hope the response against this moving forward is loud and large!!! Jody and Tim Conner	Email	
08-31-2018	99	Kristin Case	<p>Hello,</p> <p>My name is Kristin Case, my family and I live in the Cottages at Valley Station development, 401 W Meadow Walk Drive. We moved into our house about 3 years ago. I was very excited to move to the Heber Valley. I did not grow up here, but I actually have ancestors who helped settle this valley. So in a way even though we were moving somewhere new to us, it felt like coming home.</p> <p>We have loved living in Heber, love our neighborhood and our house. I was disappointed earlier this summer when I heard that part of the Bypass corridor plan was to divert some of the traffic down Industrial. Industrial goes right behind our house. I am concerned about this plan for the following reasons:</p> <p>Noise- right now Industrial is not super busy- increased traffic will mean more noise. I am especially concerned about sounds and headlights at night, when we are trying sleep.</p> <p>Pollution- there are many families with small children who live on Meadow Walk Drive (which backs up to Industrial). Extra traffic will mean extra exhaust that they would be breathing as they play in their back yards</p> <p>Property Value- I worry that having a main corridor directly behind my home will drastically decrease the value of my home. It will also affect the resale of my home to be close to a main corridor for traffic. Once we decide to sell, if there is a lot of traffic passing behind my house, fewer buyers will be interested in my home.</p> <p>My suggestion is to have the bypass corridor go directly to 189, please do not give traffic the option to go back to Main street through Industrial.</p> <p>Thank you for hearing and considering my feedback.</p>	Email	
08-31-2018	100	Glenda Gray	<p>To Whom it May Concern,</p> <p>I would like to express my concern and frustration about the proposed bypass in Heber. I acknowledge that we need a bypass from main street, however I do not believe that the proposed plan is the right one. I feel that this is an old plan that fails to take into consideration the recent growth in the area of 1300 South and the future growth in that same area. The families in the homes on 1250 South and in the Cottages will see an immediate drop in their property values and the quality of their life will be adversely affected, not to mention the noise and air pollution. If we had known there would be a main highway behind our home with over 600 trucks (numbers from the Mayor) going past every day and all night, we would never have bought a home in this area. We chose this area because it was quiet and had a wonderful view. The bypass would ruin all that.</p> <p>I believe that the city needs to reconsider this plan and look further west to build a road that can have an overpass and onramp for Hwy. 189 where trucks have fewer and easier turns to access routes to Hwy 40 and 189. My fear is that the people in charge aren't really listening to the valid concerns and arguments of the residents in the area and are intent on building down 1300 south just because they already own that piece of land. What about the homes on Industrial Parkway that will have to be demolished? What about the wastewater that is used for irrigation in that field? Is the city going to pay to move all that infrastructure? That seems like a real waste of taxpayers money when the current placement is just fine, especially since there are other options available. I ask you to please reconsider this plan and fully investigate the other alternatives.</p> <p>Sincerely, Glenda Gray</p>	Email	
08-31-2018	101	Todd Gray	<p>To whom it may concern;</p> <p>I would like to express my dissatisfaction with the proposed highway bypass. I live on 1300 south and based on the mayor numbers if this bypass is built I can expect to have over 600 truck a day and night going by my back yard. This would ruin my property values and our quality of life. No more could we sleep with the window open or enjoy the wild life or fresh air. The noise and air pollution will destroy our home and quality of life.</p> <p>To me this plan does not take into account the development of homes on the west side of the valley. When I went to the planning meeting I got the distinct impression this decision has already been made, but I will fight it as best I can.</p> <p>To me there is no reason to run this road right behind our houses. The city owns the land that borders South Field Road, and South field road is not developed there is plenty of room for the trucks.</p> <p>Why can't the road go strait out to the highway 189? At the planning meeting they kept saying the trucks can't turn left. The city owns all the land that leads up to highway 189 why can't they build over passes and or turning lanes. To run the road behind our homes is an insult when there are better options. Running the road they way it is proposed will just add to the truckers frustration because they will have to hit even more stop signs.</p> <p>If this is the best idea the city can come up with I would rather have the trucks stay on main street at least it is designed for the traffic not my subdivision.</p>	Email	
08-31-2018	102	Jelmer van der Meer	<p>Hi,</p> <p>I wanted to leave my comment on the Heber Bypass.</p> <p>I like the idea of a bypass, but your current route thought up by some BYU college students, runs right by people's homes, basically through their backyards. There are huge noise and environmental impacts to those homes, not to mention the loss of value for those homes due to them all of a sudden having a front row seat to all of the US 40 traffic. The people living by that current route did not choose to live there knowing that the road was there.</p> <p>Currently the ones who are impacted by the amount of travel are the businesses that chose to be on that busy route to grow their business and nobody's back yard and sleep is being impacted.</p> <p>There are better ways to run the route, using the existing US 189 and then cutting through the fields, further away from peoples homes. If someone decides to build a home closer to the bypass once it's announced it's their choice, not something that's forced upon them.</p> <p>Another option I just thought of was to run a 4 lane bridge over the current US 40, which dollar for dollar, would likely be the cheapest solution.</p> <p>Thanks, Jelmer</p>	Email	
08-31-2018	103	Todd Gray	This old plan that was tabled and later ignored for 20 years was brought up to help the city, but in the process goes out of the way to ignore the problems it will create and its very short sighted. It will incite federal fines and protocols, hurts property owners indirectly, and directly, amid proposed alternatives that won't hurt property values or regular blue collar middle class hard working families who have been struggling as is. Is this the kind of government interference that our republic is used for, or is this the kind of over reach for which we the citizens of Heber city are supposed to be protected from? All we are asking is that the alternative plans we're coming up with be listened to and taken into consideration. Please don't just roll over our rights and concerns and make sure that you take care and time to think towards the future and long term consequences of these actions will make reality.	Email	
08-31-2018	104	Andrea Hallock	<p>To Whom It May Concern,</p> <p>I am a homeowner over in the Cottages at Valley Station. The proposed bypass on 1300 S would run very close to my home where I live with my husband and two young children. We have a playground in our community that a lot of families use. And it runs right next to 1300 S and Industrial Parkway. I feel that it would be very unsafe for all of the children who play down there to have a bypass running right next to them. I am positive that there are better alternatives for the bypass that you will choose from.</p> <p>Thank you so much for your time.</p>	Email	

09-03-2018	105	Debbie Bartlett	To Whom It May Concern, As residents of the Heber Valley, we are concerned about the placement of the proposed bypass. We would like to be informed regarding any future meetings in regards to the bypass. UDOT and Mayor Potter,	Email	
09-05-2018	106	Lanay King	I wanted to include a few more of my concerns about the proposed bypass route before you make your proposal. I have attached two pictures taken from my back porch. What that road would destroy would just be a huge shame. I, and my neighbors, would go from daily geese to 600 semis bearing down on our back lawns. The ability to enjoy our back yards, look at the beautiful views, -- all gone. Please, please consider offsetting this road. We all pay taxes here. We paid premiums to live in this area. This bypass would take so much off our house value, it would diminish our ability to sell, and would decimate the peace we can now enjoy in our homes. The noise pollution alone would be too much to stop from invading our homes let alone our yards. There are other concerns. The bypass would empty into a school walk zone. It would go through areas where children play. This 25 year old ideas was conceived long before the people, like me, moved in. What was a good idea once, is no longer a decision that makes sense for those of us who would take such a serious financial hit. As those whose responsibility it is to look out for citizens, I beg of you to consider offsetting the road or moving it all the way to Hwy 189. Please allow us to enjoy what we moved here to enjoy. We are being asked to sacrifice so much when a better solution to just offset the road at the least would allow for all to benefit without taking so much from us. I would appreciate your consideration, LaNay King	Email	
10-08-2018	107	Russell Gray	1. 1300s the road that has yet to be built would have to condemn at least 1 probably 2 homes. Not acceptable. This bypass is not going to be convenient for truckers either way. Since it cannot the bypass needs to go around the sewage fields. To build 1300 S you would have to destroy an avenue for a river. Its an environmental nightmare. If you put it to the side of the river you condemn two houses and have a field where wild game eat on one side cross your new road to hit the river bed to drink and cross again to leave. If this is a trucker road do you see the problem encouraging deer to cross your highway? This bypass will not be convenient to matter what you do. Especially for the truckers. Since it cannot the only thing you can do is ensure you affect the citizens the last you can. Therefore dont build your southern bypass next to neighborhoods when you could divert around them. Divert through US 189 and make a major junction at south field road if you have to. We are the ones who live here so why should we suffer for the bypass in order to make the trip for truckers only a few hundred yards shorter. It doesnt save them enough time to compensate destroying entire neighborhoods worth of property.	Email	

CONTACT INFORMATION (Optional)

Date _____

Name _____

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

I don't want to be paying for the bypass when the truck traffic is the problem & the companies should be paying for this bypass

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

They are the ones causing the problem & ruin our town.

oil/gas

GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**



CONTACT INFORMATION (Optional)

Date 8/7/18

Name Lynne Seos

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

Congestion -
School Walking Routes -

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Clean Air Clean Water
OPEN SPACE



GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**



CONTACT INFORMATION (Optional)

Date 9/7/18

Name Lily Rivox

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

We are a very child friendly city
there are 100's of kids on our roads
& parks. I need to be safe for them

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Stay out of North Valley! It's our only
large parcel of land left in the valley
The residents are very passionate about it!



GENERAL COMMENTS

Do you have any other questions or comments about the study?

They should make the residents of Heber know what is a bypass road is it 2 lanes each direction? or a 4 lane each way Highway? or - a new 2 lane to road with stop lights?

I would welcome a lot of questions as everyone I spoke to has a different idea in their mind as to what a bypass is -

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

📧 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY

UTDOT
Keeping Utah Moving

CONTACT INFORMATION (Optional)

Date 8.7.18

Name Ryan Starks

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

Truck traffic needs to be addressed.
The population continues to grow, so
the need for the by-pass is great.
Please keep this a priority.

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Please consider enhancing bike lanes



GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**



CONTACT INFORMATION (Optional)

Date 8-8-18

Name Echo Neal

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

I have lived here 31 years - and for over 2 decades this subject has been "looked at" - in the mean time, our Valley is exploding and we can't travel from pt A to pt B - its congested + its increasingly becoming dangerous as those in charge procrastinate. We have run out of time. This needs done - NOW →

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

I'm more concerned with peoples lives at this point - Environmental issues have been ignored with everything else - its the least of my concerns - I don't want anymore of my friends killed.

GENERAL COMMENTS

Do you have any other questions or comments about the study?

Approx. 27 yrs ago a little 12 yr old girl named Becky Harrington was killed by a tire flying off of a big Tanker truck on Main Street in Heber. Since then - we have a rising death toll - How many people have to die before you people get your act together !!!

I'm sorry - this has been procrastinated for 2 decades too long.

Time is up...

The Citizens are frustrated -
Please do something Now!

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

📧 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY

UTDOT
Keeping Utah Moving

CONTACT INFORMATION (Optional)

Date 8/8/18

Name Phil Jordan

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

PRESERVE RIPARIAN AREAS = WILDLIFE!
= MOUNTAIN VIEWS

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Light & Noise
• POLLUTION
• DISTRIBUTION
• REFLECTION

GENERAL COMMENTS

Do you have any other questions or comments about the study?

WHEREVER THE NEW
BYPASS IS ADJACENT
TO HOUSES ; PLAN &
INSTALL LANDSCAPE
ACOUSTIC & LIGHT
MITIGATION (BERMS)

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**



CONTACT INFORMATION (Optional)

Date 8/8/18

Name Eric Houston

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

Private property and business along the corridor do
not wish to have the corridor. When a bypass
comes in it becomes the way out all traffic is diverted.

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?



GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date Aug 8, 2018

Name Russ With

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

The bypass is too close to the homes. Please consider pushing it further west and the south portion push it further south. There is a lot of development planned that is too close to such a busy dangerous road. The speed limit could increase if the kinks on the south end were removed by making a more diagonal route from Southfield Rd to Highway 40.

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

I don't think it is legal to take ground that was condemned for sewer fields and turn the use to a State Highway. We have a 40 year lease on the corner of Southfield Rd @ 1255 South that will not be given up. The sewer fields have become home to a large flock of cranes. Their habitat should not be taken.

GENERAL COMMENTS

Do you have any other questions or comments about the study?

The bypass is in the wrong place because Heber City has acquired the current right of way through forcing developers to give it. This policy is lame because it puts a the bypass right next to New James church's park etc. The bypass shouldn't be so close to children. If the city wants it bad enough they should buy a consider further west away from developments, parks, children etc.

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

📧 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 8-8-18

Name Gordon & Sharon Spencer

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

much less traffic
safety

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Air quality



GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

📧 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY

UTDOT
Keeping Utah Moving



CONTACT INFORMATION (Optional)

Date 8.8.18

Name Robin VanDeWeghe

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

The North & South Fields are a treasure in this valley, to destroy them is a loss to all future generations



GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**





CONTACT INFORMATION (Optional)

Date 8-8-18

Name Jamie Naylor

Phone 

Email 

Address 

Would you like to receive email updates? **Yes** or **No**

Stupid loop by Southfield

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

The road going off of Southfield 1300 this is way too close to communities houses & schools. Children walk to school on Industrial by Walmart just take the road straight out Southfield and do the transition on 40

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?



GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**


Keeping Utah Moving



CONTACT INFORMATION (Optional)

Date 8/8/18

Name Spencer Young

Phone 

Email 

Address 

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

My property value w/ this development will be cut in half. The impact of local business should be considered. My access and visibility will be significantly reduced.

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?



GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**



CONTACT INFORMATION (Optional)

Date 8-8-18

Name JOSEFA MORA

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

FINISH 2 LINES AROUND DEER CREEK

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

NOISE. WILL IT 40 HAVE NOISE REDUCTION WALLS?



GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 8/8/2018

Name Brent Crittenden

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

ACCESS to or from Midway is ^{NOT} necessary
from the bypass - |||

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Wetlands @ North West corner adjacent
to Milkfield homes -



GENERAL COMMENTS

Do you have any other questions or comments about the study?

Do NOT MOVE MAINSTREET!
NO ON/OFF Ramps.

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**



CONTACT INFORMATION (Optional)

Date 8.8.18

Name RICHARD GETZ

Phone 

Email 

Address 

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

FLOW. NOISE. EXCESSIVE SPEED.
AIR BRAKES + BRAKING NOISE.
*WILDLIFE

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

WILD LIFE + RIVER IMPACT. ROAD
DRAINAGE. NOISE. AIR QUALITY



GENERAL COMMENTS

Do you have any other questions or comments about the study?

IT'S A DIFFICULT TASK AHEAD
NO DOUBT.

MOST IMPORTANT: KEEP THE
CHARACTER OF THE VALLEY.

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 8/5/2018

Name Jon Todd Gray

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

I DO NOT want the South leg of the By Pass to go right behind my house 600 Trucks a day is too much go out to the Highway

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

In the fields on the South end of the By Pass are Deer, San Hill cranes ducks and geese dont we set that



GENERAL COMMENTS

Do you have any other questions or comments about the study?

We love where we live we like
the quiet and peace if we have
to fight to preserve it legally we
will. Just go out to the Hwy
189 Dont go behind our house.

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



8/8/18
Date _____

CONTACT INFORMATION (Optional)

Name Margaret Turner Gooch

Phone

Email

Address

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

Turner Mills Prop
Do not take it through Turner/Gooch property. We have worked with a developer for almost 2 yrs. to see that property will bring added benefits (movie theater, restaurant, housing) to Heber Valley

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

GENERAL COMMENTS

Do you have any other questions or comments about the study?

Why not take the road
south of airport off 189
through Daniels to Hwy 40
out by State weigh station?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**


Keeping Utah Moving



CONTACT INFORMATION (Optional)

Date 8/8/2018

Name Glenda Gray

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

Please Do NOT Run the South Leg
of the By Pass Behind the Houses over
600 Tracts a day is too much
go out to the highway

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Do Not upset the wild life
in the fields where the water
treatment is



GENERAL COMMENTS

Do you have any other questions or comments about the study?

We love our Home but if you put a High way behind us it will Kill our property Values so we MAY have to fight in the Courts to protect our home

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**


Keeping Utah Moving

CONTACT INFORMATION (Optional)

Date 8/8/18

Name Mike & Kit Kosakowski

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

Will trucks use a 2 lane bypass?

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Minimize the number of traffic
stoppages — traffic lights etc. to
minimize the length of individual vehicle
emissions.



GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**



CONTACT INFORMATION (Optional)

Date 8/8/18

Name NICK LOPEZ

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

- more traffic lights on 40 from River Road to at least Airport Rd
- Center dividers south & north of Heber city also on 189. Too many head on fatal crashes
- Turn lights on main st.
- fire hydrants per code on 40 for vehicle truck fires

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

- Wet lands, rivers,
-
-
-
-



GENERAL COMMENTS

Do you have any other questions or comments about the study?

- 189 from Deer creek dam to Heber, center guard rail, finish to 4 lane. To many fatal head on crashes
- finish US 40 to 4 lanes, center guard rail & pedestram side walk south to Daniel Canyon. Traffic light at Airport Rd already had one fatal accident. lighting at key intersections. fire hydrants for vehicle fires & fire code
- Reduce speed limit on main street one end it is 40 mph well into the business corridor. It is 30 mph in vernal. More traffic lights with left hand turn lights on main street.
- 40 north of 500 N. Center Guard rail

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

to prevent fatal head on accidents already 3 this year.

— Add an extra lane on US 40 so slow trucks can move to right

OTHER WAYS TO COMMENT

📧 bbinnebose@pennapowers.com

already fatal accident when semi truck pulled in front of motorcycle
This is US 40 to Summit County,

Heber Valley Bypass Corridor
PLANNING STUDY

UTDOT
Keeping Utah Moving

CONTACT INFORMATION (Optional)

Date Aug 8

Name Chani Hall

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

What's the forecasted # of trucks?

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Don't ruin the beautiful valley by putting a road down the middle.
The ~~local~~ farmers?



GENERAL COMMENTS

Do you have any other questions or comments about the study?

Strongly dislike the current approach of taking a 20 year old plan & trying to use it. By putting a bypass on the west side of town, that is effectively putting a boundary on growth. I appreciate the way they seem to feel things need to be done BUT that doesn't mean it needs to be done improperly just to fix a huge problem. I will sell my house & leave Heber if current plan goes through.

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 8/8/18

Name RUDI KOHLER

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

CUT THE NW CORNER OF THE BYPASS TO THE ORIGINAL DIAGONAL ROUTE CLOSER TO THE EXISTING DEVELOPMENT, THE PROPOSED ROUTE INVADES DEVELOPMENT INTO THE NORTH FIELDS

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

PRESERVE AS MUCH OF THE NORTH FIELDS AS OPEN SPACE AS POSSIBLE

BERM THE BYPASS TO KEEP OUT NOISE

GENERAL COMMENTS

Do you have any other questions or comments about the study?

- VACATE THE EXISTING STATE RT 40 THROUGH TOWN + CALL THE BY-PASS RT 40
- CALM THE TRAFFIC THROUGH TOWN TO ENCOURAGE PEOPLE TO SHOP + DINE

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 8/8/18

Name Tyler May

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Underground road

OR

Flying CARS

GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 8/8/2018

Name HAROLD PATRICK

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

CONGESTION, AIR POLLUTION, SAFETY

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

AIR QUALITY !!
DO NOT DESIGN A TRAFFIC SYSTEM THAT WILL RESULT IN AIR DELAY/DELTA LIKE THE (WASH) FRONT !!



GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 8/8/18

Name Linda Lussier

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

Concerned about change to property values.

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Concerned about air quality due to traffic.
Noise, Pedestrian traffic dangers. we are
growing too fast for Hwy 40 to keep up.
Our beautiful town is losing its charm &
why we love living here.



GENERAL COMMENTS

Do you have any other questions or comments about the study?

Very Concerned about the amount of Truck & Auto traffic on Hwy 40. Too many accidents & deaths due to negligent & distracted drivers. Speeds need to be lowered until the Bypass is completed. Especially starting at River Road. I feel the Bypass should start at River Road & be taken to the West. I live off Coyote & fear for my life every time I try to turn off 40-onto Coyote. No divider or place to go if another vehicle is coming into my lane. Concerned about foot traffic on Main Street. Businesses can't stay in business because no one will take a chance of being hit while shopping.

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

📧 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY

UTDOT
Keeping Utah Moving

CONTACT INFORMATION (Optional)

Date 8/8/18

Name Patricia Thompson

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

Getting big trucks off of Heber's Main Street. Not totally if they want to stop to get something to eat.

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

You are not destroying too many cat tails. Environment is only a consideration not the main steering point.

GENERAL COMMENTS

Do you have any other questions or comments about the study?

We do not want Heber's Main street to look like Park City!! Do not clone us into any other city!! We do need bike lanes but not necessarily on Main Street.

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 8/8/18

Name Jared Wright

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

Biggest consideration should be given to
truck traffic. Is there a way to
incentivise rather than enforce use
of the bypass?

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Make sure to protect any wetlands
(if any)



GENERAL COMMENTS

Do you have any other questions or comments about the study?

I am in full support of
creating a bypass and turning
control of main street over to
Heber City.

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 8-8-18

Name Barb Murdock

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

need to get the 1200 ^{daily} oil tankers off of main street, in addition to other large trucks - US 40 is a main road for all camping + recreational vehicles - some days traffic so bad you have to take back roads to even move.

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

I say just get it done - I cannot think of anything environmental that this bypass would affect. Remember the land slide on highway 6? They said build us a 4 lane road in 3 months + they did it. UDOT can also do the same in Heber - so bad -

GENERAL COMMENTS

Do you have any other questions or comments about the study?

I would like to see the complete by pass finished in 5 years.

also need an on & off ramp on midway lane.

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 8/8/18

Name CAROLYN HOOK

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes or No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

TOO MUCH TRAFFIC ON MAIN ST.
GET DOUBLE/TRIPLE SEMIS, ECT. TO GO
AROUND.
NEED MORE LEFT TURN ARROWS ON MAIN ST.

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

NOT TO DISTURB PROVO RIVER



GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**



CONTACT INFORMATION (Optional)

Date 8/3

Name Justi REINHART

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

I don't think the traffic is too bad on Main St.

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

You are projecting building through wetland areas



GENERAL COMMENTS

Do you have any other questions or comments about the study?

I don't understand why the bypass has to be so close to the Murfield development.

Also, this isn't cutting down on traffic. It is just moving it to another area.

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 3-3-2015

Name Rich Clifton

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

Safety - flow -

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

NA



GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**

**UTDOT**
Keeping Utah Moving



CONTACT INFORMATION (Optional)

Date 8-8-18

Name Rebecca Miller

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

I far prefer option A over B and C. Options B and C set off homes would surround homes with high traffic roads.

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?



GENERAL COMMENTS

Do you have any other questions or comments about the study?

Pedestrian traffic needs to be considered at the southern portion. There are many people that walk to Walmart & other places. They will have to cross around all the big trucks. That's one of the biggest concerns with the bypass in this area.

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 8/8/18

Name DENNIS JENSEN

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

This Bypass is extremely important & critically needed

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

- Map showing minimum traffic must have by during the night*
- Wasatch Canyon is going during a zone change on 70 miles west of Hatch on 50 Field Road. If they approve this is right in the alignment proposed*

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?



GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 8/6/18

Name DANIEL NOBLE

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

Bottleneck of Traffic flow near Walmart can't handle
Volume of Trucks running down current main street.
Need to consider noise values / young children in
congestion pushed on new neighborhoods

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

too much noise, (Trucks TAKE BRAKES) Close to
neighborhoods.



GENERAL COMMENTS

Do you have any other questions or comments about the study?

~~planned~~ Continue bypass out to the 189 on Southfield road and have an overpass to connect back to 189 East and a right turn to go west. Make merge lane to merge from 189 to 40 at light and "bypass" the light. This affects less people, preserves property values and moves noise pollution away from neighborhoods. This is a better option!

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY

UTDOT
Keeping Utah Moving

CONTACT INFORMATION (Optional)

Date _____

Name Russ Bishop

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Wetlands And Water mitigation
if you cannot Build Homes on A Property
How Can you Build A Highway?



GENERAL COMMENTS

Do you have any other questions or comments about the study?

- This is A BAD corridor Idea
- ① it might Be open space now (and thats For A Reason)
But what will it be After A Highway Goes through A NATURAL Spring wetland and the cost of maintaining this Road is very costly?
 - ② URBAN sprawl, once the Bypass goes through what keeps the power poles and Building from Following it?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY

UTDOT
Keeping Utah Moving

CONTACT INFORMATION (Optional)

Date 2/8/18

Name KAREN KORHANTA

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

(1) MOVE DIRECT TO SLC THROUGH OFF BE
MAIN STREET

(2) _____

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

WASATCH COUNTY IS ALLOWING HOMES/FENCES
RIGHT NOW IN THESE FIELDS SO CAN'T BE
IMPOSSIBLE OBSTACLES



GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**



CONTACT INFORMATION (Optional)

Date _____

Name Holly

Phone 

Email 

Address 

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

If all this expense goes into creating a bypass
the Smis NEED to use it!! Worry they still won't -
can there be a way to enforce?

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Impact of wildlife + wetlands need to be
considered + be kept absolutely minimal.
Can open ^{signatures} space be preserved to off-set all
the traffic?



GENERAL COMMENTS

Do you have any other questions or comments about the study?

Get it done fast!! (yesterday !!)

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**


UTDOT
Keeping Utah Moving



CONTACT INFORMATION (Optional)

Date 5/8/18

Name Andrea Hicken

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

There are too many big oil trucks on Main Street. Main Street is not safe w/ all the current traffic.

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Will there be a sound barrier put up alongside the housing developments?

GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 8-8-18

Name Don Jacobson

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

The by pass needs to be an over and under Route than Main Street

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

South field park and the Fair Grounds look to be too close



GENERAL COMMENTS

Do you have any other questions or comments about the study?

I feel that 189 freeway
the south should be
linked to 40 to the north
as a FREEWAY CORRIDOR
Not 35 route no one
will use

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 8/8/19

Name LARRY NEWHALL

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

[REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

PIPELINE ALTERNATIVE; NO TRIP IN TO ANY STREETS; IT'S A BYPASS.

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

WETLANDS; WATER RETENTION PONDS; CANAL FLOODING



GENERAL COMMENTS

Do you have any other questions or comments about the study?

WHAT PERCENTAGE OF TRAFFIC
WILL BE OFFLOADED?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**



CONTACT INFORMATION (Optional)

Date _____

Name Rob Harmon

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

- TUNE THE LIGHTS ON MAIN STREET, SET IT UP TO HANDLE THE TRAFFIC.
- FIX THE HUGE DIPS ON ROADS THAT PARALLEL MAIN STREET FOR LOCALS.

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

NOISE / MAKING THE TRUCKS SLOW DOWN TO COME THROUGH TOWN IS LESS INTRUSIVE TO SURROUNDING WILDLIFE AND HUMANS,



GENERAL COMMENTS

Do you have any other questions or comments about the study?

FIX MAIN STREETS FIRST!

Modern, synced and timed lights will
fix the "congestion"!

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY

UTDOT
Keeping Utah Moving

CONTACT INFORMATION (Optional)

Date 8/8/18

Name Bud McManus

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

impending Grid lock!!

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Moving traffic faster sooner is better for all of us.



GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 8-8-18

Name Thomas H. ROWLEY

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

The number of homes built in the last 20 years in Alpine Meadows now butt up against the proposed Heber Valley Bypass Corridor which will be right behind my home and the whole street of 1250 South. The new corridor should be well away from the city and future growth and developments of Heber

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Heber City, Utah is one of the fastest growing small areas in the United States (per National Environmental issues will increase especially in Heber Valley with additional traffic fumes. DOT needs to seriously look at Hwy 40 traffic. It's not just trucks, it's also normal regular campers and cars + all personal vehicles as well.

GENERAL COMMENTS

Do you have any other questions or comments about the study?

I MOVED TO Heber City TO Retire
IN 2002, purchasing my last home in
The newly development of ALPINE MEADOWS
IVORY Homes. AND MANY others would
be very disCUSTED IF A Bypass Corridor
would be put in right behind our homes
where the CANAL IS. When we first
moved to Heber IN 2002, there was
Discussion Re the Bypass - going in right
behind our Home. THAT PLAN WAS PRODUCED
20 years before we moved. NOW THAT PLAN
HAS TO be 40 years in the works - Really
NOT SENSIBLE NOW -
Thomas Kraly

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY

UTDOT
Keeping Utah Moving

CONTACT INFORMATION (Optional)

Date 8/8/18

Name John Southwick

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

LOCATE MY HOME IN RELATION TO ONE OF THE PROPOSED ROUTES AND YOU WILL UNDERSTAND MY PRIMARY CONCERN.

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?



GENERAL COMMENTS

Do you have any other questions or comments about the study?

I HAVE AN OPTION ID I WOULD LIKE TO PRESENT WHICH WOULD LIKELY SAVE LOTS OF MONEY, TIME, ENERGY AND GRIEF.

AT THE VERY LEAST, YOU OUGHT TO CONSIDER THAT THERE ARE OTHER SOLUTION POSSIBILITIES,

REGARDS ————— JOHN SOUTHWICK

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

📧 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY

UTDOT
Keeping Utah Moving

CONTACT INFORMATION (Optional)

Date 8-8-18

Name RICHARD STUCKY

Phone 

Email 

Address 

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

COMM'L DEVELOPMENT SOUTH OF 1200 S
WILL NOT BE ADDRESSED BY
THE CURRENT PLANS — THE BYPASS SHOULD
EXTEND AROUND THE AIRPORT + CONNECT
UP NEAR THE PORT OF ENTRY

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?



GENERAL COMMENTS

Do you have any other questions or comments about the study?

THE CURRENT BYPASS PUTS
SIGNIFICANT TRAFFIC + INTERSECTIONS
NEAR THE WALMART + ADJOINING
RETAIL. THIS IS A RECIPE FOR
SIGNIFICANT CONGESTION +
ACCIDENTS.

THE BYPASS NEEDS TO GO AROUND
THE AIRPORT + CONNECT
FURTHER SOUTH NEAR
THE PORT OF ENTRY TO
MITIGATE CONGESTION NEAR THE
LARGEST RETAIL AREA IN HEBER

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

📧 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 8/8

Name John Pohl

Phone 

Email 

Address 

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

The proposed route is too close to existing
houses and header right through a developing
area. Very short sighted especially on the south
end

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

You are planning on going right through wetland



GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**



CONTACT INFORMATION (Optional)

Date _____

Name Diana Fulcher

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

Trucks so close to homes seems we could move it out a little away from homes.

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Effect on water / streams in North fields.



GENERAL COMMENTS

Do you have any other questions or comments about the study?

How will you acquire land in
north shelds? Isn't it protected?
Why put south side so close
to houses?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

📧 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 8/18/18

Name Matthew Hussier

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

Business + Residential access; safety; econ dev plans.
The route as proposed at open house 1 does not start far enough out of town at either end. On the north end it should start north of UVU. Traffic from UVU, Wasatch Commons, Coyote Lane, & Back 40 Grill find it difficult to enter & exit us40. on the south it should start south of airport rd. I would suggest

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?



GENERAL COMMENTS

Do you have any other questions or comments about the study?

cont: at or near River Rd intersection, thru north fields, thru south fields, cross US 189, travel behind the airport & back to US 40. The proposed shorter route does not adequately account for future growth on either end of town.

In the meantime the speed limit on the north end should be 45mph from UVU to the present 35mph zone. There are too many accidents, including 2 deaths in this area.

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY

UTAH DOT
Keeping Utah Moving

CONTACT INFORMATION (Optional)

Date 8/8/18

Name Kate Mapp

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

7) What transportation considerations should UDOT be aware of as we conduct the corridor study?
Why was it so easy for the county to acquire \$ funds for a bypass road (agreed already) but is a painful process to buy open space land?

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?
8) Can we tax the trucks coming from Uintah basin? They are running all these small towns & we should get things in between - parks, schools, dividend fund (like AK), open space,



GENERAL COMMENTS

Do you have any other questions or comments about the study?

- 1) - Sound/noise? This is going to ruin the heart of the Heber Valley.
- 2) - This undermines the North & South Field Open Space Beauty of the Valley.
- 3) - Create alternatives to Bypass / Build a plant in the Vintals basin / make the big businesses pay for their truck traffic
- 4) - Keep the traffic / cars where it is / is anyone going to use it? The bypass is not convenient.
- 5) How can you guarantee my property will remain viable, desirable?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

6) What about the bike path connecting the 2 towns
This is my favorite thing about Heber

OTHER WAYS TO COMMENT

📧 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY

UTDOT
Keeping Utah Moving

CONTACT INFORMATION (Optional)

Date 8/8/18

Name Melanie Seur

Phone 

Email 

Address 

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?



GENERAL COMMENTS

Do you have any other questions or comments about the study?

I do not have major concerns about the proposed route. However, it seems that a more gradual turn towards the West from Main Street (when entering Heber from Park City) would allow drivers to keep their speed up and more quickly/efficiently bypass downtown. Right now it appears as a sharp right turn, but an on/off-ramp might be more effective in encouraging use by drivers.

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**


UTDOT
Keeping Utah Moving

CONTACT INFORMATION (Optional)

Date 08/05/18

Name Rebecca

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

Suggestion: Why do you need the
connector, why S. 1300. IT
would be cheaper and better to go straight
to 189. The project would affect at
least 14 homes

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?



GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 8/2/18

Name MIKE JOHNSTON

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

MUST REROUTE HWY 10!

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?



GENERAL COMMENTS

Do you have any other questions or comments about the study?

PLEASE MOVE THE HWY.
GIVE MAIN ST. BACK TO HEARER.

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 9.8.18

Name Paula Baltzan

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

Do not increase traffic on side streets
mass transit to P.C.
More stop signs on side streets
sidewalks on side streets

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Air quality



GENERAL COMMENTS

Do you have any other questions or comments about the study?

The ~~park~~ bypass should be a bypass no exits into Heber.

Do not want businesses built along the bypass

Good luck - you've got a tough job ahead of you.

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**


UTDOT
Keeping Utah Moving

CONTACT INFORMATION (Optional)

Date Aug 2018

Name Rachel Mitchell

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

- The new by pass thru the Backcliffs to I-70
- make 3 lanes on main, plenty of parking in BACK.

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

- noise in my Muirfield house.
- wetland
- I will sell



GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**


Keeping Utah Moving



CONTACT INFORMATION (Optional)

Date 8/8

Name Karin Kentz

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

environmental impact
on residents
using up current open
space more wisely
Property Value

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

housing impact of
existing home owners
Property Value



GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**

**UTDOT**
Keeping Utah Moving



CONTACT INFORMATION *(Optional)*

Date 8/3/15

Name Jay Price

Phone 

Email 

Address 

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?



GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 08/08/18

Name Sosh Hicken

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

Too many TRUCKS, More sidewalks

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Wetlands

Trains

GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 8/8/18

Name Gordon Mortensen

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

- * Continued growth in Heber Valley.
- * Long term plan for a belt loop type road possibility.
- * Bypass must be divided highway at least 55mph.

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

- * Wild life crossing overpasses north and south areas of the road. Avoid accidents for both critters & humans.



GENERAL COMMENTS

Do you have any other questions or comments about the study?

- ① Main street corridor considerations should include area from Smiths at the North to 189 ~~about the~~ on the south secondary 189 south to the weight station.
- ② All bypass should be divided highway style with over passes & exits. Minimum of 55 miles per hour. South end options at 55 to 45 MPH will not work well.
- ③ Bypass should start further north and definitely go south of Daniel and connect with Hwy 40 let or near the weight station. The three options shown now are not good.

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

📧 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY

UTDOT
Keeping Utah Moving

CONTACT INFORMATION (Optional)

Date 8/8/18

Name Tom McKay

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

Bicycle access environmental concerns
including water quality noise reduction,
wildlife habitat and safety.
Recreation access
walking access / walkability

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Water quality (provo river)
wildlife safety / crossings, etc.
wildlife habitat enhancement.
Noise reduction, but not walls

GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 8/8/18

Name Max Stirling

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

Make our town a safer place for local use of main street.

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Avoid impacting the river corridor too much. It is one of the few refuges left for wild life & humans alike.



GENERAL COMMENTS

Do you have any other questions or comments about the study?

This bypass is already at least 10 years overdue. Please expedite the process as much as possible. The city has been caught in the cross hairs of increased growth in the Wasatch Back & increased oil transportation converging on our communities Main Street.

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**


UTDOT
Keeping Utah Moving

CONTACT INFORMATION (Optional)

Date 8/9/18

Name Mike Dorsey

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

Feasibility of Public Transportation from
Heber to Park City + Heber to Provo.

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

air quality + wetlands



GENERAL COMMENTS

Do you have any other questions or comments about the study?

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
 **PLANNING STUDY**



CONTACT INFORMATION (Optional)

Date Aug 14-18

Name Carolyn Anderson

Phone 

Email 

Address 

Would you like to receive email updates? Yes or No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

You need a truck route to get rid of the giant trucks going through town! Not just a Bypass

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

Pollution in the valley is bad

GENERAL COMMENTS

Do you have any other questions or comments about the study?

Don't be stupid & just
do a By-pass that doesn't
include trucks

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123
SALT LAKE CITY UT 840

14 AUG 2018 PM 3 L



OTHER WAYS TO COMMENT

bbinnebose@pennapowers.com

UDOT
6575 So. Redwood Rd #101
Taylorsville, Utah 84123


Heber Valley Bypass Corridor
PLANNING STUDY



CONTACT INFORMATION (Optional)

Date 8.18.18

Name Cathy Witt

Phone 

Email 

Address 

Would you like to receive email updates? Yes No

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

I'm sure you are aware of the train track & midway lane issues - If a over pass would be built - how much would that cost?
I also worry about the traffic & children that this road would effect.

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

* condemned sewer fields - how can you condemn or take something that already has a purpose and is important to drain sewer field - where would that treated water go if you build around on it?
* Wetlands in North fields
* The cranes, deer & other animals that have made the sewer fields their home.

GENERAL COMMENTS

Do you have any other questions or comments about the study?

- * My husband & I have a lease on the property located @ 1255 Southfield Rd
- * I feel like the Bypass is too close to Homes and IF it ever comes to be should be moved further West & South where there is less development?
- * If the city wants this so much - they should pay for it - not by forcing developer to give it to them.
- * I think the business on Heber main Street would suffer very much - they would lose business and have to close down. -

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

📧 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY

UTDOT
Keeping Utah Moving

CONTACT INFORMATION (Optional)

Date 10/8/18

Name Russell Gray

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

TRANSPORTATION CONSIDERATIONS

What transportation considerations should UDOT be aware of as we conduct the corridor study?

1st BCO's the road that has yet to be built would have to condemn at least 1 probably 2 homes. Not acceptable. This bypass is not going to be convenient for truckers either way since it cannot the bypass needs to go around the sewage fields.

ENVIRONMENTAL CONSIDERATIONS

UDOT studies various environmental resources throughout the environmental process. What environmental considerations should UDOT be aware of as we conduct the corridor study?

To build BCO's you would have to destroy an avenue for a river. It's an environmental resource. If you put it to the side of the river you condemn two houses and have a field where wild game eat on one side. Cross your own road to hit the river bed to drink and cross again to leave. If this is a trucker road do you see the problem encouraging deer to cross your highway?

GENERAL COMMENTS

Do you have any other questions or comments about the study?

This bypass will not be convenient no matter what you do. Especially for the truckers. Since it cannot be the only thing you can do is ensure you affect the citizens the least you can. Therefore don't build your southern bypass next to neighborhoods when you could divert around them. Divert through U.S. 179 & make a major junction at South Field road if you have to. We are the ones who live here so why should we suffer for the bypass in order to make the trip for truckers only a few hundred yards shorter. It doesn't save them enough time to compensate destroying entire neighborhoods worth of property.

MAIL TO

6575 S Redwood Rd #101
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

 bbinnebose@pennapowers.com

Heber Valley Bypass Corridor
PLANNING STUDY





APPENDIX D2

PUBLIC MEETING #2 SIGN-IN SHEET AND COMMENTS



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

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	Can Heber City contact you with information about city studies?	OPTIONAL	
Brian Alshiz				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Merry Duggin				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Pat Christoff				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Denise Harms				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Joe Dunbeck				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Alicia Kamey				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).
 Sign In sheet will become part of the public record for this project.

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

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	Can Heber City contact you with information about city studies?	OPTIONAL	
BRIAN KOLBE				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Tara Hult				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).
 Sign In sheet will become part of the public record for this project.

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

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	Can Heber City contact you with information about city studies?	OPTIONAL	
Rebecca Miller				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Chani Hall				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
JEFF WADK				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
GEORGE BENNETT				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input checked="" type="checkbox"/> Other
Lynn Mason				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jim Harper				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
MARK HARNEY				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).
 Sign In sheet will become part of the public record for this project.

Dr

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

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	Can Heber City contact you with information about city studies?	OPTIONAL	
Patricia Thompson				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Jim & Carolyn Pritchard				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Russell Morgan Timp Tavern				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Trudy Breerton				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Brad Hunt				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<i>[Signature]</i>				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Ann Zimmerman				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

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

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	Can Heber City contact you with information about city studies?	OPTIONAL	
Willie Motley				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Phil BROWN				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
DARRYL BOSSHARDT				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Brady Flygare				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Marianne B. Allen				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jena Schmidt				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jason Green				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).
 Sign In sheet will become part of the public record for this project.

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

W

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	Can Heber City contact you with information about city studies?	OPTIONAL	
Laurie Wynn				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Neil Anderson				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Petulisa Havili				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input checked="" type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Tammy Woodward				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Amber Pulley				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jennifer Bosshardt				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Cindy Krebs				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).
 Sign in sheet will become part of the public record for this project.

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

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	Can Heber City contact you with information about city studies?	OPTIONAL	
Rob Oveson				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
David Boyle			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other	
Tracy Taylor			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other	
Mark Walsh			<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other	
MIKE DAVIS			<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other	
Merrill Rust			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other	
Randy CHRIST			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other	

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

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



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

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	Can Heber City contact you with information about city studies?	OPTIONAL	
David Hallock				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Ray Helt				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
MARK Young				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Brent Barrows				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Carlos Estudillo				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Allison Landis				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
John Carlson				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).
 Sign In sheet will become part of the public record for this project.

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

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	Can Heber City contact you with information about city studies?	OPTIONAL	
Laurie Ellis				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Rick & Michelle Kellogg				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Gaila & Allan Fossum				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Miss Farn M				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Heidi Franco				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Rob Harmon				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Heidi Harmon				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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

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

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

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	Can Heber City contact you with information about city studies?	OPTIONAL	
Bart + Michele Munteer				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Di Dray			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other	
David Frandsen Lena			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other	
Judi Marcy			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other	
Cecile Johnson			<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other	
Larry Fagot			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other	
Mike Sandherr & Sally			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input checked="" type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other	

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

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

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

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	Can Heber City contact you with information about city studies?	OPTIONAL	
Bruce Kirchenheiter				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Lisa Kirchenheiter				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Tricia H. Hazelrigg				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input checked="" type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Johnny WETSEL				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
TYLER FIELD				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Bart Mounter				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Ric Rybarczyk				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).
 Sign in sheet will become part of the public record for this project.

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

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	Can Heber City contact you with information about city studies?	OPTIONAL	
Ben McNaughtan				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Carolyn Anderton				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
DAVID TODD				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Rachel Kahler				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Bill Marcy				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Kristin Case				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Diana Fulcher				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

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

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

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

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	Can Heber City contact you with information about city studies?	OPTIONAL	
Dan & Sue Thomas				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Anne Reynolds				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Megan Munteer				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Mark McAllister				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Samie McAllister				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Nate Cox				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
John N. Besendorfer				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).
 Sign in sheet will become part of the public record for this project.

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

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	Can Heber City contact you with information about city studies?	OPTIONAL	
CLARK & CINDY SHUMWAY				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Marie Bunker				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Spencer Young				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Alison Harney				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
JONATHAN WAGSTAFF				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Brook Flygare				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Chelsea Stett				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).
 Sign In sheet will become part of the public record for this project.

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

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	Can Heber City contact you with information about city studies?	OPTIONAL		
Keith Horner				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other	
Diana Horner				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other	
Wes Johnson				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other	
Paul Boyer				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other	
Eric Hult				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other	
John L. Paul				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other	
Jeff Haysk				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other	

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

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

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

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	Can Heber City contact you with information about city studies?	OPTIONAL	
Glenda Gray				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
MARY CARLSON				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Suzanne Widdison				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
JOAN + Ref Weyrauch				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
MARK HAROLDSEN				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Dianne Papp				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
NIAL T. REYNOLDS				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).
 Sign In sheet will become part of the public record for this project.

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

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	Can Heber City contact you with information about city studies?	OPTIONAL	
Colleen Oster				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Ben Ray				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
ROBIN & DOUG ENGFER				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Marta Gales				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Joe Gales				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Edwin Figueroa				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Cheryl Kirkwood				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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

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

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

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	Can Heber City contact you with information about city studies?	OPTIONAL	
Steve Williams				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Kent King				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jan m Olpin				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Nathan Moulton				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Melanie Winans				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
VINCENT Esposito				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
JOHN JANSSEN				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).
 Sign in sheet will become part of the public record for this project.

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

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	Can Heber City contact you with information about city studies?	OPTIONAL	
KEVIN HANSEN				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Jared Wright				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
ANNE TUMULTY				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Ryan Stack				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
CHUCK ZUERCHER				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
John & Celine Sotchiwiche				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Rob Bowhies				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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

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

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

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	Can Heber City contact you with information about city studies?	OPTIONAL	
Robert Baird				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
DIANE McCLOSKEY				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Riley Probst				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Lindy Reionx				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Kent She Hon				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Bruce & Debbie Bartlett				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
ROSS & SUSAN Bishop				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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

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

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

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	Can Heber City contact you with information about city studies?	OPTIONAL	
Kate Mays				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Michael Sheleret's				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Anna Luke				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Linda Morgan ^{Sim}				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Todd Gray				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Matt Olsen				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Rae Lynne Kohler				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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

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

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

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	Can Heber City contact you with information about city studies?	OPTIONAL	
Inez Wilde				<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
LARRY NEWHALE				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
JEFF MABBATH				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Mike Kosakowski				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input checked="" type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Doyle Johnson				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Harvey Horner				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Ann George				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other

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

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

Date	Comment #	Name	Comment	Medium	Attachments
2/17/2019	1	Jeff Anderson	Thank you for the announcement of the upcoming meeting. Unfortunately I will be out of town on business. I have written previously to express my concerns over the proposed route of 1300 South towards South Field Road. To use 1300 South only switches the problem from Main Street to a newly developed business and residential area on the South side of town. Keep the big trucks on the Highway (189) all the way to South Field Road. However this is done will obviously affect and disturb many citizens, but it should be done with the least impact as possible to the majority of citizens.	Email	
2/20/2019	2	Edwin Figueroa	option 2c: What is the cost of building it? Us creating an intersection at US 189 on southfield? Saving truckers 2 minutes while endangering the safety of my family and friends seems very reckless. UDOT & Heber city... My son's life is worth a hell of a lot more than 2 minutes of travel time for a speedy truck. Growth and expansion are needed, BUT NOTat the cost of safety to your residents!!	Comment Card	
2/20/2019	3	Paul Boyer	I support the DOT recommended plan.	Comment Card	
2/20/2019	4	Jamie McAllister	Why close a portion of 189? Traffic going to provo could use this and alleviate congestion going North. Is this to allow airport expansion?	Comment Card	
2/20/2019	5	Jonathan Wagstaff	1. Who wants the airport expansion? No one in Heber. This is Park City's airport that effects our neighborhoods and community. 2. Why does the bypass have to go behind our neighborhood on 1200 S?	Comment Card	
2/20/2019	6	Kent King	Tank you for coming today. I just built my home and have a beautiful view. I love the quiet beautiful nights. I am concerned with the Parkway plan that goes in my backyard. Im concerned with the noise and traffic lights. Right now I sleep outdoors and enjoy the peace of being outdoors. I would ask that you do not convict the Parkway past my home. I do not want 22,000 cars going past my home. Please reconsider where the parkway is going near my home.	Comment Card	
2/20/2019	7	David Hallock	Te 1300 South portion of the bypass is unnecessary and harmful at best, and dangerous at worst. The re-routing of trucks carrying hazardous material through a neighborhood when it is not necessary is unconscionable. The only explanation I was given was slightly better flow based on a computer model for 30 years in the future. That strikes me as a very flimsy piece of reason for a very real impact. There is the option of simply carrying traffic on 189 to south field road which will keep that traffic away from a residential area. I believe the continuing with that portion of the plan will lead to litigation as it should, and that a judge will find that a flimsy computer model is as much porr of a reason as I find it to be.	Comment Card	
2/20/2019	8	Joe Coumbs	The sewer districts plan to move the by pass west from south field road is un-acceptable. It affects the peace and tranquility of people in charleston-it costs more- it benefits airport expansion that affects all of us- why not just run it south down southfield road as it was originally planned? We were doing this to get the value of main street, not to affect sour neighbors to the want in Charleston. We certainly need to move traffic off main street.	Comment Card	
2/20/2019	9	William Marcy	I like them. Growth is inevitable. All you really can do is manage them the best you can. The proposal is good enough. Embrace change!! Let's make downtown an enjoyable place to visit, not a bumper to bumper traffic jam. It's time for the old-times in this town to step aside and embrace a new community. I trust UDOT to do due diligence concerning wet lands and animals, I marvel at Price, UT when they installed their by-pass. When Deer Valley expands west the bypass will be even more necessary.	Comment Card	
2/20/2019	10	Kristin Case	Please reconsider options that do not include 1300 S being part of this corridor option. Please keep the trucks (noise, pollution, etc.) away from the city and jousing that is along 1300 S direct all trucks to 189.	Comment Card	
2/20/2019	11	Judi Marcy	I think it's amazing. Concerned about wetlands and animal migration. Love the idea of biking and walkability down town, I want Main St. to be enjoyable for all. YEAH!	Comment Card	
2/20/2019	12	Nathan Moulton	Keep US 189 as it exists, or work something out with the sewer district to nudge it over instead of spending so much money to run the road through residential/farm land and angering so many residents by going down 1300 S. It seems like something could be worked out with the FAA to keep the configuration as it currently is, since the highway and airport have been there as long as they have.	Comment Card	
2/20/2019	13	Diana Fulcher	We live directly behind 1300 S, and I would say 85% of the 150 houses there have small kids-you want to move all traffic behind a residential area! It makes NO SENSE and varies from original plan. We will fight this, there is no need for that road- keep 189 where it is. Horrible planning!	Comment Card	
2/20/2019	14	Jon T. Gray	The 2C corridor would put a 4 lane highway right out my back door. It will ruin my home value and quality of life. There are other options that will not wreck my home. I and my neighvor will lobby and flight this road. Find another route away from our homes or be prepared for a legal fight.	Comment Card	
2/20/2019	15	Rick Rybarezyk	I was told these concepts were developed by various studies that have either been done or yet to come. I hope there is a study, an impact study on the safety, noise, home value, walkability, etc to the neighborhood, the proposed plan majorly effects. Wetland and farm land studies are fine, but human studies (residents and tax payers) are 100% relevant too.	Comment Card	
2/20/2019	16	Glenda Gray	Stop thinking so much about the trucks and the airport-think about the effects on the homeowners who DO NOT want a 4 lane hwy with 39,000 vehicles less than 100 yards from our homes. Maybe the alternate routes arent best for the rucks and traffic, but heber is supposed to be a place where the people take care of eachother--> The city & county plan with the needs of the citizens in mind, NOT the trucks. Quality of life will greatly suffer if the bypass is put so close to the existing housing-noise pollution, air pollution, safety of kids in the area.	Comment Card	
2/20/2019	17	Cindy Shumway	I dont want curb and gutter on 300 West. The sidewalk is hard enough to keep maintained. I dont like the round about idea. We have been in bigger cities with that configuration and they did not flow well. Too many people dont understand or use them right. Just do it once right with freeway type roads. Should have done this 50 years ago when they were planning on Mill road to be the bypass. I feel the curves around the town and right by housing will not flow well. The Walmart area is too conjested now, that area will be a nightmare.	Comment Card	
2/20/2019	18	Kate Mapp	1. Are you really going to put a hwy through the heart of our community? Even though we voted to protect our land in that area!! 2. This truck traffic is ruining small community across the US, we need to solve this issue not build more roads with tax payer \$. Pipe lines, tax the trucks that come through our city. 3. Are we spreading traffic and pollution and noise across the valley to accomodate more traffic? 4. Bike path to and from Heber and Midway? One of the best things in town-this will ruin the beautiful open space corridor. 5. Doubling our effects when we should contain truck traffic to one area-Main st. SOLUTIONS: 6. Buy up houses and turn 100 West into local traffic, have a truck lane on Main St. 7. Tax the trucks for pollution and health. Make oil and gas pay for it. 8. still going to be lots of traffic on Main st. Never going to be a quiet street so why ruin the rural feel of the Heber Valley. 9. Lobby to send truck traffic to hwy 80 in Uinta Basin. 10. Build a processing plant in Vernal. Keep trucks out of Heber Valley or send them down Provo Canyon. 11. Please put funds that protext our community NOT generate revenue for city hall. 12. There will still be a ton of traffic on Main St. You are selling us a false reality of a beautiful quiet corridor, but just spreading traffic all over the valley.	Comment Card	
2/20/2019	19	Mark Young		Comment Card	
2/20/2019	20	Brooke Flygare	Very concerned about the new rerouting of 189 behind my house. It will be too close to many homes schools and businesses.	Comment Card	
2/20/2019	21	Ann Zimmerman	The bypass is needed ASAP. I support the concept. Please address the survey of frog population in north fields and miligation, continued coherent bicycle access, and wetland survey. Thank you for the opportunity to comment.	Comment Card	
2/20/2019	22	Carlos Estudillo	Consider property value on the intersection of 1300 S and industial pwy. As well as demography.	Comment Card	
2/20/2019	23	Todd Gray	The 2C corridor whether it goes through where it is proposed or if it goes through the middle of the sewer water hay feild, it will take the same amount of ground. Go away from he home and go through the feild and you wont get the amount of push back you're headed for.	Comment Card	
2/20/2019	24	Phil Jordan	For Noth Segment: 1. Option B and C DOES NOT provide less environmental/wetland impact than option A. 2. Option A provides minimum social and eco development impact to Heber City residential growth to West (School locations and low income housing) property tax base. 3. Option A supports 50-100 yrs growth of Heber City/ Wasatch county residential communities of diversity!	Comment Card	
2/20/2019	25	Tyler J Field	I have serious issues about the south side of the bypass. The proposed route will run right down my back yard. We have kids playing constantly back there. peace is gone. Land value gone. Safety gone. 80.00 GVW Semi's with flammable contents is right in my back yard!! PLEASE NO!!	Comment Card	
2/20/2019	26	Katie Pack	I recently moved into the neighborhood of the cottages at valley station and I love it. I bought it because it was a very quiet neighborhood. This bypass would absolutely win it. The traffic would be very loud and very dangerous. There are many kids who walk to school and play right where that road is going. I DO NOT want my property values going down in value. No one wants this road except the government. The PEOPLE do not want this road. Please do not win our home. I understand there needs to be a bypass, but it shouldnt go right through our backyards. Please, please consider what we have wrote. Thanks!	Comment Card	

2/20/2019	27	Jeff Hayek	Put a light at south field and keep the traffic on the highway. This is a horrible plan. Too much noise. Danger to kids and animals. You work for the people and the people say no. 50,000 lb rolling bomb less than a hundred feet from my home. So dumb NO ROAD ON 1300	Comment Card
2/20/2019	28	Gaila & Allan Fossur	Favor Plan B for the Bypass- Love the idea of returning downtown to local residents and tourists.	Comment Card
2/20/2019	29	Chani Hall	You need a better plan. Cutting though the middle of the valley will create not only an eyesore but will also have a negative impact on the so-called economic development opportunities. I never see accidents on the Main street corridor. Maybe do what Rifle CO has done and only re-route truck traffic. We are never dgoing to be a Park City. A walkable Main Street is not why people move to Heber.	Comment Card
2/20/2019	30	Bruce Barlett	Very concerned about moving traffic from Main to 1300 S. Currently school bus route, childrens park is on this route, many homes will be impacted along with the property value, danger to neighborhood children. The whole southern route needs to be re-evaluated. Dont feel that the sewer fields should take precedence over the quality of life of the people living in this area. Very much against this proposed route.	Comment Card
2/20/2019	31	Rebecca Miller	Im glad to see the South 2C option. I was concerned about those living in Royal Coachman being completely surrounded by heavy traffic. My one question is what will this do for traffic on Daniels Road? Will there be more traffic or about the same anticipated?	Comment Card
2/20/2019	32	Jared Wright	Thank you for the thorough analysis. There was obviously a lot of thought put into this. Something needs to be done so the best option is needed.	Comment Card
2/20/2019	33	Sherrie Seawright	The "North Fields" is an agricultural and natural prize of our county. It is critical that the environmental impact is analyzed closely. We can't sacrifice the beauty and peace of our valley for convenience, once destroyed it wont be revitalized, it isn't just "wetlands" but wildlife and open space. One issue that also needs to be closely considered is how low-income families will be displaced because of commercial property in the "hot" zone. I know this is already happening!	Comment Card
2/20/2019	34	Michael Sheleretis	To whom it may concern, My name is Michael Sheleretis, and I work as the Executive pastor of Mountain View fellowship here in Heber City, UT. I am grateful for the discussion around the bypass, the thoughtfulness of all parties and entities involved and appreciate having the opportunity to share in the public dialogue of its placement and effectiveness. We as a church also appreciate that our elected officials are taking their time to make thoughtful choices on the direction of our beautiful valley as well as considering the implications of growth on infrastructure demands. Currently, we are in the process of expanding by adding a new church building directly behind our existing building, to fulfill growth demands we have, but also as a means to be a more effective contributor to this community. A point of concern that we have with the potential placement of the bypass is with the most eastern version of the future road. Depending on how wide of easements are needed, this version (labeled as "C" in previous iterations) may potentially encroach on our existing property lines, and most importantly, the property lines that house our existing building. This would cause us to limit and change our plans for expansion dramatically. I hope that you consider this potential impact as you make these important decisions for the Heber Valley. Thank you, Michael Sheleretis Executive Pastor.	Comment Card
2/20/2019	35		Why are we spending \$ to preserve open land to then put a freeway through it?	Map Comment(North)
2/20/2019	36		You will ruin the beauty of the north fields. To make more \$\$ for Heber City	Map Comment(North)
2/20/2019	37		You are cutting right into the heart of our community	Map Comment(North)
2/20/2019	38		Cutting through the middle of beautiful valley	Map Comment(North)
2/20/2019	39		Gas stations? Where will the tanker get their lunch and gas. Right Here----->	Map Comment(North)
2/20/2019	40		Did the residents vote to preserve this land just to make it easier for the city/county to push this through?	Map Comment(North)
2/20/2019	41		Are we ruining the northern fields to save a Wendy's or Mcdonalds	Map Comment(North)
2/20/2019	42		We like "b" does not affect housing (noise) much + wetlands are not damaged as much	Map Comment(North)
2/20/2019	43		How recreational access to north fields be maintained?	Map Comment(North)
2/20/2019	44		Overpass preferred for bypass keep bike lanes on 100 S.	Map Comment(North)
2/20/2019	45		C Route looks better	Map Comment(North)
2/20/2019	46		I Can't ride From Midway to Heber on the beautiful bike path now! Spread the Traffic	Map Comment(North)
2/20/2019	47		Open space or freeway access	Map Comment(North)
2/20/2019	48		Why does the Heber valley have to alter our way of living to accommodate the oil/gas industry? We shouldn't! We can accomodate residential traffic without by-passes build a rail line from uinta basin to Wyoming get rid of trucks!!! CI-80	Map Comment(North)
2/20/2019	49		These plans to not gain much but will ruin many things.	Map Comment(North)
2/20/2019	50		Kep close to houses = keep open land. More beautiful	Map Comment(North)
2/20/2019	51		How about keeping this corridor Main St.	Map Comment(North)
2/20/2019	52		Are we Spreading pollution throughout our valley rather than keeping in 1 spot.	Map Comment(North)
2/20/2019	53		Want revenue? Ticket speeding TRUCKERS Don't spread the cancer to our neighborhoods	Map Comment(North)
2/20/2019	54		Do people still drive through town to get food and gas?	Map Comment(North)
2/20/2019	55		Keep traffic on main street why spread it out through the valley	Map Comment(North)
2/20/2019	56		I live here. Don't do it	Map Comment(South)
2/20/2019	57		Do not want. Property value will go down danger to kids in neighborhood.	Map Comment(South)
2/20/2019	58		I don't see why 2C need to border the homes move it out	Map Comment(South)
2/20/2019	59		Live right there 2 lane road? what will be the speed? Too close to residential buildings noise? Smog	Map Comment(South)
2/20/2019	60		The proposed version is great, it avoids the jumble by Dane's rd. but don't expand the airport! bring in more commercial space	Map Comment(South)
2/20/2019	61		"Don't want to decommission 189!! allows crazy airport expansion no expansion - EVER!	Map Comment(South)
2/20/2019	62		Sound Wall?	Map Comment(South)
2/20/2019	63		You are killing our property value and creating unnecessary hazards for our young kids Not necessary ----->>	Map Comment(South)
2/20/2019	64		This seems expensive and unnecessary. Just keep this road existing 189 instead of building a new road through residential and farm land.	Map Comment(South)
2/20/2019	65		Why right by our house? this makes no sense!	Map Comment(South)
2/20/2019	66		SOUTH 2C could potentially become a disaster. Disruption of walkability for kids going to school and decrease of value on brand new neighborhoods.	Map Comment(South)
2/20/2019	67		We would never have bought a house here if we had known this!	Map Comment(South)
2/20/2019	68		I do not want this in my backyard. Our property values will shoot way down. I enjoy how quiet my neighborhood is. That is the reason I live there. Please don't do this to our community. Thanks.	Map Comment(South)
2/20/2019	69		This is a park ---->	Map Comment(South)
2/20/2019	70		Brand new neighborhood. lots of kids. Arguably the most developed area due to how does services are. This will destroy suck perks. House Value would crash.	Map Comment(South)
2/20/2019	71		What about all the Kids that cross the road here to get to school.	Map Comment(South)
2/20/2019	72		What about the kids who cross 189 everyday to get to school?Adding additional traffic here makes a dangerous situation worse	Map Comment(South)
2/20/2019	73		This portion of the plan is not necessary and will have a major negative impact on a neighborhood. This should and will result in a lawsuit. This portion routes hazardous material through a neighborhood when it's not necessary.	Map Comment(South)
2/20/2019	74		Destroys value of this property----->>>> This side road makes no sense Property owner: We do not want this. It will ruin quiet, be a hazard southfield- Put a light out 189 so the trucks can use the highway not neighborhood.	Map Comment(South)
2/20/2019	75		South 2C should NOT be. Done home should come first over trucks and sewer water	Map Comment(South)

2/20/2019	76		Gas Stations? Yuck we already have ammenities on main st. already No we have pollution near new homes.	Map Comment(South)	
2/20/2019	77		Will you please look at safety studies of comparable roundabouts that have the same number of oil tankers or 18 wheelers & public traffic to see if there are any issues or things that need to be adjusted	Map Comment(South)	
2/20/2019	78		What access will be available for this property? ----->>>	Map Comment(South)	
2/20/2019	79		Why are we compromising the communities and citizens that live here in favor of what is convenient to trucks that are passing through??? Keep 189 Re-route to southfield?	Map Comment(South)	
2/20/2019	80		This is a dramatic change, unbelievably weird, drastic changes to south end of town.	Map Comment(South)	
2/20/2019	81		The property impact will be massive. This is not true!	Map Comment(South)	
2/20/2019	82		Gas stations ammenities - Are we doing this to spread out all of main st. ammenities to have + of an eye sore	Map Comment(West)	
2/20/2019	83		Do not realign 189 to decommission NO AIRPORT EXPANSION - I agree	Map Comment(West)	
2/20/2019	84		Why take a plan that is many years old and not conducive to the neighborhoods that exist currently	Map Comment(West)	
2/20/2019	85		Why does this route worry about the city sewer properly but not our house property	Map Comment(West)	
2/20/2019	86		Why not use the existing 189 for the both ways	Map Comment(West)	
2/20/2019	87		Roundabout light instead dont realign 189 to allow runway expansion	Map Comment(West)	
2/20/2019	88		Open space or Hwy? 80% of people want to preserve open space - why put a highway through it?	Map Comment(West)	
2/20/2019	89		I cant imagine how the roundabout will work all the speeding trucks - good point	Map Comment(West)	
2/20/2019	90		This portion of the route is un-nessesary. The home owners will most likely sue to prevent this, as nothing is gained a viable alternative is available	Map Comment(West)	
2/20/2019	91		Unfortunately bike lanes kill. hit and run :(Map Comment(West)	
2/20/2019	92	Wendy Casey	<p>Hello!</p> <p>Your proposed plan for the bypass runs inches from my back door. Rather than run it down the vacant end of Southfield road. You are following the canal line, that butts up against several property owners homes. Mine being the closest, since my home sits on the East side of my property. You are going to completely destroy us, our home and our property. Our property value will die!</p> <p>This can't happen! Please!</p> <p>Very upset!!!!</p>	Email	
2/20/2019	93	Doug Enger	<p>The note below outlines our areas of concern, and includes some suggestions here and there.</p> <p>Noise How to minimize noise impacts throughout valley, not just in adjacent west Heber How to take into account impacts distal from road (we live in Midway) Low speed limits (45mph makes sense) Quiet pavement (some pavement materials attenuate noise; some exacerbate it - let's use quiet(er) materials!) Engine braking restrictions (of course!) Landscaping along the road (berms, trees, etc.) can both reduce visual impacts and noise.</p> <p>Open space impacts Where will it run and what are impacts on wetlands / ag / open space? The "C" north alignment would seem to best mitigate these impacts Game fencing and crossings? Can game fencing direct critters to the planned over (under) passes, so critters can get through safely?</p> <p>Pedestrian and cyclist access / crossings Where and how can peds and cyclists cross the road Bike lanes on or adjacent to the road</p> <p>Runoff Pervious pavement? Other strategies to sink runoff locally and cleanly?</p> <p>Sprawl mitigation / prevention Ensure that zoning adjacent to the parkway doesn't change, so the road does not encourage sprawl westward What ancillary development foreseen or allowed? Gas stations at interchanges, e.g.?</p>	Email	

2/20/2019	94	Keli Swainston	<p>Hello,</p> <p>I was unable to attend the meeting tonight but I was able to see the proposed shift of 189 up against homes that are west the sewer fields and then up against the homes by Walmart. I grew up on EdwardS Lane which is just west of the sewer fields. In fact, the 10-acre farm sits further east than the others on that lane which by the proposed route, would literally be behind my parents property. I'm outraged. Why move the freeway to be right up against these homes? Especially homes that have been here for the last 30 years and now will lose their value. That property is my parents mAin source of retirement. Why can't we have a route that is closer to the existing Southfield road without the insane roundabout? Please find a way!! There is no need to ruin the value of all the property when you can move it out of the way easily. I will be following up with this and attend future meetings, but please hear the pleas of the property/homeowners. There is no need for this massive corridor right behind existing farmland on the green belt. Please move it elsewhere. We also don't need to allow for airport expansion either.</p> <p>Thanks, Keli Swainston</p>	Email	
2/21/2019	95	David Hallock	<p>Hi, I attended the Heber Bypass Open House last night at Heber Valley Elementary. In looking at the plans, I saw that 1300 S was slated to be used as bypass. Not understanding the rationale behind the choice to run a bypass immediately adjacent to a neighborhood when continuing further down 189 and turning north at South Field Road would accomplish the same thing, I asked the project manager for an explanation. He stated that it had to do with volume of traffic needed to create a state road. This did not make sense as the volume will be the same either way so I asked him to explain again. He was dismissive in his response and offered no real explanation. I then asked another UDOT employee the same question and he referred to a computer projection that stated that doing so would yield a slight increase in usage of the bypass in 2050. I felt that this was a weak motivation for negatively impacting a neighborhood, but I accepted it and went on my way. It was not until later when discussing it with a neighbor that the truth came out. UDOT is working with the FAA to increase the size of the Heber Airport which necessitates moving 189 further away. While I have many concerns about that plan, I am writing today to bring your attention to the misleading presentation put on by UDOT employees at the open house. The materials presented were designed in such a way as to not show the relocation of 189. In speaking with others who attended who were aware of the airport improvement, they stated that the UDOT representatives repeatedly denied the airport being the cause of the 1300 south addition. At the end of the night, one of my neighbors was able to get one of the UDOT employees to admit that the airport was the reason for the addition of the 1300 south portion. My concern is that the UDOT employees were being intentionally misleading in both their verbal explanations and materials as to the true cause of the change. It is well know that the airport expansion is strongly opposed in the valley, and that the choice to mis-represent the project was made as a result. I have since heard from several others who attended the open house that they had exactly the same experience. This is clearly unethical and falls far short of the transparency required in a government project.</p>	Email	
2/21/2019	96	Wendy Casey	<p>Please! I would like to know why you have not personally contacted the home owners whose property values you have just literally destroyed with the proposed reroute of Hwy 189, and the new bypass. What are you going to do about that fact???? I want to talk to someone. Please respond!!</p>	Email	
2/21/2019	97	Jeffrey Hayek	<p>We absolutely do NOT need this. If you have to waste the money put a light at 189 and southfield rd. Running a highway next to homes is just absurd. There will be homes less than a 100 feet from road. Those semis are rolling bombs and it is a school bus route and over 200 kids live in just my neighborhood alone. All this talk about traffic, what about safety? What about peace and quiet? What about property values? No one cares about the people and only care to line their pockets. We are gonna fight back. We are tired of being pushed around by a government that is supposed to work for the people. We want heber to stay small we do not need this highway or any more building. The people do not want this road. We speak you listen.</p>	Email	
2/22/2019	98	Linda Stice	<p>I have reviewed the most recent documents on the bypass of Heber Main St. The Heber bypass is long overdue and I am very pleased that it appears that it will actually be happening. The Heber downtown area has a great opportunity to become a modern style downtown area with places to shop and eat. The bypass will also alleviate the congestion on the residential streets that parallel Main St. from locals trying to avoid Main St. traffic. This will make those neighborhoods much safer and friendlier for all the residents, especially the children.</p> <p>My only comment on the plans submitted is that I don't see a dedicated bike lane on Main St. or on the sidewalk. I did see bicycles on the sidewalk in one drawing. I realize the plans seem to maintain curb parking, however I do feel it is important to have a bike lane, either in the street or on the sidewalk. Connecting up bike pathways is important now and will be more so in the future.</p> <p>Thanks to all of you for working so hard to make this happen.</p>	Email	
2/22/2019	99	Kent King	<p>Hello, my name is Kent King and I live at 1184 South 650 West, Heber City, Utah 84032. 15 years ago I moved from West Jordan, Utah to Heber City, Utah for the beauty and quite lifestyle. Recently I was notified that Heber City is considering the Heber Valley Parkway. I attended the meeting on Tuesday and now understand that UDOT is considering moving Highway 189 and Highway 40 into my backyard. I also understand the amount of traffic will be as much as 22,000 cars. I don't know who is asking for this change but as a resident I do not want this road. I love Heber City and the road in and out of town just as it is. If this road is to be built it will be just like I am back in West Jordan. Please consider my beautiful home and my backyard. I have spent well over a million dollars building it and I love it. I come home at night and spend the rest of my time in my backyard. This road would take away the beautiful view and the noise would be unbearable. As a resident of Heber I ask you not to build this Parkway. Please do not take away the beauty that I paid so much to enjoy.</p>	Email	
2/22/2019	100	Rachel Mitchell	<p>Hi!</p> <p>I have lived in Utah for 20 years. My kids go to school here. I own 3 properties in Heber, two I rent, one I live in- in Muirfield. My property that I live in borders the proposed highway and proposed power lines. First, This will ruin my view and my property values. Will i be compensated? We also run a business here in Heber and will consider moving very seriously. That is four tax producing properties and businesses that we will take with us/sell. Second, the reasoning behind it is flawed. To decrease traffic? How will you get truckers to choose a longer path? How will the exhaust and noise be mitigated? The oil truckers may not even be using Hwy 40 due to Duchesne building a refinery. You are also cutting thru the most beautiful section of Heber, Everyone that enters Heber enjoys the North fields, it will ruin the character of the Valley. Third, Main street Heber bringing in new businesses and walkable? People don't want to walk, they want drive-thru's! Sad but true. Again, the businesses this MIGHT create is a stretch. Small shops are going under everywhere because everyone shops online. I know i do. If this was a good idea it would have been built 25 years ago when it was first proposed. This project hurts more people than it helps.</p> <p>Thanks for taking my input. R. Mitchell</p>	Email	

2/22/2019	101	Bethe Price	<p>As a resident of Wasatch County living in the Heber Valley I feel that the realignment of 40 does not work to the benefit of the community.</p> <ol style="list-style-type: none"> 1. The proposed route changes only a small section of highway 40. As the county continues to grow at one of the highest rates in the state, it is short sighted to think that commercial traffic on 40 won't also impact the north and south ends outside Heber City limits as they continue to develop. 2. Residents of Wasatch County are not in consensus with the city government in expansion of the Heber Airport. Residents would like to see the airport remain the same size and restrict flying hours. We do not want the airport to expand which is why the City is pressing to "realign" 40. 3. The Main Street corridor is already lost. The types of establishments (professional offices, car dealerships, banks, government offices, etc) along the corridor aren't conducive to a walking district. The establishments would need to be restaurants, shops and limited services - like a barber or the like. I see this is not the problem of UDOT but rather poor planning by the city and UDOT as the traffic along Main increased over the last 20 years. 4. The proposed plan moves high volume traffic next to residential neighborhoods. Though it may not be a safety concern, the impact to the property value and quality of life is significant. The current route is along a commercial/ business corridor which is expected. <p>I propose UDOT do more to make the current route 40 more streamlined to accommodate the commercial and recreational through traffic Wasatch Valley experiences while taking into consideration the vast majority of the community commutes out of the valley each day. This could be done by removing street parking along Main Street and making it a true highway. Remove most lights along main and create several vehicle overpasses for East/West traffic (1200 South, center/100 South, and 500 North) as well as pedestrian bridges. Though this would be costly, it would be less costly than rerouting a small section. Additional overpasses will be necessary as the valley grows but that would limit the impact to the through traffic.</p> <p>Please thing forward and work with the county so the remaining North and South sections of 40 don't need to have this discussion as well. Limit the access to 40</p> <p>I may be part of a silent minority but I can respectfully say that there are more residents that this impacts than just those residing in the City limits.</p>	Email	
2/23/2019	102	Amy Kohler	<p>Hello,</p> <p>My name is Amy Kohler and I am a current Heber City Resident. I appreciate the time and effort being spent on the bypass plan, and just wanted to submit a quick note or idea for the project.</p> <p>After reviewing the documents presented by UDOT at the last meeting, I wanted to suggest the possibility of adding into this current plan in the way of bike paths and walking paths. Specifically paths with safe passage into the Main Street corridor from the Southernmost part of Heber on Highway 40. I would love to see wide bike paths for biking in both directions and bike lights if possible. Sidewalks, or walking paths as well.</p> <p>Many families live in these areas and right now there is not a safe passage or a way to walk or bike into the Main Street corridor without walking along the side of a road, or on the side of a highway. One friend of mine enjoyed riding her bike to work for years until getting hit by a car crossing US 189, in a crosswalk. She was not seriously hurt, but i would say it doesn't really feel safe to walk or bike when people are cruising through, driving in "highway mode". Yet, I constantly see people walking or biking along the side of Highway 40 into Heber for work or shopping needs.</p> <p>I would love to have a walkable and bikeable community. I believe it could contribute to a small town feeling, and a sense of community. It would also help to move Heber away from the feeling of a "highway town". I think the bypass is a good step in that direction. I especially like the usability of the Main Street Corridor. In fact, I would like to see a longer stretch of the Main Street corridor.</p>	Email	
2/23/2019	103	Kate Mapp	<p>Thank you for your time and consideration in reading this. I hope we can find solutions that will enhance our community.</p> <p>Why does the west side of town always get the short end of the stick? For example, the airport expansion, hwy 40 and the power lines. Seems like our representation for the west side is getting overpowered by east side property owners and representatives. Red ledges for example. What about our property value?</p> <p>Another is how is the train going to go across hwy 40?</p> <p>Bike and walking path to and from midway?</p> <p>Crossing hwy 40? Pedestrians and bikes?</p> <p>Noise control to maintain country rural feel in the north and south fields?</p> <p>I saw the other night how all this is tied into the airport expansion. We don't want this expansion in our community!!! Poor air quality and noise issues. All tied together. Sneaking these politicians and lobbyists. Not really up front with why the big push for hwy 40 reroute. But now I see why. Not worth making extra money for the city and appeasing rich people's private jets. The airport is fine how it is w minor upgrades needed. We don't need another lane and longer runway in this community.</p> <p>We will still have a traffic issue on Main Street. I was sitting in traffic yesterday and all I could see where local cars just trying to get around town to go home. This bypass is not really solving the problem. Need to keep traffic to Main Street and take 100 west or east and turn into local lanes.</p> <p>Don't put bike lanes on Main Street. Put them on the secondary roads. No one wants to ride w all that traffic.</p> <p>Please lobby to stop big tanker traffic from coming into our community. Other towns have a vested interest too. Solve the bigger issue which is the oil and gas Industry that is ruining small towns like ours. Make them pay for it via a toll road or additional tax. I don't want to pay for this.</p>	Email	
2/23/2019	104	Justin Crail	<p>Hello,</p> <p>As a resident of the impacted area I am very concerned with the creation and realignment of highway 189.</p> <p>This new road would create noise pollution, air pollution, potential groundwater contamination, and endanger many species of birds and other wildlife.</p> <p>The Heber Valley is known for its natural beauty and in no way does this road enhance the beauty, protect the open space or improve future traffic.</p> <p>The majority of new residents of the valley are moving to the East side and this road does nothing to reduce or improve the traffic and access to that area.</p> <p>I am very concerned that the creation of this road will not only be destructive but will open the door for years of expensive litigation, very similar to what happened with the creation of the Legacy Highway.</p> <p>Please reconsider the creation of this poorly planned and destructive road.</p>	Email	

2/23/2019 105 Keli Swainston

Hello,

My name is Keli Swainston and I am a resident of Heber. I have lived in this valley for over 30+ years. I grew up on a farm on Edwards Lane which is within Wasatch county boundaries. Our farm consists of 10 acres of green belt horse and cow property. Worth quite a bit of money.

The farm literally backs up to the sewer fields. This was the perfect spot because we knew the sewer fields would never be developed and we idolize open space.

However, this new plan would now crush if not diminish any value left of this farm. This beautiful area that will now have the freeway almost directly in the backyard. This crushes any hopes of my retiring parents to be able to sell and survive. Especially because this was land that was hopefully going to be passed down through generations. Who wants a 4 lane highway with big rigs in their backyard? Let alone having to listen to engine brakes as they begin their way around the roundabout? The airport is already loud and you can't tell me it's not because you can hear the Heber Creeper anywhere in this valley. So imagine these big rigs plus larger jets behind my parents backyard?

We were always told the sewer fields would remain untouched. Which is why this place was so appealing. Now my parents multimillion dollar property will be reduced to nothing. This is absolutely ridiculous. And uncalled for. UDOT needs to be told to keep 189 as is or move it in a way that it will stay with the current Southfield road. We don't need a highway within feet of my parents backyard. And just so you are aware, the suggested proposal would have the freeway run the entire length of my parents 10 acres!!!!

Please help us out! Please think of all the homes and families that will be financially impacted by this!!! My parents will be left with nothing.

I have enclosed a picture showing you exactly where my family's farm lies. It is circled in green! I hope you can see how devastating this is for my family!!!

Please reconsider and push UDOT to have 189 put away from my parents backyard!!! Please!!!

I would love to hear your reply!



2/24/2019 106 Wendy Casey

Attached is a photo of what you will be destroying with the construction of the bypass in the Heber Valley. You will be destroying a migratory bird pattern.

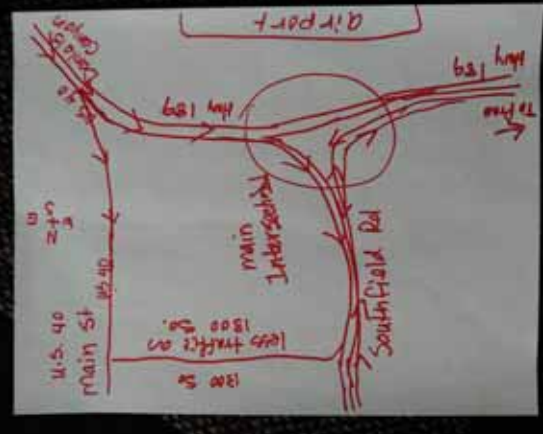
We do not want this bypass! We do not want a highway and round about in the south fields!!! We do not want hwy 189 moved and the expansion of the Heber City airport!!!

I do not want this highway right out my back door....literally!!

Sadly,
Wendy Casey




2/24/2019	107	Ellie Novelli	<p>As a resident out on 1200 S 2400 E we have heard about this bypass starting back in 2004 or 2005, shortly after we purchased our 5.5 acres. It appears that this bypass is now somehow tied to an expansion of the Heber airport which should have nothing to do with the bypass. I believe the community, in Heber and surrounding Wasatch County, have made it clear every time this comes up that we have no desire to expand that airport to a regional airport. It is a fact that over 90% of those that use the airport do not stay in Heber but rather head to Park City where they spend their money. I assume they are using Heber airport to avoid fees at SLC airport. There is a regional airport in Provo so there should be no need to expand our airport to accommodate these elites that do not stay in our valley and provide few if any economic benefits. Over the last three years I have been shocked to see the size of airplanes preparing to land at Heber airport as their flight path takes them over our property. Unless the city or county can provide real data on economic benefits for an expansion they should move on.</p> <p>If any part of the realignment is tied to an airport expansion, as was stated at the most recent meeting, then it needs to be voted on by the people of the community who will be impacted by this expansion not by a handful of inexperienced City and County representatives.</p> <p>It is quite sad that the Heber and Wasatch planning have had so little foresight over the years and did not put together a feasible bypass years ago but instead have approved development after development adding thousands of residents in the valley. I think inexperience in dealing with city and county growth is an obvious reason for this lack of being proactive. Not a surprise that Main Street is now a disaster. It might help if the City would turn on the left hand turn light at every intersection but they do not, which that in and of itself is mind boggling. Even 1200 S is now a traffic jam in the mornings and evenings with all the new residents travelling to and from work.</p> <p>Our valley not only has a problem with designing a corridor to bypass Main Street but should also be taking a hard look at what impact continued development of residential subdivisions will have on our infrastructure, schools and water resources at a minimum.</p> <p>I encourage all cc'd on this email to share your concerns with the heber valley corridor@utah.gov and encourage your friends to do the same.</p>	Email	
2/24/2019	108	Kwinten Kemp	<p>Hello I am a resident of Heber Valley.</p> <p>I was told to send comments to this email address. I am certainly in favor of a bypass on Hwy 40 for large trucks and so forth so that we can revitalize Main Street for slower traffic, social events, and local businesses.</p> <p>Thank you for your consideration.</p>	Email	
2/24/2019	109	Kwinten Kemp	<p>A couple of amendments to my position. I am only in favor of a bypass if the 18 wheelers are not allowed through downtown (unless supplying a local business) and I am NOT in favor of a larger airport here.</p> <p>Thank you.</p>	Email	
2/24/2019	110	Kwinten Kemp	<p>Another amendment to my position, the more I dig into this the more I think the answer is actually one of 2 ideas:</p> <ol style="list-style-type: none"> 1. Expand or improve on current roads to accommodate traffic, more lanes etc, perhaps improve 1st East and 1st West or other near roads for more traffic as well. 2. The real solution: expensive as it would be, a tunnel from North end of town to South end of town for through traffic and large trucks to use. Beautify Main Street for businesses and local or tourist traffic and shopping. <p>So, I am now moving away from Bypass as proposed.</p> <p>That's my current thinking. Thanks.</p>	Email	
2/26/2019	111	Bill Spiker	<p>Unable to attend Open House Feb. 20 2019 re: Heber Valley Parkway, I was interested in viewing attached info below, and sharing a few observations:</p> <p>Having viewed the attached, I understand the value of considering optional routes in the Northfields area, yet I'm surprised that newer alternative routes (B & C) are both closer to Heber City and current residents.</p> <p>Given the wetlands topography and streams in the areas nearer routes B & C, versus original Route A....I'm curious as to why the planning and wetland groups did not consider an alternative route that was further north of original route A. For example, a route that exits route 40 near Back 40 Grill, and proceeds west to 2nd dirt road, then south to intersect with Midway Lane. From what I know about this area, this slightly further north route may well host the least impact to both wetlands, and residents; and provide an option that places the sound and view intrusions of a traffic corridor further from Heber City to benefit all residents. Additionally this further north route may allow for future growth between Heber City and the Northfields section of a Parkway traffic corridor. May I, or you, recommend that any Wetlands/ Environmental impact studies consider a more northern route versus Options B & C ? Please advise.</p> <p>As for me, originally from Utah, I purchased a 5.25 acre parcel back in the 90's, where my wife I built our retirement home/barn/ranch in 2007. Now retired, we treasure every day we spend at our home in Heber. Indeed it is rare (if even possible) to find a 5 acre parcel in the Heber Valley today that hosts a year-round stream, abundant with fish and various wildlife (beavers, marmots, muskrats, raccoons, fox, sandhill cranes, and deer). Our small ranch host amazing views across our west horse pasture and the Northfields: to the North to Deer Valley, to the NorthEast to SnakeCreek and Wasatch State Park, and to the SouthEast to Soldier Hollow and Mt. Timpanogos. As we built our home/ barn/ranch we were careful to compliment the natural setting as we added a stone column and log rail bridge across the stream to the back pasture; built a backyard fire pit and picnic table of natural local stone to fit the natural ascetics and last beyond a lifetime. Indeed we built our SpringCreek home for our entire family to enjoy, and someday own.</p> <p>No doubt, having viewed recent planning route recommendations for the Heber Valley Parkway traffic corridor, we're emotionally drained and fear (now at age 69) that our long desired, hard earned, and well executed dreams for our family ranch in Utah appear at risk.</p> <p>We respect that Heber City and Heber Valley Residents have legitimate concerns re: traffic and growth and may well need a by pass corridor at some point in time; yet we suspect that alternative routes in the Northfields that are a bit further north versus presently planned routes B & C, may host better solutions for all concerned.</p> <p>Lastly, recognizing that we and many other nearby ranch owners, and hundreds of Muirfield residents, may not preclude a traffic corridor, we hope that an alternative Northfields route, less intrusive to residents, and slightly further north will still be considered. At minimum we fully intend to assure that as our home/ranch is impacted by plans or future roads, we will be fairly compensated for property, or property devaluation.</p> <p>Your thoughts and suggestions will be appreciated, please consider all above, we'll welcome your response.</p>	Email	

2/27/2019	112	Wendy Casey	<p>Attached is a crude drawing, but, could this be a possible route for the Parkway.</p> <p>Could the bulk of the traffic just flow through the current intersection of Hwy 40 and 189 at the south end of Heber, and meet an interchange at the end of Southfield Road and 189.? The heavy traffic would travel north on the Parkway from there. This would alleviate heavy trucks traveling down 1300 south through neighborhoods and the flow of traffic would stay where Southfield road is and not disturb property owners on Edwards Lane to the west edge of the sewer fields , plus less heavy traffic on 1300 south. If you are going to build a big round about, do it at the intersection of Southfield road and 189 where it is currently.</p> <p>Thank you. Desperate to not have this parkway destroy property values!</p>	Email	
3/1/2019	113	Amber & Scott Wilson	<p>I am formally requesting that UDOT extend the comment period on the corridor study because of the change of information presented from the August open house to the February open house is too great. (Mostly the addition of the relocation of 189 and south field road.) Also, the map that is on UDOT's main page for the corridor study is wrong. It does not show the use of 1300 south or the relocation of 189 at all. Us residents of the Heber City, specifically residents that would be negatively impacted by this addition of the 189 relocation and addition of 1300 to the parkway, need more time to gather information and make residents aware of this change.</p>	Email	
3/1/2019	114	Syndi & Dave Parker	<p>Hi, we ate residents of the Wasatch Valley. I have grown up in the valley for 62 years. With all the growth that has happened over the last 10 to 15 years, we understand that the need for a bypass or change to current traffic flow is must. We do not agree with moving hwy 189 for an airport expansion. We feel that there is no reason to move hwy 189. The people of Wasatch county voted down an airport expansion a few years ago and we will vote it down again. We do not want a larger airport. Please revise the bypass plan to keep hwy 189 in it's current location .</p>	Email	
3/1/2019	115	Lindy Reiox	<p>I request that the comment period be extended at least 30 days past the date UDOT's website is corrected and Heber Citizens are notified as such. Currently the wrong Parkway route is posted and there is no mention of the proposed revised Southern relocation of 189.</p> <p>It's very misleading for residents to comment on an outdated plan.</p>	Email	
3/3/2019	116	Karin Jentzsch	<p>I was out of town on February 20th for the Public Open house. I sent a similar letter on August 27th, 2018</p> <p>I have lived in this Beautiful Heber Valley for over 33 years. Most recently living on 1250 South. I am fiercely opposed to the 1300 South bypass. A bypass road is to avoid built-up areas, towns, villages and improve public and road safety. The planning study is extremely close to a middle school and elementary school. Children should be our #1 safety goal. I see no safety in a bypass road so close to our young children's schools and homes. Air pollution would increase. Road dust from vehicles/diesel engines may trigger allergic reactions. Concentration of air pollutants and adverse respiratory health effects are greater near those areas.</p> <p>A bypass road should be a road passing AROUND a town ~ not thru or close to a residential area with children and schools. Vehicles traffic on roads will generate noise, in a wide range of frequencies which can impact and harm humans and animals.</p> <p>In general, the state, county and city should be looking at the current open spaces, undeveloped land, meadows and pastureland that are not so close or located near residential housing and schools</p> <p>Sending the bypass down 1300 South should not be an option.</p>	Email	<p>March 17th, 2019</p> <p>To: State, County & City officials</p> <p>Re: Bypass Road in Heber Valley.</p> <p>I have lived in this beautiful Heber Valley for over 34 years. Most recently living on 1250 South I am fiercely opposed to the "UDOT proposed" bypass route and the 300 ft wide "target" roundabout in Utah. The good ole boy syndrome in Wasatch County with their "private deals and land swaps". What kind of government still gets away with this kind of "private deal making"? Obviously- Wasatch County, Utah. This kind of negative deal making is only to be pocketed profit by a few and majority to be scammed.</p> <p>A bypass road is to AVOID built-up areas, town, village and improve road safety. The proposed bypass is extremely close to a middle school and an elementary school. Children should be our #1 safety goal. And not to mention possible destruction of habitat for protected Sand Hill Cranes. I see no safety in a bypass road so close to our young children's schools, homes and protected birds. Air pollution and noise would increase. Property values decreased. Road dust from vehicles/diesel engines can and will trigger allergic reactions. Concentrations of air pollutants and adverse respiratory health effects are greater near these kinds of roads.</p> <p>Motor vehicle traffic on roads will generate noise, in a wide range of frequencies which can impact both humans and animals, including the protected birds.</p> <p>A bypass road should be a road passing AROUND a town. Not thru or close to a residential area with children and schools. What is to become of Heber Valley?</p> <p>In general the state, county & city should be looking at the current open spaces, undeveloped land, meadows and pastureland that are not close or located near residential housing. The private land deal makings have got to go.</p> <p>Sending the bypass down 1300 S to Southfield Rd. is not an option</p> <p>Regards, Karin Jentzsch jentzsch@gmail.com</p> <p>Karin Jentzsch 551 W. 1250 S Heber, Utah</p>

3/4/2019	117	Amber & Scott Wilson	<p>UDOT,</p> <p>We are residents that will be directly effected by the new Heber Valley Corridor. The "new" route that includes rerouting 189 onto 1300 S in Heber will bring heavy tanker traffic right next to our home, right next to our neighborhood park, next to the side walks that our children walk on to school and will negatively effect our quality of life and home values. We are highly concerned with the safety of our children being compromised with this new route. We do not believe that any amount of required mitigation would be enough to allow for the safety of the many, many children and pedestrians that travel in this area and would also utilize the proposed trails along this area. The 1300 route and southern portion of the bypass would pass close by two schools, an elementary school and a middle school! It would also be in the back yard of the church attended by the west side residents. The bypass route would even go through the area in which the school district plans on putting a new high school!</p> <p>Everyone can agree that Main Street in Heber City needs help with its traffic situation. However, there are other options that could be utilized (in a more timely fashion and much less expensive) instead of taking the traffic into residential areas and destroying this beautiful Valley and the quality of life of it's residents. The Mayor and City Planner are pushing this bypass plan because the city does not have the money to pay to improve their road system as they should and they are looking to have UDOT to foot the bill. The city officials have not properly managed the city for decades and have let development take place where it shouldn't have and still do not have the funds they should to improve the roadways in Heber City and Wasatch County. The proposed bypass would not be an improvement to Heber Valley, it would be a detriment and would destroy many of the qualities that residents love and have specifically moved here for!</p> <p>We respectfully request that you take our concerns and the concerns of so many other residents into serious consideration in regards to the entire bypass and most specifically in regards to the rerouting of 189 onto 1300 into a highly populated residential area.</p>	Email	
3/4/2019	118	Melissa Burrow	<p>Don't move hwy 189 - Moving Highway 189 is an unnecessary burden on taxpayers as the only purpose to do this would be to expand the airport for Park City's use. It does not benefit our community. Furthermore moving it into residents' backyards shows no consideration for those to whom you should be thinking of. Families chose those homes as safe places for their children. Putting a freeway in their backyard does not serve this Valley's residents. Please put Heber's people first!</p>	Email	
3/4/2019	119	John Marshall	<p>The present plan of a road for trucks passing by cottages at valley station is unacceptable. It endangers children at the park and creates noise pollution as well as other dangers. Please have consideration and more insightfulness with your planning.</p>	Email	
3/4/2019	120	Amy Watts	<p>I am a Heber Valley resident living on Industrial Parkway very near where the new bypass is being proposed. I have lived in Heber all of my life and just built several years ago on Industrial Parkway. My family and I will be negatively impacted by the new Heber Valley Corridor. I am highly concerned about the proposed route for the Bypass as the new route that includes rerouting 189 onto 1300 S in Heber will bring heavy tanker traffic right next to our home, as well as our neighborhood park, next to the side walks that our children walk on to school and will negatively effect our quality of life and home values. I am very concerned about how that will drop our home values. My family and I spend a lot of time outdoors and in the neighborhood. I do not want to hear tanker trucks all hours of the day and night. We do not believe that any amount of required mitigation would be enough to cover the noise quality. That would be incredibly unfair to those of us who just built only a few years ago. The 1300 route and southern portion of the bypass would pass close by two schools, an elementary school and a middle school! The bypass route would even go through the area in which the school district plans on putting a new high school! As an educator in the School district I have major concerns for this placement due to the schools need to build in that area within the next few years.</p> <p>Everyone can agree that Main Street in Heber City needs help with its traffic situation. However, there are other options that could be utilized (in a more timely fashion and much less expensive) instead of taking the traffic into residential areas and destroying this beautiful Valley and the quality of life of it's residents. The proposed bypass would not be an improvement to Heber Valley, it would be a detriment and would destroy many of the qualities that residents loved and enjoyed for many years. We need other options for a Bypass. I know main street is crowded but this placement is not the best option. I have watched this community grow for the last 30 years. I was around when they put in the first stop light on main street. I am not one who gets involved in politics or hinders growth on any level but I feel strongly that this is a very unfair situation to the current residents of Industrial Parkway.</p> <p>Please carefully take my concerns and the concerns of so many other residents into serious consideration in regards to the entire bypass and most specifically in regards to the rerouting of 189 onto 1300 into a highly populated residential area.</p> <p>Thank you. Please feel free to contact me with any questions.</p>	Email	
3/4/2019	121	Sophie Morgan	<p>Please realize how much this proposal affects the neighboring houses and communities by this bypass. I am in fact one of those homeowners. My children ages 10, 7, 4, & 1 play at the park right there. My oldest two walk home from school and would be greatly affected by this bypass. Their safety would be at risk. My first home that I designed, built, and purchased would decrease in value which affects OUR lives. We moved away from SLC to beautiful Heber 3 1/2 years ago to enjoy the quiet peacefulness which will be GREATLY taken away from us. This also affects our good friends and neighbors that will have a bypass in their backyard or how about when my kids walk to and from church? This takes away so much from our small family. I only ask that you think about the people it affects.</p> <p>Sophie Jones 548 W. 1200 South</p>	Email	
3/4/2019	122	Alicia & Peter Kaney	<p>To whom it may concern: Please note myself and my family are very much OPPOSED to the 1300 South Bypass. This would greatly effect our property value and safety of our kids. I have a special needs child that would be in grave danger with the installation of a highway in his backyard. Please consider other options.</p> <p>Thanks, Alicia & Peter Kaney</p>	Email	
3/4/2019	123	Adam Burnham	<p>Please do not build a road next to 1300 S. This neighborhood is filled with kids and it's right next to a park. Don't take a great neighbor and place it next to loud and fast vehicles. This seems so dangerous. In making this decision please act as if you lived next to this street. Thank you Adam Burnham</p>	Email	
3/4/2019	124	Justin Crail	<p>I am writing to express my concern over the most recent change to the bypass road. For years Heber residents have based many financial and property purchasing decisions on the proposed bypass routes created by UDOT and Wasatch County. It was very surprising to be presented in February with a different proposed route in the south west portion that now impacts residents in a greater negative way. If you look at the previous proposed maps, south fields road was utilized and the bypass was not running as far west along the canal and railway and next to peoples houses. My question is, why the sudden change to move the bypass further west and impact the residents, fields, wildlife, and water quality in a more damaging way? I also want you to extend the comment period so residents, environmental groups and others have time to respond to this damaging change</p> <p>Thank You!</p>	Email	
3/4/2019	125	Wendy Bartholomew	<p>It is my opinion that pushing the traffic from 189 onto 1300 S is a problem. There is no valid reason to move traffic off an already designated commercial route onto a road that is lined with residential property. The infrastructure for 189 is already in place so why waste more money moving all the traffic onto a road not built for highway traffic and creating more hazards for residents along 1300 S?</p> <p>I hope we can find a solution that works for everyone, but the current recommendation is, in my opinion, not an option.</p> <p>Thank you, Wendy Bartholomew</p>	Email	

3/4/2019	126	Ann and Nathan	<p>Nathan - I wanted to give my feedback on the proposed Heber Valley Corridor and let you know that I feel that moving Highway 189 to 1300 South is a bad idea. Not only is it a waste of taxpayer dollars to move a perfectly usable highway for the sake of "traffic flow" (if that really is the reason; stories seem to be mixed), but it will negatively affect the property values of all the homes and the quality of life of families who live along and around 1300 South. I am one of those residents.</p> <p>It seems to me, if the traffic flow of large semi trucks really is the reason for the realignment, it makes better sense -- due to cost and the effect on residential neighborhoods -- to modify the exchange between Highway 40 and the current 189 to make it easier for trucks to turn there onto the existing road. Traffic can meet up with the bypass farther west on 189, as opposed to creating a road through people's back yards that leads to a huge roundabout in the middle of farm land. There are two shuttered businesses on that corner of that exchange, so the impact would not be nearly as detrimental to residents' quality of life.</p> <p>I realize I am not an engineer and do not know all the technicalities of the situation from the city government side and the sewer district, but that seems to be the common sense solution. And if there are other underlying reasons for the realignment (airport expansion), well then someone from UDOT or the city need to be honest with taxpayers.</p> <p>Thank you for considering this feedback.</p> <p>Ann - Well said!</p> <p>Last sentence has an error, (or the city needs to be...).</p> <p>Glad you are sending it.</p>	Email	
3/4/2019	127	Audrey Drury	<p>I am writing to let you know I am not in favor of the bypass as proposed. I feel like it is a plan that takes away the most beautiful parts of our valley without providing a great solution to our traffic issues. Main Street is already nothing but car dealerships and fast food so I'm not sure what we are "preserving". The accident on Bitner Rd last week shows that large trucks don't always do well on roundabouts and I don't want our valley to be the testing ground for the largest round about you have ever built. Go back to the drawing board and come up with a solution for today's Wasatch County.</p> <p>Regards, Audrey Drury</p>	Email	
3/4/2019	128	Daniel Christensen	<p>We are residents that will be directly effected by the new Heber Valley Corridor. The "new" route that includes rerouting 189 onto 1300 S in Heber will bring heavy tanker traffic right next to our home, right next to our neighborhood park, next to the side walks that our children walk on to school and will negatively effect our quality of life and home values. We are highly concerned with the safety of our children being compromised with this new route. We do not believe that any amount of required mitigation would be enough to allow for the safety of the many, many children and pedestrians that travel in this area and would also utilize the proposed trails along this area. The 1300 route and southern portion of the bypass would pass close by two schools, an elementary school and a middle school! It would also be in the back yard of the church attended by the west side residents. The bypass route would even go through the area in which the school district plans on putting a new high school!</p> <p>Everyone can agree that Main Street in Heber City needs help with its traffic situation. However, there are other options that could be utilized (in a more timely fashion and much less expensive) instead of taking the traffic into residential areas and destroying this beautiful Valley and the quality of life of it's residents. The Mayor and City Planner are pushing this bypass plan because the city does not have the money to pay to improve their road system as they should and they are looking to have UDOT to foot the bill. The city officials have not properly managed the city for decades and have let development take place where it shouldn't have and still do not have the funds they should to improve the roadways in Heber City and Wasatch County. The proposed bypass would not be an improvement to Heber Valley, it would be a detriment and would destroy many of the qualities that residents love and have specifically moved here for!</p> <p>We respectfully request that you take our concerns and the concerns of so many other residents into serious consideration in regards to the entire bypass and most specifically in regards to the rerouting of 189 onto 1300 into a highly populated residential area.</p> <p>Thank you. Daniel Christensen</p>	Email	
3/4/2019	129	Jeff Anderson	<p>We that live in the area of 1300 South do not want the corridor in our back yard any more than Main Street wants it. Putting the corridor makes no sense except to throw this problem onto a maximum group of people and businesses for ease of completion. Shouldn't this be done to disrupt the lease amount of people? This will also increase unwanted traffic, safety and noise in a established business and residential area. If any of you on this board lived in this area, I cannot accept that you would support this option. Please do not bring this to our neighborhood.</p> <p>Jeff Anderson 420 Meadow Walk Drive</p>	Email	
3/4/2019	130	Collin Owens	<p>To whom I may concern, I am a resident of Wasatch County and have lived here for 25 years. I am concerned about redirecting 18 wheeler trucks via a round about. It seems like we would be better suited to making that intersection a light. We know that the Heber valley is only going to continue to get bigger, so let's plan for growth in a responsible way and make this re direction of traffic something that can last for decades upon decades and not pass the headache of it on to future generations. With Heber being the hub for a lot of traffic both for business and leisure, there should be appropriate ways of travel to get those who are wanting to stop in our town, and those that do not, on the right road to optimize time and traffic.</p> <p>Personally I feel that a bypass is needed however I think we should reconsider the proposed plan and look at future plans for Heber and route traffic accordingly.</p>	Email	
3/4/2019	131	Janice Homer	<p>I live in a beautiful community The Cottages at Valley Station near the Wal-Mart. I'm writing because I'm concerned about the impact on my community if the bypass is implemented as proposed. If the bypass is placed as proposed it will run directly behind many of my neighbors homes . The noise and pollution from trucks driving so close to the homes will impact quality of life here. This bypass should be placed where no one is living. No highway should be that close to homes. You would not want to live with this directly in your back yard. So don't put it in our back yard!</p>	Email	
3/4/2019	132	Eric Patterson	<p>The current recommended plan involves building a four-lane highway behind older and newer neighborhoods of Heber. Ask Kendall Crittenden of the Wasatch County Council and Ron Crittenden of the Heber City Council how they would like it if 300 W was used for the corridor. Since they both live on it, I'm sure they would be very opposed.</p>	Email	

3/4/2019	133	Brienne Field	<p>I'm writing this email to express my opinion and voice my opposition to using 1300 S. in Heber as part of the by-pass road. I live on Meadow Walk Drive and it makes me sick to think that I will be looking out my back window and seeing a highway full of tanker trucks and thousands of cars a day! This is a residential area and should NOT be used for a major road! When I built this home in 2015, I was NEVER informed of the possibility of having a major highway/road in my backyard! I have a major investment in my new home and can't afford to move elsewhere and would be devastated if my home value was to be negatively effected by the building of the by-pass road. I hope you can understand where the residents affected by the by-pass are coming from and please reconsider not using 1300 South as part of the by-pass plans and/or the re-routing of Highway 189.</p> <p>Thank you, Brienne Field</p>	Email	
3/4/2019	134	Patricia Boyle	<p>I have been a resident of Heber for more than 3 years. However, I have travelled HWY 40 from SLC to Duchesne county for the last 20 years.</p> <p>Driving through Heber Valley has always been a treat. Wrestling with the onslaught of trucks and vacation vehicles a cumbersome necessity.</p> <p>The residents of Duchesne County rely on the lifeline that is HWY 40. The majority of those that are protesting the bypass really do not have any idea regarding how vital this highway is to the lives of those that live in Duchesne County.</p> <p>That being said, I live on 1200 South near 600 West. I bought my home in a lovely new neighborhood, which probably was farmland. Purchase of my home and the almost 200 homes that are now in this neighborhood have increased the tax base for Heber City.</p> <p>I did a presentation at the Heber Hospital a few years ago. I provide services to infants. I asked what the majority of their clientele was. I assumed it was a lot of Medicare, Medicaid, low income. They stated the majority of the clientele were middle to upper middle class.</p> <p>This class of resident is now who Heber City serves. Many of you can protest our existence and the infrastructure stresses that we have created, however, we are here and we do contribute.</p> <p>Since moving here, I have noticed so much more business on Main street. The businesses are fast food, car dealerships and car washes. (LOVE THE CAR WASH!!!). Not beautiful additions, horrible to look at and they seem to be squeezing the life out of small businesses. However, I am sure they appeal to the "foreign" traffic driving through.</p> <p>As a newish resident, a taxpayer and a contributor to this valley, I request you reevaluate just where you are going to tie the bypass to Hwy 189. There are a lot of young children, parks, schools and most importantly taxpayers to consider. Main Street has just become uglier and uglier since I moved here and those trucks are vital to the economy of Duchesne County and Utah. Have you noticed just how cheap gas is?</p> <p>Regards, Dr. Patricia Boyle, PT DPT</p>	Email	
3/4/2019	135	Jana Squires	<p>To whom it may concern,</p> <p>In regards to the new proposed plan for the Heber Valley Corridor, as residents who would be directly impacted by this plan, I implore you to seriously consider other options for improving traffic flow in Heber City. If this plan goes through, our property values will be negatively impacted, and the safety of our children becomes a concern as the bypass goes right past our community park, the sidewalks where our children walk, and our community as a whole. This plan brings a busy road much too close to residential communities where many families will be negatively impacted. Our children's schools are close by. Our church is close by. So much of our livelihood will be negatively impacted as well as that of neighbors and so many families.</p> <p>It seems this plan is being given serious consideration as it would allow for future airport expansion which is deeply concerning as well as it would further increase the negative impact on our community that is quite close to the current airport.</p> <p>Please, PLEASE, consider the residents of Heber City. Think of the individuals, the families whose livelihoods are in your hands with this decision. A home is everything to a family. We all work hard to get a home, to create a home, that will be a good place to live and raise our children. There are other viable options that don't have to have such a negative impact on our valley. Heber is such a special place. Let's keep it that way!</p> <p>Thank you for your consideration, Jana Squires Caring wife and mother of three little girls</p>	Email	

3/4/2019	136	Garrit Dahl	<p>I am writing regarding the current plans for the bypass in Heber City.</p> <p>While I think all agree that the current state of main street needs to be dealt with, the proposal to send the route up 1300 S seems short sighted. The south end of the valley has been an area of increased residential growth that has also brought with it increased commercial growth in the desire for more shopping and restaurant space. To bring commercial transportation through this area that will not be stopping or using the space will increase congestion causing more problems as the population continues to grow.</p> <p>The argument that this is needed to allow for growth of the airport should not be used. Residents do not want an increase in size to the airport! The airport does very little to serve the residents of the Heber Valley and is mostly for those in Park City. Those that would desire to use an expanded airport already have an option in SLC that will accommodate them. No amount of revenue will be able to pay for the loss of tranquility that will be brought on by jet noise.</p> <p>Without the need for an expanded airport the bypass can be routed west of South Field road all the way to 189 without need for a round-a-bout. Te added mileage for commercial traffic is insignificant compared to potential impact on residents.</p> <p>Best Regards, Garrit Dahl</p>	Email	
3/4/2019	137	Paige Brown	<p>I am not in favor of the new route it would impact my home and children that walk in the area and park that are right next to 1300 S. I also know having my more traffic go past 2 more schools would make it more dangerous for our kids. I have seen children almost hit in the crosswalk with a crossing guard. The car just went and the child had to jump back. Can you imagine what this does to this area? What about the new high school they are planning to build. You are building the highway right by that also.</p> <p>Please don't put heavy traffic in our area. Most of the people who live in this area 1300 S. Have children. I know that times aren't the same. But Im trying to give my kids the experience we had. I also don't want my property value to go down.</p> <p>What if we don't allow parking on Main St.? We could widen the roads.</p> <p>Thank you for your time. Paige Brown</p>	Email	
			<p>Please see attached letter.</p>		<p style="text-align: center;">BRUCE & CHRISTINE MAAK 1519 S. Edwards Lane Heber City, Utah 84012 Bruce: (801) 586-7628 Christine: (801) 243-4793</p> <p style="text-align: center;">March 4, 2019</p> <p>To: Utah Department of Transportation hebertales.com@utah.gov Wasatch County Council council@wasatch.utah.gov</p> <p>Re: Heber City Highway US-40 Bypass and US 189 Realignment</p> <p>Ladies & Gentlemen:</p> <p>We write to comment on the proposed Highway 40 bypass and realignment of US 189 in the vicinity of Heber City, Utah.</p> <p>We are enclosing a copy of a depiction of the proposed Highway 40 bypass and realignment of US 189 on which we have marked what we understand to be the previously proposed location of that bypass/realignment, upon which we will comment below.</p> <p>As you will see, we oppose the proposed bypass and realignment now apparently being recommended because, in our view, it is illogical to address at this point in time and, in any event, is contrary to the interest of Wasatch County, its residents, and UDOT. We conclude that we have an interest in this issue because we live in the vicinity of the recommended re-route. Here are some of the reasons why we believe the current proposal should not be adopted:</p> <ol style="list-style-type: none"> 1. The proposed Highway 40 bypass is to be routed adjacent to a populated area. As formerly proposed, the Highway 40 bypass continued to follow South Field Road all the way to US 189 and then turned east to Highway 40. This is an unpopulated area. As most recently proposed, the Highway 40 bypass cuts east in the vicinity of 1200 South, adjacent to a subdivision and passes through a populated area in its route to reconnect with Highway 40. The people living adjacent to the proposed re-route of Highway 40 will suffer a significant decline in property value and ambience as a result of such a re-route. It does have the benefit of somewhat shortening up the reconstruction to Highway 40, but the amount of distance shortening is not great and the disadvantage of being routed through a populated area would seem to outweigh it. 2. The proposed realignment of US 189 will require the construction of a road far to the west of its original proposed location and right through a group of residences (of which none

3/4/2019

138

Joanne Hughes

Email

Attachments for Joanne Hughes continued

attachments for Joanne Hughes continued

March 4, 2019
Page 2

is used) occupied by people who moved to this area for peace and solitude and not to be adjacent to a busy highway. The original route, which followed South Field Road to US 189 does not suffer from this disadvantage.

3. The proposed re-route of US 189 will significantly detract from the historic Heber Valley Railway. The previous proposed route merely crossed the railroad tracks and then proceeded east to South Field Road and then south to US 189. The proposed realignment is closely adjacent to the railroad tracks for a significant distance. We are informed that the County proposed an appealing trail (we don't know its present status) along the east side of the railroad tracks in this area. This trail will no longer be an appealing place to hike if the road is realigned as now proposed.

4. The proposed realignment of US 189 will unnecessarily consume a significant quantity of the sewer water disposal farm. As previously aligned, the road was proposed to follow South Field Road all the way from approximately 1200 South to US 189 - in approximately the location of existing South Field Road. Now, as proposed, the realigned US 189 cuts through the sewer farm itself and will significantly reduce the area of agricultural utility of the land. In addition, as proposed, this realigned section will prevent the expensive currently utilized irrigation pivots from being used as they are now. They will have to be replaced with another expensive, less efficient distribution system.

5. The proposed bypass/realignment results what appears to be quite an extensive roundabout area that will be expensive to construct and, in our amateur view, will not be suitable for the traffic density and nature (including lots of big rigs) moving through that area towards Highway 40.

6. The new proposal will cost much more than the old one. A comparison of the old proposed route and the new one shows clearly that the latest proposal will be much more expensive because (i) much more road will have to be built, (ii) a large roundabout will be added, (iii) the new configuration will be more expensive because it does not any longer follow an existing developed road (i.e., South Field Road), and (iv) we suspect that don't know for sure) that condemnation will be required for portions of the latest proposed route, which would not be required for the old proposed route.

7. What is driving the desire to change the alignment of the bypass/route? The bypass/route was studied extensively previously with the result that the previous proposal had the road running down South Field Road to US 189. Those who addressed that issue at that time concluded that this route was the best alternative. What has changed? As noted above, the proposed re-route of US 189 and the Highway 40 bypass involve significant apparent disadvantages. It appears from the manner of the proposed re-routing of these roads that someone is attempting to move the roads away from the airport, although we do not understand this to be a stated purpose of this latest proposal. But nothing else makes any sense. If in truth

March 4, 2019
Page 3

the purpose of this new proposal is to accommodate or facilitate an airport expansion, then from a policy, fairness, and transparency standpoint, the issue of the airport expansion should be addressed first and, with the benefit of that decision, the realignment of US 189 and the Highway 40 bypass should then be considered. This would allow the roads to be routed with the benefit of the certain knowledge of any change that is to occur with respect to the airport. At present, the roads proposed are being proposed without a certain knowledge of what is going to happen to the airport, which seems like an order of decisions making that makes no sense. Beyond all of that, based upon our knowledge, Heber Valley residents by a large margin oppose any expansion of the airport. The wishes of all of the Valley's residents should certainly be considered in the context of this decision making.

We respectfully request that the decision makers with respect to this matter openly and transparently inform the residents of why the proposed bypass/realignment is being changed and, if it is the product of a belief that the airport will need the realignment to facilitate some future change, then wait for a final decision on what is to happen to the airport before deciding where the roads will go. In any event, we encourage the decision makers not to change the bypass/realignment from the routes previously designated after extensive consideration.

We appreciate your consideration of our comments and request that we be added to your list of interested parties to be informed of future developments on these issues.

Thank you.

Bruce and Christine Maak

Email: brucecmaak@gmail.com
cmaak@brucec.com

last attachment for Joanne Hughes



3/4/2019 140 Kimberly Lewis

Hello! My name is Kimberly Lewis. I am emailing you about the idea on the bypass. I'd like to make it clear that I disagree on the plan to relocate Highway 189. All along I thought the plan was to just hook onto the existing 189.. which makes total sense to me. I am against this for many reasons. Number 1, and most important, reason is MY home! My home that we just bought! IF that relocating of 189 happened then it would be right through my home. We looked at many homes and fell in love with this home. We could picture our family, our kids growing up in this home. It is not affordable or easy purchasing a home in Wasatch County. We were both first time home buyers and had that to our advantage along with other things and if our home was bulldozed over for a highway then those are advantages that we can not get back. That is unfair. We did ask about the bypass and if it would be an issue buying this home. We were told "No". We contacted people within the City Council and they told us "no, it will not be a problem" and that "that road is only a possible through street but it is unlikely that anything will come of it". We asked them in December... now, what makes me angry is that I was shown a video of a meeting in December and that same person was in that meeting talking about this relocating of 189. The listing agents that we bought the house from contacted UDOT and had us listen a the recorded conversation with the UDOT official saying, 'there was absolutely no plan set in stone and it was 10 years away from the environmental impact study to even start'. So... who are we the people suppose to trust when the people we are suppose to trust lie to us? This is our home and we planned on staying here for years and years. Number 2: Trucks going around a round about does not sound safe at all!!! At all. Hooking on to the existing 189 makes more sense. Number 3: The possibility of this relocating of the 189 being a chance for airport expansion is angering. I am pretty dang sure that the people of Heber City already voted AGAINST airport expansion. Airport expansion is unneeded and unnecessary. We do NOT need to accommodate for sundance for two weeks out of the year by expanding our airport. Also, it is known that highway 40 is a drug trafficking highway and making airports, right next to it, bigger only creates more possibility for those drugs to get to that highway and our streets. It makes me sad that the peoples vote and concerns would be swept under the rug and for what? Number 4: Not only does it affect my home but many other homes. Nobody moved to those homes with any knowledge or expectation that there was a possible highway that would be put in their backyards! Also, another safety issue is having trucks that close to homes. Also, unnecessary. We really hope that the people of Heber Valley and their opinions matter. That different routes and ideas are planned that don't affect soooo many people and their homes. Do we need a bypass? Absolutely! But, do we need a bypass right through peoples homes and backyards?? Absolutely NOT!
 Thank you for your time.
 Sincerely,
 Kimberly Lewis and Chad Hardinger

Email

3/5/2019 141 Kyle Turnbow

I have reviewed the proposed plan for the Heber City bypass as of February 2019 and I am not in favor of it. I do not live on that side of the valley anymore but if I still did it would be terrible having a highway thru residential areas instead of commercial/business areas like it currently is. The citizens of Heber Valley are very pro retaining the agricultural and open feel of the valley and this bypass does not coincide with those goals in my opinion. I also would hate to see this realignment of Highway 189 allow the airport to expand. Heber city gets enough air traffic as it is and does not need any larger planes to have the ability to land here.

Another concern is how far into/how close to the city the bypass starts. Why not divert the trucks at River Road where an intersection is already set up and then send them over to Highway 113? Just improve on infrastructure that is already in place instead of bulldozing wetlands and agricultural fields. Or another option would be to ditch the bypass altogether (since it is about 20-30 years to late in its design and implementation) and just reduce the speed limit on Heber City Main street from 500 N to 600 S to 25 mph. That would greatly reduce the majority of complaints of the traffic going to fast down main street and allow businesses to have more foot traffic. I also do not believe that the bypass will really reduce the majority of the truck traffic. The tanker truck drivers that pass thru Heber City are typically stopping at dining establishments within Heber as they are passing thru. I do not believe a bypass will stop this. They will keep driving down main street to get to their dining destination and then continue on as normal.

The main problem with any highway realignment/bypass in Heber Valley is that it should have been planned for and implemented 20+ years ago prior to all the residential development in the area. The valley is really just too narrow for a bypass with all the residential growth to prevent it from being in someones backyard anymore thru a residentially zoned area. Reducing speed limits and enforcing those speed limits on trucks along Heber City Main Street will have a much greater impact on the traffic flow at a significantly cheaper cost, in my opinion.

Thanks,

Email

3/5/2019	142	Barbara Games	<p>Just a note to let you know, I think the recent proposal for the bypass in Heber is ill conceived, not functional, and an all around bad idea. The plan for the future is for Heber to remain it's open space, rural feel. This goes against this and will ruin property values.. I would rather see main street remain as how 40 and make a new walkable main street.</p> <p>Thank you</p>	Email	
3/5/2019	143	Hannah Christenson	<p>We are residents that will be directly effected by the new Heber Valley Corridor. The "new" route that includes rerouting 189 onto 1300 S in Heber will bring heavy tanker traffic right next to our home, right next to our neighborhood park, next to the side walks that our children walk on to school and will negatively effect our quality of life and home values. We are highly concerned with the safety of our children being compromised with this new route. We do not believe that any amount of required mitigation would be enough to allow for the safety of the many, many children and pedestrians that travel in this area and would also utilize the proposed trails along this area. The 1300 route and southern portion of the bypass would pass close by two schools, an elementary school and a middle school! It would also be in the back yard of the church attended by the west side residents. The bypass route would even go through the area in which the school district plans on putting a new high school.</p> <p>Everyone can agree that Main Street in Heber City needs help with its traffic situation. However, there are other options that could be utilized (in a more timely fashion and much less expensive) instead of taking the traffic into residential areas and destroying this beautiful Valley and the quality of life of it's residents. The Mayor and City Planner are pushing this bypass plan because the city does not have the money to pay to improve their road system as they should and they are looking to have UDOT to foot the bill. The city officials have not properly managed the city for decades and have let development take place where it shouldn't have and still do not have the funds they should to improve the roadways in Heber City and Wasatch County. The proposed bypass would not be an improvement to Heber Valley, it would be a detriment and would destroy many of the qualities that residents love and have specifically moved here for! We moved from Park City to Heber because it is a beautiful town to start a family. Not only did we invest in our future family, but also financially in a home that will be destroyed by these changes. With these proposed changes the chance of this being a successful investment have disappeared. The move of Hwy189 to 1300S is unnecessary and unsafe to countless families, and will only benefit the hidden expansion of the Heber Airport.</p> <p>We respectfully request that you take our concerns and the concerns of so many other residents into serious consideration in regards to the entire bypass and most specifically in regards to the rerouting of 189 onto 1300 into a highly populated residential area.</p> <p>Respectfully, Hannah Christenson</p>	Email	
3/5/2019	144	Jon T Gray	<p>I live 1250 South in Heber City and I am strongly opposed to the current 1300 south plan! I have visited all the planning meetings and listen to all the arguments for the traffic paths. To my family it seems the decision to remove a section of 189 and run it past my house has been made so Heber city can expand the airport even though the citizens voted against it. Also the city wants to protect the sewer water fields. Those fields will be affected no matter how the path goes, so why not do it in a way that protect the homes on 1250 south? Highway 189 is already set up to handle traffic why not expand the current highway as it exists now to move the trucks west and north? Why must they ruin my home value and my families quality of life? There are better option to protect the families in Heber, but nobody in power want to make them because it hurts the airport expansion or the sewer fields. I think the homes and families should come first because we pay the taxes that built the airport, and the sewer fields. Neither the Airport or the sewer fields can support themselves without the tax payers support yet we come last in this consideration.</p> <p>Heber city residents were very clear based on our voting last season about our opposition to expand the Heber city airport. It's future expansion should not be part of the consideration for the new truck bypass. In our opinion Heber City mayor and new city planner are selling out their own citizens in favor of the rich citizens of Park City and we will not be supporting the mayor again in the next election.</p> <p>My fellow neighbors and I will fight this new truck by pass as it is currently planned. Please do the right thing and move these proposed truck lanes to an expanded highway 189 as it currently exists. If you continue to push the plan for 1300 south we will have no choice but to fight this path because it will ruin our quality of lives and our home values.</p> <p>Thank you. Jon T Gray</p>	Email	
3/5/2019	145	Jeremiah Payne	<p>I am very thankful for the thought and consideration being put into maintaining and improving the Heber Valley. I am concerned that the current plan does not really take into account the needs of the people living in the valley, and more the convenience of the community/recreation to the north and those traveling to experience Park City.</p> <p>The proposed bypass plans including moving highway 189 closer to the neighborhoods and communities that live in Heber including homes, parks, and churches. This major road would bring noise, congestion, and reduced property values to those citizens. The stated reason for those changes has been to avoid disruption with the Sewer Farms by South Field Road. I believe that disruption could be avoided by creating an overpass with a connector road to those fields so that those maintaining them could travel under the bypass without issue. This should minimally affect the farms and allow the highway to remain in an area that is far from current neighborhoods.</p> <p>I also believe that build a ramp over a connection between the fields would be less expensive than moving the highway, and would also prevent the growth of the Heber Valley Airport. This airport does not need to be any bigger to support the community it is intended to support. If a bigger airport is needed to service Park City, Summit County has the land and area to build a large airport.</p> <p>A bigger airport would only further the negative impact to the Heber Valley community.</p> <p>Thank you for taking the time to read my opinion and opposition to the current plan.</p>	Email	
3/5/2019	146	John Marshall	<p>Your current bipass plan is not thought out very well. You end up alienating valuable citizens for a terrible noise in the skies right above the city. Coming from a town about the size of Heber with an airport about the same size I know the value of having it as far from the city as possible. Unless you don't want to move the whole airport I would definitely not expand it. And please don't even consider routing trucks by residential areas.</p>	Email	
3/5/2019	147	Dallin Swainston	<p>My name is Dallin Swainston and a resident of Heber City. The new proposed parkway that goes along south field and private property and along with a large round about seems not to use existing roads and right always but push up to private property and devalue private citizens private property to the benefit of the Heber City so they can expand the airport and increase earning for the airport. The expansion of the airport has been voted down by residents already. So this goes against what residents voted on! I do not believe the city government should have this abuse of power for their gain. The new Park way/Bypass should go straight down Southfield road, There is also no need for the round about, put in stop lights just like everywhere else. A great example would be 10000 west in Logan where they made a great by pass and it has stop lights not round abouts. An example of how in-efficient rounds abouts are would be in Midway Ut during Swiss days, but the new stop light on Main Street in Midway has help with traffic during Swiss days tremendously. The City should not influence the Utah DOT Decision on the bypass for the city's financial gain. Especially when the airport would only benefit its a small part of its residents and would mostly only help summit county. Semi traffic is not going to increase through heber as the refineries are all ready at max capacity on there intake of Uinta Basin Crude OIL (70,000-75,000 BPD). So I do not agree with the current proposal as it is a money grab and pushing the devaluation on to private land owners. I do not think the current path should be approved and it should go straight down south field road.</p> <p>Thank you for your time.</p>	Email	

3/5/2019	148	Aryan Morgan	<p>As a home owner near Southfield Road am I pleading with you to stop the bypass.</p> <p>The small bypass wouldn't help elevate the traffic at all. Those who live here already use the side streets to our advantage to avoid the traffic on Main Street.</p> <p>This proposed plan would ruin the atmosphere that has drawn most people to uproot and raise their families in this beautiful valley. This would destroy the beautiful fields. We have so many creatures that call these fields home. Spectacular birds that migrate and rest in these fields would leave and never return.</p> <p>This bypass would go through neighborhoods. It is right next to a park where children go to play. These young families moved there to raise them in a neighborhood away from the noise! Now come to find out the city want to take away the one place they can find fun, refuge, friends and the play in safety away from them! Where will they go?</p> <p>Please think about the impact this would have in the environment, the families, the fowls, the fields, the creatures and the beauty of silence that so many enjoy around us.</p> <p>Please STOP THE BYPASS!</p> <p>Thank you,</p> <p>Mrs. Aryan Morgan</p>	Email	
3/5/2019	149	Sharon Matthews	<p>I have several concerns with the proposed bypass:</p> <ol style="list-style-type: none"> 1). Comment period is not long enough 2). Sneaks in possibility of airport expansion which residents have repeatedly opposed. 3). Chops up traffic and diminishes the beauty of the valley, which is what people who live here and tourists who visit value most. <p>So many people want to leave the valley because of the lack of thoughtful planning. Please don't continue this trend.</p> <p>Look at other alternatives which preserve the character of the valley.</p> <p>Sincerely,</p> <p>Sharon Matthews</p>	Email	
3/5/2019	150	Elyse Wilson	<p>This southern portion of the bypass with the round about will remove a large section of 189 opening up the airport for expansion which was voted DOWN by the residents of the valley. It's also dangerous and burdens too many residents on the south side of town which includes children who walk to school along 1300 as well as a community park. 1300 should not be used as a part of this bypass. It should utilize the current 189 and should not include that giant round about. It seems like a huge waste of money to realign a perfectly useable portion of the highway over to neighborhoods just to keep the tanker drivers from having to backtrack a quarter-mile before connecting with the rest of the proposed bypass along South Field.</p> <p>Elyse Wilson</p>	Email	
3/5/2019	151	Blaine Chambers	<p>I would have never built my new home in the Oakwood subdivision had I known of this by-pass proposal along 1300 South. There is the distinct possibility of current substantial equity in homes there being dragged down with various trucks whizzing by the neighborhood. Of course, to say nothing about the danger to children.</p> <p>I oppose the by-pass in this area being considered</p>	Email	
3/5/2019	152	Andrea Hallock	<p>I am formally requesting that the comment period on the corridor study be extended. The change of information from what presented at the August open house and then at the February open house was vastly different. It went from having multiple options to all of a sudden just one option. You are proposing to put in a "bypass" less than a block away from my home. I can only imagine how much more noise there will be. A sound dampening wall will not help all that much. My neighbors who border 1300 S will have it even worse. Do you know that there is a community park on the corner of 1300 S and Industrial Parkway? It is a busy park used not only by the children of this little community but the children of our surrounding neighbors. How do you propose to keep them safe?</p> <p>Please allow more time for public input and suggestions. Thank you for your time.</p>	Email	
3/5/2019	153	Richard Brown	<p>We are home owners in the Cottages at Valley Station. Our son and his family rent the home from us and have 3 small boys 9, 5 & 3. The route you are choosing would be very dangerous for our grandchildren. Their school is on the opposite side of the street and the neighborhood playground is located right next to it as well. Not only our grandchildren but this neighborhood is full of small children that will be at risk. Please reconsider this option. I believe the property values will also suffer from this move.</p> <p>Thank you for your consideration,</p> <p>Richard Brown</p>	Email	
3/5/2019	154	Betty Meadows	<p>Why create more safety issues in Heber?</p> <p>My concern is for the over populated highways that exist now. Rerouting the flow isn't going to help it's only going to satisfy those people that can't think of anything else to do...it's spoiling our environment, wildlife and what this beautiful county stands for!! Our families need a place that's safe and not covered in traffic, pollution.</p>	Email	
3/5/2019	155	Karen Peavy	<p>I do not believe moving Hwy 189 into several neighborhoods backyards is a good idea. It seems this would cause more safety issues for our neighborhoods and schools. It would also destroy our open spaces which are dwindling at an alarming rate. Airport expansion is also a bad idea as it would add more noise and air pollution to our beautiful valley.</p> <p>Give the voters of Heber Valley a chance to let their opinions be heard and let us vote on it.</p> <p>Thank-you !!</p>	Email	
3/5/2019	156	Kristin Case	<p>Hi, we love living in Heber Valley! We love our home that has a back yard facing 1300 S. Please do not make 1300 S part of the Heber Valley corridor bypass. This will affect our home value, pollution levels, noise, and overall quality of life. Please consider other options that truly have traffic bypass existing neighborhoods.</p>	Email	

3/5/2019	157	Krista Noble	<p>I don't think the insufficient planning of the past, nor the current lack of vision, should harm existing homes and neighborhoods now or in the future.</p> <p>Even though a plan for a bypass has been around for many years, the City allowed for homes, neighborhoods, and schools (including the routes to walk to schools) to be planned and built throughout the Heber Valley. Now there is an urgency to fix traffic problems and reroute big trucks. I realize that this is a situation that needs to be addressed; although, I feel the utmost respect and concern should be given to people that are already living and established in proposed areas.</p> <p>Moving US 189 is ludicrous because of the time, resources, construction and money to move it would not promise much more space for a larger airport or whatever the "plan" is.</p> <p>I would love to preserve as much open space (north and south fields) as possible. However, better planning should work to truly consider consequences to the people living in the areas where the bypass is currently proposed. If the bypass must happen, it should be built/routed to areas that are NOT already inhabited and NOT established school zones, even if the City has already earmarked those areas for future building or expansion.</p> <p>Plenty of Heber residents have suggestions that would ease the negative impact of a bypass, but it seems that outsiders (who will not even be directly affected by any changes) are the ones making all of the plans.</p> <p>The traffic on Main Street is becoming more congested, but rerouting is too little too late. I think managing the situation is the best solution - not using roundabouts.</p> <p>I appreciate that you're asking for resident's input. Please show us that you value our responses.</p>	Email	
3/5/2019	158	Daniel Noble	<p>My name is Dan Noble and I am one of the many residents of Heber City that will be negatively affected by the proposed Bypass. As you are well aware, the proposed route was discussed and first planned over 20 years ago when many of the houses that are currently located in the Heber Valley were not built. By bringing the traffic of HWY 40 and now the traffic of 189 from Provo canyon into the city and right next to dozens of homes, a park and impacting many families property values this Bypass is too costly and has too big of an impact on existing homes. This proposed route is also now going to be routed through beautiful South Fields where Sand Hill Cranes nest and other wildlife. It would be a sad thing to see this negative impact on our beautiful valley.</p> <p>There is a negative impact on businesses on main street that rely on the weekend traffic and summer traffic from vacationers that could now opt to bypass the city. Grannies, Dairy Keen, Gas Stations etc. would all have less business.</p> <p>Who will compensate resident who have purchased homes near the proposed route? This will cost residents thousands in property values.</p> <p>Different Proposal: Instead of moving the HWY 189 and putting the giant round-a-bout in, move the current sewer fields further to the north and this will allow more room to have the bypass road run out to connect to the existing HWY 189.</p> <p>An additional idea would be to run the bypass on the west side of the sewer fields and go around the west side of the airport and follow it up in the foothill of Daniel on the south side of the airport. Then the road could be connected again to HWY 40 near the truck/weigh station. This provides a true bypass to the city instead of running additional 189 traffic combined with the 40 traffic right next to homes and through several additional stop lights.</p> <p>In conclusion, this bypass is an outdated idea that was planned 20 years ago. This would have been fine then but is now outdated and by the time it would be built, it would be even further outdated. This bring a concentration of bypass traffic right back into town to diminish property values, bring noise pollution and more risks next to homes, businesses and through a very consolidated area. More ideas should be considered before moving forward with the proposed plan.</p>		

3/5/2019	159	Jessica Thurman	<p>To Whom it May Concern,</p> <p>Please address and respond to the attached map and letter regarding the current recommended bypass for Heber Valley and my suggestions and corrected proposal. I'm a resident of Heber Valley and the currently recommended bypass will directly affect my agricultural land, operations, and home near Sewer Field. Please acknowledge you have received them and address in a timely manner.</p>	
			<p>letter cont.</p>	Email

Tuesday, March 5, 2019

Jessica L. Thurman
 1777 Edwards Lane
 Heber City, UT 84032
 (385) 985-7317
 jessica_thurman@yahoo.com

To: Utah Department of Transportation
 HeberValleycorridor@utah.gov

Wasatch County Council
 council@wasatch.utah.gov

Re: Heber City Highway US-60 Bypass and US189 Realignment of US 189 in the vicinity of Heber City, Utah.

To Whom it May Concern:

We write to comment on the proposed highway 60 bypass and realignment of US 189 in the vicinity of Heber City, Utah. As you will see, we support the proposed bypass and realignment now apparently being recommended of US 189, specifically the segment pertaining to the south end of Heber Valley. Please see our comments below.

- During my meeting with UDOT on February 26, 2019, the UDOT Project Manager stated South Field Road is no longer the recommended route due a supposedly required spatial buffer, resulting in access loss of acreage within the Sewer Fields. During this meeting, I proposed the implementation of a physical buffer, in place of a spatial buffer, in order to eliminate the depletion of excess acreage. The consulting engineer agreed with my proposal, stating a physical buffer would satisfy the requirement and eliminate depletion of excess acreage between the Sewer Fields. This conversation was recorded on video February 26, 2019.
- Redirecting the recommended route through South Field Road (present route through Sewer Fields) would not require deviation from your current recommendations for the round-about or access point to existing US 189. Please see attached map.
- The use of a physical buffer, in place of a spatial buffer, would eliminate the depletion of excess acreage within the Sewer Fields. This method has proven more effective for environmental protection, specifically in circumstances with probable contamination factors. Redirecting access points for operation of the Sewer Field is not an excuse that would justify the extent of redistribution upon agricultural land owners that would result from the current recommended route.
- The use of South Field Road would significantly decrease environmental impact, reduce noise, and ensure water quality for residents and agricultural business operations that currently utilize water shares and wells for their homes, crops, and livestock.
- Refusal to redirect the recommended bypass through South Field Road demonstrates an action of negligence upon the community, environment, and public funds by dramatically surpassing the extent

1

Tuesday, March 5, 2019

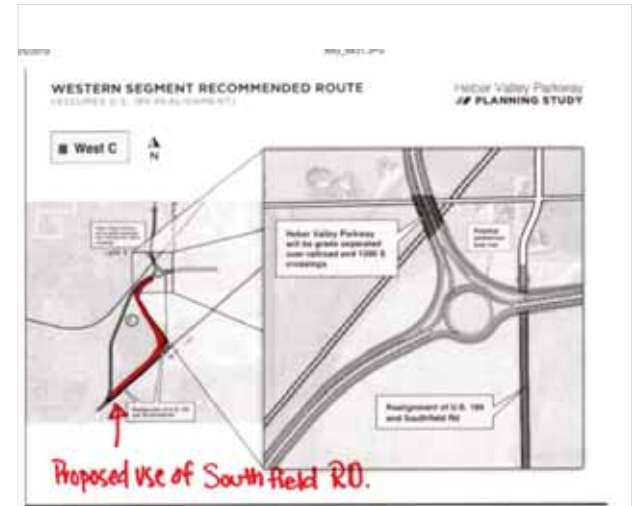
necessary. Failure to correct this action will result in a probable injunction and numerous costly delays due to action that exceeds the extent necessary, resulting in severe inverse condemnation of agricultural land, livestock, and most importantly- residents within the area.

- If the city does not agree with this proposal, we demand full disclosure of any future plans or notions to deviate from the current use of Sewer Fields. We also demand the city sign a notarized agreement, stating the use of Sewer Fields will not deviate until 2070. Failure to do so will suggest an alternative and publicly undisclosed motive that will result in the inverse condemnation and loss in valuation of homes, land, and the agricultural business operations of Heber Valley.
- We also demand our proposal be formally address by with supportive data in the Environmental Analysis and ES provided by UDOT. We also require a copy of the Environmental Analysis and ES be provided to listed email address immediately within 1-2 days following completion.

Thank you,

Jessica L. Thurman
 1777 Edwards Lane
 Heber City, Utah 84032
 (385) 985-7317
 jessica_thurman@yahoo.com

Attached drawing



To Whom It May Concern,

As a Heber City resident of 17 years, whose home is currently planned to be heavily impacted by the 1300 South portion of the bypass route, I was very disappointed to find out last month that the UDOT "study" for the bypass road NEVER seriously considered routing the bypass traffic all the way to HWY 189. Clearly using a currently constructed, 5 lane highway, capable of handling all of this traffic would save taxpayers money, making the project more buildable while also reducing the impact of the project on residences and businesses. That would make too much sense, and would only "solve the main street truck traffic problem", not address any other agendas. The process is supposed to identify the BEST route for the road. Unfortunately, this process was poisoned from the start by too much "agenda" being driven by Heber City and Wasatch County officials, who want UDOT to justify a poorly planned route and pay for it with state funds.

Instead of looking for the lowest cost, least impact idea, UDOT took their direction from the City and County officials who have continued to cling to an outdated plan from sometime during the 1990s (as far as I know) to use the northern most portion of the sewer fields as a route for what is essentially a freeway. This plan may have been a great idea 30 years ago when it was conceived, but unfortunately the rest of the planning done by the city and developers who took advantage of the city for the last 30 years didn't take this "freeway" into account. Homes have continued to be allowed to be built much too close to this route and utilizing the existing location of US 189 solves this problem.

The excuse being given for this is NOT the potential expansion of the airport, but rather that they can "swap" land that the sewer district will "lose" due to the 1300 South portion and the huge round-a-bout. Well, that seems strange because if they build all the way out to HWY 189 and don't encumber the sewage field, that becomes a non-issue.

The lack of transparency, or better yet the faux transparency in this UDOT process is disturbing at best and at worst borders on fraud. To say the purpose of this study is to determine the best route but yet to dismiss that route with a clear agenda from the beginning of the "study" is disgraceful and frankly is very insulting to the residents of Heber City. The study was clearly based on constraints given by the city/county. The new mayor and the new city planner are not fooling any of us.

I have seen the aftermath of two tanker roll-overs in Daniel's canyon (there have been many more) and there was one recently in Park City (ironically at a much smaller/simpler round-a-bout). I do not think the city, the county or UDOT is even considering public safety at all when they are designing a high speed road within just a few feet of residential yards and homes. This is not a well thought out plan. One distracted driver veering into the wrong lane and we have a petroleum tanker exploding and potentially killing children playing on the swings in their backyard. Those children could be my grandchildren. I find this to be truly unacceptable.

It is not too late to actually follow state and federal law and give the public the due process it deserves. Be transparent and honest about the real reasons behind moving 189 and see how much outrage you get from the rest of Heber City. Right now it is only the relatively small group of homeowners who

Email

3/5/2019

160

Rob Harmon

3/6/2019

161

Jeff Hayek

Bottom line the public for which you work do not want this.


Email

3/6/2019	162	Larry Newhall	<p>Thank you for the opportunity to respond.</p> <ol style="list-style-type: none"> 1. Specifically, what truck traffic do you think you will move to the bypass? 2. How; i.e. what type of enforcement? 3. What if a tandem wants to stop for lunch on Main Street? 4. What are you planning for local construction trucks, service vehicles and delivery trucks? How much of the current truck traffic is made up in the current traffic? 5. Why can't the north end of Option A go even further out to parallel and match the proposed bypass road at Southfield Rd? The north fields are dry there due to the bypass. 6. What type of sound barriers (and restrictions) and light remediation's are planned for the bypass? 7. Due to the increased population in the valley, along with its accompanying vehicle traffic, what are you planning to do with the increase in car and light truck traffic? 8. Exactly what are you forecasting will be the economic impact to Main Street should Main Street be remodeled and where will that traffic park at? 9. We have seen the proposed Gateway Corridor Zoning proposal. That proposal will only increase density and traffic at key choke points, driving more traffic into town. <p>Look forward to your response.</p>	Email	
3/6/2019	163	Nancy Seraphin	<p>My husband Barry Van and I are opposed to the bypass as currently designed.</p> <p>The road will pass through several sensitive lands, impact Provo River watershed and impact a vital migration area for Sandhill cranes by Hwy 189 and Southfield Road. We are also opposed to the airport expansion that could occur once the road is realigned.</p> <p>A better way to handle the traffic concerns around Main St. Would be to prohibit semi-truck traffic along that corridor between 5 am and 9 pm. I have suggested this previously and never heard a response. The majority of those huge trucks that are causing most of the concerns are hauling petroleum to the refinery at Tesoro from Vernal.</p> <p>To bring back the "charm" of Main St (if it is even doable at this point) additional traffic calming measures could be designed, 25 mph speed limit, new signage regulations prohibiting neon or interior lit signs, all parking to the rear of buildings, etc.</p> <p>Thanks,</p> <p>Nancy Seraphin</p>	Email	
3/6/2019	164	Wayne Edwards	<p>I strongly object to the plans for the current Heber Valley corridor. I live on the beautiful Southwest corner of town, I love my neighborhood, I love my neighbors, I strongly object to the bypass intruding into the south and of my neighborhood ruining my property value, and running dangerously close to a community park. It will ruin my neighborhood.</p> <p>The plans to redirect 189 into a residential neighborhood is quite ridiculous.</p> <p>If your family or children resided in this area what would you do? You certainly wouldn't redirect big rigs into this area.</p>	Email	
3/6/2019	165	Mike Johnston	<p>This change is ABSOLUTELY NEEDED! It is fantastic that UDOT is considering a total realignment of Hwy 40 and Hwy 189 to move it west of the city.</p> <p>THANK YOU!!!!</p> <p>Not sure if the round-about will be effective for moving so much traffic, but I leave that decision in your capable hands.</p> <p>The alignment looks like it would work very well.</p> <p>Probably ought to plan for a large greenspace and trail buffer along the existing homes east of the planned round-about. That neighborhood will be the biggest opposition to this change.</p> <p>On the north, Option C seems best, but I suspect that potential wetlands will dictate the final location of the road.</p> <p>Thanks again! Mike Johnston</p>	Email	
3/6/2019	166	Russ & Cathy Witt	<p>To Whom it May Concern,</p> <p>We are Russ & Cathy Witt and we live at 1245 Southfield Road. Our property is adversely affected by the bypass and we would like to make our voice heard in this matter. Here are some points that we would like everyone involved to consider:</p> <p>Heber City residents do not want the Heber Airport to grow. We know that the politician's response to this, is that the FAA is paying for the airport growth and that we took money from them and so we need to continue to let them run the show and expand the airport. This is not what the public wants, us included. It's time to stop taking money from the FAA and stop improving & growing the airport. The recent bypass plan is obviously going to encourage airport expansion.</p> <p>Hwy 189 was just rebuilt, 6-8 years ago. It was widened from 2 to 4 lanes. This would be an extreme waste of tax payer money to abandon a state highway that was just rebuilt.</p> <p>We have been following the bypass route for over 25 years. And we don't think the process has been fair or thought out. Heber City has gained a lot of the right of way by forcing developers to give it up as part of development agreements. This has been a cheap way to get the bypass corridor but hasn't been a corridor in the correct location. It has put it running through wet-lands, next to churches, schools, residential neighborhoods, etc. If the residents of the valley really want a bypass route, it should be put further West of Heber City away from residential neighborhoods, schools, churches, etc.</p> <p>The Heber Valley special service district hay fields also known as the sewer fields are directly south of us. This land was condemned and taken from local farmers for the purpose of creating a new sewer plant and grey water distribution area many years ago. Since that time the population of the valley has increased exponentially. How can we now take the sewer fields and build a 4 lane highway on ground that was needed so desperately that it had to be condemned. The number of sewer connections that are flowing into the sewer plant are probably ten times the amount as when this condemnation took place. We have been in discussion with one of the families that's property was condemned, they are watching this process closely. A new road through those sewer fields is almost certain to spawn lawsuits.</p> <p>The cost to build elevated structures over Midway lane, the railroad tracks, Southfield Rd, as well as the fact that this route makes the travel distance to bypass Heber considerably longer not shorter makes it a bad idea.</p> <p>The bypass is also currently drawn through wet lands at the North end, this is an extremely sensitive area and should not have a major road going through it.</p> <p>The sewer fields have also become home to flocks of beautiful sand cranes. We have pictures of hundreds of cranes that migrate here every year. A road would disrupt their habitat.</p> <p>The home owners that live next to the proposed bypass will have their property values severely hurt with a bypass road in their back yard. This road should be placed further away from homes. The bypass will take what is now a quiet tranquil neighborhood and turn it into a noisy, unsafe and polluted one.</p> <p>The map on the UDOT main page for the corridor study does not include all the information. UDOT needs to have ALL the maps and information on their</p>	Email	

3/6/2019	167	William Bordy	<p>As a homeowner at , 228W 650N, bordering the north fields who will be directly effect by the development of a by pass.</p> <p>I am extremely against the projects proximity and the danger it will present to the children and pets and wildlife who utilize the city park, Northfields.</p> <p>Since moving to our home in 2002 we have witness flocks of 35 or more sand hill cranes, gaggles of geese and all sorts of raptures and eagles using thermals while hunting the same fields the bypass and power lines will divide.</p> <p>There are foxes at day break, hunting for mice, and scavengers at night looking for road kill on the farm roads, all of this will end, I am sure someone has looked into the impact the bypass will have, so many piles we build for birds nest, only to remove massive amounts of their nesting and hunting areas,?</p> <p>As a homeowner I pray it doesn't lead to increased vehicle strikes with wildlife or neighborhood pets or god forbid a child.</p> <p>There are also several groups who use the parks field for numerous activity's including, picnicking, soccer, football, rocketry and RC flight that will be disrupted.</p> <p>3 of my Elementery school children already had to move schools to avoid crossing the freeway now the freeway will be relocated directly behind one of the most densely populated neighborhoods and a new city park just steps away? It isn't safe for my children to go across rt40 with a crossing guard but it is ok to reroute it behind their homes next to their playground, and fields that they play with out any protections?</p> <p>The proximity of the project on wet land property seems ridiculous, wet lands that were deemed unfit for construction a decade ago?? Separation and safety should be the concern.</p> <p>The bypass should actually bypass town if built, not simple relocate the danger to the out skirts of town by directly outlining the east side and simple moving the "problem" to another neighborhood, or locations of future neighborhoods.</p> <p>There are solutions present in numinous cities that mirror Heber's current traffic problems. With all of the needed resources travelers need located in town, what will the bypass do to revenue for our town and all the business that will be bypassed?</p> <p>Bridges,tunnels and reduced speed trough town to protect the Main Street corridor are also a option?</p> <p>This seems like a huge mistake that doesn't consider the actual effect to all of town but only focuses on improving the Main Street corridor at the expense of the poorer more densely populated neighborhoods the bypass will then outline?</p> <p>The project clearly diverts around the stake house on south field road, it should also clearly divert from the north field park it is obvious that some property isn't being valued as public space while other property is.</p> <p>Please create more space from the North and east boundaries,route the bypass far away from town, in the agricultural zones away from parks and wetlands, away from neighborhoods and the children that play in the fields and parks around them.</p> <p>Please disrupt a few fields to safely protect entire neighborhoods and their populations.</p> <p>Thanks you.</p> <p>William Bordy 228w 650n Heber City.</p>	Email	
3/6/2019	168	Joanna Gagon	<p>To re route Highway 189 would comepletely change our way of life here in Heber. Besides the noise and pollution that it would bring to our neighborhood, it will lower ALL of our property values. The need for a bypass road has been in the works for a long time, but what is the need to change the route of 189 to literally go through our backyards??!!!! I am hoping that common sense and decency will win out on this issue and not MONEY!!!!!! I think all of us as residents of Heber understand progress, but we have seen what happens to other cities when only developers and those with big money investments are the one that win. Please don't allow that to happen to our beautiful valley. There is no need to add to the airport. We moved here to enjoy the BEAUTY of our valley, as it is. To get away from the crazy,busy,noisy cities.</p> <p>I live just north of the South Fields and would not welcome the change that a giant roundabout and altered highway would bring. There has to be a better solution.</p>	Email	
3/6/2019	169	Mardell Stucky	<p>My name is Mardell Stucky. I live in Midway. I am opposed to the new bypass plan. I am also opposed to enlarging the airport. This would not serve the people living in our valley well.</p> <p>Please reconsider these ideas, and listen to the public input.</p>	Email	


3/6/2019	170	Jody young	<p>Hello,</p> <p>My name is Jody Young and I live at 222 west 650 north.....</p> <p>So the Muirfield open space is my back yard...actually , its everyones back yard.</p> <p>Space for kids to play, dogs to run and wildlife to pass through.</p> <p>The bypass, which will benefit a few, will take away from the many that live in Heber Valley.</p> <p>The Agricultural use , has been a part of what makes Heber Valley . And the minute you put in that one new road, we all know the rest of the valley floor will follow suit...and the whole of Heber will be filled with businesses , new condos and all the trappings of any resort side town...</p> <p>And is that what everyone wants? Really?</p> <p>Also, it seems, that the traffic we are diverting , is mostly on HWY 40...so why divert it West and create a clog when the bypass connects south of the Main downtown area? Why not divert it on the east side?</p> <p>Seems that open space is an easy mark for those wanting to develop. And you are holding true to the same old line...The business investments of a few, for gain and the rest of us just have to adapt...</p> <p>I see this as the end of Heber Valley as we know it, (and no this is not the reaction of some bleeding heart). It's the truth and you know it...I think I can speak for many when I say , we just don't want this where you are proposing it. If at all.</p> <p>Has park city taught you nothing?</p> <p>Thank you for your time. Jody young</p>	Email	
3/6/2019	171	Perry Dickson	<p>As a resident, local business owner, and mainstream property owner I support the bypass for Heber City, UT. I believe it will allow us to create a walkable Main, improve sense of community with all residents, and create a safer city where residents can commute safely.</p>	Email	
3/6/2019	172	Abby Peavy	<p>My name is Abby and I have lived in Heber city for 18 years now, practically all my life. I have lived in a house with my family that is now facing the risk of having a highway put in our backyard. Not only does this upset me for the ruined view that everyone in this neighborhood is going to face but it upsets me for the safety of the surrounding schools and families living in these houses. Having a highway put directly behind our houses will most definitely increase danger of pollution to the people living here, especially in the houses directly in this neighborhood. Heber City is growing I understand but it can effectively be done in a safer way that keeps the people who have grown up here happy. If you want an area to effectively grow, you can't chase people away who have helped the community grow to this point. Heber valley is beautiful and many of us prefer that it stays that way rather than adding pollution build up, blocked views and increased danger. An increase to the airport size would do exactly the same thing. I went to Wasatch high school and I am now working at a nursing home and the air traffic flies directly over both of those buildings. Do we want to increase the risk of a plane possibly crashing into a high school of 1,500 students or a long term care facility with elderly people who have most likely grown up here in the valley? The plan of moving highway 189 into the backyards of many people and ruining such a spectacular view that heber is know for is not acceptable on top of decreasing safety for residents who live here.</p> <p>Thank you</p>	Email	
3/6/2019	173	Stacy Turnbow	<p>My name is Stacy Turnbow. I have lived in Heber city for the last five years and I understand completely how disruptive through traffic can be on Heber city's Main Street. Particularly the semi truck traffic. However I do not feel that a bypass is the answer, especially the Bypass that is being proposed. I feel that that will be incredibly disruptive to the homes that are being built on that side of town as well as the homes that already exist on that side of town and I do not feel that it will solve any problems.</p> <p>I think one of the biggest questions is how is it that the truck traffic will actually comply with using the bypass especially when a lot of them stop and grab meals? I don't think that semi truck drivers can be forbidden from accessing Heber city is Main Street if they're simply stopping for a meal...</p> <p>I feel that the speed limit from Arby's all the way up to the entrance where Wheeler Park is (the new stoplight) should be reduced significantly down to 35 mph. I feel that trucks that are driving into Heber city north bound from strawberry being slowed down to 35 miles an hour before they get to that new stoplight will work tremendously in relieving the congestion that we see through town. Not only should that speed limit be reduced but from 600 S. all the way north to about 400 N. I feel the speed limit should be 25 mph. There are other towns throughout America who's main streets are "highways" and are posted at 25 mph. Not only will protect the citizens with any kind of increased foot traffic in the downtown area but reducing the speed limit on both the south end of town, like I mentioned above and also on the north end of town from 400 N. all the way up to the tractor dealership to 35 mph Will significantly relieve the congestion that we experience particularly through the summer months.</p> <p>I feel that Heber city is about 30 years too late in attempting to create a bypass. I feel that it is a huge waste of money. I don't think that it will help anyone or make anything any better and I do not agree with the airport expansion! I think that the proposed bypass is a very convenient way to provide extra space for airport expansion which I think is a ridiculous idea....</p>	Email	
3/6/2019	174	Jaremy Figueroa	<p>As a Heber City full time resident, I say NO to the bypass.</p> <p>This is not good for safety, for our children, for our businesses, or our community. This will not reduce traffic congestion on Main Street. This will not improve the overall quality of life in Heber. This will NOT improve safety.</p> <p>Regards</p>	Email	
3/6/2019	175	Michael J Moulton	<p>From what I see of your recently presented plan, it is one big waste of money to realign Hwy 189. It devastates the new west side neighborhoods, and puts to waste valuable, already established real estate. You will have to prove to me that the only reason for doing this is to allow for airport expansion. I will do everything I can to oppose an airport expansion, and believe the majority of the population will do the same.</p>	Email	

3/6/2019	176	Christy Bordy	<p>I am writing in regards to the proposed Heber City Bypass road. I am in complete opposition to this road being approved and built for numerous reasons.</p> <p>I am a resident of 228 West 650 North. My house looks across the dog park and the north fields. The road would intersect Heber City's largest remaining open agricultural space. The proposed road would pass close by community parks and open space. The proposed road placement would be detrimental and dangerous for the visitors to Heber City's only dog park.</p> <p>The school district has already made steps to increase the safety of students who no longer need to cross main street. Southfield road is not suitable for a bypass; it would be detrimental to the wildlife that frequents the area including Sandhill Cranes and Canadian Geese that stop there for weeks every spring and fall. The Southfield ball park, playground, skate park, rodeo grounds, and event center would all be negatively affected by the bypass road. The bypass would be dangerous and cause more congestion in those areas which are meant to be safe recreational areas for our community. As a resident, I would rather see the traffic stay on Main Street, where it belongs.</p> <p>If the purpose of the road is only to bypass main street, it would better be accomplished by building the road on the east side of main street or by widening main street or other nearby roads. The proposed road would cut through the agricultural heart of Wasatch County, skirting the edge of the more affordable neighborhoods (thus reducing their property value, safety, and appeal), and endangering the recreational areas of Wasatch County. Please reconsider the need and placement of any bypass road.</p> <p>Thank You, Christy Bordy</p>	Email	
3/6/2019	177	Ryan Stack	<p>Thank you for all your hard work on the new proposed bypass plans! I know you probably receive a lot of negative feedback, so I want you to know that the silent majority overwhelmingly supports the creation of a Heber bypass!</p> <p>I will address one concern - the new route does create much suspicion that it is designed to accommodate future airport expansion. Please note that the majority of citizens in Heber overwhelmingly oppose any airport expansion. So while I support the bypass, I also oppose any airport expansion. The new land space created by rerouting 189 should be used as a commercial/office development zone. It would be great to have an office park in that area that attracts clientele from the tech industry into Heber.</p> <p>Also, is it possible to shift the proposed new route/189 slightly further south so it doesn't abut so many homes and backyards?</p> <p>Thanks for all your hard work.</p>	Email	
3/6/2019	178	Jeff Hayek	<p>Bottom line the public for which you work do not want this.</p>	Email	
3/6/2019	179	Larry Newhall	<p>Thank you for the opportunity to respond.</p> <ol style="list-style-type: none"> Specifically, what truck traffic do you think you will move to the bypass? How; i.e. what type of enforcement? What if a tandem wants to stop for lunch on Main Street? What are you planning for local construction trucks, service vehicles and delivery trucks? How much of the current truck traffic is made up in the current traffic as well as truck traffic? Why can't the north end of Option A go even further out to parallel and match the proposed bypass road at Southfield Rd? The north fields are dry there despite what aerials may have shown. There are more wetland impacts at option B and C, which are currently wet almost year round, along with significantly greater impacts to current residents. What type of sound barriers (and restrictions) and light remediation's are planned for the bypass? Due to the increased population in the valley, along with its accompanying vehicle traffic, what are you planning to do with the increase in car and light truck traffic; force them to use the bypass as well? Exactly what are you forecasting will be the economic impact to Main Street should Main Street be remodeled and where will that traffic park at? We have seen the proposed Gateway Corridor Zoning proposal. That proposal will only increase density and traffic at key choke points, driving more traffic into residential neighborhoods as well as onto Main Street when you are attempting to reduce traffic via the bypass. It doesn't make sense and appears to be in direct conflict. 	Email	


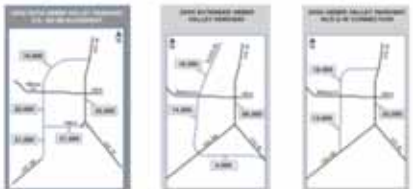
3/6/2019	180	Wendy Casey	<p>This is another reason why we dont want our environment spoiled with pollution and traffic!! PLEASE PROTECT OUR LAND!!!</p>	Email	
3/7/2019	181	Amber & Scott Wilso	<p>Greetings,</p> <p>We are writing this letter to bring attention to our and our community's serious concerns to the proposed Heber Parkway. Heber City and Wasatch County have applied for the grant money for the EIS study without properly informing the residents of Heber Valley of the new proposed route, including the rerouting of hwy 189 onto 1300 S. A great many of the residents of the Heber Valley are opposed to the entirety of the Heber Parkway for various reasons and even more are opposed to the proposed overpass, round-a-bout and rerouting of 189. We are appalled by the lack of consideration to the residential areas that would be impacted by the rerouting of 189 into residential areas and would severely negatively impact our quality of life and home values. This parkway would also tear up our North and South Fields, which our residents have overwhelmingly stated they do NOT want. It would also be a detriment to the wildlife and sand cranes that migrate to these fields. It would negatively impact the commercial areas of Main Street that rely on the through traffic to drive their businesses. It is also a HUGE misappropriation of tax payer funds to build or even fund a study for a parkway that the residents of Heber Valley do not want and do not need! As well as the fact that the taxpayers just paid for HWY 189 to be rebuilt just 6-8 years ago and now they are proposing that a two mile section of it be torn out.</p> <p>We believe that the current city and county administration are pushing this bypass, even though they know it is not needed or wanted and will be defunct, because they do not have the funds to properly care for or improve our current roadways. We have also heard from truckers that live in our valley and drive HWY 40 every day. They have stated that they would not use the majority of the Parkway and would go through Provo Canyon if this Parkway were built. They have also stated displeasure with the proposal of a round-a-bout, which is very difficult for trucks and trailers to use (much more so at the proposed speed of 55 mph), and is dangerous for everyone to use, especially when sharing with oil tankers.</p> <p>There have been several feasible suggestions brought to the city and county that would relocate a "Main Street Corridor" off of the current corridor located on HWY 40 and relocate it on to areas on 100 E and/or W and improve our current roadways and improve the monitoring of lights on HWY 40 to improve traffic flow through out the valley. Yet, the city has not given any regard or consideration to these or any other suggestions.</p> <p>The city and county should be required to work with UDOT to come up with a reasonable and responsible "bypass" plan PRIOR to being given any funds for a study! As it currently stands, the city has NOT done this and the current plan is far from reasonable or responsible to its residents!</p>	Email	
3/7/2019	182	Cristina Aguirre	<p>Please re-think moving Highway 189 so close to family homes/residential areas and through open space. This will destroy our valley's aesthetic. This will be a waste of resources. In addition, a roundabout for 18-wheelers is not a safe choice.</p>	Email	
3/7/2019	183	Emily Hayek	<p>To whom it may concern,</p> <p>I am concerned of the proposed options to re-route highway 189 to 1200 south. I live on 1300 south in the Oakwood home development called Cottages at Valley Station. I was new to Heber 3 years ago and was told nothing of the bypass when I built and purchased my home. The proposed route would come to the back of my property. I have young kids. I frequent the walking path behind my house with my children and my dogs. There are many pedestrians in my community that use these walking trails. I am concerned for the safety of my neighbors and my own family bringing a high traffic highway close to my property. I am also concerned of the new route decreasing my property value. Another concern of mine is the noise the traffic would bring. I moved out of a large city and came to Heber to leave the noisy city. Having to hear and see semi-trucks driving near my home daily would devastate me. I respectfully request you listen to the residence concerns. Please consider expanding the airport in a different direction and leaving highway 189 where it is. Thanks you.</p>	Email	

3/7/2019	184	Cameron Brown	<p>To Whom it May Concern:</p> <p>Recently the intentions of UDOT in partnership with Heber City and Wasatch County were brought to light in somewhat surprising fashion. Previously undisclosed plans to re-align Highway 189 were presented along with the notion that so doing will allow the Heber City Airport the opportunity to expand in size. There are several reasons why I am increasingly against this proposal, but the major issues I will outline below:</p> <p>1) Realignment of HWY 189 seems highly unjustified. Requiring a railroad separation and acquisition of property by eminent domain will spike the cost of an unnecessary roadway construction. The proposed alignment is through habitat currently accommodating of migrating sandhill cranes. The proposed alignment will be environmentally disruptive to many new residents with homes that have been approved and constructed within altered zoning agreements intended for residential use; the proposal will drop a major 4-lane highway in their previously quiet backyards. On top of these costs, the current alignment in place functions well and should function in any scenario with population growth.</p> <p>2) The basis of study justifying this realignment is reportedly based upon a 3rd tier projection which could be completely unrepresentative of future population growth and traffic impacts. The innovations within the automobile industry alone are enough to raise red flags about vehicle trip generations, driving habits, and population impacts in any setting.</p> <p>3) The airport expansion has long been widely opposed by he residents of the valley, and continues to be an unpopular proposal. The Heber City Airport serves a relatively tiny percentage of local citizens, along with a much more interested Park City customer base. These private interests do not deserve the benefit of these improvements after they are paid for on the backs of local, state and FAA subsidies raised from common taxes. If these "powerful" interests are unitedly interested in a Heber City Airport expansion, put the burden of that expansion upon their backs! Let them pay to realign highways, expand airports, and refresh all local infrastructure to handle as such. The cost of the realignment for airport purposes should NOT be paid for by UDOT, Wasatch County, or Heber City.</p> <p>4) Those wishing to expand the airport do not acknowledge that there are other larger airports already available within 25 minutes of driving to Park City. It is not an economic gem to Heber City if extra 24-7 airplane noise is driving down home values and polluting the local inversions with additional jet fuel exhaust! Salt Lake International and Provo Municipal airports are already a convenient driving distance from either Heber Valley or Park City, and additional air traffic and/or larger airplanes should be directed to those airports accordingly; they already exist for this very purpose.</p> <p>Thank you for your consideration toward these comments, and the many others voiced by the residents of Heber City. Please be on the right side of history in this valley, and please rescind the proposal to realign Highway 189. There are other options and those options deserve a thorough public vetting. Thank you!</p>	Email	
3/8/2019	185	Melanie Burdette	<p>I own a home that is on [redacted] in Heber. We are a residential neighborhood and it saddens me that you are willing to put loads of traffic on our little street that is already busy and there are kids. If this goes through I hope you are willing to buy all of the homes on those streets!! How you you feel if it was your home? Remember the golden Rule!!</p>	Email	
3/8/2019	186	Robert Morgan	<p>We moved to the valley nearly 6 years ago because we were drawn to the peaceful setting. I think the bypass will destroy that for my family as well as many others, especially for those that live near 1300 South. This would literally be in their backyard. So, please do not build it.</p> <p>Being originally from a suburb of Los Angeles, with the 405 freeway cutting through the city a few blocks away from my house, I am very familiar with the noise, busy traffic, and disruption that will be associated with this bypass. That is the main reason that I moved my family out of a large city. So, please do not build it.</p> <p>I'm not a "tree hugger" by any means but I do care for the environment and I feel that this bypass would disrupt the habitat for so many animals that we enjoy observing in the valley. So, please do not build it.</p>	Email	
3/8/2019	187	Val Dahlin	<p>I'm a resident of Heber and have been trying to get as much information about the bypass as I can, that's available. The photos and proposals I've seen that UDOT want to implement just seem out of control and are overshooting their mark. I think more thought needs to go into the planning. Many residents have voiced several different options that would potentially help the traffic in our city without destroying the open space or running a highway so close to residents' homes. Please please please reconsider this project and find a solution that is more in line with the spirit and simpleness of our city. I feel like there is a better way to be sensitive to the growth but also not create Salt Lake type cement roads in our beautiful valley.</p>	Email	
3/8/2019	188	Eric Patterson	<p>The traffic present on Main Street is primarily people who are traveling to and from their homes in the Heber Valley. How many people really drive "through" Heber from Salt Lake to Provo or Vernal, or from Provo to Salt Lake? A bypass corridor won't do much to take care of the traffic, since it won't provide routes home for those who are creating the traffic.</p>	Email	
3/8/2019	189	Kate Mapp	<p>Please do not realign hwy 189. I don't want to be surrounded by two major Hwys plus an expanded airport. Please keep Heber small and rural not a bustling city. I didn't move here to have inversion and hwys.</p>	Email	
3/8/2019	190	Stacy Tumbow	<p>I also would like to suggest that if there's any improvements to be made they should be made on Hwy 40 from Heber to Park City. Expanding the uphill areas to three lanes, adding a dedicated 3rd TRUCK lane that they must stay in while traveling uphill as to stop disrupting the flow of traffic and causing a danger to travelers.</p> <p>Or why can't the oil transportation be by railroad? I know there probably isn't sufficient railways and depots but I feel that would be money well spent. Not only would it relieve traffic in multiple areas but it would also reduce road damage and emissions significantly.</p>	Email	

3/12/2019	191	Brook Flygare	<p>To Whom it May Concern,</p> <p>I am writing in opposition of the UDOT and Heber City bypass/corridor proposal to move Highway 189 to a new 1300 South in Heber through a massive round a bout.</p> <p>I attended the public open house on February 20 at Heber Valley Elementary and found the information very confusing and misleading. When asking questions to UDOT members each one had a different answer to same questions. I also spoke with the whom I later found out to be the city manager, after being directed to him by a UDOT official. He never introduced himself and when I asked questions he said he was "new" around here and didn't know the answers to my questions without looking at a map. I also noticed at the meeting when the moving of 189 was first introduced to the public, the city and UDOT changed the narrative of this being a "bypass" to a "parkway." I'm sure this is to make it sound more appealing to the citizens of Wasatch County. However let's call it what it is, a HIGHWAY right next to 31 existing homes! I know the Mayor and City manager have a hope of turning Main street into a charming area tourist destination, like Midway and Park City. The only problem is that is not what Heber is, Main street was built on a highway plain and simple. This was evident at the open house where there were plenty of beautiful pictures presented while the bypass was shown with dotted and green lines.</p> <p>I am a mother of 4 young children and live near the new proposed "bypass" route. I am concerned about many aspects of this project the first being the safety of the children. My children walk to school up our street to the corner of Industrial and 1250 South. This intersection would be less than 25 yards away from a road that will be 55 mph with large diesels and oil tankers speeding by. Oakwood homes subdivision is also located across from this intersection. They build a community park on this corner where many children ride the bikes to and families congregate during the warm spring and summer months. I am not sure how Udot plans to secure this section of the highway from the young children, since there were no mock-ups of what the "bypass" would look like when finished. The noise from this proposed route would also be great as many young families live in these homes. As soon as the diesels would be gaining speed to 55 mph they would essentially be slowing right back down to enter into the massive roundabout proposed to link 1300 south to the portion heading North. Another concern would be the large amounts of trash that come with rerouting the highway. I have driven down 189 and seen the trash that never seems to dwindle. What will be done to protect children, reduce the noise and excessive trash that comes along with a reroute of highway 189.</p> <p>The second area of concern is the amount of money that this project will cost. When asked at the open house about a budget UDOT said they couldn't give one yet. However, I would guess its budget would easily be 2x the amount with the movement of an already established and recently, less than 10 yrs, widening and repaving of US 189.UDOT is also proposing building the largest roundabout to move traffic off 1300 S to a new road that parallels Southfield RD. During the summer this will be full of trucks pulling boats and RV's, motorhomes, and diesels, along with cars. In the winter those previously stated along with snow plows will navigate the complexity of the round a bout. This area accumulates many feet of snow and sometimes 10-24 inches at a time. How will the snow plows be able to keep the ice and snow cleared in this area? When a normal intersection would be able to meet the same needs without the show of being the biggest ever built in the West. Other concerns are what are the plans for retaining the railroad tracks and access to the Wasatch County Events Center. Southfield park is also within yards of the new "bypass" this park holds all the recreational activities for Wasatch county including fall and spring soccer, softball, baseball, and T-ball. Not to mention it crosses the main road that connects Midway to Heber. I would hate to see huge overpasses go up and block the beauty of the mountains which is a main reason most citizens moved to this valley.</p> <p>The next area of concern that certainly goes along with the cost is moving highway 189. If this is done it gives the airport the opportunity to gain more acreage without much of a hassle. The expanding of the airport has been voted down by the citizens of Heber and they have let local government officials know that they do not want this. However, it seems the city does and by moving an entire highway this can be done! The city manager Matt Bowers stated in an interview that he fully supports enhancing the airport.</p> <p>The area where 1300 South would be built goes through a sewer district and is home to many different wildlife. In the spring and the fall we get many flocks of geese migrating north or south. We also enjoy the white sand crane during this time. The birds spend a lot of time feeding and resting in these fields. How sad it would be for them to find another place to enjoy because of a loud and dirty bypass running through the middle of the fields. There are also many deer that fed in these fields throughout the year and I've heard a moose on occasion but never witnessed this.</p> <p>I know there are no easy solutions to the traffic issues that face the valley, however, I would like to know why other options besides just a bypass have not been explored. I would think that improving the timing of many of the lights on main street as well as adding green arrow turn lights at some of the busier intersections like 600 S and 100 N heading to Midway. Some have suggested updating 100 E and 100 W to one way streets to pull some of the local traffic off of main street. By doing these simple things traffic can become better now instead of in the 10+ years it could take to build the bypass. If the city doesn't have the funds to make some of these simple changes where will the money come to build a peaceful downtown center.</p> <p>Please consider moving the route back to 189 and out of the backyards of families that have chosen to call this valley home!</p> <p>Thanks</p>	Email	
3/14/2019	192	Tim & Jody Conner	<p>Dear Representatives,</p> <p>I think most citizens of Heber recognize the need for traffic management through the city. There seems to be an agenda already being steamrolled through for approval despite the increasing opposition, or input from members of the community. There seems to be a great push to move this forward despite concerns for the neighborhoods, public parks and gathering places, and the impact on personal property. It is cultivating a climate of distrust in our public elected. Those I speak with feel assured the door is opening to include airport expansion as well. I feel the local politicians did some citizens a disservice by allowing the development of neighborhoods within the perimeter of these proposed roadway changes. The voters will remember. Please facilitate a cooperative climate in this debate. I believe a pause in the process and mindful dialogue will benefit all.</p> <p>Sincerely, Jody Conner</p>	Email	
3/13/2019	193	Barbara Murdock	<p>There is so much here to submit, but no way can you have a round about for a by pass. A by pass is a highway where the trucks and cars can by pass the city at a reasonable speed. If they have to go slow, why even do it? Double tankers cannot do a round about, it is hard enough for small vehicles. This road should have been done 20 years ago, and if you are going to do it, do it now, not five years from now. I notice that someone is trying to sell more land by Ernie Giles place. Where is this by pass going to go when the land is gone.</p> <p>I do not believe we need walking paths for the city, not much there to walk for and the citizens that need to go to a store, drive to the store. If I have to pick up something at Ace Hardware, I need to drive my truck there, not park and walk, cannot do that.</p> <p>It would be good to line up the stop lights so that we don't have traffic jams, that would be a simple start. Keep Main Street at 4 lanes, two lanes would be horrible. It would be a traffic nightmare.</p> <p>I do like the trees and flowers on Main though. I love the flowers that Duchesne and Vernal have on their streets in the summer time. So beautiful!!</p> <p>Barb Murdock Heber City, Utah</p>	Email	
3/15/2019	194	Pamela Flynn	<p>Dear Sirs</p> <p>I have lived in Midway for 32 years. I've raised my kids here, and love this area. As much as I am saddened by the rapid influx of people in this small town. I know that towns never stay the same. They either grow or die. The amount or through traffic on Hebers Main Street has reached a point where is has not only become an inconvenience but is hazardous. My husband and I have felt a bypass is long overdue. We are in total support of this bypass. Thank you for your time.</p>	Email	

3/15/2019	195	Michael Bruckner	<p>To whom it may concern,</p> <p>My family and I have been Heber City residents since 2014. Since moving here we have loved the valley so much that we made the decision to build a home and begin growing our family here. Heber Valley has become our dream home. We built our home in the newly constructed Oakwood neighborhood that is just west of Walmart and east of Industrial Parkway. We have loved being in our home for over three years now and look forward to allowing our two young children to grow up in such a peaceful neighborhood.</p> <p>When we heard about the proposed bypass road and that there would be a 55 MPH highway that would pass directly next to our home naturally we were greatly concerned. As the project is currently proposed we have strict objections to the bypass road. First, the proposed bypass would run along 1300 S which is directly next to our neighborhood park and walking pathway, which we enjoy year-round. Second, having a highway allowing large Semi-trucks, trailers, RV's, etc. into such close proximity to our home and bringing with it greater noise and pollution is extremely discouraging. Finally, the reduction in our homes property value due to having a highway in such close proximity is upsetting.</p> <p>Understanding that the bypass road is going to help relieve congestion on our Main Street, one alternative that would prevent hundreds of homes and families from being directly affected by this project would be to have the road continue on/near the existing Southfield Road until it meets the current U.S. 189 highway. This route would drastically reduce the amount of new construction needed while also preserving a safe and desirable distance from such a high speed and high traffic road.</p> <p>My family and I choose to live in Heber Valley because of the beautiful scenery and separation from the noise and congestion which is so prevalent in the large cities in the Salt Lake and Utah County areas. We would be greatly disheartened if this road were to be built in the currently proposed area.</p> <p>Sincerely,</p> <p>Michael Bruckner Heber City Resident</p>	Email	
3/15/2019	196	Wendy Casey	<p>Hello,</p> <p>I have voiced my concerns to many of you already concerning the recommended location of Hwy189. There are several things that upset me, that were said in this meeting. The video link to this meeting is posted below. I appreciate Mike Davis making it known to you that there is the means of a law suit from a land owner near Midway and Southfield Road. And, you are willing to move a hwy to avoid this, yet no mention is made of the landowners on the west side of the sewer fields, and the impact this will have on our properties. Look at this map and see where I live. My home sits very close to the east side of it. The entire length of my property is impacted!!!! It is now worthless!!! I have the RR tracks down the front side, now a highway in the back, and a noisy airport. What if this were YOU???? Yet, all of you are pointing fingers at each other as to who is calling the shots. Maybe you are not listening, but the citizens do not want this route and they do not want more air traffic. That is why airport expansion was voted down before. But, it seems that what the tax payers oppose, government somehow slips in anyway. It's a good thing elections will be coming up in 2020. If this proposed route is all about the airport and expansion or thinking of cashing in on an additional FBO to line the pockets of a few, while the tax payers suffer the noise pollution and losses in property value. Then, shame on all of you! Because of your unwillingness to step up and be truthful to the masses, you are only 50% transparent, as was stated on video in this meeting. I understand the needs being met for growth in this valley, I have lived here 30 years, but, the way you are handling it is wrong! Imagine the surprise I had when I saw this map for the first time. I am sure state funds are going being misused in this somehow. Maybe Gephardt can help us all figure this out.</p>		
3/16/2019	197	Jaclyn Maznicki Murphy	<p>To whom this may concern,</p> <p>My name is Jaclyn Murphy and I am a resident of Heber City. I have recently learned of the Heber Bypass route and I am writing to express my disagreement with the plans to combine Highway 189 and US 40 via the proposed 1300 South. I would like to state that I am in agreement with the idea of removing trucks and thru traffic off Main street, however I do not think the county and city need to be excessively wasteful in this endeavor. There is no need to spend additional funds and destroy open space along this corridor of the bypass when there's already a highway in place that can be utilized. By unnecessarily building on farmlands, too close to homes and neighborhoods and destroying a wildlife habitat is extremely wasteful and irresponsible in this instance. I would like to think that our elected officials will stand against becoming known as a disposable and wasteful community and instead can be known for sustainable and responsible progress. Utilizing the current highway 189 which is already in place (and paid for) is a no brainer in my mind.</p> <p>Just to summarize my thoughts, I am opposing the creation of the 1300 South corridor and I am encouraging the use of the current Hwy 189 for any bypass route.</p>	Email	<p>https://www.youtube.com/watch?v=9Uz4lZgoRMo&feature=youtu.be&fbclid=IwAR2Zdb3ByUBB68FTLgz_MCOakwVSk4yvQxSCCmXSAZM6il2qJUJ3NmU8</p>

3/16/2019	198	Kate Mapp	<p>Please do not expand the airport and move 189. I did not realize this was included in the hwy reroute! Until the other night at the open house. Wow sneaky cause the 1st open house did not mention any of that. We do not want extra pollution and sound disturbance in our valley. Are we trying to ruin the Heber Valley? I understand the city can make more money off the airport but expanding it will hurt the everyday residents and decrease their health and happiness at the expense of politicians and rich second home residents in park city and red ledges. Keep Heber Valley a place we're middle class families can live and raise a family.</p> <p>Hwy 40 reroute will impact us enough let alone airport expansion. The other night military helicopters were buzzing my house at 10 pm. Also Sundance is a great comparison to how busy it could get and trust me WE do not want this expansion.</p> <p>Does anyone live on the west side of main st that is part of this project? I feel like we are being under represented in our voices. I own property on the east and west side of Heber but west side residents are impacted the most but our voices need to be heard.</p> <p>South and north fields are a huge part why people move and stay here. Why are you taking this away? Please think of alternatives as well as stop the airport expansion. Keep 189 where it is first and foremost. Please see my other emails for other thoughts and ideas.</p> <p>Kate Mapp</p>	Email	
3/17/2019	199	Kate Mapp	<p>Another thought. Why have you not been upfront about the connection with airport expansion and the hwy 40 bypass. This is a much bigger project than you are communicating to the public about. You need to have a presentation on all the facts. With the open houses you are spreading all the points out w these obscure pictures and no real clear connection. A presentation with a community q&a is needed before moving forward. I got several responses that seemed unclear and mixed when asking the representatives at the open houses. This will help the community really understand the full project.</p>	Email	
3/18/2019	200	Andrea Hallock	<p>To Whom It May Concern,</p> <p>You are proposing to put in a "bypass" less then a block away from my home. I can only imagine how much more noise there will be. A sound dampening wall will not help all that much. My neighbors who border 1300 S will have it even worse. Do you know that there is a community park on the corner of 1300 S and Industrial Parkway? It is a busy park used not only by the children of this little community but the children of our surrounding neighbors. How do you propose to keep them safe?</p> <p>I, my family and neighbors do not want this rerouting of 189 to happen. Keep 189 where it is.</p> <p>Sincerely,</p> <p>Andrea Hallock</p>	Email	
3/18/2019	201	David Domenichetti	<p>To whom it may concern:</p> <p>As residents of Heber City, Utah, residing at 1070 S 1140 W, we are writing to all to voice our opposition to both the Proposed Highway Bypass for 189 and 40 and to expand the Airport. We feel it is best for Heber City to move away from the proposed bypass, airport expansion and high density housing and also take the next steps to eliminate the Airport altogether. There is no community need for an airport here, especially with the expanded Provo airport taking place right now. Also, the additional noise impact to residential areas from both the airport expansion and the highway bypass must be avoided. Getting rid of the airport will also eliminate the need for a safety corridor, freeing up land that could be put to better uses such as schools and parks that are used by nearly all community members. All this high density growth will have a negative impact on the wildlife here such as the moose, deer, ducks, sand hill cranes that heavily populate this area. Also, as a state that is always on the edge of having enough water, we must be very careful how we expand our cities to best utilize this precious resource so as not to end up as another California.</p> <p>In closing, let us together make Heber Valley into a model community for others to emulate. Safe, clean with great air quality, quiet, a good place to raise children with recreational uses for all to enjoy. Thank you for your time and considerations.</p> <p>David & Trish Domenichetti</p>	Email	
3/18/2019	202	Linsey Loveland	<p>To all those involved in the decision making of the Heber Valley Bypass Project, I ask that you take some time to re-evaluate the current projected plan. I recently bought a home on 1250 S in the Heber Valley only to find out two years after our purchase that there is a plan to put a major highway DIRECTLY behind my house on 1300 S. I am sure you can all imagine how you would feel if this was your home. Our home was a distraught home and we bought it to fix it up. We love the area it is peaceful and beautiful we have a great view of the valley, this view will change into a sound wall and highway. Now all I can think about is why fix our house up and make it our home when the city plans on putting a highway in my backyard? This highway will drastically reduce the value of our house and more importantly the feeling in and around our home. I know that this is a decision much larger than my individual desires. It is no question that Heber Valley needs a bypass road. So upon looking at the new plans I couldn't understand why since there is already a highway just a few blocks away are they building a new one. To my surprise it seems to all be centered on expanding the airport. My question is why is it so vital that we expand our airport at such a high cost (both monetary and quality of living) to the community members?</p> <p>I just learned a while back that plans had been projected at one time to move the airport to a larger area and it was shot down. If expanding the airport was so important why was it not looked at before now. Now the Heber Valley has grown so much that options are limited. Who does having a larger airport serve? From my understanding it serves others coming in out of valley, not the community members. The current airport serves the community members just fine. Let's keep Heber Valley special. Our valley is so loved because of its beautiful land and the people in it. Do we need to make it a major city with a large airport and large highways, one with the largest round-about in Utah or can we try as best as possible to keep the valley we all love?</p> <p>I urge you all to consider using the existing Highway 189 for the bypass road and do not bring a large highway into the center of homes and much needed open space in Heber. The cost alone should validate this request. Why are we spending millions of taxpayer dollars to make a new road when one already exists? Please go back to the drawing boards and consider the 350 families you are affecting by proceeding with the current plan. Listen to the community, let us have a voice and may we be able to come to a compromise that serves the best interest for the community and it's members.</p> <p>Thank you for taking your time to read my concerns,</p>	Email	
3/18/2019	203	Zachary Nock	<p>To whom this may concern...</p> <p>I would like to voice my opposition to the proposed re-routing of Highway 40 and 189 through Southfield. The plan to reroute an existing road through a new section of beautiful, open land seems extremely unnecessary. My family will be negatively effected as this road will run right in front of our neighborhood.</p> <p>There has to be a better solution to easing traffic congestion. Why not upgrade existing infrastructure? Why does the plan involve massive amounts of spending and destroying open land? And a 300 foot wide roundabout?!? None of this makes sense to me.</p> <p>I would like to be updated on any further developments regarding this matter. Hopefully we can all come to a sensible solution that does not involve destroying this beautiful area. I will gladly support anyone who shares this view and fights against this ridiculous plan.</p> <p>Thanks for your time, Zach Nock</p>	Email	

3/18/2019	204	Melissa Nock	<p>To whom it may concern,</p> <p>I would like to voice my opposition to the proposed re-routing of Highway 40 and 189 through Southfield.</p> <p>The plan to reroute an existing road through a section of beautiful, open land seems highly unnecessary. Part of what most people love about beautiful Wasatch County, and Heber/Midway in particular, is the beautiful open and undeveloped land. Please don't destroy it for semi trucks and traffic to drive through and disrupt this beautiful area.</p> <p>Not to mention, my family, and many others, will be negatively effected as this road will run right in front of our neighborhood.</p> <p>I hope you are able to listen to those that it would negatively effect on a daily basis (and in home re-sale) and find another solution.</p> <p>Thank you!</p>	Email				
3/18/2019	205	Diana Hyde	<p>To Whom It May Concern:</p> <p>I strongly oppose the proposed bypass which moves a section of hwy 189 to 1300 south Heber City. That is a huge waste of taxpayer money. I strongly oppose expansion of the Heber city airport- I thought we already voted it down. We do not need more and more air traffic over Heber Valley. It is already too noise.</p> <p>The proposed round about for all traffic- including semi's is absolutely ludicrous.</p> <p>I would ask that those involved in this decision, use existing hwy 189 for any bypass route. Don't bring it any closer to residential areas.</p> <p>Thank you.</p>	Email				
3/18/2019	206	Jim Christensen	<p>Hi,</p> <p>Heber City Main street is an absolute mess and a danger to the people that live here... It is disgusting! Dirty tanker after tanker rolling through has rendered the town center a literal eye sore with a "road warrior landscape! This bypass corridor should have been done a long long time ago. How it's laid out and planned looks good enough with the roundabout and all.</p> <p>Get it done!</p>	Email				
			<p>*see attachments*</p>		<p>March 18,</p> <p>To Whom It May Concern,</p> <p>In reviewing the UDOT planning study I believe too many unrealistic assumptions take place to get to the recommended Heber City Bypass route. Starting with the projected daily volume amounts and the five ways to get into volume through the city. The current volume on Highway 60 says it is 35,000 vehicles per day. The projected South to North volume in 30 years UDOT is 39,000 vehicles per day.</p>  <p>Starting with the 5 estimated routes the total 2050 South to North capacity totals</p> <table border="1"> <tr> <td>a - 57,000</td> <td>b - 56,000</td> <td>c - 52,000</td> </tr> </table>  <p>They are all within 12% of volume capacity of each other and overkill the projected use by at least 22%</p>	a - 57,000	b - 56,000	c - 52,000
a - 57,000	b - 56,000	c - 52,000						

3/18/2019	207	Brady Flygare	<p>"Brady Flygare Attachments continued"</p>	Email
			<p>"Brady Flygare Attachments continued"</p>	
3/19/2019	208	Jeff Despain	<p>As a negatively impacted local citizen of the proposed bypass, I ask that an alternative route be chosen other than the current one that will unnecessarily disrupting personal lives and many family's hard earned property values – most directly by the designation of expanding 1300 South in the backyards of many homes. Looking at the map, there are other alternatives such as (1) continuing the use of the existing 189 route or (2) moving the alternative route further south, further away from the backyards of many of my neighbors and our neighborhood. Such as starting at the intersection of the current 189 and Industrial Pkwy (this would still leave room for additional airport growth and substantially lessen the personal impact to the families that live along the currently proposed 1300 South path and surrounding neighborhoods).</p> <p>Thank you, Jeff Despain</p>	Email
3/19/2019	209	Morgan Newitt	<p>Hi, I know there needs to be change, but this is not the way to do it. Southfield road makes much more sense. Please listen to the public. This is not the way to go!!</p>	Email
3/19/2019	210	Armand Howell	<p>As a resident of Heber City, Utah I am strongly opposed to the proposed bypass additional and re-routing of Highway 189 to provide for what appears to be a thinly veiled means to provide for expansion of the airport. The cost, destruction of open space with its accompanying noise and additional pollution resulting therefrom, to be imposed upon nearby homeowners is completely unreasonable. While I understand additional development to provide additional homes for those desiring to move to Heber Valley I cannot understand the need for expansion of the airport and re-routing Highway 189 to a location which was never historically provided for.</p>	Email

The two models advanced for further analysis model both allow for 10,000 total vehicles per day, 10,000 more vehicle capacity than what is proposed and within 8% + difference from the other routes.



By using a simple 12.2 point using the screening criteria for the south expansion of the bypass with 12 points being the maximum shows that all routes are one point from 7 being the lowest to 10 being the highest. The "recommended route" 2C scored exactly the same amount of points as 1B, yet it was considered "recommended", the difference being higher scores in "Traffic Performance" and "Track Utility." The recommendation weighting these two items higher than the other 8 routes shows that traffic is the only concern for UDOT (as it should be), Heber City and Wasatch County need to follow the engineering needs behind these designs and consider at least the other factors listed including Property Impacts and Local Connections. It is the job of council and managers to think through and propose options that will work for current and future Heber Valley citizens.

SCREENING CRITERIA
COURTYE DEVELOPMENT

Screening Process	1A	1B	1C	1D	1E	2C	2E	2F	2G
Traffic Performance	Yellow	Yellow	Green	Yellow	Yellow	Green	Red	Red	Yellow
Track Utility	Yellow	Yellow	Green	Yellow	Yellow	Green	Red	Red	Yellow
Property Impacts	Yellow	Yellow	Green	Yellow	Yellow	Green	Red	Red	Yellow
Local Connections	Red	Yellow	Green	Yellow	Yellow	Green	Red	Red	Yellow

Performance using 12 points as the highest score a route can get makes all routes within a 25% score with each other none being higher than 80% and the top 3 of the 8 routes within 8% of each other. This is hardly enough advantage to choose a "recommended route."


To add to this...all of the models are based on an inconsistent determination to reroute Highway 189.

I continue to wonder about the abilities of our city and county leaders to ask these questions and consider impacts from all angles as there are solutions to prevent airport expansion, responsibly request a Utah taxpayer UDOT funded project and stop the tremendously unnecessary negative impact this route will have not only on the 11 families with homes bordering this Highway but the over 350 families that live within a quarter of a mile hearing distance from this noisy, polluted project.

I respectfully ask that UDOT, Heber City and Wasatch County re-analyze the proposed UDOT route and take action now to show the community that you listen, value input and are concerned about the safety, investment and the well-being of the Heber Valley citizens.

Sincerely,
Brady Flygare
435-817-3879

3/19/2019	211	Mark Harney	<p>To whom it may concern:</p> <p>My family and I have been residents in the Heber Valley area for the last five years and like many others, would be directly affected by the planned Heber Bypass. We do not agree with this bypass and see the need for major revisions to the current proposal. I understand there has been an increase of vehicles and large trucks on Main Street in recent years. As much as we love Heber, Main Street is not the vibrant, pedestrian-friendly area that many people wish it could be. We would only make worse with congestion if there was a change to try to make it the "Main Street the Mayor wants". It has a wide road great for vehicle traffic, however, it does not see much foot traffic in the area. Parking is a huge issue with the local retailers and does not help with the situation at hand. The shops and restaurants rely upon the vehicle traffic passing through in order to see what is there, as there are no anchor shops or restaurants that draw in customers.</p> <p>It is a fact that big trucks go through the town. These trucks are not the issue of congestion which you suggest. They move through town efficiently and provide business to some of the local establishments. There is no other option for them as they travel their route along I-40. I believe the state needs to look at an alternative route for these trucks that would connect Vernal to I-80 and allow them to stay on a highway. An alternative route would allow them to avoid Heber all together and maintain a higher rate of speed. This route could also link in with a connection through Wyoming and to the Evanston area.</p> <p>The bypass proposal was created decades ago. Heber, and the state of Utah, has changed since then. Many more homes have been built in Heber, especially along this bypass route. It is irresponsible to not consider these changes and the many residents and families that would be affected. The way it is designed now will not only disturb many homeowners and devalue their homes, it will also interrupt more of the current traffic areas and patterns. In the long run, this will cost more money for the city to purchase and be a waste of resources. That seems to be the current opinion of politics and politicians, so let's try to overcome that reputation. Let's not take away the revenue from property taxes that would result as the property values go down in various areas of Heber.</p> <p>On an environmental side, this proposed bypass goes over water ways and interrupts wildlife habitats that Heber has tried to preserve and protect. These waterways have created an extremely desirable area for outdoor recreation which makes Heber a sought-after destination for vacationers. The Sandhill Cranes, migratory geese, deer, trout and other wild birds and animals would all be affected by this new roadway.</p> <p>Removing a perfectly good and useful, current 189 route, is unacceptable and does not seem a resolution to any challenges the city/county face.</p>	Email	
3/19/2018	212	Alison Terry	<p>To whom it may concern,</p> <p>I am writing to add my opinion to the many other opinions and concerns about the proposed Heber valley bypass/corridor and airport expansion. Which from my understanding, would or could include the elimination of Highway 189 and the adding a road along 1300 S.</p> <p>I hope that you are taking all of the concerns of the residents seriously and into consideration.</p> <p>Here is my list of concerns:</p> <ol style="list-style-type: none"> 1. The destruction of the open space and the environmental impact, including the habitat for the sandhill crane, which we love to see in the fields! 2. The noise pollution this would create for the homes in the area. 3. There are a variety of neighborhoods and houses in the area ranging in million dollar homes to \$400,000 or less and we are concerned that it would reduce property value for these homes. Please explain why this wouldn't be true? 4. The proposal to take out a section U.S. 189, which was redone not long ago, and reroute it through the fields and especially down 1300 S through and next to new homes and neighborhoods, in my opinion, is a terrible idea. Please reconsider a road along 1300 connecting to industrial parkway. We need to look at alternatives to that. <p>AND</p> <p>IF the only reason to do get rid of 189 is to expand the airport, there are very few Heber residents, who I have talked to, in support of a bigger airport, especially with Provo and Salt Lake having larger airports only 30 minutes or so away. I don't want more planes flying around this small quaint valley and/or bigger planes.</p> <p>Please reconsider this option and LEAVE U.S. 189 AS IS and please do not rip it up and reroute it and we do not want a bigger airport.</p> <ol style="list-style-type: none"> 5. There are people selling land and creating neighborhoods in the area where the large roundabout could be. They may not have any idea about the proposed road. They are spending time and money thinking they are going to be in a nice open area only to then have a big loud road right next to them. I hope the sellers are giving full disclosure. <p>6. Don't take away the revenue from property taxes.</p>	Email	
3/19/2019	213	Jeff & Teresa Wootton	<p>To Whom It May Concern:</p> <p>The purpose of this email is to express our concern over the proposed option of running the bypass road near our neighborhood.</p> <p>We recognize the need to divert the big trucks somewhere other than through main street, but to suggest that the road run near our homes seems absurd. My husband, Jeff, and I, live at 1642 West 1200 South, and would definitely be against that option. It seems like it would be much better to have the road go near commercial property vs. residential.</p> <p>Thank you for your time and consideration in this matter.</p> <p>Jeff and Teresa Wootton</p>	Email	

3/19/2019	214	David George	<p>Dear UDOT,</p> <p>Attached is a letter outlining my objections to the proposed Highway 189 and US 40 re-route planning. This has been an ill conceived and unnecessary project from its inception about 20 years ago. The cost, negative impact on the Heber Valley and direct impact on the many residents adjacent to the proposed route are only part of the problem. The route will encourage much more heavy truck traffic down Provo Canyon and into the highly congested Provo and Orem surface streets. Have those residents been told of the potential impact? Will the study address these almost certain negative impacts?</p> <p>I remain convinced that the Heber Main Street congestion is over stated and many local surface street de-bottlenecking projects could remedy most of the problems for years to come.</p> <p>Please keep me informed of all meetings, planning results and findings as this ill conceived project proceeds. I am hopeful that a combination of more effective local leadership and a vigorous local opposition campaign will quickly result in these plans being abandoned.</p> <p>Kind regards, David and Ann George</p>	Email	<p>Dear UDOT,</p> <p style="text-align: right;">March 16, 2019</p> <p>I am following the existing Heber Truck Bypass road plans with a lot of interest since my home is not only adjacent to the proposed route but also likely to be an impediment to the route. The project seems to have received some increased attention in the recent months but I do not see the need.</p> <p>I am opposed to the bypass route in general and to the particular location in particular. I could enumerate the many reasons why the route and even the corridor is flawed but I want to focus on a couple of reasons that I think have not been properly considered and evaluated.</p> <p>1. The concept that Main Street is reaching its maximum traffic carrying capacity</p> <p>We all agree that at times Main Street is long but no more so than many roads in the burgeoning Northern Utah communities. The solution for at least a part of the perceived traffic congestion, specifically oil tanker trucks, is to allow the much more efficient pipeline transport of oil instead of trucks. Expansion of the oil pipeline has been approved by environmental groups with great effect...they have stopped all serious discussion of an expanded pipeline to promote their vision of a carbon-free society. This is naive and folly. The alternative and its impact should be evaluated in any study.</p> <p>The other element of the de-bottlenecking is the character of the traffic on Main Street. It would be more effective to encourage local traffic to use alternative streets, which could be upgraded at a much lower cost than building the bypass. This cost and benefit should be included in any study.</p> <p>2. Impact of "de-bottlenecking" Highway 189 and US 40</p> <p>The concept that building a bypass road for mainly truck traffic ignores the potential very adverse impacts that many more trucks will show Highway 189 instead of I-80. This will greatly increase truck traffic down Provo Canyon where they will encounter an urban traffic bottleneck that will be unable to handle the additional load. This needs to be evaluated as part of any study. The environmental risk of more trucks negotiating 189 and Deer Creek Reservoir may require more upgrades to those highways. Are these costs included? Are stakeholders on those routes included in the discussion?</p> <p>Adding to this is the projected growth in Wasatch County, mainly homes, which will also greatly increase the commuter traffic to both Salt Lake Valley and Utah Valley. Is Highway 189 down Provo Canyon able to handle such an increase? Have the state leaders in Utah County been engaged in this discussion? These questions need to be addressed.</p> <p>3. Alternative Routes for US 40</p> <p>As stated above, a lot of truck and vehicle traffic is on US 40. Have alternative routes from US 40 to Highway 189 to the north of Heber been evaluated? While land is tight for a better connection to the north east of Heber, such a highway would not have to be high speed and free of traffic control. While not any more desirable to those living adjacent to it than the bypass is to those adjacent to that route, a secondary street, similar to 800 N in Orem, would still have a much lower total cost and could be implemented much earlier.</p>
3/19/2019	215	David George	<p>*David George Attachments continued*</p>	Email	<p>4. Environmental and Community Impacts</p> <p>I have a strong suspicion that environmental issues, including Wetlands designations, will greatly complicate permitting this bypass highway. I expect a vigorous opposition campaign to the bypass and am prepared to aid a legal challenge to this highway. The community impact on Provo and Orem will certainly be receiving a lot of attention. Misrouting truck transport of oil would reduce the need for the bypass and transfer the cost to the private oil sector...just where it should be. We should not be subsidizing oil tankers.</p> <p>5. Costs and Priorities</p> <p>The acquisition of land may prove to be much more expensive than anticipated. What approach would UDOT use to acquire land? There is an agreement in Wasatch County that land would only be acquired from "willing sellers". Would this long standing promise be broken or condemnation could proceed to acquire property, some of it fully developed, at rock-bottom prices? I would expect that land will be a contentious issue. It is reported that some "land swaps" have already been requested by various local government entities. Investigation of these and possibly litigation could be very costly and slow.</p> <p>The total cost of the project will be high and for what economic gain? The beautification of Main Street, an interesting concept, requires a huge sacrifice by many in the community for what benefit? The removal of trucks from the street, if that is even legal, will not be sufficient to justify such a huge expenditure.</p> <p>I question the UDOT priority that would fund the bypass rather than, in my view, much more critical highway infrastructure maintenance and major artery expansion. Wouldn't it be better to focus on a modest upgrade of existing streets and highways rather than a costly mega-project that will seriously harm the character of Heber Valley and directly impact many residents?</p> <p>I am copying this note to the various government and local interest groups. Please keep me informed of any meetings, publications and decisions regarding the bypass highway.</p> <p>Kind regards,  David and Ann George 1440 West 650 South Heber City, Utah 84052</p>
3/19/2019	216	Teresa Ruminski	<p>I will say that I don't have a strong feeling right now regarding the bypass, but I don't think that it is necessary. Moab has one way through the downtown area, and it is still thriving. Is there a lot of traffic? Yes, but the locals know how to get around and do - we are the same in Heber. It is rare for me to drive down main street. If there is a business I want to visit on main street, there is no problem getting there from side streets.</p> <p>If a bypass does happen, can we negotiate lower gas prices as part of the deal? I don't understand why we pay a premium on gas compared to SLC when tankers are coming through town each day. Just a thought.</p>	Email	

3/19/2019	217	Karliann Christensen	<p>We are residents that will be directly effected by the new Heber Valley Corridor. The "new" route that includes rerouting 189 onto 1300 S in Heber will bring heavy tanker traffic right next to our home, right next to our neighborhood park, next to the side walks that our children walk on to school and will negatively effect our quality of life and home values. We are highly concerned with the safety of our children being compromised with this new route. We do not believe that any amount of required mitigation would be enough to allow for the safety of the many, many children and pedestrians that travel in this area and would also utilize the proposed trails along this area. The 1300 route and southern portion of the bypass would pass close by two schools, an elementary school and a middle school! It would also be in the back yard of the church attended by the west side residents. The bypass route would even go through the area in which the school district plans on putting a new high school! Everyone can agree that Main Street in Heber City needs help with its traffic situation. However, there are other options that could be utilized (in a more timely fashion and much less expensive) instead of taking the traffic into residential areas and destroying this beautiful Valley and the quality of life of it's residents. The Mayor and City Planner are pushing this bypass plan because the city does not have the money to pay to improve their road system as they should and they are looking to have UDOT to foot the bill. The city officials have not properly managed the city for decades and have let development take place where it shouldn't have and still do not have the funds they should to improve the roadways in Heber City and Wasatch County. The proposed bypass would not be an improvement to Heber Valley, it would be a detriment and would destroy many of the qualities that residents love and have specifically moved here for!</p> <p>We respectfully request that you take our concerns and the concerns of so many other residents into serious consideration in regards to the entire bypass and most specifically in regards to the rerouting of 189 onto 1300 into a highly populated residential area.</p> <p>Thank you.</p> <p>Karliann & Dan Christensen</p>	Email	
3/19/2019	218	Stephanie Morley	<p>Hello,</p> <p>Our two main questions are related to the proposed Heber Valley Parkway section that runs North-South between 100 South and US 189. We see that this section balloons out to the west instead of following the existing Southfield Road.</p> <ol style="list-style-type: none"> 1. Where exactly will that section of road be located (i.e. how far west of the existing Southfield Road?) 2. What is the purpose of moving the parkway to the west in only that section as opposed to just running along the existing Southfield Road? <p>Thanks,</p>	Email	
3/19/2019	219	Lynn Adams	<p>Dear Elected Officials</p> <p>I do not envy your job in having to tackle this long term issue of the bypass; but, after seeing the flyer that the rabble in the near vicinity of the proposed 1300 south has produced, I thought I better weigh in.</p> <p>First of all, having been in your shoes before, we need to do what is best for the most people in Heber and the truth is that this proposed route will really remove a huge chunk of traffic off of main street and alleviate a street that has been overloaded for decades. It will also save a large portion of the citizens of Heber and many east and north of town the need to go through several lights on their way down Provo Canyon. Much of our local traffic has been already forced onto other in town roads, as driving down main street is painful. Roads that used to be safe for children to play on are really busy, especially some of our north south roads off of main street.</p> <p>The two sets of 6 reasons given in the flyer against moving 189 are at best disingenuous, and some are just not true. However, the last reason of the first 6, stating that they believe their noise level and property values will go down, is the real reason for all this noise. Again, we need to put on our big girl/boy pants on and do what is best for the majority of the citizens and what will relieve the terrible congestion on main street.</p> <p>Decades ago the main street businesses lobbied hard to keep traffic on main street and so here we are with fewer and fewer possible solutions and we just need to move forward. I support the removal of the south portion of south fields road and the moving of 189, as that shortening of the distance north to south on highway 40 will provide an incentive for traffic to not go through town.</p> <p>I, too, will be effected by the bypass on the west of our home, noise wise, but I supported south fields road as the bypass, back when that was still an option, which is really close to our backyard. We cannot keep kicking this can down the road. This is a time when what is good for the vast majority of our community is where this decision needs to fall. I believe that if you are successful in getting a good chunk of traffic off of main street, that you will be seen as heroes. Thanks for all you do and the heat you take for tough decisions.</p>	Email	
3/19/2019	220	Ollie Button	<p>I live at 1815west 1200south. I do not want the bypass. You will devalue my property! We moved here because it was nice n quiet. Leave the highway where it is</p>	Email	
3/19/2019	221	Russ Susan Bishop	<p>How can you be sure that the truck traffic will use by-pass? Is the by-pass being used, to develop the north fields?(voters have rejected plans to develop several times) Who pays for all of this? And who benefits from this? What about the impact on the homes and property, in the Heber Valley Parkway? By-pass road, and 85 foot power lines, what is next? Commercial or Residential ?</p>	Email	
3/19/2019	222	Tom Mercer	<p>To whom it my concern</p> <p>This will be short</p> <p>I understand the desire to reduce the truck traffic through the town of Heber City</p> <p>First thing that comes to mind is to build a pipeline to carry crude and product. That would reduce the truck traffic by at least 50%. Probably the cost would be the same.</p> <p>The proposed corridor will be built through a natural habitat for wildlife and ruin this beautiful valley. Wasatch County just passed an open space resolution and now the State wants to over-ride the wishes of their constituents. Not good politics.</p> <p>Simple - Review other possible solutions</p> <p>Thank you Tom Mercer Midway, Utah</p>	Email	

3/19/2019	223	Monta Giles	<p>This bypass road has been argued about and talked since I was small. It was supposed to go right up over where Valley Hills is now, but it was put off and put off so many times, because someone with money wanted it some where else, and they won. All of the houses were built there, and it started a trend. More and more houses were built and Heber City just kept making so much money, and annexing more and more ground into the City limits, the bypass had to be rerouted, again and again and again. More money was spent by the County, buying hundreds of acres of ground, but nothing was done. U DOT didn't have the money to spend, they had more important projects. Which just caused the amount to have to spend go up and up. Now the cost is a ridiculous amounts in the millions dollars, which makes no sense. There are so many people that could be helped , instead of down grading people's property values, that work hard every day, and live pay check to pay check, just to stay in the Valley they love. You are ruining peoples lives, their heritage, things that real people hold dear , just to build a billion dollar road and ruin Heber Valley, as we know it and love it. Idea : take the parking off main street, build nice parking lots behind all of the businesses, and make main street able to handle the rush hours, and make traffic on main street flow smoothly. Businesses will still get the business they need, and first West and first East , would get the traffic that doesn't want to use main street. The parking would be accessed off these roads also. This would eliminate so much cost, keep dollars in town where it's needed. Leave the beautiful open ground in the Valley alone, there is hardly any left as it is. Farmers still live here and animals need fed, which feeds people also. Quit talking, doing millions of dollars in testing, and ruining peoples lives. We do matter in spite of what the millionaires think. Heber valley was beautiful, don't ruin it anymore. I just moved into a home on my husbands family ground he loved this Valley and was so proud to finally get a home he got to live here for three months and got so sick he passed away. It's in -humane to put a road through our living room. The bypass road has been talked about and argued about for so many years it's an old story, one that is a bad story without a happy ending. If they would have built it when it was first planned, it would be done and we wouldn't need to be talking about spending ridiculous amounts of money to just do tests????? Completely frivolous spending which will only make home and land owners ground worth next to nothing. I don't know who is over this whole charade, but it's obvious they care not one iota about what happens to our beautiful Heber Valley. I have lived here for 60 years and this used to be a County that cared about the people. Now greed has taken over and whoever has the deepest pockets takes over. Those people that moved here because of Heber Valley's charm, decided they liked it better where they came from, and now want to change it, so it suits their lives, not the Heber Valley charm, any more. Open ground and ground for our animals is a necessity in our Valley, the bypass road is going to ruin all of that. I just wonder if you consider how many people's lives you ruin is worth some trucks going through their ground. I suppose they don't have the money to fight it so they don't count. Sad the route this Valley has taken, people used to care about helping each other out, not taking their ground and taking away their lives and dreams. Sure glad we have such great leaders in the City, and I really hope the Main Street beautification project is a success, all the truckers will enjoy the beautiful City.</p>	Email	
3/20/2019	224	Richard & Linda Turner	<p>To those concerned:</p> <p>We are writing to express our disapproval of the newly-proposed change to the route of the Heber City bypass road.</p> <p>A few of our reasons:</p> <ol style="list-style-type: none"> 1. The originally-planned bypass route has significantly less impact on residents of Heber Valley. The newly-proposed route will be close to, and will adversely affect the quality of life and property values of many people, including us. The original bypass route did much less of that. 2. It is much more complicated and expensive, involving a huge roundabout and more new roads, all at taxpayer expense. 3. It will unnecessarily consume much more open space. 4. This change to the originally-planned bypass route seems to be on the "fast track" with no adequate explanation as to why. The original bypass route was studied and vetted by officials and the public over a period of years, only then being approved after a consensus by those involved. It appears to us there is now a lack of transparency and protocol going on, and perhaps an unrevealed motive. We are hoping this isn't yet another case of a decision being made by and for the benefit of wealthy and powerful people, contrary to the will and well-being of the general citizenry. 5. It appears the only purpose of this new route is to accommodate an expansion of the Heber Valley airport, something nearly all Heber Valley residents strongly oppose and which would mostly benefit wealthy fly-in visitors to the Park City area to the detriment of Heber Valley residents. In short, Park City and its visitors would reap the economic and convenience benefits of an airport expansion; Heber Valley and its residents would suffer the noise and air-pollution consequences. If an airport expansion is approved, it will likely be only after a long and hard-fought battle. If it involves airport expansion, this push for a change of route is premature and may end up not even being needed. 6. Since we live near the newly proposed route and would be highly affected by it, it seems to us we should have been notified of a proposed change to what we have long thought was a settled issue. Yet we learned of it only a few days ago, thanks to a more aware neighbor. If this new bypass route is legitimately needed, it can withstand a less hasty decision-making process. <p>We built our dream home nearly twenty-six years ago in a quiet, secluded spot in Heber Valley away from the noise and congestion of busy roads, where the loudest sounds were the rattling, bugle calls of sandhill cranes and the honking of Canada geese. Many of our neighbors did the same. We acknowledge that growth has to go somewhere, but the originally-planned route accomplishes that, while the newly-proposed route will unnecessarily and adversely affect our and our neighbors' tranquility, quality of life, and property values. This "fast-tracked" decision is premature and unnecessary.</p> <p>We are asking that the decision makers abandon this newly-proposed route and stay with the originally-planned route along South Field Road to Highway 189 with no roundabout involved.</p> <p>We are also asking to be informed in the future of developments concerning this issue.</p> <p>*Richard & Linda Turner attachment continued*</p>	Email	<p style="text-align: right;">20 March 2019</p> <p>Richard and Linda Turner 1077 Edwards Ln Heber City, Utah 84002 435-654-2088 435-671-2296 (Richard) 435-503-3266 (Linda) rlturner@msbweb.com</p> <p>To: Utah Department of Transportation lturner@utahdot.gov Wasatch County Council ccouncil@wasatch.utah.gov</p> <p>Re: Heber City Highway US 40 Bypass and US 189 Realignment</p> <p>To those concerned:</p> <p>We are writing to express our disapproval of the newly-proposed change to the route of the Heber City bypass road.</p> <p>A few of our reasons:</p> <ol style="list-style-type: none"> 1. The originally-planned bypass route has significantly less impact on residents of Heber Valley. The newly-proposed route will be close to, and will adversely affect the quality of life and property values of many people, including us. The original bypass route did much less of that. 2. It is much more complicated and expensive, involving a huge roundabout and more new roads, all at taxpayer expense. 3. It will unnecessarily consume much more open space. 4. This change to the originally-planned bypass route seems to be on the "fast track" with no adequate explanation as to why. The original bypass route was studied and vetted by officials and the public over a period of years, only then being approved after a consensus by those involved. It appears to us there is now a lack of transparency and protocol going on, and perhaps an unrevealed motive. We are hoping this isn't yet another case of a decision being made by and for the benefit of wealthy and powerful people, contrary to the will and well-being of the general citizenry. 5. It appears the only purpose of this new route is to accommodate an expansion of the Heber Valley airport, something nearly all Heber Valley residents strongly oppose and which would mostly benefit wealthy fly-in visitors to the Park City area to the detriment of Heber Valley residents. In short, Park City and its visitors would reap the economic and convenience benefits of an airport expansion; Heber Valley and its residents would suffer the noise and air-pollution consequences. If an airport expansion is approved, it will likely be only after a long and hard-fought battle. If it involves airport expansion, this push for a change of route is premature and may end up not even being needed. <p>(Continued on next page)</p> <p>20 March 2019 Page 2</p> <p>6. Since we live near the newly proposed route and would be highly affected by it, it seems to us we should have been notified of a proposed change to what we have long thought was a settled issue. Yet we learned of it only a few days ago, thanks to a more aware neighbor. If this new bypass route is legitimately needed, it can withstand a less hasty decision-making process.</p> <p>We built our dream home nearly twenty-six years ago in a quiet, secluded spot in Heber Valley away from the noise and congestion of busy roads, where the loudest sounds were the rattling, bugle calls of sandhill cranes and the honking of Canada geese. Many of our neighbors did the same. We acknowledge that growth has to go somewhere, but the originally-planned route accomplishes that, while the newly-proposed route will unnecessarily and adversely affect our and our neighbors' tranquility, quality of life, and property values. This "fast-tracked" decision is premature and unnecessary.</p> <p>We are asking that the decision makers abandon this newly-proposed route and stay with the originally-planned route along South Field Road to Highway 189 with no roundabout involved.</p> <p>We are also asking to be informed in the future of developments concerning this issue.</p> <p>Thank you for your consideration.</p> <p>Richard and Linda Turner</p>

3/20/2019	225	Robin Harper	<p>Hello, this is Robin Harper and we just moved here in June last year. We love the peace and beauty of Heber. We purchased a home about 5 houses away from where the airport expansion or as you call it the corridor. We paid a lot of money for our home and had hoped to stay for a long time. The value of our home will drastically drop if this airport expansion goes through. I know that you have already planned this and what we say doesn't really matter! But please think of us owners and the congestion and the noise from these semi's and cars, to the homes that are less than 50 feet away ! This will destroy the value of our homes. How are you going to compensate the homeowners in Oakwood homes track? This is being played off as a Main Street dream for our city! It is terrible and the people that have purchased these homes will be put in a bad situation! Please reconsider or pay all of us to move! We will have to drive around and have a congestion problem to get to our office on Daniels road as well! And the danger is huge coming out of our parking lot at widdison landing ! Please talk about the real issues and not the made up ones to distract the public. Thank you</p>	Email	
3/20/2019	226	Richard Getz	<p>Please consider options that keep Hwy 40 where it is and develop alternative locations for "Main Street District", such as 100 East and/or 100 West.</p>	Email	
3/20/2019	227	Susan Ring	<p>Hello,</p> <p>I own a residence at 412 Muirfield Drive, Heber and will be directly impacted by this BYPASS HIGHWAY running directly behind my house. I hope that actions taken include: Building a LARGE/TALL NATURAL BERM (not a wall), WITH MANY EVERGREEN TREES (foliage year-round) planted. In addition, there should be MINIMAL LIGHTING and NOISE REDUCING PAVEMENT. Plus, there needs to be a 600 WEST UNDERPASS to allow access to the roads in the North Fields. There is much neighborhood activity on those back roads, people walking, running, bicycling, dog walking, baby strollers, etc. Plus the ranchers need reasonable access to their pastures to feed livestock. If there is no UNDERPASS ACCESS, people will be trying to cross the HIGHWAY. There will be accidents and deaths!</p> <p>Can't say that I am looking forward to this BYPASS HIGHWAY ruining our beautiful valley.</p> <p>Thank you for your attention to this response.</p> <p>Susan Ring 412 Muirfield Drive Heber, UT 84032</p>	Email	
3/20/2019	228	Christie Moulton	<p>Hello,</p> <p>I wanted to give my feedback on the proposed Heber Valley Corridor and let you know that I feel that moving Highway 189 to 1300 South is an extremely bad idea. I know you are probably receiving lots of emails suggesting alternate routes, but I recognize that I am not privy to all that goes into such a decision, nor is that my area of expertise. So instead of offering an alternate route, let me just take a minute and explain why an alternate route is so necessary. We just moved into our home last August, and before that we had been living in Bountiful, very near the freeway, for 6 years. While we were living in Bountiful, my health declined steadily, until I was very sick and unable to function most days. I am positive that the poor air quality from living so close to the freeway was directly related to my health problems. We dreamed for years about moving back to Heber (my husband grew up here) to the cleaner air and quieter life. Last year - after much work and struggle - that dream became a reality. We have been so happy on our quiet little street in our beautiful neighborhood. Imagine our horror when we found out that what we thought could be our long-term home, might very soon be two houses down from a major bypass road. We chose our home because of its quiet, peaceful surroundings, with a community playground just two houses down from us. To learn that that park might now be directly adjacent to a major highway makes my heart sick. It is incredibly disheartening to think of losing the beautiful clean air that we quite literally moved to Heber for (because there is no way our air quality will not be affected living so close to the proposed bypass road).</p> <p>I am very aware that someone will be opposed and someone will be affected by this bypass no matter where it is put. But there must a better solution available that will not impact so many people, their homes, families, and the way of life we have worked so hard to achieve. Please find a different route and don't take away our beautiful little piece of this valley. Thanks for your time and consideration</p> <p>To Those Who Are Concerned and Those Who Are Not: As a homeowner in Heber I am writing to express my opposition to a proposed ByPass to reroute Main Street traffic. For Government to work properly, it needs the support of the people and the people need to know that each and every plan for accomplishing a need in an community has been thoroughly examined and explained to all parties involved as to why any plan is better than the next. Community members need to have confidence that their Government is sensitive to the welfare, desires and needs of all involved and when plans impact family homes, government should be especially concerned because there is no area of family life that is more important to families than the homes where they live. Major thoroughfares and plans for future thoroughfares need to be in place before properties are zoned for single family units. To retro fit a major plan after homes are built and families settled is a major way to undermine public confidence in the processes of Government. Home and other property owners are entitled to have these plans before they make their own plans relative to their families. For plans to be implemented without adequate public hearings is a disservice to those most impacted. I am not aware of environmental study results and if none have been done funds from the CIB should be withheld until CIB requirements of having a public hearing are complied with. I am sure that there were a lot of thoughts, ideas and reasons that the powers have discussed in their behind closed doors meetings. Those same thoughts, ideas and reasons that brought them to propose the ByPass Plan in front of us need to be discussed in an open meeting where all can hear and question aspects in person rather than thru the grapevine. My specific questions are obvious.</p>	Email	
3/20/2019	229	Eric Hartvigsen	<p>What is wrong with a plan that would take the ByPass further to the South ?? Was the proposed bypass plan impacted at all by any plans involving the airport ?? If so do we as a community need a bigger airport?? What is the reason that the proposed plan come so close to the homes along 1300 south?? What is the reason that the plan doesn't take the ByPass through more open areas?? What is the cost in dollars to each plan proposed? What is the cost in dollars and impact to each of the Home Owners in the area of the pro posed bypass? What is the trade off in each plan??</p> <p>These questions may be clear to those in Government, but should be thoroughly spelled out in writing and available to all concerned. A lack of planning in the past has resulted in many families investing in properties that they certainly would not have invested in if this proposed ByPass was known to them before they moved to Heber. Is that the way Government plans projects, as an after thought? The answer is too frequently, YES. Sincerely, Dr. Eric Hartvigsen PO Box 513 Heber City, Utah. 84032</p>	Email	
3/20/2019	230	Rel & Joan Weyrauch	<p>I live on W 1250 S and I see no need to have a highway near my home. Hwy 189 is right there to be used instead of the proposed bypass at a much lower cost. Your proposed C and 2C will destroy my neighborhood property values. There is no need for that to happen when Hwy 189 is so close. I enjoy the view we have now and do not want it to change to vehicles, noise and possibly a sound barrier. Thank you for your consideration.</p> <p>Rel & Joan Weyrauch</p>	Email	

3/20/2019	231	Mont Wade	<p>To Whom It May Concern;</p> <p>I am writing to comment on the bypass proposal. I know it is greatly needed having lived on main street for 17 years. I now live down where the bypass will greatly affect me. I am still not against it because I believe the needs of the many outweigh the need of the one. I have come to realize that this is a minority opinion in our country, state and community.</p> <p>The thing I am against is the money to move the existing 189 to benefit a few at the airport. Leave it where it is and save money.</p> <p>The other thing is the roundabout. Who's idea is that? The city blames UDOT. UDOT tries to blame the city. Obviously no one thinks it is a good idea because no one is taking responsibility for having it there. So why is it there? Please consider the many and not just the few when finalizing a solution.</p>	Email	
3/20/2019	232	Chad Nicol	<p>Hello,</p> <p>For the past twenty years, I have been told that the bypass would be used to get the oil trucks passing through the valley off of Main Street. After looking at the latest route I am not sure that would really happen.</p> <p>I do not see the need for the bypass after looking at the projected numbers. The projections show that Main Street will be just as busy after the bypass was built. Will there be a law banning semi-truck traffic on Main Street? If not I would assume there would still be some going through town. This bypass road would also cut right through open space and pastures that so many in the valley are trying to save for future generations to enjoy.</p> <p>I also don't see the need for realignment of US-189 and South Fields roads. In my opinion, US 189 does not seem to have the traffic or congestion problems for such an expensive realignment. I think this what bothers me most, to me the realignment makes no sense based on current or even future traffic down Provo Canyon and would only benefit Airport expansion.</p> <p>I am a resident of Heber City. I moved here 14 years ago and have made it my forever home. I am writing today to ask you to please find another route for the bypass. Please do not build a massive roundabout & highway in the middle of a beautiful field & right in the backyard of numerous residents. All while only bypassing a 1.5 mile road. You might as well just not build a bypass.</p> <p>I ask you, why are we taking highway that runs through an industrial area & moving it to a residential area? There has to be a better option.</p> <p>Do not move Highway 189 into backyards, open space & tear down existing families' homes. Please do not allow for an airport expansion. Please do not destroy our open space, please do not waste Utah Taxpayer UDOT funds, please do not destroy the habitat of the protected Sand Hill Crane, and please do not create unnecessary safety risks, noise, pollution & reduction in property values for over 350 families & homes.</p> <p>I am aware that the Mayor & City Manager continue to ask for better suggestions, but they have never acknowledged or publicly thought through any alternative suggestions received from the community.</p> <p>Please listen to the residents of our beautiful Heber Valley & find a different route.</p> <p>Sincerely,</p> <p>Missy & Brett Maughan and our children</p>	Email	
3/20/2019	233	Missy Maughan	<p>To whom it may concern:</p> <p>I am a new resident in Heber. The reason I purchased my home in the Cottages at Valley station is because it is a quiet and calm neighborhood. The bypass would significantly affect our community. It would ruin the safety of the neighborhood, the quietness, it would make it dusty, and it would drive the property values down. I understand that there is a need to deal with the traffic in Heber, but I encourage you to find a different route.</p> <p>I lived close to I-80 for 18 years of my life and it kept getting louder and louder each year as the traffic increased. After they installed a sound wall, the sound was just pushed north so that other homes were affected by it.</p> <p>The families in my neighborhood would be deeply affected by this bypass. Please reconsider for the sake of our community.</p> <p>Thank you,</p> <p>Katie Pack</p>	Email	
3/20/2019	234	Katie Pack	<p>Dear UDOT representatives,</p> <p>I would like to state my opinion of the Heber Valley Bypass and Parkway proposal recently shown the public in Heber.</p> <p>From a purely private perspective, my land will be directly involved. When we bought, we did understand that someday this monstrosity, which has no business cutting through the beautiful Heber Valley, would butt up to our property, and be a noisy nuisance at best. We made the decision to buy being as well-informed as was possible.</p> <p>Meantime the city seems to have willfully misunderstood how much land would be required by UDOT to construct this road, and also seems not to have noticed that our property does not align with the Probst property directly across 650 South from us. This goof, which was not something we could have expected will require us to ante up a strip running the entire length of our property of around twenty feet wide. The city was unwilling to simply buy that land from the developer who has the rights to the field along our fence line. That land has not yet even begun to be developed, but that did not seem to have been considered.</p> <p>So now not only will we have that stinking road, but will lose our well, as well as buildings along the strip of land, one of which, my hay barn, we built after submitting plans to the Planning Commission and having them approved. A whole new access to our home will have to be designed, and all the homes on 650 South will also have to have a new way to enter the famous bypass road, and to cross it. The planning process is certainly flawed.</p> <p>A substantial amount of acreage will be needed for the gigantic, 300 foot-wide roundabout, and the rerouting and merging of Highway 89 and Highway 40. All this so that residents in the valley will not have to add a tiny bit of time to get downtown. Why are we not looking at adding a few more traffic lights for access onto and off Main, and improving surface streets on either side of Main, so that residents can use those streets? Seems like a much more immediately implementable solution. One only has to look at towns the freeway has bypassed to see the clutter of junky truck stop type buildings around the outskirts of such towns as Nephi and Coalville to get an idea of what will be left of the Southfields a few years after this unneeded development goes in. I would be amazed if UDOT didn't have much higher priorities all over the state? What are we thinking doing this for the trucking people? Are they going to help finance this or pay tolls? And just because they get through Heber with fewer stops, they still have a limited access to Daniels Canyon, so funneling them through faster will not be all that helpful to them.</p> <p>Next comes the issue of routing more truck traffic down Provo Canyon, which will surely occur if there is a handy dandy roundabout for them to easily access the canyon. Have we had any thought for the residents of that part of Utah Valley?</p> <p>Why do we not keep Heber as a beautiful valley where people can live without the ugliness which has practically ruined the Salt Lake Valley?</p> <p>Why is it necessary to extend the Heber Airport? So that more and larger jets can fly in and out with ease? It is not such a terrible thing for those who come here to find some peace and beauty to find just that instead of more noise, dirty air, and chaos. There is a major airport in Salt Lake City, and getting up here from there, should your jet not fit in our smaller airport, is quite easy. We often make that trip.</p> <p>I would like to hear a much more detailed plan of just how the road through the Northfields will be accomplished: how to get Midway Lane accommodated, how to get 650 South accommodated, how to take the best care of homes and people near the proposed 1300 South mess. Northfields have a notoriously high water table, and it is sometimes impossible for people to build in them if they cannot pass the perk test for their property. I imagine that fight with the EIS will be costly and long-lived. Who is going to finance this? Not Heber, I imagine.</p>	Email	
3/20/2019	235	Ann George			

3/20/2019	236	Angie Hubbard	<p>Dear Council,</p> <p>I am strongly against the proposed bypass in Heber City. One grave concern I have is the ability this will give the airport to expand. Heber Valley already has plenty of air traffic for this beautiful place. There are times I am woken up by jets leaving the airport. Another concern I have is the safety of such a large round about. There have not been much research on a roundabout this size to know it would be safe. Please keep the best interests of the residents of Heber City in mind, and do NOT allow this bypass to go through.</p> <p>Sincerely, Angie Hubbard</p>	Email	
3/20/2019	237	Clay Zellermyer	<p>To whom it may concern,</p> <p>As a resident of the Cottages at Valley Station, we feel very strongly that the bypass that is being considered (or already agreed upon) is one that should be reconsidered. The implementation of this bypass is proposed to be directed adjacent to our family oriented neighborhood and will cause many problems that should be considered before finalizing any plans.</p> <p>We, the many residents opposing this reroute, feel that the major issues that should influence a reconsideration include the fact that there are unnecessary safety risks, noise pollution, air pollution and reduction in property values for over 350 families/homes (including low-income housing). Not to mention the destruction of our wonderful open space, unnecessary waste of taxpayer UDOT funds that could be used elsewhere and the tampering of the protected Sand Hill Crane habitat.</p> <p>Most concerning will be the 55MPH reroute that will be putting many of our children at risk. Currently a playground that is a staple in our neighborhood, that occupies many of our children, backs up to 1300 S and will be an absolute safety issue. The very first time that there is any sort of incident, the citizens of this neighborhood will band together to ensure that severe legal action is taken.</p> <p>We feel very strongly about our opposition of this plan and we will fight it as much as needed. We would like to know what benefits are being sought out by UDOT because we feel that this is a no win situation for our residents. The safety is our main concern but the noise and property value decrease is something that will affect hundreds of families. You will be directly responsible for the economic hardship that it will bring.</p> <p>Please enlighten us with any information that may ease our pain, as we are prepared to continue our protest and make our voices heard.</p>	Email	
3/20/2019	238	Brian Bartholomew	<p>To Whom it May Concern,</p> <p>As a home owner in the neighborhood I am against moving Highway 189 closer to our homes. With the amount of traffic on 189 and 40 this would be a mistake. Please leave Highway 189 where it is and route traffic to bypass that has been on the books for 20 years.</p>	Email	
3/20/2019	239	Collin Greenfield	<p>Thank You Dear Sir or Madame:</p> <p>Thank you for considering the following thoughts regarding the Heber City bypass: The various car dealerships, chain businesses, auto mechanics, banks, and random placement of all types of businesses in Heber are inconsistent with making Heber Main St. family friendly, cute, or a place where customers walk from venue to venue. I'm aware that Heber City zoning dept. has unsuccessfully tried to think of ways to put band-aids on the appearance of Main St. through belated revised sign ordinances, etc. I'm also aware that they've met considerable push back from the local businesses. It is logical, then, to leave Heber Main St. as it is. Consider leaving Main St. as the "bypass" and begin to create a quiet, "semi-truck-free" zone, on a side street for family entertainment and walking venues that residents on those streets, and the entire valley, will welcome. This new area of business will be planned with more vision and ordinances can be established to facilitate the long term vision. This valley is a special place. It is uniquely beautiful and open. A lot of our businesses (and property values) are dependent on people coming here to enjoy the natural beauty and openness. A noisy highway anywhere off of Heber Main St. will be distracting and diminish the very things that make us unique. No quantity of band-aids on Heber Main St. will compensate for the scar of a loud unsightly highway through the middle of our valley. The farmers in the north fields have been hearing rumors of and expecting this bypass through that area for years and have planned accordingly. I know of one landowner in the north fields who purchased precisely because he wanted to be near the bypass. The residents in the county, off of Edwards Lane for example, could have never anticipated a highway right in their backyards and they also planned accordingly. If we absolutely must have a bypass off of Main St., we should consider beginning the bypass in the North fields and connect to 189 using South field Rd to minimize the detrimental reliance of our citizens on past conversations and bypass proposals. This, of course, should only be an option in the event that the logic and reason of the previous two bullet points fall on deaf ears. Sincere thanks for your consideration.</p> <p>Respectfully, Collin Greenfield</p>	Email	
3/20/2019	240	Jeffrey Anderson	<p>I am a citizen of Heber City Utah for 4 years now. I moved to the Wasatch Valley after many years hoping the opportunity would someday present itself. Getting away to a more peaceful community and neighborhood with less congestion and traffic is something I and my wife are now able to be part of and enjoy. After building a new home in a new development on the south end of the city, we have found great satisfaction in establishing ourselves here in Heber City.</p> <p>It was just a few years ago that I first heard of the "Bypass" or the Heber Valley Corridor. It apparently had been talked about for years and not much else. I had attended some Town meetings in the past in which they presented the original proposed plans that were suggested years ago. In most cases, this was long before new neighborhoods and shopping districts were established as they are today. Those representing the city and/or UDOT were very flippant about things as if this was only the plans and nothing more. Still, and even at that point, many of us expressed our concern that the plans should be changed or modified with consideration to the new development and businesses now present in the area.</p> <p>Now some years later after being lulled into some complacency, we find that somehow this has suddenly become what seems to be an urgent agenda. The comments voiced previously about our concerns over the existing plans obviously meant absolutely nothing to anyone. Never mind the fact that those plans would have a profound effect on our neighborhood, our homes and our families. So, hence the purpose of this letter to you and other local leaders who represent me and my family here in Heber City and Wasatch County.</p> <p>I do understand the purpose and need of an alternate route from Main Street and maybe even it's urgency at this time. I know it will be disruptive, but it should be done so as to displace, disrupt or destroy as little as possible when it comes to peoples lives! What makes absolutely no sense to myself or to those around our community is: why bring this propose route off of HiWay 189 and into and through an established area of neighborhoods and businesses? This will easily be a major disruption of the lives and businesses of far too many, myself included. You already have the established corridor on HiWay 189 and it would certainly be less costly and easier to just go further down to South Field Road to begin the "Bypass". This is COMMON SENSE! I know there is talk about Airport expansion, but that has not been approved yet anyway, at least to my knowledge.</p> <p>I encourage you to please consider my plea to help oppose this proposed Bypass Plan. 1300 South is a parallel street right next to my own. It is a beautiful neighborhood with good people and families. We already hear Airport traffic, especially the jets, but we can live with that as it is so intermittent and we knew that before we built our homes. The "Bypass" was never disclosed to us and never part of our perceived future. The idea of a continual parade of large trucks though all hours of the day and night, makes me angry for all I sacrificed to move here and establish myself. If any of you lived in our neighborhood, you would be writing the same type of letter and feeling the same frustration and anger. Please stand up for members of your community that need your support and I thank you for reading this.</p>	Email	

3/20/2019	241	Cailin Ellis	<p>Hello, I am a resident of Heber, and I would like to voice my support of the bypass proposals. As you move forward with this project, there are a few things that I find important to consider: Obviously, any bypass will be a significant impact on homeowners near the proposed routes. Therefore, every effort should be taken to ensure that they suffer as few ill effects as possible. Unfortunately for them, I do think the bypass is the best thing for the valley, but empathy should be shown through the design plans towards the people who stand to be the most negatively impacted. The natural beauty of the Heber Valley, the stunning open space, and wildlife habitat are our greatest assets. We MUST ensure that we create the bypass with as few disruptions to these areas as possible. I would rather not have a bypass than have our open spaces and wetlands destroyed. I will leave it to the planning commission to select the route that best meets the two aforementioned priorities. Thank you for making a thoughtful, long-sighted decision on this.</p> <p>Best, Cailin Davis</p>	Email	
-----------	-----	--------------	---	-------	--

3/20/2019	242	<p data-bbox="365 141 1052 162">Hello, I appreciate all the work done on the studies, the public engagement, and the opportunity to submit feedback.</p> <p data-bbox="365 170 732 191">HEBER VALLEY BYPASS, aka, HEBER VALLEY PARKWAY</p> <p data-bbox="365 203 1272 237">I've attended open houses, asked questions, looked over the materials provided, and listened to Heber City residents. I'm submitting concerns, solutions, and out of the box thinking.</p> <p data-bbox="365 248 512 269">Three Issues of concern.</p> <ol data-bbox="365 280 1283 500" style="list-style-type: none"> 1. It appears the proposed parkway benefits the through traffic more than it does the Heber City residents. <ul data-bbox="365 293 1283 440" style="list-style-type: none"> (a) It is clear the proposed HV parkway will negatively impact the Heber City neighborhoods that the proposed parkway runs through or next to. Residents who do not live in these neighborhoods told me that they are concerned too. (b) It will negatively impact the fragile wetlands and open space in the North Fields area. None of the 3 options on the table is good, and Heber Valley residents have voted overwhelming to keep this area from development. We don't need an environmental study for that. Allocate the proposed funding for an environmental study towards implementing gravel trails for current day use of biking and walking the dogs. North Fields roads are becoming busier and less safe to do so. (c) The proposal to increase circulation on Heber City's side streets like 300 W, 500 E, 500 N etc. will negatively impact these neighborhoods. Traffic speeds and volume will increase and noise, pollution, and health and safety concerns will arise. Sidewalk and road improvements are great, but there are no provisions for traffic calming measures like stop signs, speed bumps, and bulb-outs. 2. The proposed parkway will negatively impact all the businesses that have come to rely on Hwy 40/Main St traffic for their livelihoods. 3. There is only one proposal on the table, with slight variations of it. Seriously, no one has come up with another plan? <p data-bbox="365 511 1283 561">Western Bypass Outdated. Let's face it The west side bypass option was conceived about 20 years ago, and is very much outdated. What might have once worked before Heber was discovered, is no longer viable or beneficial to the residents.</p> <p data-bbox="365 573 1283 623">Residents on the south, west and north sides of the city will be sandwiched between the split of through traffic diverted to the western loop, and the traffic that will continue to use Main St, and the traffic that will eventually spread thru the side streets. We didn't buy property next to a highway. No doubt this will impact our quality of life with the spread of noise, pollution, and health and safety concerns.</p> <p data-bbox="365 634 1272 717">Main Street/Hwy 40 Strip Mall. The current Main St/Hwy 40 is a strip mall of gas stations, fast food joints, car dealerships, car washes, chain supermarkets, tire and car services, real estate offices, and hotels/motels. It's perfect for highway thru traffic, perfect for travelers stopping to fill up with gas and grab a quick bite, perfect for residents picking up groceries and gas on their way home. There are very few local shops. These chains survive from thru traffic and local business, and provide revenue to the city.</p> <p data-bbox="365 729 1272 779">So, how does the proposed HV Parkway benefit us as residents? Perhaps it doesn't. Perhaps Walmart wants a direct route to their big box. Perhaps the oil companies want a fast track to the refineries. Perhaps travelers want to get to their destination fast. But, what is best for us as residents?</p> <p data-bbox="365 790 1283 841">HEBER VALLEY RESIDENTS WANT EASY IN AND OUT ACCESS: East side developments have greatly impacted traffic in Heber City. UDOT officials quoted, of the 27,000 cars per day we currently see on Main St, 9,000 is thru traffic and 18,000 is local traffic.</p> <p data-bbox="365 852 1283 886">Every morning there is a mass exodus of workers from Heber Valley to SLC heading in both directions. Wasatch county residents need an easy in and out access, from Heber east to Park City direction, and Heber east to the Provo Canyon direction.</p> <p data-bbox="365 898 1283 948">SOLUTION: I believe we already have the solutions in place. We have the proposed Red Ledges Eastern Bypass to hwy 40 for the northern access, and 1200 South to hwy 189 for southern access.</p> <p data-bbox="365 959 1283 1010">600 Tanker per Day. So, why a bypass? Sure, the tankers. Wait, do they bring the city revenue? Do they stop for gas or a bite to eat? Do they contribute to the cost of repairing our roads or building new ones?</p> <p data-bbox="365 1021 1283 1071">MY PROPOSAL FOR 600 TANKERS PER DAY: I propose UDOT builds an underground road system on the east side for the tankers and other thru traffic that wish to use it. Yes, a tollway tunnel until it's paid off.</p> <p data-bbox="365 1083 1283 1133">It could start at the weigh station east of Heber and come out north of Heber on hwy 40. Initial financing for the tollway tunnel could derive from funding that would otherwise be allocated to the HV parkway or Main St Corridor. Oil companies and trucking cos have an obligation to contribute to the financing of our road systems they use too.</p> <p data-bbox="365 1144 1283 1195">One-way toll booth collections can range from \$9-13 per passenger car, and \$17-\$102 per truck. Let's say the charge is \$50 per truck per day, that's almost \$11 million/year! MAIN STREET CORRIDOR</p> <p data-bbox="365 1206 1283 1240">Why try to convert a well established strip mall into a quaint little walkable shopping destination? Not all traffic can be diverted to a bypass. There'll still be traffic no matter what, and businesses rely on it for survival. Residents, the City, and visitors rely on the strip mall for services.</p> <p data-bbox="365 1252 814 1273">THINK OUTSIDE THE BOX. MY PROPOSAL FOR A NEW MAIN STREET.</p> <p data-bbox="365 1284 716 1318">MOVE MAIN STREET, NOT HWY 40. It's much easier and a significantly lower cost to taxpayers.</p> <p data-bbox="365 1330 1272 1396">Midway Lane is our new Main St. I propose our new Main St is Midway Lane, from Main St to Southfield Rd. UDOT could hand over the ownership to the city. It's a perfect location for our local Main St. away from the hustle and bustle of the Hwy 40 thru traffic. Many restaurants, shops, professional services and local businesses are already located on Midway Lane, so why not add a few more.</p> <p data-bbox="365 1408 1272 1458">Midway Lane is a showcase boulevard with magnificent mature trees arching over the road and wide shady sidewalks. Residential properties have gradually given way to businesses, retaining the original architectural charm of Heber. Old town Heber area is already commercial, with cute little shops, dining, adding a flavor of the Ol' West.</p> <p data-bbox="365 1469 1283 1503">Midway Lane is perfect for parades, which could begin at City Hall or City Park and end at the Southfields. For special events, traffic could be blocked off on 100 West from City Hall to City Park.</p> <p data-bbox="365 1515 1283 1565">The state offers huge companies incentives to relocate to Utah. Why don't we offer our unique local businesses currently located on hwy 40 Main St, like Timberline and June Pie, monetary incentives to relocate to Midway Lane. If they are happy to stay put, that's fine too. I have seen Park City go from cute little Mom & Pop shops to brand name stores, and the shoppers don't like it. They are drawn to the uniqueness of something they can't get anywhere else.</p> <p data-bbox="365 1576 1108 1598">The "new" Main St would be restricted to local businesses only, no chains, big boxes, no car dealerships, fast food joints, etc.</p> <p data-bbox="365 1609 825 1624">I leave Hwy 40 where it is. It's more cost effective and easier to move Main St</p>	Email
-----------	-----	---	-------

3/20/2019	243	Leslie Anderson	<p>Dear Sirs,</p> <p>I am writing to you to voice my objections to the proposed re-routing of large trucks through Heber City--RIGHT NEXT TO MY NEIGHBORHOOD!</p> <p>This seemed to be such a preposterous idea, that at first I didn't pay much attention to all the "buzz" about the trucks possibly being re-routed just one street over from my home. But it seems now that I should definitely be concerned.</p> <p>I urge you to please consider alternate locations for a bypass that will not negatively impact so many residents, myself included. My husband and I moved to Heber because we wanted to enjoy the small town feel of this area. We love it here and find it absolutely charming, but it will not be that way any more if the proposed plan goes through.</p> <p>Thank you for your time and consideration.</p>	Email	
3/20/2019	244	Scott Davis	<p>I would like to first say thank you for everyone's efforts in creating options for a more inviting and livable Heber City. I know change can be very difficult for a city that has had a long history as a agricultural farm community. I feel the changes that have come with the increased population are not slowing anytime soon and I really appreciate all the hard work.</p> <p>I like all concepts of the short term improvements for decreasing traffic on main street. I live close to 300 West and still agree with these decisions, the roads are already busy and they need to be updated and proper sidewalks put in.</p> <p>For the Heber Downtown Plan I agree with the corridor option #1, as stated it offers a much more inviting downtown space for pedestrians which I feel why all of this work is being done.</p> <p>As for the bypass -</p> <ul style="list-style-type: none"> - Southern Segment - I agree with the recommended option of 2C and realigning U.S. 189. - Western Segment - I also agree with the recommended option of C. - Northern Segment - I like both the A & B option. <p>Again, I appreciate all the hard work put into this.</p>	Email	
3/20/2019	245	Weston McPhie	<p>I suggest keeping Hwy 40 on main street. Lower the speed limit, develop some tree/ shrub planted mediums and widen the sidewalks. Encourage business development and parking on 100 E. And 100 W. To aid access to main street amenities from behind. Maybe a pedestrian walkway connecting to the park/ tabernacle/ businesses with emphasis on our awesome mountain scenery. Capitalize on what we have and what makes this place special. This may encourage new businesss to pop up especially on 100 W. Developing an inviting pedestrian corridor away from traffic would encourage more families and tourists to stay. I really don't see busy traffic on main street going away, and no one wants to hang out, eat or let their kids ride bikes on a busy noisy road. Seems like most of the new chain development businesses model on main street depends on that traffic.</p> <p>I like the idea of removing Center street light to promote better traffic flow. I would suggest looking at widening and side walks up 100 S. to 400 and putting a light on 400 E. and center. Extend 400 E. out past 500 N. and connect to Hwy 40 there, as quite a lot of commuter traffic comes from the north. Do the same from Hwy 189 to 300 W. to transfer neighborhood commuter traffic from the south. This along with the Mill lane connection to Hwy 40 to the South and the new connector route to Hwy 40 to the North via red ledges will take most of the local resident traffic off main street during busy rush hours. Perhaps create a similar local traffic loop on the west side.</p> <p>I'm concerned if a "parkway" is developed it will turn to sprawl much like the legacy parkway in Davis county.</p> <p>As what to do with the purchased corridor land, turn it into a big open space park...connect trails and open space to the Provo river, parks, downtown and he foothills trails. This will be a great gift from us to future generations.</p> <p>Thank you.</p>	Email	
3/20/2019	246	Jessica Thurman	<p>To Whom It May Concern,</p> <p>I had the opportunity to meet with the UDOT Project Managers, Jeremy and Shawn regarding the use of South Field Road between the Sewer Fields. If UDOT utilizes the already existing South Field Road it would only require a basic EA (Environmental Analysis) Therefore, a costly and time extensive EIS would be not required for that specific segment through the Sewer Fields. This could potentially save over a very large sum of money along with an enormous amount of time. (This means a higher probability of completion prior to the olympics). Traffic flow would not be affected if the access points maintained the same position and utilized existing South Field road between the Sewer Fields. Just as a reminder, the issue of the spatial boundaries that would deplete acreage within the Sewer Fields would be resolved with the use of physical boundaries as per the UDOT consulting Engineer.</p> <p>Thank you,</p> <p>Jessica Thurman</p>	Email	
3/20/2019	247	Brett Whistler	<p>As a resident of Heber Valley, I don't want an alternate route that cuts up the valley to bypass Main Street. If the proposed idea is to send commercial vehicles down 189 to 5...that's fine with me. Anything that will bisect the valley with a large paved road to bypass Main St. but that destroys the beauty of the valley is a bad idea. Driving down 189 and then onto 5 sounds like the best alternative to me.</p> <p>Brett Whistler, M.D</p>	Email	
3/20/2018	248	Kim Dornbusch	<p>To Whom it May Concern:</p> <p>My husband and I are residents of the Country Meadow Estates Development. We are gravely concerned about the proposed Bypass. Living in the Heber Valley, in our neighborhood is like living in a Norman Rockwell painting. It's absolutely charming. It's quiet, except of course for the occasional treat of the Heber Valley Railroad, which is a treasure of our area, as well as the Wasatch County Fair and the Rodeos at the Fairgrounds all add to the desirability of this beautiful place.</p> <p>We cannot even fathom the changes the Bypass will cause. Our community, as we know it, will cease to exist. Our property values will plummet. We are not the only community that will suffer. It's our understanding 350 families and homes will be affected, including low-income housing. Instead of looking up to the mountains, we will see a non-stop flow of diesel semi-trucks, snowplows, RVs and regular passenger cars. This will cause excessive noise, air pollution, pollution of our blue ribbon Provo River, destroy the habitat and breeding grounds of the Sand hill cranes. How can we even consider doing this to our Valley? This doesn't seem to be a thoughtful plan at all! It's hard to imagine the enormity of this roadway won't also damage tourism. Such an important part of so many livelihoods here. Why can't we devise a creative plan that will benefit and beautify, rather than destroy? Let's just put a big freeway right through one of the most gorgeous places in Utah!!! We paid for this plan??</p> <p>We encourage all of you to utilize the existing Highway 189 for any bypass route. You have the opportunity to make this right.</p>	Email	

3/20/2019	249	Janene Webster	<p>Heber Valley Parkway Planning Study... I would like to submit my recommendations for the Heber Valley Corridor as follows: North B as a good compromise in keeping it away from the existing Muirfield residences but not extending so far into the open space. On the West segment I believe the Parkway should connect in alignment with South Field Road to U.S. 189 without the E-W Connection. This is the simplest solution and minimizes the impact on the large 5 acre homesteads going into the adjoining areas which would be across the rail road tracks from B and C recommendations and also the existing homes already near the suggested E-W Connection. Let's be considerate of those who already own properties and occupy these areas by minimizing the changes to the greatest extent possible. This also keeps costs down which minimizes the cost to taxpayers. Let's consider that as well. I also believe that all the South Segment options are an overreach and it should be left as it currently exists. The original purpose was to move large trucks and pass through traffic off of Main Street! The changes above accomplish that goal! Heber Valley is a beautiful community that does not need all of its roads turned into super highways. Driving into the area from Provo Canyon next to the airport is an attraction that adds to the community's charm and appeal. I would also like to express a concern about the meeting held at Heber Valley Elementary School this evening concerning upcoming growth in the valley and the bypass road. The table with the information about the bypass road was extremely small and set up out in the hallway, as though to not be noticed, even though the input deadline was today. This should have been a highly visible display informing these interested attendees of this important deadline and the options available. Yet when I found and visited the table there was absolutely no information for the public on the West segment connection alignment with South Field Road. This was absolutely unacceptable and I believe an extension on the input deadline should be put in place to correct this oversight and that option included for these interested citizens! I appreciate the opportunity to participate in these important decisions for our beautiful Heber Valley!</p> <p>Sincerely, Janene Webster</p> <p>Heber Property Owner and Concerned Citizen</p>	Email	
3/20/2019	250	Linda Middleton	<p>Dear Carlos, I direct my plea primarily to you in your area of expertise. I hope you don't mind, I have copied other state and local elected persons and state employees. The budget for UDOT barely covers repairs and improvements to existing roads and bridges. Please do not close and re route US 189 in Heber. The residents of the Heber Valley have repeatedly voted against this 20 year old environmentally hazardous plan to route high speed traffic through a massive roundabout near residential neighborhoods and schools. Parley's canyon needs attention to repaint lane markings. Driving the winding interstate 80, it is so hard to see the lane lines when it rains or snows. Please focus on the dangers motorists face on Utah's existing high speed, high traffic roads where accidents are frequent and serious. Highway 40 and US 189 in the Heber Valley have been very safe because lower speeds and strait, well marked lanes allow our limited patrol officers to maintain traffic laws. Valley Residents cannot afford to increase the number and training of officers and hazmat trained fire fighters that re-routing US 189 would necessitate. You understand, (more that anyone advocating this 20 year old "Bypass idea") that today's costs and liabilities make this bisection of our valley unsustainable in your budget and our community tax base. You have faced the challenges and the cost to repair the recent tanker accident damage to HWY 15. Please alert inexperienced council members, politicians, and Airport expansionists, that it is unsafe to route heavy trailers through a roundabout near wetlands in the Provo River Valley. Thank you for maintaining safe, sustainable travel throughout Utah. I hope all the above individuals included in this petition will consider all costs to the present and future life, health and safety of this beautiful valley.</p> <p>Sincerely, Linda Middleton</p>	Email	
3/20/2019	251	Dave Mapp	<p>I am writing to voice my opinion on the proposed Heber Valley Corridor bypass. My wife and I and our two young children are residents of Country Meadow Estates. First, I would like to state that it seems sneaky that there has not been a public hearing held by Wasatch County regarding this proposal. I attended the open house at Heber Valley elementary a short time ago and my take-away from that session was that this project is more complex than the citizens of Wasatch County are being lead to believe. The airport expansion almost seemed like it was being snuck-in as an additional part of the corridor project. Nobody likes back-door politics! I agree that our Main Street could use a face lift and some modernization but not at the expense of why the majority of people choose to reside in the Heber Valley; it's natural beauty and the outdoor opportunities that abound right out our front door. I believe that it's possible to manage our burgeoning growth and the increased traffic that comes with it without putting a highway right through the middle of some of the most beautiful land our valley has to offer. With the majority of Heber's population living on the east side of Main St., how will putting a bypass road on the west side of town alleviate an increased traffic problem? All it will do is put all the truck traffic in a concentrated corridor ruining the quality of life for the residents who live there. On the note of truck traffic on Main Street it seems that our community is "rolling over" for the oil and gas industry. A multi-million dollar industry at that. The city should consider putting restrictions on when tanker trucks are permitted to pass through town.</p> <p>As far as the airport expansion goes, I have to ask why? Why do we need this? To bolster income for the county by way of airport usage fee's? This increase in airport use by larger aircraft will likely affect most everyone in the Heber Valley in the way of increased noise pollution. How will the residents of the Heber Valley benefit from this expansion. They most likely will not.</p> <p>I ask our local leadership to please consider more public involvement before any concrete decisions are made regarding these issues. We, the residents and leaders of this wonderful valley, don't want to look back 20 years from now and ask ourselves "what were we thinking?"</p> <p>Thank you for your consideration regarding this matter.</p> <p>Kind regards, David Mapp</p>	Email	

3/21/2019	252	Laren Gertsch	Attached comments	Email	<p>To Interested Parties Addressing Issues Related to the Proposed Bypass Road:</p> <p>The bypass road has been discussed for years. It would have been more beneficial to have the proposed road follow Mill Road. Diverting the proposed road so far to the west may have little benefit.</p> <p>It is my understanding that the traffic projections for the current Highway 40 flowing through main street will reach the mid to high 30 thousand vehicles per day range and the projections with the bypass will reach the low to mid to upper 30 thousand vehicles per day range. This begs a serious question of benefit versus costs. Perhaps the proposed road benefits Heber, but it may be at a significant cost to other communities such as Midway. Routes like Highway 40 traveling crossing through Heber main street occur in many locations (e.g. the highway route through Jackson Hole and the highway route through Steamboat).</p> <p>Several years ago, the Wasatch County Council and affected land owners agreed that the north bound access to any proposed road, where such a road intersects with Midway Lane, would be north from South Field Road. So why are there currently three proposed routes under review where the proposed road intersects Midway Lane?</p> <p>With the significant traffic currently accessing Heber and Midway via Midway Lane, does anything other than an overpass make sense since a stop light with significantly back up traffic using this route (demonstrated during the summer of 2018 when construction was occurring on Midway Lane and a stop light was used to regulate traffic)?</p> <p>The study needs to address access roads to the North Fields.</p> <p>The study needs to address the impact on water flows related to irrigation since the North Fields area is generally meadow land and is subject significant underground subbing.</p> <p>The study needs to address the impact on farmers and ranchers since some properties may be bifurcated resulting in property owners having land parcels on both sides of the proposed road.</p> <p>The study needs to address eminent domain authority since the Federal Courts have recently allowed numerous challenges to this historic right by government agencies.</p> <p>The study needs to address open space considerations since voters recently voted for 20 <u>acre</u> spacing for any building in the North Fields.</p> <p>The study needs to address why an agreement entered into among the mayor of Heber, the Chairman of the Wasatch County Commission, and UDOT is not being honored for the location of the proposed road.</p>
-----------	-----	---------------	-------------------	-------	---

3/21/2019	253	Mark Harney	<p>To whom it may concern:</p> <p>Here are some things which we do agree with to help in the process as you may have heard many things which persons do not like. We hope this helps.</p> <p>--Work to have both 100 E and W better with curbing but keep them as going both directions. Take out the huge swells in the road so they can easily move vehicles.</p> <p>--Make sure during high congestion times the street lights are monitored and set to long green for the Main Street traffic. Currently right now there is not much of any traffic except on a Summer Friday from 4:30-6:00 pm. I used to live in DC and Orlando. Heber does not have traffic and even with the growth expected it will not have traffic for the 1 mile of road we have. I also travel most each day to Park City and never see or have an issue with traffic in Heber.</p> <p>--Most of the traffic is coming from Provo area off 189 which travels through Heber or Midway. Focus on moving this off Main Street. If you had to have a bypass, then make it meaningful with a stretch beginning from 189 and ending where you come in from I-40 next to River Road. That is a bypass. Not one that does not do anything but disturb the residents of Heber. I would make sure there is not an environmental effect and not being built next to houses where persons live.</p> <p>--Trucks should not be the focus on this bypass as they are a small part of the traffic.</p> <p>--Look at another area for "Main Street" as an option.</p> <p>--Keeping 189 as is because it is a good, concise road for vehicles to travel to Charleston and Provo area.</p> <p>--Keep historic Main Street the way it is built currently (for traffic) and allow for some height growth in the future if certain companies move to other locations.</p> <p>--Slow down growth in the city with builders and developers. Continue to buy land for conservation and recreation use only.</p> <p>--Add in a parking garage to the back side of Main Street close to the Park area. This is only due to future growth as currently there is no issues for this, and persons are able to find parking during busy festival times.</p> <p>--Do not use the tax dollars for any of this as it is not what the people of Heber want.</p> <p>I hope this helps. Thanks.</p>	Email	
3/24/2019	254	Kimberly Lewis	<p>Carlos, This is just a copy of an email that I have sent to Heber City Government. I would like you to read it as well.</p> <p>Thank you. Hello, My name is Kimberly Lewis. I am emailing you about the Heber bypass. I know you want to stop reading, but hear me out. My family and I just bought a home at 1330 South Industrial Parkway, here in Heber. We just purchased the home a little over a month ago. In the middle of the process of signing and such, we heard about the bypass from a friend who lives in the Ivory Homes development and they showed us a map showing the bypass connecting to the 189 and a possible connection road that would go right through this home. We put the brakes on and considered not going through with it. We asked both realtors about the bypass and map and if we should even buy this home. They insisted that they did their homework and even had a recorded conversation with Udor saying that they are 10 + years out from getting any plans together or any studies started. We also did some homework and contacted a few City and County council members and asked and they told us that the road shown was "just a possible through street" and that it was "unlikely" that it would even be that. They also mentioned the fact that planning and studies were 10+ years out and we have nothing to worry about. We continued with the signing and bought the home because we believed them. This is our first home. We were both first time home buyers and, among other things, was able to purchase this home with those advantages. Those advantages of being a first time home buyer is something that we cannot get back. We had looked at several homes in Heber area and thought that we would never find the right fit for us and our 4 young children. Buying a 3/25/2019 State of Utah Mail - Fwd: Point of View https://mail.google.com/mail/u/0?ik=93a5063967&view=pt&search=all&permthid=thread-f%3A1628997105176255274&siml=msg-f%3A16289971051... 2/2 home in Wasatch County/ Heber City is not cheap or easy. When we looked at this particular home we fell in love with it. It is perfect for our family. We fell in love with the view, the yard, and the location close to our kids schools. We knew it was the home for us for the next 20+ years. We signed the papers and closed on the house and not a week later we find out about the maps and plans for rerouting highway 189 for the expansion of the airport. Low and behold the rerouting plans go RIGHT THROUGH our new home. It is not just a "possible through street", but the whole freaking highway! Not only does it go through my house and a few others, but it literally goes through two neighborhoods backyards. WHY?</p> <p>First, I want to say that I am aware that there was a "comment period" and that it is over. This is not a comment. This is a statement; an email from me to you. To say that we were upset by this new planning and map is an understatement. We asked those individual council members in December; later I was shown a recording of a meeting (also in December) about this new plan and who was in that meeting but one of those council members who had told us that we would not be affected and that it was "unlikely". Also, looking into everything and realizing that this is getting pushed through for faster results makes me feel like we were lied to by the people that we as citizens are supposed to trust. Yes, my home would be gone, but there are a lot more people affected by a permanent highway in their backyards. I have always thought of the plan for the bypass to just hook onto the existing 189, which makes sense. I have looked at and heard all the "reasons" for the rerouting of 189 and a giant round-a-bout and that an airport expansion is not the reason, but I don't believe it. I don't believe it because, why would you want to displace some and upset many more citizens by rerouting 189 through their homes and backyards and closer to schools? I can tell you all the reasons why it's not safe and why it doesn't make sense and on and on and on. I don't need to do that though because I know that you are already hearing it from your citizens.... you're just not listening.</p> <p>The only reason why our beautiful valley has grown so much is because we've allowed it to. But, if you ask people why they move here, most of them will tell you because of the small town feel, the mountains, they needed to get away from the city and the pollution, or, my favorite, because of the beautiful open space. We don't want nor do we need and airport expansion. Yes, a bypass is needed and was needed a long time ago. It was sat on for years and people built their homes and their lives in certain areas where you want to now take that away. Some might say, "if you don't like the growth and change then why not just move?" Well, because I grew up here. My family is here and Heber City / Wasatch County is MY home. This is where I want my kids to grow up call their home. I remember, as little kid, there was that one farmer who would herd his sheep down main street on his tractor. Talk about home town small town feel. Those days of small town are now gone, but it does not need to become a Park City or like any other cities just because. I grew up here... That is something that some of you can't even say. To those of you who can say that you grew up here then I have to ask you, is this what you want?</p> <p>I keep hearing things like, "nothing is set in stone" and "the study is years away" and so on. But, I have also heard of the "50% transparency" that you share with us, your citizens. So please tell me, what do we believe? Who do we trust? I will admit that I am not knowledgeable on what it takes to build a bypass for a growing town. However, I am knowledgeable on the fact that if you choose to go through with this particular plan of the rerouting of highway 189, then my family will lose our home and your citizens will lose all trust in you.</p> <p>I'm aware that my family and our home is a minor thing in your plans of this bypass but I ask you to put yourself in our shoes. What if this was your home? Or your backyards? I hope that the concerns and comments of your people, the people who make this town, don't fall on deaf ears. Most importantly to me, I hope that you don't flatten my home and my dreams for your benefit.</p> <p>Sincerely, Kimberly Lewis</p>	Email	

3/25/2019	255	Jessica Thurman	<p>To Whom It May Concern,</p> <p>I had the opportunity to meet with the UDOT Project Managers, Jeremy and Shawn regarding the use of South Field Road between the Sewer Fields. If UDOT utilizes the already existing South Field Road it would only require a basic EA (Environmental Analysis) Therefore, a costly and time extensive EIS would be not required for that specific segment through the Sewer Fields. This could potentially save over a very large sum of money along with an enormous amount of time. (This means a higher probability of completion prior to the olympics) . Traffic flow would not be affected if the access points maintained the same position and utilized existing South Field road between the Sewer Fields. Just as a reminder, the issue of the spatial boundaries that would deplete acreage within the Sewer Fields would be resolved with the use of physical boundaries as per the UDOT consulting Engineer.</p> <p>Thank you, Jessica Thurman</p>		
3/26/2019	256	Tricia Carlson	<p>Hello I am writing you today regarding the proposed bypass of Heber's Main street.</p> <p>My first reaction to the proposal is the roundabout. I tow a large trailer on a regular basis. A roundabout is the worst obstacle when towing! They are not friendly to larger vehicles. and the roundabouts here in Utah are not designed large enough to be effective..</p> <p>If am towing through Heber like many do, not only semi traffic, but also the recreationalists. I would not take that bypass route due to a couple of factors.. The main one being the roundabout. The second, is it goes out of my way.. Why would I detour 2-3 miles when a straight shot though town avoids that. A True bypass needs to be convenient and easy or people will not use it. I feel that this bypass is about 25 years too late to be effective.</p> <p>Here are some ideas.</p> <p>*Why aren't we using the light structures efficiently? There should be turn signals (that actually cycle) on every single light in every single direction. The lights should be timed efficiently for high traffic times, allowing through traffic to actually get through town.</p> <p>*Possibly restricting semi traffic to specific times of the day, when the local traffic is at a lower volume ie no semi traffic from 7:30 am - 8:30 and 4:30-5:30pm I realize this may be difficult to implement.</p> <p>*The North Fields area has a very high water table.. one that will be difficult to maintain structural integrity of any road surface. It is also a high migration area for several species of birds. I truly believe that putting a road through there will have a very negative impact on our precious open space and wet land.</p> <p>* using 1st west and 1st east as alternate routes. possibly one way roads? this would help divert the local traffic</p> <p>I hope this bypass is thought through more in depth, and studied by people who actually live here in this valley as it will forever change the atmosphere of the Heber Valley.</p>	Email	
4/17/2019	257	Stacey Wong	<p>Will there be a third open house in Heber City concerning the Heber City Bypass? If so when and where.</p>	Email	
4/17/2019	258	Kate Mapp	<p>First off you know that you needed a bigger place before you even scheduled the meeting. Are you trying to diminish the public input and the power of the people? Personally I feel very disgusted by this meeting and preparedness of the management of the meeting. We deserve better.</p> <p>One question I wanted to ask "who on the panel lives on the west side where the parkway will be?" We don't feel represented and I would like to know who lives here on the city or county council or management level?</p> <p>Please no expansion and parkway through the heart of our rural community that everyone loves so dear.</p>	Email	
4/18/2019	259	Ben Siefert	<p>Hello Mayor Potter,</p> <p>I was disappointed that you were unable to attend the majority of the bypass meeting last evening. I feel that it was a opportunity for you to hear from your constituents and Wasatch County discussing their lack of interest and support for a project that has the potential to destroy a large part of what make the heber valley special. The north and south field.</p> <p>As a 10+ year resident of Heber City, I wanted to go on record that myself and everyone I have talked about this with is interested in the idea of less traffic but do NOT want the UDOT recommended route for the Heber City Parkway.</p> <p>Thank you for your time,</p>	Email	
4/19/2019	260	Betty Meadows	<p>I attended the corridor meeting on We. I'll begin by saing that we had a representatives from different areas. But one of the most important representatives was missing "the Mayor". The excuse was they had to take care of their child. I completely get the excuse but when that person takes office it should supersede most everything. Even if it means the Mayor is late to the meeting. At least it would give me the perception that that person truly cares about the citizens of Heber. The room where the meeting was held was super small. Not even close to having enough seating available for everyone. Again " how serious are the people in charge of this meeting"? Can you imagine inviting your family and friends to your home and not have enough seating available? It's a shame that someone didn't do their do diligence!! One of the representatives spoke about the corridor and how it would improve the quality of "life"! Well I moved to Heber Nov. 2004 because I wanted a different quality of life. That quality of life does not include building a highway 75-85 feet behind my home!! How could the county decide that that option for me..? I'm asking for protection for myself, my family, my friends, the wildlife and the environment. Please don't destroy what I call "HOME".. I have traveled all over the United States and to other countries but nothing compares to the beauty and peace I have living here in Heber. I'm asking those that represent the county and city of Heber to reconsider not putting a highway behind my home!! PLEASE DONT DESTROY WHAT I CALL HOME!! PLEASE DONT DESTROY THE ENVIRONMENT! PLEASE DONT DESTROY THE WILDLIFE! PLEASE DONT DESTROY WHAT GIVES ME PEACE OF MIND!!</p>	Email	

001

CONTACT INFORMATION (Optional)

Date 2/20/2019

Name Edwin Figueroa

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

Option 2C

What is the cost of building it

vs. creating an intersection @ U.S. 189 or Southfield?

Saving truckers 2 minutes while endangering

the safety of my family's friends seems very reckless

by UDOT & Heber City. My son's life is worth

a hell of a lot more than 2 minutes of travel time
for a speedy truck. Growth & expansion are needed, BUT NOT
at the cost of safety to your residents!!

002

CONTACT INFORMATION (Optional)

Date 2/20/2019

Name Paul Boyer

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

**PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW**

I support the DOT recommended plan.



CONTACT INFORMATION (Optional)

Date 2-20-19

Name Jamie McAllister

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

Why close a portion of 189?

Traffic going to Provo could use this
+ alleviate congestion going North.

Is this to allow airport expansion?



004

CONTACT INFORMATION (Optional)

Date 2/20/19

Name JONATHAN WAGSTAFF

Phone 

Email 

Address 

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

1. WHO WANTS THE AIRPORT
EXPANSION? NO ONE IN HEBER.
THIS IS PARK CITY'S AIRPORT THAT
EFFECTS OUR NEIGHBORHOODS AND
COMMUNITY.

2. WHY DOES THE BYPASS HAVE
TO GO BEHIND OUR NEIGHBORHOOD
ON 1200S?



3. WHY CAN'T THE HWY CONTINUE ON HWY 189 NEXT TO THE AIRPORT? WE REALLY ARE NOT GAINING MUCH BY BRINGING THE ROAD DOWN 1200 S.

4. I PROPOSE KEEPING HWY 189 WHERE IT IS. THERE IS NOT MUCH GAINED VS. WHAT IS LOST.

THIS IS OUR COMMUNITY! WHY ARE WE CAUING TO PARK CITY AND THE FAA. THERE IS NO ONE IN HEBER THAT CARES 102. ABOUT THE AIRPORT EXPANSION.

MAIL TO

Heber Valley Parkway Planning Study
6605 S Redwood Rd #200
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ hebervalleycorridor@utah.gov


Heber Valley Parkway
PLANNING STUDY

UTDOT
Keeping Utah Moving

CONTACT INFORMATION (Optional)

Date 2-20-2018

Name Kent King

Phone 

Email 

Address 

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

Thank you for coming today. I just built my home & have a beautiful view of Twp. I love the quite beautiful night. I am concerned with the parkway plan that goes in my backyard. I am concerned with the noise & traffic lights. Right now I sleep outdoors & enjoy the peacefulness of being outdoors.

I would ask that you do not connect the parkway past my home. I do ~~not~~ not want 22,000 cars going past my home.

Please reconsider where the parkway is going near my home.

Kent King

006

CONTACT INFORMATION (Optional)

Date 2-20-19

Name David Hallock

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

The 1500 South portion of the bypass is unnecessary and harmful at best, and dangerous at worst. The re-routing of trucks carrying hazardous material through a neighborhood when it is not necessary is unconscionable. The only explanation I was given was slightly better flow based on a computer model for 30 years in the future. That strikes me as a very flimsy piece of reason for a very real impact. There is the option of simply carrying traffic on 189 to South Field Road which will keep that traffic away from a residential area. I believe the continuing with that portion of the plan will lead to litigation as it should.



Heber Valley Parkway PLANNING STUDY

hebervalleycorridor@utah.gov

OTHER WAYS TO COMMENT

Heber Valley Parkway Planning Study
6605 S Redwood Rd #200
Taylorsville, UT 84123

MAIL TO

and that a judge will find that a
flimsy computer model is as ~~much~~ ^{good} reason
of a reason as I find it to be.

Lined area for additional handwritten comments.

CONTACT INFORMATION (Optional)

Date _____

Name _____

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

The Sewer Districts Plan to move the
By-pass West from Southfield Road is un-acceptable
it affects the peace and tranquility of people in
Charleston - it costs more - it
Benefits Airport expansion that affects all
of us - why not just run it South down
Southfield Road as was originally planned?

We were doing this to get the volume off main
street, not to affect our ~~own~~ neighbors to the
west in Charleston.

Joe Coombs -
we certainly need to move traffic off main street.



CONTACT INFORMATION (Optional)

Date 2/20/19

Name William Macey

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

I like them. Growth is inevitable.
All you really can do is manage them
the best you can. The proposal is good
enough. Embrace change!! Let's make
downtown an enjoyable place to visit. Not
a bumper to bumper traffic jam.
It's time for the old-timers
in this town to step aside and
embrace a new community.

I trust UDOT to do due diligence concerning wetlands and animals.

I marvel at price, it when they installed their by-pass. when Deer Valley expands west the bypass will be even more necessary.

MAIL TO

Heber Valley Parkway Planning Study
6605 S Redwood Rd #200
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ hebervalleycorridor@utah.gov

Heber Valley Parkway
PLANNING STUDY

UDOT
Keeping Utah Moving

009

CONTACT INFORMATION (Optional)

Date 2-20-19

Name Kristin Case

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

please reconsider options that do not include
1300S being part of this corridor option.
Please keep the trucks (noise, pollution, etc.)
away from the city and housing that is
along 1300S - direct all trucks to 189.



CONTACT INFORMATION (Optional)

Date 2/20/19

Name Judi Marcy

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

I think it's amazing. Concerned about wetlands and animal migration. Love the idea of biking and walkability down town. I want Main St. to be enjoyable for all.

Yeah!



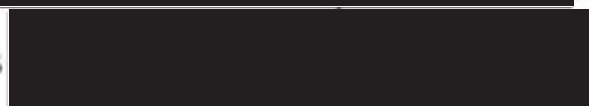
CONTACT INFORMATION (Optional)

Date 2/20/19

Name Nathan Moulton

Phone 

Email 

Address 

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

Keep US 189 as it exists, or work something out with the sewer district to rudge it over instead of spending so much money to run the road through residential/farm land and angering so many residents by going down 1300 S.

~~It~~ It seems like something could be worked out with the FAA to keep the configuration as it currently is, since the highway and airport have been there as long as they have.



CONTACT INFORMATION (Optional)

Date 2/20/19

Name Diana Fulcher

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

We live directly behind 1300s.
and I would say 85% of the
150 houses there have small
kids - you want to MOVE
~~the~~ all traffic behind a residential
area! It makes NO SENSE
and varies from original
plan. We will FIGHT this,
there is no ~~more~~ need for
that road - keep 169 where
it is. Horrible planning!

CONTACT INFORMATION (Optional)

Date 2/20/15

Name Jon T. Gray

Phone 

Email 

Address 

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

The 20 corridor would put a
4 lane highway right out my back
door. It will ruin my home value
and quality of life.
There are other options that will
not wreck my home.
I and my neighbors will lobby
and fight this road.
Find another route away from
our homes or be prepared
for a legal fight.



014

CONTACT INFORMATION (Optional)

Date 2/20/19

Name Rick Rybarczyk

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

I was told these concepts were developed by various studies that have either been done or yet to come. I hope there is a study, an impact study on the safety, noise, home value walkability, etc. to the neighborhoods the proposed plan majorly affects. Wetland and farm land studies are fine, but human studies (residents & tax payers) are 100% relevant too.



015

CONTACT INFORMATION (Optional)

Date 2/20/19

Name Glenda Gray

Phone

Email

Address

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

Stop thinking so much about the trucks and the airport - Think about the effects on the homeowners who DO NOT want a 4 lane hwy. with 39,000 vehicles less than 100 yards from out homes.

Maybe the alternative routes aren't best for the trucks + traffic, but Heber is supposed to be a place where the people take care of each other -> The city + county plan with the needs of the citizens in mind -> NOT the trucks

Quality of life will greatly suffer if the bypass is put so close to the existing housing - Noise pollution, air pollution, safety of kids in the area.

CONTACT INFORMATION (Optional)

Date 2/20/19

Name Cindy Shumway

Phone 

Email 

Address 

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

- I don't want curb & gutter on 300 West. The sidewalk is hard enough to keep maintained.
- I don't like the round about idea. We have been in bigger cities with that configuration and they did not flow well. Too many people don't understand or use them right. Just do it once right with freeway type roads.
- Should have done this 50 years ago when they were planning on Mill road to be the bypass.
- I feel the curves around the town and right by housing will not flow well. The Walmart Area is too congested now, that area will be a night mare.

- Put an over pass the length of main street.
(I know that's crazy)
- Midway lane will need an over pass
- That is way close to the south field park complex. Too much congestion now. Too many kids for such a busy road to go by.
- I know this is an impossible job now to figure out. Not everyone will be happy.
- A lot of truck drivers come into town for lunch, gas on their way thru. Can they still do that?

MAIL TO

Heber Valley Parkway Planning Study
6605 S Redwood Rd #200
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ hebervalleycorridor@utah.gov

Heber Valley Parkway
PLANNING STUDY

UTDOT
Keeping Utah Moving

017

CONTACT INFORMATION (Optional)

Date 2/20/19

Name Kate Mapp

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

Get better pens!?!

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

- 1) Are you really going to put a thru thru the heart of our community? Even though we voted to protect land in that area!!
- 2) This truck traffic is ruining small community across the US, we need to solve this issue not build more roads w tax payer \$
pipe line, Tax the trucks that are thru our city.
- 3) Are we spreading traffic & pollution, & noise across the valley to accommodate more traffic?
- 4) bike path to & from Heber & Midway? One of the best things in town - This will ruin the beautiful open space corridor.
- 5) Doubling our effects when we should contain Truck Traffic to one area - Main St.



Solutions

- 6) Build up houses and turn 100 West into Local Traffic, have a truck lane on Main St.
- 7) Tax the Trucks for pollution & health.
Make oil & gas pay for it.
- 8) still going to be lots of Traffic on MAIN St
never going to be a quiet street
so why ruin the revival feel of the Heber Valley.
- 9) Lobby to send Truck Traffic to ~~Provo~~ ^{HWY} 89 in Uinta Basin
- 10) Build a processing plant in Vernal.
Keep Trucks out of Heber Valley.
or send them down Provo Canyon.
- 11) please put funds that protect our community NOT generate revenue for City Hall.

MAIL TO

Heber Valley Parkway Planning Study
6605 S Redwood Rd #200
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ hebervalleycorridor@utah.gov

Heber Valley Parkway
PLANNING STUDY

UTDOT
Keeping Utah Moving

12) There will still be a ton of Traffic on Main St.
you are selling us
~~it~~ a false reality
of a beautiful
quiet corridor.
But just spreading
Traffic all over the
Valley.

018

CONTACT INFORMATION (Optional)

Date 2/20/19

Name MARK YOUNG

Phone 

Email 

Address 

Would you like to receive email updates? Yes or No

**PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW**



019

CONTACT INFORMATION (Optional)

Date 2-20

Name Brook Flygare

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

Very concerned about
the new rerouting of 189
behind my house. It will
be to close to many homes
schools + businesses



020

CONTACT INFORMATION (Optional)

Date 20 Feb 19

Name Ann Zimmerman

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

The by pass is needed ASAP.

I support the concept.

Please address

- Survey of frog population
in North Fields & mitigation

- Continued coherent bicycle
access

- Wetland Survey

Thank you for the opportunity to comment

021

CONTACT INFORMATION (Optional)

Date _____

Name Carlos Estudillo

Phone 

Email 

Address 

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

* Consider Property Value on the intersection of
1300 S and Industrial pwy. As well as
Demography.

*



012

CONTACT INFORMATION (Optional)

Date 2/20/19

Name Todd Gray

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

The 2C corridor whether it goes through where it is proposed on I.P. it goes through the middle of the sewer water way field it will take the same amount of ground

Go away from the home go through the field and you won't get the amount of push back your head for



023

CONTACT INFORMATION (Optional)

Date 2/20

Name Phil Jordan

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

FOR NORTH SEGMENT:

#1] OPTION (B) & (C) DOES NOT PROVIDE
LESS ENVIRONMENTAL / WETLAND
IMPACT THAN OPTION (A)

#2] OPTION (A) PROVIDES MINIMUM
SOCIAL & ECO-DEVELOPMENT
IMPACT TO HEBER CITY RESIDENTIAL
GROWTH (SCHOOL LOCATIONS &
to WEST LOW INCOME HOUSING) PROPERTY
TAX BASE.

#3

NORTH SEGMENT

OPTION A SUPPORTS
50-100 YR GROWTH OF
HEBER CITY / WASATCH
COUNTY RESIDENTIAL
COMMUNITIES OF
DIVERSITY!

MAIL TO

Heber Valley Parkway Planning Study
6605 S Redwood Rd #200
Taylorsville, UT 84123

OTHER WAYS TO COMMENT

✉ hebervalleycorridor@utah.gov

Heber Valley Parkway
PLANNING STUDY

UTDOT
Keeping Utah Moving

CONTACT INFORMATION (Optional)

Date _____

Name TYLER J. FIELD

Phone 

Email 

Address 

Would you like to receive email updates? Yes or No

**PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW**

I HAVE SERIOUS ISSUES ABOUT THE
SOUTH SIDE OF THE BYPASS. THE PROPOSED
ROUTE WILL RUN RIGHT DOWN MY BACK
YARD. WE HAVE KIDS PLAYING ~~IN~~ CONSTANTLY
BACK THERE. PEACE IS GONE, LAND VALUE
GONE, SAFTY GONE. 80,000 GUV SEMI'S
WITH FLAMBLE CONTENTS IS RIGHT IN
MY BACK YARD !! PLEASE NO !!



CONTACT INFORMATION (Optional)

Date 2/20/19

Name Kate Pack

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

I recently moved into the neighborhood of the cottages at Valley Station and I love it. I bought it because it was a very quiet neighborhood. This bypass would absolutely ruin it. The traffic would be very loud and very dangerous. There are many kids who walk to school and play right where that road is going. I DO NOT want my property values going down in value. No one wants this road except the government. The PEOPLE DO NOT want this road. Please do not ruin our home. I understand there needs to be a bypass, but it shouldn't go right through our backyards. Please, Please consider what we have wrote.
Thanks!

CONTACT INFORMATION (Optional)

Date 2-20-19

Name Jeff Hayek

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

Put a light at south field and keep
the traffic on the highway. This is a
horrible plan. too much noise. Danger
to kids and animals. You work for
the people and the people say no.
80,000 lb rolling bomb less than a
hundred feet from my home. So dumb

NO ROAD ON BOO

027

CONTACT INFORMATION (Optional)

Date 2/20/19

Name GAILA & ALLAN FOSSUM

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

Favor Plan B for the Bypass -
Love the idea of returning downtown to
local residents and tourists



CONTACT INFORMATION (Optional)

Date 2/20

Name Chani Hull

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

You need a better plan. Cutting through the middle of the valley will create not only an eyesore but will also have a negative impact on the so-called economic development opportunities. I never see accidents on the main street corridor. Maybe do what Rifle, CO has done & only re-route truck traffic. We are never going to be a Park City. A walkable main street is not why people move to Heber.



029

CONTACT INFORMATION (Optional)

Date 5/20/19

Name Bruce Bartlett

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

Very concerned about moving traffic
from main to 1300S.
Currently school bus route
Childrens Park is on this route
many homes will be impacted along with
property value.
~~seems increase~~ Danger to neighborhood children
The whole southern route needs to be
re evaluated.
Don't feel that the sewer fields should
take precedence over the quality of life
of the ~~residence~~ people living in this
area.
Very much against this proposed route

030

CONTACT INFORMATION (Optional)

Date 2-20-19

Name Rebecca Miller

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? **Yes** or **No**

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

I'm glad to see the South 2C option. I was concerned about those living in Royal Coachman being completely surrounded by heavy traffic.

My one question is what will this do for traffic on Daniels Road. Will there be more traffic or about the same anticipated?



031

CONTACT INFORMATION (Optional)

Date 2/20/10

Name Jared Wright

Phone [Redacted]

Email [Redacted]

Address [Redacted]

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

Thank you for the thorough
analysis. There was obviously
a lot of thought put into this.

Something needs to be done so
the best option is needed.



032

CONTACT INFORMATION (Optional)

Date 2-20-19

Name Sherrie Seawright

Phone [REDACTED]

Email [REDACTED]

Address [REDACTED]

Would you like to receive email updates? Yes or No

PLEASE LEAVE YOUR COMMENTS ABOUT THE
HEBER VALLEY PARKWAY PLANNING STUDY
RECOMMENDATIONS BELOW

The "North Fields" is an agricultural and natural prize of our county. ~~It is~~ It is critical that the environmental impact is analyzed closely. We can't sacrifice the beauty and peace of our valley for convenience, once destroyed it won't be revitalized. It isn't just "wetlands" but wildlife and open space.

One issue that also needs to be closely considered is how low-income families will be displaced because of ~~the~~ commercial property in the "hot" zone. I know this is already happening!





**MOUNTAINVIEW
FELLOWSHIP**
271 N 600 W, Heber City, UT 84032

February 20, 2019

To Whom It May Concern,

My name is Michael Sheleretis, and I work as the Executive Pastor of Mountain View Fellowship here in Heber City, UT. I am grateful for the discussion around the bypass, the thoughtfulness of all parties and entities involved and appreciate having the opportunity to share in the public dialogue of its placement and effectiveness. We as a church also appreciate that our elected officials are taking their time to make thoughtful choices on the direction of our beautiful valley as well as considering the implications of growth on infrastructure demands.

Currently, we are in the process of expanding by adding a new church building directly behind our existing building, to fulfill growth demands we have, but also as a means to be a more effective contributor to this community. A point of concern that we have with the potential placement of the bypass is with the most eastern version of the future road. Depending on how wide of easements are needed, this version (labeled as "C" in previous iterations) may potentially encroach on our existing property lines, and most importantly, the property lines that house our existing building. This would cause us to limit and change our plans for expansion dramatically.

I hope that you consider this potential impact as you make these important decisions for the Heber Valley.

Thank you,

Michael Sheleretis
Executive Pastor