

The purpose of the Kimball Junction Project is to address transportation-related safety and mobility issues 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 on-ramps
- Improving pedestrian and bicyclist mobility and accessibility throughout the evaluation area
- Maintaining or improving transit travel times throughout the evaluation area

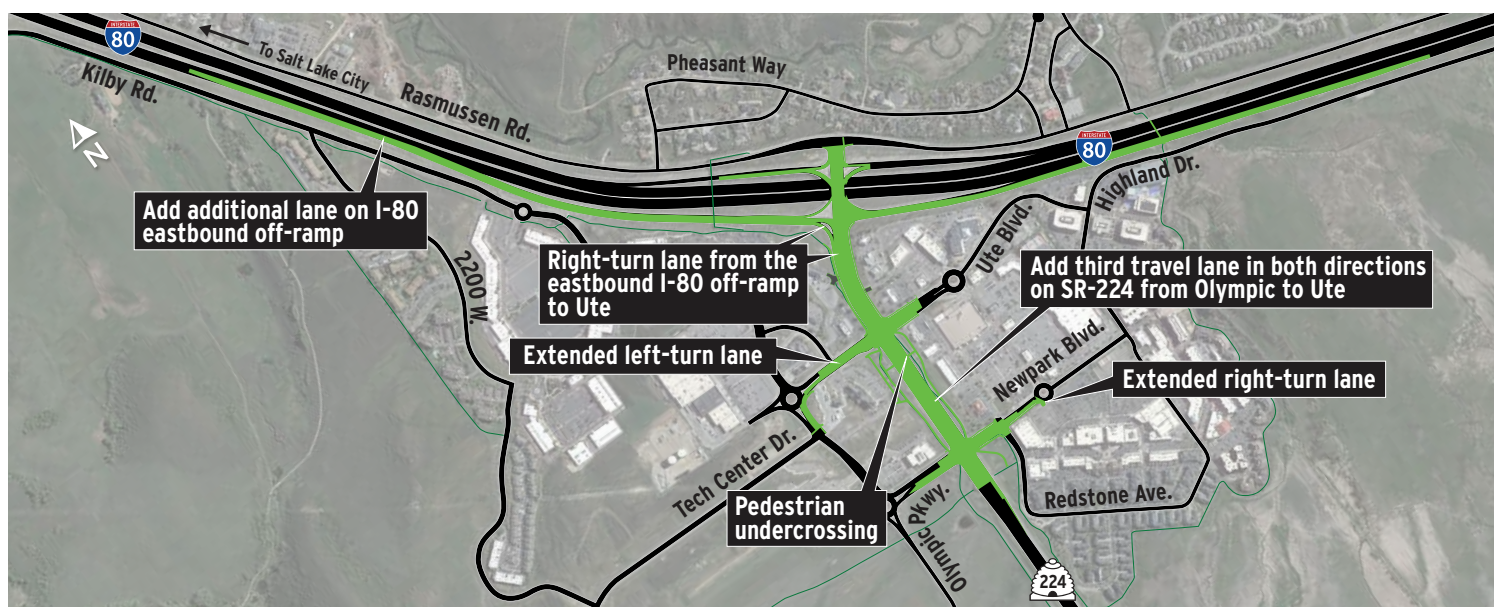
What alternatives were carried forward for detailed analysis in the EIS?

Based on the results of the alternatives refinement, the Level 3 and 4 screening process, and additional improvements made to the alternatives based on Summit County's and public comments, UDOT advanced the No-Action Alternative and two action alternatives for further study in the EIS: **Alternative A: Split-Diamond Interchange with Intersection Improvements** and **Alternative C: Intersection Improvements with Pedestrian Enhancements**. The National Environmental Policy Act (NEPA) requires an analysis of the No-Action Alternative. With the No-Action alternative, the Kimball Junction Project would not be implemented. This alternative serves as a baseline so that decision-makers can compare the effects of the action alternatives.

Preferred Alternative - Alternative C

After evaluating the information in this EIS, the project file, and public and agency input to date, UDOT has identified Alternative C: Intersection Improvements with Pedestrian Enhancements as the Preferred Alternative. The primary benefits of Alternative C include:

- Greatest reduction in travel delay and faster travel speeds in the study area during AM and PM peak periods
- All intersections in the study area would operate at acceptable levels of service
- Shortest I-80 off-ramp vehicle queue lengths
- More reasonable expenditure of funds for the anticipated operational benefits



Alternative C: Intersection Improvements with Pedestrian Enhancements

ALTERNATIVES IMPACT ANALYSIS SUMMARY

Impact	What does this mean for me?	Measurement	2050 No-Action Alternative	Alternative A (Refined) <i>Split-Diamond Interchange with Intersection Improvements</i>	Alternative C (Refined) <i>Intersection Improvements with Pedestrian Enhancements</i>
Purpose & Need Goal		Meets Purpose & Need			
Improving operations & travel times on SR-224 from I-80 interchange through Olympic Parkway	<i>I'm not stuck in slow moving traffic</i>	 Travel time <i>(average speed in mph)</i>	M SB - 11:30 (9) PM NB - 9:30 (11)	AM SB - 4:30 (25) PM NB - 4:15 (23)	AM SB - 3:15 (33) PM NB - 3:45 (26)
	<i>I'm not sitting through multiple light cycles because there is less traffic congestion</i>	 Number of intersections at LOS E or F	AM - 1 PM - 5	AM - 1 PM - 0	AM - 0 PM - 0
Improving safety by eliminating vehicle queues on I-80 off-ramps	<i>Traffic isn't backed up on the I-80 mainline</i>	 Length of vehicle queue <i>(feet)</i>	>5,000	600	400
Maintaining or improving transit travel times through evaluation area	<i>Public transportation will work more efficiently</i>	 Total BRT Travel Time) Savings <i>(min:sec)</i>	16:30	14:00 (- 2:30)	14:30 (- 2:00)
Improving pedestrian & bicyclist mobility and accessibility through evaluation area	<i>Pedestrians and cyclists have higher level of comfort</i>	 Level of Traffic Stress (LTS) <i>(1-4 scale, L1 - low stress, L4 - high stress)</i>	L3	L1	L1
	<i>Pedestrians and cyclists can travel better in the area</i>	 Total Walk Time Savings <i>(min:sec)</i>	54:00	52:30 (- 1:30)	53:45 (- 0:15)
Resource		Resource Impacts			
Land converted to road use	<i>Does the project meet our community land use goals?</i>	Acres	-	4.86	3.5
Consistent with local land use plans		Yes/No	No	Yes	Yes
Potential residential / business relocations	<i>Potential property impacts to community members</i>	Number	0	0	0
Air quality impacts above regulations	<i>Will this project affect air quality in the evaluation area?</i>	Number	No	No	No
Receptors with modeled noise levels above criteria*	<i>How many homes or businesses will be impacted by noise?</i>	Number	139	138	139
Recreation areas/trails & community facilities affected	<i>Will any community facilities or recreation areas or trails be affected by the project?</i>	Number	0	0	0
Impacts to aquatic resources	<i>How will this impact federally protected wetlands and waters?</i>	Acres	0	.044	.004
Direct impacts to threatened, endangered, and sensitive species	<i>How will this impact protected species in the area?</i>	Number	0	0	0
Floodplains	<i>Will areas of low-lying ground adjacent to rivers, streams, etc. that are subject to flooding be impacted?</i>	Acres	0	0	0
Section 4(f)	<i>Will lands from a historic site or protected public resources be impacted?</i>	Number	0	0	0
Cost (millions)	<i>What is the expense to the statewide community?</i>	\$2027 dollars	-	\$123.9M	\$48.5M

*With either action alternative, noise levels would range from 46 to 75 dBA, which is the same range as the existing conditions and with the No-Action Alternative.

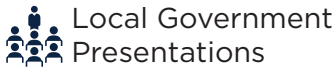
PUBLIC INVOLVEMENT

45-DAY COMMENT PERIOD

MARCH 14 - APRIL 28, 2025

UDOT is seeking public input on the Draft EIS, specific to the preferred alternative, the analysis of the potential impacts of the preferred alternative, and the proposed mitigation of the potential impacts.

PUBLIC ENGAGEMENT ACTIVITIES:



Local Government Presentations



Public Comment Period



Public Hearings



Social Media



Website

COMMENTS CAN BE SUBMITTED THROUGH:



KimballJunctionEIS.udot.utah.gov



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435-255-3186

PROCESS & SCHEDULE



ONGOING STAKEHOLDER ENGAGEMENT

- Public engagement
- Two public surveys

- Public engagement

- Council Presentations
- Open house
- 37-day comment period

- Public engagement
- Council Presentations
- 30-day comment period

- Council Presentations
- Public hearing
- 45-day comment period

- Public engagement

REGULAR UPDATES WILL BE PROVIDED TO THE PUBLIC THROUGH EMAIL, SOCIAL MEDIA, AND THE STUDY WEBSITE

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. Notify the project team by April 1, 2025, for assistance with the public hearings and April 21, 2025, for assistance with making a comment.

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 Federal Highway Administration and UDOT.