
APPENDIX E
Council Presentations

This page is intentionally left blank



Kimball Junction



ENVIRONMENTAL IMPACT STATEMENT

Summit County Council

October 26, 2022



Kimball Junction



ENVIRONMENTAL IMPACT STATEMENT

Park City Council

November 3, 2022

Planning & Environmental Study Process

Identification

Experts and the community determine a need for further action on a transportation issue

Planning

Verify the need and develop potential remedies

Kimball Junction & SR-224 Area Plan

Environmental

Define and assess potential impacts of alternative solutions

Fall 2022 - Fall 2024

Current Phase

Design

Upon environmental approval and after funding is available, professionals identify the identified solutions.

No funding identified

Construction

Following design, agencies construct or execute identified solutions.

No funding identified

- Identified traffic need
- Developed potential alternatives

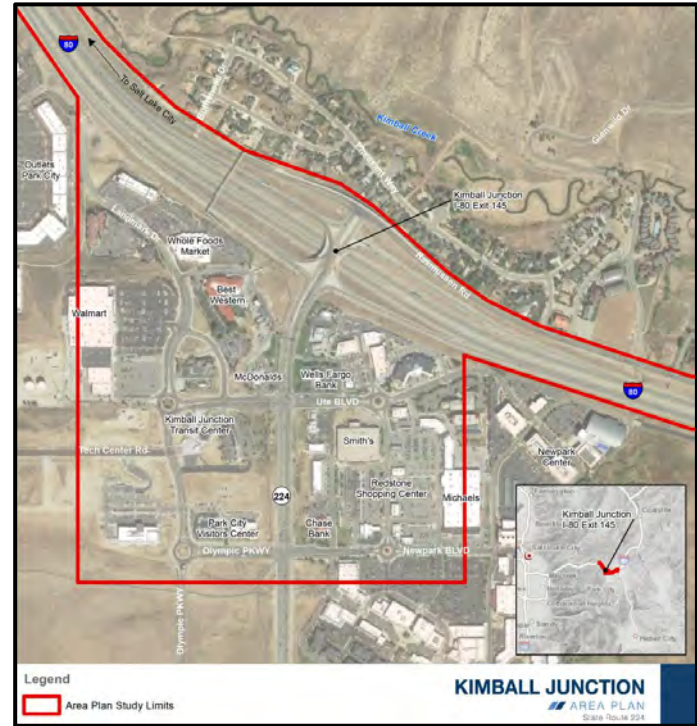
- Level 1 Screening
 - Fatal flaw analysis (Over 30 alternatives evaluated)

- Level 2 Screening
 - Traffic analysis, preliminary environmental impacts, cost (4 alternatives evaluated)

- 3 alternatives advanced for further study

Kimball Junction & SR-224 Area Plan

- Broad view to look at area goals and better define types of actions needed
- Developed multimodal & capacity transportation solutions
- Gathered public input throughout the process
- Funded by Summit County & UDOT
- November 2019 to March 2021

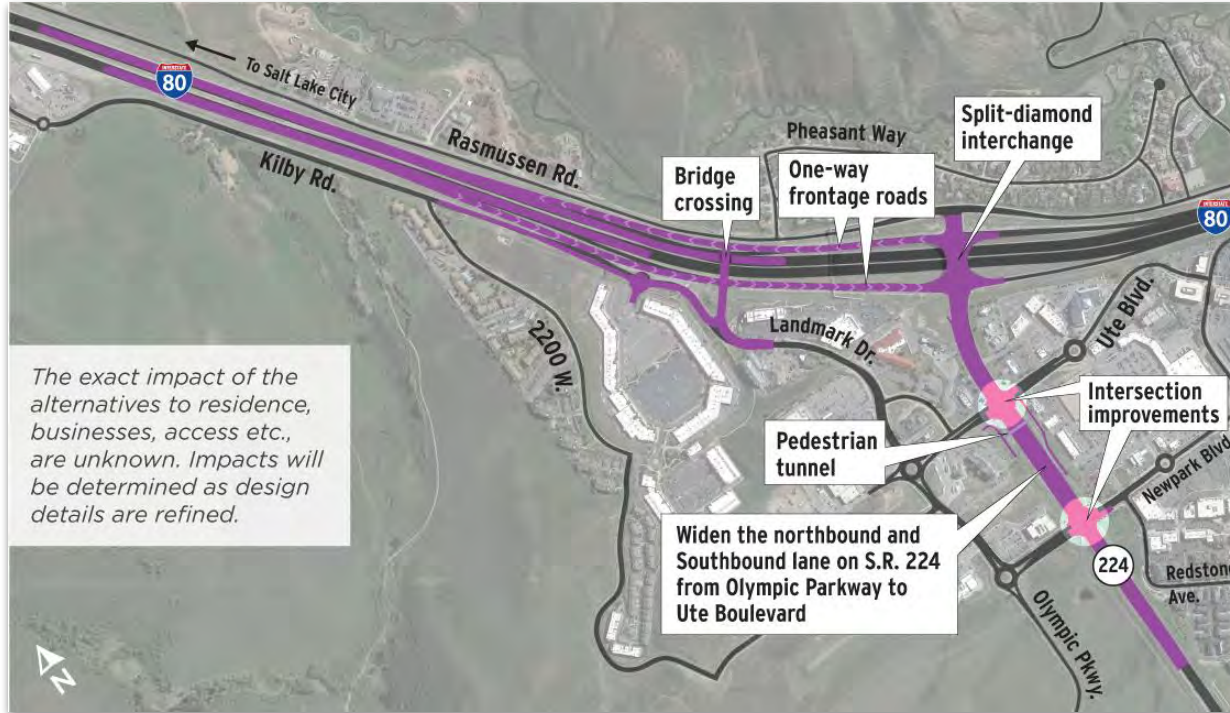


Kimball Junction & SR-224 Area Plan Goals

- 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

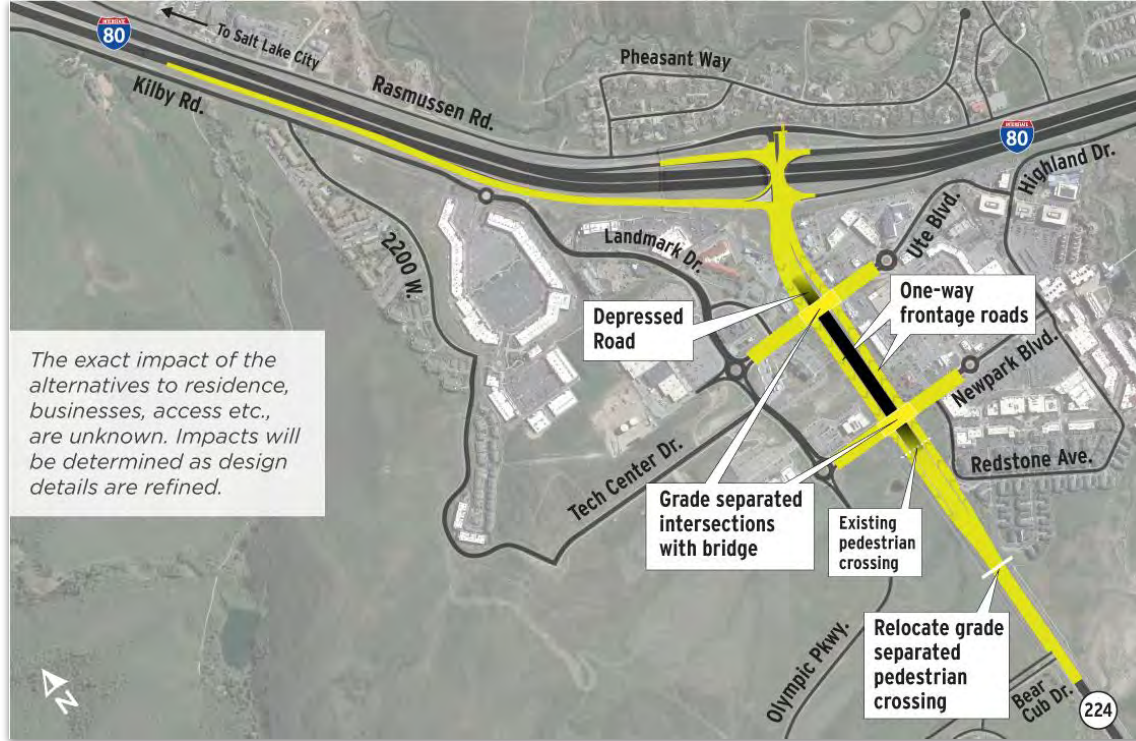
Alternative A

Tight-Diamond Interchange and One-Way Frontage Roads



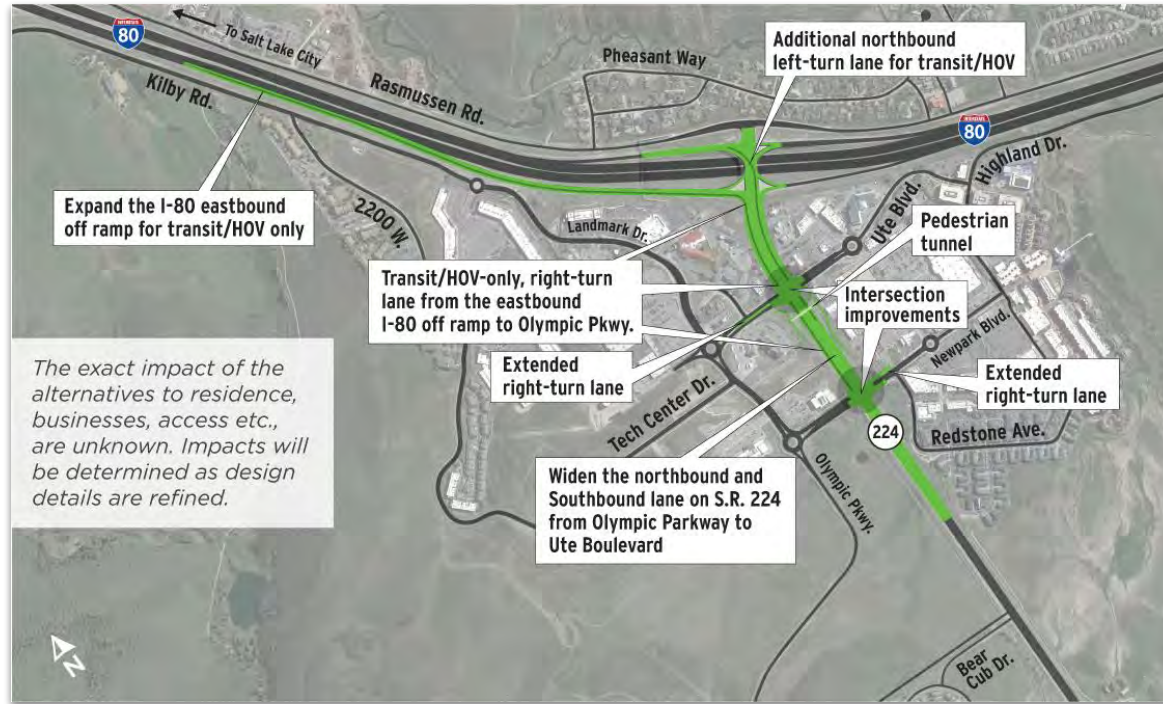
Alternative B

Grade-Separated Intersections with One-Way Frontage Roads to the I-80 Interchange

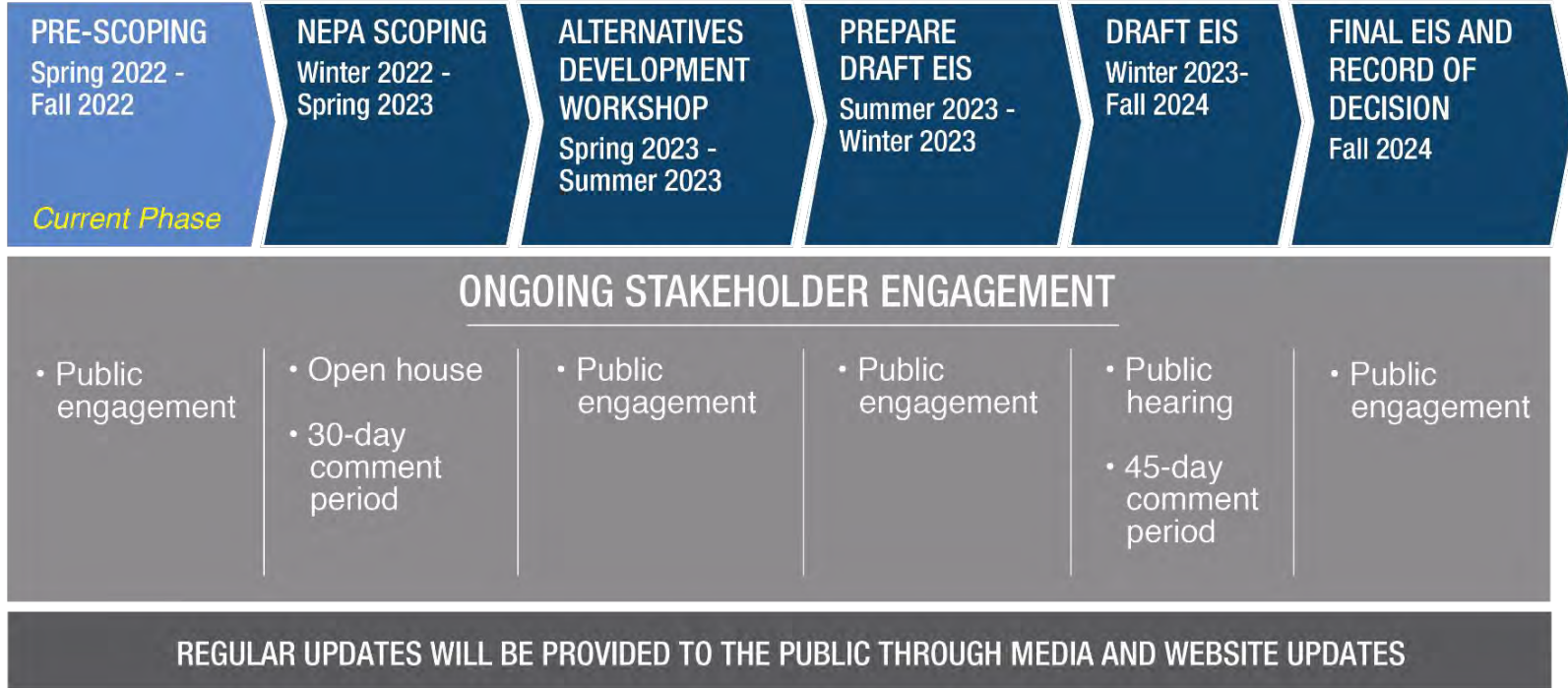


Alternative C

At-Grade Intersection Improvements with Pedestrian Enhancements

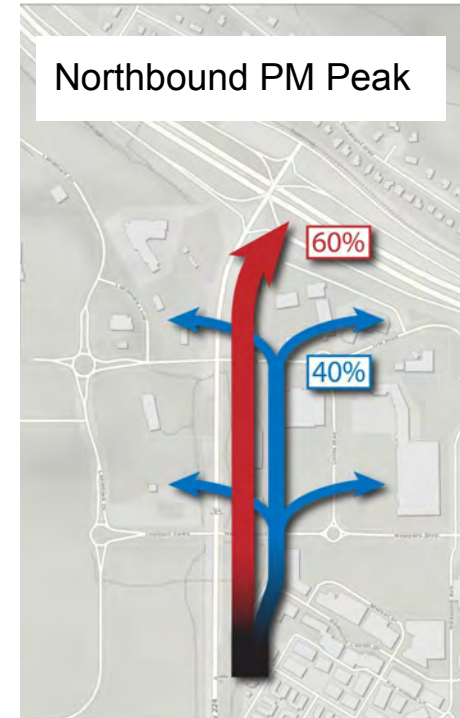
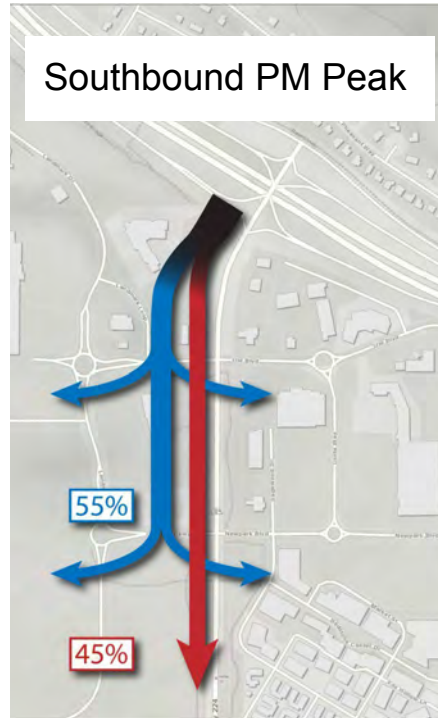


EIS Process & Schedule



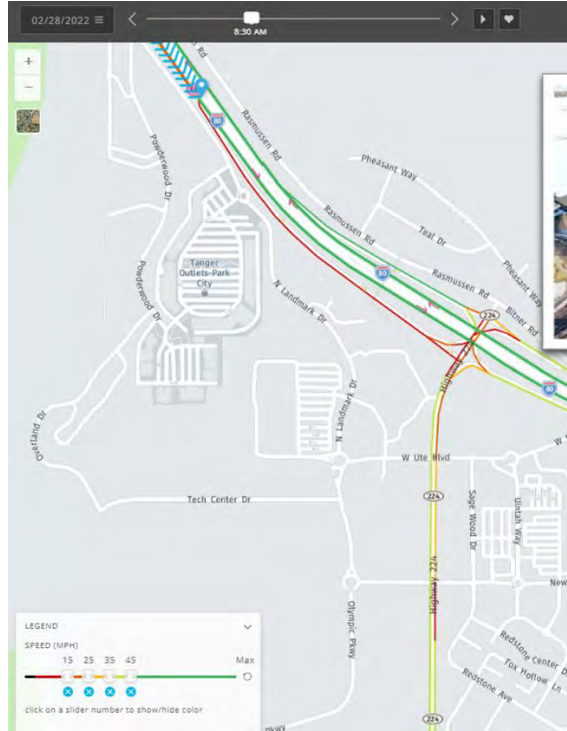
Traffic Origins

- Existing traffic almost evenly split between through traffic and Kimball Junction access traffic
- Business/residential traffic as much as a concern as though traffic for conditions



Existing Travel Times and Speeds

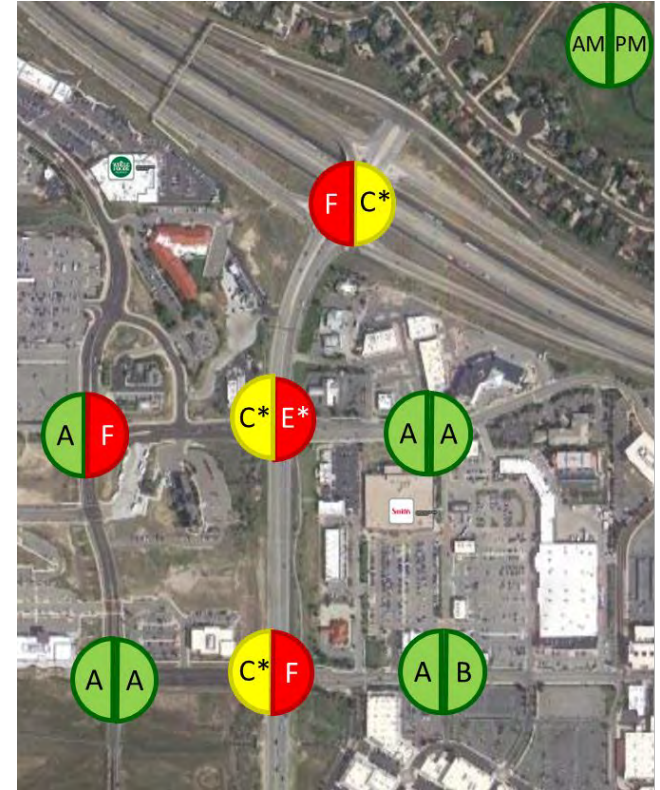
- AM I-80 off ramp travel times can grow from 2 minutes to over 15 min.
 - Ramp queues backed onto I-80 49 times during '22 winter
- PM outbound travel times on SR-224 can grow from 5 minutes to over 20 min.
 - Two mile outbound queues occurred 25 evenings in the '22 winter.
- Majority of worst conditions are on weekdays.



Traffic Analysis - Existing

	AM		PM	
	Avg Delay (sec/veh)	Level of Service	Avg Delay (sec/veh)	Level of Service
I-80	> 100	F	25*	C*
Ute Blvd	28*	C*	55*	E*
Olympic Pkwy	31*	C*	99	F
West Ute RAB	< 5	A	59	F
West Olympic RAB	< 5	A	< 5	A
East Ute RAB	< 5	A	< 5	A
East Olympic RAB	< 5	A	13	B

*Delay undercounted due to upstream congestion

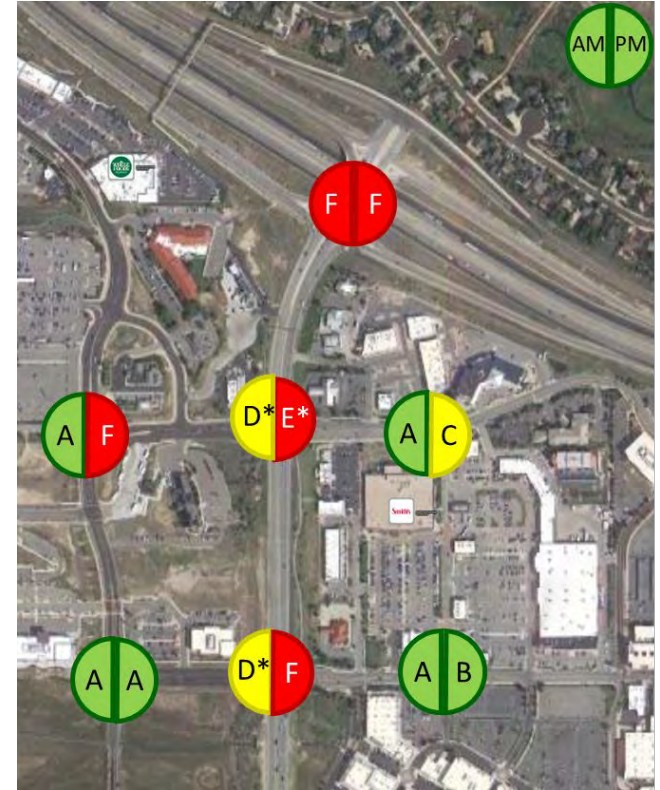


Traffic Analysis - 2050 No Build

30%-40% growth on SR-224 and I-80
 between existing year and 2050

	AM		PM	
	Avg Delay (sec/veh)	Level of Service	Avg Delay (sec/veh)	Level of Service
I-80	> 100	F	> 100	F
Ute Blvd	37*	D*	62*	E*
Olympic Pkwy	37*	D*	> 100	F
West Ute RAB	5	A	> 80	F
West Olympic RAB	6	A	8	A
East Ute RAB	< 5	A	22	C
East Olympic RAB	5	A	15	B

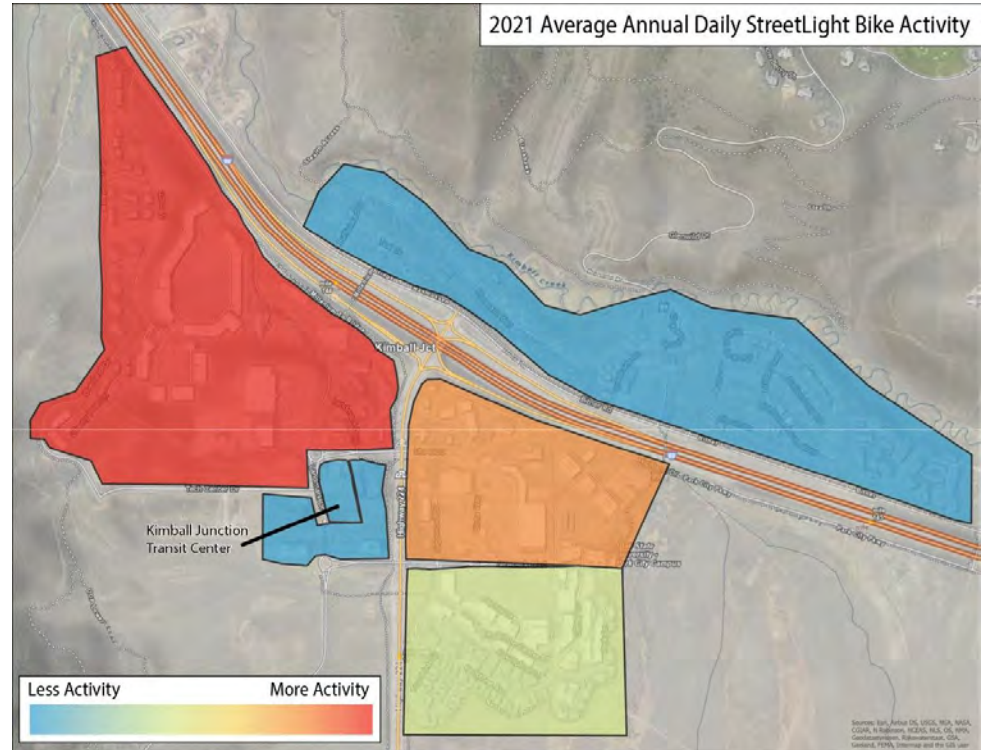
*Delay undercounted due to upstream congestion



Active Transportation

- # of times pedestrians press the walk button at signals per day

Intersection	Walk Button Presses
Ute Blvd	100-400 presses/day
Olympic Pkwy	100-200 presses/day



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
- Limited east-west active transportation connectivity in the study area

Project Purpose (Draft)

- Improve operations and travel time on SR-224 from the I-80 interchange through Olympic Parkway
- Improve safety by reducing queues on I-80 off-ramps
- Improve pedestrian and bicyclist mobility and accessibility throughout the study area
- Maintain or improve transit travel time

Alternative Screening Criteria (Draft)

- Travel time
- Intersection performance
- Queue lengths on I-80
- Pedestrian and bicycle connectivity and comfort
- Environmental impacts

Public Meetings

In-Person Open House Early January

Open House 4:30-7:30 p.m.

Location TBD

Virtual Public Meeting Early January

Presentation 6:00-6:30 p.m.

Q&A 6:30-7:30 p.m.

Public Comment Period

December - January

Provide comments through:



KimballJunctionEIS.udot.utah.gov



KimballJunctionEIS@utah.gov

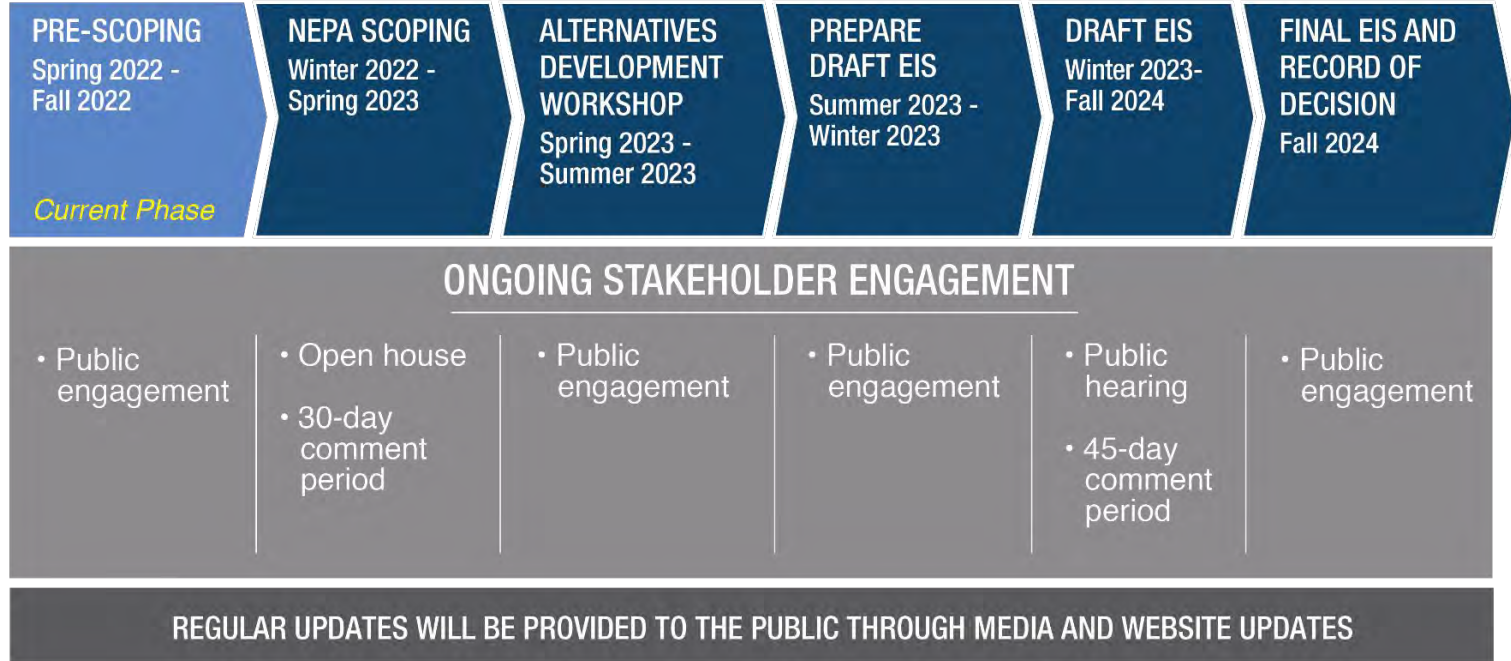


Kimball Junction EIS c/o HDR
2825 E. Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121



435-255-3168

EIS Process & Schedule





Kimball Junction



ENVIRONMENTAL IMPACT STATEMENT

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 the Federal Highway Administration and UDOT.

