
APPENDIX 2A

Final Alternatives Development and
Screening Results Report

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Final Alternatives Development and Screening Results Report

Kimball Junction Environmental Impact Statement

Lead agency:
Utah Department of Transportation

August 28, 2024

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the Utah Department of Transportation pursuant to 23 United States Code Section 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and UDOT.

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- A. Conceptual Alternatives Resulting from the Area Plan and Refinements Made to Those Alternatives
- B. Public and Agency Engagement Materials
- C. Refined Draft Alternatives Exhibits
- D. Kimball Junction Alternatives and Traffic Modeling Data Report
- E. New Alternatives Resulting from the Draft Screening Results Comments That Were Eliminated after Screening Evaluation
- F. Improved Alternatives Moving Forward for Detailed Evaluation in the Draft EIS

Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
Area Plan	<i>Kimball Junction and SR-224 Area Plan</i>
BLTS	bicycle level of traffic stress
BRT	bus rapid transit
draft screening report	<i>Draft Alternatives Development and Screening Results Report</i>
EIS	Environmental Impact Statement
FAQ	frequently asked questions
FHWA	Federal Highway Administration
final screening report	<i>Final Alternatives Development and Screening Results Report</i>
GIS	geographic information systems
HOV	high-occupancy vehicle
I-80	Interstate 80
LOS	level of service
LTS	level of traffic stress
NA	not applicable
NEPA	National Environmental Policy Act
O-D	origin-destination (pair)
screening methodology report	<i>Alternatives Development and Screening Methodology Report</i>
Section 4(f)	Section 4(f) of the Department of Transportation Act of 1966
Section 404	Section 404 of the Clean Water Act
SPUI	single-point urban interchange
SR	state route
TDM	travel demand management
TES	threatened and endangered species
TSM	transportation system management
U.S.	United States
UDOT	Utah Department of Transportation
USACE	United States Army Corps of Engineers
USDOT	United States Department of Transportation
WOTUS	waters of the United States

1.0 Introduction and History

1.1 Report Purpose and Background Information

This final screening report describes the alternatives development and screening process that was used for the Kimball Junction Environmental Impact Statement (EIS). The Utah Department of Transportation (UDOT) is preparing the EIS to evaluate proposed transportation improvements at the Interstate 80 (I-80) and State Route 224 (SR-224) interchange at Kimball Junction in Summit County, Utah.

Figure 1-1 shows the needs assessment study area, which includes the I-80 and SR-224 interchange at Kimball Junction and SR-224 from Kimball Junction through the two at-grade intersections on SR-224 (at Ute Boulevard and Olympic Parkway). The evaluation area also extends from milepost 143.2 to milepost 145.6 on I-80. The alternatives studied in detail in the EIS will be located within this area. Improvements are needed to address transportation-related safety and mobility for all users of the Kimball Junction area.

Before the EIS process began, UDOT developed an area plan—the *Kimball Junction and SR-224 Area Plan*¹ (Area Plan) using its Solutions Development process—to summarize the needs in the Kimball Junction area and establish an initial range of improvements to reduce congestion and improve multimodal travel and connectivity, including at the two at-grade intersections on SR-224.

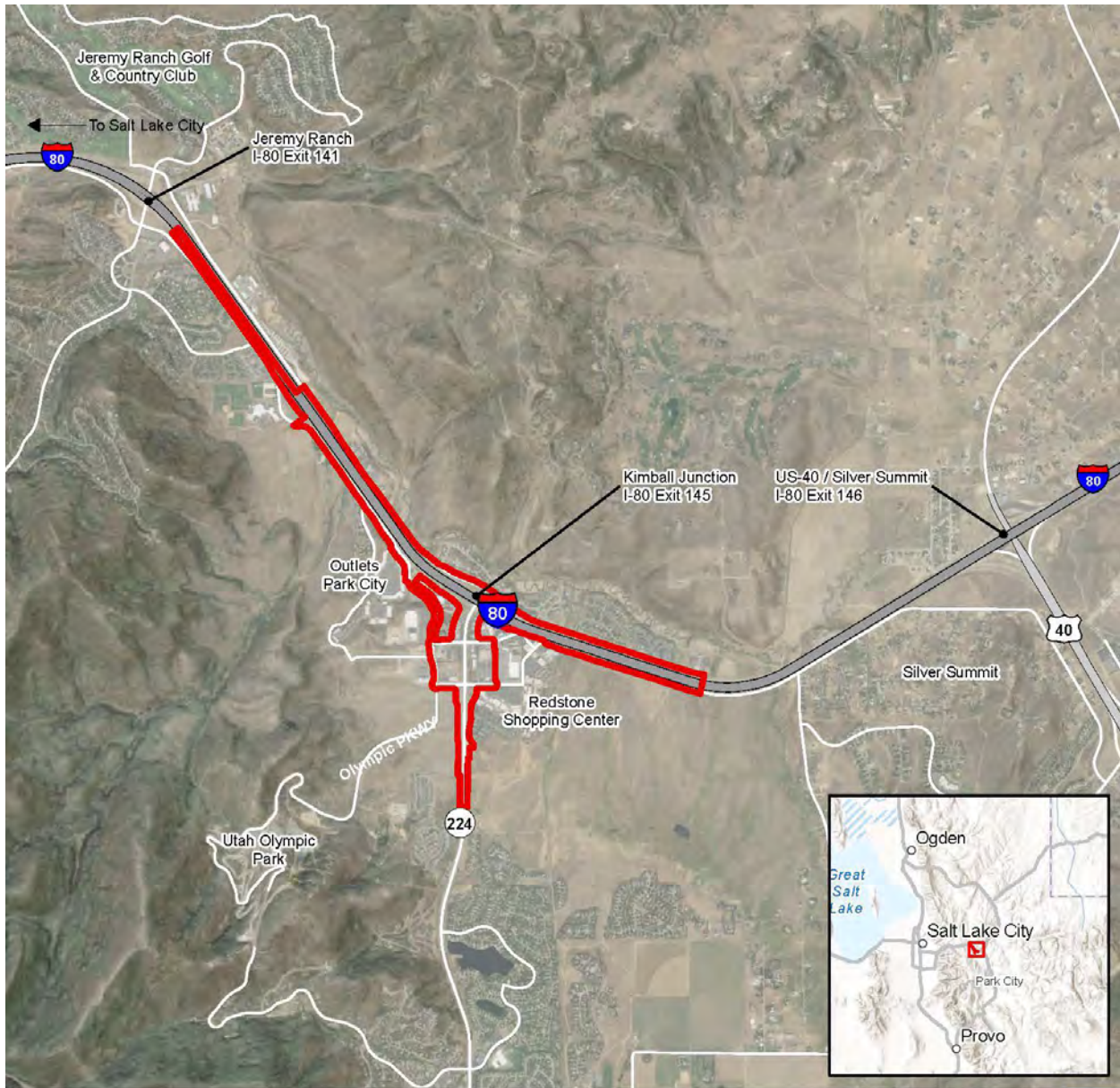
Building on the results of the Area Plan, UDOT conducted additional alternatives development, refinement, and screening. The results of that alternatives development and screening process have been published in the *Draft Alternatives Development and Screening Results Report* (draft screening report) and in this *Final Alternatives Development and Screening Results Report* (final screening report).

The alternatives development and screening process results described in this final screening report provide critical information about how alternatives are evaluated in the National Environmental Policy Act (NEPA) process and under applicable regulatory standards. The screening process considers whether an alternative satisfies the project’s purpose and whether it is feasible and reasonable under NEPA, practicable under the Clean Water Act, and prudent and feasible under Section 4(f) of the Department of Transportation Act of 1966. For more information regarding the regulations considered in this screening process, see Section 3.2, *Reasons Why an Alternative Might Be Eliminated during the EIS Screening Process (Levels 3 and 4 Screening)*.


The Federal Highway Administration (FHWA) has assigned its responsibilities under NEPA and other federal environmental laws to UDOT for highway projects in Utah, pursuant to 23 United States Code Section 327, in a Memorandum of Understanding dated May 26, 2022. In accordance with its responsibilities, UDOT is carrying out the environmental review process for the Kimball Junction Project in lieu of FHWA and serves as the lead agency in the NEPA process. The assignment of NEPA responsibilities to UDOT does not change the roles and responsibilities of any other federal agency whose review or approval is required for the project.

¹ UDOT and Summit County, *Kimball Junction and SR-224 Area Plan*, <https://kimballjunctioneis.udot.utah.gov/wp-content/uploads/2022/09/Kimball-Jct-Draft-Area-Plan.pdf>, May 2021.

Figure 1-1. Kimball Junction EIS Needs Assessment Evaluation Area



Kimball Junction EIS Study Area Overview Map

 Kimball Junction EIS Needs Assessment Evaluation Area

1.2 Results from the Draft Screening Report

The screening criteria used in the multilevel screening analyses generated measures that allowed UDOT to identify reasonable alternatives and screen out unreasonable alternatives systematically and objectively. The process consisted of a four-level alternatives screening evaluation that spanned the Area Plan and EIS processes and considered agency and public input. Additional engineering refinements were made to the alternatives resulting from the Area Plan before beginning Level 3 screening as part of the EIS process. The refined Alternatives A and C passed all elements of Level 3 screening, were considered reasonable based on the Level 4 screening results, and were recommended for further study in the EIS. For more information, see Section 3.6, *Level 3 Screening*; Section 3.7, *Level 4 Screening*; and Table 3-4, *Refined Alternatives for Level 3 Screening*. Refined Alternative B was eliminated because it didn't meet all elements of Level 3 screening, and Level 4 screening showed that it would have the most resource impacts of the three alternatives, including three business relocations.

1.3 New Alternatives Development and Screening Evaluation Conducted between the Draft and Final Screening Reports

After publication of the draft screening report on February 26, 2024, UDOT collected and considered comments identified by the agencies and public, including new alternatives and variations on the existing alternatives. Section 4.0, *Summary of the Public and Agency Comment Period for the Draft Screening Report*, summarizes the public and agency input that was received during the formal comment period held during the draft alternatives screening phase. Full copies of all public and agency comments received are included in Attachment B, *Public and Agency Engagement Materials*, of this final screening report.

Section 5.0, *Alternatives Development and Screening Conducted after the Comment Period for the Draft Screening Report*, summarizes the evaluation results of any new alternatives that were screened based on public and agency comments received. Attachment D, *Kimball Junction Alternatives and Traffic Modeling Data Report*, includes an updated traffic report that provides additional evaluation results for the new alternatives that were screened. Attachment E, *New Alternatives Resulting from the Draft Screening Results Comments That Were Eliminated after Screening Evaluation*, includes conceptual design exhibits of new alternatives that were evaluated but eliminated based on screening results. Attachment F, *Improved Alternatives Moving Forward for Detailed Evaluation in the Draft EIS*, includes conceptual design exhibits of the alternatives that were improved based on additional engineering improvements made between the draft and final versions of this report and that are moving forward for detailed evaluation in the Draft EIS.

Section 6.0, *Alternatives Moving Forward for Detailed Evaluation in the EIS*, summarizes the alternatives that passed Level 3 and Level 4 screening and are moving forward for detailed evaluation in the Draft EIS.

1.4 Kimball Junction and SR-224 Area Plan

In partnership with Summit County, UDOT published the *Kimball Junction and SR-224 Area Plan* in 2021. The Area Plan was developed using UDOT’s Solutions Development process, 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 identified and evaluated 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. It also 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.

What is the Kimball Junction area?

The Kimball Junction area includes the I-80 and SR-224 interchange through the two at-grade intersections on SR-224 (Ute Boulevard and Olympic Parkway).

The Area Plan process informed the draft purpose and need statement for the Kimball Junction EIS and the preliminary identification of project alternatives. The Area Plan applied a two-level screening process to analyze an initial set of 30 potential solutions. Eventually, the range of options was narrowed to three conceptual alternatives, which include highway, intersection, and pedestrian and bicyclist improvements.

The 2021 Area Plan is available on the Kimball Junction EIS website (<https://kimballjunctioneis.udot.utah.gov/resources>).

1.5 Overview of the Alternatives Development and Screening Process

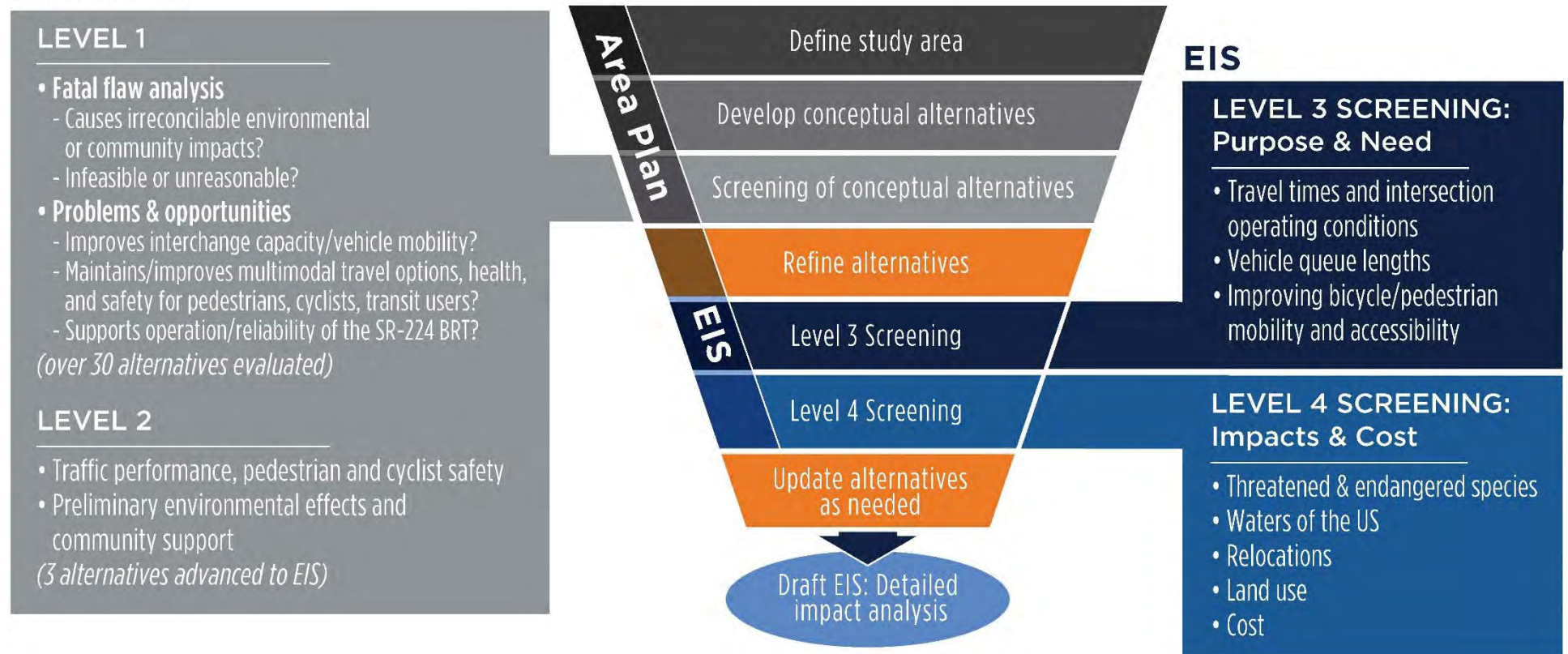
UDOT conducted a four-level screening evaluation of alternatives that spanned the Area Plan and EIS processes. Level 1 and Level 2 screening were conducted during the 2021 Area Plan process, while Level 3 and Level 4 screening were conducted during the EIS process (Figure 1-2).

Public input occurred during the Level 1 and Level 2 screening conducted during the Area Plan process. Additional agency and public inputs in the form of formal scoping occurred just prior to Level 3 screening (see Figure 1-2). A summary of the public and agency input received during the formal comment period held during the scoping phase is provided in the *Scoping Summary Report*, which is available on the Kimball Junction EIS website (<https://kimballjunctioneis.udot.utah.gov/resources>). Additional public input occurred after UDOT developed its alternatives screening criteria and methodology and again when UDOT released the draft version of this report.

New alternatives were recommended by the agencies or the public during the most recent comment period for the draft screening report. Because one new alternative was very different from any of the refined alternatives presented in the draft screening report, UDOT screened that alternative starting at Level 1 (fatal flaw analysis). The other new alternatives, which were similar to those presented in the draft screening report, were screened starting at Level 3.

Figure 1-2. Overview of the Kimball Junction EIS Alternatives Development and Screening Process

Area Plan



2.0 Alternatives Development and Screening during the Area Plan Process

During the Area Plan process, UDOT conducted the following two-level alternatives screening process for the 30 conceptual alternatives that were developed during the Area Plan process:

- **Level 1 Screening.** Level 1 screening determined whether each conceptual alternative had a “fatal flaw” or whether it did not meet the problems and opportunities of the study. The alternatives that had a fatal flaw or did not meet the problems and opportunities were dismissed from further consideration.
- **Level 2 Screening.** Level 2 screening of the remaining conceptual alternatives included more-quantitative measures as well as a comparative evaluation of technical screening criteria.

More information regarding Level 1 and Level 2 screening criteria and measurements is available in the *Alternatives Development and Screening Methodology Report*, which is available on the Kimball Junction EIS website (<https://kimballjunctioneis.udot.utah.gov/alternative-screening-2>).

2.1 Conceptual Alternatives Development

An objective of the Area Plan process was to work with the study partners to analyze and develop a range of highway, intersection, and pedestrian and bicyclist improvements 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.

The development of the Universe of Alternatives was the first step of the alternatives development and screening process and was completed as part of the Area Plan process. As shown in Table 2-1 on page 8, the Universe of Alternatives included a wide array of ideas and suggestions for improvements to the Kimball Junction interchange area. These ideas were initiated by the study team in concert with the study partners and were based primarily on previous planning studies and through previous public and stakeholder input. Together with the study partners, the study team developed a wide range of potential solutions that could be implemented to address the study goals and identified problems and opportunities.

What is the Universe of Alternatives?

For the Kimball Junction Project, the Universe of Alternatives was developed during an alternatives development workshop with the study partners. The Universe of Alternatives included 30 conceptual alternatives ranging from stand-alone surface street improvements to new interchange configurations.

The conceptual alternatives developed and evaluated include a wide range of potential solutions including bypass lanes, new interchange locations and configurations, intersection improvements, and intersection and access point changes in the study area. Several solutions included transit/high-occupancy vehicle (HOV)-only travel lanes. Similar suggestions were combined; then the improvement ideas were grouped into four general improvement categories:

- I-80/SR-224 interchange alternatives with improvements focused on I-80 and the I-80 frontage road
- Alternatives focused on improvements along SR-224
- Alternatives that combine improvements on I-80 and along SR-224
- Stand-alone surface street improvement alternatives

Once the conceptual alternatives were screened to determine which alternative packages were most feasible for future study and possible implementation, a public survey was distributed during the winter of 2021 to solicit public feedback on the alternatives. A summary of the public and partner coordination and outreach efforts is included in the 2021 Area Plan, which is available on the Kimball Junction EIS website (<https://kimballjunctioneis.udot.utah.gov/resources>).

Figure 2-1. Overview of the Kimball Junction Area Plan’s Alternatives Development and Screening Process

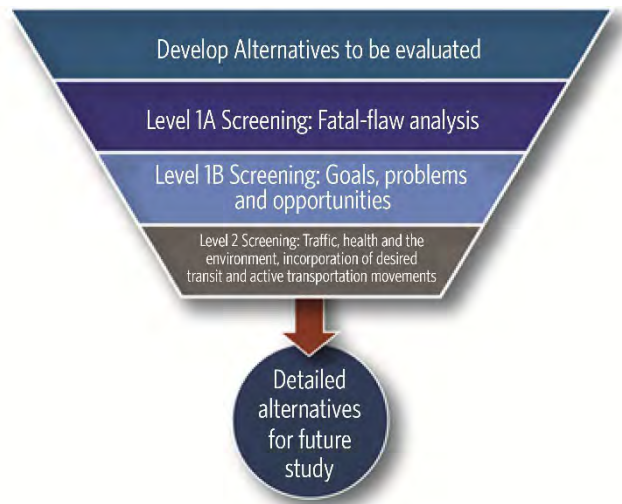


Table 2-1. Summary of Universe of Alternatives and Level 1 Screening Results

Alternative Name	Alternative Description	Level 1A Result	Level 1B Result
Group A: I-80/SR-224 Interchange Alternatives with Improvements Focused on I-80 and the I-80 Frontage Road			
Alternative A-1: Half-diamond interchange and tight-diamond interchange with thru movements and Texas U-turns ^a	Convert the existing single-point urban interchange (SPUI) to a tight diamond with U-turn movements, coupled with two new half-diamond interchanges on either side of the existing SR-224 interchange, all interconnected with one-way frontage roads. One-way frontage roads will provide new access points into Kimball Junction on the south side of I-80. A transit/HOV-only ramp option was included in this alternative.	Passed	Passed
Alternative A-2: Offset single-point diamond interchange with direct ramps to elevated SR-224 bypass	Convert the existing SPUI to an offset single-point diamond (also referred to as a folded or collapsed diamond), coupled with new eastbound and westbound I-80 to southbound SR-224 direct ramps to an elevated southbound SR-224 bypass along the west side of SR-224, and eastbound I-80 off and on slip ramps to the existing two-way frontage road system.	Failed	NA
Alternative A-3: Bypass road	Construct an SR-224 bypass road through the southwest quadrant of the I-80/SR-224 interchange around the southwest edges of the Kimball Junction development and connect to I-80 with a new interchange about 1 mile west of the current SR-224 interchange. A transit/HOV-only option was also considered for this alternative, which repurposes this new bypass alternative into a transit/HOV-only road that could connect to SR-224 south of Kimball Junction, and also provide “back-door” access to the transit center in Kimball Junction.	Failed ^c	NA
Group B: Alternatives Focused on Improvements along SR-224			
Alternative B-1: Grade-separated intersections with enhanced pedestrian crossings	Designed to provide improved pedestrian connectivity between the two halves of Kimball Junction, Alternative B-1 consists of grade-separated intersections with enhanced pedestrian crossing facilities at Ute Boulevard and Olympic Parkway. These grade-separated intersections could be signalized intersections or roundabout-style intersections and could either depress SR-224 under the intersections or elevate it over the intersections.	Failed	NA
Group C: Alternatives That Combine Improvements on I-80 and along SR-224			
Alternative C-1: Grade-separated intersections with enhanced pedestrian crossings and alternative connections to I-80	Identical to Alternative B-1 except combines with alternate connection methods at the I-80 interchange. A transit/HOV-only ramp option was included in this alternative.	Failed ^b	NA

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Table 2-1. Summary of Universe of Alternatives and Level 1 Screening Results

Alternative Name	Alternative Description	Level 1A Result	Level 1B Result
Alternative C-2: Elevated northbound-only SR-224 bypass with new third-level flyover at I-80	Supplements the existing road system with an elevated northbound-only SR-224 bypass along the east side of SR-224 from north of Olympic Parkway to I-80, coupled with a new third-level northbound-to-westbound flyover at I-80 and a dedicated northbound-to-eastbound right turn to I-80. The existing SR-224 would be modified only to the extent necessary while accounting for removing the Park City northbound through traffic from that road. A transit/HOV-only ramp option was included in this alternative.	Failed ^b	NA
Alternative C-3: Elevated two-way SR-224 bypass with new third-level flyover, one-way frontage roads, and an interchange at Olympic Parkway	Elevated two-way SR-224 bypass road up the median of SR-224 from north of Olympic Parkway to I-80, coupled with a new third-level northbound-to-westbound flyover at I-80, one-way frontage roads from I-80 to Olympic Parkway, an interchange at Olympic Parkway with a northbound-to-southbound U-turn, and right-in/right-out connections to the one-way frontage roads at Ute Boulevard. A transit/HOV-only ramp option was included in this alternative.	Passed	Failed
Alternative C-4: Variation of elevated northbound-only SR-224 bypass with new third-level flyover at I-80	Variation of Alternative C-3. All features of Alternative C-3 are the same, except that the I-80 eastbound-to-southbound through movement is shifted to a circular flyover next to the I-80 northbound-to-westbound flyover. This design allows adding a northbound-to-southbound U-turn just north of Ute Boulevard to redirect the westbound Ute Boulevard traffic to the U-turn, creating a complete pair of one-way frontage roads. A transit/HOV-only ramp option was included in this alternative.	Failed	NA
Alternative C-5: Variation of elevated northbound-only SR-224 bypass with new third-level flyover at I-80	Variation of Alternative C-3. A transit/HOV-only ramp option was included in this alternative.	Passed	Failed
Alternative C-6: SR-224 median trench with I-80 tunnel	Uses the SR-224 median trench concept but then continues the I-80 northbound-to-westbound movement through a tunnel under I-80. A transit/HOV-only ramp option was included in this alternative.	Failed	NA

(Continued on next page)

Table 2-1. Summary of Universe of Alternatives and Level 1 Screening Results

Alternative Name	Alternative Description	Level 1A Result	Level 1B Result
Alternative C-7: SR-224 median trench with depressed I-80 eastbound-to-southbound movement	Similar to Alternative C-6, which uses the SR-224 median trench concept, but instead uses a depressed I-80 eastbound-to-southbound movement to route traffic into the trench. A transit/HOV-only ramp option was included in this alternative.	Failed ^b	NA
Alternative C-8: SR-224 median trench with turbine-style I-80 interchange	Alternative C-8 uses the same SR-224 median trench or elevated concept as Alternative C-7 but, instead of constructing a third level of the I-80 interchange, it converts the I-80 interchange into a turbine-style configuration where these free-flow traffic movements can all be accommodated within the existing two levels of the interchange. A transit/HOV-only lane option was also included in this alternative.	Failed	NA
Group D: Stand-alone Surface Street Alternatives			
Alternative D-1	Triple northbound left turns at I-80 interchange. Expand I-80 eastbound off-ramp for transit/HOV only.	Passed	Passed
Alternative D-2	Consolidate left turns. East/west left turns allowed only at Ute Boulevard, and north/south left turns allowed only at Olympic Parkway. Dual left-turn lanes would likely be needed.	Passed	Failed
Alternative D-3	Construct Ute Boulevard right-in/right-out and widen SR-224. Restrict Ute Boulevard to right-in/right-out, widen SR-224 to Olympic Parkway, and add dual lefts at Olympic Parkway.	Passed	Failed
Alternative D-4	Ute Boulevard bridge and right-in/right-out. Grade-separate Ute Boulevard with right-in/right-out to and from SR-224 (informal bow-tie intersection).	Failed	NA
Alternative D-5	Elevated intersection(s). Elevate intersection at Ute Boulevard and possibly Olympic Parkway as well.	Failed	NA
Alternative D-6	Diverging diamond interchange.	Passed	Failed
Alternative D-7	Dual left turns at Ute Boulevard and Olympic Parkway.	Passed	Passed
Alternative D-8	Add northbound left-turn lane at Olympic Parkway a transit/HOV-only lane as it directly ties into SR-224 bus rapid transit (BRT) route.	Passed	Failed
Alternative D-9	Add an additional northbound left turn-lane at the existing SPUI for transit/HOV. (There appears to be space using the existing bridge width). This alternative is similar to Alternative D-1 but incorporates the transit/HOV-only aspect.	Passed	Failed

(Continued on next page)

Table 2-1. Summary of Universe of Alternatives and Level 1 Screening Results

Alternative Name	Alternative Description	Level 1A Result	Level 1B Result
Alternative D-10	Add a pedestrian tunnel at Ute Boulevard, similar to existing tunnel at Olympic Parkway.	Passed	Passed
Alternative D-11	Northbound lane widening on SR-224 from Olympic Parkway to Ute Boulevard.	Passed	Passed
Alternative D-12	Southbound lane widening on SR-224 from Olympic Parkway to Ute Boulevard.	Passed	Passed
Alternative D-13	Construct direct-connect (bypass) lanes for the eastbound I-80 to southbound SR-224 and northbound SR-224 to westbound I-80 through movements. The northbound SR-224 to westbound I-80 portion would require a flyover bridge south of Olympic Parkway and also a flyover bridge over I-80.	Passed	Failed
Alternative D-14	New connection and possible traffic signal at Bear Cub Drive. Build straight-line spur off Olympic Parkway at the bend and connect to Bear Cub Drive with a new traffic signal at Bear Cub Drive and SR-224.	Passed	Passed
Alternative D-15	Incorporate a transit/HOV-only right-turn lane from the eastbound I-80 off-ramp to Ute Boulevard.	Passed	Passed
Alternative D-16	Extend westbound-to-northbound right-turn lane on Newpark Blvd.	Passed	Passed
Alternative D-16A	Close left turns at McDonald's and the Richens building to extend the left turn from Ute Boulevard to SR-224.	Passed	Passed

Definitions: BRT = bus rapid transit; HOV = high-occupancy vehicle; NA = not applicable; SPUI = single-point urban interchange

- ^a A Texas U-turn is a lane that allows vehicles to travel on one side of a one-way frontage road to perform a U-turn onto the opposite frontage road (typically crossing over or under a freeway).
- ^b Eliminated during Level 1 screening but moved forward into Level 2 screening when combined with Alternative C-7.
- ^c The general-purpose traffic bypass road concept was eliminated during Level 1 screening because the traffic circle would not likely accommodate all of the traffic using the bypass, and this lack of accommodation would be an irreconcilable community impact. The transit/HOV-only bypass road concept with modifications and combined with Alternative D-14 was moved to Level 2 screening.

2.2 Consideration of Transit, Travel Demand Management, and Transportation System Management Alternatives

No standalone transit, travel demand management (TDM), or transportation system management (TSM) alternatives were identified for the Kimball Junction Project. Standalone transit, TDM, or TSM alternatives wouldn't meet the purpose of the project because they wouldn't address the capacity, mobility, safety, and operational needs of the project.

The alternatives considered by UDOT will accommodate all current and proposed transit operations, including the planned SR-224 bus rapid transit (BRT) service identified in local and regional transportation plans. SR-224 has an annual average daily traffic (AADT) of 33,000 vehicles per day. Future BRT service is predicted to attract only about 5,400 riders a day,² which is not enough to sufficiently reduce SR-224 traffic as a stand-alone alternative. Transit service, whether a standalone alternative or combined with other alternatives, wouldn't solve the entirety of the traffic problems on SR-224. The future BRT service, combined with other local transit routes such as High Valley Transit's 101 Spiro, would benefit the Kimball Junction area, but not enough to address the transportation needs for this project. For these reasons, this alternative does not satisfy the project's purpose.

Nonetheless, the Area Plan acknowledged that a variety of strategies, when used in combination, can effectively improve congestion and mobility. Strategies such as demand management and additional operational improvements, such as advanced signal systems, signal retiming and optimization, and signal priority for buses, can help manage travel demand in concert with capacity improvements and additional multimodal measures. The Kimball Junction Project would not prohibit additional transit, TDM, or TSM strategies from being implemented by local jurisdictions in the future.

What are TDM and TSM?

Travel demand management (TDM) is a set of strategies aimed at maximizing traveler choices, while transportation system management (TSM) is a set of techniques used to increase the capacity of transportation infrastructure without increasing its physical size.

2.3 Level 1 Screening

The preliminary alternatives were assessed using a two-step screening process to determine which alternatives were reasonable and feasible and should be considered for further study.

Level 1A Screening. After UDOT developed the conceptual alternatives that were based primarily on previous planning studies and through previous public and stakeholder input, it began the screening process with a preliminary (Level 1A) evaluation of conceptual alternatives to determine whether they had fatal flaws. Any alternative that didn't pass Level 1A screening was dismissed from continued study.

Level 1B Screening. Alternatives that were not screened out during the Level 1A fatal-flaw analysis were moved forward into Level 1B screening. UDOT developed the Level 1B screening criteria in the following areas: capacity, accessibility, mobility, safety and comfort, community health and environment, multimodal connections, consistency with adopted plans, public acceptance, and innovative operational and maintenance techniques. These areas align with the six goals developed

² High Valley Transit, *FTA Region 8 Categorical Exclusion Worksheet for the SR-224 Bus Rapid Transit Project*, <https://drive.google.com/file/d/1eUMlcTBrpvGofNF1kHvhX2TWtkq2VEms/view>, January 27, 2023.

by the study partners. The study area's goals and opportunities are the foundation of the evaluation criteria.

More information regarding Level 1 screening criteria and measurements is available in the *Alternatives Development and Screening Methodology Report*, which is available on the Kimball Junction EIS website (<https://kimballjunctioneis.udot.utah.gov/alternative-screening-2>).

2.3.1 Fatal-flaw Screening Questions for Level 1A Screening

Alternatives with fatal flaws—for example, alternatives that are not technically feasible—were determined to not be reasonable.

The following yes-or-no, fatal-flaw questions were used in Level 1A screening:

- Does the alternative cause irreconcilable environmental impacts?
- Does the alternative cause irreconcilable community impacts?
- Is the alternative infeasible or unreasonable because of engineering or cost issues?

Any alternative with a “yes” answer to a screening question was dismissed from continued study. If an alternative did not have fatal flaws, it was further developed so that Level 1B screening could be conducted.

2.3.2 Problems, Opportunities, and Goals Screening Questions for Level 1B Screening

The study goals and problems and opportunities were the basis for the remaining yes-or-no questions that were used in Level 1B screening:

- Does the alternative improve interchange area capacity and vehicle mobility to/from I-80 and to/from SR-224 through the Kimball Junction area?
- Does the alternative maintain or improve multimodal travel options, health, and safety for pedestrians, cyclists, and transit users in the Kimball Junction area?
- Does the alternative support operation and reliability of the *Valley to Mountain (SR-224) Transit Project Alternatives Analysis* preferred alternative (side-running BRT) on both sides of SR-224?

Any alternative with a “no” answer to a screening question was dismissed from continued study.

2.3.3 Level 1 Screening Results

Thirty alternatives were developed at a conceptual level and put through the two-step Level 1 screening process during the Area Plan process. Table 2-1, *Summary of Universe of Alternatives and Level 1 Screening Results*, above lists the 19 alternatives eliminated during Level 1 screening. Eleven of those alternatives (A-2, A-3, B-1, C-1, C-2, C-4, C-6, C-7, C-8, D-4, and D-5) were dismissed during Level 1A screening because of at least one of the following three fatal flaws, or because an alternative lacked a strong, justifiable reason to use a certain configuration and therefore would not be permitted by FHWA:³

- Insufficient merge and/or weave distance between Ute Boulevard and the I-80 interchange (in specific response to bridge or tunnel ramps off I-80)
- Extremely high construction cost, as defined on the scale *extremely low – low – relatively low – high – relatively high – extremely high*⁴
- Construction that would severely impact the function of the I-80 mainline and/or the I-80 interchange, such as by creating congestion or increasing travel time due to lane closures and/or detours

An additional eight alternatives (Alternatives C-3, C-5, D-2, D-3, D-6, D-8, D-9, and D-13) were eliminated during Level 1B screening because they didn't meet the study goals, including not maintaining or improving multimodal travel options or disrupting east–west connectivity.

Based on the two-step Level 1 screening evaluation, the following four alternatives were moved forward into Level 2 screening. These four alternatives comprise “bundles” of the 11 remaining alternatives that passed Level 1 screening.

- **Alternative 1:** Half-diamond interchange and tight-diamond interchange with through movements, Texas U-turns, and a pedestrian tunnel at Ute Boulevard (Alternative A-1+D-10 with possibility to incrementally add D-7, D-11, and D-12)
- **Alternative 2:** Transit/HOV-only bypass road concept with adjacent trail and extension of Olympic Parkway with a new connection to SR-224 at Bear Cub Drive (Alternative A-3 with D-14)
- **Alternative 3:** Grade-separated intersections with enhanced pedestrian crossing facilities at Ute Boulevard and Olympic Parkway and alternate connections to the I-80 interchange (Alternative C-7+C-1/C-2 plus braided ramp)
 - Note that Alternative 3 combines features from Alternatives C-1 and C-7, both of which were eliminated during Level 1 screening. The grade-separated intersections at Ute Boulevard and Olympic Parkway from C-1 were incorporated with the braided ramp concepts from C-7. This helps to solve issues with the individual alternatives that caused them to be eliminated. In addition, a braided ramp concept was added to this alternative to further resolve issues associated with the standalone alternatives.
- **Alternative 4:** Combination of stand-alone surface street improvements (combined remaining D alternatives)

³ Email from Bryan Dillon, FHWA Utah Division, to Grant Farnsworth, UDOT, regarding justification for a slip ramp alternative that would modify access to the interstate highway, November 10, 2020.

⁴ Although exact costs were not known during the Level 1 screening phase, UDOT used the “extremely high” construction cost designation defined on a scale ranging from *extremely low – low – relatively low – high – relatively high – extremely high* as the threshold for being infeasible due to cost, especially when compared to other alternatives that would achieve the same results for assumed less cost.

2.4 Level 2 Screening

At the start of Level 2 screening, an online public meeting and survey was held to present the Level 1 screening results and to request feedback on the four alternative bundles moving into Level 2 screening. Community support for an alternative was one evaluation measure used during Level 2 screening to consider whether an alternative fit the character and scale of the community.

During Level 2 screening, UDOT evaluated the four conceptual alternatives that passed Level 1 screening against criteria that focused on how well each alternative meets the problems and opportunities for the study from a traffic perspective, the alternative's impacts to the natural and built environment, public sentiment, estimated project costs, logistical considerations, and overall feasibility.

As shown above in Figure 1-2, *Overview of the Kimball Junction EIS Alternatives Development and Screening Process*, the Level 2 process entailed a more-detailed evaluation of the alternatives that passed Level 1 screening. The Level 2 screening either added additional measures or expanded measures for each of the criteria from Level 1 screening and provided a method for comparing alternatives. Alternatives carried forward from Level 1 screening were reviewed and refined to add more definition to the proposed improvements, to better understand their operational benefits and costs, and to provide information so that the study team could further assess the alternatives in Level 2 screening.

2.4.1 Level 2 Screening Results

Based on the initial Level 2 screening traffic evaluation, Alternative 2, a transit/HOV-only bypass road through the interchange area's southwest quadrant, was removed from further study because it would not relieve the existing or forecasted future traffic problems in the study area. Travel demand modeling conducted as part of Level 2 screening showed that Alternative 2 would not relieve the existing or forecasted future traffic problems in the study area. Modeling showed that even if Alternative 2 were constructed, vehicles would still likely back onto the I-80 mainline, travel time through Kimball Junction would remain unreliable, and vehicle mobility through Kimball Junction would remain at level of service (LOS) F.

In addition to Alternative 2 failing Level 2 screening from a traffic perspective, the alternative did not have public support. During the second public survey held during the Area Plan process to gauge community support and input regarding the alternatives being screened, Alternative 2 received the lowest overall rating among the four alternatives. There was almost universal community rejection for the alternative running through the edge of the Hi-Ute conservation easement. In addition, survey respondents didn't think that Alternative 2 would solve congestion or traffic build-up, felt that there were potential safety risks near Ecker Middle School, and felt that the alternative would reduce recreation options instead of expanding them by replacing trails with an HOV lane.

Alternatives 1, 3, and 4 passed Level 2 screening and were recommended by the study partners for further evaluation in the EIS.

More information regarding the Level 2 screening results is available in the Area Plan, which is available on the Kimball Junction EIS website (<https://kimballjunctioneis.udot.utah.gov/resources>).

More information regarding Level 1 and Level 2 screening criteria and measurements is available in the *Alternatives Development and Screening Methodology Report*, which is available on the Kimball Junction EIS website (<https://kimballjunctioneis.udot.utah.gov/alternative-screening-2>).

3.0 Alternatives Refinement and Screening during the EIS Process

Building on the results of the 2021 Area Plan, the alternatives development and screening process for the Kimball Junction EIS consisted of the following phases:

- Refine Alternatives.** As part of the alternatives refinement process, the conceptual alternatives resulting from the Area Plan and introduced to the public during the EIS scoping phases were further developed based on additional topographic information and traffic analysis performed during the Level 3 and Level 4 screening processes.
- Level 3 Screening.** Screening criteria were applied to eliminate alternatives that do not meet the project’s purpose and need. The alternative options that passed this screening were refined for further evaluation.
- Level 4 Screening.** Screening criteria were applied to eliminate alternatives that meet the purpose of and need for the project but would be unreasonable for other reasons—for example, an alternative that would have unreasonable impacts to the natural and human environment, would not meet regulatory requirements, or duplicates the benefits of a less costly alternative with similar impacts to the natural and human environment.

The alternatives development and screening process is designed to be dynamic throughout the EIS process. New alternatives or refinements of an existing alternative developed later in the EIS process will be considered using the same screening considerations and criteria as the other alternatives, as described in this final screening report.

3.1 New Names for Alternatives during the EIS Process

Moving forward in the EIS process, UDOT simplified the names of the three conceptual alternatives that were recommended by the study partners in the Area Plan for further study in the EIS (Table 3-1). The conceptual alternatives are shown in Attachment A, *Conceptual Alternatives Resulting from the Area Plan and Refinements Made to Those Alternatives*.

Table 3-1. New Names for EIS Alternatives

Area Plan Name	EIS Name
Alternative 1: Half-diamond interchange and tight-diamond interchange with through movements, Texas U-turns, and a pedestrian tunnel at Ute Boulevard (Alternative A-1+D-10 with possibility to incrementally add D-7, D-11, and D-12)	Alternative A: Split Diamond Interchange with Intersection Improvements
Alternative 3: Grade-separated intersections with enhanced pedestrian crossing facilities at Ute Boulevard and Olympic Parkway and alternate connections to the I-80 interchange (Alternative C-7+C-1/C-2 plus braided ramp)	Alternative B: Grade-separated Intersections with One-way Frontage Roads to the I-80 Interchange
Alternative 4: Combination of stand-alone surface street improvements (combined remaining D alternatives)	Alternative C: Intersection Improvements with Pedestrian Enhancements

3.2 Reasons Why an Alternative Might Be Eliminated during the EIS Screening Process (Levels 3 and 4 Screening)

This section describes the laws and applicable regulations and guidance used to determine whether a concept might be eliminated during the EIS screening process.

3.2.1 Council on Environmental Quality Regulations and Guidance

The Council on Environmental Quality's NEPA regulations and guidance suggest three primary reasons why an alternative might be determined to be infeasible or not reasonable and eliminated from further consideration.

1. The alternative does not satisfy the purpose of the project (this was evaluated in Level 3 screening).
2. The alternative is determined to be not practical or feasible from a technical and/or economic standpoint.
3. The alternative substantially duplicates another alternative; that is, it is otherwise reasonable but offers little or no advantage for satisfying the project's purpose, and it has impacts and/or costs that are similar to or greater than those of other, similar alternatives (this was evaluated in Level 4 screening).⁵

3.2.2 Clean Water Act Requirements

Because federally regulated wetlands or other waters of the United States might be present in the study area, UDOT will also consider the *Clean Water Act Section 404(b)(1) Guidelines for Specification of Disposal Sites for Dredged or Fill Material* and Executive Order 11990, *Protection of Wetlands*, during the alternatives development phase. The U.S. Army Corps of Engineers is responsible for determining compliance with the Section 404(b)(1) Guidelines and may permit only the least environmentally damaging practicable alternative.

The Section 404(b)(1) Guidelines state that "no discharge of dredged or fill material [to Section 404-regulated waters] shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences" (Section 230.10(a)). This section of the guidelines further states that:

1. For the purpose of this requirement, practicable alternatives include but are not limited to:
 - a. Activities which do not involve a discharge of dredged or fill material into the waters of the United States or ocean waters;
 - b. Discharges of dredged or fill material at other locations in waters of the United States or ocean waters;
2. An alternative is practicable if it is available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes. If it

⁵ American Association of State Highway and Transportation Officials (AASHTO) Center for Environmental Excellence, *Defining the Purpose and Need and Determining the Range of Alternatives for Transportation Projects*, AASHTO Practitioner's Handbook 07, August 2016.

is otherwise a practicable alternative, an area not presently owned by the applicant which could reasonably be obtained, utilized, expanded, or managed in order to fulfill the basic purpose of the proposed activity may be considered.

3. Where the activity associated with a discharge which is proposed for a special aquatic site (as defined in Subpart E of the guidelines) does not require access or proximity to or siting within the special aquatic site in question to fulfill its basic purpose (i.e., is not water dependent), practicable alternatives that do not involve special aquatic sites are presumed to be available, unless clearly demonstrated otherwise. In addition, where a discharge is proposed for a special aquatic site, all practicable alternatives to the proposed discharge which do not involve a discharge into a special aquatic site are presumed to have less adverse impact on the aquatic ecosystem, unless clearly demonstrated otherwise.

3.2.3 Section 4(f) Requirements

Section 4(f) of the Department of Transportation Act of 1966 (49 United States Code Section 303) applies to publicly owned parks, recreation areas, and wildlife and waterfowl refuges and publicly or privately owned significant historic properties. The requirements of Section 4(f) apply only to agencies within the U.S. Department of Transportation (USDOT)—for example, FHWA.

Section 4(f) prohibits USDOT agencies from approving the use of any Section 4(f) land for a transportation project, except as follows:

- First, the USDOT agency can approve the use of Section 4(f) land by making a determination that (1) there is no prudent and feasible alternative that would avoid the use of the Section 4(f) resource *and* (2) the project includes all possible planning to minimize harm to that property.
- Second, the USDOT agency can approve the use of Section 4(f) property by making a finding of *de minimis* impact for that property.

An alternative that would not be available to the USDOT agency because of the severity of Section 4(f) impacts could be eliminated during Level 2 screening.

The *Alternatives Development and Screening Methodology Report* provides additional information regarding the methodology and process for developing and screening alternatives for the Kimball Junction Project. This report is available on the Kimball Junction EIS website (<https://kimballjunctioneis.udot.utah.gov/alternative-screening-2>).

What is a *de minimis* impact?

For publicly owned public parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that would not adversely affect the activities, features, or attributes of the property.

For historic sites, a finding of *de minimis* impact means FHWA has determined that either the project would not affect the historic property or the project would have “no adverse effect” on the historic property.

3.3 Summary of the Kimball Junction Project’s Purpose and Need (for Level 3 Screening)

3.3.1 Need for the Project

For the Kimball Junction Project, UDOT looked at the expected transportation mobility needs in the needs assessment evaluation area in 2050. These mobility needs are related primarily to traffic delay during morning (AM) and afternoon (PM) peak hours due to projected growth in population, employment, tourism, and development in the Kimball Junction area, in surrounding areas, and regionally.

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

- 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.
- Vehicle queues on the I-80 off-ramps will extend back onto mainline I-80, resulting in unsafe travel conditions.

In addition, UDOT looked at expected active transportation mobility needs in the evaluation area, also during 2050. The active transportation mobility needs are related in part to future upgrades in transit service in the evaluation area, as well as to growth of the regional trail system, community interest in walking and bicycling in the evaluation area and to access local recreation amenities, and developing land uses in the evaluation area. These factors will lead to the following issue:

- Growing east–west active transportation (walking and bicycling) demand across SR-224 will require additional crossing facilities.

Finally, due to projected growth in the area, Summit County has proposed transit improvements to alleviate vehicle travel demand and improve transit mobility and reliability as part of a separate project on SR-224. Although the proposed SR-224 Bus Rapid Transit Project has independent utility from this project, the project partners will consider ways to integrate any alternatives with the SR-224 Bus Rapid Transit Project.

3.3.2 Purpose of the Project

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; and
- Maintaining or improving transit travel times through the evaluation area.

What are the AM and PM peak hours?

The AM and PM peak hours are the 1-hour periods of the morning and afternoon, respectively, when there is the greatest number of vehicles on the roadway system, based on 4 months of winter traffic data collected between December 2021 and March 2022. The peak hours that were modeled in the analysis were 8:00 to 9:00 AM and 4:00 to 5:00 PM. Transportation officials focus on peak hours when examining the need for a project.

3.4 Public and Agency Engagement during the Scoping and Alternatives Screening Methodology Phases

Public and agency input on the three conceptual alternatives resulting from the Area Plan was gathered during the formal NEPA scoping period, which occurred in December 2022 and January 2023. Additional public and agency comment was sought when UDOT released the *Alternatives Development and Screening Methodology Report* (screening methodology report), which described the screening criteria and measures that would be used to determine which alternatives would move forward for detailed evaluation in the EIS.

Below is a summary of public and agency engagement from the start of the EIS process up to the release of the draft screening report. See section 5.0 for a summary of the public and agency engagement process during the public comment period for the draft screening report.

3.4.1 Public and Agency Engagement during Scoping

Scoping is the first step in the NEPA process. Scoping encourages using public and agency participation to help an agency identify important issues related to the proposed action. The Notice of Intent to prepare the Kimball Junction EIS was published on December 21, 2022, which initiated the formal NEPA scoping period. The scoping period lasted 37 days until January 27, 2023.

UDOT held two public scoping meetings in January 2023 that had about 100 total attendees. Scoping materials presented included an overview of the Area Plan process, draft purpose and need statement, conceptual alternatives resulting from the Area Plan, draft alternative screening process and criteria, and project timeline. These meetings also gave members of the public the chance to ask UDOT clarifying questions regarding the conceptual alternatives and the alternatives development process. An agency scoping meeting was held on January 9, 2023, for interested state and federal agencies and local governments.

The *Scoping Summary Report* provides a summary of the scoping activities, outreach materials, and public and agency scoping comments received. This report is available on the Kimball Junction EIS website (<https://kimballjunctioneis.udot.utah.gov/resources>).

During the scoping process, UDOT received over 170 individual comment submissions from the public and agencies on the conceptual alternatives resulting from the Area Plan. Comments addressed a variety of issues including 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.

Comments regarding the conceptual alternatives included suggested changes to existing intersections, improvements to other existing roads, new bridges, additional pedestrian enhancements, and various new bypass roads. The new concepts suggested by the public are discussed in Section 3.4.2 below.

3.4.2 Evaluation of New Concepts Identified by the Public during Scoping

During the public comment scoping period for the EIS, most of the alternatives suggested by the public had already been evaluated during the Area Plan process. However, several new concepts or variations on the three conceptual alternatives being evaluated in the EIS (Alternatives A, B, and C) were suggested. These suggested concepts were developed and evaluated to determine whether they would pass Level 3 screening.

Table 3-2 describes the new concepts or variations on existing conceptual alternatives that were identified during the public scoping comment period. As shown in Table 3-2, this evaluation determined that these new concepts would not meet the purpose of the project, would not maintain all existing traffic movements, and/or could not be feasibly designed to meet American Association of State Highway and Transportation Officials (AASHTO) standards,⁶ which UDOT follows, or FHWA policy and guidance.⁷

⁶ AASHTO, *A Policy on Geometric Design of Highways and Streets, 7th Edition*, 2018.

⁷ FHWA, *Policy on Access to the Interstate System*, May 22, 2017.

Table 3-2. Evaluation of New Concepts Identified during the Scoping Comment Period

Description	Evaluation
<p>Alternative B: Construct roundabouts rather than lights for the east-west connections at Ute Boulevard and Olympic Parkway and consider how the roundabouts would work with pedestrian and bicyclist traffic.</p>	<p>Traffic modeling was performed on this concept. Specifically, based on the projected traffic in the area and guidance in National Cooperative Highway Research Program (NCHRP) Report 672, <i>Roundabouts: An Informational Guide, 2nd Edition</i>, the roundabouts would require three or more circulating lanes. A roundabout with three or more circulating lanes has a large footprint and is complex for drivers to navigate. Additionally, they are challenging for pedestrians to cross because drivers exiting the roundabout are less likely to yield. Finally, roundabouts with three or more lanes are not common, their functionality for traffic operations are unproven in the United States, and such a roundabout would not meet the expectations of local drivers or drivers visiting the area.</p> <p>The concept was eliminated because it would not meet the purpose of the project.</p>
<p>Alternative B: Construct a one-way ring route that is raised over SR-224 around the four existing roundabouts. Ute Boulevard and Olympic Parkway would be over SR-224, and the ring road would allow right turns only. This concept removes the frontage roads between Ute Boulevard and Olympic Parkway.</p>	<p>Traffic modeling was performed on this concept. Specifically, eliminating the frontage roads between Ute Boulevard and Olympic Parkway would create severe congestion on internal neighborhood roads in Kimball Junction because the frontage road traffic would be diverted through the existing roundabouts.</p> <p>The concept was eliminated because it would not meet the purpose of the project.</p>
<p>Alternative C: Construct a flyover ramp (that is, a grade-separated ramp that crosses over the roadway it exits) from SR-224 to westbound I-80.</p>	<p>Traffic modeling was performed on this concept and the flyover alignment, and a preliminary profile was created to check clearances and slopes. The proposed flyover ramp would be on a third level above the existing I-80 bridge, and, to meet AASHTO Green Book^a ramp maximum vertical grade standards, it would pass through the existing location of the pedestrian trail overpass over I-80. To be compatible with the flyover ramp, the trail overpass would need to be relocated about 1,100 feet to the west. The future westbound on-ramp would require minor widening for about 1,600 feet for proper merge distances to accommodate the new flyover lane.</p> <p>Traffic performance with Alternative C with Flyover in 2050 would be poor compared to Alternative C. Alternative C with Flyover combines the flyover traffic and the traffic turning right to travel east on I-80 into the right-most lanes on northbound SR-224. The combined traffic from both travel movements would create lines of vehicles over 2 miles long that would increase traffic delays at the Ute Boulevard and Olympic Parkway intersections on SR-224.</p> <p>The concept was eliminated because it would not meet the purpose of the project.</p>
<p>Alternative C: Construct a slip ramp off eastbound I-80 at the truck parking area, known as the Eastbound Rest Area, to provide access to the park-and-ride lot.</p>	<p>The existing ramps at this location allow access to and from the rest area only, and because of this it isn't considered an "access to the Interstate System."^b Providing additional access at this location would constitute adding an interchange (interstate access), which would subject it to additional guidelines. AASHTO Green Book^a Section 10.9.5.3, <i>Interchange Spacing</i>, calls for 1-mile spacing between accesses in urban areas and 3-mile spacing in rural areas. The distance between the rest area exit ramp gore and the existing Kimball Junction exit ramp gore is 0.8 mile. FHWA personnel said that they would have a difficult time approving a slip ramp alternative because slip ramps are generally not permitted unless there is a strong, justifiable reason to use such a configuration. FHWA personnel said that this concept was not justifiable because it would require FHWA to modify access to the interstate to help alleviate a problem on the local road system.^c</p> <p>The concept was eliminated due to FHWA policy and guidance constraints.</p>

^a AASHTO, *A Policy on Geometric Design of Highways and Streets, 7th Edition*, 2018.

^b FHWA, *Policy on Access to the Interstate System*, May 22, 2017.

^c Email from Bryan Dillon, FHWA Utah Division, to Grant Farnsworth, UDOT, regarding justification for a slip ramp alternative that would modify access to the interstate highway, November 10, 2020.

3.4.3 Public and Agency Engagement Sought for the Alternatives Screening Methodology

UDOT held a 30-day comment period for the public and agencies from April 28 to May 28, 2023, on the *Alternatives Development and Screening Methodology Report* (screening methodology report). This report identifies criteria and measures for evaluation and guides which alternative(s) is (are) carried forward for detailed evaluation in the EIS. The screening methodology report is available on the Kimball Junction EIS website (<https://kimballjunctioneis.udot.utah.gov/alternative-screening-2>).

A variety of methods were used to notify the public of the availability of the screening methodology report and of the 30-day comment period, including advertisements and legal notices in regional and local newspapers, notifications and reminders posted on the Kimball Junction Project website, and notices posted on UDOT's social media sites. In addition, an email notice was sent to the Kimball Junction EIS mailing list. Copies of the notification materials listed above are included in Attachment B, *Public and Agency Engagement Materials*.

During the 30-day comment period on the screening methodology report, UDOT received 77 public comments. UDOT did not receive any comments from agency representatives regarding the screening methodology, criteria, or measures, nor were any new alternatives proposed that had not already been considered and screened during Level 1 and Level 2 screening. All comments that were received between April 28 and May 28, 2023, are included in Attachment B. Each comment was reviewed by UDOT as it was received and assigned a number. Attachment B includes a list of commenters presented chronologically and the corresponding comment number.

No public commenter disagreed with the proposed screening methodology, criteria, or measures presented in the screening methodology report, and a few public commenters reiterated that UDOT should use the screening criteria UDOT proposed in the report. Most comments stated preferences for one or more of the conceptual alternatives presented at the January 2023 scoping meetings or invoked environmental issues that will be studied in the EIS as part of any alternative moving forward for detailed study rather than used as criteria for screening. Many comments were related to concerns about congestion, concerns about noise impacts, pedestrian options and safety, public transit options, how alternatives might affect existing businesses, and the cost of the alternatives.

Additional issues for consideration were suggested by the public; these are described in Table 3-3 and the paragraphs following the table. UDOT did not include these issues for consideration in either Level 3 or Level 4 screening; however, during the alternatives analysis, UDOT evaluated additional logistical considerations and overall feasibility of the conceptual alternatives.

Table 3-3. Issues for Consideration Identified by the Public during the Screening Methodology Comment Period

Issue to be Considered	UDOT Response
Snow removal plans need to be considered.	All alternatives that pass Levels 3 and 4 screening will be designed to accommodate snow removal.
Water table, drainage, flood risk and mitigation need to be considered.	All alternatives that pass Levels 3 and 4 screening will be designed to current UDOT standards. <i>See the water table and drainage and flood risk sections below for more detail.</i>
Access for emergency services needs to be considered.	All alternatives that pass Levels 3 and 4 screening will be designed to current UDOT standards.
The time to complete the project and the disruption of major construction need to be considered.	<p>Construction of Alternative A would have minor impacts to SR-224 and moderate impacts to I-80.</p> <p>Construction of Alternative B would have major impacts to SR-224, Ute Boulevard, and Olympic Parkway and minor impacts to I-80.</p> <p>Construction of Alternative C would have minor impacts to traffic on SR-224 and I-80.</p> <p><i>See the constructability section below for more detail.</i></p>
Noise pollution needs to be more heavily considered.	All alternatives that pass Levels 3 and 4 screening will be analyzed for potential noise impacts in the Draft EIS.
Light pollution needs to be more heavily considered.	All alternatives that pass Levels 3 and 4 screening will be analyzed for potential light pollution.
Wildlife impacts and the resulting safety issues need to be more heavily considered.	Driver-wildlife safety will be considered in the Draft EIS.

Water Table

Shallow groundwater can cause problems during construction, and groundwater management can significantly increase construction duration and costs. For these reasons, UDOT placed piezometers at the intersections of SR-224 with Ute Boulevard and Olympic Parkway to determine the potential for groundwater to create issues during and after construction. This issue is especially important for Alternative B because part of the roadway would be depressed just north of Bear Cub Drive to the SR-224 and I-80 interchange (that is, under the Olympic Parkway and Ute Boulevard cross streets). If there is shallow groundwater in the depressed section of Alternative B, the depressed roadway could create a barrier to groundwater movement and/or create a conduit to convey groundwater, potentially lowering the water table and removing a water source for nearby wetlands and other waters of the United States.

What is a piezometer?

A piezometer is a pressure-sensitive, submersible measurement sensor designed to detect pore water pressure and groundwater levels.

The piezometer readings show no groundwater to 35 feet, though the clay soil was very moist, which indicates that there could be a perched layer of groundwater between 13 and 27 feet. The perched layer of groundwater is most challenging for Alternative B, because UDOT would need a way to transport the water that comes to the back of the trench walls to the face of the walls and then move the water away for proper handling. A detailed hydrogeologic study would be needed to definitively describe the groundwater flow conditions in the construction area for Alternative B if this alternative is carried forward for detailed analysis in the EIS.

UDOT will also evaluate the depth of groundwater at the pedestrian tunnels for Alternatives A and C if they are carried forward for detailed analysis in the EIS.

Drainage and Flood Risk

For all alternatives, UDOT conducted preliminary design of drainage features that would remove stormwater runoff from the roadway. Unlike with Alternatives A and C, designing drainage features for Alternative B would be extremely challenging because very deep pipes would be needed to drain stormwater runoff toward I-80. In addition, pumps would likely be needed since a blockage in the pipes could flood the depressed roadway section of Alternative B.

Constructability

During the final design of the selected alternative, UDOT would create a maintenance of traffic plan to describe guidelines and directions for controlling traffic during construction to safely and efficiently move traffic through and around the construction zones. Based on the refined designs that were developed during this alternatives development and screening phase, UDOT assumes that the following would be issues during construction.

Alternative A. The estimated time to construct this alternative is 2 years. SR-224, Olympic Parkway, and Ute Boulevard would have shoulder closures during construction and lane closures during some phases of construction. The shoulder and lane closures would affect drivers' ability to make turning movements, would extend vehicle queue lengths at the traffic signals, and would require detouring pedestrian and bicyclist traffic along the trail system. The shoulder and lane closures would vary from overnight closures to several weeks depending on construction activity.

The I-80 ramps would be reconstructed with new profiles to tie into the proposed bridge across I-80. Temporary ramps would be built to accommodate traffic during construction. Ramp closures for up to 2 weeks would still be required to make appropriate tie-ins. The ramps would likely be closed one at a time to reduce traffic interruptions at Kimball Junction. When the ramps are closed, traffic would need to be detoured to the next or previous exit and use the existing frontage roads to get to Kimball Junction, which would increase congestion on the frontage roads and cause delays. Constructing the new bridge across I-80 could require lane closures on I-80 or occasional full closures overnight during key milestones for constructing the bridge.

Alternative B. The estimated time to construct this alternative is 3 years. The new northbound and southbound frontage roads on SR-224 would be constructed to the sides of the existing pavement. After the frontage roads are complete, traffic would be detoured onto them, and the existing lanes of SR-224 would be closed in the area of the depressed roadway. A trench for the depressed roadway would be excavated, and the proposed bridges at Ute Boulevard and Olympic Parkway would be placed over SR-224. During the trenching phase, Ute Boulevard and Olympic Parkway would be closed to east–west traffic across SR-224 until the bridges are completed, and Ute Boulevard and Olympic Parkway would be accessible only through right turns from the frontage roads. These bridges would be constructed at different times so that at least one crossing of SR-224 would remain open during construction. The Ute Boulevard and Olympic Parkway crossings would each be closed for 6 months. This phasing would require detours for drivers to access the local businesses and to access residences in the Kimball Junction area. Pedestrian and bike traffic would also be detoured around the area and would be unable to cross the trench until the bridges are complete. There would be 4-to-6-month shoulder closures on both the on- and off-ramps for I-80 while the ramps are being widened.

Alternative C. The estimated time to construct this alternative is one to 2 years. SR-224, Olympic Parkway, and Ute Boulevard would have shoulder closures during construction and lane closures during some phases of construction. The lane closures would affect drivers' ability to make turning movements, would extend vehicle queue lengths at the traffic signals, and would require detouring pedestrian and bicyclist traffic along the trail system. The shoulder and lane closures would vary from overnight closures to several weeks depending on construction activity. There would be 4-to-6-month shoulder closures on both the on- and off-ramps for I-80 while the ramps are being widened.

3.5 Refined Alternatives for Level 3 Screening

UDOT conducted an initial traffic evaluation on the conceptual alternatives resulting from the Area Plan to determine whether they met applicable design criteria as well as the purpose of the project by screening for initial traffic measures for Level 3 screening. Based on initial traffic results, UDOT refined the conceptual alternative designs to establish an adequate number of lanes, median spacing, lane widths, and safe curve geometry for the proposed travel speeds and estimated travel demand. The alternatives were developed in enough detail to allow UDOT to use Summit County's Summit-Wasatch travel demand model version v1 – 2020-09-14 to forecast future traffic in 2050 for the roadway alternatives. Engineers also performed additional design work for horizontal and vertical alignments, right-of-way needs, intersection design, pedestrian and bicyclist accommodations, access design, and potential drainage designs including stormwater management. Access design included road, driveway, or parking lot revisions for properties that would be intersected by an alternative.

Based on this additional engineering, cut-and-fill lines (that is, the additional excavation and embankment area needed for construction) were also generated to estimate the footprint required to build each alternative (a 15-foot buffer was added to account for potential construction impacts and equipment access), and right-of-way lines were estimated. The footprint and right-of-way area were used to calculate impact values for Level 4 screening.

Table 3-4 describes the components of the refined alternatives, as well as a description of the No-Action Alternative, that moved into Level 3 screening. See Attachment A, *Conceptual Alternatives Resulting from the Area Plan and Refinements Made to Those Alternatives*, for engineering refinements for each alternative and Attachment C, *Refined Draft Alternatives Exhibits*, for the engineering drawings of the refined alternatives carried through screening.

Table 3-4. Refined Alternatives for Level 3 Screening

Alt.	Description
No-Action Alternative	<p>With this alternative, no improvements would be made to the Kimball Junction interchange with I-80 or on SR-224 between the interchange and Olympic Parkway except for routine maintenance and the programmed improvement by UDOT to add dual northbound and southbound left-turn lanes at the Ute Boulevard/SR-224 intersection as well as SR-224 BRT improvements as identified in the SR-224 BRT Categorical Exclusion that was approved by the Federal Transit Administration in January 2023. Projects identified in the Mountainland Association of Governments' 2019–2050 regional transportation plan, except for the Kimball Junction Project, are assumed to have been constructed as part of the No-Action Alternative.</p>
Refined Alternative A	<p>Includes the following concepts:</p> <ul style="list-style-type: none"> • Split diamond interchange with bridge crossings over I-80 • One-way frontage roads north and south of I-80 • Intersection improvements at the intersections of Ute Boulevard and Olympic Parkway with SR-224 • Pedestrian tunnel just south of Ute Boulevard • Widened northbound and southbound lanes on SR-224 between Ute Boulevard and Olympic Parkway • Dual left-turn lanes on SR-224 at both Ute Boulevard and Olympic Parkway • Signalized intersection at Ute Boulevard/Landmark Drive to replace the existing roundabout • Additional lane eastbound on Newpark Boulevard from SR-224 to the Uinta Way roundabout (ends in right turn only)
Refined Alternative B	<p>Includes the following concepts:</p> <ul style="list-style-type: none"> • Interchange improvements • Additional lane added on I-80 eastbound off-ramp • Additional northbound right-turn lane at the SR-224 and I-80 interchange • Third lane added on the eastbound I-80 on-ramp from the SPUI • SR-224 depressed from just north of Bear Cub Drive to the SR-224 and I-80 interchange • Grade-separated signalized intersections, including turn lanes, at Ute Boulevard and Olympic Parkway with bridges • One-way frontage roads east and west of depressed SR-224 • Existing grade-separated pedestrian crossing near Olympic Parkway relocated to the south • Additional lane on the northbound approach at the Ute Boulevard/Landmark Drive roundabout
Refined Alternative C	<p>Includes the following concepts:</p> <ul style="list-style-type: none"> • Additional lane on I-80 eastbound off-ramp • Right-turn lane added from the eastbound I-80 off-ramp to Ute Boulevard • Additional northbound right turn lane at the SR-224 and I-80 interchange • Additional westbound through lane at the intersection of SR-224 and Ute Boulevard • Dual left-turn lanes on SR-224 at both Ute Boulevard and Olympic Parkway • Additional lane on the northbound approach at the Ute Boulevard/Landmark Drive roundabout • Additional lane eastbound on Newpark Boulevard from SR-224 to the Uinta Way roundabout (ends in right turn only) • Extended left-turn lane on westbound Ute Boulevard • Pedestrian tunnel added just south of Ute Boulevard and east–west crosswalks across SR-224 removed at Ute Boulevard and Olympic Parkway • Extended right-turn lane added on westbound Newpark Boulevard • Additional northbound and southbound lanes on SR-224 between Olympic Parkway and Ute Boulevard

3.6 Level 3 Screening

The Level 3 screening process is based on the project's purpose and need. See Section 3.3, *Summary of the Kimball Junction Project's Purpose and Need (for Level 3 Screening)*. The project's purpose is to address transportation-related safety and mobility for all users of the Kimball Junction area. The refined alternatives that passed Level 3 screening were determined to satisfy the project's purpose and were then evaluated with Level 4 screening criteria to determine their expected impacts to key resources. Alternatives that do not satisfy the project's purpose or that have unacceptable impacts were determined to not be reasonable.

The purpose of Level 3 screening was to identify alternatives that would meet the overall purpose of the project. Alternatives that were determined to not meet the overall purpose of the project were considered unreasonable for NEPA purposes and not practicable under the Clean Water Act and were not carried forward for further analysis in Level 4 screening.

During Level 3 screening, the refined alternatives resulting from the Area Plan were screened using criteria based on the need to maintain or improve transit travel times through the evaluation area. The initial alternatives were screened against criteria pertaining to travel time, intersection level of service, percent served, length of vehicle queues, level of traffic stress, and walking and transit travel times (Table 3-5). To accommodate Level 3 screening, UDOT developed the initial refined alternatives in enough detail to allow UDOT to use the Summit-Wasatch travel demand model to forecast the future traffic volumes and associated congestion for the evaluation area. Attachment D, *Kimball Junction Alternatives and Traffic Modeling Data Report*, includes the traffic and active transportation modeling methodology, data, and figures used for Level 3 screening.

Note that no single Level 3 screening criterion is more important than another. In Level 3 screening, criteria and measures used for vehicle traffic are equally as important as criteria and measures used for active transportation. An alternative must pass each measure to pass Level 3 screening. The 2050 no-action measurement is used as the basis of comparison; that is, the resulting measure needs to be better than the transportation conditions in 2050 without the proposed improvements to the Kimball Junction interchange.

What is a travel demand model?

A travel demand model is a computer model that predicts the number of transportation trips (travel demand) in an area at a given time. This prediction is based on the expected population, employment, household, and land-use conditions in the area. The travel demand model used for the Kimball Junction Project is maintained by the Mountainland Association of Governments.

Table 3-5. Level 3 Screening Criteria – Purpose and Need

Criterion	Measure	Data Used
Improving operations and travel times on SR-224 from the I-80 interchange through Olympic Parkway	Does the alternative provide reliable through-traffic travel time on SR-224 during the AM and PM peak hours? (yes/no)	Travel time (look at average speeds on SR-224 to equate to arterial LOS) ^a
	Meets a level of service of LOS D for as many intersections as possible.	Intersection LOS (overall LOS and turning LOS) ^b
	Is the percent served improved during the AM and PM peak hours? (yes/no)	Percent served ^c
Improving safety by eliminating vehicle queues on I-80 off-ramps	Are the off-ramp vehicle queue lengths eliminated on I-80 mainline through lanes? (yes/no)	Length of vehicle queue (feet)
Improving pedestrian and bicyclist mobility and accessibility throughout the evaluation area	Does the level of traffic stress improve in the vicinity of SR-224? (yes/no) ^d	Level of traffic stress ^d
	Do the walk times improve for key origin-destination pairs? (yes/no) ^e	Walk times
Maintaining or improving transit travel times through the evaluation area	Does the alternative maintain or improve the SR-224 BRT transit travel times through the evaluation area? (yes/no)	Travel times

Definitions: AM = morning; BRT = bus rapid transit; LOS = level of service; LTS = level of traffic stress; O-D = origin-destination; PM = afternoon

- ^a For Alternative B, travel times are measured for only the section of SR-224 with the proposed grade-separated depressed thoroughfare; the travel times don't include travel time on the frontage roads.
- ^b Level of service is a measure of the operating conditions on a road or at an intersection. Level of service is represented by a letter "grade" ranging from A (free-flowing traffic and little delay) to F (extremely congested, stop-and-go traffic and excessive delay). LOS B through LOS E represent progressively worse operating conditions.
- ^c Percent served is the percent of traffic demand that can move through the transportation network during the analysis period as measured by a traffic analysis model.
- ^d Level of traffic stress (LTS) is a 1-to-4 rating for the amount of traffic stress imposed on bicyclists or pedestrians on a transportation facility. LTS 1 represents the least stress, and LTS 4 represents the most stress.
- ^e An origin-destination pair (also referred to as a travel time pair) is a selected beginning and ending point for a trip on the transportation network.

3.6.1 Level 3 Screening Results

Table 3-6 shows the final Level 3 screening results. Traffic modeling data and figures for these refined alternatives are included in Attachment D, *Kimball Junction Alternatives and Traffic Modeling Data Report*.

Table 3-6 also shows limited results for the conceptual Alternative B resulting from the Area Plan (prior to refinements), since that conceptual alternative required the most refinements of the three alternatives. Initial traffic results showed that the conceptual Alternative B, as defined in the Area Plan, would not meet the Level 3 screening traffic criteria. As shown in Table 3-6, multiple intersections would fail, and vehicle queues would back onto the I-80 mainline. The conceptual Alternative B resulting from the Area Plan was not evaluated for the remaining Level 3 screening metrics since it failed initial screening measures and was not evaluated further during the alternatives screening process. At this point, the design of Alternative B was refined to determine whether Alternative B could operate with better traffic metrics and thereby pass Level 3 screening. The concept of the depressed roadway with frontage roads is consistent with both the conceptual and Refined Alternative B, even though Refined Alternative B has a wider footprint.

As shown in Table 3-6, although Refined Alternative B meets traffic criteria, it does not improve pedestrian and bicyclist mobility and accessibility throughout the evaluation area compared to the No-Action Alternative, and therefore it does not meet the overall purpose of the project. Alternatives that are determined to not meet the purpose of the project are typically considered unreasonable for NEPA purposes. Refined Alternatives A and C both met the purpose of the project by performing better than the No-Action Alternative for all Level 3 screening measures.

Table 3-6. Level 3 Screening Results

Criterion	Level 3 Screening: Purpose and Need						
	Improve operations and travel times on SR-224 from I-80 interchange through Olympic Parkway			Improve safety by eliminating vehicle queues on I-80 off-ramps	Maintain or improve transit travel times through the evaluation area	Improve pedestrian and bicyclist mobility and accessibility throughout the evaluation area	
Measure	Provides reliable through-traffic travel time on SR-224 during the AM and PM peak hours? (yes/no) ^a	Meets a level of service of LOS D for as many intersections as possible ^b	Is the percent served improved during the AM and PM peak hours? (yes/no) ^c	Are the off-ramp vehicle queue lengths eliminated on I-80 mainline through lanes? (yes/no)	Does the alternative maintain or improve the SR-224 BRT transit travel times through the evaluation area? (yes/no)	Does the level of traffic stress improve in the vicinity of SR-224? (yes/no) ^d	Do the walk times improve for key origin-destination pairs? (yes/no) ^e
What does this mean for me?	I'm not stuck in slow-moving traffic	I'm not sitting through multiple light cycles all the time	I'm able to travel through the area	Traffic isn't backed up on the I-80 mainline	Public transportation will work more efficiently	Pedestrians and bicyclists have higher level of comfort	Pedestrians and bicyclists can travel better in the area
Measure	Travel time (average speed in mph)	Number of intersections at LOS E or F	Percent served	Length of vehicle queue	Total BRT travel time (NB+SB, AM+PM) savings from no-action (min:sec)	Level of traffic stress	Total walk time savings from no-action for 4 O-D pairs (min:sec)
Existing Conditions (2022)	AM SB – 6:15 (17) PM NB – 7:45 (13)	AM – 1 PM – 2	99% (AM and PM)	2,600 feet	Not applicable	SR-224 trail – LTS1 SR-224 intersections – LTS3	53:30
2050 No-Action Alternative	AM SB – 11:30 (9) PM NB – 9:30 (11)	AM – 1 PM – 5	86% (AM and PM)	>5,000 feet	16:30	SR-224 trail – LTS1 SR-224 intersections – LTS3	54:00
Alternative A (Refined) Split Diamond Interchange with Intersection Improvements	Yes: AM SB – 4:30 (25) PM NB – 4:15 (23)	AM – 1 PM – 0	Yes: 100%	Yes: 600 feet	14:00 Yes (–2:30)	Yes: SR-224 pedestrian tunnel improves Ute Boulevard crossing to LTS1	52:30 Yes (–1:30)
Alternative B (Conceptual) resulting from the Area Plan (not fully evaluated because intersections fail)	Not evaluated	AM – 2 PM – 8	No: 92% AM, 79% PM	No: >5,000 feet	Not evaluated	Not evaluated	Not evaluated
Alternative B (Refined) Grade-separated Intersections with One-way Frontage Roads to the I-80 Interchange	Yes: AM SB – 3:15 (33) PM NB – 2:45 (37)	AM – 0 PM – 0	Yes: 100%	Yes: 900 feet	14:15 Yes (–2:15)	No (Same as No-Action): SR-224 trail – LTS1 SR-224 intersections – LTS3	57:45 No (+3:45)
Alternative C (Refined) Intersection Improvements with Pedestrian Enhancements	Yes: AM SB – 3:15 (33) PM NB – 3:45 (26)	AM – 0 PM – 0	Yes: 100%	Yes: 400 feet	14:30 Yes (–2:00)	Yes: SR-224 pedestrian tunnel improves Ute Boulevard crossing to LTS1	53:45 Yes (–0:15)

Definitions: AM = morning; BRT = bus rapid transit; LOS = level of service; LTS = level of traffic stress; min:sec = minutes:seconds; mph = miles per hour; NB = northbound; O-D = origin-destination; PM = afternoon; SB = southbound

- ^a The AM and PM peak hours are the 1-hour periods of the morning and afternoon, respectively, during which there is the greatest number of vehicles on the roadway system. The peak hours that were modeled in the analysis were 8:00 to 9:00 AM and 4:00 to 5:00 PM. For Alternative B, travel times are measured for only the section of SR-224 with the proposed grade-separated depressed thoroughfare; the travel times don't include travel time on the frontage roads.
- ^b Level of service (LOS) is a measure of the operating conditions on a road or at an intersection. Level of service is represented by a letter "grade" ranging from A (free-flowing traffic and little delay) to F (extremely congested, stop-and-go traffic and excessive delay). LOS B through LOS E represent progressively worse operating conditions.

- ^c Percent served is the percent of traffic demand that can move through the transportation network during the analysis period as measured by a traffic analysis model.
- ^d Level of traffic stress (LTS) is a 1-to-4 rating for the amount of traffic stress imposed on bicyclists or pedestrians on a transportation facility. LTS 1 represents the least stress, and LTS 4 represents the most stress. Note that LTS was measured for the entire Kimball Junction area active transportation network. Most of the network stays the same under all scenarios; that is, there would be no change from existing conditions and the No-Action Alternative. This table reports only those network measures that are different from existing conditions and the No-Action Alternative.
- ^e An origin-destination (O-D) pair (also referred to as a travel time pair) is a selected beginning and ending point for a trip on the transportation network.

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3.7 Level 4 Screening

As a result of Level 3 screening, two refined alternatives (Alternatives A and C) were determined to meet the purpose of the project and therefore were advanced to Level 4 screening. Refined Alternative B was determined not to meet the project purpose because (1) compared to the No-Action Alternative, it would increase pedestrian and bicycle travel time, and (2) pedestrian and bicyclist comfort would be the same as with the No-Action Alternative but would not be improved. However, because Refined Alternative B had the best performance of the three alternatives with regard to vehicle travel times and speeds, UDOT still evaluated Refined Alternative B in Level 4 screening. The purpose of Level 4 screening was to eliminate alternatives that perform similarly in meeting the purpose of the project compared to other alternatives but would result in greater impacts to natural, built, and socioeconomic resources—including having a higher cost. During Level 4 screening, UDOT collectively evaluated the refined alternatives against criteria that focus on the alternative’s impacts to the natural and built environment, including property acquisitions and relocations and estimated project costs. Table 3-7 lists the Level 4 screening criteria.

Table 3-7. Level 4 Screening Criteria and Measures

Criterion	Measure
Threatened and endangered species	<ul style="list-style-type: none"> • Acres and types of habitat
Waters of the United States	<ul style="list-style-type: none"> • Acres and types of aquatic resources • Linear feet of creeks affected
Section 4(f) resources	<ul style="list-style-type: none"> • Number and type of Section 4(f) uses
Relocations	<ul style="list-style-type: none"> • Number of potential residential or business relocations
Land use	<ul style="list-style-type: none"> • Compatibility with current land use plans (yes/no)
Cost	<ul style="list-style-type: none"> • Estimated project cost

The Level 4 screening process evaluated:

- The estimated impacts to key resources from each refined alternative
- Estimates of the alternatives’ costs
- Additional logistical considerations and overall feasibility

Based on these findings, UDOT determined whether any of the alternatives would have substantially greater impacts or costs without having substantially greater benefits in meeting the purpose of the project.

Estimate Impacts to Key Resources and Private Property. Using geographic information systems (GIS) software, UDOT estimated how each refined alternative that passed Level 3 screening might affect key resources such as threatened and endangered species, wetlands and other potential waters of the United States, and Section 4(f) resources. The expected impacts were determined by overlaying the estimated right-of-way for each alternative over the GIS datasets for these resources. UDOT used the same approach to identify the potential property acquisitions and relocations. For alternatives that are carried forward for analysis in the EIS, UDOT will conduct additional engineering refinement and resource impact analysis. For more information about Section 4(f) resources and the Clean Water Act, see Section 3.2, *Reasons Why an Alternative Might Be Eliminated during the EIS Screening Process (Levels 3 and 4 Screening)*.

Compare Impacts and Costs to Benefits. UDOT used the screening results to determine whether any of the refined alternatives would have substantially greater impacts to key resources or costs without having substantially greater benefits in meeting the purpose of the project. Alternatives that would have the same or similar benefits as other alternatives but would have substantially greater impacts or costs were eliminated and considered unreasonable for NEPA purposes.

3.7.1 Level 4 Screening Results

The Level 4 screening results for each criterion are described below and summarized in Table 3-8. Table 3-9 provides a breakdown of the cost components for each alternative.

Threatened and Endangered Species. All three refined alternatives are substantially the same in terms of their impacts to threatened and endangered species (TES). Refined Alternative A would have no impacts to TES habitat, and Refined Alternatives B and C would have negligible (0.001 acre) impacts to TES habitat.

Waters of the United States. Waters of the United States (WOTUS) are protected by Section 404 of the Clean Water Act. A Section 404 permit from the U.S. Army Corps of Engineers (USACE) is required for projects that would impact WOTUS. Water quality impacts to WOTUS are considered by USACE in its permitting process. USACE cannot issue a permit if a practicable alternative exists that would have less adverse impacts. Table 3-8 summarizes the potential WOTUS that would be intersected by the three alternatives. Wetland delineation fieldwork was finalized in the summer and fall of 2023 and is based on wetland delineation data that were collected in accordance with applicable USACE delineation standards. Although Refined Alternatives A and B would be substantially the same in terms of their impacts to WOTUS, Refined Alternative B would have 0.05 acre more impacts. Refined Alternative C would have the smallest impacts to WOTUS at 0.012 acre. Although there is no threshold for jurisdictional status, USACE typically considers impacts under 0.5 acre to be minimal if mitigation is incorporated (if required); from 0.5 to 1 acre is considered minor; and 1 acre or more is considered significant.⁸

Section 4(f) Resources. None of the refined alternatives would have a Section 4(f) use.

⁸ USACE Sacramento District, "Permitting Overview," <https://www.spk.usace.army.mil/Missions/Regulatory/Permitting>, accessed July 18, 2024.

Table 3-8. Level 4 Screening Results

Criterion or Alternative	Level 4 Screening: Cost and Impacts to the Built and Natural Environment					
	Threatened and Endangered Species	Wetlands and Waters of the United States	Section 4(f) Resources	Land Use	Relocations	Cost
What does this mean for me?	How would this impact protected plant and animal species in the area?	How would this impact federally protected wetlands and waters?	Would lands from a historic site or protected public resources be affected?	Would it meet the community's land use goals?	Would there be potential property impacts to community members?	How much would it cost to build?
Measure	Acres	Acres and types of aquatic resources (ditches, open water, wetlands, and perennial streams)	Number and type of Section 4(f) uses	Compatibility with current land use plans	Number of potential residential or business relocations	Construction cost estimate (\$2023)
Existing Conditions (2022)	—	—	—	—	—	—
No-Action Alternative	—	—	—	—	—	—
Alternative A (Refined) Split Diamond Interchange with Intersection Improvements	0	Ditch – 0.010 Open Water – 0.060 Wetland – 0.061 Perennial Stream – 0 Total impacts – 0.131	0	Yes	0	\$108M
Alternative B (Refined) Grade-separated Intersections with One-way Frontage Roads to the I-80 Interchange	0.001	Ditch – 0.102 Open Water – 0.015 Wetland – 0.065 Perennial Stream – 0.004 Total impacts – 0.186	0	No	3 business 0 residential	\$201M
Alternative C (Refined) Intersection Improvements with Pedestrian Enhancements	0.001	Ditch – 0.009 Open Water – 0 Wetland – 0.001 Perennial Stream – 0.002 Total impacts – 0.012	0	Yes	0	\$41M

Table 3-9. Costs by Alternative

In 2023 dollars

Alternative Cost Category	Alternative A (Refined) Split Diamond Interchange with Intersection Improvements	Alternative B (Refined) Grade-separated Intersections with One-way Frontage Roads to the I-80 Interchange	Alternative C (Refined) Intersection Improvements with Pedestrian Enhancements
Right-of-way (strip takes)	\$3,800,000	\$12,130,000	\$2,200,000
Right-of-way (relocations)	\$0	\$16,300,000	\$0
Roadway/structure	\$50,300,000	\$71,600,000	\$16,900,000
Utilities	\$11,500,000	\$17,900,000	\$5,900,000
Drainage	\$8,200,000	\$19,900,000	\$3,700,000
Traffic control and maintenance of traffic	\$2,100,000	\$10,200,000	\$800,000
Miscellaneous (CE, PE, and contingency)	\$32,000,000	\$53,700,000	\$11,300,000
Total cost	\$107,900,000	\$200,400,000	\$40,600,000

Definitions: CE = construction engineering phase; PE = preliminary engineering phase

Land Use. The *Kimball Junction Neighborhood Master Plan*⁹ identifies several potential transportation-related opportunities for enhancing Kimball Junction’s built environment, including improving the flow of the regional through traffic; re-establishing a traditional, neighborhood building-street pattern; and improving overall neighborhood connectivity and walkability. Key transportation-related components of the neighborhood master plan are to improve regional north–south vehicle flow through the Kimball Junction neighborhood as well as to enhance safe pedestrian, bicycle, transit, and vehicle connections between the east and west sides of the neighborhood and beyond.

When reviewing the neighborhood master plan as part of Level 4 screening, UDOT considered consistency with several opportunities in the plan related to multimodal transportation, including improving the flow of the regional through traffic and improving overall neighborhood connectivity and walkability. All three refined alternatives meet the goal of improving the flow of regional through traffic, as shown in the Level 3 screening results.

Refined Alternatives A and C would both add a new proposed pedestrian tunnel under Ute Boulevard and, therefore, combined with the existing pedestrian tunnel at Olympic Parkway, they would further help connect the neighborhoods on each side of SR-224 and enhance walkability in the area. In doing so, both alternatives also meet the key action point of the *Kimball Junction Neighborhood Master Plan* to “develop additional above- or below-ground pedestrian and nonmotorized linkages across SR 224.” With Refined Alternative B, pedestrians and cyclists would need to cross the two-plus-lane frontage roads (that is, two travel lanes between Ute Boulevard and Olympic Parkway as well as the taper required for left- and right-turn lanes at the intersections). This lane configuration (four lanes at the intersections) would not meet the objective of a seamlessly connected neighborhood as well as the other two refined alternatives would. Refined Alternative B would be partially compatible with the Kimball Junction neighborhood plan but would not improve pedestrian and bicyclist connections as well as Refined Alternatives A and C because of the wider cross section of the Alternative B design.

None of the refined alternatives would disrupt current zoning, and all three alternatives would adequately accommodate transit travel times. All three alternatives would convert some land zoned for non-transportation uses to a transportation use; however, Refined Alternative B would have the most impact on commercially zoned properties and would convert the most land to a transportation use. Because future land use plans in the area are not well defined, it is unclear whether any one of the refined alternatives would disrupt or better meet future land use plans.

Property Acquisition and Relocations. UDOT analyzed each refined alternative for its potential impacts to residential and commercial property and construction costs. For screening purposes, *relocations* were identified as properties with large potential impacts where the alternative would intersect with structures on the parcel and change the primary use, access, or function of the parcel, or there would be no useable remainder.

If an action alternative that requires acquisitions is ultimately selected in the project’s Record of Decision, UDOT would work with property owners to acquire the right-of-way. Properties would be acquired in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970¹⁰; Title VI of the Civil Rights Act of 1964, as amended; and the State of Utah Relocation Program (under the Utah Relocation Assistance Act, Utah Code, Section 57-12).

⁹ Summit County, *Kimball Junction Neighborhood Master Plan*, <https://summitcounty.org/DocumentCenter/View/9150/Kimball-Junction-Neighborhood-Plan-20-4-24-19?bidId=>, 2019.

¹⁰ This federal law establishes minimum standards for federally funded programs and projects that require the acquisition of property or that displace persons from their home, business, or farm.

The refined alternatives would require the following property acquisition and relocations.

- Refined Alternative A would impact parking at the Taco Bell but would not require any businesses relocations. About 2 parking spaces (out of 21 spaces) at the Taco Bell would be removed to reconstruct the Landmark Drive intersection, but the parking impacts would not be great enough to make the business inoperable.
- Refined Alternative B's footprint is twice as large as that of the other refined alternatives, and it would require three business relocations: McDonald's, Mister Car Wash, and Wells Fargo Bank. More than 50% of the McDonald's parking would be removed, and the drive-through at both McDonald's and Wells Fargo Bank would be removed. The driveway access to Mister Car Wash from SR-224 would be removed to construct a ramp, which would eliminate access to the car wash from SR-224 and require a major circulation change at the car wash. This elimination of access would likely make the business inoperable.
- Refined Alternative C would require minor property strip takes (acquisition of a strip of land on the edge of a parcel), but no relocations would be needed.

Cost. The potential property acquisitions of an alternative (described above) and its construction costs are included in its cost estimate. The construction cost was estimated at a high level for each refined alternative using standard assumptions of cost per lane-mile and per acre of right-of-way. Construction costs will be refined after design refinements are made as part of the EIS process. Table 3-9 above summarizes the right-of-way and cost information by alternative.

Refined Alternative B has the highest cost of the three refined alternatives for several reasons. The right-of-way and property impacts shown in Table 3-9 above are predictably greater for Refined Alternative B because it has a wider footprint along SR-224 compared to Refined Alternatives A and C. Refined Alternative B also has structures to grade-separate the through lanes at Ute Boulevard and Olympic Parkway and 1,800 feet of retaining walls on both sides of the depressed roadway section.

Refined Alternative A would cost less than Refined Alternative B but more than Refined Alternative C. This is due to the additional bridge, partial interchange, and one-way frontage roads west of the existing Kimball Junction interchange. Refined Alternative A also includes widening of Landmark Drive and adding a traffic signal in place of the existing traffic circle at the intersection of Ute Boulevard and Landmark Drive.

Summary. Because Refined Alternatives A and C would have similar levels of impacts, the Level 4 screening analysis did not give UDOT a reason to eliminate either alternative. Therefore, in the draft screening report, UDOT decided that both Refined Alternatives A and C would advance for detailed evaluation in the Draft EIS. Because Refined Alternative B does not meet the purpose of the project (it failed Level 3 screening for pedestrian and bicyclist mobility and comfort) and would have the most WOTUS impacts, the most relocations, and the highest cost, UDOT decided that Refined Alternative B should be eliminated and not evaluated further.

Table 3-10 combines the Level 3 and Level 4 screening results.

Table 3-10. Alternatives Screening Summary

Criterion	Level 3 – Purpose and Need						Level 4 – Impacts and Cost					Cost
	Improve operations and travel times on SR-224 from I-80 interchange through Olympic Parkway		Improve safety by eliminating vehicle queues on I-80 off-ramps	Maintain or improve transit travel times through evaluation area	Does the level of traffic stress improve in the vicinity of SR-224? (yes/no) ^a	Improve pedestrian and bicyclist mobility and accessibility through evaluation area	Threatened and endangered species	Wetlands and waters of the United States	Section 4(f) resources	Land use	Relocations	
What does this mean for me?	I'm not stuck in slow-moving traffic	I'm not sitting through multiple light cycles all the time	Traffic isn't backed up on the I-80 mainline	Public transportation will work more efficiently	Pedestrians and bicyclists have higher level of comfort	Pedestrians and bicyclists can travel better in the area	How will this impact protected species in the area?	How will this impact federally protected wetlands and waters?	Would lands from a historic site or protected public resources be affected?	Would it meet our community land use goals?	Would there be potential property impacts to community members?	How much would it cost to build?
Measure	Travel time (average speed in mph)	Number of intersections at LOS E or F ^b	Length of vehicle queue	Total BRT travel time (NB+SB, AM+PM) savings from no-action (min:sec)	Level of traffic stress	Total walk time savings from no-action for 4 O-D pairs (min:sec) ^c	Acres	Acres and types of aquatic resources (ditches, open water, wetlands, and perennial streams)	Number and type of Section 4(f) uses	Compatibility with current land use plans	Number of potential residential or business relocations	Construction cost estimate (\$2023)
Existing Conditions (2022)	AM SB – 6:15 (17) PM NB – 7:45 (13)	AM – 1 PM – 2	2,600 feet	—	SR-224 trail – LTS1 SR-224 intersections – LTS3	53:30	—	—	—	—	—	—
2050 No-Action Alternative	AM SB – 11:30 (9) PM NB – 9:30 (11)	AM – 1 PM – 5	>5,000 feet	16:30	SR-224 trail – LTS1 SR-224 intersections – LTS3	54:00	—	—	—	—	—	—
Alternative A (Refined) Split Diamond Interchange with Intersection Improvements	AM SB – 4:30 (25) PM NB – 4:15 (23)	AM – 1 PM – 0	600 feet	-2:30	Yes: SR-224 pedestrian tunnel improves Ute Boulevard crossing to LTS1	52:30 (-1:30)	0	0.131	0	Yes	0	\$108M
Alternative B (Refined) Grade-separated Intersections with One-way Frontage Roads to the I-80 Interchange	AM SB – 3:15 (33) PM NB – 2:45 (37)	AM – 0 PM – 0	900 feet	-2:15	No: Same as No-Action: SR-224 trail – LTS1 SR-224 intersections – LTS3	57:45 (+3:45)	0.047	0.186	0	No	3	\$201M
Alternative C (Refined) Intersection Improvements with Pedestrian Enhancements	AM SB – 3:15 (33) PM NB – 3:45 (26)	AM – 0 PM – 0	400 feet	-2:00	Yes: SR-224 pedestrian tunnel improves Ute Boulevard crossing to LTS1	53:45 (-0:15)	0.001	0.012	0	Yes	0	\$41M

Definitions: AM = morning; BRT = bus rapid transit; LOS = level of service; LTS = level of traffic stress; min:sec = minutes:seconds; mph = miles per hour; NB = northbound; O-D = origin-destination; PM = afternoon; SB = southbound

^a Level of traffic stress (LTS) is a 1-to-4 rating for the amount of traffic stress imposed on bicyclists or pedestrians on a transportation facility. LTS 1 represents the least stress, and LTS 4 represents the most stress. Note that LTS was measured for the entire Kimball Junction area active transportation network. Most of the network stays the same under all scenarios; that is, there would be no change from existing conditions and the No-Action Alternative. This table reports only those network measures that are different from existing conditions and the No-Action Alternative.

^b Level of service (LOS) is a measure of the operating conditions on a road or at an intersection. Level of service is represented by a letter “grade” ranging from A (free-flowing traffic and little delay) to F (extremely congested, stop-and-go traffic and excessive delay). LOS B through LOS E represent progressively worse operating conditions.

^c An origin-destination (O-D) pair (also referred to as a travel time pair) is a selected beginning and ending point for a trip on the transportation network.

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4.0 Summary of the Public and Agency Comment Period for the Draft Screening Report

On February 26, 2024, UDOT published the draft screening report and initiated a 30-day public comment period. The screening results were published on the project website in the following ways:

- Full draft screening report and appendices
- [Alternatives Development and Screening Summary video](#) (30-minute summary and explanation of the screening results)
- Series of three alternatives screening fact sheets in English and Spanish

A combination of measures was taken to ensure that the public was notified about the release of the draft screening report and associated comment period.

4.1 Notifications

The comment period for the draft screening report began on February 26, 2024, and ended on March 27, 2024. The following methods were used to notify the general public of the public comment period, the materials available for review, and how to comment.

- Advertisements were placed in the following publications:
 - *The Salt Lake Tribune*: February 28 and March 13, 2024
 - *Park Record*: February 28 and March 13, 2024
 - *The Deseret News*: February 28 and March 13, 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 February 26, 27, and 28 and March 26, 2024
 - Instagram and X on February 26, 27, and 28 and March 26, 2024
- Email notices were sent to UDOT's Kimball Junction mailing list on February 26 and March 26, 2024.
- Printed flyers were hung at the following locations:
 - Park City Public Library (1255 Park Avenue, Park City)
 - Summit County Library (1885 W. Ute Boulevard, Park City)
 - 7-Eleven (1815 Canyons Resort Drive, Park City)
 - 7-Eleven (1500 Park Avenue, Park City)
 - 7-Eleven (4575 Silver Springs Drive, Park City)
 - Top Stop Chevron (2010 Park Avenue, Park City)
 - Starbucks (1700 Park Avenue, Park City)

- Physical copies of all factsheets were available at the following locations:
 - Park City Public Library (1255 Park Avenue, Park City)
 - Summit County Library (1885 W. Ute Boulevard, Park City)

UDOT sent a press release to local media outlets on February 26, 2024. Copies of the notifications sent for the draft screening report are included in Attachment B, *Public and Agency Engagement Materials*.

4.2 Coordination with Agencies

4.2.1 Agency Meeting to Review Refined Alternatives and Preliminary Screening Results

On October 5, 2023, UDOT held an in-person meeting to review the development of the refined alternatives, present changes made to the alternatives since scoping along with the reasons for the changes, and present the *initial* draft screening results to agency representatives. Representatives from Summit County, Park City, and High Valley Transit were in attendance. The presentation materials are included in Attachment B, *Public and Agency Engagement Materials*.

4.2.2 Agency Notice of the Draft Screening Report and Associated Comment Period

On February 26, 2024, UDOT sent an email to all participating and cooperating agencies announcing the availability of the draft screening report. The email included fact sheets describing the alternatives and summarizing the alternatives development and screening process.

Attachment B, *Public and Agency Engagement Materials*, includes the email and factsheet attachments. The email asked the participating agencies for their input during the 30-day public comment period for the draft screening report. Two participating agencies submitted comments (Summit County and the Utah Division of Wildlife Resources). Both letters, as well as responses to both agencies' comments, are included in Attachment B.

4.2.3 Meetings with Summit County

UDOT met with Summit County transportation planning staff and with the Summit County Council several times during the alternatives development and screening process.

Meetings with Transportation Planning Staff

The following meetings were held with Summit County transportation planning staff:

- On October 25, 2023, Summit County submitted questions regarding the refined alternatives, screening methodology, and preliminary draft screening results that had been presented at the October 5, 2023 meeting. UDOT met with Summit County on November 2, 2023, to answer questions and further discuss the refined alternative designs, screening methodology, and initial draft screening results.
- UDOT met with Summit County on February 27, 2024, to discuss the impending release of the draft screening report. UDOT provided county staff with an overview of the report's

analysis and findings and reviewed the materials for the proposed council packet in preparation for a March council update.

- UDOT met with Summit County on April 24, 2024, to better understand the formal comments and new alternatives that the County submitted during the comment period for the draft screening report, including the design elements of the County’s proposed new alternative that they called “B+,” and to better understand their desire for a pedestrian overpass at Ute Boulevard as opposed to the underpass currently included with Refined Alternatives A and C.
- UDOT met with Summit County on June 12, 2024, after completing the conceptual design of the County’s proposed Alternative “B+” using UDOT’s design standards. In addition, UDOT discussed potential configurations for a pedestrian overpass.

Council Meetings

On January 25, 2024, UDOT met with the Summit County Council before releasing the screening results and presented an overview of the refined alternatives under consideration and the screening process. When the draft screening report was released, UDOT presented the screening results to both the Summit County Council (on March 6, 2024) and the Park City Council (on March 7, 2024).

The first presentation to the Summit County Council included a summary of the alternatives development process and preliminary screening results. The presentations for both the county and city council meetings held after the draft screening report was released were the same and included an overview of the project’s purpose and need, a review of the refined alternatives, an overview of the screening process, the results of the screening process, a summary of why Alternatives A and C were moving forward for detailed evaluation in the EIS, an explanation of why Alternative B was eliminated, and information about how to comment. UDOT encouraged the councils and the public to submit comments on the draft screening report and the remaining alternatives. The presentation materials for the council meetings are included Attachment B, *Public and Agency Engagement Materials*.

4.3 Summary of Public Comments on Alternatives Screening

The public comment period for the draft screening report began on February 26, 2024, and concluded on March 27, 2024. All comments that were received during this period and the public involvement materials are included in Attachment B, *Public and Agency Engagement Materials*.

During the public comment period for the draft screening report, UDOT received about 135 individual comment submissions from the public and agencies. Comments addressed a variety of issues including concerns about congestion, wildlife impacts, pedestrian options and safety, and public transit options, as well as how alternatives might affect communities. Several comments requested that the project be included in the Statewide Transportation Improvement Program (STIP) or suggested considerable changes to the existing alternatives. Some comments suggested new alternatives or variations on the existing alternatives.

Each comment reviewed by UDOT was assigned a number. Attachment B 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 below in Section 4.4.

Comments received after the formal comment period and before the development of the Draft EIS will be reviewed by UDOT and considered during the development of the Draft EIS.

UDOT developed responses to frequently asked questions (FAQ) and frequently heard comments about the draft screening report. The FAQ is available on the project website (<https://kimballjunctioneis.udot.utah.gov>) and in Attachment B.

As described in Section 4.2.2, *Agency Notice of the Draft Screening Report and Associated Comment Period*, formal comments were submitted by two participating agencies (Summit County and Utah Division of Wildlife Resources); these comments are included in Attachment B. UDOT's responses to both agencies' comments are also included in Attachment B.

4.4 Comments Received

The following sections summarize the comments that were received on the draft screening report. Although UDOT considered all comments, changes to the alternatives or screening evaluation weren't necessarily made in response to each individual comment. Some of the more frequently heard comments are addressed in the aforementioned FAQ found in Attachment B, *Public and Agency Engagement Materials*. In response to the comments received, UDOT evaluated two new alternatives: Summit County's Alternative B+ and a pedestrian overpass in place of the proposed pedestrian underpass included with Refined Alternatives A and C. In addition, UDOT made changes to the existing Refined Alternatives A and C; these new alternatives and changes are discussed in more detail in Section 5.0, *Alternatives Development and Screening Conducted after the Comment Period for the Draft Screening Report*.

4.4.1 Purpose and Need

Purpose and Need Statement

- This project is needed since the traffic issue is due to ski and tourism traffic and a growing population.
- The cost and disruption of major construction are worth the investment, considering the significant projected traffic growth by 2050.
- The proposed alternatives don't meet the project's purpose because they don't separate local traffic from through traffic.
- The study area isn't large enough to accurately address the problem.

Traffic

- The proposed alternatives will induce travel demand.
- The proposed alternatives will move traffic bottlenecks farther toward downtown Park City.
- Traffic analysis should consider future developments.

Population Growth

- UDOT's population growth projection models aren't accurate enough; the population will grow more than the models show.
- Population growth models should account for population migration due to climate change in the next 50 years.

Safety

- Pedestrian and bicyclist safety should be a higher priority in this project.
- Pedestrian and bicyclist safety should not be a higher priority since the study area is not considered a walkable area.
- For the alternatives to work well, traffic speeds need to be better enforced.

Screening Criteria

- Weighting pedestrian and bicyclist traffic as equal to auto traffic seems unreasonable because the area serves considerably more auto traffic than pedestrian and bicyclist traffic.

4.4.2 Alternatives

Alternatives A, B, and C

- There was opposition to and support for all existing alternatives.
- Grade-separated solutions are needed to address long-term needs.
- Commenters were concerned that Alternative B had failed screening.
- Alternative B would address long-term traffic needs.
- Elements of proposed Alternatives A and C should be combined.
- The alternatives should prioritize long-term solutions.
- Alternative A would affect local traffic on Kilby Road and Landmark Drive.
- Alternative A should construct a new road instead of using Landmark Drive.
- All proposed alternatives should include possible additional improvements that could be implemented sooner.
- A pedestrian overpass should be considered in place of the proposed pedestrian tunnel on SR-224.

Alternatives – Active Transportation

- Bicycle use should be more specifically studied; how much of it is necessary or commuting traffic versus recreational?
- Bicycle connectivity needs to be considered with all alternatives.
- More pedestrian undercrossings should be added in the Kimball Junction area.

Alternatives – Other

- Separating ski traffic from local traffic should be considered.
- More-efficient parking systems at the nearby ski resorts would solve the problem.
- A large park-and-ride lot is needed near the Kimball Junction Transit Center.
- More-efficient and/or incentivized public transit systems would solve the problem.
- Better-timed traffic signals would solve the congestion problem.

Wildlife

- Safety of wildlife should be a higher priority in this project.
- Wildlife overpasses and other crossings should be added to improve safety.

Economics

- Businesses on the west side of the study area might unfairly benefit more than businesses on the east side.

4.4.3 Miscellaneous

- The time to complete the project and the disruption of major construction need to be considered.
- Noise pollution needs to be considered.
- The Winter Olympics in 2034 should be a higher priority in this project.

5.0 Alternatives Development and Screening Conducted after the Comment Period for the Draft Screening Report

In response to the comments received on the draft screening report, UDOT evaluated new alternatives and made additional changes to the refined versions of Alternatives A, B, and C that were evaluated in the draft screening report. UDOT evaluated these new alternatives and changes based on ideas submitted by Summit County (see Summit County’s comments in Attachment B, *Public and Agency Engagement Materials*) and similar ideas proposed by the public.

Summit County also provided UDOT with schematic drawings of their proposed changes to the alternatives as part of the formal comments the County submitted during the public and agency comment period for the draft screening report. Those schematic drawings are included with their comments in Attachment B, *Public and Agency Engagement Materials*. UDOT used the schematic drawings as guidance, then created conceptual designs following UDOT’s engineering standards. UDOT’s conceptual designs of those alternatives are included in Attachment E, *New Alternatives Resulting from the Draft Screening Results Comments That Were Eliminated after Screening Evaluation*, and Attachment F, *Improved Alternatives Moving Forward for Detailed Evaluation in the Draft EIS*.

5.1 Alternative A: Combine Elements of Alternative C into Alternative A and Include Bicycle Lanes on SR-224

Summit County and some members of the public suggested combining elements of the refined versions of Alternatives A and C presented in the draft screening report. Summit County specifically requested that the improvements on SR-224 included with Alternative C also be included in Alternative A. Several members of the public requested the inclusion of bicycle lanes in Alternative A.

With the refined version of Alternative A presented in the draft screening report, there would be three through lanes in each direction (northbound and southbound) on SR-224 between Olympic Parkway and Ute Boulevard. At three intersection locations (northbound SR-224 and Olympic Parkway, northbound SR-224 and Ute Boulevard, and southbound SR-224 and Ute Boulevard), the outermost through lane transitions to a through-right lane (a combined through lane and right-turn lane), and vehicles turning right onto the side streets would turn from the through-right lane. This shared configuration of through lanes and right-turn lanes narrowed the footprint for Alternative A.

In response to Summit County’s request to combine elements of Alternative C with Alternative A, UDOT revised the design of Alternative A on SR-224 to match the design of Alternative C. With this change, the three through lanes in each direction were maintained from the previous Alternative A, and a new right-turn lane was added in the northbound direction at the SR-224/Olympic Parkway intersection and in both the northbound and southbound directions at the SR-224/Ute Boulevard intersection, thereby separating the through and right-turning traffic for those movements.

This design improvement also allowed striped and buffered bicycle lanes to be added between the through lane and the right-turn lane. The buffered bicycle lanes provide a striped buffer between the bicycle lane and the vehicle travel lane, thereby providing more formal separation from vehicle travel lanes and greater safety at the two intersections.

Buffered bicycle lanes would be striped into the shoulders of SR-224 in both the northbound and southbound directions, and the shoulders were widened from 8 feet to 10 feet wide to accommodate them. The buffered bicycle lanes were designed to meet UDOT’s design standards and provide a minimum of a 3-foot-wide striped gap area between the bicycle lanes and the travel lanes outside the intersections to increase the separation of bicycles and vehicles. Bicycle lanes were also added at all intersections on SR-224 between the turning lanes and through lanes. The bicycle lanes run from the south end of the project area at Olympic Parkway, cross Ute Boulevard and the I-80 SPUI, and end at Rasmussen Road on the north end of the project area. In addition, the existing parallel multi-use trail system along SR-224 functions as an alternative route for bicycle traffic for cyclists who are uncomfortable riding on the roadway surface.

Level 3 Screening. The new Level 3 screening results for Alternative A with the Alternative C lane configuration on SR-224, as well as the addition of buffered bicycle lanes, did not change the screening results when they were aggregated for the Level 3 screening summary table. Some minor differences in traffic measures were produced; these are recorded in the traffic report included in Attachment D, *Kimball Junction Alternatives and Traffic Modeling Data Report*. For example, intersection average delay changed in some locations, but not enough to change the overall intersection level of service. Additionally, as shown in Attachment D, although the improvements to Alternative A added buffered bicycle lanes on SR-224, this still results in Level 4 bicycle level of traffic stress (BLTS) on SR-224 itself because of the high vehicle speeds and number of travel lanes.

Level 4 Screening. The Level 4 screening results for the WOTUS screening measure changed slightly as a result of the changes to Alternative A. As shown in Table 5-1, the total impact to WOTUS decreased slightly. To reduce additional impacts from adding the additional vehicle and buffered bicycle lanes on SR-224, UDOT was able to shrink a new drainage pond (required in the design for storm drainage purposes) that was originally encroaching on an open-water feature with Alternative A. As shown in Table 3-8, *Level 4 Screening Results*, above, and Table 5-1, the impact to WOTUS from Alternative A decreased from 0.131 acre to 0.065 acre. In addition, the cost for the improved Alternative A increased from \$107.9 million to \$123.0 million, mostly due to costs associated with the additional widening of SR-224 for the vehicle and buffered bicycle lanes and additional engineering enhancements made to the design between the draft and final screening reports.

No other Level 4 screening results changed due to the design improvements made to Alternative A between the draft and final screening reports.

Table 5-1. New Level 4 Screening Results for Improved Alternatives A and C

Impacts in acres

Wetlands and WOTUS Type	Impacts for Alternatives Analyzed in the Draft Screening Report (shown in Table 3-8)		Impacts for Improved Alternatives after the Draft Screening Report	
	Alt A	Alt C	Alt A	Alt C
Ditch	0.010	0.001	0.011	0.010
Open water	0.060	0.000	0.000	0.000
Wetland	0.061	0.001	0.054	0.001
Perennial stream	0.000	0.002	0.000	0.004
Total impacts	0.131	0.012	0.065	0.015

Note: The alternatives in this table are the refined alternatives presented in the draft screening report.

Summary. Alternative A has been revised as described above, including the above-mentioned lane additions on SR-224, which now match those for Alternative C. In addition, in response to public comments, buffered bicycle lanes have been included with Alternative A. Alternative A with these additions will be carried forward for detailed evaluation in the Draft EIS in place of the Alternative A presented in the draft screening report. For the updated Alternative A design, see *Alternative A: Split Diamond Interchange with Intersection Improvements* in Attachment F, *Improved Alternatives Moving Forward for Detailed Evaluation in the Draft EIS*.

5.2 Alternative C: Include Bicycle Lanes in the Alternative

During the public comment period on the draft screening report, several public commenters asked for bicycle lanes to be included in the alternatives moving forward for evaluation in the Draft EIS. Alternative C has been further improved to include buffered bicycle lanes. Buffered bicycle lanes would be striped into the shoulders of SR-224 in both northbound and southbound directions, and the shoulders were widened from 8 feet to 10 feet wide to accommodate them. Bicycle lanes were also added at all intersections on SR-224 between the turning lanes and through lanes. The bicycle lanes run from the south end of the project area at Olympic Parkway, cross Ute Boulevard and the I-80 SPUI, and end at Rasmussen Road on the north end of the project area. The buffered bicycle lanes were designed to meet UDOT's design standards and provide a minimum of a 3-foot-wide striped gap area between the bicycle lanes and the travel lanes outside the intersections to increase the separation of bicycles and vehicles.

For the updated Revised Alternative C design, see *Alternative C: Intersection Improvements with Pedestrian Enhancements* in Attachment F, *Improved Alternatives Moving Forward for Detailed Evaluation in the Draft EIS*.

Level 3 Screening. The Level 3 screening measures for the improved Alternative C did not change. As shown in Attachment D, *Kimball Junction Alternatives and Traffic Modeling Data Report*, although the improvements to Alternative C added buffered bicycle lanes on SR-224, this still results in Level 4 BLTS on SR-224 itself because of the high vehicle speeds and increased number of travel lanes.

Level 4 Screening. The Level 4 screening results for the WOTUS screening measure changed slightly as a result of the changes to Alternative C. As shown above in Table 5-1, *New Level 4 Screening Results for Improved Alternatives A and C*, the total impact to WOTUS increased slightly, from 0.012 acre to 0.015 acre. Although UDOT was mostly able to fit the buffered bicycle lanes into the existing right-of-way, the addition of the bicycle lanes did slightly widen the footprint of Alternative C. In addition, the cost for the improved Alternative C increased from \$40.6 million to \$46.4 million, mostly due to costs associated with adding the buffered bicycle lanes and additional engineering enhancements made to the design between the draft and final screening reports.

No other Level 4 screening results changed due to the design improvements made to Alternative C between the draft and final screening reports.

5.3 Summit County's Alternative B+

In their comments on the draft screening report, Summit County proposed Alternative “B+,” a new alternative similar to the original conceptual Alternative B (shown in Attachment A, *Conceptual Alternatives Resulting from the Area Plan and Refinements Made to Those Alternatives*) but with the connection of Ute Boulevard crossing SR-224 eliminated to narrow the intersection's footprint and provide a grade-separated public plaza over the depressed portion of SR-224. Summit County's alternative also changes the one-way frontage roads proposed with previous iterations of Alternative B to two-way frontage roads.

Conceptual Design and Operational Details. UDOT met with Summit County to better understand the County's schematic design (included with the County's comments on the draft screening report in Attachment B, *Public and Agency Engagement Materials*), then developed a more robust conceptual design (shown in Attachment E, *New Alternatives Resulting from the Draft Screening Results Comments That Were Eliminated after Screening Evaluation*) using UDOT standards. Elements of Alternative B+ include the following:

- Ute Boulevard access across SR-224 would be closed and SR-224 would be depressed about 10 feet below the existing ground level at the crossing location to allow an extended length of the pedestrian plaza between Olympic Parkway and Ute Boulevard. Drivers who want to travel east–west across SR-224 at the current location of Ute Boulevard would be redirected onto the north–south frontage roads to travel out of direction to Olympic Parkway, where they would cross SR-224 on the Olympic Parkway bridge, thereby increasing the crossing distance and time for this movement.
- Two-way frontage roads would be constructed adjacent to SR-224 on both east and west sides. Each side has two 12-foot-wide lanes southbound and one 12-foot-wide lane northbound. A raised concrete median between directions would be installed to reduce driver confusion. Because of the additional width needed to accommodate the two-way frontage roads, the Del Taco and the adjacent strip mall building (which houses Park City Mattress, Domino's Pizza, and Sport Clips) would be directly impacted and require business relocations. In addition, the office building at 1794 Olympic Parkway (which houses several businesses including the Park City Visitors Center, Hugo Coffee, and MountainTop Physical Therapy) would also be directly impacted by the additional widening of the southbound frontage road and require business relocations.
- A midblock signalized crosswalk would be installed on each side of SR-224 about halfway between Ute Boulevard and Olympic Parkway across the two-way frontage roads to enable pedestrians and cyclists to access a pedestrian plaza above the depressed SR-224. The midblock crosswalk would be operated via a pedestrian-actuated overhead signal or a flashing beacon. The pedestrian plaza on top of the depressed portion of SR-224 would be about 115 feet wide by 400 feet long.
- Additional widening would be required at the Olympic Parkway and SR-224 grade-separated intersection to accommodate the new traffic movements and traffic signal cycles required for the new two-way frontage roads.

Level 1 Screening Results. Because Alternative B+ proposed many fundamental changes to both the original and the refined Alternative B that was evaluated and eliminated from further study in the draft screening report, it was treated as a new alternative, and therefore screening started with Level 1 screening as described in Section 2.2, *Level 1 Screening*. Recall that Level 1 screening was used to determine whether each conceptual alternative developed during the Area Plan process had

a “fatal flaw” or whether it did not meet the problems and opportunities of the Area Plan study. Alternatives that had a fatal flaw or that did not meet the problems and opportunities were dismissed from further consideration.

UDOT traffic and safety personnel reviewed the alternative and determined that, from a safety perspective, one-way frontage roads are considerably safer than two-way frontage roads. On average, converting from a two-way frontage road system to a one-way frontage road system reduces crashes by 57%.^{11,12} Other states, most notably Texas, which has an extensive frontage road system on its highways, are currently converting their existing two-way frontage roads to one-way frontage roads. UDOT traffic and safety personnel stated that it’s neither prudent nor feasible to consider a design if there is a safer alternative design.¹³

UDOT’s traffic and safety personnel also considered the large number of conflict points (90 total) in the Alternative B+ design, which is more than double that in refined Alternative B. The traffic and safety personnel said that UDOT standards require a reduction in the number of conflict points whenever feasible.¹⁴ The extra conflict points are introduced by adding the two-way north–south frontage roads, which introduce additional turning and crossing movements compared to the one-way frontage roads.

What is a conflict point?

A conflict point is any location where road users’ paths coincide. Conflicts have a potential to occur from crossing, merging, or diverging movements.

Alternative B+ could become functionally complex because the design configuration includes two separate intersections spaced very close to each other, so they would need to be operated like one intersection. This would require that one cycle of a traffic signal be split in many different phases to serve multiple traffic movements.

Summary. Alternative B+ was eliminated from further consideration in Level 1 screening because UDOT determined that it had several fatal flaws from a traffic and safety perspective. UDOT met with Summit County to review the alternative’s conceptual design and its operational and safety limitations, and Summit County agreed that Alternative B+ should not move forward for additional evaluation in the EIS.

5.4 Pedestrian Overpass Options with Alternatives A and C

In their comments on the draft screening report, Summit County stated a preference for a pedestrian overpass as a means to grade-separate the crossing at Ute Boulevard instead of the underpass currently proposed with Alternatives A and C. Because of slope issues and the proximity of businesses to SR-224 on the east side of the road, UDOT considered three different ramp configurations for a pedestrian overpass. UDOT developed the three conceptual design overpass options to best site an overpass in a location to serve the Ute Boulevard intersection in place of the currently proposed pedestrian underpass.

¹¹ Texas Department of Transportation, *Frontage Road Conversion Analysis for Existing Frontage Roads I-20 from Loop 338 West to FM 307*, prepared by LJA Engineering, 2014.

¹² William Eisele et al., *Safety and Economic Impacts of Converting Two-way Frontage Roads to One-way: Methodology and Findings*, Texas A&M Transportation Institute, 2011.

¹³ Emails from Rebecka Stromness, UDOT, to the Kimball Junction project team relaying information from her meeting with Ivana Vladislavljevic, UDOT Region Two East Traffic Engineer, June 5 and 18, 2024.

¹⁴ See footnote 13.

Because a grade-separated crossing was determined feasible and passed Levels 1 and 2 screening during the Area Plan process, UDOT started the screening process for the three different pedestrian overpass configurations with Level 3 screening. Only the Level 3 screening measures relevant to improving pedestrian and bicyclist mobility and accessibility throughout the evaluation area were used to screen the pedestrian overpass options, including measuring the level of traffic stress in the vicinity of SR-224 and measuring the walk times using travel time pairs as described below.

5.4.1 Pedestrian Overpass with Straight Ramps

For the first option, UDOT developed a pedestrian overpass with straight ramps on the east side of SR-224 abutting the existing trail that runs adjacent to SR-224 (*Pedestrian Overpass with Straight Ramps* in Attachment E, *New Alternatives Resulting from the Draft Screening Results Comments That Were Eliminated after Screening Evaluation*). Although the ramps would be accessible from both the Ute Boulevard and Olympic Parkway intersections, to meet roadway clearance requirements with the long, straight ramps, the overpass itself would be sited in the middle, about 400 feet from each intersection. The overpass would span across SR-224 and would tie into existing ground on the west side of SR-224 near the Sheldon Richins Building.

The ramps were assumed to have a constant 5% grade to meet Americans with Disabilities Act (ADA) requirements, and were assumed to be constructed as a structure on columns. By making the ramps a structure, the visual impacts could be slightly mitigated, because the view could be seen between the columns and the amount of shade being cast by the ramps could be reduced compared to solid-earth ramps.

The existing SR-224 trail would be reconstructed to the east of the ramps and would remain at grade. Pedestrians who don't want to cross SR-224 could continue along the trail and wouldn't need to walk up and down the ramps.

5.4.2 Pedestrian Overpass with Oval Ramp

For the third option, UDOT developed a pedestrian overpass with an oval ramp on the east side of SR-224 about 130 feet from the Ute Boulevard intersection with the west side landing located just east of the Sheldon Richins Building (*Pedestrian Overpass with Oval Ramp* in Attachment E, *New Alternatives Resulting from the Draft Screening Results Comments That Were Eliminated after Screening Evaluation*).

Because the spiral ramp would have such a large footprint and would require a property acquisition, UDOT looked at the oval ramp as a less impactful alternative, where the curved shape was pinched to keep it inside the existing right-of-way. The oval ramp would function similarly to a continuous switchback.

Pedestrians who want to cross SR-224 would enter the oval from the southeast corner of the Ute Boulevard intersection, climb 3 rotations, and then cross over SR-224 and the existing at-grade SR-224 trail. Owing to the oval's offset location to the east and the width of the curves, the walking distance from entering the ramp to reaching the overpass crossing would be about 650 feet.

The existing SR-224 trail would be reconstructed to the east of the ramps and would remain at grade. Pedestrians who don't want to cross SR-224 could continue along the trail and wouldn't need to walk up and down the ramps.

5.4.3 Pedestrian Overpass with Spiral Ramp

For the second option, UDOT developed a pedestrian overpass with a spiral ramp on the east side of SR-224 about 80 feet from the Ute Boulevard intersection with the west side landing just east of the Sheldon Richins Building (*Pedestrian Overpass with Spiral Ramp* in Attachment E, *New Alternatives Resulting from the Draft Screening Results Comments That Were Eliminated after Screening Evaluation*).

The diameter of the spiral would be about 118 feet, to accommodate a maximum 5% grade, and would provide head clearance between levels as the spiral climbs. The footprint of the spiral would be located outside the existing right-of-way and would directly impact the Del Taco building and require relocation of the Del Taco business.

Pedestrians who want to cross SR-224 would enter the spiral from the southeast corner of the Ute Boulevard intersection, climb 2½ rotations around the spiral, and then cross over SR-224 and the existing at-grade SR-224 trail. Owing to the spiral's offset location to the east and the width of the spiral, the walking distance from entering the ramp to reaching the overpass crossing would be about 1,050 feet.

The existing SR-224 trail would be reconstructed to the east of the ramps and would remain at grade. Pedestrians who don't want to cross SR-224 could continue along the trail and wouldn't need to walk up and down the ramps.

5.4.4 Level 3 Screening Results for Pedestrian Overpass Options

Table 5-2, *Level 3 Active Transportation Screening for Pedestrian Overpass Options*, on page 55 shows the Level 3 screening results for the three pedestrian overpass options. Only the Level 3 screening measures for the active transportation criteria were used for screening the overpass options.

Level of Traffic Stress. Each option was assumed to be included with both Alternative A and Alternative C in place of the pedestrian underpass currently included with either alternative. As shown in Table 5-2, all three pedestrian overpass options pass the LTS measure; all three would perform better than the 2050 No-Action Alternative and would equally improve the LTS, similar to an underpass.

Pedestrian Walk Times. As described in Attachment D, *Kimball Junction Alternatives and Traffic Modeling Data Report*, pedestrian walk times were calculated for four origin/destination pairs in the Kimball Junction area (see Figure 5-1). The origin/destination pairs were selected to test travel times across major roads (SR-224, Ute Boulevard, and Olympic Parkway) and between significant land use destinations (grocery stores, the Kimball Junction Transit Center, and residential areas).

All four origin/destination pairs straddle SR-224. Two are located near Ute Boulevard and the other two near Olympic Parkway. Walk times consider distance, grades, and traffic signal delay for pedestrian crossings at signalized intersections. The four origin/destination pairs are:

1. Between the Whole Foods Market grocery store and the Newpark residential units
2. Between the Kimball Junction Transit Center and Smith's grocery store
3. Between the Skullcandy offices and Chase Bank
4. Between the Skullcandy offices and the Redstone residential units

Figure 5-1. Pedestrian Walk Time Origin/Destination Pairs



As described in Attachment D, *Kimball Junction Alternatives and Traffic Modeling Data Report*, and as shown in Table 5-2, all three pedestrian overpass options fail the walk time screening measure. None of the alternatives listed in the table achieve a total walk time savings better than the 2050 No-Action Alternative for the four origin-destination pairs used for the measure; therefore, none of the pedestrian overpass options meet the overall purpose of the project. Walk times for alternatives with the pedestrian overpass are longer than with the No-Action Alternative, primarily because of the out-of-direction travel created by the pedestrian overpass ramps on the east side of SR-224. The ramps must be long enough to maintain appropriate head clearance and ADA-compliant grades. As shown in the table, all overpass options also resulted in longer walk times than the underpass options. Compared to alternatives with an underpass, alternatives with a pedestrian overpass add 500 to 900 feet of additional walking distance.

Summary. None of the pedestrian overpass options met the purpose of the project because they all failed the Level 3 screening criteria of improving walk times compared to the 2050 No-Action Alternative. In addition, all pedestrian overpass options resulted in longer walk times compared to the pedestrian underpass at Ute Boulevard that was included with Alternatives A and C. Therefore, the pedestrian overpass options were eliminated from further evaluation.

UDOT understands that Summit County is currently considering land use changes and development options in the Kimball Junction area. If an alternative with the pedestrian underpass is selected as the preferred alternative at the end of the EIS process, this would not preclude Summit County from developing a pedestrian overpass that connects the development on each side of SR-224.

Table 5-2. Level 3 Active Transportation Screening for Pedestrian Overpass Options

Alternative or Conditions	Does the level of traffic stress improve in the vicinity of SR-224? (yes/no) ^a	Do the walk times improve for key origin-destination pairs? (yes/no) ^b
Existing Conditions (2022)	SR-224 trail – LTS1 SR-224 intersections – LTS3	53:30
2050 No-Action Alternative	SR-224 trail – LTS1 SR-224 intersections – LTS3	54:00
Alternative A (underpass)	Yes: SR-224 pedestrian tunnel improves Ute Boulevard crossing to LTS1	52:30 Yes (-1:30)
Alternative B	No (Same as No-Action): SR-224 trail – LTS1 SR-224 intersections – LTS3	57:45 No (+3:45)
Alternative C (underpass)	Yes: SR-224 pedestrian tunnel improves Ute Boulevard crossing to LTS1	53:45 Yes (-0:15)
Alternative A (with straight-ramp pedestrian overpass)	Yes: SR-224 pedestrian overpass improves Ute Boulevard crossing to LTS1	59:30 No (+5:30)
Alternative A (with oval-ramp pedestrian overpass)	Yes: SR-224 pedestrian overpass improves Ute Boulevard crossing to LTS1	59:00 No (+5:00)
Alternative A (with spiral-ramp pedestrian overpass)	Yes: SR-224 pedestrian overpass improves Ute Boulevard crossing to LTS1	61:45 No (+7:45)
Alternative C (with straight-ramp pedestrian overpass)	Yes: SR-224 pedestrian overpass improves Ute Boulevard crossing to LTS1	60:30 No (+6:30)
Alternative C (with oval-ramp pedestrian overpass)	Yes: SR-224 pedestrian overpass improves Ute Boulevard crossing to LTS1	60:00 No (+6:00)
Alternative C (with spiral-ramp pedestrian overpass)	Yes: SR-224 pedestrian overpass improves Ute Boulevard crossing to LTS1	62:15 No (+8:15)

Note: The alternatives in this table are the refined alternatives evaluated in the draft screening report.

^a Level of traffic stress (LTS) is a 1-to-4 rating for the amount of traffic stress imposed on bicyclists or pedestrians on a transportation facility. LTS 1 represents the least stress, and LTS 4 represents the most stress. Note that LTS was measured for the entire Kimball Junction area active transportation network. Most of the network stays the same under all scenarios; that is, there would be no change from existing conditions and the No-Action Alternative. This table reports only those network measures that are different from existing conditions and the No-Action Alternative.

^b An origin-destination (O-D) pair (also referred to as a travel time pair) is a selected beginning and ending point for a trip on the transportation network.

- Walk times represent total time to walk between origin/destination pairs in both directions.
- Walk times consider distance, grades, and signal delay for pedestrian crossings at signalized intersections.
- Walk times assume of 3.7 feet/second (fps) walking speed for flat areas (between -5% and +5% grade).
- Walk times assume 3.0 fps for incline grades (>5%) and 3.5 fps for decline grades (<-5%).
- Signal delay was calculated from intersection simulation and is included in walk times.

5.5 Additional Alternatives Suggested by the Public

During the public comment period for the draft screening report, several commenters suggested additional alternatives or variations to the existing alternatives. UDOT considered each alternative as summarized in Table 5-3.

Table 5-3. Additional Alternatives Suggested by the Public during the Comment Period for the Draft Screening Report

Alternative Description	Assessment
Road and Interchange Capacity	
Expand SR-248 to five lanes from US-40 to SR-224.	SR-248 is outside the project study area, and expanding it would not meet the purpose of the Kimball Junction Project. However, capacity improvements to SR-248 are included in UDOT's long-range transportation plan (2023–2050) and are part of the no-action scenario in the travel demand model used for the Kimball Junction EIS.
Add an additional vehicle queuing area on the east side of SR-224 on Olympic Parkway between the Newpark Boulevard roundabout and Olympic Parkway.	Traffic models show that the vehicle queuing capacity as proposed with Alternatives A and C would meet the purpose of the Kimball Junction Project. Adding additional vehicle queuing capacity farther to the east would limit commercial access to the north to the Wells Fargo building, and extending other elements toward the Newpark Boulevard roundabout would likely reduce the amount of commercial parking available.
Build a bypass route directly between the ski resorts and I-80.	The suggested bypass route extends beyond the scope of and study area for this EIS. Roadway capacity improvements on SR-224 south of Olympic Parkway have not been identified as a need in Summit County's long-range transportation plan (2022–2050) or in UDOT's long-range transportation plan (2023–2050). Additionally, constructing a new bypass would be more costly and would have substantially greater impacts to the natural and built environment than would the proposed alternatives.
Construct a tunnel system.	A tunnel in the study area would operate similarly to Alternative B, which failed Level 3 screening as described in Section 3.6.1, <i>Level 3 Screening Results</i> , of this final screening report. The suggested tunnel would not meet the purpose of the Kimball Junction Project.
Construct an expressway tunnel from US-40 near Mayflower to Deer Valley.	The suggested expressway tunnel is outside the scope of and study area for this EIS. Additionally, constructing a new expressway tunnel would be more costly than the proposed alternatives. The suggested expressway tunnel would not meet the purpose of the Kimball Junction Project.
Construct grade-separated intersections (underpass or overpass) at Ute Boulevard and Olympic Parkway.	Grade-separated intersections were evaluated during the Area Plan process and failed Level 1 screening. There is inadequate distance between Ute Boulevard and the eastbound I-80 ramps to safely merge vehicles entering SR-224 from Ute Boulevard with the SR-224 mainline traffic. Additionally, grade-separated intersections would have substantially greater property impacts (acquisitions and access restrictions) without providing substantially greater benefits than would the proposed alternatives.
Construct a new interchange for I-80 on the east side of the Swaner Preserve and EcoCenter and construct a new road connecting the interchange to Park City.	A new interchange on the east side of the Swaner Preserve and EcoCenter and a new road connection to Park City is outside the project study area and would not meet the purpose of the Kimball Junction Project.

(Continued on next page)

Table 5-3. Additional Alternatives Suggested by the Public during the Comment Period for the Draft Screening Report

Alternative Description	Assessment
Construct a flyover ramp for SR-224 northbound to I-80 westbound traffic.	As described in the draft screening report, traffic modeling was performed for a flyover ramp concept, and a preliminary profile was created to check clearance requirements (vertical and horizontal) and slopes. The flyover ramp was not technically feasible, and the traffic performance would not meet the purpose of the Kimball Junction Project.
Construct a bypass behind the Powderwood and Crestview condominiums; move the split diamond interchange to the west and access the Dakota Pacific Real Estate property through the Outlets Park City property.	<p>As described in the draft screening report, during the previous Area Plan process, UDOT considered an alternative that would construct an SR-224 bypass road through the southwest quadrant of the I-80/SR-224 interchange around the southwest edges of the Kimball Junction development. This bypass road would connect to I-80 with a new interchange about 1 mile west of the current SR-224 interchange.</p> <p>The travel demand modeling conducted as part of Level 2 screening showed that the bypass alternative would not relieve the existing or projected future traffic problems in the study area. Modeling showed that, even if a bypass were constructed, vehicles would still likely back onto the I-80 mainline, travel time through Kimball Junction would not improve sufficiently, and vehicle mobility through Kimball Junction would remain at LOS F and would therefore not meet the purpose of the Kimball Junction Project.</p> <p>In addition to the bypass road failing Level 2 screening from a traffic perspective, the alternative did not have public support. During the second public survey conducted during the Area Plan process to gauge community support and input regarding the alternatives being screened, the bypass alternative received the lowest overall rating among the four alternatives.</p>
Construct roundabouts with pedestrian underpasses.	<p>As described in the draft screening report, UDOT evaluated roundabouts rather than traffic signals for the east–west connections at Ute Boulevard and Olympic Parkway. Traffic modeling was performed on this concept. Specifically, based on the projected traffic in the area and guidance in National Cooperative Highway Research Program (NCHRP) Report 672, <i>Roundabouts: An Informational Guide, 2nd Edition</i>, the roundabouts would require three or more circulating lanes. A roundabout with three or more circulating lanes has a large footprint and is complex for drivers to navigate. Additionally, such roundabouts are challenging for pedestrians to cross because drivers exiting the roundabout are less likely to yield. Finally, roundabouts with three or more lanes are not common, their functionality for traffic operations is unproven in the United States, and such a roundabout would not meet the expectations of local drivers or drivers visiting the area.</p> <p>The concept was eliminated because it would not meet the purpose of the Kimball Junction Project.</p>
Allow traffic to use the SR-224 shoulders for travel during rush hours (for example, 2:30 PM to 6:30 PM northbound).	Part-time shoulder-running lanes would not meet the purpose of the Kimball Junction Project because they would not address the capacity, mobility, safety, and operational needs of this project.
Construct a cloverleaf interchange at SR-248 and US-40.	The suggested interchange improvements at SR-248 and US-40 are outside the scope of and study area for the Kimball Junction EIS. Improvements to the SR-248 and US-40 interchange are included in UDOT’s long-range transportation plan (2023–2050) and are part of the no-action scenario in the travel demand model used for the EIS.

(Continued on next page)

Table 5-3. Additional Alternatives Suggested by the Public during the Comment Period for the Draft Screening Report

Alternative Description	Assessment
Reconfigure the US-40 east interchange to accommodate two lanes.	The suggested interchange improvements extend beyond the scope of and study area for the Kimball Junction EIS. An additional lane from eastbound I-80 to southbound US-40 is included in UDOT’s long-range transportation plan (2023–2050) and is part of the no-action scenario in the travel demand model used for the EIS.
Add bicycle lanes and/or create bicycle-friendly roads.	In response to comments, UDOT added bicycle lanes along SR-224 for both Alternatives A and C. The new bicycle lanes are shown in Attachment F, <i>Improved Alternatives Moving Forward for Detailed Evaluation in the Draft EIS</i> , of this final screening report.
Transit	
Construct a park-and-ride lot in the Kimball Junction area.	Standalone transit, travel demand management (TDM), or transportation system management (TSM) alternatives would not meet the purpose of the Kimball Junction Project because they would not address the capacity, mobility, safety, and operational needs of the project. The Kimball Junction Project would not prohibit additional transit, TDM, or TSM strategies from being implemented by local jurisdictions in the future.
Construct dedicated bus and carpool lanes.	The alternatives considered by UDOT would accommodate all current and proposed transit operations, including the planned SR-224 bus rapid transit (BRT) service, that are identified in local and regional transportation plans and would not prohibit additional transit, TDM, or TSM strategies from being implemented by local jurisdictions in the future.
Operate express bus service to Canyons Village from Richardson Flat.	The suggested express bus service is outside the project study area and would not meet the purpose of the Kimball Junction Project because it would not address the capacity, mobility, safety, and operational needs of the project. The alternatives considered by UDOT would accommodate all current and proposed transit operations, including the planned SR-224 BRT service identified in local and regional transportation plans. Additionally, the Kimball Junction Project would not prohibit additional transit, TDM, or TSM strategies from being implemented by local jurisdictions in the future.
Construct a TRAX line in the median on SR-224 and build a transit hub near Tech Center Drive.	The alternatives considered by UDOT would accommodate all current and proposed transit operations, including the planned SR-224 BRT service, that are identified in local and regional transportation plans. Additionally, the Kimball Junction Project would not prohibit additional transit, TDM, or TSM strategies from being implemented by local jurisdictions in the future.
Travel Demand Management	
Construct an HOV lane.	A standalone transit, TDM, or TSM alternative would not meet the purpose of the Kimball Junction Project because it would not address the capacity, mobility, safety, and operational needs of the project.

6.0 Alternatives Moving Forward for Detailed Evaluation in the EIS

The Alternatives A and C described in the draft screening report as moving forward for detailed evaluation in the Draft EIS both meet the purpose of the project and would achieve similar benefits for vehicle and active transportation with similar levels of impacts, as shown in the screening summary table (Table 3-10, *Alternatives Screening Summary*, above). Since the draft screening report was released, UDOT has further improved Alternative A to include elements of Alternative C on SR-224 and add buffered bicycle lanes on SR-224, as shown in *Alternative A*, in Attachment F, *Improved Alternatives Moving Forward for Detailed Evaluation in the Draft EIS*. UDOT has also further improved Alternative C to add buffered bicycle lanes on SR-224, as shown in *Alternative C*, in Attachment F. Both of these alternatives as described in this final screening report will be advanced for detailed evaluation in the Draft EIS.

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ATTACHMENT A

Conceptual Alternatives Resulting from the Area Plan and
Refinements Made to Those Alternatives

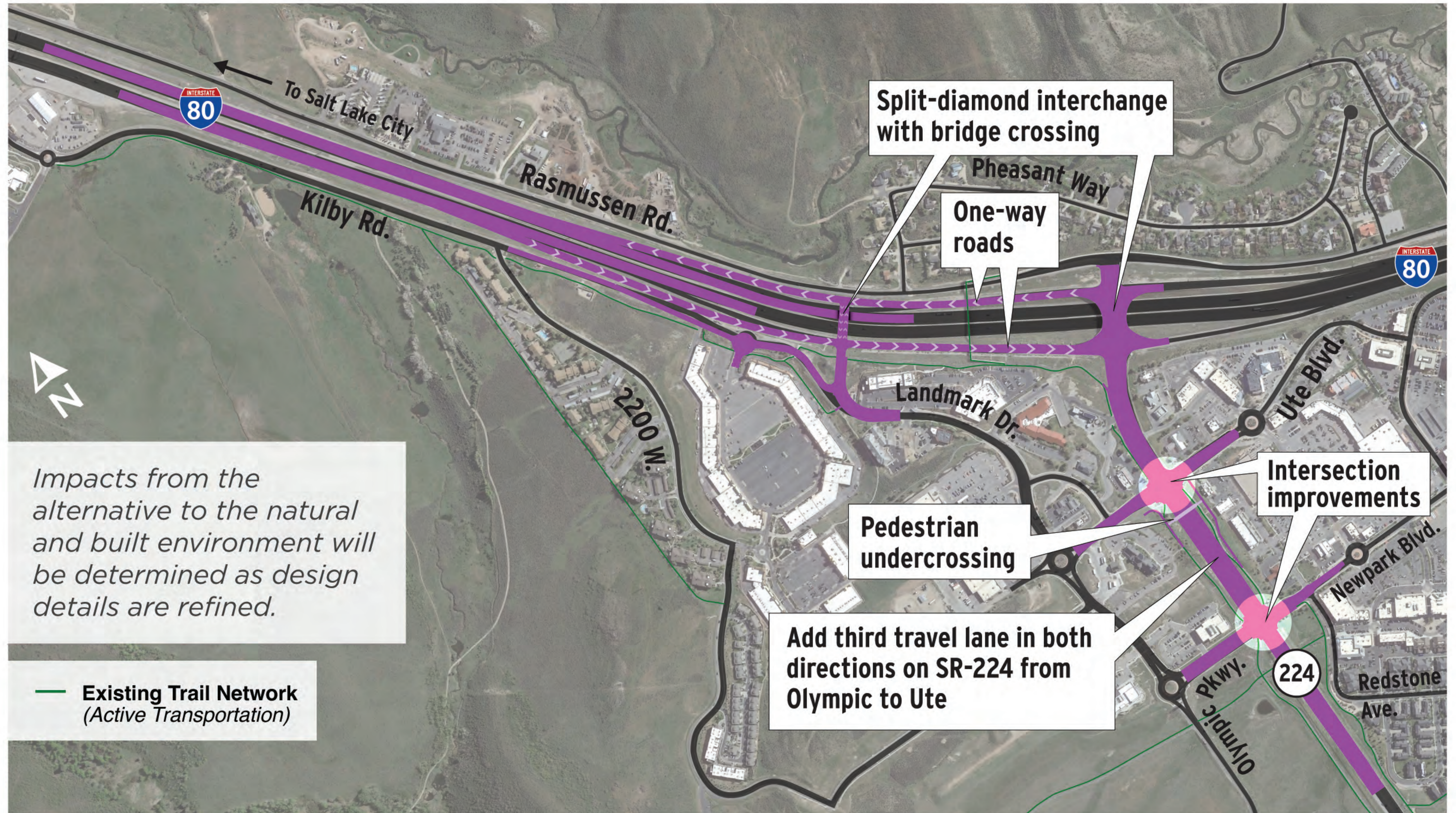
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Conceptual Alternatives Resulting from the Area Plan

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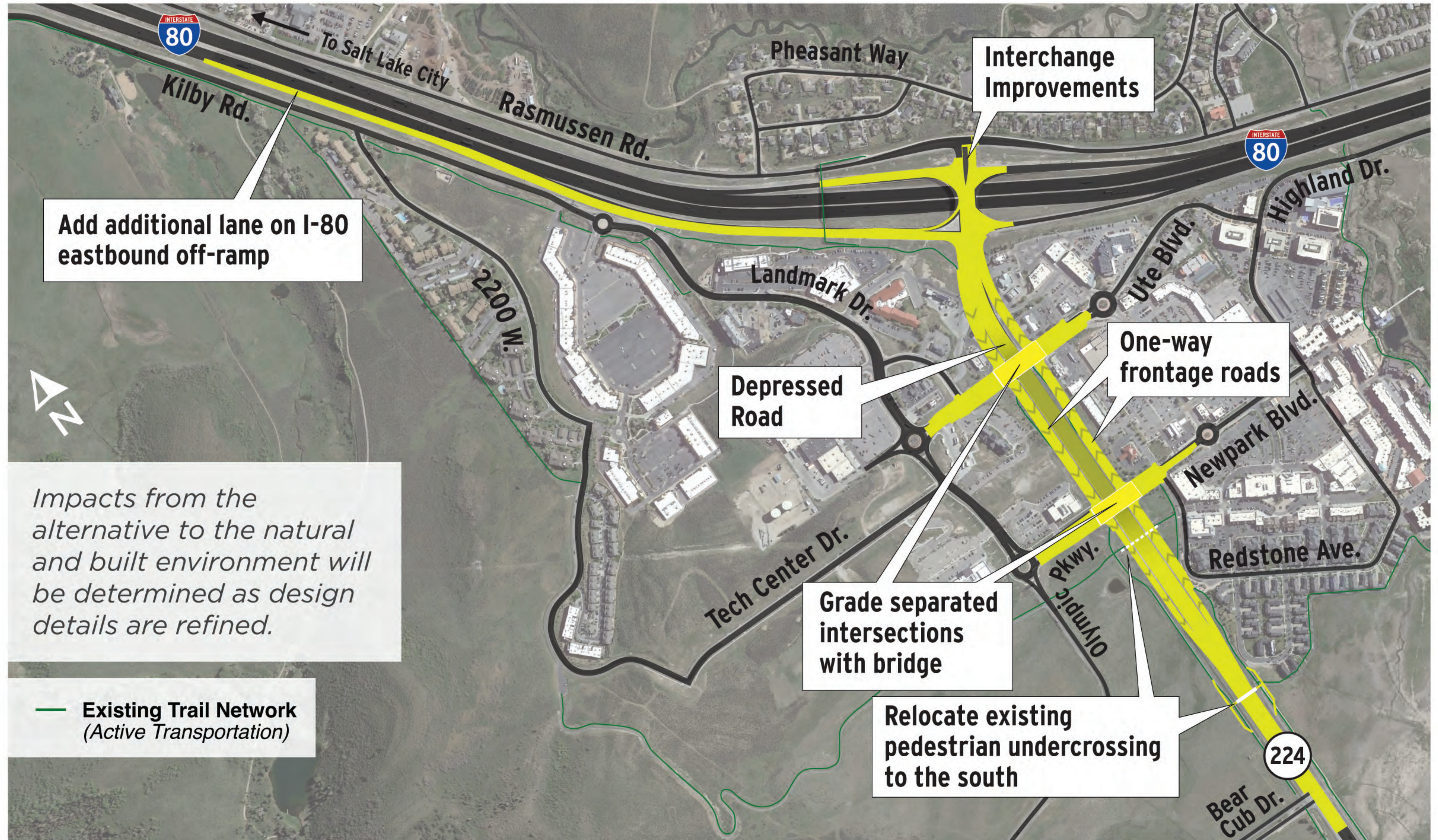
ALTERNATIVE A

SPLIT-DIAMOND INTERCHANGE WITH INTERSECTION IMPROVEMENTS



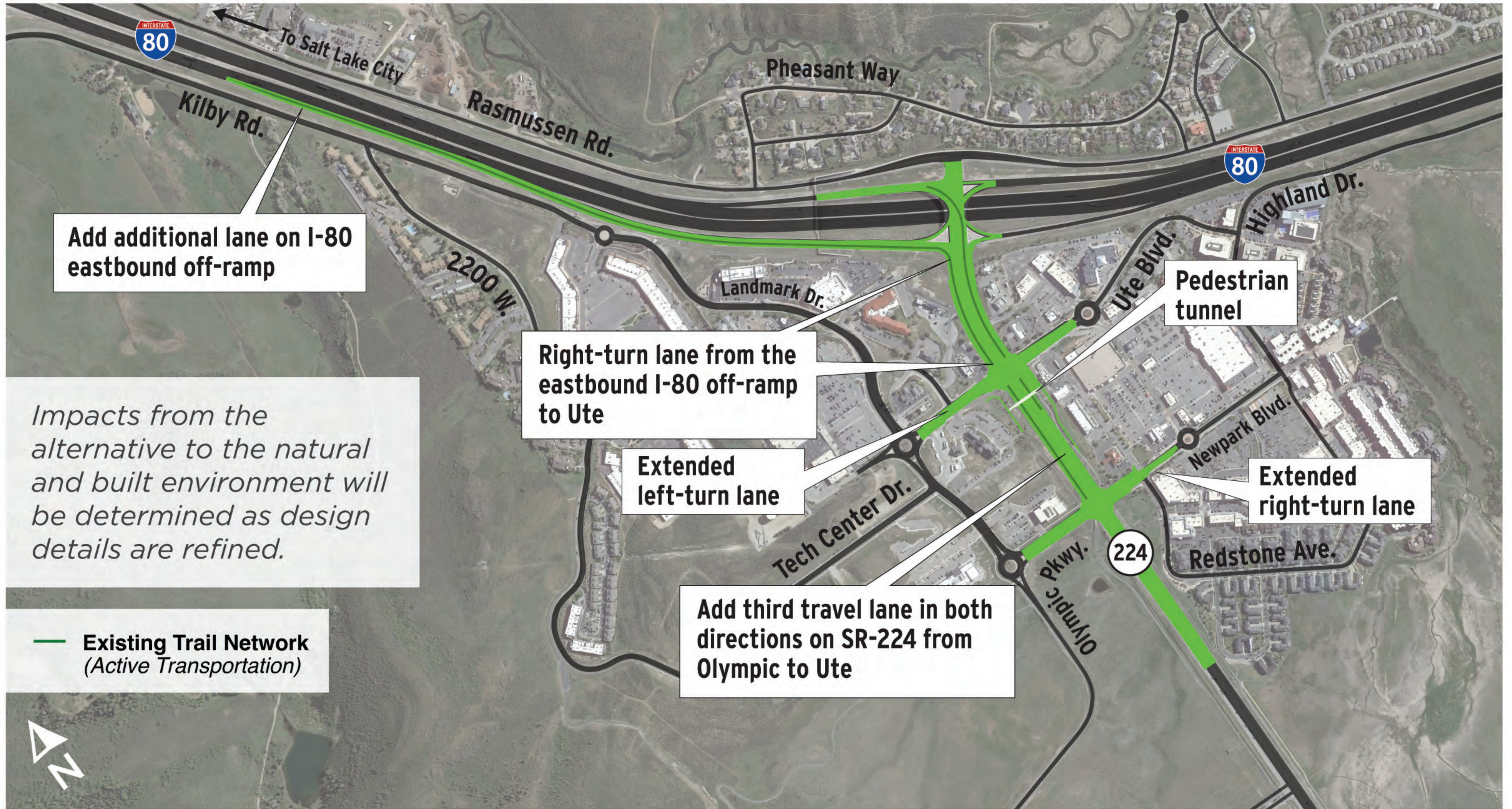
ALTERNATIVE B

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



ALTERNATIVE C

INTERSECTION IMPROVEMENTS WITH PEDESTRIAN ENHANCEMENTS

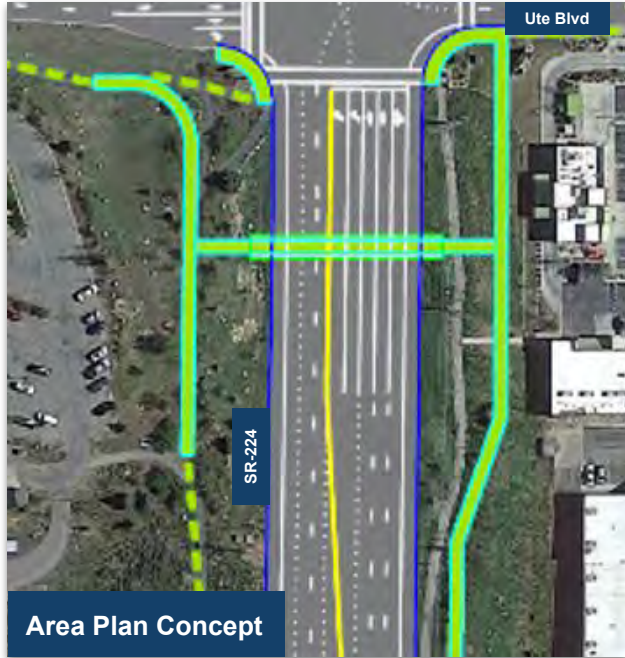


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Refinements Made to Conceptual Alternatives
Resulting from the Area Plan

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Refinements to Alternative A



North-South trail between Ute and Olympic shifted away from SR-224 and ped ramps lengthened based on aerial survey data



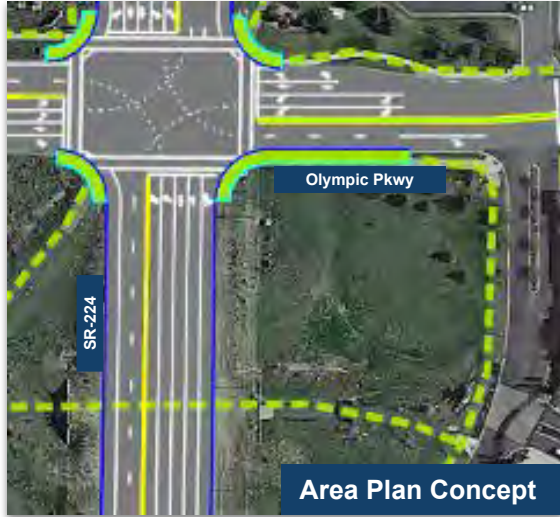
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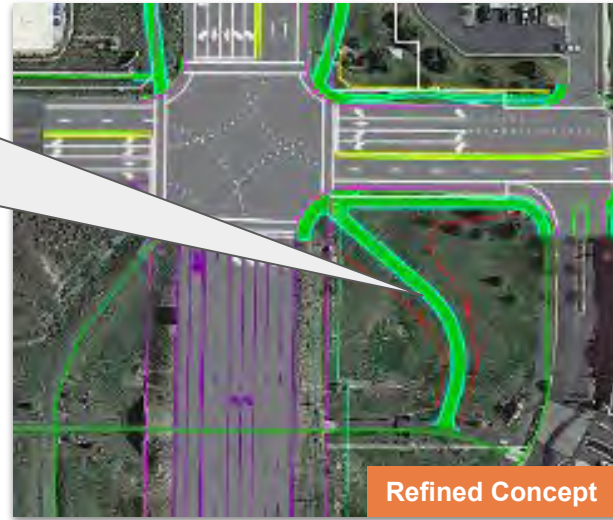
New eastbound lane from SR-224 to Olympic roundabout extended



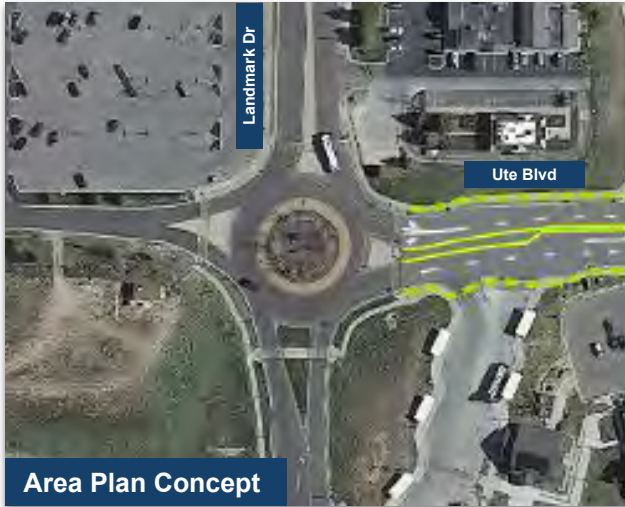
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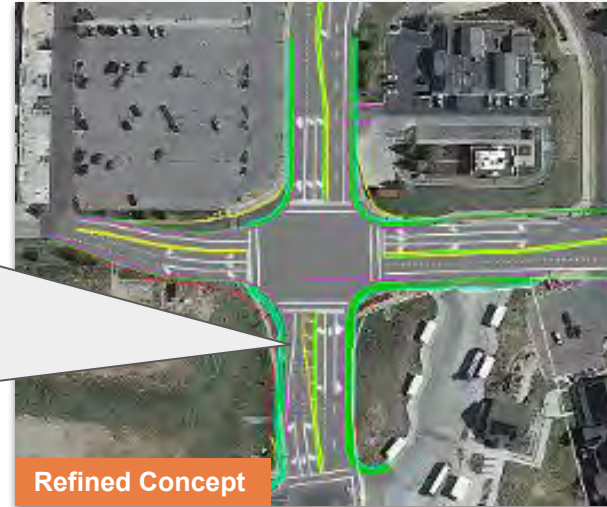
Trail connection added to southeast corner at Olympic



Refinements to Alternative A



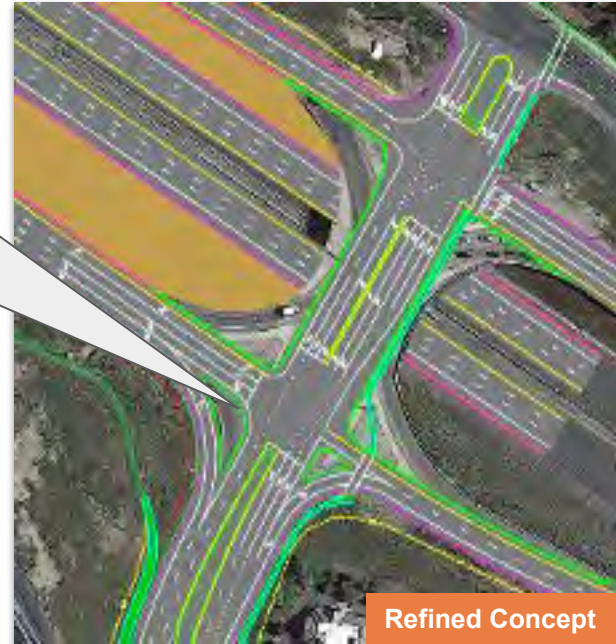
Roundabout at Ute/Landmark replaced with signalized intersection to accommodate increased traffic from half interchange



Refinements to Alternative A



Minor turn lane reconfigurations at SPUI to add free rights at ramps



Refinements to Alternative A



Frontage road
realignment length
reduced and turn
lanes added on
frontage roads
around new
western
interchange



Refinements to Alternative A



Area Plan Concept

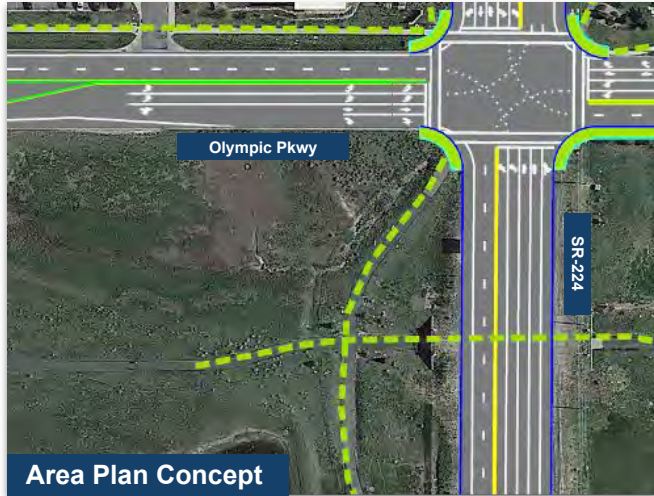
Northern ramp
tie-in length
reduced to
provide
additional space
between rest
area and
off-ramp



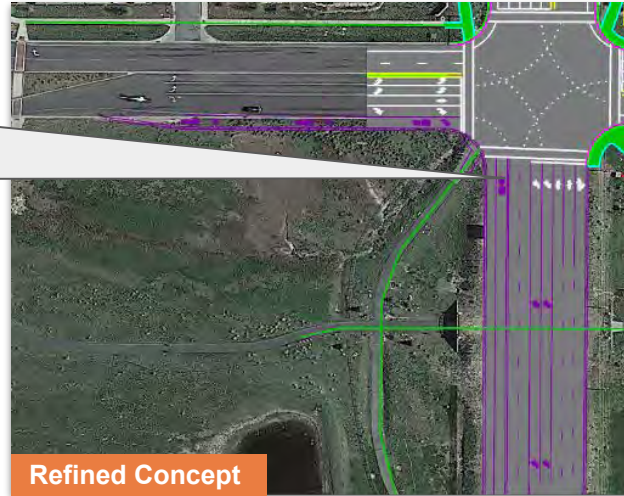
Refined Concept



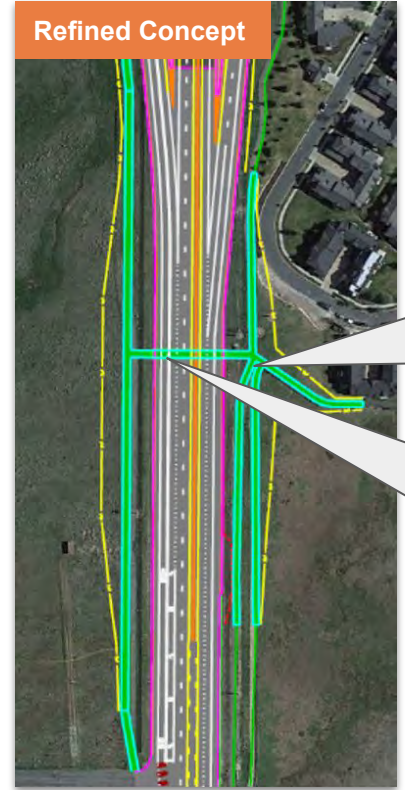
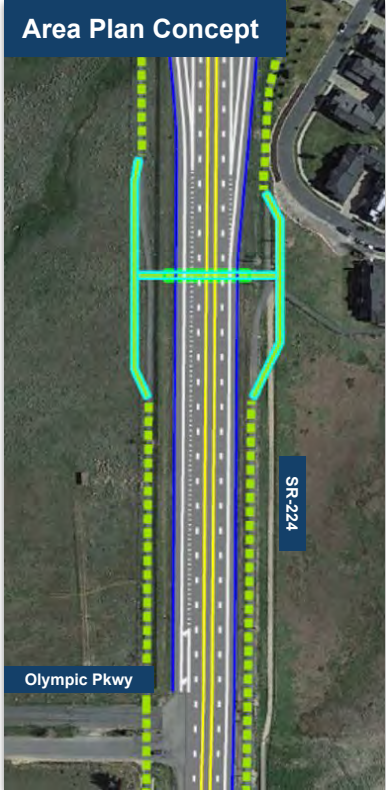
Refinements to Alternative A



BRT lane
included at
Olympic



Refinements to Alternative B

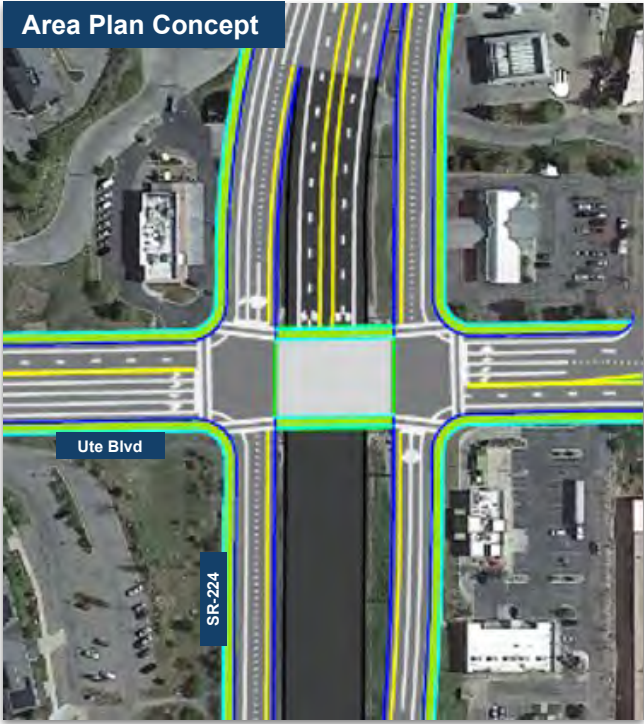


Updated exit lane configuration for northbound exit onto frontage road due to projected 2050 traffic growth

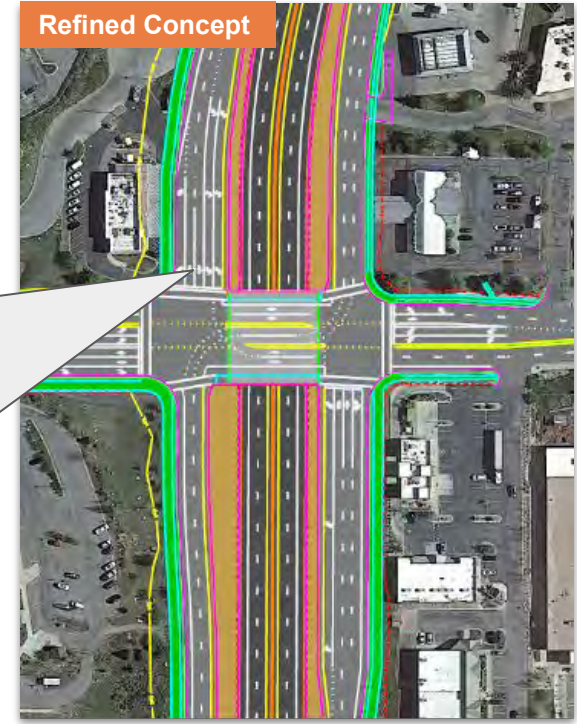
Relocated and refined pedestrian box south of Olympic and trail connections updated based on aerial survey data



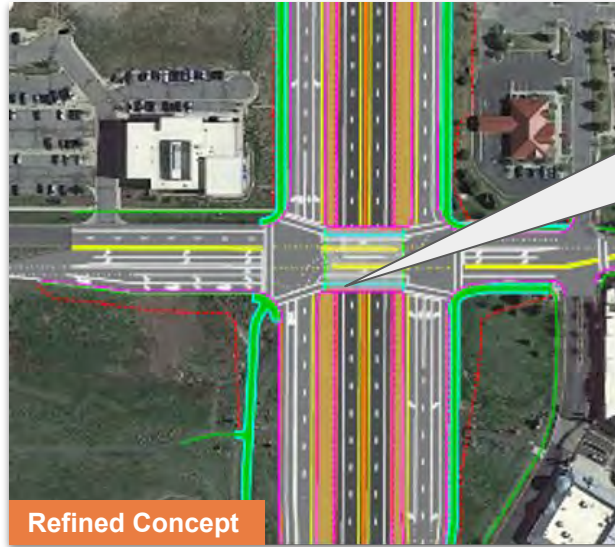
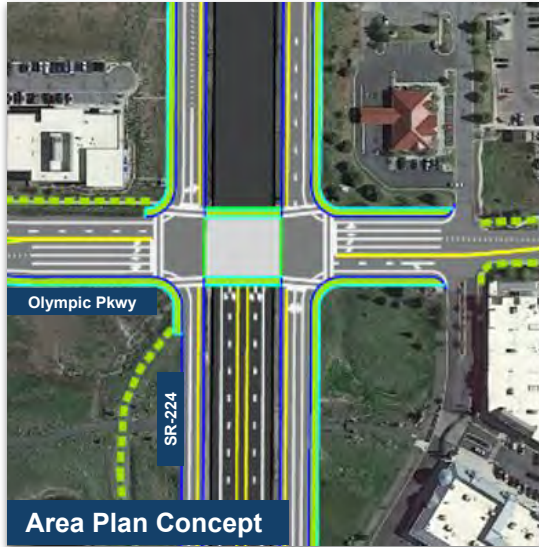
Refinements to Alternative B



Turning and through lane configurations updated at Ute causing larger footprint to accommodate projected 2050 traffic growth



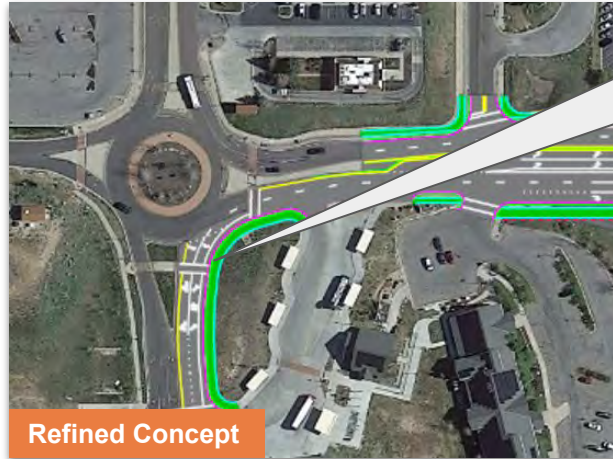
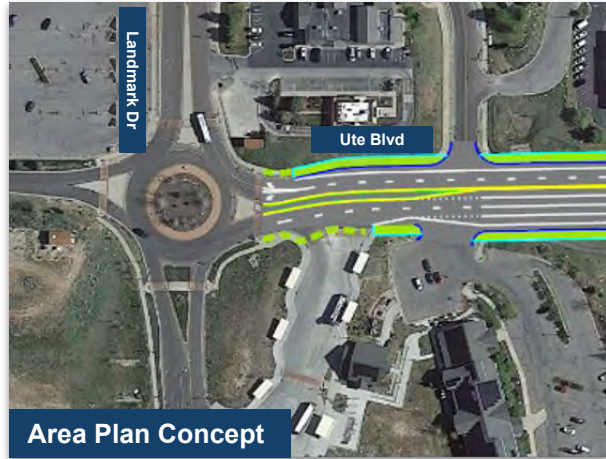
Refinements to Alternative B



Turning and through lane configurations updated at Olympic causing larger footprint to accommodate projected 2050 traffic growth



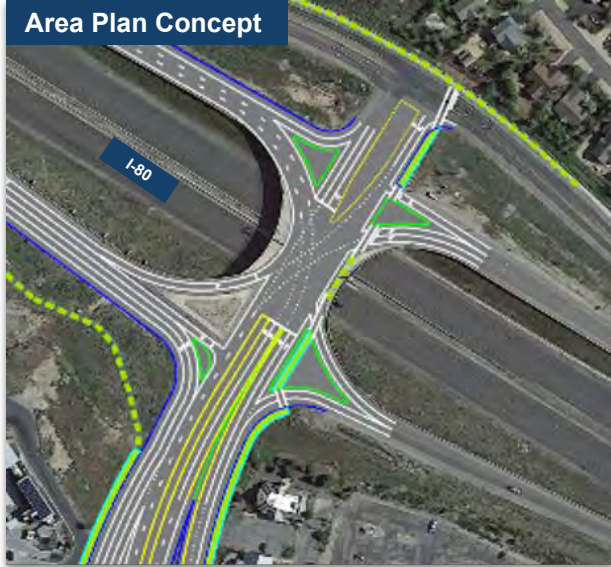
Refinements to Alternative B



New lane added to southern approach at Ute and Landmark roundabout



Refinements to Alternative B



Modified
right-turn lane
reconfiguration

Added
additional
right-turn lane
to I-80 due to
projected
2050 traffic
growth



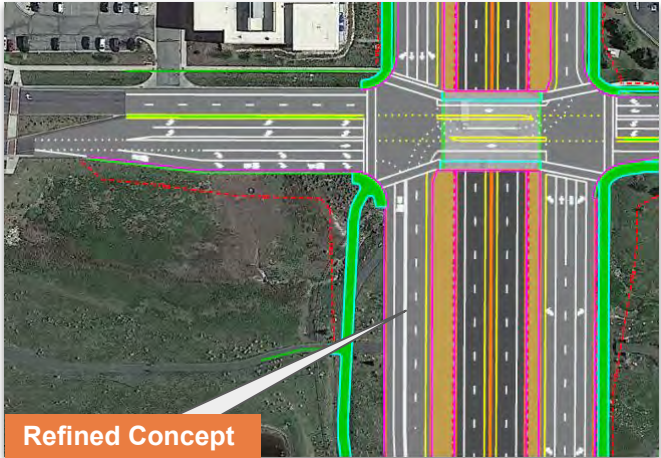
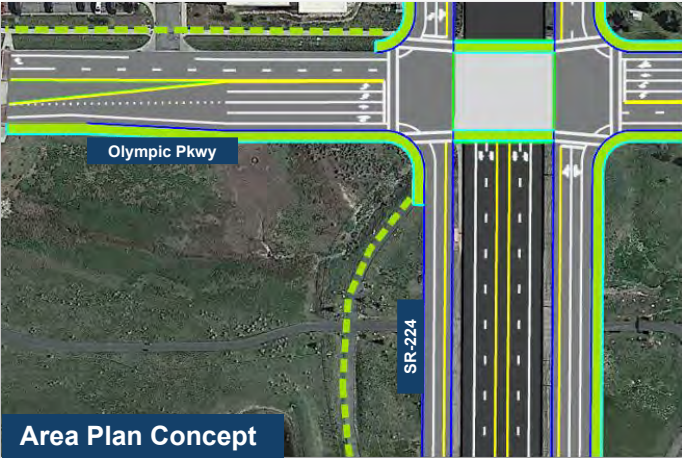
Refinements to Alternative B



Added additional lane to on-ramp to accommodate projected traffic growth



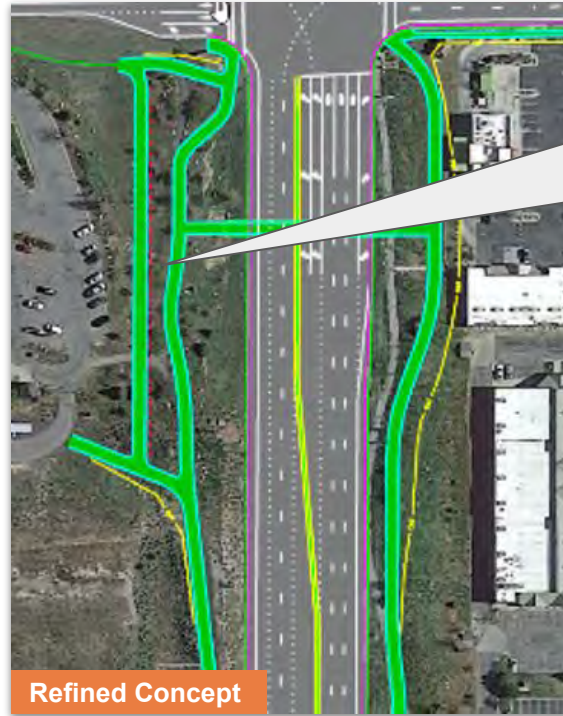
Refinements to Alternative B



Incorporated BRT lanes at the intersection of SR-224 and Olympic



Refinements to Alternative C



North-South trail between Ute and Olympic shifted away from SR-224 and ramp lengthened based on aerial survey data



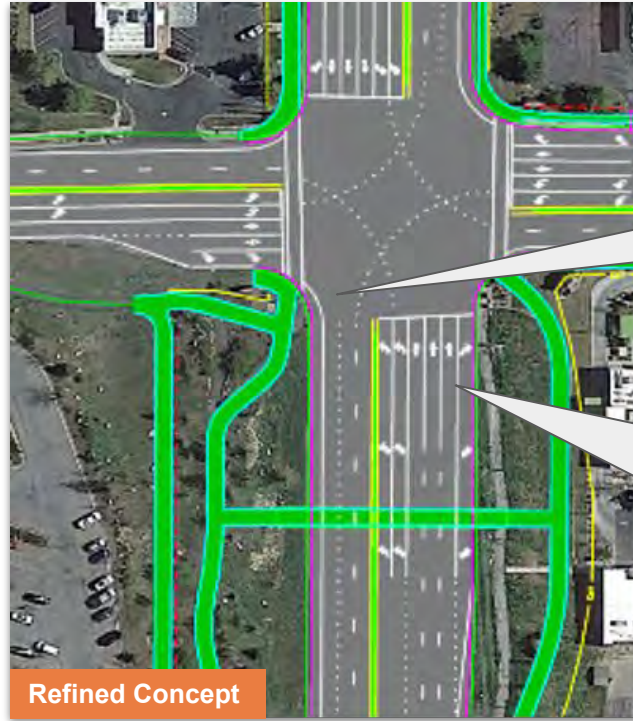
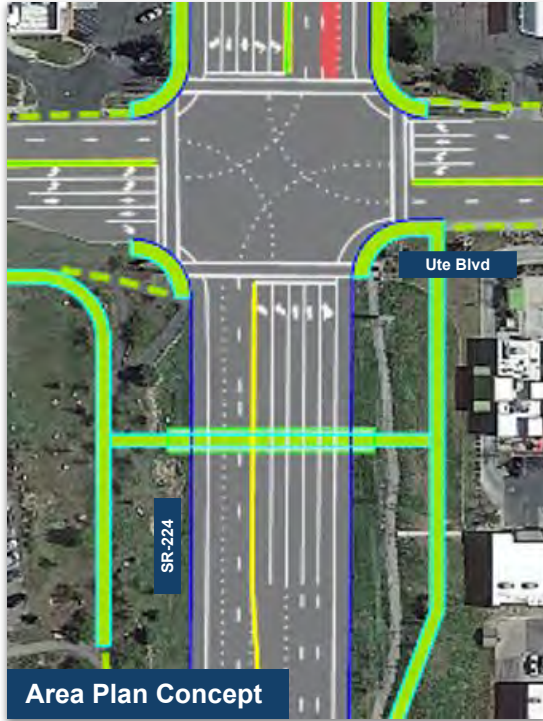
Refinements to Alternative C



New eastbound lane from SR-224 to Olympic roundabout extended



Refinements to Alternative C

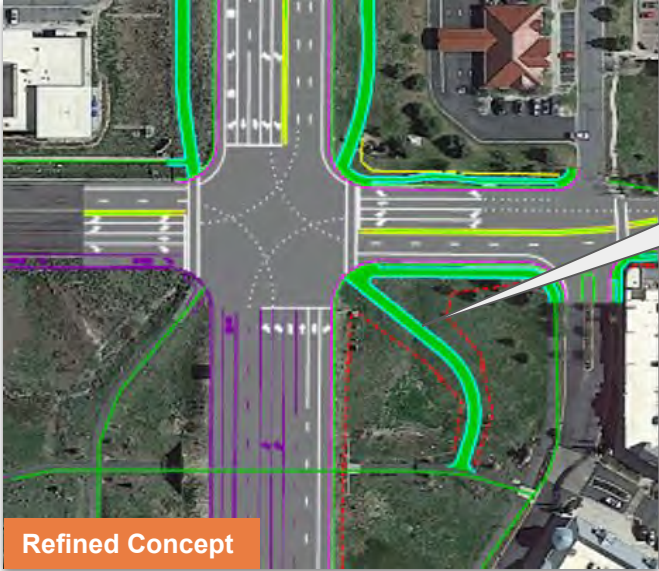
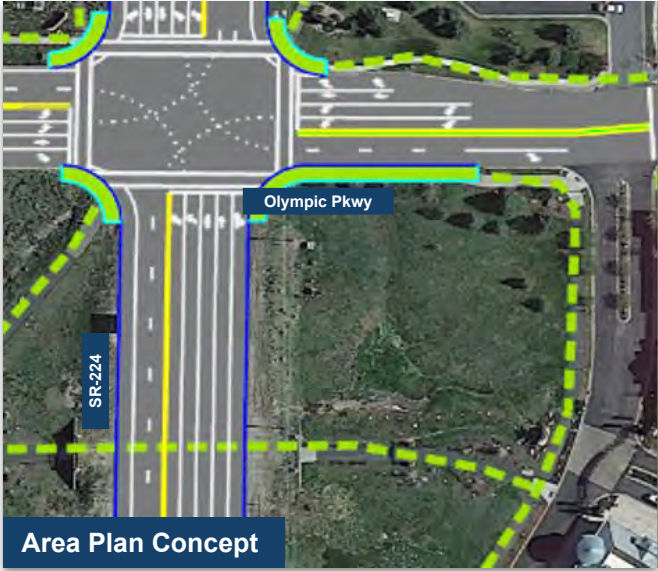


East-west crosswalks removed at Ute and Olympic to increase underpass and signal efficiency

Right turn only added at Ute and Olympic to improve traffic delay



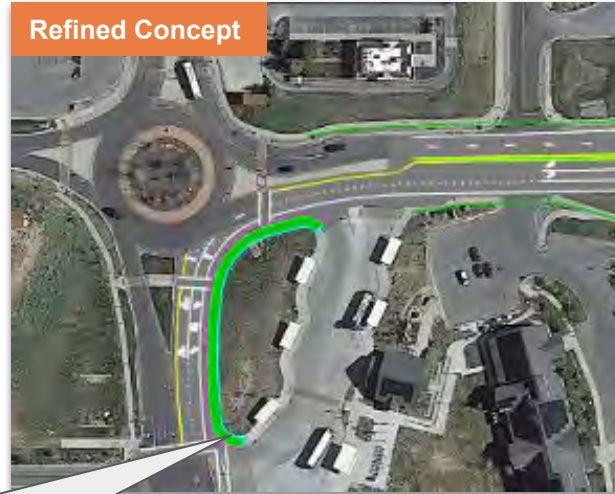
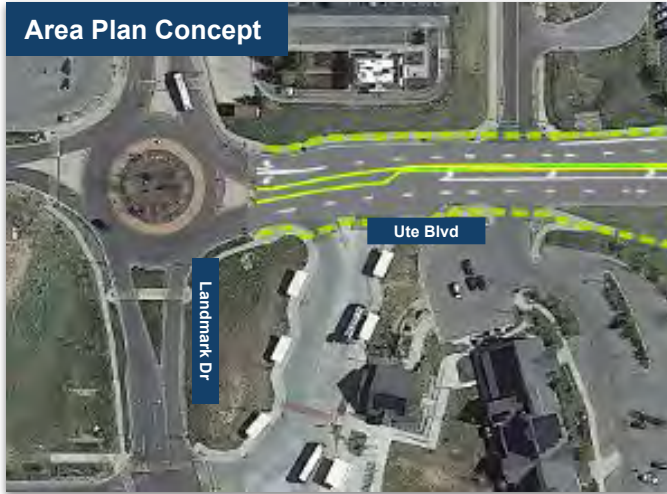
Refinements to Alternative C



Trail connection added to southeast corner at Olympic



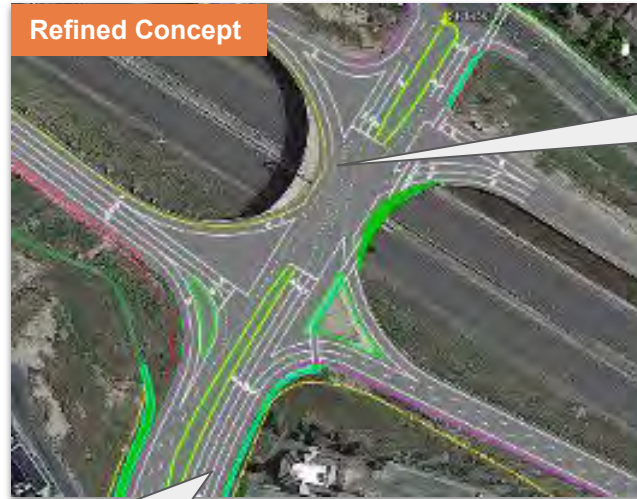
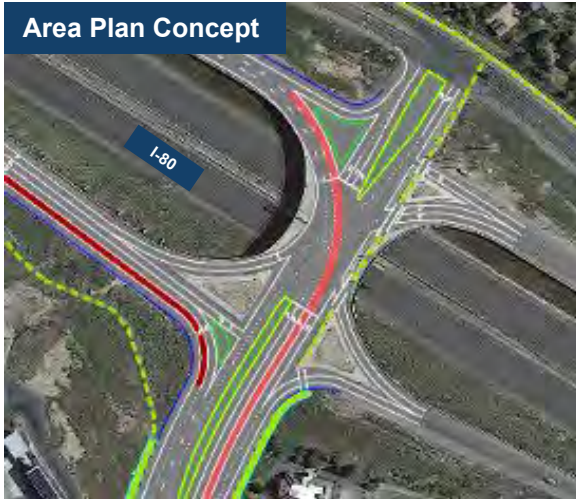
Refinements to Alternative C



New lane added to southern approach at Ute and Landmark roundabout to accommodate projected 2050 traffic growth



Refinements to Alternative C



Triple left to westbound I-80 removed

Minor turn lane reconfigurations at SPUI to add free rights at ramps



Refinements to Alternative C

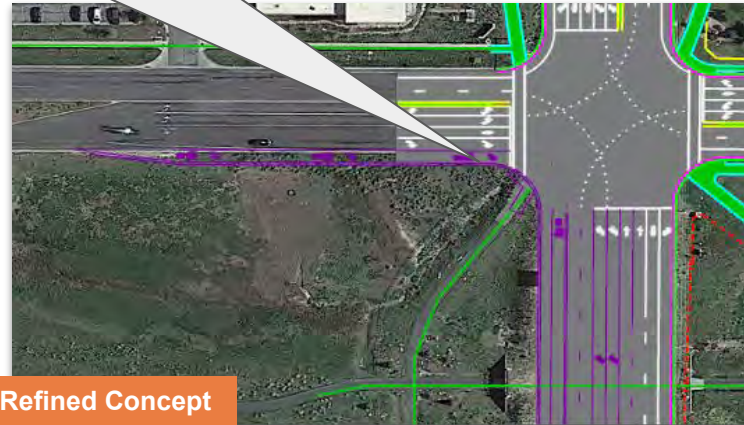
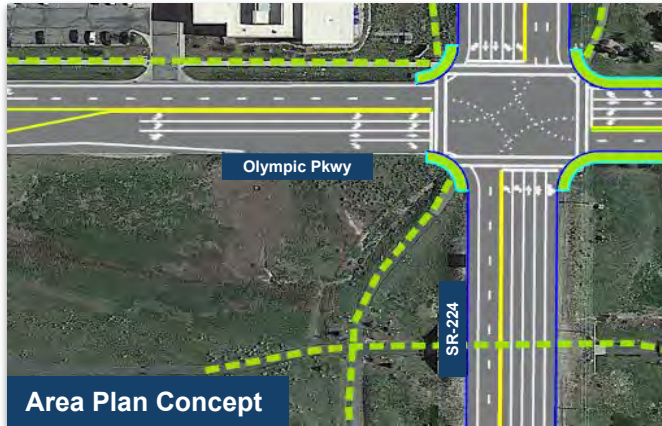


Added additional lane to on-ramp to accommodate projected traffic growth



Refinements to Alternative C

Incorporated BRT lanes at intersection of
SR-224 and Olympic



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ATTACHMENT B

Public and Agency Engagement Materials

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Notification Materials for the Comment Period on the
Alternatives Development and Screening
Methodology Report

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NOTIFICATION: Alternative Screening Report Comment Period Open Now Through May 28

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

Fri, Apr 28, 2023 at 9:55 AM

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Kimball Junction

ENVIRONMENTAL IMPACT STATEMENT



**ALTERNATIVE SCREENING
CRITERIA**

**Comment Period Open
April 28 to May 28**

Thank you for your continued interest in the Kimball Junction Environmental Impact Statement (EIS)! We appreciate all the time and energy you and your

fellow community members have contributed to the study

The study team is holding a public comment period to get your feedback on the Alternatives Development and Screening Methodology Report. This report identifies criteria and measures for evaluation and guides which alternative(s) is carried forward for detailed evaluation in the EIS. [The report](#) is available for review on the project website

A 30-day public comment period starts today, April 28. We are asking the community to comment on the criteria, measures and data used to screen the alternatives in the EIS. These comments will help determine how an alternative is further analyzed.

Comments may be submitted through the project website, email, voicemail/text, or by sending a letter to the study team by May 28, 2023 at 11:59pm MST. Mailed comments need to be postmarked by May 28. All the platforms to give us feedback on are in the [Contact Us](#) section of the project website.

The project team will collect all questions and comments submitted throughout the public comment period and take them into consideration moving forward.

[Submit Comment](#)

[View Alternative Screening Methodology Report](#)

[View Report Summary](#)

Project Background

UDOT is 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, Utah.

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 being evaluated in the EIS. 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

Information on Proposed Alternatives

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 study process that UDOT is following, watch the video below.



Contact Us

Website: kimballjunctioneis.udot.utah.gov/

Email: 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 to kimballjunctioneis@utah.gov

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Kimball Junction Environmental Impact Statement | UDOT Region 2



REMINDER: Comment Period Open Now Through May 28

1 me age

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

Fri, May 12, 2023 at 9:31 AM

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Kimball Junction

ENVIRONMENTAL IMPACT STATEMENT



ALTERNATIVE SCREENING CRITERIA

Comment Period Open Through May 28

Thank you for your continued interest in the Kimball Junction Environmental Impact Statement (EIS)! We appreciate all the time and energy you and your fellow community members have contributed to the study.

As you may already know, the study team is holding a public comment period to get your feedback on the Alternatives Development and Screening Methodology Report. This report identifies criteria and measures for evaluation and guides which transportation improvement or alternative(s) is carried forward for detailed evaluation in the EIS. [The report](#) is available for review on the project website.

Comments about **how** you'd like us to analyze the alternatives are important at this stage. We are asking the community to **comment on the criteria, measures and data used to screen the alternatives** in the EIS.

Comments may be submitted through the project website, email, voicemail/text, or by sending a letter to the study team by May 28, 2023 at 11:59pm MST. Mailed comments need to be postmarked by May 28. All the platforms to give us feedback on are in the [Contact Us](#) section of the project website.

The project team will collect all questions and comments submitted throughout the public comment period and take them into consideration moving forward.

[Submit Comment](#)

[View Alternative Screening Methodology Report](#)

[View Report Summary](#)

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 being evaluated in the EIS. 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

Information on Proposed Alternatives

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 study process that UDOT is following, watch the video below.



Contact Us

Website: kimballjunctioneis.udot.utah.gov/

Email: kimballjunctioneis@utah.gov

Phone: 435-255-3186

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

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Not interested? [Unsubscribe](#) | [Manage Preference](#) | [Update profile](#)

Kimball Junction Environmental Impact Statement | UDOT Region 2



REMINDER: Comment Period Closing May 28

1 me age

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

Fri, May 26, 2023 at 9:26 AM

Can't read or see images? [View this email in a browser](#)

Kimball Junction

ENVIRONMENTAL IMPACT STATEMENT



ALTERNATIVE SCREENING CRITERIA

Comment Period Closing May 28

Thank you for your continued interest in the Kimball Junction Environmental Impact Statement (EIS)! We appreciate all the time and energy you and your fellow community members have contributed to the study.

As you may already know, the study team is holding a public comment period to get your feedback on the Alternatives Development and Screening Methodology Report. This report identifies criteria and measures for evaluation and guides which transportation improvement or alternative(s) is carried forward for detailed evaluation in the EIS. [The report](#) is available for review on the project website.

We're reaching out today as a reminder that **the comment period will close THIS SUNDAY, May 28 at 11:59 p.m. MST**. We would like your input on the criteria, measures, and data used to evaluate the alternatives.

Your input from the study's formal comment periods is important to inform the decision-making process. Comments help us better understand the needs of the community and help make sure our analysis is accurate, thorough, and complete.

Comments may be submitted through the project website, email, voicemail/text, or by sending a letter to the study team. Mailed comments need to be postmarked by May 28. All the platforms to give us feedback on are in the [Contact Us](#) section of the project website.

[Submit Comment](#)

[View Alternative Screening Methodology Report](#)

[View Report Summary](#)

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 being evaluated in the EIS. 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

Information on Proposed Alternatives

From Dec. 27, 2022 to Jan. 27, 2023, UDOT held a formal scoping public comment period, providing an opportunity for the community to give input on the proposed alternatives, purpose and need of the project, potential alternative screening criteria, identification of issues the project team should be aware of, and potential new alternatives. UDOT received over 170 comments during the comment period. These are available to view on the project website as part of the [Scoping Summary Report](#), along with an [FAQ](#) that addresses commonly asked questions.

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 study process that UDOT is following, watch the video below.



Contact Us

Website: kimballjunctioneis.udot.utah.gov/

Email: 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 to kimballjunctioneis@utah.gov
Not interested? [Unsubscribe](#) | [Manage Preference](#) | [Update profile](#)
Kimball Junction Environmental Impact Statement | UDOT Region 2

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City Government of Park City, Utah

April 28 at 9:00 AM

👋 Hi, all! An update from the Utah DOT team — the latest #KJEIS comment period is open starting TODAY through May 28. Learn more about the study and read the report: kimballjunctioneis.udot.utah.gov/

Give UDOT your input — contact information is in the graphics.

There are several ways to submit your comment to the project team — check out the information in the graphics. 📌


PUBLIC NOTICE

KIMBALL JUNCTION EIS

COMMENT PERIOD OPEN

APRIL 28 - MAY 28, 2023


Alternatives Development
and Screening Methodology Report

 KimballJunctionEIS.udot.utah.gov




Kimball Junction
ENVIRONMENTAL
IMPACT STATEMENT

MAKE A COMMENT

 435-255-3186

 kimballjunctioneis@utah.gov

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

 KimballJunctionEIS.udot.utah.gov



Kimball Junction
ENVIRONMENTAL
IMPACT STATEMENT



Park City Municipal

@ParkCityGovt

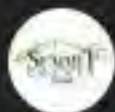


Hi, all! An update from the @UDOTRegionTwo team — the latest #KJEIS comment period is open starting TODAY through May 28. Learn more about the study and read the report: kimballjunctioneis.udot.utah.gov

Give UDOT your input — contact information is in the graphics.

PUBLIC NOTICE	KIMBALL JUNCTION EIS
<p>COMMENT PERIOD OPEN</p> <p>APRIL 28 - MAY 28, 2023</p> <p>Alternatives Development and Screening Methodology Report</p> <p> KimballJunctionEIS.udot.utah.gov</p> <p> </p>	<p>MAKE A COMMENT</p> <p> 435-255-3186</p> <p> kimballjunctioneis@utah.gov</p> <p> Kimball Junction EIS c/o HDR 2825 E Cottonwood Parkway, Suite 200 Cottonwood Heights, UT 84121</p> <p> KimballJunctionEIS.udot.utah.gov</p> <p> </p>

10:00 AM · Apr 28, 2023 · **102** Views



Summit County, Utah

May 1 at 2:26 PM · 🌐



👋 Hi all, update from the @UtahDOT team that the latest [#KimballJunctionEIS](#) comment period is open now through May 28. Learn more about the study, read the most recent report, and give @UtahDOT your input by visiting their website: kimballjunctioneis.udot.utah.gov/

As a reminder: UDOT is conducting an environmental impact statement (EIS) in the I-80 and SR-224 area. The purpose of this EIS is to address transportation-related mobility for all users of the Kimball Junction area.

UDOT published the Alternatives Development and Screening Methodology Report, which identifies criteria for evaluating the proposed alternatives and guides which alternative(s) is carried forward for more detailed evaluation in their environmental study.

They would like your input on the criteria, measures, and data used to screen the alternatives in the EIS. This phase of the project identifies alternatives that meet the project purpose & need, and determines how an alternative is evaluated in the study.

PUBLIC NOTICE

KIMBALL JUNCTION EIS

COMMENT PERIOD OPEN

APRIL 28 - MAY 28, 2023

Alternatives Development
and Screening Methodology Report

🌐 KimballJunctionEIS.udot.utah.gov



Kimball Junction
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MAKE A COMMENT

📞 435-255-3186

✉️ kimballjunctioneis@utah.gov

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

🌐 KimballJunctionEIS.udot.utah.gov



Kimball Junction
ENVIRONMENTAL
IMPACT STATEMENT



City Government of Park City, Utah

May 26 at 5:00 PM



Heads up, Park City residents! Sunday is the FINAL day to comment on how the Utah Department of Transportation (UDOT) will analyze the proposed transportation solutions or alternatives in the Kimball Junction Environmental Impact Statement (EIS).

UDOT recently published the "Alternatives Development and Screening Methodology Report", and they want your input on the criteria, measures, and data used to screen the alternatives in the EIS.

Your input from the study's formal comment periods is important to inform the decision-making process. Comments help the team better understand the needs of the community and help make sure the analysis is accurate, thorough, and complete.

Comments may be submitted through the project website, email, voicemail/text, or by sending a letter to the study team by THIS SUNDAY, May 28, at 11:59 p.m. MST. Mailed comments need to be postmarked by May 28 — project contact information is listed in the graphic below.

REMINDER

COMMENT PERIOD CLOSES MAY 28, 2023 AT 11:59PM MST

Give your input on the **CRITERIA, MEASURES** and **DATA** used to screen alternatives

 KimballJunctionEIS.udot.utah.gov




Kimball Junction
ENVIRONMENTAL
IMPACT STATEMENT


KIMBALL JUNCTION EIS

MAKE A COMMENT

 435-255-3186

 kimballjunctioneis@utah.gov

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

 KimballJunctionEIS.udot.utah.gov



Kimball Junction
ENVIRONMENTAL
IMPACT STATEMENT



Park City Municipal @ParkCityGovt · May 26

A reminder from the @UDOTRegionTwo team — the latest #KJEIS comment period ends on Sunday, May 28, and they need YOUR input! Learn more about the study & read the report by visiting their website: kimballjunctioneis.udot.utah.gov

Give @UtahDOT your input - contact information below. ↗

REMINDER	KIMBALL JUNCTION EIS
<p>COMMENT PERIOD CLOSSES MAY 28, 2023 AT 11:59PM MST</p> <p>Give your input on the CRITERIA, MEASURES and DATA used to screen alternatives</p> <p>KimballJunctionEIS.udot.utah.gov</p> <p> </p>	<p>MAKE A COMMENT</p> <p> 435-255-3186</p> <p> kimballjunctioneis@utah.gov</p> <p> Kimball Junction EIS c/o HDR 2825 E Cottonwood Parkway, Suite 200 Cottonwood Heights, UT 84121</p> <p> KimballJunctionEIS.udot.utah.gov</p> <p> </p>



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Park City Municipal  @ParkCityGovt · May 28

.@UtahDOT is preparing an Environmental Impact Statement for improvements to I-80 and S.R.-224 at Kimball Junction. TODAY is the last day of the comment period!

Submit your comments and be heard: kimballjunctioneis.udot.utah.gov

PUBLIC NOTICE	KIMBALL JUNCTION EIS
<h1>COMMENT PERIOD OPEN</h1> <h2>APRIL 28 - MAY 28, 2023</h2> <p>Alternatives Development and Screening Methodology Report</p> <p> KimballJunctionEIS.udot.utah.gov</p>  <p>Kimball Junction ENVIRONMENTAL IMPACT STATEMENT</p>	<h1>MAKE A COMMENT</h1> <p> 435-255-3186</p> <p> kimballjunctioneis@utah.gov</p> <p> Kimball Junction EIS c/o HDR 2825 E Cottonwood Parkway, Suite 200 Cottonwood Heights, UT 84121</p> <p> KimballJunctionEIS.udot.utah.gov</p>  <p>Kimball Junction ENVIRONMENTAL IMPACT STATEMENT</p>



332





UDOT Region Two

@UDOTRegionTwo

👋 @UtahDOT has published the Alternatives Development & Screening Report for the Kimball Junction EIS. A comment period is open through May 28 and we need your input on the criteria, measures & data used to evaluate and screen alternatives.

🔗 : kimballjunctioneis.udot.utah.gov

PUBLIC NOTICE

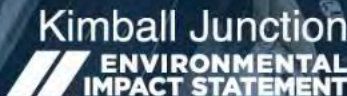
COMMENT PERIOD OPEN

APRIL 28 - MAY 28, 2023

Alternatives Development and Screening Methodology Report



KimballJunctionEIS.udot.utah.gov





UDOT Region Two @UDOTRegionTwo · 1h




This phase of the study identifies alternatives that meet the project purpose & need, and determines how they are evaluated. Comments may be submitted through the project website, email, voicemail/text, or by sending a letter to the study team postmarked by May 28. #KJEIS


KIMBALL JUNCTION EIS



MAKE A COMMENT

 435-255-3186

 kimballjunctioneis@utah.gov

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

 KimballJunctionEIS.udot.utah.gov




 173



UDOT Region Two @UDOTRegionTwo · 1h



@ParkCityGovt @SummitCountyUT residents and travelers, if you're interested in transportation improvements in the Kimball Junction area, visit our website for more information and to share your input.

 : kimballjunctioneis.udot.utah.gov



 144





Summit County, Utah @SummitCountyUT · May 1

👉 Update from the @UDOTRegionTwo team that the latest #KJEIS comment period is open now through May 28. Learn more about the study, read the report, and give @UtahDOT your input by visiting their website: kimballjunctioneis.udot.utah.gov

UDOT Region Two @UDOTRegionTwo · Apr 28

👉 @UtahDOT has published the Alternatives Development & Screening Report for the Kimball Junction EIS. A comment period is open through May 28 and we need your input on the criteria, measures & data used to evaluate and screen alternatives.

🔗: kimballjunctioneis.udot.utah.gov

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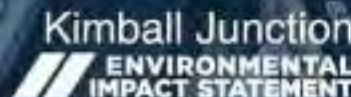
PUBLIC NOTICE

COMMENT PERIOD OPEN

APRIL 28 - MAY 28, 2023

Alternatives Development
and Screening Methodology Report

🌐 KimballJunctionEIS.udot.utah.gov



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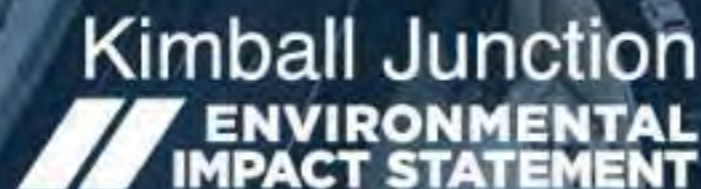
PUBLIC NOTICE

COMMENT PERIOD OPEN

APRIL 28 - MAY 28, 2023

Alternatives Development and Screening Methodology Report

 KimballJunctionEIS.udot.utah.gov



summitcountyut • Follow



summitcountyut 🙌 The latest @utahtransportation #KimballJunctionEIS comment period is now open through May 28. UDOT is conducting an environmental impact statement (EIS) in the I-80 and SR-224 area and they want your input. The purpose of this EIS is to address transportation-related mobility for all users of the Kimball Junction area.

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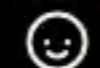
#SummitCountyUT #ParkCity #UDOT #KeepingUtahMoving #NEPA #PublicInvolvement #KJEIS #KimballJunctionEIS

2w



5 likes

MAY 1




Add a comment...

Post

REMINDER

COMMENT PERIOD CLOSES MAY 28, 2023 AT 11:59PM MST

Give your input on the **CRITERIA**,
MEASURES and **DATA** used
to screen alternatives

 KimballJunctionEIS.udot.utah.gov



parkcitygovt • Follow



parkcitygovt Heads up, Park City residents! Sunday is the FINAL day to comment on how the Utah Department of Transportation (UDOT) will analyze the proposed transportation solutions or alternatives in the Kimball Junction Environmental Impact Statement (EIS)!

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Comments may be submitted through the project website, email, voicemail/text, or by sending a letter to the study team by THIS SUNDAY, May 28, at 11:59 p.m. MST. Mailed comments need to be postmarked by May 28 — swipe for project contact information.

#SummitCountyUT #ParkCity #UDOT
#KeepingUtahMoving #NEPA
#PublicInvolvement #KJEIS
#KimballJunctionEIS

3d



6 likes

3 DAYS AGO



Add a comment...

Post

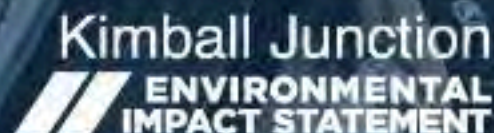
PUBLIC NOTICE

COMMENT PERIOD OPEN

APRIL 28 - MAY 28, 2023

Alternatives Development and Screening Methodology Report

 KimballJunctionEIS.udot.utah.gov



parkcitygovt • Follow



parkcitygovt 🙌 The latest @utahtransportation #KimballJunctionEIS comment period opens TODAY (April 28) and is open through May 28! UDOT is conducting an environmental impact statement (EIS) in the I-80 and SR-224 area and they want your input. The purpose of this EIS is to address transportation-related mobility for all users of the Kimball Junction area.

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Comments may be submitted through the project website,



6 likes

APRIL 28



Add a comment...

Post

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Thread

UDOT Region Two @UDOTRegionTwo · 1h

Sunday is the FINAL day to comment on how we analyze the proposed transportation solutions or alternatives in the @UtahDOT Kimball Junction area environmental study! #KJEIS
Visit our website for more information and to make a comment.
kimballjunctioneis.udot.utah.gov

REMINDER

**COMMENT PERIOD
CLOSES MAY 28, 2023
AT 11:59PM MST**

Give your input on the CRITERIA,
MEASURES and DATA used
to screen alternatives

KimballJunctionEIS.udot.utah.gov

1 retweet 303 likes

UDOT Region Two @UDOTRegionTwo

@UtahDOT published the Alternatives Development & Screening Methodology Report, & we want your input on the criteria, measures, & data used to screen the alternatives in the study. Your input is important to the decision-making process & help us understand the community's needs.

KIMBALL JUNCTION EIS

MAKE A COMMENT

435-255-3186

kimballjunctioneis@utah.gov

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

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@ParkCityGovt @SummitCountyUT residents and travelers, if you're interested in transportation improvements in the Kimball Junction area, visit our website for more information and to share your input.
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28 DE ABRIL AL 28 DE MAYO DE 2023

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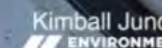
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Deseret News



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MEETINGS AND AGENDAS

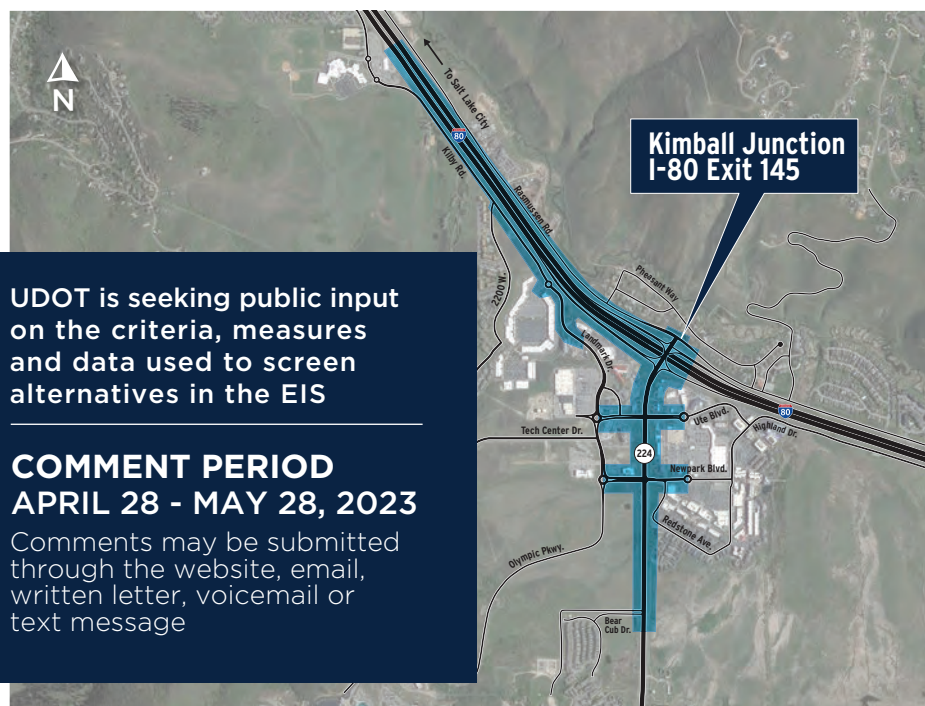
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HELP SHAPE YOUR CITY!

Are you a Park City resident interested in making a difference in our community? Serve on a City Board or Committee! Park City Municipal has openings on:

- Board of Appeals
- Library Board
- Planning Commission
- Police Complaint Review Committee
- Public Art Advisory Board
- Recreation Advisory Board

Learn more: parkcity.org/government/boards-commissions



Current job got you down?

The Park Record help wanted section has your next position listed. View it in Print and online at classifieds.parkrecord.com

The Park Record.

MORE DOGS ON MAIN

By Tom Clyde



Thanks for an amazing season

What a great ski season. It started early and ended late and delivered great conditions all the way through. A big thanks to the front-line workers who made it happen. The unprecedented snow this winter came with unprecedented work. Parking lots had to be plowed almost every day. Avalanche control day after day, to the point that the overtime and explosives budgets must have exploded themselves. Lift crews spent hours of extra time getting things dug out. A great example is the Jupiter Chair, which was basically operating from the bottom of a crevasse, hand dug. If getting the load and unload stations excavated every day weren't enough, there were places all over where the snow was so deep they had to rope off the headache zones so people wouldn't get smacked skiing under the lift.

The full scope of it hit when I saw a very strange excavation near the Jupiter chair. I finally figured out that the snow was so deep that the counter-weight that keeps proper tension on the lift cable was bottoming out. So after digging out the lift itself, top and bottom, they had to go dig out a pit for the counter-weight to move in. That all adds up, from the parking lot to the top of the mountain, and all the extra work had to make some already tough jobs even harder. Ski patrol has not had a good night's sleep since December.

It was a rough, gray winter. I bought a new tube of sun block in November, and finally opened it last week on my 78th day of skiing. Otherwise, I was bundled up like the Michelin man, and sun exposure was the least of my concerns. We went for months without seeing a shadow. The snow was deep enough one day that I was able to stick my pole in the snow all the way to the grip. On the heels of last year's drought, this was just amazing.

Both resorts had new management this year, both great

people. Deer Valley brought in Todd Bennett as the new CEO. He took over from Mark Brownlie, who did an amazing turn-around last year. Between opening day and New Year's, he managed to undo the "re-imagining" wrought by his predecessors. We may never get back to the old Deer Valley with six different chocolate cake choices. Labor costs and shortages might preclude hiring the battalion of pastry chefs that made Deer Valley so special. But it seemed to be recovering from the twin plagues of Covid and corporate ownership.

“

Despite some first-world whining, the season will go down as one to remember. A lifetime of powder skiing in a single year.

Then our hopes were dashed. The food service on closing day confirmed it; Deer Valley is gone. It's still a wonderful place to ski, it just isn't Deer Valley anymore. For the big closing day celebration, you could get chili, nachos, or nachos with chili on top. The line at the Silver Lake shipping container was backed up to the Homestake lift maze.

Until Deer Valley gets their Ikon Pass problem solved, there's no fixing it. It's impossible to sell one of the most expensive season passes, promising an experience commensurate with that price tag, and then have the place overrun every time the Cottonwood canyons are closed. And they were closed a lot this year. That's a tough business problem when the parent company's signature product, the Ikon pass, is in direct conflict with the Deer Valley brand. Sadly, we know who wins that one.

BETTY DIARIES

By Kate Sonnick



Stressing for success

I was reading this post about stress and now I need to go make some chamomile tea and draw myself a hot bath.

The post is by Dr. Mark Hyman, a family physician and leading functional medicine expert. He says that stress is the main factor in many of the dysfunctions of chronic illness.

Stress raises cortisol, which in turn causes muscle loss, high blood pressure and high blood sugar. It also produces adrenaline, which makes you feel tense and nervous — which causes you to fire up your Rad Power bike and head straight to the DABC to purchase a case of that Old Town Cellars Townie Rosé even though it's a little more expensive than the other rosés, but what the hell, it makes you feel good because you're shopping small, not to mention helping out a local business that recently suffered a major flood from a burst city pipe.

From there, stress is just one long, anxiety-ridden slide to memory loss, diabetes, dementia. Not to mention wine belly.

You think now might be a good time to roll out that yoga mat, the one that's been coiled in the corner of your bedroom like a hot-pink Hostess Ho-Ho for the past five months while you jacked up your back skiing anvil-shaped moguls in between storm cycles.

But hold on, Debbie Downward Dog. According to Dr. Hyman, stress is one of the most common causes of adrenal dysfunction which can ultimately make it hard to fall asleep at night. Bad sleep is bad.

Try telling that to your brain at 3 in the morning when you're wide awake ordering an emerald-green tennis skirt just in case you finally decide to give in to all that peer pressure to play pickleball this summer.

Poor sleep habits not only

damage your metabolism, says Dr. Hyman, but they also spike sugar and carb cravings, so you eat more and increase your risk for numerous diseases. Not even a cross-court dink into your opponent's kitchen can save you now.

Major buzzkill to that box of frosted marshmallow funfetti donuts you picked up when you were hangry because you forgot the Pig Pen Saloon doesn't serve Buffalo chicken nachos until after 3 p.m. — no exceptions — and it was 1 p.m. and you didn't feel like waiting. So instead you drove all the way to the Kamas Chevron and all they had left was birthday donuts and it wasn't even your birthday.

“

It might not be in any thesaurus, but stress has a lot in common with resilience. It's how we adapt to difficult situations.

But not all stress is bad, right? I mean, look at the Navy Seals. Those guys have to do things like somersault into a pool, swim underwater 15 yards, then tie a becket bend, bowline, clove hitch, right angle and square knot — all without breaking the surface of the water. It might not be in any thesaurus, but stress has a lot in common with resilience. It's how we adapt to difficult situations.

When the going gets tough, the tough tie knots in a Speedo.

Left unchecked for long periods of time, Dr. Hyman says, stress will also cause light sensitivity, caffeine dependency and brain fog.

Grabbing your Jackie-Os, you decide to take the dog for a walk on the rail trail, maybe

At Park City Mountain, Deirdra Walsh took over this year. She's managed other resorts, and was in Park City years ago in the food and beverage operation. After last year's train wreck at Park City Mountain, she was tasked with bringing it back from the dead. That always happens — make a huge mess of things and then find a very capable woman to clean it all up. She accomplished a lot. The resort seemed well-staffed, and the employees seemed to be happy and having fun. The pay raises worked. Imagine that.

Lifts were running, and even with the relentless snowfall, the upper mountain areas were open as quickly as safety permitted. The paid parking system is annoying because parking has been free for 59 years. Parking is part of the deal, or used to be. But it worked. If you didn't want to start skiing until it warmed up (like that ever happened this winter), you no longer needed to be in the parking scrum at 8:15. You could make a reservation, show up at 10, and there would be a place to park. It seemed to smooth out the morning traffic.

It's impressive that they were able to execute the reboot at the same time as dealing with Biblical storms. Not that everything was sunshine and lollipops. There seemed to be frequent lift breakdowns, and the lift mechanics were disgruntled enough to form a union. The restrooms fell short of Greyhound bus terminal standards, with broken towel dispensers and clogged toilets that seemed unfixable. Crowds remain an issue, but the proposed lift upgrade at Eagle to solve the morning rush got blocked by the city. Our lifts went to Whistler; we stood in line. That one needs to get solved.

Despite some first-world whining, the season will go down as one to remember. A lifetime of powder skiing in a single year. Thanks to the employees, and best of luck on your next great adventure.

stop at Ritual Coffee. On the way out, you accidentally lock the door without taking the key. No big whoop; you have a spare hidden in the garage — but then you realize you don't have your iPhone so you grab the spare, go back inside and start wildly searching the house. Suddenly, your coat pocket starts vibrating and you fish out your iPhone and see a calendar reminder that you have a video conference starting in five minutes. The dog is still chilling in his leash when you finally finish the call 45 minutes later.

But it's not all Zoom, doom and gloom. Dr. Hyman says that being outside is one of the best ways to reduce stress. In fact, studies show being in nature lowers stress while decreasing your heart rate. It boosts your mood. And it may even cause gloating. After all, you live in one of the world's best towns for access to the great outdoors. Maybe it's even why you moved here in the first place.

You think of your friend from Park City who's outside in a big way: solo-hiking the Camino de Santiago in Spain. You send her a text to check in. She replies with a video of a large bull slowly ambling toward her on the trail, sounding enough cowbell to make even Christopher Walken back off.

"Will they hurt me?" she asks, the animal's 12-inch horns now clearly in view as the bull begins to pick up the pace. My friend backs quickly off the trail, loudly pleading "What do you want?" She then gives the slightest little laugh, which may have infused the perfect moment of calm into an otherwise fear-the-reaper moment of fight or flight.

The bull gives her a heavy dose of side-eye as he casually continues down the path.

Sometimes, you're the hiker. Sometimes, you're the bull. And sometimes, a healthy burst of stress is just what you need.

MEETINGS AND AGENDAS

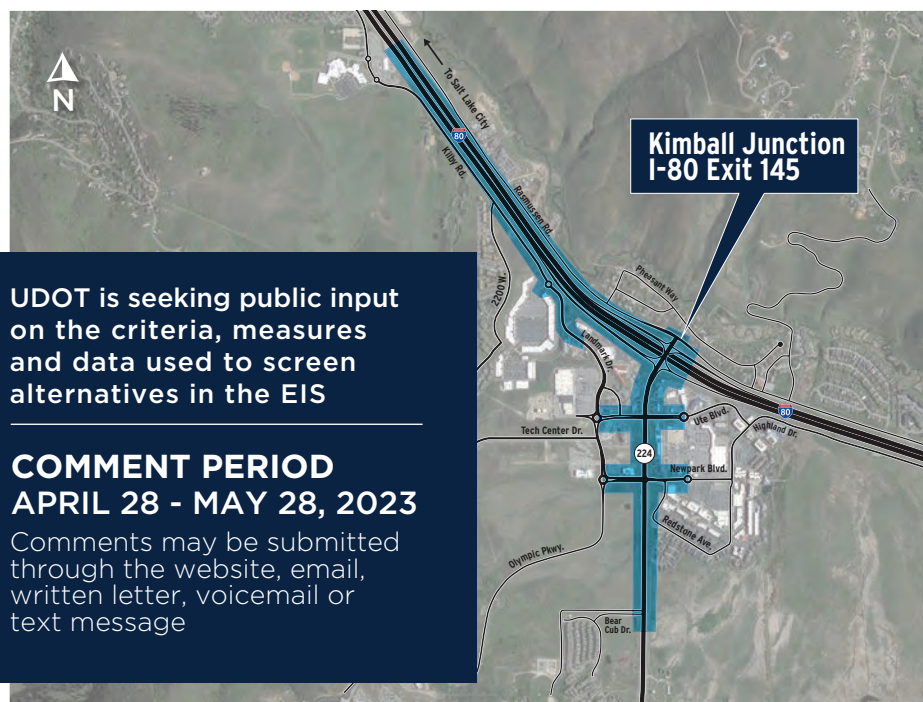
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Volunteer Opportunity Snyderville Basin Cemetery District Board of Trustees

The Summit County Council is seeking individuals to fill five vacancies on the Snyderville Basin Cemetery District Board of Trustees. The five-member Board is responsible to provide for the public health, safety, and general welfare of the residents living within the jurisdictional boundaries of the district. The district is authorized to provide cemetery services through facilities or systems acquired or constructed for that purpose through construction, purchase, lease, contract, gift or condemnation or any combination thereof. This is the first time a Board of Trustees will be seated for the District, so initial responsibilities will include operationalizing the district and choosing both a cemetery location/site and a financing/funding model.

Interested applicants must submit an online application at: <https://www.summitcounty.org/806/Volunteer-Boards-Form>. Chosen applicants will be appointed by the Summit County Council by resolution pursuant to the requirements of Utah Code § 17B-1-304. Applicants must be a registered voter at the location of the Board member's residence and a resident within the boundaries of the District. The term of Board members shall be governed by Utah Code § 17B-1-303. For further information contact: Amy Jones at 435-336-3042. Deadline for applications is 5:00 p.m., Wednesday, May 24, 2023.

LOOKING FOR A JOB?

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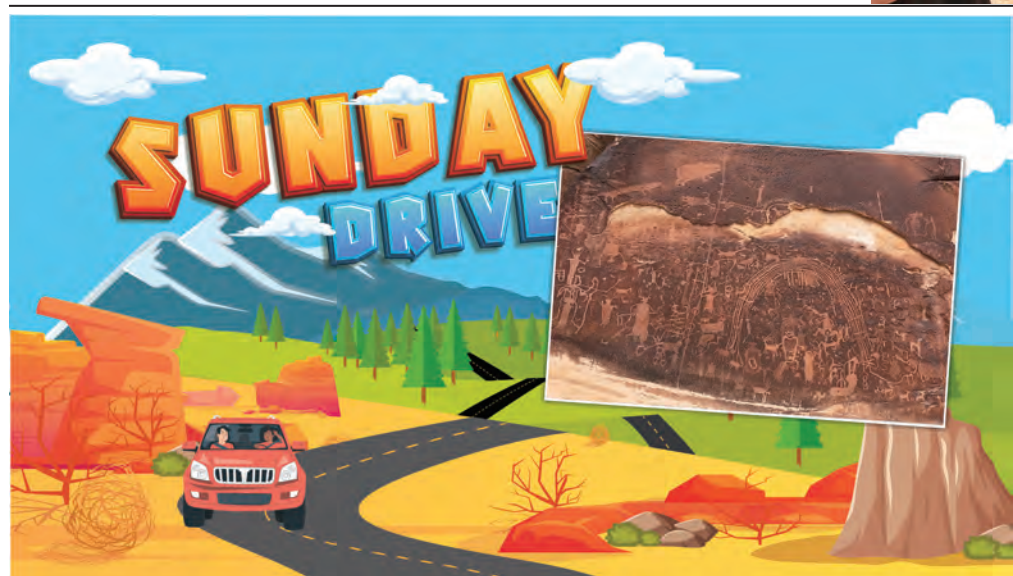
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The **Park Record.**
PARK CITY, UTAH

SUNDAY DRIVE

Hiking back in time

By Tom Kelly



Sitting in the desert sand I was mesmerized by the etchings on the huge red rock panel in front of me. The sheer concept of this storytelling artwork dating back a thousand years and still displayed in such a pristine manner today was overwhelming.

There are plenty of examples of rock art panels across the Utah deserts. But few showcase such a complex storyline as the Rochester Panel, located in Emery County on the western slope of the San Rafael Swell, not far from Ferron, Utah. As many times as I've visited, I still sit in wonderment on the rock trying to dissect the stories etched from humans over a thousand years ago.

The hike to Rochester Panel starts from a developed trailhead on a desert plateau along the Spanish Trail, a primary trade route between what is now Santa Fe and Los Angeles in the 1830s and '40s. It immediately drops down into a drainage before rising up through a rock escarpment to the ridgeline rising out of Muddy Creek to your right, leading to the panel.

Typical rock art panels are simple scenes, like many we explored last year in Nine Mile Canyon. The Rochester Panel, along with other nearby art, is an amalgamation of hundreds of petroglyphs carved with stone tools into the rock, along with a few hand-painted pictographs.

A panoramic rainbow arches over the primary work. In the middle, a woman is giving life to a new child. The display includes human-like figures called anthropomorphs, as well as familiar concentric circles and wavy lines often found on other

panels from the period. Warriors and animals abound, though the alligator and hippopotamus-like images are thought by some to be more modern-era additions.

Scholars remain mixed on the specific origins and story of the Rochester Panel. Many feel it emanates from the Fremont Period, generally considered from around 700 to 1300. But some feel the styles reminiscent of the Barrier Canyon Period, which dates back as much as 4,000 years ago, similar to those found in Horseshoe and Seego canyons to the east.

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Whenever we're outdoors we should be respectful and good stewards. Never touch rock art as body oils will degrade work.

Looking to the right of the panel you have a panoramic view of Muddy Creek, an ancient river that pre-dates the San Rafael uplift 40-60 million years ago.

Exploring around the ridgeline you can find other stand-alone panels, each one telling its own story. But before heading back, it's important to sit for just a few more minutes to absorb the history of this place and these people who came so many centuries before us.

THE DETAILS

Getting There: This is an

easy drive for the family SUV – no off-roading necessary. Take S.R. 10 south from Price to Ferron. At mile marker 17, head east on county road 805 (gravel) about 5 miles to the trailhead. Rochester Panel exists as a place name in Google Maps.

The Hike: It's an easy hike of about a half-mile on a well-marked trail, dropping down from the parking lot into a drainage, then climbing back up through a rock escarpment with good views throughout. It's only 80 feet of total vertical climb.

Education: Before heading out to Rochester Panel, do some research on rock art as well as the Fremont and Barrier cultures. Consider a visit to the Museum of the San Rafael in Castle Dale (closed Sundays).

Dining: This is a good one to bring your own picnic. There are a few restaurants in Castle Dale and Huntington, but limited on Sundays. The new Maverik in Castle Dale is a great stop for food and fuel.

Etiquette: Whenever we're outdoors we should be respectful and good stewards. Never touch rock art as body oils will degrade work. And, of course, don't add modern-day etchings – leave the history preserved as it is.

Other Attractions: The region is filled with opportunity. Just to the north, explore more stand-alone panels along the paved Moore Cutoff Road including the Juggler, Snake and Ascending Sheep panels.

Next Week: We'll take our studious gaze out of the desert and into the ocean as we visit the Loveland Living Planet Aquarium in Draper.

SUMMIT COUNTY HEALTH

By Dr. Phil Bondurant



A trickle becomes a flood

A few weeks back, I noticed a slow, small drip in the laundry room at my house. Upon further investigation, I noticed the sporadic droplets were falling from the cold-water valve, into the plastic washing machine outlet box, creating a trickle of water that headed to the opening of the drain line for the washing machine. After identifying the source of the nuisance water and a temporary solution, I was confident the repair could wait. I felt perfectly fine with my decision and committed to making the repair when I had time.

Fast forward to this week. The laundry room is a mess. I have removed a large amount of drywall that will need to be replaced, painted and primed, the studs in the wall will need to be dried and sealed to prevent future mold and I still need to fix the leaky valve. What originally started as a \$20 repair and an hour of my time is now considerably more expensive and will consume the better part of my weekend. Despite being frustrated by my lack of action when the problem was much more manageable, and doing my best to find a scapegoat, I only have myself to blame in this situation.

As I have thought about the events of the last few weeks, I realized that I had a fair warning that the valve was bad. I know better than to ignore leaking water inside my home. Yet, I chose to disregard the early notification. Had I taken immediate action, I could have avoided the current situation in my laundry room.

On Tuesday, May 9, the day my wife discovered our leaky valve had grown into a much bigger problem, the Health Department held the first event in the three-part speaker series focused on climate change and public health. This event, which was well attended and, for all

intents and purposes, accomplished what we had hoped, was founded on the concerns identified in the Summit County Climate Risk Assessment. Using advanced modeling and analytical techniques, the Woodwell Climate Research Center evaluated potential scenarios for drought, water scarcity, and wildfire through 2090. It is a remarkable report. I find the methodologies used and the anticipated outcomes to be fascinating. Oddly enough, the report validated comments that have been shared with me over the years

“

What originally started as a \$20 repair and an hour of my time is now considerably more expensive and will consume the better part of my weekend.

by folks who do and don't believe in climate change science. In this case, the anecdotal information aligns perfectly with science, creating a curiously synergistic partnership between supporters and non-supporters.

As you might have guessed, the report states the current trajectory in Summit County, and really the Intermountain West, is not positive. Under the model used by Woodwell, the current drought conditions are expected to increase in severity, leading to water scarcity and elevated levels of water stress in Summit County. The lack of water will contribute to increased wildfires that pose a significant risk to human health while threatening the loss of life and property, stressing ecosystems and impacting

our local economy. Not good. The lack of water also presents concerns for ranching, farming and agriculture practices that could strain or interrupt the supply chain for the food we eat due to drier soils and less available water. Again, not good. When I think about how far-reaching the ripple effect could be, I cannot think of anyone or anything that is immune to the situation described in the report.

So why bring up such a highly political topic and stir the proverbial hornet's nest? Well, I want to let readers know that thanks to science and technology, we have been warned, notified, and made aware of the situation. Much like my leaky valve, it should come as no surprise that if we fail to act, we can expect bigger, more expensive, and more time-consuming problems to negatively influence how our children, and our children's children, experience the Wasatch Back. Whether your desire is to ensure the next generation has the opportunity to continue the farming and ranching legacy in our rural areas, or you hope your grandkids get to experience the greatest snow on earth, if even a portion of this forecast is realized, future generations may not be afforded the opportunity to love and cherish the area as we know it today. In fact, I can say with a fair amount of confidence, and I hope to be proven wrong, that if we don't make some changes soon, it won't be the same. That is a hard pill to swallow.

Science, data, and our individual experiences have shown us that change has happened, is happening, and will happen in the foreseeable future. We can no longer ignore the warning signs.

The full Climate Risk Assessment can be accessed on the Health Department website at www.summitcountyhealth.org.

Comments Received during the Comment Period on the
Alternatives Development and Screening
Methodology Report

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COMMENT NUMBER	NAME (First Last)	COMMENT	COMMENT ORIGIN
1	Robert Umstead	The real area of back up in the mornings is where 224 meets the canyons entrance. If you do not improve this intersection then any Kimball junction improvements will still back up from the canyons light. A round about is need there to go along with any improvements on this project.	Web
2	Matthew Crandall	As an owner of significant amount of commercial property at Kimball Junction who also offices in Park City proper, I am concerned about the bottleneck created at Kimball Junction. What I propose would be to install some type of bypass that separates those going to KJ vs those going into Park City. Something that bypasses the first couple of lights for people going in and out of Park City. Similar to the commuter lane from the Point of the Mountain into Highland. This area creates a large bottleneck and I believe if there were a bypass it would relive the traffic significantly. The other issue responsible for traffic are those going I80 westbound and exiting the kimball junction overpass. The intersection for those going from the I80 westbound into park city is extremely long. What ends up happening without fail is the whole intersection has cars in it well after the light has turned red. This makes it impossible for those going eastbound to exit into Kimball Junction. I'm not sure what the solution would be, ie fines, intersection cameras that document those who are in the intersection to be fined like in California, adjusting the traffic light timing or something else. This would help reduce traffic significantly for eastbound drivers as they have to wait multiple traffic light cycles to exit the freeway because the intersection is blocked.	Web
3	Matthew Crandall	As an owner of significant amount of commercial property at Kimball Junction who also offices in Park City proper and commutes daily from Salt Lake, I am concerned about the bottleneck created at Kimball Junction. What I propose would be to install some type of bypass that separates those going to KJ from those going into Park City. Something that bypasses the first couple of lights for people going in and out of Park City. Similar to the commuter lane from the Point of the Mountain into Highland. This area creates a large bottleneck and I believe if there were a bypass it would relive the traffic significantly. The other issue responsible for traffic are those going I80 westbound and exiting the kimball junction overpass. The intersection for those going from the I80 westbound into park city is extremely long. What ends up happening without fail is the whole intersection has cars in it well after the light has turned red. This makes it impossible for those going eastbound to exit into Kimball Junction. I'm not sure what the solution would be, ie fines, intersection cameras that document those who are in the intersection to be fined like in California, adjusting the traffic light timing or something else. This would help reduce traffic significantly for eastbound drivers as they have to wait multiple traffic light cycles to exit the freeway because the intersection is blocked. During the ski season it often takes 15-20 mins simply to exit the freeway and go into town.	Web
4	Staci McIntosh	Increasing traffic at Kimball Junction will likely create additional bottlenecks further in town. The resorts, downtown area, and trail parking are at maximum capacity already. Bringing more cars into Park City is not the answer. Please consider options for mass transit with park and rides outside of the Kimball Junction area.	Web
5	Sylvia Turner	Tunnel to get on and off I 80. We have this all over Austria St Johann in Tirol, Going in Tirol Where you drive under the road and come out on the other side do bypass certain parts of the town to provide quieter options for the people living in that area and relief traffic congestion.	Web
6	Kelly Gallagher	I am writing in continued support of Option (B) Grade-separated intersections with one-way frontage roads to the I-80 interchange. I strongly believe that it is the only viable long-term option being considered, although I recognize that it is also the most expensive option. Cars will continue to be the primary mode of transportation into Park City via 224. People will also primarily continue to use cars to get into and out of the Junction stores. While people will likely increase the amount of walking that they do in the Junction area, they will still use cars to get to the Junction. Most local people are like me; we generally try to make only 1 trip with multiple stops to cut down congestion and irritation while in the Junction. But I will have multiple bags of groceries, I will have my dog with me to also go to the dog park, etc. I will drive and park, definitely. My only technical comment is that I am assuming pedestrian/bicycle access are included in the east-west crossover points at the 2 major intersections. This will be necessary. Adding this detail to the description would be helpful. Also, I am curious why there is a plan to move the pedestrian access to the south of the Junction, I have only used it once. However, in its current position it ties in well with the trail that runs N-S near the roundabout to the UOP, and moving it might decrease use of the trail (more distance to travel). Thank you for the work you are doing!	Web
7	Georgia Anderson	The intersection of the traffic lights to exit I80 to 224 is a huge bottleneck. Something needs to be done to offer an alternative entrance to the strip mall/smith's grocery store confluence	Web
8	Christine Katzenberger	This is only handling a small section of the problem. It will only tie up traffic at canyons, Kearns Blvd, park city resort and deer valley resort. May work at kimball jct but the rest will become worse.	Web
9	Eileen Kintner	why are we not considering a TRAX or electric trolley system that travels up I80 from Salt Lake City and connecting to the city owned lot in prospector area of Park city? If we are going to host the Olympics, we need a world-class public transit system that connects toSLC airport.	Web
10	Matthew Turner	Alternative B is really the only solution to the problem in Kimball Junction. I have seen this system work amazing in other city's	Web
11	Art Brothers	Of the three options offered, "B" is the only one that comes remotely close to eliminating traffic jams on I-80 and SR-224. But it is overly complex. The depressed roadway model may look good on paper but in real life, it tempts fate with issues like flooding, snow removal, accident clearance (with associated EMS issues) not to mention moose, deer or elk getting into the depressed area, or being knocked into it by traffic above). There is a simpler, easier and more elegant alternative. Make 224 one-way each way through Kimball Junction. No access points at the Junction. None. If you stay on 224 you are either getting onto I-80 or you are exiting I-80 and going into Park City. For local access to Kimball Junction, create a no traffic-signal peel-off on south-bound 224 rounding BACK to Olympic Blvd. Add a fly-over bridge on north-bound 224 for local access only. Both arteries meet and join at Olympic Blvd. Use the existing roundabouts on Ute and New Park to give access to the Option B bridges over 224. The roundabouts will need to be improved to handle the traffic count. It is simple. Intuitive. Easy to navigate and it leaves 224 unlogged in either direction. In the end, the key is "seeing" Olympic Blvd as the local access feeder in and out of Kimball. And likewise, "seeing" 224 as a single purpose fast way on-or-off I-80. Don't build the "depressed" roadway. That whole area has drainage problems. It is a Rube-Goldberg design which will fail, be closed, and make Kimball an even bigger mess.	Web
12	Deborah Duke	I prefer alternative B	Web
13	Chris Sammartino	Alternative A would create far too much traffic in West Kimball Junction. I live in that area, and having more cars exit this area would increase traffic congestion and traffic noise for me and hundreds of other nearby residents. Traffic needing access to West Kimball can exit at #141 and drive in. Hundreds of residents here utilize exit #141 and that takes traffic off the main PC exit #145. The real need is for incoming cars from down valley into Park City via I80. I prefer Alternative C as it encourages Mass Transit and HOV--which helps to better address the traffic problem caused by 1 car 1 driver. Alternative B is another option to help promote Mass Transit and HOV. Increasing the movement of buses (additional bus lanes) should be the top priority--to encourage folks to take the 101 from the Park and Ride. Buses whizzing by lined up traffic rewards transit riders and long waits in automobiles is a disincentive for car driving--especially single car drivers.	Web
14	Chris Sammartino	Alternative A would create far too much traffic in West Kimball Junction. I live in that area, and having more cars exit this area would increase traffic congestion and traffic noise for me and hundreds of other nearby residents. Traffic needing access to West Kimball can exit at #141 and drive in. Hundreds of residents here utilize exit #141 and that takes traffic off the main PC exit #145. The real need is for incoming cars from down valley into Park City via I80. I prefer Alternative C as it encourages Mass Transit and HOV--which helps to better address the traffic problem caused by 1 car 1 driver. Alternative B is another option to help promote Mass Transit and HOV. Increasing the movement of buses (additional bus lanes) should be the top priority--to encourage folks to take the 101 from the Park and Ride. Buses whizzing by lined up traffic rewards transit riders and long waits in automobiles is a disincentive for car driving--especially single car drivers.	Web
15	Marty Carroll	Traffic signals that stop vehicles entering/exiting I-80 in any direction should be avoided at all cost. Of the proposed alternatives, I believe Alternative B would be best, but the final approach (whichever is chosen) should include items 6 & 7 from Alternative C (i.e. extending West-to-North right turn lane on Newpark Blvd and extending East-to-North dual left turn lanes on Ute Blvd to the traffic circle @ Landmark Dr.	Web
16	Jack Fenton	Please lengthen the left turn lane from South bound 224 onto Ute blvd. This can be done without a \$300,000 study. Trust me on this one. More cars are trying to turn left at this light than there is room for. To accomplish this vastly needed improvement you will need a jackhammer, some asphalt, some new lines to be painted. Once the lane has been extended, please adjust the turn arrow light to stay green long enough to empty the entire queue. Do this right away. Don't wait until 2028. We are watching .	Web
17	Porter Spencer	Make a bypass road that goes behind the Outlets to I80 so there is not so much damn Ski traffic backed up by those to stop lights.	Web
18	Rich Dresen	I would lower the main road into PC through kimball junction eliminating the traffic lights. Provide two lane exit ramps to the local businesses and overpass over the sunken road.	Web
19	Dennis Roy	Traffic traveling from I80 in and out of Park City should be separated from the business traffic in Kimball Junction. It appears that Alternative B would help separate the traffic.	Web

20	Eric Iverson	<p>I live in Bear Hollow Village (██████████). Traffic on 224 in Kimball Junction is currently failing during peak visitor seasons between about 3:30pm to 6pm M-F. There is also a serious safety issue on 224 and Bear Cub Dr., when cars heading northbound towards I-80 will enter the center divider illegally, at high speed (45-55mph), sometimes up to a 1/2 mile in advance of making a left turn (to the west) at Olympic Dr. when traffic is backed up to northbound exiting town. This is a hazard when making a left turn (northbound) from Bear Cub Dr. onto SR224. The "Bus Only" lane (the shoulder) is also used for this purpose to make a right (east turn) at Newark Blvd. I suggest bold painted hash marks in the center divider near Bear Cub Dr. and SR224 making it clear that this is illegal, and the same on the shoulder. Increased signage would be good too. These are inexpensive additions that will drastically improve safety until the final traffic mitigation plans are in place.</p> <p>On that note, here are my suggestions for long term traffic mitigation in Kimball. First make some short term cost effective changes immediately. Anything will help, while plans are being finalized for long term solutions and road changes in Kimball Junction. Long term, I like the solution of dropping Olympic Pkwy/Newpark Dr, and Ute Blvd under SR224 so that traffic can freely slow to and from I-80 without the currently busy intersections, and stop lights. However, I understand this is an expensive proposition that will need UDOT and Federal Funding to complete, and I know that won't happen quickly. Construction time for that solution will be significant as well. To sum it up, plan and secure funding for a solid comprehensive, well thought out long term solution, and make some quicker budget friendly improvements ASAP. Traffic is awful in Kimball Junction.</p>	Web
21	Gary Hecox	Option B is the only one that will help with the Kimball Junction traffic problems.	Web
22	George Mattinson	I am very please UDOT are already providing multiple proposals on solving the traffic problems at Kimball Junction. I believe that the proposal "Alternative B" is the optimum solution. "Alternative A" while good in scope, suffers from too many frontage road expansions and attempts to solve traffic in the junction itself by adding an extra lane in the Southbound direction. City planning in places like Los Angeles and Dallas have proven time and time again that adding lanes to roadways doesn't improve traffic flow, rather it attracts more vehicles to that road. "Alternative C" attempts to solve the traffic problem even worse, as it is suggesting adding turning lanes onto the freeway, as well as widening the Northbound and Southbound lanes. This will only lead to more congestion and more unhappiness among Park City residents during rush hour. Therefore, I believe that the depressed road option in "Alternative B" to be the best proposal. I hope UDOT will consider my position on this topic as a Park City resident.	Web
23	Nick Burns	<p>Alternative B seems the best choice going forward. I suspect more costly, but appears to best separate local traffic from through traffic headed to Park City, the resorts, etc. I live in this immediate area and very much support a solution that increases safety for walkers, bikers. So, while all traffic solutions must support getting people out of their cars, Alternative B appears to best reduce auto congestion and aid in pedestrian safety.</p> <p>(In all projects, UDOT must consider/support getting people to move away from auto-centric transportation—not easy, I realize).</p> <p>thank you-</p>	Web
24	Maureen Murtaugh	HOV lanes will be another benefit for out-of-town guests traveling together and another pain point for residents who travel to work alone because bus and other transit options take 2-3 times longer than driving—even with traffic. Consider residents needs strongly as we pay taxes here and are highly impacted by the growth of the ski industry beyond the infrastructure of summit county and park city.	Web
25	Robert Phillips	I vote for option #3	Web
26	Kristen Schulz	I prefer option B, but would like the pedestrian crossing to be moved closer to either Ute Blvd or Newpark Blvd.	Web
27	Matthew Lindon	<p>There will be groundwater problems with the split grade.</p> <p>Why don't you use the road we have. There are huge shoulders not used by cars or bikes. Use them like we did during the Olympics. Get rid of the wide center dividers and sidewalks in the middle. Use the entire road</p> <p>Come up and time and actuate the signals. They are broken and on default mode for turning lanes. Get smart lights that feel the traffic and adjust accordingly.</p> <p>Get an exit ramp to the Ecker Hill park and ride directly off I80.</p> <p>No day skiers past Kimbal. Limit traffic. Support busses. Put more park and ride lots by UOP. At least park resort workers out there and pay them for their bus commute time. Get Vail involved. DV too. Put Silly Market and Art Fest at Redstone where there is parking.</p>	Web
28	Steven Issowits	I've submitted a comment during a prior period, but this looks like a new comment period again. Not to duplicate, but Alternative B with the depressed roadway seems to be the best option for the area, for all the reasons I laid out in my prior comment. Thank you.	Web
29	Robin Filion	The report notes that UDOT will use Summit County's travel demand model and that expected population is one of the inputs. The Kem C. Gardner Policy Institute's projections for Summit County population increases are a good starting point (e.g., 47.1k by 2030 and 59.6k by 2060). However, that study does not take into account migration due to climate change. SLC has experienced and is experiencing climate change. The number of days in SLC with temperatures over 90° F has steadily increased from 56.6/yr. during the decade beginning 1981 to 67.1/yr. during the decade beginning 2011, and is projected to hit 97/yr. in 2100. Climate change migration models should be evaluated for their appropriateness in predicting migration from SLC, and other cities that will be negatively affected by climate change, to Summit County and the data from such models should be included in the traffic demand model. Failure to take into account migration due to climate change likely would result in inaccurate model results and could lead to the adoption of an alternative that would not accommodate the increasing population.	Web
30	Joel Rosenfield	<p>Option #2 is by far the best. It would make Kimball Junction more walkable/bikeable across the two sides of SR-224 making it more of a city-center while allowing the bulk of drivers that are entering and exiting I-80 south toward Park City to flow in a much more unobstructed fashion.</p> <p>Better still is to build the bridges over SR-224 at Ute Blvd. and Newpark Blvd. to be wide enough to hold a restaurant to make the area more pedestrian friendly and people to use their cars less.</p>	Web
31	Lisa Wray	Instead of creating patchwork "solutions" that don't really fix the problem, would it be possible to create a new on ramp to the I80 that bypasses KJ? i.e., some sort of express lane to the highway that goes to the east of the tech center? I understand that this might involve tunnels or bridges, but it would make KJ a local destination and relieve all I80 traffic.	Web
32	Herve Lavenant	Option B is the only option that relaxes constraints on traffic by enabling greater free-flow of traffic	Web
33	Carol Bolinger	Most distributive but most likely to make improvements plab B diversion of 180 traffic below grade. I live in Kimball jct and would be heavily effected but this plan is most likely to improve flow	Web
34	Tyler Goetz	Why have you not considered bi-directional traffic? This area is a morning rush in and evening rush out. The traffic backs up during these times only in one direction and there is already room with the bus lane and median to put in the infrastructure on the cheaper end of things. It works in west valley. the traffic isn't to get on a frontage road, the traffic is to access the freeway. Get them in and get them out. You don't need to change intersections and make frontage road access.	Web
35	Joan Mills	I feel this needs to be done while protecting Hi Ute ranch since it is a conservation area. In saying that, why not a tunnel that takes direct traffic past kimball junction? This would avoid the back ups during ski season and events in PC?	Web
36	Carol Molesky	We need a long term alternative that helps with the winter traffic and future development. The alternative b would provide better direct access to 80 without stopping traffic!	Web
37	Dan Monahan	please leave it alone construction will be a disaster	Web
38	Tom Collier	I often ride a bicycle from nearby, through Kimball junction and note that access to business in the area is a challenge. I would love to see all three options go farther to improve pedestrian and bicycle access in the area. But, I note the Alternative A, in particular, appears to worsen one of the most problematic areas. Crossing from the west side of the outlets to the bridge over I-80 or to the mall including Whole Foods is relatively difficult due to the number of road crossings over a short distance. Driving more traffic off the highway and into that area would only worsen the situation and make it a more dangerous place for anyone not in a car.	Web
39	Amy Doucette	I'm a strong proponent of alternative B, where 224 is depressed and overpasses connect the Olympic park area with new park. My unprofessional assessment of the problem in this area is that the traffic lights are the cause of the backups. If we eliminated the need for cars to be stopping on 224, I think the congestion would be greatly reduced. Frontage roads along 224 to access neighborhoods and businesses, I believe, would also help alleviate a lot of the back ups.	Web
40	Thomas McLoughlin	I prefer Alternative B - grade separated intersections. I have been a resident of Park City (initially part-time; then full-time) for 18 years. Population growth and vehicular traffic has grown dramatically - to the point where I do not travel to or through Kimball Junction at certain times of day and avoid the area entirely on holiday weekends. I imagine Alternative B will be more expensive but a cheaper option will be short-sighted and will require another round of improvements in 10 years. Growth will not stop and the state legislature's decision to allow more intensive development in the area will only make matters worse. Please invest for the long-term now. For the record, limiting the improvements to HOV lanes (alternative C) is a complete waste of time and money. Add those features to a larger project, if you must, but grade separation is essential to accommodate peak traffic during ski season. Thank you.	Web
41	Cheryl Simpkins	I am in favor of a frontage road, on either side of the freeway to accommodate on/off ramps to I-80 and Rt. 224. I use them when traveling to SLC for certain work locations, especially on the west side, and they seem to relieve congestion and divert flow, while approaching my destinations.	Web
42	David Bennett	The intersections at Kimball Junction have failed. There are two choices: either a flyover from before redstone directly to I-80 or taking the road underground, again directly to I-80. Leave the surface streets from redstone to I-80 alone and simply construct either a flyover or underground roadway. Putting an overpass or flyover for either of the two intersections will not accomplish the needed traffic flow.	Web
43	Steven Propst	Why would more and easier access be created to enter a box canyon (Park City) with finite space, finite parking, and finite resources. The out of control construction needs to cease. Most of the vehicles cramming the streets of Summit County are CONSTRUCTION VEHICLES. Seriously why is nobody paying attention??!	Web
44	Charlotte Backus	Alternate B is the best because the majority of traffic filter through there and it would make a lot of sense to have multiple ways, including getting back into the highway. The main reason it gets so congested is those two stop lights. I have also noticed it can be pretty dangerous because of all the traffic with people driving in the center lane from all the way back closer to canyons and it has caused many crashes so overall, I think it would be a lot safer and smoother for people to get home. Thanks all! Hope this can happen!	Web

45	Lawrence Iram	<p>Criteria:</p> <p>Ability to displace/remove snow as "powder days" cause the biggest backups.</p> <p>Residential Noise abatement</p> <p>Impact on wildlife to transit area (moose, deer, elk).</p> <p>Cost of overall project relative to funding sources</p> <p>Time to complete project</p> <p>IDEAS:</p> <p>1. Time the lights better such that backups onto I-80 East (very dangerous) are reduced...time the 3 lights I-80E to 224S such that there's an effective pass-thru during peak morning hours.</p> <p>2. Use moveable concrete divider (as some cities use for HOV lanes) to turn 224's "suicide lane" into an inbound lane in the morning and an outbound lane in the afternoon. Tricky with snow, but would work most days and could be prepositioned ahead of big storms.</p>	Web
46	Charles Stanley	Only viable alternative is Option B. No other alternative has any hope of reducing congestion on 224 during peak hours.	Web
47	Mark Morgan	<p>As I've said before, traffic at the junction is driven by the flow along the whole corridor into downtown PC and in the winter to each of the ski resorts. No matter which option is chosen, all you will do is get traffic to the first stoplight (Bear Hollow Dr.) faster, and thus will start the traffic backup. Until the number of vehicles coming to PC, and the resorts, and ample efficient (into and out of) parking at the resorts is addressed, how traffic flows thru Kimball Junction to get to those areas is not worth the time to study, let alone implement changes.</p> <p>A process flow study cannot simply ignore what happens beyond the boundaries of Kimball Junction. It is a gateway, not the end-destination.</p>	Web
48	Jeffrey Cedeno	<p>I have several concerns about both vehicle and pedestrian impact across the defined zones. My immediate concern is that the impact study area does not cover a broad enough set of local or throughway intersections to fully cover the issues we have as locals. The traffic study ends at roundabouts and does not cover that traffic regularly backs up for 15 minutes or more during busy seasons at each intersection and flows past roundabouts; the messaging I have seen in documentation does not account for how over capacity every defined egress point is at peak season now, nor does it acknowledge that backups regularly exceed times in documentation and have gotten exponentially worse over the past four winters.</p> <p>We require local pedestrian and vehicle access that covers all 4 seasons and fully bypasses 224. This should be a mandatory relief for traffic in this pattern and there should be no requirement to go through a light to go across this road for bikes, pedestrians, or cars. Anything short of this will not meet our needs as locals.</p> <p>Similarly, there needs to be a low impact left turn access across 224 in both directions. This would be the ideal scenario for us as locals. Locals would also direct access from the East side of 224 to Park & Ride lots. Currently there is no access to any Park & Ride locations for residents on the east side of 224 to reach a Park & Ride without crossing 224 or Route 40/I 80.</p> <p>Please think about how residents can get direct access, ideally via public transit, to use resorts like PCMR or Deer Valley directly via an express bus that does not switch to local access, as it's incredibly inconvenient to force us on local busses that access all 3 locations at once, and potentially add 30 minutes or more to transit in each direction. Currently with no traffic it takes an hour for me to replace my trip from Deer Valley back to Highland Estates via public transit, but it's a 15 minute drive. This needs to be appropriately addressed for us to fully relieve traffic.</p>	Web
49	Deanie Wimmer	After studying these alternatives, I would favor Alternative A, and second choice B. I favor an option that provides less congested access to I-80 to and from Park City. The split interchange appears to best address that need, but it is hard to tell from the rendering. I'd like to see a streamlined option for those who want direct access from I-80 into PC, and can by-pass Kimball Junction as much as possible.	Web
50	Ron Palmer-Leger	<p>I have lived in the Park City area for more than 30 years and have seen the growth and its effects on traffic and development. I work in public safety so I have seen the impacts of traffic congestion and accidents firsthand. Dealing with the issue at hand at this point in the game is difficult because buildings and businesses are already in place. Having a win win for everyone is not a possibility. I do think we can make some sound improvements.</p> <p>I suggest that we consider a "Fly-over" with business lanes to allow people to access the Kimball Junction area. The main point of congestion in Kimball Junction is traffic at anytime of year and anytime of day trying to get into or out of Park City. If we can develop the area to allow shoppers to get into the business area and keep the traffic moving that isn't shopping its a win!</p>	Web
51	Sheryl Johnson-Proffit	Whatever design you choose; please build a SOUND BARRIER WALL and smart, environmentally pleasing, less light-polluting, LIGHTS!	Web
52	Daivd Sutherland	Plan B is the only one that effectively addresses the root of the problem: traffic flow through Ute / Olympic intersections. Because these 2 intersections are failing rush hour traffic backs up onto I-80 (mornings) or 224 (afternoons). Plans A and C don't really solve these chokepoints, and focus more on solving the I-80 interchange, which isn't actually that big of a problem - traffic isn't backed into Ute Blvd intersection from the I-80 light, but is backed onto I-80 because nothing flows through Ute/Olympic in the mornings. You *have to* get rid of the left turns on/off of 224 at these 2 points, and Plan B does this. I-80 intersection then works just fine (or only needs minor tweaks).	Web
53	Steven Propst	Increasing access to a finite, overcrowded, and overused space is absolutely no solution. Park City is a Box Canyon. The 1000's of construction vehicles that cram the streets needs to come to an end. Park City needs a badly need rest. It needs a building moratorium of any and all construction projects.	Web
54	Christoph Gorder	I reviewed the three proposals for improving traffic flow through Kimball Junction. Of the three, my preference was for Alternative B, which proposes grade-separated intersections with one-way frontage roads the the I-80 interchange. I feel this proposal holds the potential to be a long term solution for the traffic congestion. The other proposals seem less substantial in what they offer. Thank you.	Web
55	Jessica Bryant	I support the Alternative B option. I've been commuting to Park City for work for seven years and I think this option best suits the commuter traffic, which is increasing throughout the entire year, not just ski season.	Web
56	Leslie Howa	Sadly...Not many choices dealing with perpetual load in/ load out traffic 24-7 now. Widen the entire road, or build a speed electric rail line. With all the infrastructure and too much clustered buildout out there and along 224. To continue...There seems no environmental process or solution to solve this horrific traffic mess. The cow is out of the barn.	Web
57	Larry Van Atta	I feel Alternative B is by far the best way to go. The majority of traffic on 224 to and from 80 are not heading into Kimball Junction and are thus slowed down by the lights. Alternative B would also make it alot more pedestrian friendly between the two halves of Kimball Junction	Web
58	Bruce Carmichael	<p>Prefer Alternative B.</p> <p>Would like to see a strategy to access the existing Ecker Hill Park and Ride lot from eastbound and westbound I-80 without having to exit at Kimball Jct or Jeremy Ranch.</p>	Web

59	Laura Hanrahan	<p>Thank you for presenting the options to the public thoroughly. I watched the video of the online session to get a better handle on the potential plans.</p> <p>Web</p> <p>General observations:</p> <ul style="list-style-type: none"> - The priority or goals of the project should be: <p>Improve traffic flow in the area</p> <ul style="list-style-type: none"> - Significantly improve pedestrian / bike traffic flows to encourage walking, biking, and use of public transportation. But mostly to improve use of public transportation. <p>Alternative Option A:</p> <p>This is an interesting option. However,</p> <ul style="list-style-type: none"> - In the video of the public meeting, it was said multiple times that the choke point wasn't the intersection off the highway, but the intersections at Ute and Olympic. I don't understand how adding a new access point to the west side of these junctions help since in my experience, most of the hold up is traffic coming from I-80 heading into the east side of Kimball junction (Best Buy, Home Goods, Smiths, etc). When getting off I-80 headed to (Walmart, Whole Foods, the Outlet Malls, etc) I have never experienced issues. So, unless you can prove how this helps divert enough traffic, I'm not sure I agree with this one. - As a local of 15+ years, though, it's very clear to me how I could make use of the new access point and how it could change my trips to and around Kimball Junction. I am just not sure if it would actually help with enough ski and Old Town traffic. The "improvements" to the Ute and Olympic intersections are unclear. - I do very much like the pedestrian tunnel and urge you to put it as close to the Ute intersection as possible and don't even allow pedestrian traffic on the surface roads (no walk signals, sidewalks or anything else). <p>Alternative Option B:</p> <ul style="list-style-type: none"> - This one makes the most sense to me to improve traffic flow to/from Old Town / Ski areas. - I do think you'll have a hard time selling this one without putting grasses or some greenery on the trench cover. Would love to see an option here like the Highline Park in NYC. So pedestrians could cut through/over the trench cover to have an easier, more enjoyable path from the transit center to say, the movie theater. The development in Kimball Junction, while not the responsibility of UDOT, is not very walkable, but they did a decent job near Home Good and the Univ. Utah Health Care center. - I am curious if at a later date, the "new access point" in Option A could be added to this option? Or if that could be added in addition to this. - One thing to consider is what happens if someone accidentally goes in the depressed traffic area, but wants to get to one of the businesses? How far would they need to go before they turn around? Can they reasonably turn around? Particularly on the North side of I-80, this is something that should be considered, and I hope there is the ability to do a U-turn. Why do I ask about this? I see tourists who have clearly never been here do the stupidest things and while it is an edge case, it will happen more often than you expect. <p>Alternative Option C:</p> <ul style="list-style-type: none"> - I like this one the least because I see it as just making things in the area bigger, not smarter. - I have taken the bus to/from SLC and I don't see the addition of the HOV lane improving the traffic significantly. As I mentioned in Option A, the traffic going from I-180 to the west side of Kimball Junction (Whole Foods, Transit Center, etc) has never been an issue as far as I'm concerned. - I do like the pedestrian tunnel. - I think the extended right turn lane on NewPark Blvd should be included in all options. Same for the extended left turn lane on Ute Blvd. - I also like the idea of an additional lane on I-80, but I'm not sure if it should always be restricted to HOV/Transit. I would want to see data on how many people in the AM hours are already HOV ready. I think there are more workers and school commuters that don't fit this criteria. <p>Questions to consider:</p> <ul style="list-style-type: none"> - It sounds like UDOT has done a better job on realistic traffic studies than developer who love to only do traffic studies in October and April. However, I strongly urge UDOT to look at the highest 15% of traffic days instead of just the 85% as stated in the video. When you know traffic / population are going to increase significantly in Utah, why wouldn't you look at these edge cases? Also, it would do a lot to win over the community if you even just looked at a handful of these edge cases. Our experience with developers is that they do the least effort possible. We don't want to see that with UDOT because it's a much larger investment. And knowing we will get the Olympics again changes how incentivized developers are going to be to develop in this area. Long story short..... I do not believe you are using the best model to predict traffic flowing through 2050. Whatever model you are using, please increase it by at least 15% and then I will believe you are planning for the right kind of traffic. - Before selecting any one of these plans, please consider (and possibly map out) what additional improvements you could make to each plan in say 15 years. Again, I do not believe you are using the right model and fully expect us to need improvements in that time. - On the video call, a question was asked about adding an "exit" to improve traffic flow into the Ecker Hill Park and Ride. The answer implied that the National Highway Organization (not sure of the name) would not allow this. Could we just start the access road from that point? Instead of "adding" an exit, we would just be "moving" it. And this more than anything encourages public transportation. I would highly encourage you to look into this option more. Because I think it would be a) great for the the Olympics to take local residents into school/work and b) would be an EXCELLENT way to encourage skiers and visitors to take the bus to the resorts and Old Town. <p>Thank you!!!</p>	Web
60	Anne Campillo	I hope there is bus top or shed in front of the church. Thank you	Web
61	-	<p>Timing of signal lights and/or traffic sensors need to better incorporated.</p> <p>Signal Lights are clearly exacerbating traffic during rush traffic hours. And, when there is limited to no traffic, lights unnecessarily still cycle through for no reason.</p> <p>in both cases, traffic flow can be greatly improved by simply better timing of signal lights based on traffic flow vs. creating a clog point at Kimbal before you even enter or exit hwy 80.</p>	Web
62	Marion Wohlrab	<p>Similar Option B - keep existing lanes for traffic going to businesses in Kimball and under tunnel SR224 for through traffic directly to hwy ramps.</p> <p>If not possible to directly under tunnel then create green space on top between lanes, or build affordable housing between the frontage roads.</p> <p>This is a mining town so time to dig some tunnels. Seen 1000 times in European cities, where this concept is fully implemented and embraced.</p> <p>Thank you</p>	Web
63	jack Fenton	<p>Please landscape the Kimball Junction exit.</p> <p>It was rebuilt for the 2002 Olympics, with many artists renderings showing sculptures on the 6 cement blocks & aspens trees etc.</p> <p>It's been 21 years, and not a single tree planted.</p> <p>Park City is an economic powerhouse in Utah, and the entry SUCKS. Visually.</p>	Web
64	Glenn Wright	I am in favor of the option that depresses RT 234 at Ute and Olympic intersections	Web

65	JC Grosvenor	C does nothing but kick the can down the road. Option B is the most forward looking as it will move the most traffic from I-80 towards the resorts, and from the resorts to I-80. However, it needs a new bridge across I-80 similar to the bridge illustration in Option A. This bridge must be a connector, back and forth, from Rasmussen to Landmark to facilitate local traffic while keeping local traffic from the 224 interchange.	Web
66	Tyler Pulsipher	I'm working in deer valley and the traffic lights at kimball junction are an absolute joke. Even in the off season you can sit sometimes up to four light changes and the timing of the lights do not accommodate traffic.	Web
67	Chuck ESCOTO	Go with alternative B. Or do an over pass around Kimball Junction	Web
68	Kelly Gallagher	Hello, I have some comments regarding the criteria, measures and data. As a preface, I'm an engineer living in Jeremy Ranch and using Kimball Junction, so data is critical to a good decision. I'm pretty sure you already have all of my comments in your criteria, but here goes: Primary criteria should be to minimize both the amount of time a car needs to get through the Junction intersections including NS and EW, and also minimize the number of steps a walking person needs to cross the same intersections. Bikes are not a huge issue as there are very few bikes using the intersection (comparatively). Measures/data - measure the number of cars going through the intersections, NS and EW. Do it in peak ski season to understand the real need, shoulder season does not show the need to change anything (no real issues currently). Get a count of ridership on the buses and also the High Valley Transit buses/vans/microbuses, from the administrators of the services. Bikes? I don't know of a good way to measure, but bikes are not used by folks to go shopping. But anecdotally, I NEVER see bikes parked at shops where people will come out with bags of items they have purchased, like I have seen in Amsterdam and in Germany. I only see bikes used for recreation, and the existing underpasses seem to be adequate. If there is data (or a way to get it) this would be useful. Walkers - get a count on the number of times per day the crosswalk buttons are activated. Folks going out shopping will not go out of their way to walk an extra block to cross in the underpass that is already in place - too far with packages. The existing crosswalk location is more convenient and is close to rapid transit, so this data should be usable for projections in my opinion. A final thought is regarding parking/parking lots. If desired, use a drone to fly over the KJ area parking lots at predefined times to photograph the parking lots, so you could count the cars. This could provide another set of data regarding cars in/out of KJ that are shopping as opposed to just driving through. Thank you for your consideration, and I am really pleased with the thorough job you have been doing. Also your outreach is commendable.	Web
69	Ron Shultz	We need sound walls between the fwy and frontage roads. Please!	Web
70	Chris Mega	No specific comments on any of the current proposals - The tradeoffs are difficult to understand as a layperson. As a realist, assuming a project goes through, please pick the one that disrupts the Outlet areas the least. If the goal is to ease traffic to/from I80, there's little reason to disturb the already overblown retail spaces in the outlets, whole foods, walmart area, along with 2200W and Overland Drive sections. No more rotaries please. That said, in my lay opinion the traffic issues cannot be truly fixed at Kimball Junction. All that will be accomplished by any streamlining off I80 will be to get more traffic, more quickly, to the next bottleneck at Canyons, and all the way into Park City. Funnelling quicker access to the backup at Canyons will just make the backup on 224 accumulate faster, and guarantee it'll back up right back into Kimball Junction / Redstone area - only faster. As more and more businesses come into Kimball, that invites more retail traffic, clogging the system even further. Those trying to get outbound from Park City proper to I80 already have an alternative via Kearns and Rt.40. That is not always fun either, but that area could be an area of focus too. If it were easier to get to 40, then 80, there's no reason to tweak Kimball. Much of the straight-through Kimball traffic would go away because there's an uncluttered alternative. One simple fix to Kimball is to allow longer left-turn only access to/from all the areas in Kimball - Redstone, UOP, McDonald's. Letting more cars make left turns reduces the "single line" backup that happens because cars are unable to make a left during the tragically short light cycles. I80/224 construction will be drudgery to live through, and my opinion within 18 months not solve any traffic issues, and will in fact create more because these proposals do not invite discussion of a moratorium on overbuilding of condos, homes, or businesses in the Kimball / 224 area. The committees have put a lot of work into this, which I respect and appreciate. I just think they're readying to spend money that doesn't need to be spent on this particular problem. Traffic is traffic. Don't inconvenience the many for the sake of some that need to get on/off I80 two minutes quicker. Like any congested area (I grew up outside Boston), just tell people to add 10 extra minutes to their commute, or leave 10 minutes earlier in the AM. 10 extra minutes will inevitably grow to 20... but that won't be because Kimball Junction needed tweaking. It's because more condos and retail got built, and money seems to win over convenience. (Heaven save us from the Olympics. It's great they might return, but Kimball construction today will not make a dent in that impending traffic fiasco.) Thanks for listening.	Web
71	Duncan Silver	Alternative B is the best idea, but can be improved.	Web
72	Carol Giffen	Wildlife crossing 224 currently pose a risk to vehicles and bicycles, and usually end very badly for the wildlife. While these might not be threatened or engaged species, they are here and it is a safety issue. Could the screening criteria be expanded to acknowledge this issue and assess alternatives for mitigating approaches? Or at least not preclude possible modifications to address this safety issue?	Web
73	Gregory Proffit	Do nothing: seasonally and temporally, there are some backups at the Junction. Tolerate it. Don't build more lanes to attract more private auto traffic! I'm a Kimball Junction resident and I know how to ignore / work around Dysfunction Junction. Do something: replace the night sky clogging with down.lighting. And install sound walls for us. I-80 is deafening and we'd like some relief from the noise. Thank you for your consideration.	Web
74	Carol Giffen	I would like to see more specific screening criteria to assess the options for both ease of snow plowing/removal and mitigation of flooding due to large quantities of water from snowmelt. These situations are clearly part of the 224 environment.	Web
75	Christopher M. Conabe	Thank you for your stewardship and continued efforts to find relief to traffic congestion caused by active growth.	Web
76	Linda & David George	Kimball Junction experiences very high volumes of traffic year-round, and with population growth and ongoing interest from regional and international visitors, the volume will continue to increase. - An incremental approach such as Alternative C is not enough. - We strongly support Alternative B: grade separated intersections. This phrase from the description is key: "separate local and through traffic in the area." - Alternative A is problematic because while it does route traffic differently, Landmark Drive is busy too. [As a side note, direct access from I-80 to the Ecker Hill Park and Ride could help in addition to Alt B. When drivers see the SR-224 exit backed up they could make a quick change toward the Park & Ride. That, plus the use of dedicated bus lanes on SR-224, should help move day visitors through Kimball Jct area.] Thank you for your work on this project.	Web
77	Dara O'Reilly	I am against moving forward with any of proposed designs ideas.The dollars, construction, delays, pollution, and more. Will not solve the problem which is limited to a couple hours a day at worst. Before moving forward on any next steps, I. Want to see a current wildlife, traffic, water and environmental study completed by outdidthird part/	Web

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Notification Materials for the Comment Period on the
Draft Alternatives Development and Screening
Results Report

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From: [Carissa Watanabe](#)
To: [Carissa Watanabe](#)
Cc: [Spoor, Heidi K.](#)
Subject: Kimball Junction EIS - Alternatives Development & Screening Report
Date: Monday, February 26, 2024 11:33:25 AM
Attachments: [UDOT_KJEIS_ScreeningReport_Factsheet_Summary_WEB_2-26-2024.pdf](#)
[UDOT_KJEIS_ScreeningReport_Factsheet_AltA_WEB_2-26-2024.pdf](#)
[UDOT_KJEIS_ScreeningReport_Factsheet_AltB_WEB_2-26-2024.pdf](#)
[UDOT_KJEIS_ScreeningReport_Factsheet_AltC_WEB_2-26-2024.pdf](#)

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.

Hello,

Thank you for participating in the environmental review process for the Kimball Junction Environmental Impact Statement (EIS). Since our last communication, the Utah Department of Transportation (UDOT) has been working to refine the alternatives and evaluate them through the Alternatives Screening process. This process is documented in the draft *Alternatives Development and Screening Results Report* and is now available to the cooperating and participating agencies and the public on the study website (<https://kimballjunctioneis.udot.utah.gov/>). Attached are fact sheets describing the alternatives and summarizing the alternative development and screening process.

The release of this report will be followed by a 30-day public comment period, which starts today, February 26, 2024. We are asking the cooperating and participating agencies and the public to comment on the alternatives screening process, the initial impacts, the alternatives advanced for detailed evaluation in the Draft EIS, and any new alternatives for consideration.

Please provide comments on the draft *Alternatives Development and Screening Report* no later than March 18, 2024, to Heidi Spoor of HDR by email at Heidi.Spoor@hdrinc.com or by postal mail using the address listed below.

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

If you have any questions, please contact me at (503) 939-3798 or cwatanabe@utah.gov. Thank you for your participation and interest in this project.

Sincerely,

Carissa

Carissa Watanabe | Environmental Program Manager

UDOT | UTAH DEPARTMENT OF TRANSPORTATION

Work 503.939.3798

Email cwatanabe@utah.gov | www.udot.utah.gov

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Legal Notices

PUBLIC NOTICE

OPPORTUNITY TO PROVIDE COMMENTS ON THE UDOT KIMBALL JUNCTION ENVIRONMENTAL IMPACT STATEMENT ALTERNATIVES DEVELOPMENT AND SCREENING REPORT

The Utah Department of Transportation (UDOT) is issuing this notice to announce a public comment period for the Kimball Junction Environmental Impact Statement (EIS) Alternatives Development and Screening Report. This report identifies criteria and measures for evaluation, details the screening process (how UDOT moves options forward or eliminates them), and identifies which alternatives (potential transportation improvements) are carried forward for detailed evaluation in the Draft EIS.

This report is part of an EIS which is being prepared to evaluate potential transportation solutions to improve multi-modal mobility along Interstate 80 (I-80) and State Route 224 (SR-224) through the Kimball Junction area of Summit County.

The purpose of alternative screening is to identify alternatives that meet the project purpose and need, and to determine whether an alternative is reasonable under the National Environmental Policy Act (NEPA), practicable under the Clean Water Act, and prudent and feasible under Section 4(f) of the Department of Transportation Act of 1966. UDOT is asking for public input on the alternative screening process, the initial impacts analysis, and the alternatives advanced for detailed evaluation in the Draft EIS.

Formal comments on the Alternatives Development and Screening Report will be accepted for 30 days from February 26 to March 27, 2024.

Written comments should be directed to Kimball Junction EIS, c/o HDR, 2825 E Cottonwood Parkway #200, Cottonwood Heights, UT 84121, submitted on the project website, or emailed to kimballjunctioneis@utah.gov. Comments can also be submitted by leaving a voicemail or sending a text message to 435-255-3186. 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 or kimballjunctioneis@utah.gov by March 18, 2024.

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.
SLT0026332

NOTICE

An emergency hazardous waste permit (#UT-005-2024) has been issued to YRC Freight in Salt Lake County, Utah. The permit authorizes YRC Freight to treat one container of unstable, hazardous waste of Glycidyl Methacrylate (1x100mL). The material was discovered onsite during the treatment event permitted by Emergency Permit #UT-003-2024 and was deemed unstable for transport, requiring treatment prior to shipment. Treatment will be conducted onsite by the Reactive Materials Division of Clean Harbors Environmental Services.

This permit was effective February 13, 2024, and expired February 14, 2024. For further information, or to request a copy of the permit, please contact Gabrielle Marinick of the Division of Waste Management and Radiation Control at 385-499-0172. In compliance with the Americans with Disabilities Act, individuals with special needs (including auxiliary communicative aids and services) should contact LeAnn Johnson, Office of Human Resources, at 385-226-4881, Telecommunications Relay Service 711, or by email at leannjohnson@utah.gov
SLT0026329

Cardinals signing three-time All-Star shortstop Crawford

By KATIE WOO
The Athletic

The St. Louis Cardinals are signing three-time All-Star Brandon Crawford, league sources said.

Crawford, 37, is expected to serve as a backup shortstop behind 21-year-old rookie Masyn Winn while the team awaits further clarity on Tommy Edman's recovery from wrist surgery. The deal is pending a physical.

The Cardinals had been actively monitoring the backup infielder market over the course of the month with Edman's status for Opening Day unclear. Edman, who was slated to be the team's starting centerfielder but would fill in at shortstop when needed, underwent arthroscopic surgery on his right wrist in October. He has yet to be cleared to take live swings and there is no current timetable for when he could be cleared for game action.



JEFF CHIU | Associated Press file photo

San Francisco Giants shortstop Brandon Crawford throws out the Tampa Bay Rays' Osleivis Basabe at first base during the third inning of a game in San Francisco on Aug. 14, 2023.

With Edman sidelined indefinitely, the Cardinals were left scrambling for viable depth options at shortstop after Winn.

Crawford had previously spent all 13 years of his major-league career with

the San Francisco Giants, and played a key role in the team's 2012 and 2014 World Series championships. Crawford was an All-Star in 2021, but his performance began to decline in 2022. He appeared in just

93 games last season due to various injuries and posted a .194/.273/.314 line.

The reserve infielder market has picked up speed over the last several days, with Tim Anderson signing a one-year, \$5 million contract with the Miami Marlins on Saturday, and Amed Rosario signing a one-year, \$1.5 million deal with the Tampa Bay Rays last week. On Monday morning, Nick Ahmed had reportedly reached a minor-league deal with the Giants, and by Monday afternoon, Kiké Hernández had reached an agreement to return to the Los Angeles Dodgers.

While there is still a month of spring games remaining, the Cardinals couldn't afford to wait out a rapidly-changing market and risk missing out on needed shortstop depth. Winn is still expected to be the frontrunner for the starting shortstop position, but having an experienced veteran in Crawford backing him up should alleviate some pressure.

Edman's progression continues to be heavily monitored as he works through his hitting program. Manager Oli Marmol said Tuesday the switch-hitting Edman was progressing quicker through his left swing than his right swing. The next step is to make sure both swings are caught up before Edman can progress to coach-pitched batting practice.

"It's day to day," Marmol said. "There are certain days (Edman's wrist) feels really good, and certain days where it doesn't feel as great, and then the next day it feels good. So we have to take it day by day right now, until we get a little bit better rhythm."

SUMMONS

The State of Utah To: Amanda Valenzuela you are summoned and required to file an answer in writing to the Petition of Divorce filed in the Matter of the Marriage of Albert Valenzuela vs. Amanda Valenzuela, case number 234701370 within 21 days after the last day of publication, which is January 14, 2024, you must file your answer with the clerk of the court at: Second Judicial District Court of Davis County, State of Utah, 800 State Street, Farmington, UT 84025 and serve a copy of your answer to the Petitioner's Attorney Brittany R. Brown, 938 University Park Blvd, #140, Clearfield, UT 84014, if you fail to file and serve your answer on time, judgment by default will be taken against you for the relief demanded in the Petition. The Petition is on file with the clerk of the court. You can obtain a copy of the Petition by requesting one from the clerk of the court.
SLT0026170

NOTICE TO CREDITORS

Estate and Trust of Joan Shelline

All parties having claims against the above estate of the Joan Shelline Living Trust dated March 18, 2023, are required to present them to the undersigned or the clerk of the court within three months of the publication of this notice or said claim shall be forever barred.

/s/ Marcie Boren, Trustee
952 W 880 N
American Fork, Utah 84003
SLT0026318

NOTICE OF PUBLIC MEETING

NOTICE IS HEREBY GIVEN THAT UTAH CONNECTIONS ACADEMY WILL HOLD A RESCHEDULED MEETING OF ITS BOARD OF DIRECTORS ON MARCH 4, 2024 AT 5:30 P.M. MT. THE MEETING WILL BE HELD VIA TELECONFERENCE. CONFERENCE LINE INFORMATION IS AVAILABLE ON THE SCHOOL'S PUBLIC WEBSITE.
SLT0026311

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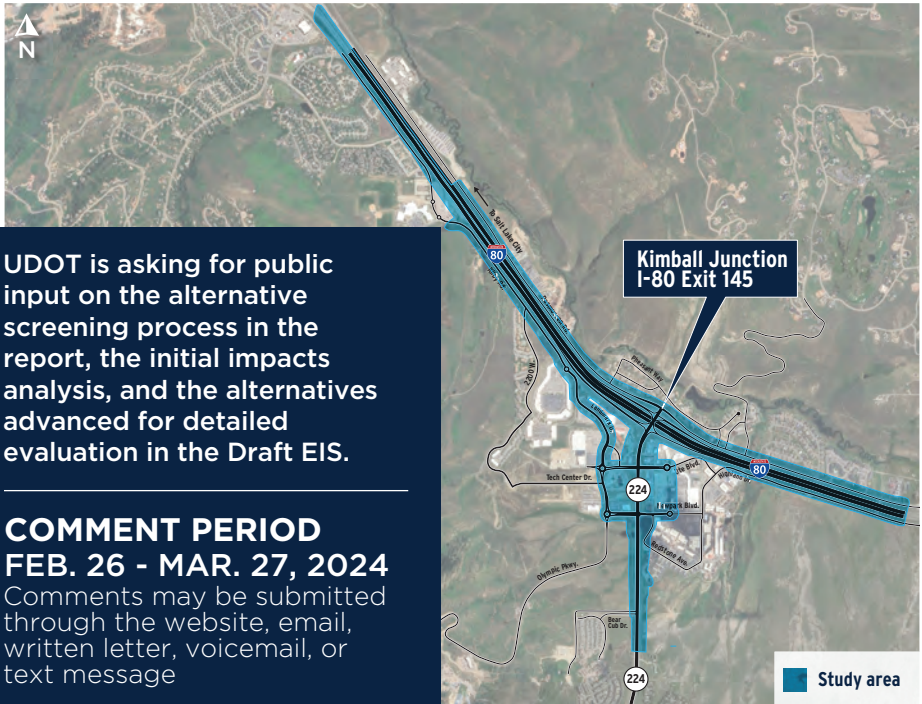
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PUBLIC NOTICE

Kimball Junction ENVIRONMENTAL IMPACT STATEMENT

The Utah Department of Transportation (UDOT) is holding a public comment period for the Alternatives Development and Screening Report, which details the screening process for the alternatives (transportation solutions) that UDOT is considering. The report also identifies which alternatives are being carried forward for detailed evaluation in the Draft Environmental Impact Statement (EIS).

This report is part of an EIS that is being prepared to evaluate potential transportation solutions to improve multi-modal mobility along Interstate 80 (I-80) and State Route 224 (SR-224) through the Kimball Junction area of Summit County.



UDOT is asking for public input on the alternative screening process in the report, the initial impacts analysis, and the alternatives advanced for detailed evaluation in the Draft EIS.

COMMENT PERIOD FEB. 26 - MAR. 27, 2024

Comments may be submitted through the website, email, written letter, voicemail, or text message

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 March 18, 2024.

For more information on the environmental study and proposed transportation solutions, and to make a comment, 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.

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MEETINGS AND AGENDAS

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



Restaurant Tax Grant Opportunity

Beginning March 1, 2024, the Summit County Restaurant Tax Grant Application can be found on the Summit County website <https://summitcounty.org/868/Restaurant-Tax-Grant>. Restaurant Tax Grant applicants must be a governmental entity, governmental subdivision, or nonprofit and use grant funds for the primary purpose of bringing new tourism from outside Summit County, preferably overnight.

Grant Committee recommendations will be made to County Council in May. Exact criteria for funding are outlined on the county website and attached to the applications.

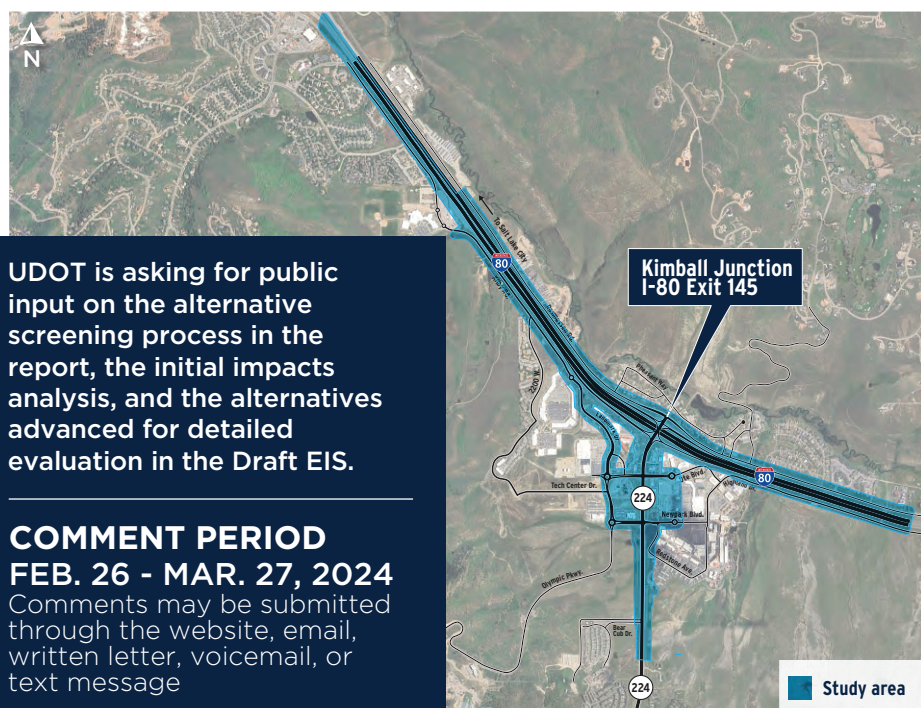
The deadline for the grant application is Friday, March 29, 2024, 5:00 PM. Applications must be submitted online. If you have any questions, please contact Amy Jones at 435-336-3042.

PUBLIC NOTICE



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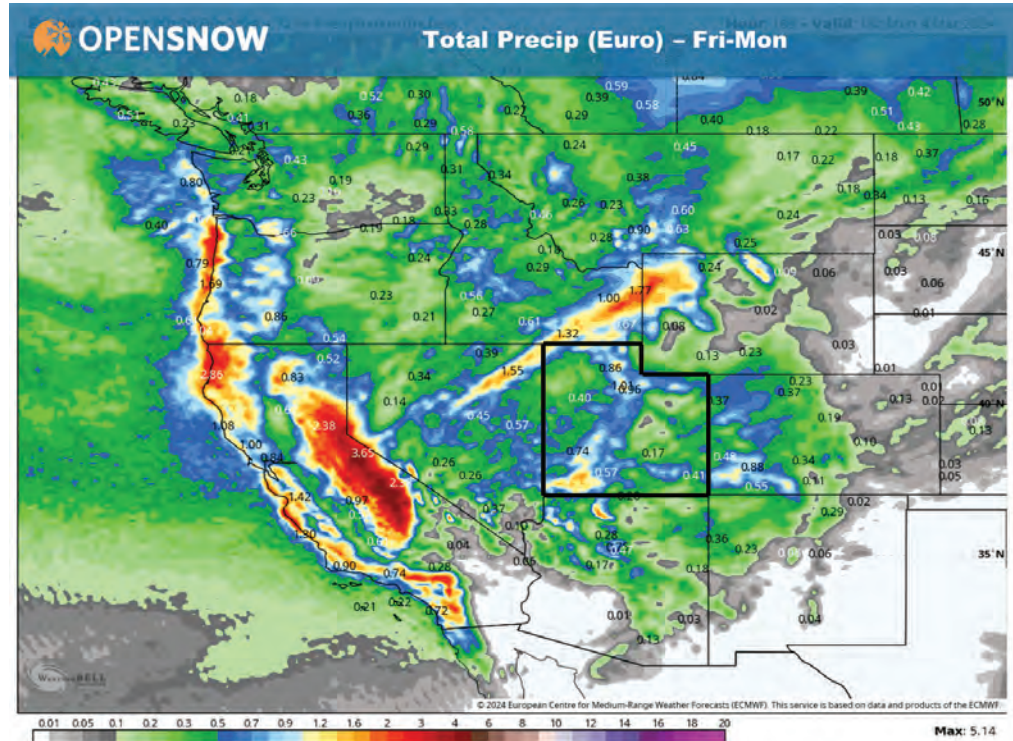
The **Park Record**
PARK CITY, UTAH

THE OUTLOOK

By Evan Thayer



One last storm to close out snowy February



I am waking up to fresh snow as I write this on Tuesday morning — the final storm in what has seemed like an endless sequence of systems through February.

Anecdotally, I finally convinced some of my OpenSnow colleagues to chase to Utah this week. As the storm approached over the past several days, we have seen forecasts back off on what was once looking like a significant storm.

This is, of course, always the case. You see it snowing for weeks on end, decide to commit time, money, and effort to chase to Utah, and that's the one storm all month that under-delivers.

Still, we picked up another 8-10 inches over Park City area mountains so far with additional snow showers, wind, and cold temperatures through

the day on Tuesday.

This brings our monthly snowfall totals at Park City Mountain and Deer Valley to nearly 130 inches this month alone. Typically, anything over 70 inches is a good month statistically. Going over 100 inches is great. To approach 130 inches is putting us within touching distance of records.

Sunny weather will be returning to close out February and begin March, but it's not going to last.

After tranquil days on Wednesday and Thursday, we start to see clouds, wind, and moisture stream into Utah late Friday into the weekend, thanks to a strong storm that will batter the Sierra Nevada to our west.

This storm this weekend will gradually bring colder air back into the area along with

better chances for snow Saturday into Sunday.

While snowfall amounts are not expected to be significant, we could be looking at another decent powder day on Sunday in the Wasatch.

Long-range forecast models show weather patterns during the month of March that are quite typical for this time of year. We should see periodic storms with breaks of sunny, warmer weather between.

This is my favorite time of year to ski as a parent. I still have opportunities to ski powder, but that's interspersed with fair weather days spent on the bunny hills. It's a good mix — and one that I'm really starting to cherish.

For up-to-date forecasts, you can subscribe to Evan's *Utah Daily Snow forecast* on OpenSnow.com and the *OpenSnow app*.

Ski Utah goes beyond in serving state's top draw

Membership extends well past just the resorts

KIMBERLY NICOLETTI

For The Park Record

While Ski Utah promotes the state's snowsports industry, it extends well beyond representing ski resorts, providing snow reports and disseminating information.

Ski Utah not only creates brand awareness and increases demand for Utah winter sports, but it also preserves the industry by helping members network and by maintaining a strong voice in the Legislature.

Ski Utah began in 1975 as the marketing arm and voice within the government for the Utah Ski & Snowboard Association. Since then, it has acted as a vehicle to represent the entirety of Utah's ski industry for issues ranging from Forest Service use, safety, transportation and taxation to lobbying for more tourism dollars.

"Ski Utah has a really amazing ability to help connect the dots on topics that we collectively need to solve," said Davy Ratchford, general manager and vice president of Snowbasin on a YouTube video for Ski Utah. "They are always going to bat for us and collectively bringing one voice (to the table)."

It has also worked with Climate Neutral to measure and offset emissions. As of April 2022, Ski Utah became Climate Neutral Certified, meaning it achieves zero net carbon emissions for all of the carbon it creates through business travel, employee commutes and office utilities in a calendar year. Now it's advocating for better climate policy within the state.

In addition, it carries out market research, creates motivational blogs and produces content in various languages, drawing approximately 10% of Utah's ski and snowboard visitors from other countries.

"Our website and blogs are one of the best resources, with everything from interesting history to skier safety. It highlights different topics over the various resorts," said Alison Palmintere, Ski Utah's director of communications, adding



COURTESY SKI UTAH
Nathan Rafferty is the president and CEO of Ski Utah

that Ski Utah is revamping its website to make it as comprehensive as possible.

Currently, about 6 million skiers and riders visit Utah to experience "the greatest snow on Earth."

"Ski Utah has played a pivotal role in elevating Utah's ski industry in both national and international markets," said Todd Bennett, president and COO of Deer Valley Resort. "Ski Utah's collaborative efforts have boosted tourism and helped solidify Utah's reputation as a top-tier skiing destination."

"The success and growth of the winter industry in Utah is largely thanks to the efforts of Ski Utah," said Deirdra Walsh, vice president and COO of Park City Mountain. "They are the trusted and unified voice of winter recreation in Utah."

Unlike other state ski associations, Ski Utah's 250-plus members stretch much wider than the 15 ski resorts it represents. Members range from real estate and lodging companies to restaurants, child care, gear shops and more. As a result, Ski Utah is a way for members to network with each other.

"Ski Utah has opened up the doors on companies that we're able to meet and mingle with that we normally wouldn't," said Chris Balun, director of sales at Marriott University, on YouTube.

The 501(c)(6)-I trade organization is not government funded. Rather, it is privately funded through a combination of pass product sales, resort and memberships dues, sponsorships, online advertising and sponsored content sales. It

also applies for various grant and co-operative funding opportunities through the Utah Office of Tourism and other public entities.

Yet another thing that stands out about Ski Utah involves the longevity of many of its team members. Raelene Davis, Ski Utah vice president of marketing and operations, has worked there since 1985 — just a decade after the organization launched — and president and CEO Nathan Rafferty has been there since 1994.

Davis began with only four other employees at a time void of computers, fax machines and, of course, cell phones. Ski Utah's small budget of just over \$1 million allowed it to print winter vacation planners, which it mailed through direct marketing, and attend about 12 ski shows throughout the nation annually. In those days, Ski Utah's budget exceeded the state's winter tourism budget of approximately \$700,000 (now \$3 million-\$4 million), Davis said.

"When we started, we barely had 2 million skier visits," she said, noting that number jumped to 4 million pre-pandemic to 6 million when ski areas reopened from COVID-19 closures.

Ski Utah also offers a Ski Utah Passport to fourth, fifth and sixth graders. The pass, which currently costs \$89 but offers an early-bird price, provides 45 days: three at each of Utah's 15 resorts.

"It's our job to inspire the world to ski," Davis said.

"We're kind of the glue that binds this industry together and creates a really robust, \$1.7 billion ski industry in the state," Rafferty said.



AGENDA

**Administrative Control Board of Snyderville Basin
Special Recreation District**
Thursday, March 14, 2024

Public notice is hereby given that the Administrative Control Board of the Snyderville Basin Special Recreation District will hold its regularly scheduled meeting on Thursday, March 14, 2024, electronically, via Zoom, and at the anchor location of the Basin Recreation Trailside Office, 5715 Trailside Drive, Park City, UT 84098.

(All times listed are general in nature and are subject to change by the Board Chair).

To participate in the Board meeting, join the Zoom webinar:
<https://us02web.zoom.us/j/87033159879>

To listen by phone only:
dial 1-669-900-9128, meeting ID 870 3315 9879

- 6:00 PM** Call to order and public input for any matter not on the Agenda
If you wish to submit comments to the Board, please email justine@basinrecreation.org by 12:00pm on Thursday, March 14. Your comments will be made part of the meeting record.
- 6:15 PM** Oath of Office for new or returning Board members
- 6:20 PM** Discussion and possible approval of minutes from 2/8/2024
- 6:25 PM** Discussion and possible approval of the prior month's expenditures
- 6:30 PM** Discussion and possible approval of contract award for website redesign services
- 6:40 PM** Review of 4th Quarter 2023 financial report
- 6:50 PM** Discussion and possible approval of annual services contracts
- 7:10 PM** Discussion and possible approval of revisions to District policies for recommendation to County Council
- 7:40 PM** Director's update
- 7:55 PM** District committee updates
- 8:05 PM** Board member comments and review of action items
- 8:15 PM** Adjourn

Members of the Board, presenters, and members of the public, may attend by electronic means, using Zoom (phone or video). Such members may fully participate in the proceedings as if physically present. The anchor location for the purposes of the electronic meeting is the Basin Recreation Trailside Office, 5715 Trailside Drive, Park City, Utah 84098.

PUBLIC NOTICE



The Utah Department of Transportation (UDOT) is holding a public comment period for the Alternatives Development and Screening Report, which details the screening process for the alternatives (transportation solutions) that UDOT is considering. The report also identifies which alternatives are being carried forward for detailed evaluation in the Draft Environmental Impact Statement (EIS).

This report is part of an EIS that is being prepared to evaluate potential transportation solutions to improve multi-modal mobility along Interstate 80 (I-80) and State Route 224 (SR-224) through the Kimball Junction area of Summit County.



UDOT is asking for public input on the alternative screening process in the report, the initial impacts analysis, and the alternatives advanced for detailed evaluation in the Draft EIS.

**COMMENT PERIOD
FEB. 26 - MAR. 27, 2024**

Comments may be submitted through the website, email, written letter, voicemail, or text message

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 March 18, 2024.

For more information on the environmental study and proposed transportation solutions, and to make a comment, 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.



@ParkRecord

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on Twitter for all the latest
and breaking news

Instructor grateful for help



MARTIN DRAYTON

"I'm so happy that I live where I do," Martin Drayton said. "Your support means more than you realize and we as a family are very grateful"

Skier who struck instructor still has not been found

KATIE HATZFELD

The Park Record

Support has poured in for long-time Park City Mountain snowboard instructor Martin Drayton since a skier struck him on the Canyons side in a hit-and-flee that left him hospitalized, his season over.

The collision on Feb. 28 happened at the intersection of the Mainline and Alleycat runs, and he recalled that he was hit by a "tallish woman in a white one-piece with pink sides" around 1:15 p.m. The woman has not turned up ever since.

The diagnosis? A non-traumatic compression fracture to the thoracic spine and a compression fracture of the T8 vertebra.

"That's the end of my winter season, plus no flying (as a flight attendant) for several weeks. I'm now out of 2 jobs," Drayton said.

Just days before the accident, Park City Mountain posted an introductory video of Drayton on Instagram celebrating his 23rd season of teaching on the mountain.

"Snowboarding literally changed my life," he said in the video. "I just feel by passing on my love of the sport and

teaching more people, I can do that for other people."

He said that beyond the sport, it's the people that keep him returning to instruct on the mountain.

"We have a vibrant community here that's very supportive. It really transcends just teaching the sport," he said.

After news spread of Drayton's accident, supporters rallied to help him and his family financially.

A GoFundMe was set up, organized by a former snowboard student of Drayton's who wrote anonymously, "Hi Neighbors. We are looking to raise at least 20K to help Martin Drayton recover lost income from a tragic hit-and-run injury in the Canyons."

Support came pouring in, and in just a few days they had raised enough to end the campaign.

"As a community, we were able to raise over fifteen thousand dollars in just four days! This is nothing short of a miracle," the organizer wrote. "Your contributions have successfully put Martin and his family in a secure financial position while he recovers from his injuries and can return to work."

Drayton wrote he was blown away by the generosity.

"I have been deeply touched by the outpouring of support and love from the community. I'm so happy that I live where

I do. Your support means more than you realize and we as a family are very grateful," he wrote.

He also used the platform to speak more on what this accident signals to him as a long-time winter sports enthusiast.

"After 38 seasons teaching all over the world it saddens me to see where we are at now, where people either disregard the Responsibility Code or don't even know that it exists. I don't know what can be done but something has to happen soon," he said.

The Your Responsibility Code is a set of rules for safely skiing and riding on the mountain created by the National Ski Area Association, a trade association for ski areas that represents over 300 resorts, including Park City Mountain and Deer Valley Resort.

At Park City Mountain, the Mountain Safety team led by Eric Cambria and marked by mustard-yellow jackets, aims to educate skiers on the code through signage and one-on-one conversations.

Ultimately, though, it's on the individual to comply.

Drayton's family still hopes for the chance to hold the skier accountable.

"It seems unlikely that the person responsible for this will be found, but I hope she gets to hear of what she did to me and the effect that it has had to my life," said Drayton.

Calling for teacher requests

Education Foundation seeks classroom ideas

BROCK MARCHANT

The Park Record

Almost 40 years ago, a Park City School District teacher wanted to send a couple of their students to a month-long space camp but didn't have the needed district funding.

The efforts of Park City residents who pitched in made the students' Stanford camp dream a reality.

"That is really how the foundation got its start," Park City Education Foundation Vice President of Programs Kara Cody explained. "Some donors came together, and the rest is history."

The program has grown substantially since its 1986 birth and its first \$2,000 grant.

According to the nonprofit organization's most recent publicly available tax documents, it received over \$2.25 million in contributions and grants in 2020 and over \$2.69 million in grants in 2021, a year it ended with more than \$6.8 million in assets.

Despite its rising worth, its mission to "fund and support educator-powered initiatives that inspire all Park City students to reach their academic and lifelong potential" has remained largely the same.

On its website, the organization says it invested over \$1.7 million in Park City students last year, impacting about 4,500 students and 280 educators.

Now, it's accepting classroom grants from Park City School District teachers with ideas and initiatives that align with its mission and its values of partnership, classroom-centered, equitable and inclusive, Park City, nimble and unwavering.

While \$258,000 in grant funding was given to 43 applicants last year, Cody said the foundation has yet to determine how much it will grant this year.

"The amount kind of varies each year. It depends on our revenue, what we're able to fundraise," she said. "We also



COURTESY OF DAN GALLERY

Students in Dan Gallery's class serve coffee to teachers as a part of the coffee cart at Ecker Hill Middle School. It is one of many programs in the Park City School District funded by the Park City Education Foundation.

support a range of programs, too, for our signature initiatives that are on a three-year cycle, so the classroom grants kind of vary."

These signature initiatives — of which there are eight — include lowering the cost of preschool for families and ensuring a wide variety of programs for students and teachers.

Cody said that when granting classroom grants, the foundation looks for teachers with "innovative ideas and ways to solve challenges within the classroom."

She said the process is competitive. There's no guarantee applying teachers will receive their requested funds, and if they do there's no guarantee they will receive everything they requested. The foundation's website specifies the maximum amount a teacher can be awarded is \$25,000.

"The #1 Indicator of Student Success is the Classroom Teacher," the foundation's website states on its classroom grant page. "If an educator has an idea on how to better help their students learn, PCEF grant funding can make the idea a reality."

The applications, Cody explained, go through a committee of educators, community members and students.

"We really want to make sure that we have those that are impacted by the program involved

in the process of selecting how and where we're going to deploy our resources," she said.

One program that was funded through a classroom grant is the school district's RC League, which Cody said is a teacher-run, after-school program in Park City's elementary schools.

"Students are paired up onto teams, and they build an RC car, and the students problem solve, build it themselves," Cody said. "They're given a budget, and they need to stay within that budget, so if they break their car, they've got to stay within a repair budget."

Cody laughed, "It's also kind of a good life lesson."

Another initiative she said received its funding through the grant process is the district's coffee cart program. The carts are run by students in speech therapy or special education programs who solicit coffee, tea or hot chocolate to teachers.


"It is a hands-on learning opportunity for them," Cody said.


She explained the opportunity helps students with confidence and verbal skills.

"That was something that was started a number of years ago at an elementary school, and it is now spread to several other schools throughout the district," she said.

Teachers who want a classroom grant must apply by April 1.



Utah DOT 


February 26 at 3:44 PM · 

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Overview

Comments

Do you live or work in **Summit County, City Government of Park City**, or are you interested in the future of the Kimball Junction area? Take a minute to read this post. 

We're working on an environmental impact statement (EIS) to address transportation for all users of the Kimball Junction area, and we've reached the next milestone.

Today we published the Alternatives Development and Screening Report which details:

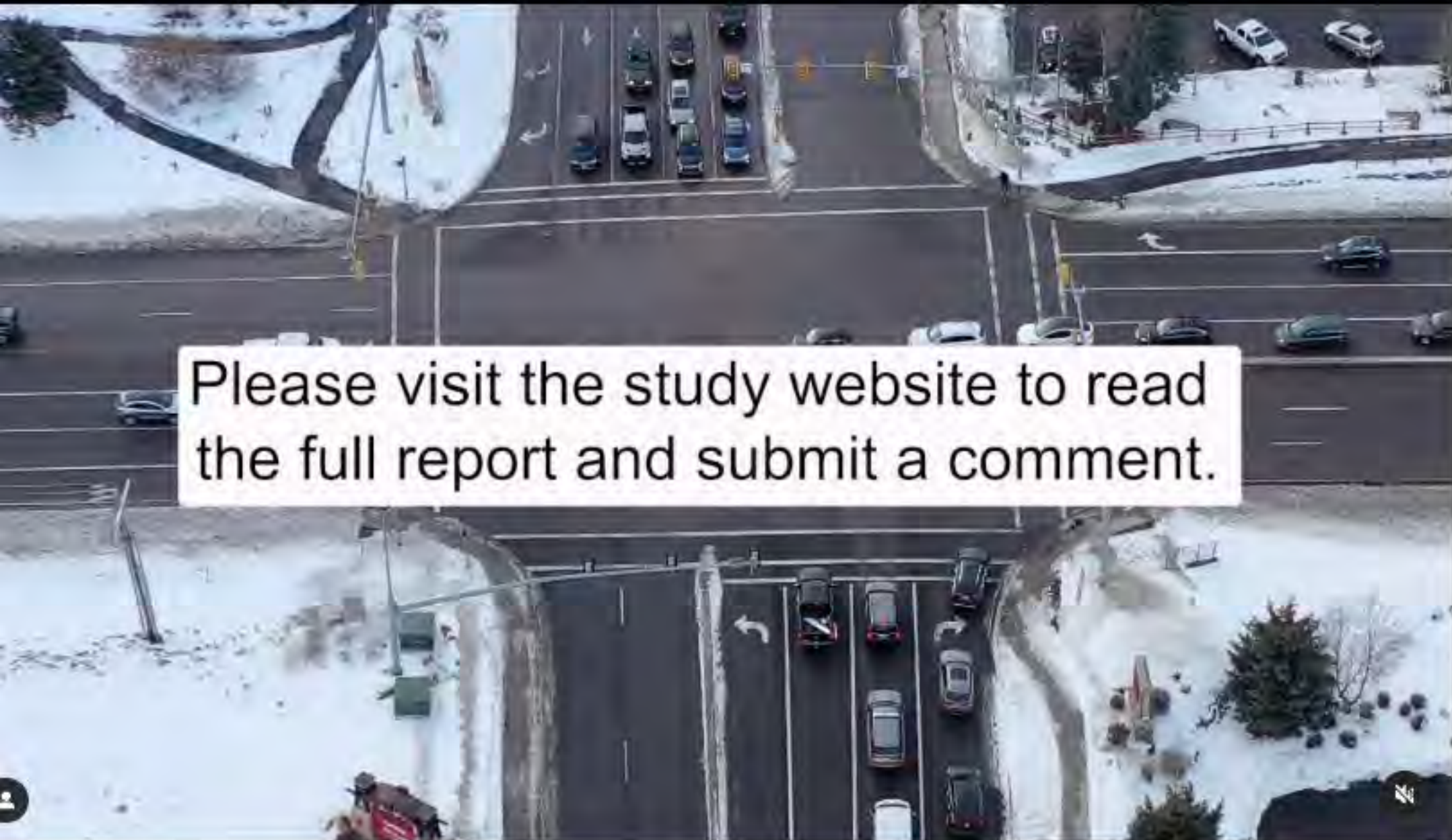
1. Each multimodal alternative (potential transportation improvement.)
2. The screening process (how options move forward or are eliminated.)
3. Which alternatives are advancing in the Draft EIS.

Watch our video for a detailed summary of the report and [See less](#)

Kimball Junction EIS



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Please visit the study website to read the full report and submit a comment.



utahtransportation • Follow

Original audio



utahtransportation Do you live or work in @summitcountyut, @parkcitygovt or are you interested in the future of the Kimball Junction area? Take a minute to read this post. 📌

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We're looking for your input on this process. Please share your ideas with us through the project website, email, voicemail/text, or by sending a letter to the study team by March 27, 2024 (mailed comments need to be postmarked by March 27).

The comment period starts today and lasts through March 27.


- (Link in story and bio).
- kimballjunctioneis@utah.gov
- 435-255-3186

Edited · 19h

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UDOT Region Two
@UDOTRegionTwo

 @UtahDOT has narrowed down the options in the Kimball Junction environmental study and a comment period is open through March 27.

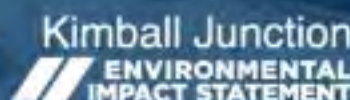
We need your input on the screening process, analysis, the alternatives moving forward, and any new ideas you might have.

youtu.be/6IXLxc02o2A

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KIMBALL JUNCTION EIS SCREENING REPORT PUBLISHED

COMMENT PERIOD:
FEB. 26 - MAR. 27, 2024



0:01



Post your reply

Reply



UDOT Region Two @UDOTRegionTwo · Feb 27

This report identifies how alternatives have been evaluated & which ones are carried forward for more analysis.

Share your comments via the website, email, voicemail/text, or by sending a letter to the study team postmarked by March 27. #KJEIS

kimballjunctioneis.udot.utah.gov

INDIVIDUALS REQUIRING ACCOMMODATIONS:	NEXT STEPS
<p>If you or anyone you know is without internet access or needs accommodations including but not limited to translation or captioning, please notify the project team by March 18, 2024 at 435-255-3168 for assistance with viewing materials or providing comments.</p> <p>☎ 435-255-3186</p> <p>✉ kimballjunctioneis@utah.gov</p> <p>📍 Kimball Junction EIS c/o HDR 2825 E Cottonwood Parkway, Suite 200 Cottonwood Heights, UT 84121</p>	<p>The engineering and design for Alternatives A and C may be further refined as needed to support detailed analysis in the Draft EIS.</p> <p>The Draft EIS will include a detailed evaluation of Alternatives A and C—including the assessment of impacts to land use/open space, communities/neighborhoods, residential and commercial properties, noise, air quality, water resources and water quality, special status species, the visual setting, cultural resources, etc.</p> <p>The study team will evaluate Alternatives A and C against these resources and more to identify a preferred alternative.</p> <p> </p>



190



UDOT Region Two @UDOTRegionTwo · Feb 27

@ParkCityGovt @SummitCountyUT residents and travelers:

If you're interested in transportation improvements in the Kimball Junction area, visit our website for more info and to share your input on our latest report & recommendations. #KJEIS

kimballjunctioneis.udot.utah.gov



189



↶ Park City Municipal reposted



UDOT Region Two @UDOTRegionTwo · Feb 27

...

👉 @UtahDOT has narrowed down the options in the Kimball Junction environmental study and a comment period is open through March 27.

We need your input on the screening process, analysis, the alternatives moving forward, and any new ideas you might have.

youtu.be/6lXLxc02o2A

PUBLIC NOTICE

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COMMENT PERIOD:
FEB. 26 - MAR. 27, 2024



Kimball Junction
ENVIRONMENTAL
IMPACT STATEMENT

0:00



City Government of Park City, Utah

1d · 🌐



Do you live or work in [Summit County](#), Park City, or are you interested in the future of the Kimball Junction area? Take a minute to read this post. 📌

Utah DOT is working on an environmental impact statement (EIS) to address transportation for all users of the Kimball Junction area, and we've reached the next milestone.

The Alternatives Development and Screening Report details:

1. Each multimodal alternative (potential transportation improvement.)
2. The screening process (how options move forward or are eliminated.)
3. Which alternatives are advancing in the Draft EIS.

Watch a detailed summary of the report and recommendations:

<https://www.youtube.com/watch?v=6IXLxc02o2A>.

We're looking for your input on this process. Please share your ideas with us through the project website, email, voicemail/text, or by sending a letter to the study team by March 27, 2024 (mailed comments need to be postmarked by March 27).

The comment period starts today and lasts through March 27.

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

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

[435-255-3186](tel:435-255-3186)



Utah DOT

1d · 🌐

Do you live or work in [Summit County](#), [City Government of Park City](#), or are you interested in the future of the Kimball Junction area? Take a minute to read this ... See more



1



Summit County, Utah

@SummitCountyUT



Update from @UDOTRegionTwo:

A comment period is open now through March 27 for the environmental study to improve transportation in the Kimball Junction area.

Watch the video to learn more and give @UtahDOT your input by visiting their website: kimballjunctioneis.udot.utah.gov.



UDOT Region Two @UDOTRegionTwo - Feb 27

Replying to @UDOTRegionTwo

@ParkCityGovt @SummitCountyUT residents and travelers:

If you're interested in transportation improvements in the Kimball Junction area, visit our website for more info and to share your input on our latest report & recommendations. #KJEIS...

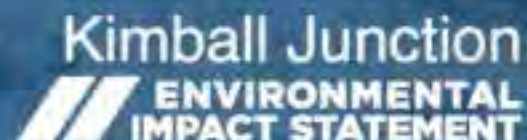
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8:33 PM - Feb 28, 2024 · 366 Views

PUBLIC NOTICE

KIMBALL JUNCTION EIS SCREENING REPORT PUBLISHED

COMMENT PERIOD: FEB. 26 - MAR. 27, 2024



summitcountyut · Follow

Original audio



summitcountyut 🙌 Summit County residents: @utahtransportation has reached the next milestone for the environmental study they're working on in the I-80 and SR-224 area.

They published the Alternatives Development and Screening Report, which identifies criteria and measures to evaluate each multi-modal alternative (potential transportation improvements), details the screening process (how options move forward or are eliminated), and identifies which alternatives are carried forward for detailed evaluation in the Draft EIS. They evaluated three alternatives (presented to you last year based on the Kimball Junction Area Plan) and two are moving forward for further consideration in the EIS process.

The report is available to review on the study website or you can watch a video summary of the new report (link in bio)!

Please help UDOT find transportation solutions for our community by taking some time to review their report. They are looking for your input on the alternative screening process, the initial impacts analysis, the alternatives they'll evaluate in the Draft EIS, and any new ideas you might have.

The comment period starts today and you can share your ideas with them through the project website, email, voicemail/text, or by sending a letter to the study team by March 27, 2024 (mailed comments need to be postmarked by March 27). Swipe for contact information.

#SummitCountyUT #ParkCity #UDOT #I80 #SR224 #KeepingUtahMoving #NEPA #PublicInvolvement #KJEIS #KimballJunctionEIS

1d



1 like

1 day ago



Add a comment...

Post



Summit County, Utah

1h · 🌐



👋 Summit County residents: a comment period is open now through March 27 for the environmental study to improve transportation in the Kimball Junction area.

Watch the video to learn more and give [Utah DOT](https://kimballjunctioneis.udot.utah.gov/) your input by visiting their website: <https://kimballjunctioneis.udot.utah.gov/>

You can also share your ideas with UDOT using the contact information below 📧.

📧 kimballjunctioneis@utah.gov

☎️ 435-255-3186



Utah DOT

February 26 at 3:44 PM · 🌐

Do you live or work in [Summit County](#), [City Government of Park City](#), or are you interested in the future of the Kimball Junction area? Take a minute to read this ... [See more](#)

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ALTERNATIVE C

MOVING FORWARD FOR FURTHER EVALUATION



INTERSECTION IMPROVEMENTS
WITH PEDESTRIAN ENHANCEMENTS



City Government of Park City, Utah

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Yesterday at 9:40 AM

Overview

Comments

Heads up, Park City residents! A reminder from **Utah DOT** that Wednesday, March 27 is the **FINAL DAY** to comment on the potential transportation improvements UDOT is evaluating in the Kimball Junction Environmental Impact Statement (EIS).

UDOT recently published the "Alternatives Development and Screening Report" where they made updates to the three concepts proposed last year and two (Alternatives A and C) are moving forward for further consideration.

They want your input on the screening process (how options move forward or are eliminated), the alternatives they will be looking at in greater detail in the Draft EIS, and any new ideas you might have.

Your input from the study's formal comment periods is important to inform the decision-making process. Comments help UDOT better understand the needs of the community and make sure the analysis is accurate, thorough, and complete. [See less](#)

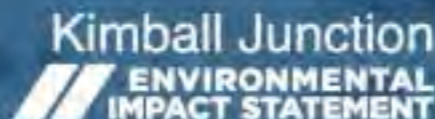


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KIMBALL JUNCTION EIS SCREENING REPORT PUBLISHED

COMMENT PERIOD: FEB. 26 - MAR. 27, 2024



parkcitygovt · Follow

Original audio



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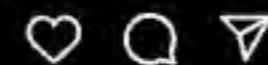
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Comments can be provided through the project website, email, voicemail/text, or by sending a letter to the study team by THIS WEDNESDAY, March 27, at 11:59 p.m. MST. Mailed comments need to be postmarked by March 27.

#SummitCountyUT #ParkCity #UDOT #KeepingUtahMoving #NEPA #PublicInvolvement #KJEIS #KimballJunctionEIS

Edited · 21h



2 likes

23 hours ago



Add a comment...

Post

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Park City Municipal

@ParkCityGovt



REMINDER: @UtahDOT has narrowed down options in the Kimball Junction environmental study & this Wednesday (3/27) is the FINAL day to comment!

We need your input on the screening process, the alternatives moving forward, and any new ideas you might have.



youtube.com

Kimball Junction EIS Alternative Screening Summary: Feb. 21
UDOT published the Alternatives Development and Screening Results Report for the Kimball Junction ...

10:20 AM · Mar 26, 2024 · 145 Views



Post your reply Reply



Park City Municipal @ParkCityGovt · Mar 26





The latest report details how alternatives have been evaluated and which ones are carried forward for more analysis.


Share your comments via the website, email, voicemail/text, or by sending a letter postmarked by March 27. #KJEIS


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


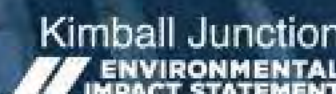
SHARE YOUR COMMENTS



 kimballjunctioneis@utah.gov

 435-255-3186

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

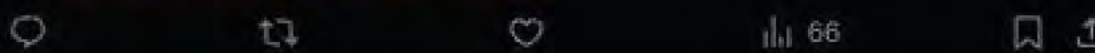


Park City Municipal @ParkCityGovt · Mar 26



@ParkCityGovt @SummitCountyUT residents and travelers: If you're interested in transportation improvements in the Kimball Junction area, visit the website linked below for more info and share your input on our latest report and recommendations. #KJEIS

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



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ALTERNATIVE B

NOT MOVING FORWARD FOR FURTHER EVALUATION



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



Summit County, Utah

20h · 🌐

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[Comments](#)

March 27) is the FINAL day to comment on the potential transportation improvements @UtahDOT is evaluating in the Kimball Junction Environmental Impact Statement (EIS)!

UDOT recently published the Alternatives Development and Screening Report—where they made updates to the three concepts proposed last year and two (Alternatives A & C) are moving forward for further consideration. They want your input on the screening process (how options move forward or are eliminated), the alternatives they will be looking at in greater detail in the Draft EIS, and any new ideas you might have.

Your input from the study's formal comment periods is important to inform the decision-making process. Comments help UDOT better understand the needs of the community and make sure the analysis is accurate, thorough, and complete.

[See less](#)



👋 Heads up, Summit County residents! TOMORROW (Wednesday, March 27) is the FINAL day to comment on the potential transportation improvements @UtahDOT i...

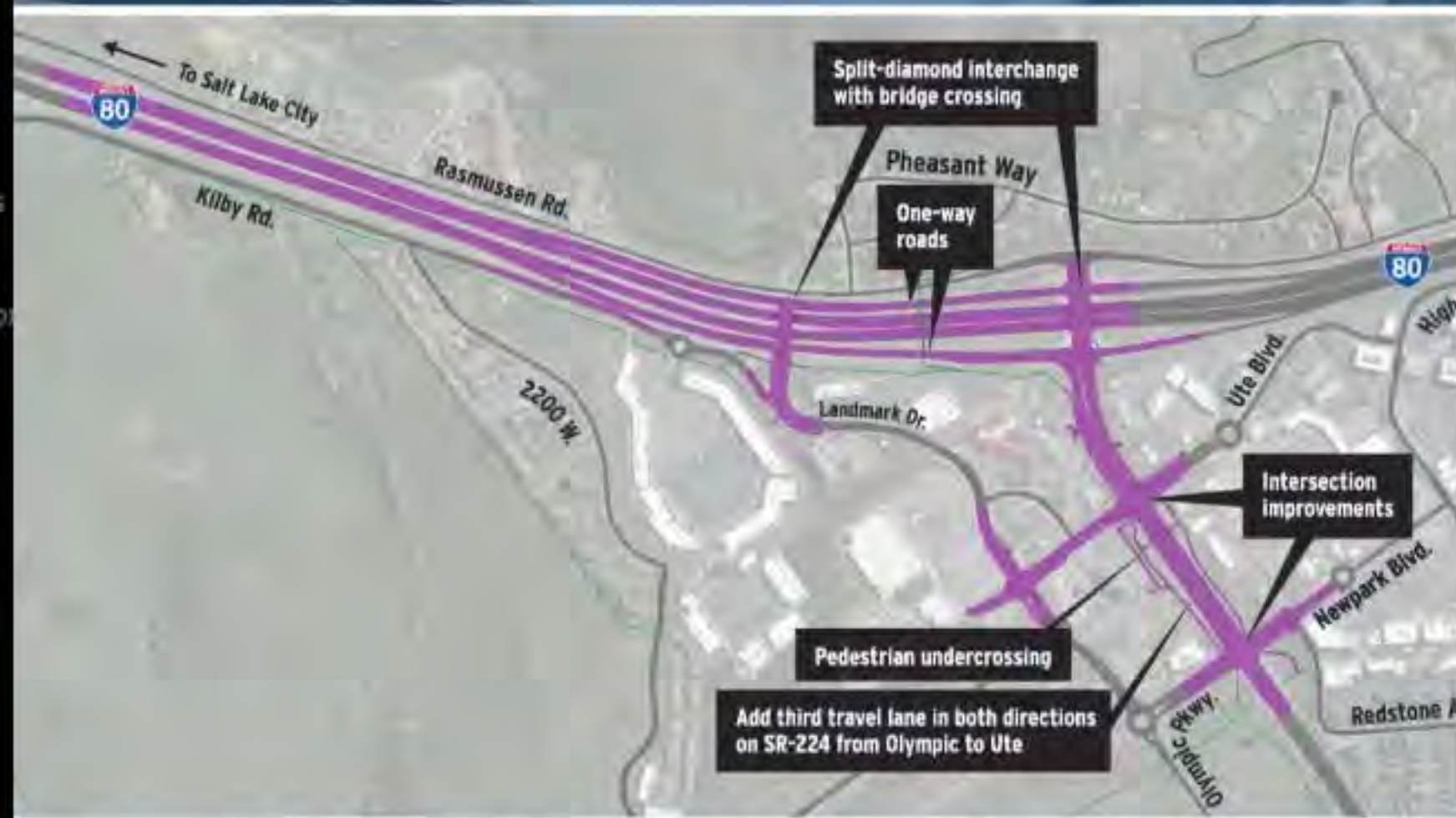


Write a comment...

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ALTERNATIVE A

MOVING FORWARD FOR FURTHER EVALUATION



SPLIT-DIAMOND INTERCHANGE WITH INTERSECTION IMPROVEMENTS



summitcountyut · Follow

Original audio



summitcountyut 🙌 Heads up, Summit County residents! TOMORROW (Wednesday, March 27) is the FINAL day to comment on the potential transportation improvements @utahtransportation is evaluating in the Kimball Junction Environmental Impact Statement (EIS)!

UDOT recently published the Alternatives Development and Screening Report—where they made updates to the three concepts proposed last year and two (Alternatives A & C) are moving forward for further consideration. They want your input on the screening process (how options move forward or are eliminated), the alternatives they will be looking at in greater detail in the Draft EIS, and any new ideas you might have.

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Comments can be provided through the project website, email, voicemail/text, or by sending a letter to the study team by THIS WEDNESDAY, March 27 at 11:59 p.m. MST. Mailed comments need to be postmarked by March 27.

✉ kimballjunctioneis@utah.gov
(435) 255-3186

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

#SummitCountyUT #ParkCity #UDOT #KeepingUtahMoving
#NEPA #PublicInvolvement #KJEIS #KimballJunctionEIS

18h



1 like

18 hours ago



Add a comment...



Post

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Summit County, Utah

@SummitCountyUT

REMINDER: @UtahDOT has narrowed down options in the Kimball Junction environmental study & this Wed. (3/27) is the FINAL day to comment.

We need your input on the screening process, the alternatives moving forward & any new ideas you might have.



youtube.com

Kimball Junction EIS Alternative Screening Summary: Feb. 21

UDOT published the Alternatives Development and Screening Results Report for the Kimball Junction ...

12:00 PM · Mar 26, 2024 · **206** Views

1 1 1

Post your reply

Reply



Summit County, Utah @SummitCountyUT · 22h

The latest report details how alternatives have been evaluated & which ones are carried forward for more analysis.

Share your comments via the website, email, voicemail/text, or by sending a letter postmarked by March 27. #KJEIS

: kimballjunctioneis.udot.utah.gov

SHARE YOUR COMMENTS

kimballjunctioneis@utah.gov

435-255-3186

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

1 2 112



Summit County, Utah @SummitCountyUT · 22h

@ParkCityGovt @SummitCountyUT residents and travelers:

If you're interested in transportation improvements in the Kimball Junction area, visit our website for more info and to share your input on our latest report & recommendations. #KJEIS

: kimballjunctioneis.udot.utah.gov

1 101



UDOT Region Two
@UDOTRegionTwo

REMINDER: @UtahDOT has narrowed down options in the Kimball Junction environmental study & this Wed. (3/27) is the FINAL day to comment.

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youtube.com
Kimball Junction EIS Alternative Screening Summary: Feb. 21
UDOT published the Alternatives Development and Screening Results Report for the Kimball Junction ...

10:52 AM · Mar 26, 2024 · 1,182 Views

1 comment 1 retweet 2 likes 1 bookmark 1 share

Post your reply

Reply



UDOT Region Two @UDOTRegionTwo · 23h

The latest report details how alternatives have been evaluated & which ones are carried forward for more analysis.

Share your comments via the website, email, voicemail/text, or by sending a letter postmarked by March 27. #KJEIS

kimballjunctioneis.udot.utah.gov

SHARE YOUR COMMENTS

kimballjunctioneis@utah.gov
 435-255-3186
 Kimball Junction EIS c/o HDR
 2825 E Cottonwood Parkway, Suite 200
 Cottonwood Heights, UT 84121

Kimball Junction ENVIRONMENTAL IMPACT STATEMENT

1 comment 1 retweet 1 like 211 views 1 bookmark 1 share



UDOT Region Two @UDOTRegionTwo · 23h

@ParkCityGovt @SummitCountyUT residents and travelers:

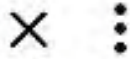
If you're interested in transportation improvements in the Kimball Junction area, visit our website for more info and to share your input on our latest report & recommendations. #KJEIS

kimballjunctioneis.udot.utah.gov

1 comment 1 retweet 1 like 164 views 1 bookmark 1 share



Utah DOT Sponsored ·



Do you live, work, or travel in Summit County or Park City? We're continuing work on an environmental study in Kimball [...See more](#)

PUBLIC NOTICE

COMMENT PERIOD OPEN
FEB. 26 - MARCH 27, 2024
ALTERNATIVE SCREENING REPORT

KimballJunctionEIS.udot.utah.gov

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Individuals
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Comment On Report **Learn more**

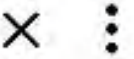
Comme Report

15

13 shares



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¿Vive, trabaja o viaja por el condado de Summit o Park City? Continuamos trabajando en un estudio medioambiental en Kimball [...See more](#)

AVISO PÚBLICO

INICIO DEL PERÍODO DE COMENTARIOS
DEL 26 DE FEBRERO AL 27 DE MARZO DE 2024
INFORME DE SELECCIÓN DE ALTERNATIVAS

KimballJunctionEIS.udot.utah.gov

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Comentarios sobre el... **Learn more**

Comenti sobre e

5



NOTIFICATION: Screening Report Available & Comment Period Open

1 message

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

Mon, Feb 26, 2024 at 10:53 AM

[View this email in your browser](#)



Kimball Junction
ENVIRONMENTAL
IMPACT STATEMENT



Alternative Development and Screening Report Available for Public Review

Comment Period Open Now Through March 27

Alternative Screening Process Summary

Thank you for your continued interest in the Kimball Junction Environmental Impact Statement (EIS)! We appreciate all the time and energy the community has contributed to the study.

The report published today, titled [the Alternatives Development and Screening Results Report](#), identifies criteria and measures for evaluating each multi-modal alternative (potential transportation improvement), details the screening process (how options move forward or are eliminated), and identifies which alternatives are being carried forward for detailed evaluation in the Draft EIS. Three alternatives were evaluated in a multi-level screening process to either eliminate them from further consideration or carry them forward for further evaluation in the EIS process.

The design and analysis of each of the proposed alternatives took into consideration the following:

- Planned development adopted in Summit County's long-range plan, including local and regional growth assumptions for multiple areas in and around the Kimball Junction area
- Compatibility with the SR-224 BRT project

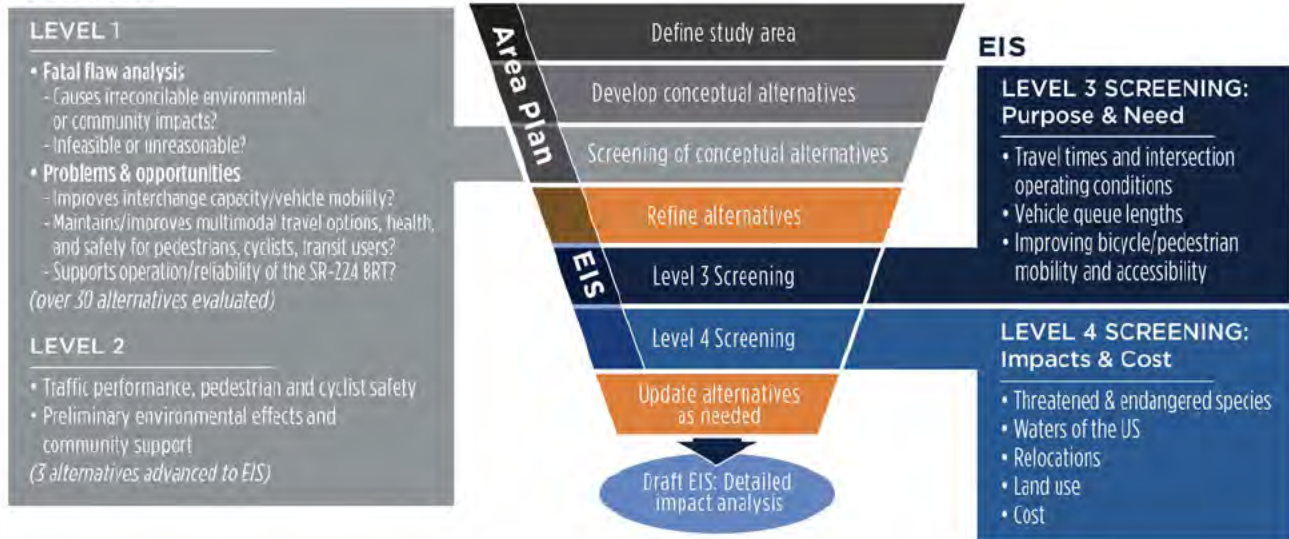
Alternatives Refinement: Why did we make refinements to the alternatives?

At the start of the alternatives refinement and screening process, we conducted an initial traffic evaluation on the conceptual alternatives resulting from the Kimball Junction and SR-224 Area Plan (2021) to determine whether they met applicable design criteria as well as the purpose of the project by screening for traffic performance measures.

Based on initial traffic results, we refined all the conceptual alternative designs that were [shown to you last year](#) to meet projected 2050 traffic growth and applicable design standards for screening. This includes an adequate number of lanes, median spacing, lane widths, and safe curve geometry for the proposed travel speeds and estimated travel demand. Engineers also performed additional design work for horizontal and vertical alignments, right-of-way needs, intersection design, pedestrian and bicyclist accommodations, access design, and potential drainage designs including stormwater management.

The refined alternatives were then carried through the full Level 3 screening process.

Area Plan



Level 3 Screening: Do the alternatives meet the project purpose?

The purpose of Level 3 screening was to identify alternatives that would meet the overall purpose of the project.

The refined alternatives were screened using criteria based on mobility performance measures like travel time, intersection level of service (how long you're waiting at a light), length of vehicle queues, level of traffic stress (how comfortably pedestrians and cyclists can move through the area), and walking and transit travel times.

Alternative B did not meet the project purpose and did not pass Level 3 screening (it failed to improve pedestrian and bicyclist mobility and comfort and resulted in longer pedestrian travel times)—however, it was carried forward in Level 4 screening for comparison.

No single Level 3 screening criterion is more important than another. Criteria and measures used for vehicle traffic are equally as important as criteria and measures used for active transportation. An alternative must pass each measure to pass Level 3 screening and each measure needs to be better than the transportation conditions in 2050 without the proposed transportation improvements in the Kimball Junction area.

Level 4 Screening Results: What are the impacts on key resources and costs of each alternative?

Level 4 Screening screening criteria eliminated alternatives that meet the purpose and need but would have unreasonable impacts on the natural and human environment, would not meet regulatory requirements, or could be replaced by a less costly concept with similar impacts.

Two alternatives, refined Alternatives A and C, passed Level 4 screening and are being advanced for detailed impacts analysis in the Draft EIS. Refined Alternative B was not advanced for further evaluation in the Draft EIS because it does not meet the purpose of the project (it failed Level 3 screening for pedestrian and bicyclist mobility and comfort) and would have the most Waters of the US (federally protected aquatic resources) impacts, the most property impacts, and the highest cost without substantially greater benefits in comparison to the other two options.

[View Alternative Screening Report](#)

[View Alternative Screening Information](#)

[Submit Comment](#)

For a detailed summary of the alternatives development and screening process, watch the video from our team below



Public Comment Period

The study team is holding a public comment period to get your feedback on the Alternatives Development and Screening Report, which starts today, February 26, 2024.

We are asking the community to comment on the alternative screening process (how we advance or eliminate options for further consideration), the initial impacts analysis (the results you see in Level 4), the alternatives advanced for detailed evaluation in the Draft EIS, and any new alternatives for consideration.

Comments may be submitted through the project website, email, voicemail/text, or by sending a letter to the study team by March 27, 2024, at 11:59 pm MST. Mailed comments need to be postmarked by March 18. All the platforms to give us feedback on are in the [Contact Us](#) section of the project website.

Our study team will review all questions and comments submitted throughout the public comment period and incorporate them as applicable into the analysis for the Draft EIS. While we consider how well an alternative meets the purpose and need of the project, along with the associated environmental impacts, public comments provide opportunities for us to improve our analysis and make sure it's thorough, accurate, and complete.

Individuals Requiring Accommodations: *If you or anyone you know is without internet access or needs accommodations including but not limited to translation or captioning, please notify the project team by March 18, 2024 at 435-255-3168 for assistance with viewing materials or providing comments.*

EIS Timeline & Process

Next Steps

The engineering and design for Alternatives A and C may be further refined as needed to support detailed analysis in the Draft EIS.

The Draft EIS will include a detailed evaluation of Alternatives A and C—including the assessment of impacts to land use/open space, communities/neighborhoods, residential and commercial properties, noise, air quality, water resources and water quality, special status species, the visual setting, cultural resources, etc. The study team will evaluate Alternatives A and C against these resources and more to identify a preferred alternative.

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 two action alternatives in the Draft EIS.



ONGOING STAKEHOLDER ENGAGEMENT

• Public engagement	• Public engagement	• Council Presentations • Open house • 37-day comment period	• Public engagement • 30-day comment period	• Council Presentations • Public engagement • 30-day comment period	• Council Presentations • Public hearing • 45-day comment period	• Public engagement
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REGULAR UPDATES WILL BE PROVIDED TO THE PUBLIC THROUGH EMAIL, SOCIAL MEDIA, AND THE STUDY WEBSITE

Project Background

From 2019 to 2021, UDOT, in partnership with Summit County, prepared the Kimball Junction and SR-224 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 alternative concepts being evaluated in the EIS. The concepts that we started our EIS analysis with 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](#)

The Area Plan concepts were further refined in the EIS process to meet 2050 projected traffic growth and applicable design standards.

[Kimball Junction Area Plan](#)

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



Contact Us

Website: kimballjunctioneis.udot.utah.gov/

Email: 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.



Kimball Junction

The logo features the text "ENVIRONMENTAL IMPACT STATEMENT" in a bold, dark blue, sans-serif font. To the left of this text is a graphic element consisting of two parallel diagonal lines, one above the other, slanted from the top-left towards the bottom-right. The top line is a medium blue, and the bottom line is a darker blue. The lines are separated by a small gap.

**ENVIRONMENTAL
IMPACT STATEMENT**

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REMINDER: Comment Period Ends TOMORROW (March 27, 2024)

1 message

Kimball Junction EIS <kimballjunctioneis@utah.gov>
Reply-To: Kimball Junction EIS <kimballjunctioneis@utah.gov>
To: [REDACTED]

Tue, Mar 26, 2024 at 8:29 AM

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Kimball Junction ENVIRONMENTAL IMPACT STATEMENT



Alternative Development and Screening Report

Comment Period Closes March 27

Thank you for your continued interest in the Kimball Junction Environmental Impact Statement (EIS)! We appreciate all the time and energy the community has contributed to the study and the comments we have received so far.

As you may already know, we are holding a public comment period to get your feedback on the Alternative Development and Screening Report. This report:

- Identifies criteria and measures for evaluating each multi-modal alternative (potential transportation improvement),
- Details the screening process (how options move forward or are eliminated),
- And identifies which alternatives are being carried forward for detailed evaluation in the Draft EIS.

Three alternatives were evaluated in a multi-level screening process to either eliminate them from further consideration or carry them forward for further evaluation in the EIS process. [The report](#) is available for review on the project website.

The design and analysis of each of the proposed alternatives took into consideration the following:

- Planned development adopted in Summit County's long-range plan, including local and regional growth assumptions for multiple areas in and around the Kimball Junction area
- Compatibility with the SR-224 BRT project

For a detailed summary of the alternatives development and screening process, watch the video from our team below



Public Comment Period

We're reaching out as a reminder that **the comment period closes THIS WEDNESDAY, March 27 at 11:59 p.m. MST**. We would like your input on the alternative screening process (how we advance or eliminate options for further consideration), the initial impacts analysis (the results you see in Level 4), the alternatives advanced for detailed evaluation in the Draft EIS, and any new alternatives for consideration.

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Alternatives Refinement

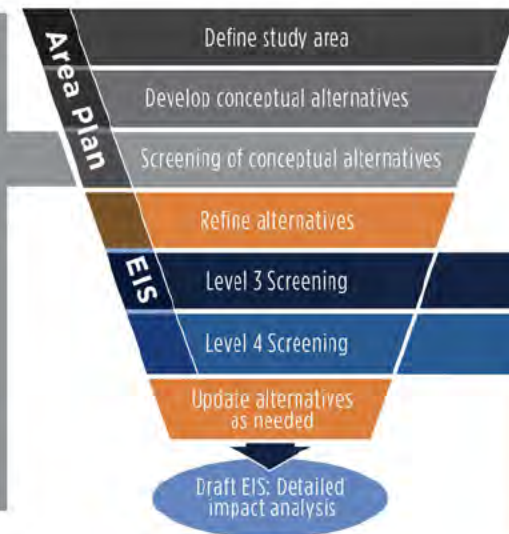
Area Plan

LEVEL 1

- **Fatal flaw analysis**
 - Causes irreconcilable environmental or community impacts?
 - Infeasible or unreasonable?
- **Problems & opportunities**
 - Improves interchange capacity/vehicle mobility?
 - Maintains/improves multimodal travel options, health, and safety for pedestrians, cyclists, transit users?
 - Supports operation/reliability of the SR-224 BRT? (over 30 alternatives evaluated)

LEVEL 2

- Traffic performance, pedestrian and cyclist safety
- Preliminary environmental effects and community support (3 alternatives advanced to EIS)



EIS

LEVEL 3 SCREENING: Purpose & Need

- Travel times and intersection operating conditions
- Vehicle queue lengths
- Improving bicycle/pedestrian mobility and accessibility

LEVEL 4 SCREENING: Impacts & Cost

- Threatened & endangered species
- Waters of the US
- Relocations
- Land use
- Cost

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The refined alternatives were then carried through the full Level 3 screening process.

Level 3 Screening: Do the alternatives meet the project purpose?

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The Area Plan concepts were further refined in the EIS process to meet 2050 projected traffic growth and applicable design standards.

Kimball Junction Area Plan

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EIS Timeline & Process

Next Steps

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Contact Us

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Email: 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

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Kimball Junction

ENVIRONMENTAL IMPACT STATEMENT

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Council Meeting Presentations on the
Draft Screening Results

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DRAFT

Kimball Junction



ENVIRONMENTAL IMPACT STATEMENT

Alternatives Screening Update DRAFT RESULTS

January 25, 2024

DRAFT

Schedule



ONGOING STAKEHOLDER ENGAGEMENT

- | | | | | | | |
|---|---|--|---|---|--|---|
| <ul style="list-style-type: none">• Public engagement | <ul style="list-style-type: none">• Public engagement | <ul style="list-style-type: none">• Council Presentations• Open house• 37-day comment period | <ul style="list-style-type: none">• Public engagement• 30-day comment period | <ul style="list-style-type: none">• Council Presentations• Public engagement• 30-day comment period | <ul style="list-style-type: none">• Council Presentations• Public hearing• 45-day comment period | <ul style="list-style-type: none">• Public engagement |
|---|---|--|---|---|--|---|

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

Alternative Screening Process

Area Plan

LEVEL 1

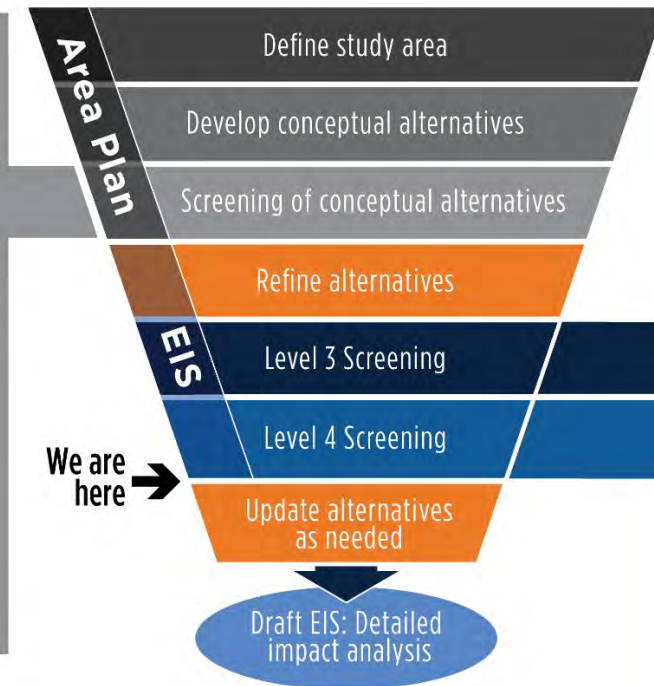
- **Fatal flaw analysis**
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 - Infeasible or unreasonable?
- **Problems & opportunities**
 - Improves interchange capacity/vehicle mobility?
 - Maintains/improves multimodal travel options, health, and safety for pedestrians, cyclists, transit users?
 - Supports operation/reliability of the SR-224 BRT?

(over 30 alternatives evaluated)

LEVEL 2

- Traffic performance, pedestrian and cyclist safety
- Preliminary environmental effects and community support

(3 alternatives advanced to EIS)



EIS

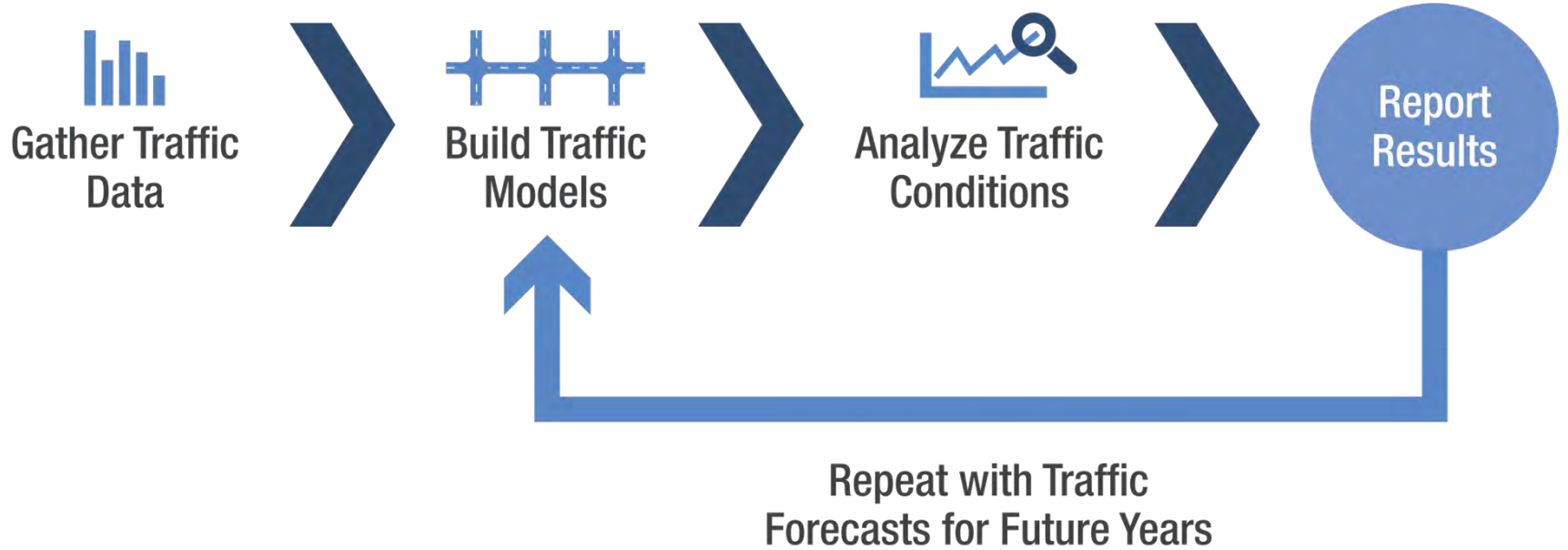
LEVEL 3 SCREENING: Purpose & Need

- Travel times and intersection operating conditions
- Vehicle queue lengths
- Improving bicycle/pedestrian mobility and accessibility

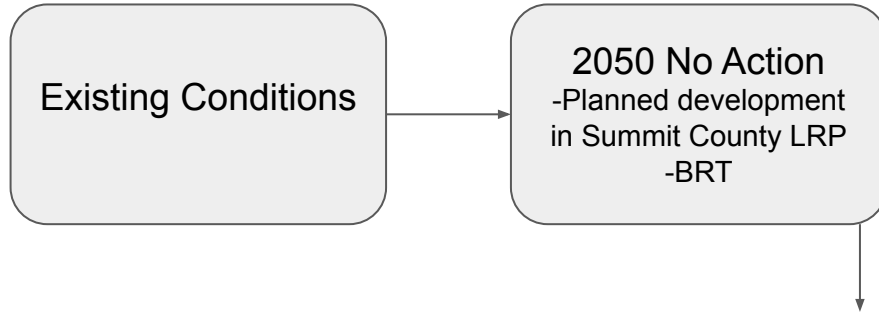
LEVEL 4 SCREENING: Impacts & Cost

- Threatened & endangered species
- Waters of the US
- Relocations
- Land use
- Cost

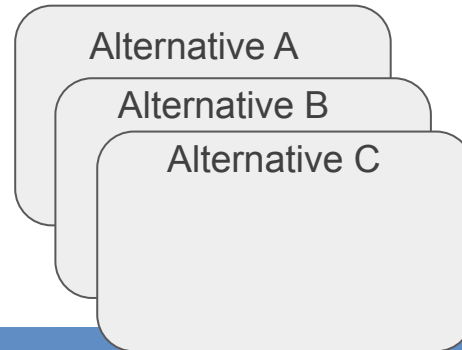
Traffic Analysis Process



Traffic Analysis Process



Alternative traffic performance compared to 2050 No Action



Future Growth

- Regional Travel Demand Model
 - Models 2050 conditions
 - Incorporates local and regional growth
 - Project team worked with Summit County to develop growth assumptions for multiple areas
 - Dakota-Pacific
 - Canyons Village
 - Includes Planned BRT



Gather Traffic Data

DATE RANGE: 04/01/2021 - 04/01/2022, GRANULARITY: Day, METRIC: Average Travel Time
TIME OF DAY: 3:00 PM-7:00 PM, INCLUDE DAYS: All

Show

Route: UT-224 (NB) Between I-80 (Kimball junction) and CANYON RESORT DR

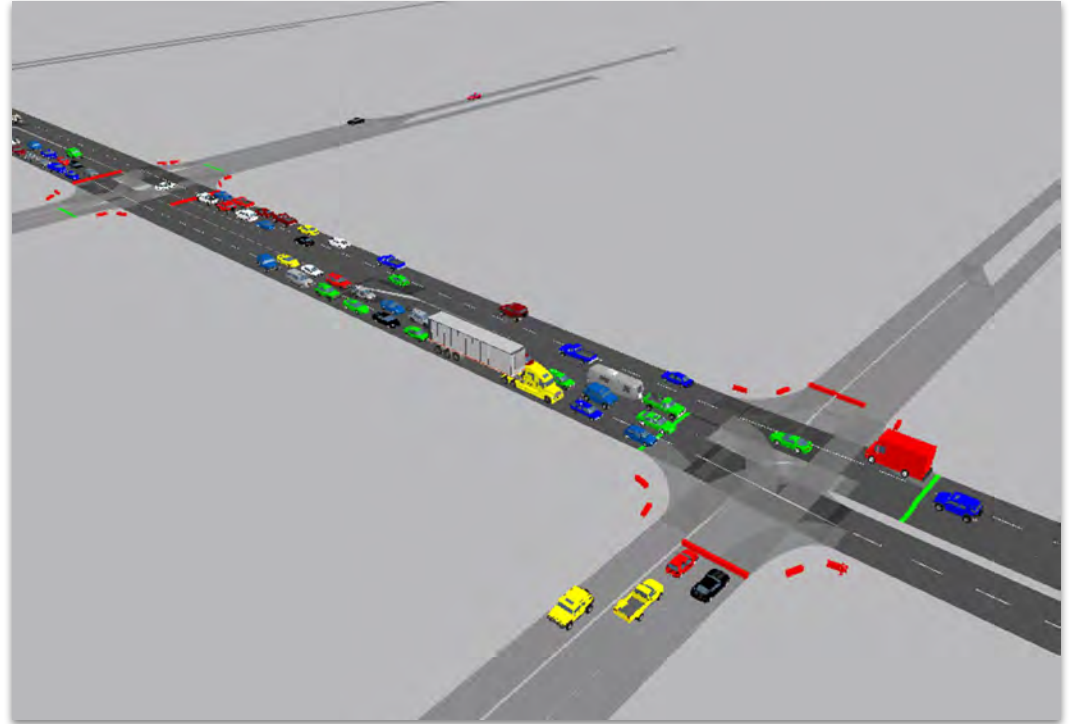
THU 04/01/2021 TO FRI 04/01/2022 | 3:00 PM-7:00 PM

Winter CREATE ROUTE ALERT



Analyze Traffic Conditions

- Traffic counts are input into a traffic simulation model
- Outputs Measures of Effectiveness (MOEs) describing traffic performance



Level 3 Screening - Purpose & Need **DRAFT** Kimball Junction

Identifies alternatives that meet the purpose and need of the project.



Criterion	Measure	Data Evaluated
Improving operations & travel times on SR-224 from I-80 interchange through Olympic Parkway	Does the alternative provide reliable through-traffic travel time on SR-224 during the AM and PM peak hour? (yes/no)	Travel time (average speeds on SR-224 to equate to arterial LOS*)
	Meet a level of service of LOS D for as many intersections as possible.	LOS Intersection LOS (overall LOS and turning LOS)
	Is the percent served improved during the peak hour? (yes/no)	Percent served
Improving safety by eliminating vehicle queues on I-80 off-ramps	Are the off-ramp vehicle queue lengths eliminated on I-80 mainline through lanes? (yes/no)	Length of vehicle queue (feet)
Improving pedestrian and bicyclist mobility and accessibility throughout the evaluation area	Does the level of traffic stress improve in the vicinity of SR-224? (yes/no)	Level of traffic stress
	Do the walk times improve for key origin-destination pairs? (yes/no)	Walk times
Maintaining or improving transit travel times through the evaluation area	Does the alternative maintain or improve the SR-224 BRT transit travel times through the evaluation area? (yes/no)	Travel times

DRAFT

Travel Time



Pedestrian Walk Times



Level 3 Screening Results







Criteria	Level 3 Screening: Purpose & Need						
	Improving operations & travel times on SR-224 from I-80 interchange through Olympic Parkway			Improving safety by eliminating vehicle queues on I-80 off-ramps	Maintaining or improving transit travel times through the evaluation area	Improving pedestrian and bicyclist mobility and accessibility throughout the evaluation area	
Measure	Provides reliable through-traffic travel time on SR-224 during the AM and PM peak hour? (yes/no)	Meets a level of service of LOS D for as many intersections as possible.	Is the percent served improved during the peak hour? (yes/no)	Are the off-ramp vehicle queue lengths eliminated on I-80 mainline through lanes? (yes/no)	Does the alternative maintain or improve the SR-224 BRT transit travel times through the evaluation area? (yes/no)	Does the level of traffic stress improve in the vicinity of SR-224? (yes/no)	Do the walk times improve for key origin-destination pairs? (yes/no)
What does this mean for me?	<i>I'm not stuck in slow moving traffic</i>	<i>I'm not sitting through multiple light cycles all the time</i>	<i>I'm able to travel through the area</i>	<i>Traffic isn't backed up on the I-80 mainline</i>	<i>Public transportation will work more efficiently</i>	<i>Pedestrians and cyclists have higher level of comfort</i>	<i>Pedestrians and cyclists can travel better in the area</i>
Measure	Travel time (average speed in mph)	Number of intersections at LOS E or F	Percent served	Length of vehicle queue (feet)	Total BRT Travel Time (NB+SB, AM+PM) Savings from No-Action (min:sec)	Level of traffic stress (1-4 scale, L1 - low stress L4 - high stress)	Total Walk Time Savings from No-Action for 4 O/D Pairs (min:sec)
Existing Conditions (2022)	AM SB - 6:15 (17) PM NB - 7:45 (13)	AM - 1 PM - 2	99%	No - 2,600	N/A	SR-224 Trail - L1 SR-224 Intersections - LTS3	53:30
2050 No Action Alternative	AM SB - 11:30 (9) PM NB - 9:30 (11)	AM - 1 PM - 5	86%	No - >5,000	16:30	SR-224 Trail - L1 SR-224 Intersections - LTS3	54:00
Alternative A (Refined) Split-Diamond Interchange With Intersection Improvements	Yes: AM SB - 4:30 (25) PM NB - 4:15 (23)	AM - 1 PM - 0	Yes - 100%	Yes - 600	14:00 Yes (- 2:30)	Yes: SR-224 Ped Tunnel improves Ute crossing to LTS1	52:30 Yes (- 1:30)
Alternative B (Conceptual) resulting from the Area Plan <i>(not fully evaluated because intersections fail</i>	Not evaluated	AM - 2 PM - 8	No - 92% AM, 79% PM	No - >5,000	Not evaluated	Not evaluated	Not evaluated
Alternative B (Refined) Grade-Separated Intersections With One-Way Frontage Roads To The I-80 Interchange	AM SB - 3:15 (33) PM NB - 2:45 (37)	AM - 0 PM - 0	Yes - 100%	Yes - 900	14:15 Yes (- 2:15)	No (Same as No-Action): SR-224 trail - LTS1 SR-224 intersections - LTS3	57:45 No (+ 3:45)
Alternative C (Refined) Intersection Improvements With Pedestrian Enhancements	AM SB - 3:15 (33) PM NB - 3:45 (26)	AM - 0 PM - 0	Yes - 100%	Yes - 400	14:30 Yes (- 2:00)	Yes: SR-224 Ped Tunnel improves Ute crossing to LTS1	53:45 Yes (- 0:15)

Review of Alternatives

Level 4 Screening - Impacts

DRAFT

Focuses on the alternatives' impacts to the natural and built environment, along with estimated project costs.

Criteria	Measure
 Threatened and Endangered Species	<ul style="list-style-type: none">• Acres and types of habitat
 Waters of the United States	<ul style="list-style-type: none">• Linear feet of creeks affected• Acres and types of aquatic resources
 Section 4(f) resources	<ul style="list-style-type: none">• Number and type of Section 4(f) uses
 Relocations	<ul style="list-style-type: none">• Number of potential residential or business relocations
 Land use	<ul style="list-style-type: none">• Compatibility with current land use plans
 Cost	<ul style="list-style-type: none">• Estimated project cost

*Section 4(f) properties include significant publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places.

Level 4 Screening Results

Criteria	Level 4 Screening: Cost and Impacts to the built and natural environment					
	Threatened and Endangered Species	Waters of the United States	Section 4(f) resources	Relocations	Land Use	Cost
<i>What does this mean for me?</i>	<i>How will this impact protected species in the area?</i>	<i>How will this impact federally protected wetlands and waters?</i>	<i>Lands from a historic site or protected public resources</i>	<i>Potential property impacts to community members</i>	<i>Does it meet our community land use goals?</i>	<i>What is the expense to the statewide community?</i>
Measure	Acres	Acres and types of aquatic resources <i>(ditches, open water, wetlands, perennial streams)</i>	# and type of Section 4(f) use	# of potential residential or business relocations	Compatibility with current land use plans	Construction cost estimate (\$2023)
Existing Conditions (2022)	-	-	-	-	-	-
No Action Alternative	-	-	-	-	-	-
Alternative A (Refined) Revised Split-Diamond Interchange With Intersection Improvements	0	Ditch - 0.010 Open Water - 0.060 Wetland- 0.061 Perennial Stream - 0 Total impacts- 0.131	0	0	Yes	\$90M
Alternative B (Refined) Revised Grade-Separated Intersections With One-Way Frontage Roads To The I-80 Interchange	0.001	Ditch - 0.102 Open Water - 0.015 Wetland- 0.065 Perennial Stream - 0.004 Total impacts - 0.186	0	3 businesses 0 residential	No	\$164M
Alternative C (Refined) Intersection Improvements With Pedestrian Enhancements	0.001	Ditch - 0.009 Open Water - 0 Wetland - 0.001 Perennial Stream - 0.002 Total impacts - 0.012	0	0	Yes	\$35M

Next Steps & Public Outreach

- Provide an update to the partners in an online meeting prior to publishing alternative screening results
- Set council presentations as requested
- Publish alternative screening results report
- Provide public engagement opportunity: 30-day comment period on the alternative screening results
- Continue working on preparing Draft EIS

Schedule



ONGOING STAKEHOLDER ENGAGEMENT

- Public engagement

- Public engagement

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

- Public engagement
- 30-day comment period

- Council Presentations
- Public engagement
- 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

DRAFT

Kimball Junction



ENVIRONMENTAL IMPACT STATEMENT

DRAFT



Kimball Junction



ENVIRONMENTAL IMPACT STATEMENT

Alternative Screening Report

Summit Council Presentation

March 6, 2024

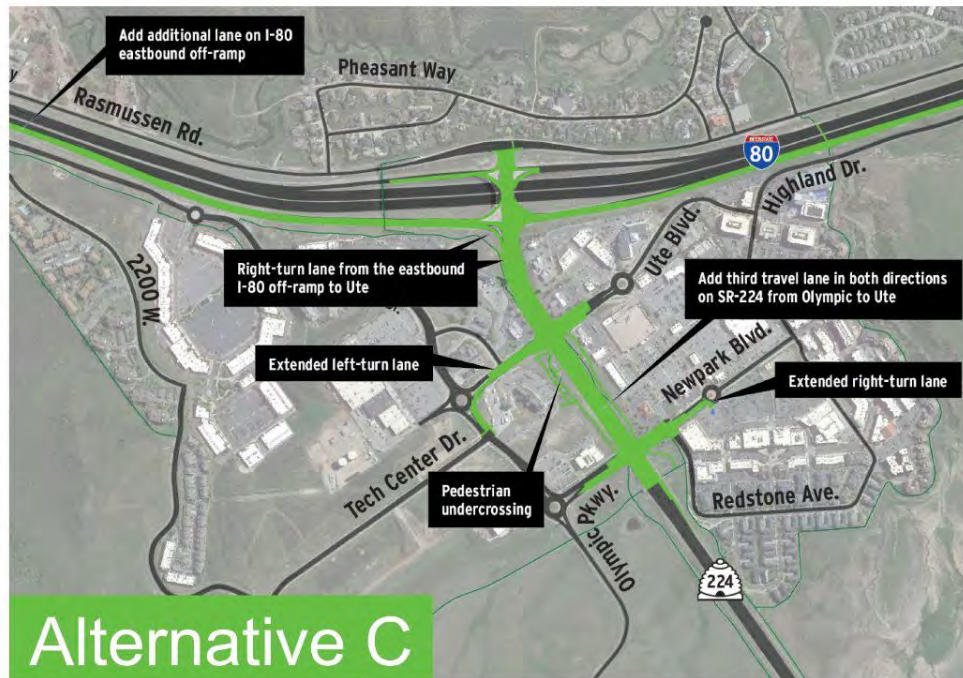
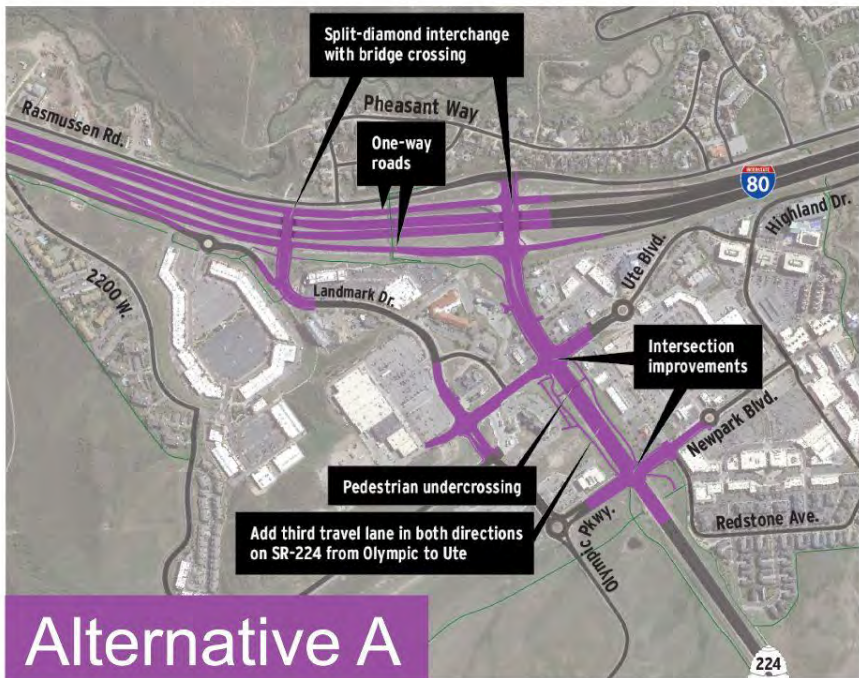
Purpose & Need

The purpose of the Kimball Junction Environmental Impact Statement (EIS) is to address transportation-related safety and mobility for all users of the Kimball Junction area by:

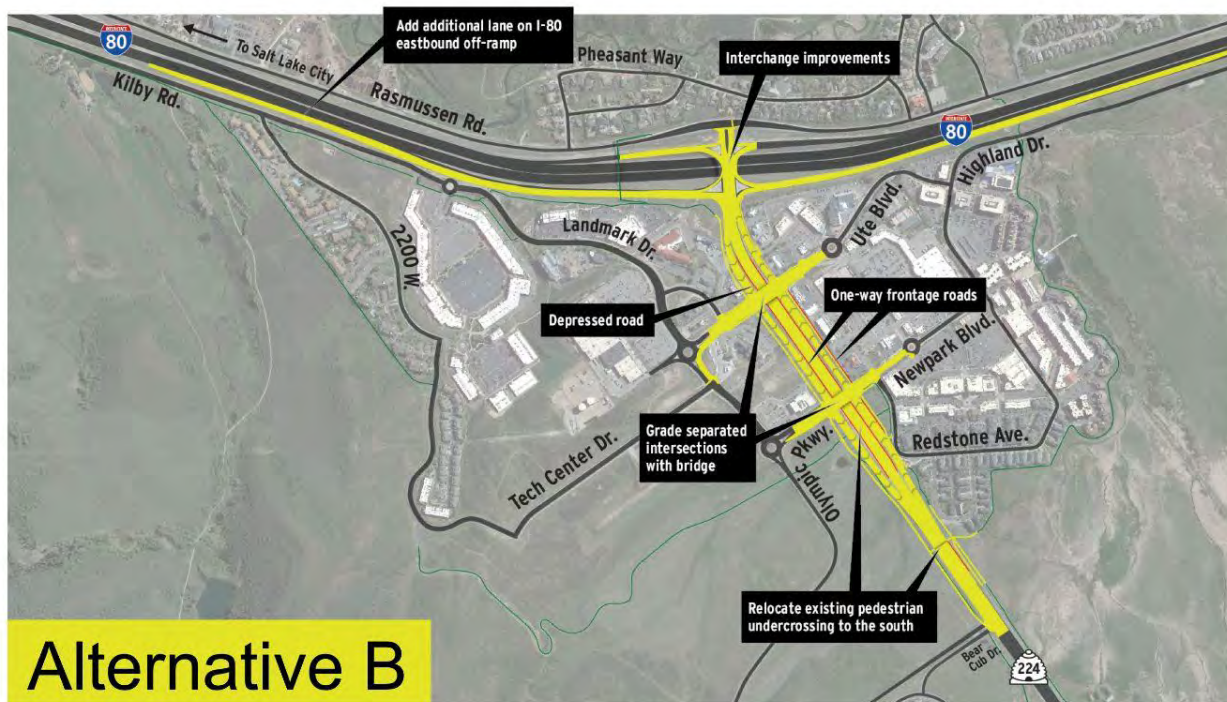
- Improving operations and travel times on SR-224 from the I-80 interchange through Olympic Pkwy.
- Improving safety by reducing vehicle queues on I-80 off-ramps
- Improving pedestrian and bicyclist mobility and accessibility throughout the evaluation area
- Maintaining or improving transit travel times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



Alternatives Moving Forward



Alternative Not Moving Forward



Alternative Screening Process

Area Plan

LEVEL 1

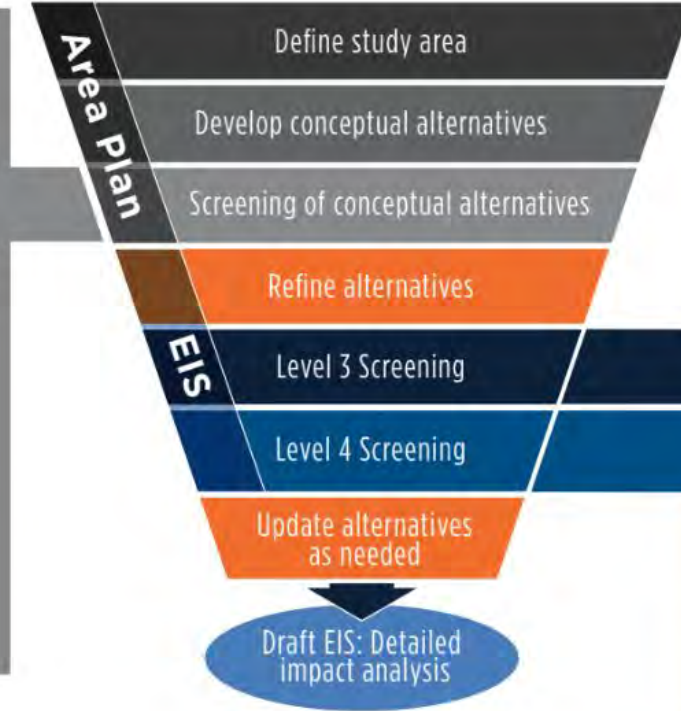
- **Fatal flaw analysis**
 - Causes irreconcilable environmental or community impacts?
 - Infeasible or unreasonable?
- **Problems & opportunities**
 - Improves interchange capacity/vehicle mobility?
 - Maintains/improves multimodal travel options, health, and safety for pedestrians, cyclists, transit users?
 - Supports operation/reliability of the SR-224 BRT?

(over 30 alternatives evaluated)

LEVEL 2

- Traffic performance, pedestrian and cyclist safety
- Preliminary environmental effects and community support

(3 alternatives advanced to EIS)



EIS

LEVEL 3 SCREENING: Purpose & Need

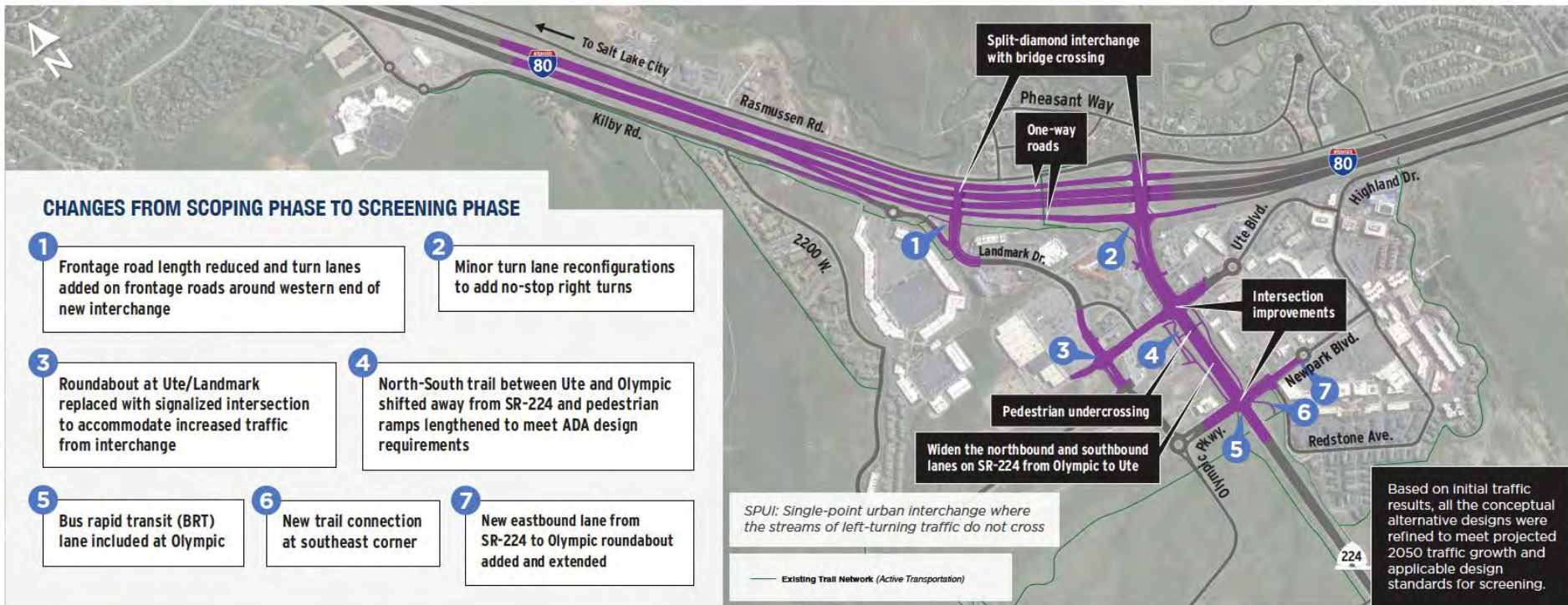
- Travel times and intersection operating conditions
- Vehicle queue lengths
- Improving bicycle/pedestrian mobility and accessibility

LEVEL 4 SCREENING: Impacts & Cost

- Threatened & endangered species
- Waters of the US
- Relocations
- Land use
- Cost

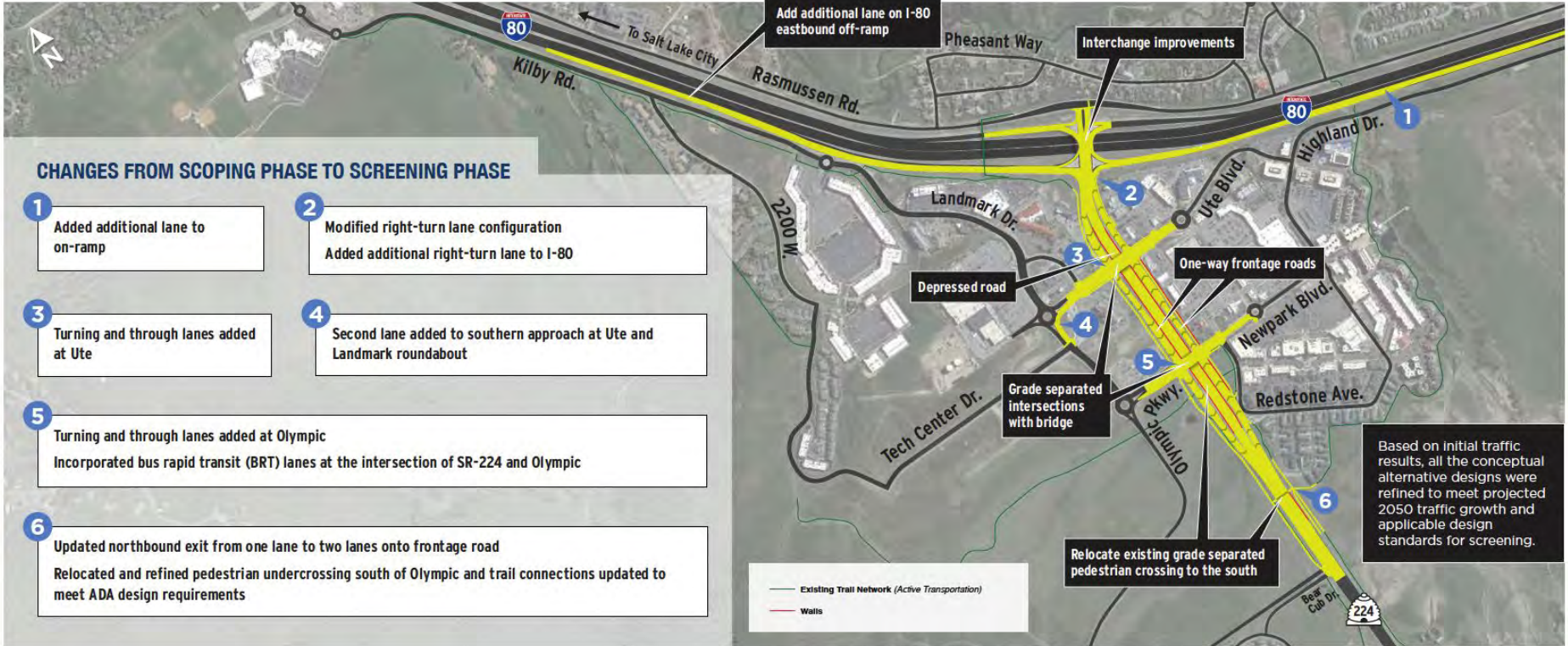
Alternative A (Refined)

SPLIT-DIAMOND INTERCHANGE WITH INTERSECTION IMPROVEMENTS



Alternative B (Refined)

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

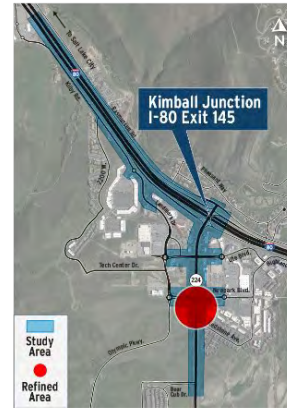


Alternative B (Refined)



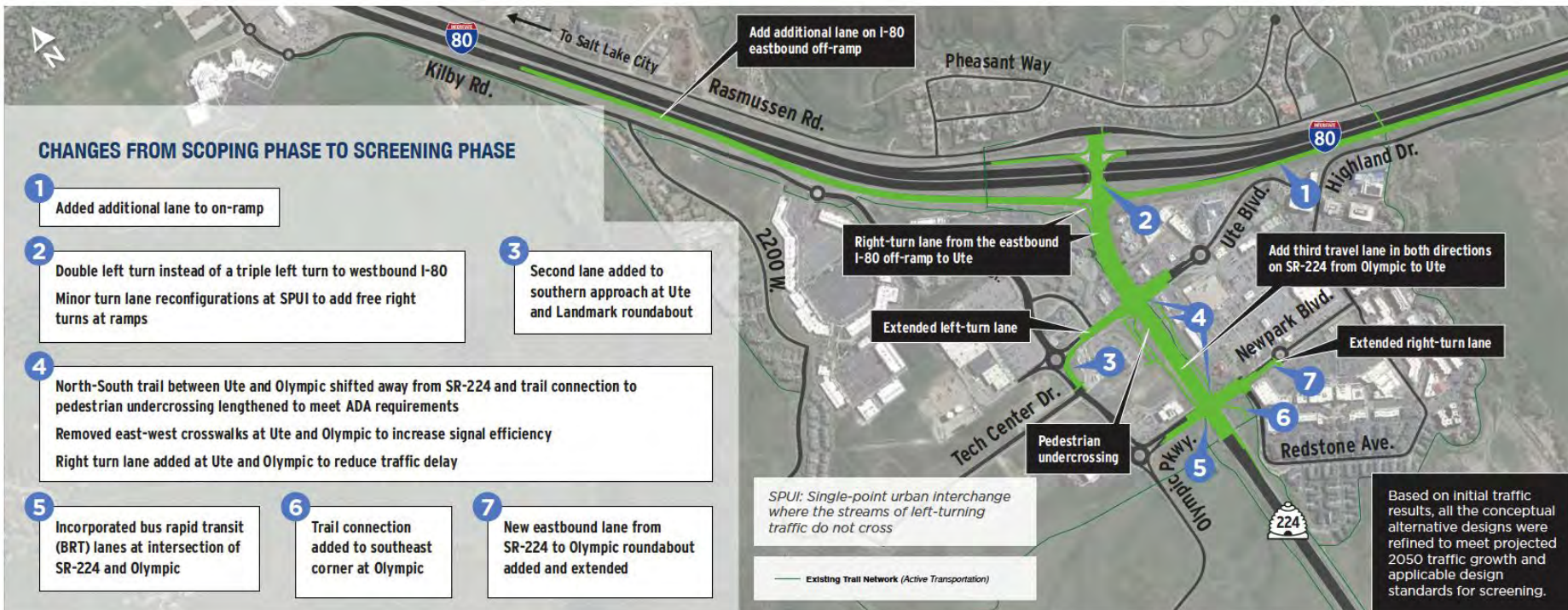
Turning and through lanes added at Olympic

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



Alternative C (Refined)

INTERSECTION IMPROVEMENTS WITH PEDESTRIAN ENHANCEMENTS



Based on initial traffic results, all the conceptual alternative designs were refined to meet projected 2050 traffic growth and applicable design standards for screening.

Alternatives Screening Summary

Criteria	Measure	Data	What does this mean to me?	Existing Conditions (2022)	2050 No-Action Alternative	Alternative A (Refined) Split-Diamond Interchange With Intersection Improvements	Alternative B (Refined) Grade-Separated Intersections With One-Way Frontage Roads To The I-80 Interchange	Alternative C (Refined) Intersection Improvements With Pedestrian Enhancements
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>I'm not stuck in slow moving traffic</i>	AM SB - 6:15 (17) PM NB - 7:45 (15)	AM SB - 11:30 (9) PM NB - 9:30 (11)	Yes: AM SB - 4:30 (25) PM NB - 4:15 (23)	Yes: AM SB - 3:15 (33) PM NB - 2:45 (37)	Yes: AM SB - 3:15 (33) PM NB - 3:45 (26)
	Meets a level of service of LOS D for as many intersections as possible.	Number of intersections at LOS E or F	<i>I'm not sitting through multiple light cycles all the time</i>	AM - 1 PM - 2	AM - 1 PM - 5	AM - 1 PM - 0	AM - 0 PM - 0	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>I can travel through the area</i>	99%	86%	Yes: 100%	Yes: 100%	Yes: 100%
	Are the off-ramp vehicle queue lengths eliminated on I-80 mainline through lanes? (yes/no)	Length of vehicle queue (feet)	<i>Traffic isn't backed up on the I-80 mainline</i>	No: 2,600	No: >5,000	Yes: 600	Yes: 900	Yes: 400
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 (minutes)	<i>Public transportation will work more efficiently</i>	N/A	16:30	14:00 Yes: (- 2:30)	14:15 Yes (- 2:15)	14:30 Yes (- 2:00)
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, 1 - low stress, 4 - high stress)	<i>Pedestrians and cyclists can travel better in the area</i>	Yes: Trail - 1 Intersections - LTS3	Yes: Trail - 1 Intersections - LTS3	Yes: Ped Undercrossing improves Ute crossing to LTS1	No: (same as No-Action) Trail - LTS1 Intersections - LTS3	Yes: Ped Undercrossing improves Ute crossing to LTS1
	Do the walk times improve for key origin-destination pairs? (yes/no)	Total Walk Time Savings from No-Action for 4 O/D Pairs (minutes)	<i>Pedestrians and cyclists have higher level of comfort</i>	53:30	54:00	52:30 Yes: (- 1:30)	57:45 No: (+ 3:45)	53:45 Yes: (- 0:15)
Level 4 Screening - Cost and Impacts to the Built and Natural Environment								
Natural Environment Impacts	Threatened and Endangered Species	Acres	<i>How will this impact protected species in the area?</i>	-	-	0	0.001	0.001
	Wetlands & Waters of the United States	Acres and types of aquatic resources (ditches, open water, wetlands, perennial streams)	<i>How will this impact federally protected wetlands and waters?</i>	-	-	0.131	0.186	0.012
	Section 4(f) resources	Number and type of Section 4(f) use	<i>Lands from a historic site or protected public resources</i>	-	-	0	0	0
Built Environment Impacts	Relocations	Number of potential residential or business relocations	<i>Potential property impacts to community members</i>	-	-	0	3 businesses 0 residential	0
	Land Use	Compatibility with current land use plans	<i>Does it meet our community land use goals?</i>	-	-	Yes	No	Yes
Cost	Construction Cost Estimate	\$2925 in millions	<i>What is the expense to the statewide community?</i>	-	-	\$108M	\$201M	\$41M

Level 3 Summary

Criteria	Level 3 - Purpose & Need
Measure	Purpose & Need
Alternative A (Refined) <i>Split-Diamond Interchange With Intersection Improvements</i>	<ul style="list-style-type: none"> • Substantial improvement over No-Action and Existing conditions • Least efficient among build alternatives- Most transit time savings • Most pedestrian walk time savings
Alternative B (Refined) <i>Grade-Separated Intersections With One-Way Frontage Roads To The I-80 Interchange</i>	<ul style="list-style-type: none"> • Shortest PM northbound travel time • No improvement to pedestrian and cyclist travel stress • Negative effect on pedestrian travel time and comfort
Alternative C (Refined) <i>Intersection Improvements With Pedestrian Enhancements</i>	<ul style="list-style-type: none"> • Similar AM SB travel time as Alternative B • Shortest I-80 vehicle queue

Level 4 Summary

Criteria	Level 4 - Impacts & Cost		
	Natural Environment Impacts	Built Environment Impacts	Cost and Complexity
Alternative A (Refined) <i>Split-Diamond Interchange With Intersection Improvements</i>	<ul style="list-style-type: none"> • Medium wetland impact 	<ul style="list-style-type: none"> • Large footprint outside of existing SR-224 corridor and parking impacts 	<ul style="list-style-type: none"> • Medium/high cost • Medium construction complexity
Alternative B (Refined) <i>Grade-Separated Intersections With One-Way Frontage Roads To The I-80 Interchange</i>	<ul style="list-style-type: none"> • Highest wetland impact 	<ul style="list-style-type: none"> • 3 business relocations • Most number of properties impacted • Wider footprint would not meet land use objective of a seamlessly connected neighborhood as well as other alternatives 	<ul style="list-style-type: none"> • Highest cost • Highest construction complexity • High complexity drainage due to depressed road and elevated water table
Alternative C (Refined) <i>Intersection Improvements With Pedestrian Enhancements</i>	<ul style="list-style-type: none"> • Lowest wetland impact 	<ul style="list-style-type: none"> • Minor right-of-way acquisitions 	<ul style="list-style-type: none"> • Lowest cost • Low construction complexity

Schedule



ONGOING STAKEHOLDER ENGAGEMENT

- | | | | | | | |
|---|---|--|---|---|--|---|
| <ul style="list-style-type: none">• Public engagement | <ul style="list-style-type: none">• Public engagement | <ul style="list-style-type: none">• Council Presentations• Open house• 37-day comment period | <ul style="list-style-type: none">• Public engagement• 30-day comment period | <ul style="list-style-type: none">• Council Presentations• Public engagement• 30-day comment period | <ul style="list-style-type: none">• Council Presentations• Public hearing• 45-day comment period | <ul style="list-style-type: none">• Public engagement |
|---|---|--|---|---|--|---|

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

Public Outreach

30-DAY COMMENT PERIOD

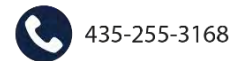
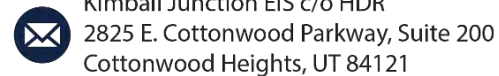
FEBRUARY 26 - MARCH 27, 2024

UDOT is asking for public input on the Alternatives Development and Screening Report. Please provide comments on the alternative screening process in the report, the initial impacts analysis, and the alternatives advanced for detailed evaluation in the Draft EIS.

PUBLIC ENGAGEMENT ACTIVITIES:



COMMENTS CAN BE SUBMITTED THROUGH:





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 FHWA and UDOT.

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Kimball Junction



ENVIRONMENTAL IMPACT STATEMENT

Alternative Screening Report

Park City Council Presentation
March 7, 2024

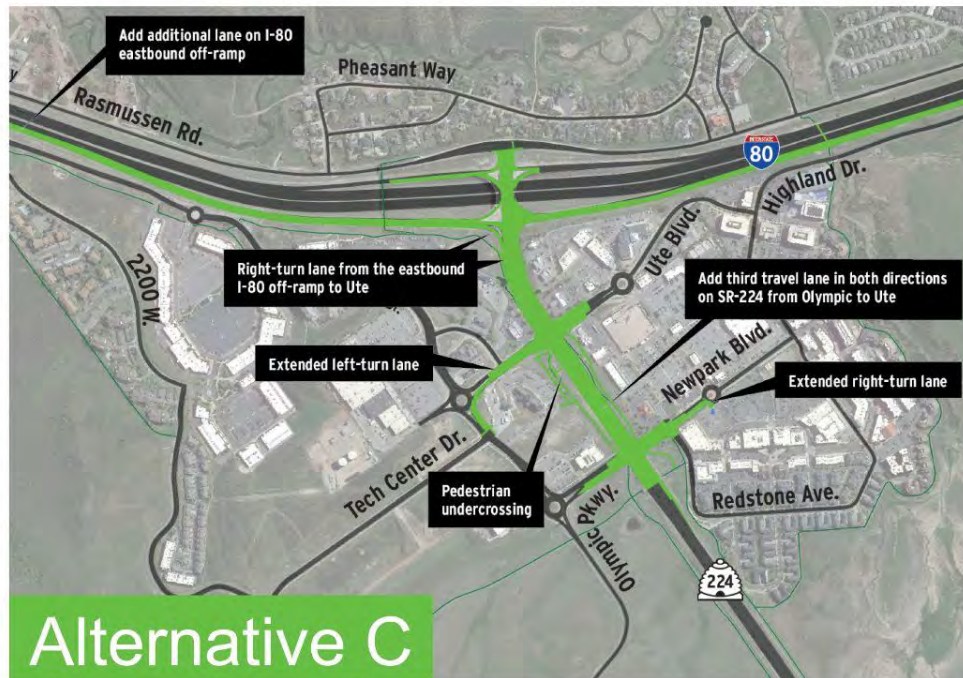
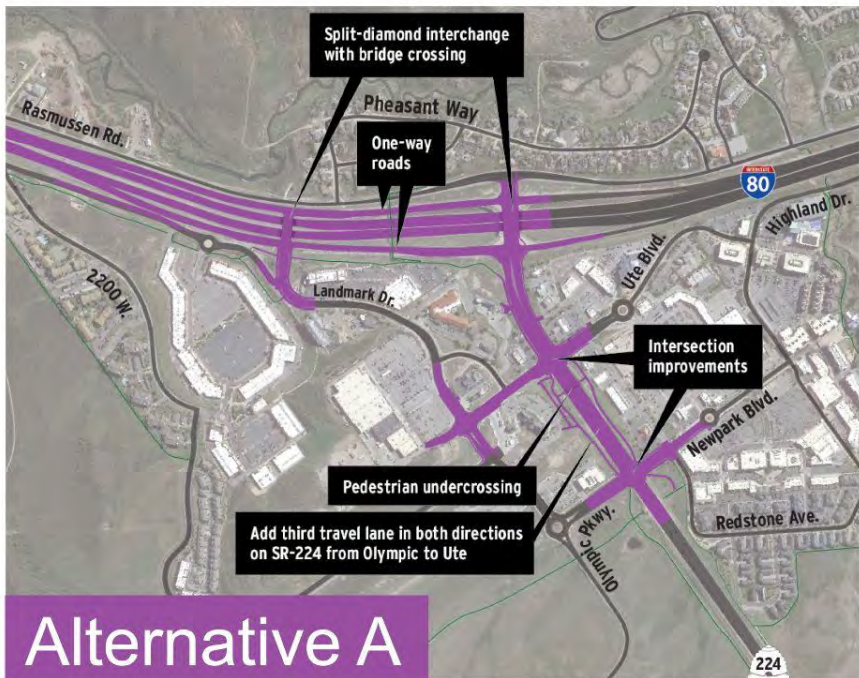
Purpose & Need

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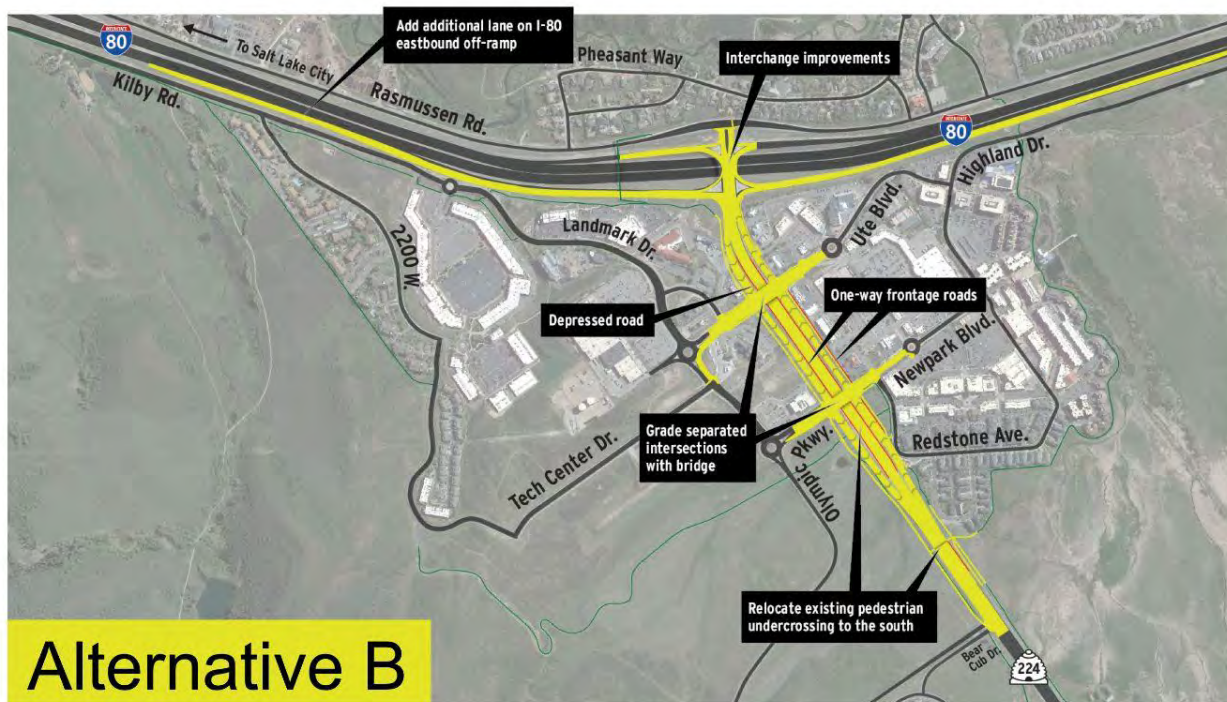
- Improving operations and travel times on SR-224 from the I-80 interchange through Olympic Pkwy.
- Improving safety by reducing vehicle queues on I-80 off-ramps
- Improving pedestrian and bicyclist mobility and accessibility throughout the evaluation area
- Maintaining or improving transit travel times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



Alternatives Moving Forward



Alternative Not Moving Forward



Alternative Screening Process

Area Plan

LEVEL 1

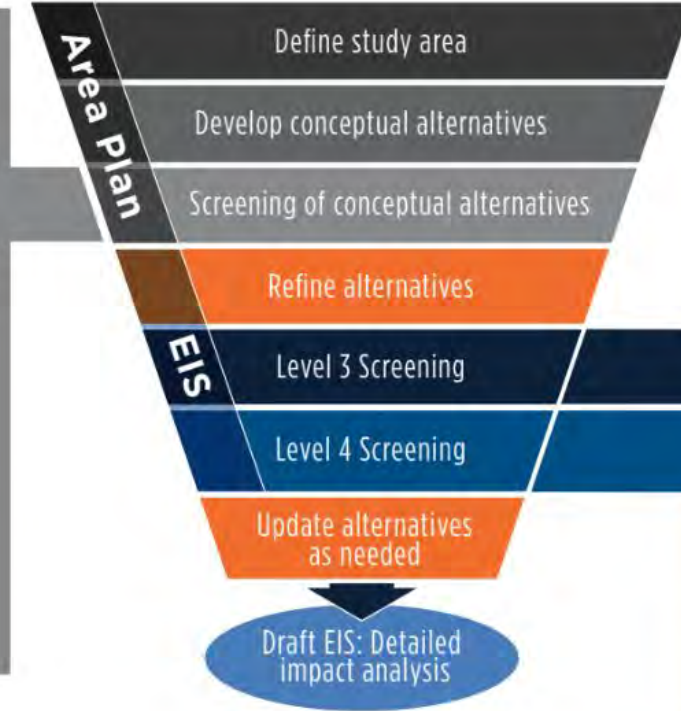
- **Fatal flaw analysis**
 - Causes irreconcilable environmental or community impacts?
 - Infeasible or unreasonable?
- **Problems & opportunities**
 - Improves interchange capacity/vehicle mobility?
 - Maintains/improves multimodal travel options, health, and safety for pedestrians, cyclists, transit users?
 - Supports operation/reliability of the SR-224 BRT?

(over 30 alternatives evaluated)

LEVEL 2

- Traffic performance, pedestrian and cyclist safety
- Preliminary environmental effects and community support

(3 alternatives advanced to EIS)



EIS

LEVEL 3 SCREENING: Purpose & Need

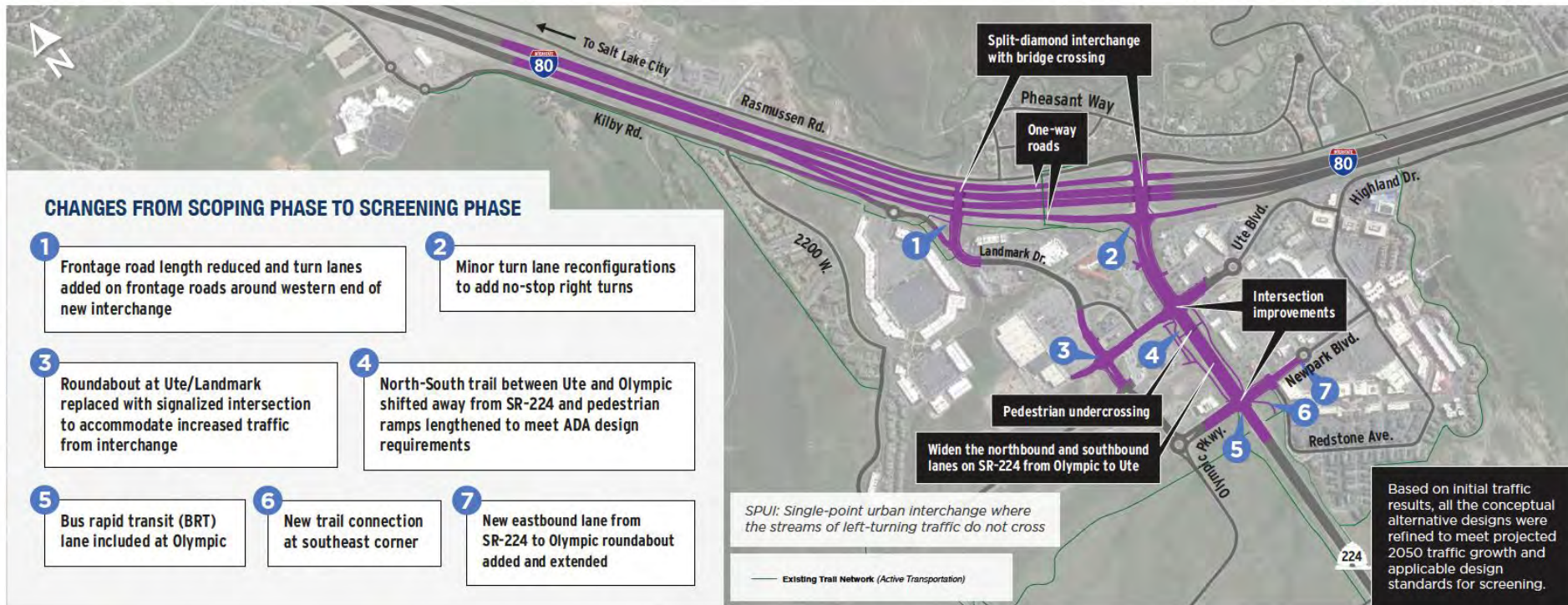
- Travel times and intersection operating conditions
- Vehicle queue lengths
- Improving bicycle/pedestrian mobility and accessibility

LEVEL 4 SCREENING: Impacts & Cost

- Threatened & endangered species
- Waters of the US
- Relocations
- Land use
- Cost

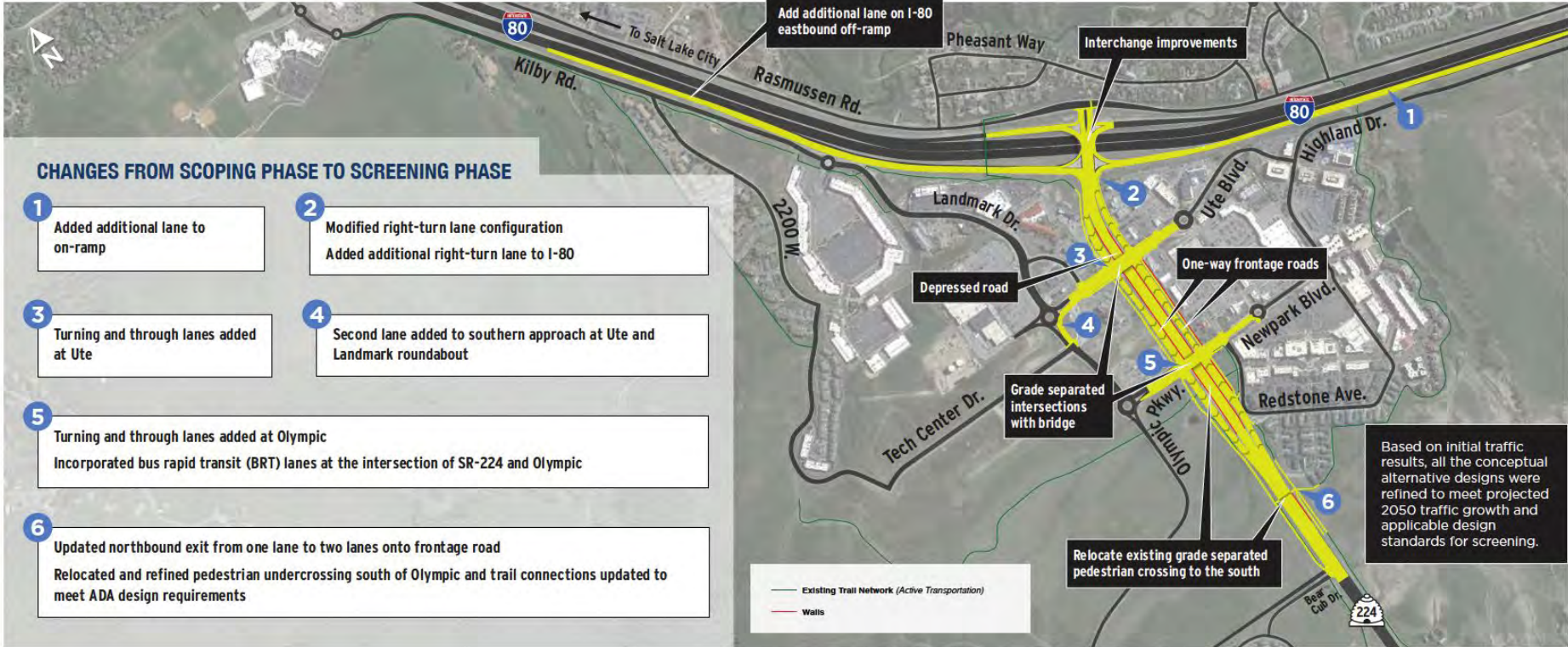
Alternative A (Refined)

SPLIT-DIAMOND INTERCHANGE WITH INTERSECTION IMPROVEMENTS



Alternative B (Refined)

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

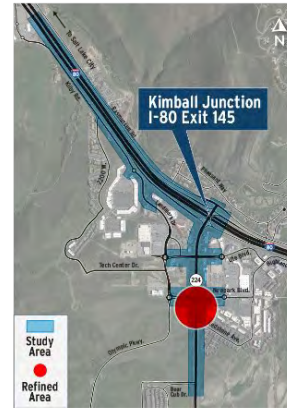


Alternative B (Refined)



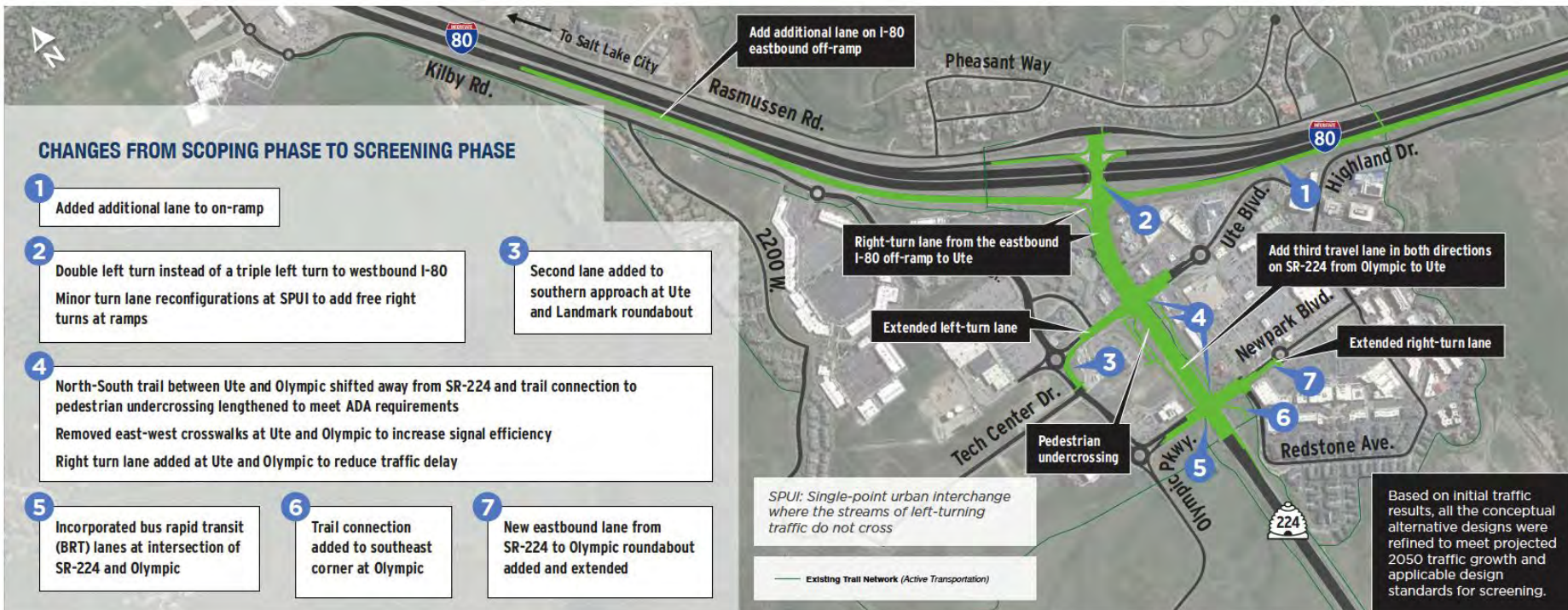
Turning and through lanes added at Olympic

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



Alternative C (Refined)







INTERSECTION IMPROVEMENTS WITH PEDESTRIAN ENHANCEMENTS



Based on initial traffic results, all the conceptual alternative designs were refined to meet projected 2050 traffic growth and applicable design standards for screening.







Level 3 Screening - Purpose & Need

IDENTIFIES ALTERNATIVES THAT MEET THE PURPOSE AND NEED OF THE PROJECT

Criteria	Measures	Data Evaluated
Improving operations & travel times on SR-224 from I-80 interchange through Olympic Parkway	Does the alternative provide reliable through-traffic travel time on SR-224 during the AM and PM peak hours? (yes/no)	 Travel time (average speeds on SR-224 to equate to arterial LOS)
	Meet a level of service of LOS D for as many intersections as possible.	LOS Intersection LOS (overall LOS and turning LOS)
	Is the percent served improved during the peak hour? (yes/no)	 Percent served
Improving safety by eliminating vehicle queues on I-80 off-ramps	Are the off-ramp vehicle queue lengths eliminated in I-80 mainline through lanes? (yes/no)	 Length of vehicle queue (feet)
Improving pedestrian and bicyclist mobility and accessibility throughout the evaluation area	Does the level of traffic stress improve in the vicinity of SR-224? (yes/no)	 Level of traffic stress
	Do the walk times improve for key origin-destination pairs? (yes/no)	 Walk times
Maintain or improving transit travel times through the evaluation area	Does the alternative maintain or improve the SR-224 BRT transit travel times through the evaluated area? (yes/no)	 Travel times

Level 4 Screening - Impacts

FOCUSES ON THE ALTERNATIVES' IMPACTS TO THE NATURAL AND BUILT ENVIRONMENT, ALONG WITH ESTIMATED PROJECT COSTS.

Criteria	Measures
 Threatened and Endangered Species	<ul style="list-style-type: none">• Acres and types of habitat
 Waters of the United States	<ul style="list-style-type: none">• Linear feet of creeks affected• Acres and types of aquatic resources
 Section 4(f) resources	<ul style="list-style-type: none">• Number and type of 4(f) uses
 Relocations	<ul style="list-style-type: none">• Number of potential residential or business relocations
 Land Use	<ul style="list-style-type: none">• Compatibility with current land use plans
 Cost	<ul style="list-style-type: none">• Estimated project cost

Alternatives Screening Summary

Criteria	Measure	Data	What does this mean to me?	Existing Conditions (2022)	2050 No-Action Alternative	Alternative A (Refined) Split-Diamond Interchange With Intersection Improvements	Alternative B (Refined) Grade-Separated Intersections With One-Way Frontage Roads To The I-80 Interchange	Alternative C (Refined) Intersection Improvements With Pedestrian Enhancements
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 (15)	AM SB - 11:30 (9) PM NB - 9:30 (11)	Yes: AM SB - 4:30 (25) PM NB - 4:15 (23)	Yes: AM SB - 3:15 (33) PM NB - 2:45 (37)	Yes: AM SB - 3:15 (33) PM NB - 3:45 (26)
	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 - 1 PM - 0	AM - 0 PM - 0	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%	Yes: 100%	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: 600	Yes: 900	Yes: 400
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 (minutes)	Public transportation will work more efficiently	N/A	16:30	14:00 Yes: (- 2:30)	14:15 Yes (- 2:15)	14:30 Yes (- 2:00)
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, 1 - low stress, 4 - high stress)	Pedestrians and cyclists can travel better in the area	Yes: Trail - 1 Intersections - LTS3	Yes: Trail - 1 Intersections - LTS3	Yes: Ped Undercrossing improves Ute crossing to LTS1	No: (same as No-Action) Trail - LTS1 Intersections - LTS3	Yes: Ped Undercrossing improves Ute crossing to LTS1
	Do the walk times improve for key origin-destination pairs? (yes/no)	Total Walk Time Savings from No-Action for 4 O/D Pairs (minutes)	Pedestrians and cyclists have higher level of comfort	53:30	54:00	52:30 Yes: (- 1:30)	57:45 No: (+ 3:45)	53:45 Yes: (- 0:15)
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	0.001	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?	-	-	0.131	0.186	0.012
	Section 4(f) resources	Number and type of Section 4(f) use	Lands from a historic site or protected public resources?	-	-	0	0	0
Built Environment Impacts	Relocations	Number of potential residential or business relocations	Potential property impacts to community members	-	-	0	3 businesses 0 residential	0
	Land Use	Compatibility with current land use plans	Does it meet our community land use goals?	-	-	Yes	No	Yes
Cost	Construction Cost Estimate	\$2925 in millions	What is the expense to the statewide community?	-	-	\$108M	\$201M	\$41M

Level 3 Summary

Criteria	Level 3 - Purpose & Need
Measure	Purpose & Need
Alternative A (Refined) <i>Split-Diamond Interchange With Intersection Improvements</i>	<ul style="list-style-type: none"> • Substantial improvement over No-Action and Existing conditions • Least efficient among build alternatives- Most transit time savings • Most pedestrian walk time savings
Alternative B (Refined) <i>Grade-Separated Intersections With One-Way Frontage Roads To The I-80 Interchange</i>	<ul style="list-style-type: none"> • Shortest PM northbound travel time • No improvement to pedestrian and cyclist travel stress • Negative effect on pedestrian travel time and comfort
Alternative C (Refined) <i>Intersection Improvements With Pedestrian Enhancements</i>	<ul style="list-style-type: none"> • Similar AM SB travel time as Alternative B • Shortest I-80 vehicle queue

Level 4 Summary

Criteria	Level 4 - Impacts & Cost		
	Natural Environment Impacts	Built Environment Impacts	Cost and Complexity
Alternative A (Refined) <i>Split-Diamond Interchange With Intersection Improvements</i>	<ul style="list-style-type: none"> • Medium wetland impact 	<ul style="list-style-type: none"> • Large footprint outside of existing SR-224 corridor and parking impacts 	<ul style="list-style-type: none"> • Medium/high cost • Medium construction complexity
Alternative B (Refined) <i>Grade-Separated Intersections With One-Way Frontage Roads To The I-80 Interchange</i>	<ul style="list-style-type: none"> • Highest wetland impact 	<ul style="list-style-type: none"> • 3 business relocations • Most number of properties impacted • Wider footprint would not meet land use objective of a seamlessly connected neighborhood as well as other alternatives 	<ul style="list-style-type: none"> • Highest cost • Highest construction complexity • High complexity drainage due to depressed road and elevated water table
Alternative C (Refined) <i>Intersection Improvements With Pedestrian Enhancements</i>	<ul style="list-style-type: none"> • Lowest wetland impact 	<ul style="list-style-type: none"> • Minor right-of-way acquisitions 	<ul style="list-style-type: none"> • Lowest cost • Low construction complexity

Schedule



ONGOING STAKEHOLDER ENGAGEMENT

- | | | | | | | |
|---|---|--|---|---|--|---|
| <ul style="list-style-type: none">• Public engagement | <ul style="list-style-type: none">• Public engagement | <ul style="list-style-type: none">• Council Presentations• Open house• 37-day comment period | <ul style="list-style-type: none">• Public engagement• 30-day comment period | <ul style="list-style-type: none">• Council Presentations• Public engagement• 30-day comment period | <ul style="list-style-type: none">• Council Presentations• Public hearing• 45-day comment period | <ul style="list-style-type: none">• Public engagement |
|---|---|--|---|---|--|---|

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

Public Outreach

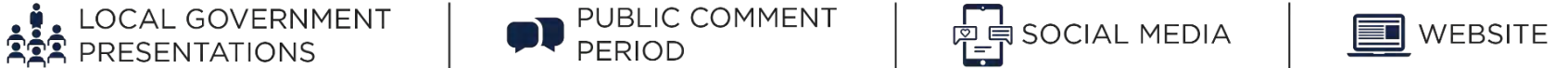


30-DAY COMMENT PERIOD

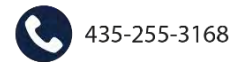
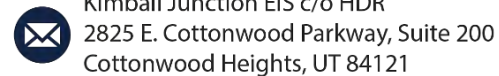
FEBRUARY 26 - MARCH 27, 2024

UDOT is asking for public input on the Alternatives Development and Screening Report. Please provide comments on the alternative screening process in the report, the initial impacts analysis, and the alternatives advanced for detailed evaluation in the Draft EIS.

PUBLIC ENGAGEMENT ACTIVITIES:



COMMENTS CAN BE SUBMITTED THROUGH:





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 FHWA and UDOT.

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Presentation for Reviewing the Refined Alternatives and
the Preliminary Screening Results
with the Agencies

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Kimball Junction
 **ENVIRONMENTAL
IMPACT STATEMENT**

**Alternatives Screening Partner Coordination
DRAFT RESULTS**

October 5, 2023

Agenda

- Welcome / Introductions
- Review of Schedule
- Alternatives and Necessary Refinements Overview
- Alternative Screening Overview
- Alternative Level 3 Results
- Alternative Level 4 Preliminary Results
- Next Steps

Schedule



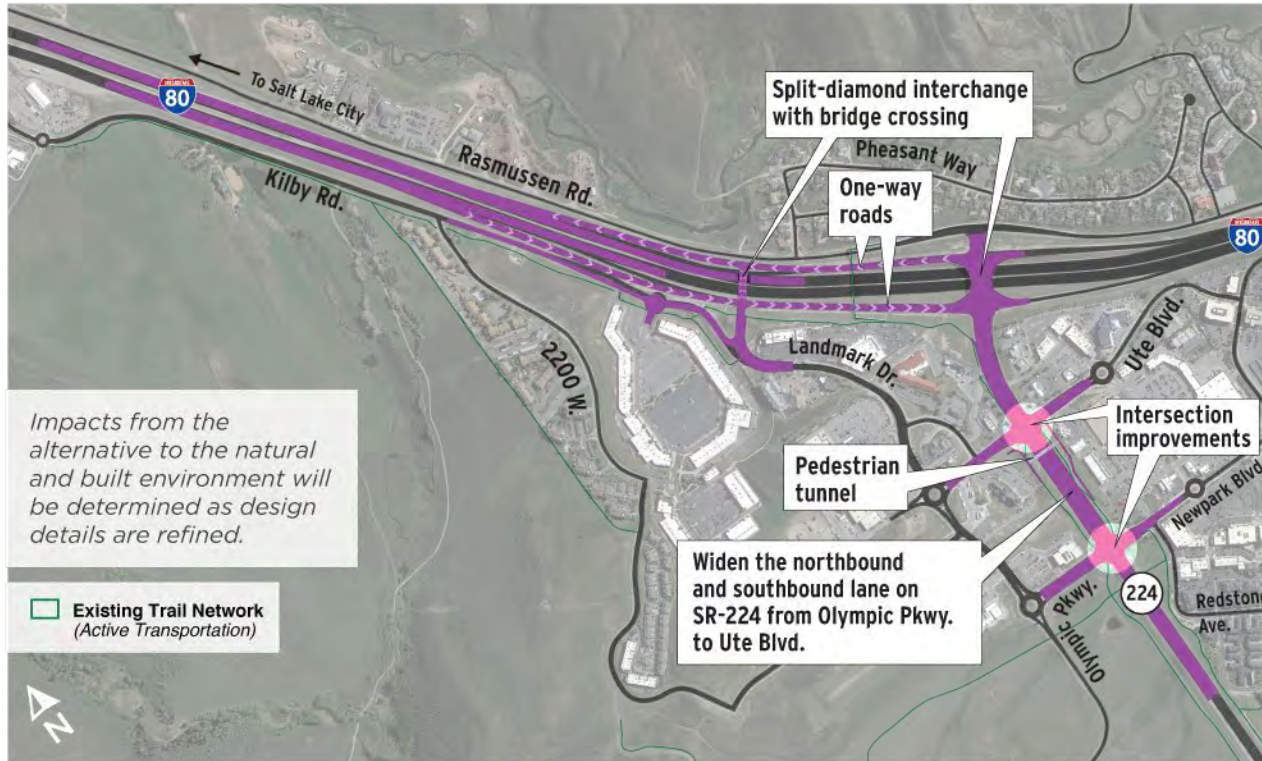
ONGOING STAKEHOLDER ENGAGEMENT

- | | | | | | | |
|---|---|--|---|---|--|---|
| <ul style="list-style-type: none">• Public engagement | <ul style="list-style-type: none">• Public engagement | <ul style="list-style-type: none">• Open house• 30-day comment period | <ul style="list-style-type: none">• Public engagement• 30-day comment period | <ul style="list-style-type: none">• Public engagement• 30-day comment period | <ul style="list-style-type: none">• Public hearing• 45-day comment period | <ul style="list-style-type: none">• Public engagement |
|---|---|--|---|---|--|---|

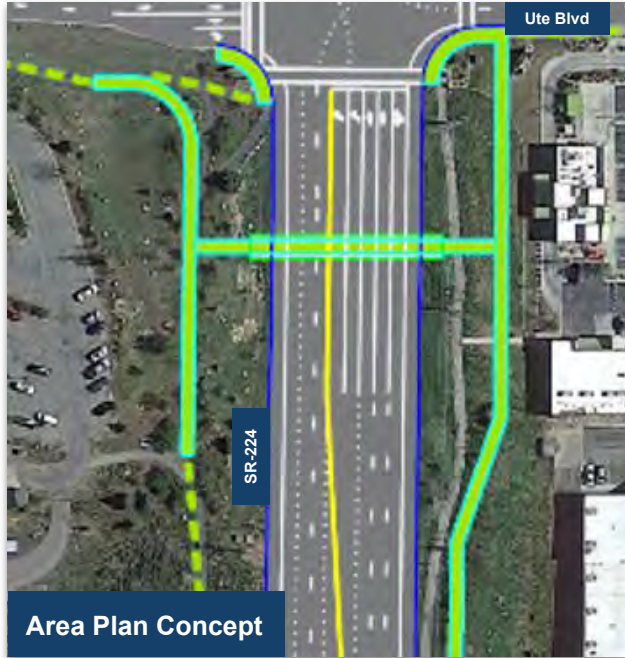
REGULAR UPDATES WILL BE PROVIDED TO THE PUBLIC THROUGH MEDIA AND WEBSITE UPDATES

Alternative A

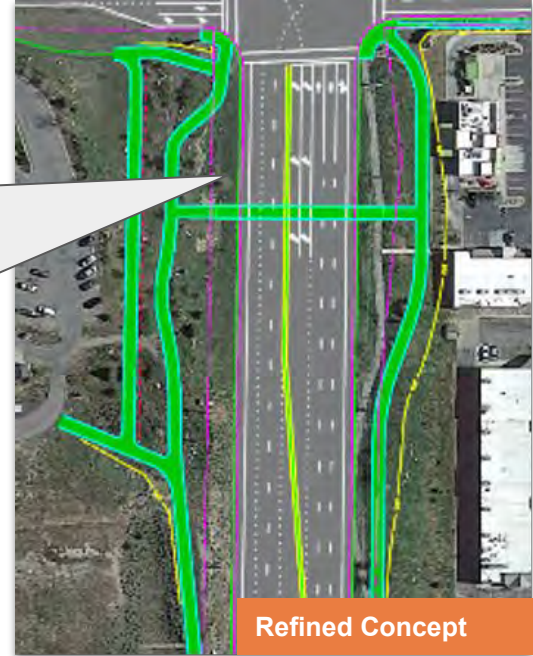
SPLIT-DIAMOND INTERCHANGE WITH INTERSECTION IMPROVEMENTS



Refinements to Alternative A



North-South trail between Ute and Olympic shifted away from SR-224 and ramps lengthened due to topographic information



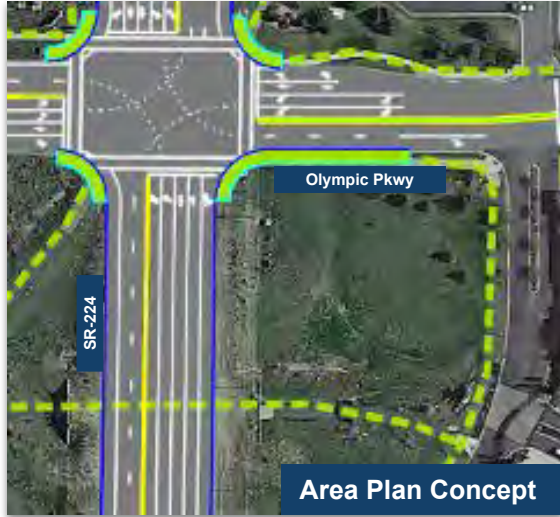
Refinements to Alternative A



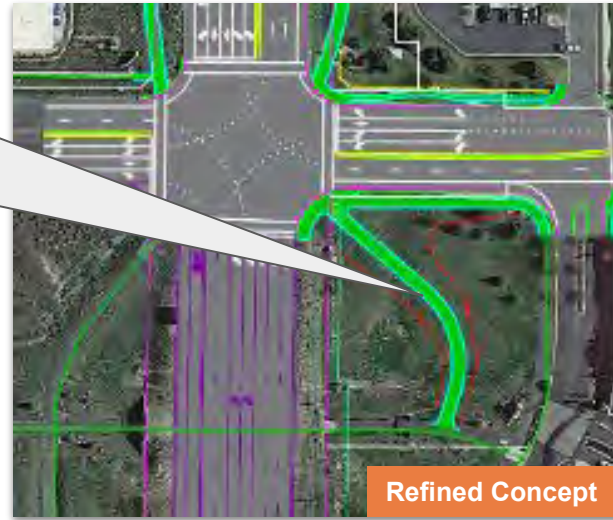
New eastbound lane from SR-224 to Olympic roundabout extended



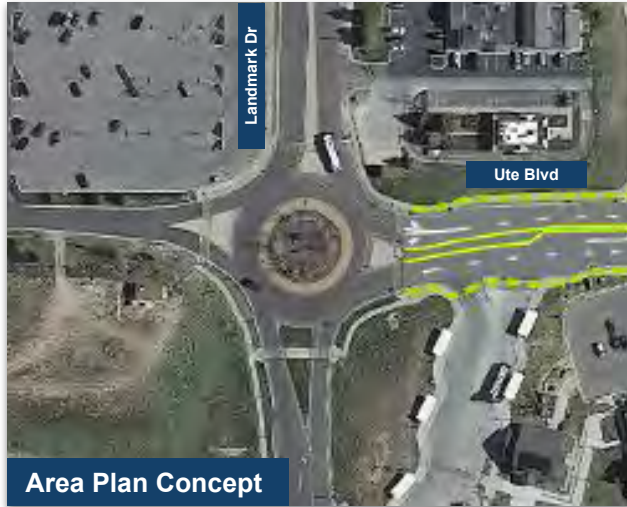
Refinements to Alternative A



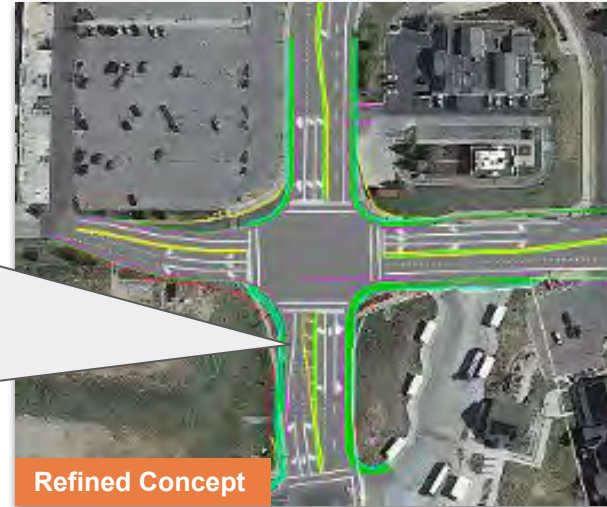
Trail connection added to southeast corner at Olympic



Refinements to Alternative A



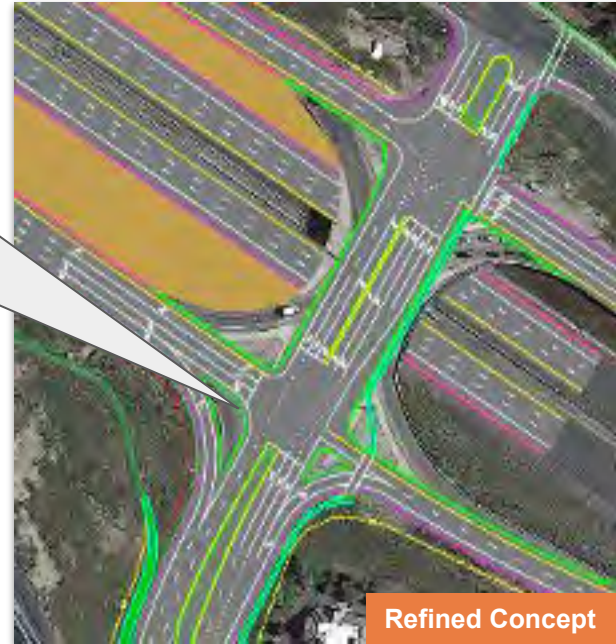
Roundabout at Ute/Landmark replaced with signaled intersection due to increased traffic from half interchange



Refinements to Alternative A



Minor turn lane reconfigurations at SPUI to add free rights at ramps



Refinements to Alternative A



Frontage road
realignment length
reduced and turn
lanes added on
frontage roads
around new
western
interchange



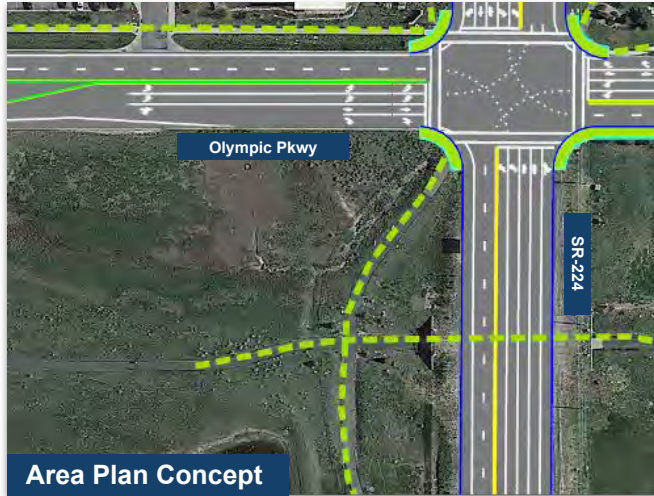
Refinements to Alternative A



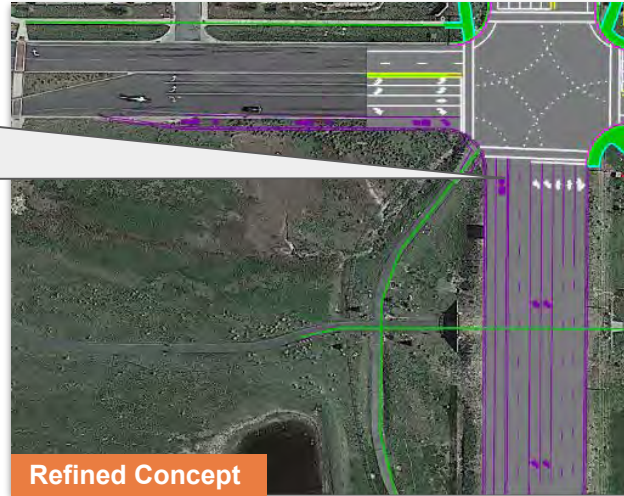
Northern ramp
tie-in length
reduced to
provide
additional space
between rest
area and off
ramp



Refinements to Alternative A

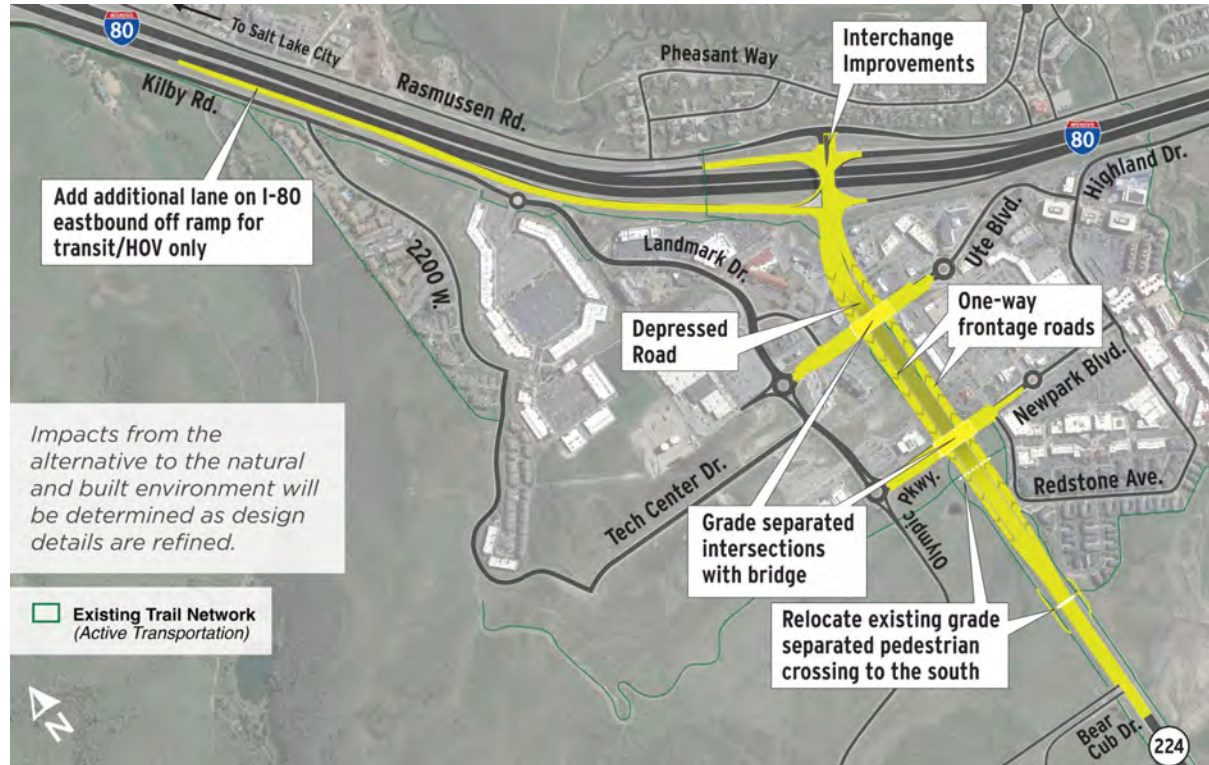


BRT lane included in design at Olympic

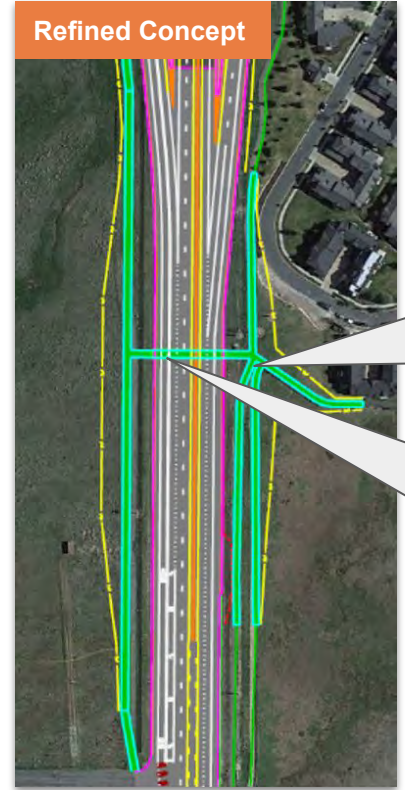
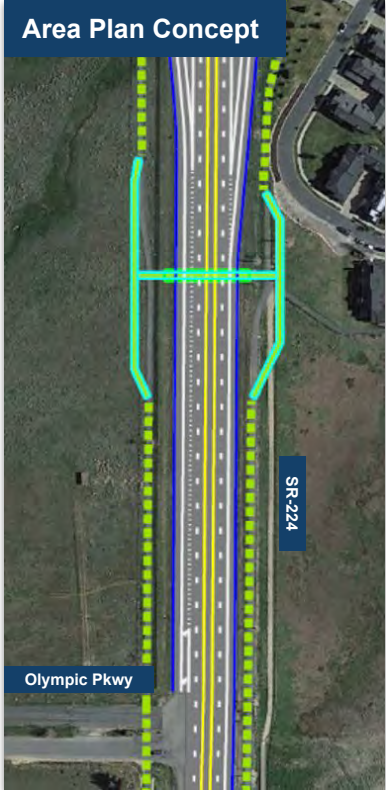


Alternative B

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



Refinements to Alternative B

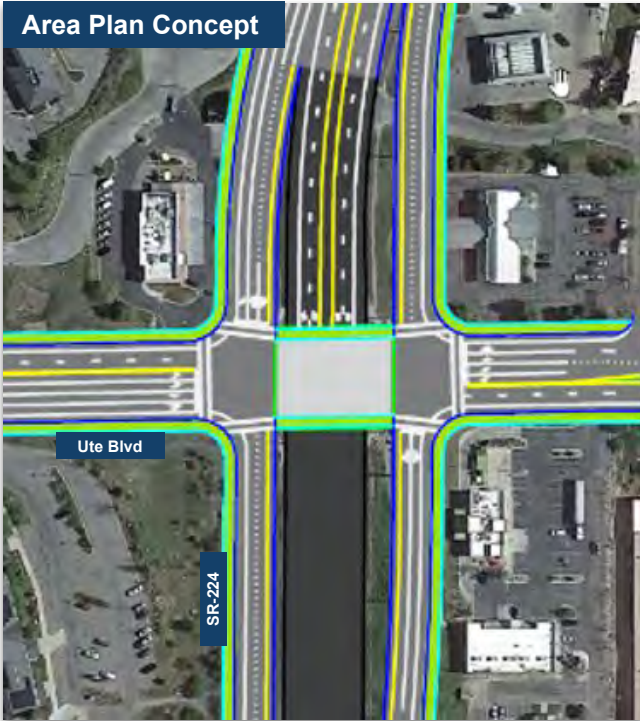


Switched exit lane configuration for NB exit onto Frontage Road.

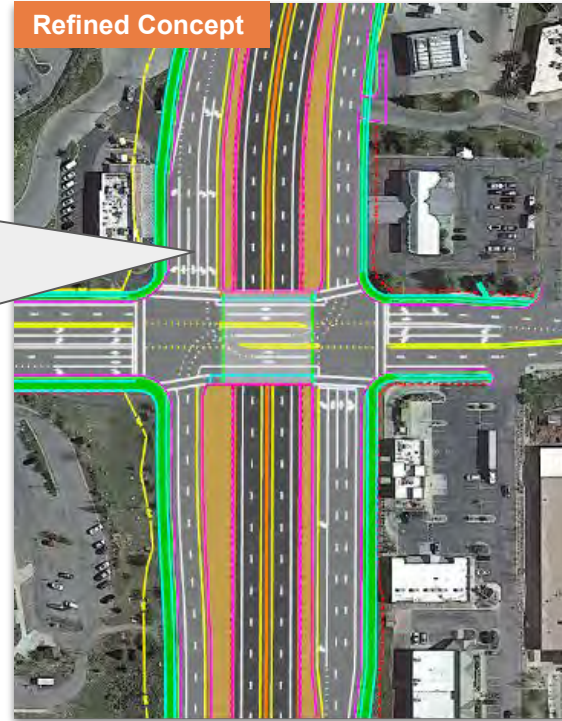
The relocated pedestrian box south of Olympic was refined and ramps were extended from topographic data



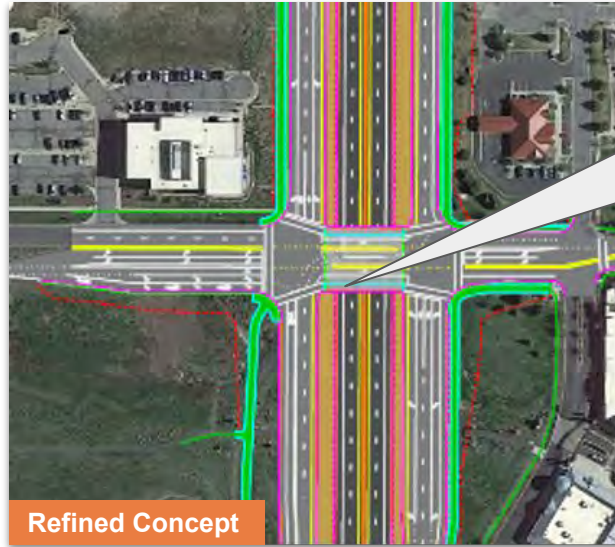
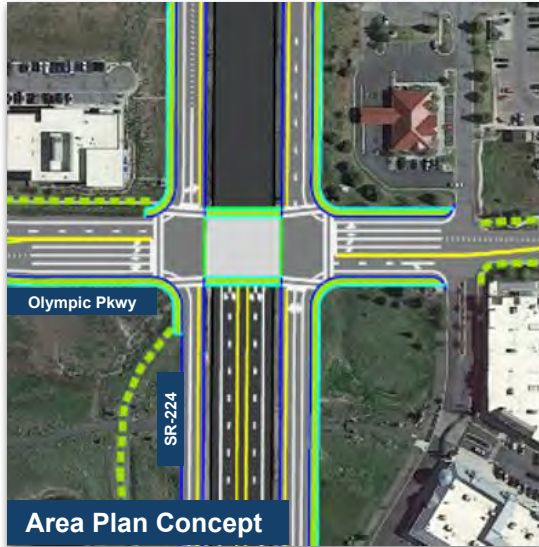
Refinements to Alternative B



Turning and through lane configurations updated at Ute causing larger roadway footprint



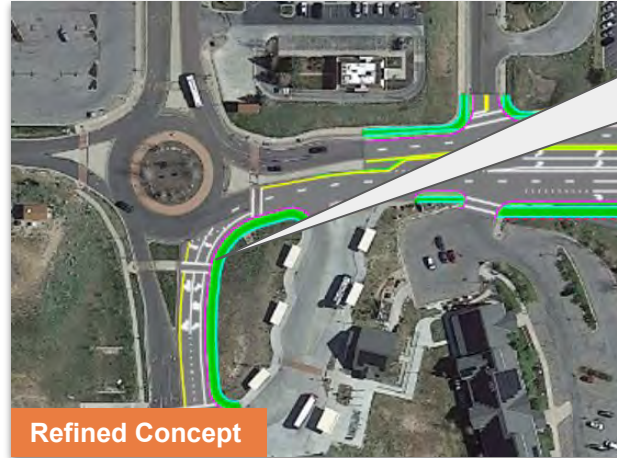
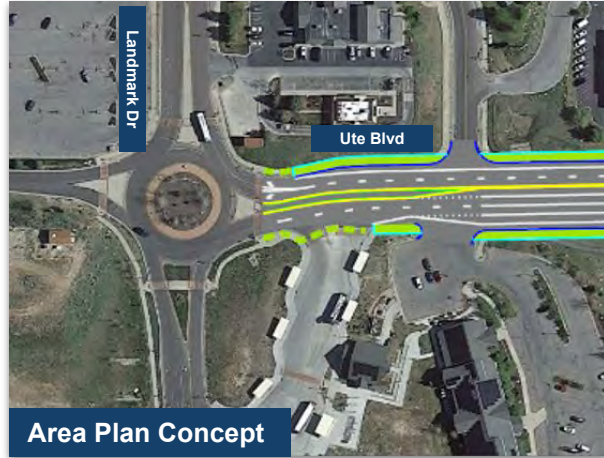
Refinements to Alternative B



Turning and through lane configurations updated at Olympic causing larger roadway footprint



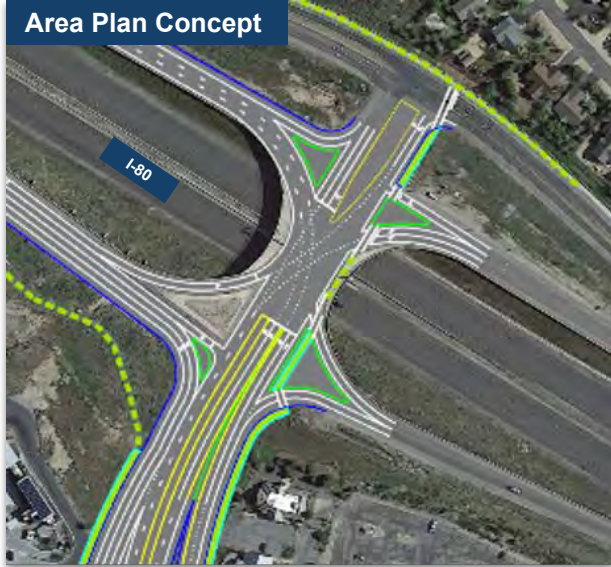
Refinements to Alternative B



New lane added to southern approach at Ute/Landmark roundabout



Refinements to Alternative B



Modified right turn lane reconfiguration

Dual right turns at EB onramp



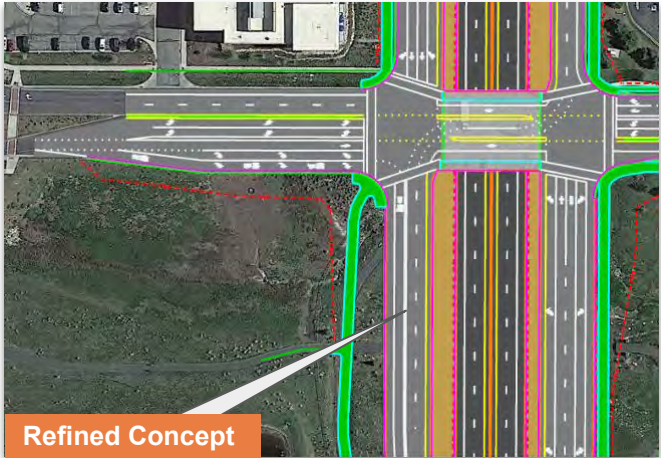
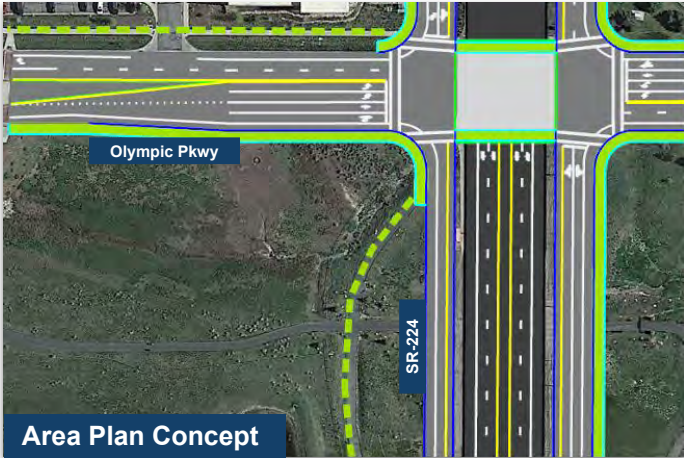
Refinements to Alternative B



Third lane added on EB I-80 onramp from SPUI



Refinements to Alternative B

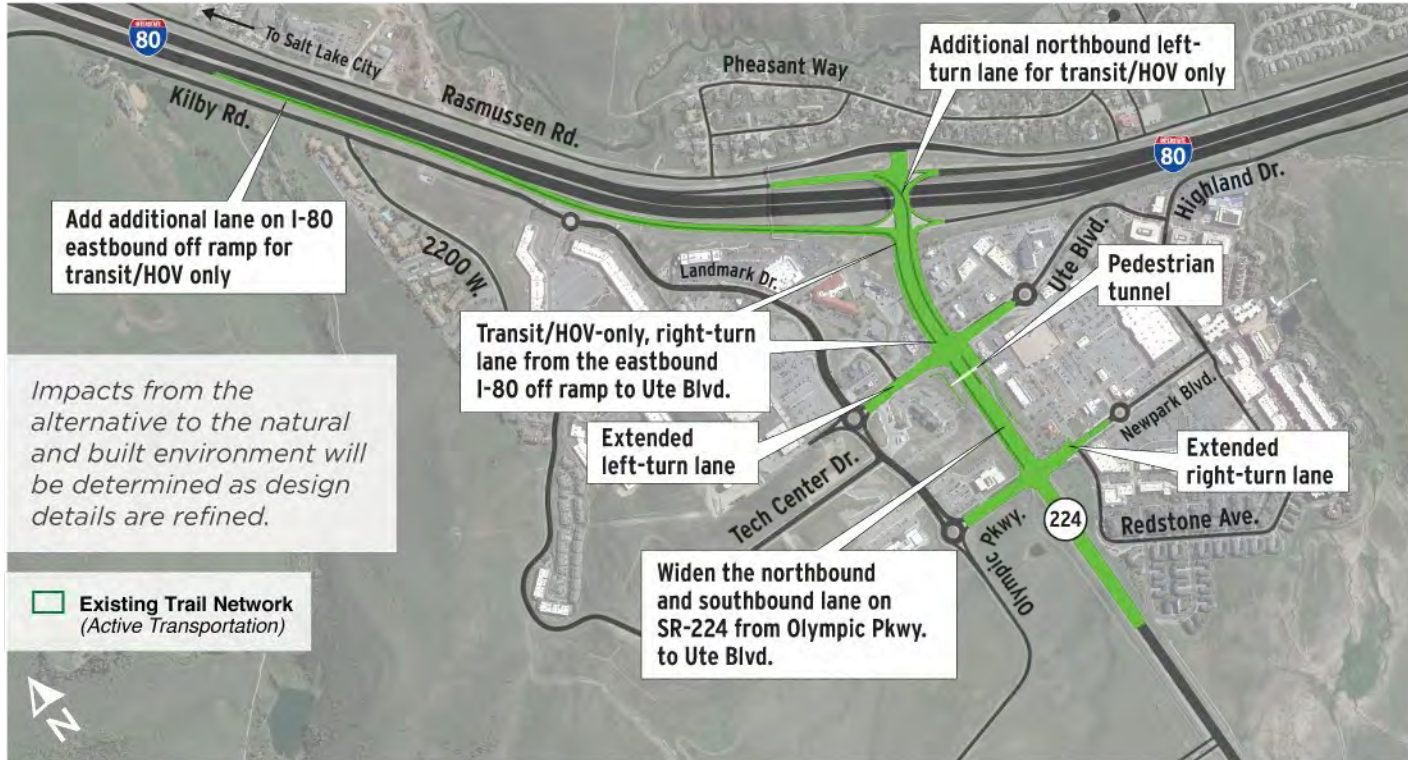


Incorporated BRT lanes at the intersection of SR-224 and Olympic

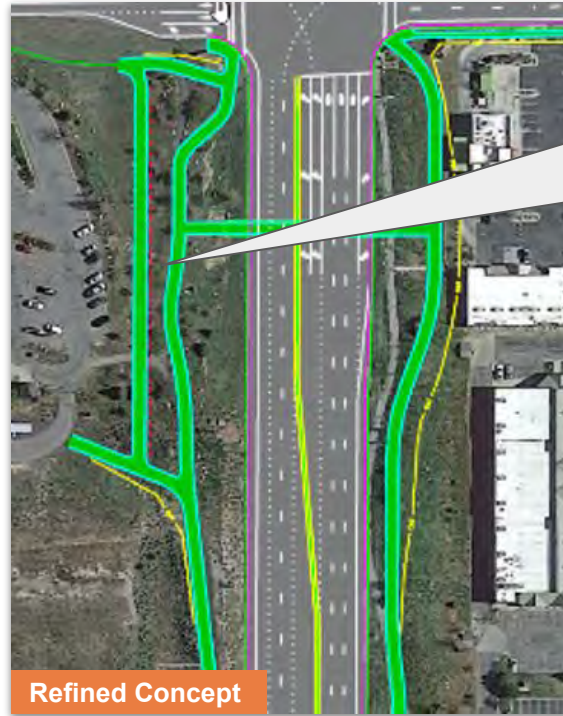


Alternative C

INTERSECTION IMPROVEMENTS WITH PEDESTRIAN ENHANCEMENTS



Refinements to Alternative C



North-South trail between Ute and Olympic shifted away from SR-224 and ramps lengthened due to topographic information



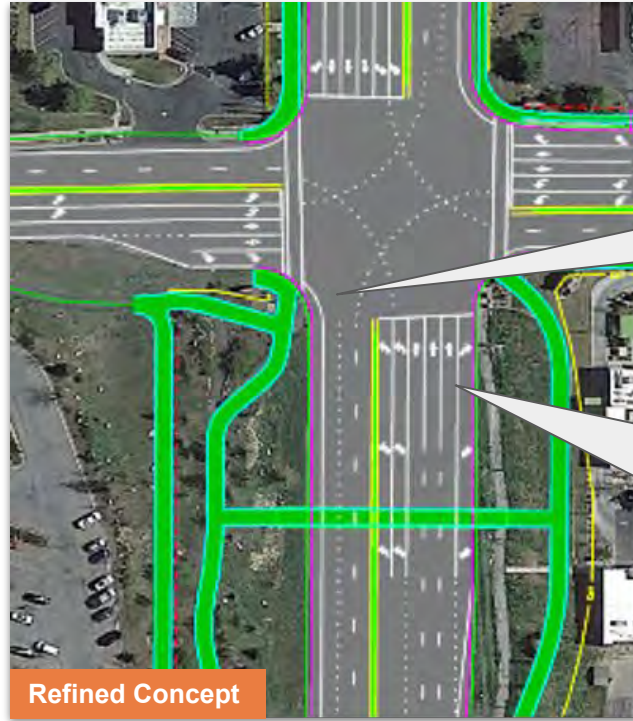
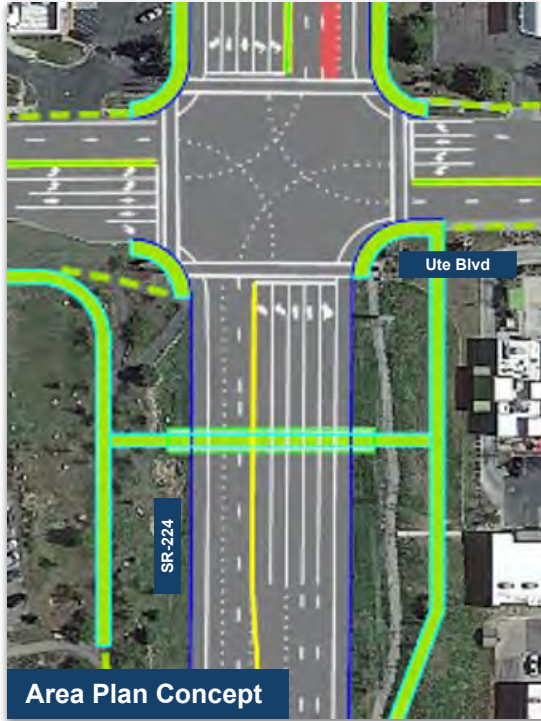
Refinements to Alternative C



New eastbound lane from SR-224 to Olympic roundabout extended



Refinements to Alternative C

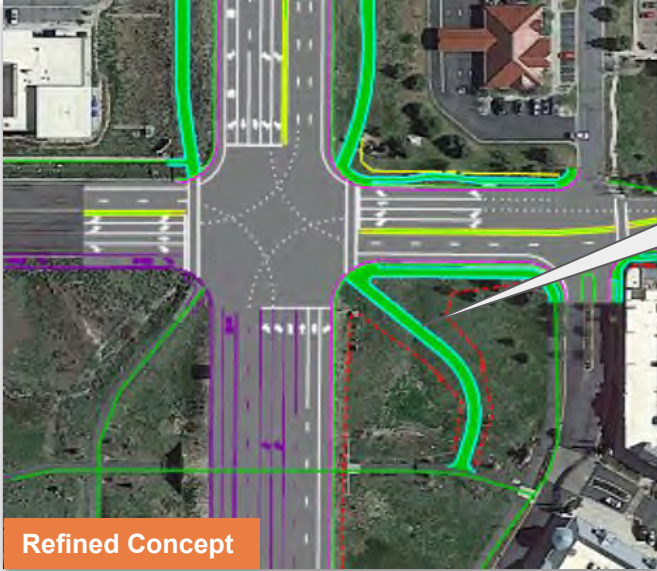
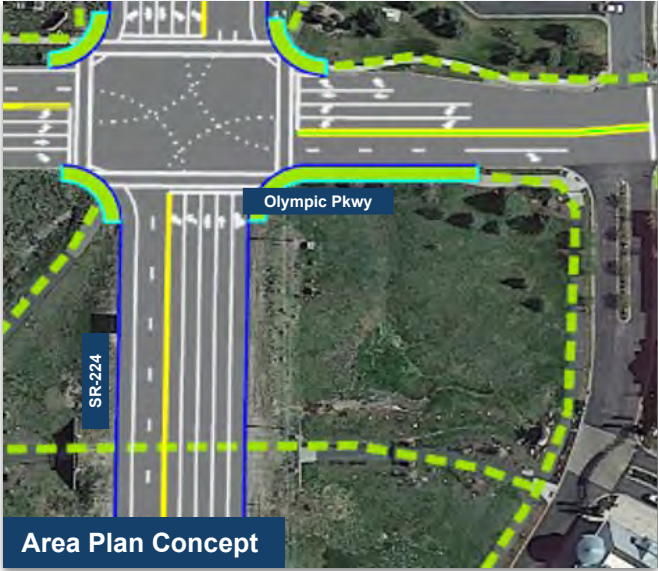


East-west crosswalks removed at Ute and Olympic due to underpass and signal efficiency

Right turn only added at Ute and Olympic to improve traffic delay



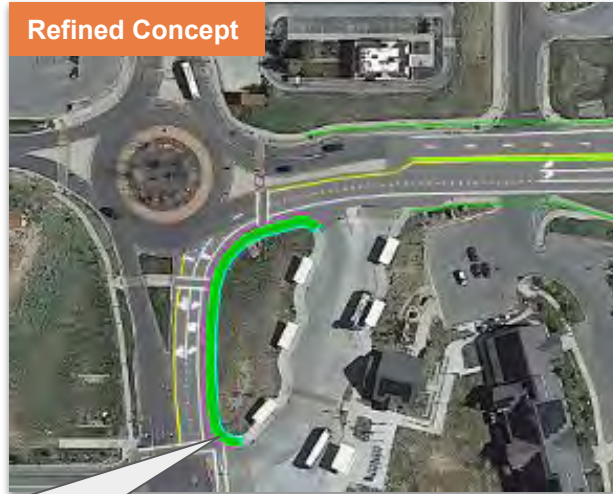
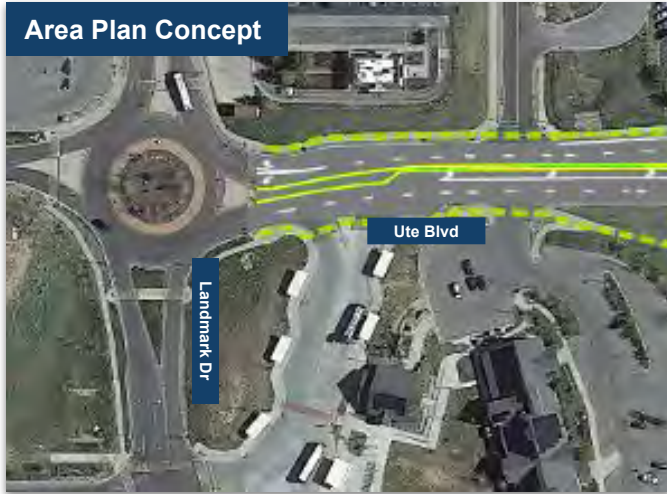
Refinements to Alternative C



Trail connection added to southeast corner at Olympic



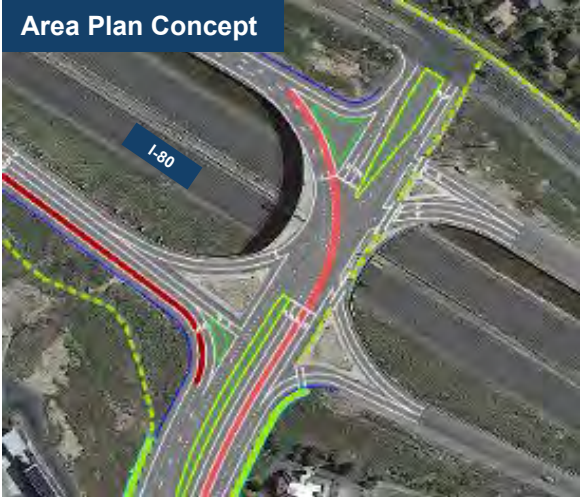
Refinements to Alternative C



New lane added to southern approach at Ute/Landmark roundabout



Refinements to Alternative C



Triple left to WB I-80 removed

Minor turn lane reconfigurations at SPUI to add free rights at ramps



Refinements to Alternative C

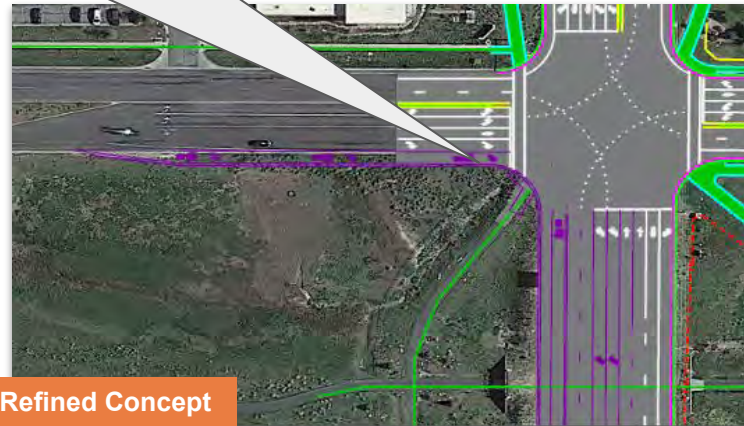
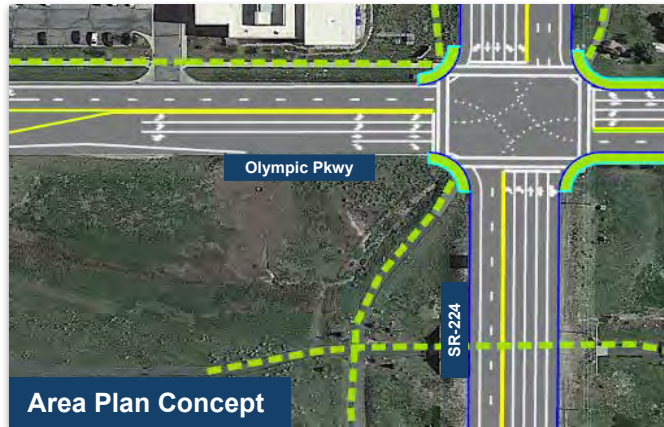


Third lane
added on EB
I-80 onramp
from SPUI

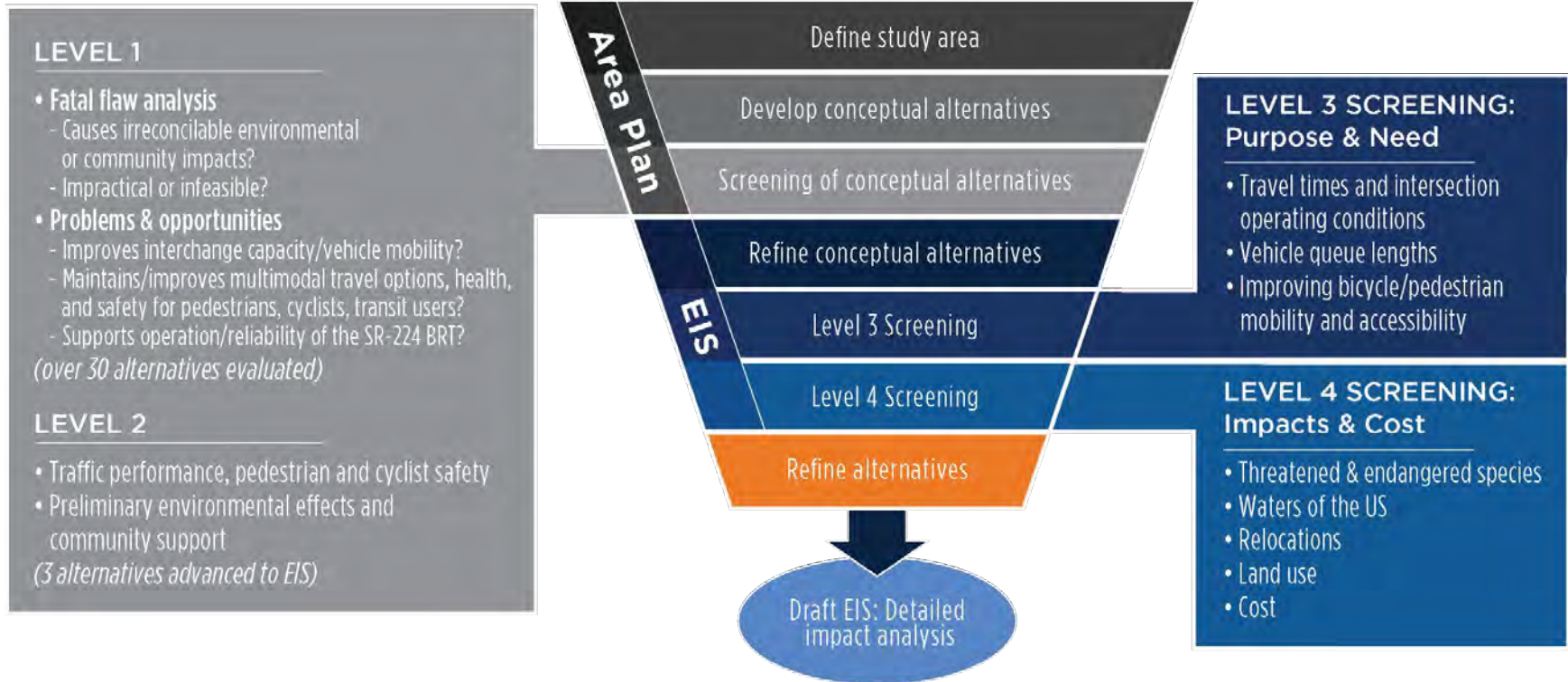


Refinements to Alternative C

Incorporated BRT lanes at intersection of SR-224 and Olympic









Alternative Screening Process



Level 3 Screening - Purpose & Need

Identifies alternatives that meet the purpose and need of the project.

Criterion	Measure	Data Evaluated
Improving operations & travel times on SR-224 from I-80 interchange through Olympic Parkway	Does the alternative provide reliable through-traffic travel time on SR-224 during the AM and PM peak hour? (yes/no)	 Travel time (average speeds on SR-224 to equate to arterial LOS*)
	Meet a level of service of LOS D for as many intersections as possible.	LOS Intersection LOS (overall LOS and turning LOS)
	Is the percent served improved during the peak hour? (yes/no)	 Percent served
Improving safety by eliminating vehicle queues on I-80 off-ramps	Are the off-ramp vehicle queue lengths eliminated on I-80 mainline through lanes? (yes/no)	 Length of vehicle queue (feet)
Improving pedestrian and bicyclist mobility and accessibility throughout the evaluation area	Does the level of traffic stress improve in the vicinity of SR-224? (yes/no)	 Level of traffic stress
	Do the walk times improve for key origin-destination pairs? (yes/no)	 Walk times
Maintaining or improving transit travel times through the evaluation area	Does the alternative maintain or improve the SR-224 BRT transit travel times through the evaluation area? (yes/no)	 Travel times

Level 3 Screening Results

Criteria	Level 3 Screening: Purpose & Need						
	Improving operations & travel times on SR-224 from I-80 interchange through Olympic Parkway			Improving safety by eliminating vehicle queues on I-80 off-ramps	Maintaining or improving transit travel times through the evaluation area	Improving pedestrian and bicyclist mobility and accessibility throughout the evaluation area	
Measure	Provides reliable through-traffic travel time on SR-224 during the AM and PM peak hour? (yes/no)	Meets a level of service of LOS D for as many intersections as possible.	Is the percent served improved during the peak hour? (yes/no)	Are the off-ramp vehicle queue lengths eliminated on I-80 mainline through lanes? (yes/no)	Does the alternative maintain or improve the SR-224 BRT transit travel times through the evaluation area? (yes/no)	Does the level of traffic stress improve in the vicinity of SR-224? (yes/no)	Do the walk times improve for key origin-destination pairs? (yes/no)
What does this mean for me?	<i>I'm not stuck in slow moving traffic</i>	<i>I'm not sitting through multiple light cycles all the time</i>	<i>I'm able to travel through the area</i>	<i>Traffic isn't backed up on the I-80 mainline</i>	<i>Public transportation will work more efficiently</i>	<i>Pedestrians and cyclists have higher level of comfort</i>	<i>Pedestrians and cyclists can travel better in the area</i>
Data Evaluated	Travel time (average speed in mph)	Number of intersections at LOS E or F	Percent served	Length of vehicle queue (feet)	Total BRT Travel Time (NB+SB, AM+PM) Savings from No-Action (min:sec)	Level of traffic stress (1-4 scale, L1 - low stress L4 - high stress)	Total Walk Time Savings from No-Action for 4 O/D Pairs (min:sec)
Existing Conditions (2022)	AM SB - 6:15 (17) PM NB - 7:45 (13)	AM - 1 PM - 2	89%	No - 2,600 ft	N/A-	SR-224 Trail - L1 SR-224 Intersections - L3	53:15
2050 No Action Alternative	AM SB - 11:30 (9) PM NB - 9:30 (11)	AM - 1 PM - 5	86%	No - >5,000 ft	16:30	SR-224 Trail - L1 SR-224 Intersections - L3	54:00
Alternative A (Refined) Split-Diamond Interchange With Intersection Improvements	AM SB - 4:30 (25) PM NB - 4:15 (23)	AM - 0 PM - 0	Yes - 100%	Yes - 600 ft	14:15 (- 2:15)	Yes - SR-224 Ped Tunnel improves Ute crossing to L1	52:30 (- 1:30)
Alternative B (Refined) Grade-Separated Intersections With One-Way Frontage Roads To The I-80 Interchange	AM SB - 3:15 (33) PM NB - 2:45 (37)	AM - 0 PM - 0	Yes - 100%	Yes - 900 ft	14:15 (- 2:15)	No - Portions of trail now adjacent to SR-224 degrade to L4	57:45 (+ 3:45)
Alternative C (Refined) Intersection Improvements With Pedestrian Enhancements	AM SB - 3:15 (33) PM NB - 3:45 (26)	AM - 0 PM - 0	Yes - 100%	Yes - 400 ft	14:30 (- 2:00)	Yes - SR-224 Ped Tunnel improves Ute crossing to L1	53:45 (- 0:15)

Level 3 Screening Results

Data Evaluated	Travel time (average speed in mph)	Number of intersections at LOS E or F	Percent served
Existing Conditions (2022)	AM SB - 6:15 (17) PM NB - 7:45 (13)	AM - 1 PM - 2	99%
2050 No Action Alternative	AM SB - 11:30 (9) PM NB - 9:30 (11)	AM - 1 PM - 5	86%
Alternative A (Refined) Split-Diamond Interchange With Intersection Improvements	AM SB - 4:30 (25) PM NB - 4:15 (23)	AM - 0 PM - 0	Yes - 100%
Alternative B (Refined) Grade-Separated Intersections With One-Way Frontage Roads To The I-80 Interchange	AM SB - 3:15 (33) PM NB - 2:45 (37)	AM - 0 PM - 0	Yes - 100%
Alternative C (Refined) Intersection Improvements With Pedestrian Enhancements	AM SB - 3:15 (33) PM NB - 3:45 (26)	AM - 0 PM - 0	Yes - 100%

Level 3 Screening Results







Data Evaluated	Length of vehicle queue (feet)	Total BRT Travel Time (NB+SB, AM+PM) Savings from No-Action (min:sec)	Level of traffic stress (1-4 scale, L1 - low stress L4 - high stress)	Total Walk Time Savings from No-Action for 4 O/D Pairs (min:sec)
Existing Conditions (2022)	No - 2,600 ft	N/A-	SR-224 Trail - L1 SR-224 Intersections - L3	53:15
2050 No Action Alternative	No - >5,000 ft	16:30	SR-224 Trail - L1 SR-224 Intersections - L3	54:00
Alternative A (Refined) Split-Diamond Interchange With Intersection Improvements	Yes - 600 ft	14:15 (- 2:15)	Yes - SR-224 Ped Tunnel improves Ute crossing to L1	52:30 (- 1:30)
Alternative B (Refined) Grade-Separated Intersections With One-Way Frontage Roads To The I-80 Interchange	Yes - 900 ft	14:15 (- 2:15)	No - Portions of trail now adjacent to SR-224 degrade to L4	57:45 (+ 3:45)
Alternative C (Refined) Intersection Improvements With Pedestrian Enhancements	Yes - 400 ft	14:30 (- 2:00)	Yes - SR-224 Ped Tunnel improves Ute crossing to L1	53:45 (- 0:15)

Level 3 Summary

ALTERNATIVE	Purpose & Need Level 3 Screening Summary
Alternative A (Refined) Split-Diamond Interchange With Intersection Improvements	<ul style="list-style-type: none">- Slower travel times & speeds- More pedestrian walk time savings
Alternative B (Refined) Grade-Separated Intersections With One-Way Frontage Roads To The I-80 Interchange	<ul style="list-style-type: none">- Best travel times & speeds- Negative effect on pedestrian travel times and comfort
Alternative C (Refined) Intersection Improvements With Pedestrian Enhancements	<ul style="list-style-type: none">- Shortest I-80 vehicle queue

Level 4 Screening - Impacts

Focuses on the alternatives' impacts to the natural and built environment, along with estimated project costs.

Criteria	Measure
 Threatened and Endangered Species	<ul style="list-style-type: none">• Acres and types of habitat
 Waters of the United States	<ul style="list-style-type: none">• Linear feet of creeks affected• Acres and types of aquatic resources
 Section 4(f) resources	<ul style="list-style-type: none">• Number and type of Section 4(f) uses
 Relocations	<ul style="list-style-type: none">• Number of potential residential or business relocations
 Land use	<ul style="list-style-type: none">• Compatibility with current land use plans
 Cost	<ul style="list-style-type: none">• Estimated project cost

***Section 4(f)** properties include significant publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places.

Level 4 Screening Results

Criteria	Level 4 Screening: Cost and impacts to the built and natural environment					
	Threatened and Endangered Species	Waters of the United States	Section 4(f) resources	Relocations	Land Use	Cost
<i>What does this mean for me?</i>	<i>How will this impact protected species in the area?</i>	<i>How will this impact federally protected wetlands and waters?</i>	<i>Lands from a historic site or protected public resources</i>	<i>Potential property impacts to community members</i>	<i>Does it meet our community land use goals?</i>	<i>What is the expense to the statewide community?</i>
Measure	Acres	Acres and types of aquatic resources <i>(ditches, open water, wetlands, perennial streams)</i>	# and type of Section 4(f) use	# of potential residential or business relocations	Compatibility with current land use plans	Construction cost estimate (\$2023)
Existing Conditions (2022)	-	-	-	-	-	-
No Action Alternative	-	-	-	-	-	-
Alternative A (Refined) Revised Split-Diamond Interchange With Intersection Improvements	0	Ditch - 0.010 Open Water - 0.060 Wetland- 0.061 Perennial Stream - 0 Total impacts- 0.131	0	0	Yes	\$90M
Alternative B (Refined) Revised Grade-Separated Intersections With One-Way Frontage Roads To The I-80 Interchange	0.047	Ditch - 0.099 Open Water - 0.015 Wetland- 0.065 Perennial Stream - 0.004 Total impacts - 0.183	0	3	Yes	\$162M
Alternative C (Refined) Intersection Improvements With Pedestrian Enhancements	0.001	Ditch - 0.009 Open Water - 0 Wetland - 0.001 Perennial Stream - 0.002 Total impacts - 0.012	0	0	Yes	\$35M

Costs (\$2023)

Alternative	Cost Estimate							
	Right of Way (Strip Takes)	Right of Way (Relocations)	Roadway / Structure	Utilities	Drainage	Traffic Control & Maintenance of Traffic	Misc. (CE, PE, & contingency)	TOTAL COSTS*
Alternative A (Refined) Split-Diamond Interchange With Intersection Improvements	\$3.6M	\$0	\$41.1M	\$9.4M	\$6.7M	\$1.7M	\$27.5M	\$90M
Alternative B (Refined) Grade-Separated Intersections With One-Way Frontage Roads To The I-80 Interchange	\$10.1M	\$15M	\$58M	\$14.6M	\$12.1M	\$8.3M	\$43.7M	\$162M
Alternative C (Refined) Intersection Improvements With Pedestrian Enhancements	\$2M	\$0	\$13.7M	\$4.8M	\$3M	\$700K	\$10.7M	\$35M

Level 4 Summary

ALTERNATIVE	Level 4 Screening		
	Natural Impacts	Built Environment Impacts	Cost and Complexity
Alternative A (Refined) Split-Diamond Interchange With Intersection Improvements	- Higher wetland impact	- Large footprint and parking impacts	- High cost
Alternative B (Refined) Grade-Separated Intersections With One-Way Frontage Roads To The I-80 Interchange	- Most T&E impact - Highest wetland impact	- 3 business relocations - Most right of way impacts (parking and property) - Footprint 2X larger - Large facility in a confined space	- Highest cost - Complex constructability - High complexity drainage due to high water table
Alternative C (Refined) Intersection Improvements With Pedestrian Enhancements	- Minimal wetland impact	- Minor strip takes	- Lowest cost - Low complexity constructability

Level 3 & Level 4 Summary

ALTERNATIVE	Level 3 Screening	Level 4 Screening		
	Purpose & Need	Natural Impacts	Built Environment Impacts	Cost and Complexity
Alternative A (Refined) Split-Diamond Interchange With Intersection Improvements	<ul style="list-style-type: none"> - Slower travel times & speeds - More pedestrian walk time savings 	<ul style="list-style-type: none"> - Higher wetland impact 	<ul style="list-style-type: none"> - Large footprint and parking impacts 	<ul style="list-style-type: none"> - Medium/high cost - Medium complexity
Alternative B (Refined) Grade-Separated Intersections With One-Way Frontage Roads To The I-80 Interchange	<ul style="list-style-type: none"> - Best travel times & speeds - Negative effect on pedestrian travel times and comfort 	<ul style="list-style-type: none"> - Most T&E impact - Highest wetland impact 	<ul style="list-style-type: none"> - 3 business relocations - Most right of way strip impacts - Footprint 2X larger than other alternatives - Large facility in a confined space 	<ul style="list-style-type: none"> - Highest cost - Complex constructability - High complexity drainage due to high water table
Alternative C (Refined) Intersection Improvements With Pedestrian Enhancements	<ul style="list-style-type: none"> - Shortest I-80 vehicle queue 	<ul style="list-style-type: none"> - Minimal wetland impact 	<ul style="list-style-type: none"> - Minor strip takes 	<ul style="list-style-type: none"> - Lowest cost - Low complexity constructability

Next Steps

- Provide an update to the partners in an online meeting prior to publishing alternative screening results
- Set council presentations as requested
- Publish alternative screening results report
- Provide public engagement opportunities and a 30 day comment period on the alternative screening results
 - Working with communities to share information
- Continue working on preparing Draft EIS

Schedule



ONGOING STAKEHOLDER ENGAGEMENT

- Public engagement

- Public engagement

- Open house
- 30-day comment period

- Public engagement
- 30-day comment period

- Public engagement
- 30-day comment period

- 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 diamond interchange, with multiple lanes and ramps. The image is overlaid with a semi-transparent blue filter. The text is centered over the interchange.

Kimball Junction



**ENVIRONMENTAL
IMPACT STATEMENT**

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Notice of the Draft Screening Report and Comment Period
Sent to the Participating Agencies

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From: [Carissa Watanabe](#)
To: [Carissa Watanabe](#)
Cc: [Spoor, Heidi K.](#)
Subject: Kimball Junction EIS - Alternatives Development & Screening Report
Date: Monday, February 26, 2024 11:33:25 AM
Attachments: [UDOT_KJEIS_ScreeningReport_Factsheet_Summary_WEB_2-26-2024.pdf](#)
[UDOT_KJEIS_ScreeningReport_Factsheet_AltA_WEB_2-26-2024.pdf](#)
[UDOT_KJEIS_ScreeningReport_Factsheet_AltB_WEB_2-26-2024.pdf](#)
[UDOT_KJEIS_ScreeningReport_Factsheet_AltC_WEB_2-26-2024.pdf](#)

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.

Hello,

Thank you for participating in the environmental review process for the Kimball Junction Environmental Impact Statement (EIS). Since our last communication, the Utah Department of Transportation (UDOT) has been working to refine the alternatives and evaluate them through the Alternatives Screening process. This process is documented in the draft *Alternatives Development and Screening Results Report* and is now available to the cooperating and participating agencies and the public on the study website (<https://kimballjunctioneis.udot.utah.gov/>). Attached are fact sheets describing the alternatives and summarizing the alternative development and screening process.

The release of this report will be followed by a 30-day public comment period, which starts today, February 26, 2024. We are asking the cooperating and participating agencies and the public to comment on the alternatives screening process, the initial impacts, the alternatives advanced for detailed evaluation in the Draft EIS, and any new alternatives for consideration.

Please provide comments on the draft *Alternatives Development and Screening Report* no later than March 18, 2024, to Heidi Spoor of HDR by email at Heidi.Spoor@hdrinc.com or by postal mail using the address listed below.

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

If you have any questions, please contact me at (503) 939-3798 or cwatanabe@utah.gov. Thank you for your participation and interest in this project.

Sincerely,

Carissa

Carissa Watanabe | Environmental Program Manager

UDOT | UTAH DEPARTMENT OF TRANSPORTATION

Work 503.939.3798

Email cwatanabe@utah.gov | www.udot.utah.gov

ALTERNATIVES DEVELOPMENT AND SCREENING REPORT

The purpose of the Kimball Junction Environmental Impact Statement (EIS) 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 Pkwy.
- 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

EIS ALTERNATIVE SCREENING PROCESS

Level 3 screening criteria eliminated alternatives (potential transportation improvements) that do not meet the purpose and need of the project. Level 4 screening criteria eliminated alternatives that meet the purpose and need but would have unreasonable impacts on the natural and human environment, would not meet regulatory requirements, or could be replaced by a less costly concept with similar impacts.

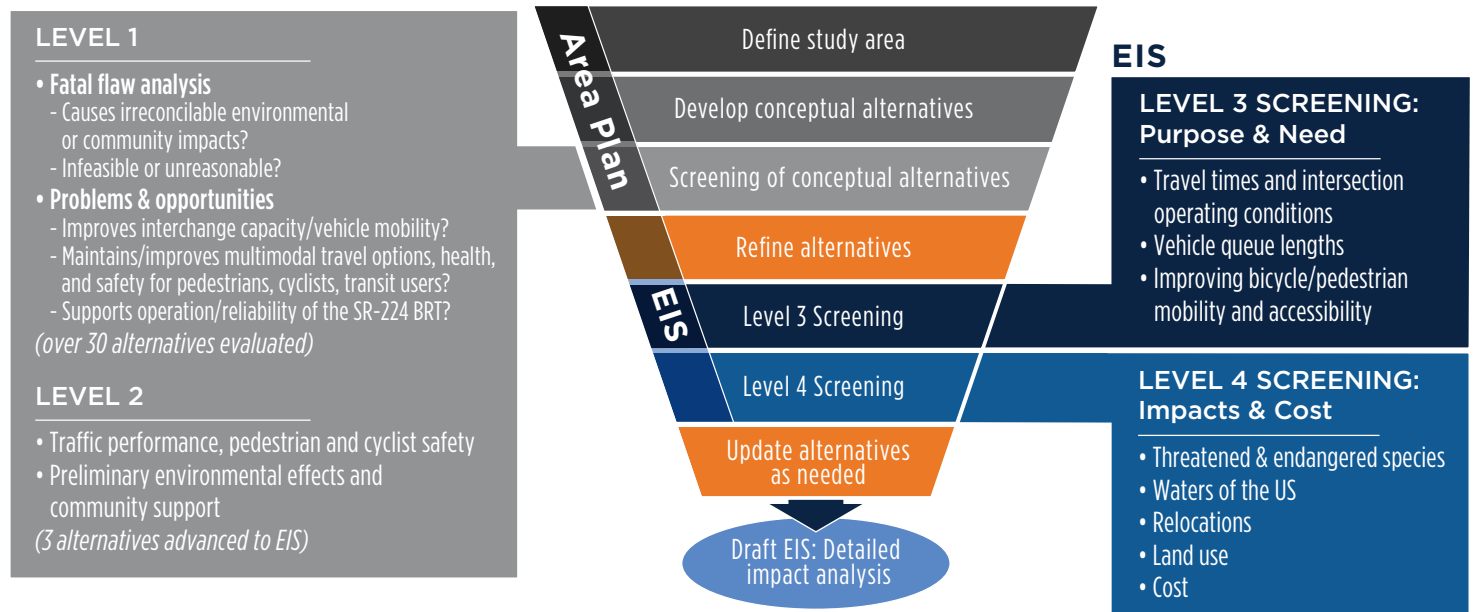
LEVEL 3 SCREENING

UDOT conducted an initial traffic evaluation on the conceptual alternatives from the 2021 Area Plan. All the conceptual alternative designs were refined and the refined alternatives were carried through the full Level 3 screening process. Alternative B did not meet the project purpose and did not pass Level 3 screening—however, it was carried forward in Level 4 screening for comparison.














LEVEL 4 SCREENING

Two alternatives, refined Alternatives A and C, passed Level 4 screening and are being advanced for detailed impacts analysis in the Draft EIS. Because refined Alternative B does not meet the purpose of the project and would have the most Waters of the US (WOTUS) impacts, the most relocations, and the highest cost without substantially greater benefits, it was not advanced for further evaluation in the Draft EIS.

Area Plan



SCREENING RESULTS SUMMARY *(More detailed information in Draft Alternatives Development and Screening Results Report Tables 5-2 & 5-4)*

Criteria	Measure	Data	What does this mean to me?	Existing Conditions (2022)	2050 No-Action Alternative	Alternative A (Refined) <i>Split-Diamond Interchange With Intersection Improvements</i>	Alternative B (concept from Area Plan) <i>(intersections fail: not fully evaluated)</i>	Alternative B (Refined) <i>Grade-Separated Intersections With One-Way Frontage Roads To The I-80 Interchange</i>	Alternative C (Refined) <i>Intersection Improvements With Pedestrian Enhancements</i>
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>I'm not stuck in slow moving traffic</i>	AM SB - 6:15 (17) PM NB - 7:45 (13)	AM SB - 11:30 (9) PM NB - 9:30 (11)	Yes: AM SB - 4:30 (25) PM NB - 4:15 (23)	Not evaluated	Yes: AM SB - 3:15 (33) PM NB - 2:45 (37)	Yes: AM SB - 3:15 (33) PM NB - 3:45 (26)
	Meets a level of service of LOS D for as many intersections as possible.	 Number of intersections at LOS E or F	<i>I'm not sitting through multiple light cycles all the time</i>	AM - 1 PM - 2	AM - 1 PM - 5	AM - 1 PM - 0	AM - 2 PM - 8	AM - 0 PM - 0	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>I can travel through the area</i>	99%	86%	Yes: 100%	No: 92% AM, 79% PM	Yes: 100%	Yes: 100%
	Are the off-ramp vehicle queue lengths eliminated on I-80 mainline through lanes? (yes/no)	 Length of vehicle queue (feet)	<i>Traffic isn't backed up on the I-80 mainline</i>	No: 2,600	No: >5,000	Yes: 600	No: >5,000	Yes: 900	Yes: 400
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)	<i>Public transportation will work more efficiently</i>	N/A	16:30	14:00 Yes: (- 2:30)	Not evaluated	14:15 Yes (- 2:15)	14:30 Yes (- 2:00)
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)	<i>Pedestrians and cyclists can travel better in the area</i>	Yes: Trail - L1 Intersections - LTS3	Yes: Trail - L1 Intersections - LTS3	Yes: Ped Undercrossing improves Ute crossing to LTS1	Not evaluated	No: (same as No-Action) Trail - LTS1 Intersections - LTS3	Yes: Ped Undercrossing improves Ute crossing to LTS1
	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)	<i>Pedestrians and cyclists have higher level of comfort</i>	53:30	54:00	52:30 Yes: (- 1:30)	Not evaluated	57:45 No: (+ 3:45)	53:45 Yes: (- 0:15)
Level 4 Screening - Cost and Impacts to the Built and Natural Environment									
Natural Environment Impacts	Threatened and Endangered Species	 Acres	<i>How will this impact protected species in the area?</i>	-	-	0	Not evaluated	0.001	0.001
	Wetlands & Waters of the United States	 Acres and types of aquatic resources (ditches, open water, wetlands, perennial streams)	<i>How will this impact federally protected wetlands and waters?</i>	-	-	0.131	Not evaluated	0.186	0.012
	Section 4(f) resources	 Number and type of Section 4(f) use	<i>Lands from a historic site or protected public resources</i>	-	-	0	Not evaluated	0	0
Built Environment Impacts	Relocations	 Number of potential residential or business relocations	<i>Potential property impacts to community members</i>	-	-	0	Not evaluated	3 businesses 0 residential	0
	Land Use	 Compatibility with current land use plans	<i>Does it meet our community land use goals?</i>	-	-	Yes	Not evaluated	No	Yes
Cost	Construction Cost Estimate	 \$2025 in millions	<i>What is the expense to the statewide community?</i>	-	-	\$108M	Not evaluated	\$201M	\$41M

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PUBLIC INVOLVEMENT

30-DAY COMMENT PERIOD

FEBRUARY 26 - MARCH 27, 2024

UDOT is asking for public input on the Alternatives Development and Screening Report. Please provide comments on the alternative screening process in the report, the initial impacts analysis, and the alternatives advanced for detailed evaluation in the Draft EIS.

PUBLIC ENGAGEMENT ACTIVITIES:



LOCAL GOVERNMENT PRESENTATIONS



PUBLIC COMMENT PERIOD



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

- | | | | | | | |
|---|---|--|---|---|--|---|
| <ul style="list-style-type: none">Public engagement | <ul style="list-style-type: none">Public engagement | <ul style="list-style-type: none">Council PresentationsOpen house37-day comment period | <ul style="list-style-type: none">Public engagement30-day comment period | <ul style="list-style-type: none">Council PresentationsPublic engagement30-day comment period | <ul style="list-style-type: none">Council PresentationsPublic hearing45-day comment period | <ul style="list-style-type: none">Public engagement |
|---|---|--|---|---|--|---|

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

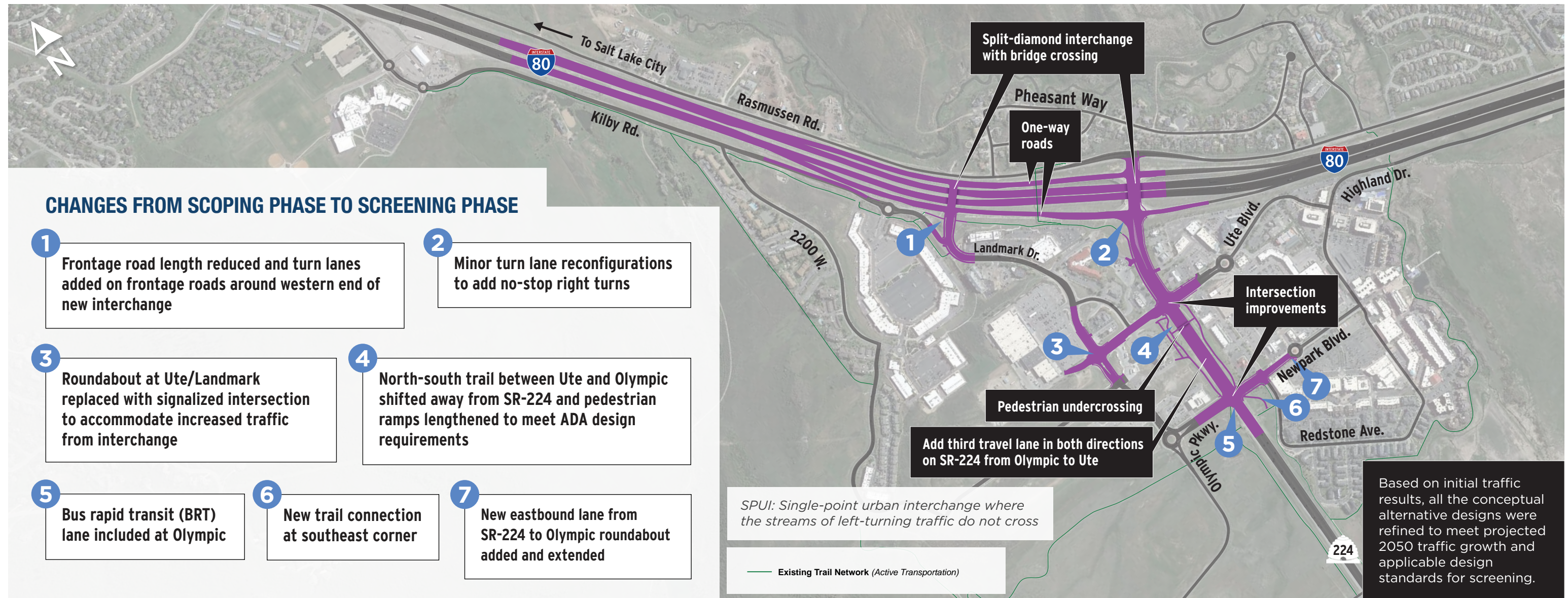
Individuals Requiring Accommodations: For those without internet access or needing accommodations including but not limited to translation or captioning, please notify the project team by **March 18, 2024** at 435-255-3168 for assistance with viewing materials or providing comments.

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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ALTERNATIVE A (REFINED)

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 traffic 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 between the new access and SR-224 by providing easier access to residential and commercial locations in the Kimball Junction area. 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 undercrossing 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.

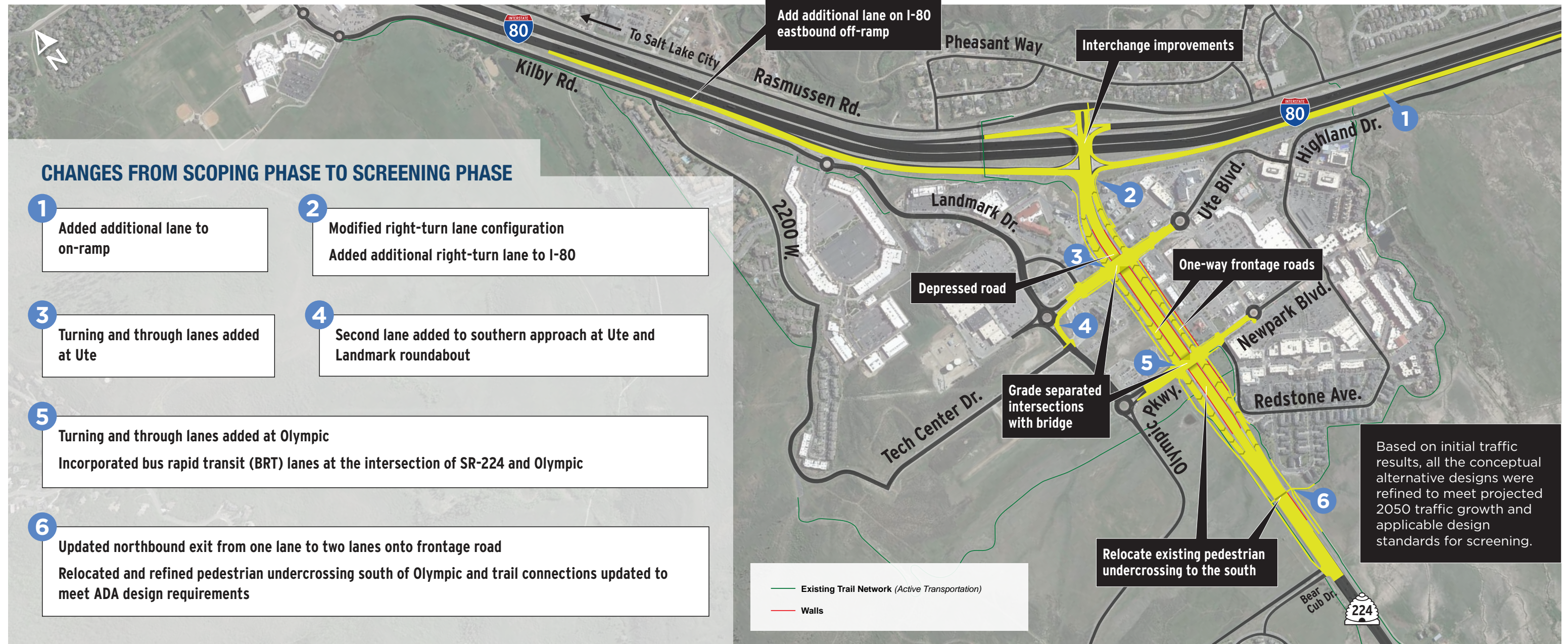
BENEFITS

- ✓ Provides new access points, better traffic dispersion, and direct access into the Kimball Junction area on the south side of I-80
- ✓ Pedestrian undercrossing would increase connectivity and comfort
- ✓ 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 A (Refined) Split-Diamond Interchange With Intersection Improvements	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 - 4:30 (25) PM NB - 4:15 (23)	- Substantial improvement over No-Action and Existing conditions - Least efficient among build alternatives
	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 - 1 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: 600	
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	14:00 Yes: (- 2:30)	- Most transit time savings
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	Yes: Ped Undercrossing improves Ute crossing to LTS1	
	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	52:30 Yes: (- 1:30)	- Most pedestrian walk time savings
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	
	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?	-	-	0.131	- Medium 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	-	-	0	- Large footprint outside of existing SR-224 corridor and parking impacts
	Land Use	 Compatibility with current land use plans	Does it meet our community land use goals?	-	-	Yes	
Cost	Construction Cost Estimate	 \$2025 in millions	What is the expense to the statewide community?	-	-	\$108M	- Medium/high cost - Medium construction complexity

ALTERNATIVE B (REFINED)

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





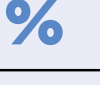










DESCRIPTION

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.

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.

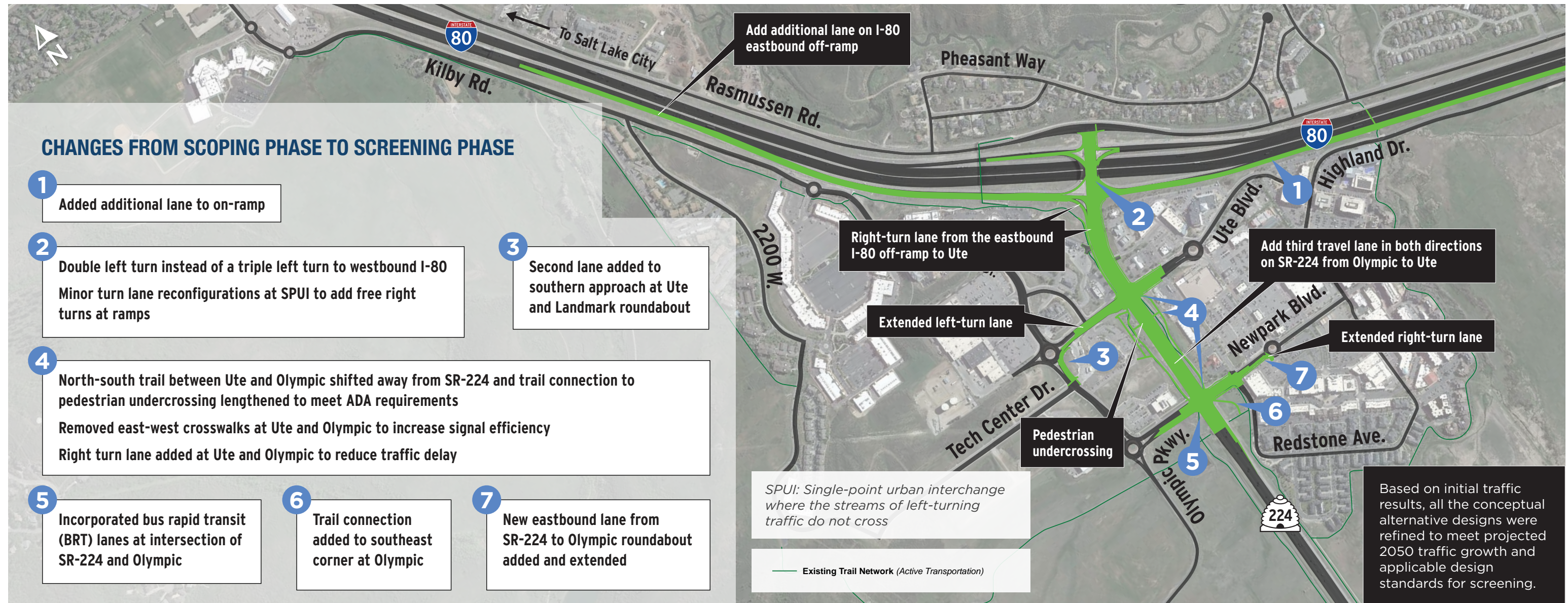
BENEFITS

- ✓ 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>I'm not stuck in slow moving traffic</i>	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>I'm not sitting through multiple light cycles all the time</i>	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>I can travel through the area</i>	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)	<i>Traffic isn't backed up on the I-80 mainline</i>	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)	<i>Public transportation will work more efficiently</i>	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)	<i>Pedestrians and cyclists can travel better in the area</i>	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)	<i>Pedestrians and cyclists have higher level of comfort</i>	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	<i>How will this impact protected species in the area?</i>	-	-	0.001	
	Wetlands & Waters of the United States	 Acres and types of aquatic resources (ditches, open water, wetlands, perennial streams)	<i>How will this impact federally protected wetlands and waters?</i>	-	-	0.186	- Highest wetland impact
	Section 4(f) resources	 Number and type of Section 4(f) use	<i>Lands from a historic site or protected public resources</i>	-	-	0	
Built Environment Impacts	Relocations	 Number of potential residential or business relocations	<i>Potential property impacts to community members</i>	-	-	3 businesses 0 residential	- 3 business relocations - Most number of properties impacted
	Land Use	 Compatibility with current land use plans	<i>Does it meet our community land use goals?</i>	-	-	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	<i>What is the expense to the statewide community?</i>	-	-	\$201M	- Highest cost - Highest construction complexity - High complexity drainage due to depressed road and elevated water table

ALTERNATIVE C (REFINED)

INTERSECTION IMPROVEMENTS WITH PEDESTRIAN ENHANCEMENTS
















DESCRIPTION

This alternative consists of additional through travel lanes, additional turn lanes at the intersections to improve intersection efficiency, and improvements for pedestrian and bicycle accessibility.

Improvements include adding dual left turn lanes at Olympic Parkway for southbound-to-eastbound and northbound-to-westbound movement and building a pedestrian undercrossing south of Ute Boulevard. This option would also include adding an additional northbound and southbound lane on SR-224 from Olympic Parkway to Ute Boulevard, along with extending the westbound-to-northbound right-turn lane on Newport Boulevard and extending the eastbound-to-northbound dual left-turn lanes on Ute Boulevard.

BENEFITS

- ✓ Pedestrian undercrossing would increase connectivity and comfort
- ✓ 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 C (Refined) Intersection Improvements With Pedestrian Enhancements	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>I'm not stuck in slow moving traffic</i>	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 - 3:45 (26)	- Similar AM SB travel time as Alternative B
	Meets a level of service of LOS D for as many intersections as possible.	 Number of intersections at LOS E or F	<i>I'm not sitting through multiple light cycles all the time</i>	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>I can travel through the area</i>	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)	<i>Traffic isn't backed up on the I-80 mainline</i>	No: 2,600	No: >5,000	Yes: 400	- Shortest I-80 vehicle queue
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)	<i>Public transportation will work more efficiently</i>	N/A	16:30	14:30 Yes: (- 2:00)	
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)	<i>Pedestrians and cyclists can travel better in the area</i>	Yes: Trail - L1 Intersections - LTS3	Yes: Trail - L1 Intersections - LTS3	Yes: Ped undercrossing improves Ute crossing to LTS1	
	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)	<i>Pedestrians and cyclists have higher level of comfort</i>	53:30	54:00	53:45 Yes: (- 0:15)	
Level 4 Screening - Cost and Impacts to the Built and Natural Environment							
Natural Environment Impacts	Threatened and Endangered Species	 Acres	<i>How will this impact protected species in the area?</i>	-	-	0.001	
	Wetlands & Waters of the United States	 Acres and types of aquatic resources (ditches, open water, wetlands, perennial streams)	<i>How will this impact federally protected wetlands and waters?</i>	-	-	0.012	- Lowest wetland impact
	Section 4(f) resources	 Number and type of Section 4(f) use	<i>Lands from a historic site or protected public resources</i>	-	-	0	
Built Environment Impacts	Relocations	 Number of potential residential or business relocations	<i>Potential property impacts to community members</i>	-	-	0	- Minor right-of-way acquisitions
	Land Use	 Compatibility with current land use plans	<i>Does it meet our community land use goals?</i>	-	-	Yes	
Cost	Construction Cost Estimate	 \$2025 in millions	<i>What is the expense to the statewide community?</i>	-	-	\$41M	- Lowest cost - Low construction complexity

Comments Received from Participating Agencies on the
Draft Screening Report

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State of Utah

SPENCER J. COX
Governor

DEIDRE M. HENDERSON
Lieutenant Governor

Department of Natural Resources

JOEL FERRY
Executive Director

Division of Wildlife Resources

J. SHIRLEY
Division Director

March 15, 2023

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

Subject – Kimball Junction Draft Alternatives Development and Screening Results Report

Ms. Spoor,

The Utah Division of Wildlife Resources (DWR) has reviewed the draft Alternatives Development and Screening Results Report for the Kimball Junction Environmental Impact Statement, and we offer the following comments.

The DWR, in collaboration with the Utah Department of Transportation (UDOT) and other partners, installed wildlife exclusion fencing along I-80 on both sides of Kimball Junction to reduce wildlife-vehicle collisions. As Kimball Junction is improved, we recommend installing wildlife exclusionary cattle guards to connect the fencing in the area fully. This will help prevent wildlife from entering the highway and reduce potential wildlife-vehicle collisions. If wildlife exclusionary cattle guards are not feasible with this project, we recommend exploring options to allow this work to be done more easily in future projects.

We appreciate the opportunity to review this report and coordinate this project. If you have questions, please contact Josee Seamons, the DWR's Impact Analysis Biologist in our Central Region office, at jseamons@utah.gov or 385-421-1277.

Sincerely,


Michael Canning (Mar 15, 2024 13:04 MDT)

Michael F. Canning
Deputy Director

MFC/js



COUNTY MANAGER



SHAYNE C. SCOTT

March 27, 2024

Carlos Braceras, Executive Director
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, UT 84114

Via Email: cbraceras@utah.gov

Dear Utah Department of Transportation:

Summit County is excited to work with the Utah Department of Transportation (UDOT) to create transportation solutions at the Interstate 80 (I-80) and State Route 224 (S.R. 224) interchange at Kimball Junction through the Environmental Impact Statement (EIS).

As you know, Kimball Junction is the gateway corridor to the greater Snyderville Basin and Park City region and serves the Kimball Junction Town Center. As such, we emphasize that the preferred alternative needs to serve all users in the community and bridge the divided neighborhoods along the SR-224 corridor, without overburdening local roads.

As currently presented, proposed Alternatives A and C do not satisfy the objectives of the Kimball Junction Neighborhood Plan ("Kimball Junction Plan"). One of the main objectives of the Kimball Junction Plan is to "create a people oriented built environment" where "priority is given to the needs of pedestrians rather than the movement of vehicles." It is critical that the preferred alternative does not create an environment adverse to pedestrians and other active modes.

These proposed alternatives, as presently designed, are not suitable for local neighborhoods. For example, the Alternative A "Split Diamond" design dramatically increases traffic onto Landmark Drive and exacerbates the hostile pedestrian environment. As stated below, if Alternative A were ultimately selected, Landmark Drive between the new Split Diamond Interchange and Ute Blvd would need added capacity. There are opportunities for this area to redevelop more consistently with the Kimball Junction Plan, however, a traffic-heavy corridor will impede this improvement.

The Kimball Junction Plan also establishes a goal to "achieve a seamlessly connected neighborhood." Again, as currently designed, none of these alternatives accomplishes this goal. While we appreciate the effort to establish a mid-block pedestrian underpass between Ute Boulevard and Olympic, research has found that out-of-direction travel for pedestrians is often neglected, uncomfortable, and undermines pedestrian safety. All of the existing alternatives further divide the neighborhoods on each side of SR-224.

Instead of another pedestrian/bicycle tunnel under SR-224, Summit County would like UDOT to provide an enhanced pedestrian/bicycle promenade to pass over SR-224 that is comfortable and beautiful and provides an opportunity for this much needed connectivity between neighborhoods divided by SR-224 (a "Pedestrian Crossing"). Summit County owns the approximately six-acre parcel (SCPS-1-X) where its Sheldon Richins Building and Transit Center are located (the

“Richins Parcel”). Regardless of which alternative is chosen, the eastern edge of this Richins Parcel could be included in the design of this Pedestrian Crossing.

Summit County believes that there are opportunities to better meet the EIS Purpose and Need statement as well as to meet the objectives of the Kimball Junction Plan by revising the existing alternatives. Previously, Summit County staff had requested to meet with UDOT to discuss these potential revisions and were asked to wait until the public comment period. We now ask that you consider the following revisions and reevaluate the following alternative designs:

Alternative A: include additional travel lanes on SR-224 and an enhanced SR-224 Pedestrian Overpass described above. Many of the enhancements pertaining to Alternative C can be beneficially combined into Alternative A, making it a more robust solution. Summit County refers to these modifications as Alternative A+C.

Alternative B: eliminate the connection of Ute Boulevard crossing SR-224 to narrow the large intersection footprint to accomplish the previous concept design with a grade-separated public plaza. This approach of a public plaza over highways has been successfully implemented in several other communities resulting in increased economic development and social cohesion across a highway. This alternative best satisfies the Kimball Junction Plan with respect to connecting the east and west sides of SR-224. Summit County refers to these modifications as Alternative B+.

Alternative C: swap the pedestrian/bicycle tunnel for an enhanced and beautified Pedestrian Overpass described above that improves the public realm and better connects the neighborhoods. This alternative appears to Summit County to be the weakest solution both to traffic flows and to pedestrian accessibility.

Please refer to the enclosures for more information about these alternative designs.

We see this reevaluation as an opportunity to improve on these alternatives for better multimodal improvements necessary for a transformational project that will serve future generations. With each of these revised alternatives, it is imperative that these alternatives consider both regional and local needs. To ensure that these revised alternatives meet Summit County’s goals, we need additional information on the impact on local roads.

Alternative A will have a direct impact on many local roads, primarily Landmark Drive. Landmark Drive has been identified in the Summit County Long Range Transportation Plan for widening the segment between the roundabout at the Tanger Outlet Mall and the Best Western hotel from the existing 3-lane road to 4-lanes. Nevertheless, we cannot depend on this corridor to solve the overall traffic problem, as this widening has not been fully studied, nor would this accommodate additional traffic for the entirety of the corridor which Alternative A contemplates. If Alternative A, which includes a split diamond interchange at the Tanger Outlet Mall, is selected, it is critical that UDOT include in such alternative adding right-of-way and improvements to Landmark Drive for additional vehicular lanes for pedestrian and bicycle infrastructure to secure safety along a high-volume roadway. To help understand the impact of these alternatives, please indicate the forecasted vehicular volume on Landmark Drive and include upgrades to Landmark in the design.

One of the assumptions underlying Alternative A seems to be that about 50% of the current traffic passing through Kimball Junction at the AM and PM peak times is accessing either the west or the east sides of the Kimball Junction Neighborhood and not just passing through. Summit County requests that UDOT provide more empirical data to back up this assumption.

UDOT evaluated the alternatives for “compatibility” with the Kimball Junction Plan with all three alternatives getting a passing evaluation. However, none of the current alternatives achieve a seamless and connected neighborhood as highlighted in the Kimball Junction Plan.

We recognize that a grade-separated crossing is preferable to an at-grade Pedestrian Overpass over multiple lanes; however, an out-of-direction, pedestrian underpass is often underutilized because of the inherent danger and discomfort of these routes. There have been no indications that proper lighting, air circulation, and aesthetics have been considered for pedestrian underground crossings for up to 9-lanes of travel.

As stated above, Summit County requests an enhanced Pedestrian Overpass that is safe, comfortable, and aesthetically pleasing for the gateway corridor to the Wasatch Back. This should not be viewed as a simple betterment to the project, but rather as an essential element to the Kimball Junction Plan. Without such, the east and west sides of SR-224 will not be a “seamlessly connected neighborhood.”

Further, as stated in the Kimball Junction Plan, it is imperative that bicycle and pedestrian safety and comfort are a high priority. While UDOT developed a “Level of Traffic Stress” to evaluate the improvement of pedestrian and bicycle mobility, the methodology did not adequately consider the impact of additional vehicles on the network. For example, Alternative A, with a much higher vehicular volume on Landmark Drive is considered as improving the pedestrian and bicycle mobility. As requested in earlier stakeholder meetings, please consider revising the methodology that better reflects the user experience.

Summit County reiterates to UDOT that transit should be taken into consideration in evaluating and designing these alternatives and in arriving at a preferred alternative. The alternatives seem to do a good job of taking our proposed SR-224 BRT project (which is in the design phase now) into consideration. Summit County is currently considering enhancing and/or redeveloping the existing transit center on the Richins Parcel, including creating a capture parking lot. It’s essential to consider the benefits of a 1,000+ parking spaces facility at this location in future analysis to facilitate transit and other multimodal solutions.

Finally, while the UDOT evaluation provides metrics for travel time and average speed, the information conveyed to the public appears to be flawed. For example, the travel times reflected in Alternative B do not accurately reflect the average speeds and travel times on thoroughfare roads compared to frontage roads. Instead, the report reflects a single comingled time or speed listed for that alternative. A singular speed or travel time conveys less advantages of the grade-separated design than actually forecasted. To a layperson, such analysis does not make logical sense and decreases public confidence in the EIS process. Slower speeds on frontage roads are an acceptable trade-off as this accomplishes the desire to move regional traffic quickly onto the interstate while providing safe and comfortable options on local roads. Separating out the frontage roads from SR-224 in this analysis results in significant increases in favorability with regard to Alternative B.

The Kimball Junction improvement is crucial to address both current demands and future growth, playing a pivotal role in bolstering local and statewide economic development. Enhancing travel efficiency between the Salt Lake Airport and the Wasatch Back ski resorts presents a significant economic edge for Utah compared to competing resorts across the western United States. However, congestion along the routes, leading to our ski destinations, diminishes our attractiveness and undermines economic vitality. We see that happening now with gridlock on SR-224.

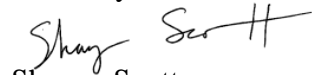
The needs at Kimball Junction are both immediate and persistent. These improvements need to be timed to accommodate the forthcoming Winter Olympic and Paralympic Games, for which Utah has been designated as the "preferred host" for 2034. Kimball Junction will serve as a

pivotal link connecting the world to venues in the Wasatch Back. Any delay extending construction beyond the 2033-2034 winter season would severely impact the region's capacity to effectively host the games. Summit County requests for this project to be included in the 2025 Statewide Transportation Improvement Program (STIP) as soon as possible, with construction slated for 2028 or sooner, to meet the pressing demands of the community.

Summit County would like to thank UDOT for its work on the EIS so far and look forward to working with you on your next refinements to these alternatives, leading to a mutually acceptable final Record of Decision.

Please contact Carl Miller, Summit County's Transportation Planning Director at cmiller@summitcounty.org, if you have any questions.

Sincerely,



Shayne Scott,
County Manager

Enclosure: Kimball Junction Alternative Designs

c:

Summit County Council, countycouncil@summitcounty.org

Mayor Nann Worrell, Mayor Park City Municipal Corporation, nann.worel@parkcity.org

Kim Carson, High Valley Transit Board Chair, kcarson@summitcounty.org

Caroline Rodriguez, High Valley Transit Executive Director, crodriguez@highvalleytransit.org

John Angell, Summit County Public Works Director, jangell@summitcounty.org

Pat Putt, Summit County Community Development Director,

pputt@summitcounty.org

Carl Miller, PMP, AICP CTP, Summit County Transportation Planning Director,

cmiller@summitcounty.org

Robert Stewart – UDOT Region II Director, rstewart@utah.gov

Geoff Dupaix, UDOT Region II Planning Manager, gdupaix@utah.gov

Rebecka Stromness, PE, UDOT Region 2 Project Manager, rstromness@utah.gov

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ALTERNATIVE A+C

2

Landmark Dr.

4

ADD ONE MORE THROUGH LANE IN EACH DIRECTION

3

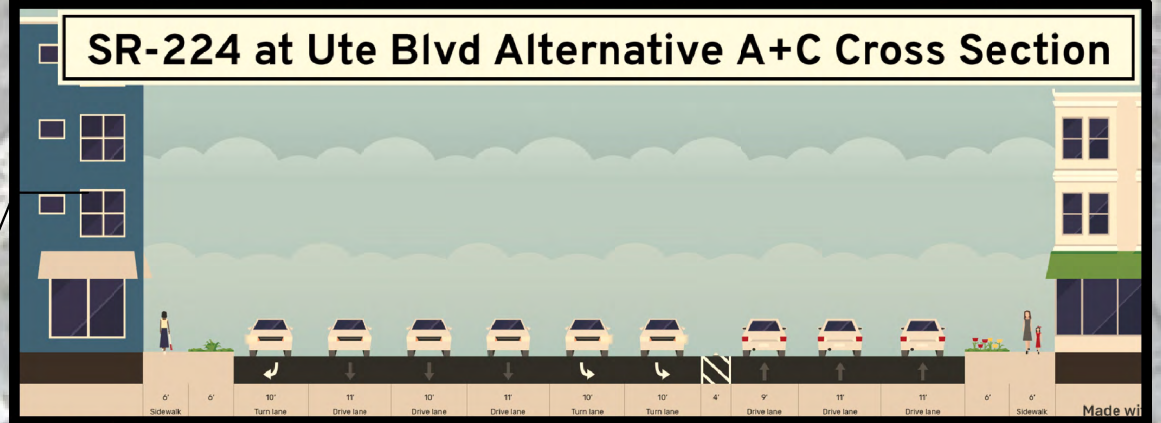
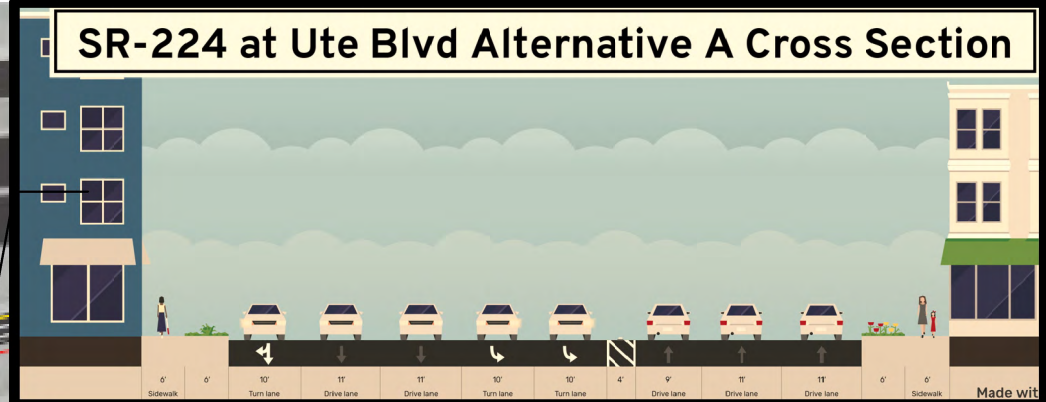
SIGNALIZED INTERSECTION

5

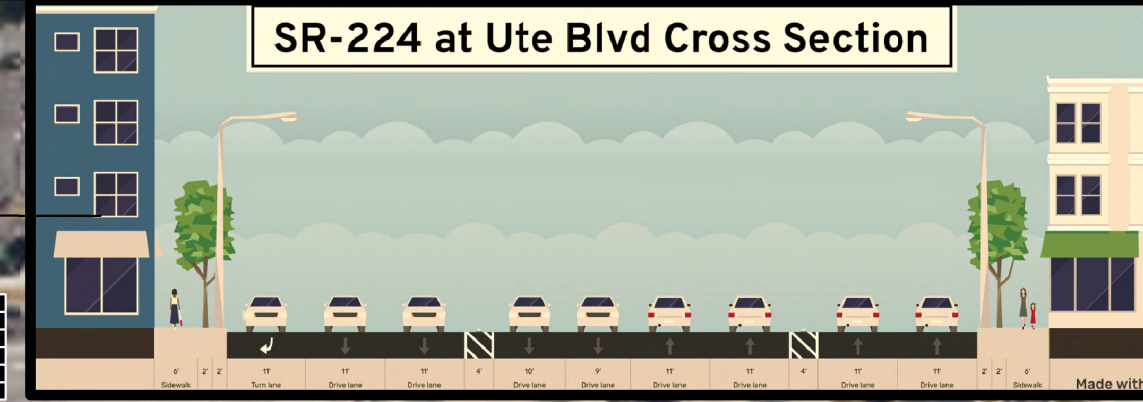
REPLACE UNDERPASS WITH OVERPASS

6

PKWY.



ALTERNATIVE B+

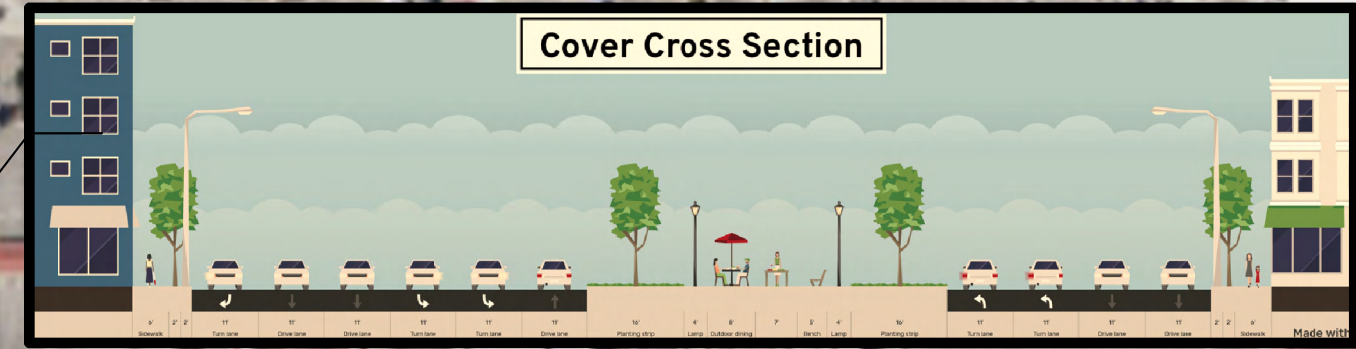


LANE REDUCTION

REMOVE BRIDGE W/
NO THRU MOVEMENTS
ON UTE BLVD

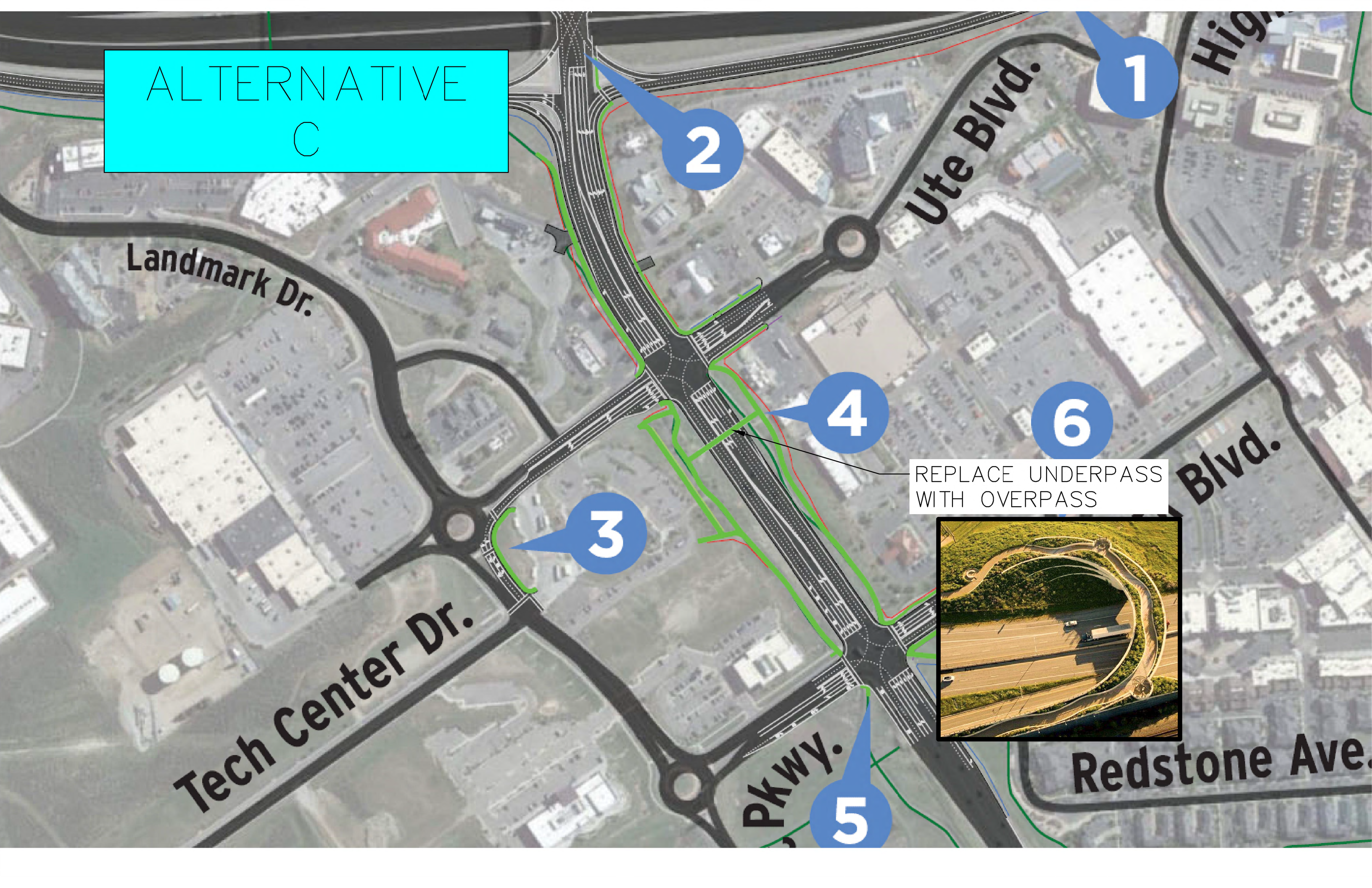
POSSIBLE CROSSWALK

COVER OVER SR-224
WITH GREEN SPACE



GRADE SEPARATED
INTERSECTION

ALTERNATIVE
C



1

2

3

4

6

5

REPLACE UNDERPASS
WITH OVERPASS



Landmark Dr.

Tech Center Dr.

Ute Blvd.

Pkwy.

Redstone Ave.

Blvd.

High

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UDOT's Responses to Participating Agency Comments

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Comment-response Matrix

Document Title	Responses to Participating Agency Comments on the <i>Draft Alternatives Development and Screening Results Report</i>	Agency and Reviewers	UDOT
Document Date	March 2024	Review Date	July 2024

Comment Number	Comment	Response
<i>Utah Division of Wildlife Resources (DWR)</i>		
1	The DWR, in collaboration with the Utah Department of Transportation (UDOT) and other partners, installed wildlife exclusion fencing along I-80 on both sides of Kimball Junction to reduce wildlife-vehicle collisions. As Kimball Junction is improved, we recommend installing wildlife exclusionary cattle guards to connect the fencing in the area fully. This will help prevent wildlife from entering the highway and reduce potential wildlife-vehicle collisions. If wildlife exclusionary cattle guards are not feasible with this project, we recommend exploring options to allow this work to be done more easily in future projects.	UDOT agrees with DWR's recommendation to include wildlife exclusionary cattle guards where appropriate to fully connect the fencing in the interchange. Wildlife exclusionary cattle guards will be included in the environmental impact statement (EIS) as a wildlife mitigation measure, and they will be incorporated into the final design of the selected alternative.
<i>Summit County</i>		
1	We emphasize that the preferred alternative needs to serve all users in the community and bridge the divided neighborhoods along the SR-224 corridor, without overburdening local roads.	<p>The project's purpose is to address transportation-related safety and mobility for all users of the Kimball Junction area by:</p> <ul style="list-style-type: none"> • Improving operations and travel times on State Route 224 (SR-224) from the Interstate 80 (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; and • Maintaining or improving transit travel times through the evaluation area.

Comment-response Matrix

Comment Number	Comment	Response
2	As currently presented, proposed Alternatives A and C do not satisfy the objectives of the Kimball Junction Neighborhood Plan (“Kimball Junction Plan”). One of the main objectives of the Kimball Junction Plan is to “create a people oriented built environment” where “priority is given to the needs of pedestrians rather than the movement of vehicles.” It is critical that the preferred alternative does not create an environment adverse to pedestrians and other active modes.	<p>As described above in response to comment 1, the project’s purpose is to improve vehicle operations and safety as well as pedestrian and bicyclist mobility and accessibility in the evaluation area.</p> <p>In Level 3 screening, criteria and measures used for vehicle traffic are equally as important as criteria and measures used for active transportation. To pass Level 3 screening, an alternative must pass each measure, and the 2050 no-action measurement is used as the basis (that is, the resulting measure needs to be better than the modeled 2050 no-action results).</p>
3	The Alternative A “Split Diamond” design dramatically increases traffic onto Landmark Drive and exacerbates the hostile pedestrian environment. If Alternative A were ultimately selected, Landmark Drive between the new Split Diamond Interchange and Ute Blvd would need added capacity. There are opportunities for this area to redevelop more consistently with the Kimball Junction Plan, however, a traffic-heavy corridor will impede this improvement.	<p>Widening Landmark Drive is a Phase 1 project in Summit County’s long-range transportation plan (LRTP). Therefore, Summit County’s assumed widening of Landmark Drive is part of the assumptions for the No-Action Alternative in the Kimball Junction EIS.</p> <p>UDOT developed a conceptual design of a widened Landmark Drive to better understand the County’s eventual widening plan, understand how Alternative A would tie into the widened road, and provide the County with more information in response to these comments. UDOT reviewed this conceptual design with Summit County on June 12, 2024, and provided the County with right-of-way width scenarios for the widened roadway. However, Summit County is responsible for deciding its cross-section and implementing a design for the widened roadway. The conceptual design of the Alternative A exhibit included in the final screening report shows that a widened Landmark Drive is included as part of the 2050 No-Action Alternative because it is shown as a Phase 1 project on the County’s LRTP.</p> <p>With the planned widening, Landmark Drive is expected to operate acceptably as part of Alternative A. Appendix D, <i>Kimball Junction Alternatives and Traffic Modeling Data Report</i>, of the <i>Final Alternatives Development and Screening Results Report</i> (final screening report) has been revised to include more discussion about traffic volumes on Landmark Drive with Refined Alternative A. With Refined Alternative A, during the 2050 PM peak hour, traffic volumes on SR-224 between I-80 and Ute Boulevard would decrease by 1,020 vehicles (about 20%), and traffic volumes on Landmark Drive just north of Ute Boulevard would increase by 510 vehicles (about 30%). The planned widening of Landmark Drive by Summit County will accommodate the expected traffic volumes. Additionally, converting the Landmark Drive and Ute Boulevard roundabout into a signal, as identified with Refined Alternative A, would result in an acceptable level of service for the intersection. The <i>LOS Results</i> section of Appendix D, <i>Kimball Junction Alternatives and Traffic Modeling Data Report</i>, of the final screening report has been revised to clarify these points.</p>

Comment-response Matrix

Comment Number	Comment	Response
4	<p>The Kimball Junction Plan also establishes a goal to “achieve a seamlessly connected neighborhood.” Again, as currently designed, none of these alternatives accomplishes this goal. While we appreciate the effort to establish a mid-block pedestrian underpass between Ute Boulevard and Olympic, research has found that out-of-direction travel for pedestrians is often neglected, uncomfortable, and undermines pedestrian safety. All of the existing alternatives further divide the neighborhoods on each side of SR-224.</p>	<p>When reviewing the <i>Kimball Junction Neighborhood Plan</i>, UDOT considered each alternative’s consistency with several opportunities in the plan related to multimodal transportation and within UDOT’s purview, including improving the flow of regional through traffic and improving the neighborhood’s overall connectivity and walkability. With all three alternatives screened in the <i>Draft Alternatives Development and Screening Results Report</i> (draft screening report), UDOT sought to reduce out-of-direction travel as much as possible, minimize origin and destination walk times, and improve comfort for pedestrians and bicyclists when crossing SR-224. All three refined action alternatives evaluated in the draft screening report would meet the goal of improving the flow of regional through traffic, as shown by the Level 3 screening results.</p> <p>Refined Alternatives A and C would both add a new proposed pedestrian underpass under SR-224 south of Ute Boulevard. Therefore, when combined with the existing pedestrian underpass near Olympic Parkway, the proposed underpass would further help connect the neighborhoods on each side of SR-224 as well as enhance active transportation connections in the area.</p> <p>Refined Alternative B does not include a new pedestrian underpass. Instead, pedestrians and bicyclists would need to cross both frontage roads. This lane configuration (two travel lanes for each frontage road plus turn lanes) would not meet the <i>Kimball Junction Neighborhood Plan’s</i> objective of a seamlessly connected neighborhood. Refined Alternatives A and C better meet this objective.</p>

Comment-response Matrix

5	<p>Instead of another pedestrian/bicycle tunnel under SR-224, Summit County would like UDOT to provide an enhanced pedestrian/bicycle promenade to pass over SR-224 that is comfortable and beautiful and provides an opportunity for this much needed connectivity between neighborhoods divided by SR-224 (a “Pedestrian Crossing”). Summit County owns the approximately six-acre parcel (SCPS-1-X) where its Sheldon Richins Building and Transit Center are located (the “Richins Parcel”). Regardless of which alternative is chosen, the eastern edge of this Richins Parcel could be included in the design of this Pedestrian Crossing.</p>	<p>At Summit County’s request, UDOT evaluated a footprint and three potential design options for a pedestrian overpass over SR-224. Because of slope issues and the proximity of businesses to SR-224 on the east side of the road, UDOT considered three different ramp configurations for a pedestrian overpass: straight ramps, spiral ramps, and oval ramps. All three ramp configurations incorporate the eastern edge of the Sheldon Richins Building parcel on the west side of SR-224.</p> <p>UDOT will include features required by the American Association of State Highway and Transportation Officials’ (AASHTO) and UDOT’s design and safety standards, as well as aesthetic enhancements of a grade-separated crossing, if one is selected, during the final design phase of the project.</p> <p>UDOT presented the pedestrian overpass options to Summit County staff on June 12, 2024, and subsequently screened the three overpass options using the active transportation–related Level 3 screening measures relevant to improving pedestrian and bicyclist mobility and accessibility throughout the evaluation area. UDOT measured the level of traffic stress (LTS) near SR-224 and measured the walk times using travel time pairs as described in Appendix D, <i>Kimball Junction Alternatives and Traffic Modeling Data Report</i>, of the draft and final screening reports.</p> <p>As described in Section 5.4, <i>Pedestrian Overpass Options with Alternatives A and C</i>, of the final screening report, all three pedestrian overpass options pass the LTS measure, perform better than the 2050 No-Action Alternative, and equally improve the LTS similar to the underpass option. However, all three pedestrian overpass options fail the walk time screening measure. None of the overpass options would have a total walk time savings better than the 2050 No-Action Alternative for the four origin-destination pairs used for the measure; therefore, none of the pedestrian overpass options meet the overall purpose of the project. In addition, all three overpass options would have worse walk times than the pedestrian underpass option, though that comparison was not used for screening.</p> <p>The three options fail the walk time screening measure primarily because walk times for alternatives with the pedestrian bridge are longer than with the No-Action Alternative as a result of the out-of-direction travel created by the ramps on the east side of SR-224. The ramps must be long enough to maintain appropriate head clearance and Americans with Disabilities Act (ADA)-compliant grades, which creates long ramps for the straight ramp option and multiple spirals or ovals for the other two options. Compared to alternatives with an underpass, alternatives with a pedestrian overpass options add 500 to 900 feet of additional walking distance.</p> <p>UDOT understands that Summit County is considering land use changes and redevelopment opportunities in the Kimball Junction area. Neither Refined Alternative A nor C with the pedestrian underpass precludes Summit County from working with UDOT in the future to develop a pedestrian overpass that connects development on each side of SR-224.</p>
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Comment-response Matrix

Comment Number	Comment	Response
		The full screening results for the pedestrian overpass options are included in Section 5.4, <i>Pedestrian Overpass Options with Alternatives A and C</i> , of the final screening report.
6	Alternative A: include additional travel lanes on SR-224 and an enhanced SR-224 Pedestrian Overpass described above. Many of the enhancements pertaining to Alternative C can be beneficially combined into Alternative A, making it a more robust solution. Summit County refers to these modifications as Alternative A+C. See Summit County's proposed Alternative A+C design	<p>Aside from differences at the I-80/SR-224 interchange, the only aspect of Refined Alternative C that is not identical between the two alternatives is the widening of SR-224 between Ute Boulevard and Olympic Parkway.</p> <p>With the Refined Alternative A presented in the draft screening report, there would be three through lanes in each direction (northbound and southbound) on SR-224 between Olympic Parkway and Ute Boulevard. At three intersection locations (northbound SR-224 and Olympic Parkway, northbound SR-224 and Ute Boulevard, and southbound SR-224 and Ute Boulevard), the outermost through lane transitions to a through-right lane (a combined through lane and right-turn lane), and vehicles turning right onto the side streets would turn from the through-right lane. This shared configuration of through lanes and right-turn lanes narrowed the footprint for Refined Alternative A.</p> <p>In response to Summit County's request to combine elements of Refined Alternative A with Refined Alternative C, UDOT revised the design of Refined Alternative A on SR-224 to match the design of Alternative C. With this change, the three through lanes in each direction were maintained from the previous Refined Alternative A, and a new right-turn lane was added in the northbound direction at the SR-224/Olympic Parkway intersection and in both the northbound and southbound directions at the SR-224/Ute Boulevard intersection, thereby separating the through and right-turning traffic for those movements.</p> <p>This design improvement also allowed striped bicycle lanes to be added between the through lane and the right-turn lane, thereby providing better function of the bicycle lanes and greater safety at the two intersections.</p> <p>Refined Alternative A has been revised as described above, including the above-mentioned lane additions on SR-224, which match those of Refined Alternative C. Additionally, in response to public comment requests, bicycle lanes have been included on SR-224 as part of Refined Alternative A. This revised version of Alternative A will be carried forward for detailed evaluation in the Draft EIS.</p> <p>For information regarding the screening evaluation results for the pedestrian overpass options, see the response to comment 5.</p>

Comment-response Matrix

Comment Number	Comment	Response
7	<p>Alternative B: eliminate the connection of Ute Boulevard crossing SR-224 to narrow the large intersection footprint to accomplish the previous concept design with a grade separated public plaza. This approach of a public plaza over highways has been successfully implemented in several other communities resulting in increased economic development and social cohesion across a highway. This alternative best satisfies the Kimball Junction Plan with respect to connecting the east and west sides of SR-224. Summit County refers to these modifications as Alternative B+. See Summit County’s proposed Alternative B+ design.</p>	<p>Because Alternative B+ proposed many fundamental changes to both the original and refined Alternative B (as described in Section 5.3, <i>Summit County’s Alternative B+</i>, of the final screening report), it was treated as a new alternative. Therefore, it was screened starting with Level 1 screening. Recall that Level 1 screening was used to determine whether each conceptual alternative developed during the Area Plan process had a “fatal flaw” or whether it did not meet the problems and opportunities of the Area Plan study. Alternatives that had a fatal flaw or did not meet the problems and opportunities were dismissed from further consideration.</p> <p>Alternative B+ was eliminated from further consideration at Level 1 screening because UDOT determined that it has several fatal flaws from a traffic and safety perspective, including the addition of two-way frontage roads, which are less safe than the one-way frontage roads originally proposed with Alternative B. Alternative B+ also includes a large number of conflict points and complex intersection operations. UDOT staff met with Summit County staff to review the conceptual design and operational and safety limitations of Alternative B+, and Summit County staff agreed that Alternative B+ should not move forward for additional evaluation in the EIS.</p>
8	<p>Alternative C: swap the pedestrian/bicycle tunnel for an enhanced and beautified Pedestrian Overpass described above that improves the public realm and better connects the neighborhoods. This alternative appears to Summit County to be the weakest solution both to traffic flows and to pedestrian accessibility. See Summit County’s proposed Alternative C design.</p>	<p>See the response to comment 5 regarding the screening evaluation results for the pedestrian overpass options. Refined Alternative C passes all Level 3 screening criteria measures for traffic flow and pedestrian and bicyclist accessibility.</p>

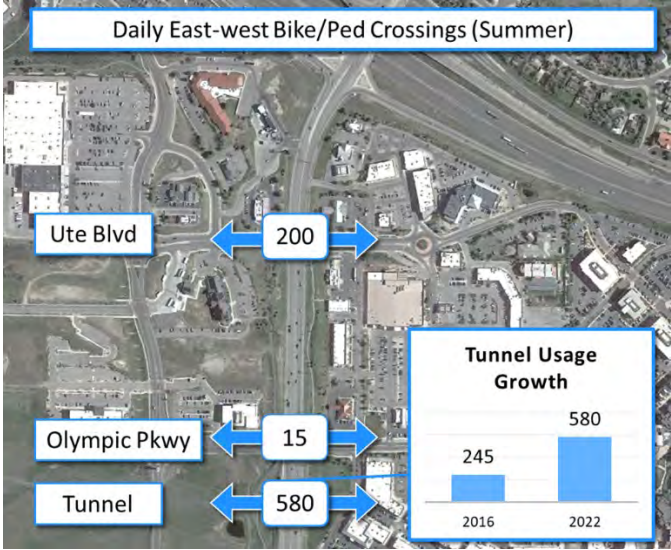
Comment-response Matrix

Comment Number	Comment	Response								
9	<p>Alternative A will have a direct impact on many local roads, primarily Landmark Drive. Landmark Drive has been identified in the Summit County Long Range Transportation Plan for widening the segment between the roundabout at the Tanger Outlet Mall and the Best Western hotel from the existing 3-lane road to 4-lanes.</p> <p>Nevertheless, we cannot depend on this corridor to solve the overall traffic problem, as this widening has not been fully studied, nor would this accommodate additional traffic for the entirety of the corridor which Alternative A contemplates. If Alternative A, which includes a split diamond interchange at the Tanger Outlet Mall, is selected, it is critical that UDOT include in such alternative adding right-of-way and improvements to Landmark Drive for additional vehicular lanes for pedestrian and bicycle infrastructure to secure safety along a high-volume roadway. To help understand the impact of these alternatives, please indicate the forecasted vehicular volume on Landmark Drive and include upgrades to Landmark in the design.</p>	<p>Widening Landmark Drive is a Phase 1 project in Summit County's LRTP. Therefore, Summit County's assumed widening of Landmark Drive is part of the assumptions for the No-action Alternative in the Kimball Junction EIS.</p> <p>See the response to comment 3 regarding various cross-section scenarios that UDOT presented to Summit County for a widened Landmark Drive.</p> <p>Appendix D, <i>Kimball Junction Alternatives and Traffic Modeling Data Report</i>, of the final screening report has been revised to include more discussion about traffic volumes on Landmark Drive for Refined Alternative A. A summary of Landmark Drive daily traffic volumes is presented below.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Scenario</th> <th style="text-align: center;">Daily Volume</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Existing</td> <td style="text-align: center;">13,000 vehicles/day</td> </tr> <tr> <td style="text-align: center;">2050 No-action</td> <td style="text-align: center;">17,000 vehicles/day</td> </tr> <tr> <td style="text-align: center;">Refined Alternative A</td> <td style="text-align: center;">22,000 vehicles/day</td> </tr> </tbody> </table> <p>With Refined Alternative A, during the PM peak hour in 2050, traffic volumes on SR-224 between I-80 and Ute Boulevard would decrease by 1,020 vehicles (about 20%), and traffic volumes on Landmark Drive just north of Ute Boulevard would increase by 510 vehicles (about 30%). Similar to the PM peak hour, daily traffic volumes on Landmark Drive would increase by about 30% with Refined Alternative A, whereas SR-224 traffic volumes would decrease by about 20% compared to the 2050 No-action Alternative. Additional information, including a comparison of daily traffic volumes on Landmark Drive and SR-224, has been included in Appendix D of the final screening report.</p> <p>Summit County's planned widening of Landmark Drive will accommodate the expected traffic volumes that would result from Refined Alternative A. Additionally, converting the Landmark Drive and Ute Boulevard roundabout into a signal, as identified with Refined Alternative A, would result in an acceptable level of service (LOS) for the intersection. Because the Landmark Drive/Ute Boulevard signal operates at LOS D or better, and because signals are often the capacity constraint on a road, UDOT expects that Summit County's planned widening of Landmark Drive will allow Landmark Drive to operate adequately with the shifted traffic volumes from Refined Alternative A.</p>	Scenario	Daily Volume	Existing	13,000 vehicles/day	2050 No-action	17,000 vehicles/day	Refined Alternative A	22,000 vehicles/day
Scenario	Daily Volume									
Existing	13,000 vehicles/day									
2050 No-action	17,000 vehicles/day									
Refined Alternative A	22,000 vehicles/day									

Comment-response Matrix

Comment Number	Comment	Response
10	<p>One of the assumptions underlying Alternative A seems to be that about 50% of the current traffic passing through Kimball Junction at the AM and PM peak times is accessing either the west or the east sides of the Kimball Junction Neighborhood and not just passing through. Summit County requests that UDOT provide more empirical data to back up this assumption.</p>	<p>The peak-hour traffic volumes are available in Appendix D, <i>Kimball Junction Alternatives and Traffic Modeling Data Report</i>, of the draft and final screening reports. Specifically, Figures 1 through 5 show the peak-hour traffic volumes for all roads in the analysis, including Landmark Drive.</p> <p>Analysis of existing traffic volumes provides insight into the general traffic patterns for the area. Subtracting the traffic volume turning into Ute Boulevard and Olympic Parkway from the total volume approaching Kimball Junction on SR-224 gives an estimate of the amount of traffic accessing Kimball Junction land uses versus traveling through. Table 1 in Appendix D of the final screening report shows the existing turning volumes subtracted from the approach volumes for both directions of travel during both peak hours. Both access traffic and through traffic have an important role in the area's traffic demand.</p> <p>Additional discussion has been added to the <i>Roadway Traffic Volumes</i> section of Appendix D of the final screening report.</p>

Comment-response Matrix

Comment Number	Comment	Response														
11	<p>We recognize that a grade-separated crossing is preferable to an at-grade Pedestrian Overpass over multiple lanes; however, an out-of-direction, pedestrian underpass is often underutilized because of the inherent danger and discomfort of these routes. There have been no indications that proper lighting, air circulation, and aesthetics have been considered for pedestrian underground crossings for up to 9-lanes of travel.</p>	<p>Note that this phase of the project includes the conceptual design of alternatives for alternatives screening purposes. UDOT will include features required by AASHTO and UDOT’s design and safety standards, as well as aesthetic enhancements of a pedestrian underpass alternative, if one is selected, during the final design phase of the project.</p> <p>UDOT has sought to reduce out-of-direction travel as much as possible for all action alternatives as well as attempted to improve comfort for pedestrians and bicyclists when crossing SR-224 by replacing at-grade intersection crossings with grade-separated structures.</p> <p>As shown in the figure below, the existing pedestrian underpass south of Olympic Parkway receives 580 users on a typical summer day, compared to 15 users at the Olympic Parkway at-grade intersection and 200 users at the Ute Boulevard at-grade intersection. Because trail connections exist at the pedestrian undercrossing and Olympic Parkway and Ute Boulevard, and because of the high usage of the tunnel, it’s reasonable to assume that some underpass users traveled out of direction to access the underpass rather than use the at-grade facilities.</p>  <p>The figure consists of an aerial map of the intersection area with three data points: Ute Blvd with 200 crossings, Olympic Pkwy with 15 crossings, and the Tunnel with 580 crossings. To the right is a bar chart titled 'Tunnel Usage Growth' with two bars: 245 for 2016 and 580 for 2022.</p> <table border="1" data-bbox="1100 781 1766 1328"> <caption>Daily East-west Bike/Ped Crossings (Summer)</caption> <thead> <tr> <th>Location</th> <th>Crossings</th> </tr> </thead> <tbody> <tr> <td>Ute Blvd</td> <td>200</td> </tr> <tr> <td>Olympic Pkwy</td> <td>15</td> </tr> <tr> <td>Tunnel</td> <td>580</td> </tr> </tbody> </table> <table border="1" data-bbox="1507 1105 1751 1328"> <caption>Tunnel Usage Growth</caption> <thead> <tr> <th>Year</th> <th>Usage</th> </tr> </thead> <tbody> <tr> <td>2016</td> <td>245</td> </tr> <tr> <td>2022</td> <td>580</td> </tr> </tbody> </table>	Location	Crossings	Ute Blvd	200	Olympic Pkwy	15	Tunnel	580	Year	Usage	2016	245	2022	580
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Comment-response Matrix

Comment Number	Comment	Response
12	<p>Summit County requests an enhanced Pedestrian Overpass that is safe, comfortable, and aesthetically pleasing for the gateway corridor to the Wasatch Back. This should not be viewed as a simple betterment to the project, but rather as an essential element to the Kimball Junction Plan. Without such, the east and west sides of SR-224 will not be a “seamlessly connected neighborhood.”</p>	<p>Note that UDOT is not responsible for implementing Summit County’s <i>Kimball Junction Neighborhood Plan</i>, which is included as an element of the <i>Snyderville Basin General Plan</i>. However, UDOT’s project purpose and screening criteria do take into account several transportation-related goals of the plan, including the key action point to “improve regional north-south vehicular flow through the neighborhood and enhance safe pedestrian, bicycle, transit, and vehicular connections between the east and west sides of the neighborhood.” Further, Refined Alternatives A and C with the pedestrian underpass also meet the key action point of the plan to “develop additional above- or below-ground pedestrian and nonmotorized linkages across SR-224.”</p> <p>As stated in our response to comment 5, none of the pedestrian overpass options passed Level 3 screening due to walk times exceeding the walk times of the 2050 No-Action Alternative. In addition, walk times for the pedestrian overpass options also exceeded the walk times for the underpass options.</p> <p>UDOT understands that Summit County is considering land use changes in the Kimball Junction area. Neither Refined Alternative A nor C with the pedestrian underpass precludes Summit County from working with UDOT to develop a pedestrian overpass that connects and better integrates development on each side of SR-224 in the future when these evolving changes are included in adopted land use plans.</p>

Comment-response Matrix

Comment Number	Comment	Response
13	<p>As stated in the Kimball Junction Plan, it is imperative that bicycle and pedestrian safety and comfort are a high priority. While UDOT developed a “Level of Traffic Stress” to evaluate the improvement of pedestrian and bicycle mobility, the methodology did not adequately consider the impact of additional vehicles on the network. For example, Alternative A, with a much higher vehicular volume on Landmark Drive is considered as improving the pedestrian and bicycle mobility. Please consider revising the methodology that better reflects the user experience.</p>	<p>The improvements in the LTS with Refined Alternative A are due to the new proposed pedestrian underpass at Ute Boulevard. This underpass is listed in Table 3-6, <i>Level 3 Screening Results</i>, of the draft screening report. Detailed LTS results are shown in Figures 11 through 14 in Appendix D, <i>Kimball Junction Alternatives and Traffic Modeling Data Report</i>, of the draft and final screening reports. As shown in the figures, the LTS on Landmark Drive is forecasted to be LTS 2 for all the action alternatives.</p> <p>The LTS methodology that was used for this screening evaluation was requested by Summit County. On March 2, 2023, UDOT met with Summit County to further discuss the LTS methodology and proposed LTS screening measures. In addition, UDOT held a 30-day comment period for the public and agencies from April 28 to May 28, 2023, on the <i>Alternatives Development and Screening Methodology Report</i>. The <i>Alternatives Development and Screening Methodology Report</i> continues to be available on the Kimball Junction EIS website (https://kimballjunctioneis.udot.utah.gov/alternative-screening-2). UDOT received no substantive comments on the proposed methodology during the comment period. Additional discussion on the <i>Alternatives Development and Screening Methodology Report</i> was included in Section 3.4.2, <i>Alternatives Screening Methodology</i>, of the draft screening report.</p> <p>LTS methodology assigns a numeric stress level to streets and trails based on attributes such as traffic speed, traffic volume, number of lanes, ease of intersection crossings, presence of bikeway facilities, turn lane configurations, and other attributes. For Landmark Drive, the traffic volumes for the no-action condition and all action alternatives already exceed the highest traffic volume threshold. Therefore, additional traffic volumes do not affect results at this point.</p>
14	<p>Summit County is currently considering enhancing and/or redeveloping the existing transit center on the Richins Parcel, including creating a capture parking lot. It’s essential to consider the benefits of a 1,000+ parking spaces facility at this location in future analysis to facilitate transit and other multimodal solutions.</p>	<p>A 1,000-space parking lot is not currently included in any adopted land use or transportation plan for the Kimball Junction area. Because the idea of a parking lot is speculative, UDOT cannot include it in any of our modeling or conceptual alternative designs. Parking lot impacts are difficult to represent with the current traffic forecasting tools (Summit-Wasatch travel demand model) that are available for the study area. If a parking lot is approved before the EIS is complete, UDOT will look to incorporate any analysis of local traffic impacts conducted by Summit County as part of the process for approving a parking lot development.</p> <p>In addition, UDOT is not clear why the County would expect adding a potential parking lot to affect the EIS analysis or alternatives, because increasing transit ridership is not a purpose of this project.</p>

Comment-response Matrix

Comment Number	Comment	Response
15	<p>The travel times reflected in Alternative B do not accurately reflect the average speeds and travel times on thoroughfare roads compared to frontage roads. Instead, the report reflects a single comingled time or speed listed for that alternative. A singular speed or travel time conveys less advantages of the grade separated design than actually forecasted.</p> <p>Slower speeds on frontage roads are an acceptable trade-off as this accomplishes the desire to move regional traffic quickly onto the interstate while providing safe and comfortable options on local roads. Separating out the frontage roads from SR-224 in this analysis results in significant increases in favorability with regard to Alternative B.</p>	<p>Travel times reported for Refined Alternative B in Appendix D, <i>Kimball Junction Alternatives and Traffic Modeling Data Report</i>, of the draft screening report are for the grade-separated depressed thoroughfare section of SR-224 only and do not include travel times on the frontage roads. This has been further clarified with revised footnotes in Table 3-5 and Table 3-6 in the final screening report.</p>
16	<p>Summit County requests for this project to be included in the 2025 Statewide Transportation Improvement Program (STIP) as soon as possible, with construction slated for 2028 or sooner, to meet the pressing demands of the community.</p>	<p>Projects are not typically added to the STIP in advance of the Record of Decision for an EIS. When the EIS is complete, if an action alternative is selected, there will likely be opportunity for a funded project to be included on the STIP.</p>

Public and Agency Screening Results Comments

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COMMENT NUMBER	NAME	COMMENT	COMMENT ORIGIN
1	Dayna Stern	We need a train system. Anything else is lipstick on a pig	Web
2	David Sutherland	Plan B is still the only plan that seems to get at a lasting solution to the area. Plan A puts more traffic onto an already crowded landmark drive (try to get out of Whole Foods or Walmart on a weekend). Plan C of course is the cheapest because it just adds a few lanes here and there to the already failing system. We need a complete overhaul here, and Plan B gets at that. Just keep refining it to clear out the red boxes in the study! Well worth the cost now to fix it for longer term solutions as it'll only get more expensive to revisit this again in another 30 years.	Web
3	Richard Gatnik	Plan B followed by C look the most positively impactful	Web
4	Jesse Morse	As a Park City resident (zip 84060), I would like to express my support for Alternative B. I believe this provides the best mobility improvements and also has minimal disruptions to the pedestrian & bicycle infrastructure. Alternative A in particular will be quite disruptive to the multi-use path that goes along the south side of I-80. I also am doubtful that either Alternative A or Alternative C will do enough to manage the traffic coming off I-80 that is headed to the eastern side of Kimball Junction.	Web
5	Marton Carroll	Alternative C is preferable over alternative A.	Web
6	Stephen Fox	<p>Thank you for your rigorous research on this, and for publishing your decision making criteria. What a disappointing - and discretionary - result.</p> <p>It is a tragedy that your Option B plan excluded pedestrian upgrades to match options A & B and so you were able to exclude it entirely, with that simple excuse. Why not add a pedestrian bridge where the current Olympic Parkway underpass is located?</p> <p>I appreciate & utilize Kimball Junction walkability, transit, and cycling routes - multi-modal is awesome, but wow, the idea of scoring these criteria as equal to auto travel time, through-put, & traffic backups on the interstate (!) seems wildly unreasonable. Please publish your metrics on car trips through Kimball vs. pedestrians and cyclists crossing 224. That you are excluding the FAR FASTEST car travel option is a profound disappointment, and will cause staggering on-going economic dead weight loss of millions of dollars worth of economic value, as people continue to sit in traffic. The UDOT tagline of "Keeping Utah Moving" has been abdicated in this case. How sad.</p>	Web

COMMENT NUMBER	NAME	COMMENT	COMMENT ORIGIN
7	Chance Jensen	<p>From watching the Youtube video I have some questions and comments</p> <p>Option A</p> <ul style="list-style-type: none"> - Does the Frontage Road not result in traffic backing onto I-15? What is its impact? Would a slip right lane be a benefit to this area? - Were alternative Roundabout designs considered? IE two lane roundabout. Turning a roundabout into a signal seems likely to back traffic back to SR-224 - I like the improved pedestrian connectivity added to the original design <p>Alternative B</p> <ul style="list-style-type: none"> - This alternative just seems bad, it limits roadway expansion, excavation would be expensive and environmental questionable. However, it seems to have been excluded for pedestrian reasons? I couldn't understand that from the video. <p>Alternative C</p> <ul style="list-style-type: none"> - I like the additional pedestrian connectivity - Generally, a simpler solution than the other alternatives but simpler doesn't mean it's better or worse. <p>Level 3 Analysis</p> <ul style="list-style-type: none"> - Does the travel time analysis consider the BRT being added? - Queue Length. How was alternative A assessed? Is the frontage road going to have an impact? If the frontage road intersection is not signalized, I would like to see an assessment on its safety. If its signalized I don't feel that this comparison captures queueing here. Does queueing take into account slow right turns coming off the frontage roads onto Landmark Drive - BRT Travel Time, This seems like a worthless factor. Does this include dedicated lanes. If so does that only improves time by 2 minutes? That doesn't seem to make it a good investment. Would it be worth pulling the BRT off and going up Landmark Dr instead the SR 224 – I 80 Interchange? - Walking Time, 1.5 minutes and 15 seconds are nothing compared to an hour of walking. This category seems like a wash. I like that none of the options have a huge impact but adding a bit to walking while improving ped infrastructure is a good trade off <p>From the report</p> <p>Alternative D-16A I believe Richens building should be spelled "Richins"</p> <p>I have added general comments to Alternative A's Scroll Plot (To be attached) and I had no comments for Alt C's scroll plot. If you have any questions about anything I've commented on feel free to reach out.</p>	Web
8	Jeffrey Spencer	<p>I think that your guises Plan B is extremely good. I've been watching this project for a while and I've looked at all of them a couple times when you guys first report came out in 2021 other things like that. I believe that Plan B is going to give us the best results and the fastest to get through Kimball Junction. From the skiers that are coming off of I 80 they'd be able to just shoot through there with the depressed get stuck at the stoplight eliminating a lot of that congestion. I know you guys are going to take this into consideration and pick the plan.</p>	Web
9	Chris Judd	<p>In order to address traffic issues at Kimball Jct at I80 and Hwy 224, it is important to FIRST address the detour you will be sending most traffic to as it relates to downtown Park City. Traffic congestion already exists on Hwy 248. More traffic into/out of Park City without addressing the bottleneck at 248 is purely STUPID!</p> <p>Please expand 248 to 5 lanes from US40 to Hwy 224 before tearing up the Kimball Jct. access.</p> <p>The dividends will be so great!!</p>	Web
10	Tracy Ryan	<p>We need a large, park-and-ride parking lot near the Kimball Junction transit center.</p>	Web
11	Dean Tutor	<p>Addressing (actually doing nothing) this issue has become a joke. It's incredibly easy to solve this issue...it just takes guts and money (one this county has none and the other, plenty.) Contact me if you want it solved overnight (decision)...the execution will take a couple of years.</p>	Web

COMMENT NUMBER	NAME	COMMENT	COMMENT ORIGIN
12	--	<p>Both of the advanced options (A & C) fundamentally fail to address the issue in any meaningful way, because they fail to do anything about the underlying problem that a 2 lane SR224 with lights from Bear Hollow to Canyons, cannot support the volume of traffic coming into Park City. The one option that would have made a meaningful improvement, at least in the evenings with outbound traffic (option B) seems to have been discarded, presumably because of cost. There is no cheap option to fix this. These options are weak and inadequate token efforts that will be useless before they are even implemented. It's a complete waste of money.</p> <p>Two portions of the proposals represent particularly horrible ideas: 1) on option A, removing the roundabout at Ute/Landmark is beyond misguided. Roundabouts improve traffic flow and minimise idling. You should be replacing lights on 224 with them and expanding them at intersections like Ute/Landmark where traffic gets backed up, not removing them where they work. 2) what is the point of adding a lane both ways for the maybe 100 yards between Olympic and Ute? Sure, you'll fit a few more cars in there, but they'll still be backed up by the lights leaving PC, and by both the lights further down 224 and the bottleneck going back to 2 lanes after Olympic going into PC.</p> <p>With inevitable development at Kimball Junction coming at some stage, this is short term and in sometimes regressive thinking. True solutions must encompass massively enhanced public transit solutions, but improvements to the road infrastructure are still vital. I hope you will revisit what those improvements can and should be, AND consider the wider constraints and impact towards PC on 224, because these options will simply create huge disruption for very minimal benefit. The Kimball intersection is a small part of much larger issues. Making marginal improvements (or worse, detriments) there will do little to nothing to fix the problems unless the wider capacity on 224, and 248, is also addressed.</p>	Web
13	Brian Connolly	Option C is the cheap option and doesn't do enough to fix the major traffic issues in Kimball Junction. So please choose Option A! Thank you.	Web
14	bonnie a adams	<p>I sat through a work session in the audience attended by the Summit County Commissioners and UDOT officials and UDOT's paid consultants earlier in the month. Plans A, B and C are ridiculous and will only add confusion to the traffic problem. Plan B is absolutely the worst solution in a Flood Plain!!!! Personally, I can't believe as a tax payer that we are paying a consulting firm to come up with plans which will only add to the problem and probably add to more traffic delays and accidents. Go back to the drawing board.</p> <p>As the public was not allowed to speak at this particular session, I was not given the opportunity to give my cautionary concerns on expanding lanes, digging express trenches etc. in a Flood Plain.</p>	Web
15	Vincent Criscione	<p>Option A is the best option primarily because it includes the added interchange and highway overpass at Landmark Dr. near the outlet center. That interchange allows traffic to go from the highway exit ramp DIRECTLY into the Kimball Junction business district and BYPASS completely Highway 224 and the Kimball Junction main interchange.</p> <p>Also extremely beneficial is that the added highway overpass at that location adds another CONNECTION between the frontage roads on the north side AND south side of I80 (Rasmussen and Bitner, Kilby and Landmark Dr.). This permits frontage road traffic the same convenient access to the Kimball Junction business district while avoiding completely Highway 224. This added connection across I80 allows another route for traffic to flow north/south across I80 WITHOUT accessing Kimball Junction interchange.</p>	Web
16	--	I prefer Option A because it is the best long term solution for the cost. I prefer it also because it adds an overpass across I80 to connect the frontage roads on the north and south sides of I80, which is a very valuable connection and allows all that traffic to avoid Kimball Junction.	Web
17	Richard Anderson	Please send UDOT's reasoning for the Subject exclusion. [UDOT excludes option to sink 224 below Ute, Olympic roads at Kimball Junction]	Web
18	Steven Issowits	Removing alternative B due to cost and timing seems shortsighted, given that a combination of A & C will cost nearly as much. A & C do little to have outbound traffic bypass all the traffic lights and traffic-causing problems for drivers traveling to westbound I-80 during rush hour, which is the problem we are trying to solve for.	Web
19	Michael Range	I am very disappointed that UDOT decided to exclude option B (tunnel/below grade). While this option is much more expensive, it is the only option that would help in the long term. Options A and C are just minimal patchwork, and I doubt that they will really deal with the problem. UDOT should study how Boston and various cities in Europe invested heavily to build tunnels that really made a difference.	Web
20	Michael Budge	I am a resident of Salt Lake County who travels to Park City often for both work and recreation. I also am a licensed professional civil engineer working in land development. My preference on this phase of the study is Alternative A because it will improve traffic flow through the intersections better than Alternative C. A third travel in both directions lane from Olympic and Ute will reduce delays on SR-224. The split diamond interchanges will also be preferred.	Web

COMMENT NUMBER	NAME	COMMENT	COMMENT ORIGIN
21	Ray Hancock	<p>Kimball Junction needs to be turned into a direct access no signal or stops coming off and on the 224 to I-80 in both directions.</p> <p>With global warming, more and more people will be occupying homes in Park City year round. By 2050 the occupancy rate will be 50-60% or higher especially in the summer months. Traffic is not going to bet any better!</p>	Web
22	Brice Mckalip	<p>I am not a traffic engineer, but I am a full time resident of the neighborhood who drives, walks, runs, and bikes through this neighborhood multiple times a day and so I feel I have a basis to share the following points.</p> <p>1: Elimination of Alternative B's trench is a wise decision. The vast expanse of tarmac it created would have destroyed the neighborhood.</p> <p>2: The addition of element 7 (new eastbound lane from SR-224 to Olympic roundabout added and extended) to alternatives A & C is a meaningful improvement. An extra lane extra lane extended East to the roundabout at Newpark is valuable.</p> <p>3: I strongly recommend formalizing a longer right hand turn lane from SR-224 to Newpark Southeast past the Foxpoint development. The community already uses the shoulder as a long turn lane to avoid stopped vehicles on SR-224 and this should be formalized by extending the lane.</p> <p>3b: The details of the SR-224/Olympic interchange mean the right turn from SR-224 to Newpark is easily done on red, there is rarely more than a 2 car que to do so, and additional right turns would occur if cars were able to safely leave the main stream of SR-224 earlier.</p> <p>3c: The que on SR-224 East of Olympic includes a meaningful number of cars wishing to turn right onto Newpark. When the Olympic interchange releases the que towards I-80, many of these cars leave the que in the last few feet to get into the short right-turn lane onto Newpark. This creates gaps and inefficiency in the SR-224 to I-80 stream.</p> <p>3d: The implications of adjusting the trail along the East side of SR-224 are justified. My experience as a resident of the Foxpoint HOA is that the community is reasonable and practical to work with if changes to grading on their property is needed.</p> <p>4: I recommend additional queing area on the East side of SR-224 on Olympic, between the Newpark roundabout and Olympic.</p> <p>4b: The traffic struggles on SR-224 cause Olympic to back up through the Newpark roundabout in the evenings which then triggers issues throughout the area.</p> <p>4c: The Newpark roundabout is good, functional, should should not be changed into a light. It's the flushing capacity onto SR-224 that struggles, not the roundabout.</p> <p>5: The pedestrian undercrossing being added South of Ute is appreciated and will be used.</p>	Web
23	Mario Fernandez	<p>Hi how can UDOT make a determination on how to solve Kimball JCT traffic problem if at any moment they can approve projects like Dakota Pacific and the new neighborhood that might grow in the ex Tanger Outlets.</p>	Web
24	Meghan Zaylor	<p>Plan A would be my preference.</p> <p>I feel strongly against Plan C because it will permanently destroy view corridors and would not be a good fit for homeowners, schools and businesses along Kilby Road.</p>	Web
25	Susan Marshall	<p>Widening 224 seems like a great option- will there be a designated bus lane the entire way into town? Flex lanes seems like a viable option as well with the influx time frames of traffic.</p>	Web
26	Stephanie Donovan	<p>The only option that offers any hope of lasting traffic flow improvement through the chaos of Kimball Junction is Option B. It is expensive but it is the long term solution. Now that Dakota Pacific is being forced on us it is even more pressing to get this right. Options A and C are short sited and a detriment to any chance of making the Kimball area into a cohesive neighborhood. Stop wasting time and solve the problem! Suck it up now and build infrastructure that works rather than the cheaper slap dash A or C that will work poorly and need to be replaced in short order.</p>	Web
27	Art Brothers	<p>Best Choice: Alternative B: grade-separated intersections with one-way frontage roads to the I-80 interchange. The other two are a complete failure. Please don't do them.</p>	Web

COMMENT NUMBER	NAME	COMMENT	COMMENT ORIGIN
28	Luke Sword	<p>Hello,</p> <p>I'm a homeowner in the Blackhawk Station neighborhood [REDACTED]. Currently in the mornings there is a significant issue of westbound offramp traffic blocking the intersection and backing up the through traffic from Bitner down 224. This issue is caused by the traffic being backed up from the eastbound offramp. This causes much dismay and stress among the vehicles involved because the traffic lights end up changing color with the intersections blocked and people get furious that their turns are denied or slowed down. Certainly your cameras installed are capturing this and part of your data set, but what you may not be capturing is the emotional exchanges between drivers and the danger that may provoke. Having a third lane for the offramp traffic to filter into will help in one direction but not both so I'm concerned both alternatives may not address this issue especially since the three lane proposal only goes to Olympic Parkway. It would be helpful to show some local advantage in the design seeing as those of us that live here have to negotiate this zone more often than skier traffic or others. Easier said than done, but how can we preserve the living experience for residents who aren't commuting more than 10 miles?</p>	Web
29	Don Bogardus	<p>If dakota pacific development is allowed, there will be no traffic improvements that will make the area better, the whole street network is overwhelmed during peak hours, not just 224. Just do option A of the sr 224 proposals as to not enable dakota pacific.</p>	Web
30	EJ Raven	<p>I own and operate a business at [REDACTED] W. Ute Blvd and we need help! My clients routinely are late and frazzled because of traffic!</p> <p>Per article on KSL.com, please opt for plan A with split diamond interchanges, the other option is a worthless bandaid approach. This intersection is only getting busier! Do as much as possible to address the problem asap in a big way, this is one of the worst interchanges in the entire state from 8-10am and at 4pm-630pm on any given day of the week!!</p>	Web
31	Alex Stoy	<p>We should be looking down the road 75-80 years at a solution to today's and tomorrow's traffic situation. Not sure why we aren't looking at elevating 224 north bound and create flyovers from back near Bear Cub Drive. Get highway traffic off 224 ASAP and continue free and clear lanes onto I80 East and West. This would take enormous traffic pressure off the intersections of Ute and Newpark Blvds while creating a steady flow on the highway. Less stop lights, more roundabouts and elevated roads is the only answer in my humble engineering opinion.</p>	Web
32	john adams	<p>The best option would be to stop spending money on proposals to spend tens of millions on Kimball Junction. The last "fixes" performed by UDOT were supposed to fix the issues and only made the situation worse.</p>	Web
33	--	Alternative B	Web
34	Shauna Hart	<p>I'd like to see a wildlife overpass. If increased development is going to occur in this area the least we can do is protect and coexist with large ungulates in a responsible way. Research data including video footage of the success of the wildlife overpass in Parleys supports this happening at Kimball Junction.</p>	Web
35	Sarah McCarthy	<p>Thank you very much for considering this comment. I often commute and ride my bike for recreational purposes around and through the Kimball Junction area. This area is dangerous for cyclist and pedestrians as you consider reworking the traffic flow for Kimball Junction please (!) consider how cyclists will use and cross 224 and the adjacent streets in the future.</p>	Web
36	KELLY PERKINS	<p>Bicycle friendly roads, not just paths</p> <p>thanks</p>	Web
37	Brandon Noble	<p>Hello! I watched the project vid and I personally live in the KJ area. Proposal A and B are by far the best. I believe A is a slight winner over B and would relieve a bit more of the congestion.</p>	Web
38	Richard Vicars	<p>If you look at the consistent road and bridge damage from the Jeremy Ranch Bridge all the way to the on and off ramps at Kimball in both directions it's atrocious. It's crumbling apart in some areas, what is going to be done to ensure that this new project does not have the same flaws and consistent damage that we already see here that's never properly fixed so we don't end up with a cheese grater road like we already have</p>	Web
39	Charles Ochello	<p>I believe that B would provide the best configuration for the area.</p>	Web

COMMENT NUMBER	NAME	COMMENT	COMMENT ORIGIN
40	Romain Astie	<p>I am a concerned citizen of Park City, local resident for 20+ years. I have seen our town and state grow ever since coming here. We came here for the small town and state appeal of Utah, and have been dealing with the consequences of growth ever since.</p> <p>I wish to voice my vehement opposition to traffic improvements in the Kimball Junction area. It is well known that extensive traffic updates and road widening will not meaningfully improve traffic, whether it be for residents or visitors alike. Any civil engineer having completed their college degree should know this, and studied many case studies in this matter during their course of study.</p> <p>All we will do by providing roadway widening is to increase traffic to the town, and we will end up exactly where we started, with roadblocks and gridlocked traffic as people try to access Park City. And on top of this, even if the excess road traffic does not cause more congestion in Kimball, these vehicles will be funneled into Park City proper, which is both unprepared for and unable to accomodate such an increase in traffic.</p> <p>I believe a more comprehensive approach to this traffic problem includes an extensive network of public buses and public transit, facilitated through park and ride facilities at all major entrances and exits from town. In order the encourage ridership, public transit cost should be low, and transit time should be reduced compared to driving a personal vehicle using exclusive bus lanes to cut through traffic.</p> <p>Expanding roadways is not the solution to managing Park City's growth. We need a public transit alternative which can encourage all to enjoy Park City, while maintaining low rates of private vehicle access to town. Cars not only cause traffic in and out of town, but they must be parked somewhere, and we do not have the capacity to accommodate an increase in vehicle volume. Park and ride lots are already full, even on weekdays at Park City's Richardson Flats, and weekends also at PCHS. Please, please — consider a solution which emphasizes public transit and keeps traffic and private vehicles out of Park City.</p> <p>Sincerely, Concerned Citizen</p>	Web
41	Jeannine Seibert	I am a full time resident of Park City. Please keep the Park in Park City with all development plans. Spare wetlands wildlife biking pedestrian access. Thank you.	Web
42	Marci Canada	People who work in Park City who commute from other cities should have to park at Richardson Flats and take a bus into town. This would resolve most of the traffic issues.	Web
43	Chuck ESCOTO	We need a bypass from ski resorts to I80	Web
44	Amy Mills	I favor whichever option preserves wildlife habitat and safety. This, and all transportation EISs, should be evaluated for wildlife safety and consider wildlife crossings for resident moose, elk, and deer.	Web
45	Charles Stanley	The elimination of the below-grading of 224 and construction of feeder roads eliminates the only viable option to significantly reduce traffic issues. None of the other options present viable alternatives. Please reconsider your decisions.	Web
46	Barbara Siegel	<p>In addition to roadway improvements, PLEASE make the park-and-ride off I-80 more accessible. Have an exit ramp off I-80 directly to a park & ride with express bus service from there. it would divert a lot of traffic off UT-224 which would ease congestion considerably. Also, allocate more money to attract & retain bus drivers.</p> <p>Run more frequent busses at peak times. More people would use the buses IF they could get on them (peak times they are standing room only & you can barely breathe...), or be able to easily/quickly get back to their cars at a park & ride. Public transit AND dedicated bus lanes AND roadway improvements in KJ need to be considered together to reduce congestion.</p>	Web
47	Sarah V.	I'd like to see an express bus to canyons village from Richardson flat to alleviate congestion through kimball junction.	Web
48	Jeff Kopish	Neither of the Alternatives A or C address the traffic problem at Kimball Junction. The issues is that the traffic lights are too closely spaced so traffic backs up between them. And at any given moment one of the lights is red so traffic never flows through the Junctions. The two alternatives are obvious picked because they are cheap so UDOT can say they did something but the traffic will be just as bad because the root cause was not addressed. Sometimes the solution to a problem is expensive. Alternate B is the only option that addresses the root cause.	Web
49	Matt Linton	<p>Get Olympic money or money from Dakota Deer Valley and Vail any go for Option A. With a tunnel or flyway or a belt route bypass. Anything else is a band aid. This will only get worst.</p> <p>Open up a gate to Ecker hill parking lot to and from I 80.</p> <p>No day skiers past Kimballs jct. locals only. All workers in satellite parking lots. Diagonal parking on Main Street.</p> <p>Bus lanes that are faster than traffic. This is part of a regional master plan. Integrate it with a bigger solution.</p>	Web

COMMENT NUMBER	NAME	COMMENT	COMMENT ORIGIN
50	Kelly Gallagher	I read your updated analysis and understand your reasons for dropping the only alternative that actually addresses the traffic issues. You do not use Cost as a summarized reason but this was an important factor, I'm sure. Bottom line - Neither of the current alternatives will mitigate the traffic issues at Kimball Junction with the currently planned growth. Walkability is not an option when I combine my usual activities of 1. grocery shopping and 2. exercising my dog for a trip into the Junction (which I otherwise avoid). These require a car unless you are intending to change rules about dogs in public transit also. And, I already drive around on the 40 when I need to go in to PC, or to return home from PC. I have zero opinion about your current remaining alternatives, but thought you should know that I have serious concerns about the path forward, that will remain unaddressed. Sorry this sounds negative (it is) but I was really hopeful that a sound solution would be found.	Web
51	Dean Tutor	I have a simple, yet expensive way to solve the problem permanently. If this was Europe, they would have already built the tunnels required to solve it, saving the communities' frustration for nearly the last decade. It just takes guts and money to do so. Nothing you have proposed will serve the community effectively for the foreseeable future...you'll deal with this until tough decisions are made. And cost is a cop-out. Good luck. Dean Tutor [REDACTED]	Email
52	Karen Driscoll	Hi there, I appreciated the information and presentation. I detest split diamond intersections and for that reason I do not wish to see Plan A chosen. Plan C is my favorite for the lack of split diamond intersection, increasing traffic along Landmark and cost. Thank you, Karen O'Driscoll	Email
53	Robert Copeland	Thank you for sharing the detailed analysis of the three alternatives. I may have missed this but an important aspect is how the alternatives support public transportation (BRT). At some point, BRT will be the preferred transportation method for people traveling to/from the resorts. I strongly support the dedicated bus lanes in both directions on 224 between the transit center and the resorts. Incorporating auto travel routes to the Kimball Junction P&R for BRT users as well adequate parking availability will be important to minimize delays and provide incentives for people to use BRT. Is there a separate BRT analysis that ties into the alternatives being considered? Thanks again for the great work.	Web
54	Glenn Wright	Designs are hard to understand. A graphic depiction of traffic flows at all intersections, including signalization or stops is necessary. I do not see the advantages described in the t	Web
55	Ulrik Binzer	I just went through your presentation of your latest analysis of the various alternatives for the Kimball Junction area. Unfortunately neither option A or B make any sense. Specifically, in alternative C, removing the 3rd turn lane from 224 to SLC makes zero sense if you ever actually observe ski traffic leaving 224 between 2 and 6pm on pretty much any day in late December through mid March. Pretty much everybody is going from 224 to SLC at those times, and your proposed plan will result in giant lines and congestion. Also, for Alternative A, your proposed plan will lead to massive congestion at your new proposed intersection and will cause all of 224 to back up during winter afternoons. Finally, your disqualification of option B appears to be a political hit-job. It is obviously a much better solution on all accounts and the highlighted "disadvantages" are so marginal and have zero practical impact on real people moving through the neighborhood. It thus appears that your report was designed to give the state aircover to disqualify this obviously better but more costly alternative. In short, Alternative A and B are not going to actually work to alleviate traffic during winter afternoons, and you disqualified the only solution that would actually work for "technical" yet totally irrelevant reasons.	Web
56	Laura Hanrahan	Alternative A - I think this provides the most flexibility and has the ability to safely separate ski traffic well from 80e. I think the location of the pedestrian crosswalk on Landmark Drive must change. No one wants to walk 200 yards just to get to a crosswalk only to have to walk another 200 yards back. This is near the outlets and the new split intersection area. Alternative C- I love the idea of the HOV/transit lanes however, given the recent trend towards entitlement, I fear a police officer would need to be there 24/7 to enforce it. So unless you have indisputable camera technology that can police it for you, I would argue there are too many entitled Parkites and stupid tourists to make that a viable option. Yes it solves one problem, but is it creating another for law enforcement and the courts?	Web
57	Eileen Haynes	I live in Bear Hollow. We need very large parking lots along I-80 for visitors (skiers) and workers supported by an excellent bus system. I see the long lines of traffic every day on 224.	Web

COMMENT NUMBER	NAME	COMMENT	COMMENT ORIGIN
58	Greg Graham	Dear UDOT, please incorporate significant ideas that will help cyclists connect across kimball junction to Rasmussen road. The tunnel that passes behind the Basin Rev building is very dangerous and other options need to be thoughtfully designed. Also connecting the bike path along 224 between St. Mary's church and The next path would be helpful. Maybe you could hold a meeting to gain input from the community of cyclist in PC and the Basin for more input and ideas? Thank you for taking this opportunity to build something special in support of the cycling community.	Web
59	Alison Drasnin	An expressway tunnel from the 40 near Mayflower that takes cars directly to Deer Valley. Underpass through both Kimball Junction intersections for local traffic. Expressways for freeway entrance Westbound 80. Any 'overpass' solutions would be an eyesore and overkill for the area.	Web
60	Terry Harris	The first thing you need to fix is the timing of the traffic lights on the ramps off of I80. I was at the stop light after coming off of I-80E and the cars going through the light from I-80W blocked traffic when our light turned green. There were 16 cars blocking our intersection. They either ran the red light or the timing of the lights need changed. It was more than frustrating and that's prior to increased traffic from new housing. It's extremely frustrating!!!! The new interchange may help, but it's simply the volume of traffic that is the issue and will continue to be the issue. Terry Terry Harris	Email
61	Steven Powell	The double dimond is the best proposal but it does nothing to address the traffic backups caust but the cross croads at Ute Blve and Redstone Blvd.	Web
62	Jill Adler	please explain why we can't have a flyaway and a business exit. Let those heading straight into park city resorts avoid kimball junction and lights altogether.	Web
63	Larry Alleva	This project should last for decades. If Plan B is the best traffic answer, find the money to do it right.	Web
64	Laurie Maggard	Would be really helpful if you didn't just think of traffic coming from Salt Lake and the west side going in and out of Kimball. Traffic comes from the east side neighbors who pay taxes live on the east side people who have to go to doctors dentists pharmacies grocery stores live on the east side. There is an underpass already built recreation built it it's 100 yards or so down the road from the junction. We don't need another underpass there's underpasses everywhere under I 80 while you address Kimball you throw a lot of traffic onto Silver Creek Junction where 40 and 80 Meet, this is become a bigger problem than Kimball Junction in the last few years , you can't address one without addressing the other and with that junctioncom the mouse of 248 from Kamas to Park City where Highway 40 meets that drive traffic is often backed up from Quinn Junction here, all the way to Jeremy Ranch, 5+ miles which of course is going to impact everything in Kimball and Silver Creek. So while you have a small area you're focusing on , the problems are huge and need to be addressed at all the junctions Kimball's junction Silver Creek junction, and Quinn's junction	Web
65	Robert Larson	Park City needs additional access routes to properly improve traffic flow in the already intolerable conjesttion at Kimball Junction. UDOT alternatives are clearly insufficient to successfully mitigate current congestion. They provide little hope of coping with the impact of further development (i.e. Dakota Pacific Project). And they appear to ignore the insurgence that will be brought by the Olympics in 2034. Hwy 224 Hwy 248 are currently the primary conduits in & out of Park City. A fresh look into correcting this fundamental constraint, should guide the planning process. I suggest that a new I-80 junction on the east side of the Swanner Preserve, be created. Attendant with the new junction, traffic arteries comparable in capacity with Hwy 224, be brought into central Park City. I'm not against improvement of traffic and safety in Kimball Junction. I just want to solve the basic constraints. Thank you for offering this comment period. I hope this message will help guide you decisions. Sincerely, Robert Larson	Email
66	Mackenzie Lewis	I believe adding some sort of Trax line in the median on 224 and building a transit hub near Tech Center drive could help have a positive impact on ski/work traffic.	Web

COMMENT NUMBER	NAME	COMMENT	COMMENT ORIGIN
67	KELLY PERKINS	<p>Greetings, one of the best things that can be done to help with road bike safety is designated lanes and signage on the roads and on the pavement. It works wherever it is currently implemented, drivers respect those lanes and pay attention to the signage.</p> <p>Also, can you make sure shoulders are at least 10' wide so riders can move to the right to further enhance safety. Thanks!</p>	Web
68	Pete Strople	Bike lanes with road markings and lots of signs please!	Web
69	Carolyn Rose	<p>Thank you for the written materials as well as the video explaining the different options. I foresee the future of traffic to be increasingly worse and therefore think focusing on improving traffic movement through the Junction is important. Pedestrian movement is important, however, as much as some think this is the most important aspect of this project, this area (most of Summit County) is not considered a walk-able area. I really like the addition of a passage underground from 224 east to west, and back. This is truly a safer route than across 224!</p> <p>The wildlife, water, and wetlands evaluations are priority areas to consider! I have lived here for 34 years and the wildlife has been here much longer. They deserve to have the most consideration of any other issue. And, besides the mountains, the wildlife is what makes this area special. I will gladly accept a longer alternative to reach Kimball Junction if it means the wildlife and their habitat are preserved.</p> <p>Thank you</p>	Web
70	Brian Sedgwick	<p>I wanted to give some input on an environmental issue along Hwy 80 at Kimball Junction, specifically noise impacts along an area of Kilby Road. The noise levels from traffic in a Kilby Rd sector is certainly above USEPA guidelines for residential areas. Please note the attached map and comments regarding this. I believe an engineered sound barrier should be required and installed from approximately Gorgoza Pines Rd southwest between Kilby Rd. and 80, where there is plenty of room for one, to near Ecker Hill Middle School, a distance of ~1 mile. This is the area of worst dB impacts which have been getting worse and worse over the past 10+ years with traffic and speeds. It now has become such that you cannot have a normal level conversation walking along Millennial Trail next to someone, nor outside of your home along Kilby. Hwy 80 pavement elevation is approximately at ear level along this stretch.</p> <p>Please see attached map and additional notes.</p> <p>Thank you,</p> <p>Brian Sedgwick</p>	Web
71	Jean Slusher	<p>It appears that the project wants to make HOV lanes a priority, but for someone who lives here it is not practical to take a bus to take our kids to their sports or musical classes and running errands. Right now you have an HOV bus lane on 224 and the traffic is backed up in lanes and the buses run by every few minutes or so. Why not even now just open up those lanes. Make the northbound far left lane a turn only into Redstone. You need to look at being practical, yeah buses sound great but they don't work that well for locals. Adding pedestrian tunnels are a good idea so you would not have to stop traffic to allow pedestrians to cross these very busy roads. We need local routes for getting around on our errands and the visitor just need straight access to and from I80 whatever means is the best, but don't try and push HOV lanes to the detriment of having enough lanes for vehicles.</p>	Web

COMMENT NUMBER	NAME	COMMENT	COMMENT ORIGIN
72	Erin Ferguson	<p>Save People Save Wildlife (SPSW) submits the following regarding the Kimball Junction Environmental Impact Statement (EIS), February 26, 2024.</p> <p>Over 30 years of data has shown the serious nature of vehicle wildlife collisions on SR224. The EIS will not be complete without a thorough assessment of how all options further impact vehicle wildlife collisions and appropriate mitigation measures are delineated. All options envision a wider roadway than currently exists on SR224 and shows the areas of concern on SR224 from I80 up to Bear Cub Road, as shown in Figure 1-1. Kimball Junction EIS Needs Assessment Evaluation Area.</p> <p>UDOT, twice in the past four years, has hired specialists to look at the serious vehicle wildlife collision situation on SR 224.</p> <p>A 2019 study commissioned by UDOT Division of Research and Innovation and funded by UDOT Division of Traffic Safety, identified the top 25 highways in Utah for vehicle wildlife collisions (Identification of Wildlife-Vehicle Conflict Hotspots in Utah, Report No. UT-19.27, December 2019). SR224 was identified as fifth worst in the state with 2.97 vehicle wildlife collisions per mile per year.</p> <p>A 2022 study commissioned and funded by UDOT Region 2 and performed by BIO-WEST, (January 2022, Wildlife Vehicle Collision Study, SR224, Summit County), documented 247 vehicle wildlife collisions on SR224 between 2010 and 2020. Based on UDOT crash cost severity numbers, all those vehicle wildlife collisions cost \$7.5 million. Based on these numbers, between now and the 2034 Olympics, we could see another \$7.5 million in senseless vehicle wildlife collision costs, if crossings are not in place.</p> <p>Putting SR 224 in context with other highways with vehicle wildlife collision problems, UDOT just secured funding for a \$10.4 million project to reduce vehicle wildlife collisions on US 89 outside Kanab. US 89 averages 15 vehicle wildlife collisions per year, while SR 224 averages 24.7. That is 165% more. (Refer to the previously cited BIO-WEST study and to UDOT's WCPP Grant Application for US89, US89 Wildlife Safety Corridor Project, Mileposts 48 to 56, Kanab, Utah, August 1, 2023).</p> <p>The BIO-WEST study also referenced research results that show the measures currently in place, 45 mph speed limit, and wildlife warning signs, while raising driver awareness, have little or unknown effectiveness in permanently reducing vehicle wildlife collisions.</p> <p>The BIO-WEST study goes on to say that the measures that have the highest success in reducing vehicle wildlife collisions are wildlife crossings and wildlife fencing. The study pointed out two hot-spot locations, those with highest frequency of wildlife vehicle collisions, where it would be appropriate locations for wildlife crossings.</p> <p>The UDOT study, "Wildlife Vehicle Collision Study, SR 224, Summit County" by BIO-WEST, January 2022, specifically states: "The study and recommendations are based on the current configuration of the roadway and not based on future widening or other changes in capacity or traffic patterns."</p> <p>The BIO-WEST study does reference the UDOT 2019 Cramer Study regarding SR 224 being fifth highest in Utah with 2.97 wildlife vehicle collisions per mile per year. It also notes that "the frequency of wildlife-vehicle collisions (WVC) within the corridor is a source of economic, safety, and natural resource concern."</p> <p>The BIO-WEST study provides an overview of common wildlife-vehicle collision mitigation methods, their relative effectiveness and generic average cost range. Mitigation measures were grouped into five categories, being Driver Warning Methods; Road Improvements; Pavement Grates/Guards; Fencing; and Crossings (with fencing). The overview of common wildlife-vehicle collision mitigation measures identifies that the first three groupings all have low, unknown, experimental effectiveness.</p> <p>The BIO-WEST study states that based on hotspot definitions, the entire corridor from MP 6.5 to MP 10.5 is considered a hotspot. However, the existing roadway characteristics allow for a fairly straightforward split into two distinct hotspot locations, being MP 6.5 - 8.5 (McPolin Farm area) and MP 9.0 -10.5 (Snyderville area).</p> <p>The Snyderville hotspot area is within the Kimball Junction EIS Needs Assessment Evaluation Area, as shown in Figure 1-1. Regarding the Snyderville hotspot area, the report notes that the land north of this segment from MP10.5 to 11.0, is currently agricultural and pasture lands. The Snyderville Basin General Plan indicates that this small stretch of open space should be preserved to the extent possible to facilitate the movement of wildlife through the corridor. The report states that, "this may be an ideal location for a future wildlife crossing structure". This location is the Swaner Preserve.</p> <p>The BIO-WEST study's section on Potential Mitigation Options focuses on Exclusionary Wildlife Fencing and Potential Crossing Structures. Fencing alone could prevent vehicle wildlife collisions, but would not provide for connectivity which is vital for wildlife health and well being. Wildlife crossings could be added to fencing to provide for connectivity and comply with the Snyderville Basin General Plan.</p> <p>While the BIO-WEST study does not address the wider roadway of pending projects, it does provide useful information for addressing the high number of wildlife vehicle collisions and connectivity on SR 224.</p> <p>To successfully reduce wildlife vehicle collisions and improve connectivity as called for in the Wildlife Crossing Pilot Program, SR224 should have wildlife crossings, wildlife fencing, cattle guards and escape ramps.</p> <p>There has not been any study, analysis or evaluation of the impact of the road widening from 82 feet to 115 feet on vehicle wildlife collisions on SR224. How can a project of this magnitude move forward without knowing what the impacts would be and providing mitigation measures to prevent the situation from getting worse and at least mitigating the conditions as they currently exist.</p> <p>The current road condition requires permanent wildlife mitigation measures (crossing) to reduce the significant number of vehicle wildlife collisions and provide wildlife connectivity. The EIS must evaluate and provide needed mitigation measures for what will most likely be an exacerbation of the situation by widening SR224 and other changes at Kimball Junction.</p> <p>It is incumbent upon UDOT to address this situation. The Categorical Exclusion Report for the Bus Rapid Transit project did not study, analyze, nor evaluate the impact the widening of SR224 would have on vehicle wildlife collision. The EIS for Kimball Junction must evaluate this impact and provide permanent, long- lasting solutions.</p>	Email

COMMENT NUMBER	NAME	COMMENT	COMMENT ORIGIN
73	Michael Canning	<p>Ms. Spoor, The Utah Division of Wildlife Resources (DWR) has reviewed the draft Alternatives Development and Screening Results Report for the Kimball Junction Environmental Impact Statement, and we offer the following comments. The DWR, in collaboration with the Utah Department of Transportation (UDOT) and other partners, installed wildlife exclusion fencing along I-80 on both sides of Kimball Junction to reduce wildlife-vehicle collisions. As Kimball Junction is improved, we recommend installing wildlife exclusionary cattle guards to connect the fencing in the area fully. This will help prevent wildlife from entering the highway and reduce potential wildlife-vehicle collisions. If wildlife exclusionary cattle guards are not feasible with this project, we recommend exploring options to allow this work to be done more easily in future projects. We appreciate the opportunity to review this report and coordinate this project. If you have questions, please contact Josee Seamons, the DWR's Impact Analysis Biologist in our Central Region office, at [REDACTED].</p> <p>Sincerely, Michael F. Canning Deputy Director</p>	Email
74	--	<p>I have a couple comments. 1. Did you assess impacts to air quality? Air quality is a large concern and "resource" issue that needs to be identified and addressed in the EIS. As air quality worsens every year, community members, wildlife, plants, etc. are impacted. The alternatives should assess air quality not only during construction and UDOT activities, but how traffic flows may increase air quality emissions. The decision maker should choose an option that has the least air quality impact. 2. Please add mitigation measures to your analysis and spell out specifically where mitigation will occur. 3. Will any eminent domain be claimed? Please provide details of eminent domain. 4. Please include analysis of noise and light pollution to your EIS. Noise and light pollution are both "resources" that impact the health and safety of humans and wildlife. Please choose the alternative with least impacts derived from noise, light, and air pollutants. 5. Please ensure your assessment considers vehicle - wildlife interactions and migratory corridors. Please consider if a wildlife crossing should be needed and address it in the EIS. 6. Please address if public transportation alternatives were evaluated. Public transportation alternatives should be assessed--no matter the density of housing. We cannot continue to just add concrete lane after concrete lane. We will have an entire county full of concrete lanes. You need to consider incentives to using public transportation. You need to consider carpool lanes. You need to consider ways to reduce the number of vehicles--not just how to spread vehicles out. UDOT needs to take a more critical look at long-term solutions and not be reactive to needs. Innovative ideas--whether carpool lanes, bus incentives, bus lanes or limited bus stops, or lane-switching (i.e. having 3 lanes north bound in the afternoon and 3 lanes south bound in the morning) need to be included in your analysis. You cannot choose to ignore these options and you need to incorporate them into your alternatives development.</p>	Web
75	Lindsey Ziegler	<p>Improving traffic flow will only serve to increase vehicular traffic and degrade, air quality and community feel. I would prefer to see options on the table that involve public transportation improvements. Can the county require late employers to provide shuttle services for employees? Improve transit from</p> <p>The valley and eliminate parking options - aim to reduce cars, not make it more appealing to drive here.</p>	Web
76	Charles Ochello	<p>I strongly support alternative B. I don't see that either A or C will do much to alleviate the real issue. Thanks for your consideration.</p>	Web
77	Peter Tomai	<p>Kimball Junction suffers from large AM and PM Peak hour traffic flows to and from I-80. It is critical to separate this traffic from local Kimball Junction traffic. Please see the attached suggested refinement to a flyover design which can materially address your assessment criteria.</p>	Web
78	Greg Friedman	<p>Alternative C but with three lanes from SR-224 N to WB I-80 is my "vote"</p>	Web
79	Matthew Lindon	<p>Thinking for the Olympics is thinking for 2050-2100. If you can't afford to do it right once you can't do it twice. Reconsider the flyover. It's the only solution for the future. Get fed Olympic money.</p>	Web
80	roger stephens	<p>BEST option is a total bypass with route behind Powder wood and Crestview condominiums.</p>	Web
81	roger stephens	<p>BEST option is bypass behind Powderwood and Crestview condominiums. Land can be obtained with property trades</p>	Web
82	Kevin Brodwick	<p>There are a number of future ideas that have been floated for the intersection. But there is need for an immediate fix to the number of crashes that occur between both lights. It becomes immediately obvious that speed of cars traveling in either direction is far too high, even for the posted speed limit. The issue is the visibility for cars turning off the center in either direction along with cars making left turns or right turns from either side of Kimball. Kimball amounts to a small town these days with both pedestrian and vehicle traffic. As such cars entering from I80 as well as cars coming from the mtns should be required to travel at no more than 25mph -30mph. If you sit there for 10 minutes on any part of this section, you'll see plenty of near misses. This is also because cars that are turning into Kimball are not making a hard left, as you have to clear all of the lanes before you turn in. Slowing down the traffic won't create any burdens or delays. The big delays occur when there are accidents which you would be effectively reducing along with potentially saving lives. As it is a lot of the folks in PC that live on the West side of Kimball avoid going through Kimball junction and head north on Bittner and under the pass to then go into Kimball. Lowering the speed in both directions is critical and it is something that should be done right away. I encourage the UDOT team to stand at either light for an hour to see how many times you hold your breath.</p>	Web

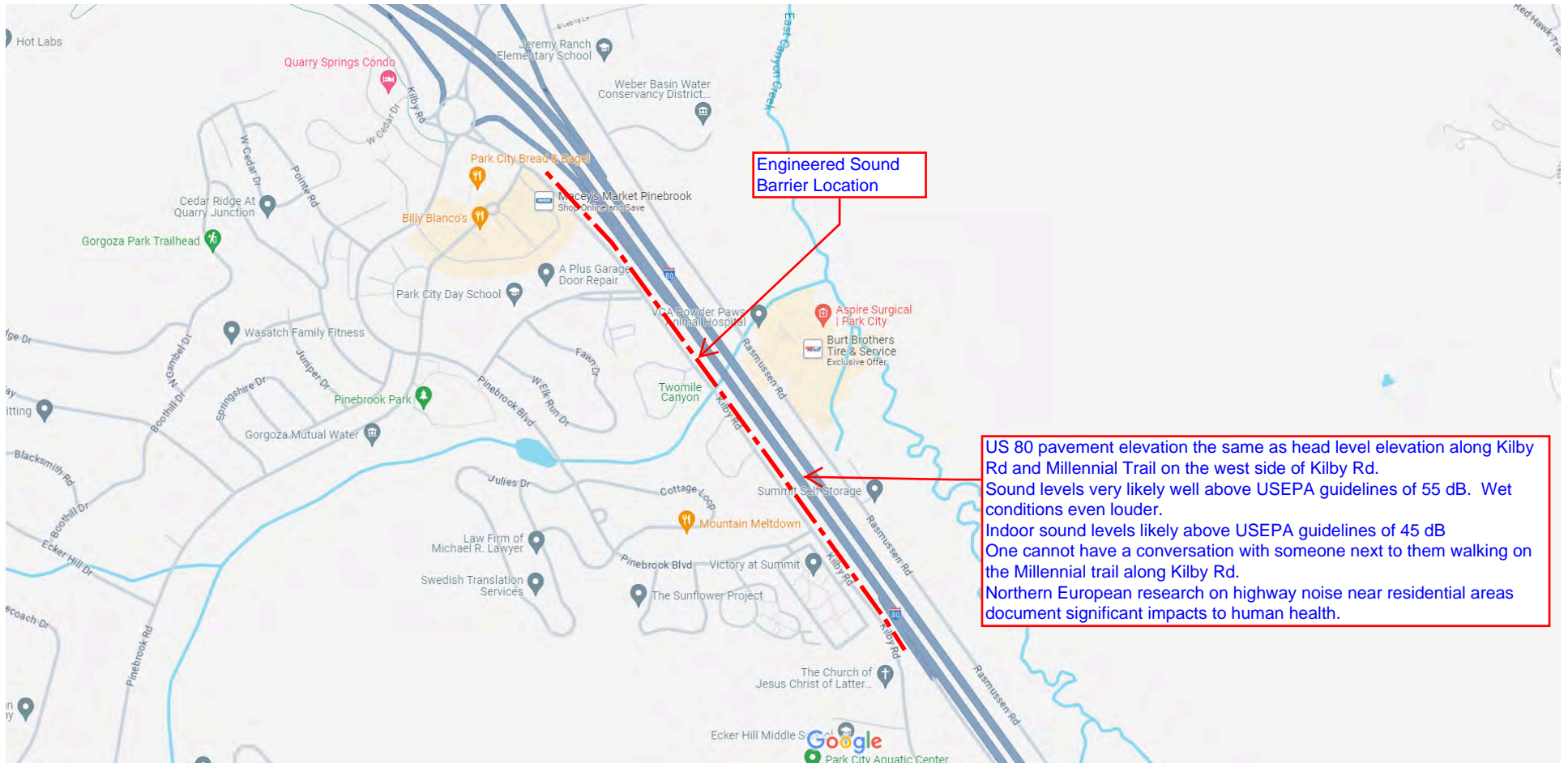
COMMENT NUMBER	NAME	COMMENT	COMMENT ORIGIN
83	Murray Gardner	I am very very disappointed that UDOT has eliminated from consideration the only option that was going to make any difference to traffic in that area. the remaining options are lipstick on a pig...	Web
84	Donna Wahoff-Stice	Alternative A+C appears the better alternative. It is phased with development, includes a pedestrian bridge and bike paths.	Web
85	Karen Strauss	<p>Please research the reasons individuals are driving this route and expand the parking/bus routes at the terminal so that shoppers and diners from PC to KJ take the bus instead of drive. Skiers park at the bus terminal and bus to PC mountains. Commuting workers park at the bus terminal and bus/carpool to PC. The reasons people are driving that route are important to understand to offer bus/carpool alternatives. Vail and Deer Valley should be made to have employee carpooling/van transport for their staff who commute on this route.</p> <p>2. Expand the available entry point into the left turn lane access on both directions. SOOOOOO many cars have to hang out in the center lanes waiting for the short access into left turn lanes. This alone causes significant back up. This is especially true for the cars from PC trying to turn left into the "walmart" side of KJ.</p>	Web
86	Lisa Wilson	The junction area is at capacity for traffic , no development should be allowed without an alternative exit.	Web
87	Lynne Shwed	Alternative B seems to be the only option that allows locals to still get around. We are not just a tourist destination, people actually live here and the other options essentially remove the ability of locals to use the frontage road to get to and from the stores and businesses in the area.	Web
88	Mari Mennel-Bell	<p>Option A+ could largely happen with ZERO disruption to the existing Kimball Junction interchange for the majority of the project. Given the significant overlap between the original Plan A and Plan A+ conceivably the EIS would apply to the new plan with minimal amendment.</p> <p>The cherry on top of this sundae of a solution is the opportunity to 1.) reduce the number of cars traveling on SR 224, 2) reduce the number of traffic incidents involving pedestrians and wildlife along the SR 224 corridor, 3) provide an opportunity to access a Federal Wildlife Connectivity grant in connection with this project to greatly defray the cost of a Wildlife Overpass, that also serves pedestrians and bikers in this corridor. No costly frontage roads needed with the expansion of pavement. Plan A+ is needed today with or without the 2034 Olympics. This is the beginning of the long term solution for this extremely important economic region of the state. I kindly ask for your consideration of plan A+ as this is a window that will shut very soon and it is our best way forward.</p> <p>I wholeheartedly support plan A+ and I feel that much of the community would applaud the County, UDOT and the State Legislature working on this solution together. Thank you for considering my comments.</p>	Web
89	frank giaccio	In my opinion, a few roundabouts with pedestrian underpasses seem like the best and most cost effective solution. PC is already accustomed to a couple of these and its similar to the fly under without all the costs and environmental impact.	Web
90	Carolyn Murray	the option to create a local traffic lane coming off of I-80 and using the same roadway for slc bound traffic to avoid back ups on SR 224 is a must. it seems the option A addresses both directions although it is hard to read the plan and understand the map completely online. it is ridiculous that end of day traffic has to travel through the commercial sections and multiple signal lights just to get onto I-80. And it is equally ridiculous that the incoming traffic to Park City gets mile long back ups on I-80 while waiting to get through those same street lights to get onto SR 224.	Web
91	Eric Garen	<p>Regardless of which alternative you choose, there is a simple, inexpensive remedy you can implement NOW that would GREATLY alleviate the congestion on SR224 during rush hour.</p> <p>You simply need to allow traffic to use the shoulders for travel during rush hours (e.g. 2:30pm - 6:30pm northbound). That will get 50% more cars through the Ute Blvd and Olympic Parkway signalized intersections. If you can get a little more money allocated, you could move the right turn pockets over so they would still be available, but that is NOT necessary and would require moving at least one traffic signal standard.</p> <p>In 2017 I spoke to UDOT traffic engineers involved with SR224 and presented this idea, complete with a powerpoint (attached). At that time I thought that you would also need to add a lane to the westbound onramp to 80, but I have since realized that I did a traffic count and found that 2/3 of the northbound afternoon traffic through Ute Blvd turned westbound onto I-80, and about 1/3 turned eastbound on I-80 or went straight to Rasmussen Road. Therefore, if you were to open up a third lane through those signalized intersections, the left two lanes would flow naturally onto current 2-lane onramp to 80 westbound and the new shoulder-lane could flow onto 80 eastbound or straight. This would NOT require a reconfiguration of the signals or widening of the onramp at the 224/80 intersection.</p> <p>This of course is only a temporary solution, but it would cost almost nothing and would do a LOT to alleviate the traffic delays on 224 until such time as you can implement the permanent solution.</p> <p>I hope you will seriously consider this proposal. It would be fast, cheap and VERY effective.</p>	Web

COMMENT NUMBER	NAME	COMMENT	COMMENT ORIGIN
92	Bob Jarvis	What is the purpose of the project? It appears you have lost your way and are not addressing the obvious objective to be achieved. At this time vehicle traffic at Kimball Junction has become congested to a near standstill with hundreds and hundreds of vehicles in conflict at the Ute Blvd and Olympic Parkway intersections with Highway 224 at many hours of the day. The obvious solution is to separate the two vehicle conflicts. One, the ingress and egress of vehicle traffic from I-80 and Park City. Two, the local traffic crossing Highway 224 on Ute Blvd. and Olympic Parkway. Your screening process has the Fatal Flaw of eliminating the whole reason of addressing the traffic congestion caused by the Ute Blvd. and Olympic Parkway intersections in the first Place! You created mutually exclusive plans or boxes that did not address the considerations and benefits of each other. If you do anything at all, please make sure you solve the problem of traffic congestion at Kimball Junction caused by the conflicting intersections between Highway 224 and Ute Blvd and Olympic Parkway. Yes, think outside the boxes you put yourselves in.	Web
93	Chris Griffin	Just build pedestrian tunnels under Kimball connecting the west and east side. Also connect the transit hub and the walmart parking lot with a tunnel also and eliminate the bus stops in front of and crossed from Walmart. Set it up so all pedestrian traffic goes through underground tunnels. See Eckert hills school and Jeremy ranch/pinebrooke roundabouts for existing tunnels	Web
94	Joan Thompspon	The amount of traffic entering Park City will remain the same and congestion will be pushed further up Highway 224. Unless alternative transportation is addressed and limits on traffic entering Park City is put in place (ie parking restrictions at all resorts and Main Street), the traffic problem will not go away just because you improve an intersection and access to Kimball junction.	Web
95	Jeffrey Cedeno	Please make sure the option includes direct access across 224 for local traffic that does not require 224 to stop at a light. Similarly, any selected option must allow highway access and egress to pass Kimball Junction without a traffic light and to easily exit into all shopping options with right-hand turns and either an underpass or overpass to prevent any left hand turns through 224. As a local who uses this intersection multiple times per day there is no option requiring left-hand turns across traffic that can help the situation. I watch traffic back up for 2 miles at 9am every day, and regularly have my rural roads overrun by ski and Uintas traffic in the winter and summer. I need the state routes to be designed to handle more than trouble their current traffic volumes at peak times, this gets worse and higher volume every year so a 30 or 40% capacity increase can't help. I have similar frustration with bus routes, as I can't even access lots without making a 10 minute drive to town take over 60 minutes each way. The left hand turns across 224 and 248 are the cause of almost every issue we have and need to be removed.	Web
96	Phoebe Hailey	The traffic at Kimball is out of control. Please stop building and encouraging development.	Web
97	Richard Anderson	The Rte 224 intersections at Kimball are a serious bottleneck. Infrastructure improvements should precede property development at all times. A moratorium on development impacting this location should be seriously considered until funding, plans and progress is made on infrastructure, especially roadways.	Web
98	Gordon Mills	Alternative B is the only alternative that has a reasonable impact on traffic and congestion. Moreover, it is auto centric and ignores the Kimball Junction Neighborhood Master Plan direction to bind the east and west sides of the Junction into one cohesive neighborhood. In past comments I've given suggestions on how effectively this could happen.	Web
99	Mike Benson	As a citizen that commutes from SLC to PC area daily for work, alternative B is the most appealing option. The grade separation for the I-80 interchange to frontage roads will help relieve traffic through the Kimball junction intersections on SR-224. Local traffic in the area would no longer be hindered by through traffic not stopping in the junction. Please move forward with implementing alternative B ASAP.	Web
100	Chat GPT	As a local commuter worker, I wholeheartedly support "Alternative B: grade-separated intersections with one-way frontage roads to the I-80 interchange" primarily because of the transformative impact grade separation could have on traffic flow. By elevating or lowering intersecting roads to remove direct conflict points, grade separation effectively eliminates the need for traffic signal controls, enabling a continuous and uninterrupted flow of vehicles. This seamless traffic movement not only enhances roadway capacity but also minimizes delays, reduces the risk of accidents, and ultimately optimizes the efficiency of the transportation system surrounding the I-80 interchange.	Web
101	Mari Mennel-Bell	Good morning I have already submitted my comment but I wanted to add to it. I recently got an email from Eric Eikenberg, Exec Dir of Everglades Foundation. "...regarding Alligator Alley and animal crossings. As you go west or back east, every half mile there are large culverts under the interstate. Those culverts allow for wildlife crossings, as well as water to flow south, bypassing the interstate, and into another water conservation area. Engineers properly designed the Alley to deal with both water flow and animal crossings." It's too late for SR 224 for the most part but you do have an opportunity of righting an egregious flaw in its original design. Please don't forget our precious wildlife when you redesign Kimball junction's traffic flow. Also, I suggest an e-bike station at Kimball Junction so people can park their cars and bike into PC, alleviating traffic in downtown PC.	Web

COMMENT NUMBER	NAME	COMMENT	COMMENT ORIGIN
102	Galvin Clancey	<p>I think it is essential to the future viability of the Kimball Junction area to physically separate local traffic (which is often trying to access businesses and residences in Kimball Junction) and visitor traffic (which is often traveling to/from I-80 and bypassing all of the businesses).</p> <p>Anyone exiting I-80 EB knows that the biggest bottleneck is the clogged left turn lane to get into the east side of the Kimball Junction area, and I don't see how Alternatives A and C address that. Traffic is already backed up all the way to the freeway exit. Alternative A will feed some traffic onto Landmark Dr which is great for people traveling to the west side of Kimball Junction, but with the vast majority of businesses on the east side I don't see how that helps. It will just create even more demand on east-west traffic on Ute and Olympic/Newpark, requiring longer lights, blocking north-south traffic on 224, and ending up where we are right now.</p> <p>As long as local traffic and visitor traffic are sharing the same space (even though they have different destinations) we will have congestion at Kimball Junction.</p>	Web
103	Duncan Silver	<p>See attached file.</p> <p>Long-term solution</p>	Web
104	Merle Carlson	I am totally against the Dakota Pacific Development beyond what was originally approved as the tech park.	Web
105	David Bell	<p>I was confused about one-way frontage roads parallel to I-80 on both A and B. Are they new proposed roads or existing roads? If the one way frontage road north of I-80, westbound, is actually Ramussen road, then I would be opposed to the one-way restricted travel. I am also concerned about what impact if any would take place at the Jeremy Ranch interchange. Did one area's problems get moved to another?</p> <p>It appears that there is a divider island on the pictures for separation of traffic exiting I-80 west bound at Kimballs, turning right (north), and then left (west) to access west bound Ramussen road. Is there sufficient room for an over length semi truck (tractor, long trailer, and pup trailer) to navigate the turn onto west bound Rasmussen road? It is the only viable route for fuel deliveries to my Jeremy store gas station.</p>	Web
106	Craig Williams	Combine options A & C to better meet traffic flow AND pedestrian/bike traffic	Web
107	Cathy St. Denis	<p>Both alternatives provide very similar benefits, such as improved mobility and travel times.</p> <p>Pedestrian tunnel or undercrossing for better connectivity and comfort also appear to provide similar benefits. other than cost UDOT should focus on the alternative that provides the best safety benefits for drivers and pedestrians.</p> <p>The cost difference in significant -but other than cost, I believe UDOT should focus on the alternative that provides the best safety benefits for drivers and pedestrians.</p> <p>If there is a way to incorporate technology to improve safety and efficiency, UDOT should consider it... underground sensors and similar.</p>	Web
108	Shauna Nakagama	Bicycle routes thru th jct	Web
109	Shauna Nakagama	Please make bicycle routes thru the jct a priority	Web
110	Robert Umstead	These solutions do nothing to minimize the impact of inbound travel. It all back up from the canyons and improvements to Kimball only push inbound traffic there quicker. For outbound traffic it will improve flow but you need to eliminate the lights. Overpasses on Ute and Olympic will surely help this. More frontage roads will not. A Clover leave at 248 and 40 would go along way to improve outbound traffic and be the preferred exit from Park City. Speed up the shorter E side exit and your Kimball problems will take care of themselves.	Web
111	Chris Sammartino	Alternative A or any alternative that increases the traffic on Kilby Road and Landmark Drive would unfairly burden nearby residents with increased traffic and noise on those roads and in that general area. We now already have many auto drivers using this area as a supposed shortcut to exit/enter I80 and avoid the SR224 I80 interchange. The answer to long lines exiting I80 to SR224 is not to stack the traffic along this side route, only to have them wait on local roads backed up, affecting our quality of life. Our area is the most affordable place to live and should not be negatively impacted by additional traffic. Alternative C is less costly and the additional exit lane would accommodate exiting traffic in a far less impactful way for us than Alternative A. Encouraging use of mass transit in lieu of single passenger vehicle trips also would go a long way in reducing vehicular traffic. Thank you.	Web
112	James Duebber	Keep the technology park free of residences.	Web
113	Darren Hughes	Please see the attached letter from the SLC-UT 2034 Olympic bid team.	Web
114	Colin Hilton	See attached letter.	Web
115	Deirdra Walsh	Please see attached letter	Web
116	Russell Boggs	A 2nd pedestrian tunnel to cross 224 a great idea. Reliance on crosswalks with a more complicated traffic pattern a bad idea. Too many distracted drivers. (I frequently walk in the Kimball Junction area).	Web

COMMENT NUMBER	NAME	COMMENT	COMMENT ORIGIN
117	Carl Miller	See attached file.	Web
118	Carl Miller	Please see attached file.	Web
119	Pat Cone	Please take action to address traffic. 1) more dedicated bus and carpool lanes. 2)rework the highway 40 east interchange to accept two lanes. 3)create two roundabouts on highway 224.	Web
120	Thomas Cooke	I find all three designs to be woefully inadequate and not in alignment with Summit County's Kimball Junction Neighborhood Masterplan. UDOT states that all modes (including pedestrian) are weighted evenly in scoring the different options, but the narratives in the stage 4 study make pedestrian and cycling connections seem like an afterthought. We truly cannot bring to the life the vision of creating walkable and pedestrian neighborhoods in existing and redevelopment parcels, unless the infrastructure created in UDOT's solution is best in class for active transportation users. The key to getting more people out of cars is a sincere investment in better active transportation infrastructure.	Web
121	Lilah Rosenfield	<p>I submit this comment exclusivity on my own behalf and not on behalf of any organizations with which I am affiliated.</p> <p>I continue to urge UDOT to consider alternatives that would require no additional traffic lanes in the study area, and instead induce a substantial proportion of the travelers to and through Kimball Junction to consider an alternative mode of transportation. While the scoping requirement that the plan be compatible with a BRT system is a good start, it goes nowhere near far enough.</p> <p>Short of a complete burial of the SR-224 (even beyond that described in the eliminated alternative), there is no effective means to make the areas surrounding SR-224 as safe and comfortable pedestrian environment while expanding automotive roadway capacity. Tunnels under stroads are are simply not a friendly pedestrian environment compared to streets with slower and lower throughput.</p> <p>I urge UDOT to follow through with its 'all users' mindset and consider if the region would be better served by shifting far more drivers to other modes of transportation.</p>	Web
122	Tim Brennwald	Option B makes the most sense. We need to separate local traffic and commuter traffic. I have lived in PC for 30 years and I work at the Junction. We have so many workers/skier traffic that just need quick access to I80. Separating these user groups allowing for faster entrance and exit will greatly improve traffic flows.	Web
123	Katherine Williamse	<p>I have lived in Park City 33 years and in the Kimball Junction area for 8 of those years. I have studied the proposed plans at length, watched the video, and have some thoughts.</p> <p>In the next 10 years, there will be major, fairly high density development, if not by Dakota-Pacific, then by someone else, of the large land parcel to the west of hwy 224. There will be a tremendous influx of traffic in the junction area itself. I think it would be highly beneficial to have another exit off of I-80 EB to siphon off that traffic before it can affect the Kimball Junction intersections and roundabouts, which are problematic at this point, caused largely by drivers not knowing how they should navigate them or being too timid to make them effective. (A traffic light at Landmark and Ute Blvd would be more efficient.)</p> <p>I can't see any plan being an improvement without widening hwy #224-we're going to have more vehicles, we need to have more lanes.</p> <p>I think it's a great idea to get the pedestrian traffic out of the intersections. I do wonder why so much of the effort in constructing these plans is centering on foot traffic when that is such a small percentage of the traffic the Junction area deals with. ?</p> <p>I was very much hoping UDOT would be able to have a split road, over and under, type of configuration as the final plan for Kimbal Junction. That, coupled with an additional exit off I-80 EB, west of the current one, would be an excellent plan</p>	Web
124	Bill Ciraco	<p>Please see the attached comments.</p> <p>I am a member of the Park City Council but these comments are my own personal comments as a resident of Park City/Summit County and are not meant to represent any governmental entity.</p>	Web
125	David Geffen	Please see my comments in my attached letter.	Web
126	Bill Ciraco	Attachment	Email

COMMENT NUMBER	NAME	COMMENT	COMMENT ORIGIN
127	Kelly Cronley	<p>Hello,</p> <p>I am a resident of Park City and frequent the Kimball Junction area. Thank you for the detailed review of the proposed alternatives. I prefer the Refined Alternative A because I like the option to access I-80 from two different locations. I think this will spread out the traffic depending on where cars are coming from and going, so that not all cars have to come through the SR224-Ute Blvd intersection to access I-80.</p> <p>I also like the double left turn lanes from Northbound 224 onto westbound Olympic Parkway. Please consider lengthening the turn lanes further South, so that the traffic can be spread across all lanes from an earlier location. In the afternoon/evening hours, cars currently use the median from as far back as Cutter Lane to turn left from northbound 224 onto westbound Olympic Pkwy. This is a major backup point that needs to be fully addressed.</p> <p>Thank you, Kelly Cronley</p>	Email
128	Bill Ciraco	Attachment	Email



Map data ©2024 500 ft

I wanted to give some input on an environmental issue along Hwy 80 at Kimball Junction, specifically noise impacts along an area of Kilby Road. The noise levels from traffic in a Kilby Rd sector is certainly above USEPA guidelines for residential areas. Please note the attached map and comments regarding this. I believe an engineered sound barrier should be required and installed from approximately Gorgoza Pines Rd southwest between Kilby Rd. and 80, where there is plenty of room for one, to near Ecker Hill Middle School, a distance of ~1 mile. This is the area of worst dB impacts which have been getting worse and worse over the past 10+ years with traffic and speeds. It now has become such that you cannot have a normal level conversation walking along Millennial Trail next to someone, nor outside of your home along Kilby. Hwy 80 pavement elevation is approximately at ear level along this stretch. Please see attached map and additional notes.

Thank you,
 Brian Sedgwick

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State of Utah

SPENCER J. COX
Governor

DEIDRE M. HENDERSON
Lieutenant Governor

Department of Natural Resources

JOEL FERRY
Executive Director

Division of Wildlife Resources

J. SHIRLEY
Division Director

73

March 15, 2023

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

Subject – Kimball Junction Draft Alternatives Development and Screening Results Report

Ms. Spoor,

The Utah Division of Wildlife Resources (DWR) has reviewed the draft Alternatives Development and Screening Results Report for the Kimball Junction Environmental Impact Statement, and we offer the following comments.

The DWR, in collaboration with the Utah Department of Transportation (UDOT) and other partners, installed wildlife exclusion fencing along I-80 on both sides of Kimball Junction to reduce wildlife-vehicle collisions. As Kimball Junction is improved, we recommend installing wildlife exclusionary cattle guards to connect the fencing in the area fully. This will help prevent wildlife from entering the highway and reduce potential wildlife-vehicle collisions. If wildlife exclusionary cattle guards are not feasible with this project, we recommend exploring options to allow this work to be done more easily in future projects.

We appreciate the opportunity to review this report and coordinate this project. If you have questions, please contact Josee Seamons, the DWR's Impact Analysis Biologist in our Central Region office, at jseamons@utah.gov or 385-421-1277.

Sincerely,

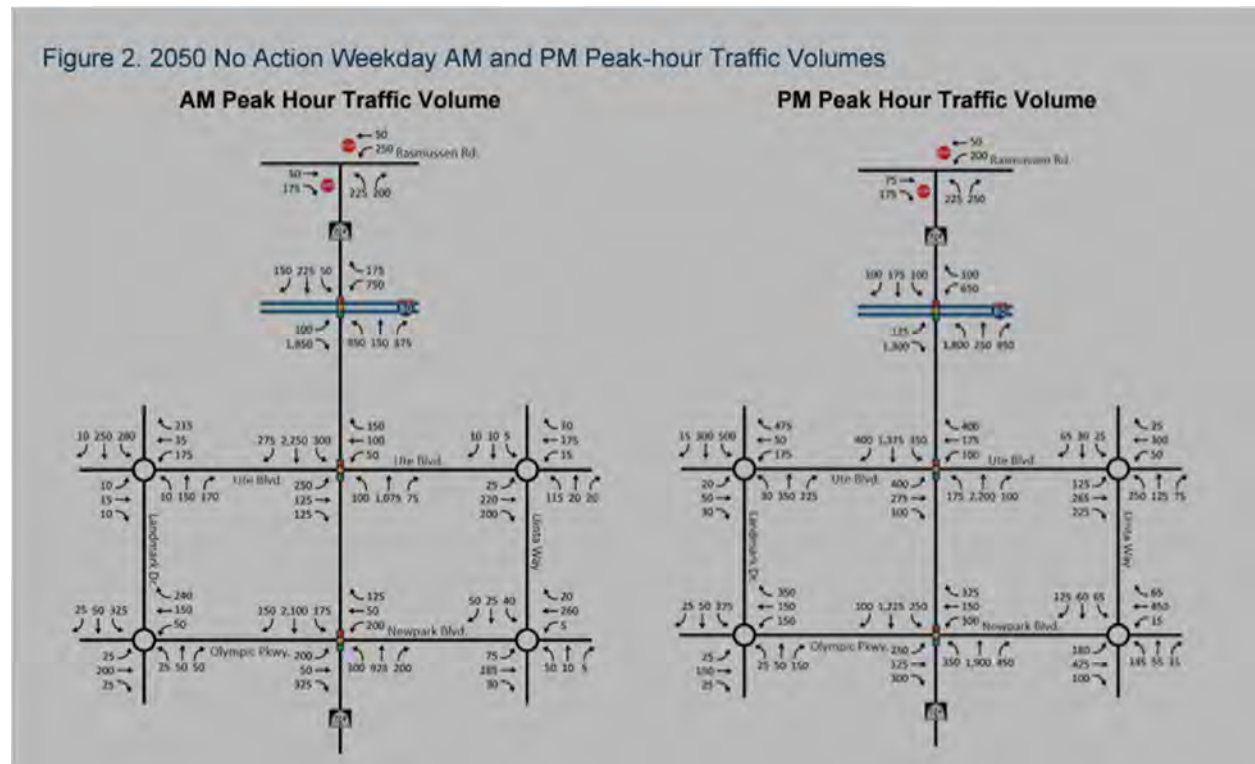

Michael Canning (Mar 15, 2024 13:04 MDT)

Michael F. Canning
Deputy Director

MFC/js



All residents and guests to the greater Park City and Kimball Junction quickly become aware of major traffic issues. While the growth of the Kimball Junction area has created increases in local traffic through and across SR 224, the vast majority of morning and evening peak traffic volumes are going to and from the I-80 Freeway. This is clearly shown in the UDOT traffic counts in the following exhibit.



In the PM peak hour, 1800 cars per hour must stop at the SPUI (single point urban interchange) to cross traffic to enter I-80W. The queuing necessary to wait for light changes starts a back-up which ultimately backs up past the preceding intersections at Ute Boulevard and Olympic Parkway causing all local intersections to fail. Regrettably, the two remaining solutions that UDOT is proposing fail to adequately address these core conditions.

Alternative A, the “Split-Diamond Interchange,” simply attempts to spread freeway traffic on local surface streets to provide additional areas to exit and enter I-80 and provides an awkward network of one-way frontage roads which will seriously compromise and lengthen local traffic routes and confuse visitors.

Alternative C, adds a sea of additional asphalt to accommodate additional turn lanes so more cars can queue up to wait for changing lights. This option further complicates bike and pedestrian movements in the area and creates intimidatingly wide intersections. The additional turn lanes accommodate more idling vehicles during the interrupted traffic flows.

Ideally, we should separate the freeway traffic from local traffic to smooth entry and exit flows while allowing local traffic to flow less affected. This could be accomplished with a grade-separated flyover located to bypass critical local intersections. UDOT initially studied a flyover but eliminated the option because the flyover studied was designed as a traditional right lane exit which combined east bound and west bound I-80 traffic with local turning traffic complicating the Ute Boulevard and

Olympic Parkway intersections as shown in the description below:

<p>Alternative C: Consider a flyover ramp (that is, a grade-separated ramp that crosses over the roadway it exits) from SR-224 to westbound I-80.</p>	<p>Traffic modeling was performed on this concept and the flyover alignment, and a preliminary profile was created to check clearances and slopes. The proposed flyover ramp would be on a third level above the existing I-80 bridge, and, to meet AASHTO Green Book^a ramp maximum vertical grade standards, it would pass through the existing location of the pedestrian trail overpass over I-80. To be compatible with the flyover ramp, the trail overpass would need to be relocated about 1,100 feet to the west. The future westbound on-ramp would require minor widening for about 1,600 feet for proper merge distances to accommodate the new flyover lane.</p> <p>Traffic performance with Alternative C with Flyover in 2050 would be poor compared to Alternative C. Alternative C with Flyover combines the flyover traffic and the traffic turning right to travel east on I-80 into the right-most lanes on northbound SR-224. The combined traffic from both travel movements would create long lines of vehicles that would increase traffic delays at the Ute Boulevard and Olympic Parkway intersections on SR-224.</p> <p>The concept was eliminated because it would not meet the purpose of the project.</p>
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A solution to the problematic right lane comingling would be to separate I-80 West bound traffic from the center lane of SR224 where freeway bound traffic would enter an elevated express roadway supported by columns in the median of SR224. The freeway entry ramp could be located sufficiently south of Ute Boulevard such that local traffic would continue to function below the elevated roadway. The elevated “express lane” roadway could even be extended south of Olympic Parkway further enhancing the connectivity between the east and west sides of Kimball Junction. The benefit of the column mounted design is that it requires minimal road widening as the traffic lanes are essentially stacked on top of each other. It also minimizes the construction period impacts upon the existing roadways and keeps the local road networks serving local traffic, bicycles, and pedestrians.

Similarly, to address the morning rush hours, an “HOV/Transit Only” exit could be added to the left travel lane of I-80 East paralleling the SR224 N to I-80W flyover landing near the entry to the proposed BRT lanes on SR 224. This would encourage transit and carpooling, while unburdening the local intersections from freeway traffic.

A significant benefit of a center lane grade-separated flyover is that most of the required improvements can occur inside of existing rights of way, with minimal land disturbance. This dramatically reduces environmental impacts and improves safety for local pedestrians and cyclists. This alternative also best meets UDOT’s criteria for evaluating improvement designs. The criteria are contained in the following table:

Table 3-5. Level 3 Screening Criteria – Purpose and Need

Criterion	Measure	Data Used
Improving operations and travel times on SR-224 from the I-80 interchange through Olympic Parkway	Does the alternative provide reliable through-traffic travel time on SR-224 during the AM and PM peak hours? (yes/no)	Travel time (look at average speeds on SR-224 to equate to arterial LOS)
	Meets a level of service of LOS D for as many intersections as possible.	Intersection LOS (overall LOS and turning LOS) ^a
	Is the percent served improved during the AM and PM peak hours? (yes/no)	Percent served ^b
Improving safety by eliminating vehicle queues on I-80 off-ramps	Are the off-ramp vehicle queue lengths eliminated on I-80 mainline through lanes? (yes/no)	Length of vehicle queue (feet)
Improving pedestrian and bicyclist mobility and accessibility throughout the evaluation area	Does the level of traffic stress improve in the vicinity of SR-224? (yes/no) ^c	Level of traffic stress ^c
	Do the walk times improve for key origin-destination pairs? (yes/no) ^d	Walk times
Maintaining or improving transit travel times through the evaluation area	Does the alternative maintain or improve the SR-224 BRT transit travel times through the evaluation area? (yes/no)	Travel times



Approximate flyover location in median.



View of elevated express lanes allowing surface neighborhood streets to function well.

I urge The Utah Department of Transportation to reconsider alternative flyover designs to deliver long-term solutions to the vital Kimball Junction interchange and accommodate sustainable regional growth.

Peter Tomai
Park City, Utah

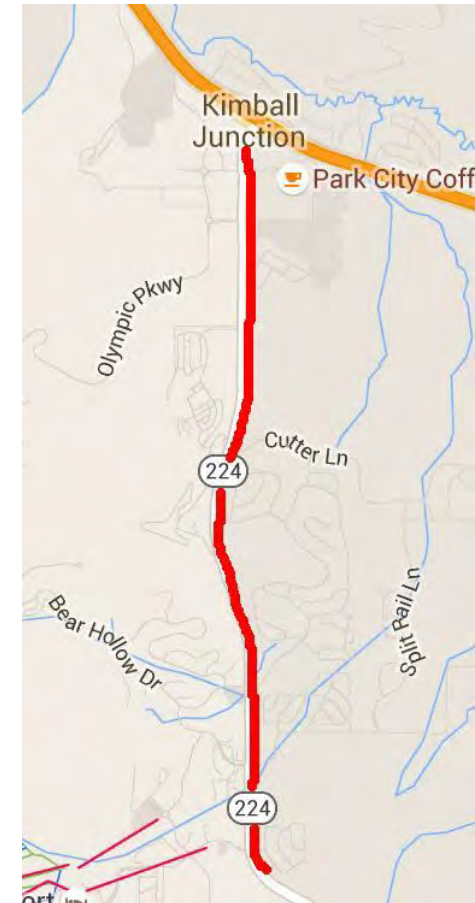




A Proposal to
Reduce Rush-hour Congestion
on Northbound SR-224

The Problem

- In the ski season, traffic backs up on northbound SR 224 during rush hour (3pm-6pm)
- Stop and go can reach Canyons Resort Drive and beyond (nearly 3 miles)
- Time in traffic jam can be up to 45 minutes (compared to an average travel time in light traffic of 6 minutes)



The Impacts

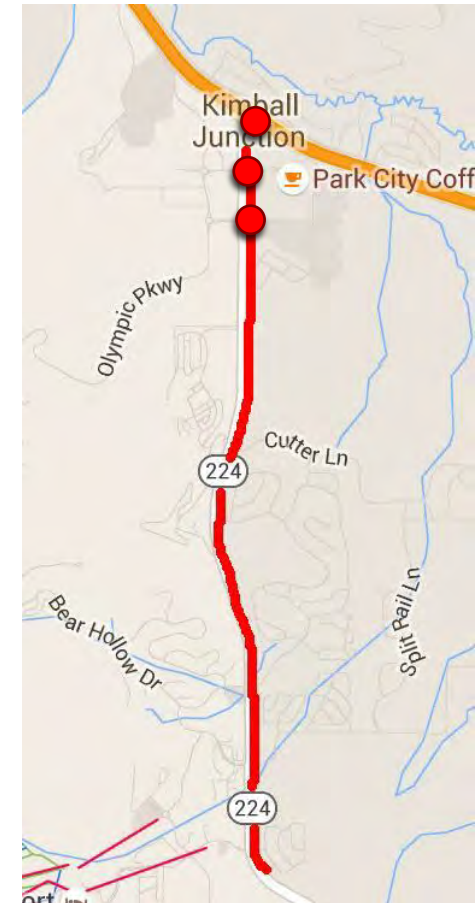
- Unhappy visitors
- Wasted time for workers going home
- Wasted energy
 - 0.3 to 0.5 gallons per vehicle idling for 40 minutes
- Increased air pollution
 - 20 lbs of CO₂ per gallon equates to 6-10 pounds of extra CO₂ per vehicle
 - Plus Ozone, Hydrocarbons and other harmful pollutants
- 5,000 vehicles crawling up SR224 in rush hour will burn an extra 2,500 gallons of gas and produce an extra 25 tons of CO₂ per day



The Cause

- The traffic lights at Kimball Junction have limited throughput
 - Redstone (Olympic Parkway / Newpark Blvd)
 - Ute Blvd
 - I-80

- Redstone & Ute intersections have only two through lanes, and only two lanes turn westbound onto I-80.

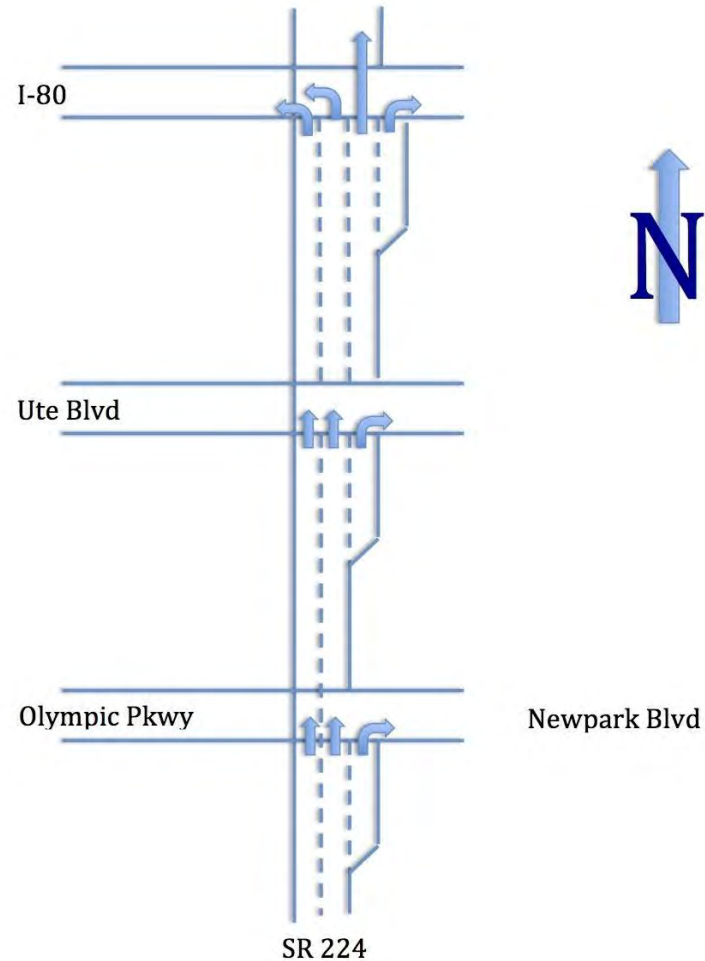


The Solution

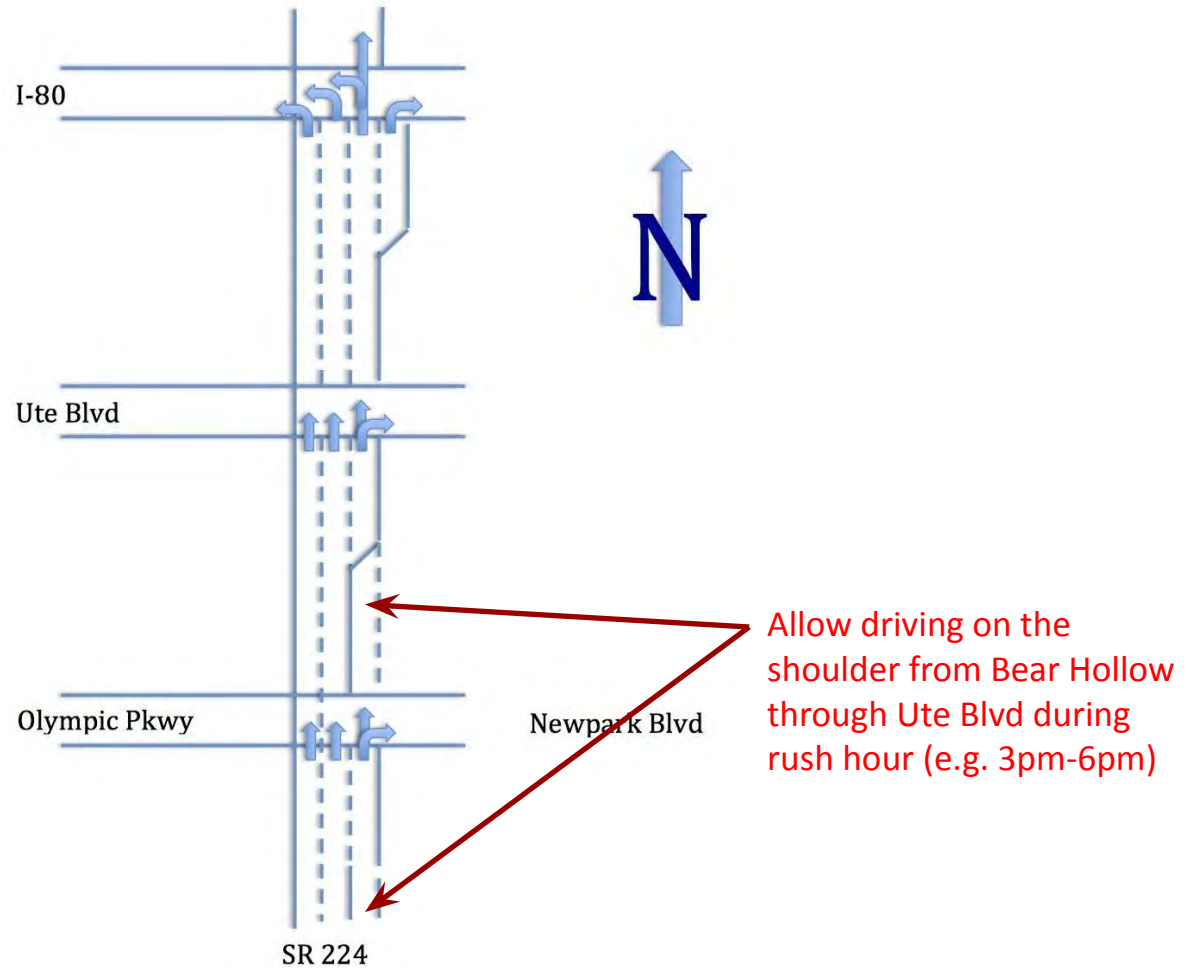
- Allow traffic to use the northbound shoulder of SR-224 from Bear Hollow through Ute Boulevard during rush hour (~3pm-6pm)
- This solution is used elsewhere, for example on Interstate highways leading in and out of Boston.



Current 224 Lane Configuration



Proposed 224 Lane Configuration

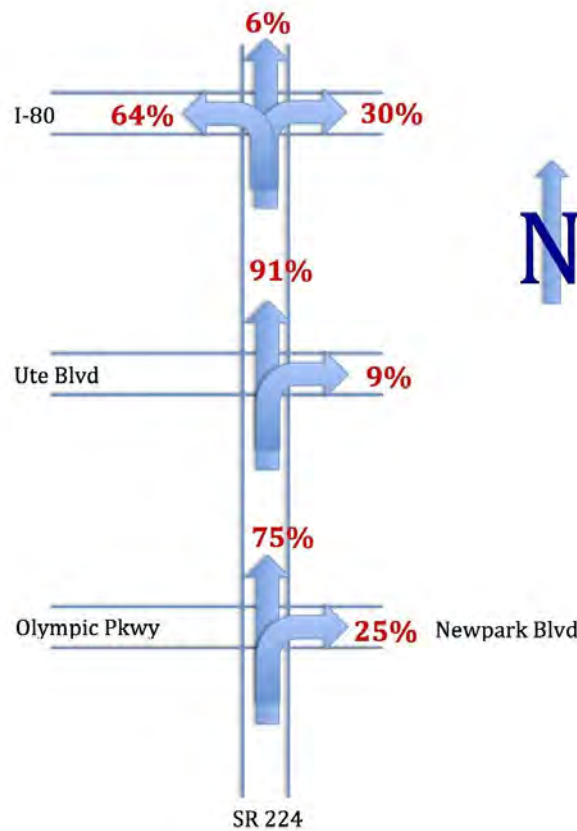


Traffic Flow

July 8, 2015. 4:40pm – 5:15pm

Note this study was done in the summer on Wednesday July 8.

It is likely that in ski season rush hour, a **higher** percentage of traffic continues straight on SR224 at Olympic Parkway



Actual Car Count

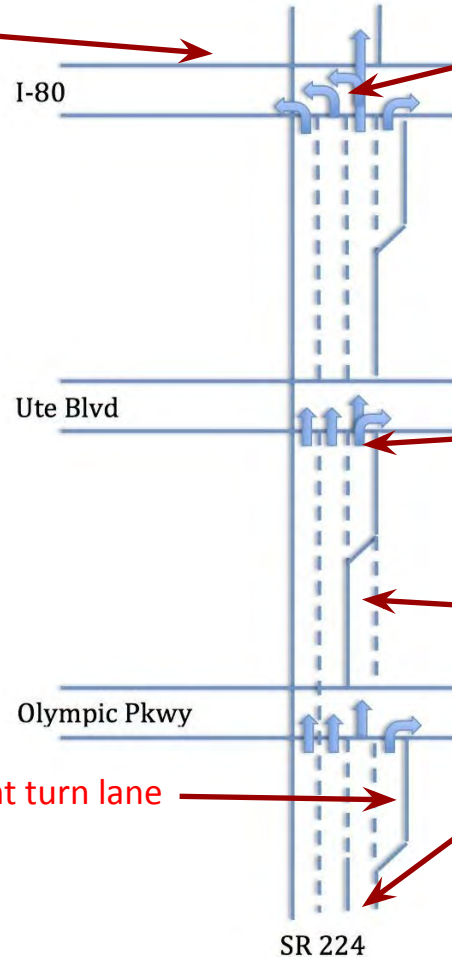
Left	Straight	Right
258	23	119

Straight	Right
195	19

Straight	Right
165	61

Proposed 224 Lane Configuration

Allow driving on shoulder on the I-80 on-ramp



Change the third lane to allow left turns as well as through traffic



Allow through traffic or right turn from shoulder/right turn lane

Allow driving on the shoulder from Bear Hollow through Ute Blvd during rush hour (e.g. 3pm-6pm)

Create a new right turn lane

SR 224

There is Space to Add the New Right Turn Lane at the Olympic/Newpark Intersection



The Result?

- 40% - 50% increased flow through the three intersections
- Significantly reduced
 - Congestion
 - Energy use
 - Air Pollution
- Significantly improved visitor & worker experience

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Kimball Junction EIS

After reviewing the Kimball Junction EIS and public comments, the solution to the traffic congestion is to separate Park City traffic and Kimball Junction traffic. The existing interchange with proximity of two at grade intersections on SR248 and commercially developed land makes it difficult and expensive to conduct this traffic solution at Kimball Junction. Therefore, the present study area is too restrictive to find a long-term traffic solution.

An appropriate study area should be along I-80 from Jeremy Ranch interchange mile post 141 to east of the US-40 interchange mile post 146. This total area offers numerous opportunities to carry out the needed solution for the Kimball Junction/Park City traffic congestion. (The majority of the ESI commenters understand that this is the only long-term answer).

This study area provides numerous obsolete or underutilized roadway features that can be converted to reduce the Kimball Junction area congestion. To name a few: two roadside truck/view areas that can be moved to less congested areas, a grade separation that can be converted into an interchange and roadway distance available for innovated traffic improvement that would be effective in reducing congestion.

It is time to convert I-80 in the Kimball Junction area from a rural freeway to an urban freeway due to the high traffic demand and future growth.

Duncan Silver

. The only long term solution to minimize traffic congestion is to separate the traffic desiring Kimball Junction from the traffic destrin to Park City



Delivery via e-mail

March 27, 2024

Mr. Carlos Braceras
Executive Director
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, UT 84114

Dear Mr. Braceras:

The Salt Lake City – Utah Committee for the Games (SLC-UT) supports efforts by the Utah Department of Transportation (UDOT) to create transportation solutions at the Interstate 80 and State Route 224 interchange at Kimball Junction. As you know, SLC-UT has been designated by the United States Olympic and Paralympic Committee as America’s choice for the Olympic and Paralympic Winter Games to be held in 2034 and is currently in targeted dialogue with the International Olympic Committee (IOC). We expect that the IOC will formally announce later this summer that we will be the host of the 2034 Olympic Winter Games.

State Route 224 is the principal gateway corridor to the greater Park City region, providing access to planned Olympic venues at Utah Olympic Park, Park City Mountain, and Deer Valley Resort. The current traffic congestion in the area will only get worse and UDOT’s ongoing efforts to find solutions are critical not only for the success of the Olympics, but for the benefit of the region before and after the Games.

While 2034 may feel like many years from now, when it comes to preparing infrastructure, it is important that planning and decision making proceed expeditiously. SLC-UT encourages consideration of solutions that enable

sustainable transportation alternatives, such as expanded public transit choices. Final decisions need to be made quickly to ensure that improvements are in place before the 2033-34 winter season. Any delay would seriously undermine to the region's ability to successfully host the Games. We request that this project is included in the Statewide Transportation Improvement Program (STIP) as soon as possible.

Thank you for your consideration of this important request. We would be happy to participate in UDOT's ongoing planning efforts around this significant transportation initiative.

Sincerely,



Fraser Bullock
President & CEO



March 27, 2024

Mr. Carlos Braceras, Executive Director
 Utah Department of Transportation
 4501 South 2700 West
 Salt Lake City, UT 84114

Dear Mr. Braceras:

The Utah Olympic Legacy Foundation supports efforts by the Utah Department of Transportation (UDOT) to create transportation solutions at the Interstate 80 and State Route 224 interchange at Kimball Junction. With our Legacy venue locations at Utah Olympic Park, Utah Olympic Oval, and Soldier Hollow in the Heber Valley, we are definitely in-tune with the local dynamics and growth challenges facing these three distinctly different Host Venue communities. I applaud your efforts to thoroughly look at the current day needs and projected future needs of each of these Utah communities.

I am a firm believer that whatever road infrastructure improvements are considered, that first and foremost they are being done for current and future community needs. The future Games should only be a factor in helping to time the improvements or to lend possible coordination help with.

Key opportunities that I view the current Kimball Junction EIS and subsequent efforts could do, include:

- Improved traffic circulation; especially should through traffic roadways reduce the current (3) traffic stoplights.
- Increased collaboration with local government to blend transit goals with road infrastructure improvements
- A coordinated and smart utilization of local, State, and Federal dollar spending to create a much more dynamic and full functioning interchange, expanded transit center, dedicated BRT, TOD, and improved neighborhood interconnectivity.
- Showcasing how regional and State entities can solve the growing everyday traffic challenges in a way that showcases how Utah is effective in coordinating everyday needs with current Olympic legacy venues and future Games planning efforts. All with a goal of providing desired community benefits through effective collaboration.

I encourage you to include this project in the Statewide Transportation Improvement Program (STIP) as soon as reasonably possible.

Thank you for your consideration. The Legacy Foundation would be happy to participate in UDOT's ongoing planning efforts around this important transportation initiative. Please feel free to contact me at chilton@uolf.org or [REDACTED] should you have any questions.

Sincerely,

Colin Hilton

President/ CEO, Utah Olympic Legacy Foundation



P.O. Box 980337
 3419 Olympic Parkway
 Park City, Utah 84098



5662 South Cougar Lane
 Kearns, Utah 84118



P.O. Box 2002
 2002 Soldier Hollow Lane
 Midway, Utah 84049

UTAHOLYMPICLEGACY.ORG

 PARK CITY
**THIS IS YOUR
MOUNTAIN**

115

March 27, 2024

Carlos Braceras, Executive Director
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, UT 84114

Dear Utah Department of Transportation:

Park City Mountain proudly supports efforts by the Utah Department of Transportation (UDOT) to create transportation solutions at the Interstate 80 and State Route 224 interchange at Kimball Junction. State Route 224 is the gateway corridor to the greater Snyderville Basin and Park City region and serves the Kimball Junction Town Center.

Kimball Junction holds significant local and regional importance, serving as a vital gateway to the Park City Mountain area for our guests and employees. We believe that addressing the following key objectives through the proposed improvements is crucial:

- Enhancing traffic circulation to alleviate congestion.
- Prioritizing safety for all roadway users, including pedestrians and cyclists.
- Enhancing mobility for all modes of transportation, promoting accessibility.
- Providing reliable options to ensure efficient travel for our employees and guests.
- Bolstering support for public transit initiatives to encourage sustainable transportation choices.
- Fostering tourism and economic development by improving accessibility to the region.

It is essential that the preferred alternative not only address the immediate needs of the community — but also that it align with future requirements, particularly in the context of a potential future Winter Games in Utah. By selecting a solution that is both comprehensive and forward-thinking, we can effectively showcase our collective commitment to regional collaboration and sustainable transportation infrastructure.

Thank you for considering this critical request. Should you require any further information or clarification, please do not hesitate to contact me at [REDACTED].

Sincerely,

Deirdra Walsh

VP and COO Park City Mountain

COUNTY MANAGER



SHAYNE C. SCOTT

March 27, 2024

Carlos Braceras, Executive Director
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, UT 84114

Via Email: cbraceras@utah.gov

Dear Utah Department of Transportation:

Summit County is excited to work with the Utah Department of Transportation (UDOT) to create transportation solutions at the Interstate 80 (I-80) and State Route 224 (S.R. 224) interchange at Kimball Junction through the Environmental Impact Statement (EIS).

As you know, Kimball Junction is the gateway corridor to the greater Snyderville Basin and Park City region and serves the Kimball Junction Town Center. As such, we emphasize that the preferred alternative needs to serve all users in the community and bridge the divided neighborhoods along the SR-224 corridor, without overburdening local roads.

As currently presented, proposed Alternatives A and C do not satisfy the objectives of the Kimball Junction Neighborhood Plan (“Kimball Junction Plan”). One of the main objectives of the Kimball Junction Plan is to “create a people oriented built environment” where “priority is given to the needs of pedestrians rather than the movement of vehicles.” It is critical that the preferred alternative does not create an environment adverse to pedestrians and other active modes.

These proposed alternatives, as presently designed, are not suitable for local neighborhoods. For example, the Alternative A “Split Diamond” design dramatically increases traffic onto Landmark Drive and exacerbates the hostile pedestrian environment. As stated below, if Alternative A were ultimately selected, Landmark Drive between the new Split Diamond Interchange and Ute Blvd would need added capacity. There are opportunities for this area to redevelop more consistently with the Kimball Junction Plan, however, a traffic-heavy corridor will impede this improvement.

The Kimball Junction Plan also establishes a goal to “achieve a seamlessly connected neighborhood.” Again, as currently designed, none of these alternatives accomplishes this goal. While we appreciate the effort to establish a mid-block pedestrian underpass between Ute Boulevard and Olympic, research has found that out-of-direction travel for pedestrians is often neglected, uncomfortable, and undermines pedestrian safety. All of the existing alternatives further divide the neighborhoods on each side of SR-224.

Instead of another pedestrian/bicycle tunnel under SR-224, Summit County would like UDOT to provide an enhanced pedestrian/bicycle promenade to pass over SR-224 that is comfortable and beautiful and provides an opportunity for this much needed connectivity between neighborhoods divided by SR-224 (a “Pedestrian Crossing”). Summit County owns the approximately six-acre parcel (SCPS-1-X) where its Sheldon Richins Building and Transit Center are located (the

“Richins Parcel”). Regardless of which alternative is chosen, the eastern edge of this Richins Parcel could be included in the design of this Pedestrian Crossing.

Summit County believes that there are opportunities to better meet the EIS Purpose and Need statement as well as to meet the objectives of the Kimball Junction Plan by revising the existing alternatives. Previously, Summit County staff had requested to meet with UDOT to discuss these potential revisions and were asked to wait until the public comment period. We now ask that you consider the following revisions and reevaluate the following alternative designs:

Alternative A: include additional travel lanes on SR-224 and an enhanced SR-224 Pedestrian Overpass described above. Many of the enhancements pertaining to Alternative C can be beneficially combined into Alternative A, making it a more robust solution. Summit County refers to these modifications as Alternative A+C.

Alternative B: eliminate the connection of Ute Boulevard crossing SR-224 to narrow the large intersection footprint to accomplish the previous concept design with a grade-separated public plaza. This approach of a public plaza over highways has been successfully implemented in several other communities resulting in increased economic development and social cohesion across a highway. This alternative best satisfies the Kimball Junction Plan with respect to connecting the east and west sides of SR-224. Summit County refers to these modifications as Alternative B+.

Alternative C: swap the pedestrian/bicycle tunnel for an enhanced and beautified Pedestrian Overpass described above that improves the public realm and better connects the neighborhoods. This alternative appears to Summit County to be the weakest solution both to traffic flows and to pedestrian accessibility.

Please refer to the enclosures for more information about these alternative designs.

We see this reevaluation as an opportunity to improve on these alternatives for better multimodal improvements necessary for a transformational project that will serve future generations. With each of these revised alternatives, it is imperative that these alternatives consider both regional and local needs. To ensure that these revised alternatives meet Summit County’s goals, we need additional information on the impact on local roads.

Alternative A will have a direct impact on many local roads, primarily Landmark Drive. Landmark Drive has been identified in the Summit County Long Range Transportation Plan for widening the segment between the roundabout at the Tanger Outlet Mall and the Best Western hotel from the existing 3-lane road to 4-lanes. Nevertheless, we cannot depend on this corridor to solve the overall traffic problem, as this widening has not been fully studied, nor would this accommodate additional traffic for the entirety of the corridor which Alternative A contemplates. If Alternative A, which includes a split diamond interchange at the Tanger Outlet Mall, is selected, it is critical that UDOT include in such alternative adding right-of-way and improvements to Landmark Drive for additional vehicular lanes for pedestrian and bicycle infrastructure to secure safety along a high-volume roadway. To help understand the impact of these alternatives, please indicate the forecasted vehicular volume on Landmark Drive and include upgrades to Landmark in the design.

One of the assumptions underlying Alternative A seems to be that about 50% of the current traffic passing through Kimball Junction at the AM and PM peak times is accessing either the west or the east sides of the Kimball Junction Neighborhood and not just passing through. Summit County requests that UDOT provide more empirical data to back up this assumption.

UDOT evaluated the alternatives for “compatibility” with the Kimball Junction Plan with all three alternatives getting a passing evaluation. However, none of the current alternatives achieve a seamless and connected neighborhood as highlighted in the Kimball Junction Plan.

We recognize that a grade-separated crossing is preferable to an at-grade Pedestrian Overpass over multiple lanes; however, an out-of-direction, pedestrian underpass is often underutilized because of the inherent danger and discomfort of these routes. There have been no indications that proper lighting, air circulation, and aesthetics have been considered for pedestrian underground crossings for up to 9-lanes of travel.

As stated above, Summit County requests an enhanced Pedestrian Overpass that is safe, comfortable, and aesthetically pleasing for the gateway corridor to the Wasatch Back. This should not be viewed as a simple betterment to the project, but rather as an essential element to the Kimball Junction Plan. Without such, the east and west sides of SR-224 will not be a “seamlessly connected neighborhood.”

Further, as stated in the Kimball Junction Plan, it is imperative that bicycle and pedestrian safety and comfort are a high priority. While UDOT developed a “Level of Traffic Stress” to evaluate the improvement of pedestrian and bicycle mobility, the methodology did not adequately consider the impact of additional vehicles on the network. For example, Alternative A, with a much higher vehicular volume on Landmark Drive is considered as improving the pedestrian and bicycle mobility. As requested in earlier stakeholder meetings, please consider revising the methodology that better reflects the user experience.

Summit County reiterates to UDOT that transit should be taken into consideration in evaluating and designing these alternatives and in arriving at a preferred alternative. The alternatives seem to do a good job of taking our proposed SR-224 BRT project (which is in the design phase now) into consideration. Summit County is currently considering enhancing and/or redeveloping the existing transit center on the Richins Parcel, including creating a capture parking lot. It’s essential to consider the benefits of a 1,000+ parking spaces facility at this location in future analysis to facilitate transit and other multimodal solutions.

Finally, while the UDOT evaluation provides metrics for travel time and average speed, the information conveyed to the public appears to be flawed. For example, the travel times reflected in Alternative B do not accurately reflect the average speeds and travel times on thoroughfare roads compared to frontage roads. Instead, the report reflects a single comingled time or speed listed for that alternative. A singular speed or travel time conveys less advantages of the grade-separated design than actually forecasted. To a layperson, such analysis does not make logical sense and decreases public confidence in the EIS process. Slower speeds on frontage roads are an acceptable trade-off as this accomplishes the desire to move regional traffic quickly onto the interstate while providing safe and comfortable options on local roads. Separating out the frontage roads from SR-224 in this analysis results in significant increases in favorability with regard to Alternative B.

The Kimball Junction improvement is crucial to address both current demands and future growth, playing a pivotal role in bolstering local and statewide economic development. Enhancing travel efficiency between the Salt Lake Airport and the Wasatch Back ski resorts presents a significant economic edge for Utah compared to competing resorts across the western United States. However, congestion along the routes, leading to our ski destinations, diminishes our attractiveness and undermines economic vitality. We see that happening now with gridlock on SR-224.

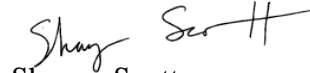
The needs at Kimball Junction are both immediate and persistent. These improvements need to be timed to accommodate the forthcoming Winter Olympic and Paralympic Games, for which Utah has been designated as the "preferred host" for 2034. Kimball Junction will serve as a

pivotal link connecting the world to venues in the Wasatch Back. Any delay extending construction beyond the 2033-2034 winter season would severely impact the region's capacity to effectively host the games. Summit County requests for this project to be included in the 2025 Statewide Transportation Improvement Program (STIP) as soon as possible, with construction slated for 2028 or sooner, to meet the pressing demands of the community.

Summit County would like to thank UDOT for its work on the EIS so far and look forward to working with you on your next refinements to these alternatives, leading to a mutually acceptable final Record of Decision.

Please contact Carl Miller, Summit County's Transportation Planning Director at cmiller@summitcounty.org, if you have any questions.

Sincerely,



Shayne Scott,
County Manager

Enclosure: Kimball Junction Alternative Designs

c:

Summit County Council, countycouncil@summitcounty.org

Mayor Nann Worrell, Mayor Park City Municipal Corporation, nann.worel@parkcity.org

Kim Carson, High Valley Transit Board Chair, kcarson@summitcounty.org

Caroline Rodriguez, High Valley Transit Executive Director, crodriguez@highvalleytransit.org

John Angell, Summit County Public Works Director, jangell@summitcounty.org

Pat Putt, Summit County Community Development Director,

pputt@summitcounty.org

Carl Miller, PMP, AICP CTP, Summit County Transportation Planning Director,

cmiller@summitcounty.org

Robert Stewart – UDOT Region II Director, rstewart@utah.gov

Geoff Dupaix, UDOT Region II Planning Manager, gdupaix@utah.gov

Rebecka Stromness, PE, UDOT Region 2 Project Manager, rstromness@utah.gov

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ALTERNATIVE A+C



2

Landmark Dr.

4

ADD ONE MORE THROUGH LANE IN EACH DIRECTION

3

SIGNALIZED INTERSECTION

5

REPLACE UNDERPASS WITH OVERPASS

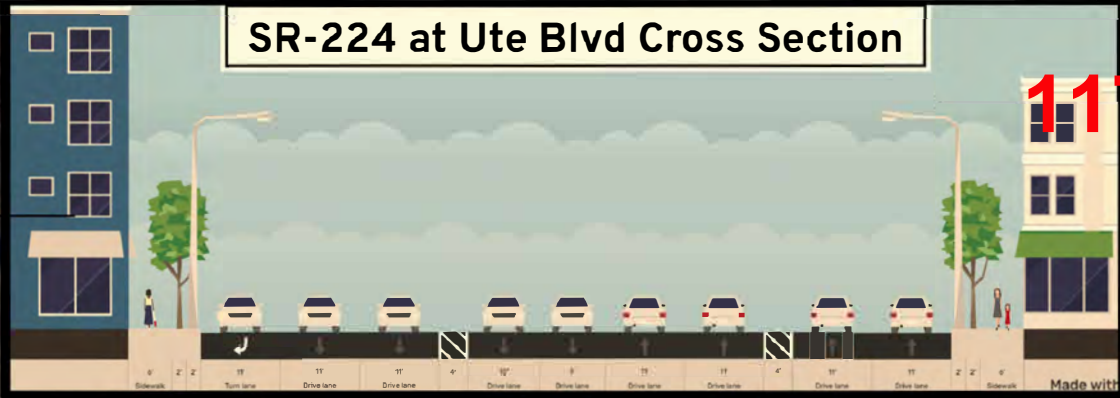


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PKWY.

Reuston

ALTERNATIVE B+

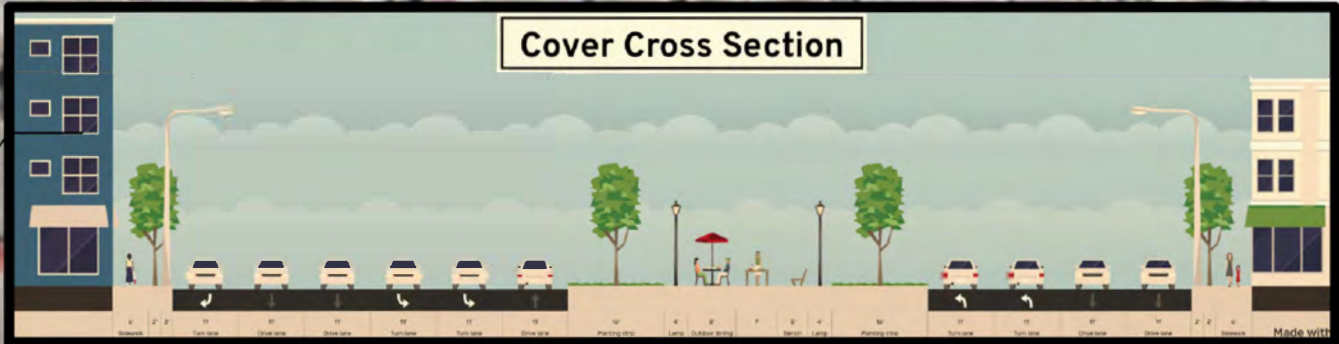


LANE REDUCTION

REMOVE BRIDGE W/
NO THRU MOVEMENTS
ON UTE BLVD

POSSIBLE CROSSWALK

COVER OVER SR-224
WITH GREEN SPACE



GRADE SEPARATED
INTERSECTION

March 25, 2024

Carlos Braceras, Executive Director
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, UT 84114

Re: Kimball Junction-Interstate 80 Interchange

Dear Mr. Braceras,

We are enthusiastic about the progress of the Kimball Junction-Interstate 80 Environmental Impact Statement (EIS). The Wasatch Back Regional Transportation Convening group is comprised of resorts, tourism leaders, and government agencies, and we have joined together to collaborate on transportation issues. We look forward to seeing the final design that alleviates the transportation problems faced at this gateway corridor.

We would like to emphasize that the preferred alternative needs to both improve circulation for local and through traffic and serve all users in the community, including attention to the increasing numbers of active transportation users. As such, we support design concepts that serve current and future community needs, while being timely to help showcase our collective efforts to host the 2034 Olympic and Paralympic Winter Games.

It is anticipated that the International Olympic Committee will officially accept Utah’s bid to host the 2034 Olympic and Paralympic Winter Games this summer. Kimball Junction will play a vital role in connecting the world to facilities and venues in the Wasatch Back, including the Park City Mountain Resort, Deer Valley Resort, Utah Olympic Park, and Historic Main Street. The ability to serve these venues in an efficient manner will help ensure success of the events and support long-term sustainable tourism.

Any delay that causes construction to finish past the 2033-2034 winter season would be harmful to the region’s ability to successfully host the Games. The Wasatch Back requests that this project is included in the Statewide Transportation Improvement Program (STIP) as soon as possible, with construction starting by 2028, or sooner, so we are ready for the Winter Olympics Games.

We would like to thank you and the UDOT team for their hard work on the EIS so far and eagerly await the next steps.

Sincerely,

Malena Stevens, Chair
Summit County Council

Christopher Robinson,
Summit County
Councilmember

Tonja Hanson, Summit
County Councilmember

Nann Worel, Mayor
Park City Municipal

Ryan Dickey,
Park City Councilmember

Kim Carson, Chair
High Valley Transit

Todd Bennett, President
Deer Valley Resort

Deirdra Walsh, VP and COO
Park City Mountain

Kurt Krieg, Executive VP
Extell Development

Colin Hilton, CEO
Utah Olympic Legacy
Foundation

Heather Kruse
Military Recreation Facility
Project Area Director MIDA

Jennifer Wesselhoff,
President and CEO Park City
Chamber of Commerce

Matt Dias,
City Manager
Park City Municipal

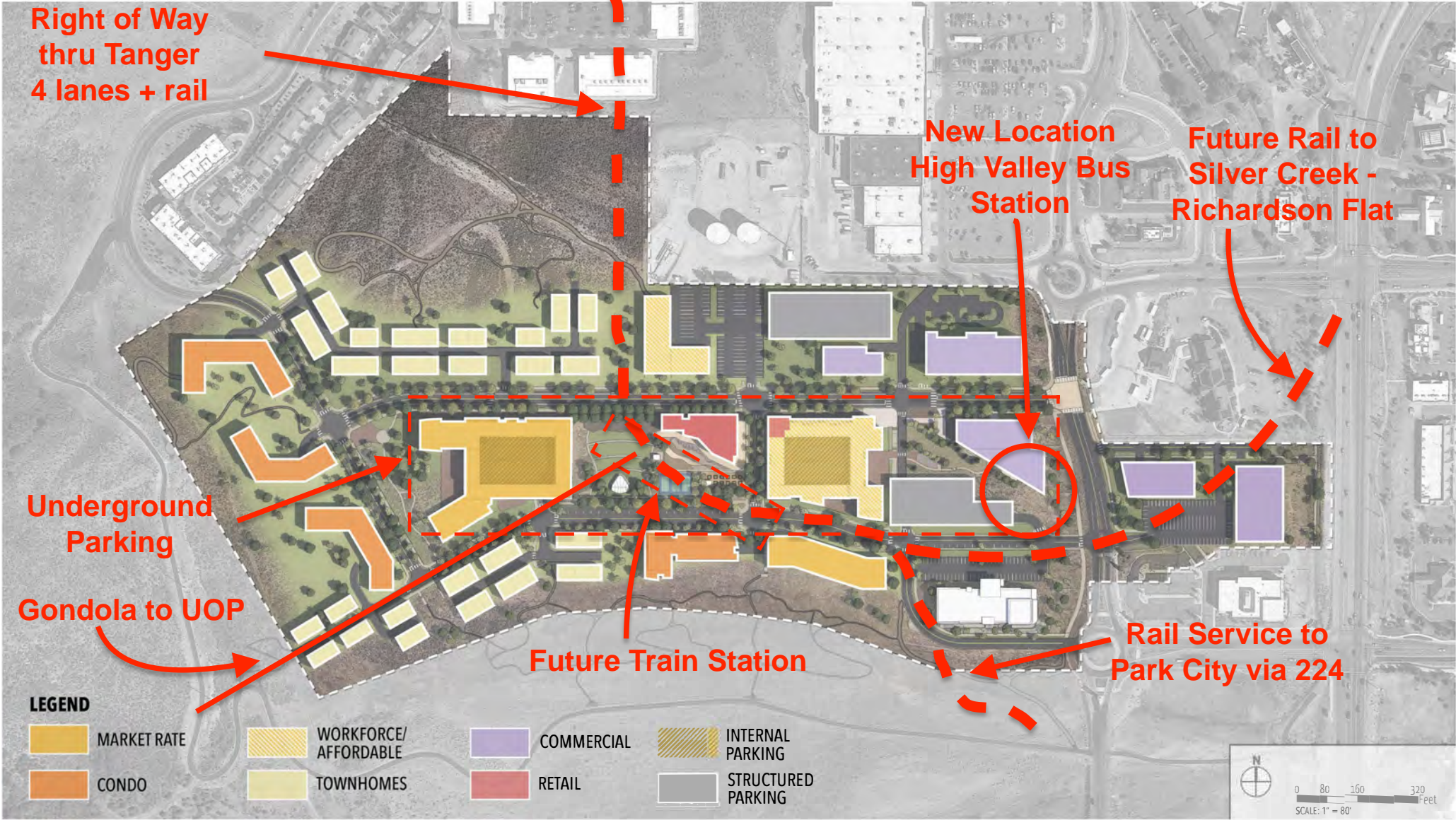
Shayne Scott,
Summit County Manager

Caroline Rodriguez,
Executive Director
High Valley Transit

Dustin Grabau,
Wasatch County Manager

Carl Miller,
Transportation Planning
Director, Summit County

Tim Sanderson,
Transportation Director
Park City Municipal



March 27, 2024

Carlos Braceras, Executive Director
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, UT 84114

(This letter is being submitted on the EIS website and directly by email to cbraceras@utah.gov)

Dear Executive Director Braceras:

My name is David Geffen. I have been a member of the High Valley Transit Board of Trustees for the past 2 ½ years and I joined that Board because of my strong interest in helping to solve transit challenges in the Wasatch Back. I am writing this letter in my personal capacity as a resident of Summit County who is entitled to submit public comments in relation to the Alternative Screening report published for the Kimball Junction EIS. These comments are my personal comments and do not represent the views of High Valley Transit.

Over the past few days I have had the opportunity to review the letters that are being sent to you by each of the Wasatch Back Regional Transportation Convening group, Summit County, and Bill Ciraco, a member of the Park City Council who has sent a letter expressing his personal opinions.

I write in support of the opinions expressed in each of the letters referenced above, and herein I will re-emphasize those points that I think are most important without repeating much of what those other letters say in more detail.

Time is of the essence: As noted in the letter from the Wasatch Back Regional Transportation Convening group, I cannot emphasize strongly enough how important it is that UDOT continue to work as quickly as practical to determine the final solution for Kimball Junction and to do everything in its power to add that solution to the Statewide Transportation Improvement Program (STIP) as soon as possible, with construction starting by 2028, or sooner, so that the residents of Summit County will not need to endure the hardship of continually increasing traffic and congestion any longer than necessary, and especially so that Summit County is prepared to host the Winter Olympics Games in 2034.

Please consider alternative designs: If UDOT moves forward with one of the solutions already proposed, I implore you to seriously consider the improvements being proposed by Summit County. Personally, I like what Summit County refers to as Alternative A+C which I understand could include combining many of the enhancements related to Alternative C into Alternative A, while including an enhanced SR-224 Pedestrian crossing which I agree would be much more effective than a very long Pedestrian tunnel.

Please carefully evaluate Bill Ciraco's proposal for further modifying Alternative A: I think Bill's idea has significant merit and is worthy of serious evaluation. If it were possible, as Bill

suggests, for UDOT to partner with Summit County, Dakota Pacific and the owners of Outlets Park City to utilize a negotiated right of way through property owned by Outlets Park City to create a new roadway instead of utilizing Landmark Drive as the main roadway for traffic going through that area, I think that would potentially be more beneficial and would improve utilization of the new exit from I-80 in that area and would be well utilized by local traffic heading into the broader Kimball Junction area. If that potential roadway through the Outlets could also lead directly into a large parking capture lot that could also serve as a new transit terminal for High Valley Transit that would have tremendous potential to reduce future traffic volumes in Summit County by reducing the number of automobiles that would otherwise come up 224 in the first place.

As a final note, I would like to say thank you to you and your staff for all the hard work everyone has done on this project over the past few years. I recognize that solving the traffic challenge at Kimball Junction is complicated. I've appreciated the thoughtfulness of your staff and I look forward to their continued open-minded assessment as they work towards the best outcome for Summit County.

Sincerely,

A handwritten signature in black ink, appearing to read "David Geffen". The signature is fluid and cursive, with a prominent initial "D" and a long, sweeping tail.

David Geffen

Bill Ciraco

[REDACTED]
Park City UT 84060
United States
123-456-7890
[REDACTED]

March 26, 2024

Carlos Braceras, Executive Director, UDOT
Robert Stewart, UDOT Region 2, Director
Kimball Junction EIS c/o HDR
2825 E Cottonwood Parkway #200
Cottonwood Heights, UT 84121

Dear Directors Braceras and Stewart,

My name is Bill Ciraco. I am an elected member of the Park City Council. As a resident taxpayer of Park City, Summit County, Utah, I am exercising my right to submit public comment relevant to the Alternative Screening report published for the Kimball Junction EIS. These comments reflect my personal understandings, opinions and observations and do not represent any official government comment.

In the winter of 2022/23, I attended an UDOT open house at the Ecker Hill Middle School in Park City. At that event I engaged in conversation with at least two of the UDOT staff members present that evening. We discussed the three alternatives at that time, Alternative "A", Alternative "B", and Alternative "C." At the time there was some conjecture that Alternative "B" was presumed to be "preferred alternative." I discussed this with a UDOT staffer that evening and my thought was if UDOT only fixed the outbound flow of traffic (from SR 224 to Interstate 80) that would be a welcome fix. However if the egress off of Interstate 80 was also "fixed", then Alternative B was no fix at all and would only serve to move the traffic bottleneck up to the next choke point which would likely be Cutter Lane, Bear Hollow Dr, Old Ranch Road and then the entrance to the Canyons. Thankfully due to cost and excessive complexity and the lack of a proportionate positive impact Alternative B appears to have not passed the most recent screening stages. Thank you. Any solution that allows more cars to exit

Interstate 80 onto SR 224 will only exacerbate the terrible traffic conditions on that road.

During that discussion the display board depicting Alternative “A” caught my eye. After several minutes studying the diagram I managed to grab a passing UDOT staffer to discuss in greater detail. This option was explained to me as a way to add additional egress and ingress for Interstate 80. The concept of splitting the traffic flow appealed to me. The idea that we were just creating another way for cars to access SR 224 in greater volume did not. I asked the staffer what sort of volume they could move on Landmark Dr. to access SR 224, I was told that “we think we can get seven lanes through there.” With all due respect to the engineers, that corridor is too narrow, too curvy and too hilly to put a significant volume of cars through there. That is when a better idea first occurred to me.

The owners of the Outlets Park City had an application to tear down a portion of the upper outlets to build a Harmon’s supermarket. The application asked for a greater amount of square footage than what was allowed. Ultimately the application was pulled after about a year. But the willingness to redevelop the outlet mall made me think. If that property were vacant (whether historically or by demolition) wouldn’t that be the obvious location to create a second (split diamond like) connection to Interstate 80? After all, it is the shortest distance between 80 and the vast amount of property owned by Dakota Pacific. If only the parties involved were talking about a transportation solution as part of Dakota Pacific project. Consider that we have UDOT doing an EIS on the Kimball Junction interchange which is broken, how could we possibly approve 750 units of housing there without a robust transportation solution? That would be a mistake of epic proportions, one which the public would long remember.

That event was nearly a year ago. Fast forward to February of 2024 and Dakota Pacific and Summit County began talking (publicly) about a transportation solution that included a large parking capture lot in that area. We now have alignment on what is likely to be the best solution for the Kimball Junction interchange. This solution is what the county has labeled, Alternative “A+.”

Alternative A+ would require a partnership between the Outlets Park City property owner, Dakota Pacific, Summit County and UDOT. Four partners that mostly control their destiny. By moving the split diamond to the west and accessing the Dakota Pacific property with a negotiated right of way through the outlet property, UDOT could provide the fastest, most direct and most convenient access to a large parking

capture lot to be incorporated into their project. This new exit would serve only those properties (Outlets, Dakota Pacific) as well as a parking structure which would house a new bus terminal for High Valley Transit now, but also built with the ability to accommodate a faster, more reliable and more dense form of transportation in the future. This new station would be where the High Valley Transit BRT originates from and it would provide an indoor station area as well as structured indoor parking with as many spaces as we can build (2000, 2500?). This would be in stark contrast to the outdoor boarding area with 36 spaces that currently exists. If we want the investment in BRT to pay any kind of a dividend, we must have something like this or we risk an investment that won't pay off.

I believe most people in the greater Park City area believe we need to reduce the amount of cars on our roads while maintaining our robust tourism economy. We can make visiting more convenient while also making the experience more enjoyable at the same time by reducing the cars on our roads. Park City (city limits, 84060) accommodates approximately 45,000 car trips per day (30,000 on SR 224, and 15,000 on SR 248.) Those numbers will continue to grow. What we have now is unsustainable. Just think what it will be like ten years from now? We must begin to evolve on transportation, and we must start now.

Alternative A+ would reduce peak traffic in Kimball Junction by up to 2,000 cars (or more if we have more parking for transit/BRT service), it would begin the process of behavior shift that will be forced on us as we slowly become ensnared in Los Angeles like traffic. It will super charge the BRT and future transportation efforts which is specifically one of the criteria to consider with the EIS. By removing cars from the road we will not have to expand our road infrastructure, but rather we can expand our biking and walking infrastructure. The Dakota Pacific project would become one of the most coveted living places around if it is served by transit, not overrun by traffic and it is connected to the proposed mixed use development on the outlet property. By reducing the cars traveling down SR 224 our pedestrian connections would be safer and would see higher utilization.

Will Alternative A+ cost a lot? Yes, but not nearly as much as Alternative B, and probably even less relative to positive impact it would bring than plain old Alternative A (even in its "refined" version.) Will this be hard to do? Yes, what project hasn't been hard? The Gondola in LCC? The bypass in Heber? The multi decade effort to "fix" SR 248? I would say, if we are going to do hard, let's do the hard with the most POSITIVE impact.

But wait, what about the EIS? Given that most of Alternative A+ would happen across a parking lot of an outlet center that is likely to be torn down, one could argue that this has even less negative environmental impact than Alternative A (“refined”) which removes no cars from the road and doesn’t create an incentive to get out of the car like A+ does. A reasonable person could probably make the case that A+ would have qualified for a categorical exclusion.

As someone who has researched the history of interactions between our community and UDOT I am acutely aware of the politics involved. While many members of the community will complain about UDOT, I have no doubt that UDOT has its fair share of reservations regarding the political will to make difficult decisions here and the impact it has had on the working relationship between our local governments and UDOT. All of these organizations are populated by good hard working people, with good intentions. What I believe is lacking, is conviction.

The purpose of these comment periods is an opportunity to express an opinion about what would be best for the community. There are those that say we are not experts and we shouldn’t choose what the best option is. I disagree (better!) Fundamentally there are two questions here, one which we do have some level of expertise on and one which we have every right to opine on. The first question is philosophical in nature - it asks what is the fundamental reasoning for the improvement and what is the outcome we are looking to achieve with this investment. I would propose that it should be entirely about reducing the amount of cars on our roads while preserving the ability to move people around our region. How we do that is more of an opinion. I believe that a fix for the interchange that directs cars to a “regionally significant” parking structure serviced by BRT which we will end up investing more than \$100mm in is the best way to achieve the philosophical goal of reducing the impact of vehicle traffic on our community. And on the Kimball Junction interchange specifically.

Alternative “A+” as depicted by the county is the clear, bold and impactful choice that will make a meaningful difference to both the traffic conditions as well as influence our behavior positively in the future. Please accept this comment as the most direct and specific answer that can be given. I am not the only one that feels this way but I may be the only one to answer as specifically as I have done. The community will support a solution like this. This I hope is what you are looking for in an answer.

In closing I will reiterate that these are my own personal comments. The specificity should inform you as to my conviction in these thoughts and speak to the unlikely nature that they would change in any other forum in which I might make them. To

paraphrase Alexander Hamilton, if you do not stand for something you will fall for anything. I stand for Alternative A+ as depicted by Summit County in this document which I have linked.

<https://parkcityut.portal.civicclerk.com/event/2308/files/attachment/2967>

If we do not act boldly we risk this scenario:

<https://www.outsideonline.com/adventure-travel/essays/i-70-traffic/>

<https://www.cpr.org/2020/02/14/youve-been-getting-up-earlier-to-beat-colorados-hellacious-ski-traffic-huh-so-has-everyone-else/>

<https://www.sfchronicle.com/tahoe/article/skiers-epic-ikon-flights-18696481.php>

Sincerely yours,

Bill Ciraco

Kimball Junction



**ENVIRONMENTAL
IMPACT STATEMENT**

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Kimball Junction Interchange

Summit County is requesting UDOT add the Kimball Junction Interchange to their Statewide Improvement Program (STIP) with sufficient time for design and construction prior to the 2034 Olympic games.

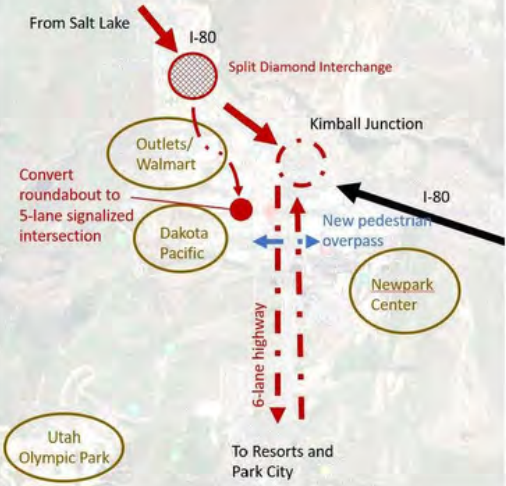
Current Conditions

- Traffic congestion
- Safety queuing on I-80
- Disconnected neighborhoods
- Insufficient walkability

Benefits

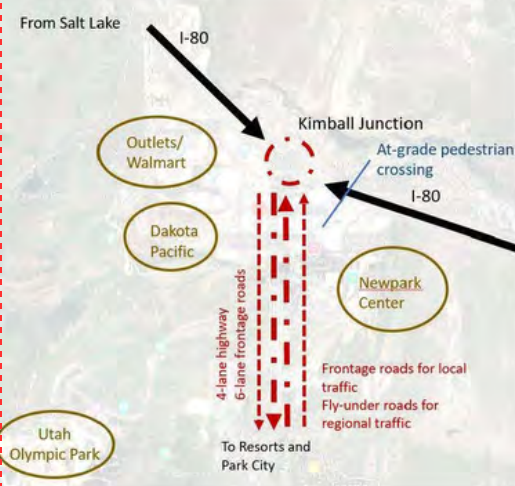
- Less queuing on I-80 which means saved lives.
- Connecting both sides of SR-224 which means one connected neighborhood and more livable communities.
- A successful 2034 Olympics when the eyes of the world are upon Utah.
- Faster access to resorts which means more economic development and tourism.





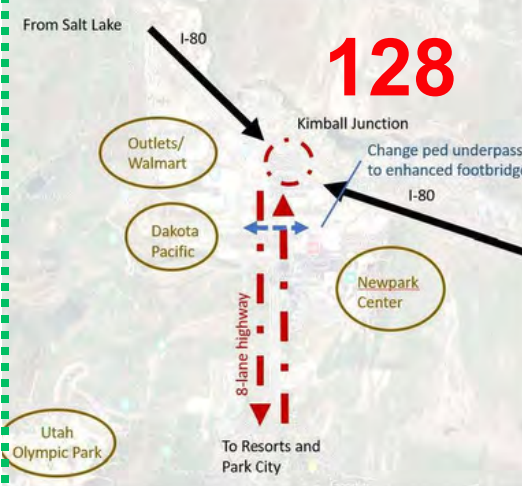
Alternative A (Split Diamond) | Cost: \$108M

Solution: Split Diamond Interchange routes local traffic off I-80 earlier; Pedestrian Underpass of SR-224. **Concerns:** Pedestrian hostile; slower SR-224 travel speeds; disconnects neighborhoods.



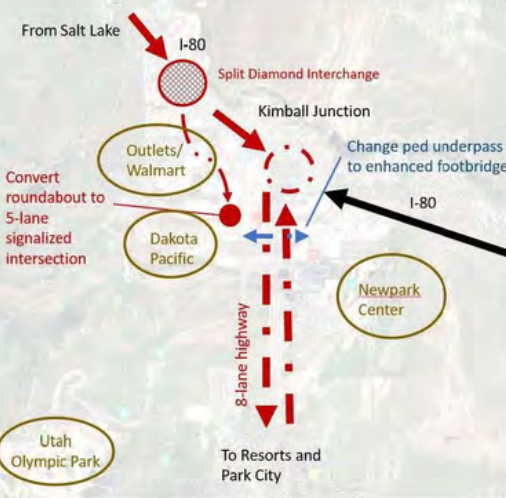
Alternative B (Fly Under) | Cost: \$201M

Solution: Fly-under enables regional traffic to bypass the two signals; best travel time. **Concerns:** Environmental; cost; construction duration.



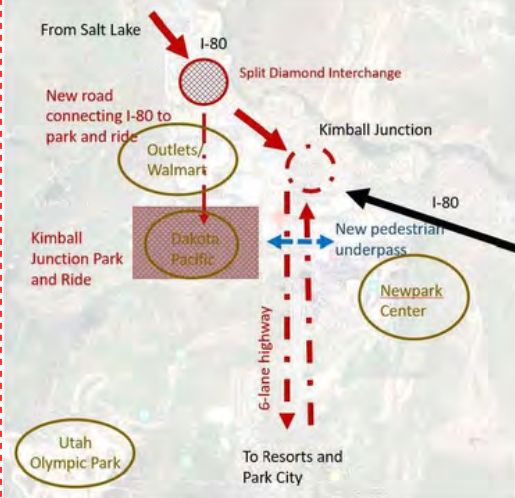
Alternative C (Traditional Widening) | Cost: \$41M

Solution: Widen SR-224 and remove pedestrian cross signal times; reduces queuing on I-80. **Concerns:** Pedestrian safety crossing SR-224; slower travel speeds; further disconnects neighborhoods. **Recs:** Revise with enhance footbridge to connect neighborhoods; park and ride.



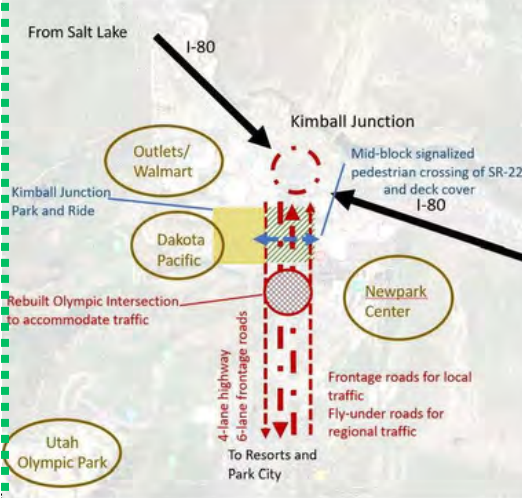
Alternative A+C (Split Diamond + Local Improvements) | Cost: \$TBD

Solution: Split Diamond Interchange routes local traffic off I-80 earlier; Pedestrian Underpass of SR-224. **Concerns:** Pedestrian hostile. **Recs:** Replace pedestrian underpass with enhanced footbridge; use Landmark ROW for bike/ped infrastructure & road buffer.



Alternative A+ | Cost: \$TBD

Solutions: Split Diamond Interchange routes traffic to park and ride; Pedestrian Underpass of SR-224. **Concerns:** Requires Outlets/Dakota Pacific partnership; revisit EIS phases possibly pedestrian hostile; grading and gasline barriers.



Alternative B+ (Fly Under) | Cost: \$TBD

Solutions: Fly-under enables regional traffic to bypass the two signals; mid-block signalized pedestrian crossing of SR-224. **Concerns:** Increasing traffic at Olympic intersection. **Recs:** Reduce footprint at Ute to maintain deck cover park; park and ride.

Discussion Questions

Do these alternatives best accomplish our goals? Is this the right strategy?

How do we work with UDOT towards a solution that benefits local and regional goals?

How do we leverage this group to expedite this project on the Statewide Transportation Improvement Program (STIP)?

Joint Council Request

Write letter of support to UDOT requesting inclusion in the STIP with construction starting by 2029

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Frequently Asked Questions Regarding the Draft Screening Results

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Kimball Junction EIS Alternatives Screening Report FAQ

The following comment and question themes were frequently submitted to the Utah Department of Transportation (UDOT) during the February 26, 2024, to March 27, 2024, public comment period for the *Draft Alternatives Development and Screening Results Report* for the Kimball Junction Environmental Impact Statement (EIS).

Traffic Analysis

1. Will the alternatives induce traffic demand?

- The purpose of the project is not to increase traffic but to address existing and future traffic growth through 2050 as the population increases. The project team uses a regional travel demand model to predict future traffic growth and account for potential shifting traffic volumes for each alternative.
- A travel demand model is a computer model that predicts the number of transportation trips (travel demand) in an area at a given time. This prediction is based on the area's expected population, employment, household, and land use conditions.

2. Has the traffic impact from the proposed Dakota Pacific project been included in the analysis?

- Yes. The traffic forecasts consider the area's expected population, employment, household, and land use conditions (such as new development). The EIS assumes population increase and development expected by 2050, including major regional developments such as the Dakota Pacific development and Canyons Village. The study alternatives were screened to determine whether they could accommodate the increased traffic from the projected growth.
- The Summit County Council, not UDOT, is the governing body coordinating with Dakota Pacific on development plans in the Kimball Junction area.

3. How has UDOT balanced the different needs of local traffic and tourism/ski traffic in the area?

- The alternatives screening criteria (measures used to determine whether an alternative will be carried forward to the Draft EIS) include vehicle through-travel times on SR-224. In other words, we evaluated the time it takes for a vehicle or traveler to move through Kimball Junction on SR-224. This reflects the travel patterns of most tourism and ski trips, commuter trips, and school trips into Park City. Screening criteria also include delay for travelers making a local trip to or within Kimball Junction. This is measured by the overall intersection level of service (LOS), which evaluates the average delay of vehicles traveling through the intersection.
- The transit travel time and pedestrian- and bicyclist-oriented screening criteria reflect the needs of both groups. For pedestrians and bicyclists, this was measured by the walking travel time and level of traffic stress (LTS). Level of traffic stress is the degree of comfort, safety, and convenience experienced by these users, and it considers factors such as sidewalk width, traffic speed and volume, intersection design, crossing opportunities, and the presence of amenities such as lighting and benches.

Pedestrian and Cyclist Safety and Mobility

4. How will cyclist and pedestrian safety be accounted for in these alternatives?

- Part of the project's purpose is to improve pedestrian and cyclist mobility (the ability of people or goods to move freely and efficiently from one place to another within a transportation system or network). For this reason, pedestrian and bicyclist comfort was included in the alternatives screening criteria, as measured by level of traffic stress (LTS).
 - The LTS methodology assigns a numeric value to streets and trails based on attributes such as traffic speed, traffic volume, number of lanes, ease of intersection crossings, presence of bikeway facilities, turn lane configurations, and other attributes.
 - A lower LTS number indicates a more pleasant and safer pedestrian and cyclist environment, while a higher number suggests a less comfortable and more hazardous experience for pedestrians and cyclists.
- In response to comments received on the *Draft Alternatives Development and Screening Results Report*, UDOT has now included bicycle lanes on SR-224 as part of Alternatives A and C.
- Depending on the alternative selected, cyclists and pedestrians will be able to use grade-separated crossings or crosswalks to travel across SR-224.

Screening Criteria

5. Are all alternatives screening criteria weighted equally?

- Yes. No single screening criterion is more important than another, and an alternative needs to pass each criterion at Level 3 and Level 4 screening to be considered for detailed evaluation in the Draft EIS. The 2050 No-Action measurement (what traffic would be like if UDOT didn't build the project) is used as the basis for the analysis, meaning that the resulting measure for each alternative needs to be better than the conditions in 2050 with the No-Action alternative.
- Level 3 screening criteria eliminated alternatives that do not meet the purpose of the project. These criteria are based on personal vehicle and transit travel times, vehicle queue lengths, and pedestrian and bicycle mobility and accessibility. In Level 3 screening, criteria used to evaluate vehicle traffic performance are equally as important as criteria used for active transportation (human-powered means of travel like walking, cycling, or using a wheelchair).
- Level 4 screening criteria eliminated alternatives that meet the purpose of the project but would have unreasonable impacts to the natural and human environment (such as business and property impacts), would not meet regulatory requirements, or could be replaced by a less costly concept with similar impacts. Federally regulated resources often drive alternatives analysis since one of the primary purposes of the National Environmental Policy Act (NEPA) is to identify ways in which the environmental effects of a project can be avoided or minimized. Examples of federally regulated resources include waters of the U.S. (bodies of water that fall under federal jurisdiction under the Clean Water Act), threatened and endangered species, and Section 4(f) resources

(specifically, publicly owned parks, recreation areas, wildlife and waterfowl refuges, and public or private historical sites).

Alternatives A, B, and C

6. Why was Alternative B eliminated from consideration?

- Even with the various refinements to Alternative B, it does not meet the project's purpose (it failed Level 3 screening for pedestrian and bicyclist mobility and comfort), would have the most waters of the U.S. impacts (bodies of water that fall under federal jurisdiction under the Clean Water Act), the most relocations, and the highest cost. Therefore, it was not advanced for further evaluation in the Draft EIS.

7. Alternative A would increase traffic on Landmark Drive; how will residents in the area be affected by the surge in vehicles?

- Summit County is responsible for deciding the cross section and implementing a design for the widened roadway on Landmark Drive. A widened Landmark Drive is included as part of the 2050 No-Action Alternative since it's shown as a Phase 1 project in the County's long-range transportation plan (LRTP).
- Alternative A would shift traffic volumes in the study area. During the 2050 PM peak hour (4 p.m. to 5 p.m.), traffic volumes on SR-224 between I-80 and Ute Boulevard would decrease by 1,020 vehicles (about 20%), and traffic volumes on Landmark Drive just north of Ute Boulevard would increase by 510 vehicles (about 30%) compared to the 2050 No-Action Alternative. No impacts to Kilby Road are expected.
- The planned widening of Landmark Drive by Summit County will accommodate the expected traffic volumes. Converting the Landmark Drive/Ute Boulevard roundabout to a signalized intersection, as identified for Alternative A, would result in an acceptable level of service for the intersection.
 - Landmark Drive is assumed to be widened to four lanes from north of Ute Boulevard to the roundabout at Outlets Park City as part of the No-Action Alternative, according to the Summit County LRTP (2022).
 - The proposed Landmark Drive/Ute Boulevard traffic signal would operate at level of service (LOS) of D or better. LOS D means that congestion is present but manageable, with traffic flow experiencing significant delays only infrequently. Signals are often the capacity constraint on a road, and UDOT expects that Summit County's planned widening of Landmark Drive will allow the road to operate adequately with traffic shifting from SR-224 to Landmark Drive.

8. How do the one-way frontage roads in Alternative A and Alternative B work?

- The Alternative A frontage roads would allow a driver to access either Landmark Drive or SR-224 from a single I-80 off-ramp. Likewise, they would allow a driver to access an I-80 on-ramp from either Landmark Drive or SR-224. The proposed one-way frontage roads would use part of the existing on/off-ramp alignments on the west side of the single-point urban interchange (SPUI), but the roadway elevation would be raised to tie into the new bridge at Landmark Drive. A SPUI is a type of interchange in which the streams of traffic making left turns don't cross, and all traffic passes through a single traffic signal system in the center of the intersection.

- The Alternative B frontage roads parallel the depressed portion of SR-224 (they don't parallel I-80) and would allow drivers to access Ute Boulevard and Olympic Parkway/Newpark Drive.

9. In Alternative A, were roundabout designs on SR-224 considered?

- Yes, roundabouts were considered but dismissed as not viable once the traffic analysis indicated that three circulating lanes would be needed. A “circulating lane” is a lane within a roundabout. Vehicles in the circulating lane have the right-of-way over vehicles entering the roundabout. The circulating lane allows for continuous movement of traffic, thereby reducing the likelihood of collisions.
- A roundabout with three or more circulating lanes has a large footprint, is complex for drivers to navigate, is challenging for pedestrians to cross, and is not widely used in the United States.

10. Why is the existing Ute Boulevard/Landmark Drive roundabout removed with Alternative A?

- The Ute Boulevard/Landmark Drive roundabout is removed with Alternative A because the increased traffic volume on Landmark Drive would cause the roundabout to fail (that is, operate at LOS F). A traffic signal is needed to achieve a better level of service (how well a road or intersection is functioning based on traffic flow and congestion).

11. How do the alternatives address the southbound left-turn lane from SR-224 onto Ute Boulevard to get to the east side of the Kimball Junction area? This turn causes traffic to back up at this location.

- Dual left turns at Ute Boulevard are a part of the proposed alternatives and would allow the intersections at Ute Boulevard and Olympic Parkway to move vehicles more efficiently.

Alternatives – Other

12. Can UDOT combine alternative options—for example, combine elements of Alternatives A and C?

- Yes. Alternative A has been revised to include the additional lanes on SR-224 that are part of Alternative C, and this new version of Alternative A will be carried forward for detailed evaluation in the Draft EIS in place of the refined Alternative A presented in the draft screening report.

13. Why isn't a bypass route behind the Powderwood and Crestview condominiums being considered?

- During the Area Plan, UDOT considered a bypass road through the southwest quadrant of the I-80/SR-224 interchange around the southwest edges of the Kimball Junction development that would connect to I-80 with a new interchange about 1 mile west of the current SR-224 interchange.
- Level 2 travel demand modeling in the Area Plan showed that the bypass alternative would not alleviate existing or future traffic problems in the study area. Even with a bypass, vehicles would likely back onto the I-80 mainline, travel time through Kimball Junction would not improve sufficiently, and vehicle mobility would remain at LOS F, all of which would fail to meet the project's goals.

- The bypass alternative also lacked community support; it received the lowest rating among the alternatives in a public survey completed during the Area Plan.

14. Why can't we have a flyover and a business exit? Let those heading straight to the Park City resorts avoid Kimball Junction altogether.

- During the Area Plan process and preliminary evaluations for the EIS, UDOT evaluated various flyover concepts. All of the flyover concepts failed screening due to feasibility, steep existing terrain at Kimball Junction, and tight spacing between intersections.

15. Why aren't more public transit options being considered?

- Standalone transit alternatives wouldn't meet the purpose of the project because they wouldn't address the capacity, mobility, safety, and operational needs of the roads in the Kimball Junction area.
- High Valley Transit completed an environmental study for the SR-224 Bus Rapid Transit (BRT) project in 2023. Information regarding the BRT project is available on High Valley Transit's website: <https://www.highvalleytransit.org/sr224-bus-rapid-transit>.

Community and Social Impacts

16. How will the alternatives impact businesses and residents?

- The Draft EIS will evaluate the expected effects of the alternatives on a variety of community-related resources including neighborhood cohesion, safety, traffic, recreation resources, and public services and facilities, as well as potential property and economic impacts.

17. How does UDOT plan to mitigate potential noise effects for residents in the area?

- The Draft EIS will analyze the expected noise impacts in the project area using [UDOT's Noise Abatement Policy](#). The Draft EIS will also evaluate the potential need for noise mitigation measures.

18. How will these alternatives impact business accessibility in the area?

- The Draft EIS will assess the project's expected economic effects on destination businesses (those that people visit regardless of location) and convenience businesses (those that generate business from people traveling past them), including direct impacts such as changes to access or parking.

Wildlife

19. How has UDOT focused on reducing the potential for wildlife-vehicle collisions and preserving wildlife habitat with the proposed alternatives?

- Wildlife impacts will be further evaluated in the resource impacts analysis for the Draft EIS.
- UDOT has taken measures to reduce impacts to wildlife in the Kimball Junction area. In 2022, UDOT reduced the speed limit from 55 miles per hour (mph) to 45 mph on SR-224 to help reduce the number of vehicle-wildlife collisions, and UDOT recently installed wildlife fences on both the eastbound and westbound sides of I-80 up to the west side of Kimball Junction. A project is currently underway and partially constructed to install more

wildlife fences on both the eastbound and westbound sides of I-80 between mileposts 144.5 and 145.75, which will result in the entire Kimball Junction EIS study area along I-80 being fenced.

Project Funding

20. Will UDOT be including this project in the Statewide Transportation Improvement Program (STIP)?

- For a project to be included in the STIP, funding needs to be identified for that project. At this time, the project is unfunded. If an action alternative is selected and approved after the study process, the Utah Transportation Commission could incorporate that project into its prioritization process for future funding considerations.

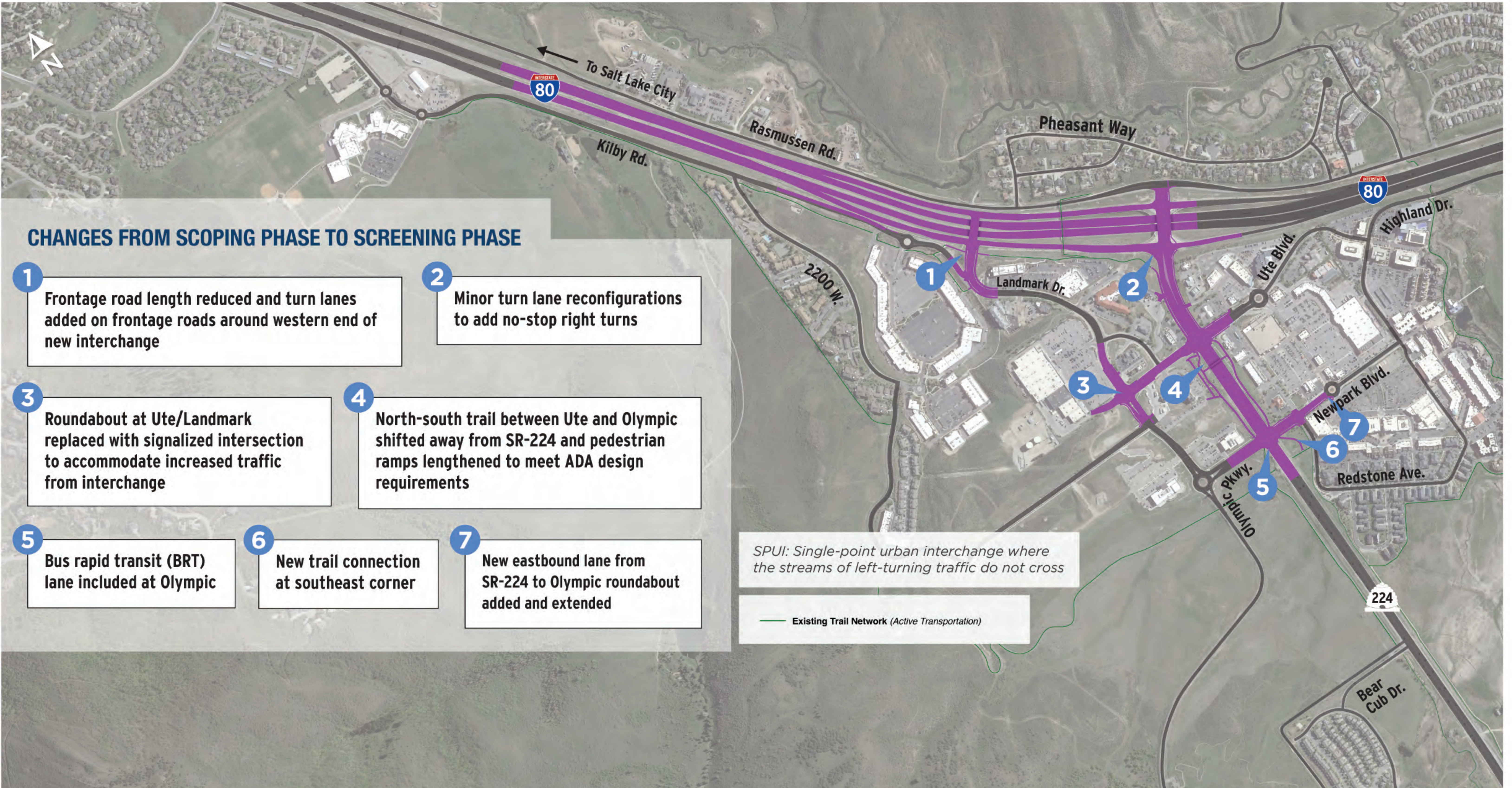
ATTACHMENT C

Refined Alternatives Exhibits

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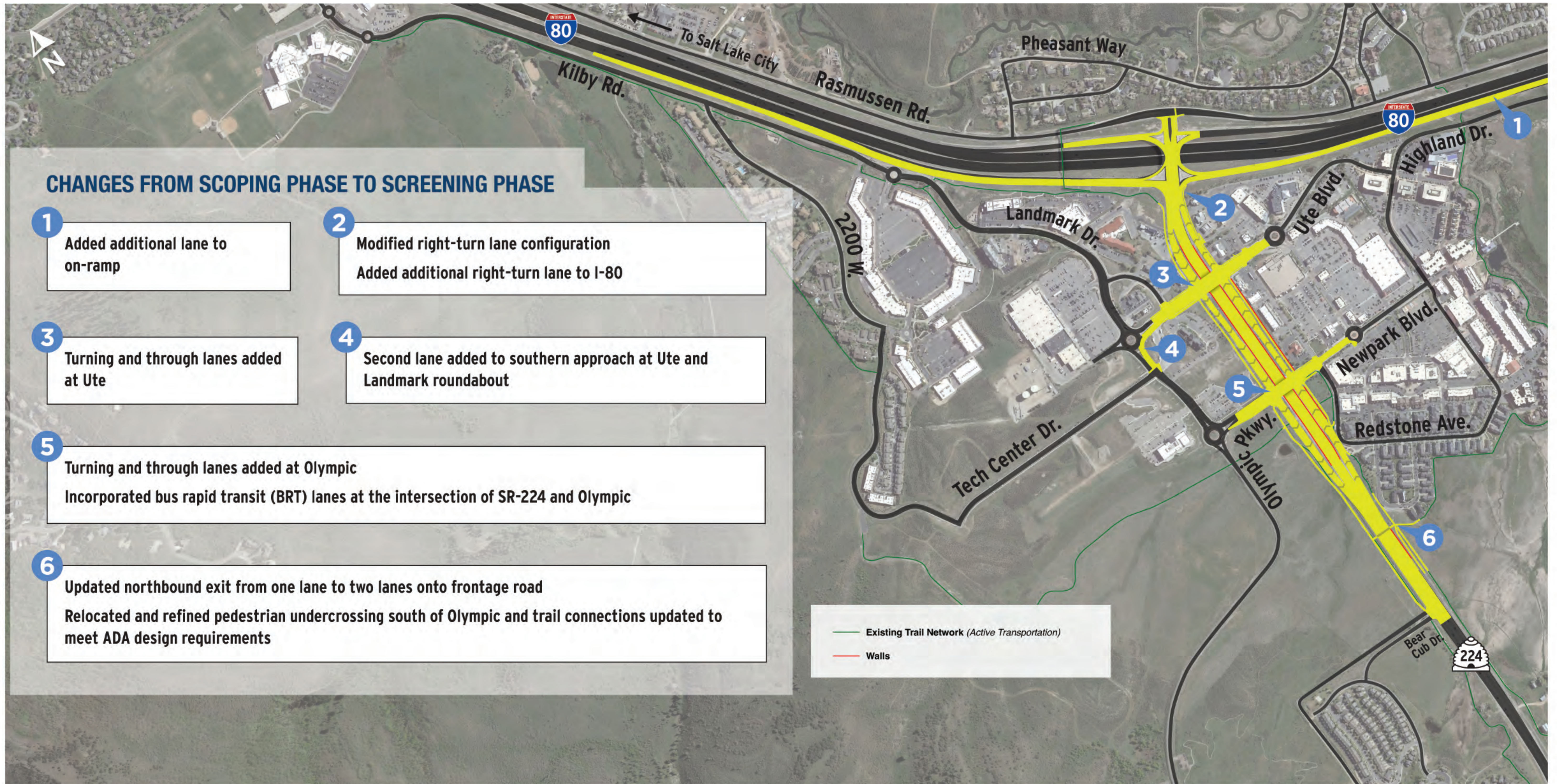
ALTERNATIVE A (REFINED)

SPLIT-DIAMOND INTERCHANGE WITH INTERSECTION IMPROVEMENTS



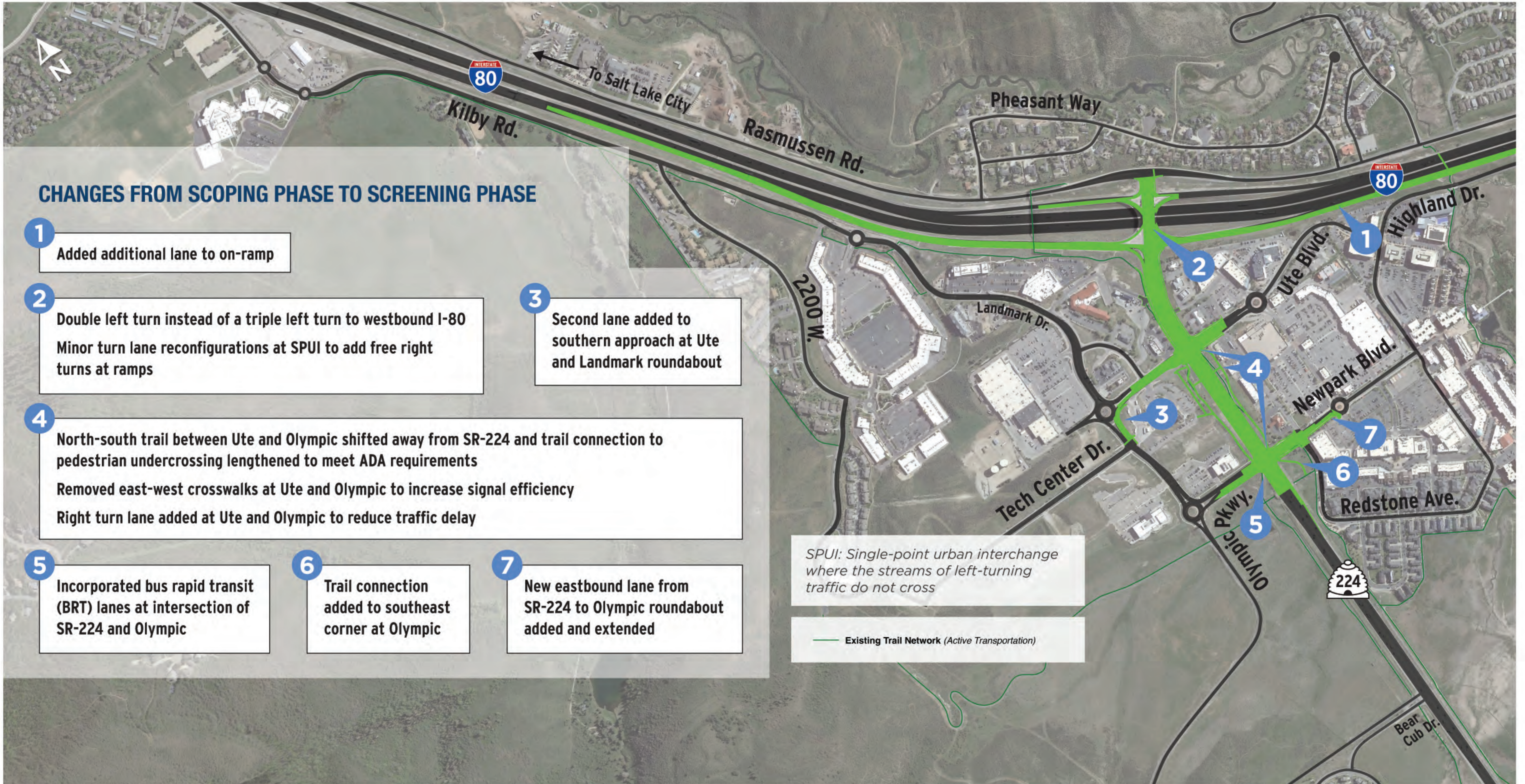
ALTERNATIVE B (REFINED)

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



ALTERNATIVE C (REFINED)

INTERSECTION IMPROVEMENTS WITH PEDESTRIAN ENHANCEMENTS



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ATTACHMENT D

Kimball Junction Alternatives and Traffic Modeling

Data Report

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Kimball Junction
Alternatives and
Traffic Modeling Data

**Kimball Junction Environmental
Impact Statement**

August 20, 2024

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Abbreviations

Alt	alternative
Area Plan	<i>Kimball Junction and SR-224 Area Plan</i>
BLTS	bicycle level of traffic stress
Blvd	boulevard
BRT	bus rapid transit
Dr	drive
EB	eastbound
EIS	Environmental Impact Statement
HCM	<i>Highway Capacity Manual</i>
I-80	Interstate 80
LOS	level of service
LTS	level of traffic stress
m:ss	minutes:seconds
mph	miles per hour
NB	northbound
O-D	origin/destination
Pkwy	parkway
PLTS	pedestrian level of traffic stress
Rd	road
SB	southbound
SPUI	single-point urban interchange
SR	state route
UDOT	Utah Department of Transportation
VMT	vehicle-miles traveled
WB	westbound

1.0 Purpose

This report documents the traffic analysis conducted for the three action alternatives that were considered for the Kimball Junction Environmental Impact Statement (EIS).

2.0 Roadway Traffic Volumes

The Summit County/Wasatch County travel demand model (v1 - 2020-09-14; referred to as the Summit County model in this report) was used to generate traffic forecasts for the 2050 No-Action Alternative and all three action alternatives for use in the VISSIM traffic simulation model. The Summit County/Wasatch County model is a traditional four-step travel demand model consisting of trip generation, trip distribution, modal split, and trip assignment. The development and refinement of the Summit County/Wasatch County model for this study are documented in the *Kimball Junction EIS Existing and 2050 No-Action Mobility Memo* (Exhibit A).

The analysis of existing traffic volumes provides insight into the general traffic patterns for the area. Both access traffic and through traffic contribute to the area’s traffic demand. Subtracting the traffic volume turning into Ute Boulevard and Olympic Parkway from the total volume approaching Kimball Junction on State Route (SR) 224 gives an estimate of the amount of traffic accessing Kimball Junction land uses versus traveling through. Table 1 shows the existing turning volumes subtracted from the approach volumes for both directions of travel during both peak hours. For this project, the AM peak hour is from 8:00 AM to 9:00 AM, and the PM peak hour is from 4:00 PM to 5:00 PM.

Table 1. Existing Access Traffic Volumes versus Traffic Through Volumes

Peak Hour	Southbound (SB)			Northbound (NB)		
	Volume	Vehicles per hour (vph)	Percentage of Approach Volume	Volume	Vehicles per hour (vph)	Percentage of Approach Volume
AM	Total approach volume SB from I-80	2,320	100%	Total approach volume NB from SR-224	1,125	100%
	Turning into Ute or Olympic	690	30%	Turning into Ute or Olympic	465	41%
	Remainder (through)	1,630	70%	Remainder (through)	660	59%
PM	Total approach volume SB from I-80	1,545	100%	Total approach volume NB from SR-224	2,150	100%
	Turning into Ute or Olympic	860	56%	Turning into Ute or Olympic	865	40%
	Remainder (through)	685	44%	Remainder (through)	1,285	60%

3.0 Alternatives for Level 3 Screening

Between the Area Plan and Level 3 screening, UDOT made design refinements to the three Kimball Junction action alternatives as described in the *Draft Alternatives Development and Screening Results Report* (draft screening report). Additional design improvements were made between the draft and final versions of this traffic report as described below:

- **Alternative A.** The existing single-point urban interchange (SPUI) would be converted to a half-diamond interchange at Kimball Junction and a tight diamond interchange about 1 mile west of the current I-80/SR-224 interchange with one-way frontage roads for through movements in addition to intersection improvements along SR-224. The new interchange with the one-way frontage roads would provide new access points into the Kimball Junction development on the south side of I-80 and also provide “back-door” access to the transit center in Kimball Junction. The alternative would include a grade-separated pedestrian crossing at Ute Boulevard. Since the draft version of this report, the improvements on SR-224 were updated to match the lane configuration of Alternative C, and buffered bicycle lanes were also added on SR-224. These additional elements were evaluated in this final traffic report.
- **Alternative B** consists of grade-separated intersections with at-grade, one-way frontage roads on the east and west sides of SR-224 connected to the I-80 interchange and the two signalized intersections at Ute Boulevard and Olympic Parkway. The grade separation would start south of the Olympic Parkway intersection and end at grade level just before the interchange at Kimball Junction.
- **Alternative C** would incorporate intersection improvements to the existing intersections in the study area. The alternative would include a grade-separated pedestrian crossing at Ute Boulevard. Since the draft version of this report, buffered bicycle lanes on SR-224 were added to this alternative and evaluated in this final traffic report.

4.0 Mobility Analysis

With refined traffic volume forecasts from the regional travel demand model, weekday AM and PM peak-hour traffic volumes have been developed for 2050 at key intersections for each action alternative. The traffic volumes were developed using 2021 and 2022 weekday AM and PM peak-hour traffic volumes and the traffic volume changes between the baseline (2019) and 2050 travel demand model results for each respective alternative. This methodology is consistent with how AM and PM peak-hour traffic volumes were developed for the 2050 No-Action Alternative.

Figure 1 through Figure 5 illustrate traffic volumes for the existing conditions, the 2050 No-Action Alternative, and the three action alternatives presented above on key roads. Travel demand model results show that the new roads and connections with Alternative A and Alternative B produce a shift in traffic volumes. With Alternative A, traffic volumes show the effect of the new “back-door” access into Kimball Junction. There would be a reduction of traffic volume on SR-224 between I-80 and Olympic Parkway and an increase on Landmark Drive connecting to the new tight diamond interchange. Specifically, during the PM peak hour, traffic volumes on SR-224 between I-80 and Ute Boulevard are projected to decrease by 1,020 vehicles (about 20%), and the traffic volumes on Landmark Drive just north of Ute Boulevard are projected to increase by 510 vehicles (about 30%).

According to Summit County’s long-range transportation plan (2022), Landmark Drive is assumed to be widened to four lanes from north of Ute Boulevard to the roundabout at Outlets Park City as part of the No-Action conditions.

Figure 1. Existing Weekday AM and PM Peak-hour Traffic Volumes

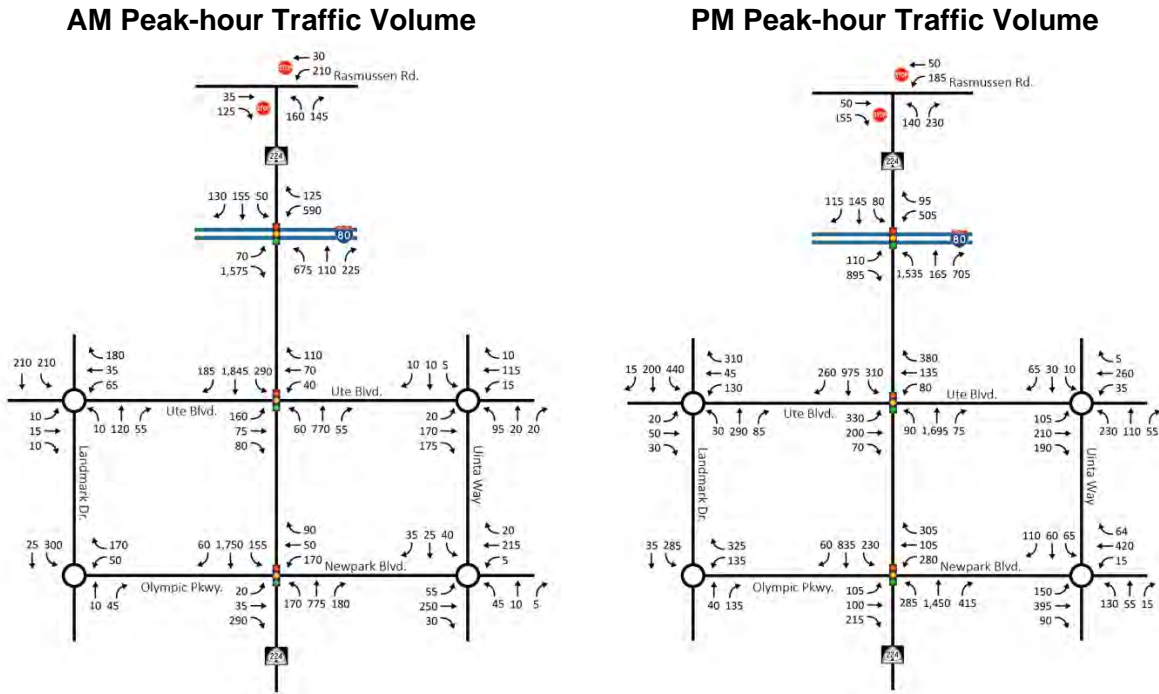


Figure 2. 2050 No-Action Weekday AM and PM Peak-hour Traffic Volumes

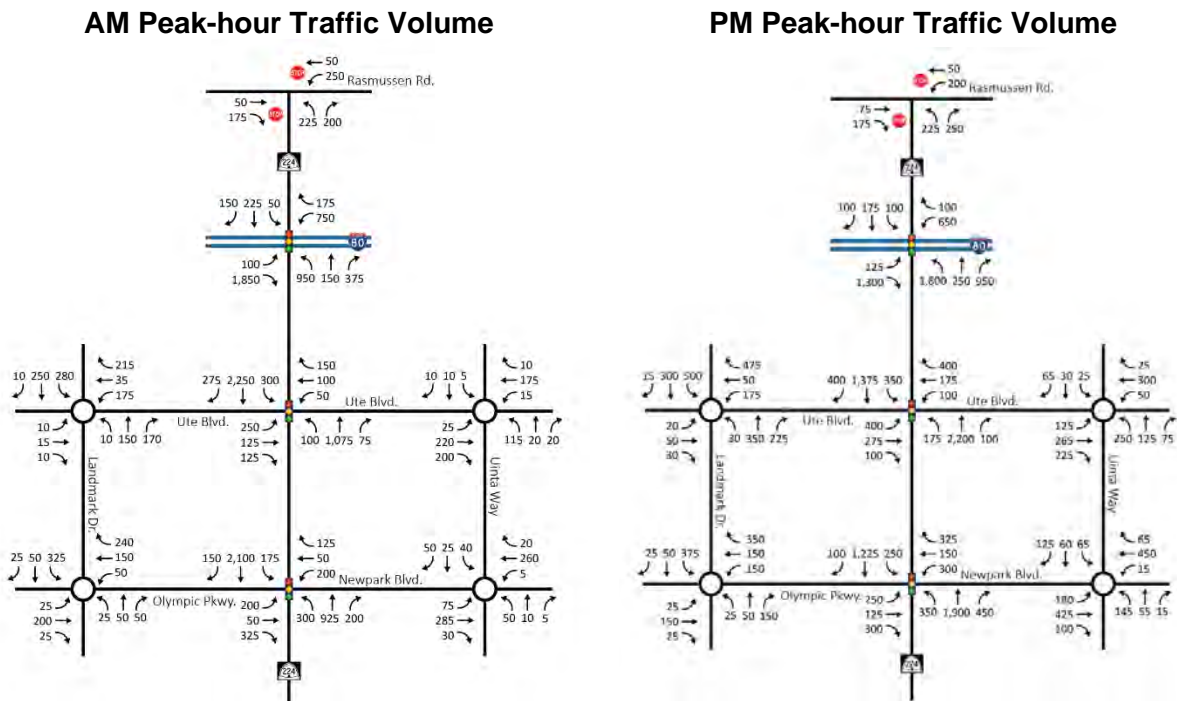


Figure 3. Alternative A (2050) Weekday AM and PM Peak-hour Traffic Volumes

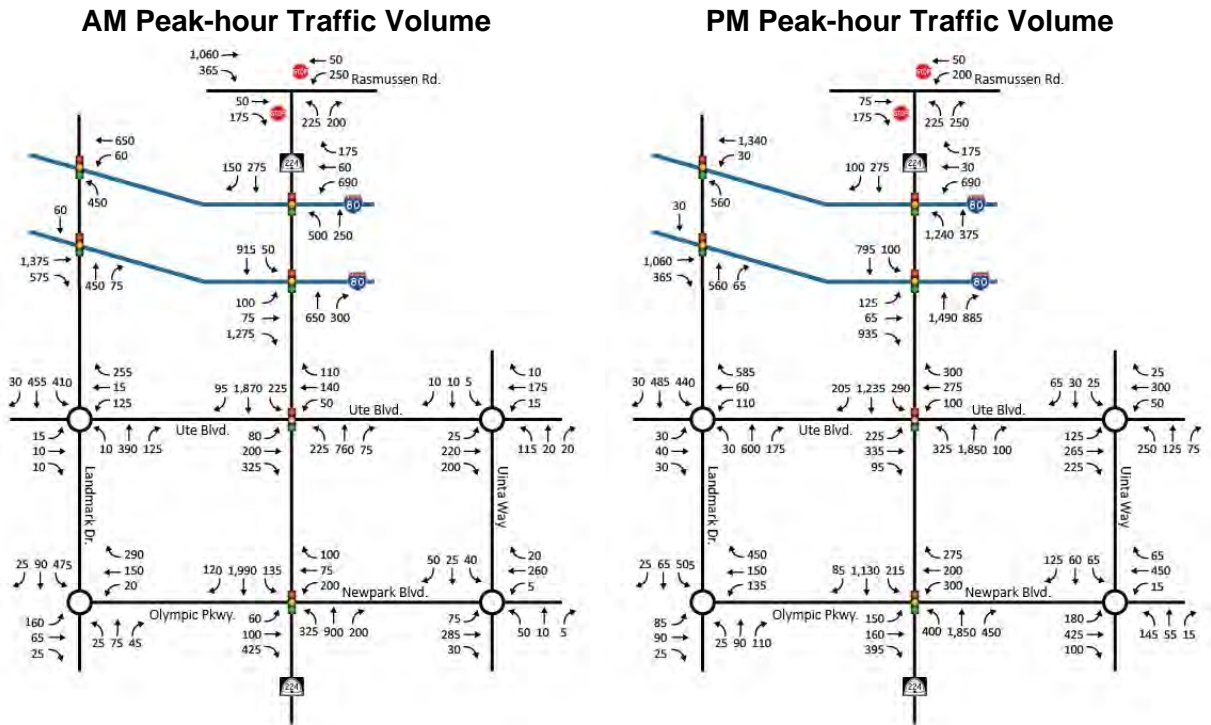


Figure 4. Alternative B (2050) Weekday AM and PM Peak-hour Traffic Volumes

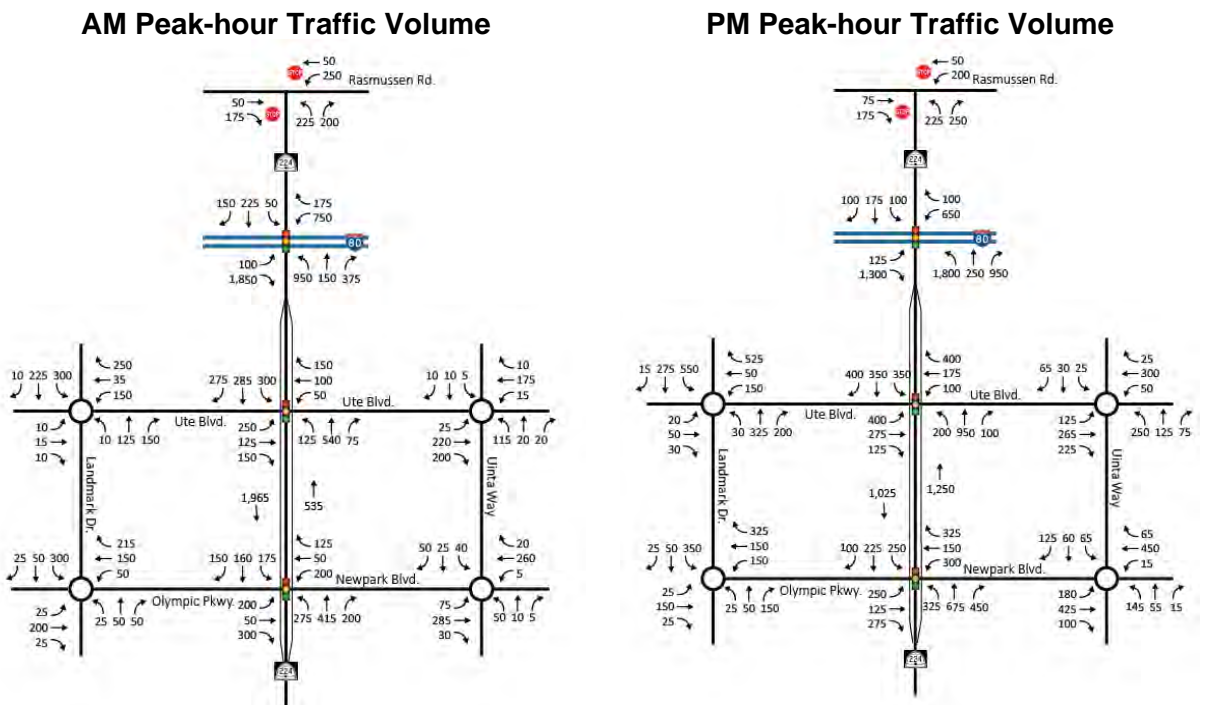


Figure 5. Alternative C (2050) Weekday AM and PM Peak-hour Traffic Volumes

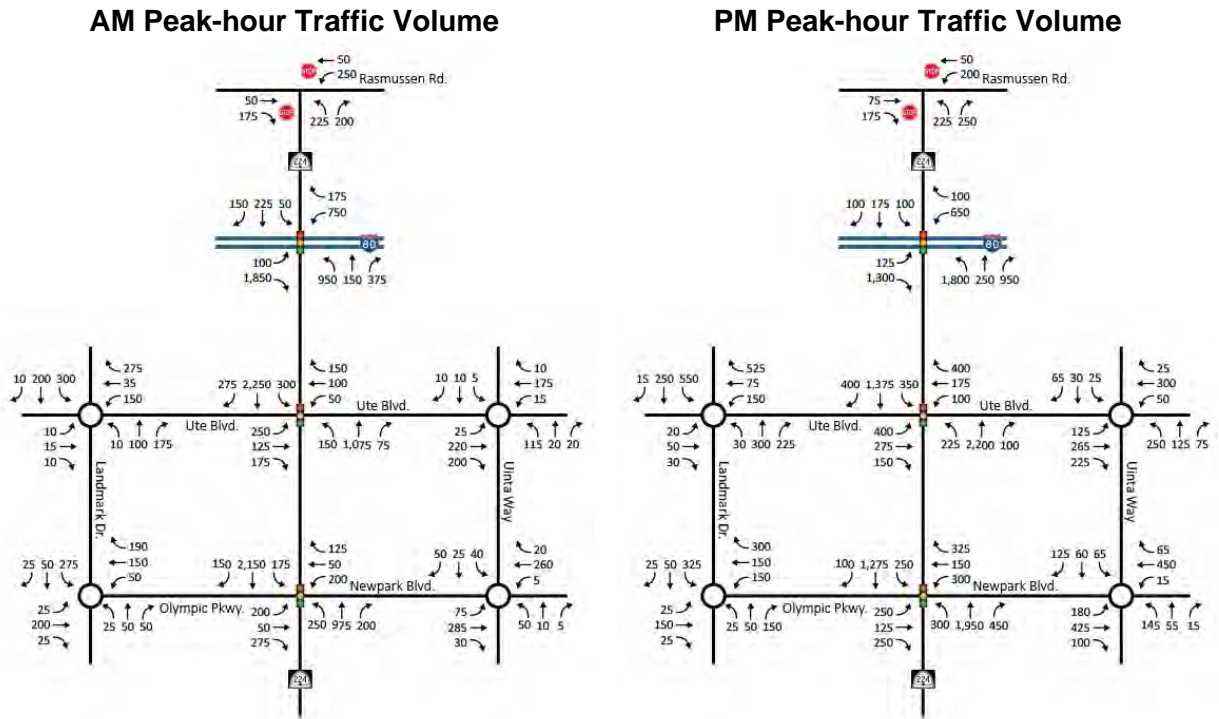


Table 2 summarizes the projected change in daily traffic volumes on Landmark Drive. Similar to the PM peak hour, daily traffic volumes on Landmark Drive would increase by about 30% with Alternative A, while daily traffic volumes on SR-224 would decrease by about 20% compared to the 2050 No-Action Alternative.

For Alternative B, the grade separation would result in SR-224 traffic volumes splitting between the grade-separated segment of SR-224 and the at-grade frontage roads between Ute Boulevard and Olympic Parkway. Many drivers would use the grade-separated segment of SR-224 to travel between I-80 and the area south of the Olympic Parkway and thus avoid the signalized intersections. With this alternative, traffic heading to I-80 eastbound or to Rasmussen Road must use the frontage road since the northbound grade-separated segment of SR-224 provides access to the westbound I-80 on-ramp only.

Finally, Alternative C would result in a small change in the traffic volume due to the capacity increases on SR-224. That change would be smaller than that with Alternatives A and B.

Table 1. Comparison of Daily Traffic Volumes on Landmark Drive and SR-224

Alternative	Landmark Drive north of Ute Boulevard		SR-224 between I-80 and Ute Boulevard	
	Daily Volume (vehicles per day)	% Change from No-Action	Daily Volume (vehicles per day)	% Change from No-Action
Existing conditions	13,000	—	39,000	—
2050 No-Action	17,000	—	52,000	—
Alternative A ^a	22,000	+30%	41,000	-20%

^a Alternative A includes the additional vehicle and bicycle lanes on SR-224 that have been added since the draft screening report.

4.1 Performance Measures

UDOT used the mobility criteria for Level 3 alternatives screening to analyze all three action alternatives. Measures requiring traffic simulation results were analyzed using the VISSIM v2022 microsimulation traffic model. The mobility measures are:

1. Percent served
2. Intersection level of service (LOS)
3. Arterial LOS and vehicles travel time
4. Bus rapid transit travel time
5. Vehicle queue length
6. Pedestrian walk time
7. Level of traffic stress (LTS)

4.1.1 Percent Served

Percent served is a comparison of the traffic volume input to the output in VISSIM model. This comparison helps confirm that the proposed input volumes are reaching their coded destination and helps flag congestion bottlenecks in the model. A percent served of at least 95% (based on UDOT guidelines) indicates that the VISSIM model is adequately serving the input demand. A percent served less than 95% indicates potential congestion and that other traffic performance metrics in the model might be underrepresented.

4.1.2 Intersection LOS

Intersection LOS is the measure of the overall operating conditions of an intersection. As defined by the *Highway Capacity Manual* (HCM), it is described on an A-through-F scale; LOS A indicates conditions with minimal delay, and LOS F indicates intersection failure. UDOT seeks to achieve LOS D or better in most settings. The node data were collected from the VISSIM model in 15-minute increments to determine the average vehicle delay at each intersection during the peak hour of each model. The peak hour of the AM model was 8:00 AM to 9:00 AM, and the peak hour of the PM model was 4:00 PM to 5:00 PM. Using the average vehicle delay, the LOS was determined from the HCM thresholds for unsignalized and signal-controlled intersections. Table 3 shows the HCM intersection LOS thresholds.

Table 2. Intersection LOS Thresholds

LOS	Unsignalized Intersection Average Delay (sec/veh) ^a	Signalized Intersection Average Delay (sec/veh)
LOS A	0–10	0–10
LOS B	10–15	10–20
LOS C	15–25	20–35
LOS D	25–35	35–55
LOS E	35–50	55–80
LOS F	>50	>80

Source: HCM 7th Edition

Definitions: LOS = level of service; sec/veh = seconds per vehicle

^a Reported for the worst stop or yield-controlled approach

4.1.3 Arterial LOS And Travel Time

Similar to intersection LOS, arterial LOS is based on an A-through-F scale with thresholds according to the average speed of vehicles compared to the segment’s free-flow speed or the posted speed limit. Using segment travel time and average speeds from VISSIM, arterial LOS was calculated using HCM criteria. Arterial LOS was evaluated for the following segments according to the HCM thresholds summarized in Table 4:

1. Southbound SR-224 from I-80 interchange to Ute Boulevard
2. Southbound SR-224 from Ute Boulevard to Olympic Parkway
3. Southbound SR-224 from Olympic Parkway to Bear Cub Drive
4. Northbound SR-224 from Bear Cub Drive to Olympic Parkway
5. Northbound SR-224 from Olympic Parkway to Ute Boulevard
6. Northbound SR-224 from Ute Boulevard to I-80 interchange

Travel time data were gathered in the project area for two routes that reflect major traffic issues during the AM and PM peak periods. The first travel time route is from the eastbound I-80 off-ramp gore to southbound SR-224 about 4,500 feet south of Olympic Parkway. This route captures the congestion experienced during AM peak periods when vehicles exit I-80 and travel south on SR-224 toward ski resorts and employment destinations in Park City. The second travel time route begins on northbound SR-224 about 4,500 feet south of Olympic Parkway and continues north to the westbound I-80 on-ramp. This route captures the reverse traffic pattern in the afternoon when vehicles travel north from ski resorts and other destinations toward I-80. Travel times for Alternative B reflect travel on the grade-separated segments of SR-224.

Table 3. Arterial LOS Thresholds

LOS	Base Free-flow Speed or Speed Limit						
	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph	55 mph
LOS A	>20	>24	>28	>32	>36	>40	>44
LOS B	>17	>20	>23	>27	>30	>34	>37
LOS C	>13	>15	>18	>20	>23	>25	>28
LOS D	>10	>12	>14	>16	>18	>20	>22
LOS E	>8	>9	>11	>12	>14	>15	>17
LOS F	<8	<9	<11	<12	<14	<15	<17

Source: HCM 7th Edition

Definitions: LOS = level of service; mph = miles per hour

4.1.4 Bus Rapid Transit Travel Time

High Valley Transit’s service plays an important role in moving people to and through the Kimball Junction area. The SR-224 bus rapid transit (BRT) service is planned to be implemented within the next 5 years. To evaluate the BRT performance, additional travel time segments were added to the VISSIM models to collect the BRT travel time.

4.1.5 Vehicle Queue Length

Vehicle queuing was measured using queue counter data collected from the VISSIM simulation model for the following movements that could result in vehicles backing up onto the I-80 mainline:

- Eastbound I-80 off-ramp during the AM and PM peak hours
- Westbound I-80 off-ramp during the AM and PM peak hours

The vehicle queue data for the AM and PM peak hours were calculated for the 95th-percentile queue lengths. The 95th-percentile queue lengths represent the vehicle queue length that has a 5% probability of being exceeded during the peak hour.

4.1.6 Pedestrian Walk Time

The pedestrian walk times were calculated for four origin/destination pairs in the Kimball Junction area (Figure 6). The origin/destination pairs were selected to test travel times across major roads (SR-224, Ute Boulevard, and Olympic Parkway) and between significant destinations (grocery stores, the Kimball Junction Transit Center, and residential areas). All four origin/destination pairs straddle SR-224. Two are located near Ute Boulevard and the other two near Olympic Parkway. Walk times consider distance, grades, and traffic signal delay for pedestrian crossings at signalized intersections. The four origin/destination pairs are:

1. Between the Whole Foods Market grocery store and the Newpark residential units
2. Between the Kimball Junction Transit Center and Smith’s grocery store
3. Between the Skullcandy offices and Chase Bank
4. Between the Skullcandy offices and the Redstone residential units

Figure 6. Pedestrian Walk Time
Origin/Destination Pairs



4.1.7 Level of Traffic Stress

LTS is a system of measurement that quantifies the amount of discomfort that people feel when they cycle or walk near vehicles. This metric is used to identify pedestrian and bicycle user comfort based on street characteristics such as number of lanes, traffic volume, traffic speed, and ease of intersection crossing. LTS is a 1-to-4 rating with LTS 1 representing the least stress and LTS 4 representing the most stress.

The LTS was measured on road segments and at intersections. For road segments, LTS was evaluated separately for cyclists and pedestrians. In the Kimball Junction area, there are numerous separated paved trails. Trails with enough separation from roads to function as a separate facility are categorized as LTS 1 in this analysis.

Intersection LTS (Cyclists and Pedestrians)

Three main criteria were used to identify the intersection LTS for cyclists and pedestrians:

- Intersection control
- Number of lanes to cross including turn lanes
- Posted speed

Table 5 illustrates the metrics used to identify LTS at the intersections in Kimball Junction. The Kimball Junction Project integrates an adapted version of the bicycle and pedestrian LTS, as described in Peter Furth's 2017 update to his original 2012 LTS methodology, which was published

by the Mineta Transportation Institute. This methodology incorporates engineering judgment and aligns with national best practices.

Table 4. Metrics for Intersection LTS (Cyclists and Pedestrians)

Intersection Control	Number of Lanes to Cross (includes turn lanes)	Posted Speed			
		25 mph or less	30 mph	35 mph	40+ mph
Minor approach stop signs/uncontrolled	1-2 lanes	LTS 1	LTS 1	LTS 2	LTS 3
	3-4 lanes	LTS 2	LTS 2	LTS 3	LTS 4
	5+	LTS 2	LTS 3	LTS 4	LTS 4
Rectangular rapid flashing beacon	1-2 lanes	LTS 1	LTS 1	LTS 2	LTS 3
	3-4	LTS 2	LTS 2	LTS 2	LTS 3
	5	LTS 2	LTS 3	LTS 4	LTS 4
Signal/HAWK/functional priority/roundabout	1-2 lanes	LTS 1	LTS 1	LTS 1	LTS 1
	3-5 lanes	LTS 2	LTS 2	LTS 2	LTS 2
	6+	LTS 3	LTS 3	LTS 3	LTS 3
Dedicated bicycle signal phase	1-2 lanes	LTS 1	LTS 1	LTS 1	LTS 1
	3-5 lanes	LTS 2	LTS 2	LTS 2	LTS 2
	6+ lanes	LTS 2	LTS 2	LTS 2	LTS 2

Definitions: LTS = level of traffic stress; mph = miles per hour

Bicycle LTS

Bicycle level of traffic stress (BLTS) is a planning tool used to evaluate the level comfort cyclists feel when using a road segment based on the following factors:

- Presence of a dedicated bicycle facility
- Posted speed
- Daily traffic volume
- Number of lanes

Table 6 and Table 7 illustrate metrics used to identify the BLTS based on the availability of a dedicated bicycle facility with a BLTS score from 1 to 4 for each road segment. Note that the BLTS thresholds for traffic volume are low. Most Kimball Junction roads have existing and future traffic volumes above the highest threshold.

Table 5. Metrics for BLTS in Roads with Mixed Traffic and No Bicycle Facilities

Number of Auto Lanes	Average Daily Traffic (ADT)	Posted Speed						
		20 mph	25 mph	30 mph	35 mph	40+ mph	45 mph	50+ mph
1–3 lanes (with centerline)	0–750	BLTS 1	BLTS 1	BLTS 2	BLTS 2	BLTS 3	BLTS 4	BLTS 4
	751–1,500	BLTS 2	BLTS 2	BLTS 2	BLTS 3	BLTS 3	BLTS 4	BLTS 4
	1,501–3,000	BLTS 2	BLTS 3	BLTS 3	BLTS 3	BLTS 4	BLTS 4	BLTS 4
	3,000+	BLTS 3	BLTS 3	BLTS 3	BLTS 3	BLTS 4	BLTS 4	BLTS 4
4–5	0–8,000	BLTS 3	BLTS 3	BLTS 3	BLTS 3	BLTS 4	BLTS 4	BLTS 4
	8,000+	BLTS 3	BLTS 3	BLTS 4	BLTS 4	BLTS 4	BLTS 4	BLTS 4
6+	Any	BLTS 3	BLTS 4	BLTS 4	BLTS 4	BLTS 4	BLTS 4	BLTS 4

Methodology adapted from Peter Furth's 2017 LTS methodology update.

Definitions: BLTS = bicycle level of traffic stress; mph = miles per hour

Table 6. Metrics for BLTS in Roads with a Buffered Bicycle Facility

Number of Auto Lanes	Bicycle Facility Reach (width + buffer)	Posted Speed					
		< 25 mph	30 mph	35 mph	40 mph	45 mph	50+ mph
2–3	6+ feet	BLTS 1	BLTS 1	BLTS 2	BLTS 3	BLTS 3	BLTS 3
	4 or 5 feet	BLTS 2	BLTS 2	BLTS 2	BLTS 3	BLTS 4	BLTS 4
4–5	6+ feet	BLTS 2	BLTS 2	BLTS 2	BLTS 3	BLTS 3	BLTS 4
	4 or 5 feet	BLTS 2	BLTS 2	BLTS 2	BLTS 3	BLTS 4	BLTS 4
6+	Any width	BLTS 3	BLTS 3	BLTS 3	BLTS 4	BLTS 4	BLTS 4

Methodology adapted from Peter Furth's 2017 LTS methodology update.

Definitions: BLTS = bicycle level of traffic stress; mph = miles per hour

Pedestrian LTS

The following three main criteria are used to measure pedestrian level of traffic stress (PLTS):

- Sidewalk presence
- Number of travel lanes
- Posted speed

Table 8 illustrates the metrics used to identify the PLTS on Kimball Junction roads. Traffic volumes might also be a factor in PLTS, but, as with BLTS, the thresholds are low. Most Kimball Junction roads have existing and future traffic volumes above the highest threshold. Additionally, traffic volume data were not available for the smallest roads. Thus, traffic volume was not considered a factor.

Table 7. Metrics for PLTS

Sidewalk Presence	Number of Travel Lanes	Posted Speed				
		20 mph	25 mph	30 mph	35 mph	40+ mph
Complete both sides	2 lanes	PLTS 1	PLTS 1	PLTS 1	PLTS 1	PLTS 2
	3+ lanes	PLTS 1	PLTS 1	PLTS 1	PLTS 1	PLTS 2
Complete one side	2 lanes	PLTS 2	PLTS 2	PLTS 2	PLTS 2	PLTS 3
	3+ lanes	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4
Incomplete both sides	2 lanes	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 4
	3+ lanes	PLTS 2	PLTS 2	PLTS 4	PLTS 4	PLTS 4

Methodology adapted from Peter Furth's 2017 LTS methodology update.
 Definitions: mph = miles per hour; PLTS = pedestrian level of traffic stress

4.2 Results

Results are presented for (1) all three action alternatives (as refined in the draft screening report), (2) an initial alternative termed “Alternative A Original,” and (3) limited results for an alternative termed “Alternative B Original.” At the onset of Level 3 screening, UDOT determined that Alternative B—as described in the *Kimball Junction and SR-224 Area Plan*—would not pass initial traffic screening measures. It resulted in failing intersection LOS, vehicle queues that back onto the I-80 mainline, and low modeled values for percent served. For these reasons, the original Alternative B resulting from the Area Plan was refined to add capacity-increasing elements and then re-evaluated for all Level 3 screening measures. The results for Alternative B in the following tables represent the Alternative B with the refinements.

The results for Alternative B Original are included in this report for intersection LOS, model percent served, and queue lengths. Other measures are not reported since Alternative B Original already began refinement before the other measures were obtained.

Similarly, during alternatives screening, UDOT determined that the added travel lanes on SR-224 with Alternative C should also be adopted into “Alternative A Original.” Previously, Alternative A Original featured two through lanes plus a shared through/right-turn lane on SR-224. The improved Alternative A separates the shared through/right-turn lane into a through lane and a right-turn lane at the Olympic Parkway/SR-224 and Ute Boulevard/SR-224 intersections and also includes buffered bicycle lanes on SR-224. The improved Alternative A is presented in these tables as Alternative A, and Alternative A without the additional vehicle or bicycle lane improvements on SR-224 is presented as Alternative A Original.

All of the action alternatives demonstrate improved vehicle traffic metrics compared to the 2050 No-Action conditions. All three action alternatives also demonstrate better overall traffic operations in terms of percent of the volume served, intersection LOS, arterial LOS, travel times, and vehicle queue lengths.

Table 9 summarizes the percent of the volume served for existing conditions, 2050 No-Action, all three action alternatives, Alternative A Original, and Alternative B Original. The 2050 No-Action model served only 86% of the input volume, which indicates that the study area roads in the model were very congested and experienced bottlenecks. All three action alternatives and Alternative A

Original achieved 100% of the volume served, which indicates that the VISSIM model is adequately serving all the input demand. Alternative B Original does not achieve a percent served near 100%.

Table 8. Percent Served

Existing		2050 No-Action		Alt A ^a		Alt B		Alt C		Alt A Original ^b		Alt B Original ^c	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
99%	99%	86%	86%	100%	100%	100%	100%	100%	100%	100%	100%	92%	79%

^a Alternative A includes the additional vehicle and bicycle lanes on SR-224 that have been added since the draft screening report.

^b Alternative A Original is the original design for Alternative A presented in the draft screening report without the additional vehicle and bicycle lane improvements on SR-224.

^c Alternative B Original is the original design for Alternative B resulting from the Area Plan without any refinements.

Table 10 summarizes the intersection LOS results. Failing conditions are colored red for LOS F and orange for LOS E. Because of shifted traffic volumes using the new interchange on I-80 west of Kimball Junction, the Ute Boulevard/Landmark Drive intersection is assumed to be signalized with Alternative A and Alternative A Original. Additionally, Landmark Drive is assumed to be widened to four lanes from north of Ute Boulevard to the roundabout at Outlets Park City as part of the No-Action conditions according to Summit County’s long-range transportation plan (2022). Because the Ute Boulevard/Landmark Drive signal operates at LOS D or better and because signals are often the capacity constraint on a road, Summit County’s planned widening of Landmark Drive would allow the road to operate adequately with the shifted traffic volumes from Alternative A and Alternative A Original.

Table 11 summarizes the arterial LOS results. Failing conditions are colored red for LOS F and orange for LOS E. LOS E or F on short segments SR-224 or roads with closely spaced signals are not necessarily a cause for concern because vehicles on short segments have little distance to accelerate to higher speeds. Additionally, closely spaced signals can cause frequent stopping even under less congested conditions. Thus, short segments are prone to lower arterial LOS values under normal conditions.

Table 12 summarizes the vehicle travel time results for two travel time segments. All alternatives show improvement in travel time, whereas Alternatives B and C show the most savings in AM peak southbound travel time (more than 8 minutes) from the 2050 No-Action conditions. Furthermore, the PM peak travel time for northbound also shows improvement with all alternatives, with Alternative B having the highest savings from the No-Action conditions (about 7 minutes).

Table 9. Intersection LOS

LOS / Average Delay (sec/veh)	Existing		2050 No-Action		Alt A ^a		Alt B		Alt C ^b		Alt A Original ^c		Alt B Original ^d	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
SR-224 / Rasmussen ^e	B / 11	B / 12	B / 13	B / 12	E / 38	D / 31	C / 18	B / 13	C / 15	B / 12	E / 38	D / 30	C / 20	F / >100
SR-224 / I-80	F / > 100	C / 25	F / >100	F / >100	D / 52	C / 34	D / 38	C / 29	B / 29	C / 24	D / 49	C / 34	F / >100	F / >100
SR-224 / Ute	C / 29	D / 54	D / 37	E / 63	D / 47	D / 46	D / 41	D / 49	D / 36	D / 46	D / 48	D / 47	D / 53	F / >100
SR- 224 / Ute w/ trench ^f	NA	NA	NA	NA	NA	NA	C / 21	C / 31	NA	NA	NA	NA	C / 28	E / 78
SR-224 / Olympic	C / 31	F / >100	D / 36	F / >100	D / 42	D / 46	D / 44	D / 46	C / 30	D / 49	D / 43	D / 50	E / 71	F / 98
SR-224 / Olympic w/ trench ^f	NA	NA	NA	NA	NA	NA	C / 21	C / 28	NA	NA	NA	NA	D / 37	E / 64
Ute / Landmark ^e	A / 3	F / 56	A / 5	F / >100	C / 26 ^g	D / 42	A / 3	A / 5	A / 4	B / 14	C / 27 ^g	D / 41 ^g	A / 3	F / >100
Ute / Uinta ^e	A / 3	A / 5	A / 5	C / 16	A / 4	A / 9	A / 4	B / 8	A / 3	A / 9	A / 4	A / 9	A / 2	B / 13
Olympic / Landmark ^e	A / 2	A / 2	A / 6	A / 8	C / 16	D / 26	A / 5	A / 5	A / 7	A / 9	B / 14	D / 30	A / 3	A / 7
Newpark / Uinta ^e	A / 4	C / 19	A / 3	E / 38	A / 3	B / 12	A / 4	D / 17	A / 5	C / 20	A / 3	B / 10	A / 3	F / 66
I-80 WB frontage	NA	NA	NA	NA	A / 5	B / 13	NA	NA	NA	NA	A / 5	B / 13	NA	NA
I-80 EB frontage	NA	NA	NA	NA	C / 24	D / 35	NA	NA	NA	NA	C / 24	D / 35	NA	NA

Definitions: EB = eastbound; NA = not applicable; sec/veh = seconds per vehicle; w/ = with; WB = westbound

^a Alternative A includes the additional vehicle and bicycle lanes on SR-224 that have been added since the draft screening report.

^b Alternative C includes the bicycle lanes on SR-224 that have been added since the draft screening report.

^c Alternative A Original is the original design for Alternative A presented in the draft screening report without the additional vehicle and bicycle lane improvements on SR-224.

^d Alternative B Original is the original design for Alternative B resulting from the Area Plan without any refinements.

^e LOS and delay for unsignalized intersections (including roundabouts) are reported for the worst approach.

^f Includes delay measures from vehicles passing beneath intersection in grade-separated trench.

^g Ute Boulevard/Landmark Drive intersection is signalized for Alternative A only.

Table 10. AM and PM Peak Hour Arterial LOS

Arterial Segment	Existing LOS / Avg Speed (mph)		No-Action LOS / Avg Speed (mph)		Alt A ^a LOS / Avg Speed (mph)		Alt B LOS / Avg Speed (mph) ^e		Alt C ^b LOS / Avg Speed (mph)		Alt A Original ^c LOS / Avg Speed (mph)		Alt B Original ^d LOS / Avg Speed (mph) ^e	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Southbound														
Kimball Jct SB SR-224 to SB Ute Blvd	E / 15	E / 17	F / 12	F / 11	F / 12	F / 14	F / 13	F / 9	E / 15	F / 13	F / 12	F / 14	F / 7	F / 3
SR-224 SB Ute Blvd to SB Olympic Pkwy	E / 18	C / 27	D / 19	D / 22	E / 16	C / 26	E / 15	F / 10	D / 21	D / 18	E / 16	C / 26	F / 9	F / 13
SR-224 SB Olympic Pkwy to SB Bear Cub Dr	A / 50	A / 51	A / 51	A / 51	A / 49	A / 50	A / 45	A / 45	A / 50	A / 50	A / 49	A / 50	A / 49	A / 49
Northbound														
SR-224 NB Bear Cub Dr to NB Olympic Pkwy	C / 28	F / 8	D / 28	F / 6	D / 26	E / 20	D / 25	E / 22	C / 36	E / 19	D / 25	D / 19	F / 12	F / 9
SR-224 NB Olympic Pkwy to NB Ute Blvd	C / 29	F / 10	C/D / 28	F / 10	C / 27	D / 19	E / 16	E / 14	D / 20	F / 13	C / 27	C / 19	F / 12	F / 8
SR-224 NB Ute Blvd to Kimball Jct NB SR-224	C / 29	D / 22	C / 25	D / 20	C / 27	C / 20	D / 18	D / 19	D / 21	C / 25	C / 28	C / 20	F / 14	E / 15

Definitions: avg = average; LOS = level of service; mph = miles per hour; NB = northbound; SB = southbound

^a Alternative A includes the additional vehicle and bicycle lanes on SR-224 that have been added since the draft screening report.

^b Alternative C includes the bicycle lanes on SR-224 that have been added since the draft screening report.

^c Alternative A Original is the original design for Alternative A presented in the draft screening report without the additional vehicle and bicycle lane improvements on SR-224.

^d Alternative B Original is the original design for Alternative B resulting from the Area Plan without any refinements.

^e Measured on the north-south frontage roads adjacent to the SR-224 grade-separate trench.

Table 11. AM and PM Peak-hour Vehicle Travel Time

Direction	Existing (m:ss)		2050									
			No-Action (m:ss)		Alt A ^a (m:ss)		Alt B (m:ss)		Alt C ^b (m:ss)		Alt A Original ^c (m:ss)	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Travel time SB	6:15	3:00	11:30	7:30	4:30	3:30	3:15	2:45	3:15	3:15	4:30	3:30
Travel time NB	2:30	7:45	2:30	9:30	4:00	4:15	2:30	2:45	2:30	3:45	4:00	4:15
SB difference from No-Action	NA	NA	NA	NA	-7:00	-4:00	-8:15	-4:45	-8:15	-4:15	-7:00	-4:00
NB difference from No-Action	NA	NA	NA	NA	+1:30	-5:15	0	-6:45	0	-5:45	+1:30	-5:15

Definitions: m:ss = minutes:seconds; NA = not applicable; NB = northbound; SB = southbound

^a Alternative A includes the additional vehicle and bicycle lanes on SR-224 that have been added since the draft screening report.

^b Alternative C includes the bicycle lanes on SR-224 that have been added since the draft screening report.

^c Alternative A Original is the original design for Alternative A presented in the draft screening report without the additional vehicle and bicycle lane improvements on SR-224.

Table 13 summarizes the BRT travel time and total travel time saving from the No-Action model in the study area. The travel time results show that all action alternatives improve travel time for the BRT routes during both peaks. Alternative A and Alternative A Original have the highest savings (reductions) in total travel time.

Table 12. AM and PM Peak-hour Bus Rapid Transit Travel Time

Alternative	AM		PM		Total Savings (m:ss)
	Travel Time (m:ss)	Savings from No-Action (m:ss)	Travel Time (m:ss)	Savings from No-Action (M:SS)	
2050 No-Action	7:30	NA	9:00	NA	NA
Alternative A ^a	6:45	0:45	7:15	1:45	2:30
Alternative B	6:30	1:00	7:45	1:15	2:15
Alternative C ^b	6:45	0:45	7:45	1:15	2:00
Alternative A Original ^c	6:45	0:45	7:15	1:45	2:30

Definitions: m:ss = minutes:seconds; NA = not applicable

^a Alternative A includes the additional vehicle and bicycle lanes on SR-224 that have been added since the draft screening report.

^b Alternative C includes the bicycle lanes on SR-224 that have been added since the draft screening report.

^c Alternative A Original is the original design for Alternative A presented in the draft screening report without the additional vehicle and bicycle lane improvements on SR-224.

Table 14 summarizes the 95th-percentile vehicle queue lengths at the eastbound I-80 off-ramp and at the westbound I-80 off-ramp during the AM and PM peak hours for existing conditions, 2050 No-Action conditions, Alternative A Original, and all three action alternatives. The queue results show that the eastbound off-ramp is projected to experience a long queue of vehicles that reaches the eastbound I-80 mainline during the AM peak hour for both the existing and 2050 No-Action conditions. Furthermore, the queue results for the I-80 westbound off-ramp show a long queue of vehicles for the 2050 No-Action conditions during the PM peak hour.

The queue results for all three action alternatives show a reduction in vehicle queue length at both ramps during the AM and PM peak hours such that no alternatives would result in vehicles backing up onto the I-80 mainline. Alternative C would have the shortest queue length at the eastbound I-80 off-ramp, whereas Alternative A would have the shortest queue length at the westbound I-80 off-ramp.

Table 13. AM and PM Peak-hour 95th-Percentile Vehicle Queue Lengths

In feet

Alternative	AM		PM		Worst EB Queue Length	Worst WB Queue Length
	EB 95th Queue Length	WB 95th Queue Length	EB 95th Queue Length	WB 95th Queue Length		
Existing	2,600	800	200	300	2,600	800
2050 No-Action	> 5,000	> 5,000	2,200	1,400	> 5,000	> 5,000
Alternative A ^a	600	550	300	400	600	550
Alternative B	900	700	200	800	900	800
Alternative C ^b	400	500	300	500	400	500
Alternative A Original ^c	600	500	300	400	600	500
Alternative B Original ^d	> 5,000	1,200	> 5,000	3,100	> 5,000	> 5,000

Definitions: EB = eastbound; WB = westbound

^a Alternative A includes the additional vehicle and bicycle lanes on SR-224 that have been added since the draft screening report.

^b Alternative C includes the bicycle lanes on SR-224 that have been added since the draft screening report.

^c Alternative A Original is the original design for Alternative A presented in the draft screening report without the additional vehicle and bicycle lane improvements on SR-224.

^d Alternative B Original is the original design for Alternative B resulting from the Area Plan without any refinements.

Table 15 summarizes the pedestrian walk time results for four origin-destination (O-D) routes measured in the study area during the PM peak hour. The travel time results indicate that Alternatives A and C would have shorter pedestrian walk times during the PM peak hour, whereas Alternative B would have longer walk times compared to the 2050 No-Action conditions primarily because of increased signal delay. The width of the frontage road intersections on SR-224 require a two-stage pedestrian crossing that occurs across two traffic signal cycles.

Table 14. PM Peak-hour Pedestrian Walk Time

Pedestrian PM Peak Travel Time (m:ss)						
Alternative	Pair 1	Pair 2	Pair 3	Pair 4	Total O-D Walk Time	Difference from No-Action
Existing	23:30	8:45	9:00	12:00	53:30	—
2050 No-Action	23:45	9:00	9:15	12:00	54:00	—
Alternative A ^a	24:00	7:30	9:00	12:00	52:30	-1:30
Alternative B	24:00	9:15	10:00	14:30	57:45	+3:45
Alternative C ^b	23:30	7:30	10:45	12:00	53:45	-0:15
Alternative A Original ^c	24:00	7:30	9:00	12:00	52:30	-1:30

Definitions: m:ss = minutes:seconds; O-D = origin/destination

- ^a Alternative A includes the additional vehicle and bicycle lanes on SR-224 that have been added since the draft screening report.
- ^b Alternative C includes the bicycle lanes on SR-224 that have been added since the draft screening report.
- ^c Alternative A Original is the original design for Alternative A presented in the draft screening report without the additional vehicle and bicycle lane improvements on SR-224.

Figure 7 through Figure 10 illustrate the specific walk paths for each action alternative. The addition of pedestrian tunnels near Ute Boulevard and the relocation of the existing pedestrian tunnel near Olympic Parkway would affect the walk paths for various alternatives.

Figure 7. Pair 1 Pedestrian Walk Paths



Figure 8. Pair 2 Pedestrian Walk Paths

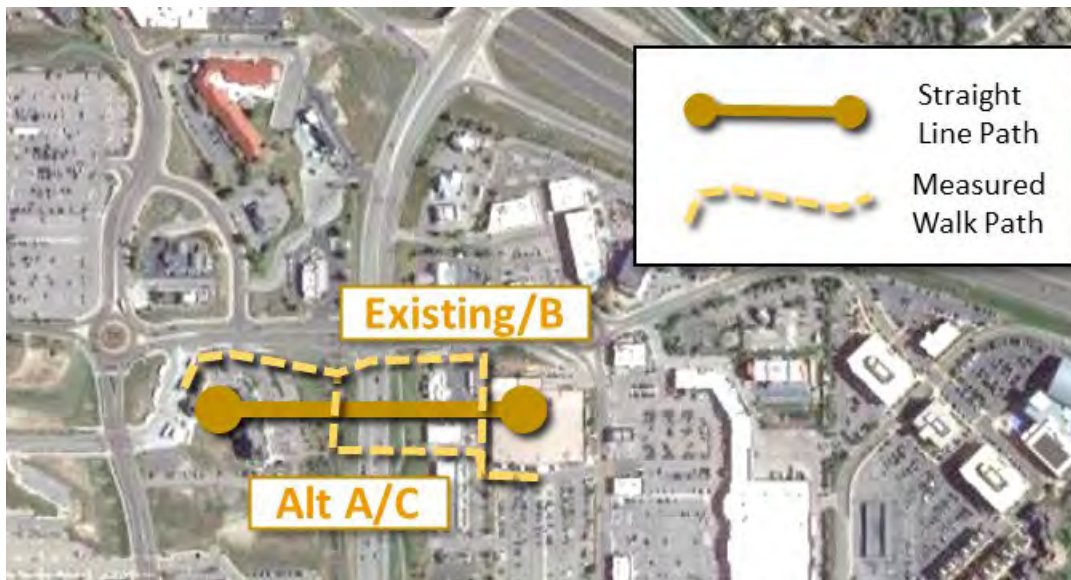
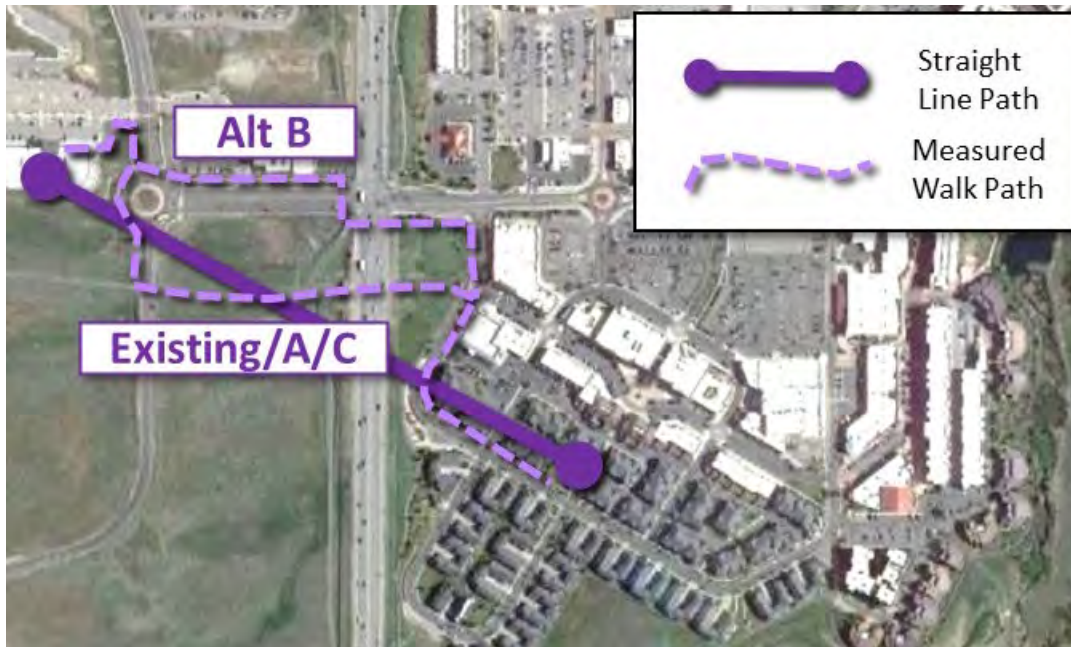


Figure 9. Pair 3 Pedestrian Walk Paths



Figure 10. Pair 4 Pedestrian Walk Paths



4.2.1 Additional Pedestrian Crossing Options

Pedestrian walk times were analyzed for options to construct a pedestrian bridge in place of a pedestrian tunnel across SR-224 south of Ute Boulevard. These options affect only Alternatives A and C.

The pedestrian bridge options included three ramp designs to connect the structure to grade east of SR-224. Each has slightly different locations for the bridge.

- Oval ramp
- Spiral ramp
- Straight ramp

The oval ramp loops 2½ times as it descends from the bridge to grade. The ramp would be between SR-224 and the Del Taco building. The ramp connects to the existing trail system in the southeast quadrant of the SR-224/Ute Boulevard intersection. The bridge for the oval ramp option is about 225 feet south of the center of the SR-224/Ute Boulevard intersection.

The spiral ramp also loops 2½ times descending from the bridge to grade. The spiral ramp would be located within the footprint of the Del Taco property. The ramp also connects to the existing trail system in the southeast quadrant of the SR-224/Ute Boulevard intersection. The bridge for the spiral ramp option is about 175 feet south of the center of the SR-224/Ute Boulevard intersection.

The straight ramp has two ramps that descend from the bridge to grade. Both ramps are parallel to SR-224. One descends north and ties into the trail system near Ute Boulevard. The other descends to the south and reaches grade near Olympic Parkway. The pedestrian bridge is located midway between Ute Boulevard and Olympic Parkway. The paths for each pedestrian bridge option are illustrated in Figure 11 and Figure 12.

Figure 11. Pair 1 Pedestrian Walk Paths with Pedestrian Bridge Options

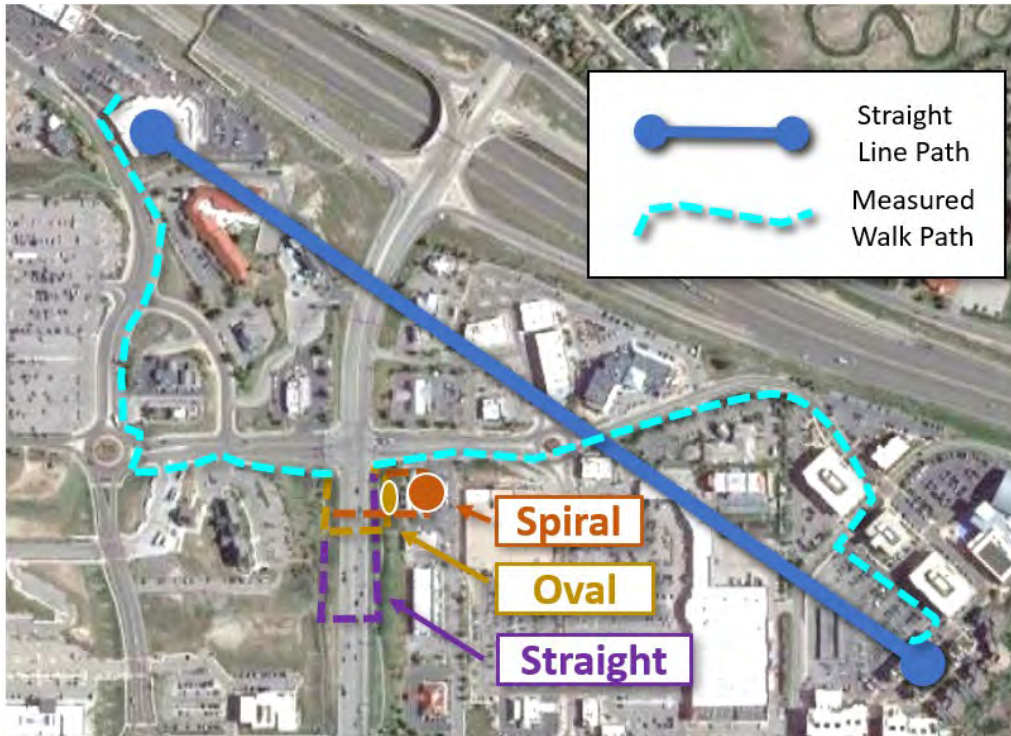


Figure 12. Pair 2 Pedestrian Walk Paths with Pedestrian Bridge Options

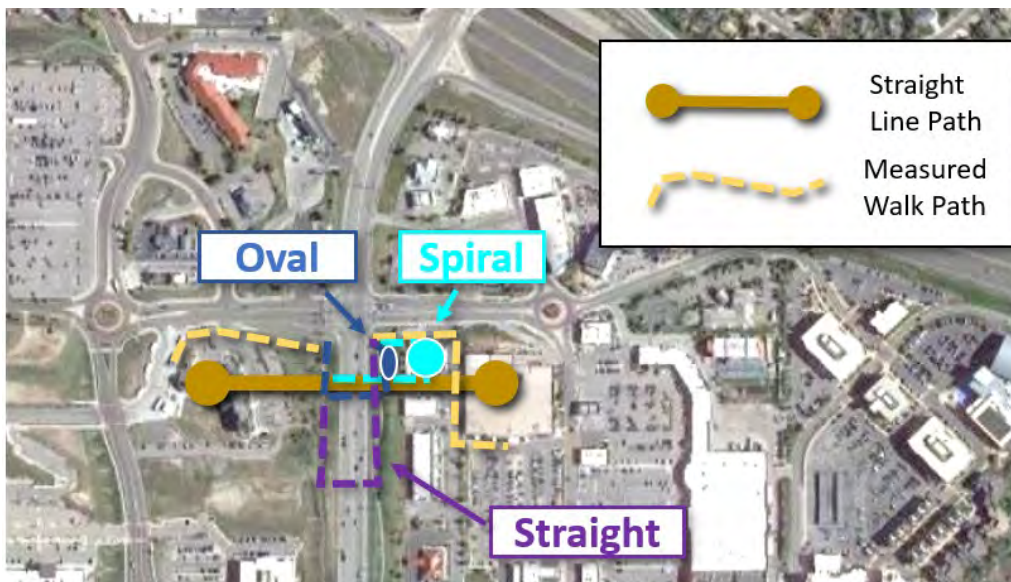


Table 16 summarizes the results of the pedestrian walk time analysis. All three pedestrian bridge options would increase walk time to origin-destination pairs 1 and 2 for both Alternatives A and C. This is because all three ramp options add additional distance for the walk paths. Origin-destination pairs 3 and 4 are unaffected because they use the pedestrian tunnel south of Olympic Parkway or cross at grade at the SR-224/Olympic Parkway intersection. Overall, total walk times for all origin-destination pairs would increase compared to the 2050 No-Action conditions for every pedestrian bridge option.

Table 15. PM Peak-hour Pedestrian Walk Time for Pedestrian Bridge Options

Pedestrian PM Peak Travel Time (m:ss)							
Alternative and Ramp Configuration	Pair 1	Pair 2	Pair 3	Pair 4	Total O-D Walk Time	Difference from No-Action	
2050 No-Action	23:45	9:00	9:15	12:00	54:00	—	
Alternative A ^a	Oval	26:45	11:15	9:00	12:00	59:00	+5:00
	Spiral	28:00	12:45	9:00	12:00	1:01:45	+7:45
	Straight	26:45	11:45	9:00	12:00	59:30	+5:30
Alternative C ^b	Oval	26:00	11:15	10:45	12:00	1:00:00	+6:00
	Spiral	26:45	12:45	10:45	12:00	1:02:15	+8:15
	Straight	26:00	11:45	10:45	12:00	1:00:30	+6:60

Definitions: m:ss = minutes:seconds; O-D = origin-destination

^a Alternative A includes the additional vehicle and bicycle lanes on SR-224 that have been added since the draft screening report.

^b Alternative C includes the bicycle lanes on SR-224 that have been added since the draft screening report.

Figure 13 through Figure 16 illustrate the intersection, bicycle, and pedestrian LTS within the study area limits for existing conditions and all three action alternatives. (2050 No-Action conditions were determined to be the same as existing conditions.)

4.2.2 Intersection LTS

Under existing conditions, the main intersections on SR-224 in the study area experience LTS 3, and the rest of the intersections in the study area have LTS 1 or LTS 2 based on the speed limit, number of lanes, and type of control. All alternatives would have the same intersection LTS as existing conditions. Though the Alternative B frontage road intersections offer a two-stage crossing for pedestrians for east–west travel, the north–south crossings would still traverse six or more lanes, so the overall intersection ratings would remain at LTS 3.

4.2.3 Bicycle LTS

Under existing conditions, BLTS results show that, outside the SR-224 corridor, most roads provide BLTS 3 or better for bicycle travel because of lower speed limits and lower traffic volumes. Segments of SR-224 without a separated trail experience BLTS 4 because of the high speed (45 miles per hour), high traffic volume, and the absence of dedicated bicycle lanes on SR-224. When available, the separated trails adjacent to SR-224 are rated BLTS 1 and provide low-stress routes for bicycle travel. Alternatives A and C add buffered bicycle lanes to SR-224, but this would still result in BLTS 4 on SR-224 itself because of the high traffic speeds and increased number of travel lanes. For Alternatives A and C, the new tunnel south of Ute Boulevard adds a new BLTS 1 opportunity to cross SR-224. Alternative B requires travelers to continue to cross at the Ute Boulevard signal.

4.2.4 Pedestrian LTS

Under existing conditions, most facilities experience PLTS 1 and 2 because the speed limit is low and connected sidewalks and trails are available. One exception is north SR-224 between I-80 and Rasmussen Road, where pedestrian facilities are provided on only one side of SR-224. Additionally, Landmark Drive south of the Olympic Parkway roundabout experiences PLTS 4 because of the absence of sidewalks or trails. Alternatives A and C offer a new PLTS 1 opportunity to cross SR-224 using a tunnel south of Ute Boulevard. Alternative B requires travelers to continue to cross at the Ute Boulevard signal and maintains the same PLTS as existing conditions.

Figure 13. Existing Intersection, Bicycle, and Pedestrian LTS

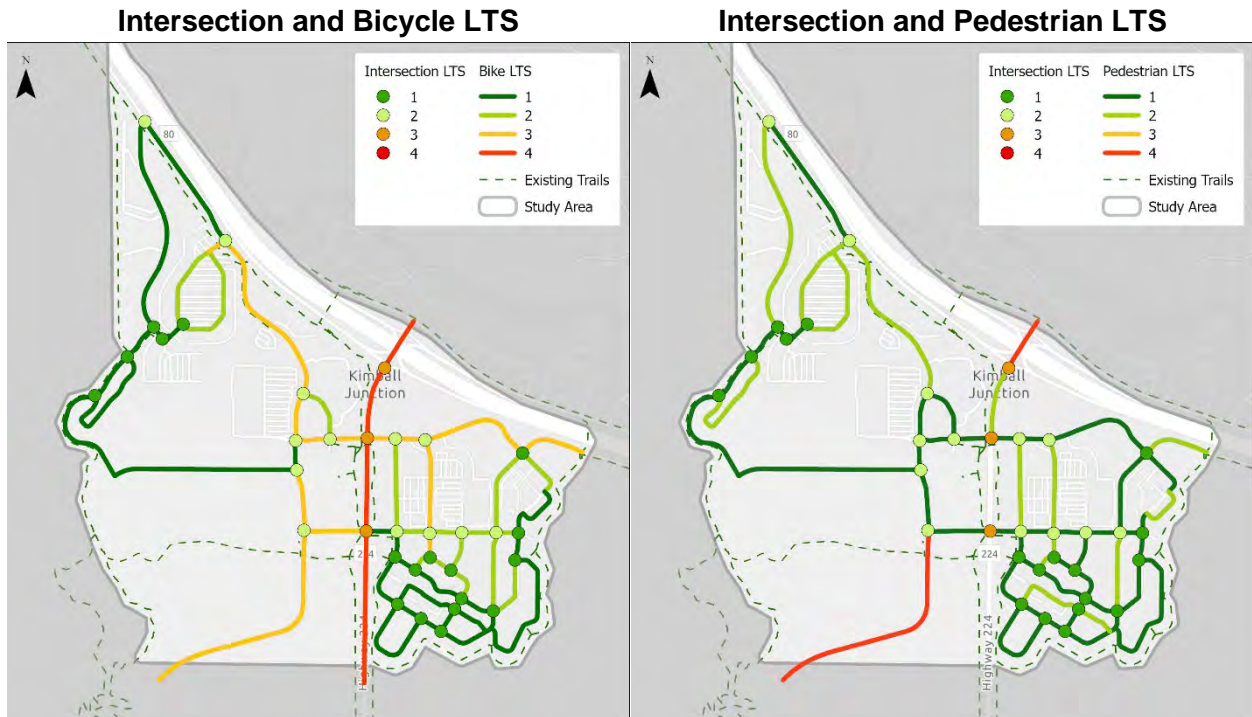


Figure 14. Alternative A Intersection, Bicycle, and Pedestrian LTS

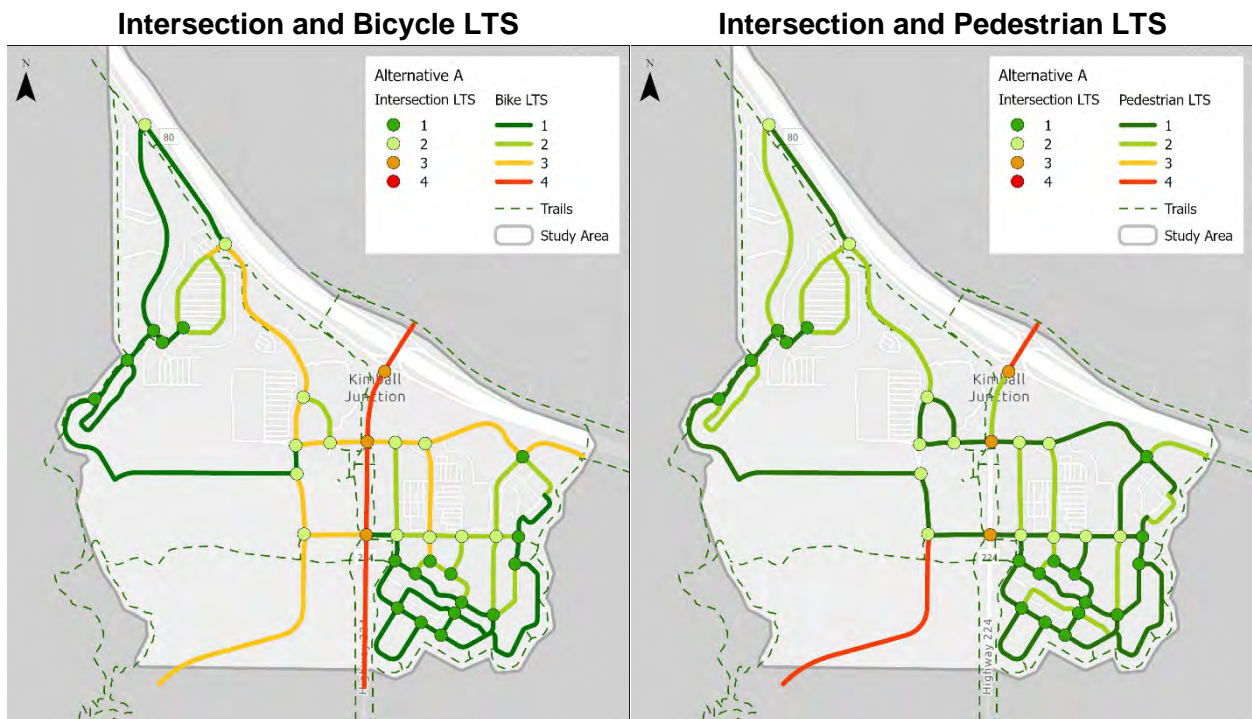


Figure 15. Alternative B Intersection, Bicycle, and Pedestrian LTS

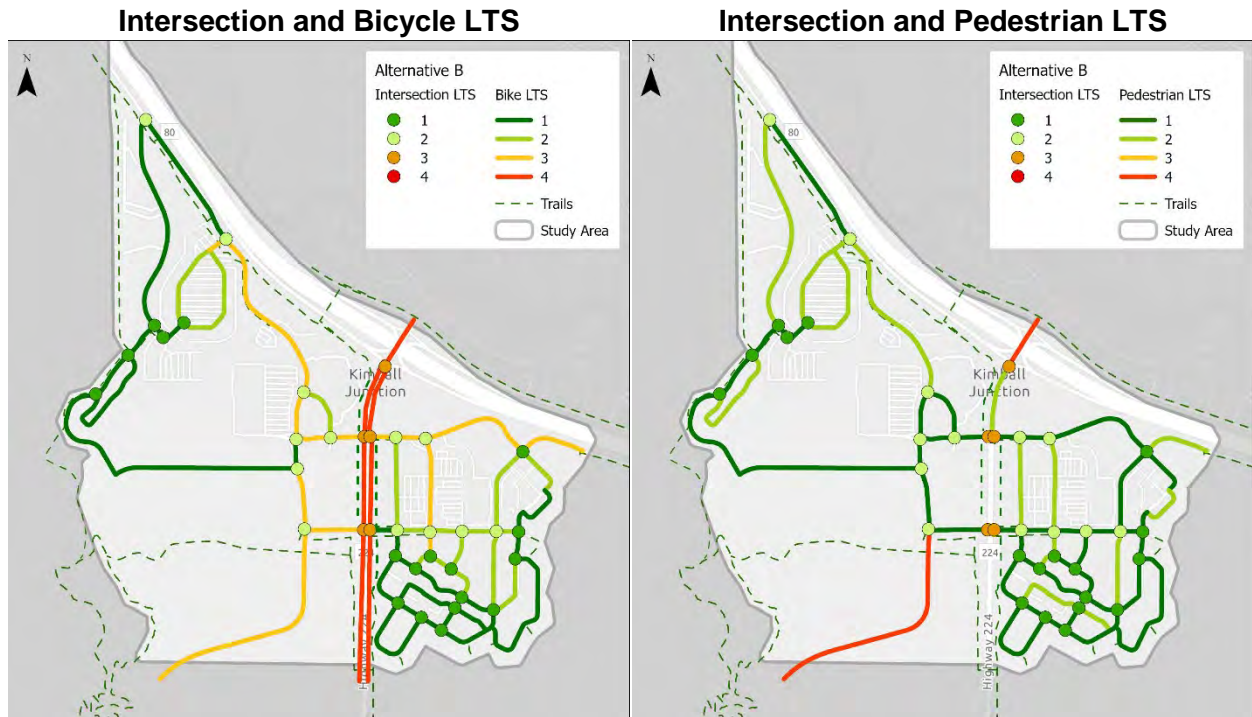


Figure 16. Alternative C Intersection, Bicycle, and Pedestrian LTS

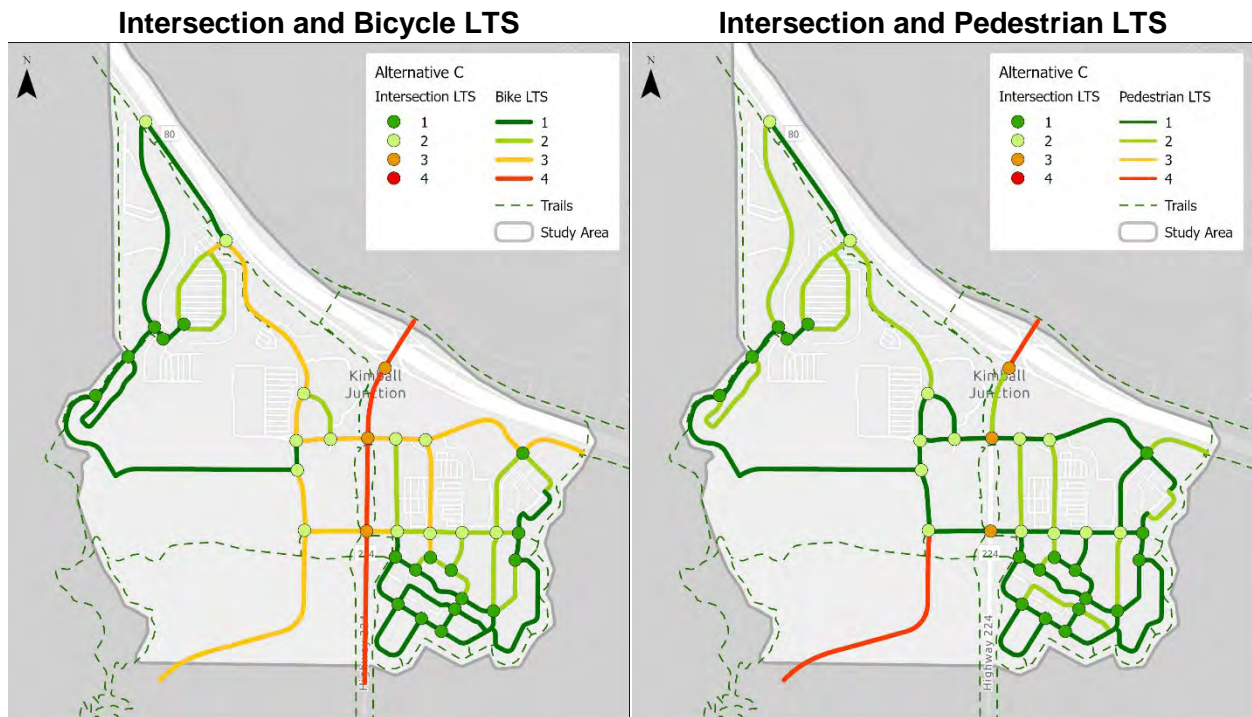


EXHIBIT A

Kimball Junction EIS Existing and 2050 No-Action
Mobility Memo

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MEMORANDUM

DATE: December 20, 2022
TO: HDR, Inc.
FROM: Parametrix
SUBJECT: Kimball Junction EIS Existing and 2050 No Action Mobility Memo
PROJECT NUMBER: PIN 19477; Project No. S-0224(50)12
PROJECT NAME: Kimball Junction EIS

This memorandum documents the mobility conditions for existing and 2050 no action scenarios to support the Kimball Junction Environmental Study. Results include a discussion of traffic conditions, active transportation, and transit service in the study area.

STUDY AREA

The study area expands on the analysis area defined by the Kimball Junction Area Study (2020) which consisted of the I-80/Kimball Junction interchange area, including the three signalized intersections along SR-224 (I-80 Single-Point Urban Interchange (SPUI), Ute Boulevard, Olympic Parkway) as well as the stop-controlled intersection of SR-224/Rasmussen Road. This effort also includes four roundabouts immediately east and west of SR-224 at Ute Boulevard/Landmark Drive, Olympic Parkway/Landmark Drive, Ute Boulevard/Uinta Way, and Newpark Boulevard/Uinta Way.

Within the analysis model, the SR-224 corridor was extended over two miles to the south of the Olympic Parkway intersection near Canyons Resort Drive to allow for accurate representation of vehicle queueing. In addition to SR-224, traffic operations on I-80 were modeled from approximately milepost 141 to milepost 147. This allowed for inclusion of the Jeremy Ranch interchange on the western extent and the I-80 eastbound off-ramps to US-40 and the westbound on-ramps from US-40. The I-80 interchanges adjacent to the Kimball Junction interchange are not a focus of the study but are included in the model network to support any potential future coordination with the Federal Highway Administration (FHWA).

ANALYSIS TIMEFRAME

The analysis timeframe for the study was coordinated with the Utah Department of Transportation (UDOT) and Summit County staff to reflect known, regularly occurring traffic concerns on the corridor not influenced by extreme or outlier events, such as crashes, inclement weather, holidays or special events. Twelve months of traffic data (April 2021 to April 2022) on SR-224 were obtained from UDOT to investigate traffic data seasonality. The data consisted of speed data from vehicle probe data within UDOT's ClearGuide platform and traffic volume data from sensors on I-80 and SR-224 within UDOT's PeMS platform.

The 12-month data illustrated that winter months (Dec-Mar) on SR-224 experience higher volumes and much more variation in vehicle travel times than the rest of the year. Additionally, the worst congestion on SR-224 is much more likely to occur on winter weekdays than winter weekends. Though winter weekends can feature greater skier traffic demand, the mixture of regular commuter traffic, school traffic, and skier traffic on winter

weekdays results in overall higher demand. For the study analysis, it was determined to model AM and PM peak period conditions representing the 85th percentile highest travel times during the winter. The study team determined this appropriately captured traffic concerns without being influenced by outlier events that often coincide with the highest 15 percent of travel times. It should also be noted that the AM and PM peak period 85th percentile travel times for winter reflect the AM and PM peak period 95th percentile travel times across the entire 12-month dataset meaning only 5 percent of days for the whole year have higher travel times than the analysis timeframe. Supporting data for the analysis timeframe selection is contained in the Appendix.

EXISTING CONDITIONS

To support analysis, traffic data was collected within the study area to determine existing traffic volumes, traffic composition, and travel patterns. Traffic operations were evaluated using a microsimulation VISSIM model expanded and modified from the Kimball Junction Area Study. The model was calibrated using the existing traffic data collected for the project.

Vehicle Traffic Data

Data was collected within the study area and used to evaluate existing conditions. The following sections describe the collection of data and how it was developed for use in the existing conditions analyses.

Traffic Volumes

The traffic volumes used for the project were developed using intersection turning movement counts, freeway detector volume data, and information from previous studies conducted in the study area. Traffic counts were collected within the study area in January 2021 at the following intersections as part of the SR-224 Bus Rapid Transit (BRT) Environmental Assessment (2022):

- SR-224/Rasmussen Road
- SR-224/I-80 SPUI
- SR-224/Ute Boulevard
- SR-224/Olympic Parkway
- Ute Boulevard/Landmark Drive
- Olympic Parkway/Landmark Drive

Additional traffic counts were collected March 2022 to capture driveway activity on Ute Boulevard and Olympic Way as well as the two roundabouts east of SR-224:

- Ute Boulevard/Uinta Way
- Newpark Boulevard/Uinta Way

Traffic volume data from permanent sensors on SR-224 and I-80 were used to adjust volumes from turning movement counts to reflect conditions associated with the winter 85th percentile travel times. This was done by comparing SR-224 and I-80 volumes for the days of data collection to the days similar to the winter 85th percentile travel time. Generally, this resulted in an increase of 100-200 vehicles per hour on SR-224 for AM and PM peak hours. The same data comparison was used to adjust I-80 volumes gathered for the Kimball Junction Area Plan to represent conditions associated with winter 85th percentile travel times. The Jeremy Ranch interchange roundabout volumes were also obtained from the Kimball Junction Area Study. Weekday AM peak hour traffic volumes are shown in Figure 1 with weekday PM peak hour traffic volumes shown in Figure 2.

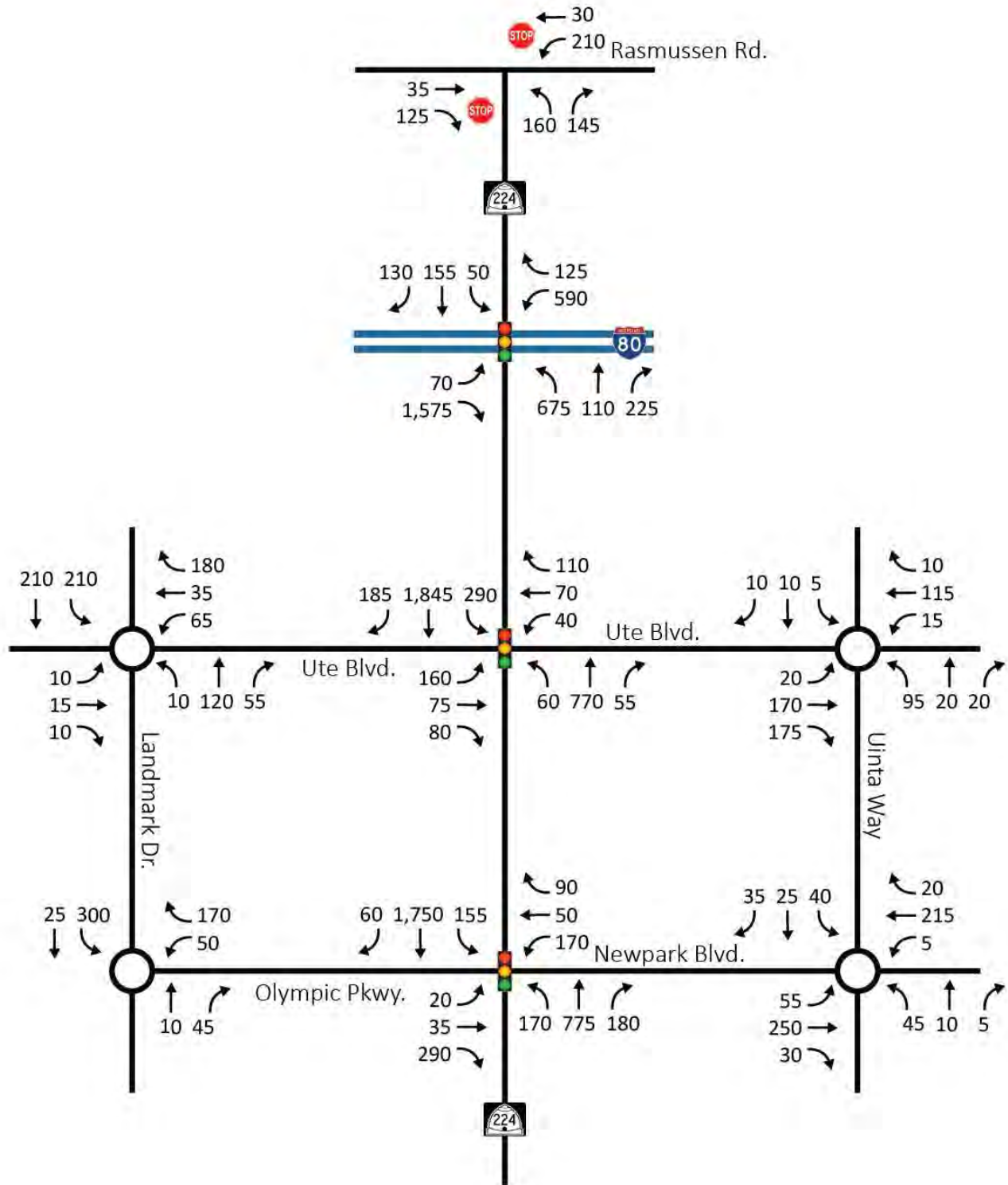


Figure 1: Weekday Existing AM Peak Hour Traffic Volumes

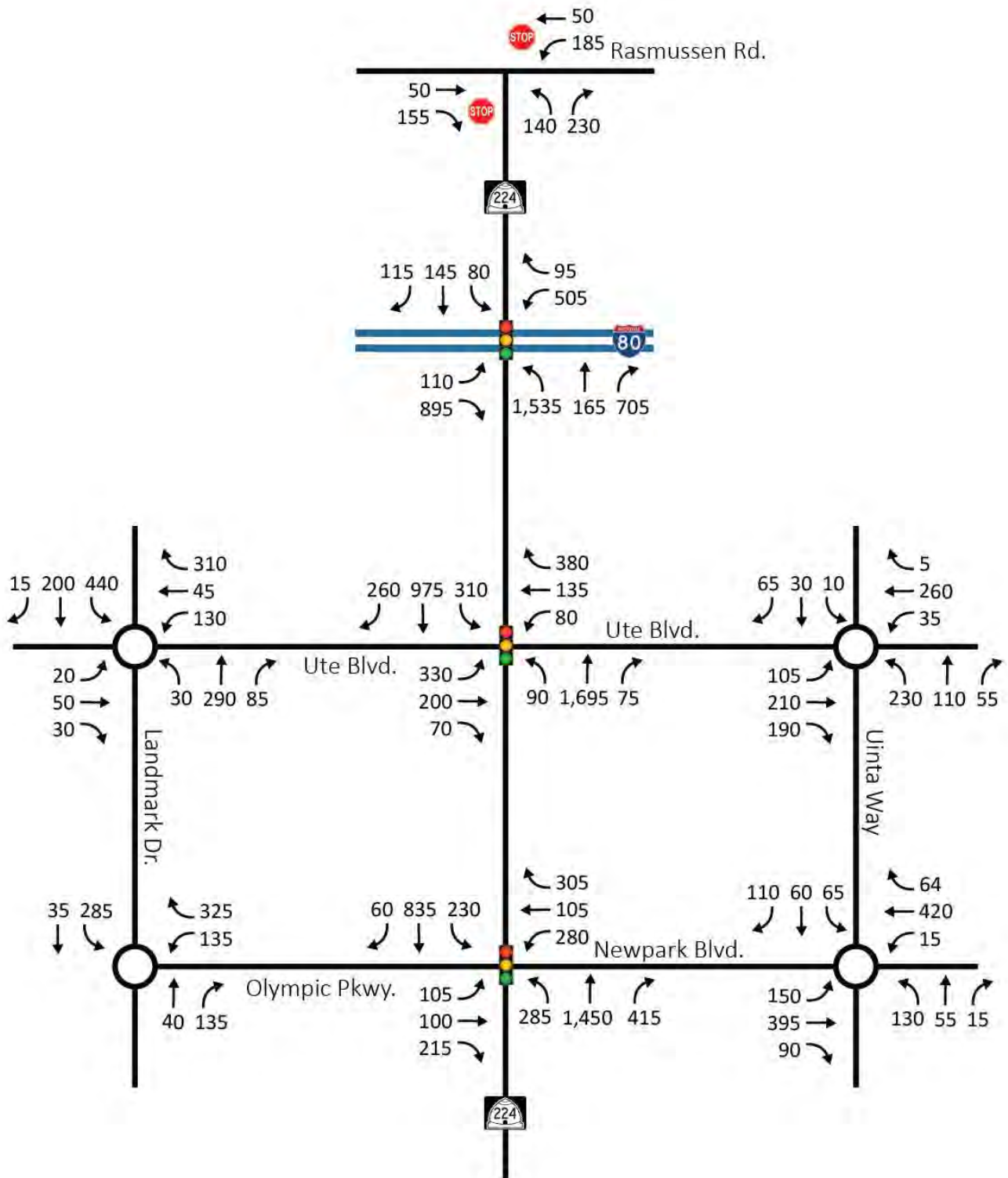


Figure 2: Weekday Existing PM Peak Hour Traffic Volumes

Traffic Composition

Within the study area, I-80 is a major freight corridor and a higher percentage of heavy vehicles were added to the VISSIM network to properly account for the vehicle mix on the road. Heavy vehicle counts obtained during the Kimball Junction Area Study from UDOT's Powderwood Road traffic camera and UDOT detector data along I-80 at the Kimball Junction interchange were reviewed to determine the approximate mix of different vehicle classifications traveling on the corridor. Based on the peak hour, the vehicle inputs along I-80 were used as shown in Table 1 to allow for a higher percentage of heavy vehicles traveling through the model along I-80 than occur in the default VISSIM vehicle composition.

Table 1: Existing VISSIM I-80 Vehicle Composition Percentages

Location	Weekday AM Peak Hour			Weekday PM Peak Hour		
	Cars	HGV Single	HGV Combo	Cars	HGV Single	HGV Combo
I-80 Eastbound	81%	11%	8%	88%	6%	6%
I-80 Westbound	76%	6%	20%	88%	4%	8%

The aerial drone video along SR-224 was also reviewed to determine if the default vehicle composition for arterials should be modified. Based on a review of the video, it was determined that during the weekday peak hours, the vehicles observed on the corridor justified reducing the amount of heavy trucks for the default arterial composition. The single-unit truck composition was reduced from four percent to two percent and the combination truck composition was reduced from two percent to one percent.

Vehicle Travel Times

Travel time data along the corridor was gathered for two routes that reflect major traffic issues faced during AM and PM peak periods. The first travel time route is from the eastbound I-80 off-ramp gore to southbound SR-224 approximately 1,100 feet south of Olympic Parkway. The route captures the congestion experienced during AM peak periods when large amounts of vehicles exit I-80 and travel south on SR-224 towards ski resorts and employment destinations in Park City. The second travel time route begins on northbound SR-224 just north of Canyons Resort Drive and continues north to the I-80/SR-224 interchange. This route captures the reverse traffic pattern in the PM when vehicles travel north from ski resorts and other destinations towards I-80.

The travel time data was obtained via UDOT's ClearGuide platform which aggregates vehicle probe data. Table 2 summarizes the AM peak hour, PM peak hour, and midday average travel time for the two routes of interest during the winter season. As mentioned previously, the travel time data for these routes was used to identify the analysis timeframe for the study.

Table 2: Weekday AM and PM Peak Hour Travel Times

Travel Time Segment		Time Period	Average Travel Time (min)
From	To		
I-80 EB off ramp Gore	SB SR-224 approx 1,100 ft south of Olympic Pkwy	AM Peak Hour	5:30
		Midday	2:30
		PM Peak Hour	2:45
NB SR-224 at Canyons Resort Drive	SR-224/I-80 SPU I	AM Peak Hour	4:00
		Midday	4:15
		PM Peak Hour	11:45

Traffic Operations

Traffic operations along the corridor were evaluated using a VISSIM v2022 microsimulation traffic model. The VISSIM model was used due to the close proximity of intersections within the study area, queuing which spills back through multiple intersections in the existing condition, and the need to evaluate transit and active transportation operations. In addition, the microsimulation model allowed for evaluation of the I-80 mainline, on- and off-ramps and arterial street systems and the interactions between them. The VISSIM model was modified from the models used for the Kimball Junction Area Study. The following sections discuss the methods used to build the traffic operations model and the results from the existing weekday AM and PM peak hour analyses.

Signal Timing

Existing signal timing plans for the three signalized intersections in the study area (SR-224/I-80 SPUI, SR-224/Ute Boulevard, SR-224/Olympic Parkway) were obtained from the UDOT Signal Desk in February 2020 as part of the Kimball Junction Area Plan. Then, data from the UDOT Automated Traffic Signal Performance Measures (ATSPM) online database was gathered to confirm timing plans are still accurate and to compare timing plans to actual performance.

Vehicle Routing

Vehicle routes were assigned on a corridor-wide basis for the entire network. Route beginnings and endings were located near vehicle input locations and on I-80 on- or off-ramps. This allowed for vehicles to navigate smaller areas and corridors on a single route which resulted in fewer last-minute lane changes. Additionally, the possibility of vehicles driving in circuitous directions is eliminated while avoiding the need for more complicated network-wide routing. Relative vehicle routing in the model is representative of the number of vehicles in the model along each route.

Model Calibration

All model data results were based on an average of 10 simulation runs. A seeding period of 15 minutes was used to populate the model. The AM model was coded to record results for a three-hour period (7:00 AM – 10:00 AM) to capture the build-up and dissipation of congestion. Likewise, the PM model was coded to record results for a four-hour period (3:00 PM to 7:00 PM). For both AM and PM models, results were recorded in 15-minute intervals.

The model was calibrated to ensure study area traffic volumes, travel times, and queuing reasonably represent AM and PM peak hour conditions for the analysis timeframe. As such, modifications were made to factors for the Wiedemann 74 car following model within the VISSIM model. Specifically, the additive and multiplicative parts of the safety distance were modified according to Table 3.

Table 3: Modifications to Wiedemann 74 Car Following Model

Factor	Default Value	Modified Value
Additive part of safety distance	2.0	2.3
Multiplicative part of safety distance	3.0	3.3

Intersection Level of Service

Vehicle level of service (LOS) was calculated for each of the intersections using the intersection node data. Node data was collected in 15-minute increments to determine average vehicle delay at each intersection during the busiest hour of the model (peak hour). The peak hour of the AM model was 8:00 AM – 9:00 AM and the busiest hour of the PM model was 4:00 PM – 5:00 PM.

Using the average vehicle delay, level of service was determined using the Highway Capacity Manual 6th edition (HCM) thresholds for unsignalized and signal-controlled intersections. Table 4 summarizes the HCM thresholds.

As shown in Table 4, unsignalized intersection LOS is defined according to a different scale than signalized intersections and is also defined by the worst-performing approach rather than the average vehicle delay for the entire intersection. The unsignalized methodology applies to roundabouts as well as stop-controlled intersections.

Table 4: Intersection LOS Definition

LOS	Unsignalized Intersection Average Delay (sec/veh) ¹	Signalized Intersection Average Delay (sec/veh)
LOS A	0 - 10	0 - 10
LOS B	10 - 15	10 - 20
LOS C	15 - 25	20 - 35
LOS D	25 - 35	35 - 55
LOS E	35 - 50	55 - 80
LOS F	> 50	> 80

1. Reported for the worst stop or yield-controlled approach

Source: HCM 6th Edition

Table 5 summarizes the results of the existing conditions traffic operations. As shown in Table 5, LOS E or F is experienced at several intersections during the AM and PM peak hours. During the AM peak hour, the SR-224/I-80 SPUI operates at LOS F. Though the other two signals on SR-224 appear to operate at LOS C during the AM peak hour, the reported delay is likely underrepresented because of the congestion at the interchange. Specifically, vehicles on the eastbound I-80 off ramp are unable to efficiently turn onto SR-224 during the AM peak period. This limits the flow rate at which vehicles reach Ute Boulevard and Olympic Parkway. If the bottleneck associated with the interchange were relieved, it is likely that measured performance of Ute Boulevard and Olympic Parkway would degrade. A similar pattern is observed with the PM performance results. Northbound traffic on SR-224 is congested at Olympic Parkway producing long northbound queues and intersection delay at Ute Boulevard and SR-224/I-80 SPUI is likely underrepresented.

Traffic performance at the unsignalized intersections is generally acceptable other than LOS F for the northbound approach at the Ute Boulevard/Landmark Drive roundabout. The heavy southbound left-turn volumes from Landmark Drive onto eastbound Ute Boulevard leave few gaps for northbound traffic to enter the roundabout. Additionally, queues along Ute Boulevard from the SR-224 signal occasionally interfere with performance of the roundabout.

Table 5: Existing Peak Hour Intersection Vehicle Delay and LOS

Location	Control Type	Vehicle Delay (sec / veh)	LOS (Worst Approach)
AM Peak Hour			
SR-224/Rasmussen Rd	Stop-Controlled	11	B (WB)
SR-224/I-80 SPUI	Traffic Signal	>100	F
SR-224/Ute Blvd	Traffic Signal	29	C
SR-224/Olympic Pkwy	Traffic Signal	30	C
Ute Blvd/Landmark Dr	Roundabout	3	A (NB)
Olympic Pkwy/Landmark Dr	Roundabout	2	A (SB)
Ute Blvd/Uinta Way	Roundabout	3	A (EB)
Newpark Blvd/Uinta Way	Roundabout	4	A (EB)
PM Peak Hour			
SR-224/Rasmussen Rd	Stop-Controlled	12	B (WB)
SR-224/I-80 SPUI	Traffic Signal	25	C
SR-224/Ute Blvd	Traffic Signal	53	D
SR-224/Olympic Pkwy	Traffic Signal	>100	F
Ute Blvd/Landmark Dr	Roundabout	56	F (NB)
Olympic Pkwy/Landmark Dr	Roundabout	2	A (WB)
Ute Blvd/Uinta Way	Roundabout	5	A (EB)
Newpark Blvd/Uinta Way	Roundabout	19	C (SB)

Vehicle Travel Times

Travel time collection points were placed in the VISSIM traffic model to represent the same locations used to obtain travel time data from the UDOT ClearGuide platform. Table 6 summarizes the AM and PM peak hour travel times from the VISSIM simulation model for respective the travel paths. UDOT ClearGuide travel times for the same peak hour from a day manifesting conditions similar to the winter 85th percentile travel time are shown for comparison. The VISSIM simulation peak hour travel times are within 15 seconds of the ClearGuide data.

Table 6: Existing AM and PM Peak Hour Travel Times

Travel Time Segment		Time Period	Average Travel Time (min)	
From	To		VISSIM Model	UDOT ClearGuide Platform
I-80 EB off ramp Gore	SB SR-224 approx 1,100 ft south of Olympic Pkwy	AM Peak Hour	5:30	5:30
		PM Peak Hour	2:15	2:45
NB SR-224 at Canyons Resort Drive	SR-224/I-80 SPUI	AM Peak Hour	3:45	4:00
		PM Peak Hour	12:00	11:45

Queuing

Vehicle queuing was measured using queue counter data collected from the VISSIM simulation model for the areas with the most significant queuing: the eastbound off-ramp in the AM peak hour and northbound SR-224 in the PM peak hour. These movements have the highest traffic volumes and were observed in the field and through drone footage collected during the Kimball Junction Area Study to have the longest queues (Figure 3). The queue data for the AM and PM peak hours were calculated for the average and 95th percentile queue lengths as shown in Table 7.

As shown in Table 7, queue lengths reflect the poor LOS and poor travel times experienced during the AM and PM peak hours. The 95th percentile queue length at the eastbound I-80 off ramp during the AM peak hour is ½ mile. This approaches the end of the off-ramp and results in slow speeds and some queuing on I-80 mainline. During the PM peak hour, the 95th percentile northbound queue on S.R. 224 at Olympic Parkway is 1.9 miles which extends past Bear Hollow Drive.

Table 7: Weekday AM and PM Peak Hour Vehicle Queues

	Average Queue (feet)	95 th Percentile Queue (feet)
AM Peak Hour		
I-80 eastbound off ramp queue	1,900 ft (0.4 mi)	2,600 ft (0.5 mi)
PM Peak Hour		
S.R. 224 northbound queue at Olympic Parkway	8,100 ft (1.5 mi)	9,600 ft (1.8 mi)



Figure 3: Northbound SR-224 Weekday PM Peak Hour Queues, Looking South from 850 Feet North of Bear Cub Road

Transit

The Kimball Junction area is well served by regional and local transit. The Kimball Junction Transit Center is on the west side of SR-224 and accessed via Ute Boulevard and Landmark Drive. The transit center has a small park-and-ride area and is served by High Valley Transit, Park City Transit, and Utah Transit Authority (UTA).

High Valley Transit is operated by Summit County and is free fare which can incentivize shorter trips or chained trip to be taken via transit versus private vehicle. A description of the different transit routes serving the transit center are included in Table 8.

Table 8: Kimball Junction Transit Center Bus Service

Route (Agency)	Service Period	Vehicle Headways	Description/Destinations
Route 101 (High Valley Transit)	5:45 a.m. to 11:35 p.m.	15 min	SR-224 Local, Jeremy Ranch Park & Ride/Snow Park Lodge & Deer Valley Resort
Route 103 (High Valley Transit)	9 a.m. to 10:00 p.m.	20 min	Operates in a loop around the Kimball Junction area
Route 104 (High Valley Transit)	6 a.m. to 11:30 p.m.	15 min	Bitner Shuttle Full Loop
Route 10 (Park City Transit)	6:40 a.m. to 11:10 p.m.	15 min	Electric Express / Kimball Junction, Canyons Village, Park City Old Town
PC-SLC Connect (UTA)	6 a.m. to 6 p.m.	8x daily	Downtown SLC / Kimball Junction

As shown, the Kimball Junction area is well-served by transit with service that accesses destinations on all sides. Frequent transit is available via Route 10 to Park City Old Town area with 15-minute headways throughout the day. People are also able to access the Kimball Junction Area via transit from the Ecker Hill Park and Ride with transit service operating on approximately 15-minute headways using bus route 101. The 104 Bitner Shuttle operates in a larger, further east-reaching loop than the Kimball Junction Circulator and it has a 15-minute frequency, from 6 am to 11:30 pm. The loop begins and ends at the Kimball Junction Transit Center. Kimball Junction can be also accessed by Route 103, which operates in a loop around the Kimball Junction area in 20-minute frequencies, from 9 am to 10 pm. Finally, High Valley Transit operates on-demand micro-transit that covers Kimball Junction and other areas.

Summit County and Park City are planning to convert the Route 10 into a BRT by adding dedicated transit lanes in each direction on most of SR-224. The transit lanes would begin and end south of the Olympic Parkway intersection and will provide some capacity improvements to the intersection. Funding may allow the project to be constructed within the next five years.



Figure 4: Existing Bus Service

Active Transportation

The Kimball Junction area includes infrastructure to enable people to walk and bicycle within and to and from the area (see Figure 5). Along SR-224, buffered multi-use trails, approximately eight feet wide, are included on the east side of the road from Ute Boulevard south through Kimball Junction area and extends nearly to Kearns Boulevard with multiple connections to the other regional trails. On the west side of SR-224, a similar multi-use

trail buffered by landscaping from the roadway runs continuously throughout the Kimball Junction area. To the north, this trail provides connections to the active transportation bridge crossing I-80 as well as trails paralleling both sides of I-80 towards the east and west. South of Kimball Junction, the multi-use trail extends to Bear Hollow Drive and provides access to unpaved recreational trails on the west side of Kimball Junction.

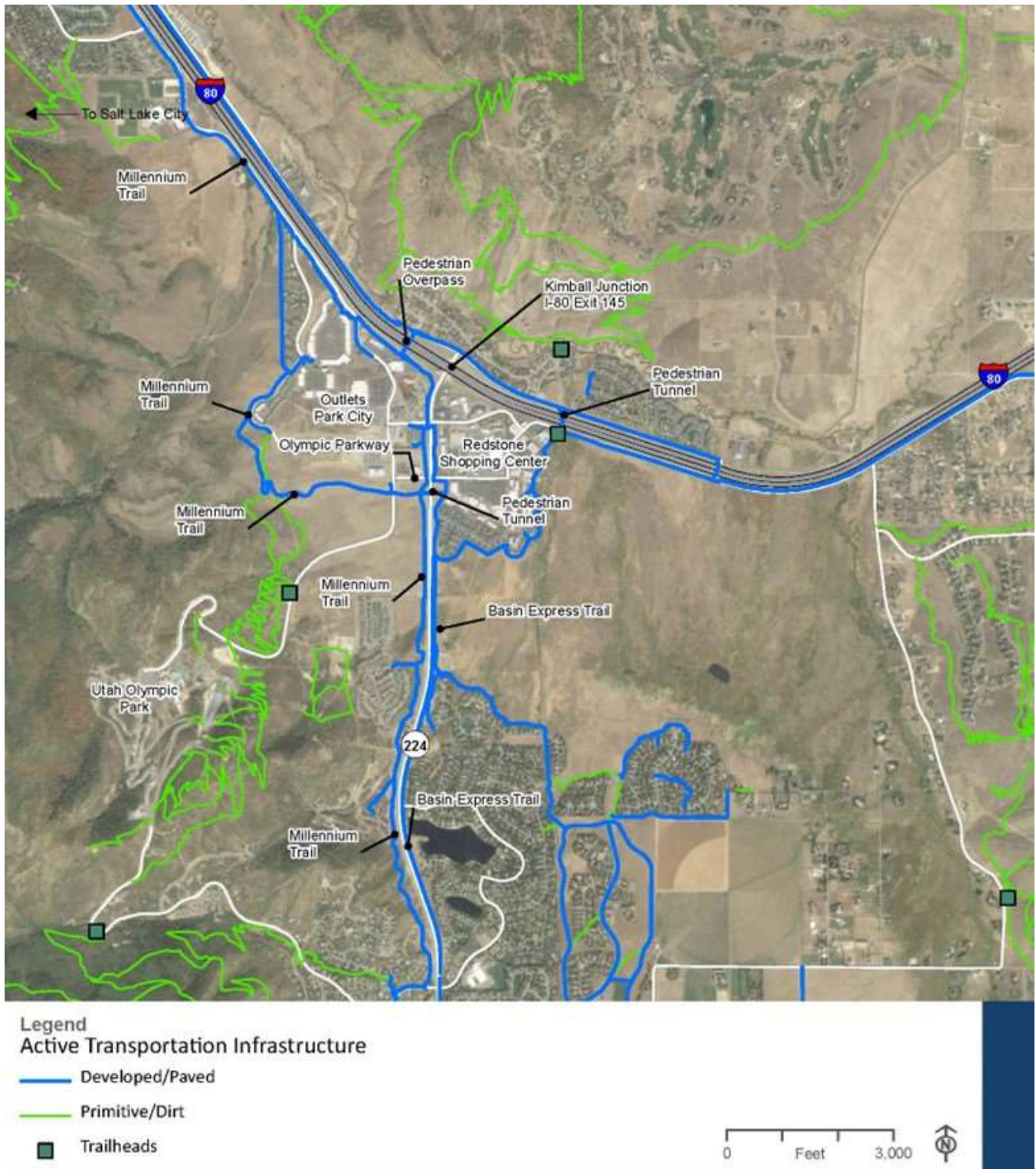


Figure 5: Existing Active Transportation Facilities

Intersection crossings for the multi-use trails in the Kimball Junction area are typically provided via people-actuated crosswalks at existing traffic signals. However, several grade-separated crossings are also provided in the study area. As mentioned prior, a non-motorized bridge crosses I-80 approximately 800 feet west of the Kimball Junction SPUI. This bridge provides a connection from the retail and commercial space on the south side of I-80 to the neighborhoods on the north side of I-80 and Rasmussen Road. An undercrossing of I-80 also exists approximately one-half mile east of the SPUI. Along SR-224, an undercrossing of the highway is located approximately 200 feet south of the Olympic Boulevard intersection which connected trails along Bitner Road to Highland Road adjacent to the Swaner Nature Preserve. This provides for a connection between the retail and residential uses on the south side of the Redstone Center to the trails and open space on the west side of SR-224. These crossings help facilitate safe movements for people bicycling and walking across the major highways within the study area. However, they can also require out of direction travel for people which could result in lower use compared to the at-grade crosswalks at Ute Boulevard or Olympic Parkway or along SR-224 crossing the SPUI.

Within the study area, Summit Bike Share provides short term bicycle rental at several stations in Kimball Junction along with others in the Canyons area, Park City, and other locations in the Basin. In Kimball Junction, bicycle rental stations are included by the Basin Recreation Field House and the Newpark Plaza on the east side of SR-224. On the westside of SR-224, bicycle rental stations are located at the Outlets, along Landmark Drive, and at the Kimball Junction Transit Center. All Summit Bike Share bikes are electric bikes with single-ride fares of \$3.50 for a 30-minute ride and monthly and annual memberships are available. Due to the amount of snowfall received in the Park City area, bicycles are typically available from late spring to late fall and are removed during the winter months for safety and to preserve the equipment.

During winter months, snowfall can cause inaccessible conditions for the multi-use trails and sidewalks. Snow is typically plowed from the roads in the area onto the shoulders and adjacent landscaping. This can include onto sidewalks which can discourage use. Snow is typically cleared from sidewalks following the removal of snow from all streets in the area.

Pedestrian and bicycle data crossing data was collected and synthesized for the SR-224/Ute Boulevard and SR-224/Olympic Parkway intersections as well as the SR-224 undercrossing south of Olympic Parkway. The data was a mixture of the following:

- AM and PM peak hour pedestrian crossing data from the January 2021 intersection turning movement volume counts
- Pedestrian push button data from ATSPM online database
- Daytime pedestrian and bicycle counts at both signals and the undercrossing from October 2022
- A seven-month count summary of the SR-224 undercrossing from 2016

Comparing daytime and peak hour count data to corresponding daily ATSPM push button data at Ute Boulevard and Olympic Parkway, an estimate of summer daily pedestrian crossings at both signals was developed. It should be noted that this method counted cyclists riding through intersection crosswalks as pedestrians. Then, the daytime October 2022 pedestrian and bicycle counts at the undercrossing were factored to a summer daily volume using the seven-month count data from 2016 (see Figure 6).

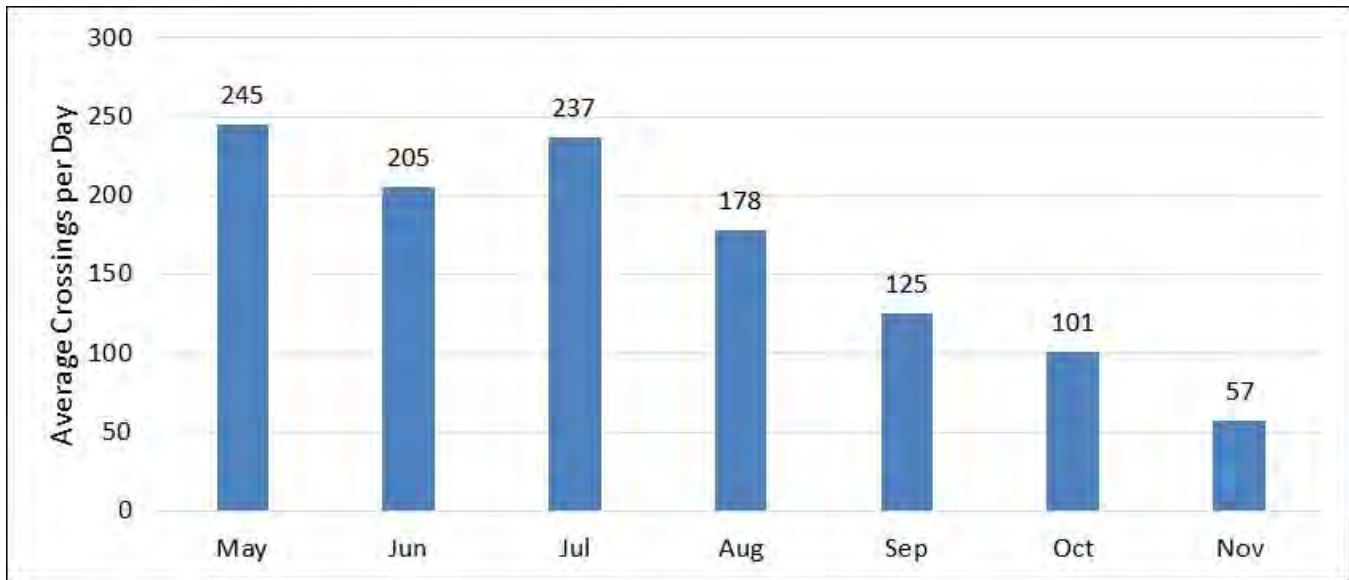


Figure 6: Seven-month Count Summary of SR-224 Undercrossing (2016)

Table 9 summarizes the daily volume estimate for each location. The SR-224 undercrossing experiences the highest estimated daily usage at nearly 600 crossings per day. The Ute Boulevard intersection has consistent usage whereas the Olympic Parkway intersection sees the fewest crossings. Additionally, east-west crossings comprise 80 percent of total crossings at the Ute Boulevard intersection but only 25 percent of total crossings at the Olympic Parkway. Both these patterns are likely due to its proximity to the SR-224 undercrossing to Olympic Parkway and fewer developed destinations on the west side of SR-224 by Olympic Parkway.

Table 9: SR-224 Intersection and Undercrossing Volume Summary

Location	Metric	Summer Volume Estimate	Percent East-West Crossings	East-West Crossings
Ute Boulevard Intersection	Daily Pedestrian Crossings (all directions) ¹	250	80%	200
Olympic Parkway Intersection	Daily Pedestrian Crossings (all directions) ¹	50	25%	15
SR-224 Undercrossing south of Olympic Parkway	Daily Pedestrian and Bicycle Crossings (east-west)	580	100%	580

1. Cyclists riding on the sidewalk and crosswalk counted as pedestrians

Safety

Crash analysis was conducted with the most recently available three years of crash data (2019-2021) from the UDOT Traffic & Safety Division for roadways in the vicinity of Kimball Junction. This included SR-224 from Rasmussen to Olympic Parkway and the I-80 on/off ramps. There were approximately 215 total crashes over the three-year period, with one fatal crash, and eight serious injury crashes. There were two crashes involving a pedestrian and zero crashes involving cyclists. The two pedestrian-involved crashes accounted for the one fatal crash and one of the serious injury crashes in the analysis area. Crashes at the three signalized intersections accounted for 158, or nearly 75 percent, of the total crashes.

Table 10: Crash Summary 2019-2021

Year	Total Crashes	Fatal	Serious Injury	Pedestrian-involved	Bicycle-Involved
2019	74	0	2	0	0
2020	67	0	1	0	0
2021	74	1	5	2	0
Total	215	1	16	2	0

For the last several years, UDOT has focused on reducing statewide fatal and serious injury crashes. There was one fatal crash and eight serious injury crashes within the analysis area for the three-year period 2019 to 2021. As mentioned, the one fatal crash in the analysis area involved a pedestrian. A vehicle on SR-224 ran the red light at Ute Boulevard and collided with other vehicles as well as a pedestrian standing on the raised median between northbound and southbound lanes.

Of the eight serious injury crashes, four occurred at the SR-224/Ute Boulevard intersection, one occurred at the SR-224/Olympic Parkway intersection and three on SR-224 south of Olympic Parkway. Five of the eight serious injury crashes were angle crashes. The serious injury crash involving a pedestrian occurred at the SR-224/Ute Boulevard intersection when a vehicle turning right collided with a pedestrian entering the crosswalk.

Figure 7 through Figure 9 present crash diagrams for the three signals in the analysis area. The diagrams label each crash by the year the crash occurred and indicate the direction and movements of the vehicles involved. Several patterns are evident from the diagrams. First, at the I-80 interchange SPUI, there are frequent rear-end collisions at the eastbound off-ramp. Rear-end crashes at an off-ramp are usually correlated with ramp congestion which matches observation and traffic data at this location.

Second, there are frequent angle crashes at the SR-224/Ute Boulevard intersection particularly involving southbound vehicles turning left onto Ute Boulevard colliding with northbound through vehicles on SR-224. Roadways with heavy left-turn volumes and opposing through volumes tend to see high amounts of left-turn crashes, especially when permitted left-turn signal phasing is present. The SR-224/Ute Boulevard and SR-224/Olympic Parkway intersections both operate with protected-permitted left-turn phasing for left turns from SR-224. Lastly, there are frequent rear-end collisions on northbound SR-224 at both Ute Boulevard and Olympic Parkway. Again, this is likely a reflection of the congestion experienced on SR-224 at these signals.

UDOT currently has a planned project in 2025 to install dual northbound/southbound left-turn lanes on SR-224 at Ute Boulevard. These left-turn lanes will add capacity but also convert the phasing to protected only. The protected-only phasing is likely to help mitigate the strong pattern of angle crashes at the intersection.

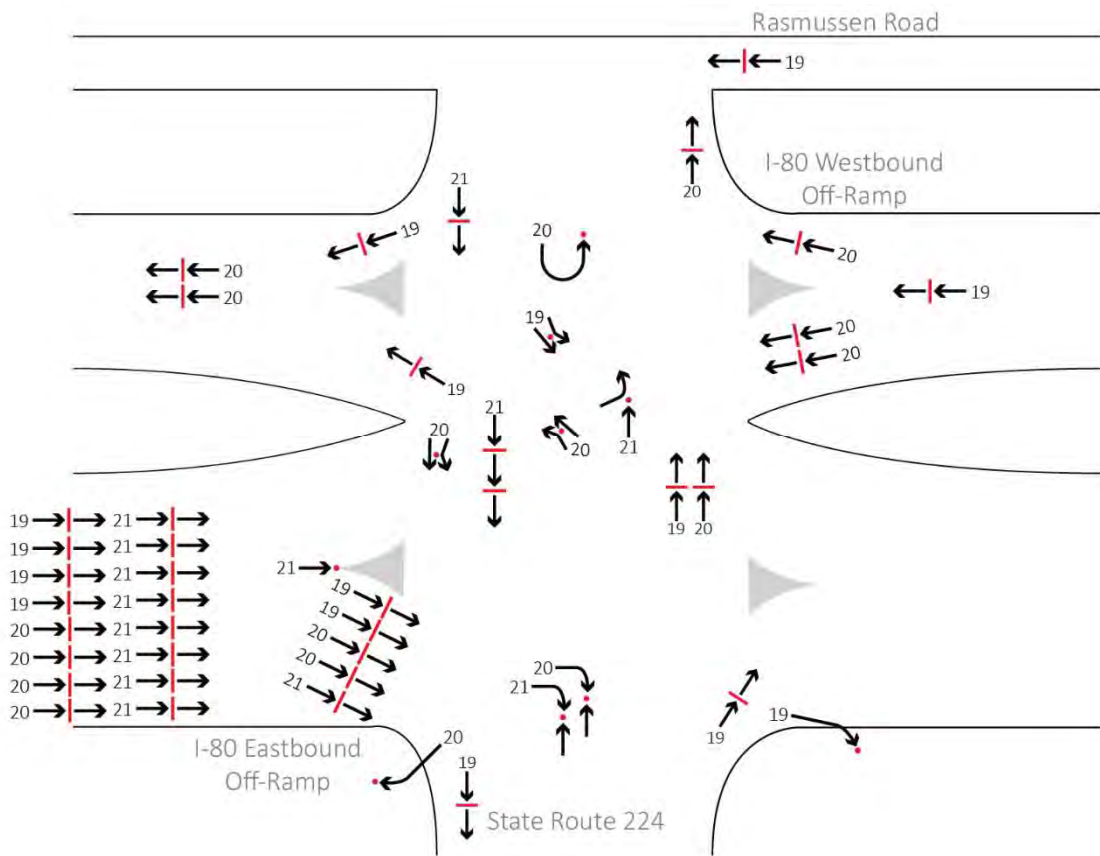


Figure 7: SR-224/I-80 SPUI and SR-224/Rasmussen Road Crash Diagram

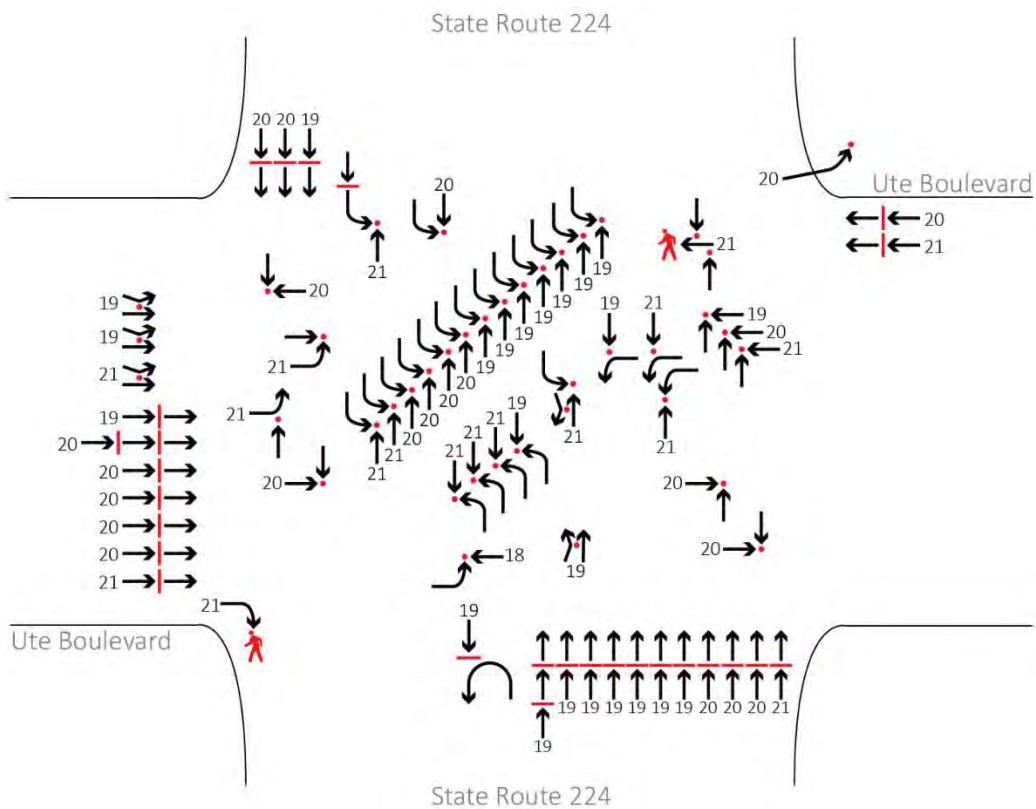


Figure 8: SR-224/Ute Boulevard Crash Diagram

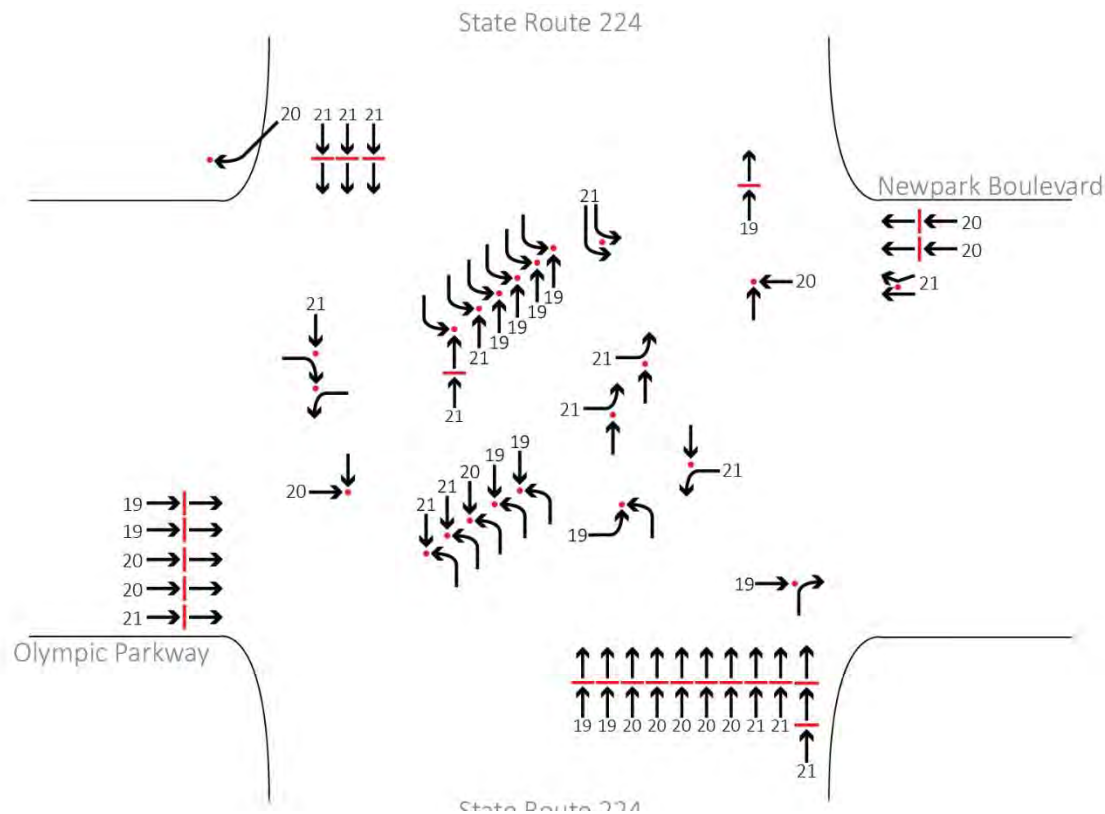


Figure 9: SR-224/Olympic Parkway Crash Diagram

2050 NO ACTION TRAFFIC CONDITIONS

Travel Demand Modeling

The Summit County/Wasatch County travel demand model (v1 - 2020-06-10) (referred to as the Summit County model in this document) was used for the purposes of generating 2050 no action traffic forecasts for use in the VISSIM traffic simulation model. The model is a traditional four-step travel demand model consisting of trip generation, trip distribution, model split, and trip assignment.

This version of the Summit County model incorporated the model refinements to socioeconomic (SE) data and network structure identified through the Kimball Junction Area Plan. As such, no other model refinements were conducted. The following sections document the modeling methods and forecasts.

Model Results

2050 No Action Forecasts

2050 no action conditions were modeled using the revised Kimball Junction model. Figure 10 shows the 2050 Kimball Junction no action forecasts.

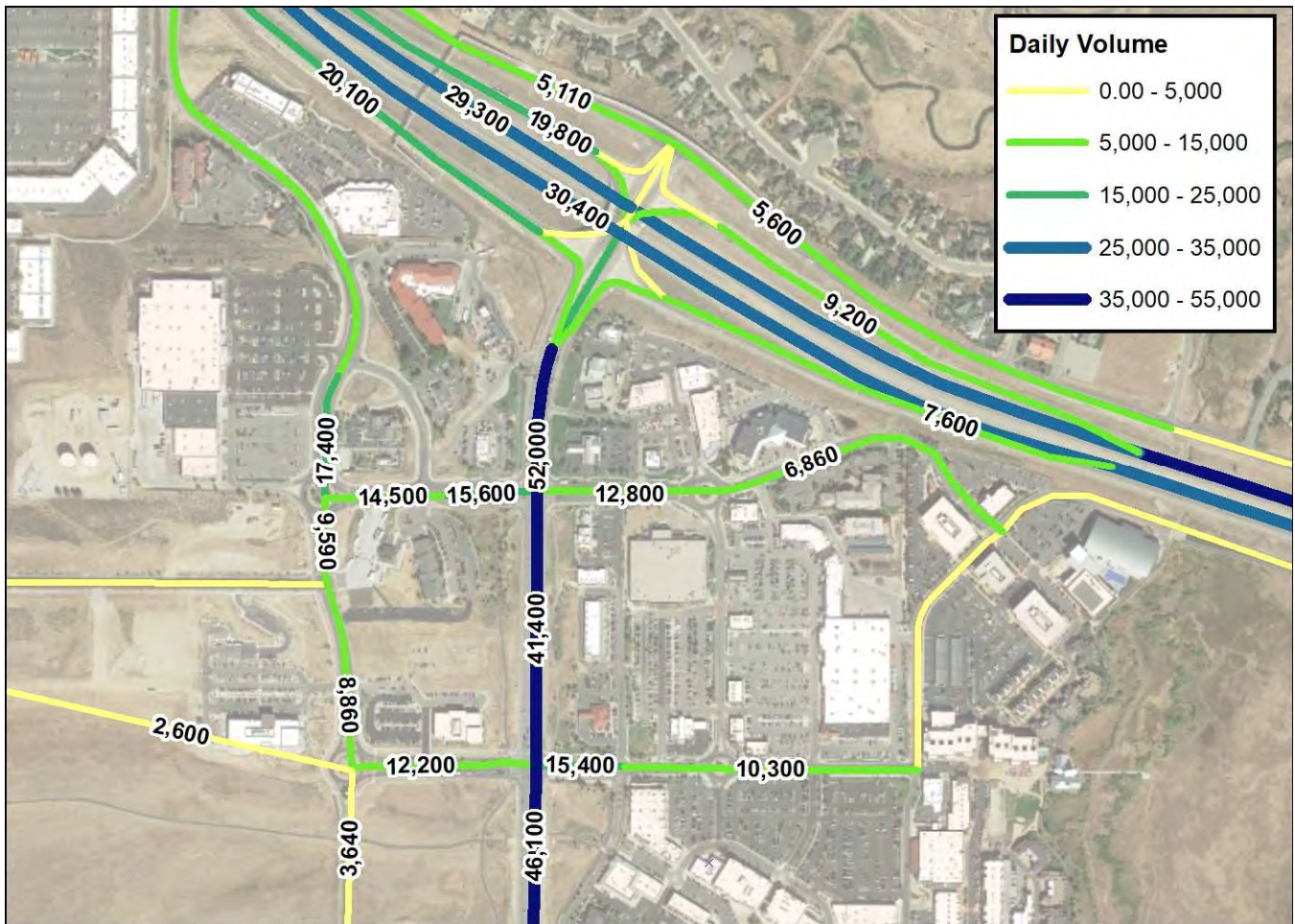
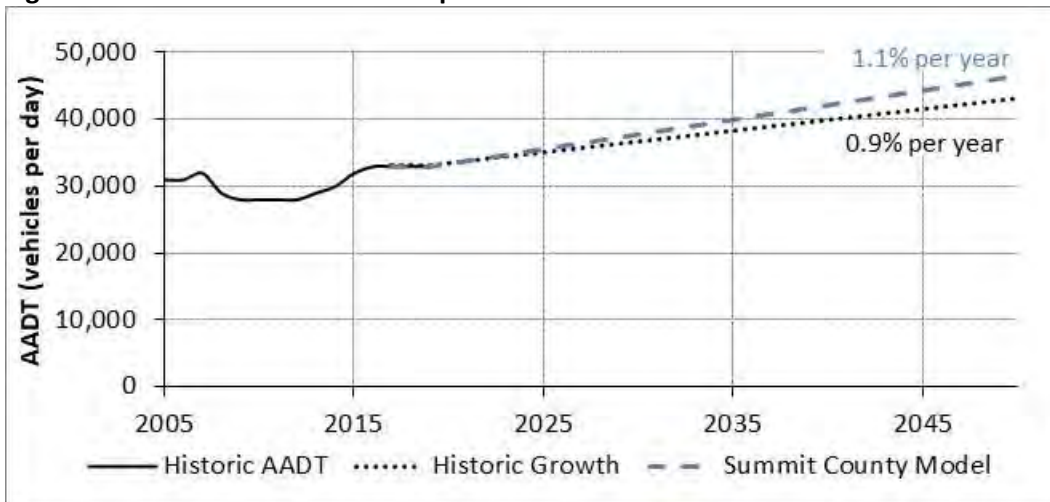


Figure 10: 2050 No Action Modeled Volumes

Figure 11 compares the forecasted growth on SR-224 from the Summit County model with historic traffic volumes. As seen in Figure 11, the annual growth rate from the Summit County model (1.1% per year) is similar to the historic growth rate (0.9% per year). This indicates that the forecasts are reasonably in line with historic trends. Historic growth trends and traffic modeling for the 2050 no action condition forecasts an average daily volume of over 40,000 vehicles per day, or about a 30%-40% increase over existing conditions.

Figure 11: SR-224 Growth Rate Comparison



Traffic Data

The results from the Summit County travel demand model were used to develop the 2050 no action traffic volume forecasts for the study area. As described previously, the travel demand model accounts for traffic volumes growth attributed to changes in both regional land uses as well as local land uses. The future 2050 no action traffic volumes are shown in Figure 12 for the weekday AM peak hour and Figure 13 for the weekday PM peak hour.

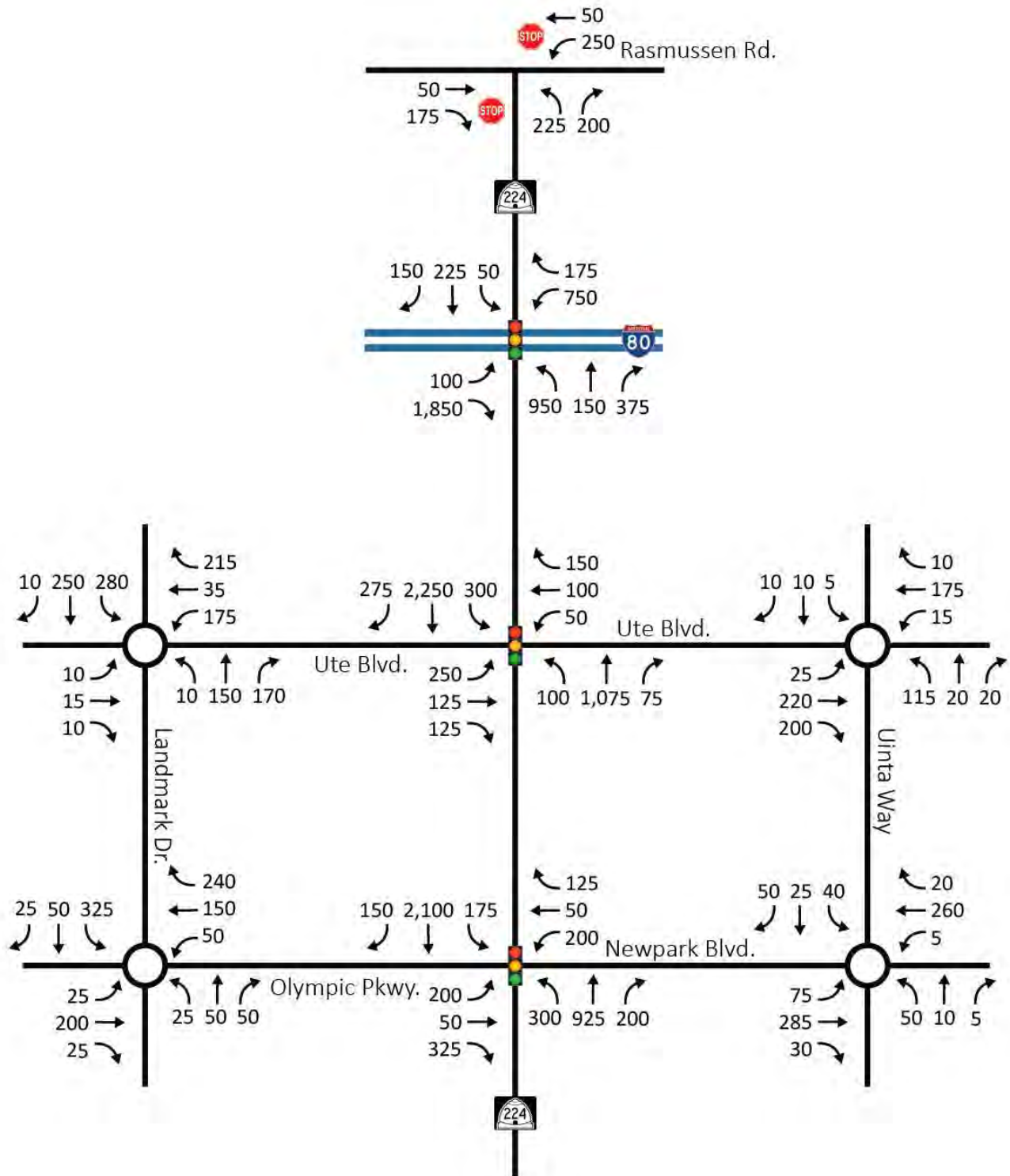


Figure 12: No Action (2050) Weekday AM Peak Hour Traffic Volumes

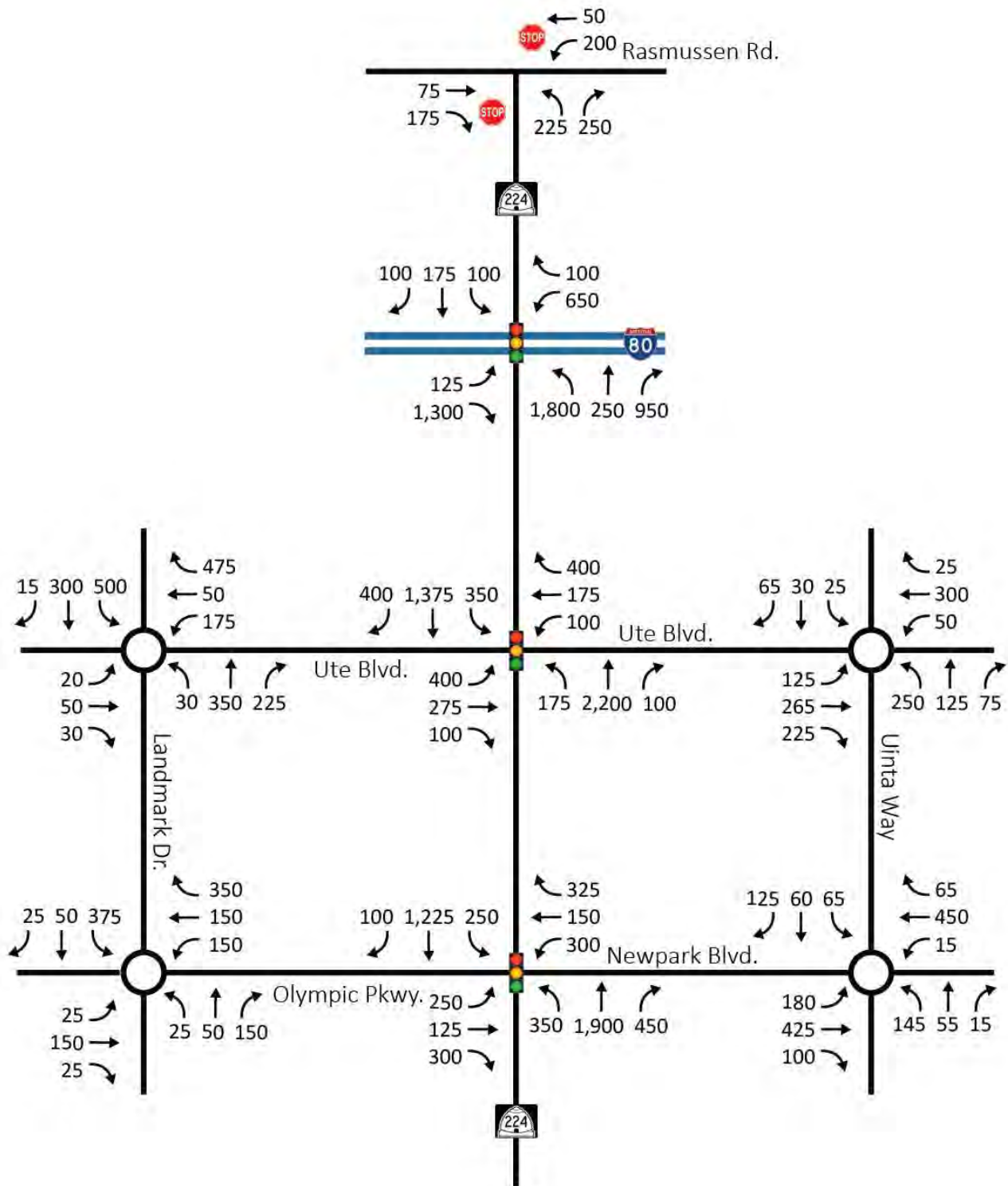


Figure 13: No Action (2050) Weekday PM Peak Hour Traffic Volumes

Traffic Operations

Traffic operations along the corridor were evaluated for the 2050 no action conditions using the same VISSIM microsimulation traffic model which was used for existing conditions. This allows for a comparison between the existing and 2050 no action conditions to determine relative changes in traffic operations. Future improvements within the Kimball Junction area were included in the model to accurately represent 2050 conditions. This included installation of northbound and southbound dual left-turn lanes at the SR-224/Ute Boulevard intersection, which are programmed for construction in 2025. Additionally, the planned SR-224 BRT project was included as per the preferred alternative in the SR-224 environmental study. The elements of the BRT project that affect the study area include converting Route 10 to the BRT, modifying the Route 10 circulation pattern through the Kimball Junction Transit Center, adding transit-only lanes on the outside of SR-224 south of Olympic Parkway, adding dual northbound left-turn lanes and a transit-only westbound right-turn lane to the SR-224/Olympic Parkway intersection. Finally, signal timing cycle lengths, phase lengths, and offsets along the corridor were optimized to efficiently meet the changes in traffic demand during the weekday AM and PM peak hours.

Traffic Operations

Vehicle level of service (LOS) was calculated for each of the intersections using the intersection node data. Node data was collected in 15-minute increments to determine average vehicle delay at each intersection during the peak hour of each model. The peak hour of the AM model was 8:00 AM – 9:00 AM and the peak hour of the PM model was 4:00 PM – 5:00 PM. Using the average vehicle delay, level of service was determined from the HCM thresholds for unsignalized and signal-controlled intersections.

Table 11 summarizes the results of the existing conditions traffic operations. Results from the existing traffic operations analysis are also included for comparison. As mentioned previously, unsignalized intersection LOS is defined on a separate scale than signalized intersections and is reported for the worst-performing approach rather than the intersection as a whole. Additionally, for this study, when intersections exceed the LOS F threshold by a significant margin, the average delay is reported as >100 seconds per vehicle for signalized intersections and >80 seconds per vehicle for unsignalized intersections.

As shown in Table 11, overall conditions worsen from existing conditions with the increase in traffic volumes in the area. Every signalized intersection operates at LOS E or LOS F in at least one peak hour. When signalized intersections show better than LOS E or LOS F, it is likely due to upstream bottlenecks metering the traffic flow as discussed previously. As mentioned with existing conditions, due to the overcapacity conditions occurring at Olympic Parkway, vehicles at the intersections to the north are being artificially metered and are not serving the actual demand volumes. By remediating the traffic issues solely at the Olympic Parkway intersection, it is likely that the congestion points would be moved to either the Ute Boulevard or I-80 SPUI.

Traffic performance at the unsignalized intersections is generally acceptable other than the delay for the northbound approach at the Ute Boulevard/Landmark Drive roundabout worsening from existing conditions. Again, the heavy southbound flow into the roundabout and queues along Ute Boulevard from the SR-224 signal are the key contributors to congestion at this location.

Table 11: Existing and 2050 No Action Peak Hour Intersection Vehicle Delay and LOS

Location	Control Type	Existing Conditions		2050 No Action Conditions	
		Vehicle Delay (sec / veh)	LOS (Worst Approach)	Vehicle Delay (sec / veh)	LOS (Worst Approach)
Weekday AM Peak Hour					
SR-224/Rasmussen Rd	Stop-Controlled	11	B (WB)	14	B (WB)
SR-224/I-80 SPUI	Traffic Signal	>100	F	>100	F
SR-224/Ute Blvd	Traffic Signal	29	C	37	D
SR-224/Olympic Pkwy	Traffic Signal	30	C	36	D
Ute Blvd/Landmark Dr	Roundabout	3	A (NB)	9	A (NB)
Olympic Pkwy/Landmark Dr	Roundabout	2	A (SB)	6	A (SB)
Ute Blvd/Uinta Way	Roundabout	3	A (EB)	5	A (EB)
Newpark Blvd/Uinta Way	Roundabout	4	A (EB)	3	A (EB)
Weekday PM Peak Hour					
SR-224/Rasmussen Rd	Stop-Controlled	12	B (WB)	12	B (WB)
SR-224/I-80 SPUI	Traffic Signal	25	C	>100	F
SR-224/Ute Blvd	Traffic Signal	53	D	63	E
SR-224/Olympic Pkwy	Traffic Signal	>100	F	>100	F
Ute Blvd/Landmark Dr	Roundabout	56	F (NB)	>80	F (NB)
Olympic Pkwy/Landmark Dr	Roundabout	2	A (WB)	8	A (SB)
Ute Blvd/Uinta Way	Roundabout	5	A (EB)	16	C (WB)
Newpark Blvd/Uinta Way	Roundabout	19	C (SB)	38	E (WB)

Travel Times

Using the same travel time segments and parameters in the existing peak hour VISSIM models, vehicular travel times for the 2050 no action were analyzed. Table 12 summarizes the AM and PM peak hour travel times from the VISSIM simulation model. Travel times for 2050 no action nearly double from existing conditions as congestion increases. This is anticipated due to the large increase of vehicles on the northbound approach traveling from the Canyons and Park City to I-80 as well as increases anticipated on the east and west side of SR-224 at Kimball Junction.

Table 12: Existing and 2050 No Action AM and PM Peak Hour Travel Times

Travel Time Segment		Time Period	VISSIM Average Travel Time (min)	
From	To		Existing	2050 No Action
I-80 EB off ramp Gore	SB SR-224 approx 1,100 ft south of Olympic Pkwy	AM Peak Hour	5:30	11:00
NB SR-224 at Canyons Resort Drive	SR-224/I-80 SPUJ	PM Peak Hour	12:00	23:30

Queues

The weekday AM and PM peak hour vehicle queues were analyzed for the 2050 no action scenario. The queues were analyzed using the same methodology as was used for the existing weekday AM and PM peak hour conditions. Average and 95th percentile vehicle queues are reported in Table 13. The existing weekday AM and PM peak hour queues are also included to provide a comparison of the relative change expected between existing and 2050 no action conditions.

For 2050 no action conditions, the AM peak hour eastbound off ramp queues extend on the I-80 mainline well past the Jeremy Ranch interchange. The PM peak hour queues extend past Canyons Resort Drive. The PM average queue and 95th percentile queue lengths are similar because the PM peak hour queues show no dissipation during the PM peak hour.

Table 13: Existing and 2050 No Action AM and PM Peak Hour Vehicle Queues

	Existing		2050 No Action	
	Average Queue (ft)	95 th Percentile Queue (ft)	Average Queue (ft)	95 th Percentile Queue (ft)
AM Peak Hour				
I-80 eastbound off ramp queue	1,900 ft (0.4 mi)	2,600 ft (0.5 mi)	12,300 ft (2.3 mi)	19,400 ft (3.7 mi)
PM Peak Hour				
S.R. 224 northbound queue at Olympic Parkway	8,100 ft (1.5 mi)	9,600 ft (1.8 mi)	12,400 ft (2.4 mi)	12,400 ft (2.4 mi)

Transit

Within the Kimball Junction Area, transit service is expected to maintain an important role in moving people to and through the area. Existing levels of transit service in the Kimball Junction Area are anticipated to be maintained or expanded in order to provide frequent and reliable service connecting the surrounding area. As previously mentioned, the SR-224 BRT is planned to be constructed within the next five years. Successful implementation of this project could lead to a higher percentage of users choosing transit as an option to navigate throughout the SR-224 corridor, including the Kimball Junction Area.

Active Transportation

With the planned development of vacant land uses in the Kimball Junction Area, it is likely that the area could become more walkable as potential destinations will be located closer together and there will be a higher density of complementary land uses. Similar to existing conditions, it will be important to determine where the desire paths are for people walking and to make sure these are constructed and maintained throughout the year to create a well-connected network for people walking and bicycling in the neighborhood on both sides of SR-224.

CONCLUSIONS

This memorandum documents traffic conditions for existing and the 2050 no action scenario to support the Kimball Junction Environmental Study. The conclusions of the analysis are:

Traffic

Existing traffic conditions exhibit traffic operational concerns during the winter AM and PM peak hours. Several of the study intersections operate at LOS E or LOS F which indicates heavy vehicle delays with long queues and extended travel times. Traffic volume growth is expected along the SR-224 corridor and on both sides of the Kimball Junction neighborhood by 2050. In the 2050 no action conditions, severe congestion is anticipated to occur, particularly for the I-80 eastbound off ramp during the AM peak hour and the northbound direction of SR-224 during the weekday PM peak hour. Average vehicle delay, vehicle travel times, and queue lengths are all anticipated to grow from existing to 2050 no action conditions. Travel times during peak hours for key movements are anticipated to nearly double from existing conditions for vehicles traveling northbound on SR-224 to I-80.

Transit

Transit service within the Kimball Junction area is concentrated around the Kimball Junction Transit Center on the west side of SR-224. This center is served by multiple, local fixed routes and on-demand micro-transit service. A regional connection to Salt Lake City is also available. Within five years, the Route 10 is expected to be converted into a BRT with the construction of transit-only lanes on the sides of SR-224. As vehicle volumes and travel times within the Kimball Junction area and along the SR-224 corridor are anticipated to increase by the 2050 horizon year, it is important to find alternative ways to move people more efficiently using less space throughout the basin.

Active Transportation

The Kimball Junction area currently has a robust network of multiuse paths on both sides of SR-224 providing access throughout the basin as well as to multiple recreational opportunities. Within the Kimball Junction area, there are two grade separated crossings of I-80 as well as one grade-separated crossing of SR-224 and two signalized at-grade pedestrian crosswalks. As the Kimball Junction area continues to develop and densify, it is likely that walking and bicycling to different uses could become a more attractive transportation option. There will be increased demand to cross SR-224 by active transportation users.

APPENDIX A: ANALYSIS TIMEFRAME CONTEXTUAL DATA

The following represents data used to identify the analysis timeframe for the study. It is a compilation of travel time, flow, and speed data obtained from the UDOT ClearGuide and PeMS platforms.

Clearguide travel time and speed data were gathered for a southbound route and northbound route as shown in Figure A-1. Vehicular travel times and speeds were analyzed for the time period from April 1, 2021 to April 1, 2022. Figures A-2 and A-3 show the average southbound travel times during the AM peak period (7:00 AM to 10:00 AM) for a 12-month period and a four-month winter time period. Figure A-4 illustrates the relationship between travel times and flow rates for the four-month winter time period. The four-month winter 85th percentile travel time is noted in Figure A-3 and A-4. Figures A-5 to A-8 summarize daily speed contours for each winter month. Figures A-9 through A-15 present similar information for the northbound route.

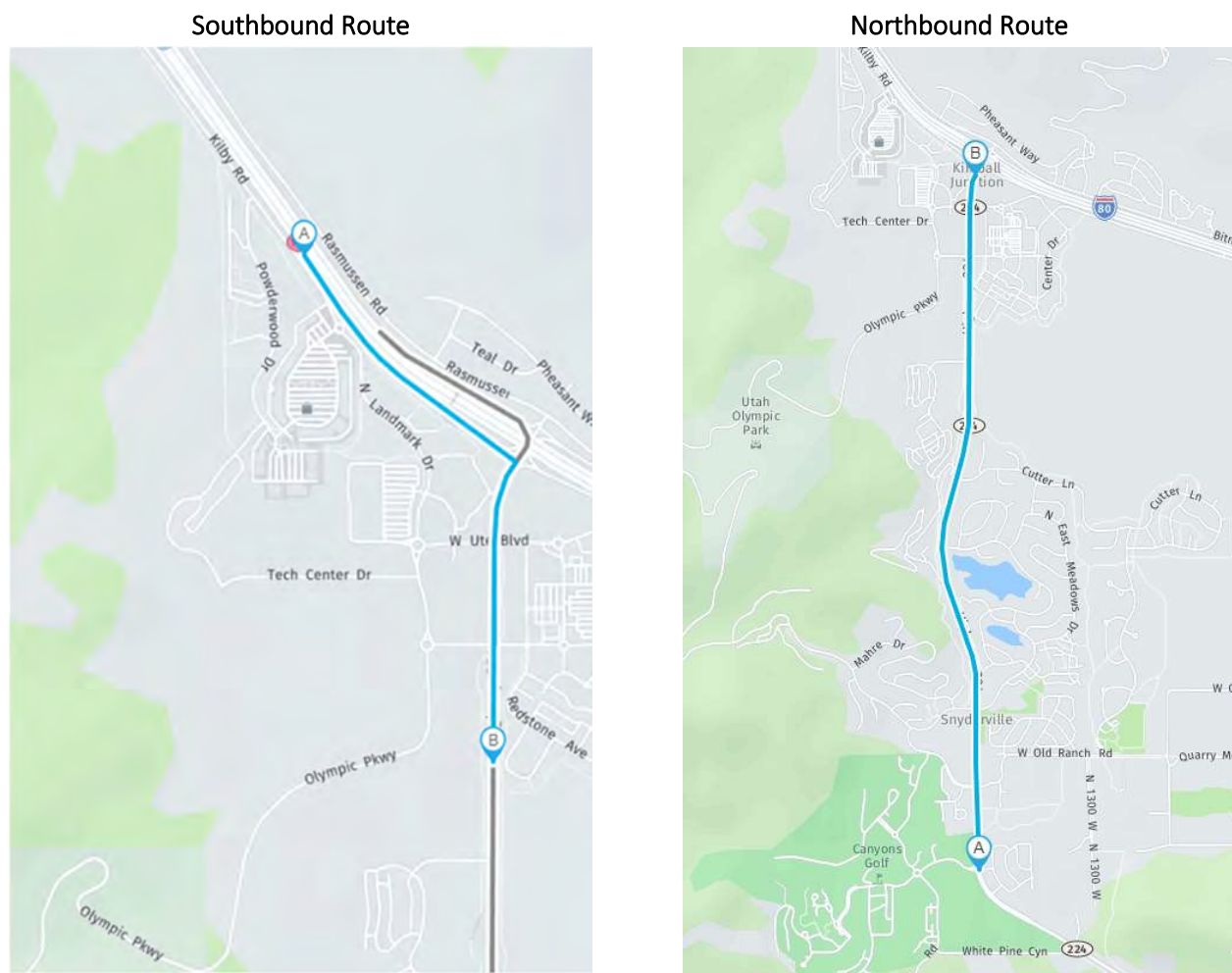


Figure A-1: ClearGuide Travel Time Routes



Figure A-2: Southbound AM (7:00-10:00 AM) Average Travel Times April 1, 2021 to April 1, 2022

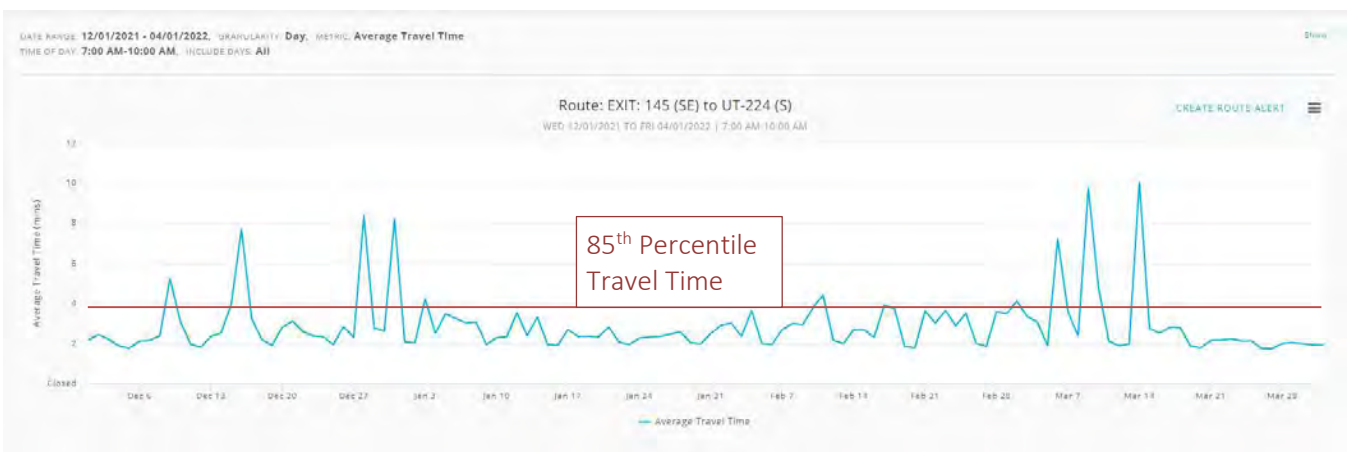


Figure A-3: Southbound AM (7:00-10:00 AM) Average Travel Times Dec 1, 2021 to April 1, 2022

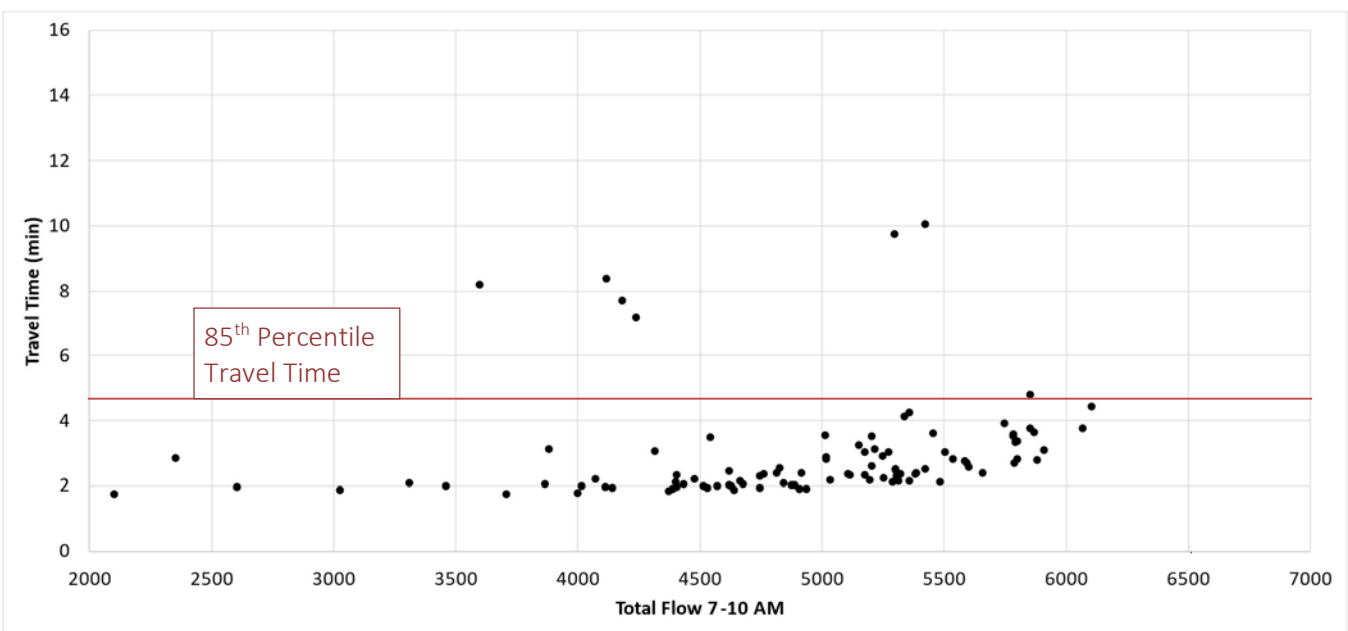


Figure A-4: Southbound AM (7:00-10:00 AM) Average Travel Time Versus Total Flow Dec 1, 2021 to April 1, 2022

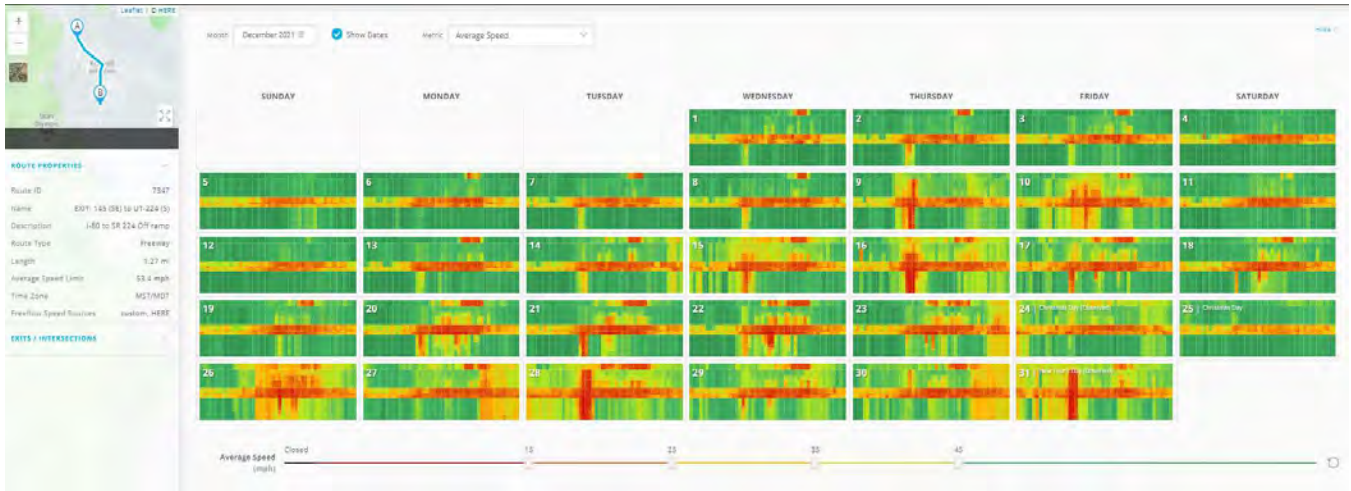


Figure A-5: Southbound Daily Speed Contours December 2021



Figure A-6: Southbound Daily Speed Contours January 2022



Figure A-7: Southbound Daily Speed Contours February 2022



Figure A-8: Southbound Daily Speed Contours March 2022

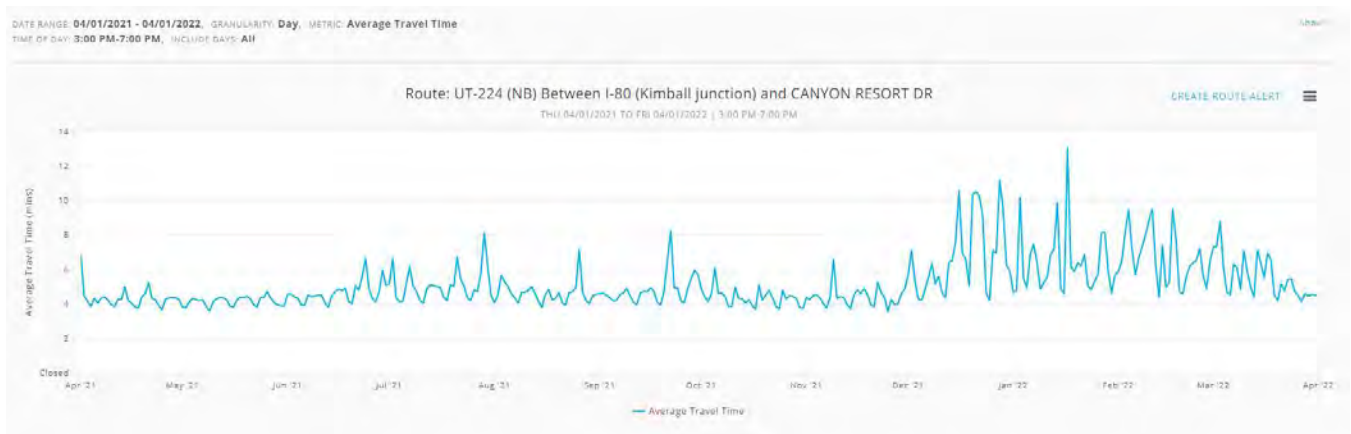


Figure A-9: Northbound AM (3:00-7:00 PM) Average Travel Times April 1, 2021 to April 1, 2022

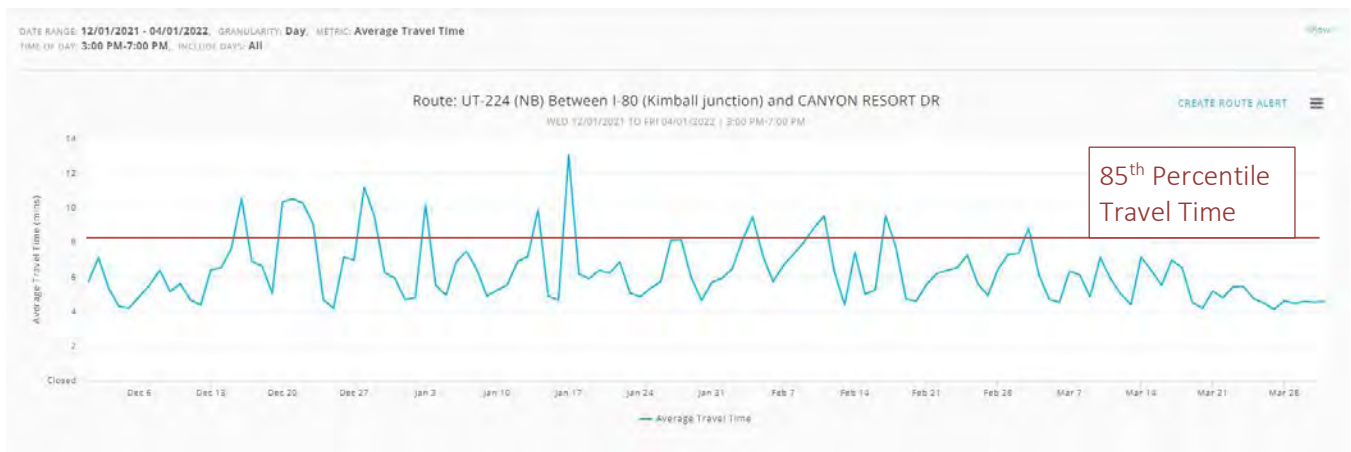


Figure A-10: Northbound AM (3:00-7:00 PM) Average Travel Times Dec 1, 2021 to April 1, 2022

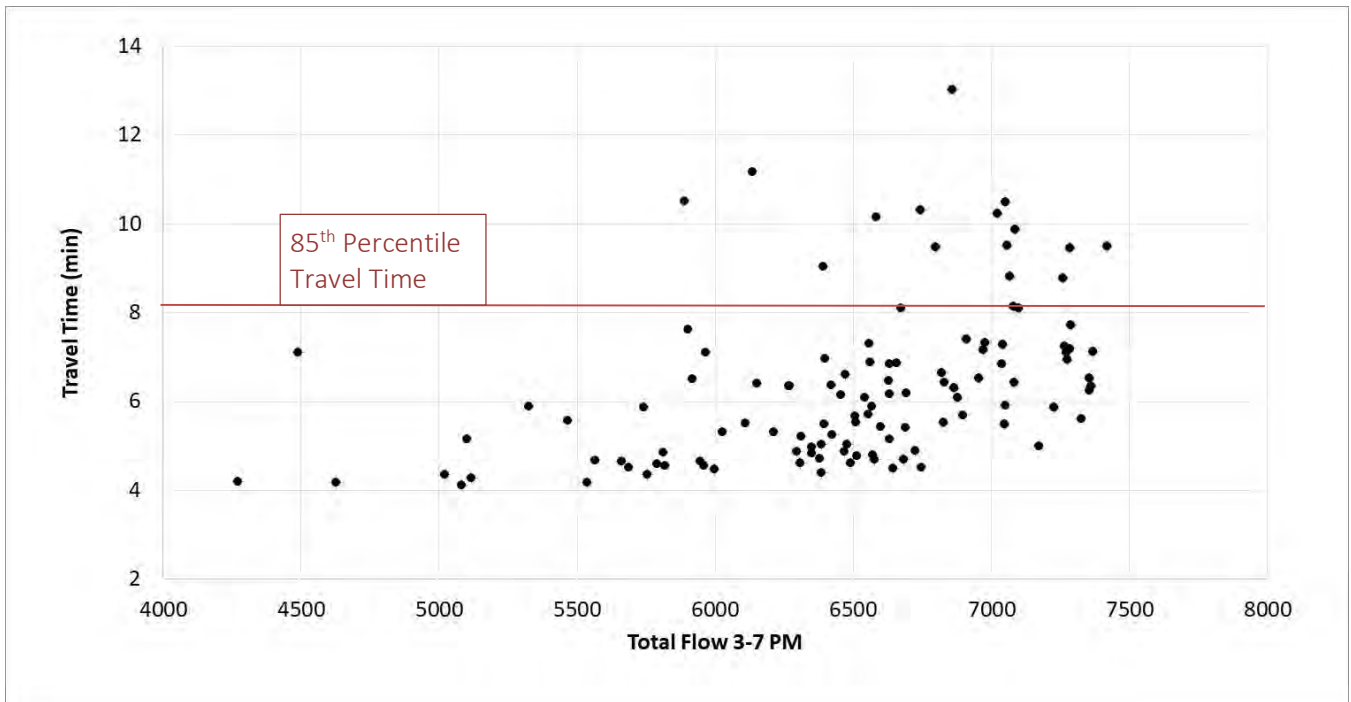


Figure A-11: Northbound AM (3:00-7:00 PM) Average Travel Time Versus Total Flow Dec 1, 2021 to April 1, 2022

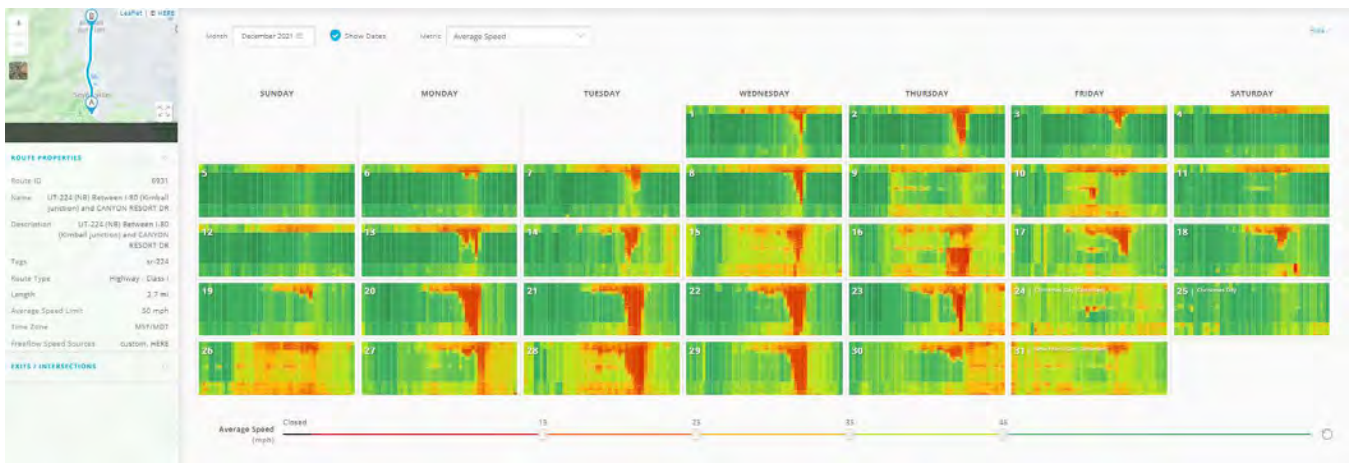


Figure A-12: Northbound Daily Speed Contours December 2021

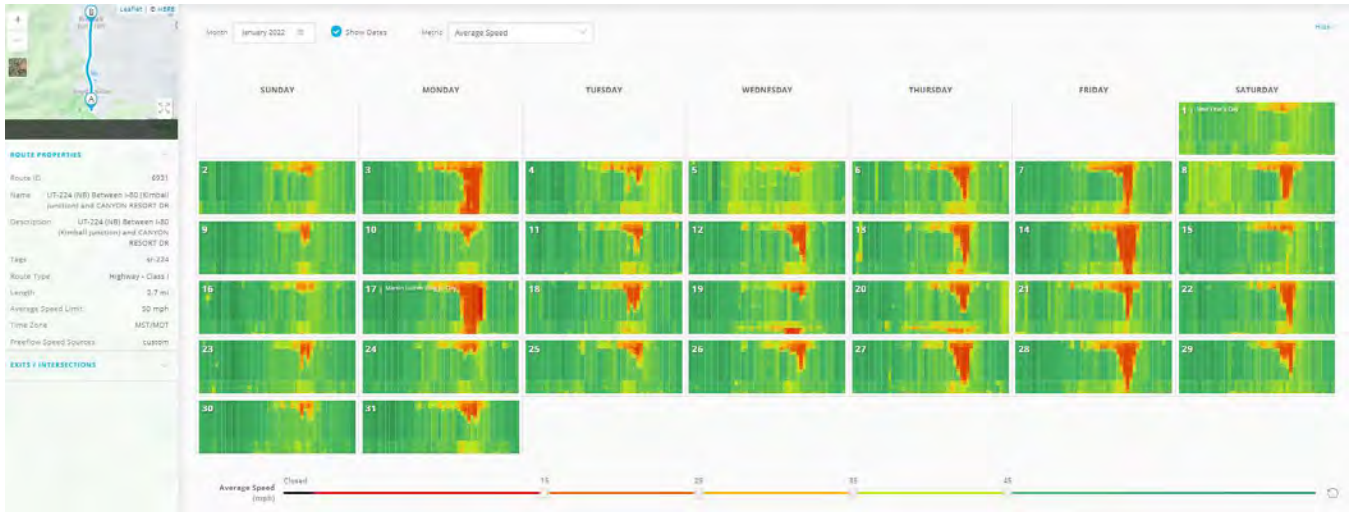


Figure A-13: Northbound Daily Speed Contours January 2022

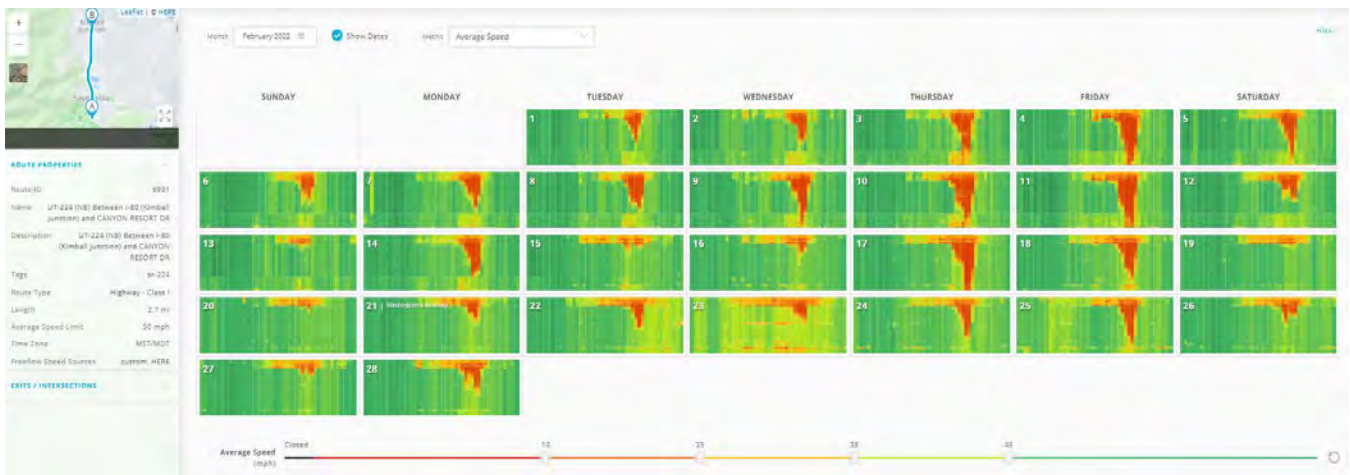


Figure A-14: Northbound Daily Speed Contours February 2022

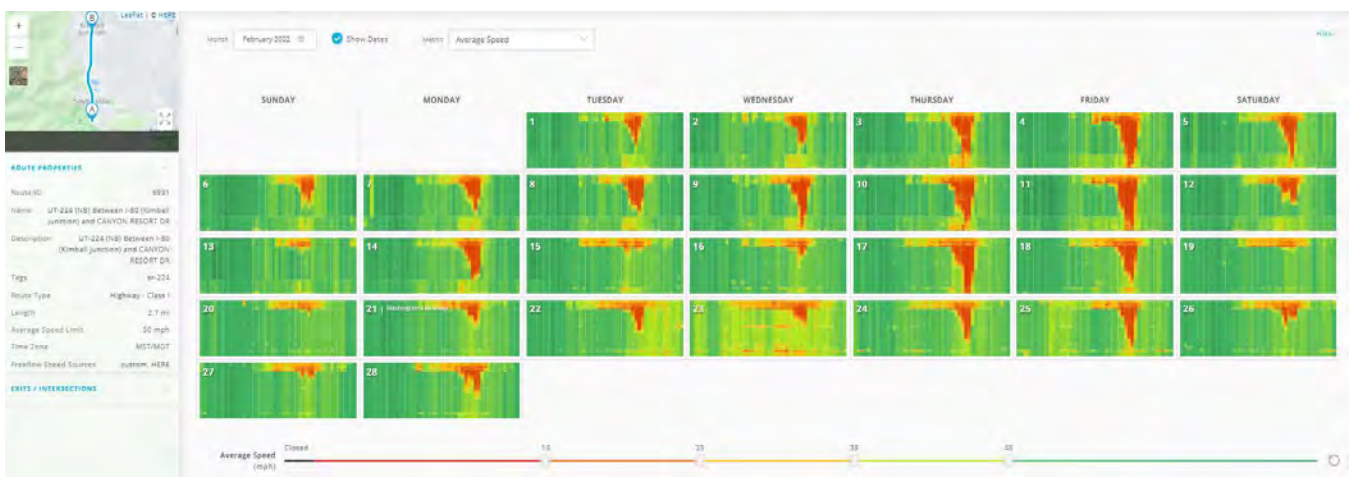
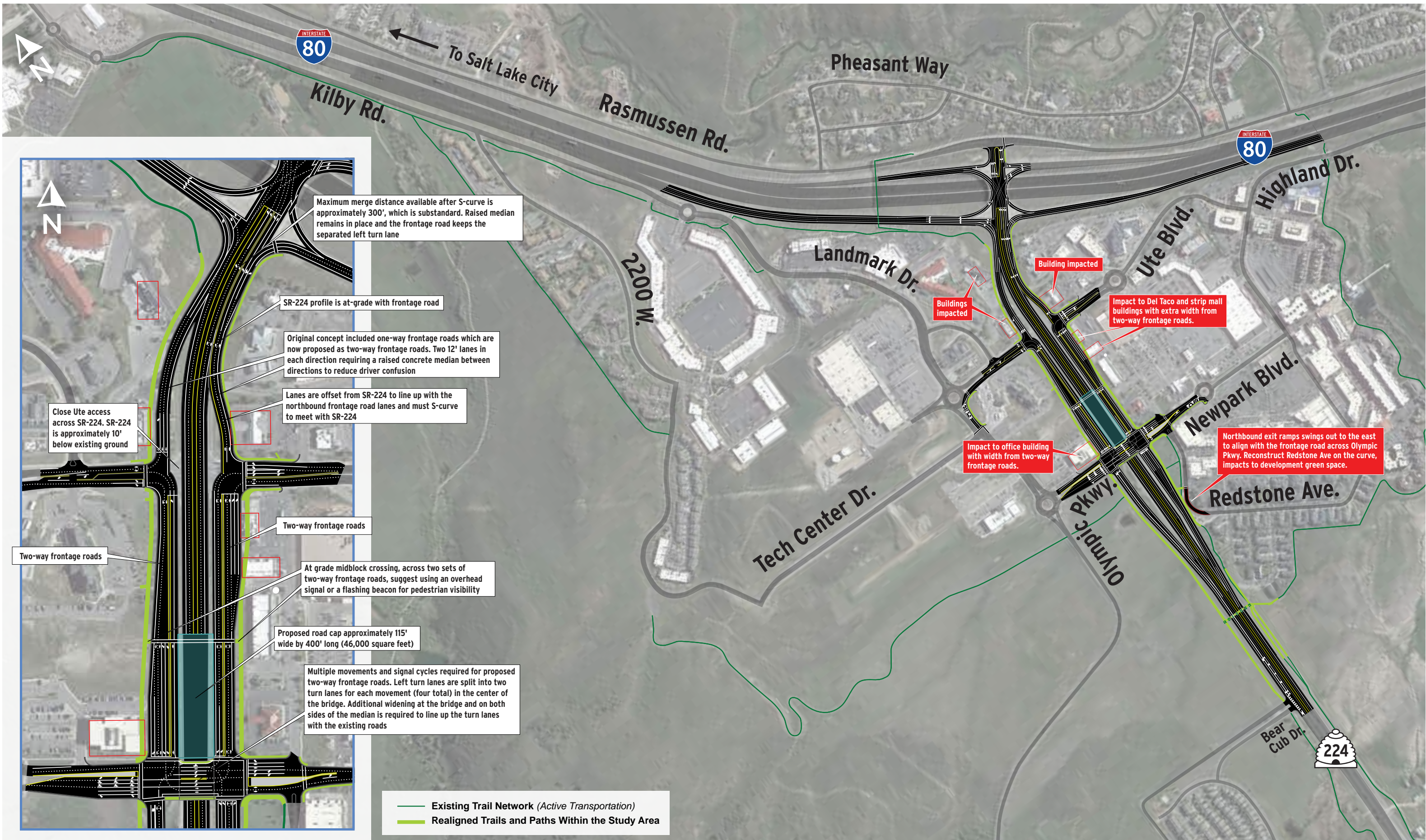


Figure A-15: Northbound Daily Speed Contours March 2022

ATTACHMENT E

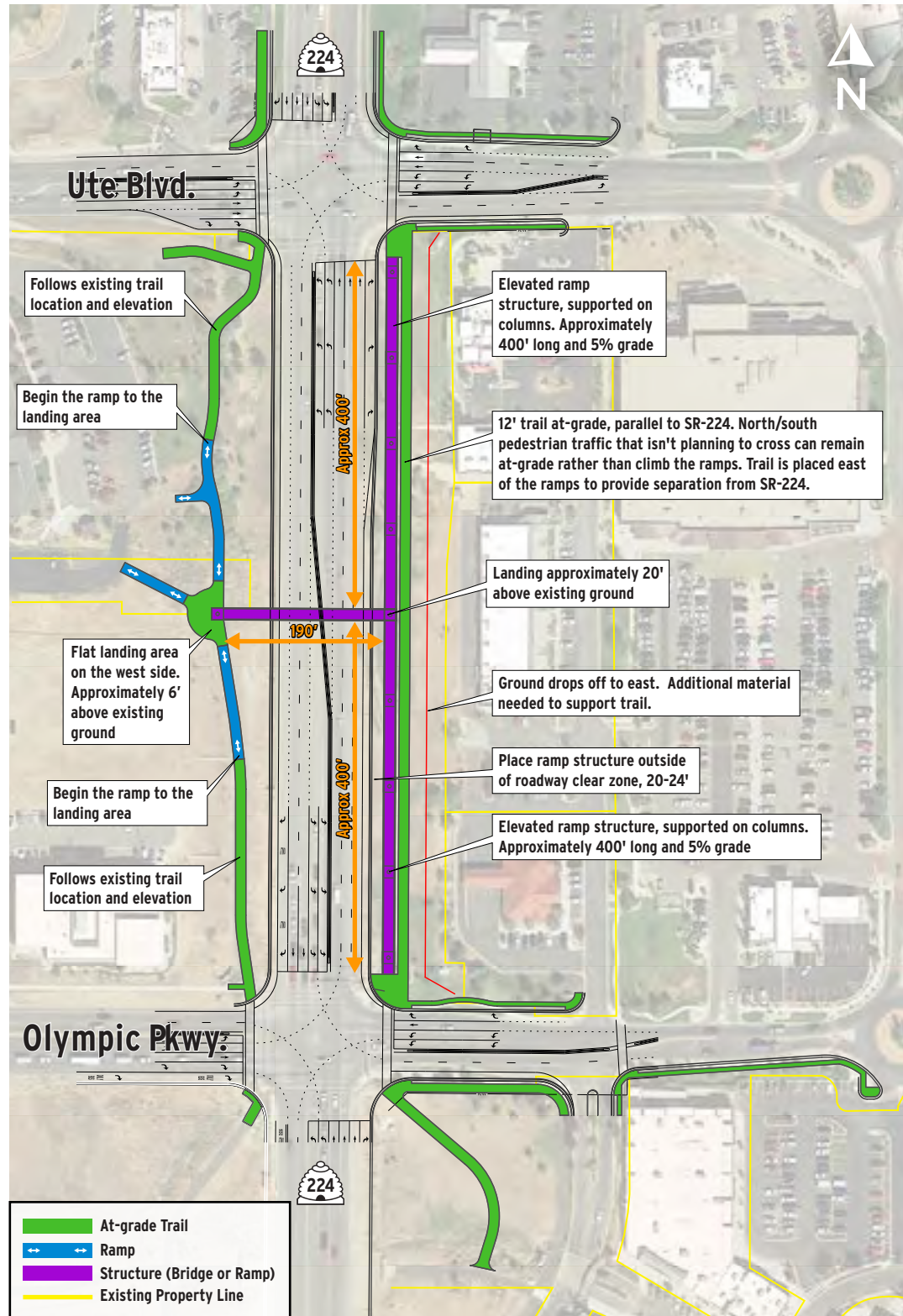
New Alternatives Resulting from the Draft Screening
Results Comments That Were Eliminated after
Screening Evaluation

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ALTERNATIVE B+: SUMMIT COUNTY'S ALTERNATIVE B+ CONCEPTUAL DESIGN USING UDOT STANDARDS

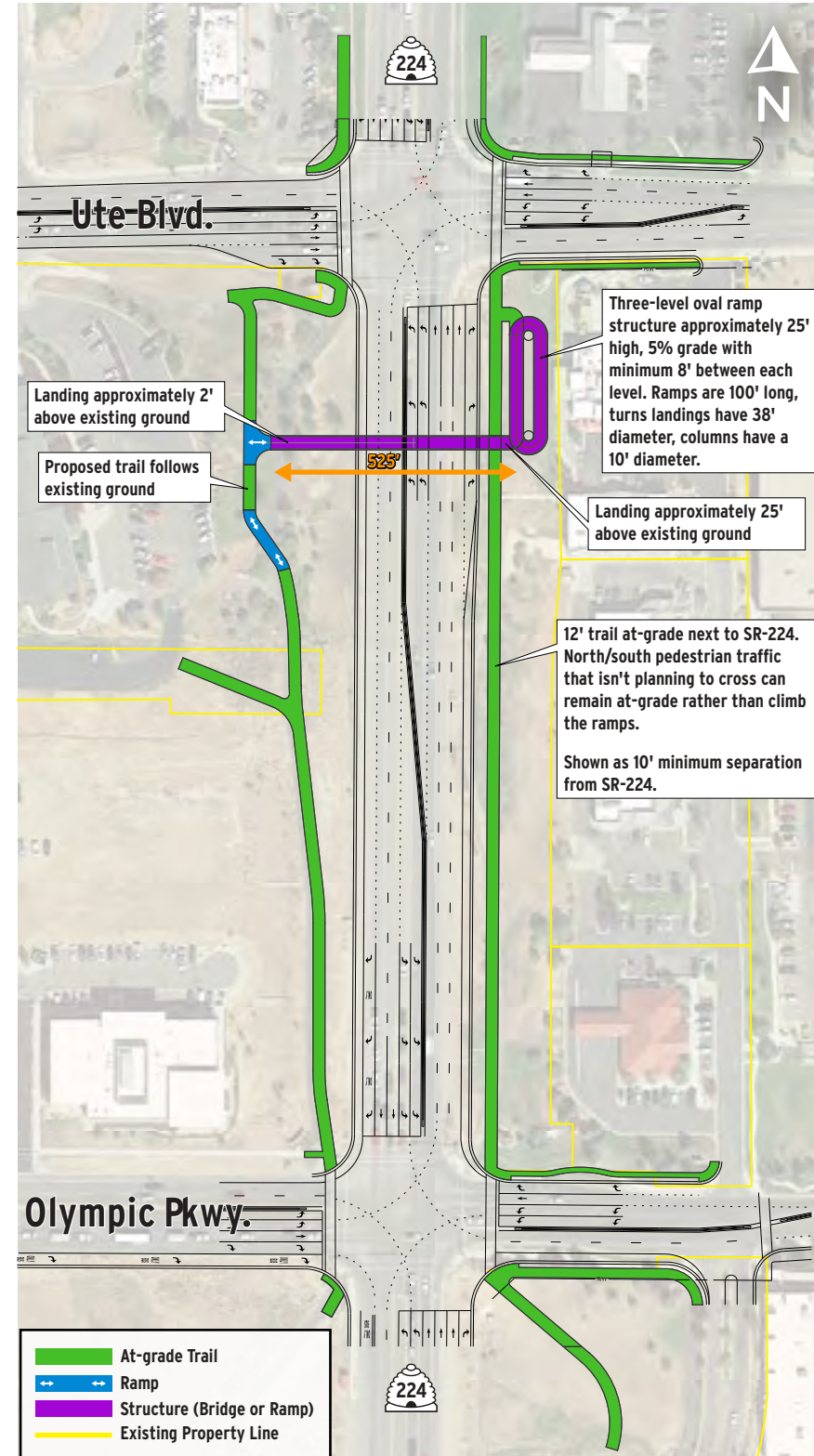
PEDESTRIAN OVERPASS WITH STRAIGHT RAMPS



Alternative C is shown in black line work. Design is also compatible with Alternative A.

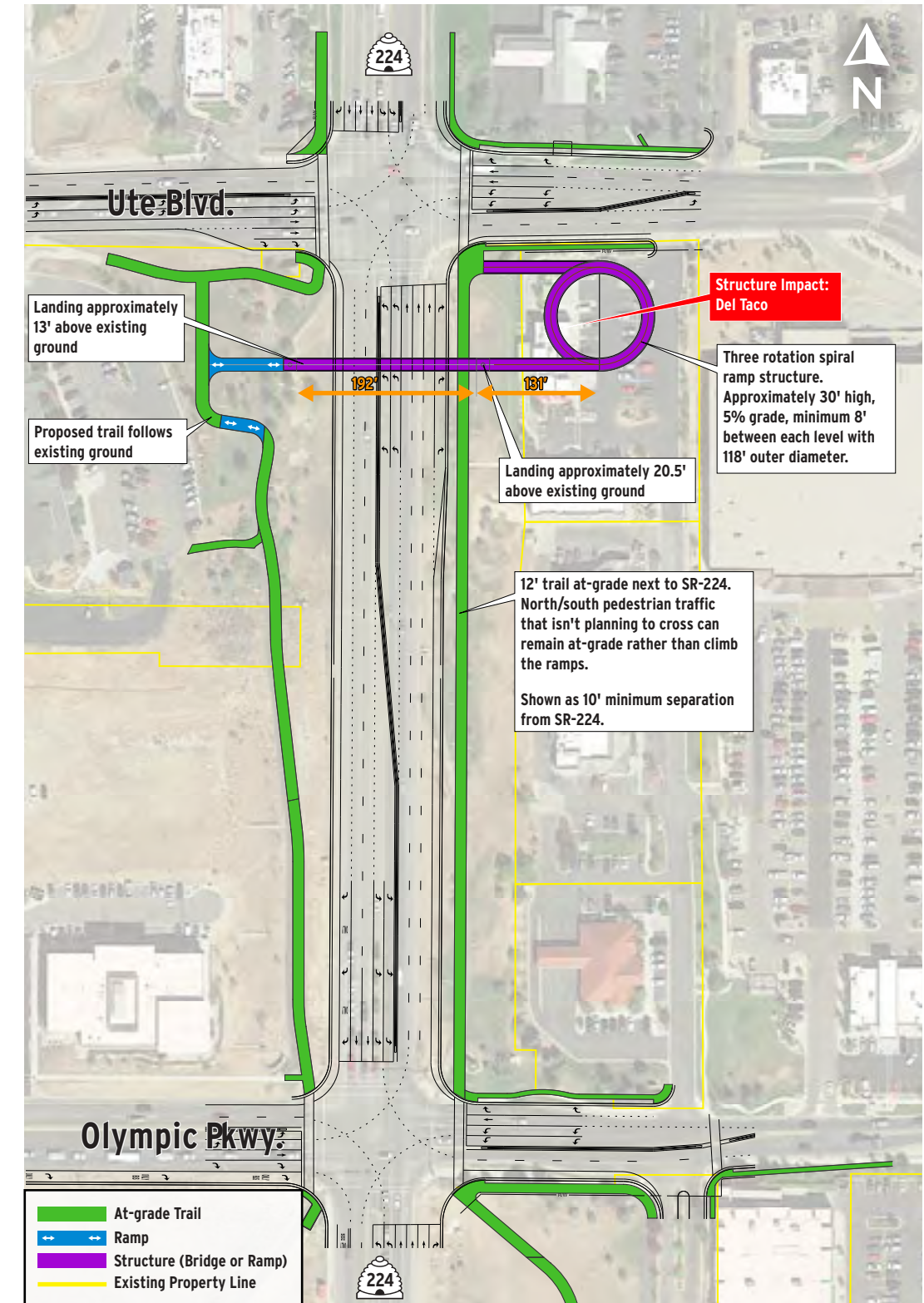
Ramp structures are shown. Ramps could also be constructed as earthwork fill between retaining walls (solid) within the existing Right-of-Way

PEDESTRIAN OVERPASS WITH OVAL RAMP



Alternative C is shown in black line work. Design is also compatible with Alternative A.

PEDESTRIAN OVERPASS WITH SPIRAL



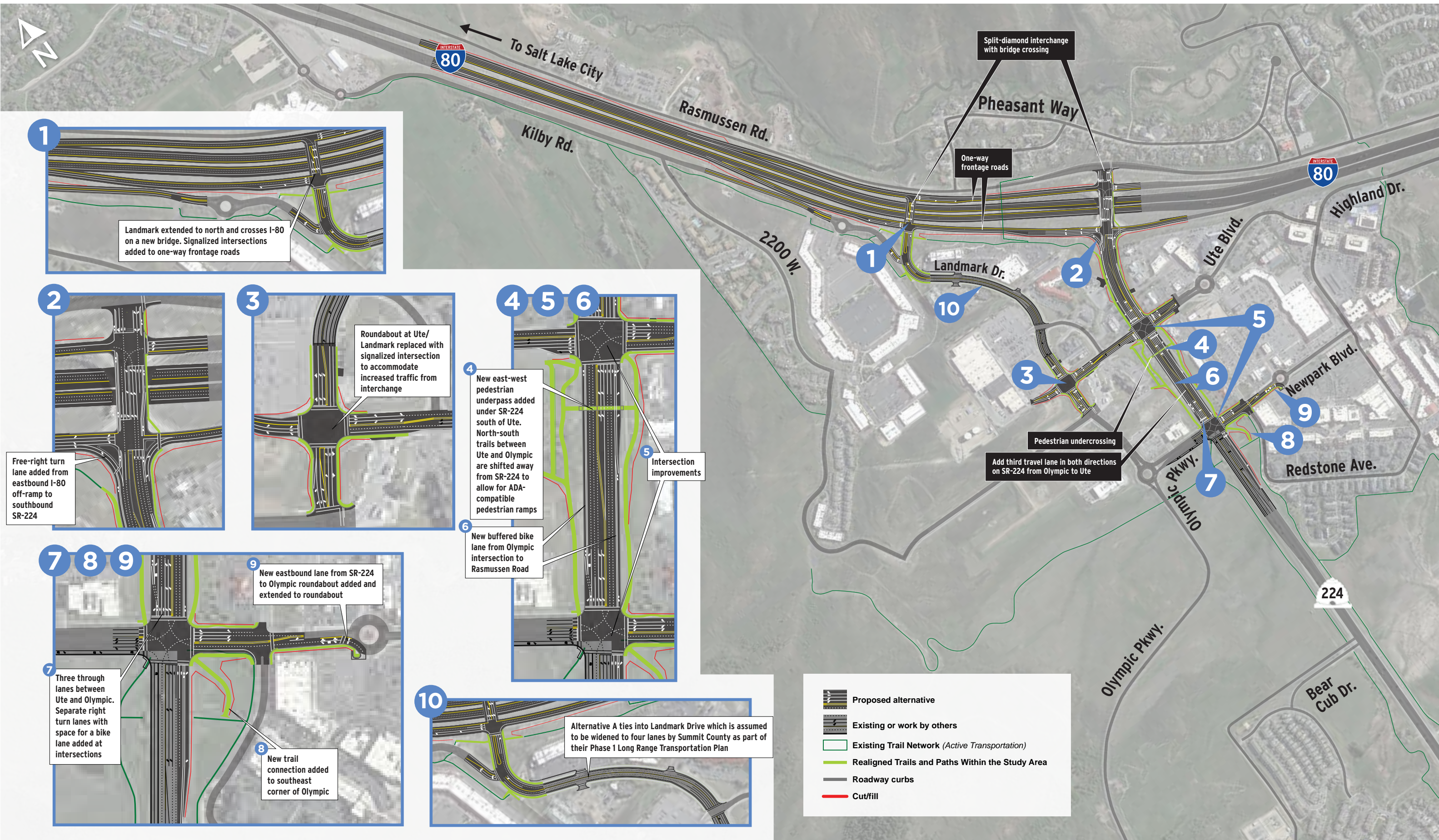
Alternative C is shown in black line work. Design is also compatible with Alternative A.

ALTERNATIVE A AND C: PEDESTRIAN OVERPASS AND RAMP OPTIONS

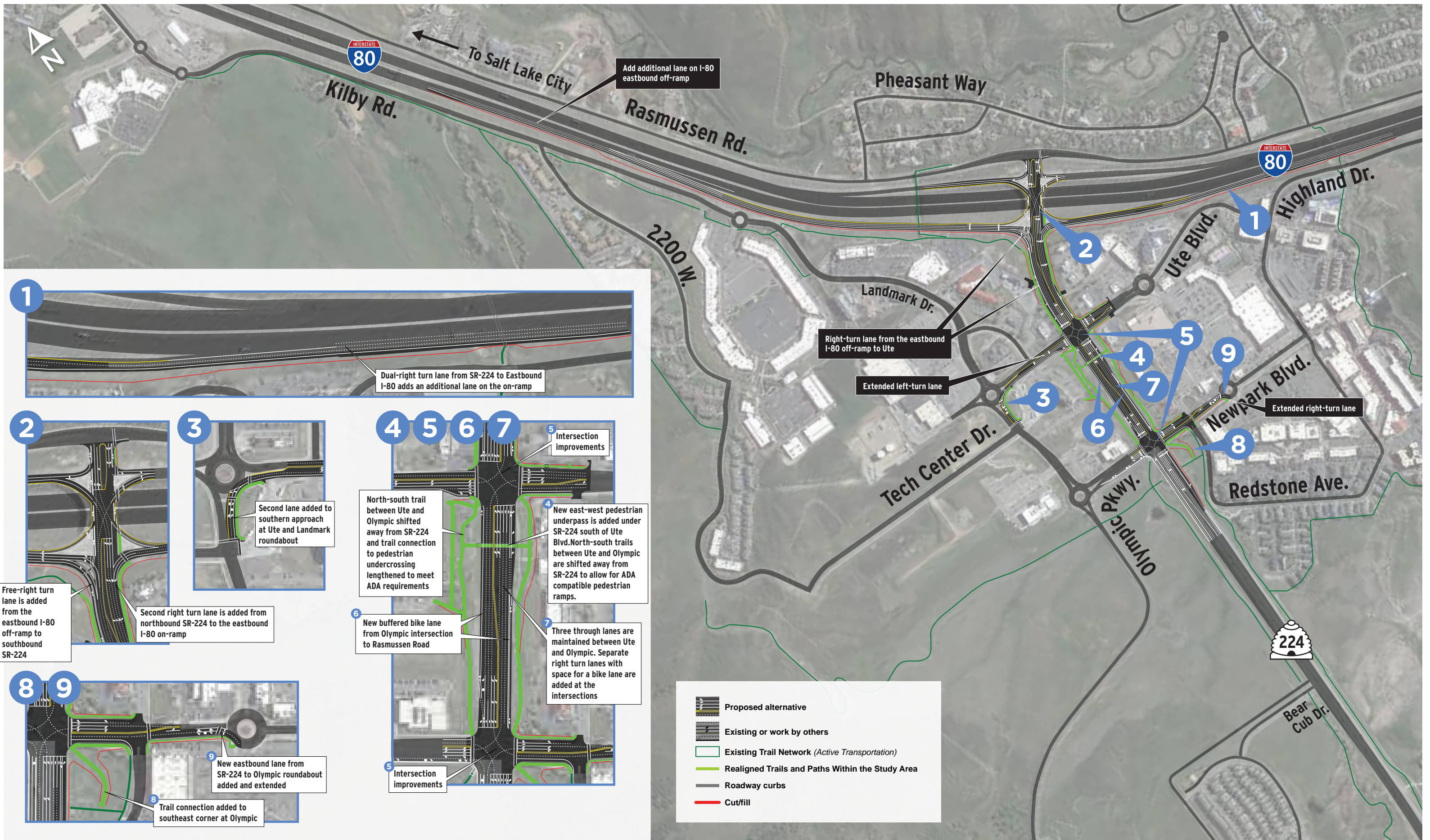
ATTACHMENT F

Improved Alternatives Moving Forward for
Detailed Evaluation in the Draft EIS

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ALTERNATIVE A: SPLIT DIAMOND INTERCHANGE WITH INTERSECTION IMPROVEMENTS



ALTERNATIVE C: INTERSECTION IMPROVEMENTS WITH PEDESTRIAN ENHANCEMENTS