

# SOLUTIONS DEVELOPMENT & ENVIRONMENTAL STUDY PROCESS

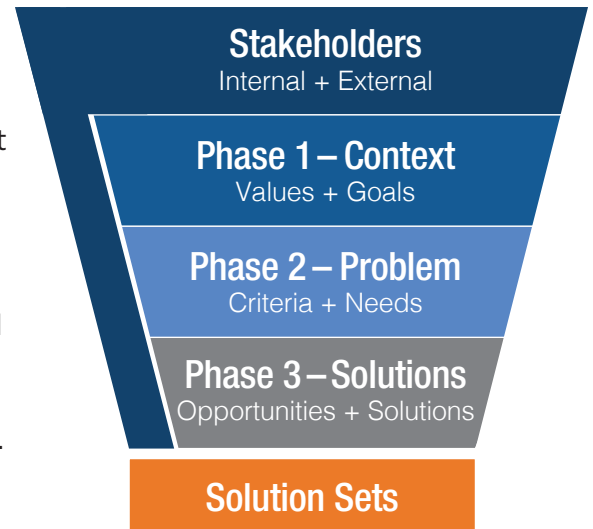


Solutions Development is the Utah Department of Transportation’s (UDOT) planning process that seeks to capture the unique context of an area or corridor and develop a set of solutions to meet its transportation needs.

## SOLUTIONS DEVELOPMENT PROCESS

Solutions Development was developed as a planning process that aims to clearly understand the unique context of a focused area and develop tailored solutions that align with the community’s vision and needs. Overall, this process is intended to benefit UDOT and all partners by:

- ✓ Learning with a variety of stakeholders to understand goals and objectives.
- ✓ Defining problems, opportunities, and performance measures to inform potential strategies and solutions.
- ✓ Developing custom solution sets and moving them toward implementation.



## LINKING THE PLANNING AND ENVIRONMENTAL PROCESSES

A benefit of the Solutions Development process is the ability to streamline a future environmental study by coordinating it with activities in the planning phase.

The Solutions Development process proactively engages the public and stakeholders to arrive at recommendations in planning thereby minimizing re-work in an environmental process. These studies may result in producing any of the following for a proposed transportation project:

- ✓ Purpose and need or goals and objective statement(s)
- ✓ General travel corridor and/or general mode(s) definition (e.g., highway, transit, or a highway/transit combination)
- ✓ Preliminary screening of alternatives and elimination of unreasonable alternatives
- ✓ Basic description of the environmental setting
- ✓ Preliminary identification of environmental impacts and environmental mitigation

## KIMBALL JUNCTION ENVIRONMENTAL STUDY PROCESS

UDOT is using the results of the Kimball Junction and SR-224 Area Plan, a study that followed the Solutions Development process, to prepare an environmental impact statement (EIS) to evaluate improvements at the Interstate 80 (I-80) and State Route 224 (SR-224) interchange at Kimball Junction and on SR-224 from Kimball Junction through the Olympic Parkway intersection in Summit County, Utah. This EIS builds on and uses information from the Kimball Junction and SR-224 Area Plan.

## IDENTIFICATION PHASE

Public Engagement  
Opportunity

**SCOPING** - Gather resources and input about the study area

**PURPOSE & NEED** - Define a clear statement of objectives and needs to be addressed by any potential solution (alternative)

- Purpose and need development drives the environmental study process and lays a foundation for the types of alternatives developed.
- UDOT will define a statement of goals and objectives that the study will address (purpose) and identify the existing and future conditions that need to be changed (need).

## ANALYSIS PHASE

Public Update

**ALTERNATIVES REFINEMENT & ANALYSIS** - Evaluate potential solutions that address the Purpose and Need

- Using the best available data, UDOT developed alternatives that meet the goals and opportunities of the Kimball Junction and SR-224 Area Plan.
- These alternatives are being further evaluated in this EIS and will be screened on how well they meet the purpose and need and their potential for impacts.
- Other reasonable alternatives may be considered if identified during the EIS process.

**ENVIRONMENTAL & COMMUNITY IMPACTS ANALYSIS** - Evaluate alternatives to determine potential impacts to the natural and human environment

- This process will be done for the alternatives that pass screening.
- This part of the process includes technical experts conducting data analysis where the team will quantify the effects to the social, economic, and natural environment.
- When data analysis is complete, the results are presented to the public for review as part of the Draft EIS.

Public Engagement  
Opportunity

**DRAFT EIS** - Present results of alternative screening, detailed analysis of alternatives that pass through screening, and identify the preferred alternative

- A preferred alternative and no-action solution are presented in the Draft EIS with the analysis of how and why the alternative was determined to be the preferred.

Public Update

## APPROVAL PHASE

**FINAL EIS** - Consider and respond to comments on the Draft EIS

**RECORD OF DECISION** - Explain the final decision

*The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and UDOT.*