ALTERNATIVE B (REFINED)

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

Kimball Junction
ENVIRONMENTAL IMPACT STATEMENT

CHANGES FROM SCOPING PHASE TO SCREENING PHASE

1 Added additional lane to on-ramp

2 Modified right-turn lane configuration

Added additional right-turn lane to I-80

3 Turning and through lanes added at Ute

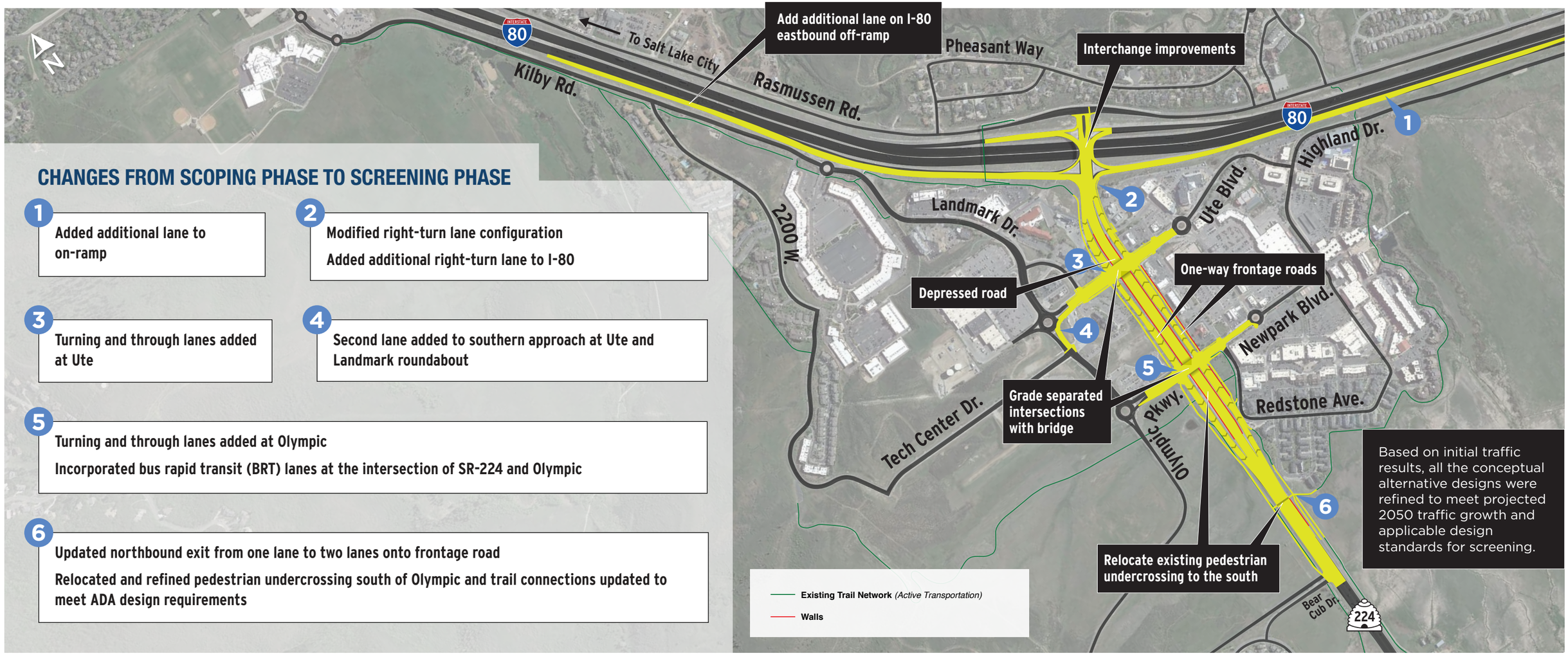
4 Second lane added to southern approach at Ute and Landmark roundabout

5 Turning and through lanes added at Olympic

Incorporated bus rapid transit (BRT) lanes at the intersection of SR-224 and Olympic

6 Updated northbound exit from one lane to two lanes onto frontage road

Relocated and refined pedestrian undercrossing south of Olympic and trail connections updated to meet ADA design requirements



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.

The existing pedestrian undercrossing 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

- By depressing the road through the Kimball Junction area, there would be fewer above-ground visual impacts
- Improves travel time and mobility
- Minimize queuing onto I-80

Criteria	Measure	Data	What does this mean to me?	Existing Conditions (2022)	2050 No-Action Alternative	**Alternative B (Refined)** *Grade-Separated Intersections With One-Way Frontage Roads To The I-80 Interchange*	Evaluation Considerations
Level 3 - Purpose & Need							
Improving operations & travel times on SR-224 from I-80 interchange through Olympic Parkway	Provides reliable through-traffic travel time on SR-224 during the AM and PM peak hour? (yes/no)	Travel time *(average speed in mph)*	*I'm not stuck in slow moving traffic*	AM SB - 6:15 (17) PM NB - 7:45 (13)	AM SB - 11:30 (9) PM NB - 9:30 (11)	Yes: AM SB - 3:15 (33) PM NB - 2:45 (37)	- Shortest PM northbound travel time
	Meets a level of service of LOS D for as many intersections as possible.	Number of intersections at LOS E or F	*I'm not sitting through multiple light cycles all the time*	AM - 1 PM - 2	AM - 1 PM - 5	AM - 0 PM - 0	
Improving safety by eliminating vehicle queues on I-80 off-ramps	Is the percent served improved during the peak hour? (yes/no)	Percent served	*I can travel through the area*	99%	86%	Yes: 100%	
	Are the off-ramp vehicle queue lengths eliminated on I-80 mainline through lanes? (yes/no)	Length of vehicle queue *(feet)*	*Traffic isn't backed up on the I-80 mainline*	No: 2,600	No: >5,000	Yes: 900	
Maintaining or improving transit travel times through evaluation area	Does the alternative maintain or improve the SR-224 BRT transit travel times through the evaluation area? (yes/no)	Total BRT Travel Time (NB+SB, AM+PM) Savings from No-Action *(min:sec)*	*Public transportation will work more efficiently*	N/A	16:30	14:15 Yes *(- 2:15)*	
Improving pedestrian & bicyclist mobility and accessibility through evaluation area	Does the level of traffic stress improve in the vicinity of SR-224? (yes/no)	Level of Traffic Stress (LTS) *(1-4 scale, L1 - low stress, L4 - high stress)*	*Pedestrians and cyclists can travel better in the area*	Yes: *Trail - L1* *Intersections - LTS3*	Yes: *Trail - L1* *Intersections - LTS3*	No (same as No-Action): *Trail – LTS1* *Intersections – LTS3*	- No improvement to pedestrian and cyclist travel stress
	Do the walk times improve for key origin-destination pairs? (yes/no)	Total Walk Time Savings from No-Action for 4 O/D Pairs *(min:sec)*	*Pedestrians and cyclists have higher level of comfort*	53:30	54:00	57:45 No: *(+ 3:45)*	- Negative effect on pedestrian travel time and comfort
Level 4 Screening - Cost and Impacts to the Built and Natural Environment							
Natural Environment Impacts	Threatened and Endangered Species	Acres	*How will this impact protected species in the area?*	-	-	0.001	
	Wetlands & Waters of the United States	Acres and types of aquatic resources *(ditches, open water, wetlands, perennial streams)*	*How will this impact federally protected wetlands and waters?*	-	-	0.186	- Highest wetland impact
	Section 4(f) resources	Number and type of Section 4(f) use	*Lands from a historic site or protected public resources*	-	-	0	
Built Environment Impacts	Relocations	Number of potential residential or business relocations	*Potential property impacts to community members*	-	-	3 businesses 0 residential	- 3 business relocations - Most number of properties impacted
	Land Use	Compatibility with current land use plans	*Does it meet our community land use goals?*	-	-	No	- Wider footprint would not meet land use objective of a seamlessly connected neighborhood as well as other alternatives
Cost	Construction Cost Estimate	$2025 in millions	*What is the expense to the statewide community?*	-	-	$201M	- Highest cost - Highest construction complexity - High complexity drainage due to depressed road and elevated water table