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**APPENDIX D**

Public Scoping Meeting Materials

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# Kimball Junction



## **ENVIRONMENTAL IMPACT STATEMENT**

### Virtual Public Meeting

January 11, 2023

# Agenda

- ✓ Team member introductions
- ✓ Participant guide review
- ✓ Presentation
  - Project background
  - Alternatives under consideration
  - Traffic data
  - Project purpose and alternative screening
  - Public involvement and next steps
- ✓ Q&A

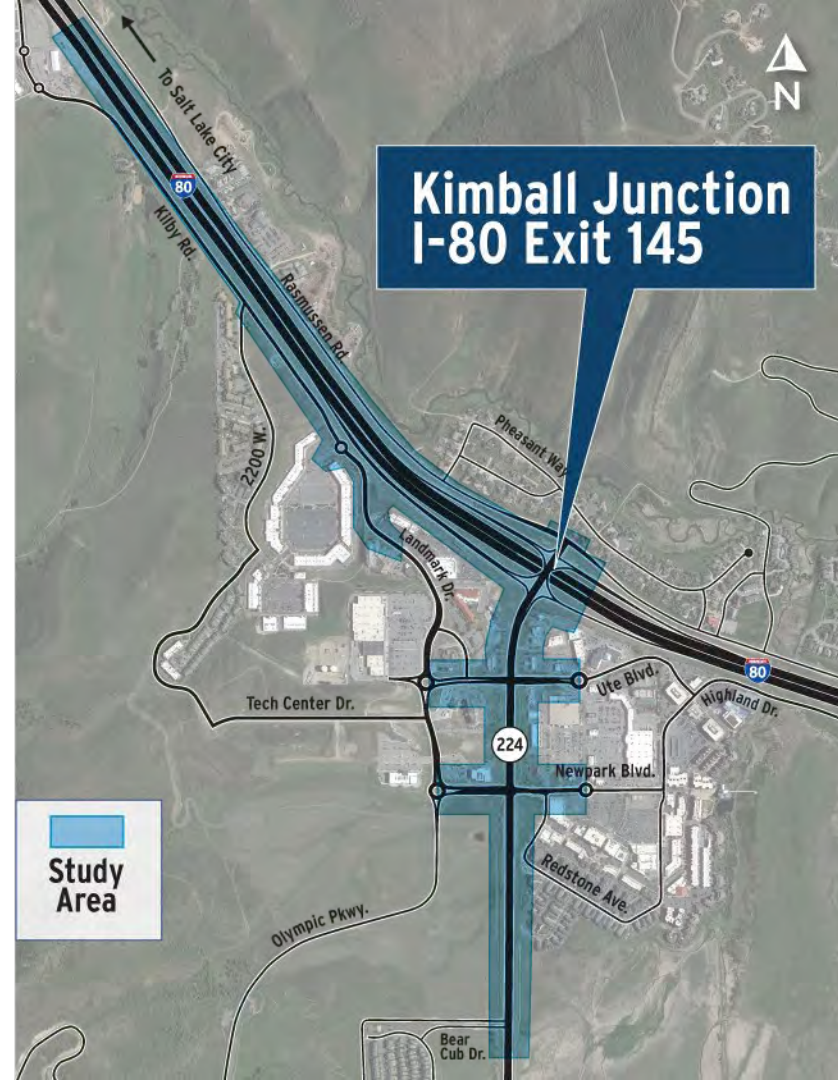
# Planning & Environmental Study Process



- Identified traffic need
- Developed potential alternatives
- Level 1 Screening  
 -Fatal flaw analysis (Over 30 alternatives evaluated)
- Level 2 Screening  
 -Traffic analysis, preliminary environmental impacts (4 alternatives evaluated)
- 3 alternatives advanced for further study

# Kimball Junction & SR-224 Area Plan

- ✓ Developed multimodal & capacity transportation solutions using the Solutions Development Process
- ✓ Gathered input throughout the process
- ✓ Funded by Summit Co & UDOT
- ✓ Schedule: Nov 2019 to Mar 2021
- ✓ Recommended three alternatives for further evaluation

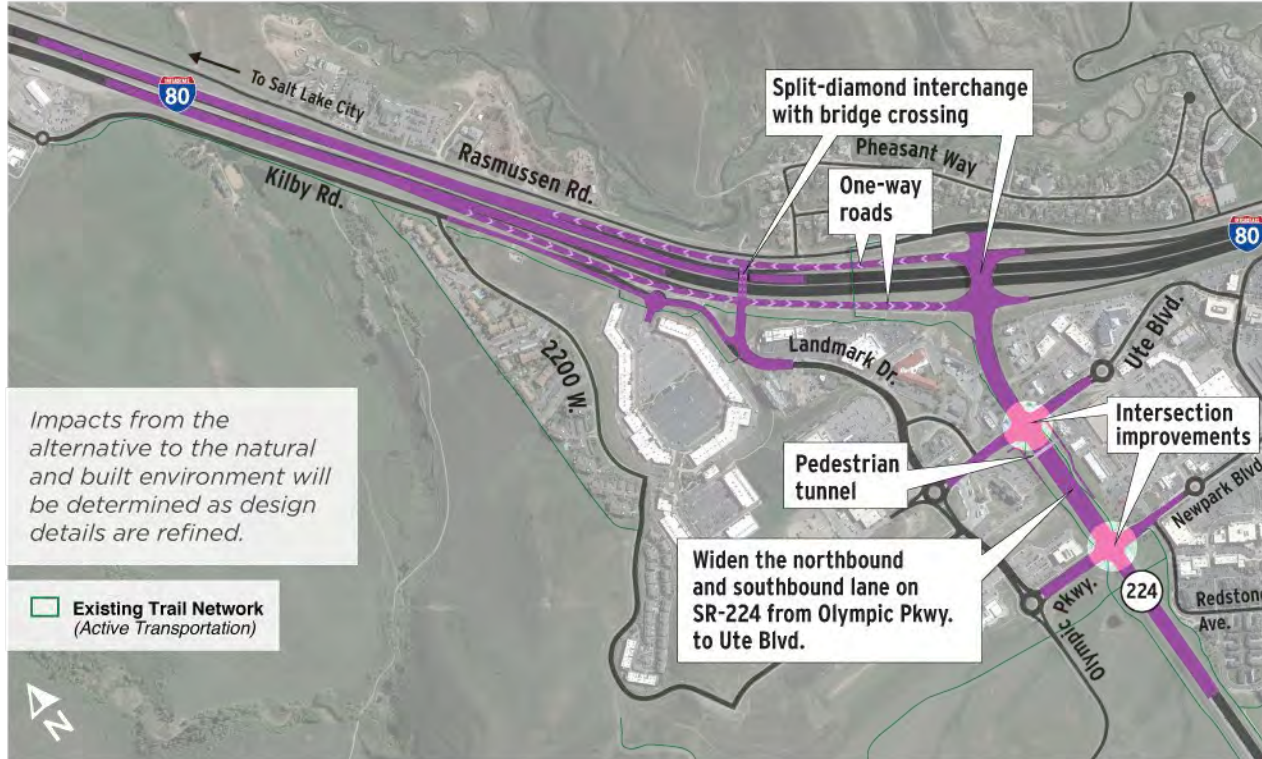


## Kimball Junction & SR-224 Area Plan Goals

- ✓ Move people and goods more efficiently
- ✓ Improve mobility and comfort for all users through a connected network
- ✓ Contributes to improved local and regional air quality, environmental sustainability, and community health
- ✓ Maintain consistency with adopted land use and transportation plans
- ✓ Complement the evolving context and scale of the community
- ✓ Consider operational technologies and accommodate maintenance needs

# Alternative A

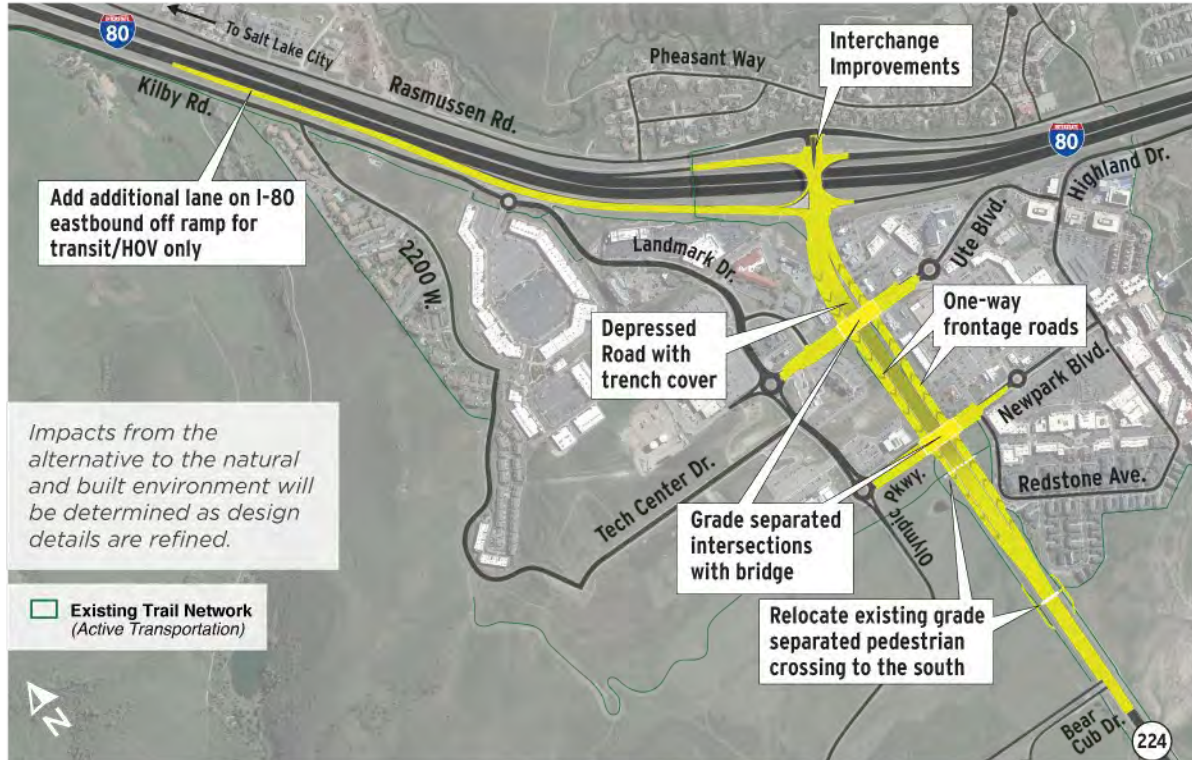
## SPLIT-DIAMOND INTERCHANGE WITH INTERSECTION IMPROVEMENTS





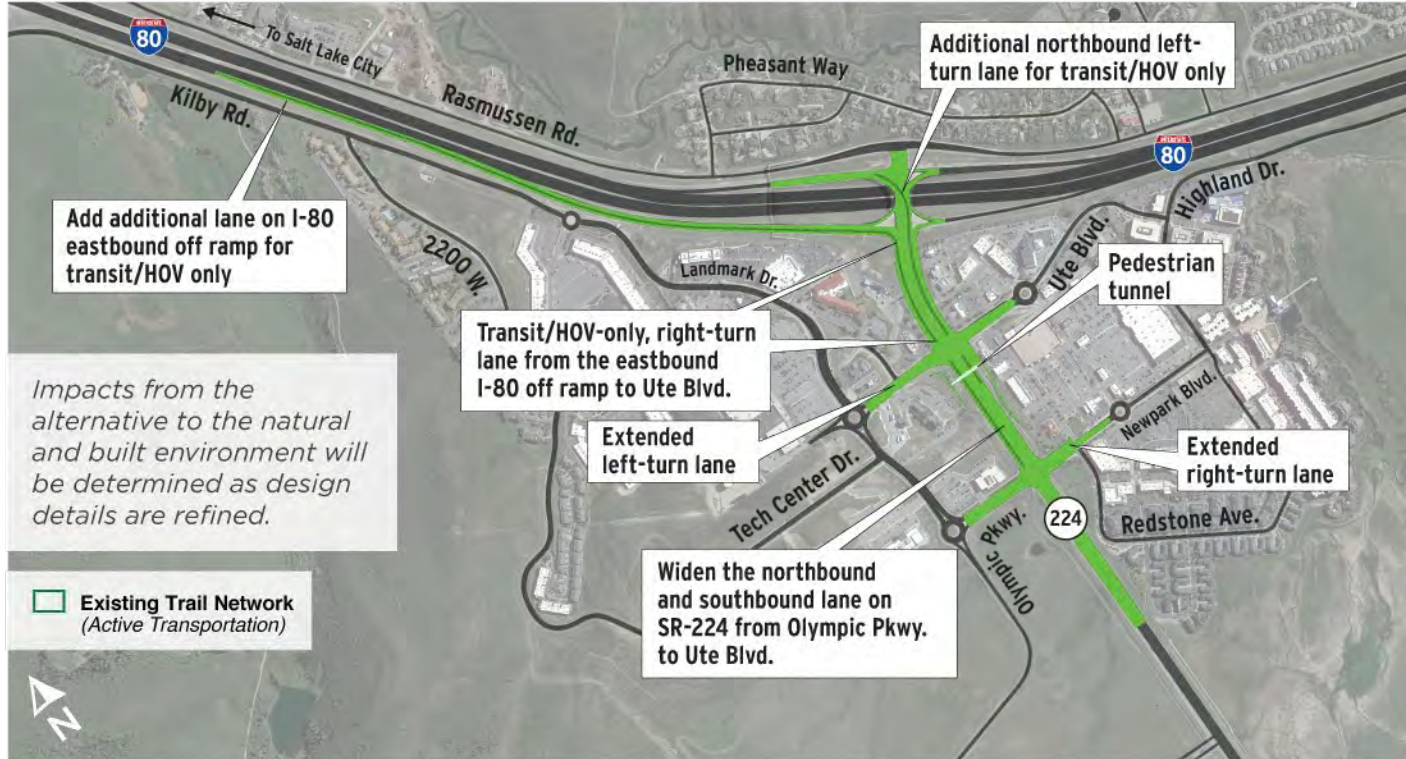
# Alternative B

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



# Alternative C

## INTERSECTION IMPROVEMENTS WITH PEDESTRIAN ENHANCEMENTS



# EIS 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

An aerial photograph of a complex highway interchange with multiple lanes and ramps. The image is overlaid with a semi-transparent blue filter. The text is centered over the interchange area.

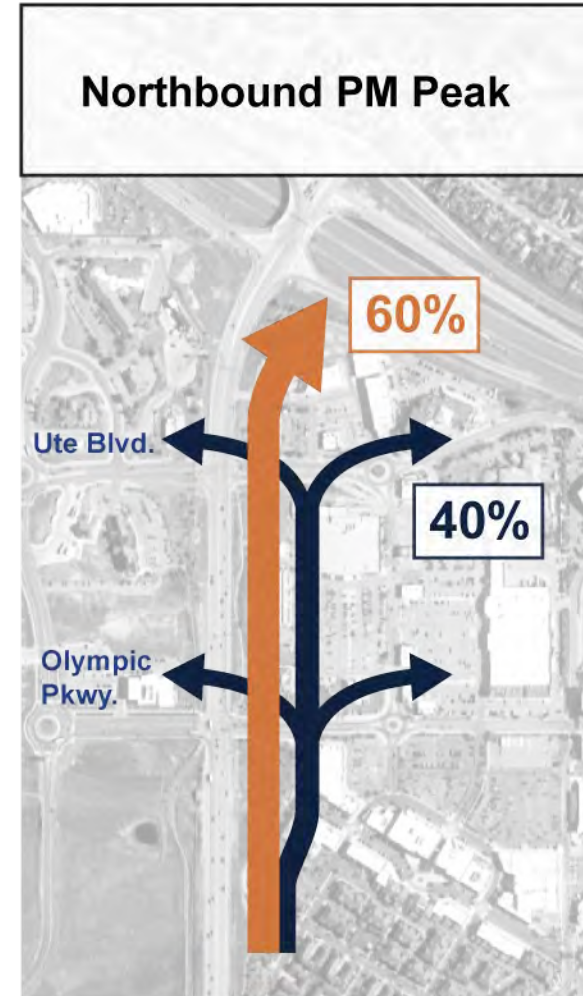
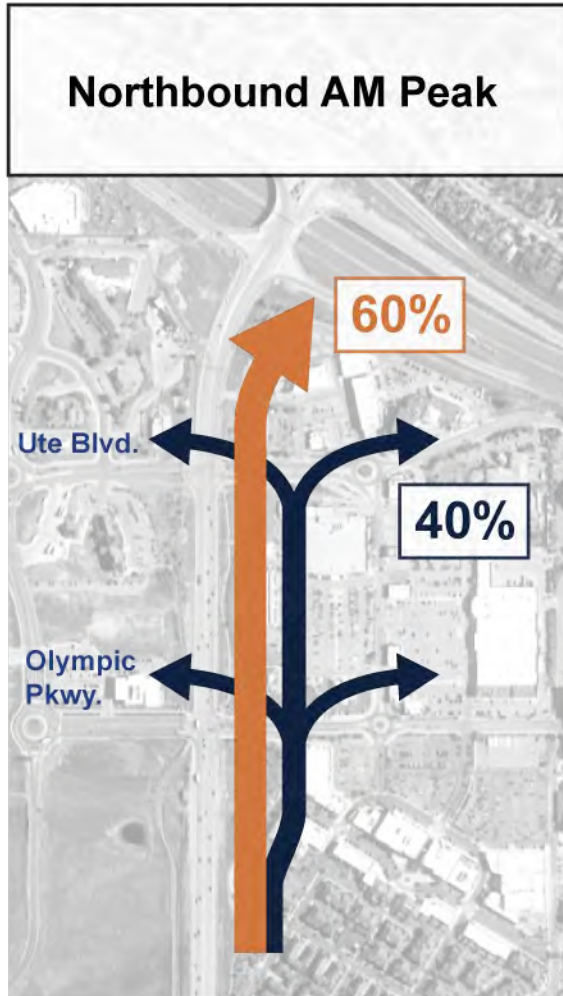
What is the Purpose & Need  
of the project?

## Project Need (Draft)

- ✓ Future (2050) failing conditions at the SR-224 and the I-80, Ute Boulevard, and Olympic Parkway intersections create delay and unreliable travel times
- ✓ Off-ramp queues extending onto mainline I-80 resulting in unsafe travel conditions
- ✓ Growing east-west active transportation demand across SR-224

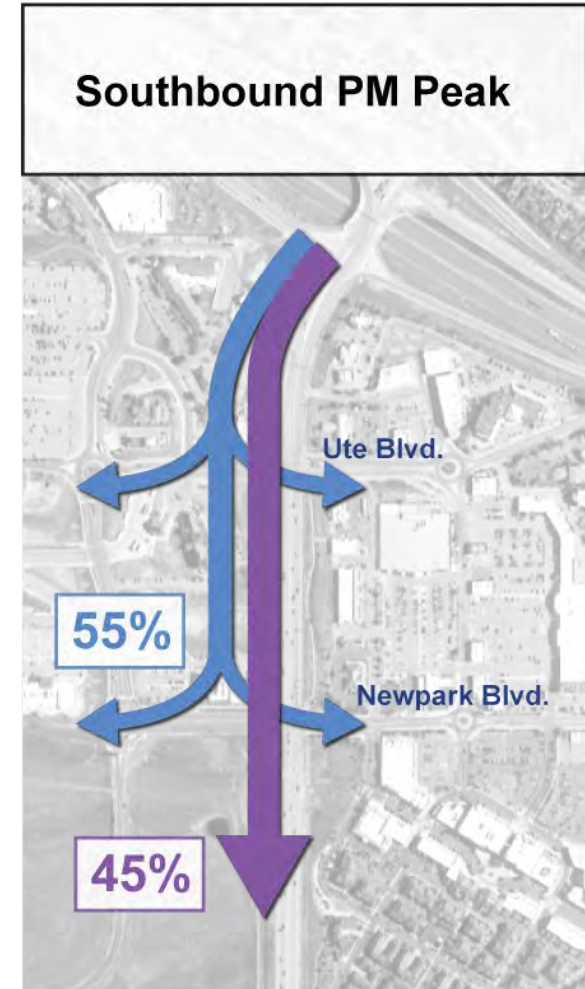
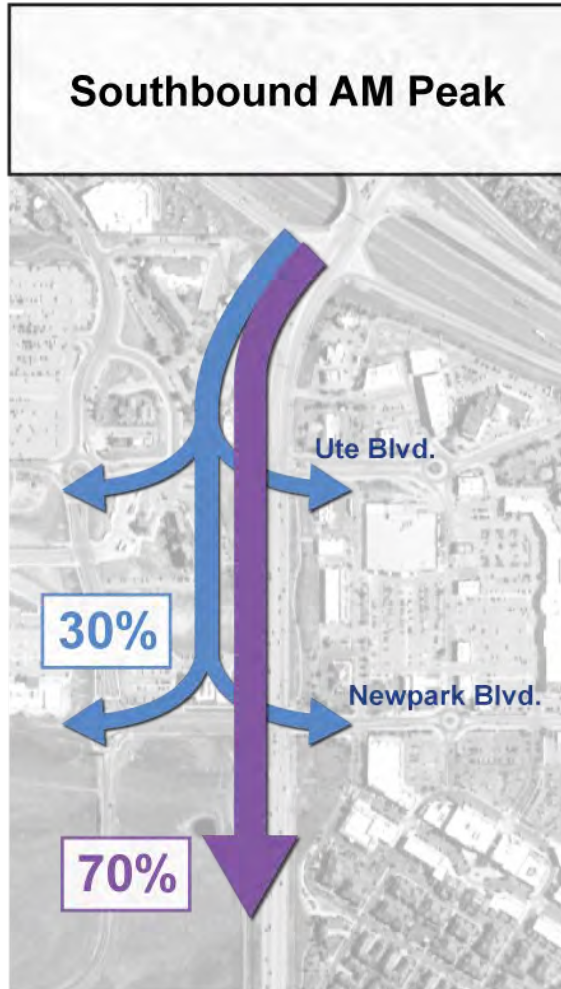
# Traffic Origins

- ✓ Existing traffic divided between through traffic and Kimball Junction access traffic
- ✓ Business/residential traffic and through traffic are both an important concern
- ✓ Northbound traffic has similar through traffic/access traffic split in AM and PM



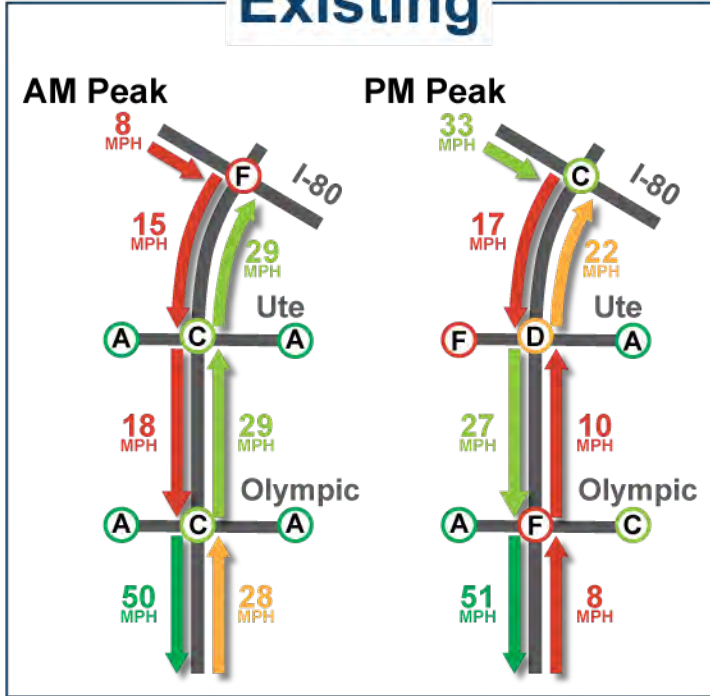
# Traffic Origins

- ✓ More southbound through traffic in the AM than in the PM

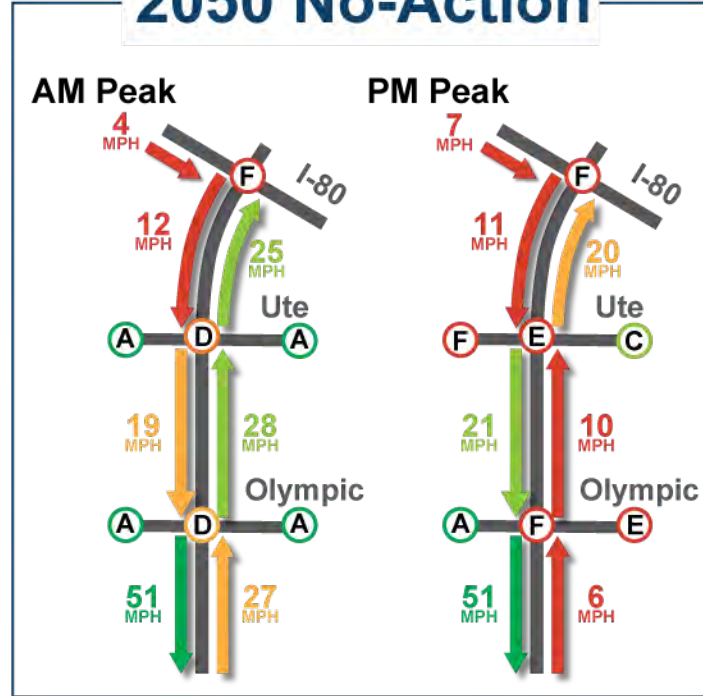


# Travel Speed & Level of Service

## Existing



## 2050 No-Action



### Level of Service

**A** NO DELAYS

Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed.

**B** NO DELAYS

Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability.

**C** MINIMAL DELAYS

Stable traffic flow, but less freedom to select speed.

**D** NOTICEABLE DELAYS

Traffic flow becoming unstable. Speed subject to sudden change.

**E** CONSIDERABLE DELAYS

Unstable traffic flow. Speed changes quickly and maneuverability is low.

**F** CONSIDERABLE DELAYS

Heavily congested traffic. Demand exceeds capacity and speed varies greatly.

**UDOT Goal**

**D** NOTICEABLE DELAYS

Traffic flow becoming unstable. Speed subject to sudden change.

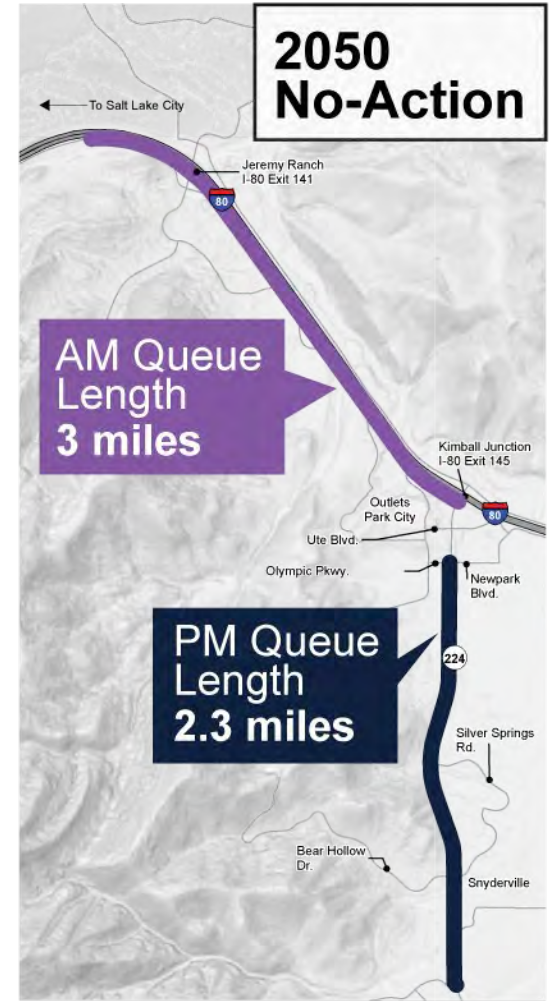


# Queue Lengths

Ramp queues  
backed onto I-80  
**49 TIMES**  
during winter 21/22



Two-mile  
outbound queues occurred  
**25 EVENINGS**  
during winter 21/22



# Travel Times

AM I-80 off ramp travel times can grow from

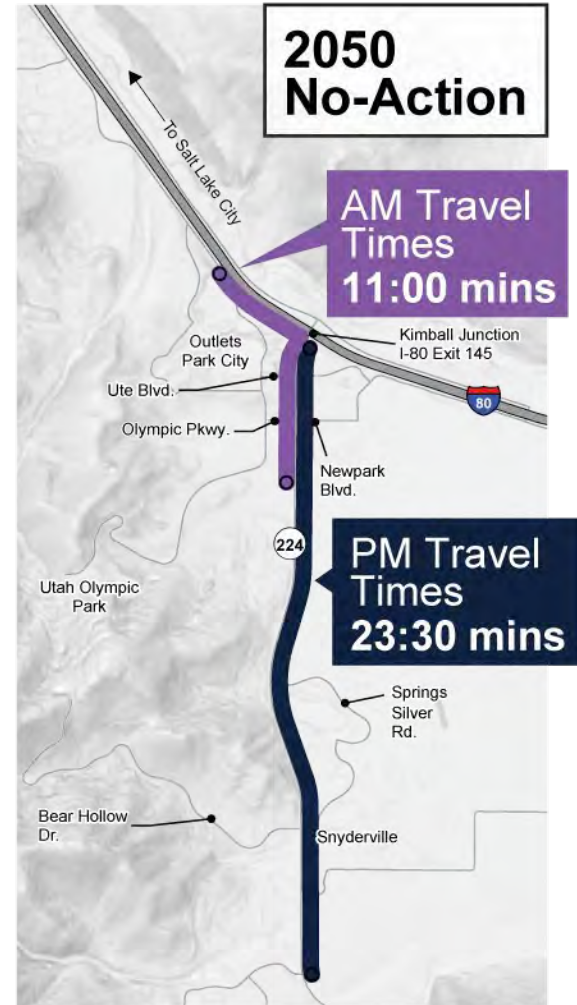
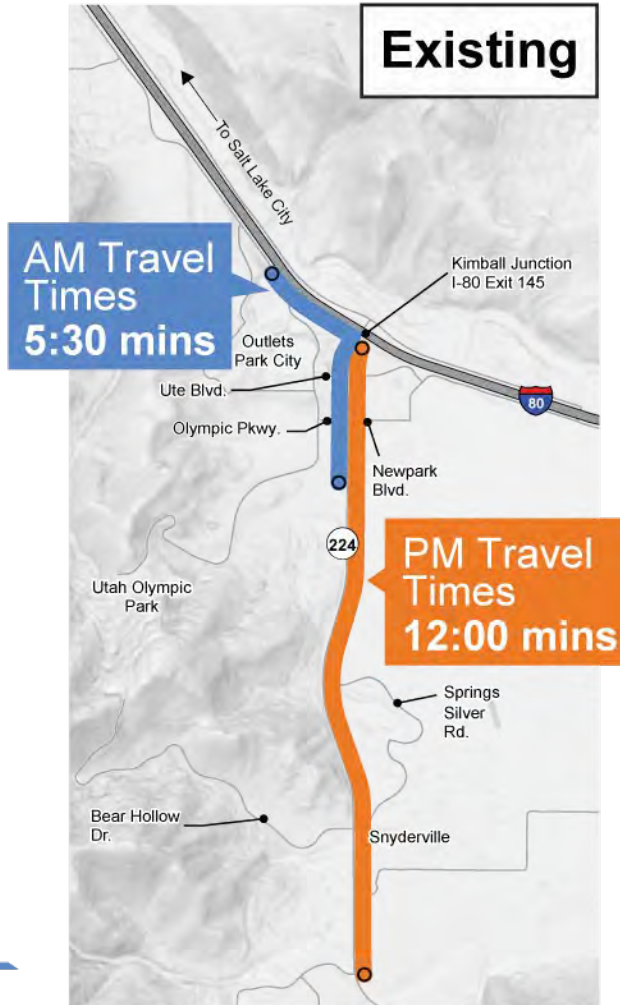
**2** min. to over **15** min.

PM outbound travel times on SR-224 can grow from

**5** min. to over **20** min.



Majority of worst conditions are on weekdays

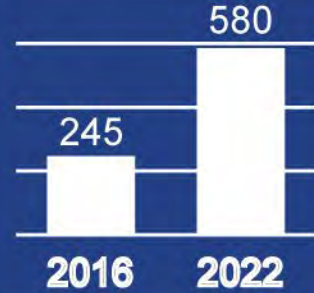


# Transit & Active Transportation

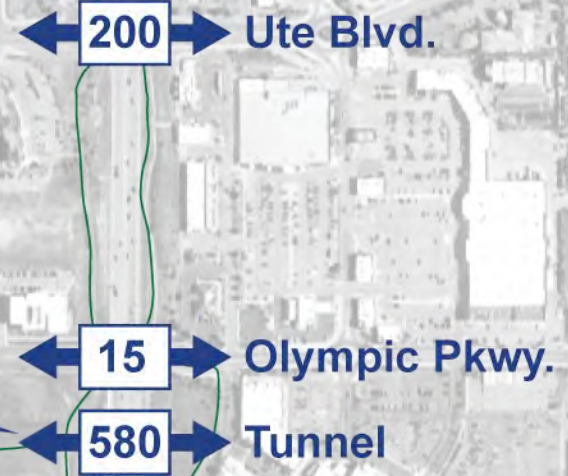
## Projected Kimball Junction Transit Center Daily Boardings (Winter)

2025	270
2050	1,700

## Tunnel Usage Growth



## Daily East-west Bike/Ped Crossing (Summer)

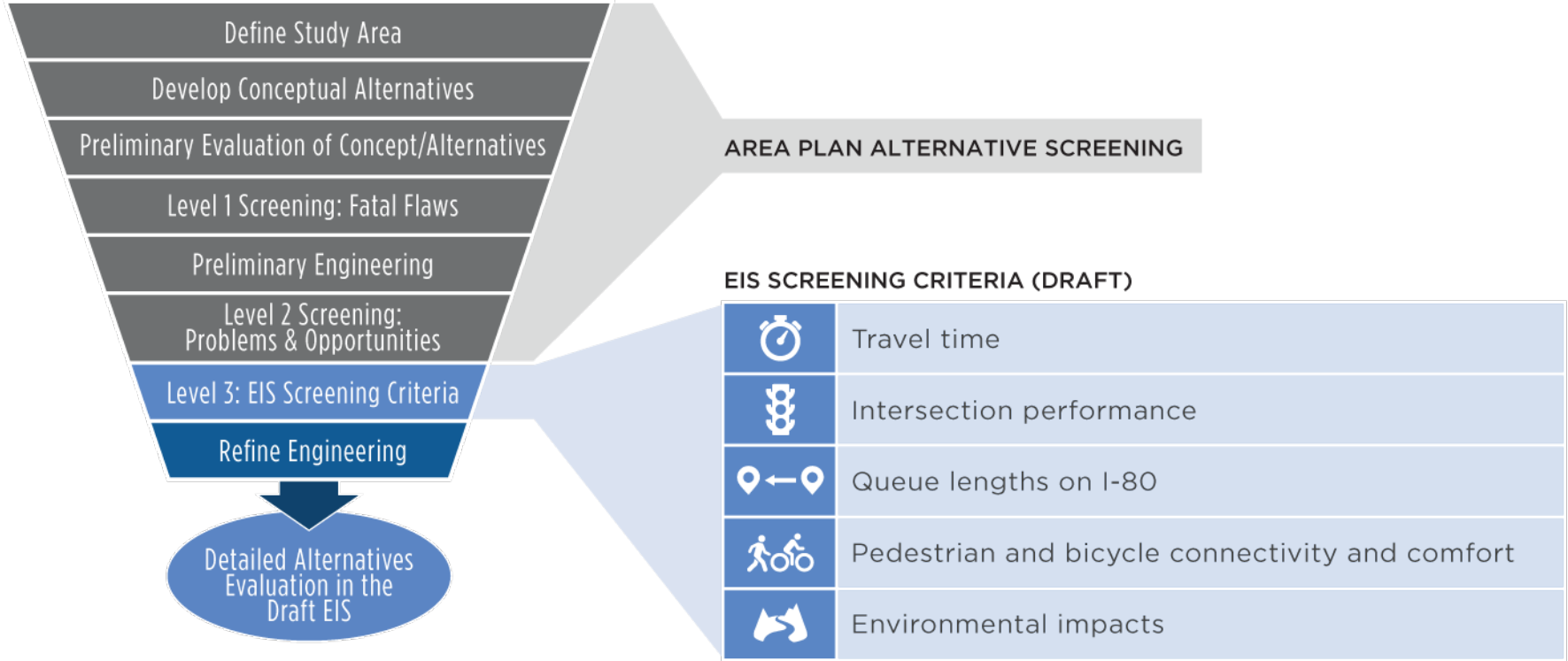


# Project Purpose (Draft)

**The project purpose is to address transportation-related safety and mobility for all users of the Kimball Junction area by:**

- ✓ Improving operations and travel times on SR-224 from the I-80 interchange through Olympic Parkway
- ✓ Improving safety by reducing vehicle queues on I-80 off-ramps
- ✓ Improving pedestrian and bicyclist mobility and accessibility throughout the evaluation area
- ✓ Maintaining or improving transit travel times through the evaluation area

# Area Plan and EIS Screening Criteria & Process



An aerial photograph of a complex highway interchange with multiple lanes and ramps. The image is overlaid with a semi-transparent blue filter. The text "Public Involvement" is centered in white. The background shows the highway infrastructure, surrounding greenery, and some buildings in the distance.

# Public Involvement

# Public Meeting

## IN-PERSON OPEN HOUSE

January 10, 2023

**OPEN HOUSE**  
5:30-8:00 p.m.

**ECKER HILL  
MIDDLE SCHOOL**  
2465 Kilby Road  
Park City, UT 84098

## VIRTUAL PUBLIC MEETING

January 11, 2023

**PRESENTATION**  
6:00-6:30 p.m.  
**Q & A**  
6:30-7:30 p.m.

**THIS MEETING  
WILL BE HELD  
ON ZOOM**

# Public Comment Period

## DECEMBER 27, 2022 - JANUARY 27, 2023

COMMENTS CAN BE SUBMITTED THROUGH:



KimballJunctionEIS.udot.utah.gov



KimballJunctionEIS@utah.gov



Kimball Junction EIS c/o HDR  
2825 E. Cottonwood Parkway, Suite 200  
Cottonwood Heights, UT 84121



435-255-3168



# Next Steps



## 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

An aerial photograph of a complex highway interchange, likely a roundabout or a multi-level interchange, with several lanes of traffic. The image is overlaid with a semi-transparent blue filter. The text is centered over the interchange.

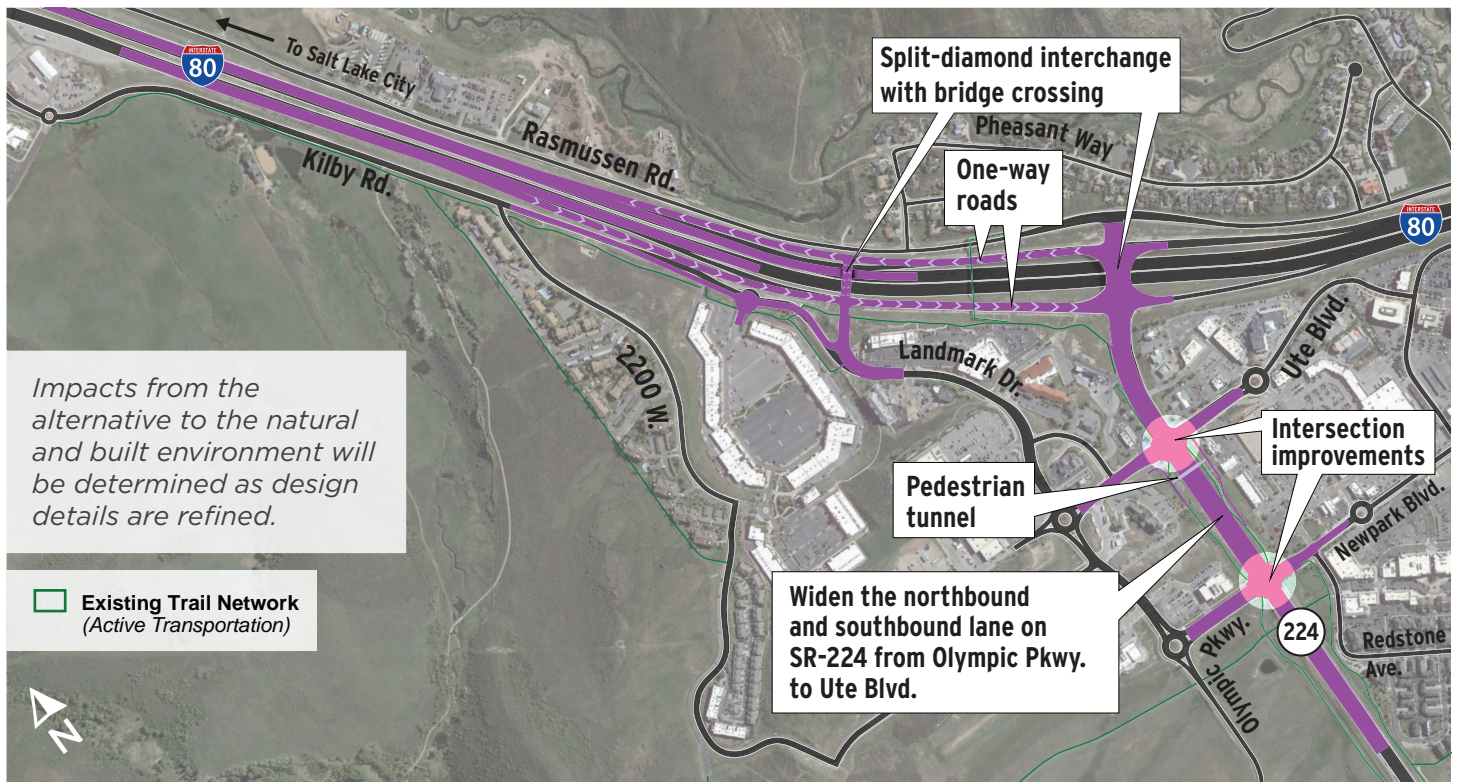
# Kimball Junction



**ENVIRONMENTAL  
IMPACT STATEMENT**

# ALTERNATIVE A

## SPLIT-DIAMOND INTERCHANGE WITH INTERSECTION IMPROVEMENTS



## DESCRIPTION

This alternative consists of a split-diamond interchange configuration on I-80 with intersection and pedestrian improvements on SR-224. The existing single-point urban interchange (SPUI) at Kimball Junction would be converted into a tight-diamond configuration (traffic signals at each off ramp), and the interchange would be split between the existing location at SR-224 and a new intersection with a bridge crossing I-80 to the west of SR-224.

The split-diamond interchange would disperse traffic away from SR-224 by providing easier access to residential and commercial locations in west Kimball Junction. One-way roads for both eastbound and westbound directions would connect the two intersections and tie into the on and off ramps for I-80. The shared use path on the south side of I-80 would continue in the future for pedestrian comfort.

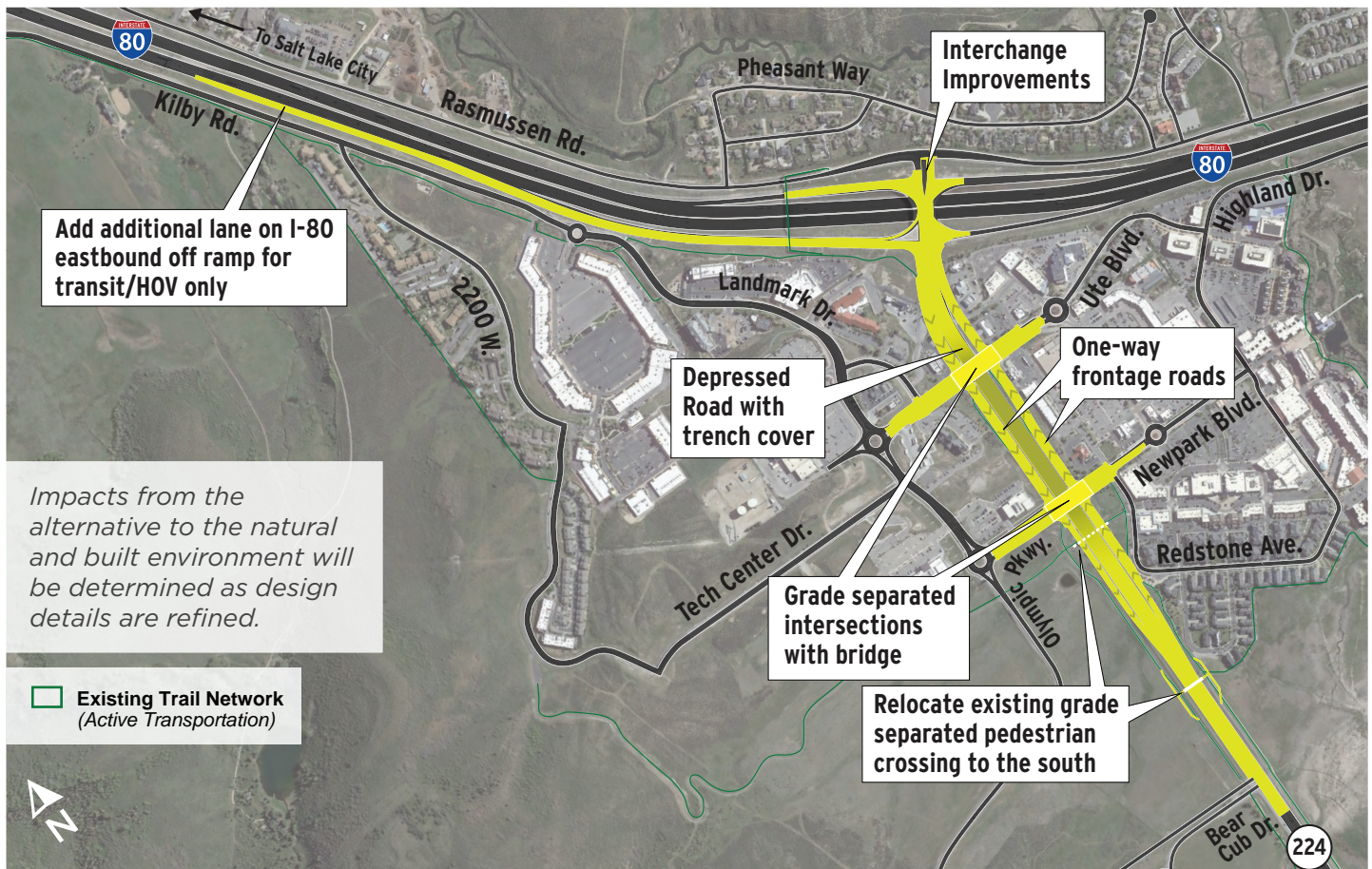
A pedestrian tunnel at Ute Boulevard and intersection improvements along SR-224 are proposed to move all users more efficiently through the area. Intersection improvements include adding northbound and southbound through lanes on SR-224 between Olympic Parkway and I-80.

## BENEFITS

- ✓ Provides new access points, better traffic dispersion and direct access into Kimball Junction on the south side of I-80
- ✓ Pedestrian tunnel would increase connectivity and comfort
- ✓ Improves travel time and mobility
- ✓ Minimize queuing onto I-80

# ALTERNATIVE B

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



## DESCRIPTION

This alternative consists of grade separated intersections at Ute Boulevard and Olympic Parkway that would help separate local and through traffic in the area. SR-224 would remain at or close to its current location horizontally but would be depressed below the surface streets through Kimball Junction. Entrance ramps would diverge from SR-224 to create a one-way frontage road system. Vehicles heading northbound from SR-224 to I-80 eastbound would exit onto the northbound frontage road south of Olympic Boulevard to continue north and use the existing on ramp.

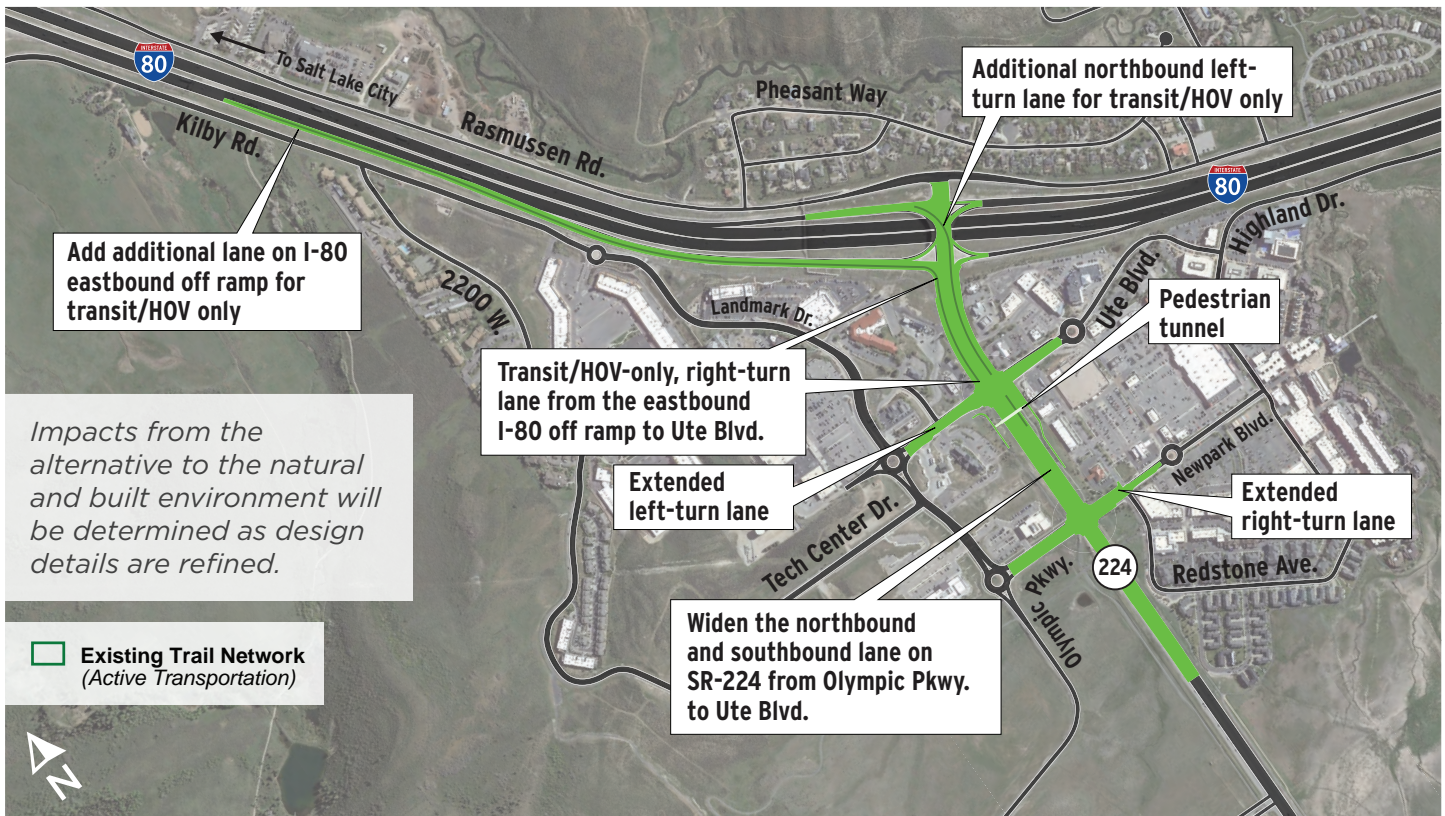
A trench cover would go over the depressed SR-224 section between Olympic Parkway and Ute Boulevard. The existing pedestrian crossing south of Olympic Parkway would be relocated. Olympic Parkway and Ute Boulevard would tie into the frontage system at intersections, crossing over SR-224 on bridges.

## BENEFITS

- ✓ Increase walking comfort by decreasing volume of traffic next to and crossing pedestrian/bicycle routes
- ✓ By depressing the roadway through Kimball Junction, there would be fewer visual impacts
- ✓ Improves travel time and mobility
- ✓ Minimize queuing onto I-80

# ALTERNATIVE C

INTERSECTION IMPROVEMENTS WITH PEDESTRIAN ENHANCEMENTS



## DESCRIPTION

This alternative consists of expanding lanes for general purpose vehicles and strategic locations only for high-occupancy vehicles (HOV) while improving pedestrian and bicycle accessibility.

Potential improvements include the following options:

- Expand the I-80 eastbound off ramp for transit/HOV only. Add a transit/HOV-only, right-turn lane from the eastbound I-80 off ramp to Ute Boulevard
- Add dual left turn lanes at Olympic Parkway for southbound to eastbound movement
- Add an additional northbound left-turn lane at the existing single-point urban interchange (SPUI) for transit/HOV only
- Build a pedestrian tunnel near Ute Boulevard
- Widen the northbound and southbound lanes on SR-224 from Olympic Parkway to Ute Boulevard. A variation would be to widen only for an HOV-only lane
- Extend the westbound-to-northbound right-turn lane on Newpark Boulevard
- Extend the eastbound-to-northbound dual left-turn lane on Ute Boulevard

## BENEFITS

- ✓ Pedestrian tunnel would increase connectivity and comfort
- ✓ Improves travel time and mobility
- ✓ People would be incentivized to have additional occupants in vehicle
- ✓ Minimize queuing onto I-80

# SOLUTIONS DEVELOPMENT & ENVIRONMENTAL STUDY PROCESS

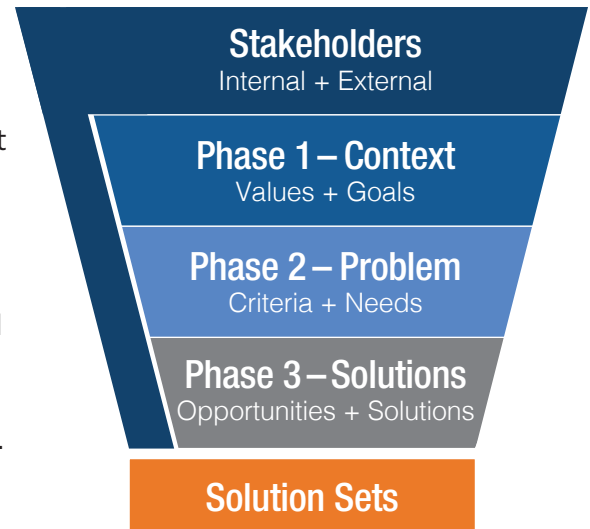


Solutions Development is the Utah Department of Transportation’s (UDOT) planning process that seeks to capture the unique context of an area or corridor and develop a set of solutions to meet its transportation needs.

## 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

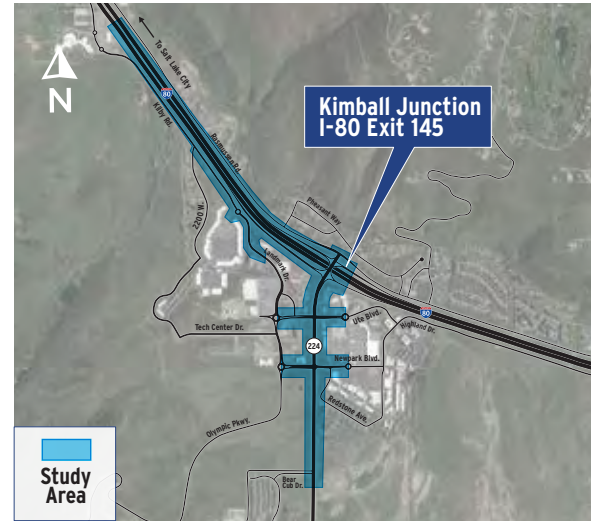
*The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and UDOT.*

# PURPOSE & NEED

## PROJECT BACKGROUND

In May 2021, the Utah Department of Transportation (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.

UDOT is currently 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.



## PROJECT PURPOSE

The project purpose is to address transportation-related safety and mobility for all users of the Kimball Junction area by:

- ✓ Improving operations and travel times on SR-224 from the I-80 interchange through Olympic Parkway
- ✓ Improving safety by reducing vehicle queues on I-80 off-ramps
- ✓ Improving pedestrian and bicyclist mobility and accessibility throughout the evaluation area
- ✓ Maintaining or improving transit travel times through the evaluation area

### What is the purpose and need of a project?

The purpose and need of a project defines a statement of goals and objectives that the study will address (purpose), and identifies the existing and future conditions that need to be changed (need). The purpose and need drives the environmental study process and lays a foundation for the types of alternatives developed.

## PROJECT NEED

For the Kimball Junction Project, UDOT looked at the expected transportation mobility needs and projected growth in population, employment, tourism, and development in the evaluation area in 2050.

This projected growth in the area will lead to the following issues:

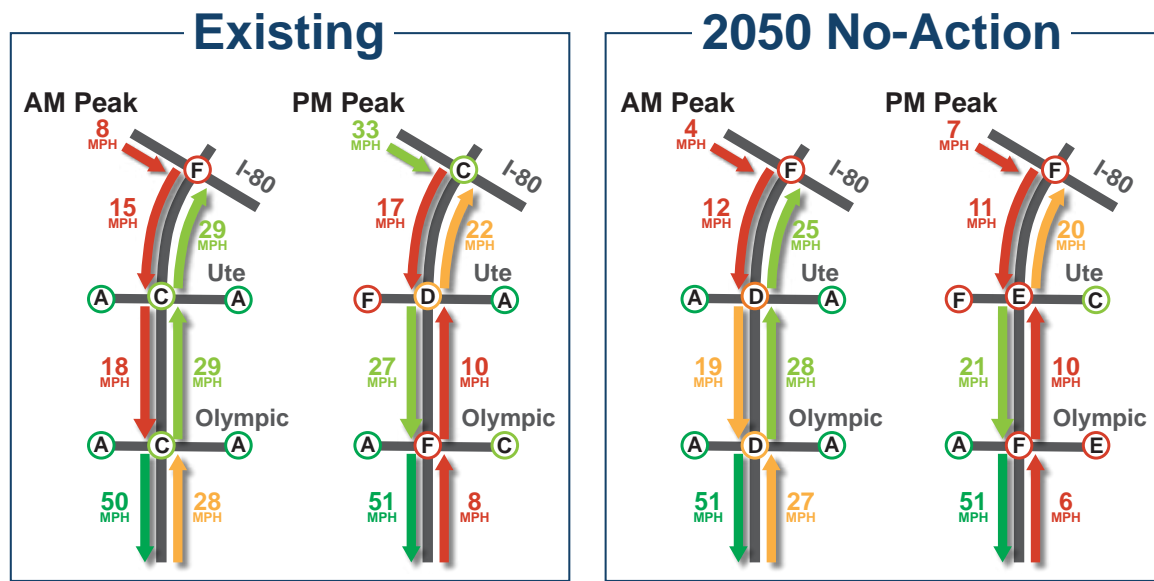
1. Future (2050) failing conditions at the intersections of SR-224 and I-80, Ute Boulevard, and Olympic Parkway will create delay and unreliable travel times
2. Vehicle queues on the I-80 off-ramps will extend back onto mainline I-80, resulting in unsafe travel conditions
3. Growing east-west active transportation (walking and bicycling) demand across SR-224



# AVERAGE SPEEDS AND LEVEL OF SERVICE

## What is level of service?

Level of service (LOS) is a measurement of the vehicle-carrying capacity and performance of a street, freeway, or intersection. When the capacity of a road is exceeded, the result is congestion, delay, and a poor level of service. Level of service is represented by a letter "grade" ranging from A for excellent conditions (free-flowing traffic and little delay) to F for failing conditions (extremely congested, stop-and-go traffic, and excessive delay).



**Level of Service**

- A | NO DELAYS**  
Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed.
- B | NO DELAYS**  
Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability.
- C | MINIMAL DELAYS**  
Stable traffic flow, but less freedom to select speed.
- D | NOTICEABLE DELAYS**  
Traffic flow becoming unstable. Speed subject to sudden change.
- E | CONSIDERABLE DELAYS**  
Unstable traffic flow. Speed changes quickly and maneuverability is low.
- F | CONSIDERABLE DELAYS**  
Heavily congested traffic. Demand exceeds capacity and speed varies greatly.

**UDOT Goal**

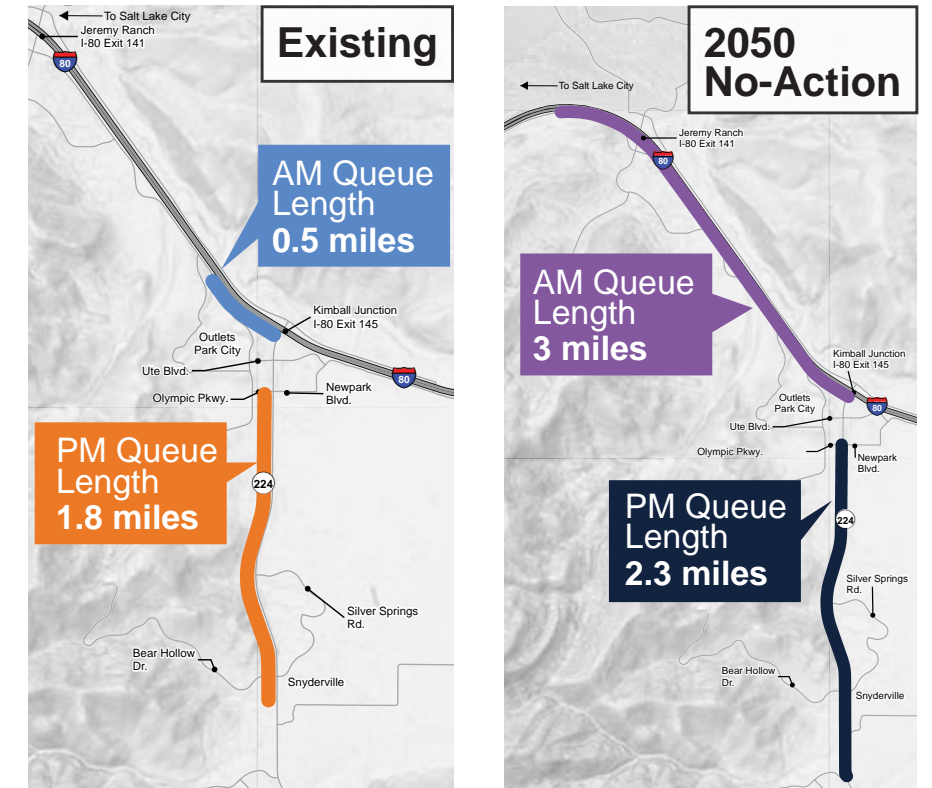
- D | NOTICEABLE DELAYS**

# QUEUE LENGTHS

Under the 2050 no-action conditions, AM vehicle queue lengths at the I-80 ramp are projected to exceed 3 miles, long enough to back up to the Jeremy Ranch interchange.

Ramp queues backed onto I-80 **49 TIMES** during winter 21/22

Two-mile outbound queues occurred **25 EVENINGS** during winter 21/22



# TRAVEL TIMES

AM I-80 off ramp travel times can grow from

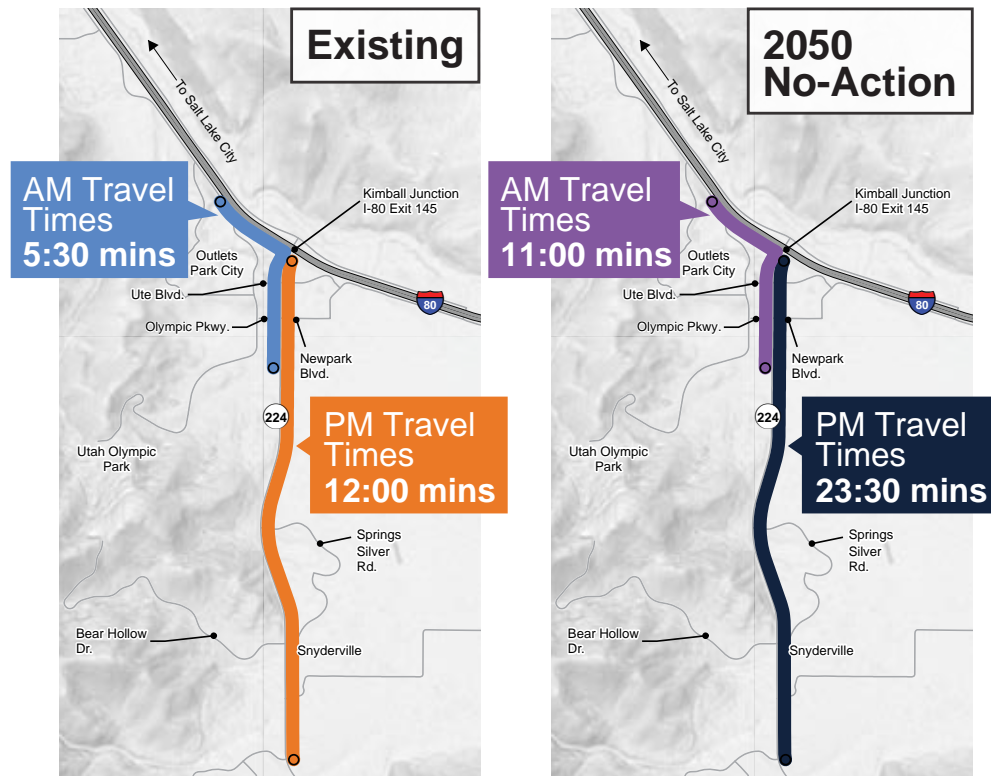
**2 min.** to over **15 min.**

PM outbound travel times on SR-224 can grow from

**5 min.** to over **20 min.**



Majority of worst conditions are on weekdays



## What is mobility?

Mobility refers to the ease with which people can move from place to place using a transportation system. Impediments to mobility can include traffic congestion, numerous accesses to properties, high crash rates, and other factors.



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## ACTIVE TRANSPORTATION

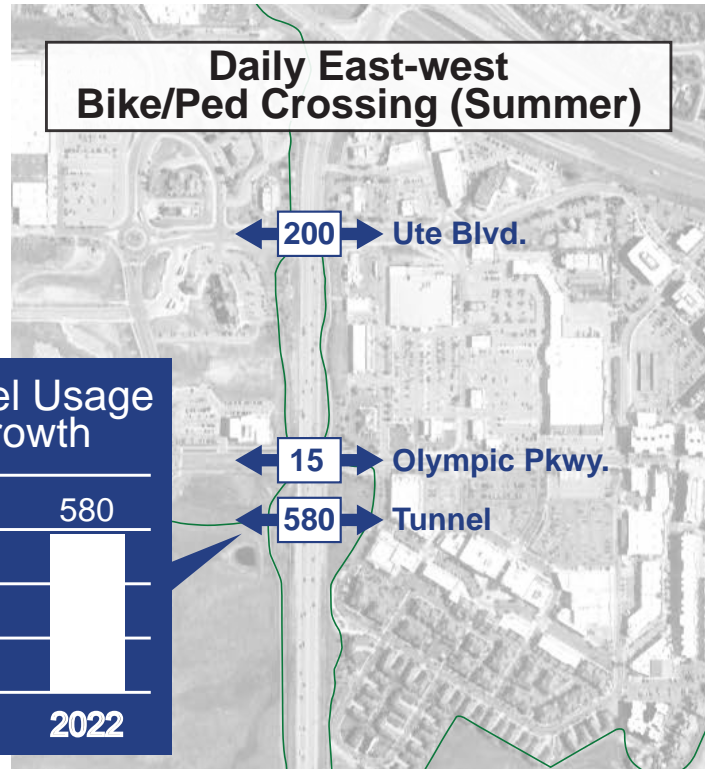
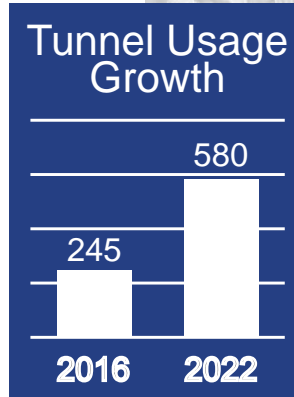
As the Kimball Junction area continues to develop and densify, it is likely that walking and bicycling to different destinations will become a more attractive transportation option. There will likely be more crossings of SR-224 by pedestrians and bicyclists at both the undercrossing and the signalized intersections.



Nearly 800 SR-224 east-west bicycle/pedestrian crossings daily



Tunnel usage has more than doubled since 2016



## TRANSIT RIDERSHIP



**1 MILLION** riders during the peak winter months



**2.8 MILLION** trips in 2019



Projected **1,700 PEAK WINTER DAILY BOARDINGS** at the Kimball Junction Transit Center by 2050  
529% increase

Transit ridership is expected to increase dramatically by 2050, especially during the winter months.



Maintaining or improving transit travel times through the evaluation area is an important element of the project purpose and will be considered in the conceptual design and screening of the alternatives selected for detailed evaluation in the EIS.

*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.*

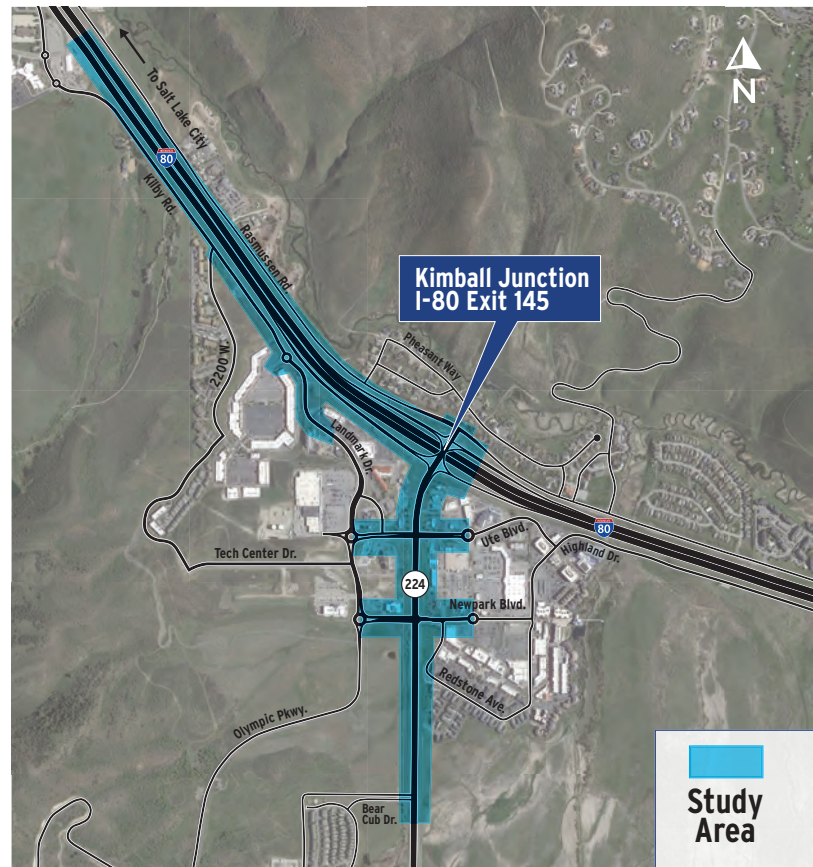
# KIMBALL JUNCTION ENVIRONMENTAL IMPACT STATEMENT



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.

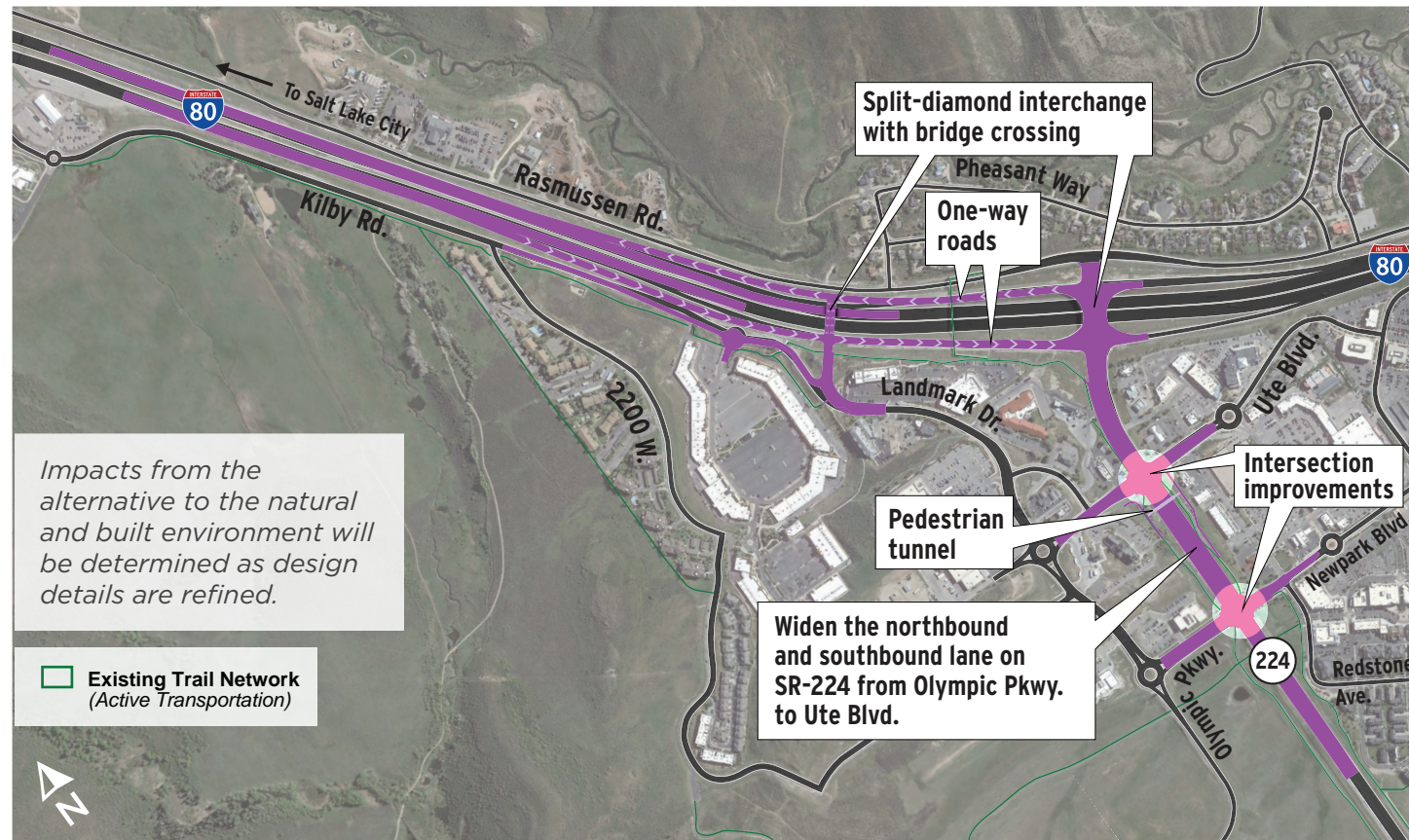
UDOT will consider a range of alternatives based on the purpose of and need for the project and take into account agency and public input. A project's "need" is the transportation problem, and its "purpose" is the set of goals and objectives that will be met to address the transportation problem. The 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.

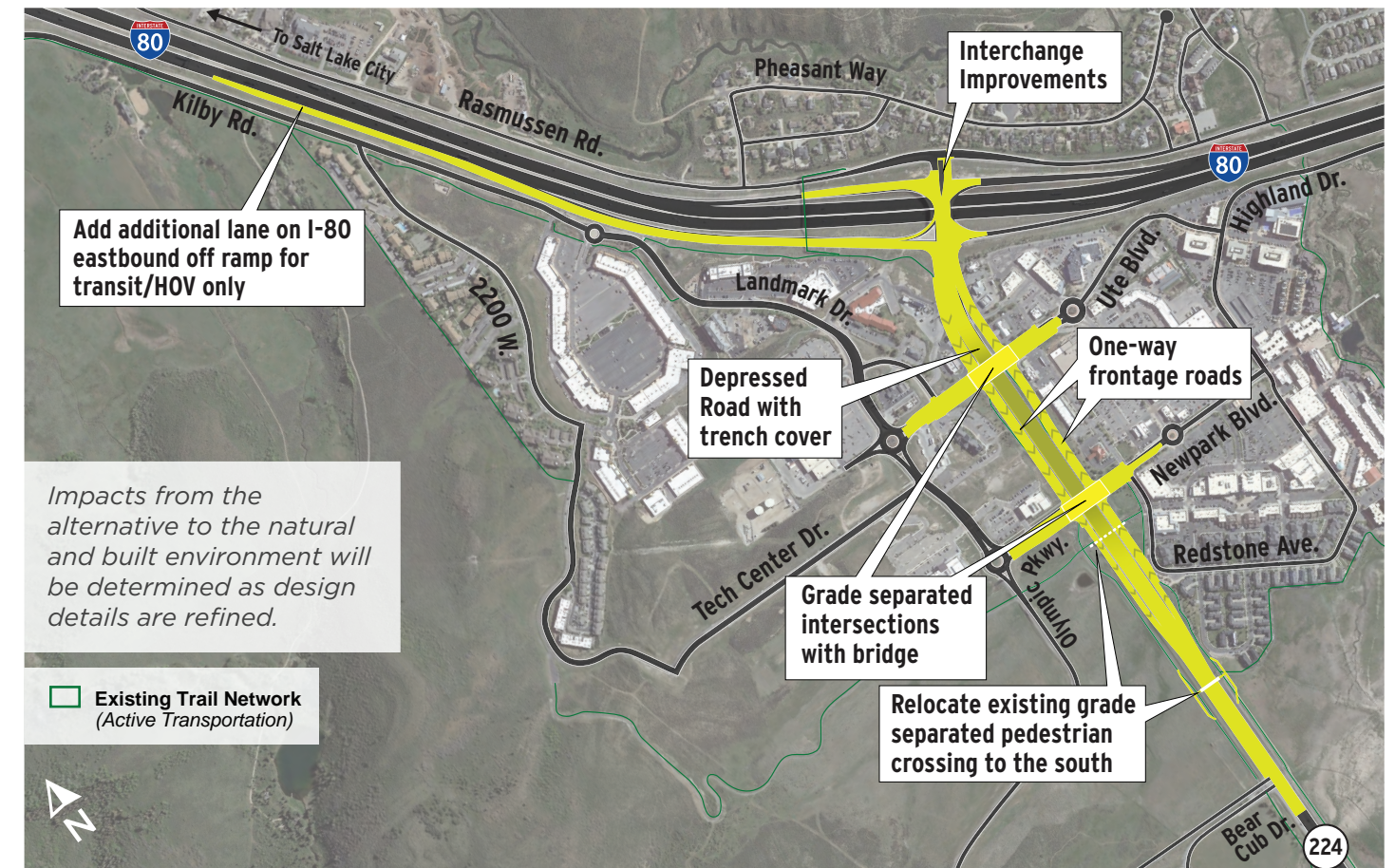
## ALTERNATIVE A

### SPLIT-DIAMOND INTERCHANGE WITH INTERSECTION IMPROVEMENTS



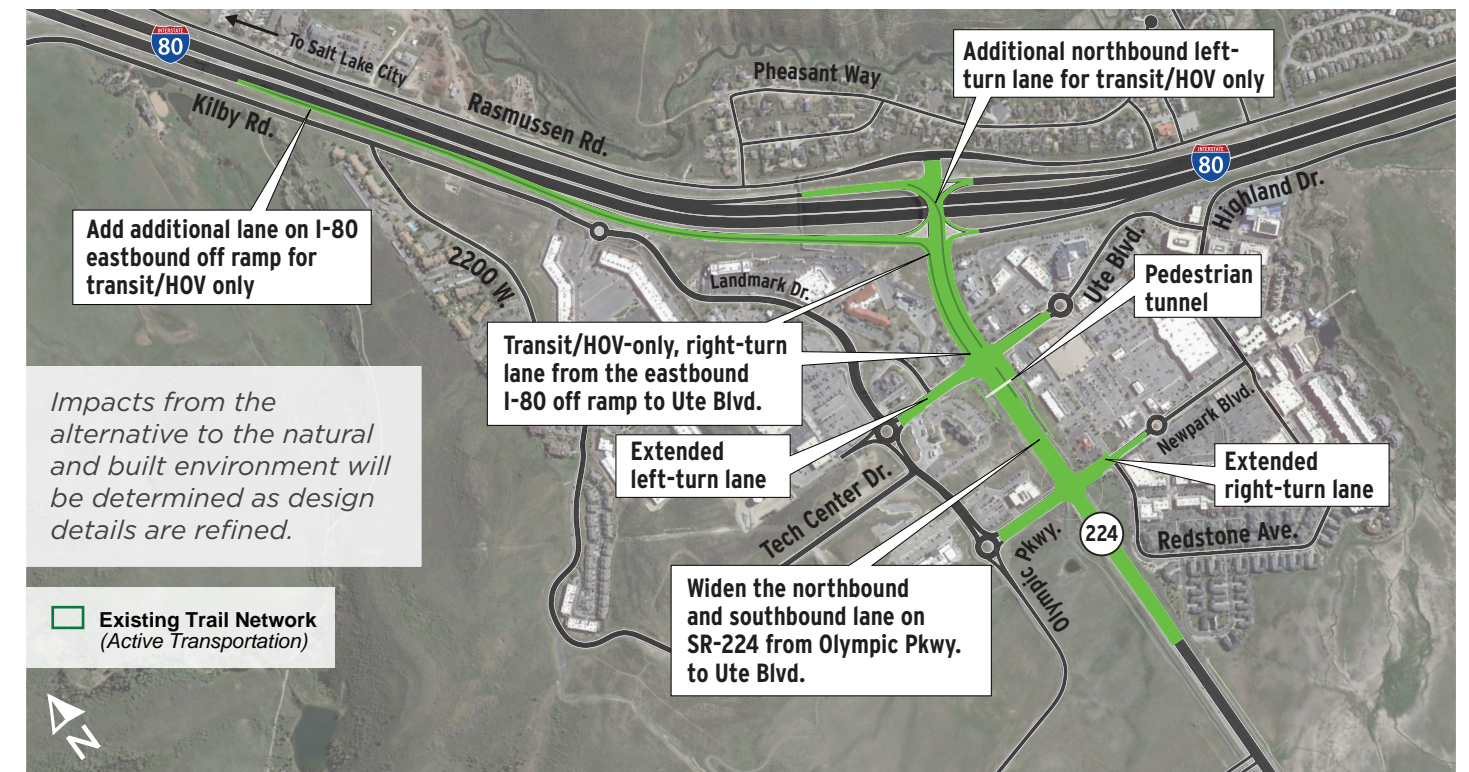
## ALTERNATIVE B

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



## ALTERNATIVE C

### INTERSECTION IMPROVEMENTS WITH PEDESTRIAN ENHANCEMENTS



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# 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:



KimballJunctionEIS.udot.utah.gov



KimballJunctionEIS@utah.gov



Kimball Junction EIS c/o HDR  
2825 E. Cottonwood Parkway, Suite 200  
Cottonwood Heights, UT 84121



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.*

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