



# Scoping Summary Report

## **Kimball Junction Environmental Impact Statement**

Lead agency:  
Utah Department of Transportation

**March 23, 2023**

*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 USC Section 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and UDOT.*

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## Contents

1.0	Introduction .....	1
1.1	Purpose of This Scoping Summary Report .....	1
1.2	Summary of Scoping Activities .....	1
1.3	Notice of Intent.....	2
1.4	SAFETEA-LU Process and Agency Scoping .....	2
1.4.1	Cooperating Agencies .....	2
1.4.2	Participating Agencies .....	3
1.4.3	Agencies Consulted.....	3
1.4.4	Agency Scoping Meeting .....	4
1.4.5	Tribes Consulted.....	5
1.4.6	Section 106 Consultation.....	5
1.5	Public Scoping .....	6
1.5.1	Notifications .....	6
1.5.2	Public Scoping Meetings .....	7
1.5.3	City and County Council Presentations .....	8
2.0	Kimball Junction EIS Scoping Comments .....	8
2.1	Guide to Comments.....	8
2.2	Comments Received.....	8
2.3	Purpose and Need.....	9
2.3.1	Purpose and Need Statement .....	9
2.3.2	Traffic Congestion.....	9
2.3.3	Traffic Analysis.....	9
2.3.4	Safety.....	9
2.3.5	Growth .....	10
2.3.6	Screening Criteria .....	10
2.4	Alternatives .....	10
2.4.1	Alternative A – Split-Diamond Interchange with Intersection Improvements .....	10
2.4.2	Alternative B – Grade-Separated Intersections with One-Way Frontage Roads to the I-80 Interchange.....	10
2.4.3	Alternative C – Intersection Improvements with Pedestrian Enhancements.....	11
2.4.4	Alternatives – Other .....	11
2.4.5	Alternatives – Active Transportation.....	11
2.5	Resource Considerations .....	12
2.5.1	Community and Social Impacts .....	12
2.5.2	Wildlife .....	12
2.5.3	Air Quality .....	12
2.5.4	Water Resources .....	12
2.5.5	Economics .....	12
2.6	Miscellaneous .....	13

## Tables

Table 1. Kimball Junction EIS Cooperating and Participating Agencies.....	4
Table 2. Agencies That Attended the Agency Scoping Meeting .....	5

## Appendixes

Appendix A. Notice of Intent	
Appendix B. Agency Scoping Materials	
Appendix C. Notifications of Scoping	
Appendix D. Public Scoping Meeting Materials	
Appendix E. Council Presentations	
Appendix F. Scoping Comments	
Appendix G. FAQ Comment Responses	
Appendix H. Responses to Formal Agency Comments	

## 1.0 Introduction

The Utah Department of Transportation (UDOT) is preparing an Environmental Impact Statement (EIS) to evaluate transportation solutions in the Kimball Junction area, which includes the Interstate 80 (I-80) and State Route (SR) 224 interchange and SR-224 through the two at-grade intersections on SR-224 to the south (Ute Boulevard and Olympic Parkway). Transportation improvements are needed to 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, and maintain or improve transit travel times.

UDOT is the project sponsor and lead agency for the project and will be responsible for preparing the Kimball Junction 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 United States Code Section 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and UDOT.

### 1.1 Purpose of This Scoping Summary Report

This scoping summary report summarizes public and agency input gathered during the formal scoping period, which lasted from December 27, 2022, to January 27, 2023. Scoping is the first step in the NEPA process. It involves using public and agency participation to develop possible solutions and identify issues regarding a proposed project. Scoping also helps determine needs, objectives, resources and constraints, potential alternatives, and any additional requirements for alternative screening criteria. This scoping summary report is a tool to ensure that the efforts of the EIS are focused on the appropriate issues.

The following materials developed during early scoping were available for public and agency review and comment on the project website at [kimballjunctioneis.udot.utah.gov](http://kimballjunctioneis.udot.utah.gov) during the formal scoping period starting on December 27, 2022:

- [\*Kimball Junction EIS Draft Purpose and Need Technical Report\*](#)
- [\*Kimball Junction EIS Existing and 2050 No-Action Mobility Memo\*](#)
- [\*Kimball Junction EIS Coordination Plan\*](#)

### 1.2 Summary of Scoping Activities

Public and agency input play an important role in identifying issues and ideas regarding future transportation improvements in the Kimball Junction area. Throughout the environmental review process, UDOT will facilitate and encourage involvement from the neighboring residential and business communities to help identify issues and develop solutions. UDOT will continue to work with the public to ensure that people with interests in the project understand how and why certain suggestions will be evaluated in detail and why others are being eliminated.

All public and agency comments received during the formal scoping period for this project are included in this report and will be considered during the development and evaluation of alternatives. Comments received after the scoping period and before the development of the Draft EIS will be reviewed by UDOT and considered during the development of the Draft EIS.

## 1.3 Notice of Intent

A notice of intent (NOI) to prepare the Kimball Junction EIS was published on December 21, 2022 in the Federal Register ([Federal Register: Environmental Impact Statement: Summit County, Utah](#)), providing 37 days of public comment between publication of the NOI and the end of the scoping comment period on January 27, 2023. This notice alerted federal agencies of UDOT’s intent to study transportation improvements in the Kimball Junction area.

The NOI included information required by the Council on Environmental Quality at 40 Code of Federal Regulations (CFR) Section 1501.9(d), *Notice of Intent*. The NOI included information about the Area Plan process, the draft purpose and need statement, and the draft alternatives under consideration; a brief summary of the expected impacts; the anticipated permits and schedule; a description of the scoping process; contact information; a request for identification of potential alternatives; and information and analyses relevant to the proposed action. A copy of the Federal Register NOI is included in [Appendix A, Notice of Intent](#).

## 1.4 SAFETEA-LU Process and Agency Scoping

In accordance with Section 6002 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), UDOT is coordinating with local, state, and federal agencies that have an interest or jurisdiction in the Kimball Junction EIS project area. It’s important to include these agencies during the initial scoping activities of the EIS to identify issues early so that they can be properly considered and, if necessary, avoided, minimized, or mitigated as the project progresses. More discussion regarding the agencies that have been consulted is included in Section 1.5.3, *Agencies Consulted*.

### What is SAFETEA-LU?

SAFETEA-LU—the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users—is a 2005 federal law that established new provisions and requirements for transportation projects. Under SAFETEA-LU, state, local, and tribal agencies with jurisdiction or interest in a project have an opportunity to formally participate in the environmental review of that project.

### 1.4.1 Cooperating Agencies

The regulations that implement NEPA define a cooperating agency as “any federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major federal action significantly affecting the quality of the human environment” [40 CFR Section 1508.1(e)].

A cooperating agency has a high level of involvement and responsibility for the project and works with the project team to develop solutions. Being involved as a cooperating agency allows a resource agency to better protect its resource areas but requires a commitment to remain involved and accept some responsibility for activities during the environmental review process.

## 1.4.2 Participating Agencies

SAFETEA-LU introduced a level of agency involvement known as participating agency. Participating agencies don't have the same level of responsibility for the project as a cooperating agency but are expected to perform the following activities in coordination with the project team:

- Attending agency coordination meetings
- Developing an agency coordination plan
- Commenting as early as practicable on the project's purpose and need statement and the range of alternatives
- Evaluating the environmental and socioeconomic resources in the project area and the general locations of alternatives
- Identifying as early as practicable any issues regarding the project's environmental and socioeconomic impacts that could substantially delay or prevent the granting of a permit or other approval

## 1.4.3 Agencies Consulted

The following agencies were sent letters on December 15, 2022, requesting their involvement as a cooperating and/or participating agency:

- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- Governor's Office, Resource Development Coordinating Committee
- Park City
- Summit County
- High Valley Transit
- Park City Fire District
- Snyderville Basin Water Reclamation District
- Summit Water Distribution Company
- Mountain Regional Water District
- Snyderville Basin Special Recreation District
- Utah Department of Environmental Quality
- Utah Department of Natural Resources, Forestry, Fire, and State Lands
- Utah Division of Wildlife Resources
- Utah Transit Authority
- Mountainland Association of Governments
- Central Wasatch Commission
- Utah Reclamation, Mitigation, and Conservation Commission
- Utah Division of Emergency Management

Of the agencies that were contacted, one agreed to be a cooperating agency, and 13 agreed or were assumed to be participating agencies (Table 1).

**Table 1. Kimball Junction EIS Cooperating and Participating Agencies**

Cooperating Agencies	Participating Agencies
U.S. Environmental Protection Agency	U.S. Army Corps of Engineers
	U.S. Fish and Wildlife Service
	Utah Division of Wildlife Resources
	Summit County
	Park City
	High Valley Transit
	Mountainland Association of Governments
	Mountain Regional Water District
	Snyderville Basin Special Recreation District
	Snyderville Basin Water Reclamation District
	Utah Department of Environmental Quality
	Utah Transit Authority
	Central Wasatch Commission

### 1.4.4 Agency Scoping Meeting

An agency scoping meeting was held on January 9, 2022. The meeting was held virtually using the Zoom platform. Table 2 lists the agencies that participated in the meeting. The U.S. Environmental Protection Agency (USEPA) was unable to send a representative to the meeting. However, UDOT followed up with a discussion on January 25, 2023.

A brief presentation was given that included a project overview as well as the requirements of being a cooperating or participating agency. The materials that were discussed at the meeting included a summary of the Area Plan process, draft purpose and need statement, potential alternatives, draft alternative screening process and criteria, and project timeline. The presentation, meeting summary, and agency scoping comments are included in [Appendix B. Agency Scoping Materials](#).

Although USEPA didn't attend the agency scoping meeting, agency representatives sent a scoping letter with comments to UDOT on February 4, 2023. Summit County did not submit a formal scoping letter, but, in their January 4, 2023, letter accepting the role of participating agency, they requested a modification to the study area. In addition, Mountain Regional Water did not submit formal scoping comments but noted that the EIS study extent includes a critical transmission water line in their system and that two of their groundwater sources (wells) have source protection zones in the study area.



Table 2. Agencies That Attended the Agency Scoping Meeting

Federal Agencies	State Agencies	Local Agencies
U.S. Army Corps of Engineers	Utah Department of Environmental Quality	Summit County
U.S. Fish and Wildlife Service	Utah Transit Authority	Park City
	Utah Division of Waste Management and Radiation Control	Park City Engineering
	Mountainland Association of Governments	High Valley Transit
	Utah Division of Wildlife Resources	Snyderville Basin Water Reclamation District
	Central Wasatch Commission	Mountain Regional Water District
		Park City Fire District
		Park City Conservation Association
		Basin Recreation

### 1.4.5 Tribes Consulted

The following Native American tribes might have interests regarding natural and cultural resources in the study area: Skull Valley Band of Goshute Indians, Northwestern Band of Shoshone Nation, Shoshone-Bannock Tribes of the Fort Hall Reservation, Eastern Shoshone Tribe of the Wind River Reservation, and Ute Indian Tribe of the Uintah and Ouray Reservation.

On December 23, 2022, UDOT sent invitations to the tribes to become participating agencies, to invite them to the agency scoping meeting, and to initiate consultation with them under Section 106 of the National Historic Preservation Act of 1966, as amended. As of March 23, 2023, no responses have been received.

### 1.4.6 Section 106 Consultation

Section 106 of the National Historic Preservation Act requires federal agencies to consider the effects of their actions on historic properties. The Section 106 regulations (36 CFR Part 800) encourage agencies to consider their Section 106 responsibilities as early as possible in the NEPA process.

In the December 23, 2022, letter invitation to the aforementioned tribes to become participating agencies, UDOT also invited them to become a Section 106 consulting party. In addition, three local government representatives were also invited to be a Section 106 consulting party:

- Park City Historic Preservation Board
- Park City Certified Local Government (CLG)
- Summit County CLG/Summit County Historical Society
- Eastern Shoshone Tribe of the Wind River Reservation
- Northwestern Band of Shoshone Nation
- Shoshone-Bannock Tribes of the Fort Hall Reservation
- Skull Valley Band of Goshute Indians
- Ute Indian Tribe of the Uintah and Ouray Reservation

**What is a historic property?**

A historic property is any prehistoric or historic district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places.

As of January 27, 2022, only the Park City CLG had accepted the invitation to be a Section 106 consulting party.

## 1.5 Public Scoping

Public scoping is a key component of the environmental review process. Scoping helps UDOT prepare a comprehensive and focused EIS that will help inform the decision-making and permitting processes. UDOT relies on public comments to help identify issues, gather input on a reasonable range of alternatives, and gauge public sentiment about the proposed improvements. A combination of measures was taken to ensure that the public was notified about the project and invited to participate in the process.

### 1.5.1 Notifications

The scoping period began on December 27, 2022, and ended on January 27, 2023. The following methods were used to notify the general public of the public scoping period, the materials available for review, and how to comment.

- Advertisements were placed in the following publications:
  - *The Salt Lake Tribune*: December 18, 2022, and January 1, 2023
  - *Park Record*: December 31, 2022, and January 4, 2023
  - *The Deseret News*: December 23 and December 30, 2022
- Notifications and reminders were posted on the Kimball Junction EIS Project website: <https://kimballjunctioneis.udot.utah.gov/>
- Notifications and reminders were posted on UDOT's social media sites:
  - Facebook on December 20 and 29, 2022, and January 5, 2023
  - Instagram and Twitter on December 20, 27, and 29, 2022, and January 3, 5, 10, and 18, 2023
- An email notice was sent to the UDOT Kimball Junction mailing list on December 20 and 27, 2022, and January 3, 9, 10, 11, 17, 26, and 27, 2023.
- Printed flyers were hung at the following locations:
  - Summit County Sheldon Richins Building and Library
  - Park City Library
  - Chevron
  - Smith's
  - "Blue Roof" 7-Eleven
  - Top Stop
  - The Market
  - Deer Valley Resort
  - Starbucks
  - 7-Eleven near Park City Resort
  - Sundial Lodge at Park City Resort
- A UDOT press release was sent to local media outlets on January 3, 2023.

Copies of the notification materials listed above are included in [Appendix C, Notifications of Scoping](#).

## 1.5.2 Public Scoping Meetings

To provide the public an opportunity to learn more about the alternative concepts developed by UDOT, UDOT held two meetings in January 2023 that had about 100 total attendees. These meetings also gave members of the public the chance to ask clarifying questions of the project team in regard to the concepts and development process.

An in-person public open house was held on Tuesday, January 10, 2023, from 5:30 to 8:00 PM at Ecker Hill Middle School at 2465 Kilby Road, Park City. A virtual public hearing was held on Wednesday, January 11, 2023, from 6:00 to 7:30 PM using the Zoom platform, and comments were documented by the project team.

The in-person meeting was held in an open-house format and included the following elements:

- The public was encouraged but not required to sign in at the registration desk. On entering the meeting room, each participant was given a brief explanation of the meeting format, information about how to submit comments, and details about where to find additional information about the project.
- Comment sheets were made available to each participant; participants were encouraged to leave their comments.
- A project video summarizing the NEPA process was running continuously.
- Project staff members were available to answer questions and provide information.
- About 47 people attended the January 10, 2023, public scoping meeting.

UDOT held a virtual public scoping meeting on January 11, 2023. The meeting was held from 6:00 to 7:30 PM virtually using the Zoom platform.

The virtual scoping meeting included the following elements:

- A participant guide for the virtual public meeting was posted on the project website in advance of the meeting. This guide explained how to use the technology, how the meeting would work, and how to ask questions from a phone, computer, or mobile device.
- The public was encouraged but not required to sign into the meeting through a Google Form.
- The UDOT project manager presented project information including project background and overview, stakeholder working group, preliminary traffic information, and how to submit a formal public comment.
- Following the presentation, questions and comments were accepted during the meeting through the chat box and the questions-and-answer function.
- The presenters notified participants that comments submitted during the meeting through the chat box and verbally were useful but would not be considered official public comments.
- Participants were encouraged to submit their official comments regarding the transportation needs, possible solutions, and issues to consider through the project website, email, voice mail, or postal mail.
- The meeting was live-streamed via Facebook to the Summit County Facebook Group.
- The meeting was recorded and posted on the project website: [Kimball Junction EIS Virtual Public Scoping Meeting: Jan. 11, 2023](#). About 50 people attended the virtual public scoping meeting.

Copies of the materials presented at the meeting are included in [Appendix D, Public Scoping Meeting Materials](#).

### 1.5.3 City and County Council Presentations

Prior to the initiation of the formal scoping process, UDOT presented to the Summit County Council on October 26, 2022, and the Park City Council on November 3, 2022. The presentations for the two council meetings were the same and included an overview of the process, draft purpose and need statement, draft screening criteria, and how to comment during the formal scoping period. A copy of the presentations is available in [Appendix E, Council Presentations](#).

## 2.0 Kimball Junction EIS Scoping Comments

### 2.1 Guide to Comments

The public will continue to have opportunities to provide input throughout the Kimball Junction environmental review process, and public comments will continue to be solicited throughout the project. The scoping period for the Kimball Junction EIS began on December 27, 2022, and concluded on January 27, 2023. All comments that were received between December 27, 2022, and January 27, 2023, are included in [Appendix F, Scoping Comments](#).

Each comment was reviewed by UDOT as it was received and assigned a number. Appendix F includes a list of commenters presented chronologically and the corresponding comment number. A single comment might include several issues. A summary of the comments is included in Section 2.2, *Comments Received*. Comments received after the formal scoping period and before the development of the Draft EIS will be reviewed by UDOT and considered during the development of the Draft EIS. All issues raised will be considered in the EIS.

### 2.2 Comments Received

During the scoping process, UDOT received just over 170 individual comment submissions from the public and agencies. Many comments were related to concerns about congestion, concerns about noise impacts, wildlife crossings and general wildlife protection, the source of possible funding, pedestrian options and safety, public transit options, how alternatives might affect development and existing businesses, and the cost of the alternatives.

Suggestions for solutions included changes to existing intersections, improvements to other existing roads, and various new bypass roads. Examples of common concerns included impacts to the community, induced demand, and wildlife.

UDOT developed responses to frequently asked questions (FAQ) and comments. The FAQ is available in [Appendix G, FAQ Comment Responses](#). Formal scoping comments were submitted by one cooperating agency (USEPA). Responses to the USEPA comments are included in [Appendix H, Responses to Formal Agency Comments](#). Two participating agencies, Summit County and Mountain Regional Water, did not provide formal comments; however, representatives from Summit County requested a modification to the study area, while Mountain Regional Water noted that the EIS study extent includes a critical transmission water line in their system and that two of their groundwater sources (wells) have source protection zones in the study area.

The following sections summarize all the comments that were received.

## 2.3 Purpose and Need

### 2.3.1 Purpose and Need Statement

- This project is not needed since the traffic issue is only due to ski/tourism.
- It is unreasonable to study Kimball Junction separately from the whole corridor into downtown and the ski resorts.

### 2.3.2 Traffic Congestion

- Kimball Junction is horribly congested.
- Growth will make congestion worse.
- Congestion is only a problem because of the ski resorts.
- Create more, longer, better left-hand turns in both directions off SR-224 to fix congestion.
- County and city officials need to recognize that more lanes only mean more cars.
- UDOT should not make it easier to get more cars in, but continue improving walkability, biking, and public transportation.
- The proposed alternatives will only create induced demand and make congestion worse.

### 2.3.3 Traffic Analysis

- Only improving intersections or adding additional lanes will not fully address the current or future traffic.
- The idea that widening roads and adding lanes improves traffic is outdated and not supportable.
- Traffic estimates in the study seem to underestimate current traffic.

### 2.3.4 Safety

- Pedestrians do not feel safe in the area.
- Better road lighting needs to be included.
- Current traffic issues have made the area very unsafe for residents.

### 2.3.5 Growth

- Unrestrained growth is the real problem with Kimball Junction, not road design.
- The project should not consider the large development proposed by Dakota Pacific as a “done deal.”
- Development could make any of these three alternatives obsolete before construction is even complete.

### 2.3.6 Screening Criteria

- Add driver comfort/usability as a criterion; slightly longer drive-time could be acceptable if the overall experience has fewer conflict points.
- Include snow removal and maintenance in considerations of each alternative.
- Extensive construction disrupting the area is a major concern for some.

## 2.4 Alternatives

### 2.4.1 Alternative A – Split-Diamond Interchange with Intersection Improvements

- Alternative A will only move the congestion, not solve it.
- Alternative A provides only short-term solutions, not 2050 solutions.
- The pedestrian tunnel in Alternative A is preferred over other alternatives.
- Split-diamond interchanges have already failed on Route 40.
- Alternative A should have some access into the Field House area instead of access into the outlets from a frontage road.

### 2.4.2 Alternative B – Grade-Separated Intersections with One-Way Frontage Roads to the I-80 Interchange

- Wildlife crossing should be included in Alternative B.
- Alternative B will provide the most benefits for the longest period of time.
- Alternative B will result in a smoother flow of traffic, better separation between local and through traffic, and less visual impact.
- The depressed roadway would eliminate the severe slowdowns caused by the traffic lights.
- Alternative B makes Park City a more sustainable, walkable, mixed-use neighborhood.
- Alternative B needs additional pedestrian enhancements.

### 2.4.3 Alternative C – Intersection Improvements with Pedestrian Enhancements

- Alternative C will only move the congestion, not solve it.
- Alternative C provides only short-term solutions, not 2050 solutions.
- Alternative C would have the least intrusive construction process.
- Alternative C incentivizes high-occupancy vehicles (HOV) and public transportation, so should be favored.

### 2.4.4 Alternatives – Other

- All three presented alternatives only push traffic around rather than solve it.
- Consider a bridge from east of the Newpark Town Center to the intersection with I-80.
- A park-and-ride lot targeted toward skiers and workers would better address traffic issues.
- Consider a third lane in and out of town.
- Provide an option for people to access the Kimball Junction area without using the Kimball Junction exit.
- A public transit option needs to run from Salt Lake City to Park City, with parking garages that would incentivize riders to use the transit option.
- Bike lanes need to be safe and continuous without being in the HOV lane.
- Directional/reversible lanes and roundabouts should be more strongly considered.
- Consider larger dedicated carpool parking near Jeremy Ranch and Richardson Flat; dedicated buses that take commuters to Kimball Junction, canyons and Main Street.
- Funnel more vehicles toward the Richardson Flat park-and-ride lot, then provide more mass transit from there.
- Limit Main Street parking to residents.
- Moving high-volume ski traffic through the intersections to I-80 without traffic lights solves the primary problem.

### 2.4.5 Alternatives – Active Transportation

- Focus on upgrading only public transit and walking/biking transportation.
- Public transit needs to be a faster, more convenient option.
- Mass transit, commuter parking, and pedestrian/bike flow should be prioritized with any plan.
- Employees commuting into Park City would prefer more transit options/transit availability.
- Expand park-and-ride options.
- All new pedestrian walking paths should be wider than normal.

## 2.5 Resource Considerations

### 2.5.1 Community and Social Impacts

- Concern that semi-trucks making deliveries won't be able to access local businesses with any of the alternatives.
- Induced growth will ruin Park City's mountain town feel.
- The project's plans should attempt to reduce personal vehicle use as much as possible to create a better community.
- Further construction/development of the area is ruining the area's beauty and value.
- Traffic noise impacting nearby neighborhoods is a major concern.

### 2.5.2 Wildlife

- Concern regarding wildlife impacts.
- Wildlife fencing should be included throughout the whole area.
- Wildlife crossings should be considered in all alternatives.

### 2.5.3 Air Quality

- Provide more information about emissions for each of the presented alternatives.
- Utah should be investing in solutions that reduce emissions.

### 2.5.4 Water Resources

- Concerns that a depressed roadway could impact the water flow into Swaner wetlands.
- Concerns whether Alternative B will intersect the water table, potentiometric surface, or perched water system.

### 2.5.5 Economics

- The ski resorts should be responsible for paying for improved transportation infrastructure.
- Development will only add more congestion.
- Developers are funding or backing this project somehow.
- Concern about costs of each alternative.



## 2.6 Miscellaneous

- Left turns off SR-224 should be eliminated in favor of routing all traffic through roundabouts and back across/over SR-224.
- Moving traffic lights will only move bottlenecks, and adding traffic lights will only add bottlenecks.
- Traffic to the ski resorts needs to be able to bypass Kimball Junction traffic.
- Provide more details about the efficacy of all three options.
- Provide a letter-grade service assessment broken out by each alternative.
- The diamond-interchange proposal is hard to understand/envision.
- Prioritizing HOV lanes only helps tourists, not locals.

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**APPENDIX A**  
Notice of Intent

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PM Measure 3: Maintain Public Flight Tracking Portal—Approved.

PM Measure 4: Maintain Noise Complaint Management System—Approved.

PM Measure 5: Maintain Noise Office website—Approved.

PM Measure 6: Continue Community Outreach Activities—Approved.

PM Measure 7: Establish and Manage a Fly Quiet Program—Approved as Voluntary.

PM Measure 8: Make Aircraft Noise Contours Available in a Geographic Information System (GIS)—Approved.

PM Measure 9: Update the Noise Exposure Map—Approved.

PM Measure 10: Update the Noise Compatibility Program—Approved.

PM Measure 11: Post Monthly Color-Coded DNL Values on Port Authority website—Approved.

PM Measure 12: The Port Authority to Coordinate with the FAA on Development and Implementation of NextGen Procedures—Approved.

These determinations are set forth in detail in the Record of Approval signed by the FAA Airports Eastern Division Director on December 15, 2022. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above. The Record of Approval also will be available on the internet on the FAA's website at [http://www.faa.gov/airports/environmental/airport\\_noise/part\\_150/states/](http://www.faa.gov/airports/environmental/airport_noise/part_150/states/) and the Port Authority of New York and New Jersey's website at [http://panynjpart150.com/LGA\\_documents.asp](http://panynjpart150.com/LGA_documents.asp).

Issued in Jamaica, NY, on December 16, 2022.

**David A. Fish,**

*Director, Airports Division, Eastern Region.*

[FR Doc. 2022-27702 Filed 12-20-22; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Summit County, Utah

**AGENCY:** Federal Highway Administration (FHWA), Department of Transportation (USDOT), Utah Department of Transportation (UDOT).

**ACTION:** Notice of intent to prepare an Environmental Impact Statement (EIS).

**SUMMARY:** The FHWA, on behalf of the Utah Department of Transportation (UDOT), is issuing this Notice of Intent (NOI) to solicit comment and advise the public, agencies, and stakeholders that

an EIS will be prepared for transportation improvements in the Kimball Junction area which includes the I-80 and SR-224 interchange and SR-224 through the two at-grade intersections to the south of I-80 (Ute Boulevard and Olympic Parkway) in Summit County, Utah. Persons and agencies who may be interested in or affected by the proposed project are encouraged to comment on the information in this NOI and the NOI Supplemental Information document. All comments received in response to this NOI will be considered, and any information presented herein, including the draft purpose and need, preliminary alternatives, and identified impacts, may be revised in consideration of the comments.

**DATES:** Comments on the NOI must be received on or before January 27, 2023.

**ADDRESSES:** This NOI is available in the docket referenced above at [www.regulations.gov](http://www.regulations.gov) and on the project website ([kimballjunctioneis.udot.utah.gov](http://kimballjunctioneis.udot.utah.gov)). Interested parties are invited to submit comments by any of the following methods:

*Website:* For access to the documents, go to the Federal eRulemaking Portal located at [www.regulations.gov](http://www.regulations.gov) or the project website ([kimballjunctioneis.udot.utah.gov](http://kimballjunctioneis.udot.utah.gov)). Follow the online instructions for submitting comments.

*Mailing address or for hand delivery or courier:* UDOT Environmental Services Division, 4501 South 2700 West, P.O. Box 148450, Salt Lake City, Utah 84114-8450.

*Email address:* [kimballjunctioneis@utah.gov](mailto:kimballjunctioneis@utah.gov).

All submissions should include the agency name and the docket number that appears in the heading of this Notice. All comments received will be posted without change to [www.regulations.gov](http://www.regulations.gov) or [kimballjunctioneis.udot.utah.gov](http://kimballjunctioneis.udot.utah.gov).

The Draft EIS will include a summary of the comments received.

**FOR FURTHER INFORMATION CONTACT:**

Carissa Watanabe, Environmental Program Manager, UDOT Environmental Services Division, 4501 South 2700 West, P.O. Box 148450, Salt Lake City, Utah 84114-8450; telephone: (503) 939-3798; email: [cwatanabe@utah.gov](mailto:cwatanabe@utah.gov). Grant Farnsworth, PE, Kimball Junction EIS Project Manager, UDOT Region Two, 2010 South 2760 West, Salt Lake City, UT 84104; telephone: (801) 663-9985 email: [gfarnsworth@utah.gov](mailto:gfarnsworth@utah.gov).

Persons interested in receiving the project information can also use the

project email address referenced above to be added to the project mailing list.

**SUPPLEMENTARY INFORMATION:** 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. UDOT, as the assigned National Environmental Policy Act (NEPA) agency, will prepare an EIS to evaluate transportation solutions in the Kimball Junction area which includes the Interstate 80 (I-80) and State Route (SR) 224 interchange and SR-224 through the two at-grade intersections to the south (Ute Boulevard and Olympic Parkway). The proposed project study area extends on I-80 from the Jeremy Ranch interchange (I-80 milepost 142) to the US-40 interchange (I-80 milepost 147). The EIS will be conducted in accordance with the requirements of NEPA, as amended (42 United States Code [U.S.C.] Section 4321, *et seq.*), 23 U.S.C. 139, Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR parts 1500-1508), FHWA regulations implementing NEPA (23 CFR 771.101-771.139), and all applicable federal, state, and local governmental laws and regulations.

In 2021, UDOT, in partnership with Summit County, published the Kimball Junction and SR-224 Area Plan (Area Plan) that was prepared to identify and evaluate future transportation improvements at the interchange of I-80 and SR-224 and through the two at-grade intersections on SR-224 (Ute Boulevard and Olympic Parkway) in Summit County, Utah. The Area Plan was conducted using UDOT's Solutions Development process which is a local 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. The Area Plan evaluated 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.

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. The problems and opportunities developed during the Area Plan process informed the draft

purpose and need of this EIS. 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 will be 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. The 2021 Area Plan may be viewed at the project website ([kimballjunctioneis.udot.utah.gov](http://kimballjunctioneis.udot.utah.gov)).

#### **Purpose and Need for the Proposed Action**

The purpose of this project as identified by UDOT is to 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; and maintain or improve transit travel times. The need for the project is based on 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; and growing east-west active transportation demand across SR-224. Agencies and the public are invited to comment on the draft purpose and need statement and technical memorandum available on the project website ([kimballjunctioneis.udot.utah.gov](http://kimballjunctioneis.udot.utah.gov)). The purpose and need statement and supporting documentation, including data and public input summary, will be available in the Draft EIS. The purpose and need statement might be revised based on comments received during the comment period on this NOI.

#### **Preliminary Description of the Proposed Action and Alternatives the EIS Will Consider**

The currently contemplated range of alternatives proposed to be considered in the EIS consists of the following: (1) taking no action; (2) capacity improvements to I-80 and SR-224 such as adding general-purpose or auxiliary lanes and interchange improvements; (3) modified accesses to and from I-80 and SR-224; (4) additional or modified road, bicycle and pedestrian crossings on I-80 and SR-224; (5) combinations of any of the above, and (6) other reasonable alternatives identified during the EIS process. Three alternatives identified in the Area Plan meet the

range of alternatives listed above and include Alternative A: a split-diamond interchange with intersection improvements; Alternative B: an alternative that has grade-separated intersections with one-way frontage roads to the I-80 interchange; and Alternative C: an alternative that combines HOV-focused improvements. Additional information on the alternatives, as well as maps and figures illustrating the project location, are available for review on the project website noted in the **ADDRESSES** section. 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. The alternatives to be retained will be finalized after UDOT considers the comments received during the comment period on this NOI. The alternatives might be revised based on UDOT's consideration of public comments. The concepts not retained will also be documented in the Draft EIS. Alternatives carried forward in the EIS process will be evaluated along with the No Action alternative. The No Action alternative assumes all transportation improvements identified in the current long-range transportation plan would be built except the interchange improvements proposed in this study.

#### **Summary of Expected Impacts**

The EIS will evaluate the expected social, economic, and environmental effects resulting from the implementing the action alternatives and the no action alternative. The following resources are the most sensitive resources in the project area as identified in the Area Plan and will be evaluated by UDOT in the EIS:

*Water Quality and Water Resources including Wetlands and other Waters of the United States:* Project alternatives could require placing fill in waters of the United States and impacts to wetlands considered to be jurisdictional. These impacts would require a permit from the U.S. Army Corps of Engineers (USACE) for the discharge of dredged or fill material into waters of the United States, including wetlands.

*Section 4(f) Resources:* Project alternatives might use section 4(f) recreation resources and eligible historic properties. Section 4(f) is in reference to the U.S. Department of Transportation Act of 1966.

*Environmental Justice Communities:* Project alternatives might impact communities eligible for consideration as environmental justice communities that are low-income and minority due to

right-of-way requirements, increases in noise, or other environmental factors. Additional analysis and public involvement will be conducted during the NEPA process to assess if the potential action alternatives would result in any disproportionately high and adverse impacts on the low-income and minority communities.

*Property Acquisitions:* Project alternatives could require acquiring private properties and relocating the tenants or owners of the properties. UDOT will work closely with the impacted stakeholders and designers to reduce the number of acquisitions and relocations.

The EIS will evaluate the expected impacts of and benefits to the known resources listed above as well as the following resources: land use, social and community resources, traffic, economics, pedestrian and bicyclist considerations, air quality, noise, wildlife resources, floodplains, cultural resources, hazardous material sites, and visual resources. The level of review of the identified resources for the EIS will be commensurate with the anticipated effects on each resource from the proposed project and will be governed by the statutory or regulatory requirements protecting those resources.

The analyses and evaluations conducted for the EIS will identify the potential for effects; avoidance measures; whether the anticipated effects would be adverse; and mitigation measures for adverse effects. UDOT welcomes comments on the expected impacts to be analyzed in the Draft EIS during the NOI comment period.

Agencies, stakeholders, and the public are invited to comment on the expected resources and anticipated impacts. The environmental impact analysis will not begin until the purpose and need, range of alternatives, and impact categories are finalized based on the public comments on this NOI. UDOT might revise the identification of impacts as a result of considering public comments. The studies to identify the impacts, as well as the analyses of impacts from the retained alternatives, will be presented in the Draft EIS.

#### **Anticipated Permits and Other Authorizations**

The project might require a permit from the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act. Additional state or local permits that may be required include stream alteration permits (PGP-10) from the Utah Division of Water Rights, Clean Water Act section 401 Certification from the Utah Division of Water Quality, Clean Water Act Section 402 Utah

Pollution Discharge Elimination System General Permit for Construction Activities from the Utah Division of Water Quality, floodplain development permits from local jurisdictions (cities or counties), and other construction related permits (such as Air Quality Approval Orders and Fugitive Dust Emission Control Plan from the Utah Division of Air Quality). A section 4(f) de minimis impact and/or section 106 affected properties would require concurrence from the official with jurisdiction.

### Scoping and Public Review

#### Agency Coordination

A coordination plan is being prepared to define the agency and public participation procedures for the environmental review process. The plan will establish cooperating and participating agency roles and a review schedule and will be posted on the project website ([kimballjunctioneis.udot.utah.gov](http://kimballjunctioneis.udot.utah.gov)). Cooperating agencies that have been preliminarily identified include the USACE and the U.S. Environmental Protection Agency.

#### Agency and Public Review

UDOT will initiate a scoping process in December 2022 to gather information and solicit input after this NOI is issued. To ensure that a full range of issues are addressed in the EIS and potential issues are identified, comments and suggestions are invited from all interested parties. During Scoping, UDOT requests comments and suggestions on the draft purpose and need, potential project alternatives and impacts, the draft alternatives screening methodology, and the identification of any relevant information, studies, or analyses of any kind concerning impacts to the quality of the human and natural environment. The purpose of this request is to bring relevant comments, information, and analyses to the attention of UDOT, as early in the process as possible, to enable the agency to make maximum use of this information in decision making.

A public scoping period will be held between December 27, 2022 and January 27, 2023. As part of the scoping process, UDOT will provide an opportunity for public and agency comments on the draft purpose and need statement and technical memorandum, and preliminary alternatives screening methodology. These documents will be available on the project website ([kimballjunctioneis.udot.utah.gov](http://kimballjunctioneis.udot.utah.gov)) on December 27, 2022. Final versions of these documents, along with a scoping

summary report, will be available on the project website when they are completed.

Public scoping meetings will be held in-person and virtually. An in-person public scoping meeting will be held on January 10, 2023 from 5:30 p.m. to 8:00 p.m. at Ecker Hill Middle School, 2465 Kilby Road, Park City, Utah. A virtual public scoping meeting will be held on January 11, 2023 from 6:00 p.m. to 7:30 p.m. via Zoom. To register for the virtual public meeting or to obtain information regarding the scoping meetings, please visit the project website.

Public involvement is a critical component of the project development process and will continue throughout the development of the EIS. All individuals and organizations expressing interest in the project will be able to participate in the process through various public outreach opportunities, and they can sign up to receive email announcements and notifications on the project website ([kimballjunctioneis.udot.utah.gov](http://kimballjunctioneis.udot.utah.gov)). These opportunities include, but are not limited to, public meetings and hearing(s), the project website, and press releases. Public notice will be given regarding the time and place of all public meetings and hearing(s). A public scoping period and 30-day public comment period is planned between December 27, 2022 and January 27, 2023. Pursuant to 40 CFR 1501.9(d), during the scoping period, all interested parties are requested to provide comments on the draft purpose and need statement, the range of potential alternatives for the project, the preliminary alternatives screening methodology, and resources to be considered in the EIS, and to identify any relevant information, studies, or analyses relevant to the project. Written comments or questions should be directed to UDOT representatives at the mail or email addresses provided above.

Public hearings will be held during the course of the EIS, as described below. Generally, the locations, dates, and times for each public hearing will be publicized on the project website ([kimballjunctioneis.udot.utah.gov](http://kimballjunctioneis.udot.utah.gov)) and in newspapers with local and regional circulation, including The Salt Lake Tribune, the Deseret News, the Park Record, and Townlift. Materials will be available at the meetings in English and Spanish, and oral and written comments will be solicited.

#### Public Hearing on the Draft EIS

Notice of availability of the Draft EIS for public and agency review will be published in the **Federal Register** and

through other methods which will identify where interested parties can review a copy of the Draft EIS. A public hearing will be conducted by UDOT and announced a minimum of 15 days in advance of the scheduled hearing date. UDOT will provide information for the public hearing, including the location, date, and time for the meeting, through a variety of means including the project website ([kimballjunctioneis.udot.utah.gov](http://kimballjunctioneis.udot.utah.gov)) and by newspaper advertisement.

#### Schedule for the Decision-Making Process

After this NOI is issued, UDOT will coordinate with the participating and cooperating agencies to develop study documentation and the Draft EIS.

The Draft EIS is anticipated to be issued in Winter 2023.

The combined Final EIS and Record of Decision is anticipated to be issued in the Fall of 2024, within 24 months of the publication of this NOI.

Any other federal permits, if necessary, will be obtained within 90 days after the Record of Decision is issued.

#### Request for Identification of Potential Alternatives, Information, and Analyses Relevant to the Proposed Action

To ensure that a full range of issues related to the project are addressed and all potential issues are identified, UDOT invites comments and suggestions from all interested parties. The project team requests comments and suggestions regarding potential alternatives and impacts and the identification of any relevant information, studies, or analyses of any kind concerning impacts affecting the quality of the human environment. Any information presented in this NOI, including the draft purpose and need statement, preliminary range of alternatives, and identification of impacts, might be revised after UDOT considers the comments. The purpose of this request is to bring relevant comments, information, and analyses to UDOT's attention, as early in the process as possible, to enable UDOT to make maximum use of this information in decision making. Comments may be submitted according to the instructions in the **ADDRESSES** section of this NOI.

#### (h) Contact Information

For more information, please visit the project website at [kimballjunctioneis.udot.utah.gov](http://kimballjunctioneis.udot.utah.gov). Information requests or comments can also be emailed to [kimballjunctioneis@utah.gov](mailto:kimballjunctioneis@utah.gov).

*UDOT*: Carissa Watanabe, Environmental Program Manager, UDOT Environmental Services Division, 4501 South 2700 West, P.O. Box 148450, Salt Lake City, Utah 84114-8450; telephone: (503) 939-3798; email: [cwatanabe@utah.gov](mailto:cwatanabe@utah.gov).

(Catalog of Federal and Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on federal programs and activities apply to this program.)

Dated: December 14, 2022.

**Ivan Marrero,**

*Division Administrator, Federal Highway Administration, Salt Lake City, Utah.*

[FR Doc. 2022-27728 Filed 12-20-22; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[FHWA Docket No. FHWA-2022-0013]

#### Revision of Stewardship and Oversight Agreement Template

**AGENCY:** Federal Highway Administration (FHWA), Department of Transportation (DOT).

**ACTION:** Notice of revised Stewardship and Oversight Agreement template, request for comments.

**SUMMARY:** The FHWA has completed a revision to the Federal-State Stewardship and Oversight (S&O) Agreement template. The revised S&O Agreement template that is the subject of this notice is an updated version of a template issued by FHWA in 2015. The revisions address such issues as changes in applicable laws and the evolution of FHWA's risk-based stewardship and oversight program. The FHWA is requesting comments on the revised S&O Agreement template. The FHWA will publish a **Federal Register** notice announcing the final S&O Agreement template, including any changes FHWA makes in response to public comments.

**DATES:** The public comment period closes on February 21, 2023.

**ADDRESSES:** All comments should include the docket number that appears in the heading of this document and may be submitted in any of the following ways:

- *Electronically through the Federal eRulemaking Portal:* [www.regulations.gov](http://www.regulations.gov). This website allows the public to enter comments on any **Federal Register** notice issued by any agency. Follow the online instructions for submitting comments.

- *Fax:* 1-202-493-2251.
- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590-0001.
- *Hand Delivery:* U.S. Department of Transportation, Docket Operations, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590 between 9 a.m. and 5 p.m., ET, Monday through Friday, except Federal holidays.

**Instructions:** You should identify the docket number at the beginning of your comments. If you submit your comments by mail, submit two copies. To receive confirmation that DOT received your comments, include a self-addressed stamped postcard. Late comments will be considered to the extent practicable. Note that all comments received will be posted without change to [www.regulations.gov](http://www.regulations.gov), including any personal information provided.

**FOR FURTHER INFORMATION CONTACT:** Mr. Lloyd Rue, Office of Infrastructure, (202) 366-6125, office hours are from 8 a.m. to 4:30 p.m., MT, Monday through Friday, except Federal holidays, or Ms. Alla Shaw, Office of the Chief Counsel, (202) 366-1042, office hours are from 8 a.m. to 4:30 p.m., ET, Federal Highway Administration, 1200 New Jersey Avenue SE, Washington, DC 20590. Offices are open Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### Electronic Access

This document and the revised S&O Agreement template may be viewed online under the docket number noted above through the Federal eRulemaking portal at: [www.regulations.gov](http://www.regulations.gov). Electronic submission and retrieval help and guidelines are available on the website. Please follow the online instructions.

In addition to being available in the electronic docket, the revised S&O Agreement template may also be viewed online at: [https://www.fhwa.dot.gov/federalaid/stewardship/Draft\\_stewardship\\_and\\_oversight\\_template.docx](https://www.fhwa.dot.gov/federalaid/stewardship/Draft_stewardship_and_oversight_template.docx).

An electronic copy of this document may also be downloaded from the Office of the Federal Register's website at: <http://www.archives.gov/federal-register> and the U.S. Government Publishing Office's website at: <http://www.govinfo.gov/>.

Physical access to the docket is available at the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room

W12-140, 1200 New Jersey Avenue SE, Washington, DC 20950, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

All comments received before the close of business on the comment closing date indicated above will be considered and will be available for examination in the docket at the above address. Comments received after the comment closing date will be filed in the docket and will be considered to the extent practicable. In addition to late comments, FHWA will also continue to file relevant information in the docket as it becomes available after the comment period closing date and interested persons should continue to examine the docket for new material.

#### Background

In enacting 23 United States Code (U.S.C.) 106(c), as amended, Congress established authority for States to enter into agreements with FHWA under which the States carry out certain project responsibilities traditionally handled by FHWA. Congress also recognized the importance of a risk-based approach to FHWA oversight of the Federal-aid highway program (FAHP), establishing requirements in 23 U.S.C. 106(g). The S&O Agreement is a key element of FHWA's risk-based S&O approach. The S&O Agreements are formal instruments executed between each FHWA Division Office and its corresponding State department of transportation (State DOT). The S&O Agreement defines the roles and responsibilities of FHWA and the State DOT with respect to Title 23, U.S.C. project approvals and related responsibilities, and documents methods that will be used for FAHP oversight activities.

In response to Office of Inspector General recommendations,<sup>1</sup> FHWA revised its national S&O procedures to require use of a uniform template for developing an S&O Agreement and instituted a legal review of each S&O Agreement. In 2015, FHWA issued the template currently in use. Each of the 52 FHWA Division Offices and their respective State DOTs executed a new S&O Agreement based on the 2015 S&O Agreement template.

Since the issuance of the 2015 S&O Agreement template and implementation of the new S&O Agreements, statutes and regulations applicable to the FAHP have changed.

<sup>1</sup> "Improvements to Stewardship and Oversight Agreements Are Needed to Enhance Federal-aid Highway Program Management," OIG, DOT, Report Number MH-2013-001 (October 1, 2012), available online at <https://www.oig.dot.gov/library-item/28742>.



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## **APPENDIX B**

### Agency Scoping Materials

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# Summary

Project:	Kimball Junction EIS
Subject:	Agency Scoping Meeting
Date:	Monday, January 09, 2023
Time:	1:00–2:30 PM
Location:	Zoom

## Attendees

✓	Name	Representing
✓	Alex Roy	Park City Municipal Corporation
✓	Amy Croft	HDR, Wildlife Lead
✓	Andrew Jackson	Mountainland Association of Governments
✓	Andy Garland	Mountain Regional Water District
✓	Blake Perez	Central Wasatch Commission
✓	Bob Zanetti	Park City Fire District, Fire Chief
✓	Brian Speer	Utah Division of Waste Management and Radiation Control, Solid Waste Manager
✓	Bri Binnebose	Penna Powers, Public Involvement Lead
✓	Bryan Adams	HDR, Consultant Project Manager
✓	Carissa Watanabe	UDOT, Environmental Program Manager
✓	Carl Miller	Summit County, Regional Transportation Planning Director
✓	Caroline Rodriguez	High Valley Transit, Executive Director, and Summit County
✓	Charles Allen	Parametrix, Traffic Lead
✓	Christopher Robinson	Summit County Council
✓	Cory Shorkey	Snyderville Basin Water Reclamation District
✓	Dana Jones	The Basin Recreation Fieldhouse
✓	Gabriel Shields	Park City Engineering
✓	Grant Farnsworth	UDOT, Project Manager
✓	Heidi Spoor	HDR, Environmental Lead
✓	Janna Young	Summit County, Interim County Manager
✓	Jeff Simmons	HDR, Roadway Design Lead
✓	Kevin Berkley	Snyderville Basin Water Reclamation District
✓	Lindsey Nielsen	Park City Conservation Association
✓	Linsey Shafer	Utah Department of Environmental Quality
✓	Marisa Cooper	Penna Powers, Public Involvement Coordinator
✓	Mary DeLoretto	Utah Transit Authority
✓	Melissa Early	Utah Division of Wildlife Resources

✓	Name	Representing
✓	Mike Owens	Park City Fire District
✓	Mike Pectol	U.S. Army Corps of Engineers, Bountiful Regulatory Office
✓	Paige Walton	Utah Department of Environmental Quality
✓	Patti Garver	Utah Transit Authority
✓	Rita Reisor	U.S. Fish and Wildlife Service
✓	Sam Grenille	Mountain Regional Water
✓	Sarah Pearce	Park City, Deputy City Manager

## Meeting Summary

The project team presented information about the planning and environmental study process, including the Kimball Junction and State Route (S.R.) 224 Area Plan process, and three alternatives that were developed in the Area Plan and moved forward into the National Environmental Policy Act (NEPA) process. The project team described the Environmental Impact Statement (EIS) process and schedule as well as the draft purpose and need statement. In-depth traffic information was presented to the group in support of the project need. Potential environmental resource impacts were also discussed. The presentation that was given follows.

## Meeting Q&A

### 1. Carl Miller, Summit County, Regional Transportation Planning Director

**Question:** The study area currently includes Landmark Drive near Walmart/Outlet Mall but stops before connecting again to Landmark Drive near the transit center. Why doesn't the study area include the continuity of Landmark Drive since traffic doesn't stop at those two points? It's likely that additional traffic will flow onto Landmark Drive, and this study will need to capture that flow.

**Response:** We can revise the study area if we find that the traffic issues are being pushed to Landmark Drive. Landmark Drive is part of the traffic analysis.

### 2. Andrew Jackson, Mountainland Association of Governments

**Question:** Is the ineligible cultural resource site a Native American site or a pioneer site?

**Response:** The site is ineligible, and the State Historic Preservation Office (SHPO) most recently concurred with this finding of effect during the Section 106 consultation process for the S.R. 224 Bus Rapid Transit (BRT) project. The site is not Native American and is thought to be a pioneer site that was originally located elsewhere and then moved to this location. There are no records proving that this site is historically important; however, UDOT will make every effort to avoid this site.

**3. Patti Garver, UTA**

**Question:** Is one of the alternatives looking more promising than the others?

**Response:** During the Area Plan process, all three alternatives performed satisfactorily, and that's why all three were advanced into the NEPA phase for additional study.

**4. Mike Pectol, USACE, Bountiful Regulatory Office**

**Question:** How many acres of wetlands would be impacted? It will help us to know our needed level of involvement.

**Response:** Based on National Wetlands Inventory mapping conducted during the Area Plan process, there could be about 0.5 acre of impacts to potentially jurisdictional wetlands. A wetland delineation will be conducted in the study area during the NEPA phase to more accurately determine potential wetland impacts.

**5. Brian Speer, Utah Division of Waste Management and Radiation Control,  
Solid Waste Manager**

**Question:** Is there a soil waste management plan to dispose of potentially hazardous soils in the study area?

**Response:** We don't currently have a plan and will study hazardous waste as part of the NEPA phase of the project.

**6. Carl Miller, Summit County, Regional Transportation Planning Director**

**Question:** What are the environmental impact metrics?

**Response:** The key environmental impact metrics will likely be federally regulated resources such as waters of the United States, threatened and endangered species, and Section 4(f) resources.

**7. Christopher Robinson, Summit County Council**

**Question:** Tomorrow's public open house is at Ecker Hill Middle School?

**Response:** Yes.

**8. Christopher Robinson, Summit County Council**

**Question:** When would construction of this project start?

**Response:** The Record of Decision (ROD) needs to be issued before construction can start, and there is 150-day appeal period. The project is not currently funded, so there is no year of construction available yet.

## 9. Rita Reisor, U.S. Fish and Wildlife Service

**Question:** Do you know when funding will be identified, because that would help us determine the proper time allowance for bird and Ute ladies'-tresses surveys.

**Response:** Funding has not been identified for the project, and at this time we don't know when it might be funded.

## Formal Scoping Comments

Although EPA didn't attend the agency scoping meeting, they sent a scoping letter with comments to UDOT on February 4, 2023. A comment/response matrix that includes UDOT's responses to EPA's comments is included at the end of this meeting summary.

## Informal Scoping Comments

Summit County didn't submit a formal scoping letter; however, in their January 4, 2022, acceptance to be a participating agency, they provided a comment regarding the study area.

In addition, Mountain Regional Water also didn't submit formal scoping comments, but did note that the study extent includes a critical transmission water line in their system as well as two groundwater sources (wells) that have source protection zones within the study area.

# Kimball Junction ENVIRONMENTAL IMPACT STATEMENT

## Agency Scoping Meeting

January 9, 2023

## Planning & Environmental Study Process



## 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

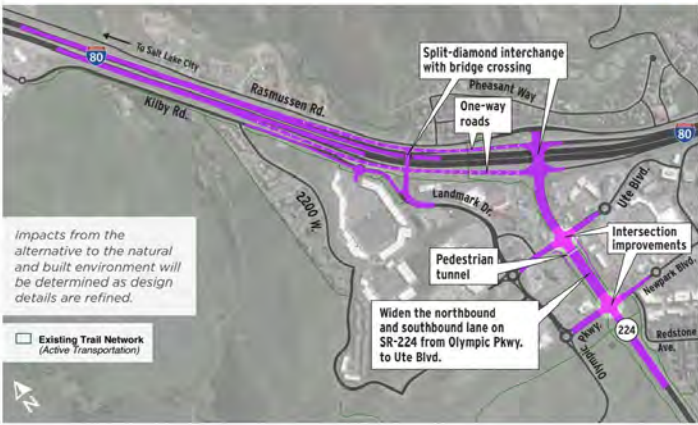


## Kimball Junction & SR-224 Area Plan Goals

- ✓ 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

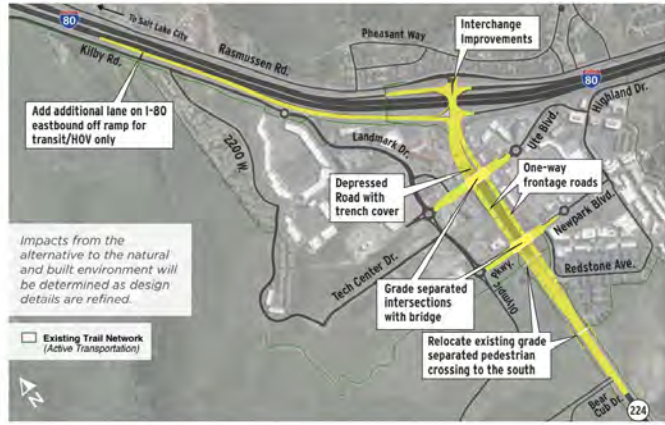
# Alternative A

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



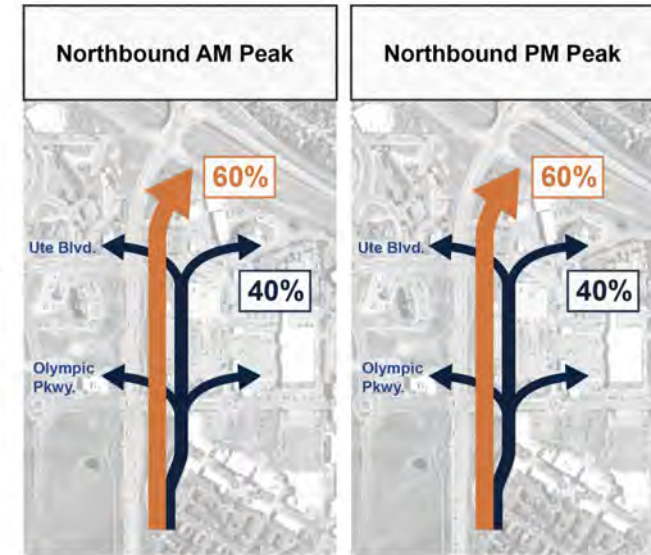


## Project Need (Draft)

- ✓ 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

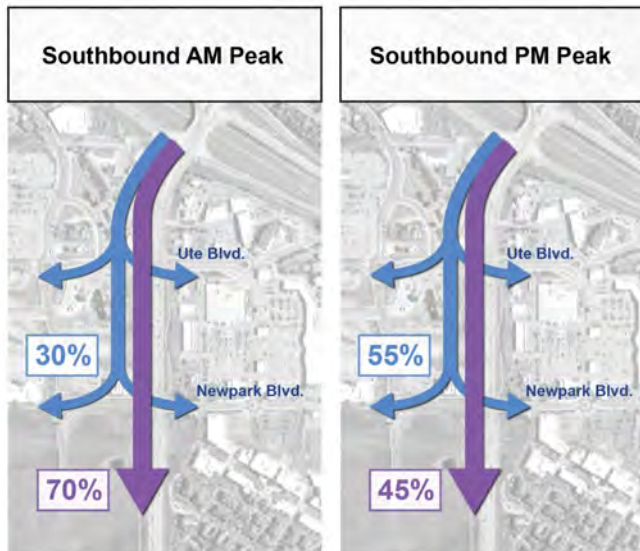
## Traffic Origins

- ✓ 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

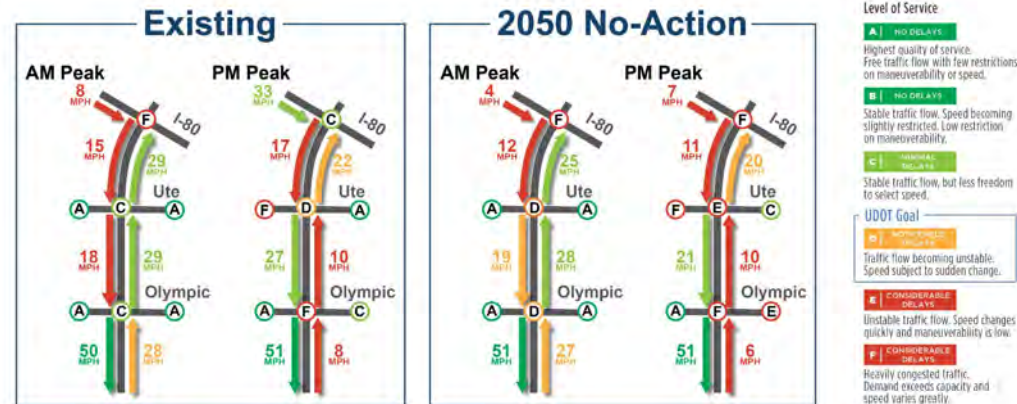


## Traffic Origins

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



## Travel Speeds & Level of Service



## 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** to **15**  
min. over min.

PM outbound travel times on SR-224 can grow from  
**5** to **20**  
min. over min.



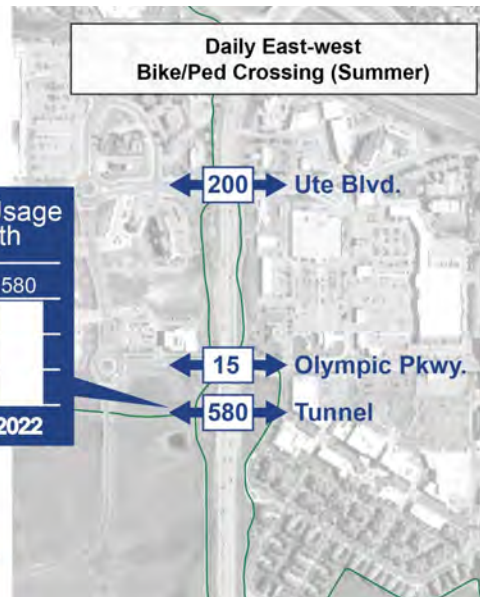
Majority of worst conditions are on weekdays



## Transit & Active Transportation

Projected Kimball Junction Transit Center Daily Boardings (Winter)

2025	270
2050	1,700



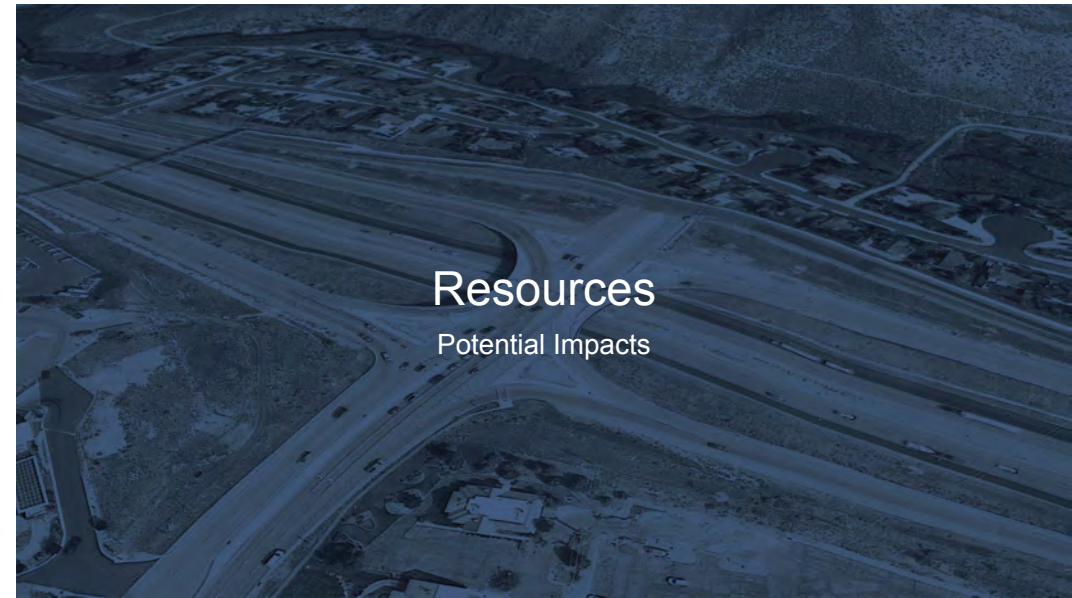
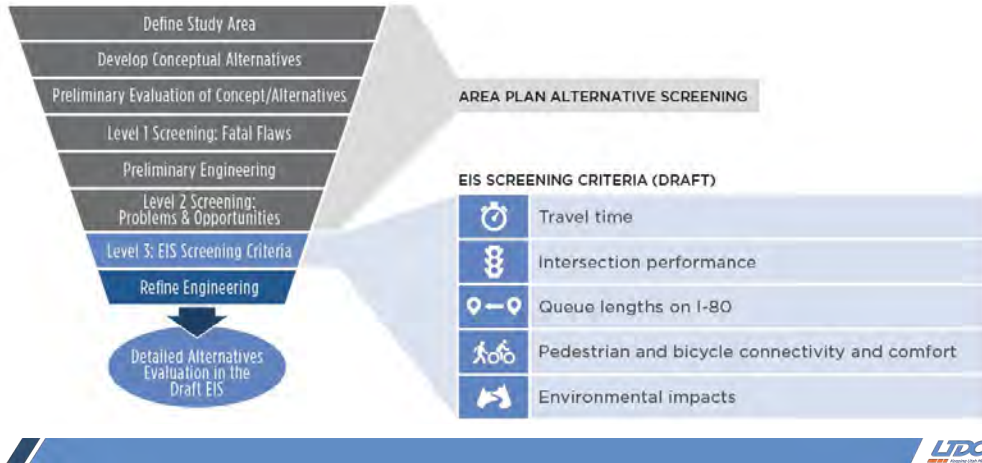
## Project Purpose (Draft)

Kimball Junction ENVIRONMENTAL IMPACT STATEMENT

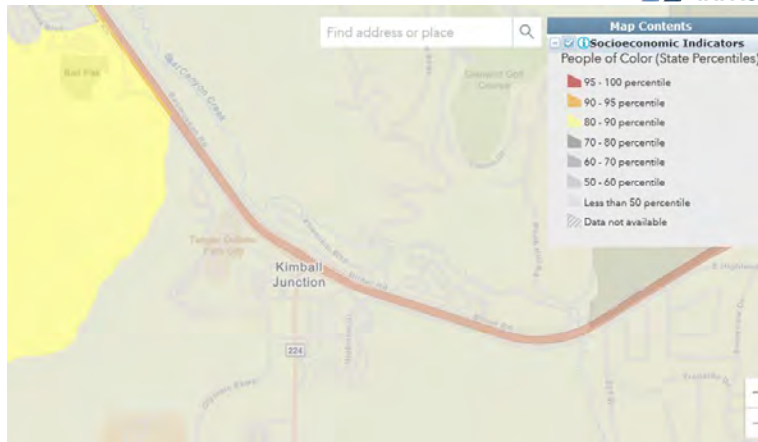
The project purpose is to address transportation-related safety and mobility for all users of the Kimball Junction area by:

- ✓ 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



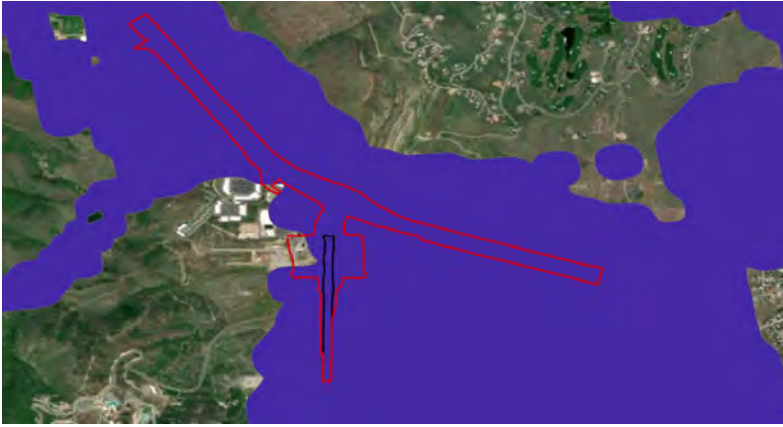
## Environmental Justice



## Cultural Resources (Draft)

- ✓ A ineligible burial site is located in the evaluation area
  - Even though it's ineligible, UDOT will avoid and/or minimize impact to this site
  - None of the current alternatives affect this historic structure
- ✓ One historic structure is located on a parcel intersected by the study area polygon
  - Hi-Ute Ranch at 2201 W Kilby Rd; Barn built 1906, house built 1940
  - None of the current alternatives affect this historic structure

# Ute Ladies'-Tresses Habitat



# Wetlands



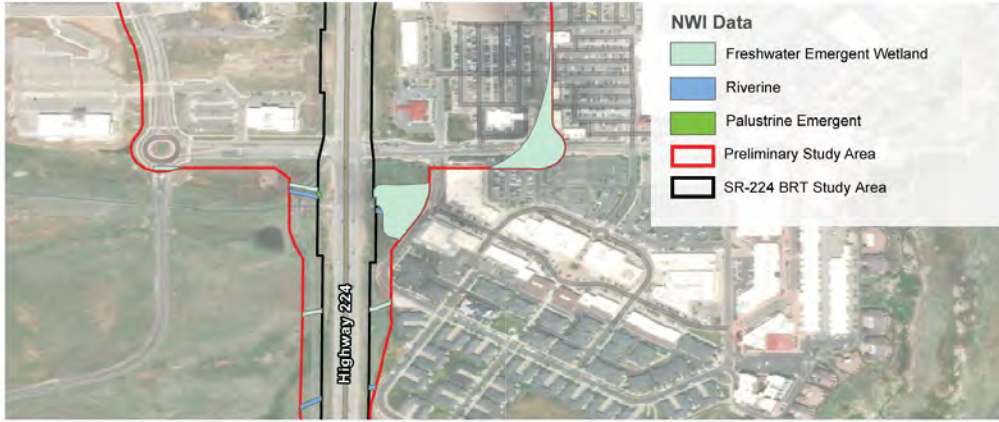
# Wetlands (Cont.)



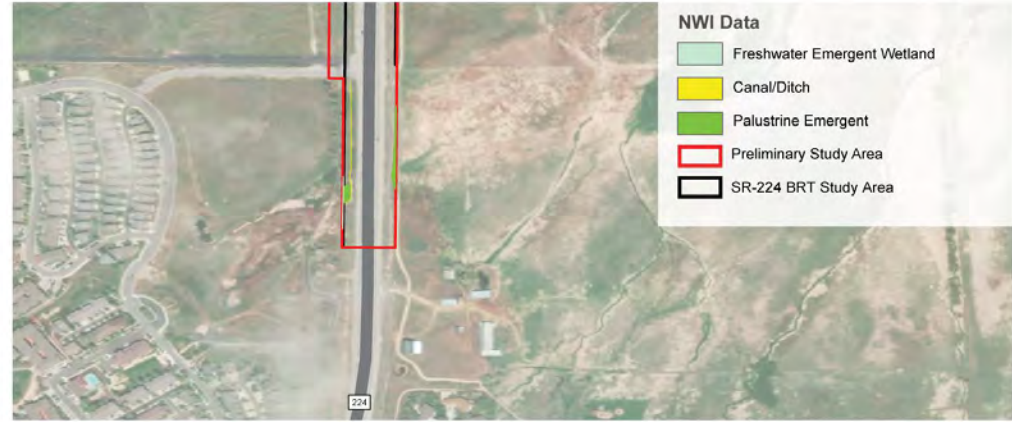
# Wetlands (Cont.)



# Wetlands (Cont.)



# Wetlands (Cont.)



# Wetlands (Cont.)



# Public Meetings

## 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



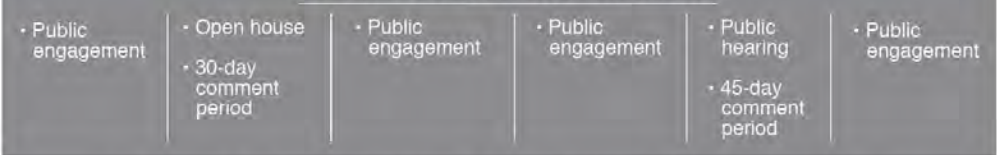
435-255-3168



# Next Steps



### ONGOING STAKEHOLDER ENGAGEMENT



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



# 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.

## Ulrich, Carrie L.

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**From:** Sam Grenlie <sam@mtregional.org>  
**Sent:** Wednesday, December 21, 2022 12:44 PM  
**To:** Spoor, Heidi K.; Carissa Watanabe  
**Cc:** Andy Garland  
**Subject:** Re: Kimball Junction EIS Participating Agency Invitation

**CAUTION: [EXTERNAL]** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Heidi,

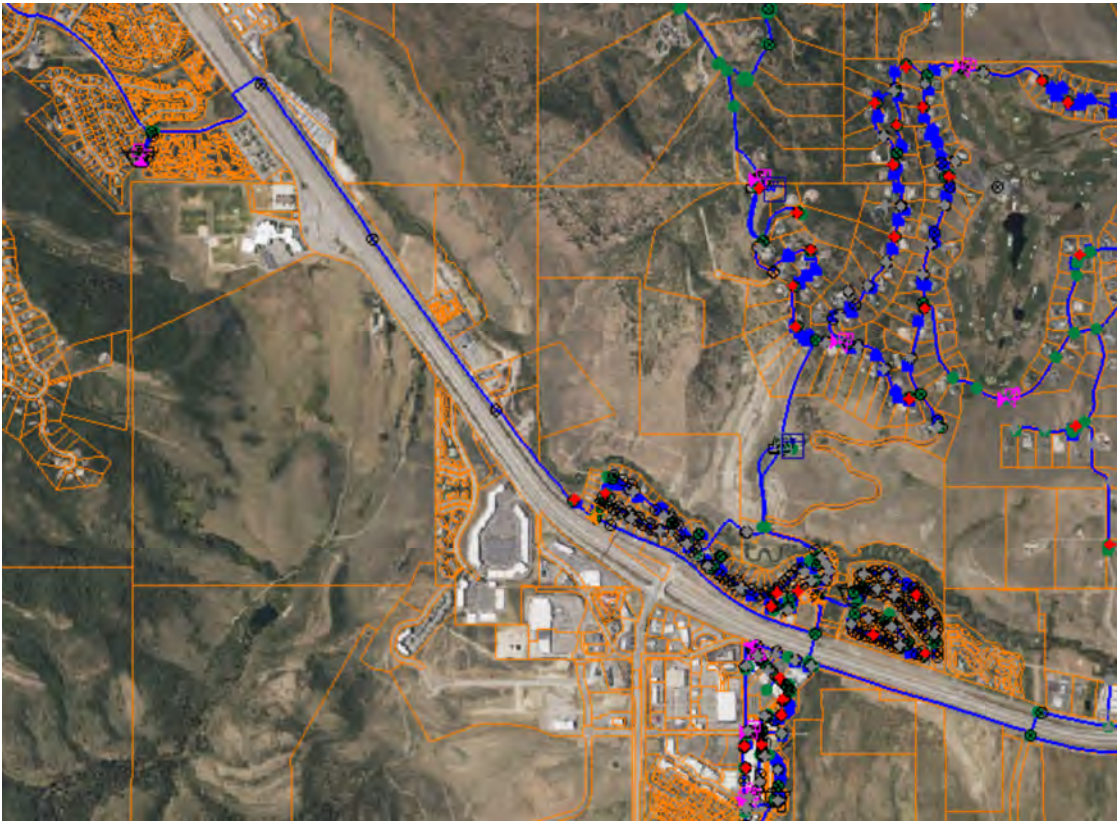
Mountain Regional Water can participate in the environmental review process. Please use my contact information.

We have no formal comments at this time. However the study extents does include a critical transmission water line in our system. Also, two of our ground water sources (wells) have source protection zones that fall within the study area. I can provide additional detail as the project progresses. For now, see a screenshot below of our water lines in the area.

Best,

--

Sam Grenlie  
District Engineer  
Mountain Regional Water SSD  
Mobile: (801) 712-8598  
[www.mtregional.org](http://www.mtregional.org)



On Thu, Dec 15, 2022 at 2:02 PM Andy Garland <[agarland@mtregional.org](mailto:agarland@mtregional.org)> wrote:

----- Forwarded message -----

From: **Customer Service** <[cs@mtregional.org](mailto:cs@mtregional.org)>  
Date: Thu, Dec 15, 2022 at 12:54 PM  
Subject: Fwd: Kimball Junction EIS Participating Agency Invitation  
To: Andy Garland <[agarland@mtregional.org](mailto:agarland@mtregional.org)>  
Cc: Mountain Regional Water <[cs@mtregional.org](mailto:cs@mtregional.org)>

----- Forwarded message -----

From: **'Manning, Randi'** via CS <[cs@mtregional.org](mailto:cs@mtregional.org)>  
Date: Thu, Dec 15, 2022 at 12:53 PM  
Subject: Kimball Junction EIS Participating Agency Invitation  
To: [cs@mtregional.org](mailto:cs@mtregional.org) <[cs@mtregional.org](mailto:cs@mtregional.org)>  
Cc: Spoor, Heidi K. <[heidi.spoor@hdrinc.com](mailto:heidi.spoor@hdrinc.com)>, Carissa Watanabe <[cwatanabe@utah.gov](mailto:cwatanabe@utah.gov)>

Dear Mr. Morrison,

Attached is a copy of a letter being sent on behalf of UDOT inviting Mountain Regional Water District to be a participating agency for the Kimball Junction EIS project.



Your review and response is requested by January 5, 2023. In addition, a virtual agency scoping meeting will be held on January 9, 2023 at 1 PM. Additional details are found in the attached letter.

Please send your response or any questions that you have about this invitation to Heidi Spoor at [heidi.spoor@hdrinc.com](mailto:heidi.spoor@hdrinc.com).

Thanks,

Heidi Spoor

Heidi Spoor

*Professional Associate*

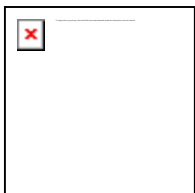
HDR

2825 E. Cottonwood Parkway, Suite 200  
Salt Lake City, UT 84121-7077  
D 801.743.7802 M 801.633.3607  
[heidi.spoor@hdrinc.com](mailto:heidi.spoor@hdrinc.com)

[hdrinc.com/follow-us](https://hdrinc.com/follow-us)

--

Andy Garland  
General Manager  
**Mountain Regional Water**  
**6421 N. Business Park Loop Rd Suite A**  
**P.O.Box 982320**  
**Park City, Utah 84098**  
**P.435.940.1916 X310**  
**C.801-910-1608**



INTERIM COUNTY MANAGER



JANNA B. YOUNG

January 4, 2023

Ms. Heidi Spoor  
HDR, Inc.  
2825 E. Cottonwood Parkway, Suite 200  
Salt Lake City, UT 84121-7077

Re: UDOT Project Number S-0224(50)12/UDOT PIN 19477

Dear Ms. Spoor:

Thank you for the invitation to serve as a participating agency in the environmental review process for proposed improvements to the Interstate 80 (I-80) and State Route 224 (SR-224) interchange at Kimball Junction and on SR-224 from Kimball Junction through the two at-grade traffic signals at Ute Boulevard and Olympic Parkway in Summit County, Utah. **Summit County has a strong interest in this project, and emphatically accepts the role of participating agency.**

The Kimball Junction is the gateway to the Wasatch Back, one of the major economic engines and regional destinations in the state of Utah. As we evaluate the SR-224 corridor it is critical that we consider how transportation infrastructure connects our communities and improves the livability in the Snyderville Basin. As Utah gears up for a potential Olympic bid, this project will be transformational for this unique opportunity and for future generations.

Summit County looks forward as a participating agency to be involved in the development of the alternatives, identifying issues of concern, and providing input on unresolved issues. We request that the study area be extended to include the segment of Landmark Drive between the Factory Outlet Mall and West Ute Boulevard instead of disconnecting the corridor as currently reflected in the study area map, depicted as "Figure 2: Project Area Close-up" in the agency invitation and attached to this correspondence.

We look forward to working with you on a solution at I-80 and the Kimball Junction. Please also accept this letter as the RSVP to the agency scoping meeting on January 9, 2023. Carl Miller, Summit County's Transportation Planning Director will participate in that meeting as Summit County's representative. Please contact Carl at [cmiller@summitcounty.org](mailto:cmiller@summitcounty.org), if you have any questions. Once again, thank you for the opportunity to participate in this important project for Summit County.

Sincerely,

A handwritten signature in blue ink that reads "Janna B. Young". The signature is written in a cursive, flowing style.

Janna B. Young  
Interim County Manager

cc: Summit County Council, [countycouncil@summitcounty.org](mailto:countycouncil@summitcounty.org)  
John Angell, Summit County Public Works Director, [jangell@summitcounty.org](mailto:jangell@summitcounty.org)  
Pat Putt, Summit County Community Development Director, [pputt@summitcounty.org](mailto:pputt@summitcounty.org)  
Caroline Rodriguez, High Valley Transit Executive Director, [crodriguez@summitcounty.org](mailto:crodriguez@summitcounty.org)

Figure 2. Project Area Close-up



60 North Main • P.O. Box 128 • Coalville, UT 84017  
Office (435) 336-3018 • Mobile (301) 335-7770  
[jyoung@summitcounty.org](mailto:jyoung@summitcounty.org)



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 8**

1595 Wynkoop Street  
Denver, CO 80202-1129  
Phone 800-227-8917  
www.epa.gov/region08

**February 4, 2023**

Ref: 8ORA-N

Carissa Watanabe, Project Manager  
Environmental Services Division  
4501 South 2700 West  
P.O. Box 148450  
Salt Lake City, Utah 84114-8450

Dear Ms. Watanabe:

The U.S. Environmental Protection Agency Region 8 NEPA staff reviewed the December 21, 2023, *Notice of Intent to Prepare an Environmental Impact Statement (EIS), Summit County* for Utah Department of Transportation's (UDOT's) proposed Kimball Junction Interchange Improvements Project (Project). In accordance with our responsibilities under Section 102(2)(c) of the National Environmental Policy Act (NEPA) and as a cooperating agency in the development of the Draft EIS for the proposed Project, the EPA is providing scoping comments.

The EPA's detailed comments are enclosed. The enclosure provides our comments on the following topics that we recommend UDOT consider in its Draft EIS for the proposed Project: (1) range of alternatives; (2) aquatic resource impacts; (3) air quality; (4) environmental justice; and (5) climate change and Project resiliency.

We appreciate your consideration of our comments at this stage of the NEPA process and look forward to working cooperatively with UDOT in the development of the Draft EIS. If further explanation of our comments is desired, please contact me at (303) 312-6736 or [smith.julie@epa.gov](mailto:smith.julie@epa.gov), or Melissa McCoy, who serves as the EPA Region 8 NEPA Branch Manager, at (303) 312-6155 or [mccoy.melissa@epa.gov](mailto:mccoy.melissa@epa.gov).

Sincerely,

Julie Ann Smith, PhD  
Transportation Sector Lead  
Office of the Regional Administrator  
NEPA Branch

## **EPA Region 8 Detailed Scoping Comments for the Kimball Junction Project**

### ***Range of Alternatives in the Draft EIS***

While the EPA understands that UDOT and Summit County have undergone a planning process that is captured in an area planning document that describes the results of a study conducted using UDOT's Solutions Development process,<sup>1</sup> we recommend that the Draft EIS clearly identify the underlying purpose and need (40 CFR § 1502.13) for the proposed Project. The purpose and need should be a clear, objective statement of the rationale for the proposed Project, as it provides the basis for identifying alternatives. The purpose of the proposed action is typically the specific objective(s) of the activity. The need for the proposed action may be to eliminate a broader underlying problem or take advantage of an opportunity. Please describe the short- and long-term transportation needs as well as the reasoning behind, and the information that supports, those needs.

Discharge of dredged or fill material into waters of the United States, including wetlands, is regulated under CWA Section 404. This permit program is administered jointly by the U.S. Army Corps of Engineers (Corps) and the EPA. Please consult with the Corps to determine the applicability of CWA Section 404 permit requirements to wetlands that would be impacted by the Project activities and to ensure appropriate minimization measures are applied to avoid adverse impacts to wetlands. We recommend avoiding impacts to aquatic resources that are considered "difficult to replace" under the EPA's and the Corps' Final Rule for Mitigation for Losses of Aquatic Resources [33 CFR Parts 325 and 332; 40 CFR Part 230 (73 FR 19594, April 10, 2008)]. The rule emphasizes the need to avoid and minimize impacts to these "difficult-to-replace" resources and requires that any compensation be provided by in-kind preservation, rehabilitation, or enhancement to the extent practicable. We recommend restoration plans require that soil profiles and hydrology are re-established as much as possible to the original state. In addition, the EPA recommends the UDOT consider the mitigation rule to protect aquatic resources even when a CWA Section 404 permit is not required.

The EPA encourages UDOT's commitment to use the Draft EIS to satisfy requirements of the CWA Section 404(b)(1) Guidelines if an individual permit under Section 404 would be required for the Project. Under the CWA Section 404(b)(1) Guidelines, if an alternative is practicable (i.e., available and capable of being done given cost, existing technology, and logistics in light of the overall/basic project purpose) and has the potential to be the least environmentally damaging practicable alternative (LEDPA), it should be retained in the analysis. Only the LEDPA may be permitted.

EPA recommends that UDOT include all alternatives that have the potential to be the LEDPA within the reasonable range of alternatives evaluated in full in the Draft EIS. In doing so, UDOT would ensure that other criteria and measures (e.g., impacts to non-aquatic natural resources and the built environment) would not be used to eliminate potential alternatives that are practicable under the 404(b)(1) Guidelines' criteria (i.e., cost, existing technology, and logistics – see 40 CFR § 230.10 and the preamble in the FR notice) and may have less damaging impacts to wetlands and other waters of the U.S. UDOT would be certain to meet the requirements of the Guidelines and would allow for a robust analysis and NEPA document that would directly support the Corps' decision-making should it

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<sup>1</sup> <https://kimballjunctionareaplan.com/>

be determined that an individual permit under CWA Section 404 would be necessary for the Project.

### ***Impacts to Aquatic Resources.***

The EPA recommends that the Draft EIS include a discussion of existing aquatic resource conditions in the project area, to provide the basis for an effective analysis of potentially significant impacts from the proposed construction and right-of-way alignment changes to hydrology, water quality, habitat, and other water resources in the project area. To describe effects to aquatic resources in the project area, we recommend the Draft EIS include the following analyses or descriptions:

- A clear map and summary of project area waters and downstream waters, including streams, lakes, springs, and wetlands. It would be helpful if the summary identified high resource value water bodies and their designated beneficial uses (e.g., agriculture, fisheries, drinking water, recreation);
- Watershed conditions, including vegetation cover and composition, soil conditions, and areas not meeting desired future conditions;
- Surface water information, including available water quality data in relation to current Utah Water Quality Standards, stream functional assessments, stream channel/stream bank stability conditions, sediment loads, and aquatic life;
- Types, functions, conditions, and acreages of wetlands, riparian areas, and springs;
- Available groundwater information; and
- A map and list of Clean Water Act (CWA) impaired or threatened water body segments within, or downstream of, the planning area, including the designated uses of the water bodies and the specific pollutants of concern potentially affected by on-going activities within or adjacent to the defined Project analysis area.

Water Quality Data. Water quality data for the streams and lakes of the project area provide important information for evaluating the potential influence of the Project on downstream water quality. Such an evaluation can then guide management for the Project, with the data providing a baseline for future monitoring of impacts. We recommend the Draft EIS provide a summary of available information and monitoring data on water quality within the project area and for downstream waters that may be affected by the proposed Project, including parameters such as total phosphorus, total nitrogen, *Escherichia coli* (*E. coli*), fecal coliform, total suspended solids, turbidity, total dissolved solids, and temperature. It will also be important to include water quality data for parameters listed for impaired water bodies within or downstream of the project area. Identifying any significant gaps in available data may be helpful in developing a monitoring plan. At a minimum, EPA recommends providing a reference to a publicly accessible technical document or an appendix that contains the requested relevant water quality parameters.

Potential Impacts to Impaired Waterbodies. Based upon the most recent EPA-approved CWA Section 303(d) list for Utah (2022) there are impaired streams (e.g., the East Canyon Creek) located

within the proposed project area.<sup>2</sup> These resources are important to evaluate as the proposed activities may further impact systems or portions of systems downstream. We recommend the UDOT: (a) analyze potential impacts to impaired waterbodies within and/or downstream of the project area, and (b) coordinate with the State of Utah if there are identified potential impacts and exceedances of water quality standards as such impacts are prohibited and would be considered a “significant” impact under NEPA.

We note that there is also an approved total maximum daily load (TMDL) for total phosphorus for East Canyon Creek.<sup>3</sup> Where a TMDL exists for impaired waters, pollutant loads should comply with the TMDL allocations for point and nonpoint sources. Where new loads or changes in the relationships between point and nonpoint source loads are created, we recommend that UDOT work with the State to revise TMDL documents and develop new allocation scenarios that ensure attainment of water quality standards. Where TMDL analyses for impaired waterbodies within, or downstream of, the project area still need to be developed, we recommend that proposed activities in the drainages of CWA impaired or threatened waterbodies be either carefully managed to prevent any worsening of the impairment or avoided altogether where such impacts cannot be prevented.

Groundwater. Groundwater is an important resource since it provides domestic and public water supply and supports environmental flows and levels in groundwater dependent ecosystems (GDEs). GDEs include fens and other wetlands fed by groundwater, terrestrial vegetation and fauna sustained by shallow groundwater, ecosystems in streams, lakes fed by groundwater, and springs. While GDEs occupy a small percentage of landscapes in the West, riparian areas and GDEs provide disproportionately large ecosystem services such as water filtration, wildlife habitat, and flood control. Construction and maintenance practices associated with roads, and heavy equipment use have the potential to impact GDEs by altering surface run-off, infiltration, evapotranspiration, sedimentation, and soil compaction. Additionally, construction and maintenance actions such as equipment fueling and waste practices in temporary work areas have the potential to introduce contaminants to GDEs and shallow aquifers. We recommend the NEPA document include a map of groundwater resources, including GDEs, and a discussion to include the following information (if available): identification of major aquifers; location and extent of groundwater recharge areas; location of existing and potential (i.e., those that can reasonably be used in the future) underground sources of drinking water (USDW); and characterization of source water protection zones for public water systems in proximity of the project (see more information below).

Public Drinking Water Supply Sources. The proposed construction activities could potentially impact sources of public drinking water. For example, road construction is a major source of sediment. Sediment can adversely impact water quality by increasing turbidity, plugging filters and other treatment systems, and increase cost of water treatment. Suspended sediment can also carry chemical pollutants, such as phosphates, pesticides and hydrocarbons into surface water and groundwater. The EPA recommends that the NEPA document include a map, appropriate for public

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<sup>2</sup> See <https://www.epa.gov/tmdl/impaired-waters-and-tmdls-region-8>.

The Utah Department of Environmental Quality 2022 Final Integrated Report indicates that East Canyon Creek in Summit County is impaired for total phosphorus and dissolved oxygen.

<sup>3</sup> <https://deq.utah.gov/water-quality/watershed-monitoring-program/approved-tmdls-watershed-management-program>

dissemination, showing the generalized locations of all source water assessment and protection areas associated with public drinking water supplies. We also recommend that the Draft EIS include an assessment of potential Project impacts and benefits, as well as design criteria and mitigation options for protecting these high value drinking water resources from potential Project impacts.

Potential Impacts to Wetlands. The EPA recommends that the Draft EIS include a description of the impacts that may result from Project activities to wetlands and associated springs. Such impacts may include functional conversion of wetlands (e.g., forested to shrub-scrub); changes to supporting wetland hydrology (e.g., snow melt patterns, sheet flow, and groundwater hydrology); and wetland disturbance.

## *Air Quality*

### Existing Conditions and Air Quality Related Values (AQRV)

The EPA recommends the Draft EIS characterize the existing air quality for criteria pollutants and AQRVs including visibility and resources sensitive to deposition. For criteria pollutants we recommend coordinating with the Utah Division of Air Quality (UDAQ) to establish representative design values (background pollutant concentrations) based on the most recent monitoring data that are representative of the project area. Data are available from EPA at their design values webpage.<sup>4</sup> Monitoring locations and data can also be accessed by the public through EPA's outdoor air monitor webpage,<sup>5</sup> as well as through the EPA's Air Quality System (AQS) for AQS users.<sup>6</sup>

We recommend characterizing trends in visibility for the project area if data are available. Data are available for select locations through the IMPROVE monitoring network as well as information prepared by the Federal Land Managers (FLMs). Information is available online at:

- <https://www.epa.gov/outdoor-air-quality-data/interactive-map-air-quality-monitors>;
- <http://vista.cira.colostate.edu/Improve/>;
- <https://www.nps.gov/subjects/air/park-conditions-trends.htm>; and
- [https://www.fs.usda.gov/air/technical/class\\_1/alpha.php](https://www.fs.usda.gov/air/technical/class_1/alpha.php)

### Air Quality and AQRV Impact Analysis

To disclose the potential impacts of the proposed Project, we recommend the Draft EIS include a narrative of the activities and emission sources necessary to construct each alternative, as well as the anticipated traffic conditions expected for the analyzed future year. We recommend that the Draft EIS identify typical roadway, bike path, and pedestrian pathway construction, operational and maintenance practices, traffic conditions, and related emission sources. In addition, we recommend identifying durations expected to construct each action alternative. The EPA recommends that UDOT generate emission estimates for criteria pollutants, hazardous air pollutants (HAPs), and greenhouse gases

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<sup>4</sup> <https://www.epa.gov/air-trends/air-quality-design-values#:~:text=Design%20Value%20Reports-What%20is%20a%20Design%20Value%3F,in%2040%20CFR%20Part%2050%20>

<sup>5</sup> <https://www.epa.gov/outdoor-air-quality-data/interactive-map-air-quality-monitors>

<sup>6</sup> <https://www.epa.gov/aqs>



(GHGs). The emission inventories provide the foundation for understanding potential impacts on air quality and any differences in impacts to air quality between the alternatives, as well as impacts and benefits to climate. We recommend that the emission inventory include all emissions that would result from construction and maintenance of typical roadway and transportation facilities and emissions from traffic conditions expected under the alternatives. EPA is available to work with UDOT, FHWA, and other federal and state cooperating agencies on the approach for the emission inventory and air quality impact analysis, as appropriate.

Specifically, we recommend that the Draft EIS address the following air quality and AQRV analysis components:

- Impacts from each of the criteria pollutants (ozone, particulate matter, carbon monoxide, nitrogen oxides, sulfur dioxide, and lead). We recommend the magnitude of impacts be given context, including with respect to the National Ambient Air Quality Standards (NAAQS);
- Impacts to AQRVs such as visibility and deposition during construction and post construction of the alternatives. We recommend the analysis identify the expected duration of impacts; and
- Impacts that could result from exposure to HAPs based on relevant health-based risk thresholds for HAPs. We are available to assist with methods of analysis, and appropriate characterization of available thresholds.

Mitigation. We recommend the Draft EIS consider methods that could be employed to mitigate any negative air quality impacts of the Project, including air quality impacts from construction-related activities (e.g., fugitive dust mitigation planning and heavy-duty diesel emission reduction strategies). Further, we recommend the proposed mitigation measures include details on how, when, and where the mitigation will be implemented, and how effective the measures are expected to be.

Air Quality Monitoring. We recommend that the Draft EIS include a discussion on whether any construction-related activities could create air quality impacts to local residents in the section of the Project closest to the proposed SR-224 improved intersections. If construction near residential areas will occur and air quality impacts appear possible, real-time air quality monitoring during construction activities may be appropriate.

Although we expect Best Management Practices (BMPs) will be utilized during construction, potential localized impacts from PM<sub>2.5</sub> and PM<sub>10</sub> emissions have occurred with some road construction projects. Local air monitoring could demonstrate the effectiveness of the mitigation measures in minimizing adverse effects and allow for BMP modifications if air quality problems are detected.

### ***Environmental Justice (EJ)***

EPA notes that the December 2022 NOI indicates that the proposed Project may have the potential for significant impacts to communities with environmental justice concerns in the project area. Executive Order 12898 – *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* – applies to federal agencies that conduct activities that substantially affect human health or the environment. In addition, Executive Order 13985 – *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* – sets expectations for a whole-of-

government approach to advancing equity for all. Therefore, consistent with these executive orders and CEQ's Environmental Justice Guidance Under NEPA,<sup>7</sup> the EPA recommends the NEPA analysis include the following:

- Meaningful engagement of any minority and low-income communities with environmental justice concerns with respect to UDOT's decisions on the proposed Project, and with Tribal Historic Preservation Officers if cultural or historical artifacts are or have been found in the project area.
- Mitigation measures or alternatives to avoid or reduce any disproportionate adverse impacts. We recommend involving the affected communities in developing the measures.

Further, DOT Order 5610.2(a), *Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (DOT EJ Order), sets forth procedures and guidance for the Department to implement EO 12898 and is of central importance to the continued implementation of EJ principles nationwide in DOT-funded efforts. As the NEPA lead agency in this effort, UDOT is responsible for applying these procedures as well. The DOT EJ Order emphasizes that EJ principles apply to planning and programming activities and that requirements, such as NEPA, be administered to identify the risk of disproportionately high and adverse effects early in the development of the program, policy, or activity so that positive corrective action can be taken. EPA believes early consideration about potential impacts to communities with EJ concerns from the proposed Project would lead to more thorough, comprehensive, and targeted measures and commitments by UDOT to avoid, minimize and mitigate these effects in the Project's final design.

A report of the Federal Interagency Working Group on Environmental Justice & NEPA Committee, *Promising Practices for EJ Methodologies in NEPA Reviews*,<sup>8</sup> provides methodologies gleaned from current agency practices to both consider environmental justice concerns during environmental analyses and encourage effective participation by communities with environmental justice concerns.

The EPA strongly encourages the use of EJScreen when conducting EJ scoping efforts.<sup>9</sup> The EPA's nationally consistent EJ screening and mapping tool is a useful first step in highlighting locations that may be candidates for further analysis. The tool can help identify potential community vulnerabilities by calculating EJ Indexes and displaying other environmental and socioeconomic information in color-coded maps and standard data reports (e.g., pollution sources, health disparities, critical service gaps, climate change data). EJScreen can also help focus environmental justice outreach efforts by identifying potential language barriers, meeting locations, tribal lands and indigenous areas, and lack of broadband access. For purposes of NEPA review, a project is considered to be in an area of potential EJ concern when the area shows one or more of the twelve EJ Indexes at or above the 80th percentile in the nation and/or state. However, scores under the 80th percentile should not be interpreted to mean there are definitively no EJ concerns present.

While EJScreen provides access to high-resolution environmental and demographic data, it does not provide information on every potential community vulnerability that may be relevant. The tool's

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<sup>7</sup> Available along with other environmental justice resources at: <https://www.epa.gov/environmentaljustice/environmental-justice-and-national-environmental-policy-act>.

<sup>8</sup> See [https://www.epa.gov/sites/production/files/2016-08/documents/nepa\\_promising\\_practices\\_document\\_2016.pdf](https://www.epa.gov/sites/production/files/2016-08/documents/nepa_promising_practices_document_2016.pdf).

<sup>9</sup> <https://www.epa.gov/ejscreen>

standard data report should not be considered a substitute for conducting a full EJ analysis, and scoping efforts using the tool should be supplemented with additional data and local knowledge when reasonably available. Also, in recognition of the inherent uncertainties with screening level data and to help address instances when the presence of EJ populations may be diluted (e.g., in large project areas or in rural locations) EPA recommends assessing each block group within the project area individually and adding a one-mile buffer around the project area. Please see the EJScreen Technical Documentation for a discussion of these and other issues. Early, robust consideration of cumulative impacts would assist in clarifying which of the action alternatives proposed in the scoping notice for the proposed Project may result, when added to past, present, and reasonably foreseeable effects, in disproportionately high and adverse environmental and health effects to communities with EJ concerns.

### ***Climate Change and Project Resiliency***

Given the urgency of the climate crisis and NEPA's important role in providing critical information to decision makers and the public, NEPA reviews should quantify proposed actions' GHG emissions, place GHG emissions in appropriate context, disclose relevant climate impacts and identify alternatives and mitigation measures to avoid or reduce GHG emissions. The Council on Environmental Quality (CEQ) encourages agencies to mitigate GHG emissions associated with their proposed actions to the greatest extent possible, consistent with national, science based GHG reduction policies established to avoid the worst impacts of climate change.

On January 9, 2023, CEQ published interim guidance to assist agencies in assessing and disclosing climate change impacts during environmental reviews.<sup>10</sup> CEQ developed this guidance in response to EO 13990, Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis. This interim guidance is effective immediately. CEQ indicated that agencies should use this interim guidance to inform the NEPA review for all new proposed actions and may use it for evaluations in process, as agencies deem appropriate, such as informing the consideration of alternatives or helping address comments raised through the public comment process. EPA recommends the Draft EIS apply the interim guidance as appropriate, to ensure robust consideration of potential climate impacts, mitigation, and adaptation issues.

As discussed in this guidance, when conducting climate change analyses in NEPA reviews, agencies should consider, as appropriate: (1) the potential effects of a proposed action on climate change, including by assessing both GHG emissions and reductions from the proposed action; and (2) the effects of climate change on a proposed action and its environmental impacts. To describe climate effects in the project area, we recommend the Draft EIS include the following analyses or descriptions:

- A summary discussion of ongoing and projected regional climate change relevant in the existing environment of the project area that is based on resources such as the Fourth National Climate Assessment,<sup>11</sup> EPA's Climate Change Indicators,<sup>12</sup> and the Fifth Assessment Report of the Intergovernmental Panel on Climate Change.<sup>13</sup>
- Estimate of the anticipated direct and indirect GHG emissions associated with the proposed

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<sup>10</sup> <https://www.federalregister.gov/documents/2023/01/09/2023-00158/national-environmental-policy-act-guidance-on-consideration-of-greenhouse-gas-emissions-and-climate>

<sup>11</sup> <https://nca2018.globalchange.gov/>

<sup>12</sup> <https://www.epa.gov/climate-indicators>

<sup>13</sup> <https://archive.ipcc.ch/report/ar5/syr/>

Project. The NEPA.gov website includes a non-exhaustive list of GHG accounting tools available to agencies<sup>14</sup> We also recommend estimating GHG emissions in CO<sub>2</sub>-equivalent terms and translating the emissions into equivalencies that are more easily understood by the public (e.g., annual GHG emissions from x number of motor vehicles).<sup>15</sup>

- Accounting of the proposed Project's climate impacts by utilizing the current interim values for the social cost of GHG emissions. The February 2021 Social Cost of Greenhouse Gases Technical Support Document: Social Cost of Carbon, Methane, and Nitrous Oxide Interim Estimates under Executive Order 13990 (developed by the Interagency Working Group on Social Cost of Greenhouse Gases, United States Government) provides the most current information on generating these calculations.<sup>16</sup>
- Identify and assess measures to reduce GHG emissions associated with the proposed Project, including alternatives and/or requirements to mitigate or offset emissions.

Analyzing reasonably foreseeable climate effects in NEPA reviews helps ensure that UDOT's decisions are based on the best available science and account for the urgency of the climate crisis. The EPA recommends that the Draft EIS discuss how reasonably foreseeable GHG emissions associated with the Project are, or are not, consistent with state of federal policies or goals to prevent the most catastrophic effects of climate change. For example, discuss how emissions help or hinder meeting GHG reduction targets set at the federal, state, or local level as required in 40 CFR § 1506.2(d), including the U.S. 2030 Paris GHG reduction target and 2050 net-zero pathway.<sup>17</sup> We recommend that the UDOT avoid percentage comparisons between project-level and national or global emissions, which inappropriately minimize the significance of planning-level GHG emissions.

EPA recommends that UDOT consider if proposed alternatives would be affected by foreseeable changes from predictable trends to the affected environment, for instance, under a scenario of continued decreasing precipitation days, changing frequency of intense storms and related flood events, increased occurrence of wildfires, and enduring drought that are currently being experienced in large portions of the project area. The U.S. Climate Resilience Toolkit<sup>18</sup> serves as a repository of information related to climate resilience in the U.S., including steps to build resilience, case studies, expertise, and special topic areas. In addition, we suggest this Project consider resiliency and adaptation measures based on how future climate may impact the Project and the ability of UDOT to effectively protect Project infrastructure and resources from unintentional deleterious impacts due to continuing and foreseeable climate trends in the proposed project area. The Fourth National Climate Assessment (NCA), released by the U.S. Global Change Resource Program,<sup>19</sup> contains scenarios for regions and sectors that may be useful to UDOT in informing integral resilience considerations for road infrastructure projects.

Full consideration of influences from the existing environmental setting on the proposed Project may

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<sup>14</sup> <https://ceq.doe.gov/guidance/ghg-tools-and-resources.html>

<sup>15</sup> See <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>.

<sup>16</sup> [https://www.whitehouse.gov/wp-content/uploads/2021/02/TechnicalSupportDocument\\_SocialCostofCarbonMethaneNitrousOxide.pdf](https://www.whitehouse.gov/wp-content/uploads/2021/02/TechnicalSupportDocument_SocialCostofCarbonMethaneNitrousOxide.pdf)

<sup>17</sup> <https://www.whitehouse.gov/briefing-room/statements-releases/2021/04/22/fact-sheet-president-biden-sets-2030-greenhouse-gas-pollution-reduction-target-aimed-at-creating-good-paying-union-jobs-and-securing-u-s-leadership-on-clean-energy-technologies/>

<sup>18</sup> The US Climate Resilience Toolkit can be found at: <https://toolkit.climate.gov/>.

<sup>19</sup> The U.S. Global Change Resource Program can be accessed at: <https://nca2018.globalchange.gov>.

inform necessary design modifications and changes to maintenance assumptions, for determining resource supplies, system demands, system performance requirements, and operational constraints (e.g., snow removal/treatment) in the project area. EPA also recommends that UDOT consider the impacts of changing precipitation patterns on the Project alternatives, as part of its analysis of impacts to water resources. For example, consideration of the anticipated extent and depth of overland flows through the development areas using a 500-year flood event model, as compared to a 100-year event, could be used to capture potential variability in precipitation in the Project corridor. This would allow UDOT to identify necessary design considerations to accommodate future anticipated effects (e.g., increased intensity and severity of storms), such as upsizing or adapting stormwater management systems, early in the development of action alternatives to be evaluated in the Draft EIS.

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## **APPENDIX C**

### Notifications of Scoping

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## NOTIFICATION: Public Meetings & Comment Period for UDOT Kimball Junction Environmental Study

1 message

**Kimball Junction EIS Study Team** <kimballjunctioneis@utah.gov>  
Reply-To: kimballjunctioneis@utah.gov  
To: mcooper@pennapowers.com

Tue, Dec 20, 2022 at 7:00 PM

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# Kimball Junction ENVIRONMENTAL IMPACT STATEMENT



## PUBLIC MEETINGS

In-Person Open House on Jan. 10  
& Virtual Meeting on Jan. 11

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interchange at Kimball Junction and on SR-224 from Kimball Junction through the Olympic Parkway intersection in Summit County, Utah.

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[Sign up for the Virtual Meeting](#)

[Virtual Participant Guide](#)

***If you are aware of anyone in the community without internet access or needing accommodations including but not limited to translation or captioning, please notify the project team at 435-255-3186 or [kimballjunctioneis@utah.gov](mailto:kimballjunctioneis@utah.gov) by Jan. 3, 2023 for assistance with participating in the meeting, viewing materials or providing comments.***

## **PUBLIC COMMENT PERIOD**

***Dec. 27, 2022 through Jan. 27, 2023***

A 30-day public comment period begins on Dec. 27. UDOT is asking the public to comment on the proposed alternatives, purpose and need of the project, alternative screening criteria, information that could be relevant to the analysis of environmental effects, identification of significant issues, and identification of potential new alternatives.

The alternatives will be narrowed down through the screening process based on how well they meet the project's purpose and need as well as potential impacts on key resources. The concepts that pass through screening will be evaluated in detail in the Draft EIS.

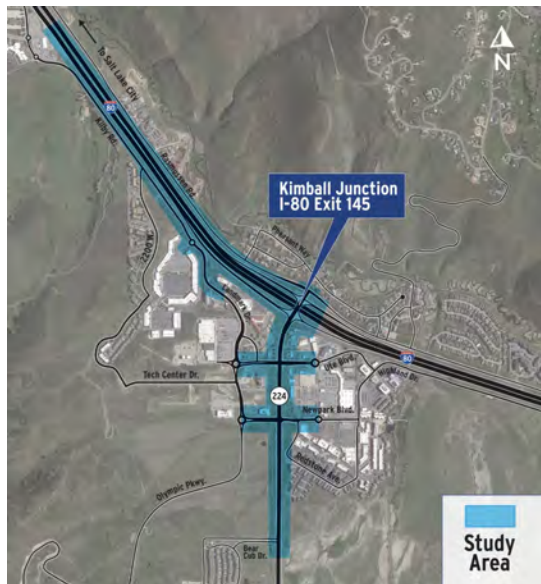
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[Submit Comment](#)

[Project Contact Information](#)

## PROJECT BACKGROUND



*Additional information on the Kimball Junction and SR-224 Area Plan and proposed alternative concepts for the EIS is available on the project website.*

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. This Area Plan evaluated transportation solutions that could improve capacity and multimodal transportation options in the Kimball Junction area. Potential solutions would

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.

The Area Plan process analyzed many solutions and narrowed the options to several possibilities. 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.

These alternative concepts will be evaluated in a multi-level screening process to determine which alternatives will be carried forward for detailed environmental analysis.

*The National Environmental Policy Act (NEPA) requires the evaluation of a No-Action Alternative to serve as a baseline for comparison of the action alternatives. The No-Action Alternative assumes 2050 traffic conditions without the Kimball Junction Project and will be considered with the conceptual alternatives.*

## EIS TIMELINE & PROCESS



*To learn more about the environmental process that UDOT is following, watch the video below.*



## Contact Us

**Website:** [kimballjunctioneis.udot.utah.gov/](http://kimballjunctioneis.udot.utah.gov/)

**Email:** [kimballjunctioneis@utah.gov](mailto:kimballjunctioneis@utah.gov)

**Phone:** 435-255-3186

**Mailing address:**

Kimball Junction EIS c/o HDR  
[2825 E Cottonwood Parkway, Suite 200](#)  
[Cottonwood Heights, UT 84121](#)

*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.*

This email was sent by [kimballjunctioneis@utah.gov](mailto:kimballjunctioneis@utah.gov) to [mcooper@pennapowers.com](mailto:mcooper@pennapowers.com)  
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Kimball Junction Environmental Impact Statement | UDOT Region 2



Marisa Cooper (contractor) <mkcooper@utah.gov>

## NOTIFICATION: Public Comment Period Begins Today (Dec. 27)

Kimball Junction EIS Study Team <kimballjunctioneis@utah.gov>

Tue, Dec 27, 2022 at 9:01 AM

Reply-To: kimballjunctioneis@utah.gov

To: kimballjunctioneis@utah.gov

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# Kimball Junction ENVIRONMENTAL IMPACT STATEMENT



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[Submit Comment](#)

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The Area Plan process analyzed several solutions (30) and narrowed the options down to three alternatives. UDOT will consider a range of alternatives based on the purpose of and need for the project and take into account both agency and public input.

The proposed alternatives include:

- Taking no action

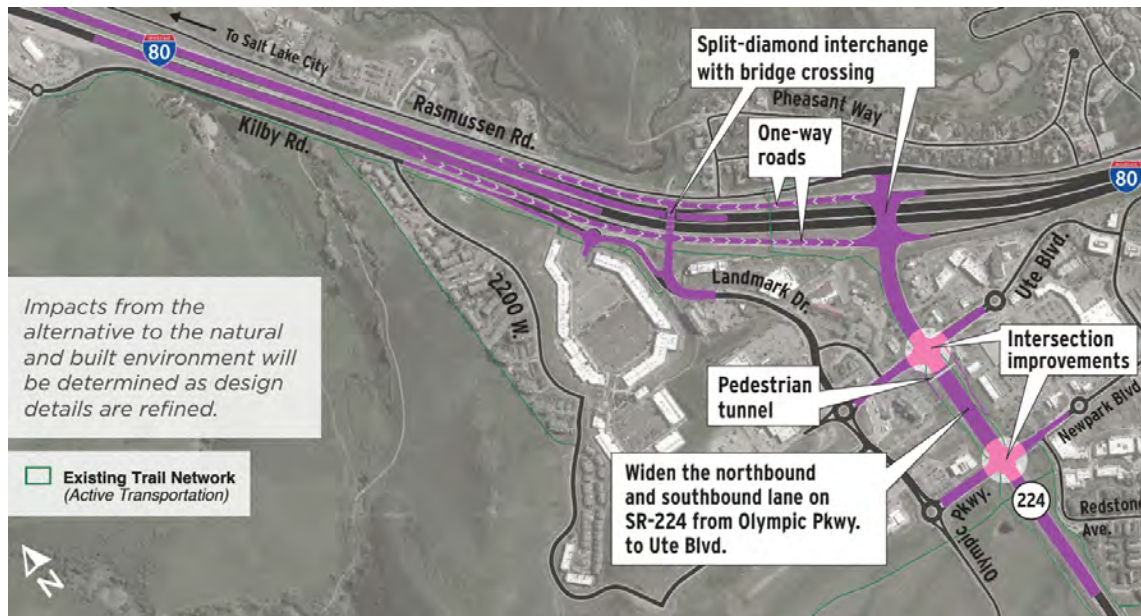


- (A) Split-diamond interchange and intersection improvements
- (B) Grade-separated intersections with one-way frontage roads to the I-80 interchange
- (C) Intersection improvements with pedestrian enhancements
- Other reasonable alternatives if identified during the EIS process

These alternative concepts will be evaluated in a multi-level screening process to determine which alternatives will be carried forward for detailed environmental analysis.

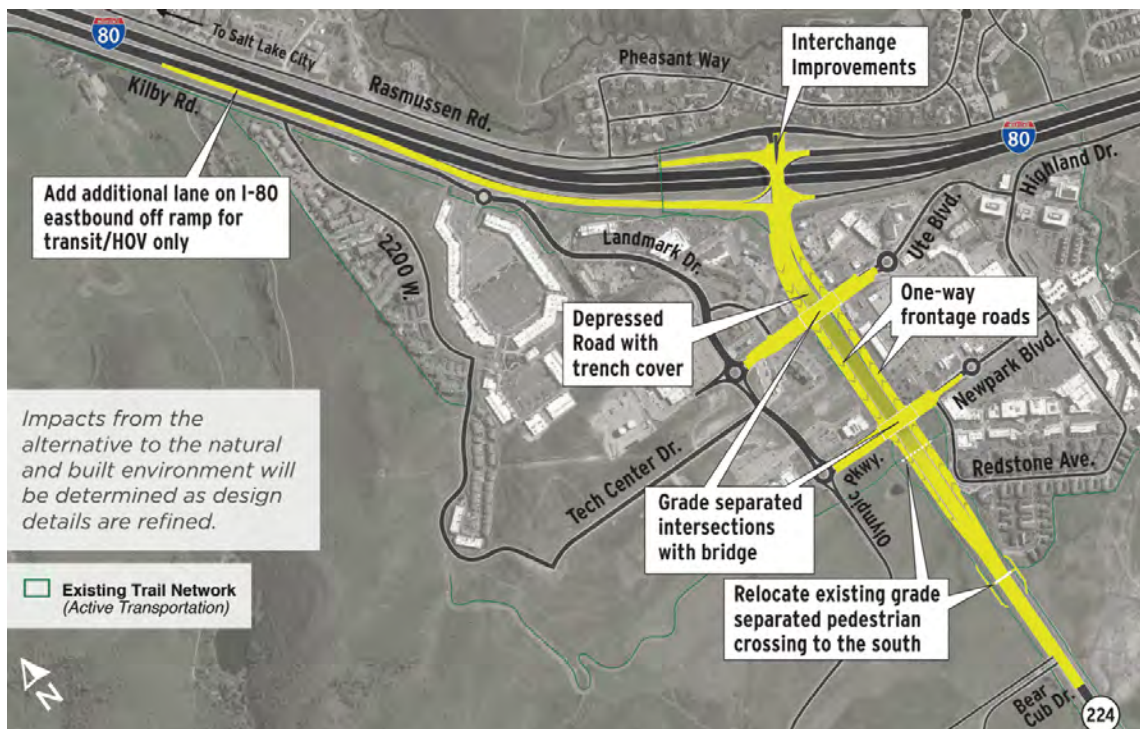
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## Area Plan Alternatives Carried Forward



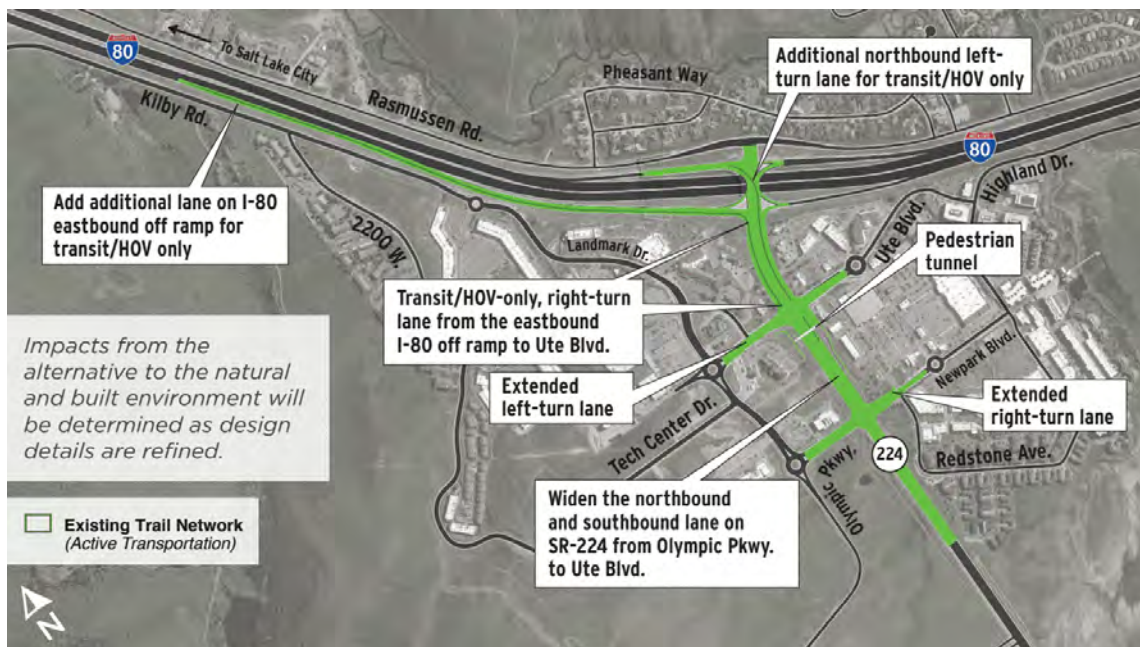
### **ALTERNATIVE A**

- 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

- Increases 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

- 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

## EIS Timeline & Process



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# Contact Us

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Kimball Junction Environmental Impact Statement | UDOT Region 2



Marisa Cooper (contractor) <mkcooper@utah.gov>

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1 message

**Kimball Junction EIS Study Team** <kimballjunctioneis@utah.gov>

Tue, Jan 3, 2023 at 9:00 AM

Reply-To: kimballjunctioneis@utah.gov

To: kimballjunctioneis@utah.gov

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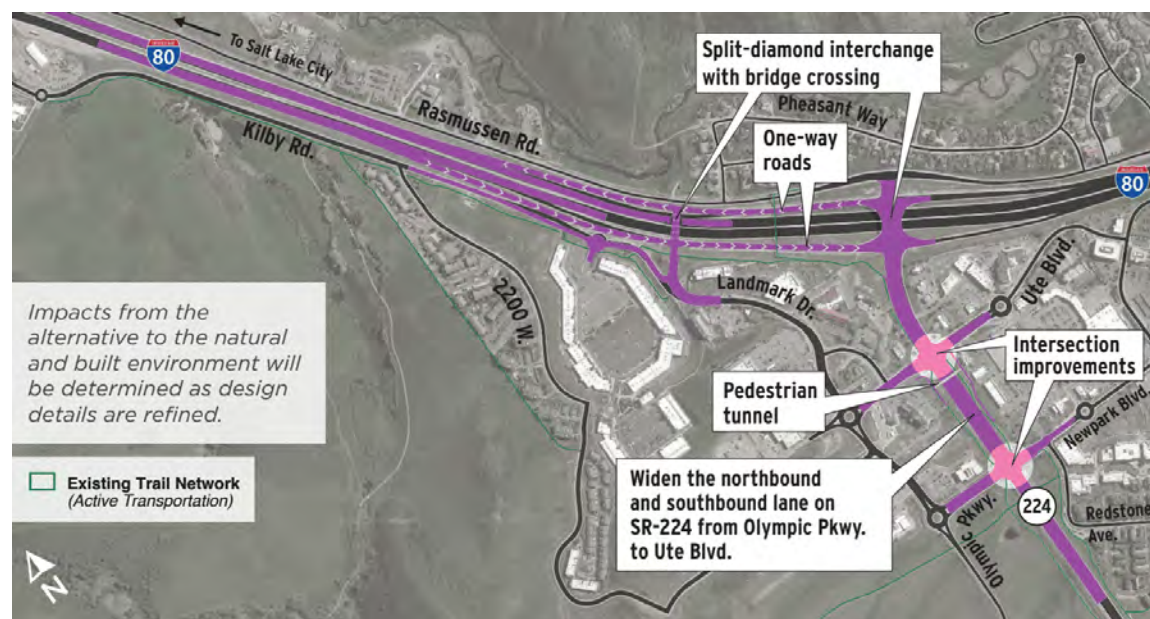
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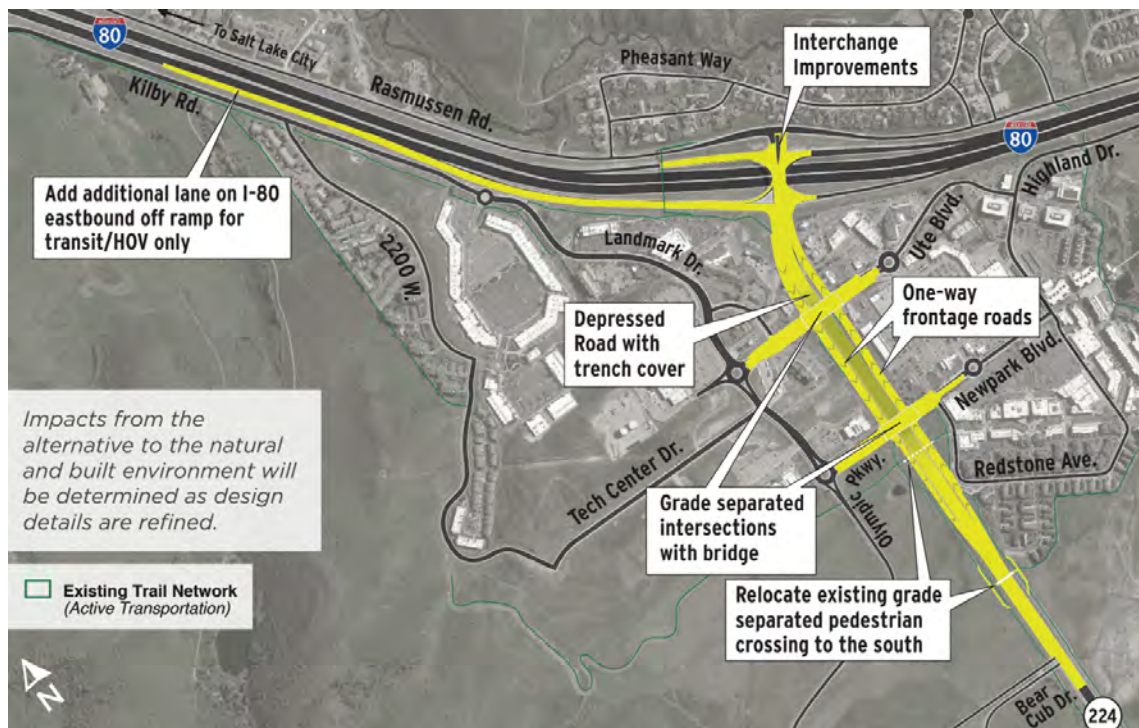
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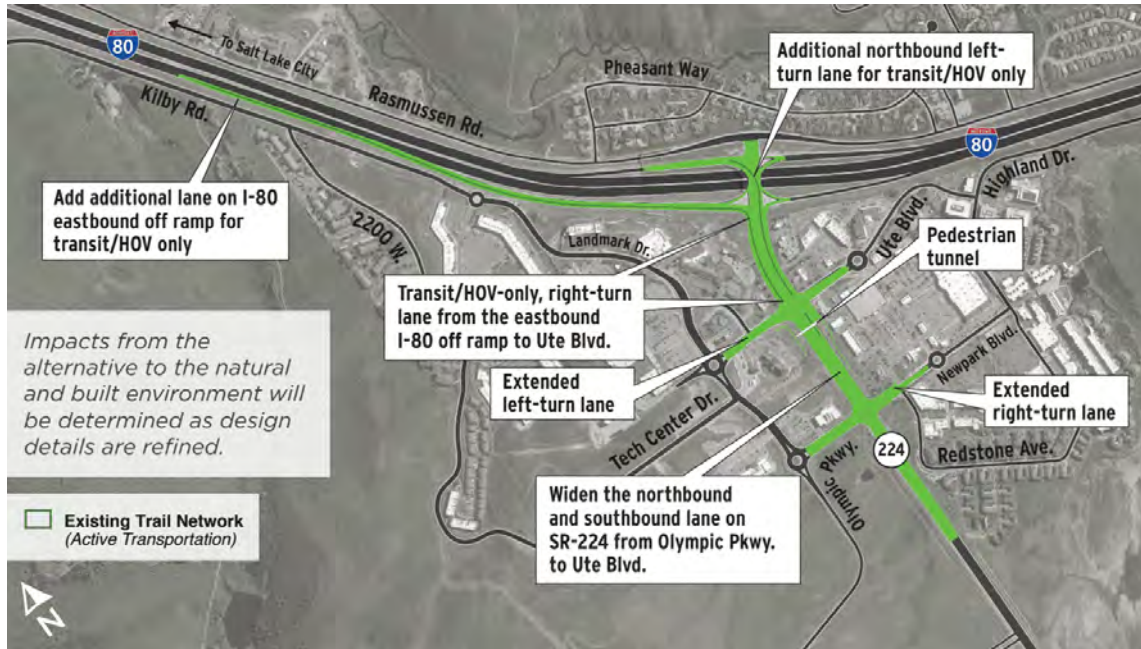


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Mon, Jan 9, 2023 at 9:01 AM

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[Submit Comment](#)

[Project Contact Information](#)

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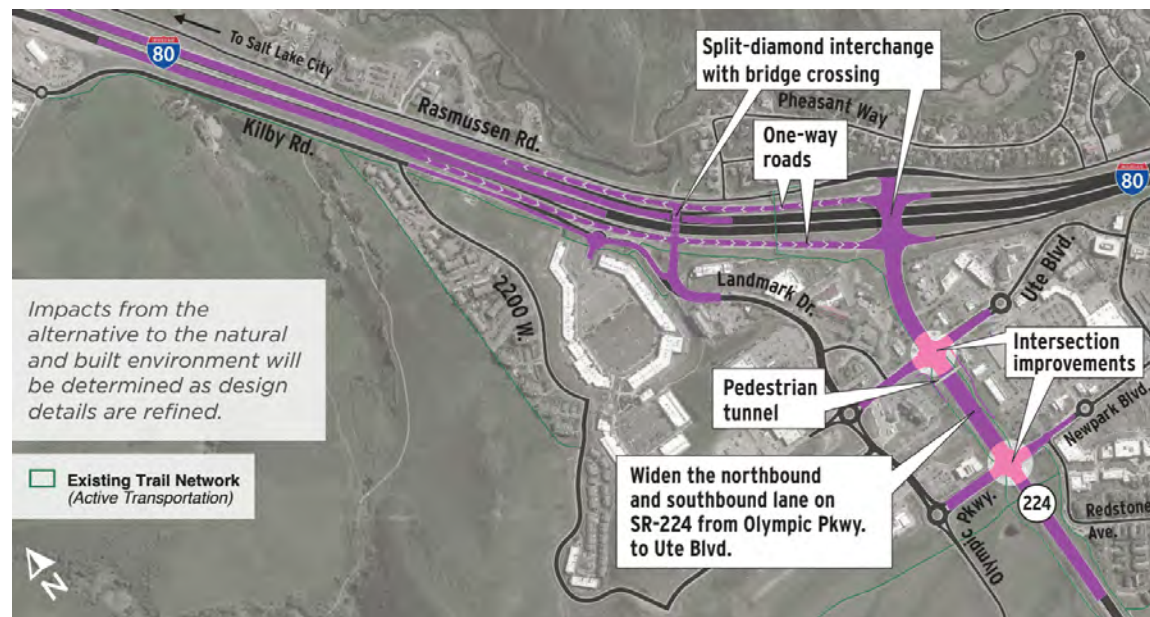
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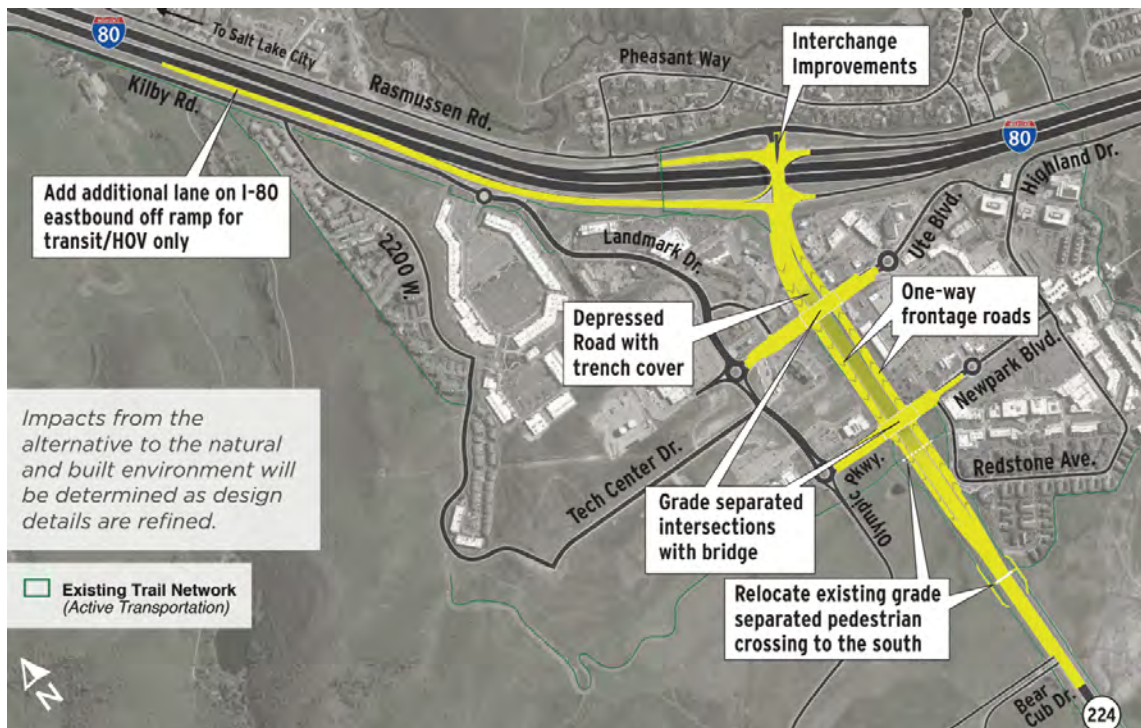
## Area Plan Alternatives Carried Forward



### **ALTERNATIVE A**

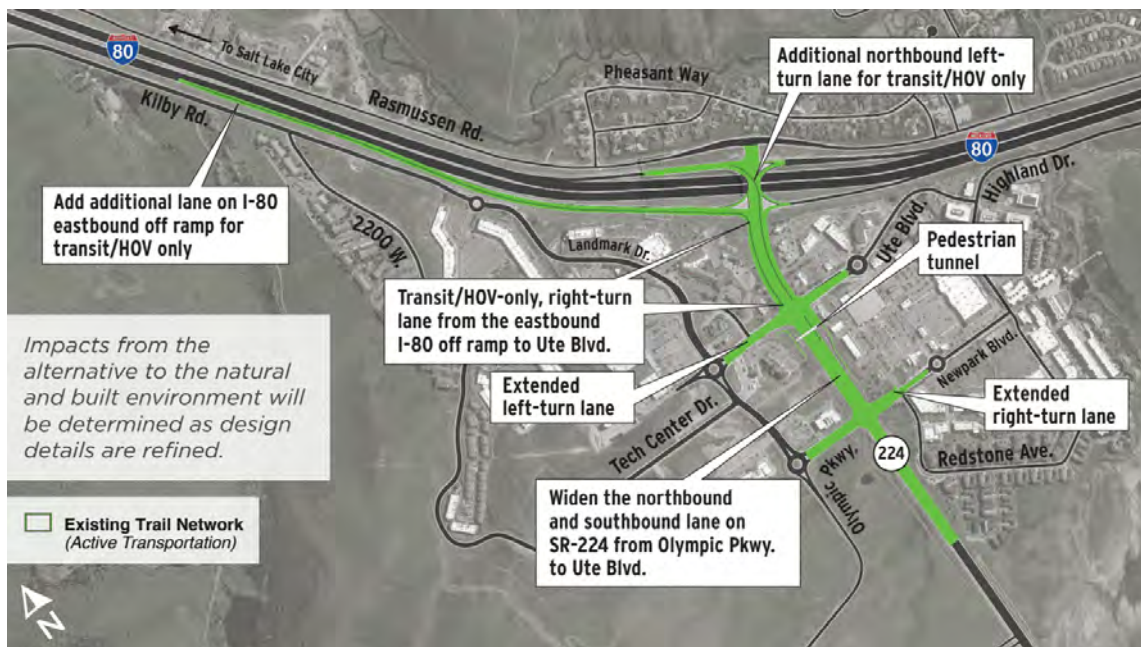
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## EIS Timeline & Process



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Kimball Junction Environmental Impact Statement | UDOT Region 2



Marisa Cooper (contractor) <mkcooper@utah.gov>

## REMINDER: In-Person Public Meeting TODAY

1 message

**Kimball Junction EIS Study Team** <kimballjunctioneis@utah.gov>

Tue, Jan 10, 2023 at 8:30 AM

Reply-To: kimballjunctioneis@utah.gov

To: kimballjunctioneis@utah.gov

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# Kimball Junction ENVIRONMENTAL IMPACT STATEMENT



## PUBLIC MEETINGS

# In-Person Open House TODAY & Virtual Meeting on Jan. 11

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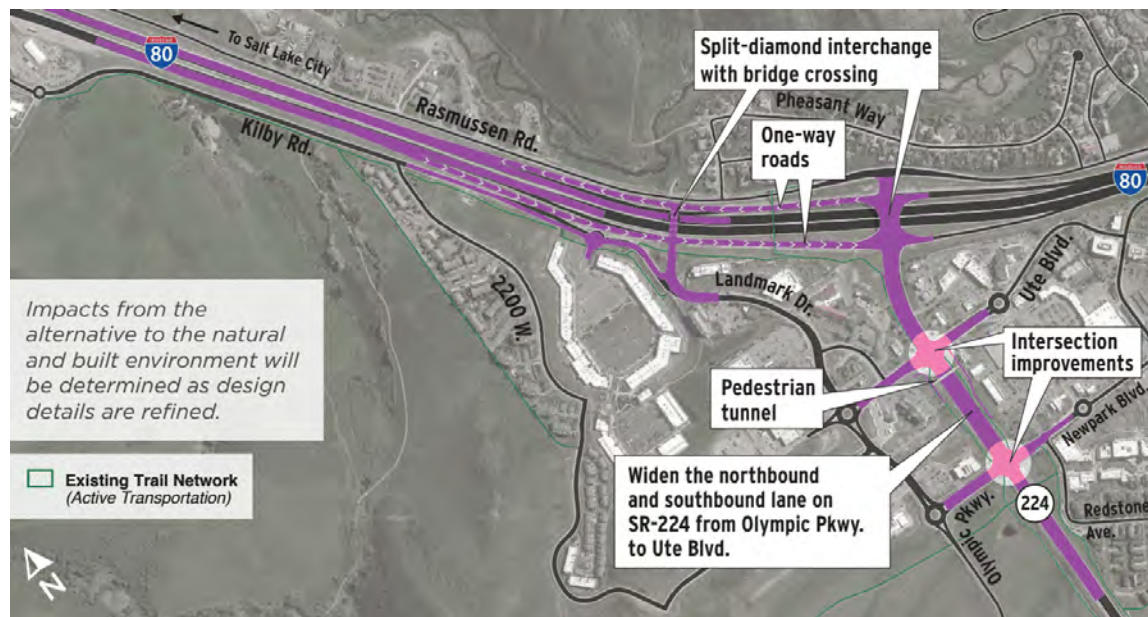
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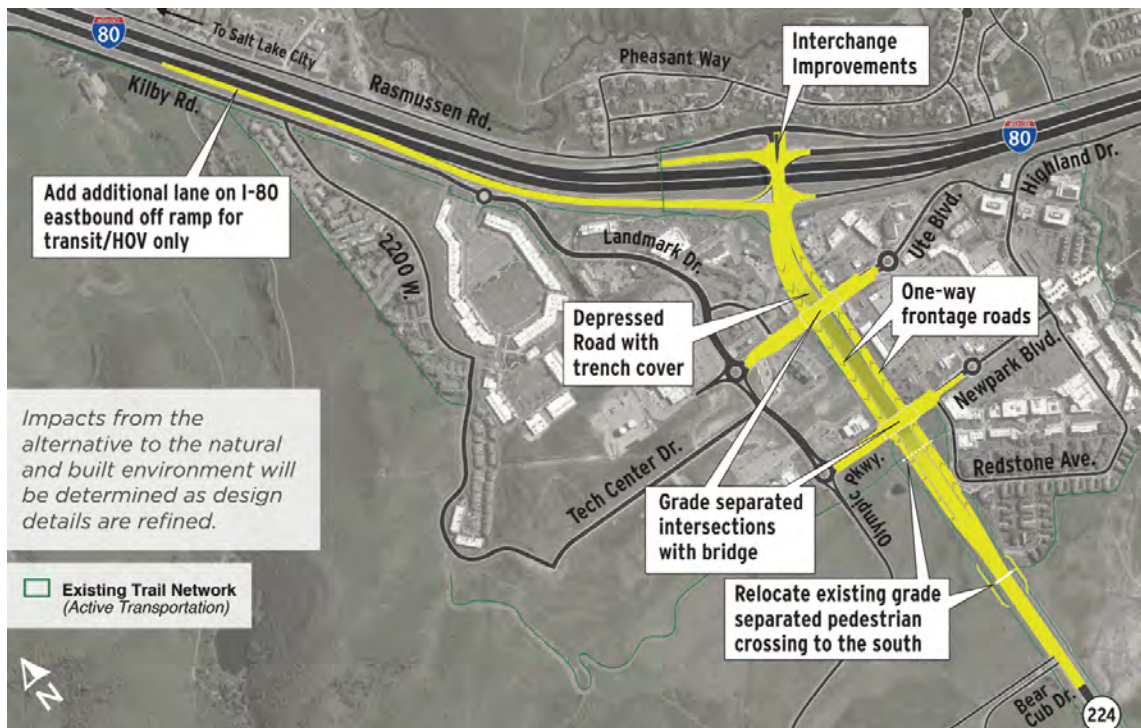
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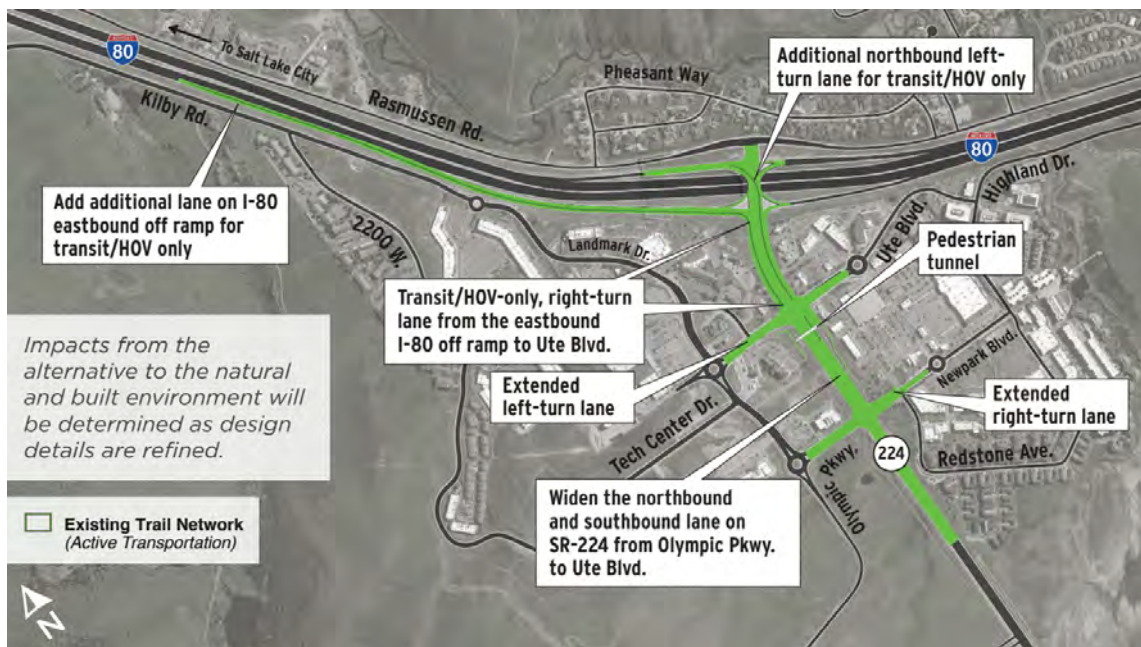
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Kimball Junction Environmental Impact Statement | UDOT Region 2



Marisa Cooper (contractor) <mkcooper@utah.gov>

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1 message

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Wed, Jan 11, 2023 at 8:30 AM

Reply-To: kimballjunctioneis@utah.gov

To: kimballjunctioneis@utah.gov

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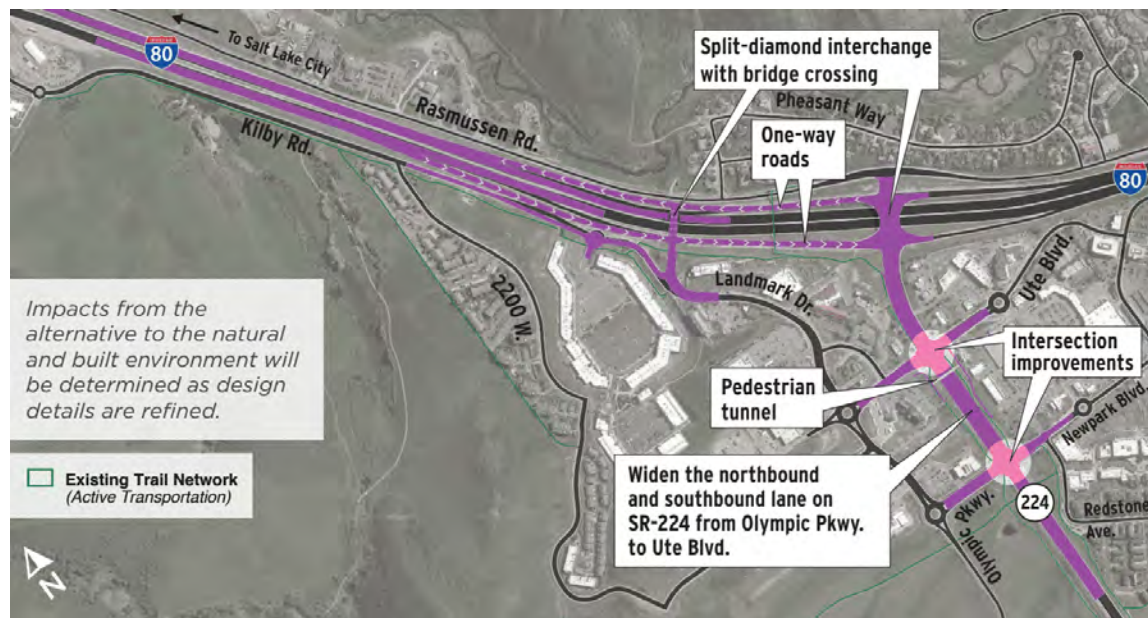
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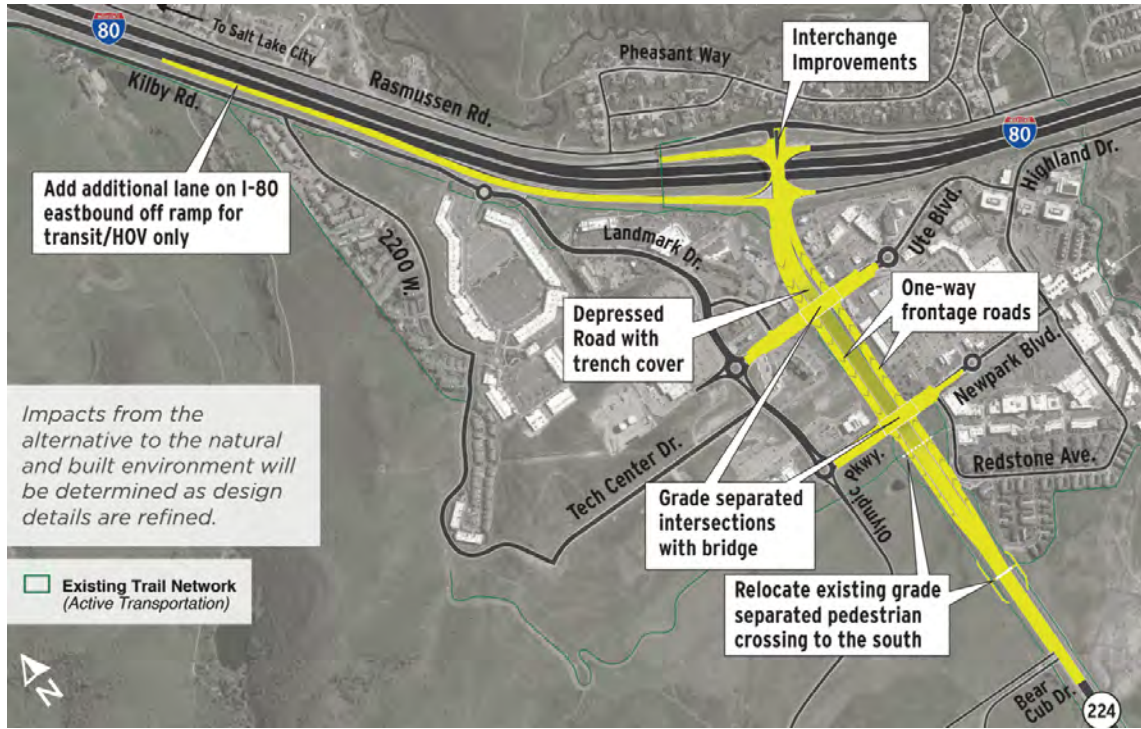
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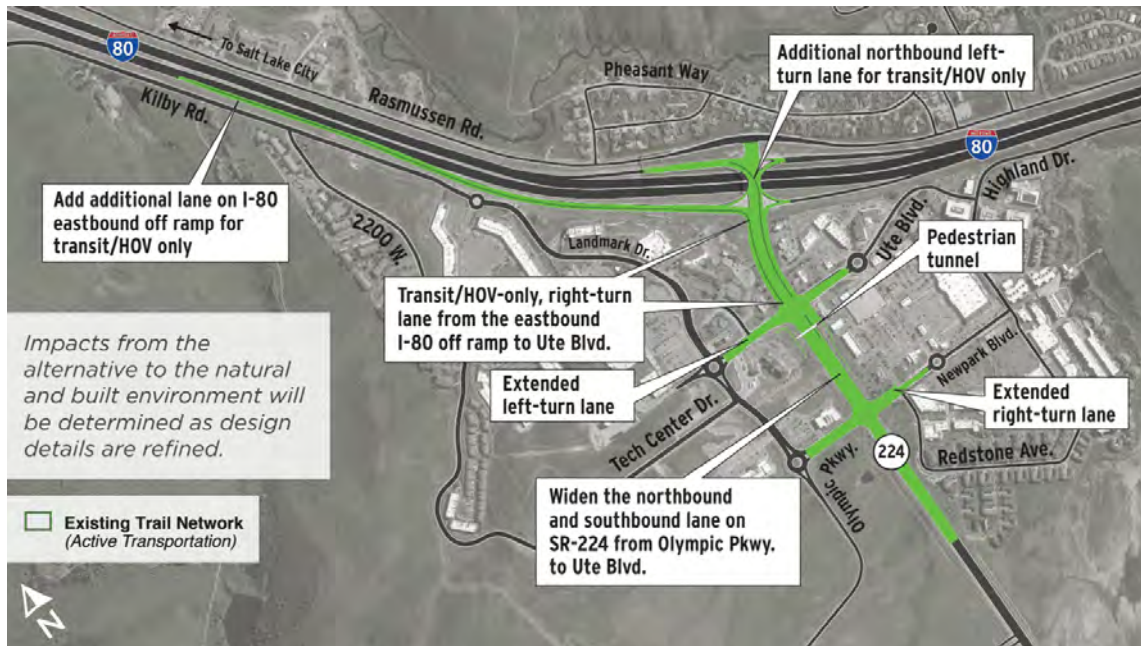
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Kimball Junction Environmental Impact Statement | UDOT Region 2





Marisa Cooper (contractor) <mkcooper@utah.gov>

**Please provide your input by Jan. 27**

1 message

**Kimball Junction EIS Study Team** <kimballjunctioneis@utah.gov>

Tue, Jan 17, 2023 at 5:00 PM

Reply-To: kimballjunctioneis@utah.gov

To: kimballjunctioneis@utah.gov

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Kimball Junction Environmental Impact Statement | UDOT Region 2



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**Comment period ends Jan. 27**

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**Kimball Junction EIS Study Team** <kimballjunctioneis@utah.gov>  
Reply-To: kimballjunctioneis@utah.gov  
To: kimballjunctioneis@utah.gov

Thu, Jan 26, 2023 at 9:15 AM

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# Kimball Junction

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1/30/23, 11:21 AM

State of Utah Mail - Comment period ends Jan. 27

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Kimball Junction Environmental Impact Statement | UDOT Region 2



Marisa Cooper (contractor) <mkcooper@utah.gov>

---

## Comment period ends TODAY

---

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Fri, Jan 27, 2023 at 9:15 AM

Reply-To: kimballjunctioneis@utah.gov

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# Kimball Junction



## ENVIRONMENTAL IMPACT STATEMENT



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The areas we'd like the community to focus comments on include the proposed alternatives, the purpose and need of the project, criteria that UDOT should consider when evaluating the proposed alternatives, potential impacts to the natural and built environment or other significant issues in the study area that the project team should be aware of, and any new transportation related alternatives that UDOT should consider developing for further evaluation.

The comments the community provides in this phase of the study help inform future phases so we'd like to encourage everyone to share their ideas with UDOT to help us further develop the proposed alternatives and determine criteria to evaluate them.

**Comments may be submitted through the project website, email, public meetings, voicemail, or by sending a letter to the study team by Jan. 27. Mailed comments need to be postmarked by Jan. 27.**

The project team will collect all questions and comments submitted throughout the public comment period and group these according to commonly asked subjects. A frequently asked questions guide will be developed to address those subjects, which will be posted on the project website.

[Submit Comment](#)

## Project Contact Information

# PUBLIC MEETINGS

## Submit Comment From Virtual Meeting Q&A

Thank you to everyone who attended the recent public meetings, both in-person and virtual. Your input and participation is important to the study's process. If you know of anyone in the community who did not have the chance to attend the meetings, please share [our website](#) with them, where all meeting materials and technical documents are available.

**As a reminder, any verbal comments or questions made at either of the meetings (including those submitted to the Q & A during the virtual meeting) will not automatically be recorded as a formal comment. Please [submit a formal comment](#) for any question or concern you feel needs further attention. More information about the comment period is below.**

[Submit Comment](#)

[View Open House Materials](#)

[View Virtual Meeting Recording](#)

## Project Background

From 2019 to 2021, UDOT, in partnership with Summit County, prepared the [Kimball Junction Area Plan](#) to determine existing and future capacity and multimodal transportation needs at the I-80 and SR-224 interchange and through the two at-grade traffic signals on SR-224 at Ute Boulevard and Olympic Parkway.

The Area Plan process analyzed several solutions (30) and narrowed the options down to three alternatives. UDOT will consider a range of alternatives

based on the purpose of and need for the project and take into account both agency and public input.

The proposed EIS alternatives include:

- Taking no action
- (A) Split-diamond interchange and intersection improvements
- (B) Grade-separated intersections with one-way frontage roads to the I-80 interchange
- (C) Intersection improvements with pedestrian enhancements
- Other reasonable alternatives if identified during the EIS process

These alternative concepts will be evaluated in a multi-level screening process to determine which alternatives will be carried forward for detailed environmental analysis in the Kimball Junction EIS.

### Detailed Alternative Information

*The National Environmental Policy Act (NEPA) requires the evaluation of a No-Action Alternative to serve as a baseline for comparison of the action alternatives. The No-Action Alternative assumes 2050 traffic conditions without the Kimball Junction Project and will be considered with the conceptual alternatives.*

## EIS Timeline & Process



*To learn more about the environmental process that UDOT is following, watch the video below.*



## Contact Us

**Website:** [kimballjunctioneis.udot.utah.gov/](http://kimballjunctioneis.udot.utah.gov/)

**Email:** [kimballjunctioneis@utah.gov](mailto:kimballjunctioneis@utah.gov)

**Phone:** 435-255-3186

**Mailing address:**

Kimball Junction EIS c/o HDR  
[2825 E Cottonwood Parkway, Suite 200](#)  
[Cottonwood Heights, UT 84121](#)

*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.*

This email was sent by [kimballjunctioneis@utah.gov](mailto:kimballjunctioneis@utah.gov) to [kimballjunctioneis@utah.gov](mailto:kimballjunctioneis@utah.gov)



1/30/23, 11:20 AM

State of Utah Mail - Comment period ends TODAY

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Kimball Junction Environmental Impact Statement | UDOT Region 2

**UDOT Kimball Junction EIS  
PUBLIC NOTICE****LEGAL NOTICE OPPORTUNITY TO PROVIDE COMMENTS**

The Utah Department of Transportation (UDOT) is issuing this notice to advise the public that an Environmental Impact Statement (EIS) is being prepared to evaluate potential transportation solutions to improve mobility along Interstate 80 (I-80) and State Route 224 (SR-224) through the Kimball Junction area of Summit County. This EIS will be prepared consistent with the National Environmental Policy Act (NEPA) and will follow the guidelines in UDOT's Environmental Process Manual of Instruction.

From 2020 to 2021, UDOT, in partnership with Summit County, prepared the Kimball Junction and SR-224 Area Plan to determine existing and future needs at the I-80 and SR-224 interchange and through the two at-grade traffic signals on SR-224 at Ute Boulevard and Olympic Parkway. The detailed study is available on the EIS project website.

This notice is to announce the initiation of the scoping process, which guides the development of the EIS. Comments sought by UDOT include: specific comments to the proposed alternatives, purpose and need of the project, alternative screening criteria, appropriate information that could be pertinent to analysis of environmental effects, identification of significant issues, and identification of potential new alternatives. An in-person public meeting will be held on January 10, 2023 at Ecker Hill Middle School from 5:30-8:00pm. A virtual public meeting will be held on January 11, 2023 from 6:00-7:30pm via Zoom. To register for the virtual public meeting, please visit the project website listed below.

Written comments or questions should be directed to Kimball Junction EIS, c/o HDR, 2825 E Cottonwood Parkway #200, Cottonwood Heights, UT 84121 or can be emailed to [kimballjunctioneis@utah.gov](mailto:kimballjunctioneis@utah.gov). Comments can also be submitted by leaving a voicemail or sending a text message to [435-255-3186](tel:435-255-3186). Comments may also be submitted at the in-person meeting or on the project website. Scoping comments will be accepted for 30 days from December 27, 2022 to January 27, 2023. For more information, please visit the project website at <https://kimballjunctioneis.udot.utah.gov>.

Individuals without internet access or needing accommodations including but not limited to translation, captioning, reviewing materials or submitting comments should notify the project team at [435-255-3186](tel:435-255-3186) or [kimballjunctioneis@utah.gov](mailto:kimballjunctioneis@utah.gov) by January 3, 2023. Supporting materials will be available on the project website on December 27, 2022.

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.

**SLT0020656**

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# MEETINGS AND AGENDAS

TO PUBLISH YOUR PUBLIC NOTICES AND AGENDAS, PLEASE EMAIL CLASSIFIEDS@PARKRECORD.COM

## PUBLIC NOTICE



The Utah Department of Transportation (UDOT) is issuing this notice to advise the public that an Environmental Impact Statement (EIS) is being prepared to evaluate potential transportation solutions to improve mobility along Interstate 80 (I-80) and State Route 224 (SR-224) through the Kimball Junction area of Summit County. 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.

**COMMENT PERIOD OPEN  
DEC. 27, 2022 THROUGH  
JAN. 27, 2023**

Comments may be submitted through the website, email, public meetings, written letter, voicemail or text message. Visit the website for more details.

The same information will be presented at both meetings. A presentation will be made on Zoom (which will be recorded and later available online), while the in-person meeting will follow an open house format with no formal presentation.

IN-PERSON OPEN HOUSE January 10, 2023		VIRTUAL PUBLIC MEETING January 11, 2023	
<b>OPEN HOUSE</b> 5:30-8:00 p.m.	<b>ECKER HILL MIDDLE SCHOOL</b> 2465 Kilby Road Park City, UT 84098	<b>PRESENTATION</b> 6:00-6:30 p.m. <b>Q &amp; A</b> 6:30-7:30 p.m.	<b>THIS MEETING WILL BE HELD ON ZOOM</b>

Individuals without internet access or needing accommodations including but not limited to translation, captioning, reviewing materials or submitting comments should notify the project team at 435-255-3186 or kimballjunctioneis@utah.gov by January 3, 2023. Supporting materials will be available on the project website on December 27, 2022.

For more information on the public meetings and conceptual alternatives, visit:  
**KimballJunctionEIS.udot.utah.gov**

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.



NOTICE is hereby given of the dates, time, and place for the regularly-scheduled meetings of the Board of Trustees of the Snyderville Basin Water Reclamation District for the year 2023. The meetings will be public sessions to be held at the District Office located at 2800 Homestead Road, Park City, Summit County, Utah. Meetings begin at 5:00 p.m. on each of the following dates during 2023:

- January 23
- February 27
- March 20
- April 17
- May 15
- June 26
- July 17
- August 21
- September 25 (Board Retreat to be held @ East Canyon Training Building @ 2:30 p.m. – meeting to follow @ The District Office @ 5:00 p.m.)
- October 16
- November 27
- December 18 (Public Hearing – 6:00 p.m.)

If you are planning to attend any of these public meetings and due to a disability require reasonable accommodation in understanding, participating in or attending the meeting, please notify the District 24 or more hours in advance of the meeting, and we will try to provide whatever assistance that may be required. Board members may appear telephonically.

Thankful? Frustrated?  
Want to highlight an issue?  
Think you have the solution to a problem?  
The Park Record wants to hear from you

**The Park Record.**  
PARK CITY, UTAH

Send submissions to editor@parkrecord.com

# MORE DOGS ON MAIN

By Tom Clyde



## The year in review

It was another delightfully strange year around here. There were some news stories that were left hanging. For example, the great lasagna theft in Prospector remains unsolved. A Prospector resident accused her neighbor's dog of stealing her lasagna that was, for reasons that remain unexplained, being stored outside. It could have been the dog, a raccoon, or a passing hobo on the rail trail. We'll never know. The dog's not talking, and nobody tested it for garlic.

Another story that didn't get the attention it deserved was the local woman who complained that she had ordered sea scallops at a Main Street restaurant and was instead served sliced potatoes disguised as scallops. And the waitstaff had foreign accents. Which can only lead to the conclusion that Main Street restaurants are fronts for foreign governments stealing Tik-Toks from visiting Texans.

Time magazine announced that Park City's Arts and Culture District was among the top 25 places to visit in the entire world. The piece seemed to be written by a reporter who was put up at the Pendry and never made it past the bar, let alone south of the McPolin barn.

Our Congressman, John Curtis, was front and center at the groundbreaking for the county bus garage building, which is being built with \$25 million in Federal funds. Curtis voted against that funding, but it was an election year, so he showed up to take credit just the same.

The Park City School District just continues to amaze us for all the wrong reasons.

We made it through the worst drought in centuries with only minor inconvenience. Water managers worked a miracle, and several people slightly reduced their water use.

In more serious news, 2022 was a year when we learned about limits. There are limits to how many people we can shove into this canyon, limits on how many people we can shove on the ski hill, limits on how many cars we can pack on our streets, and limits to the number of people who will do hard work for insulting pay. And this year,

we broke every one. After the year of Covid weirdness, the country went on a travel binge. The town was overflowing on the holidays. That travel binge came with a terrible snow year and an operational failure at PCMR. Jay Hamburger's story about the \$9 hotdog became famous around the world, upstaging the Arts and Culture district. Park City Mountain resort took a well-earned plunge to dead last in the Ski magazine resort



*There is also bus service to the top-secret park-and-ride lot at Richardson Flat, but unlike the Heber service, this was designed to fail. Instead of shuttling skier traffic from the satellite lot to the base of the resort, it dumps them out to transfer to another already-full bus at the High School.*

rankings. Lodging numbers are down about 20% for this Christmas week, and I don't hear anybody complaining about that. Things are running smoothly this year because we're not over capacity.

County voters approved at \$50 million bond for open space preservation, and shortly after, a once-in-a-lifetime conservation deal presented itself. The County Council scuttled it. It's hard to get the full story because it was all in closed sessions, and the private parties involved have declined public comment. I've talked to several people involved, and their private comments on how they were treated by our elected officials are disappointing, to say the least. The conservation buyer has moved on.

There is now bus service to Heber, which seems long overdue but was complicated because of funding issues.

# BETTY DIARIES

By Kate Sonnick



## On being and nothingness

I stared at the blank page, the glowing rectangle that, even if I closed my eyes, I could still see and thought about...

Nothing. What's up with this white space? You know, the gap between Christmas and New Year's. That special holiday purgatory of stale Christmas cookies and brown butter bourbon and relatives who can't get back to Buffalo. That ellipsis point of time when no one really knows WTH is going on.

"Hey Siri," I yelled at my phone across the room. "Uhhmm?" she answered as if I'd just woken her from a disco nap. "Why does the time between Christmas and New Year's feel so weird?" I asked.

"It's six days," she replied with the weary confidence of someone who knows the meaning of the universe. "No, I mean, like, why? Why does it feel so weird right now?" I asked.

"Working on it," she replied. "A few seconds later, she said, 'Still working on it.'"

And finally, "Something's wrong. Check back again later."

I had taken the week off from my freelance copywriting business for a reason. But what was the reason? Surely there were people out there doing things. I could hear them whizzing down Park Avenue, filled with purpose and intent — with goals. I imagined them striding confidently through their productive day: skis and snowboards slung over their shoulders; laptops in their backpacks; brown paper bags of wild-caught tuna, Siggis yogurt and organic black beans on the front seat of their Jeep Rubicons, on their way to feelings of accomplishment, motivation and Strava kudos.

I texted my buddy Matt. *Whatcha up to?* *Duh! I'm back to work today. But why?* *Why work?! I have to finish all sorts of year-end payroll and tax tasks.* *Oh.* I felt a surge of guilt. I thought

about putting on my ski clothes but when I looked out the window, it was sleeting. I could go to the gym. I could clean out a closet. Go for a hike with my dog. Do some billing. Take my Christmas tree to the Recycling Center. Reflect back on the past year and finalize some meaningful resolutions. Call my mother.

I did none of these things. I looked through my email inbox, the one place in my immediate vicinity where commerce appeared to continue without abatement.



*I googled, "How to do nothing," and found that an entire book and dozens of articles had been written on the subject.*

Medium Daily Digest offered to explain the critical link between vibrators and bad sex. Caddis Readers promised me a moment of clarity — no therapist required. TripAdvisor urgently counseled me to start planning my next vacation. Ruggables begged me to respond to an all-important survey about a doormat I'd recently purchased. MyFitnessPlanner challenged me to jumpstart my health. My accountant responded to a question I'd sent the other day about a fourth-quarter tax payment: "Sorry, I'm off this week and can't see what we sent you."

I refilled my "The Adventure Begins" coffee cup and contemplated the bottle of brown butter bourbon. What's so wrong with nothing? As George Costanza said in my favorite episode of Seinfeld, "Everybody's doing something; we'll do nothing! It's just like life! You eat, you read, you go shopping, you eat!"

I took a slice of leftover pizza from a Rubbermaid container

Wasatch County is finally on board, and it seems to be a success. There is also bus service to the top-secret park-and-ride lot at Richardson Flat, but unlike the Heber service, this was designed to fail. Instead of shuttling skier traffic from the satellite lot to the base of the resort, it dumps them out to transfer to another already-full bus at the High School. That ought to be the perfect transit route. All the people parking there are heading to the ski resorts — one concentrated pick-up and two concentrated destinations. No stops. But instead, we drop them off where they don't want to go, so they can transfer to another bus. I drive by the lot most days. Some mornings there are as many as six cars there. The day skiers from Salt Lake, who are parked at the grocery store, have no idea it's even there.

Satellite parking has to work to deal with the traffic and parking problems. There is not another alternative. Both resort parking lots are slated to be out of service for a couple of years for construction of hotels on top of them. Richardson offered a solution to that, too, but not if you can't get there from here, and its very existence is a deep secret.

The news isn't all bad: The Park City Mountain resort parking lot hotel project, the Deer Valley parking lot hotel project, and the Dakota-Pacific development at Kimball Junction spent the year in planning purgatory with no discernible progress.

There was real progress on the affordable housing problem. The new dorm building at the Canyons Village is coming online, the city has approved additional housing at Bonanza. It's a hole we can never dig our way out of, but this is progress. It's sort of undone by the approval of the project at the Film Studio, where the new commercial space will create more jobs than the affordable housing component covers, so in the end, that one is a net loss in workforce housing, plus more traffic on S.R. 248.

2022 was a year filled with the kind of weirdness that makes this such a great place to live.



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Kimball Junction  
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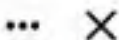
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**Open House Jan.  
10th and 11th**

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**PUBLIC MEETINGS**

Jan. 10 (in-person open house)

Jan. 11 (virtual)

**COMMENT PERIOD**

Dec. 27, 2022 - Jan. 27, 2023

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## REUNIONES PÚBLICAS

10 de enero  
(jornada presencial abierta)

11 de enero (virtual)

## PERIODO DE COMENTARIOS

Del 27 de diciembre de 2022  
al 27 de enero de 2023

[KimballJunctionEIS.UDOT.Utah.gov](https://KimballJunctionEIS.UDOT.Utah.gov)

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**Dec. 27, 2022 -  
Jan. 27, 2023**

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Kimball Junction  
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## PERIODO DE COMENTARIOS

Del 27 de diciembre de 2022  
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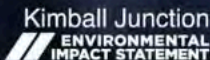
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**COMMENT PERIOD**

**Dec. 27, 2022 -  
Jan. 27, 2023**

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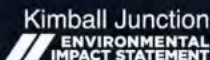
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**PERIODO DE COMENTARIOS**

**Del 27 de diciembre de 2022  
al 27 de enero de 2023**

[KimballJunctionEIS.UDOT.Utah.gov](https://KimballJunctionEIS.UDOT.Utah.gov)



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City Government of Park City, Utah

January 11 at 10:50 AM

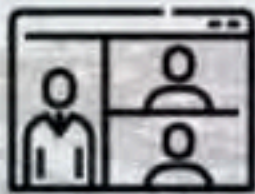
Didn't get a chance to attend the [#KimballJunctionEIS](#) open house yesterday?

The virtual public meeting for the study is tonight, from 6:00-7:30 p.m. on Zoom. The project team will talk about the proposed alternatives, with a Q&A session to follow.

Join us on Zoom: <https://us06web.zoom.us/j/89533178953>, and [Summit County, Utah](#) will also be live-streaming the meeting on their Facebook page.

The comment period for the project is open until January 27, so please take some time to provide your input to the Utah Department of Transportation. Visit the study website for more information on the study and to make a comment: <https://kimballjunctioneis.udot.utah.gov/>

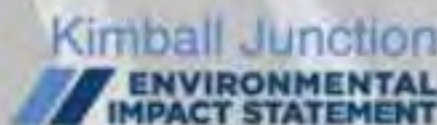
# REMINDER



## KIMBALL JUNCTION EIS VIRTUAL PUBLIC MEETING

**JAN. 11, 6 - 7:30 PM**

**ON ZOOM**



1

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Comment

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City Government of Park City, Utah

December 21, 2022



Do you live, work or travel in [Summit](#) County or Park City?

Utah DOT is preparing an environmental impact statement (EIS) to evaluate improvements at the I-80 and S.R.-224 interchange at Kimball Junction and on S.R.-224 from Kimball Junction through the Olympic Parkway intersection.

Utah DOT is hosting two public scoping meetings: one in-person and one virtual, to share information on the study and answer questions.

The in-person open house is January 10 from 5:30-8:00 p.m. at Ecker Hill Middle School, where the community will have an opportunity to review the materials and speak directly with team members. No formal presentation is planned for the in-person open house event. The same information will be presented at both meetings.

The virtual public meeting will be held on January 11 from 6:00-7:30 p.m. on Zoom with a presentation followed by a question & answer session.

Please review the participant guide on the website prior to attending the virtual meeting for details on what to expect.

A public scoping comment period for the project begins on Tuesday, December 27, and will be open until January 27, 2023.

Visit the study website for more information on the study and public meetings:

<https://kimballjunctioneis.udot.utah.gov/>

# PUBLIC NOTICE

## Public Scoping Meetings & Comment Period

Kimball Junction  
ENVIRONMENTAL  
IMPACT STATEMENT



Utah DOT is with [Summit County, Utah](#) and [City Government of Park City, Utah](#).

December 20, 2022

Do you live, work or travel in [Summit](#) County or Park City? We're preparing an environmental impact statement (EIS) to evaluate improvements at the I-80 and SR-22...

[See more](#)

6

2 shares



parkcitygovt



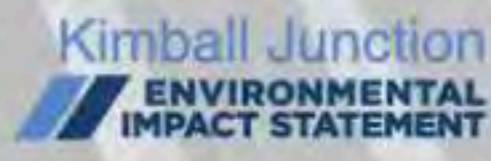
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## KIMBALL JUNCTION EIS VIRTUAL PUBLIC MEETING

### JAN. 11, 6 - 7:30 PM

#### ON ZOOM



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January 11





parkcitygovt



# PUBLIC NOTICE

## Public Scoping Meetings & Comment Period

Kimball Junction  
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December 21, 2022



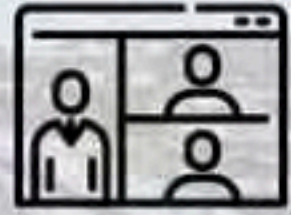




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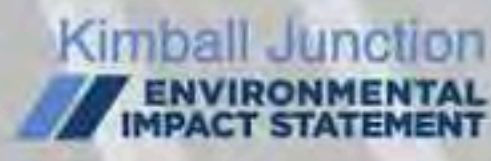
# REMINDER



## KIMBALL JUNCTION EIS VIRTUAL PUBLIC MEETING

### JAN. 11, 6 - 7:30 PM

#### ON ZOOM



7 likes

**summitcountyut** The virtual public meeting for the Kimball Junction EIS project is TONIGHT on Zoom. Tune in at 6:00 p.m. to learn more about the... more





**Park City Municipal** @ParkCityGovt · Jan 11

...

The virtual public meeting for the Kimball Junction EIS project is **TONIGHT** on Zoom. Tune in at 6:00 p.m. to learn more about the @UtahDOT study & proposed transportation improvements.

@SummitCountyUT will also be live-streaming the meeting to their Facebook page. #KJEIS

**REMINDER**

**KIMBALL JUNCTION EIS  
VIRTUAL PUBLIC MEETING**


**JAN. 11, 6 - 7:30 PM**

**ON ZOOM**



225



 Park City Municipal Retweeted

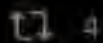


**UDOT Region Two** @UDOTRegionTwo · Jan 10

The [#KimballJunctionEIS](#) in-person open house is TONIGHT. From 5:30 - 8pm, [@SummitCountyUT](#) & [@ParkCityGovt](#) residents will have an opportunity to learn more about the study and meet with team members at Ecker Hill Middle School.



1



4



1



3,817



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**UDOT Region Two** @UDOTRegionTwo · Jan 3

👋 Planning to attend our virtual meeting for the Kimball Junction EIS on Jan. 11? If so, please take some time to review the participant guide from the project team to have a better idea of what to expect at the meeting. #KJEIS

🔗 [kimballjunctioneis.udot.utah.gov](http://kimballjunctioneis.udot.utah.gov)

## PUBLIC COMMENT PERIOD

Dec. 27, 2022 - Jan. 27, 2023

Please submit comments through the official study channels.



435-255-3186



[KimballJunctionEIS.udot.utah.gov](http://KimballJunctionEIS.udot.utah.gov)



[KimballJunctionEIS@utah.gov](mailto:KimballJunctionEIS@utah.gov)



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

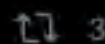
Kimball Junction  
ENVIRONMENTAL  
IMPACT STATEMENT

# VIRTUAL MEETING PARTICIPANT GUIDE

Join us on Zoom: Jan. 11 from 6:00 - 7:30pm



1



3



3,176



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↳ Park City Municipal Retweeted



**UDOT Region Two** @UDOTRegionTwo · Dec 27, 2022

...

The official comment period for the [#KJEIS](#) begins TODAY. Comments may be submitted through the project website, email, public meetings, voicemail, or by sending a letter to the study team by January 27.

[@UtahDOT](#)

# PUBLIC NOTICE

## Public Comment Period

Dec. 27, 2022 to Jan. 27, 2023

Kimball Junction



**ENVIRONMENTAL  
IMPACT STATEMENT**



1



8



11



7,482



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🔄 Park City Municipal Retweeted



**UDOT Region Two** @UDOTRegionTwo · Dec 20, 2022



@UtahDOT is preparing an Environmental Impact Statement (EIS) to evaluate improvements at the I-80 and SR-224 interchange at Kimball Junction in @SummitCountyUT @ParkCityGovt. Come to one of the public meetings to meet the team & learn more about the study. #KJEIS #SR2224 #I80

# PUBLIC NOTICE

## Public Scoping Meetings & Comment Period

Kimball Junction

**ENVIRONMENTAL  
IMPACT STATEMENT**



1



4



6



3,047



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Summit County, Utah

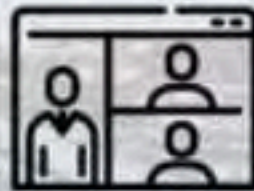
January 11 at 4:41 PM · 🌐



The virtual public meeting for the Kimball Junction EIS project is TONIGHT on Zoom. Tune in at 6:00 p.m. to learn more about the [Utah DOT](#) study & proposed transportation improvements.

We will also be live-streaming the meeting right here on the "Summit County, UT" Facebook page.

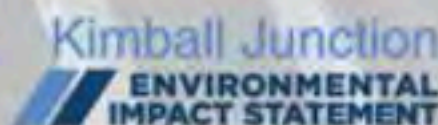
# REMINDER



## KIMBALL JUNCTION EIS VIRTUAL PUBLIC MEETING

**JAN. 11, 6 - 7:30 PM**

**ON ZOOM**





Summit County, Utah

January 10 at 4:27 PM · 🌐



Summit County residents: the [Utah DOT #KimballJunctionEIS](#) in-person open house is TONIGHT (1/10).

At Ecker Hill Middle School (2465 Kilby Rd, Park City) from 5:30 - 8:00pm, the community will have an opportunity to review the materials and meet with team members. The open house materials are also on the study website.

Can't make it tonight? Attend the virtual public meeting TOMORROW (1/11) from 6:00 - 7:30pm on Zoom, with a presentation followed by a question & answer sessi... [See more](#)

# PUBLIC NOTICE

## Public Scoping Meetings & Comment Period

Kimball Junction  
**ENVIRONMENTAL  
IMPACT STATEMENT**



Utah DOT is with [Summit County, Utah](#) and [City Government of Park City, Utah](#).

December 20, 2022 · 🌐

Do you live, work or travel in [Summit](#) County or Park City? We're preparing an environmental impact statement (EIS) to evaluate improvements at the I-80 and SR-22... [See more](#)

👍 Like

💬 Comment

➦ Share





!! Summit County residents !! The scoping comment period for the [Utah DOT Kimball Junction EIS](#) is OPEN through January 27, 2023.

Visit the project website for more information on the study, the proposed alternatives, how to comment, and the public meetings: <https://kimballjunctioneis.udot.utah.gov>

# PUBLIC NOTICE



## 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, 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

### EIS Project Goals

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 and screens alternative solutions to meet those needs
- Minimizes and avoids environmental impacts where possible
- Engages the public and stakeholders through an open and transparent process

### Project Need

UDOT looked at the expected transportation mobility needs and projected growth in the evaluation area in 2050. This projected growth in the area will lead to the following issues:

- Future (2050) failing conditions at the SR-224 and the I-80, Lite 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

### 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 time on SR-224 from the I-80 (to range through) Olympic Parkway **+6**
- Improving safety by reducing queues on I-80 off-ramps
- Improve pedestrian and bicyclist mobility and accessibility throughout the study area
- Maintaining or improving transit travel times through the evaluation area



The scoping comment period for the Kimball Junction is open through Jan. 27.

The purpose of the EIS is to address transportation-related mobility for all users... [See more](#)





Summit County, Utah

December 21, 2022 · 🌐



!! Attention Summit County residents !! Utah DOT is beginning an environmental study for the Kimball Junction area and they're hosting two public meetings in January for YOU to learn more.

● January 10 (IN-PERSON) 5:30 PM - 8:00 PM @ Ecker Middle School.

● January 11 (VIRTUAL) 6:00 PM - 7:30 PM on Zoom.

T... See more

# PUBLIC NOTICE

## Public Scoping Meetings & Comment Period

Kimball Junction  
**ENVIRONMENTAL  
IMPACT STATEMENT**



Utah DOT is with Summit County, Utah and City Government of Park City, Utah.

December 20, 2022 · 🌐

Do you live, work or travel in Summit County or Park City? We're preparing an environmental impact statement (EIS) to evaluate improvements at the I-80 and SR-22...

See more

👍 5

👍 Like

💬 Comment

➦ Share



**Summit County, Utah** @SummitCountyUT · Jan 11

...

The virtual public meeting for the Kimball Junction EIS project is **TONIGHT** on Zoom. Tune in at 6:00 p.m. to learn more about the @UtahDOT study & proposed transportation improvements.

We will also be live-streaming the meeting to the "Summit County, UT" Facebook page. #KJEIS

**REMINDER**

**KIMBALL JUNCTION EIS  
VIRTUAL PUBLIC MEETING**

**JAN. 11, 6 - 7:30 PM**

**ON ZOOM**



262





**Summit County, Utah** @SummitCountyUT · Jan 10



Summit County residents: the @UtahDOT Kimball Junction EIS in-person open house is TONIGHT! For more information, visit the study website: [kimballjunctioneis.udot.utah.gov](http://kimballjunctioneis.udot.utah.gov)



**UDOT Region Two** @UDOTRegionTwo · Jan 10

The #KimballJunctionEIS in-person open house is TONIGHT. From 5:30 - 8pm, @SummitCountyUT & @ParkCityGovt residents will have an opportunity to learn more about the study and meet with team members at Ecker Hill Middle School.

[Show this thread](#)



1



497





**Summit County, Utah** @SummitCountyUT · Jan 4



Summit County residents planning to attend the virtual public meeting next week (1/11) for the @UtahDOT Kimball Junction EIS: read the participant guide from the project team for more info about the meeting. Attend the open house on 1/10 to meet the team in person. #KJEIS

**UDOT Region Two** @UDOTRegionTwo · Jan 3

📍 Planning to attend our virtual meeting for the Kimball Junction EIS on Jan. 11? If so, please take some time to review the participant guide from the project team to have a better idea of what to expect at the meeting. #KJEIS

[kimballjunctioneis.udot.utah.gov](http://kimballjunctioneis.udot.utah.gov)

[Show this thread](#)

**PUBLIC COMMENT PERIOD**  
Dec. 27, 2022 - Jan. 25, 2023

Please submit comments through the official study channels.

- 435-224-2100
- [kj@kimballjunctioneis.udot.utah.gov](mailto:kj@kimballjunctioneis.udot.utah.gov)
- [kimballjunctioneis.udot.utah.gov](http://kimballjunctioneis.udot.utah.gov)
- Kimball Junction EIS (2022)  
2525 E. Commercial Parkway, Suite 200  
Cottonwood Heights, UT 84029

**VIRTUAL MEETING PARTICIPANT GUIDE**

Join us on Zoom: Jan. 11 from 6:00 - 7:30pm



483





**Summit County, Utah** @SummitCountyUT · Dec 27, 2022

...

Summit County residents! The scoping comment period for the @UtahDOT Kimball Junction EIS starts today (12/27). Visit the project website for more information on the study, the proposed alternatives, how to comment, and the public meetings. #KJEIS

**UDOT Region Two** @UDOTRegionTwo · Dec 27, 2022

The official comment period for the #KJEIS begins TODAY. Comments may be submitted through the project website, email, public meetings, voicemail, or by sending a letter to the study team by January 27.

@UtahDOT

[Show this thread](#)

# PUBLIC NOTICE

## Public Comment Period

Dec. 27, 2022 to Jan. 27, 2023

Kimball Junction

 ENVIRONMENTAL  
IMPACT STATEMENT



513





**Summit County, Utah** @SummitCountyUT · Dec 21, 2022

...

Summit County residents! @UtahDOT is beginning an environmental study for the Kimball Junction area! Attend one of the public meetings to learn more. Visit their website for details on the meetings & study. [📌](#)

[kimballjunctioneis.udot.utah.gov](http://kimballjunctioneis.udot.utah.gov) #KJEIS

**UDOT Region Two** @UDOTRegionTwo · Dec 20, 2022

@UtahDOT is preparing an Environmental Impact Statement (EIS) to evaluate improvements at the I-80 and SR-224 interchange at Kimball Junction in @SummitCountyUT @ParkCityGovt. Come to one of the public meetings to meet the team & learn more about the study. #KJEIS #SR2224 #I80

[Show this thread](#)

# PUBLIC NOTICE

## Public Scoping Meetings & Comment Period

Kimball Junction

**ENVIRONMENTAL  
IMPACT STATEMENT**



408





Utah DOT

January 5 at 5:37 PM



If you live, work or travel in Summit County or Park City, you might already be aware that we are preparing an environmental impact statement (EIS) for the Kimball Junction area to improve transportation at the I-80 interchange and on SR-224 to Olympic Parkway.

For those of you who are planning to attend our virtual meeting for the Kimball Junction EIS on Jan. 11, please take some time to review the participant guide from the project team so you have a better idea of what to... [See more](#)



Join us on Zoom: Jan. 11 from 6:00 - 7:30pm

## ABOUT THE MEETING

Wed., Jan. 11, 2023 | 6:00 - 7:30 p.m.

- The meeting platform being used is Zoom; there is a 1,000 participant capacity. If the meeting reaches capacity, others may leave and open up spaces so check back often.
- A presentation will be given at the start of the meeting. If you join late, you will miss the presentation.
- A question and answer period will follow the presentation.

### JOINING THE MEETING FROM A COMPUTER OR AN APP

- Visit the website on the day of the meeting to access the meeting link.
- Ensure you have either speakers or headphones to listen to the meeting.




[KimballJunctionEIS.udot.utah.gov](https://KimballJunctionEIS.udot.utah.gov)

The meeting will also be live streamed via Facebook to the Summit County, Utah page.

### LISTENING TO THE MEETING ON A PHONE

- Call in to listen to the meeting from a phone by dialing: (719) 359-4580
- Meeting ID: 895 3317 8953 | Passcode: 310625

### USING THE QUESTION & ANSWER FUNCTION (FROM SMARTPHONE OR COMPUTER)


During the meeting, click the Question & Answer icon , enter your question in the box, and press send.


### DURING THE MEETING


- Only the panelists will be speaking during the meeting. All participants will be muted upon entry.
- Following the conclusion of the presentation, the study team will answer as many questions as possible during the remaining time. **+5**
- Submitting a question during the meeting does not guarantee it will be answered. The study team will collect all questions submitted during the meeting and respond to these according to commonly asked subjects.




1

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 Comment

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Most relevant 





The scoping comment period for the Kimball Junction is open through Jan. 27.

The purpose of the EIS is to address transportation-related mobility for all users of the Kimball Junction area. The alternative concepts carried forward from the Kimball Junction and SR-224 Area Plan (along with any new alternatives that are identified in the EIS process) will be evaluated in a multi-level screening process to determine which alternatives will be carried forward for detailed enviro... See more

# PUBLIC NOTICE

## Public Comment Period

Dec. 27, 2022 to Jan. 27, 2023

Kimball Junction ENVIRONMENTAL IMPACT STATEMENT

## 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, 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

### EIS Project Goals

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 and screens alternative solutions to meet those needs
- Minimizes and avoids environmental impacts where possible
- Engages the public and stakeholders through an open and transparent process

### Project Need

UDOT looked at the expected transportation mobility needs and projected growth in the evaluation area in 2050. This projected growth in the area will lead to the following issues:

- Future (2050) failing conditions at the SR-224 and the I-80, Lite 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

### 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 time on SR-224 from the I-80 interchange through Olympic Parkway **+6**
- Improving safety by reducing queues on I-80 off-ramp.
- Improve pedestrian and bicyclist mobility and accessibility throughout the study area
- Maintaining or improving transit travel times through the evaluation area

You and 5 others

3 shares

Like

Comment

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Utah DOT is with Summit County, Utah and City Government of Park City, Utah. ...

December 20, 2022 at 4:53 PM · 🌐

Do you live, work or travel in [Summit](#) County or Park City? We're preparing an environmental impact statement (EIS) to evaluate improvements at the I-80 and SR-224 interchange at Kimball Junction and on SR-224 from Kimball Junction through the Olympic Parkway intersection in Summit County. The EIS is building on the work done in the Kimball Junction and SR-224 Area Plan which analyzed several solutions (30) and narrowed the options down to three alternatives, including interse... [See more](#)

# PUBLIC NOTICE



## Public Scoping Meetings & Comment Period

Kimball Junction

 ENVIRONMENTAL  
IMPACT STATEMENT

👍 3

1 comment 5 shares

👍 Like

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1/9

Kimball Junction  
ENVIRONMENTAL  
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# VIRTUAL MEETING PARTICIPANT GUIDE

Join us on Zoom: Jan. 11 from 6:00 - 7:30pm



39 likes

utahtransportation If you live, work or travel in @summitcountyut or @parkcitygovt, you might already be aware that we are preparing an... more





utahtransportation



# PUBLIC NOTICE

## Public Comment Period

Dec. 27, 2022 to Jan. 27, 2023

Kimball Junction  
ENVIRONMENTAL  
IMPACT STATEMENT



102 likes

utahtransportation The scoping comment period for the Kimball Junction EIS is open through Jan. 27...  
more





utahtransportation



# PUBLIC NOTICE

## Public Scoping Meetings & Comment Period

Kimball Junction  
ENVIRONMENTAL  
IMPACT STATEMENT



77 likes

utahtransportation Do you live, work or travel in @summitcountyut or @parkcitygovt? We're preparing an environmental impact statement (EIS)



Utah DOT Retweeted



**UDOT Region Two** @UDOTRegionTwo · Jan 10

The [#KimballJunctionEIS](#) in-person open house is TONIGHT. From 5:30 - 8pm, [@SummitCountyUT](#) & [@ParkCityGovt](#) residents will have an opportunity to learn more about the study and meet with team members at Ecker Hill Middle School.



[Show this thread](#)

Utah DOT Retweeted



**UDOT Region Two** @UDOTRegionTwo · Jan 3

👋 Planning to attend our virtual meeting for the Kimball Junction EIS on Jan. 11? If so, please take some time to review the participant guide from the project team to have a better idea of what to expect at the meeting. #KJEIS

[kimballjunctioneis.udot.utah.gov](https://kimballjunctioneis.udot.utah.gov)

**PUBLIC COMMENT PERIOD**  
Dec. 27, 2022 - Jan. 27, 2023

Please submit comments through the official study channels.

📞 435-255-3186

🌐 [KimballJunctionEIS.udot.utah.gov](https://KimballJunctionEIS.udot.utah.gov)

✉️ [KimballJunctionEIS@utah.gov](mailto:KimballJunctionEIS@utah.gov)

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

**VIRTUAL MEETING PARTICIPANT GUIDE**

Join us on Zoom: Jan. 11 from 6:00 - 7:30pm



1



3



3,176



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Utah DOT Retweeted



**UDOT Region Two** @UDOTRegionTwo · Dec 27, 2022

The official comment period for the [#KJEIS](#) begins TODAY. Comments may be submitted through the project website, email, public meetings, voicemail, or by sending a letter to the study team by January 27.

[@UtahDOT](#)

# PUBLIC NOTICE

## Public Comment Period

Dec. 27, 2022 to Jan. 27, 2023

Kimball Junction

**ENVIRONMENTAL  
IMPACT STATEMENT**



1



8



11



7,482



[Show this thread](#)



Utah DOT Retweeted



**UDOT Region Two** @UDOTRegionTwo · Dec 20, 2022

@UtahDOT is preparing an Environmental Impact Statement (EIS) to evaluate improvements at the I-80 and SR-224 interchange at Kimball Junction in @SummitCountyUT @ParkCityGovt. Come to one of the public meetings to meet the team & learn more about the study. #KJEIS #SR2224 #I80

# PUBLIC NOTICE

## Public Scoping Meetings & Comment Period

Kimball Junction

**ENVIRONMENTAL  
IMPACT STATEMENT**

1

4

6

3,047



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**UDOT Region Two** @UDOTRegionTwo · Jan 18



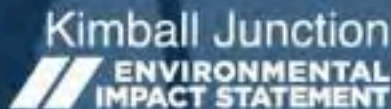
The recording from the Kimball Junction EIS virtual public meeting is now available on the project website:

[kimballjunctioneis.udot.utah.gov](http://kimballjunctioneis.udot.utah.gov)

## PUBLIC NOTICE

# RECORDING OF KIMBALL JUNCTION EIS VIRTUAL PUBLIC MEETING

NOW AVAILABLE ON  
PROJECT WEBSITE





**UDOT Region Two**

@UDOTRegionTwo



The [#KimballJunctionEIS](#) in-person open house is TONIGHT. From 5:30 - 8pm, [@SummitCountyUT](#) & [@ParkCityGovt](#) residents will have an opportunity to learn more about the study and meet with team members at Ecker Hill Middle School.

9:06 AM · Jan 10, 2023 · **3,817** Views

**3** Retweets **1** Quote Tweet **1** Like



**UDOT Region Two** @UDOTRegionTwo · Jan 10



Replying to [@UDOTRegionTwo](#)

Can't make it? Attend the virtual public meeting tomorrow from 6 - 7:30pm on Zoom, with a presentation followed by Q&A.

[#KJEIS](#) [🔗 kimballjunctioneis.udot.utah.gov](https://kimballjunctioneis.udot.utah.gov)



447





UDOT Region Two @UDOTRegionTwo · Jan 3

📍 Planning to attend our virtual meeting for the Kimball Junction EIS on Jan. 11? If so, please take some time to review the participant guide from the project team to have a better idea of what to expect at the meeting. #KJEIS

[kimballjunctioneis.udot.utah.gov](http://kimballjunctioneis.udot.utah.gov)

**PUBLIC COMMENT PERIOD**  
Dec. 27, 2022 - Jan. 27, 2023

Please submit comments through the official study channels.

- 📞 435-255-3186
- 🌐 [KimballJunctionEIS.udot.utah.gov](http://KimballJunctionEIS.udot.utah.gov)
- ✉️ [KimballJunctionEIS@utah.gov](mailto:KimballJunctionEIS@utah.gov)
- 📍 Kimball Junction EIS c/o HDR  
2825 E Cottonwood Parkway, Suite 200  
Cottonwood Heights, UT 84121

**VIRTUAL MEETING PARTICIPANT GUIDE**

Join us on Zoom: Jan. 11 from 6:00 - 7:30pm

1 comment, 3 retweets, 3,176 likes



UDOT Region Two @UDOTRegionTwo · Jan 3

If you live, work or travel in @summitcountyut or @parkcitygovt, @UtahDOT is preparing an environmental impact statement (EIS) for the Kimball Junction area to improve transportation at the I-80 interchange and on SR-224 to Olympic Parkway.

- The meeting platform being used is Zoom; there is a 1000 participant capacity. If the meeting reaches capacity, others may leave and open up spaces to check back often.
- A presentation will be given at the start of the meeting. If you join late, you will miss the presentation.
- Visit the website on the day of the meeting to access the meeting link.
- Ensure you have either speakers or headphones to listen to the meeting.

[KimballJunctionEIS.udot.utah.gov](http://KimballJunctionEIS.udot.utah.gov)

• Call in to listen to the meeting from a phone by dialing: (719) 359-4590  
• Meeting ID: 895 3317 8953 | Passcode: 310625

**USING THE QUESTION & ANSWER FUNCTION (FROM SMARTPHONE OR COMPUTER)**

- Following the conclusion of the presentation, the study team will answer as many questions as possible during the remaining time.
- Submitting a question during the meeting does not guarantee it will be answered. The study team will collect all questions

1 comment, 651 likes



UDOT Region Two @UDOTRegionTwo

If you would rather learn more about the EIS and meet the team in person, plan on attending the open house on Jan. 10 at Ecker Hill Middle School in Park City. Visit the project website for more info on the study. #KJEIS

[kimballjunctioneis.udot.utah.gov](http://kimballjunctioneis.udot.utah.gov)

**DURING THE MEETING**

- Please respect the panelists and presenter. Questions or comments that include foul language, threats or obscenity will not be answered. Individuals submitting these types of questions may be removed from the meeting.
- While useful to the study team, comments submitted during the meeting are not considered official comments and will not be included in the study record.

Please use the official channels to submit your comments on the study.

the study record.

- The meeting recording will be available to view on the study website within a couple of days of the meeting.

[KimballJunctionEIS.udot.utah.gov](http://KimballJunctionEIS.udot.utah.gov)

**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 participating in



**UDOT Region Two**  
@UDOTRegionTwo

...

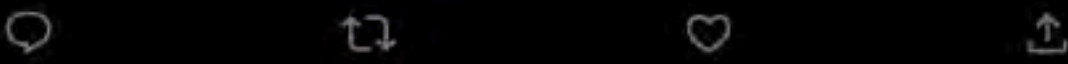
The official comment period for the **#KJEIS** begins TODAY. Comments may be submitted through the project website, email, public meetings, voicemail, or by sending a letter to the study team by January 27. [@UtahDOT](#)

# PUBLIC NOTICE



9:42 AM · Dec 27, 2022 · **7,482** Views

**6** Retweets **2** Quote Tweets **11** Likes



**UDOT Region Two** @UDOTRegionTwo · Dec 27, 2022

...

Replying to [@UDOTRegionTwo](#)

The purpose of the Kimball Junction EIS study is to eventually develop a range of improvements that will reduce congestion and improve multimodal travel and connectivity through the Kimball Junction Area.

2 Retweets 1 Like 747 Views Share



**UDOT Region Two** @UDOTRegionTwo · Dec 27, 2022

...

The project team is encouraging the public to comment on the proposed alternatives, purpose and need of the project, etc. Please visit the website for more info about the study.

[kimballjunctioneis.udot.utah.gov](http://kimballjunctioneis.udot.utah.gov)

Share Retweet Like 524 Views



UDOT Region Two @UDOTRegionTwo · Dec 20, 2022

...

@UtahDOT is preparing an Environmental Impact Statement (EIS) to evaluate improvements at the I-80 and SR-224 interchange at Kimball Junction in @SummitCountyUT @ParkCityGovt. Come to one of the public meetings to meet the team & learn more about the study. #KJEIS #SR2224 #I80



1 4 6 3,047



UDOT Region Two @UDOTRegionTwo · Dec 20, 2022

...

The @UtahDOT study team will present the same information at both meetings.

In-person open house: Jan. 10 from 5:30-8pm at Ecker Hill Middle School

Virtual meeting: Jan. 11 from 6-7:30pm on Zoom, with a presentation followed by Q&A

#KJEIS @SummitCountyUT @ParkCityGovt

1 1 417



UDOT Region Two @UDOTRegionTwo

...

A public scoping comment period begins next Tuesday, Dec. 27, and will be open until Jan. 27, 2023. If you live in or travel to @SummitCountyUT or @ParkCityGovt, visit the website for more information on the study: [kimballjunctioneis.udot.utah.gov](https://kimballjunctioneis.udot.utah.gov)

1:50 PM · Dec 20, 2022 · 323 Views

1 4 6 3,047

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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

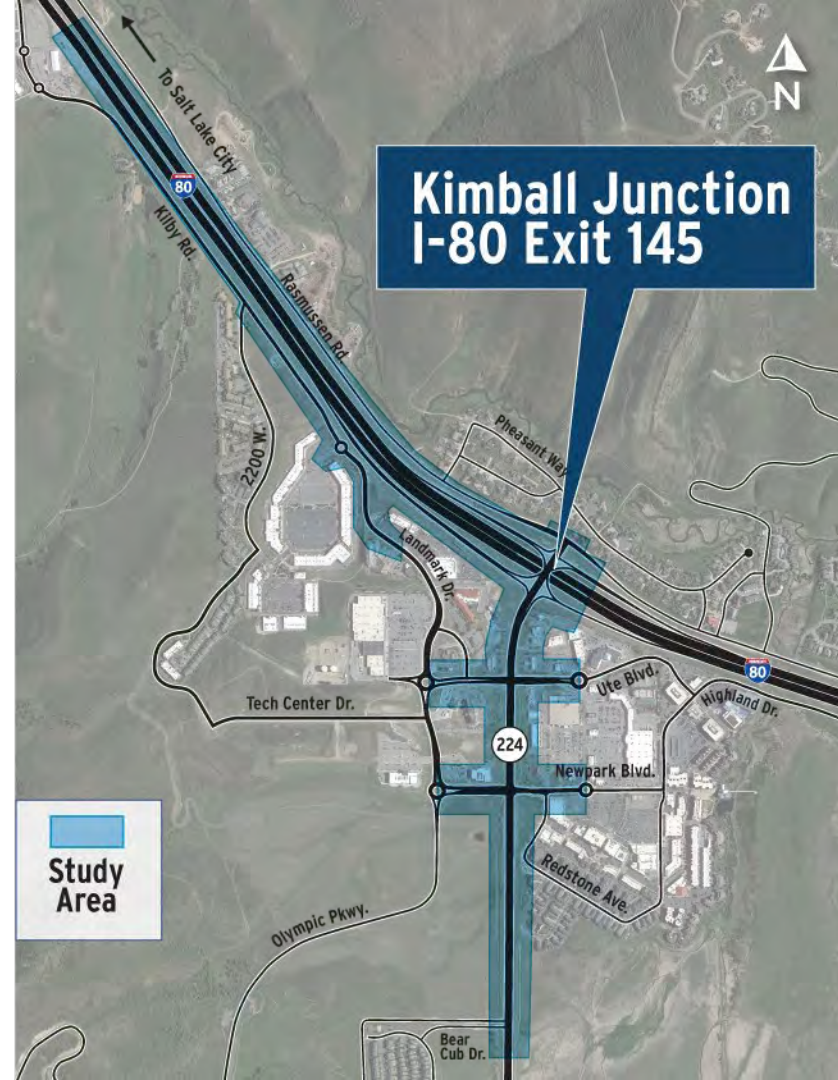
# Planning & Environmental Study Process



- 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

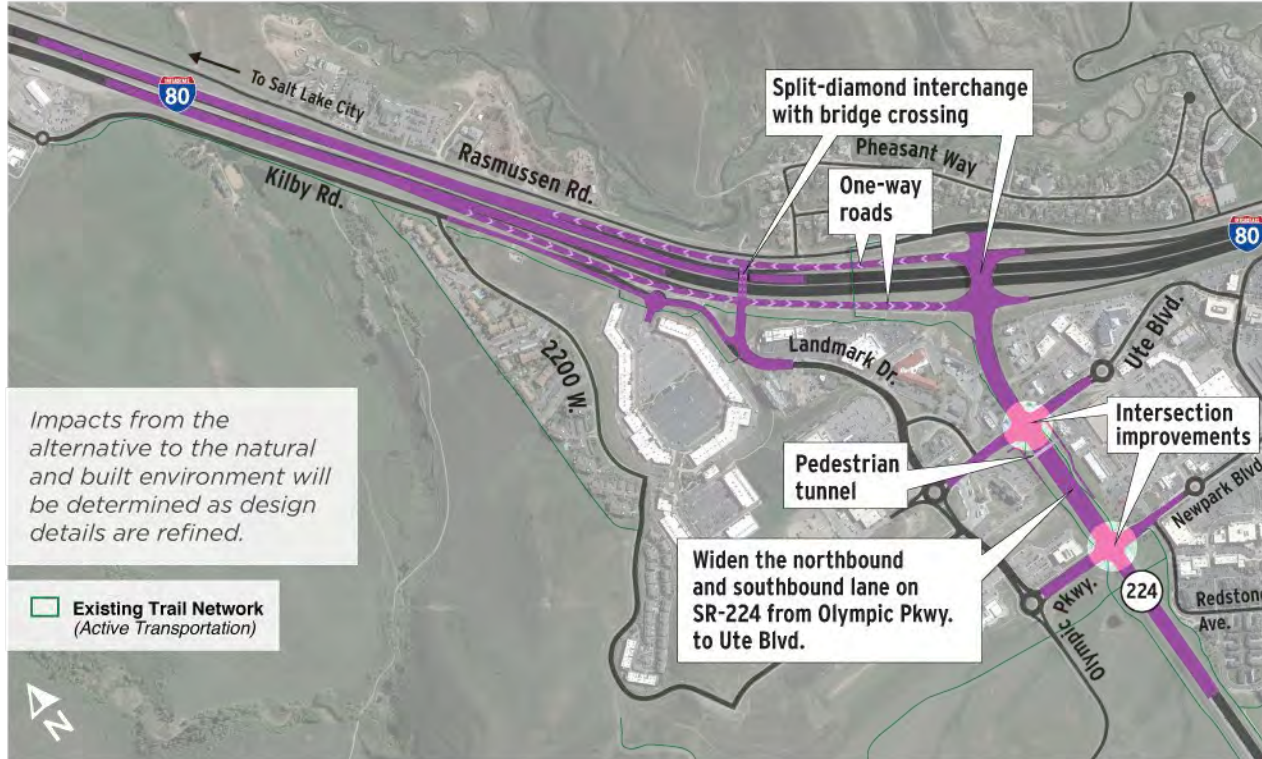


## Kimball Junction & SR-224 Area Plan Goals

- ✓ 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

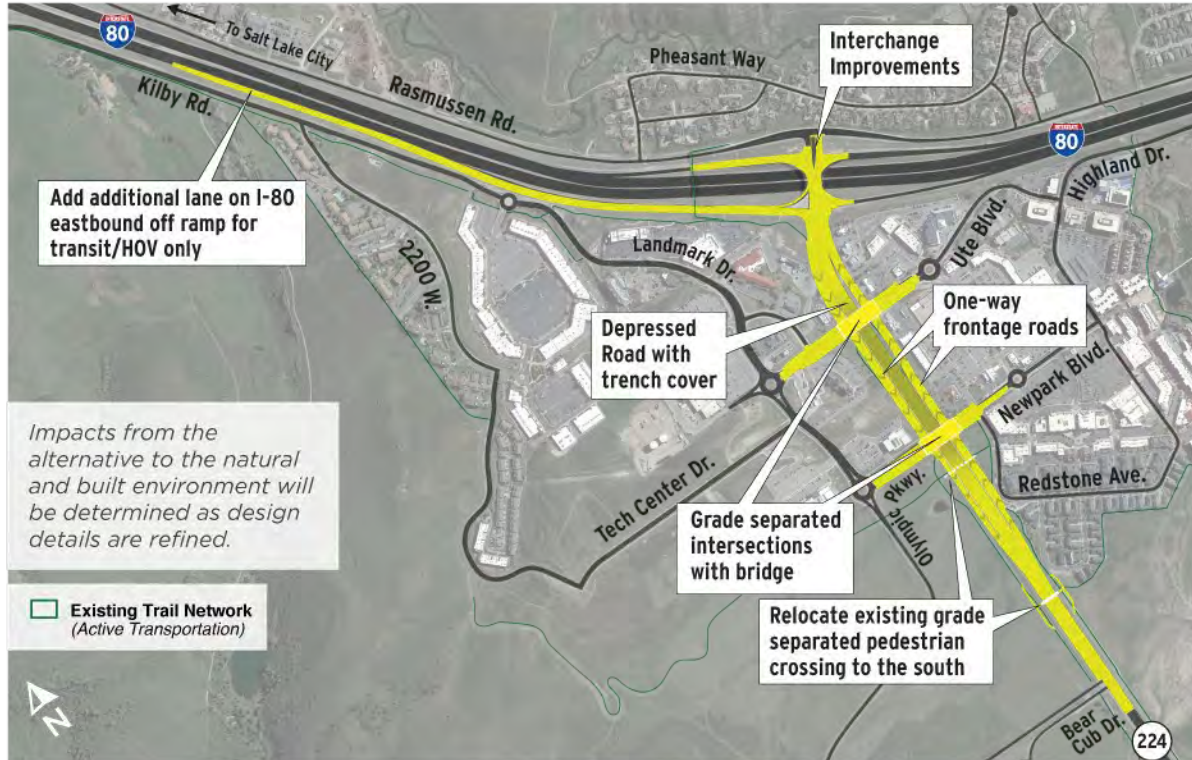
# Alternative A

## SPLIT-DIAMOND INTERCHANGE WITH INTERSECTION IMPROVEMENTS



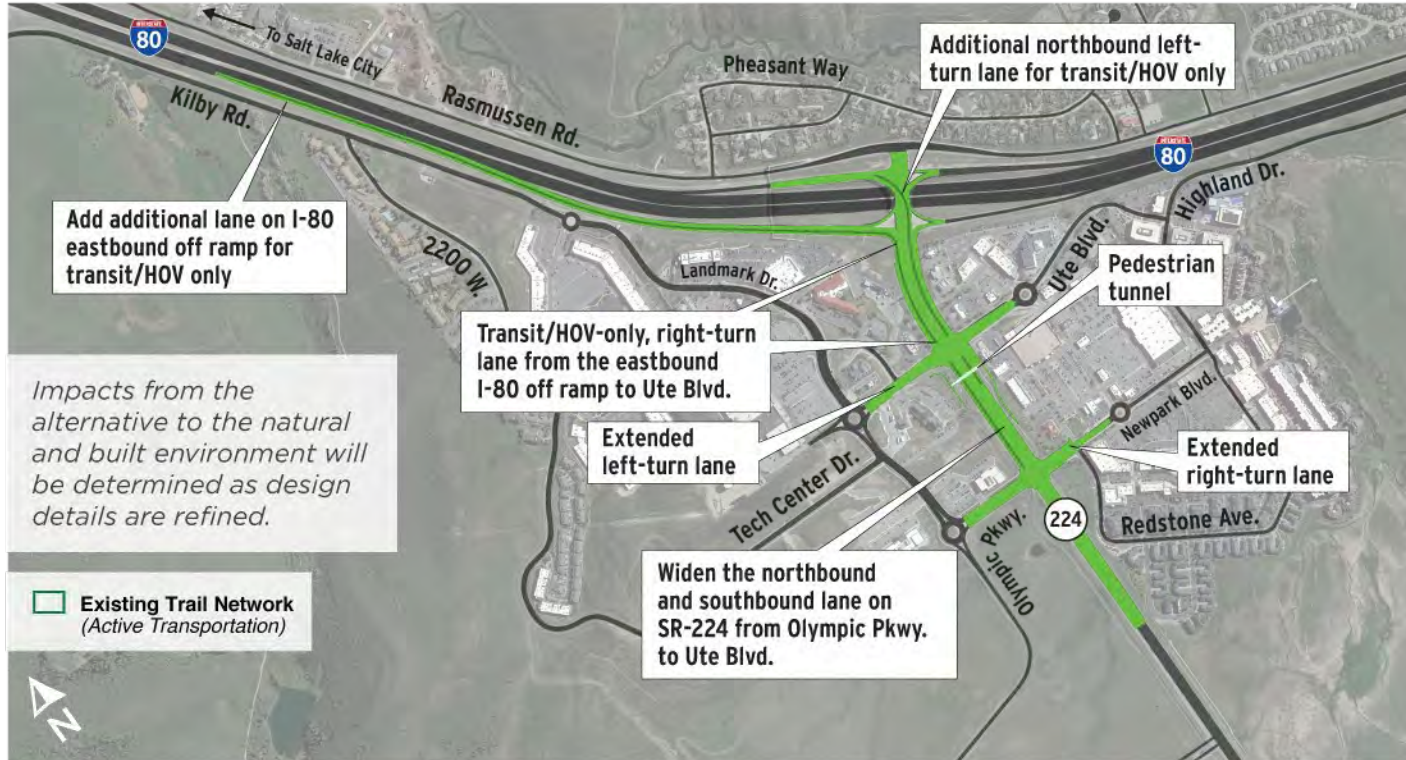
# Alternative B

## 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, overlaid with a semi-transparent blue filter. The text is centered over the interchange.

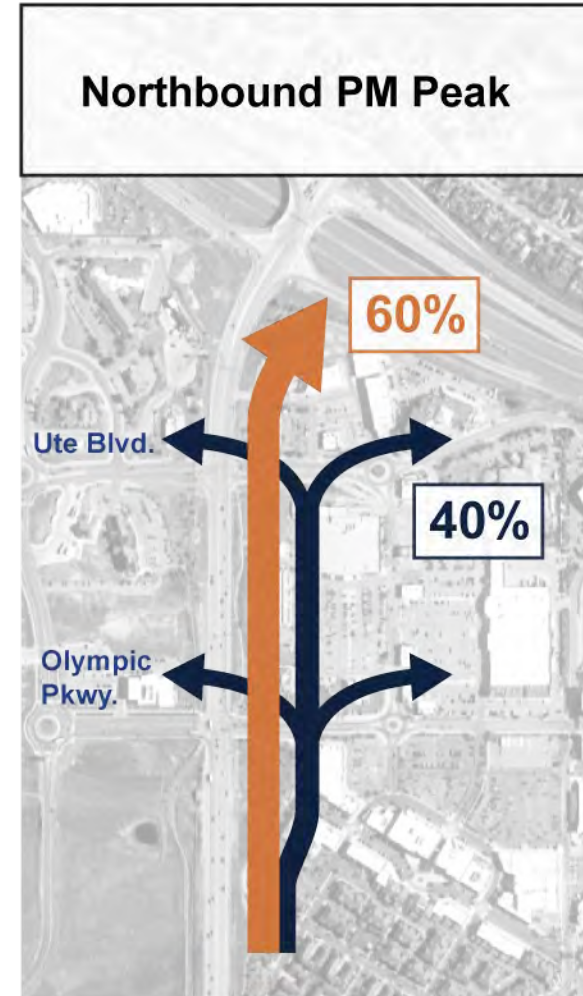
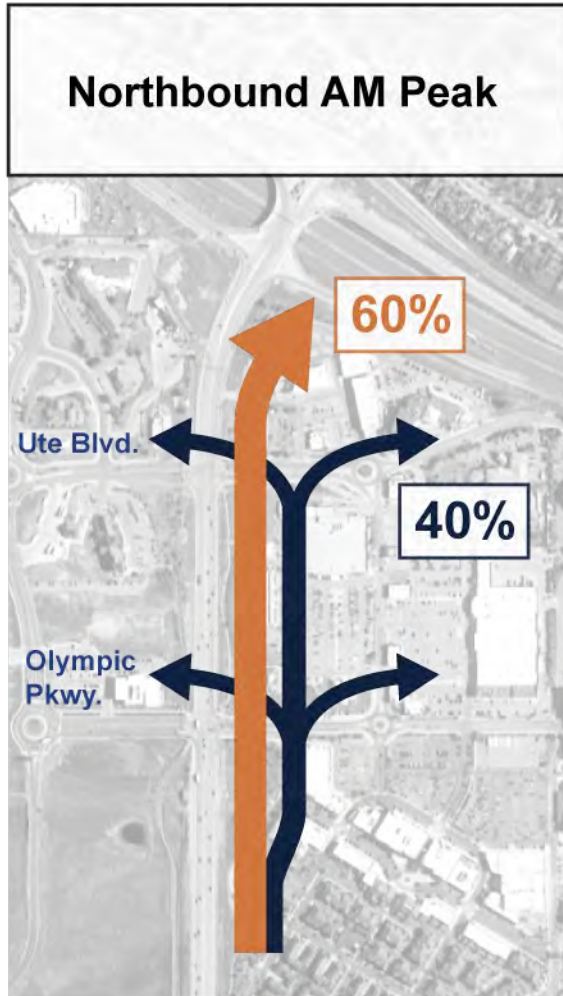
What is the Purpose & Need  
of the project?

## 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

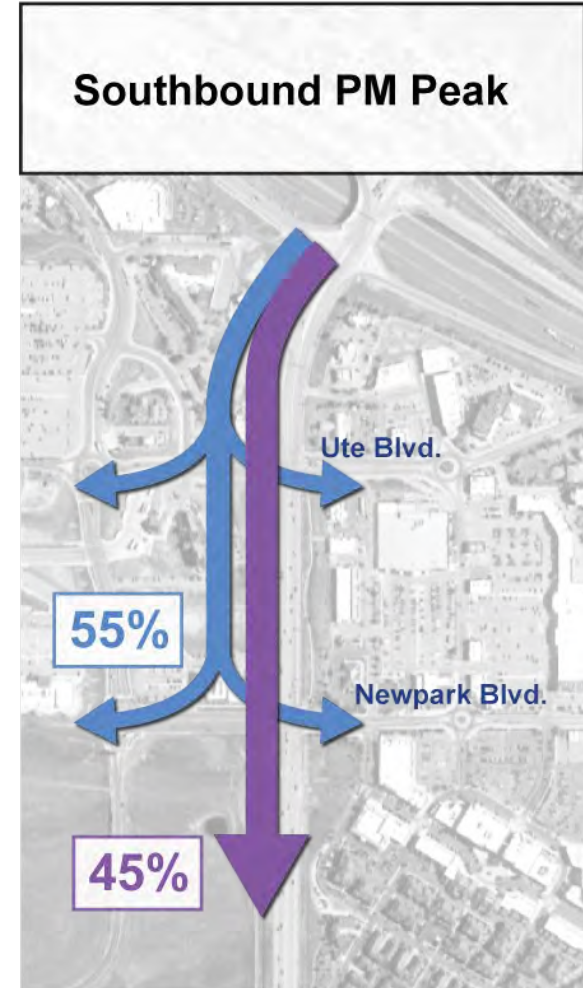
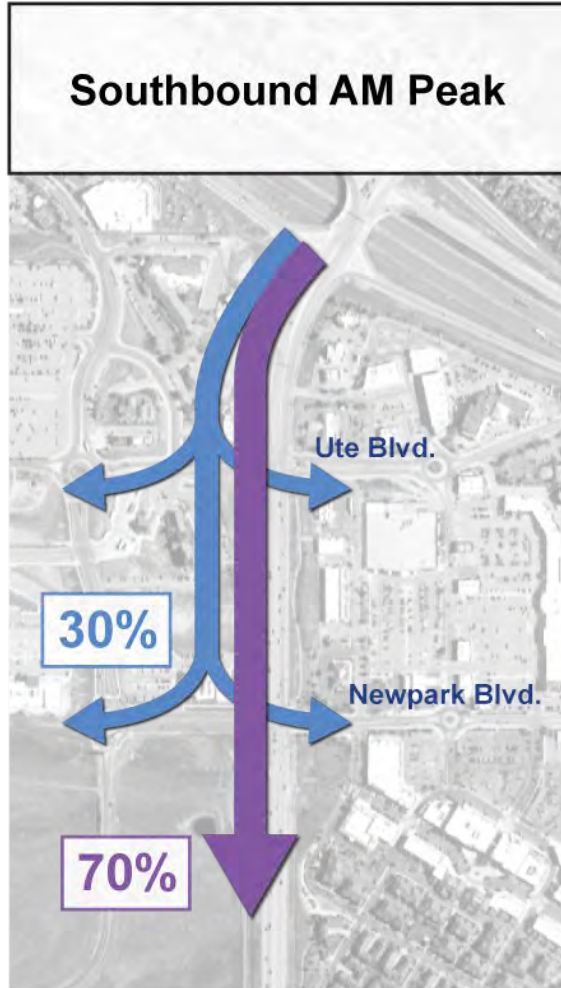
# Traffic Origins

- ✓ 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



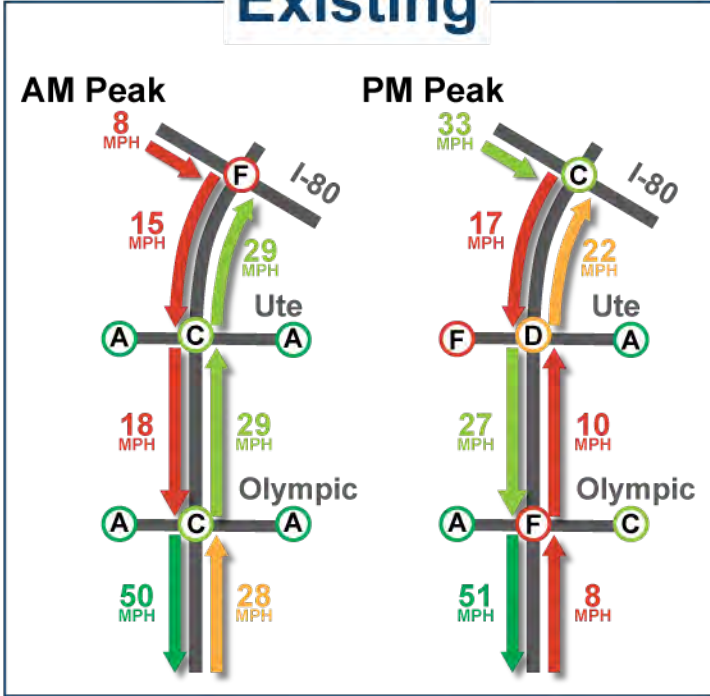
# Traffic Origins

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

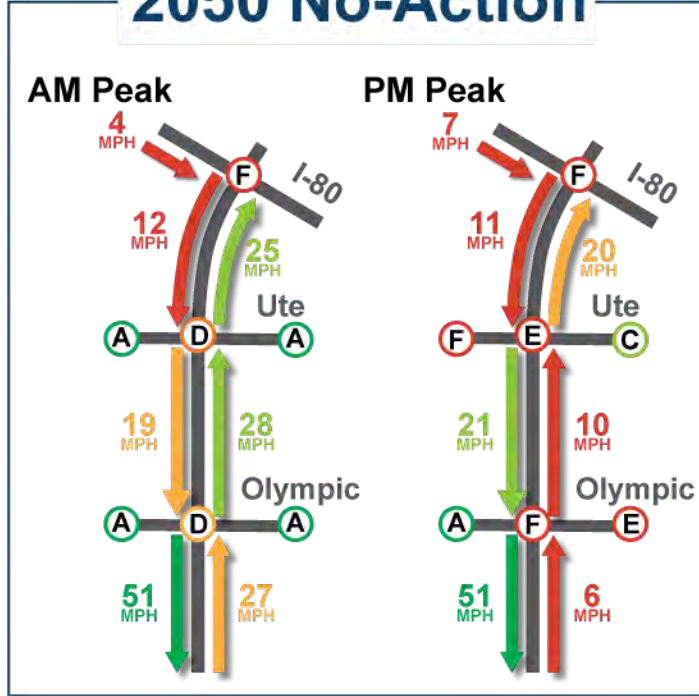


# Travel Speed & Level of Service

## 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.

### UDOT Goal

**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

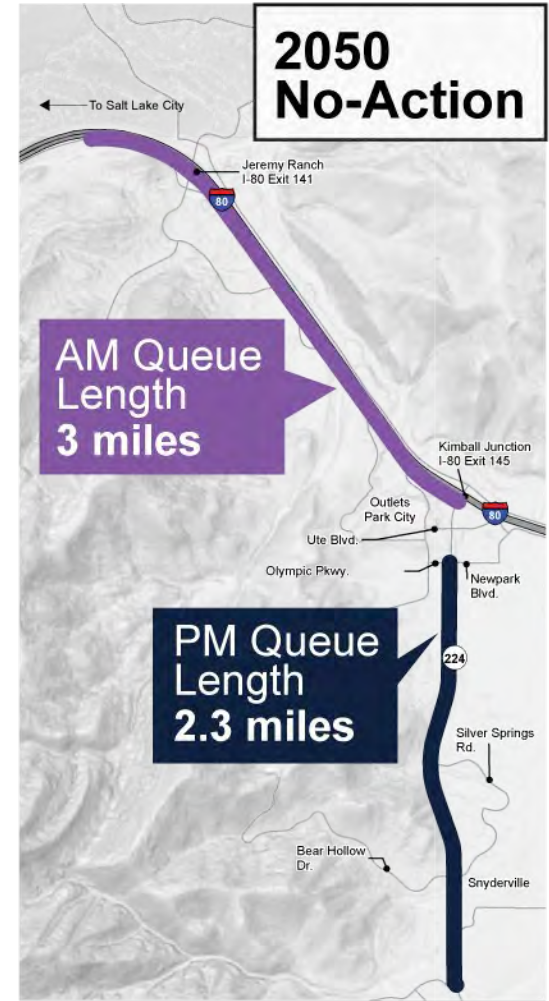
Heavily congested traffic. Demand exceeds capacity and speed varies greatly.

# 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

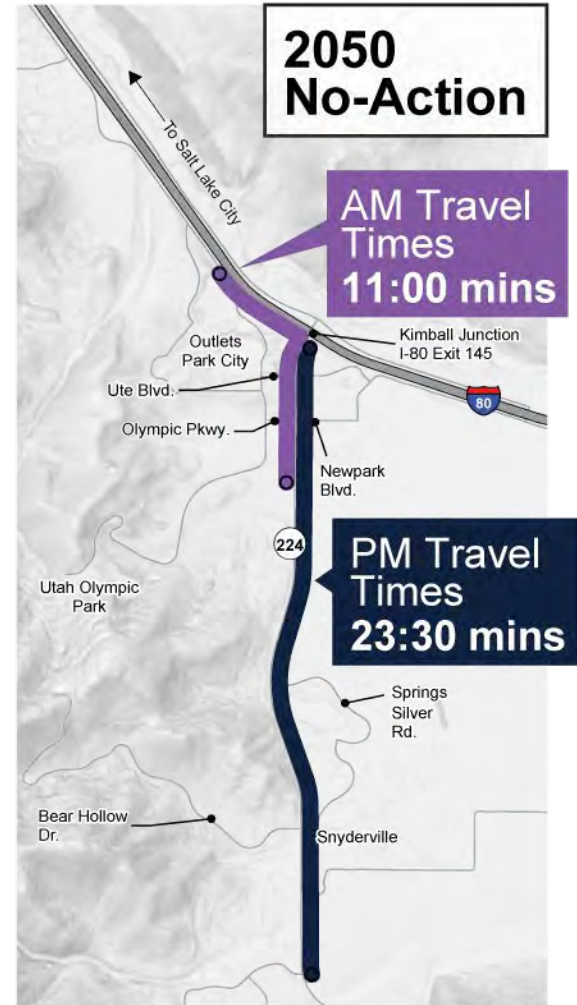
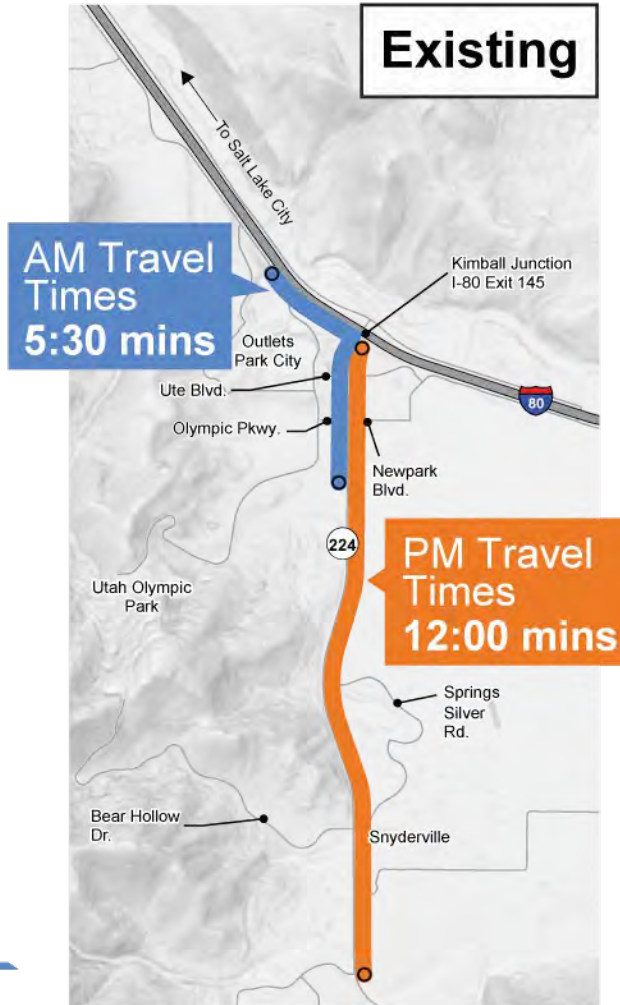
**2** min. to over **15** min.

PM outbound travel times on SR-224 can grow from

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



Majority of worst conditions are on weekdays



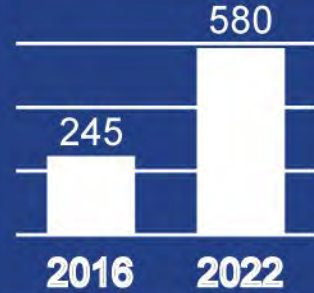


# Transit & Active Transportation

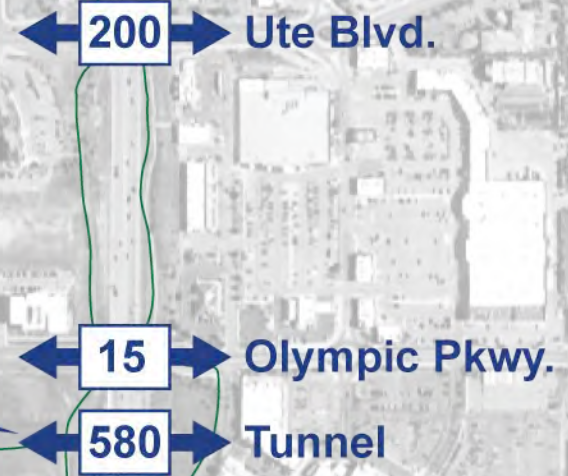
## Projected Kimball Junction Transit Center Daily Boardings (Winter)

2025	270
2050	1,700

## Tunnel Usage Growth



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

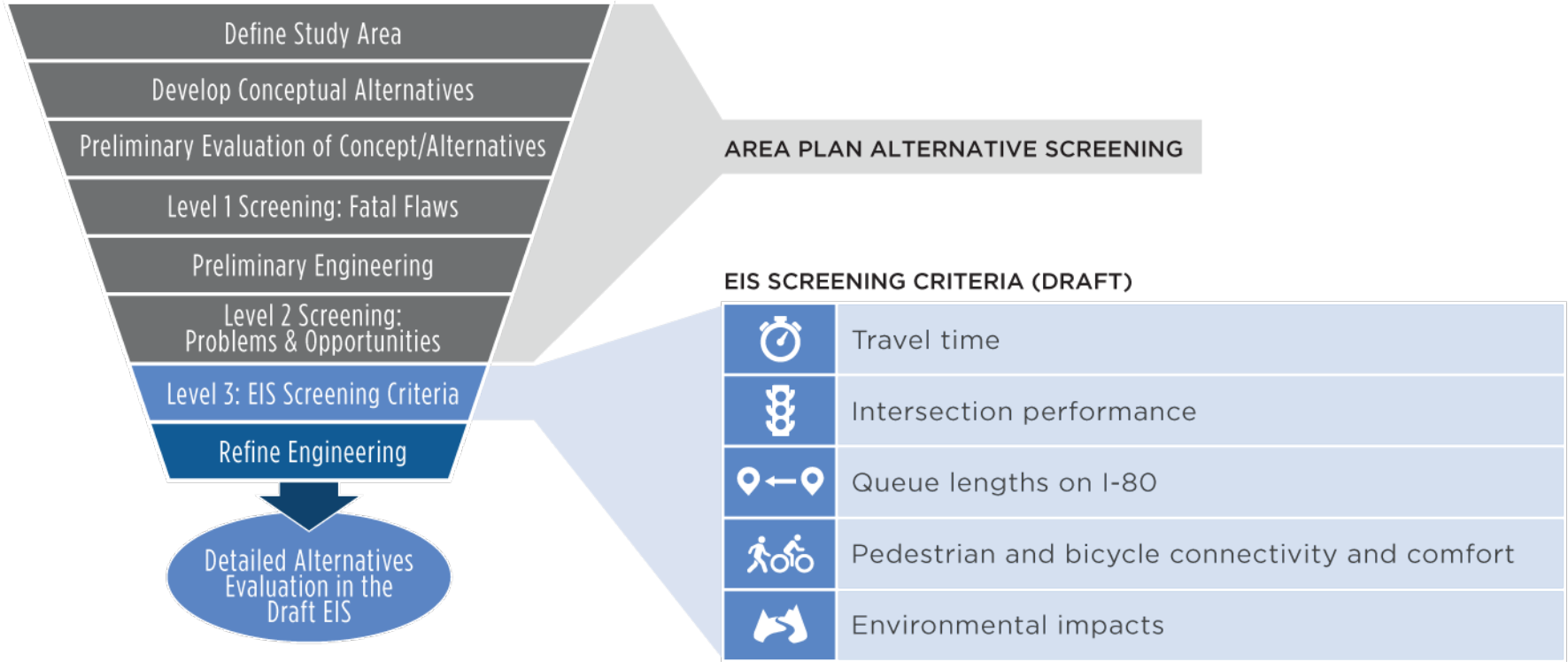


# Project Purpose (Draft)

**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, 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 image.

# Kimball Junction

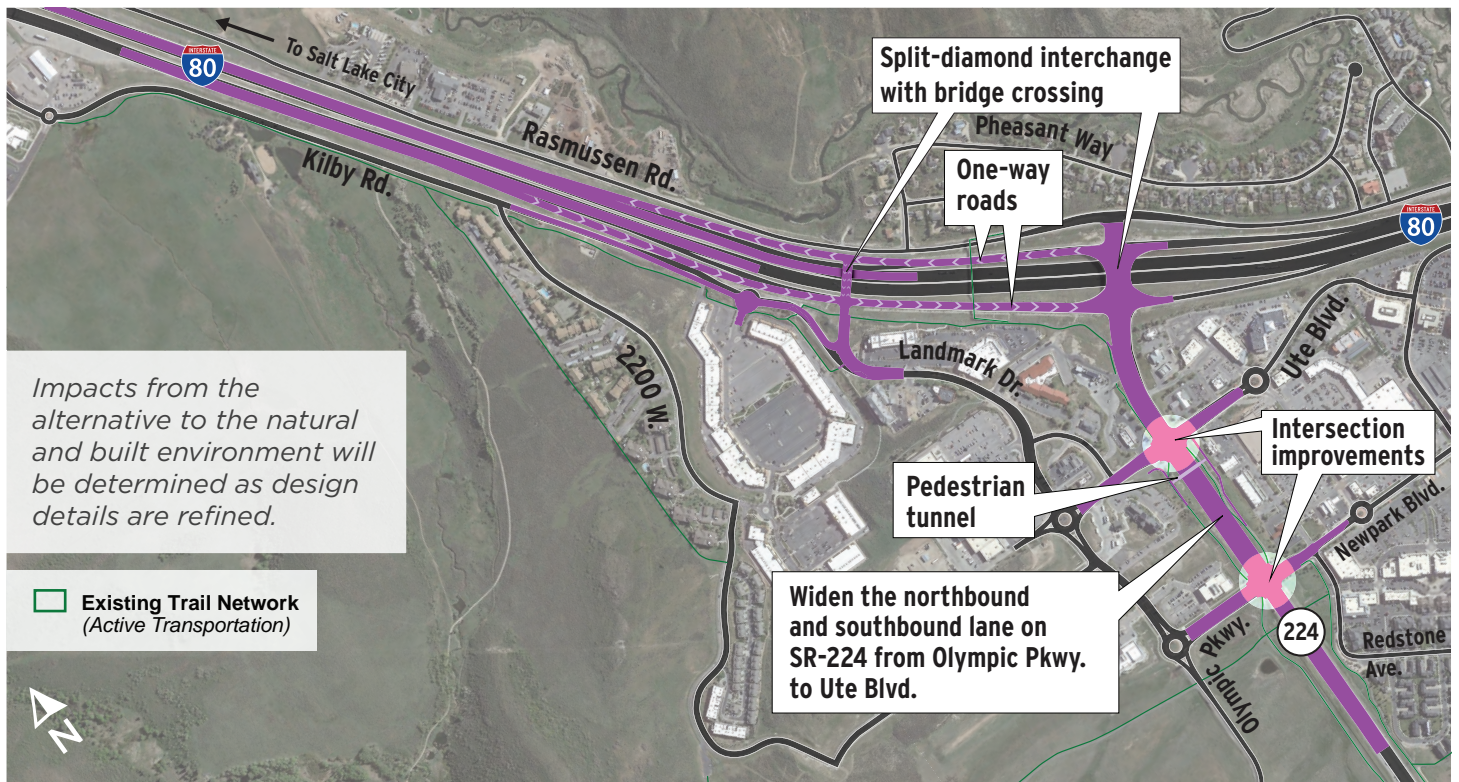


**ENVIRONMENTAL  
IMPACT STATEMENT**



# 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.

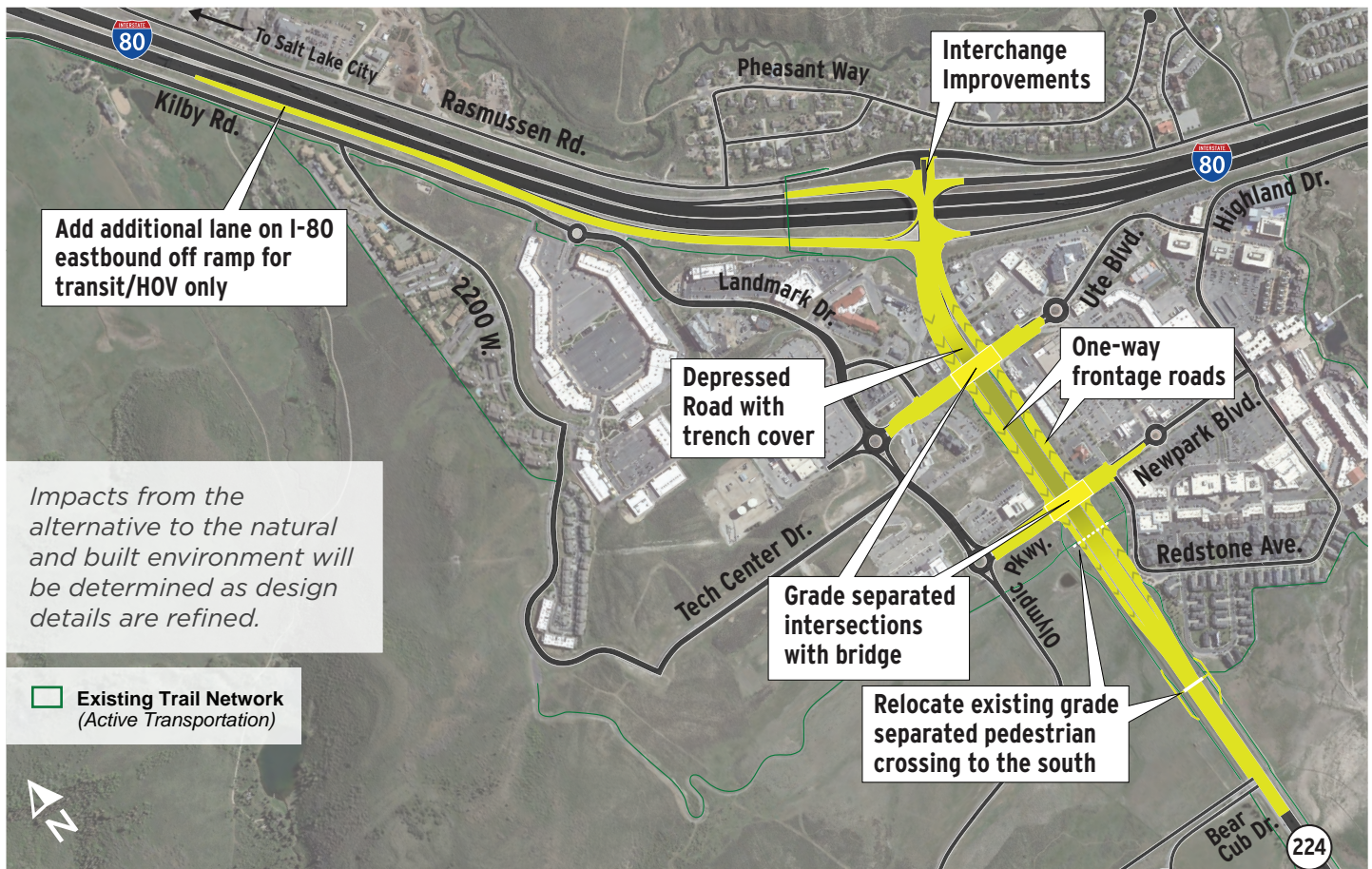
A pedestrian tunnel at Ute Boulevard and intersection improvements along SR-224 are proposed to move all users more efficiently through the area. Intersection improvements include adding northbound and southbound through lanes on SR-224 between Olympic Parkway and I-80.

## 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.

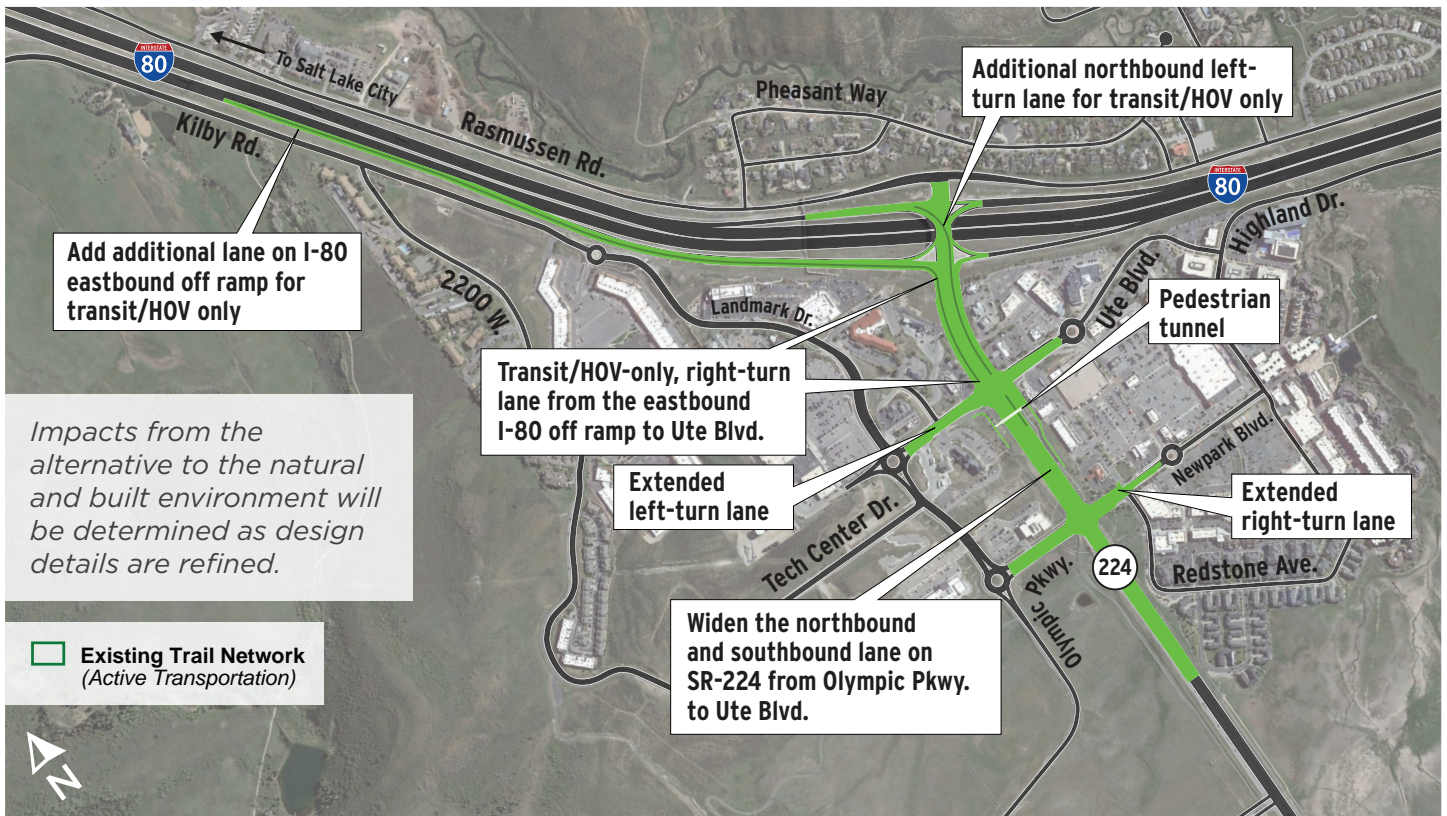
A trench cover would go over the depressed SR-224 section between Olympic Parkway and Ute Boulevard. The existing pedestrian crossing south of Olympic Parkway would be relocated. Olympic Parkway and Ute Boulevard would tie into the frontage system at intersections, crossing over SR-224 on bridges.

## 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

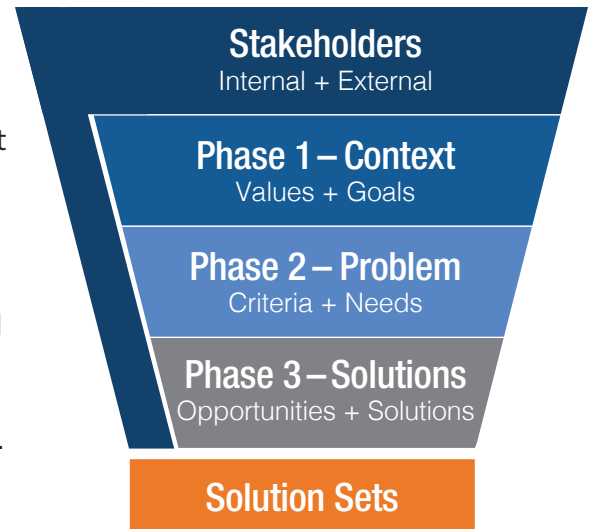


Solutions Development is the Utah Department of Transportation’s (UDOT) planning process that seeks to capture the unique context of an area or corridor and develop a set of solutions to meet its transportation needs.

## 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

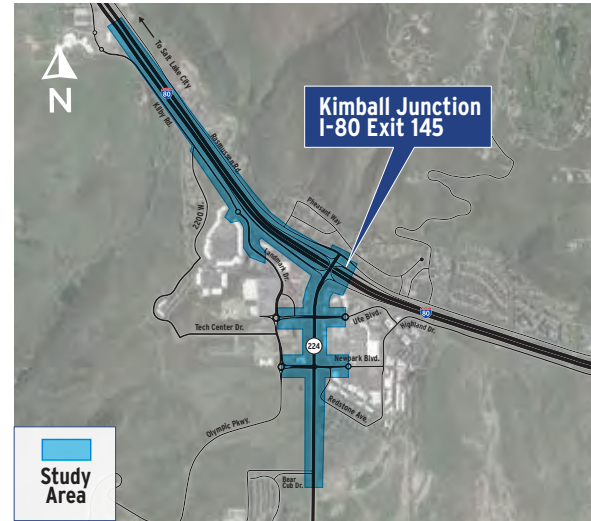
*The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and UDOT.*

# 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.

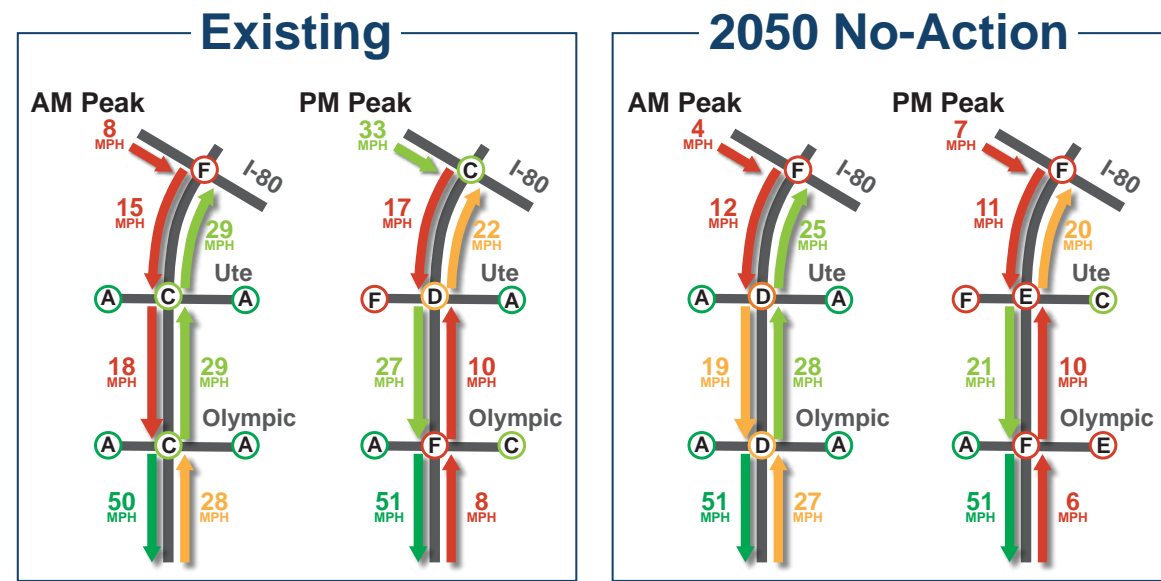
This projected growth in the area will lead to the following issues:

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.

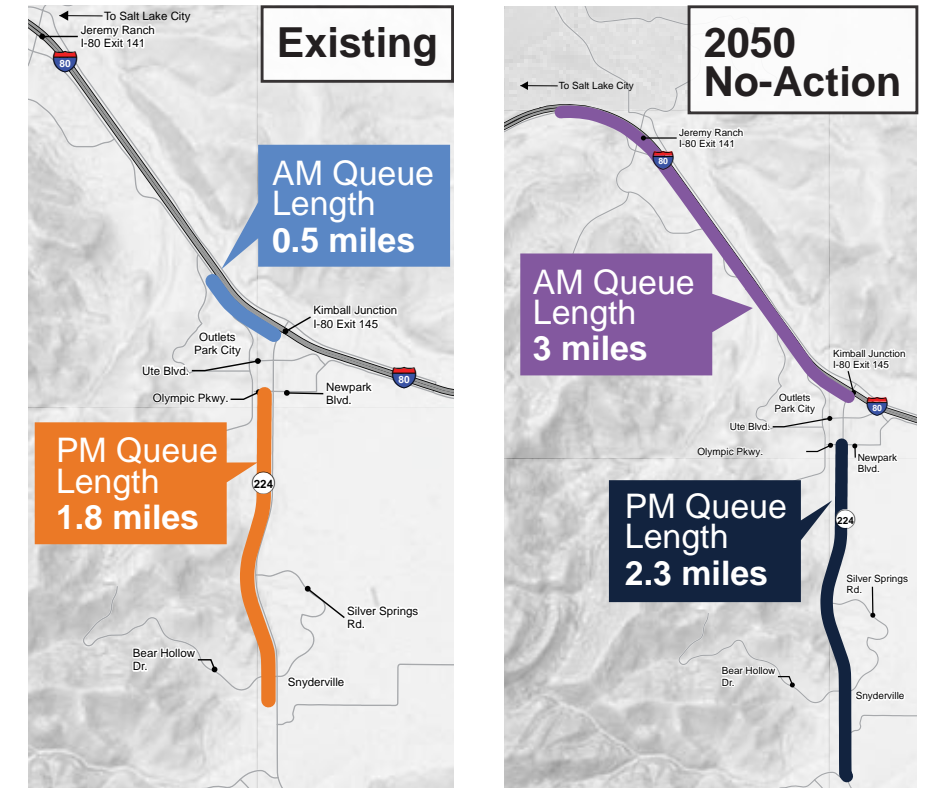
**UDOT Goal**

# 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



## 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.

# TRAVEL TIMES

AM I-80 off ramp travel times can grow from

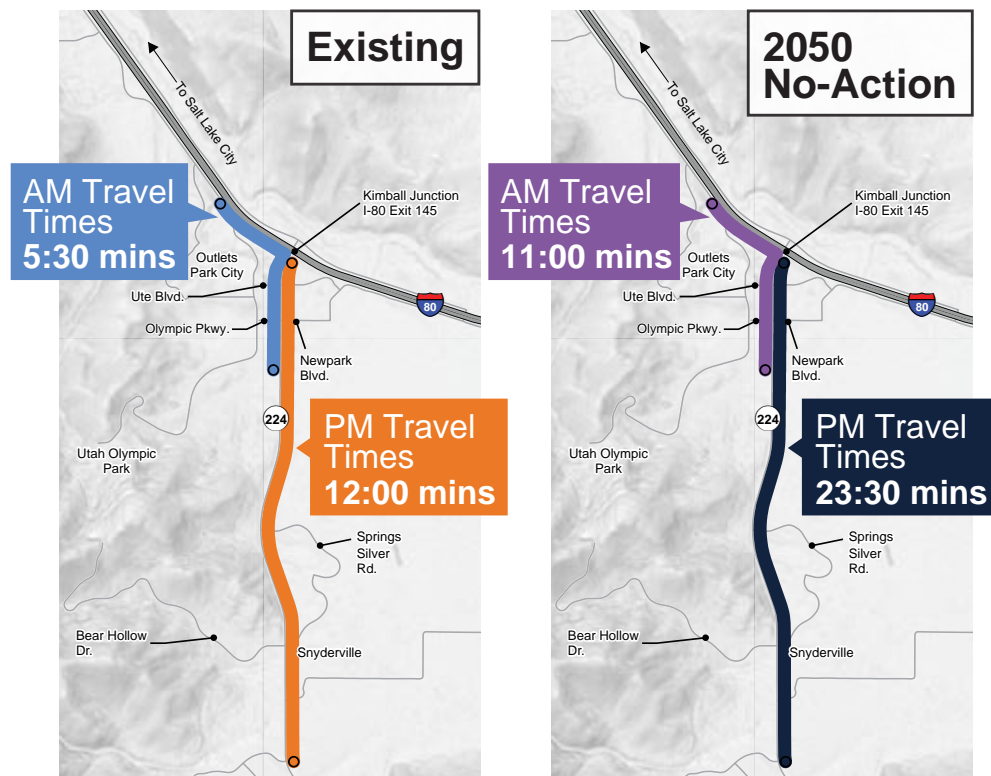
**2 min.** to over **15 min.**

PM outbound travel times on SR-224 can grow from

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



Majority of worst conditions are on weekdays



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## ACTIVE TRANSPORTATION

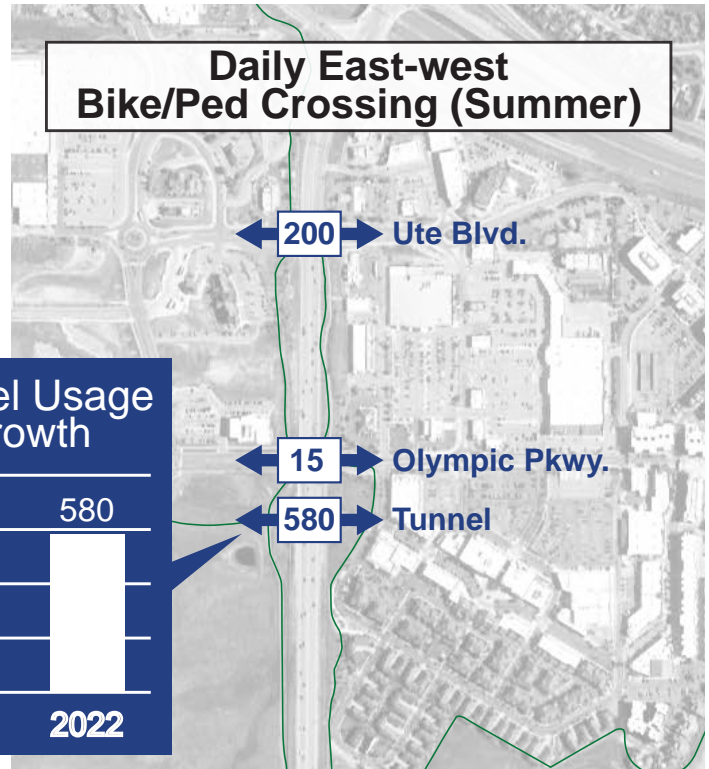
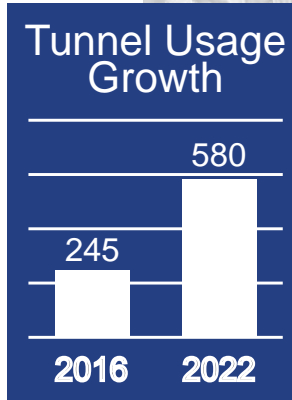
As the Kimball Junction area continues to develop and densify, it is likely that walking and bicycling to different destinations will become a more attractive transportation option. There will likely be more crossings of SR-224 by pedestrians and bicyclists at both the undercrossing and the signalized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

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.*

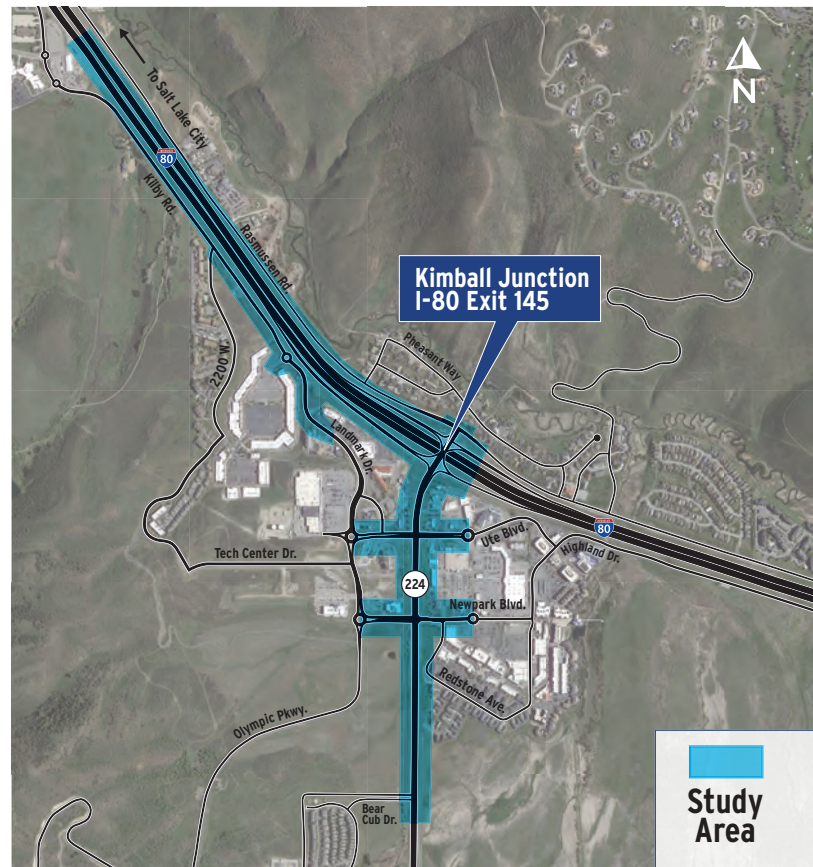
# KIMBALL JUNCTION ENVIRONMENTAL IMPACT STATEMENT



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.

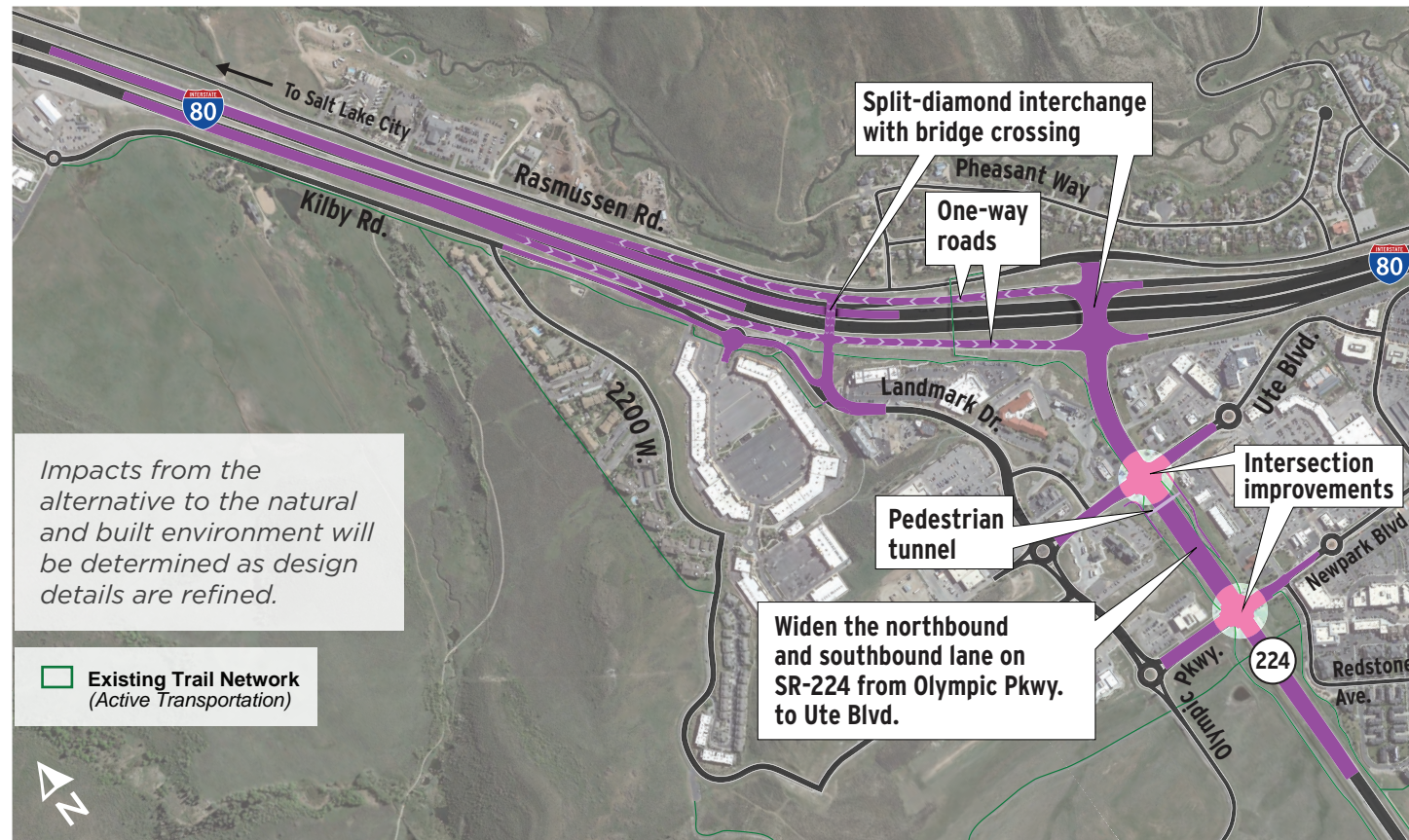
UDOT will consider a range of alternatives based on the purpose of and need for the project and take into account agency and public input. A project's "need" is the transportation problem, and its "purpose" is the set of goals and objectives that will be met to address the transportation problem. The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

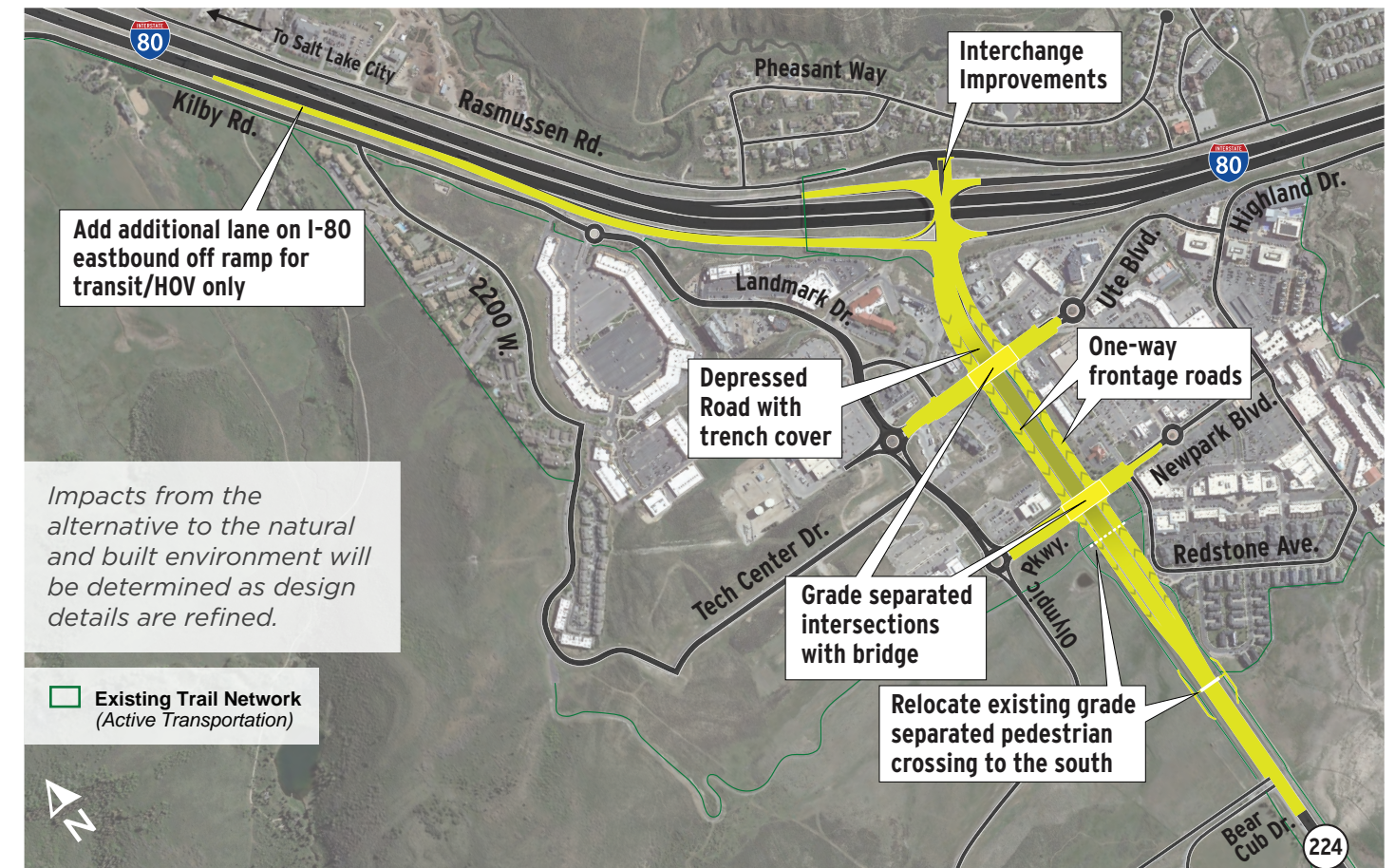
## ALTERNATIVE A

### SPLIT-DIAMOND INTERCHANGE WITH INTERSECTION IMPROVEMENTS



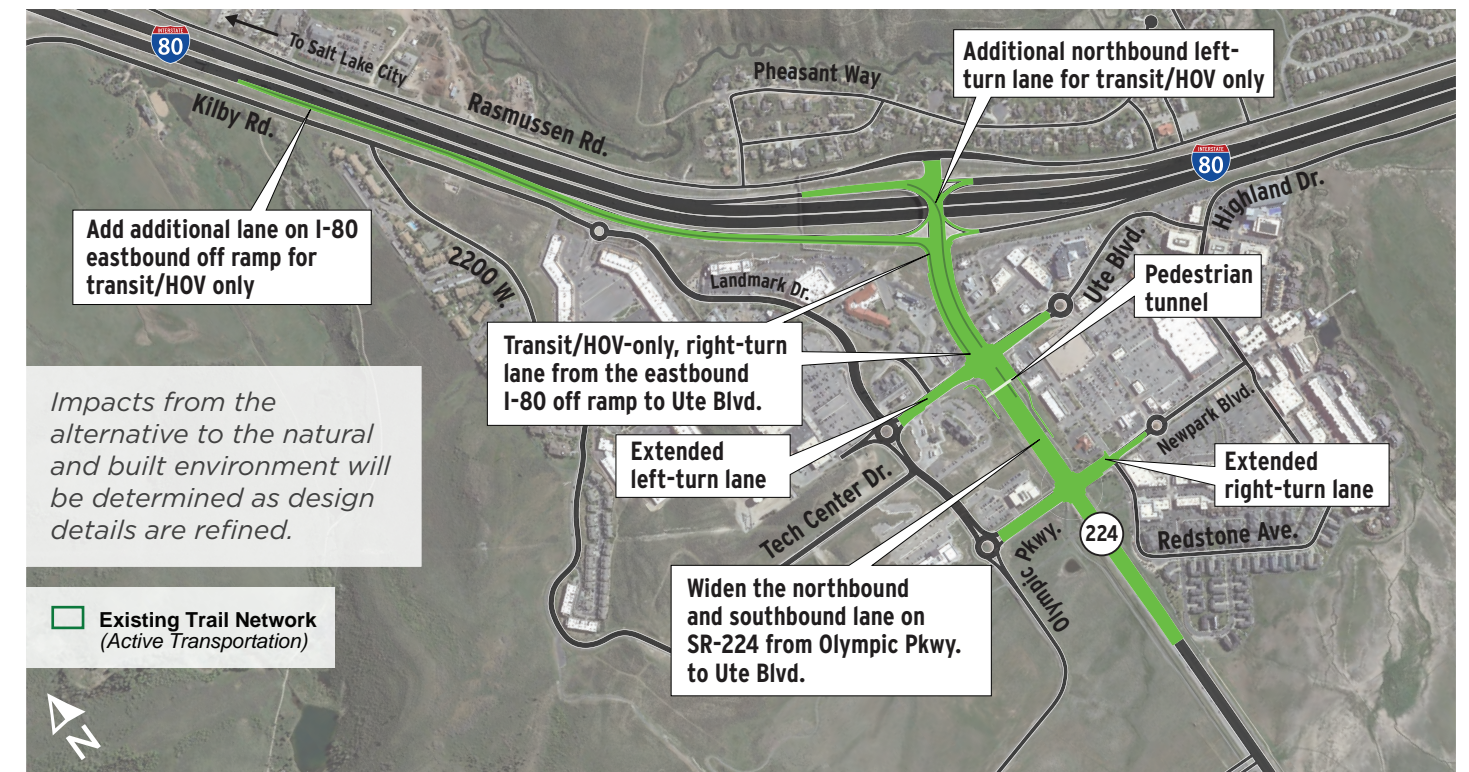
## ALTERNATIVE B

### 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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**APPENDIX E**  
Council Presentations

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# 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

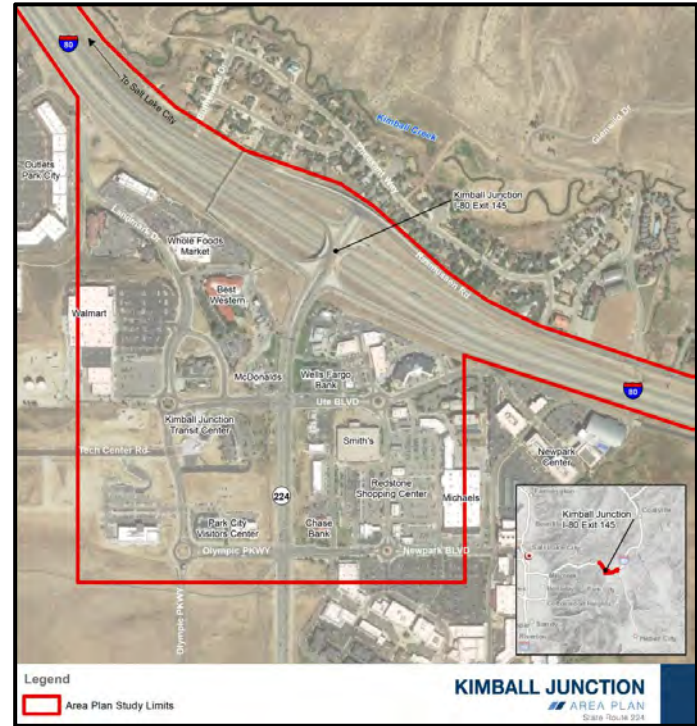
- Level 1 Screening
  - Fatal flaw analysis (Over 30 alternatives evaluated)

- 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

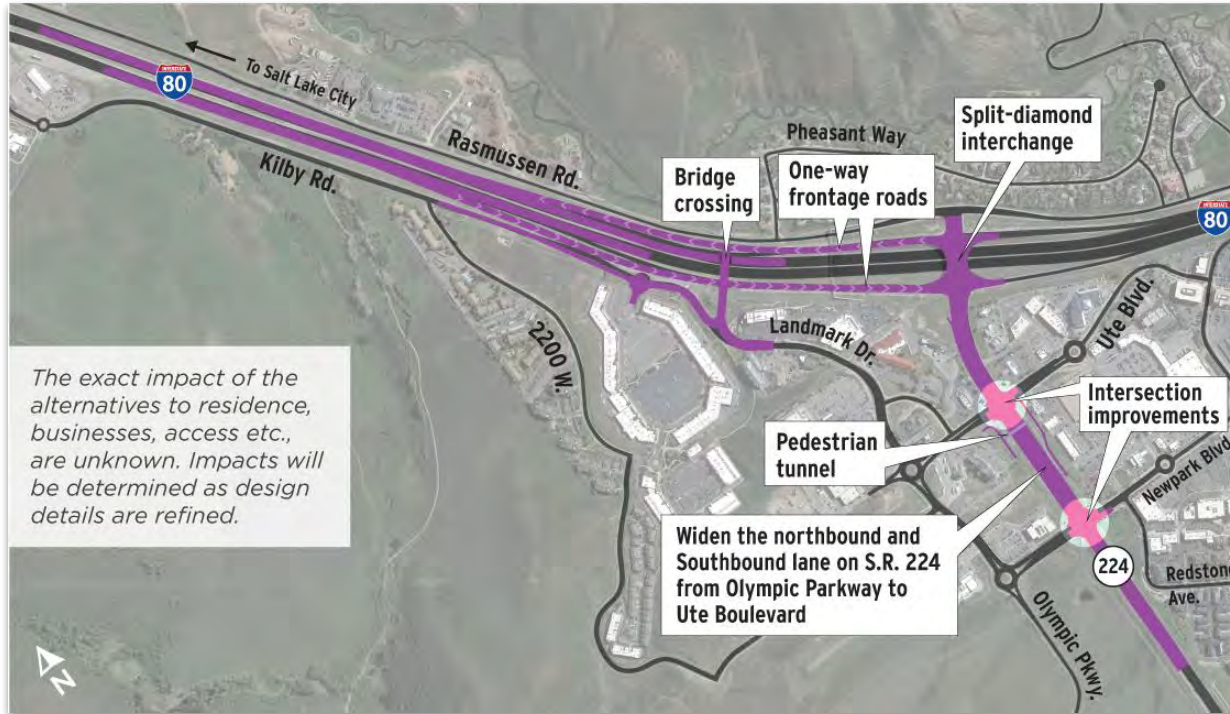


# Kimball Junction & SR-224 Area Plan Goals

- 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

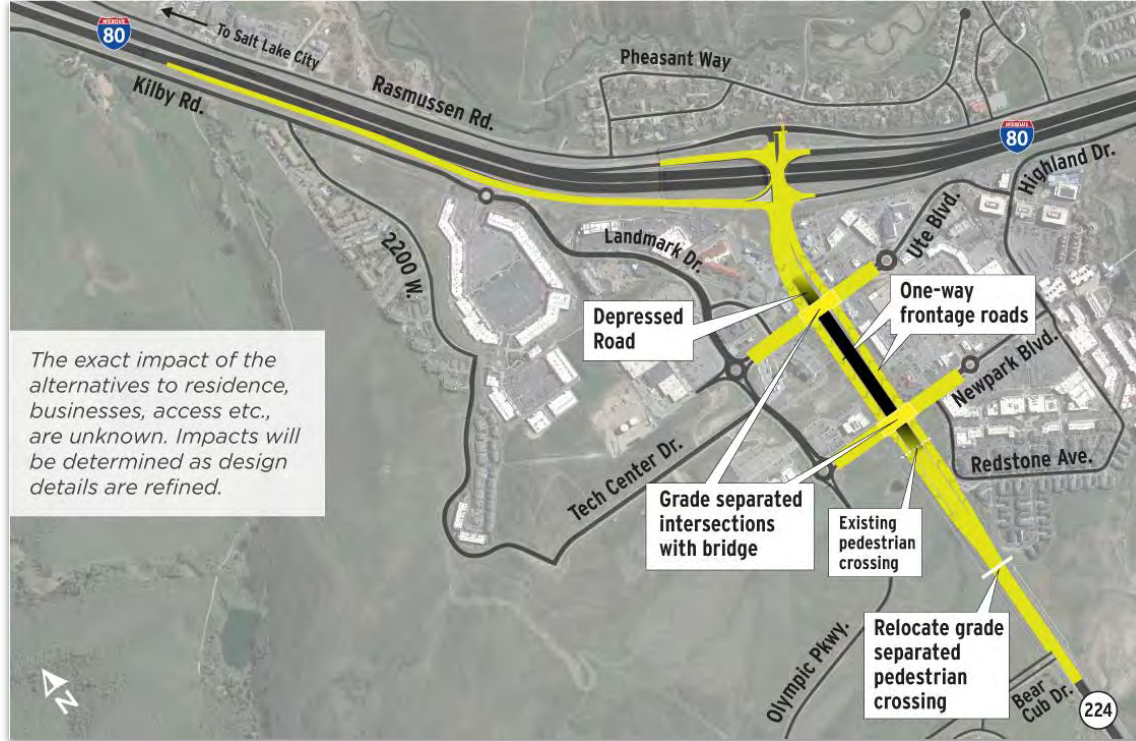
## Tight-Diamond Interchange and One-Way Frontage Roads



*The exact impact of the alternatives to residence, businesses, access etc., are unknown. Impacts will be determined as design details are refined.*

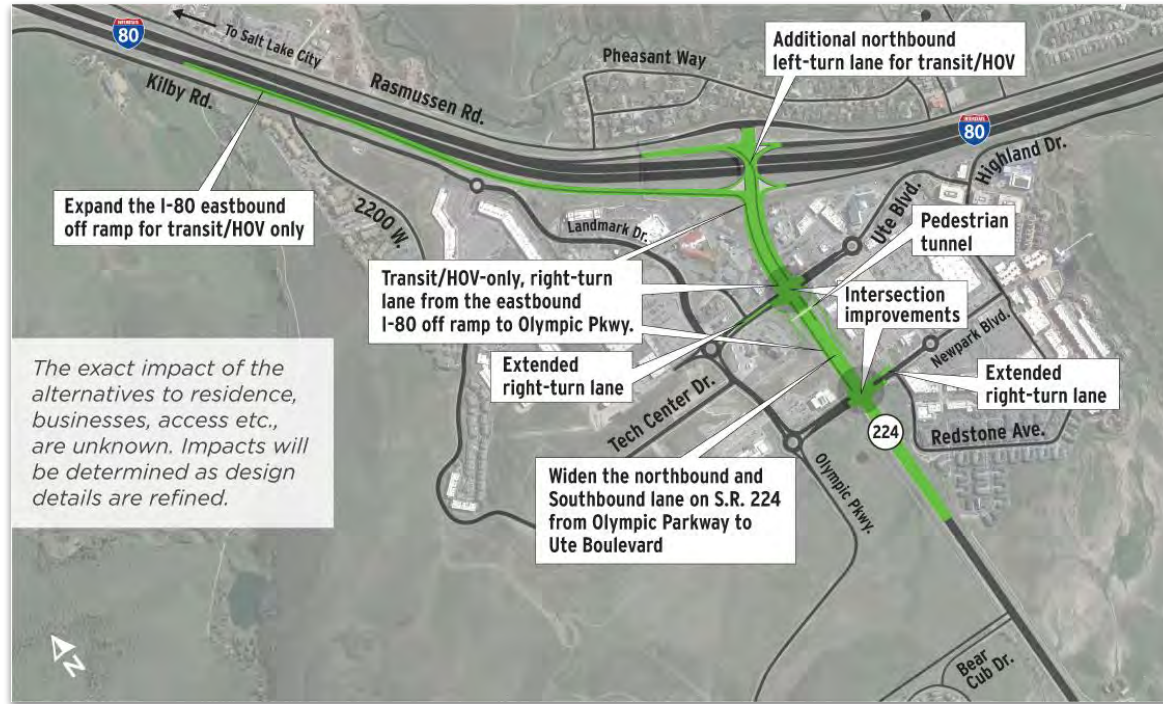
# Alternative B

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



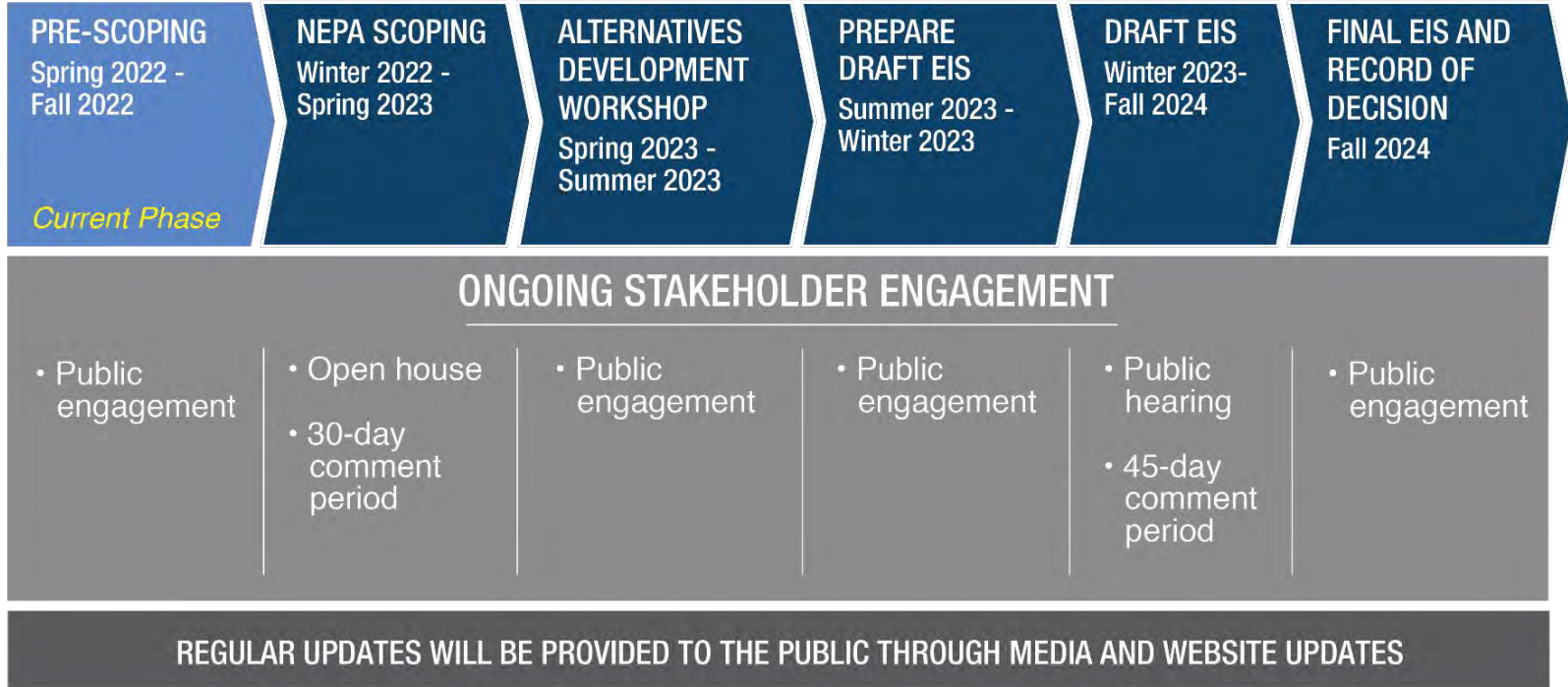
# Alternative C

## At-Grade Intersection Improvements with Pedestrian Enhancements



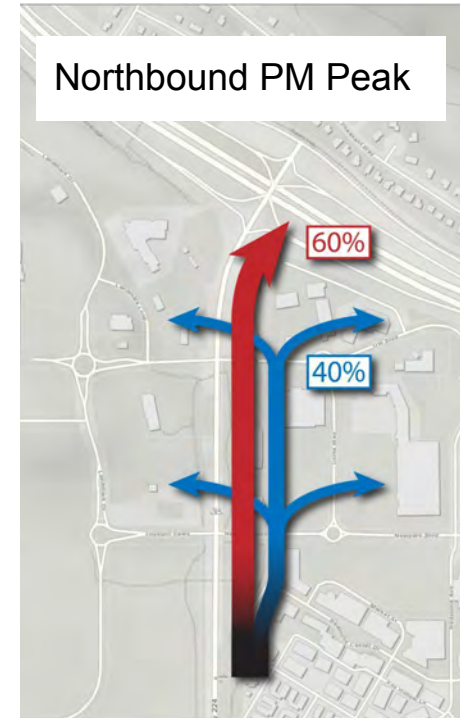
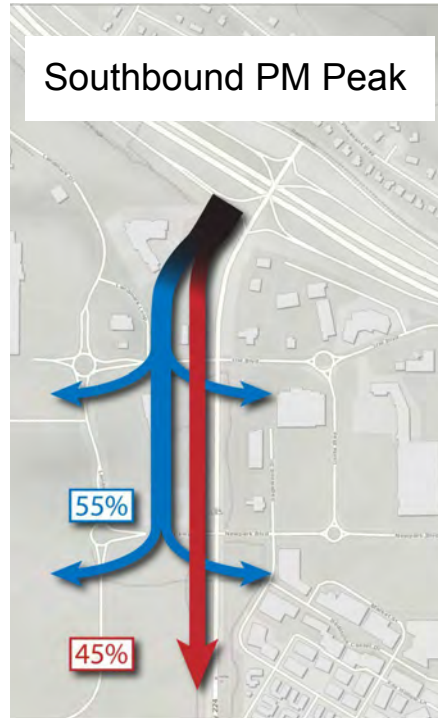


# EIS Process & Schedule



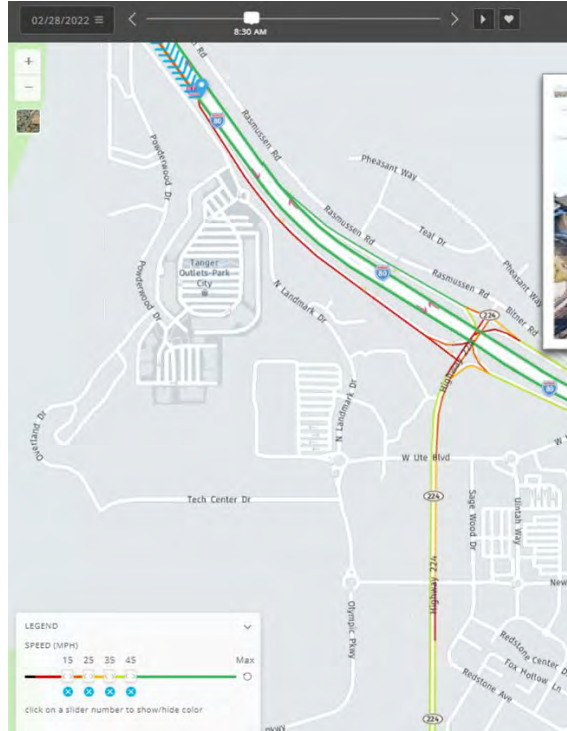
# Traffic Origins

- 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

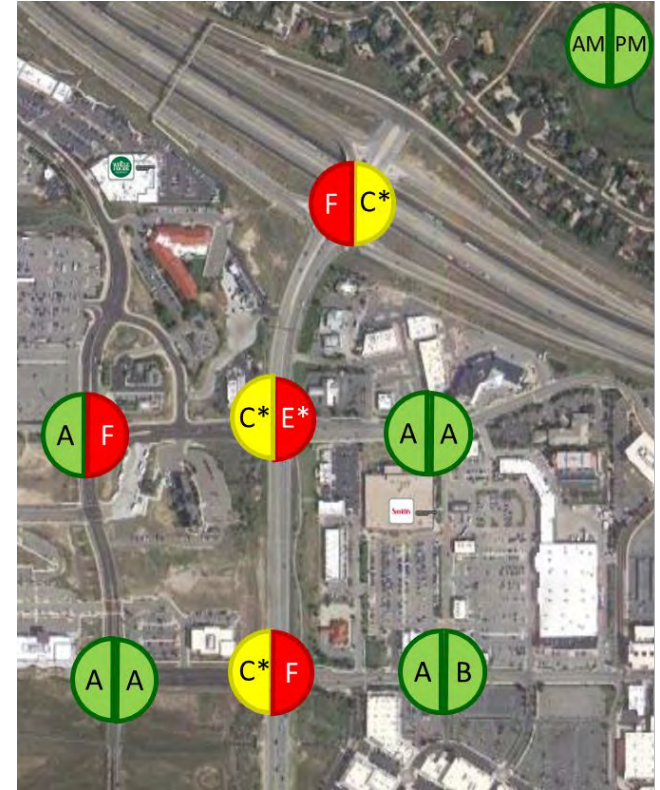
- AM I-80 off ramp travel times can grow from 2 minutes to over 15 min.
  - Ramp queues backed onto I-80 49 times during '22 winter
- PM outbound travel times on SR-224 can grow from 5 minutes to over 20 min.
  - Two mile outbound queues occurred 25 evenings in the '22 winter.
- Majority of worst conditions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

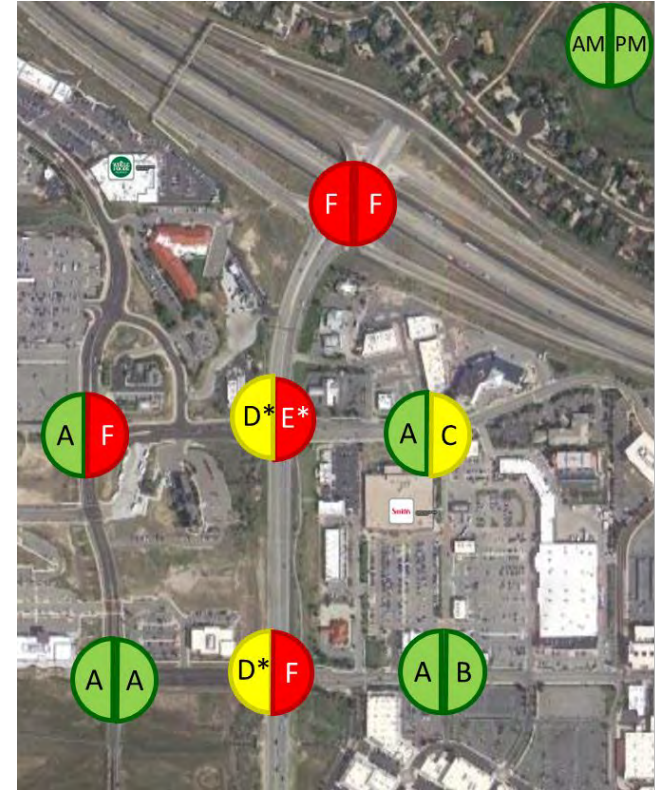


# Traffic Analysis - 2050 No Build

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

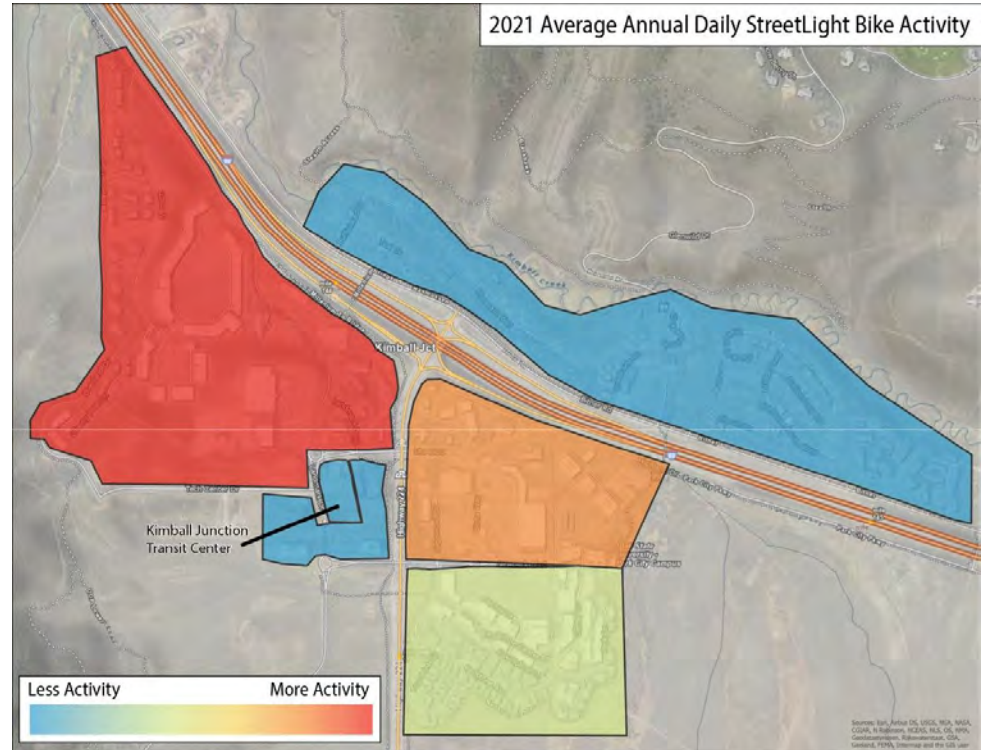
\*Delay undercounted due to upstream congestion



# 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**

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## 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

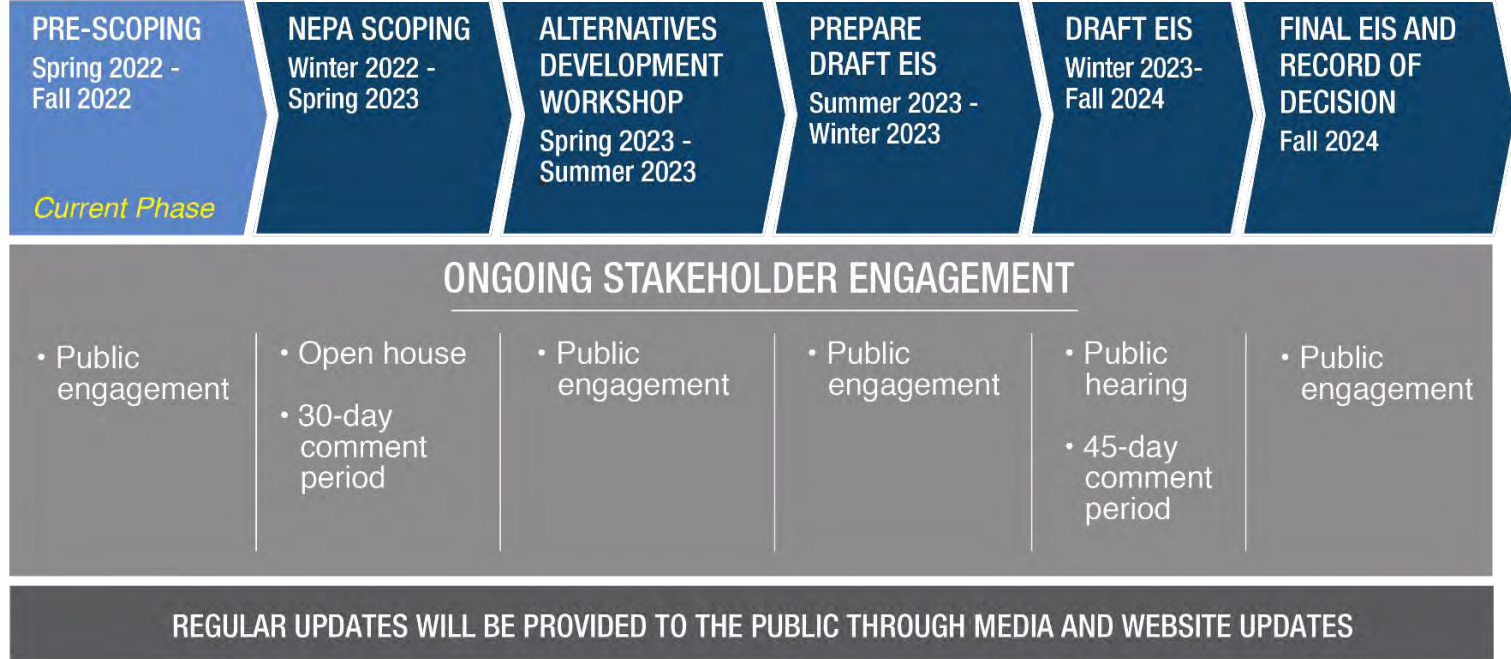


Kimball Junction EIS c/o HDR  
2825 E. Cottonwood Parkway, Suite 200  
Cottonwood Heights, UT 84121



435-255-3168

# EIS Process & Schedule





# Kimball Junction



## **ENVIRONMENTAL IMPACT STATEMENT**

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**APPENDIX F**  
Scoping Comments

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COMMENT NUMBER	NAME	COMMENT	COMMENT ORIGIN
1	Matt Hastings	UDOT is clearly concerned with this interchange to come up with do many alternatives, and I think each offers a great concept to address all concerns, and I assume some of these concepts may be meshed together while eliminating. I believe Figure 11-15. Alternative C-8 with Optional Transit Ramps offers the best solution to the Kimball junction interchange, but may have drawbacks with phased development, keeping costs down, and traffic moving during construction. That said, I believe this could be meshed with a bypass option which could also add additional access on the west side post construction. Next in Figure 11-19. Alternatives D-4 and D-8, I believe bridging Ute Blvd is necessary, but also that access should be eliminated, an improved interchange at Kimball will I kely increase the speed that driver's choose to move at, and any weave between Kimball and other interchanges on the 224 need to be longer. Lastly additional east side access of I 80 connecting to the area would allow better access to businesses and homes in the area, and allow construction at Kimball junction, and later traffic incidents that could arise to have less of an impact of traffic by providing an alternative.	Web
2	Scott Lyon	1 your website comments has no send option for comments 2. My comment is on Kimball junction are plan report Please make your document not cut off on some pages that are wider. I am using a MAC computer	Email
3	Alan Agle	It Is great that UDOT is working on this project. The current traffic situation is horrid! Thank you!  Quickly: "Alternative B" is the only one which makes sense to me. The central problem is that the accidental city of Kimball Junction is of no interest to the vast majority of I-80 to Park City traffic. There is therefore no reason for that traffic to be metered through two lights. It is the flow-restriction of those two traffic lights which cause miles of backup on SR224.  Grammatical note – the word "alternative" means one or the other. Past two, the word "options" should be used. I doubt you'll wish to re-do all of your material for this project, but as a governmental body of dignity and education, next efforts by your department might wish to conform to correct grammar. Further, "options" has a nicer tone – it sounds appealing and suggests that the recipient is in control. "Alternative" suggests a lower-ranked choice; a less desirable backup plan.  Back to the basic – the only option I think makes any sense at all in response to the clear issue is Option B, the underpass for through traffic. The critical flow to enhance is between I-80 and SR-224 south of the Kimball intersections. Only Option/Alternative B removes the capacity reduction / unnecessary restriction of the dominant traffic flow.	Email
4	Kenneth Johnston	Please keep me informed of the status changes and developments on this project as our driveway is in the area of the study	Web
5	Chance Jensen	I hesitate to want option A or B in this area because they would add additional complexity to this areas traffic. Alternative A seems excessive. Are you adding a new bridge? I would love to learn more about the traffic planning for this alternative. For alternative B I also hesitate to put frontage roads because I don't believe the businesses need additional access. Also, alternative B essentially turns this section of road into a stub of the freeway. I think there are other less drastic solutions to correct the traffic in this area. I think it would be beneficial to remove some of the driveways from 224 and close to the Ute Blvd intersection. Most businesses are already well served by other entrances and a frontage road widens the road significantly while only serving a handful of businesses (mostly car heavy chains). Mister Car Wash may be an exception and I question its location and current accessibility. I also think that encouraging wa kability is a good idea and alternative C seems invested in encouraging that without widening the road excessively. I would be interested in seeing a diverging diamond with alternative C's road layout.  I would I ke to see the chosen alternative focus on optimizing signal timing and limit unnecessary business driveways. I think having an additional on and off ramp lane would be a huge factor in improving wait times, but I disagree with making them HOV lanes. I don't think this will encourage shared trips (this is coming from a car-free and biking enthusiast), and I think it would eventually revert to a regular lane.	Web
6	Leslie Blevins	This traffic is getting ridiculous. This was taken at Kimball Junction mid week at 11:30 am. We have lived in Park City for 16 years and are in Park Meadows. Our daughter attends the high school. Please, no more approvals for developers trying to change zoning. This ridiculous Dakota Pacific issue is a prime example of what no residents want - any city board members who are siding with Dakota need to be relived from their positions because they are not listening to residents who voted them in (and sounds like may be taking bribes). This traffic was backed up from the exit between Parley's and Jeremy exit, actually going up the hill. Hey 40 backed up from 248 exit to the Home Depot exit. This is dangerous since it blocks the only two exits in and out of town. Require hotels to have shuttles to get their guests into town and require them to DIScourage guests from renting cars. Give them some kind of tax benefit for doing so. New hotels should be required to provide shuttle services for guests. Make resorts pony up cash to shuttle people directly from empty parking lot off of Hwy 40 to their resorts. Do NOT use city funds or allow them to use high school. The city and resorts have created an environment where locals now HATE tourists - before they were a necessary evil. But at this point, no one except the downtown businesses want them, and frankly the town has grown large enough that they could sustain operations without them since Park City has essentially become a suburb of Salt Lake. Have our policemen patrol the roads and ticket visitors who disregard the laws by speeding on our city streets. And please put speed limit back up to 50 on hwy 240 - you have just created more traffic by lowering it. Coupled with even more crowds, the lower limit only slows things down more.	Web
7	Sheryl Johnson-Proffit	I have lived in the Spring Creek neighborhood for 22+ years and have witnessed a dramatic increase of both NOISE and LIGHT pollution!  PLEASE install a NOISE BARRIER WALL and BETTER LIGHTING that doesn't light-up our neighborhood all night long!	Web

8	Sheryl Johnson-Proffit	<p>To Whom it May Concern:</p> <p>I've lived near Kimball Junction for 22+ years and the amount of noise pollution from I-80 has increased a lot over the years!</p> <p>There are literally thousands of residents that live in close proximity to the interstate freeway, this noise pollution affects everyone, especially when trucks and cars drive over the safety divots on the edge of the roadway near the exit and when trucks use their engine brakes.</p> <p>PLEASE include the install of a NOISE BARRIER WALL in the improvement plan for Kimball Junction!</p> <p>Thank you,</p> <p>Sheryl Johnson-Proffit  ██████████  Park City, UT ██████████</p>	Email
9	Greg Johnson-Proffit	<p>Please mitigate noise for Kimball Junction neighborhoods. Also mitigate night sky (light) pollution. -- Greg - seek first to understand</p>	Email
10	Matthew Lindon	<p>Alternative B is the only possible alternative. Everything else is a Band-Aid.</p> <p>But this project is 10 years away. And we have a mess there now. Udot needs to go up and deal with what we have there now.</p> <p>Number one they have to time the lights better the lights are a mess it's a disgrace. Go to California and see how they time lights in California.</p> <p>Number two they need to open up all lanes through that intersection area. We don't need 12 foot shoulders on either sides in the middle of the winter. There a bike path in the summer. Use the entire roadway as we have it now. We can't afford the luxury of huge shoulders with nobody on them.</p> <p>Lastly there are sidewalks in the middle Of224 as traffic exit off of eastbound I 80 get rid of the sidewalks and get rid of the wide dividers get rid of all the extraneous pretty stuff and get a functional intersection working out there. Udot and the state have avoided this for years. They don't mind all the tax revenue that they get from Park City. but they give nothing up here. Now.</p> <p>When I complained about This to the governor he maybe you should vote Republican and you might get some more money. Stop politicizing this and get the job done.</p>	Web
11	John Krieg	<p>Alternative B is the best option but I have several questions. I believe the best outcome of any design is to have the actual road traffic follow the intent of the plan. Yes that sounds obvious. Let me explain. Alt B provides the best control of north bound traffic intending to reach I80 vs traffic intending to reach the shopping area. For lack of better words, you don't want a design where traffic can "cheat" the system. For example, you don't want northbound traffic to use lanes intended for traffic looking to access the shopping direct and vice versa. The trench/depressed lanes would provide the best control of shuttling traffic to I80.</p> <p>Here are my outstanding questions:</p> <ol style="list-style-type: none"> <li>1) Explain the trench cover? Is it a lid or or more like a tunnel?</li> <li>2) What is on top of the trench cover? I have seen covers like this with green space which would be ideal (less of a concrete pit and more like a park on top of a tunnel)</li> </ol> <p>Green space on top of the trench also helps with the environmental impact and simply looks better.</p> <ol style="list-style-type: none"> <li>3) How many depressed lanes in the trench?</li> <li>4) How many lanes on the frontage road?</li> <li>5) Will all pedestrian traffic crossing 224 be above grade and why is the existing pedestrian tunnel moved so far south.</li> </ol>	Web
12	Amy Mills	<p>"Build it and they will come." Truer words were never spoken. If UDOT makes it easier to drive into PC, more people will drive into PC. I suggest leaving bad enough alone.</p>	Web
13	Colleen Earnshaw	<p>Have you ever tried to get out of Park City between 4-6pm? And you want to add how many more cars? Are you crazy??? There are only 2 major ways out and you want to completely block one up while the other is impossible. NO NO NO NO more building!</p>	Web

14	Marton Carroll	<p>I believe your alternative #4 would be the best approach with these caveats:</p> <ol style="list-style-type: none"> <li>1. Items D7 and D16 would require major revision to eastbound Newpark Blvd.</li> <li>2. Item D10 should include pedestrian tunnels under Ute Blvd and SR 224.</li> <li>3. Item D11 the northbound left-turn lane onto Olympic Pkwy. could/should be extended by at minimum 1/4 mi. south toward Bear Cub Dr. This seems to be a part of what is proposed in item D7.</li> <li>4. Item D14 proposes a new signal at Bear Cub Dr. but I question that there is enough traffic coming from Bear Cub Dr. onto SR 224 to justify another light. The goal should be to move the maximum amount of traffic through this area (onto I-80) without stoppage.</li> <li>5. D16A. YES YES YES. The left-turn lanes on Ute Blvd. currently create a major backup during heavy traffic times. Losing these lanes may increase volume at the roundabout at Landmark Dr. but it would be far better than the current backup.</li> <li>6. Another item to consider is making entry/exit from I-80 eastbound directly to the Park &amp; Ride lot at Ecker Hill. I feel it is critical to maximize remote parking/mass transit into Park City and the current layout is not effective (as evidenced by the extremely sparse utilization of the parking space there currently).</li> </ol>	Web
15	--	<p>We need to have a higher speed bike lanes through out these intersections, especially crossing I-80 and transiting east-west between Jeremy ranch and Kimball SR 40/ Promontory area.. Pedestrians and bicycle paths are focused on slower speed bicycle travel.</p>	Web
16	Matthew Mikulich	<p>I have traversed the transportation systems within the study area more than a thousand times over the last eight years in commuting from Salt Lake City to Park City for my jobs as a geotechnical field engineer and in mountain operations at Park City Mountain Resort. I have used the systems within the study area during all times of year in all weather conditions by transportation modes that include car, bus, truck, motorcycle, and foot. I am also a licensed professional civil engineer in the State of Utah.</p> <p>In my experiences transportation through the study area can be dangerous with extraordinarily low levels of service provided during the AM and PM peak traffic times during winter months, particularly during tourist seasons and / or after a winter storm. Ordinary commute times between Salt Lake City and Park City can increase from 45 minutes to well over two hours, much of which has to do with the multiple existing conflict points for traffic flows through the Kimball Junction study area. It is clear that the transportation infrastructure as it exists was never designed to be sufficient for both local commuter traffic and to serve one of the most visited ski towns and the largest ski resort in the United States. One must question how the poor safety and level of service provided on what is the only route between Salt Lake City and Park City will reflect upon visitors to the State of Utah, and how those impressions impact the sustainability of small businesses and tourism along the Wasatch Back.</p> <p>From a transportation engineering perspective, it would seem that reducing / eliminating the number of conflict points for traffic would provide the greatest benefits to safety and level of service. We should also be concerned with the performance sustainability of the study area over the design life and want to see a solution implemented that will have the best chance of being effective in the future. With those values in mind, of the alternatives presented in the scoping display boards I'm most excited about Alternative B, which places emphasis on grade-separated roadways that entirely eliminate the most dangerous intersections within the study area. We already have several sidewalks along the Wasatch Back that are grade-separated from collector and arterial roadways, and they are far better to use than their surface-street alternatives. Similarly it is far safer as a motorcyclist to be going under bridges rather than through multi-lane high-traffic intersections. While I do see notable improvements to safety and traffic flows presented in Alternatives A and C, my initial impression is that only Alternative B implements grade separation for all traffic types and will have the most lasting impacts on improving traffic flows in the study area. In 15 years having another lane on SR-224 might have lost its meaningful impact, but having eliminated several intersections could end up being the difference for many years to come. With grade separated roadways I envision meaningful improvements to traffic safety and flows for both through traffic and local traffic, and would perceive Kimball Junction as a pedestrian or motorcyclist to be a more safe, comfortable, and walkable place to eat or shop.</p>	Web
17	Shannon Crosson	<p>The first option for improvements that make the frontage roads one way would be terrible. When there are accidents or now, just a lot of traffic, these roads are used by those of us who live here to make it home or to the store in a reasonable amount of time. For instance, this first week of January, the Kimball exit was backed up beyond Ecker at 7:30 in the morning. Please don't take away travel options that then create additional havoc at the Jeremy/Pinebrook circles that are constantly impacted by freeway backup and people's poor understanding of the flow of traffic in traffic circles,</p> <p>Also, while these improvement options might eventually address traffic concerns at the junction, they do resolve the traffic problems created by visitors beyond the junction. I often do a check of how many skiers, workers and construction people are in cars driving in and out of PC and it is shocking how many of them are single drivers. Why not address carpooling or some other form of traffic mitigation. Why not have construction crews arrive before or after high traffic times? Add on the debacle of potential development push throughs by Dakota Pacific and you are taking what was once a pleasant place to live and turning it into a nightmare.</p>	Web

18	Scott Buchanan	I've been a frequent user of the Kimball Junction area for about 25 years. I'm a police officer with experience in traffic enforcement, control and collisions. I'd like to submit a comment in support of Option A with the suggestion that it doesn't go far enough, even this stops short with what is likely needed. Please go "all in" and start that new, one way frontage road for eastbound traffic by merging it with the rest area across from the Hi-Ute Ranch. The current rest area exit should be the new exit for eastbound traffic and there should be at least two lanes heading east, as noted in the model - and at least one lane that allows traffic to queue for the Outlets, specifically. Please take this opportunity to end the mixing of Junction and Outlet traffic. This variant would allow cars to queue from the Hi-Ute all the way to the outlets without holding up the traffic heading to PC/ski traffic. Option A's "frontage road" starts where the current exit is placed, which is a waste of an opportunity to make things better in this area. While everyone is at it, let's get the old road from SR 224 back to Kirby Road in front of the old gas station, which is now roughly the area in front of the car wash, back in use. The new road should take over (condemn) the driveway leading to McDonald's on Landmark Loop - which is terribly maintained by the property owner - past the car wash and then merge with the little used asphalt walking trail until it meets with Kirby Road, probably just east of that pond or whatever that pit is right there. I'd suggest restricting it to passenger vehicles only, one lane each way, 25 miles per hour. The primary purpose of this road is to allow for a secondary route for eastbound traffic to exit the area.	Web
19	Joseph Plomin	please see attached file from the New York Times	Web
20	Rich Sherman	Alternative B is the best and only option here. Depressing SR-224 is a fantastic approach since it will allow the through-traffic (in both directions) to flow and not get stuck at the two intersections. I don't know if the "interchange improvements" include more lanes in the on/off I-80, but that may help the traffic flow as well.  One final comment - I cringe when I see "HOV" in any option - sorry but I just don't think it works - so Alt C (to me) is not an option.  THANK YOU FOR DOING THIS!	Web
21	Ron Shultz	Whichever option is chosen we need to have sound walls installed along the north side of the freeway.	Web
22	Jeff Rose	A 2 way fly-over from East bound I-80 onto Hwy 224 past Kimball. This will allow skiers and others to/from Park City to bypass Kimball Junction. Add a few remodeled pedestrian/bike paths under 224 and this will effectively turn back the traffic congestion clock 15 years.	Web
23	Bob Tackleberry	I SUPPORT UDOT IN APPROVING THE TRAFFIC AREA FOR KIMBALL JCT. I DO WANT TO SAY ONE THING. THE PUBLIC ROADS BELONG TO EVERYONE, NOT JUST THOSE WHO THINK THEY HAVE A SUPPOSED STATUS. IN OTHER WORDS, A SMALL HANDFUL OF THOSE THAT HAVE MORE MONEY THAN THE REST OF US, DRIVE A RANGE ROVER, DO NOT HAVE MORE SAY. IN THE PAST, I HAVE HEARD THIS OF BEING AN ISSUE. WE HAVE A HUGE TRAFFIC PROBLEM AND THE SOLUTION NEEDS TO BENEFIT ALL OF US. THE SAME THING NEEDS TO HAPPEN TO WIDEN SR 248 PAST THE PARK CITY HIGH SCHOOL. YOU CAN DIG INTO A WORTHLESS HILL OF DIRT TO WIDEN SR 248	Email
24	Bob Tackleberry	Hey, good evening to you. Bob Tackleberry calling [REDACTED]. Almost just about every day I'm commuting up from Salt Lake. I work in Kimball Junction, of course it's up there at the Wal-Mart, but then I also drive for Lyft and Uber rideshare, so I'm up there frequently using that area. I also sent you guys an email, kimballjunctioneis@utah.gov, but I want to follow up with a phone call. That way you have a recording of it and you can show and play this recording.  Yeah, we have a huge traffic problem. But one of the things I wanted to mention and the reason I also brought up state route 248 is they were looking at widening it and you had a - from what I hear from some of the residents - that you had a handful of residents up there having a lot more money than we do supposedly and throwing a hissy fit about widening the road and everything and I think that same thing may happen in this situation and everything.  The roads belong to everybody. In fact, my understanding is there's a law in place that if you need to widen it, it supersedes whatever influence they try to put on Park City or Summit County and everything- that if you need to widen the road you need to do it. But anyways, just like the state route 248, I know you've got the wetlands on one side but you can dig into that hill that's just east of Charter Mountain Middle School and the Park City High School on the north side of the road and everything. And then people go, well, let's say the Park City hill and everything, I don't know what's behind that but these roads need to be widened.  We cannot have influence by a rare few who think they have more money than the rest of us. We all share the road, we're all taxpayers, so it needs to be so everybody's represented, not just the few who think they have some special status in that community. I just want to make that clear, that is what I've heard in the past, that is why I'm bringing it up. I am for the- you've gotta do something about the interchange and everything. I know you would have to work with McDonald's that is right there, then you have that building that's on the corner of Ute Park and on the Northwest corner of state route 224 and everything. Yeah, it's gonna be an inconvenience but ultimately it needs to be done. People are just sitting- [end of recording]	Hotline Recording
25	Kris Campbell	- Please consider tying into the Park + Ride. If we can divert more traffic there, it will ease traffic load into both Kimball Junction and Park City.  - Can we add driver comfort/usability as a criteria. For instance, it may be ok to have slightly longer travel time if the overall experience is better. This could possibly be achieved by considering reducing conflict points, and/or similar criteria as is used to evaluate bike/pedestrian comfort etc.  - Please continue to consider snow removal and maintenance through all of the alternatives.  - Please consider the roundabout on the West side, on Ute blvd traffic backs up there often and impacts flow there as well.	Written (meeting)
26	Dmitriy S	Alternative A doesn't seem to fix a lot. The congestion doesn't dissipate enough. With a longer exit congestion will be able to build up but adding a lane to turn to the other side will make drivers stop. I see Alternative A moving the congestion somewhere else, but the initial problem of congestion is still prevalent.	Written (meeting)

27	WeiJiu Li	<p>Alternative A, in my opinion, will only move congestion more towards the outlets area, and will not solve the problem long term, and also make it harder to move from Summit Fork, and generally move congestion, but won't solve it.</p> <p>Alt. B will more likely solve the current problems the best, even if it is the most expensive, it will be more future proof and not need improvement, although I do have concerns about pedestrian traffic across 224, and the time it would take to build the tunnel and the resulting traffic issues.</p> <p>Alt. C does too little to resolve issue, will only postpone problem.</p>	Written (meeting)
28	Bob Martin	Alternate B is the only plan that I think can help at all. Traffic lights South of Redstone area must be synchronized properly to enable traffic to move through properly.	Written (meeting)
29	Craig William	<p>-&gt; Add wildlife fencing all the way on I-80 to Coalville. (Except don't waste on the relocated pedestrian underpass its too far away. Use it for [this].)</p> <p>-&gt; Need wildlife crossing on 224 by the farm to Swaner.</p> <p>-&gt; Proposed pedestrian underpass @ Swaner should be lit so animals will use it.</p>	Written (meeting)
30	Anabel Biaggini	I like all alternative. But my favorite one is ALTERNATIVE B. Seem to be more projected to the future and help the current need. It is more safety, fluent [unclear].	Written (meeting)
31	Kelly Perkins	Please make sure cycling routes & safety are considered.	Written (meeting)
32	Bonnie Park	<p>Alternative B is the one alternative that will best serve traffic flow on 224, with the bonus of pedestrian/non-motorized sidewalks + trails to effectively move people from one side of 224 to the other.</p> <p>Alternative B may be expensive but it has the promise of serving the community for a longer planning horizon. There must be a way (Olympics or otherwise) to move it forward in the STIP and get it done.</p> <p>Thanks!</p>	Written (meeting)
33	Kelly Gallagher	I have lived in Jeremy Ranch since 1993 & have seen the growth first hand. I have also spent quite a bit of time reading your information. Good data, well compiled. I feel quite strongly that 224 needs to be separated from the junction cross-streets. Alternative B answers this need well and is the ONLY ONE that really addresses the significant traffic currently (and in the future) in the Junction area. If you end up needing people to participate in focus groups, I would be willing to support with my time. thank you for your outreach!	Written (meeting)
34	Gary Peacock	Alternative B - Underpass Ute + Olympic Blvd - Totally idiotic plan since the traffic will just be pushed to the next light at Lutter, Bear Hallow + Old Ranch Road - Ski traffic will doom this thoughtless + shallow plan - This is being proposed by Dakota Pacific to justify their monstrous development - This is no plan at all.	Written (meeting)
35	--	I left you a voice message and sent an email on the Kimball Junction road impact study. It needs to be done. Please do not allow a certain few that think that they have money, that than can insert any kind of influence. We have a traffic problem and it needs a solution for all drivers. Also, when traffic gets backed up on I80, it is a public safety issue	Hotline Recording
36	Audrey Evans	Why are all businesses centered here?? Being plenty of open space (not including wetlands preserve) it's literally a 10mile radius of open space. If they aren't going to offer small business a place to open and keeping these businesses from the downtown they will continue to fail. Families driving out of Park City and even further those in Deer Valley for basic groceries. Moving traffic would be limited these places with vital needs where people would need to travel for WholeFoods, and affordable housing, recreation centers and shopping centers all concentrated in one place. Why not build more store driving into Park City? Why not more Affordable Housing off Main St. Why not light rail from the junction to Main Street. Redesigning the traffic would need to be moving these essential businesses and spread them out over SUMMIT County including Heber and I-40!	Web
37	Aja Martin	I think Reversible Lanes (flex lanes) would be a great consideration for the junction at Kimball. With all the ski traffic we could open and close lanes depending on the time.	Web
38	Lisa Sherman	<p>Alternative B is the best and only option here.</p> <p>thank you for doing this!</p>	Web
39	Mari Mennel-Bell	I am in complete agreement with. Save people save wildlife! I respectfully requested alternative B be given priority in the evaluation process, and that the relocated underpass we need to accommodate both pedestrians AND wildlife!	Web
40	David Bell	<p>There is a gas station on the north side of Jeremy Ranch exit. In order to receive fuel deliveries at the gas station, the fuel truck (typically tractor, trailer, and pup) comes from Salt Lake on east bound I-80. The truck must exit at Kimballs Junction, then follow Rasmussen road back west to the gas station. The truck has to enter the gas station Rasmussen road in this direction in order to be properly positioned to off load fuel into the tanks. It cannot exit I-80 at Jeremy Ranch and reach the gas station tanks.</p> <p>All plans must allow a long delivery tank to follow the route depicted above.</p> <p>Thank you.</p>	Web
41	Robin Filion	I've lived in Pinebrook for 13 years. The 3 problems that need to be addressed are: (1) traffic flow on northbound 224 to I80; (2) the left turn from 224 southbound onto Ute Blvd, which backs up and blocks southbound traffic; and (3) getting northbound buses to KJTC. It seems to me that the depressed roadway is the best alternative. It would eliminate the traffic lights that now stop northbound traffic. If designed with enough capacity, it should keep the people turning east onto Ute from southbound 224 from blocking other southbound traffic. Depending on the usage of the frontage road, the northbound buses should be able to access the KJTC, although we might still need a bus lane there.	Web
42	Micah Kagan	<p>Has the concept of induced demand been considered in the redesign of Kimball Junction? Because based on the plans released, the only solutions UDOT seems to be proposing is road widening and increasing traffic capacity, which, as we all know, will not alleviate traffic, but rather create more.</p> <p>You need to go back to the drawing board and come up with more 21st century solutions to traffic and stop looking at the 20th century rulebook which assumes "one more lane will fix it" (it will not).</p>	Web

43	John Holmen	<p>I apologize I've missed both meetings/ discussions. Can we watch recorded archives?</p> <p>My question is, it seems Traffic into and through Kimball Junction onto 224 is also complicated by congestion on 248, and visa versa. Is this combined problem being considered? It appears not for some reason , the two cannot be combined? Different jurisdictions/funding? How important is the interaction of traffic congestion on both routes into PC and DV. Can this be resolved?</p> <p>DV village construction and existing density in PC and DV continues to strain traffic as service and construction workers must reach these areas for daily work. Traffic changes alone do not seem adequate to manage congestion we are already seeing.</p> <p>What else is being suggested for our city?</p>	Web
44	Alexandru Marica	<p>Alternative B of the proposed improvement appears to be the only one that actually fixes the traffic problem of the area.</p>	Email
45	Phil Palmintere	<p>I've looked at all the alternatives presented.</p> <p>Regarding Alternative A:</p> <p>Absent an enforcement mechanism, HOV lanes will be abused on an ongoing basis. You need to provide for camera enforcement of HOV – single drivers who use the HOV will just laugh at the restriction. There is no need for pedestrian improvements. They are a waste of money. They will receive some recreational use, but they will not remove a single car from the road. No one will walk instead of drive to get to a restaurant or shopping or return home. Some will use it for exercise, but that is a non-objective.</p> <p>Regarding Alternative B:</p> <p>Absent an enforcement mechanism, HOV lanes will be abused on an ongoing basis. You need to provide for camera enforcement of HOV – single drivers who use the HOV will just laugh at the restriction. There is no need for pedestrian improvements. They are a waste of money. They will receive some recreational use, but they will not remove a single car from the road. No one will walk instead of drive to get to a restaurant or shopping or return home. Some will use it for exercise, but that is a non-objective.</p> <p>Regarding Alternative C:</p> <p>Absent an enforcement mechanism, HOV lanes will be abused on an ongoing basis. You need to provide for camera enforcement of HOV – single drivers who use the HOV will just laugh at the restriction. There is no need for pedestrian improvements. They are a waste of money. They will receive some recreational use, but they will not remove a single car from the road. No one will walk instead of drive to get to a restaurant or shopping or return home. Some will use it for exercise, but that is a non-objective.</p> <p>The major flaw with A, B, and C is they do not provide for any park-and-ride. There needs to be a direct access from I-80 into a parking lot with capacity for ~500 automobiles. From this parking lot, public buses would transport skiers directly to The Canyons, PCMR and Deer Valley resorts.</p> <p>You should turn SR-224 into a toll road. The toll could vary by time-of-day – for example, no toll from midnight through 6 AM.</p> <p>CONCLUSION</p> <p>Among the choices of alternatives A, B, C and the default of "do nothing," I like alternative B so long as you can address the major flaws (enforcement of HOV, establish a park-and-ride lot, etc). If you can not do anything about the major flaws, I vote for "Do Nothing."</p>	Email
46	Richard Gatnik	<p>Yes for Alternative B. Moving traffic to/from I-80 underground and out of sight from Kimball Junction is a quality of life improvement for residents and merchants alike. Any plan the segregate local from I-80 traffic is welcomed.</p>	Web
47	Natalie Clark	<p>The traffic is amplified because locals have no alternative than being on the same roads as skiers/commuters trying just to get to the highway.</p> <p>Exiting the highway to enter park city:</p> <p>I would propose removing the ability to turn left from 224 onto Ute or New Park. We should have a jug handle or force traffic up around the roundabout by the transit stop/Olympic park.</p> <p>We should also prevent left turns from Ute and new park onto 224. We could potentially add "frontage" roads to 224 that allow locals access to redstone/ Walmart and highway bound drivers a more direct route.</p> <p>Leaving Park City:</p> <p>I don't think a split diamond will do enough. I think we need a full ramp for drivers heading out of park city and onto 80 west. Frontage roads allowing locals to get to Redstone/Walmart without sitting in 223 highway traffic would help immensely. Or a dedicated lane, separated by a median barrier, would work too.</p> <p>Thank you for your consideration.</p>	Web

48	Angie Erickson	<p>I'm disappointed that UDOT has not included the Ecker Hill park and ride in their plans for a Kimball Jct re-do. In alternative A, the split interchange should be moved back to the Ecker Hill park and ride so skier traffic can exit the highway, immediately park, and catch transit. This would help alleviate winter traffic around Kimball Jct. Plus, there is already room at that spot (the truck parking), and it would provide easier access to the school and surrounding neighborhoods. There should be a round-a-bout instead of a light at this spot, too.</p> <p>Alternative B, while a good solution to keep traffic moving towards PC or towards I-80, does not address the issue of too many cars wanting to go into PC at the same time. So it only addresses one small sliver of the problem, since more room at Kimball Jct. means the traffic bottle neck will move into town (PC). It is a lot of money to spend for very little long-term benefits, as more roads invites more cars and traffic. Alternative A (if the exit is moved to the Ecker park and ride) is a better option since it will reduce cars into town.</p> <p>Alternative C with transit/HOV lanes is a good idea in theory, but to get people out of their cars and into transit requires easy parking and reliable transit with good route planning. Our Summit Co/PC transit does not provide all of these things yet. I think it is premature to build transit/HOV lanes without county/city participation in the planning of how to make transit easier and better. Where are the park and rides? They are at Kimball Library, Jeremy, Ecker, and Richardson Flats. Busses to these locations is not always quick and easy. We need more options for park and rides, better bus routes, more busses, and more amenities to get skiers out of their cars and out of the traffic at Kimball Jct.</p> <p>Building bigger roads without increasing parking/transit is not the answer. If we are looking at bringing back the Olympics to Park City in the future, we need to look more holistically at the traffic problem, not just put a million dollar bandaids on Kimball Jct.</p>	Web
49	Michael Atkin	<p>I am a full-time resident of Park City, UT. While I would welcome improvements to the I-80 interchange to allow traffic to flow more freely in and out of Park City, I have two concerns about the current proposals.</p> <ol style="list-style-type: none"> <li>1. There is an existing bicycle/pedestrian tunnel under SR-224 connecting the Olympic Parkway with Newpark. This is an extremely valuable tunnel as it links a large number of trails on both sides of the road. The road up to the Utah Olympic Park is a very popular climb with cyclists from the region. In the winter the trails on both sides of 224 are used for X-C skiing. The tunnel is very well located and I hope it can be retained or, if moved to the south, it is moved as short a distance as possible. Crossing 224 at grade anywhere near Kimball Junction is increasingly hazardous for cyclist and pedestrians. There certainly needs to be an additional pedestrian tunnel at Ute Boulevard, but this would not be an acceptable replacement for the current tunnel .</li> <li>2. Park City and Summit County have spent a lot of money on transit and are trying to get more people to use the transit network. Easier access to the transportation hub (Kimball Junction Transit Center) located at the corner of Ute and Landmark has to be part of the planning for a more efficient Kimball Junction. A new pedestrian tunnel under SR-224 at Ute Blvd would be a step in the right direction.</li> </ol>	Web
50	Linda Talling	I live in Foxpoint, and I feel that option B would be the most effective for local Kimball Junction residents.	Web
51	Annette Royle-Mitchell	As you consider the best scenario to move vehicles through the Kimball Junction area, please do so alongside scenarios that will provide safe crossing alternatives for pedestrians. I've lived in the area >25 years and observe too many transit dependent residents and tourists who utilize the Transit Center off of Ute Blvd and try to cross the roads north or west (across Ute Blvd or through the roundabout) or east (across 224) in very unsafe conditions, and often in the dark at night. For this reason, the EIS's scenarios A and C (which provide a 224 pedestrian tunnel near Ute Blvd) make the most sense to me if they can adequately move vehicles through the area). I realize that other solutions with the County around the Transit Center will also be needed. Thank you!	Web
52	Steve Issowits	<p>This has been a topic for many years and it seems having a separation between I-80 traffic flow and the Kimball Junction local street/business access is most needed so traffic can free-flow onto and off of I-80, particularly during rush hour (morning-in; evening-out, from the Park City area). Fly-over ramps seem to make the most sense to reduce the amount of traffic lights and stop &amp; go traffic, separating with frontage roads, etc.</p> <p>I was unable to make the open house so the alternatives are a bit confusing to me. Part of what I am suggesting seems to be contained within Alternative B with the depressed roadway, one-way frontage roads, and grade separated bridges for the cross streets. However, I'm not sure if that means traffic will free-flow onto and off of I-80 with flyover ramps or if there will still be traffic signals there? I appreciate all the work UDOT is doing to study this and come up with the best traffic solution for us all in this area. Thank you.</p>	Web
53	Robert Umstead	<p>I believe option B is the closest thing to an improvement, however there are inherent flaws.</p> <p>The inbound traffic to Park City backs up from the Canyons, not Kimball Junction so improving flow thru Kimball in the mornings will still lead to the back up to the canyons light to Kimball anyway. It can improve traffic exiting town in the afternoons.</p> <p>The oneway frontage roads is a great idea so long as frontage roads feed directly into the 224 flow in the form of a clover leave design,(no left turns). Same thing need to apply to exiting. I propose taking the one way concept a step further, make Ute Blvd West bound only and Ute Eastbound only.</p> <p>My idea is to have traffic be one way between the roundabouts at Ute and Olympic Blv (South only)and do the same on the East side roundabouts between Newpark and Ute Blvd (north only). That would make the roads over 224 ,UTe westbound and Olympic East bound only. These would tie in seamlessly with interchanges on and off of 224. Making these "overpasses" one way would require less lanes overall and give more room for engineers to design the needed changes. This design will also eliminate left turns which is the biggest traffic error on most Utah roads.</p>	Web
54	Jamie Rubin	This will just make things worse!! Wider roads mean more cars, construction means more traffic. This is Park City - not Los Angeles!	Web
55	Mari Mennel-Bell	I concur with the opinion of "save people save wildlife." I am in favor of alternative B as long as it includes an underpass not only for people, but also for wildlife.	Web

56	Art Brothers	Hello UDOT, Option B is the one most likely to reduce congestion for Kimball Junction. Call me if you have questions.	Email
57	Sheryl Johnson-Proffit	To Whom it May Concern:  Please consider building a noise wall through the Kimball Junction area and use environmental friendly lighting. Right now there is WAY TOO MUCH lighting at the Kimball Junction freeway exits and entrances it lights up the Spring Creek neighborhood all hours of the night, it's just not necessary!  Thank you!  Sheryl Johnson-Proffit	Web
58	Meredith Hughes	You will need to make a bus lane that provides a faster option for people using 224. If you make the bus move faster than traffic maybe people will ride it. Use the European ski resorts as a model. If you are a day visitor you need to park outside of the city. If you have a permit or parking reservation you can use the lane. Locals and workers must get a permit to drive in town.	Web
59	David Bell	We have a business located on Rasmussen Road that takes deliveries several times a week using a large Tractor, Trailer, and Pup combination. The ONLY access that this truck has to the business is to exit at Kimball Junction, and take the access road (Rasmussen) back to the west and into the business.  All Kimball Junction interchange proposed plans must allow trucks of this size to exit I-80 and access Rasmussen Road.	Web
60	David Kizer	I support option B.	Web
61	JEFF NIELSEN	Take all freeway traffic underground to eliminate the bottlenecks at the Junction.	Web
62	Galvin Clancey	After attending the Zoom open house on January 12, and reviewing the materials on the UDOT website, I strongly prefer Alternative B as the best option for re-making Kimball Junction. Fully separating through traffic from local traffic will enable Park City locals to utilize the services of Kimball Junction without having to worry (as much) about traffic when buying groceries or taking the dog to Run-A-Muk. It will also enable both sides of SR-224 to feel like part of the same neighborhood without a heavily-trafficked highway acting as a significant physical barrier.  I acknowledge that losing the tunnel at Olympic Pkwy will make it a little less convenient for Newpark residents to cross SR-224, but with the significantly reduced traffic on the frontage roads I expect that the crossings won't be that stressful anyway.  From my vantage point, Alternatives A and C come across as band-aid solutions that do little more than throw more lanes at the problem and see if that works. I doubt that making these large intersections even larger will make Kimball Junction a more pleasant environment (on the contrary I think it will make the area feel even more like a giant highway), and I doubt that forcing I-80-bound traffic through the same intersections will result in magical efficiency gains. Increasing the number of lanes from 2 to 3 will increase capacity by 50% but we're still going to end up with huge lines at the same intersections that already block locals from using the area. We need to separate through traffic from local traffic and make Kimball Junction feel like a community and not just a busy freeway exit.	Web
63	David Breslauer	Option A, which can allow traffic to access Landmark drive, is a horrible idea for early morning, particularly on "powder" days. Currently local traffic from Pinebrook is able to access 224 and the Kimball Junction area without too much difficulty, even eastbound exit traffic on I-80 is backed up. that is the problem you need to solve without moving the problem elsewhere.  You have not even mentioned then possibility in any of the plans of an additional lane Westbound I-80 to Jeremy Ranch. A lot of the traffic that enters I-80 from 224 ultimately exits at Jeremy Ranch. An additional lane would eliminate the the double merge that is currently required.	Web
64	Chris Sammartino	Good morning. After reviewing the materials, attending the open house, and attending the webinar, I have decided that Alternative A is the option that would most negatively impact me and fellow residents of the Powderwood Drive area. I think that having additional traffic put onto Landmark Drive is a terrible idea as the road is already crowded with through traffic. I believe that Alternative B is the best option presented, as it would address the auto driver and transit rider without negatively impacting my community.  Thank you.	Web
65	Mark Morgan	It seems unreasonable to study kimball junction separately from the whole corridor into downtown and the ski resorts, including parking. Without that all you will do is get people to the traffic backup faster.	Web
66	Gregory Proffit	mitigate the noise and light pollution for neighborhoods surrounding kimball junction	Web
67	Joel Greenbaum	Please consider option (B) Grade-separated intersections with one-way frontage roads to the I-80 interchange, with separate wildlife and people underpass access.	Web



68	Monika Brickson	<p>As a local, I'm hoping for a traffic solution that allows me to drive to Kimball Junction and run errands, such as grocery shopping, necessities, children drop off for school and sports and doctor's appointments. A HOV concept has zero benefit for me, a local resident. The HOV concept can function for visitors, but not for local people. There also needs to be satellite parking for people, otherwise how do you use a bus system especially when there is no bus service in the ranch place/silver spring neighborhood? We have so much skier traffic, that satellite lots with direct bus service is a must. We did it during the Olympics and it wasn't ideal, but it worked. As a local, there is no direct bus service for me to go skiing. From my neighborhood, the nearest bus stop is 1 mile away. So I would need to walk or call high valley transit. I can't drive to the bus stop, because there is no place to park my car. Then say I get to the bus stop, I have to transfer once or twice to get to a mountain to ski or hike or go into old town. Then I get there and I get to do it all over again on the return. I live off of [REDACTED]. I'm always in traffic to get into and out of Kimball. If the green arrow doesn't work (the sensor is not that reliable) to take a left onto Cutter from 224, then I'm there for the whole light and I usually have to wait until the light goes yellow to red to turn. And then it's Russian roulette, because 99% of the time people run red lights. Try teaching your teenagers to drive in that stressful situation! There's maybe one hour in the day from December to April that there is little traffic in Kimball junction. Then during the summer, it's downright scary turning at stop lights because pedestrians and manual and electric bikers just go ahead without looking. So if I am in my car, want to take a left at a light, I need to watch for cars, which is understood, but also pedestrians and bikers who don't look or stop, flying through the intersection and they definitely do not have the right of way. Taking a right on red is also frightening with the b kers wizzing by. I don't know the solution, but if you have a HOV lane, which Park City government seems to love, it has to be clearly marked, because right now cars go out on the shoulder to turn right or the middle 'suicide' lane to turn left at the kimball junction lights almost a half a mile before it's even legal to do so. It's so irritating to see people make that move, driving way too fast well before it is even logical and legal to do. I feel like alternative B has the best bang for the buck, since it has pedestrian tunnels, a tunnel type road for cars going through Kimball junction as well as side roads for people to turn, run errands and shop. BUT that will take forever to construct and living through 10+years of construction is not desirable, so much so, that I would consider moving from a place I have lived for 27 years and call home. But something has to be done, so think about local access, tunnels for pedestrians and b kers, satellite parking so people will use buses, clearly marked roadways, better sensors at traffic lights, stop gates at traffic and roadway intersections so b kers slow down and look out for vehicles. With all this potential growth, plan B could work, but please do it in sections and don't let it take 20 years to construct.</p>	Web
69	Kyle Osborne	<p>Is there a way to be added to an email distribution group that can get updates as the project progresses?</p>	Web
70	Ann Crooks	<p>None of your proposed changes reflect the need to reduce the number of vehicles entering/exiting Park City and Kimball Jct. The environmental impact of allowing the ease of vehicles inside this area doesn't address where all these vehicles will go. Instead, I believe there should be more talk and proposals for mass transit into/out of this area. As the population increases, that seems to be the more prudent choice, e.g. build more Park and Ride lots and encourage people to use them . Right now, your proposals are only going to exasperate the problem of too many vehicles on our roads. I live and work in the Snyderville Basin. I drive 2 miles from work</p>	Web
71	Stuart Stanek	<p>Traveling through Kimball Junction can be challenging. While I appreciate all of the entities involved at trying to improve traffic flow I think this is an entirely faulty plan. This serves to pump more traffic into an already congested area with 224 at capacity. The plan shouldn't be how to we funnel more vehicles into Park City but how do we reduce the flow of traffic!</p> <p>My suggestion which would save millions of dollars and REDUCE CONGESTION is to funnel more vehicles to Richardson Flats off of Hwy 40 with an exit ramp that ends right in a massive parking lot. People can then be transported with mass transit ( light rail or buses). I know some people would be frustrated and then learn to deal with it. If you want to observe a template look at Zermatt Switzerland.</p> <p>If you drive in Park City now in ski season be prepared to wait and get frustrated. Pumping more cars, trucks, suburbans and SUVs into the city is not the answer. The complications of "fixing" Kimball Junction would be enormous/impossible/incredibly expensive. Building a custom off ramp for Richardson flats would be easy and way cheaper.</p> <p>We need less traffic on 224, not more!</p> <p>I live in Summit County and regularly take the bus to Main Street. It is a great experience. I'm not sure why we can't force more of this behavior. We have no choice.</p> <p>Thanks for listening.</p> <p>Stuart Stanek - Summit County resident for 35 years.</p>	Web

72	Erin Ferguson	<p>Save People Save Wildlife (SPSW) is pleased to submit comments on the proposed Kimball Junction Area Plan alternatives. SPSW Respectfully requests that Alternative B be given priority in the evaluation process, if the relocated underpass be made to accommodate both pedestrians and wildlife.</p> <p>Save People Save Wildlife is a registered 501 (c) 3, non- profit, which was started in 2015. Full information can be found on the web at: <a href="http://www.savepeoplesavewildlife.org">www.savepeoplesavewildlife.org</a>.</p> <p>Save People Save Wildlife has as our mission reducing or eliminating vehicle/wildlife collisions and promoting wildlife connectivity where highways cut across wildlife habitat and mobility and connectivity paths.</p> <p>SR224 has been identified as the fifth worst highway in Utah for wildlife vehicle collisions at 2.97 wildlife vehicle collisions per mile per year. See:</p> <p>Cramer, P., E. Vasquez, and A. Jones. 2019. Identification of wildlife-vehicle conflict priority hotspots in Utah. Final Report to Utah Department of Transportation. URL: <a href="https://drive.google.com/file/d/15K9yjM9kDRE8KVDvpUnFWn9RUyo1SkRL/view?fbclid=IwAR062_EPriFmHPGc_uohMpEvoEsHNKWqVZGK5mfGVIEkgzFwF-A4QwFhRk">https://drive.google.com/file/d/15K9yjM9kDRE8KVDvpUnFWn9RUyo1SkRL/view?fbclid=IwAR062_EPriFmHPGc_uohMpEvoEsHNKWqVZGK5mfGVIEkgzFwF-A4QwFhRk</a></p> <p>And UDOT's website, scroll for Report 2019-27: <a href="https://udot.utah.gov/connect/about-us/technology-innovation/research-innovation-division/">https://udot.utah.gov/connect/about-us/technology-innovation/research-innovation-division/</a></p> <p>Additional research UDOT commissioned by BIO-WEST (see attached) shows that the worst point on SR224 is between milepost 7 and 8, and the second worst is between milepost 9.5 and 10.5. The latter is in the vicinity of the Kimball Junction alternatives.</p> <p>SPSW is specifically concerned about reducing and eliminating wildlife vehicle collisions, which is a key issue. Of all the alternatives currently being presented, only one offers the possibility of reducing vehicle wildlife collisions. That is Alternative B, also known as the grade separation option. And the possibility of reducing wildlife vehicle collisions is because the option calls for relocating existing grade separated pedestrian crossing to the south. Simply expanding the relocated underpass when it is moved to the south to accommodate both pedestrians and wildlife will increase safety on SR224 and allow for wildlife connectivity.</p> <p>The current existing pedestrian underpass at Redstone is approximately 25 feet wide and 10.5 feet high at center. When re-creating the existing pedestrian underpass, a combined pedestrian and wildlife underpass may only need to be 2.5 feet taller and 5 feet wider. Wildlife underpasses when combined with wildlife fencing, cattle guards and escape ramps are up to 92% effective.</p> <p>The BIO-WEST report shows that at MP 10 there were 75 crashes reported from 2010 to 2020. If all those crashes were property damage only, the cost of those crashes comes to 75x12,300=\$922,500. If merely five of those resulted in minor injury and the rest property damage only, the total cost comes to 70x12,300+5x131,700=\$1,519,500. Either amount could easily cover the cost of expanding a new pedestrian underpass to create a combined pedestrian and wildlife underpass with associated wildlife fencing.</p> <p>SPSW respectfully requests that Alternative B be given priority in the evaluation process, if the relocated underpass be made to accommodate both pedestrian and wildlife. The resulting effect would make SR224 safer and provide environmental improvement by protecting and providing connectivity for wildlife.</p> <p>Sincerely,</p> <p>Save People Save Wildlife</p>	Email
73	Michael Fisher	<p>I am a year-round resident in the Bitner Ranch area of Park City that regularly commutes to I-80, skis PC and uses the Kimball services. The intersection functions well except during high volume ski traffic. Based on my experience, I would think Alternative B would function the best. Moving high volume ski traffic through the intersections to I-80 without lights solves the biggest problem. SR-224 South will backup in the morning without resort parking improvements, so separating local Kimball traffic is important. HOV use will be motivated by resort parking rules - not Kimball HOV lanes.</p>	Web
74	Frank Mitchell	<p>The design should take into account the typical movement pads of wild animals, such as elk deer and moose in this area.</p>	Web
75	David Sutherland	<p>Plan A primarily seems to fix traffic backup onto I-80 EB, but doesn't really address NB SR 224 issues nor solve the two 4-way intersection problems. Seems like it might even make that worse by driving more traffic onto 1-lane Landmark.</p> <p>Plan B is close to what I'd recommend. We need to get rid of left turns to keep traffic flowing. See attached PDF.</p> <p>Plan C is not really a fix in my mind. This is what should have been done 30 years ago, but now much more is needed to address the volumes.</p>	Web
76	Claudia Nielsen	<p>I am a long term resident in Jeremy Ranch for 40yrs. IMO Redstone East and Redstone West need a separate entry/exit onto I80. Both would connect to each other via overpass or under 224 tunnel. All traffic would exit I80 and have a straight shot w no lights until Cutter Lane intersection.</p>	Web
77	Debbie Duke	<p>In looking at the 3 options, my vote is for Option B. It would be nice to keep the area visually similar to how it is now. My biggest concern is if Dakota Pacific is approved to build in the area (which I am firmly against). Then any of these options will be obsolete before you even begin.</p>	Web
78	Camille Rasdal	<p>Why has this not already been fixed. ?♀Im losing faith in City engineers. It goes on and on. Bureaucracy?</p>	Web
79	M. V. Janulaitis	<p>Solution is a direct connect to and the freeway with no lights. Plus a large multi-story FREE parking lot next to the bus route.</p>	Web

80	Aldy Milliken	<p>Thank you for studying Kimball Junction roadway. Please do a thorough analysis that includes multidirectional options for tourists and locals. Kimball Junction is our shopping center but it's also a thorough way nexus point for others who want to move past and ski or MTB at PCMR or Canyons.</p> <p>East and westbound 80 traffic must be considered with the increase of development East of the Junction.</p> <p>Thank you</p>	Web
81	Sean Scholte	<p>I live and work in park city and the biggest issues I've found are as such</p> <p>At the intersection where the McDonald is, when people are trying to turn left towards the smiths the lane is not long enough for the amount of people trying to turn so it gets backed up.</p> <p>Do not add any lanes park city is to small for more traffic we need to make public transportation more accessible and limit parking on Main Street to ONLY residence parking special parking passes that the city gives to locals that live up that way.</p> <p>The reservation system at canyons and park city is what is causing traffic, issues with reservations cause cars to back up. When you could just drive up and park there wasn't this much traffic.</p> <p>It takes me 30 minutes!!! To get from Home Depot to St. Mary's to drop my kid off to school. These tourists need to use public transportation, ban people from having cars and force them to use public transportation. ldk just do something because this is terrible</p>	Web
82	Emil Chuang	<p>I reviewed the 3 current proposals and each has pluses and minuses. Diverting traffic from I80 westbound earlier is appealing, but Landmark Dr is already congested. It needs some expansion of Landmark Dr and cars must be able to get in and out of the businesses on the road.</p> <p>The HOV lane is attractive, but I believe 224 has to be expanded to 6 lanes all the way to Canyons, otherwise it will not solve anything.</p> <p>The underground proposal will be incredibly disruptive. Have you considered a series of overpasses. I80 eastbound to 224 southbound, 224 northbound to I 80 westbound?</p> <p>As an additional option, have larger dedicated carpool parking near Jeremys and also Richardsons flat and have dedicated buses that take commuters to KJ, Canyons and Main St.</p>	Web
83	Catherine Greenwald	<p>I suppose I would favor C because it takes pedestrian and bike traffic into account. However, all these solutions will funnel more cars into Park City, where there is nowhere for them to park. Any split that does not consider integration with mass transit options ( which are barely functional but better than nothing) are a complete fail and do nothing to address the bigger problems of the community. All you care about is getting cars from one place to another!!</p>	Web
84	Jerome Velosky	<p>The project does not address westbound I-80 traffic trying to access Kimball Junction shopping center. Please include on-ramp access from W Ute Blvd to eastbound I-80 and extend the acceleration/merge lane. Please provide a solution from the westbound off-ramp to hwy 224 to through the left turn onto W Ute Blvd. It takes several light cycles to make it through. There is development and population growth on the east side that needs to be accommodated. I see not planned improvements for this.</p>	Web
85	Steph Donovan	<p>Widening the road at Kimball will make it feel less like a community/neighborhood. Option B is best for walkers bikers and the natural environment. As the gateway to Park City let's get this right!</p>	Web
86	Clay -	<p>Alternative B, while probably the most expensive and tim consuming, I think will best improve both vehicle and pedestrian traffic. All new pedestrian walking paths should be wider than normal.</p>	Web
87	Marion Klaus	<p>I live off [REDACTED] on the north side of I-80 and go through the mess at Kimball Junction almost daily. I vastly prefer Alternative B but with additional pedestrian enhancements. In particular, the tunnel under I-80 between the Bitner Rd/Glenwild junction and Basin Rec. in Newpark need improving; the boards break leaving dangerous holes, the water can be up over my ankles in spring, it's icy and dark in winter. Many people use that as access between Newpark and the Spring Creek Trailhead. The illustrations make it hard to see how a left hand turn onto Ute Blvd is made from Kimball Junction. Traffic needs to run more smoothly there as it often takes me 3 lights to make that turn. Also, the lights that do exist do not prioritize that turn long enough. I sometimes see traffic waiting in line to make that turn that is backed up into the junction itself preventing through traffic.</p>	Web
88	Cory Shorkey	<p>I'm interested in knowing why an alternative directing traffic from I-80 into Redstone (field house, smiths, etc) without a left turn onto 224 wasn't proposed here. It's my assessment that the interactions between those turning across 224 to enter redstone have the most detrimental impact on 224 traffic patterns. I agree that a back way into the outlets is great, but that seems to address a non-existent problem because those drivers are just making right turns from I-80 all the way to their destination and move rather quickly. I would love to suggest (with no expectation of serious consideration) that Alternative A have some access into the Field House area instead of, or even as well as access into the outlets from a frontage road.</p> <p>For reference, I am an engineer with the wastewater district who spends more time on the roads in this community than the average bear. My opinions here reflect my views as a resident and commuter, not as a district employee.</p>	Web

89	Julie Turner	<p>Hello</p> <p>Thank you for this major focus on improving the traffic in Kimball Junction and the opportunity to comment. As a nearby resident in the Silver Springs neighborhood and with children in the local schools and ski team training at UOP, we are very familiar with driving this area daily.</p> <p>A few observations re the proposals:</p> <ul style="list-style-type: none"> <li>- All proposals benefits specifically mention I80 back-up reduction</li> <li>- None of the proposal benefits specifically call out SR 224 into KJ northbound traffic. This is a major pain point daily in the winter. Why do the proposals vaguely state "traffic reductions"? As a resident I am unable to differentiate which proposal would be the best to address that 224 northbound problem, too.</li> <li>- Another question/issue is the back-up on 224 southbound at Ute blvd (aka the left-turn onto Ute blvd.) This is another major PM back-up issue (as flagged with a D/F grade in the study). Unclear how option B/C any of these solutions specifically fix that problem, as the language is vague. Perhaps A is the best here?</li> </ul> <p>Some ideas:</p> <ul style="list-style-type: none"> <li>- Wish some of these solutions, showed areas to expand the park &amp; ride options in KJ so more people that reside nearby in KJ, Silversprings, (etc.) can use the express busses to the ski areas.</li> <li>- Wish the diamond interchange proposal were better explained. Hard to envision as an average citizen. When I goggle that it brings up divergent diamond interchange examples in SLC valley. Is that the idea? If so, please clarify with taxonomy that's the same.</li> </ul> <p>Thank you so much. Look forward to learning more.</p> <p>PS - Good luck also tackling the I40 / I80 traffic issues that seem to emerging every morning due to all the increased development &amp; traffic at that interchange.</p>	Web
90	Jack Fenton	<p>Please enlarge the left turn lane from southbound 224 onto Ute blvd.</p> <p>Please keep the green arrow active long enough to empty the queue.</p> <p>This is an easy fix that won't be millions of dollars, doesn't require a study, and should have been done 10 years ago. PLEASE DO THIS!! DO IT NOW!!</p>	Web
91	--	<p>There is only 1 way to really help out the traffic. It is to build a 1 lane flyover that connects to both directions of I-80 and goes over both lights on the 224. You could this 1 lane able to be switched for the traffic depending on time of day. The mornings the traffic is going 1 direction and the opposite direction in the afternoon. So you do a bypass lane in the middle of the freeway and people would get off I-80 and drive the flyover bypass to the middle lane of the 224 after both lights. You would have gates to drop and keep traffic flowing the way you want. In the afternoon you would stop traffic from east bound I-80 and have it be the on-ramp to I-80 going west. This allows for the lights to function the way they already do. People can choose if they want to bypass the lights with the flyover. Makes the most sense. I know no one wants that high of a structure but the traffic is out of control. It's not pedestrian traffic that's causing this.</p>	Web
92	Miriam Eatchel	<p>We need much more user friendly public transportation. Directly to both resorts and Park City (an express bus with three or 4 stops) running frequently. I have lived in Pinebrook for 2 decades. Traffic has never been worse and the bus situation has gotten less easy to use.</p>	Web
93	Rafael Canseco	<p>To whom this may concern,</p> <p>I live in the [REDACTED] by Kimball Junction and have experienced first hand the bad traffic in HW224.</p> <p>I am supportive of options B and C, and would be even more supportive of an option D that would take advantage of directional lanes or roundabouts.</p> <p>Please by all means avoid option A and having one way lanes around kimball will make our life miserable for the many people that actually live by the Kimball Junction</p> <p>Thank you</p>	Web
94	--	<p>The less interference to neighborhoods and frontage roads, the better this project will be. There is no reason to have I-80 traffic interfere with outlets, whole foods, and residential condominiums.</p>	Web
95	Dan Huerlimann	<p>SR224....make the 'Bus' lane on the northbound available to cars for right turns into Newpark Blvd. The Busses do not use this lane anymore as now they all turn left into Tech Center Drive.</p> <p>Extend the left turn lane when coming off I 80 and turning left into W Ute Blvd</p>	Web
96	Matthew Crandall	<p>As someone who owns a significant amount of property at Kimball Junction and commutes to Park City, everyday I believe Kimball Junction needs a Commuter Lane similar to that of the one leading to Highland via point of the mountain. People exiting the 80 will have the choice of by passing the first cluster of lights at the junction who are going into Park City. Creating a commuter lane that by passes the junction with reduce traffic significantly for both those going into town and those visiting the Junction.</p>	Web
97	Colton Winters	<p>I don't see and option for transit, but working at a company in Park City with many others that commute, we would all prefer something I ke a trax line to commute into Park City. We don't want to be on the roads especially when they're are dangerous. They become exponentially harder to keep safe when we just add more lanes. Any consideration is appreciated.</p>	Web

98	Phares Gines	Snyderville Basin Special Recreation District (SBSRD) owns, operates and maintains both transportation and recreational trails that will be affected by any of the proposed options. It is important that a representative from SBSRD be included in the planning, design and construction of the trails in this area. I can be reached either by email or phone, [REDACTED]. Thank you.	Web
99	David Maxfield	I prefer alternative B, because it would solve the stoplight standstills at Kimball Junction with the fewest downsides for the residents of Kimball Junction—where I live. However, I don't think that a single tunnel relocated so far from where people want to go will work. There needs to be excellent pedestrian and bicycle options on both of the overpasses as well.	Web
100	Kathy Becker	I live in Kimball Junction in the Fox Point Community along 224. I will be directly impacted by these changes. Alternative B is the preferred alternative as it addresses congestion without introducing lots more traffic noise into high-density neighborhoods. It is important to also include a pedestrian and bicycle lane on the 2 new roads going over 224—or have other ways to cross over the access roads. People won't all choose to walk to the north or south pedestrian/bicycle tunnels. Options to widen 224 above ground will just degrade our community and all of Kimball Junction by adding more traffic noise and car lights. I expect that DOT will then be back to build noise walls along both sides 224—creating an unsightly above ground tunnel entrance to Kimball Junction and the Greater Park City Area.	Web
101	Dwight H bdon	I would prefer the traffic solution to minimize visitor cars and emphasize public transportation. Ski resorts have eliminated most parking spaces and we need to eliminate the large number of cars in the area, not make it easier to get more car into the already car crowded greater Park City area. More walking, biking and public transportation, keep the cars out.	Web
102	Alan Ni	<p>Thank you for both holding the physical and virtual sessions for the important project. Based on my attendance, I have a few comments.</p> <p>WRT, the 3 plans presented I have the following anecdotal reactions, based on traveling through that intersection on the average of 4 to 8 times a day (weekdays and weekends).</p> <p>Alternative A: Is probably my least favorite option. My perception is that it doesn't alleviate the current traffic flow conditions (primarily to/from i-80 and into/out of Redstone/Newpark). This option appears to benefit traffic in the Landmark Dr area which is measurably less vis a vis Redstone and also any new development that may occur as a result of the Dakota Pacific High Density housing project - something I would have no desire to fund. I'm skeptical that this design would alleviate the majority of the present problematic traffic flow conditions (to/from Redstone, Old Town and the ski resorts).</p> <p>Alternative B: Fanciest of them all. I can understand how separating the thru traffic from signals at Ute and Olympic can achieve a better desired outcome. However, I am concerned about cost and the prolonged construction period sinking the roadway could cause. During the Draft EIS, it would be nice to understand the length and amount of disruption for all 3 alternatives during the construction process. Also a question was raised during the Zoom, where you guys said that all 3 options provided a similar outcome. I was a little surprised with the response. Hence, I would like to see more details around the efficacy of all 3 options prior to selecting the most elegant, expensive and arguably disruptive construction project. As a suggestion, it would be good to see a letter grade service assessment broken out by each alternative in the next study.</p> <p>Alternative C: The allure is that it would seem to be the least disruptive and potentially finished the quickest. However, it seems to heavily rely on HOVs and transit. On the weekends, many cars are occupied by multiple riders, hence outside of adding an additional lane (or worse yet repurposing a full access lane), I'm not sure if the desired relief can be achieved. On weekdays, there is certainly more single occupant vehicles due to commute patterns. Carpooling may be more difficult for commuters, so not exactly sure how much relief this could provide to all. I'm also worried that lane cutting to/from HOV (e.g. from the HOV lane to making a left turn into Redstone from i-80 @ Ute would create bottlenecks).</p> <p>At this point, given the 3 options, I'm slightly leaning towards Alt B with the grade separation. But am concerned of the cost and disruption. And if Alternative A or C can be proved with additional study to be similar in terms of traffic relief to the existing condition (not just anticipated growth), I would be a supporter of those.</p> <p>One last comment. I am looking forward to the upcoming BRT improvements for SR224. The decisions from the project will heavily weigh on the success of high frequency and on-time transit. It would be good to see in the draft EIS more on how the two projects overlay and rely on one another for all 3 alternative.</p> <p>Thank you,</p> <p>Alan Ni</p>	Web
103	Larry Moffitt	I would like to ensure on any new plan for Hwy 224 at Kimball Junction that there is a safe and continuous bike/wide shoulder lane on both sides of the main road for bike traffic without having to use crosswalks etc. at intersections and is not in the HOV lane. Thank you.	Web

104	Matt Dombrowski	<p>Hi,</p> <p>I am a resident of the Bear Hollow neighborhood in Kimball Junction and I commute every day into old town Park City on 224. I've lived in Park City for 15 years where I've observed the traffic problems becoming worse every year.</p> <p>I feel strongly that Alternative C should be chosen given that it prioritizes and incentivizes HOV and public transportation. My concern with Alternatives A and B is that they do not address the root cause of congestion (too many vehicles), and instead just alleviate the acute congestion problem at the Kimball intersection. Alternative C has the opportunity to reduce traffic in Kimball junction and all upstream/downstream intersections on 224 and beyond to Park City by reducing the number of vehicles on road. Simply look at any of the intersections in Park City during peak times to see the congestion I'm talking about (Deer Valley Drive, Kearns Blvd, Park Avenue, Bonanza etc...). We should view this as an opportunity to improve traffic on 224 as a whole, not simply Kimball Junction, otherwise we will have to do another project like this at the next congested intersection on 224!</p> <p>In addition, I'm highly skeptical that Alternatives A or B will actually help alleviate AM inbound traffic. Does the study take into account the throughput of subsequent inbound intersections on 224, such as Bobsled/Cutter Lane, Bear Hollow, and Old Ranch Road? Those intersections are already congested in the AM. My suspicion is that increasing the throughput of the Kimball Junction intersection will simply shift the bottleneck to those subsequent intersections, and not reduce the congestion on 224 between KJ and PC.</p> <p>One more thing: given the condition of Utah's air quality we should be investing in solutions that reduce emissions. Alternative C is the only option that encourages public transportation and carpooling.</p> <p>Thanks,</p> <p>Matt Dombrowski  ██████████  Park City, UT ██████████  ██████████</p>	Web
105	Staci McIntosh	There are too many cars in Pack City already. We don't need to make it easier to get more cars in, but continue improving walkability, biking, and public transportation.	Web
106	Joseph Rametta	Dedicated fly overs from all directions for vehicles coming and going onto and off of the freeway. Completely bypass the traffic that wants to visit the Kimball junction retail spaces.	Web
107	Chuck ESCOTO	A bypass needs to be built to allow skiers traffic to bypass the Kimball Junction area and drive from the resort to I80.	Web
108	Alan Courage	In favor of alternative B.	Web
109	Jon Burke	This project is well thought out and option B makes the most sense BUT the first step needs to be getting Summit County Council and Park City government to address the fact that more access just means more vehicles! This has been seen all over the country, build more lanes, get more cars. There is also a proposal for Udot to participate in building a dedicated bus lane from Kimball to downtown PC, but no new parking to get people on those buses! These projects, IF they go forward must be coordinated, why tear things up twice where the construction traffic disruption will be huge. Udot is just doing its job but the County and City officials need to do theirs: address the fact that the ski resorts have already brought too many vehicles to the west side of the county and there must be limits placed on future development.	Web
110	George Chase	Highway 224 and 248 going into Parkcity. There's an extra lane not being useful. In the morning that middle lane could be use as third lane for traffic going into park city. In evening that same lane could be use as 3rd for traffic to exit Parkcity.	Web
111	George Chase	Two main highways going into Parkcity. 224 and 248. They both have middle lane. That middle lane can be useful by making it a third lane going into Parkcity in the morning commute. In Evenings can be reversed as third lane leaving Patkcity	Web
112	Karl Stien	<p>Hello. My family of 4 lives in silver springs in Park City. We feel that mass transit + commuter parking and pedestrian/bike flow should be prioritized with any plan. Improved traffic flow will also be appreciated. Option a seems like it would be best for traffic however the fact that it necessitates moving the pedestrian tunnel too far away makes option less desirable unless something could be adjusted in the plan. Option b seems like it is a reasonable compromise bn traffic and pedestrian flow, however we would prefer adding some of the mass transit features from option c into the design.</p> <p>Suggestion - consider adding a commuter lot with mass transit directly off of the intersection.</p> <p>Thanks for your consideration!</p>	Web
113	Eric Iverson	<p>Hello,</p> <p>Thank you for providing some options for improving traffic in Kimabll Junction. Traffic has a serious negative impact on the quality of life for those living near, or transiting the Kimball Junction area of Summit County. I live full-time in the Bear Hollow community just to the south of the impact study area, and frequent the Kimball Junction/Redstone, for grocery shopping, restaurants, etc.</p> <p>I vote for option B. I feel that option A, and B would agreed be improvements (almost anything would!), however they don't do enough to future proof transit in the area. I feel that they would be more like band-aid fixes that would still ultimately fail again in the near future. I understand that option B would have the highest cost, and longest construction time for the changes to be completed, but I think it would be worth it.</p> <p>Thanks,</p> <p>Eric Iverson</p>	Web

114	Jesse Morse	As a Park City resident, I believe that Alternative B is the best solution for the Kimball Junction area. Alternative A does not address the significant amount of traffic that is coming from I-80 and going to east Kimball Junction, and Alternative C does not sufficiently address the volume of traffic that goes straight through Kimball Junction, and does not address the traffic going southbound on UT 224 and turning left at Ute Blvd. Alternative B is the best solution to keep everyone moving. Thank you!	Web
115	Brent Fern	As a resident of Bear Hollow Village since 2015, the continuous expansion of roads (particularly 224) is reducing the beauty and value of this area. The bigger the roads are, the more cars you will attract. Conversely, providing more public and mass transit options will limit construction of new roads, which will just bring more cars, leading to the need for more roads. It is a paradox that governments have thus far failed to understand. Think bigger and keep the value of this area - which is its environment/beauty - intact while solving the problem.	Web
116	Victor Method	Here is a comment. Kimball Junction is a disaster. Let Dakota Pacific and their payoffs to the Summit County Commission and to Gov. Cox add more traffic and congestion. The golden goose of Park City will be killed because UDOT is incapable of doing anything to plan roads and unscrupulous elected officials bow to influence from developers. The traffic lights are a joke, the frontage roads are a joke, it all reflects horrible decisions by bureaucrats who are inept in their work.	Web
117	Jose Garcia	I've attached a 2 page pdf file with feedback to the entire committee involved in helping our community resolve of traffic issues with Kimball Junction.  Please confirm that you have received my feedback by email. [REDACTED] or [REDACTED]  Thanks for listening. Jose	Web
118	Sara Gabrielle Truett	There should be shuttle buses departing every 20 minutes with a stop in Kimball junction and PCMR, departing from a designated parking garage in SLC or near foothill for those wanting to get to Park City. The parking garage should provide some sort of incentive so that people are more provoked to utilize rather than their own personal transportation.	Web
119	James Keese	This is a well thought out presentation... Clearly something needs to be done as traffic is horrr ble here every day... so doing nothing is not an option. I tend to favor Plan A as it features a protected pedestrian/cyclist tunnel and it would appear to be the least invasive in terms of road construction. I'm seeing it pretty close to the comment deadline, but would like to know the estimated impact on travel times and emissions for each of the proposals AB and C. But if the other alternatives (B,C) reduce travel time or environmental impact then I'd like to know that. JP Keese - Hideout, UT resident.	Web
120	Brad Washa	Please see five recommendations in blue comment boxes on attached pdf. These a smaller and lower cost alternatives to three alternatives.	Web
121	Eileen Kintner	Would I ke to see a tram that goes up from SLC Trax to PC Transit station., continuing along HWY 224 into PC.	Web
122	Rochelle Jonswold	Of the 3 plans presented the only one that will move traffic better is Alternative B that deppresses Route 224. The traffic jam is caused by the traffic lights especially the 2 lights by the Redstone and Ute Blvd. The other alternative puts more traffic by housing and on Landmark Dr which is insufficient to handle any more then it currently has.	Web

123	Jeffrey Cedeno	<p>I am a resident in Highland Estates and have owned property in the trailside area for 15 years. These plans are extremely exciting to see and I have very strong needs for this to succeed as a community member.</p> <p>The only viable plan path I see as a local resident is Alternative B, or a variation thereof. This method addresses that the highway needs a more robust exit solution and that as much traffic as possible must have an immediate bypass option that skips all Kimball Junction traffic lights. Local traffic must also have a way back and forth across 224, where there are severe backups that can make a 7 minute drive from my house in Highland Estates to Walmart or Whole Foods take 20 minutes or more. There is no public transit option that can bypass or support local residents without ready access that bypasses traffic lights and the ability to exit or enter the highway with no traffic lights in Kimball Junction, and to get across 224 without any traffic lights in either direction, has to be included in the final consideration to best support local residents.</p> <p>Split Diamond intersections are already in place on Route 40 and have fundamentally failed as a method to drive the current volume of traffic we see in the area. Traffic backs up for 1-2 miles on both the 80/40 interchange and the 40/248 exit ramp, with absolutely no method for cars to even reach the exits and regularly causing accidents at each location. There is no viable way traffic can clear the intersection at current levels, let alone future levels (2050 plan) with there being continued backups that happen starting in Park City and at the ski areas. Alternative A does not permit local residents to viably access the grocery stores or shopping centers on alternate sides of 224, and will have no positive impact on my ability to travel or use public transit on a resident. I regularly (daily between 8am and 10am, the school year and all winter on both weekends and weekdays) cannot access town in under 1 hour despite it being a 15 minute drive due to the poor design and inadequate capacity on the Quinns Junction intersection and its inability to deal with traffic lights several miles down the road which back traffic up onto Route 40. Similarly, this whiplash and the inability of traffic to filter from 40 to 80 cause severe backups and accidents daily on the 80 to 40 ramp. Neither design would be adequate even if scaled to improve traffic flow in Option A from any measurable perspective.</p> <p>Similar issues exist with Alternative C. There is no area up stream for users to board public transit and it is not adequately planned today to provide off-highway parking or buses that adequately move users to ski areas quickly. Quinns Junction is only accessible through stop sign control on the frontage road, which is inadequate to clear or support backups, and an off-ramp that regularly backs up 40 minutes or more onto Route 40 at the hospital. It is already a safety hazard and shows transit planning is not able to get users to our Park &amp; Ride options (Richardson Flats) today. There are no additional Park &amp; Rides to support bus trips from Kimball Junction, Pine Brook, or Jeremy Ranch, so high capacity HOV would need to purchase land and further improve flow through the residential communities in these areas to support this option.</p> <p>Simply put, the county and state need to accelerate traffic flow and relieve blocks from the highways to the highest capacity parking areas, and then back again in the opposite direction. Every light will cause a bottleneck, and locals need optimized, 0 left turn against traffic options to get through every intersection and towards any expected HOV or Public transit option. Anything other than this consideration, which is one provided in Option B, will result in more heartache for residents and will fail to support our needs as residents.</p> <p>Thank you very much for the hard work and thought that has gone into these plans so far. I am excited to see these proposals and will be attending future feedback sessions where I am happy to provide photographic and video proof of the complete inadequacy of every surrounding intersection in the area today.</p>	Web
124	Emilia Cedeno	<p>I live in Highland Estates and need to see an option that improves access back and forth across 224 without waiting for highway traffic. This takes several light cycles to clear and causes huge problems running errands like going to Whole Foods, and will only get worse if the county makes the incred bly poor decision to put Harmons in the Outlets, where traffic is already terrible, instead of making them build in the community-friendly spot near Home Depot where there are no grocery stores and traffic would actually thin out and probably improve.</p> <p>It would also be really nice to get cleaner options to turn from our communities both left, into town, without forcing a left turn at a traffic light across traffic, and to get traffic getting into Smiths and the shopping plazas on that side to clear out so they'd stop backing up into the highway off-ramp.</p> <p>Option B looks like the only option that addresses these problems at all; there is no way we can expect people to use HOV transit in the future and there is nowhere further away for people to use Park &amp; Rides to make buses a better option than they are today.</p> <p>Anything is better than nothing, but we need to get people straight through Kimball in every direction without crossing oncoming traffic at lights. Neither other option gives enough bridge or tunnel crossings to solve the huge issues we are already struggling and wasting time with every single day, even when it isn't winter.</p> <p>I am not sure where the traffic estimates in the study come from but they seem I ke they area already underestimating how bad the traffic backups and time wasted are today. The intersections get backed up year round, not just in winter, and if we don't plan around rush hour it can take 1-2 hours each way to get anywhere including go shopping or go skiing for us locals. There isn't a public transit option that gets us anywhere in less than an hour even with our circulator buses and it's impossible to effectively get our kids where we need to without using our own cars due to how unreliable the local bus routes get once you're in town.</p> <p>Thank you for your support in solving these problems</p> <p>Emilia</p>	Web



125	--	Attn kimball junction survey. I've been a driver for 15 years and honestly, I would think, if you added these off ramps and maybe a west bound on-ramp (highlighted in red) and utilize the tunnel, people from highland estates, Blackhawk, canyon creek, and everyone that needs to access kimball junction Redstone, smiths, Newpark could avoid kimball exit. This would eliminate the huge left line turn onto Ute Blvd which causes the massive back up.	Hotline Recording
126	Mark Maziarz	Thanks for your in-depth study and ideas. As some of the thousands of residents who live in the Pinebrook/Jeremy Ranch area, we use the Kilby frontage rd to access Kimball Junction and Old Town Park City. It seems that Alternative A would add much more traffic to the Kilby Rd area and this would keep us from choosing to access Kimball Jct and Park City. Alternatives B & C would not make our commute longer, however Alternative B looks much more expensive and seems to be a much more intrusive construction period, so we all vote for Alternative C.  Thanks.	Web
127	Richard Gatnik	Please move US80 destined traffic underground on Rte224 and leave local traffic above ground. The earlier the US80 bound traffic rerouted off of Rte224 the better. Commuters and tourists not living/shopping Kimball Junction want and need to be facilitated to US80 to everyone's benefit.	Web
128	John Craigle	Since most of the traffic going through KJ is headed to Park City, I suggest making an overpass at Ute Blvd (two lanes) with a traffic circle under the overpass for people turning right or left on Ute. The same configuration at Olympic/Newpark. This would allow non-stop traffic for cars headed into PC and much less slow down for people going into Redstone and Walmart/Whole Foods, etc. Sounds complicated, but I think this is an easy fix for the backups with the current traffic pattern. I'm happy to provide more details if you want them.	Web
129	Lee Barber	If we could connect the road off Olympic circle to Bear Hollow Road at least we locals would have a way to stay off 224 longer!	Web
130	Lilah Rosenfield	I urge UDOT to scope the Kimball Junction EIS to reduce personal automotive traffic in the broadest sense possible. That is, any alternatives considered should ultimately be analyzed on minimizing overall use of personal cars throughout Summit County and the Wasatch Front, while maximizing the accessibility of the Kimball Junction area to individuals using other modes.  Our 50 year experiment in auto-centric development has failed. Cars hurt communities, they hurt the environment, and they hurt people. Most of these effects are not mitigated with the adoption of electric vehicles, and they are certainly not mitigated with the addition of one more lane.  While the previous proposals are certainly a good start, especially Alternative B, they ultimately do not go far enough. UDOT needs to holistically plan a series of improvements to both regional transit and Kimball Junction infrastructure that will reduce the automotive traffic utilizing Kimball Junction both as a proportion of the overall traffic mix and in raw numbers, in favor of substantially increased pedestrian, transit and bicycle usage. Let this EIS be the first step in the process of moving the Wasatch Back (and Wasatch Front) as a whole away from personal automobiles in favor of a healthier and more sustainable transit mix.	Web
131	Ken Canada	The fact that for two hours every night I have to risk my life to pull into my neighborhood is a massive failing on your part. The fact that traffic backs up every day going into or out of park city is a planning failure. The infrastructure has not kept up with the fact that every contractor working in town commutes. Consider a third lane into and out of town every day. Put lights into silver spring north shore. Put another exit and entrance lane into the middle and high school. Thanks for giving us the opportunity to voice concerns	Web
132	Joan Entwistle	All of the proposals for Kimball Junction are flawed in that they just get cars to 224 more directly, where they will be stuck. Traffic is backed up all the way from Park City to Kimball Junction and two miles back to the Jeremy Ranch exit on some mornings. We need direct access for skiers and workers to a park-and-ride from the highway with express bus service if we are to alleviate congestion.	Web
133	Terry Fritz	Thank you for taking on this project and attempting to make improvements, very much needed. As a resident, my needs are to get to the grocery locations on the east and west side while going both south and north.  You're making improvements at this location but couldn't some of the traffic pressures be reduced by widening 248 allowing more traffic to exit Park City the back route?	Web

Good afternoon....I attended the open house at Ecker Hill Middle School earlier this month. Thank you for providing this opportunity for public review and comment.

After my review and engagement with one of the UDOT engineers on the project I want register my strong support for Alternative B. There are several reason for my support for this alternative. I have listed them below, but first I would like to share some background that led to my strong support for Alternative B.

In 2017 I was appointed by the Summit County Council to their newly formed Kimball Junction Neighborhood Planning Committee. As the Committee launched the planning effort four key objective review areas for the plan were set down.

Land Use  
Transportation/Transit (including parking)  
Neighborhood Connectivity  
Way/Finding Signs

While transportation was clearly an extremely important component of our planning objectives, it was not the only one. At the same time we were addressing the transportation/transit issues, we were concerned about related issues that, if appropriately addressed, would transform Kimball Junction in to a more cohesive and livable neighborhood community. Over the next 20 months the Committee addressed these four areas with excellent support from Summit County staff, and when requested, from UDOT. Our final plan was focused to forge new direction in each of these areas:

A Sustainable Community  
A Mixed Use Neighborhood  
A People Oriented Built Environment  
A Seamlessly Connected Neighborhood  
A Walkable Neighborhood

Understanding a creative and suitable solution to the transportation issues long resident in SR 224 at Kimball Junction was key to the right solutions for these other issues. Burying SR 224 was among the solutions we favored as a Committee and in my mind was the most appropriate. In later deliberation at the County Council the affirmed their support for this approach.

The three major transportation benefits that I see from Alternative B are:

1. It eliminates the intersections of SR 224 at Ute Blvd and Newpark Blvd. As a Snyderville Basin resident who frequently travels to and through Kimball Junction these two intersections are the most critical obstructions to appropriate traffic flow. During our planning studying in 2017 , UDOT reported that 13,000 cars pass through these two intersections each morning and again each evening that are going to Park City, or accessing I80 from Park City, that have no interest in contact with Kimball Junction. Surely now, six years later, the number is even greater.
2. For residents of Snyderville Basin, or Park City who want to go to Kimball Junction, traffic backups on SR 224 heading north are a major issue. Even in periods when the numbers of non resident visitor is low, northbound traffic frequently backed up well past Cutter Lane. During peak visitor periods, these backup extend often to Old Ranch Road and beyond.
3. For people coming to Park City from I 80 the backups can also be severe. I attend an early morning meeting each Thursday in Quarry Village, as I leave for home about 8:30 am, traffic on I 80 is backed up for at least a mile and sometimes all the way to Quarry Village.

If Alternative B is put in place, it allows Kimball Junction to become a viable neighborhood that has obtained the important qualities that our Committee set forth and that the County Council adopted. Moreover, the way that you have proposed to depress SR 224 in Alternative B presents a couple of opportunities that I believe are special and important. First, greater Park City lacks an attractive front door. I see the possibility of, rather than simply providing a roadway across SR 224 at Ute Blvd and Newpark Blvd, expanding each of those bridges a bit to the north and south. These expanded areas could be used in several ways: a.) perhaps as a base for a new and dynamic front door to great those who are exiting I 80 on their way to Park City, or b.) as developed public/civic space, or even perhaps c.) as commercial space. Think of this last possibility as resembling the Ponte Vecchio over the River Arno in Florence. Any of these would be wonderful ways to further bind the east and west sides of Kimball in to a more cohesive neighborhood.

Nelther Alternative A or Alternative C contain the necessary foundation elements to either solve the traffic conditions that now concern us, or to assist in turning Kimball Junction in to a viable, sustainable and livable neighborhood.

Thanks your work on this critical problem.

Best....Gordy Mills  
Gordon E. Mills, FAIA, Hon. RAIC

134

Gordon Mills

Email

135	Jane Sagerman	I went to the open house at the Middle School a few weeks ago. Although i cant say i favored one plan as being best, my biggest objection to all the plans is that UDOT is only concerned with alleviating the traffic jam on the 80 getting off at Kimball Junction. With the three plans that were shown, they are only pushing the traffic up on 224 to the the Canyons or right before that when the road goes from 4 lanes in one direction back down to 2 lanes. It will be horrendous for anyone who lives in Synderville. I do agree with either a fly over or more lanes leaving Park City to alleviate the awful backup that occurs every afternoon, 12 months a year. My husband and I lived on Deer Valley Drive for 13 years and took the bus everywhere with a couple of mile radius. The micro transit takes way too long, and i dont want to wait up to 30 plus minutes and then have stops for something I can usually drive in 10-12 minutes. The fact that one of the planners at the middle school said she couldn't understand why that would be a problem. Taking public transit with over an hour involved is an issue. When i used to take the bus to SnowPark it was much faster than driving and parking. Public transportation needs to be as fast or faster to be a realistic option.	Web
136	Kathleen Mears	I like Alternative B At the online public meeting, I found answers regarding the projected future growth questions to be inadequate. I feel there is a predisposed idea that the large development proposed by Dakota Pacific is being considered as a done deal by UDOT. It is not and is strongly opposed by local residents. Please do not move forward on your recommendations to somehow backhandedly help them get an approval. The proposed development is a nightmare for that are and no amount of transportation adjustments could mitigate the huge impact to Kimball Junction and all of the Park City and Snyderville Basin residents. Thank you for your time.	Web
137	Carol Giffen	Thank you for the open house at EHMS. It was very helpful and informative. Although I am a big fan of roundabouts, I do think the 3 options all have their merits. I struggle with picking the best solution without the context of the wider area transportation and population studies and associated plan. What are the underlying usage assumptions? What is the broader context into which modifying Kimball Junction roads will fit? Where are the transit centers and express bus routes that will get people out of their cars so they don't drive past Kimball Junction? That said, I favor Alt C. I hope it is enough to address the safety and traffic issues while enabling a much more effective transit system for the area. Thanks!	Web
138	Larry Hardebeck	I believe that alternative B would be the best alternative because of the depressed roadway. This would appear to eliminate the severe slowdowns caused by the traffic lights. It would also be less visible and would mitigate the traffic that pedestrians and bicyclists would encounter.	Web
139	Sylvia Dambrosio	Design an overpass that travels by skullcandy building then back onto the main road again.	Web
140	Murray Gardner	In my opinion, Alternative B is far superior to other alternatives. It will result in a smoother flow of traffic, better separation between local and through traffic, and less visual impact. It should have been implemented ten years ago. Get moving!	Web
141	Ramsey Tate	I support either taking no action or an alternative to options A, B, C that focuses on upgrading only public transit and walking/biking transportation. The idea that widening roads and adding lanes improves traffic is outdated and not supportable. I am a resident of the Blackhawk Station neighborhood adjacent to the 1-80 traffic interchange. I use multi-modal transportation (public transit, walking, biking) in the area. I have lived in cities like Houston where my shifts as an emergency medical physician had to be scheduled around gridlock on the 10-lane highways that were ever-expanding. The Park City area is blessed to have free, frequent public transit and pushing incoming traffic towards its use should be the priority, a strategy that will actually improve traffic flow.	Web
142	Rudy Lehfeldt-Ehlinger	Option B is the only one that will help the flow of traffic from Park City get on the highway smoothly. this is clearly the best option.	Web
143	Greg Ehlinger	please prioritize work here. i am a biking fan so please tend to that, but it really is the winter traffic that needs most attention -- the separate grade option looks great.	Web
144	Savannah Martin	Option B	Web
145	Bea Mayes	I'm sure you've considered a bridge from before, east of, the NewTown Road to the intersection with I-80. It would probably be a lot cheaper than the trench shown in Plan B. It could be prettified and be made palatable.	Web
146	Gavin Manes	Great information Alternative B seems the best for local residence like me. Alternative A appears to significantly increase traffic on Landmark as it also might be used to access 224. I do not understand Alternative C really at all except that 224 get wider. Look at the success in Dallas TX of moving interstates and highways underground for through traffic. We don't need wider lanes just deeper stacked ones. Thank you.	Web

147	Stephanie Monasterio	<p>Most of these options push the funnel down the road, not solving the root problem. Why are we not funneling some PC traffic from 40 and exit 4 (248) or exit 10 for resorts? Why does ALL Park City traffic come thru Kimball Junction? It could be more efficient. Adding bridges/overpasses will make Kimball Junction go from a small mountain town to a place with gas stations, fast food, and interchanges. That will kill any property value and quality of life. We don't want a mini SLC that you just stop at on the way to PC. The Kimball Junction intersection can be a problem, but the bigger problem is the overall flow into Park City. They are building more resorts (Mayflower) and expanding existing ones (St. Regis Residences) why are the resorts not paying for improved traffic flow infrastructure down the road at say, 248?</p> <p>Things that could make a quick easy difference- signage that tells drivers to use other options for Park City- directing them to 40 and those exits like 248. Signage that tells people wanting to go over the Kimball Junction overpass to the Rasmussen side to be on the left earlier in the process. Improved signage going to i80 that there are two lanes, not just the far left- often people assume it is just one lane. The shopping area has two left hand turns onto 224, one straight, one right hand to go off towards i80 near the Olympic intersection. Why? The right hand turn is always backed up and the straight can't be accessed because of that. Improve that to be two right hand turns and a more obvious straight option. You don't need to add lanes to the 224- you need to make accessing them easier. The one that get backs up the most is the first left hand turn coming into Ute. Most locals go to the next at NewPark to turn left to avoid the mess. I'm not sure that there is an easy solution to that unless you add another exit father down i80 and come back to shopping area via Highland drive.</p> <p>As someone who drives into PC and into SLC, but lives full time as a homeowner in Kimball Junction it would be a shame to see it become the gas/burger stop mini SLC devoid of charm for the benefit of 30 million dollar part time resident homes and resorts.</p>	Web
148	Aidan Lehfeltd-Ehlinger	Option B!!!!	Web
149	--	<p>Please don't do anything at this intersection, we don't need it to be worse, have you thought about the semi trucks who make deliveries? This will be a nightmare! This only happens during ski season, due to the influx of workers coming from SLC, because the ski resorts refuse to pay a decent wage for employees to live locally, so please don't try to appease them at a cost to the true full and long time locals who live here year round and can't afford this fiasco you are suggesting! Please, stop listening to the complaints of those who don't even live here just because it takes them longer to get to and leave from work! This should NOT be our community problem, it should be the resorts employers problem!</p>	Web
150	Christine Miles	<p>We live in Pinebrook and have driven these roads multiple times a day for the past 7 years. Every time I have driven the kids to doctors/dentists/or sports practice I have wished there was an underground tunnel for people not needing to go the Kimball area- those that want to go directly to Park City- or more importantly leave Park City at the end of the day and head to SLC. All of the options will come with huge travel disruptions. The most upside will come from Alternative B. It will provide the most benefit for the longest period of time and can include benefits for all future developments that seem to be in the pipeline. Please choose B.</p>	Web

Hi UDot team - I watched the recorded video the other night. Thank you for putting that on.

The problem with Kimball Junction is simple overgrowth. For some reason Park City - land of the great outdoors - "needs" more commerce, fast food, and condo building on every square inch of open real estate. In the meeting it was even mentioned the implied expectation of even more housing next to Skull Candy, bringing the traffic even further destroying the great landscape.

One easy fix to congestion is to allow more, longer, better LEFT HAND TURNS in both directions off 224 into Redstone, McDonalds, Hugo Coffee building etc. Much of the I80 backup is due to thwarted traffic simply trying to turn left into Redstone.

One main issue is not addressing the overgrowth problem downtown - someone in the meeting asked about addressing the backups at Bear Hollow and Canyons (and beyond). The response was there are no plans.

The only problem 'streamlining' traffic in Kimball Junction will solve is moving traffic more quickly to the backups at Canyons and into town.... causing those to back up faster and longer... pushing the traffic right back into Kimball Junction. The bottlenecks continue to Kearns Blvd, Park Ave, etc. Solving Kimball Junction problems will not solve Park City's traffic problems.

In the meeting someone asked about traffic for the potential 2030 Olympics, which was passed off as a "special event". (Just like Sundance where it takes an hour to travel from the outlets to downtown). I'm guessing 2030 Olympics traffic will become the norm in 25 years according to the projections that spawned the Kimball junction discussion in the first place.

Likewise plans are heating up about Harmon's Supermarket coming to the outlets, cutting in yet another rotary by Whole Foods, impacting yet another piece of the larger kimball traffic pie. I don't understand why we need yet another grocery store with Walmart, Smith's, and Fresh Market within 4 miles of each other - where will the employees live - I guess next to Skull Candy in the 1000 unit complex causing even more traffic woes. Plus the traffic will spill over into the residential roads from Powderwood to Skull Candy - that will become another traffic nightmare through residential areas that will require yet another study. But I digress...

I understand there is no easy solution, but re-configuring a piece of Kimball Junction with massive construction / tunnels / new I80 lanes / bridges / inconvenience / extreme cost / residential impact on Kilby Rd., etc will not solve the real problem - unrestrained overgrowth.

There is no Industry per se in park city - only daily-living needs and recreation/hospitality. The area can only sustain so much influx before no one can ski because there is no parking. All the while traffic gets worse and worse at the downtown destinations (6 miles from the Kimball project).

Look at Lake Mead and Lake Powell and the almost certain water depletion. Yet builders keep building because it's not their problem. Has anyone looked up from the simulations of projected inbound/outbound traffic flow to check out the water level at Jordanelle?

At some point enough is enough. How much more tax revenue does Park City need? How many more \$10 million vacation rentals? How many more low-paying jobs with nowhere to live?

Just because you can massively reconfigure Kimball Junction doesn't mean you should.

Try longer dedicated left-hand turns first. (It's free.)

Perhaps I missed it during the presentation, but I did not hear any "total effectiveness comparison" of plans A, B, C... Are they all equally effective in traffic mitigation? What did the simulations show? I'm confused on that front. The general public has no idea from yellow and green lines on a PDF and "diamond interchanges" what the 'right' approach is.

I did not proofread before sending, so this is a bit rambly, snarky and aggressive, but without larger consideration Park City will suffocate itself. These are the moments where as a regular Joe Citizen you feel like "what's the point". All that said, my uneducated view is option C would have the least disruptive impact at lowest cost. Digging underground (B) or messing up Kilby/Outlets/Landmark (A) seem wholly unnecessary.

The wheels are already in motion, but thanks for listening.

- Chris

151

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Web

152	Chris Mega	<p>Hi UDot / Kimball Junction project folks - I submitted the comment form online but didn't get any confirmation that it was successful. Just in case here is what I supplied:</p> <p>-----</p> <p>Hi UDot team - I watched the recorded video the other night. Thank you for putting that on.</p> <p>The problem with Kimball Junction is simple overgrowth. For some reason Park City - land of the great outdoors - "needs" more commerce, fast food, and condo building on every square inch of open real estate. In the meeting it was even mentioned the implied expectation of even more housing next to Skull Candy, bringing the traffic even further destroying the great landscape.</p> <p>One easy fix to congestion is to allow more, longer, better LEFT HAND TURNS in both directions off 224 into Redstone, McDonalds, Hugo Coffee building etc. Much of the I80 backup is due to thwarted traffic simply trying to turn left into Redstone.</p> <p>One main issue is not addressing the overgrowth problem downtown - someone in the meeting asked about addressing the backups at Bear Hollow and Canyons (and beyond). The response was there are no plans.</p> <p>The only problem 'streamlining' traffic in Kimball Junction will solve is moving traffic more quickly to the backups at Canyons and into town.... causing those to back up faster and longer... pushing the traffic right back into Kimball Junction. The bottlenecks continue to Kearns Blvd, Park Ave, etc. Solving Kimball Junction problems will not solve Park City's traffic problems.</p> <p>In the meeting someone asked about traffic for the potential 2030 Olympics, which was passed off as a "special event". (Just like Sundance where it takes an hour to travel from the outlets to downtown). I'm guessing 2030 Olympics traffic will become the norm in 25 years according to the projections that spawned the Kimball junction discussion in the first place.</p> <p>Likewise plans are heating up about Harmon's Supermarket coming to the outlets, cutting in yet another rotary by Whole Foods, impacting yet another piece of the larger kimball traffic pie. I don't understand why we need yet another grocery store with Walmart, Smith's, and Fresh Market within 4 miles of each other - where will the employees live - I guess next to Skull Candy in the 1000 unit complex causing even more traffic woes. Plus the traffic will spill over into the residential roads from Powderwood to Skull Candy - that will become another traffic nightmare through residential areas that will require yet another study. But I digress...</p> <p>I understand there is no easy solution, but re-configuring a piece of Kimball Junction with massive construction / tunnels / new I80 lanes / bridges / inconvenience / extreme cost / residential impact on Kilby Rd., etc will not solve the real problem - unrestrained overgrowth.</p> <p>There is no Industry per se in park city - only daily-living needs and recreation/hospitality. The area can only sustain so much influx before no one can ski because there is no parking. All the while traffic gets worse and worse at the downtown destinations (6 miles from the Kimball project).</p> <p>Look at Lake Mead and Lake Powell and the almost certain water depletion. Yet builders keep building because it's not their problem. Has anyone looked up from the simulations of projected inbound/outbound traffic flow to check out the water level at Jordanelle?</p> <p>At some point enough is enough. How much more tax revenue does Park City need? How many more \$10 million vacation rentals? How many more low-paying jobs with nowhere to live?</p> <p>Just because you can massively reconfigure Kimball Junction doesn't mean you should. Try longer dedicated left-hand turns first. (It's free.)</p> <p>Perhaps I missed it during the presentation, but I did not hear any "total effectiveness comparison" of plans A, B, C... Are they all equally effective in traffic mitigation? What did the simulations show? I'm confused on that front. The general public has no idea from yellow and green lines on a PDF and "diamond interchanges" what the 'right' approach is.</p> <p>I did not proofread before sending, so this is a bit rambly, snarky and aggressive, but without larger consideration Park City will suffocate itself. These are the moments where as a regular Joe Citizen you feel like "what's the point". All that said, my uneducated view is option C would have the least disruptive impact. Digging underground (B) or messing up Kilby/Outlets/Landmark (A) seem wholly unnecessary.</p> <p>The wheels are already in motion, but thanks for listening.</p>	Email
153	Craig Philkill	<p>Proposal B is clearly the best alternative proposed. It will reduce wait times for those traveling along 224 in both directions, as there will be no need for traffic lights along Rt. 224.</p> <p>Proposal B should include an exit lane and ramp from the proposed frontage roads that allow travelers to make a left turn across the proposed bridges to NewPark area or Olympic Park Rd.</p>	Web
154	Susan Steinke	<p>Reflective or solar powered lighting would help tremendously! After 4 pm in the winter, traffic 1-80 west is a white knuckle adventure. It is very hard to identify lanes. We need lighting in an environmentally friendly way.</p>	Web
155	Keren Mazanec	<p>3 Park City residents in favor of Alternative B. This will make a positive impact for the extended future (the others will only have an impact for a few years then traffic will be congested again).</p>	Web
156	Russell Boggs	<p>I dislike B because it makes the existing pedestrian tunnel much less convenient. A &amp; C add a pedestrian tunnel which is good. On the whole, I prefer A. I live in Kimball Junction.</p>	Web

157	Eric Hoffman	<p>I've lived in Park City for about 30 years and have watched as Kimball Junction has grown along with the rest of the Park City and the interchange and flow of traffic through KJ has gotten more and more congested. We know that more development in the immediate KJ area is still coming and that will only bring more vehicles along with the continuing growth around KJ. For that reason I believe we need a very drastic upgrade as I think we need to split the traffic that is exiting 80 and heading straight south on 224 as well as the traffic heading north on 224 and heading directly onto 80. This would allow visitors and residents in KJ to more effectively pass through the Ute and Newpark Blvds as the traffic through those intersections should see a much reduced 224 flow. This is what I believe Alt B proposes and I think that just improving intersections or adding additional lanes will not fully address even the current traffic let alone what is still to come. I do also think pedestrian improvements are much needed as I often see people crossing from one side of Ute Blvd to the other across 224 and with multiple lanes of turning traffic at various times along with the speed of traffic on 224 I think the danger to pedestrians is really high and it's only a matter of time until we have a serious pedestrian incident there. Thanks for soliciting input!</p>	Web
158	Rhea Cone	<p>To Whom it May Concern:</p> <p>The Swaner Preserve encompasses 1,200 miles of critical wetland and upland habitat protected under conservation easement for wildlife, a 10,000-square-foot state of the art environmental education facility, a historic farm, and 10 miles of trails. The Swaner Preserve is a registered 501(c)(3) non-profit organization and extension site of Utah State University with a mission to "Preserve, educate, and nurture". Located in Kimball Junction, wildlife coming to and from the Preserve are frequently involved in collisions with motorists on Interstate 80, Old Ranch Road, and Highway 224. Such collisions include elk, mule deer, white-tailed jackrabbits, coyote, badgers, and others.</p> <p>The Swaner Preserve and EcoCenter supports option B proposed in the Kimball Junction EIS with the addition of wildlife crossing in the form of a dedicated tunnel or overpass. Approximately 0.4 miles of the Preserve boundary parallels Highway 224 in Kimball Junction, and a crossing for wildlife in this location would connect the habitat of the Preserve to protected open space on the western side of 224 owned and managed by Summit County while protecting wildlife and reducing injuries, property damage, and even death to motorists. The improvement of traffic patterns and flow is imperative in this area of Highway 224, and we are hopeful that option B can provide the best traffic solutions as well as much needed pedestrian safety improvements.</p> <p>SR224 has been identified as the fifth worst highway in Utah for wildlife vehicle collisions at 2.97 wildlife vehicle collisions per mile per year. See Cramer, P., E. Vasquez, and A. Jones. 2019. Identification of wildlife-vehicle conflict priority hotspots in Utah. (Final Report to UDOT).</p> <p>The relocation of the pedestrian underpass in option B allows for the expansion of the underpass for use by wildlife, or the inclusion of a separate underpass nearby for wildlife only. Whichever option is chosen should consider the feasibility of wildlife crossing. While this exact location may not be the center of the collision hotspot from data collected by DWR and UDOT, this project is a unique opportunity to allow for the inclusion of critical and necessary wildlife infrastructure into an already planned improvement project.</p> <p>Thank you for your consideration,</p> <p>Rhea Cone, Conservation Coordinator, Swaner Preserve and EcoCenter</p> <p>Nell Larson, Executive Director, Swaner Preserve and EcoCenter</p>	Web
159	Craig Williams	<p>Go with option B. Save our money with the underpass which is too far away from the population center and spend it on more wildlife fencing from Wanship to Coalville. That is a killing field for deer. Put lights in the animal tunnel under hwy 40. Animals won't use it if they can't see the other side. Put lights in the tunnel under 224 by the barn. Maybe animals will use it. otherwise, build a new tunnel with lights.</p>	Web
160	Ted Palomaki	<p>Please state clearly how long the construction is expected to take once all the approvals are received and the funding is in place. By this, I mean once ground is broken, how long until the job is 100% done, and normal traffic flow will be possible.</p> <p>Thank you.</p>	Web

161	Ted Palomaki	<p>During the (assumed) several years of this construction project, PLEASE PLEASE PLEASE incorporate meaningful traffic mitigation. This is a time to get creative and show real leadership. You can do much more than the typical signage, barrels and flaggers.</p> <p>Incorporate some of the lessons learned during the 2002 Winter Games. Make a real attempt to keep a significant amount of vehicle traffic out of Kimball Junction.</p> <p>Get some serious park and ride lots and bus service in place, as we had during the Olympics. That arrangement was very successful. Of course, it was costly, but it worked. If we're serious, we can do something similar during this construction project.</p> <p>Think about how to route traffic around to SR248 without choking that artery.</p> <p>I live less than 1 mile from the KJ interchange. This construction will have a major impact on my daily life, as well as thousands of others. UDOT's goal should be to minimize this impact, and not just tell us all to collectively "suck it up".</p> <p>If you need a nearby and recent example of poor traffic mitigation during a large road project, just have a look at the 300 West re-do in SLC. That was basically a disaster, and caused misery and economic suffering to a large number of people. Please, lets' avoid a similar situation here.</p> <p>Thank you.</p>	Web
162	Ted Palomaki	<p>Please keep the pedestrian paths open and active during the KJ road construction project. Don't destroy them, block them off, or make them otherwise unusable.</p> <p>Many residents will walk or bike to KJ during the job, which is exactly what you would hope for. This will reduce the amount of vehicle traffic through the construction zone, and make it safer and more convenient for everyone.</p> <p>Walking and biking access during construction will be a key element of traffic reduction. Let's not shoot ourselves in the community foot by destroying that access and forcing even more people into cars.</p> <p>Thank you.</p>	Web
163	Ted Palomaki	<p>Of the three alternatives presented so far, we support Alternative B, with the depressed road and trench cover. This is the best combination of traffic flow, reduced visual impact, and maintaining/improving walking and biking access around KJ.</p>	Web
164	Leslie Wellauer	<p>The left turn lane at kimball junction hurts locals primarily. We have recently ( 2 months) waited up 10 minutes to turn left in order ti get my local children to their practices, healthy outlets and peers. Please- think about adding at turn lane.</p>	Web
165	David Cushing	<p>To our way of thinking, the grade-separated solution is best because through traffic on SR-224 could move rapidly along to I-80 while cars heading for east and west Kimball Junction commercial establishments could access those areas directly. Sincerely, - Dave Cushing and Diane Ercanbrack</p>	Web
166	Marc Bathgate	<p>Of the three proposed alternatives, B is the only one that will actually solve the problems present. A and C will simply push traffic into different places but won't solve the congestion (and resultant pollution) from too many cars going to and from I-80 and 224 at peak hours. HOV lanes could be added to Alternative B but simply converting current lanes into HOV lanes will create more overall congestion and pollution.</p> <p>In addition to option B, left turns off 224 (and the future frontage roads) should be eliminated in favor of routing all traffic through roundabouts and back across/over 224 (this could eliminate the need for lights on the proposed bridges). This might require expansion of the existing roundabouts but would eliminate dangerous left turns and the back-ups, especially from 224 Southbound to Ute Eastbound, which backs up to the light at the I-80 ramps at peak hours and badly obstructs southbound through traffic.</p> <p>The two way stop at 224 and Rasmussen should also be reconfigured into a roundabout to better improve traffic flow and reduce potential accidents in what is currently an awkwardly-wide intersection that confuses people as to right-of-way.</p> <p>Finally, the bus-only shoulders on 224 between Olympic and Cutter Lane should allow HOV/HOT and/or right-turning or frontage-round bound/originating traffic at peak hours.</p>	Web
167	William Ciraco	<p>UDOT almost has the solution. Ingress and egress to 80 WEST of Kimball Junction is better option (near term - less disruptive to active traffic) EXCEPT you can't put that volume on Landmark Drive. To windy, hilly and most importantly NARROW.</p> <p>The owner of the Tanger Outlet Park City is running the property into the ground because the want to redevelop mixed use around a new Harmon's Grocery store. UDOT and Summit County need to approach Singerman Co. (owner of Tanger) and ask what they would want in return for a 60'-70' ROW of way through the center of the property. Cut and cover and trench it through the property and under the hill behind Walmart - DIRECTLY INTO THE DAKOTA PACIFIC PROPERTY - Summit County should ask for a 1,500 spot underground parking structure (co-funded) with direct access from 80 as outlined above. This is the beginning of how we fix Park City traffic and transportation issues. BTW the ROW is to accommodate 2 lanes of traffic in each direction and a FUTURE rail line into Dakota Pacific Property. If we do that Summit County can give them 1,000+ units of density. Please seek a better and more creative solution. Fixing the flow of cars on to 80 and out of Kimball is great but if you do the same to the inbound you will be creating a bigger problem.</p>	Web



168	Judd Werner	<p>Hello, and thank you for the opportunity to comment. I live on [REDACTED]; within approximately [REDACTED] of the Hwy 224/ Cutter Lane traffic light. I travel to/through Kimball Junction multiple times daily. I have reviewed the current and 2050 forecasted Travel Speeds and Levels of Service, Que Lengths and Travel Times through Kimball Junction, as well as the three modification alternatives being considered, the project objectives, etc.</p> <p>I would like to express my preference for Alternative C. However, I suggest you add the proposed additional exit and entrance lanes between I 80 and Hwy 224 without specifying them for exclusive public transit or HOV use. My reasoning is as follows:</p> <p>1) Alternative C is obviously least disruptive and least expensive of the three alternatives being considered. In addition, it targets specifically, and most cost effectively the primary objectives of speeding commute period traffic through Kimball Junction. The other two alternatives involve substantial additional costs in order to address the secondary objectives of supporting a transit hub and additional development and East/West traffic at Kimball Junction.</p> <p>2) As a long term area resident I value what is left of our rural and undeveloped local environment. Had I, and many of my neighbors been involved in the development of the objectives for this project, preserving as much of the local environment as possible would have been voiced as a high priority objective. On more than one occasion over the past year I have seen wildlife (moose, elk and deer) frequenting the area around Hwy 224 and Olympic Parkway. I don't want to see all of the extra concrete and urban design elements associated with the Alternative B. Alternative C offers the most minimally invasive option for solving the commute traffic problem. We are trying to solve a two hour/ 5 day per week problem. Let's please do it in a manner that preserves as much of the current environment as possible for the other 23 hours of the day, for as long as we can. That is important to those of us who are here 24 hours per day.</p> <p>3) I don't believe any significant funding or design consideration should be given in this upgrade plan to supporting the transit center at Kimball Junction. The Kimball Junction Transit Center is in the wrong place. It should be South of Olympic Parkway on Hwy 224.</p> <p>4) Alternative C does not preclude or substantially alter the design of Alternative B for possible future implementation.</p> <p>5) Although Alternative B offers some de-coupling of of East/West and North/South traffic through Kimball Junction, it adds merging, transition and likely signalling complexity between the frontage roads and both Hwy 224 and the East/West bridges. Probably 25-30% of my trips through Kimball Junction involve entering I 80 Eastbound; which would be more complex in the Alternative B scenario than currently.</p> <p>6) I see Alternative A offering more traffic complexity and cost with a lower proportional impact on commute traffic congestion.</p> <p>7) I support sensible public transit. However, the idea people are going to commute together to Park City in order to gain access to dedicated turn lanes at the I 80 Kimball Junction interchange is mis-guided. The new turn lanes will provide the most benefit toward solving the commute related traffic issues if their use is unrestricted.</p> <p>Kind Regards, Judd Werner [REDACTED] Park City, Utah [REDACTED]</p>	Email
169	Tracy Leheldt	I like option B	Web
170	Julie Smith	<p>Good day, Carrisa1 Thank you so much for allowing EPA the time to review the NOI and other project information in order to provide our cooperating scoping comments. Please find those comments attached and do not hesitate to contact me with any questions or concerns. We look forward to working with UDOT on this Project planning effort and Draft EIS. Best regards - Julie</p> <p>Julie Ann Smith, PhD Physical Scientist</p> <p>U.S. EPA Region 8 (ORA-N) [REDACTED] Denver, CO [REDACTED] [REDACTED]</p>	Email

171	Janna Young	<p>January 4, 2023  Ms. Heidi Spoor  HDR, Inc.  2825 E. Cottonwood Parkway, Suite 200  Salt Lake City, UT 84121-7077  Re: UDOT Project Number S-0224(50)12/UDOT PIN 19477</p> <p>Dear Ms. Spoor:  Thank you for the invitation to serve as a participating agency in the environmental review process for proposed improvements to the Interstate 80 (I-80) and State Route 224 (SR-224) interchange at Kimball Junction and on SR-224 from Kimball Junction through the two at-grade traffic signals at Ute Boulevard and Olympic Parkway in Summit County, Utah. Summit County has a strong interest in this project, and emphatically accepts the role of participating agency. The Kimball Junction is the gateway to the Wasatch Back, one of the major economic engines and regional destinations in the state of Utah. As we evaluate the SR-224 corridor it is critical that we consider how transportation infrastructure connects our communities and improves the livability in the Snyderville Basin. As Utah gears up for a potential Olympic bid, this project will be transformational for this unique opportunity and for future generations.</p> <p>Summit County looks forward as a participating agency to be involved in the development of the alternatives, identifying issues of concern, and providing input on unresolved issues. We request that the study area be extended to include the segment of Landmark Drive between the Factory Outlet Mall and West Ute Boulevard instead of disconnecting the corridor as currently reflected in the study area map, depicted as "Figure 2: Project Area Close-up" in the agency invitation and attached to this correspondence.</p> <p>We look forward to working with you on a solution at I-80 and the Kimball Junction. Please also accept this letter as the RSVP to the agency scoping meeting on January 9, 2023. Carl Miller, Summit County's Transportation Planning Director will participate in that meeting as Summit County's representative. Please contact Carl at [REDACTED], if you have any questions. Once again, thank you for the opportunity to participate in this important project for Summit County.</p> <p>Sincerely,   Janna B. Young  Interim County Manager</p>	Written (mailed)
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## **APPENDIX G**

### FAQ Comment Responses

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## Kimball Junction EIS NEPA Scoping Report FAQ

The following comment and question themes were frequently submitted to the Utah Department of Transportation (UDOT) during the December 27, 2022 to January 27, 2023 public comment period during National Environmental Policy Act (NEPA) scoping for the Kimball Junction Environmental Impact Statement (EIS).

### 1. How will the 3 alternatives be compared; are they all equally effective in traffic mitigation?

- UDOT will evaluate how well each alternative meets the project purpose and the potential environmental impacts associated with each alternative.
- Potential criteria that UDOT will use to evaluate each of the alternatives include:
  - Travel times (how long it takes to you to get to where you're going)
  - Intersection performance (how long you're waiting at a light)
  - Queue lengths (length of traffic backup) on I-80
  - Pedestrian/bicycle connectivity and comfort
  - Impacts to environmental resources
- At this phase, traffic performance analysis for each alternative is not complete. This process will be documented in the Alternatives Development and Screening Report and the Draft EIS. Both documents will be made available for public review and comment.

### 2. How is public input used in making a decision? Does the majority rule?

- The NEPA EIS process is not a vote. Rather, public input is only one of several elements that will be considered. UDOT must also consider technical data, established environmental policies, and agency input.
- A preferred alternative will be selected using an objective, data-driven approach that is informed by all public input received during the various comment periods throughout the NEPA process alongside the technical data and analysis.

### 3. Who decides what alternative will be selected?

- UDOT is the lead agency that is responsible for the NEPA process.

### 4. What is the destination of traffic in the study area?

- Traffic is a blend of drivers accessing local businesses and neighborhoods and drivers passing through. Depending on the time of day and direction, the local access traffic is about 30% to 55% of the total traffic on SR-224.

#### **5. Will this project induce traffic demand?**

- Potential shifting traffic volumes or growth in traffic volumes for each alternative will be developed using the regional travel demand model.
- The model will consider how traffic may shift to study area roadways as improvements reduce congestion and improve travel times.

#### **6. Will this project lead to big bottlenecks down the road?**

- The primary transportation needs are the long travel time people experience leaving to get onto I-80, which has the capacity to receive these people in the PM peak.
  - The morning peak experiences queuing on I-80 and there are additional bottlenecks downstream such as the Canyons Resorts Drive area.
  - This project does not address those bottlenecks but would address the safety concerns of people stopped on the freeway in winter conditions.
- Other studies are looking at travel demand management strategies and intersection improvements to alleviate congestion towards Park City.

#### **7. How is future development being accounted for in the study?**

- UDOT uses the information provided by local governments and puts it in a travel demand model.
  - The model includes growth in general but doesn't focus on specific development plans.
  - Local government plans assume future growth in the area.
  - UDOT coordinates with local governments to discuss if any potential corrections are needed.
- UDOT is using the Summit-Wasatch travel demand model that accounts for future development in the area.
  - This model is updated every four years.
  - Population forecasts are developed through a collaboration with multiple agencies, including the Kem C. Gardner institute.

#### **8. What was the time period for your data collection; would COVID have impacted those numbers? Does your data account for future growth?**

- Winter 2021/2022 season (December through April)
  - Most ski and transit operations were functioning at a pre-COVID capacity with the exception of Sundance.
- The planning horizon for the EIS is the year 2050. The Kem C. Gardner Policy Institute produces long-term demographic and economic projections for the state of Utah and its counties.

- Wasatch and Summit Counties are projected to have large increases in population, employment, and households by 2050.
- These projected increases are expected to result in continued increased travel demand on the transportation network including Kimball Junction. UDOT uses these growth projections in developing potential alternative solutions considered in the EIS.
- The Summit–Wasatch travel demand model was developed to forecast future traffic. The Mountainland Association of Governments, the Wasatch Front Regional Council, UDOT, and Summit County worked together to develop the model.
  - It is a traditional four-step travel demand model consisting of trip generation, trip distribution, model split, and trip assignment.
  - Refinements were made to the Summit–Wasatch model to better represent existing travel patterns and improve forecasts. The geographical subdivisions within a travel demand model are called traffic analysis zones (TAZ). Each TAZ is populated with household, population, and employment estimates.

**9. How will the parking reservation system at the resorts impact your traffic data analysis?**

- UDOT will monitor conditions such as this throughout the study for consideration.
- This season, traffic delays in the study area are comparable to past seasons.

**10. How will these alternatives impact traffic on Landmark Drive?**

- The traffic analysis will look at the traffic impacts on Landmark Drive.
- The Summit County long-range plan has Landmark Drive being widened to 4 lanes from Best Western to the Outlets in the future.

**11. How will semi-trucks continue to access the area with Alternatives A or B?**

- Semi-trucks will be accommodated during the design phase and after the construction of any of the proposed alternatives. This includes large single trucks as well as double and triple trailer trucks.

**12. Couldn't some of the traffic pressures be reduced by widening SR-248?**

- Analysis conducted for the study area showed that problems will persist at Kimball Junction whether or not SR-248 is widened.

**13. Is a third lane between Kimball Junction and Park City being considered?**

- A third lane for general-purpose traffic between Kimball Junction and Park City is not in the rural long-range plan.

**14. Can a slip ramp be made to connect I-80 and Ecker View Park and Ride?**

- The Federal Highway Administration controls access to the interstate.
  - Slip ramps are typically discouraged unless there is a strong, justifiable reason.
  - When UDOT discussed the potential connection between the park and ride and the local system, it was not seen as a strong, justifiable reason.

**15. Could improved transit such as the BRT or tolling solve this instead of building?**

- Transit is an input in the travel demand model and we are taking into consideration increases in ridership.
- None of the alternatives would be a barrier to an improved transit system, such as the BRT project.
- Previous studies in the area have shown a low level of interest in travel demand management strategies such as tolling.

**16. Does the EIS take into account the SR-224 BRT project? How is this related to the BRT project?**

- One purpose of the Kimball Junction EIS project is to maintain or improve the SR-224 BRT transit travel time through the evaluation area. Note that the BRT is not currently planned to operate on SR-224 between Olympic Parkway and the I-80 interchange. The only improvements that the BRT is incorporating on SR-224 in the Kimball Junction area are dual left turns at Olympic Parkway and a transit-only eastbound right turn lane from Olympic Parkway onto SR-224. All alternatives considered for the Kimball Junction EIS will be compatible with the SR-224 BRT.
- The BRT is not building a large amount of infrastructure that would be impacted by the currently proposed alternatives.

**17. Is the project funded?**

- The project is currently not funded for design and construction.
- In the future, the project will go through UDOT's prioritization process and will be considered for funding against other infrastructure projects.
- Funding could come from a variety of sources, such as state, federal, local, or private funding or a combination of sources.

**18. What can UDOT do now, since building one of these alternatives is years away?**

- A safety improvement project is funded at SR-224 & Ute Boulevard to add dual left-turn lanes that are programmed to be built in 2025.
- The SR-224 bus rapid transit is planned to be built soon and will provide travel options for local and visiting travelers. UDOT contributed over \$30 million towards the project.



### **19. How do the Olympics affect the EIS process? Would the Olympics fund this project?**

- It doesn't impact our existing and future conditions, this is a special event condition.
  - There are teams with the traffic operations center that manage this.
  - It will be important to have a project and cost identified to pursue funding opportunities if the Olympics are awarded here.
- We focus on the funding pool that typically funds UDOT projects, the Transportation Investment Fund (TIF), but the Olympics might impact other funds.
  - If the project is funded by the TIF, the funding year might be moved up from being at the end of the queue.
  - The Olympics could provide federal funding opportunities but is outside the scope of this study.

### **20. How does cost influence the decision-making process?**

- In the NEPA process, cost may be considered during the initial screening process if the cost of an alternative is extraordinary, which generally we define as magnitudes higher than other alternatives, and would therefore exceed any reasonable expectation of future funding.
- The alternatives identified to date are within the same order of magnitude and will therefore be screened on how well they meet the purpose & need of the project and their potential environmental impacts. If numerous alternatives perform similarly and have comparable environmental impacts, cost may then be used as a screening criterion.
- We will be looking to find alternatives that provide the greatest benefits and minimize costs.
- Updated cost estimates will be developed throughout the study.

### **21. How will wildlife be impacted by this project?**

- Wildlife impacts will be evaluated in the detailed impacts analysis for the Draft EIS.
- Previous coordination has resulted in wildlife fencing placed along the corridor from Jeremy Ranch to Roundabout in front of outlets. A separate project will add wildlife fencing east of Kimball Junction to the east of the I-80 underpass but not to US-40.

### **22. How will noise impact be measured and accounted for?**

- All of the current alternatives would be considered a Type I project and a noise analysis would be conducted in accordance with UDOT's Noise Abatement Policy. This analysis will look at the impacts of traffic noise in the year 2050 and evaluate if noise mitigation measures, such as noise walls, would be warranted and effective.
- If noise walls are proposed within any area of the project, any benefitted or front-row receptors would be balloted later in the design process to determine if a noise wall is desired.

**23. How will UDOT take into consideration the visual impacts of the proposed alternatives?**

- Visual impacts are one of the many environmental resources that are evaluated in the impacts analysis of the Draft EIS.

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**APPENDIX H**

Responses to Formal Agency Comments

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## Comment-response Matrix

<b>Document Title</b>	EPA Scoping Comments	<b>Agency and Reviewers</b>	Julie Smith, Transportation Sector Lead, EPA Region 8
<b>Document Date</b>	January 9, 2023	<b>Review Date</b>	February 4, 2023

Item	Comment	Response	QC/ Concurrence
<b>Range of Alternatives in the Draft EIS</b>			
1.	While the EPA understands that UDOT and Summit County have undergone a planning process that is captured in an area planning document that describes the results of a study conducted using UDOT’s Solutions Development process, <sup>1</sup> we recommend that the Draft EIS clearly identify the underlying purpose and need (40 CFR § 1502.13) for the proposed Project. The purpose and need should be a clear, objective statement of the rationale for the proposed Project, as it provides the basis for identifying alternatives. The purpose of the proposed action is typically the specific objective(s) of the activity. The need for the proposed action may be to eliminate a broader underlying problem or take advantage of an opportunity. Please describe the short- and long-term transportation needs as well as the reasoning behind, and the information that supports, those needs.	The Draft Environmental Impact Statement (EIS) will build on the problems and opportunities that were developed and analyzed during the Solutions Development process and described in the <i>Kimball Junction and S.R. 224 Area Plan</i> . The Draft EIS will clearly identify the project’s underlying purpose and supporting short- and long-term transportation needs.	
2.	Discharge of dredged or fill material into waters of the United States, including wetlands, is regulated under CWA Section 404. This permit program is administered jointly by the U.S. Army Corps of Engineers (Corps) and the EPA. Please consult with the Corps to determine the applicability of CWA Section 404 permit requirements to wetlands that would be impacted by the Project activities and to ensure appropriate minimization measures are applied to avoid adverse impacts to wetlands. We recommend avoiding impacts to aquatic resources that are considered “difficult to replace” under the EPA’s and the Corps’ Final Rule for Mitigation for Losses of Aquatic Resources [33 CFR Parts 325 and 332; 40 CFR Part 230 (73 FR 19594, April 10, 2008)]. The rule emphasizes the need to avoid and minimize impacts to these “difficult-to-replace” resources and requires that any compensation be provided by in-kind preservation, rehabilitation, or enhancement to the extent practicable. We recommend restoration plans require that soil profiles and hydrology are re-established as much as possible to the original state. In addition, the EPA recommends the UDOT consider the mitigation rule to protect aquatic resources even when a CWA Section 404 permit is not required.	The Utah Department of Transportation (UDOT) is aware that discharging dredged or fill material into waters of the United States, including wetlands, is regulated under Clean Water Act (CWA) Section 404 and will consult with the U.S. Army Corps of Engineers to determine the applicability of CWA Section 404 permit requirements if impacts to aquatic resources are unavoidable.	
3.	The EPA encourages UDOT’s commitment to use the Draft EIS to satisfy requirements of the CWA Section 404(b)(1) Guidelines if an individual permit under	UDOT intends to screen a reasonable range of alternatives via a multilevel screening process. The Level 1 screening will use	

<sup>1</sup> <https://kimballjunctionareaplan.com/>

## Comment-response Matrix

Item	Comment	Response	QC/ Concurrence
	<p>Section 404 would be required for the Project. Under the CWA Section 404(b)(1) Guidelines, if an alternative is practicable (i.e., available and capable of being done given cost, existing technology, and logistics in light of the overall/basic project purpose) and has the potential to be the least environmentally damaging practicable alternative (LEDPA), it should be retained in the analysis. Only the LEDPA may be permitted.</p> <p>EPA recommends that UDOT include all alternatives that have the potential to be the LEDPA within the reasonable range of alternatives evaluated in full in the Draft EIS. In doing so, UDOT would ensure that other criteria and measures (e.g., impacts to non-aquatic natural resources and the built environment) would not be used to eliminate potential alternatives that are practicable under the 404(b)(1) Guidelines' criteria (i.e., cost, existing technology, and logistics – see 40 CFR § 230.10 and the preamble in the FR notice) and may have less damaging impacts to wetlands and other waters of the U.S. UDOT would be certain to meet the requirements of the Guidelines and would allow for a robust analysis and NEPA document that would directly support the Corps' decision-making should it be determined that an individual permit under CWA Section 404 would be necessary for the Project.</p>	<p>a robust set of traffic, active transportation, and transit-related measures that are based on the purpose elements for the project. Those alternatives that remain after initial screening against purpose-related measures will be further screened in Level 2 screening using environmental impacts and the expected costs of the project alternatives. Note that Level 2 screening criteria include impacts to waters of the United States. UDOT's desire is to have a single range of alternatives that satisfies National Environmental Policy Act (NEPA) requirements as well as Section 404(b)(1) Guidelines requirements.</p> <p>Level 2 screening criteria also include impacts to threatened and endangered species (acres and types of habitat) as well as right-of-way impacts (number of property acquisitions and relocations [commercial and residential]). Summit County parcel data will be used to quantify right-of-way impacts.</p> <p>Even if an alternative meets or potentially meets the purpose of the project, it can still be rejected as unreasonable based on one or more other factors including environmental impacts, engineering, cost, and limited ability to meet the project purpose (AASHTO Practitioner's Handbook: <i>Defining the Purpose and Need and Determining the Range of Alternatives for Transportation Projects</i>).</p>	
<b>Impacts to Aquatic Resources</b>			
4.	<p>The EPA recommends that the Draft EIS include a discussion of existing aquatic resource conditions in the project area, to provide the basis for an effective analysis of potentially significant impacts from the proposed construction and right-of-way alignment changes to hydrology, water quality, habitat, and other water resources in the project area. To describe effects to aquatic resources in the project area, we recommend the Draft EIS include the following analyses or descriptions:</p> <ul style="list-style-type: none"> <li>• A clear map and summary of project area waters and downstream waters, including streams, lakes, springs, and wetlands. It would be helpful if the summary identified high resource value water bodies and their designated beneficial uses (e.g., agriculture, fisheries, drinking water, recreation);</li> <li>• Watershed conditions, including vegetation cover and composition, soil conditions, and areas not meeting desired future conditions;</li> </ul>	<p>UDOT will conduct field surveys in accordance with the 1987 <i>Corps of Engineers Wetlands Delineation Manual</i> and the appropriate regional supplement and ordinary high water mark field guide to identify aquatic resources throughout the EIS project area. An aquatic resource delineation report will be prepared as a technical report to support the Draft EIS. In addition to identifying the size distribution of wetlands, streams, and other aquatic resources in the project area, this report will describe the watershed and the general functions and conditions of the aquatic resources in the project area.</p> <p>The Draft EIS will describe direct and indirect effects on aquatic resources in the project area, including clear maps showing aquatic resources and baseline information that</p>	

## Comment-response Matrix

Item	Comment	Response	QC/ Concurrence
	<ul style="list-style-type: none"> <li>• Surface water information, including available water quality data in relation to current Utah Water Quality Standards, stream functional assessments, stream channel/stream bank stability conditions, sediment loads, and aquatic life;</li> <li>• Types, functions, conditions, and acreages of wetlands, riparian areas, and springs;</li> <li>• Available groundwater information; and</li> <li>• A map and list of Clean Water Act (CWA) impaired or threatened water body segments within, or downstream of, the planning area, including the designated uses of the water bodies and the specific pollutants of concern potentially affected by on-going activities within or adjacent to the defined Project analysis area.</li> </ul>	<p>describes the abundance, distribution, function, and condition of aquatic resources in the project area.</p> <p>The Draft EIS will also include available water quality data in relation to current Utah water quality standards, groundwater information, and a map and list of CWA impaired or threatened water body segments in, or downstream of, the project area, including the designated uses of the water bodies and the specific pollutants of concern that would be affected by ongoing activities in or adjacent to the defined project analysis area.</p> <p>UDOT will review databases for information regarding existing surface and groundwater water quality and any impairments to beneficial uses assigned to area surface waters.</p>	
5.	<p><u>Water Quality Data.</u> Water quality data for the streams and lakes of the project area provide important information for evaluating the potential influence of the Project on downstream water quality. Such an evaluation can then guide management for the Project, with the data providing a baseline for future monitoring of impacts. We recommend the Draft EIS provide a summary of available information and monitoring data on water quality within the project area and for downstream waters that may be affected by the proposed Project, including parameters such as total phosphorus, total nitrogen, <i>Escherichia coli</i> (<i>E. coli</i>), fecal coliform, total suspended solids, turbidity, total dissolved solids, and temperature. It will also be important to include water quality data for parameters listed for impaired water bodies within or downstream of the project area. Identifying any significant gaps in available data may be helpful in developing a monitoring plan. At a minimum, EPA recommends providing a reference to a publicly accessible technical document or an appendix that contains the requested relevant water quality parameters.</p>	<p>The necessary existing water quality data needed for the analysis of impacts to water quality will be taken from publicly available sources, including the Utah Division of Water Resources' Ambient Water Quality Monitoring System (AWQMS) database and the 303(d) list.</p>	
6.	<p><u>Potential Impacts to Impaired Waterbodies.</u> Based upon the most recent EPA-approved CWA Section 303(d) list for Utah (2022) there are impaired streams (e.g., the East Canyon Creek) located within the proposed project area.<sup>2</sup> These resources are important to evaluate as the proposed activities may further impact systems or portions of systems downstream. We recommend the UDOT: (a) analyze potential impacts to impaired waterbodies within and/or downstream of the project area, and (b) coordinate with the State of Utah if there are identified potential impacts and</p>	<p>Per UDOT's municipal separate storm sewer system (MS4) permit, the Draft EIS will include a water quality analysis of impacts to impaired waters in the project area.</p> <p>The Draft EIS will disclose adverse impacts to aquatic resources from reasonably foreseeable development associated with the roadway improvements.</p>	

<sup>2</sup> See <https://www.epa.gov/tmdl/impaired-waters-and-tmdls-region-8>. The Utah Department of Environmental Quality 2022 Final Integrated Report indicates that East Canyon Creek in Summit County is impaired for total phosphorus and dissolved oxygen.

## Comment-response Matrix

Item	Comment	Response	QC/ Concurrence
	exceedances of water quality standards as such impacts are prohibited and would be considered a “significant” impact under NEPA.		
7.	We note that there is also an approved total maximum daily load (TMDL) for total phosphorus for East Canyon Creek. <sup>3</sup> Where a TMDL exists for impaired waters, pollutant loads should comply with the TMDL allocations for point and nonpoint sources. Where new loads or changes in the relationships between point and nonpoint source loads are created, we recommend that UDOT work with the State to revise TMDL documents and develop new allocation scenarios that ensure attainment of water quality standards. Where TMDL analyses for impaired waterbodies within, or downstream of, the project area still need to be developed, we recommend that proposed activities in the drainages of CWA impaired or threatened waterbodies be either carefully managed to prevent any worsening of the impairment or avoided altogether where such impacts cannot be prevented.	<p>The Draft EIS will describe the designated beneficial uses of waterbodies in the project area and impaired waterbodies or waterbodies with a TMDL analysis.</p> <p>The Draft EIS will identify best management practices (BMPs) for water quality treatment and other conceptual mitigation measures for impacts to aquatic resources.</p> <p>If the Draft EIS analysis shows that the project alternatives could be a major source of phosphorus loading to East Canyon Creek, UDOT would coordinate with the Utah Department of Environmental Quality (UDEQ).</p>	
8.	<u>Groundwater.</u> Groundwater is an important resource since it provides domestic and public water supply and supports environmental flows and levels in groundwater dependent ecosystems (GDEs). GDEs include fens and other wetlands fed by groundwater, terrestrial vegetation and fauna sustained by shallow groundwater, ecosystems in streams, lakes fed by groundwater, and springs. While GDEs occupy a small percentage of landscapes in the West, riparian areas and GDEs provide disproportionately large ecosystem services such as water filtration, wildlife habitat, and flood control. Construction and maintenance practices associated with roads, and heavy equipment use have the potential to impact GDEs by altering surface run-off, infiltration, evapotranspiration, sedimentation, and soil compaction. Additionally, construction and maintenance actions such as equipment fueling and waste practices in temporary work areas have the potential to introduce contaminants to GDEs and shallow aquifers. We recommend the NEPA document include a map of groundwater resources, including GDEs, and a discussion to include the following information (if available): identification of major aquifers; location and extent of groundwater recharge areas; location of existing and potential (i.e., those that can reasonably be used in the future) underground sources of drinking water (USDW); and characterization of source water protection zones for public water systems in proximity of the project (see more information below).	<p>The Draft EIS will examine existing groundwater resources in the project area and expected impacts to groundwater quality as a result of the project alternatives.</p> <p>The Draft EIS will qualitatively address hydrologic sources of groundwater dependent ecosystems (GDEs).</p>	
9.	<u>Public Drinking Water Supply Sources.</u> The proposed construction activities could potentially impact sources of public drinking water. For example, road construction is a major source of sediment. Sediment can adversely impact water quality by increasing turbidity, plugging filters and other treatment systems, and increase cost of	The Draft EIS will analyze the location of public drinking water supply sources (surface and groundwater) and the	

<sup>3</sup> <https://deq.utah.gov/water-quality/watershed-monitoring-program/approved-tmdls-watershed-management-program>



## Comment-response Matrix

Item	Comment	Response	QC/ Concurrence
	<p>water treatment. Suspended sediment can also carry chemical pollutants, such as phosphates, pesticides and hydrocarbons into surface water and groundwater. The EPA recommends that the NEPA document include a map, appropriate for public dissemination, showing the generalized locations of all source water assessment and protection areas associated with public drinking water supplies. We also recommend that the Draft EIS include an assessment of potential Project impacts and benefits, as well as design criteria and mitigation options for protecting these high value drinking water resources from potential Project impacts.</p>	<p>respective source protection zones associated with these sources.</p> <p>Both temporary and permanent BMPs would be implemented as a part of the project in compliance with UDOT’s MS4 permit and <i>Water Quality Design Manual</i>. These BMPs have been shown to be very effective in removing suspended solids (including sediment) in stormwater before the stormwater is discharged to surface waters.</p> <p>The construction contractor would also be required to acquire a Utah Pollutant Discharge Elimination System (UPDES) permit and to develop a Stormwater Pollution Prevention Plan (SWPPP) before construction begins.</p>	
10.	<p><u>Potential Impacts to Wetlands</u>. The EPA recommends that the Draft EIS include a description of the impacts that may result from Project activities to wetlands and associated springs. Such impacts may include functional conversion of wetlands (e.g., forested to shrub-scrub); changes to supporting wetland hydrology (e.g., snow melt patterns, sheet flow, and groundwater hydrology); and wetland disturbance.</p>	<p>The Draft EIS will include an analysis of impacts to all waters in the project area, including directly and indirectly impacted resources.</p> <p>The Draft EIS will include disclosure of adverse impacts to aquatic resources from reasonably foreseeable development associated with the roadway improvements.</p>	
<b>Air Quality</b>			
11.	<p><u>Existing Conditions and Air Quality Related Values (AQRV)</u></p> <p>The EPA recommends the Draft EIS characterize the existing air quality for criteria pollutants and AQRVs including visibility and resources sensitive to deposition. For criteria pollutants we recommend coordinating with the Utah Division of Air Quality (UDAQ) to establish representative design values (background pollutant concentrations) based on the most recent monitoring data that are representative of the project area. Data are available from EPA at their design values webpage.<sup>4</sup> Monitoring locations and data can also be accessed by the public through EPA’s outdoor air monitor webpage,<sup>5</sup> as well as through the EPA’s Air Quality System (AQS) for AQS users.<sup>6</sup></p> <p>We recommend characterizing trends in visibility for the project area if data are available. Data are available for select locations through the IMPROVE monitoring</p>	<p>The Draft EIS will discuss current air quality conditions and will include a qualitative discussion of future conditions with the proposed reasonable alternatives. There are no applicable regulatory monitoring stations or design values for the project location (Summit County, Utah). The nearest regulatory monitor is 20 miles to the west, in Salt Lake City, and does not provide a meaningful comparison.</p> <p>Air Quality Related Values (AQRVs), as described in the Clean Air Act, Part C, <i>The Prevention of Significant Deterioration</i>, are attributes identified by federal land managers that could be adversely affected by a decrease in air quality in areas designated as class 1 federal lands, such as</p>	

<sup>4</sup> <https://www.epa.gov/air-trends/air-quality-design-values#:~:text=Design%20Value%20Reports-,What%20is%20a%20Design%20Value%3F,in%2040%20CFR%20Part%2050%20>

<sup>5</sup> <https://www.epa.gov/outdoor-air-quality-data/interactive-map-air-quality-monitors>

<sup>6</sup> <https://www.epa.gov/aqs>

## Comment-response Matrix

Item	Comment	Response	QC/ Concurrence
	<p>network as well as information prepared by the Federal Land Managers (FLMs). Information is available online at:</p> <ul style="list-style-type: none"> <li>• <a href="https://www.epa.gov/outdoor-air-quality-data/interactive-map-air-quality-monitors">https://www.epa.gov/outdoor-air-quality-data/interactive-map-air-quality-monitors</a>;</li> <li>• <a href="http://vista.cira.colostate.edu/Improve/">http://vista.cira.colostate.edu/Improve/</a>;</li> <li>• <a href="https://www.nps.gov/subjects/air/park-conditions-trends.htm">https://www.nps.gov/subjects/air/park-conditions-trends.htm</a>; and</li> <li>• <a href="https://www.fs.usda.gov/air/technical/class_1/alpha.php">https://www.fs.usda.gov/air/technical/class_1/alpha.php</a></li> </ul>	<p>national parks, national wilderness areas, and national monuments and similar lands. There are no class 1 lands in or near the project area. The closest class 1 federal land is Capitol Reef National Park, which is about 170 miles south of the project area. Any changes to air quality resulting from a project alternative would be imperceptible at this location.</p>	
12.	<p><u>Air Quality and AQRV Impact Analysis</u></p> <p>To disclose the potential impacts of the proposed Project, we recommend the Draft EIS include a narrative of the activities and emission sources necessary to construct each alternative, as well as the anticipated traffic conditions expected for the analyzed future year. We recommend that the Draft EIS identify typical roadway, bike path, and pedestrian pathway construction, operational and maintenance practices, traffic conditions, and related emission sources. In addition, we recommend identifying durations expected to construct each action alternative. The EPA recommends that UDOT generate emission estimates for criteria pollutants, hazardous air pollutants (HAPs), and greenhouse gases (GHGs). The emission inventories provide the foundation for understanding potential impacts on air quality and any differences in impacts to air quality between the alternatives, as well as impacts and benefits to climate. We recommend that the emission inventory include all emissions that would result from construction and maintenance of typical roadway and transportation facilities and emissions from traffic conditions expected under the alternatives. EPA is available to work with UDOT, FHWA, and other federal and state cooperating agencies on the approach for the emission inventory and air quality impact analysis, as appropriate.</p> <p>Specifically, we recommend that the Draft EIS address the following air quality and AQRV analysis components:</p> <ul style="list-style-type: none"> <li>• Impacts from each of the criteria pollutants (ozone, particulate matter, carbon monoxide, nitrogen oxides, sulfur dioxide, and lead). We recommend the magnitude of impacts be given context, including with respect to the National Ambient Air Quality Standards (NAAQS);</li> <li>• Impacts to AQRVs such as visibility and deposition during construction and post construction of the alternatives. We recommend the analysis identify the expected duration of impacts; and</li> </ul>	<p>Transportation conformity is required under the Clean Air Act, Section 176(c), to ensure that federally supported transportation activities are consistent with (“conform to”) the purpose of a State Implementation Plan (SIP). Conformity requirements apply in areas that either do not meet or previously have not met National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), or nitrogen dioxide. These areas are known as nonattainment areas and maintenance areas, respectively.</p> <p>The Kimball Junction EIS project is located in Summit County, Utah, which is an attainment area for all of the above-mentioned pollutants. As an attainment area, transportation conformity requirements do not apply, and quantitative modeling of emissions or emissions inventories for criteria pollutants is not required. UDOT will consider the guidance provided in the Council on Environmental Quality’s (CEQ) <i>National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions and Climate Change</i>, published on January 9, 2023.</p> <p>FHWA’s <i>Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents</i> (January 18, 2023) provides direction on considering mobile-source air toxics (MSATs; a subset of HAPs) during the NEPA process. Tier 2 projects, those with low potential MSAT effects, require a qualitative MSAT analysis. The Kimball Junction EIS project is considered a Tier 2 project because its design-year traffic is projected to be less than 140,000 to 150,000 annual average daily traffic. The project alternatives are unlikely to produce a</p>	

## Comment-response Matrix

Item	Comment	Response	QC/ Concurrence
	<p>Impacts that could result from exposure to HAPs based on relevant health-based risk thresholds for HAPs. We are available to assist with methods of analysis, and appropriate characterization of available thresholds.</p>	<p>meaningful increase in MSAT emissions and will be assessed qualitatively.</p> <p>AQRVs, as described in the Clean Air Act, Part C, <i>The Prevention of Significant Deterioration</i>, are attributes identified by federal land managers that could be adversely affected by a decrease in air quality in areas designated as class 1 federal lands, such as national parks, national wilderness areas, and national monuments and similar lands. There are no class 1 lands in or near the project area. The closest class 1 federal land is Capitol Reef National Park, which is about 170 miles south of the project area. Any changes to air quality resulting from a project alternative would be imperceptible at this location.</p>	
13.	<p><u>Mitigation</u>. We recommend the Draft EIS consider methods that could be employed to mitigate any negative air quality impacts of the Project, including air quality impacts from construction-related activities (e.g., fugitive dust mitigation planning and heavy-duty diesel emission reduction strategies). Further, we recommend the proposed mitigation measures include details on how, when, and where the mitigation will be implemented, and how effective the measures are expected to be.</p>	<p>Mitigation measures will be considered and discussed in the Draft EIS.</p>	
14.	<p><u>Air Quality Monitoring</u>. We recommend that the Draft EIS include a discussion on whether any construction-related activities could create air quality impacts to local residents in the section of the Project closest to the proposed SR-224 improved intersections. If construction near residential areas will occur and air quality impacts appear possible, real-time air quality monitoring during construction activities may be appropriate.</p> <p>Although we expect Best Management Practices (BMPs) will be utilized during construction, potential localized impacts from PM<sub>2.5</sub> and PM<sub>10</sub> emissions have occurred with some road construction projects. Local air monitoring could demonstrate the effectiveness of the mitigation measures in minimizing adverse effects and allow for BMP modifications if air quality problems are detected.</p>	<p>Impacts from construction-related activities to air quality will be considered in the Draft EIS. Construction-related BMPs will follow UDOT standards for minimizing construction-related emissions.</p>	
<b>Environmental Justice (EJ)</b>			
15.	<p>EPA notes that the December 2022 NOI indicates that the proposed Project may have the potential for significant impacts to communities with environmental justice concerns in the project area. Executive Order 12898 – <i>Federal Actions to Address Environmental Justice in Minority Populations and Low- Income Populations</i> – applies to federal agencies that conduct activities that substantially affect human</p>	<p>UDOT will identify low-income and minority populations that could be affected by the alternatives carried forward in the Draft EIS. The Draft EIS will include a section on environmental justice, which will evaluate impacts to any low-income and minority populations identified using EPA’s</p>	

## Comment-response Matrix

Item	Comment	Response	QC/ Concurrence
	<p>health or the environment. In addition, Executive Order 13985 – <i>Advancing Racial Equity and Support for Underserved Communities Through the Federal Government</i> – sets expectations for a whole-of- government approach to advancing equity for all. Therefore, consistent with these executive orders and CEQ’s Environmental Justice Guidance Under NEPA,<sup>7</sup> the EPA recommends the NEPA analysis include the following:</p> <ul style="list-style-type: none"> <li>• Meaningful engagement of any minority and low-income communities with environmental justice concerns with respect to UDOT’s decisions on the proposed Project, and with Tribal Historic Preservation Officers if cultural or historical artifacts are or have been found in the project area.</li> <li>• Mitigation measures or alternatives to avoid or reduce any disproportionate adverse impacts. We recommend involving the affected communities in developing the measures.</li> </ul>	<p>EJScreen tool and many other relevant data sources. If appropriate, mitigation will be proposed.</p> <p>UDOT has and will continue to provide meaningful opportunities for participating and input into the EIS process for environmental justice communities.</p> <p>Native American tribes were sent invitations to be participating agencies and scoping notifications. No tribes accepted the invitation to date or provided scoping comments. No known cultural or historical artifacts, tribal or otherwise, are known to be in the project area or have been found in the project area.</p>	
16.	<p>While EJScreen provides access to high-resolution environmental and demographic data, it does not provide information on every potential community vulnerability that may be relevant. The tool’s standard data report should not be considered a substitute for conducting a full EJ analysis, and scoping efforts using the tool should be supplemented with additional data and local knowledge when reasonably available. Also, in recognition of the inherent uncertainties with screening level data and to help address instances when the presence of EJ populations may be diluted (e.g., in large project areas or in rural locations) EPA recommends assessing each block group within the project area individually and adding a one-mile buffer around the project area. Please see the EJScreen Technical Documentation for a discussion of these and other issues. Early, robust consideration of cumulative impacts would assist in clarifying which of the action alternatives proposed in the scoping notice for the proposed Project may result, when added to past, present, and reasonably foreseeable effects, in disproportionately high and adverse environmental and health effects to communities with EJ concerns.</p>	<p>UDOT is aware of the potential for low-income and minority populations in the Kimball Junction project area and is using EPA’s EJScreen tool and many other relevant data sources to identify areas and populations of concern.</p>	

<sup>7</sup> Available along with other environmental justice resources at: <https://www.epa.gov/environmentaljustice/environmental-justice-and-national-environmental-policy-act>.

## Comment-response Matrix

Item	Comment	Response	QC/ Concurrence
<b>Climate Change and Project Resiliency</b>			
17.	<p>On January 9, 2023, CEQ published interim guidance to assist agencies in assessing and disclosing climate change impacts during environmental reviews.<sup>8</sup> CEQ developed this guidance in response to EO 13990, Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis. This interim guidance is effective immediately. CEQ indicated that agencies should use this interim guidance to inform the NEPA review for all new proposed actions and may use it for evaluations in process, as agencies deem appropriate, such as informing the consideration of alternatives or helping address comments raised through the public comment process. EPA recommends the Draft EIS apply the interim guidance as appropriate, to ensure robust consideration of potential climate impacts, mitigation, and adaptation issues.</p>	<p>UDOT will consider the guidance in CEQ’s <i>National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions and Climate Change</i>, published on January 9, 2023, as appropriate.</p>	
18.	<p>As discussed in this guidance, when conducting climate change analyses in NEPA reviews, agencies should consider, as appropriate: (1) the potential effects of a proposed action on climate change, including by assessing both GHG emissions and reductions from the proposed action; and (2) the effects of climate change on a proposed action and its environmental impacts. To describe climate effects in the project area, we recommend the Draft EIS include the following analyses or descriptions:</p> <ul style="list-style-type: none"> <li>• A summary discussion of ongoing and projected regional climate change relevant in the existing environment of the project area that is based on resources such as the Fourth National Climate Assessment,<sup>9</sup> EPA’s Climate Change Indicators,<sup>10</sup> and the Fifth Assessment Report of the Intergovernmental Panel on Climate Change.<sup>11</sup></li> <li>• Estimate of the anticipated direct and indirect GHG emissions associated with the proposed Project. The NEPA.gov website includes a non-exhaustive list of GHG accounting tools available to agencies.<sup>12</sup> We also recommend estimating GHG emissions in CO2-equivalent terms and translating the emissions into equivalencies that are more easily understood by the public (e.g., annual GHG emissions from x number of motor vehicles).<sup>13</sup></li> </ul>	<p>UDOT will consider the guidance in CEQ’s <i>National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions and Climate Change</i>, published on January 9, 2023, as appropriate.</p>	

<sup>8</sup> <https://www.federalregister.gov/documents/2023/01/09/2023-00158/national-environmental-policy-act-guidance-on-consideration-of-greenhouse-gas-emissions-and-climate>

<sup>9</sup> <https://nca2018.globalchange.gov/>

<sup>10</sup> <https://www.epa.gov/climate-indicators>

<sup>11</sup> <https://archive.ipcc.ch/report/ar5/syr/>

<sup>12</sup> <https://ceq.doe.gov/guidance/ghg-tools-and-resources.html>

<sup>13</sup> See <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>.

## Comment-response Matrix

Item	Comment	Response	QC/ Concurrence
	<ul style="list-style-type: none"> <li>Accounting of the proposed Project's climate impacts by utilizing the current interim values for the social cost of GHG emissions. The February 2021 Social Cost of Greenhouse Gases Technical Support Document: Social Cost of Carbon, Methane, and Nitrous Oxide Interim Estimates under Executive Order 13990 (developed by the Interagency Working Group on Social Cost of Greenhouse Gases, United States Government) provides the most current information on generating these calculations.<sup>14</sup></li> <li>Identify and assess measures to reduce GHG emissions associated with the proposed Project, including alternatives and/or requirements to mitigate or offset emissions.</li> </ul>		
19.	<p>Analyzing reasonably foreseeable climate effects in NEPA reviews helps ensure that UDOT's decisions are based on the best available science and account for the urgency of the climate crisis. The EPA recommends that the Draft EIS discuss how reasonably foreseeable GHG emissions associated with the Project are, or are not, consistent with state of federal policies or goals to prevent the most catastrophic effects of climate change. For example, discuss how emissions help or hinder meeting GHG reduction targets set at the federal, state, or local level as required in 40 CFR § 1506.2(d), including the U.S. 2030 Paris GHG reduction target and 2050 net-zero pathway.<sup>15</sup> We recommend that the UDOT avoid percentage comparisons between project-level and national or global emissions, which inappropriately minimize the significance of planning-level GHG emissions.</p>	<p>UDOT will consider the guidance in CEQ's <i>National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions and Climate Change</i>, published on January 9, 2023, as appropriate.</p>	
20.	<p>EPA recommends that UDOT consider if proposed alternatives would be affected by foreseeable changes from predictable trends to the affected environment, for instance, under a scenario of continued decreasing precipitation days, changing frequency of intense storms and related flood events, increased occurrence of wildfires, and enduring drought that are currently being experienced in large portions of the project area. The U.S. Climate Resilience Toolkit<sup>16</sup> serves as a repository of information related to climate resilience in the U.S., including steps to build resilience, case studies, expertise, and special topic areas. In addition, we suggest this Project consider resiliency and adaptation measures based on how future climate may impact the Project and the ability of UDOT to effectively protect Project infrastructure and resources from unintentional deleterious impacts due to continuing and foreseeable climate trends in the proposed project area. The Fourth National Climate Assessment</p>	<p>UDOT will consider the guidance in CEQ's <i>National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions and Climate Change</i>, published on January 9, 2023, as appropriate.</p>	

<sup>14</sup> [https://www.whitehouse.gov/wp-content/uploads/2021/02/TechnicalSupportDocument\\_SocialCostofCarbonMethaneNitrousOxide.pdf](https://www.whitehouse.gov/wp-content/uploads/2021/02/TechnicalSupportDocument_SocialCostofCarbonMethaneNitrousOxide.pdf)

<sup>15</sup> <https://www.whitehouse.gov/briefing-room/statements-releases/2021/04/22/fact-sheet-president-biden-sets-2030-greenhouse-gas-pollution-reduction-target-aimed-at-creating-good-paying-union-jobs-and-securing-u-s-leadership-on-clean-energy-technologies/>

<sup>16</sup> The U.S. Climate Resilience Toolkit can be found at: <https://toolkit.climate.gov/>.

## Comment-response Matrix

Item	Comment	Response	QC/ Concurrence
	(NCA), released by the U.S. Global Change Resource Program, <sup>17</sup> contains scenarios for regions and sectors that may be useful to UDOT in informing integral resilience considerations for road infrastructure projects.		
21.	Full consideration of influences from the existing environmental setting on the proposed Project may inform necessary design modifications and changes to maintenance assumptions, for determining resource supplies, system demands, system performance requirements, and operational constraints (e.g., snow removal/treatment) in the project area. EPA also recommends that UDOT consider the impacts of changing precipitation patterns on the Project alternatives, as part of its analysis of impacts to water resources. For example, consideration of the anticipated extent and depth of overland flows through the development areas using a 500-year flood event model, as compared to a 100-year event, could be used to capture potential variability in precipitation in the Project corridor. This would allow UDOT to identify necessary design considerations to accommodate future anticipated effects (e.g., increased intensity and severity of storms), such as upsizing or adapting stormwater management systems, early in the development of action alternatives to be evaluated in the Draft EIS.	UDOT will consider this suggestion as the project progresses into detailed design for stormwater and drainage.	

<sup>17</sup> The U.S. Global Change Resource Program can be accessed at: <https://nca2018.globalchange.gov>.

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