



WASATCH
— C O U N T Y —

Heber Valley Corridor EIS

Joint City/County Response Letter

Key Message

Realign Route B to run as close as possible to the existing US-40, coupled with stronger pedestrian mobility emphasis, as the most responsible long-term solutions for the Heber Valley Corridor.

Purpose & Context

What this presentation covers

- Summary of joint City/County position on the Draft EIS
- Focus on prevention of irreversible resource impacts (water, open space, historic landscapes)
- Seek a selection that is defensible under state and federal frameworks
- Maintain a partnership and provide concrete, actionable requests
- Recommended next steps for structured collaboration with UDOT

Supporting Record: Long-Standing Direction on the North Fields

The letter cites a consistent, multi-decade policy record favoring bypass concepts that avoid the North Fields and support open-space preservation.

- 2000 Joint letter + RPO bypass maps
- 2006–07 City/County resolutions supporting bypass alignment
- 2009–10 South Bypass study + Master Road Plan
- 2018 Open Space Bond approved by voters
- 2022 Resolution comments: avoid North Fields
- 2024 Resolution supporting North Fields conservation

Selected supporting documents (thumbnails)

The thumbnails show the following documents:

- Table 2 (cont.) Joint Wasatch County/Heber City 2007 letter with map showing preferred bypass route**: A map of Heber City with a red line indicating a bypass route through the North Fields area.
- Table 4: Resolution No. 06-04 in support of bypass with map alignment - Aug 2006**: A resolution document with text and a signature line.
- Table 7: Heber City Master Road Plan 2011 - August 2010**: A map showing the Heber City Master Road Plan with a legend for various road types.
- Table 10: Resolution No. 34-03 supporting comments of the North Fields - May 2014**: A resolution document with text and a signature line.

Community Priorities

The joint response emphasizes outcomes that protect long-term community assets and reduce legal/permit risk:

Drinking water & aquifer protection

Class 1A groundwater / DWSP zones

Historic & agricultural cultural landscape

Section 106 / Section 4(f) integrity

Voter-mandated open space

Conservation easements & North Fields

Aquatic resources & 404/LEDPA

Permit-ready alternatives record

Working lands viability

FPPA / parcel continuity / irrigation

Local connectivity & walkability

Road closures, emergency response, pedestrian safety

Recommendation: Realign Route B as Close as Possible to US-40

Rationale: consolidate improvements within an established corridor; reduce expansion into new recharge and open-space areas; and improve long-term compatibility with local plans.



What this accomplishes

- Limits footprint in sensitive recharge areas
- Reduces fragmentation of working lands and open space
- Keeps future design refinements within an established corridor context

Table 1: Proposed parallel alignment concept

1) Water Quality: Class 1A Aquifer & Drinking Water Standards

Key Concern: Protecting drinking water resources must be the top priority.

The response argues the currently proposed Route B carries the highest practicable groundwater risk.

Bottom Line

- Class 1A (Pristine) groundwater resources require preventive protection.
- Expanded roadway footprint in recharge areas increases exposure to stormwater infiltration, de-icing chemicals, long-term pollutant migration, and spill risk.
- Flood-Irrigation is critical to the recharge process of aquifer

Requested Actions for Final EIS

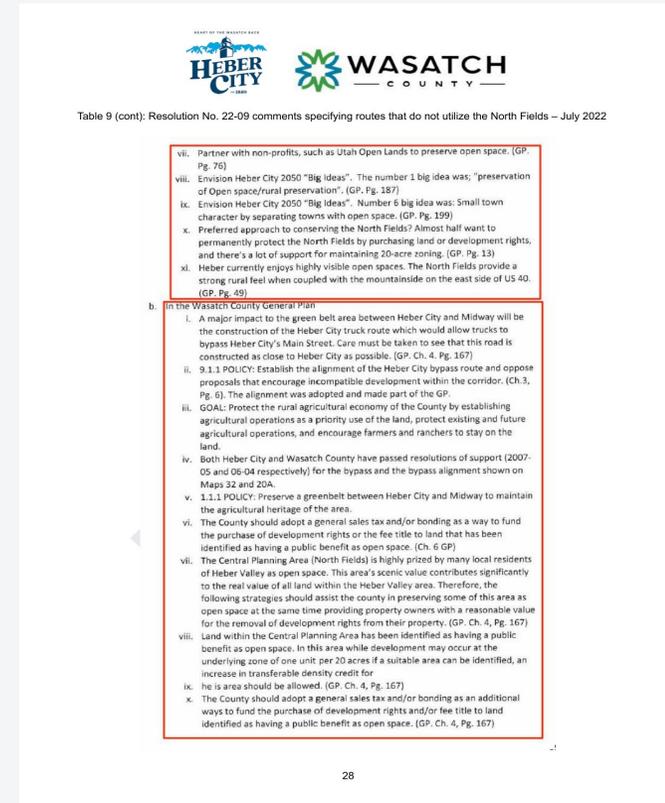
- Route-specific recharge/vulnerability narrative + GIS map set (incl. DWSP zones).
- Multi-decade chloride/TDS loading projections beyond the design year.
- Groundwater monitoring commitments (locations, frequency, thresholds, corrective actions).
- Transparent comparison showing Route B realignment does not increase degradation risk vs. Route A.

2) Historic Preservation: North Fields as Cultural Landscape

Key concern: The historic designation of the North Fields is not being equally considered

Key Points

- Yes – there are historic impacts under Route A
- Under Section 106 extends beyond demolition of physical buildings.
- North Fields is an agricultural cultural landscape / historic district.
- Concerned the EIS is overly structure-focused –Under Section 4(f), evaluation must also consider:
 - Historic agricultural landscapes
 - Irrigation networks
 - Rural farm context and continuity



Example: prior City/County planning language on North Fields (Resolution 22-09 exhibit)

3) Open Space & Conservation Easements (Voter Mandate)

Key concern: Open Space Preservation is Voter-Mandated

Key Points

- Infrastructure placement that fragments areas undermines this mandate.
- The proposed Route B complicates easement design and chills participation.
- Reduces landowner willingness to participate due to uncertainty's

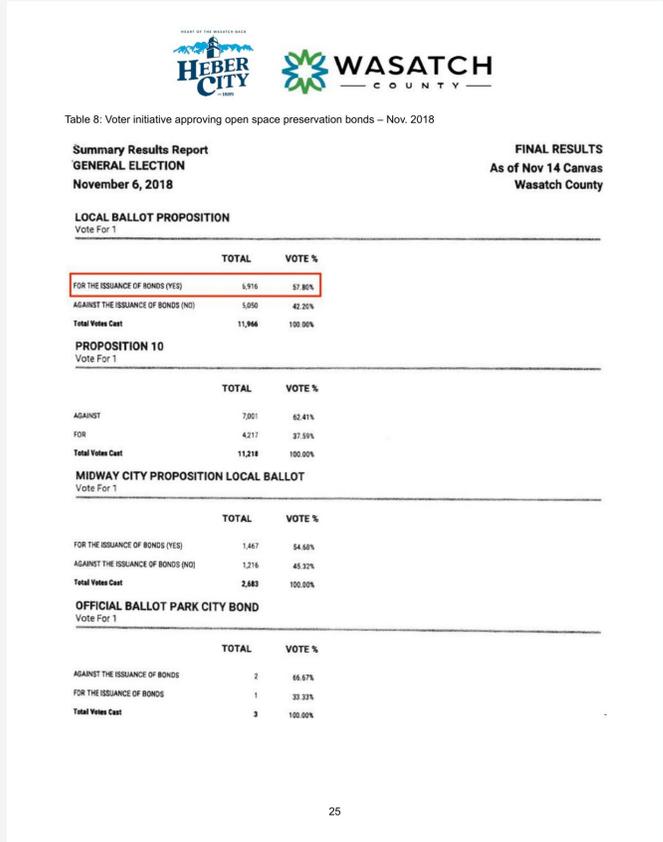


Table 8: Voter initiative approving open space preservation bonds – Nov. 2018

Summary Results Report
GENERAL ELECTION
November 6, 2018

FINAL RESULTS
As of Nov 14 Canvas
Wasatch County

LOCAL BALLOT PROPOSITION
Vote For 1

	TOTAL	VOTE %
FOR THE ISSUANCE OF BONDS (YES)	5,915	57.86%
AGAINST THE ISSUANCE OF BONDS (NO)	4,291	42.14%
Total Votes Cast	11,966	100.00%

PROPOSITION 10
Vote For 1

	TOTAL	VOTE %
AGAINST	7,001	62.41%
FOR	4,217	37.59%
Total Votes Cast	11,218	100.00%

MIDWAY CITY PROPOSITION LOCAL BALLOT
Vote For 1

	TOTAL	VOTE %
FOR THE ISSUANCE OF BONDS (YES)	1,487	64.68%
AGAINST THE ISSUANCE OF BONDS (NO)	1,216	45.32%
Total Votes Cast	2,883	100.00%

OFFICIAL BALLOT PARK CITY BOND
Vote For 1

	TOTAL	VOTE %
AGAINST THE ISSUANCE OF BONDS	2	66.67%
FOR THE ISSUANCE OF BONDS	1	33.33%
Total Votes Cast	3	100.00%

25

2018 open space bond vote (Wasatch County)

4) Aquatic Resources: Clean Water Act §404 & LEDPA

Key concern: Methodology for defining the LEDPA is not clear nor currently defensible

Clarify the LEDPA record

- It is difficult to confirm that the aquatic comparison underlying the LEDPA determination is consistent and reliable.
- The Final EIS must demonstrate that any design refinements were considered and thoroughly evaluated.
- If Route B is selected despite having greater aquatic impacts, the record must clearly and quantitatively explain the non-aquatic impacts that justify that decision

Requested deliverables

Due to the importance of ensuring this project proceeds with as few legal challenges as possible, the City and County wish to ensure that as much clarity as possible is provided at this stage. We feel this will only strengthen the defensibility and efficiency of the future permitting process.

5) Working Lands: Farmland Viability & FPPA Considerations

Key Concerns:

- Agricultural viability depends on contiguous parcels, irrigation systems, equipment crossings, and predictable access.
- The proposed Route B splits parcels, increase operational inefficiency, and induce growth pressure near interchanges.

Requested Commitments

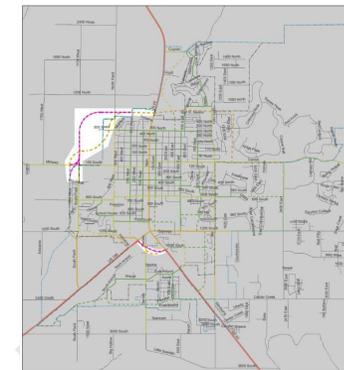
- Keep acquired agricultural land in active AG use where practicable (leases/cooperative agreements).
- Coordinate on identifying suitable agricultural lands for applicable 2:1 mitigation.
- Minimize remnant parcels and corridor-induced fragmentation impacts.

Design Focus Areas

- Equipment crossings and turning movements
- Irrigation canal/ditch continuity
- Access spacing and predictable farm operations
- Avoidance/minimization within a consolidated corridor



Table 7. Heber City Master Road Plan – April 2010



Heber City Master Road Plan Changes April 2010

This map shows the current and future roads planned for Heber City. Heber City's goals for transportation include, alleviating congestion, improving corridors and improving parking. It is hoped that by creating a complete transportation system these goals will be met. The future roads on this map are planned to create a more efficient circulation system. Although the map shows specific roads, it is not intended to show absolute final alignments.

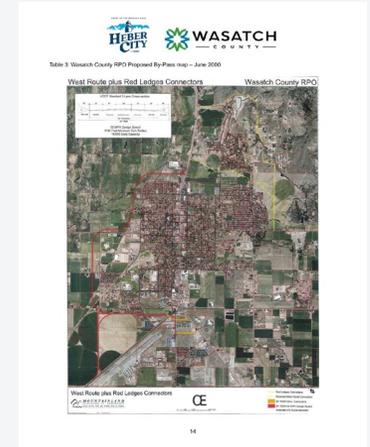
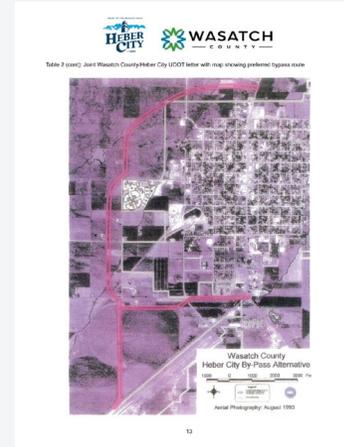
Legend	
	Local
	Minor Collector
	Collector
	Minor Arterial
	Minor Arterial - Regatta (Route Underdevelopment)
	Minor Arterial - Regatta (City & County Council Adopted)
	Principal Arterial
	Heber City Boundary
	Heber City Annexation Boundary

6) Consolidate Infrastructure Within an Existing Corridor

Key Concerns:

- Builds on an existing transportation footprint
- Limits geographic spread of infrastructure
- Better aligns with adopted County land-use priorities
- Aligns with voter-mandated open space preservation

Supporting maps (examples)



2000 joint letter (map) • 2000 RPO map • County General Plan map excerpts

7) Local Connectivity: Road Closures, Access Consolidation & Overpasses

Key Concern: The cumulative effect of closures and limited crossing opportunities may increase travel burdens, reduce redundancy, and concentrate traffic at fewer high-speed nodes.

Requested Clarifications and Analysis

- Side-by-side matrix of every public road, private access, and agricultural crossing affected (closures/relocations/grade separations).
- Quantified travel-distance impacts for agricultural equipment and livestock movement from eliminating at-grade crossings.
- Farm equipment turning movement evaluation and operational feasibility of overpass locations.
- Emergency response modeling for response time and route redundancy impacts.
- Before/after connectivity mapping showing redistributed local traffic patterns.
- Documentation of alternative design configurations that have been evaluated (roundabouts, partial separation, reduced speeds, context-sensitive solutions).



Roundabout concept at Main St and 1200 S, northeast view – Credit: Lythgoe Design Group

8) Pedestrian Safety, Walkability & Community Connectivity

Key Concern: Pedestrian safety and walkability warrant greater emphasis

What is Being Requested

- Comparative pedestrian safety & connectivity analysis for all routes (exposure/crossing safety metrics).
- Detailed assessment of pedestrian conditions near the historic town center.
- Evaluation of interchange designs on crossing feasibility and pedestrian continuity.
- A commitments framework ensuring pedestrian infrastructure meets or exceeds safety best practices.



Elevated Pedestrian Walkway at Main Street – Credit: Lythgoe Design Group

Closing Summary

Recommendation

Realign Route B to run as close as possible to existing US-40, coupled with stronger pedestrian mobility emphasis, as the most responsible long-term solution for the Heber Valley.

Alignment with stated priorities

- Protect groundwater and drinking water sources
- Consolidate as much as possible within established corridors
- Remains intact the historic nature of the North Fields
- Support voter-mandated open space priorities
- Strengthen §404/LEDPA transparency and permit readiness
- Improve pedestrian safety and community connectivity

Thank you

Questions / discussion

Midway City Council
Wasatch County Council