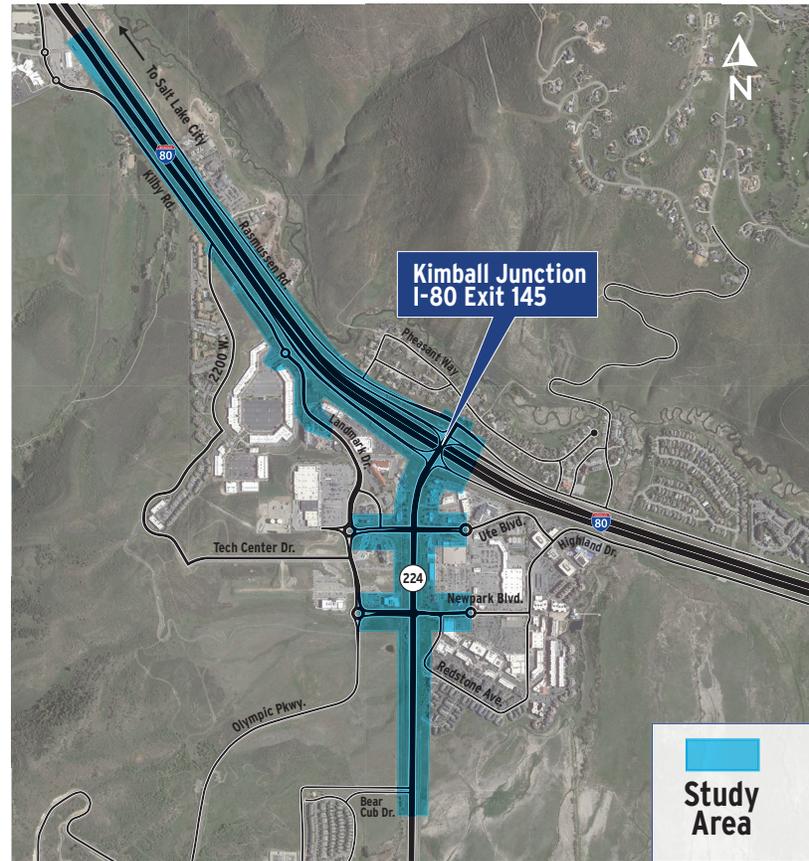


KIMBALL JUNCTION ENVIRONMENTAL IMPACT STATEMENT

The Utah Department of Transportation (UDOT) is preparing 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.

UDOT's goal for the project is to develop a comprehensive, technically sound EIS which:

- ✓ Builds on, and uses information from, the Kimball Junction and SR-224 Area Plan
- ✓ Addresses the transportation needs in the area
- ✓ Identifies solutions to meet those needs
- ✓ Identifies and screens alternative solutions
- ✓ Minimizes and avoids environmental impacts where possible
- ✓ Engages the public and stakeholders through an open and transparent process



PROJECT BACKGROUND

In May 2021, UDOT, in partnership with Summit County, published the Kimball Junction and SR-224 Area Plan that documented the results of a study conducted using UDOT's Solutions Development process. The Area Plan was conducted to identify and analyze multimodal improvements to address congestion, mobility, safety, access, and travel time reliability at the Kimball Junction interchange and on SR-224 in the Kimball Junction area.

The Area Plan was specifically intended to evaluate transportation solutions to improve capacity and multimodal transportation options in the Kimball Junction area and address the existing and long-term mobility needs of residents, commuters, and visitors between the I-80 interchange and the two at-grade traffic signals at Ute Boulevard and Olympic Parkway on SR-224.

Transportation problems as well as opportunities to solve the problems were established in the study area via input from study partners and the public. Other criteria were developed to balance transportation and environmental goals and objectives. Further input from the study partners and the public was incorporated to develop the goals.

AREA PLAN ALTERNATIVES MOVING FORWARD

The Area Plan process analyzed several solutions (30) and narrowed the options down to three alternatives, including intersection and pedestrian improvements and larger, more complex transportation solutions that are being evaluated in the EIS. The alternatives evaluation process included developing screening criteria based on addressing the problems and opportunities and study goals, developing a full range of alternatives, and documenting the elimination of alternatives to limit the need for re-considering the full range of alternatives during the EIS process.

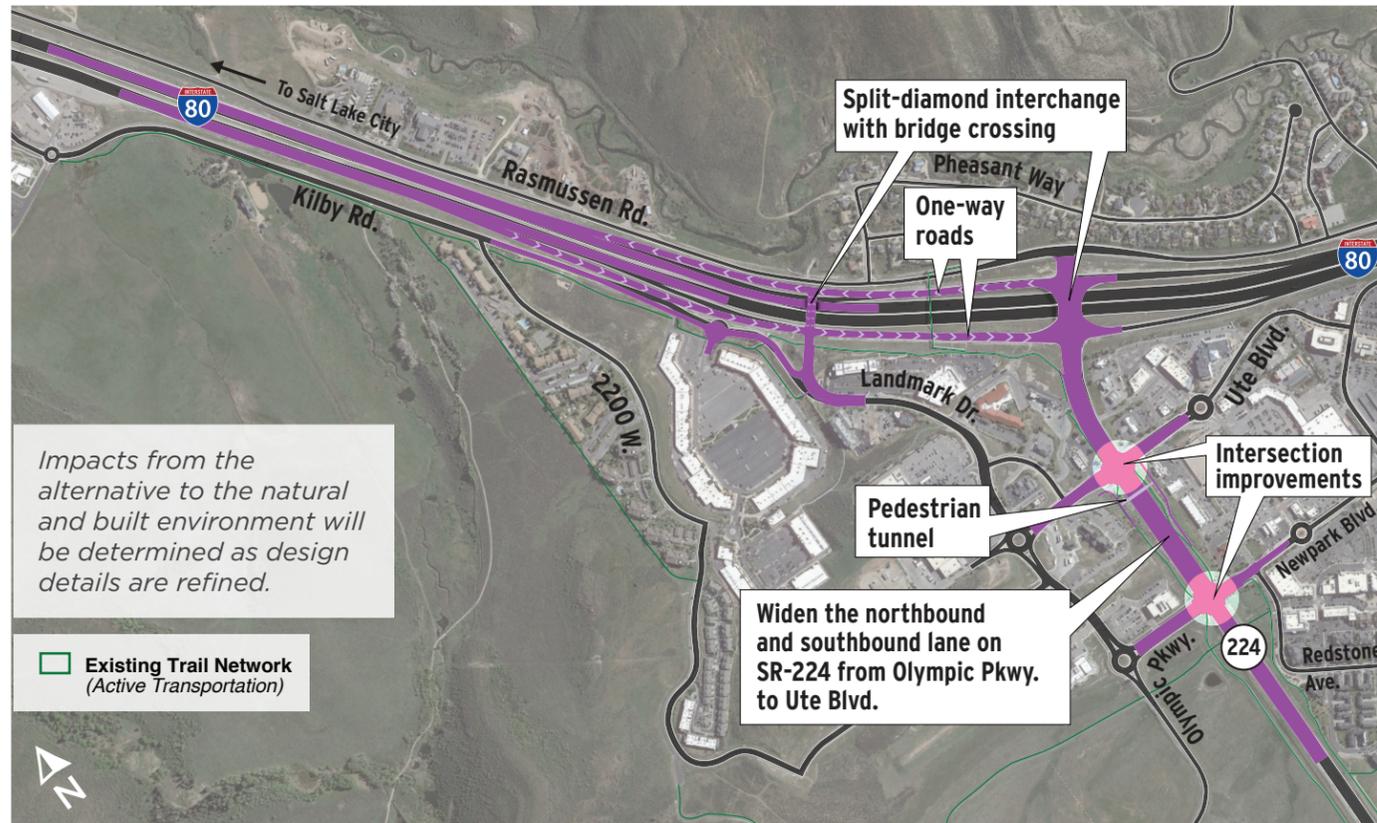
UDOT will consider a range of alternatives based on the purpose of and need for the project and take into account agency and public input. A project's "need" is the transportation problem, and its "purpose" is the set of goals and objectives that will be met to address the transportation problem. The problems and opportunities developed during the Area Plan process will inform the purpose and need of this current study.

The proposed alternatives include (1) taking no action, (2) a split-diamond interchange and intersection improvements, (3) grade-separated intersections with one-way frontage roads to the I-80 interchange, (4) intersection improvements with pedestrian enhancements, and (5) other reasonable alternatives if identified during the EIS process.

Alternatives that do not meet the project's purpose and need or that are otherwise not reasonable will not be carried forward for detailed consideration in the EIS.

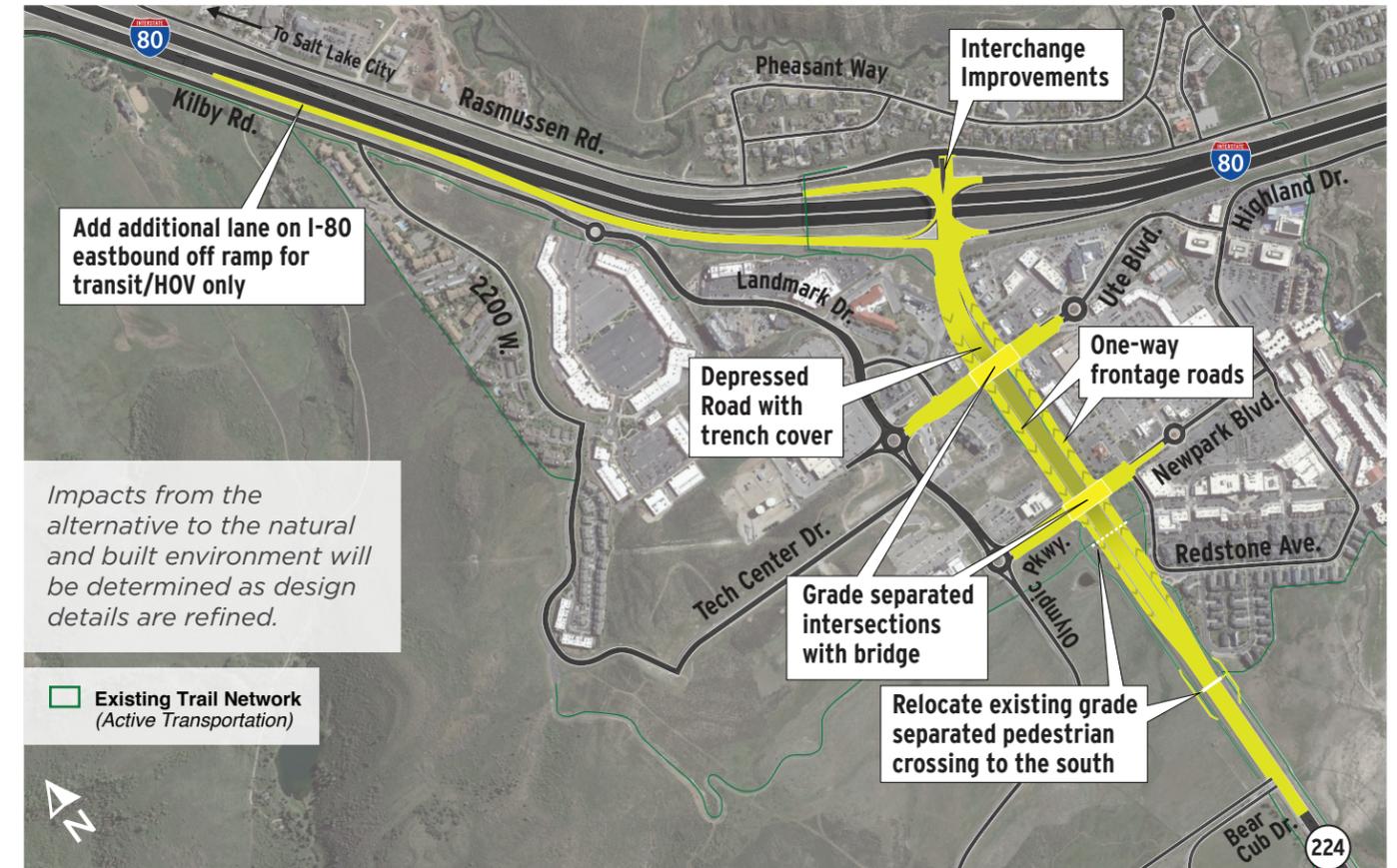
ALTERNATIVE A

SPLIT-DIAMOND INTERCHANGE WITH INTERSECTION IMPROVEMENTS



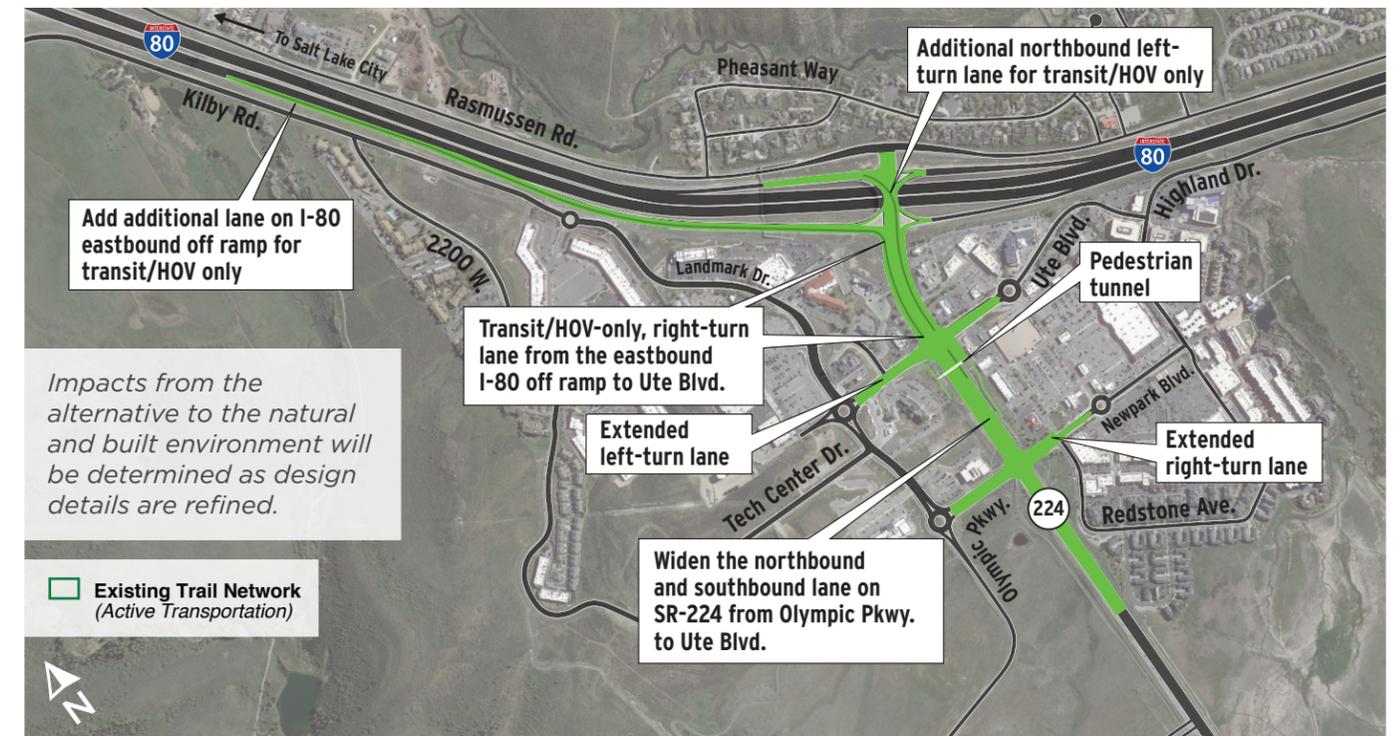
ALTERNATIVE B

GRADE-SEPARATED INTERSECTIONS WITH ONE-WAY FRONTAGE ROADS TO THE I-80 INTERCHANGE



ALTERNATIVE C

INTERSECTION IMPROVEMENTS WITH PEDESTRIAN ENHANCEMENTS



PUBLIC INVOLVEMENT

30-DAY COMMENT PERIOD

DECEMBER 27, 2022 - JANUARY 27, 2023

UDOT is seeking public input on the proposed alternatives, purpose and need of the project, alternative screening criteria, information that could be pertinent to analysis of environmental effects, identification of significant issues, and identification of potential new alternatives.

PUBLIC ENGAGEMENT ACTIVITIES:

✓ PUBLIC MEETINGS

✓ LOCAL GOVERNMENT PRESENTATIONS

✓ SOCIAL MEDIA

✓ WEBSITE

COMMENTS CAN BE SUBMITTED THROUGH:



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435-255-3168

PROCESS & SCHEDULE



ONGOING STAKEHOLDER ENGAGEMENT

• Public engagement

• Open house
• 30-day comment period

• Public engagement

• Public engagement

• Public hearing
• 45-day comment period

• Public engagement

REGULAR UPDATES WILL BE PROVIDED TO THE PUBLIC THROUGH MEDIA AND WEBSITE UPDATES

Individuals Requiring Accommodations: For those without internet access or needing accommodations including but not limited to translation or captioning, please notify the project team by Jan. 3, 2023 at 435-255-3168 for assistance with viewing materials or providing comments.

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