

What is an EIS?

What is an environmental impact statement (EIS)?

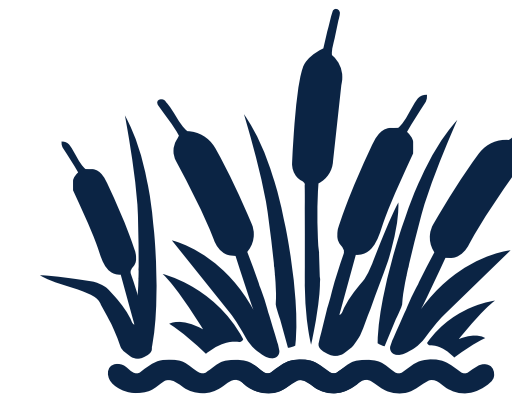
- ✓ Identifies the Purpose and Need for the project
- ✓ Identifies and evaluates alternatives
- ✓ Studies expected impacts
- ✓ Determines and documents a preferred alternative, associated effects, and proposed mitigation
- ✓ Informs decision-making

What are some resources a transportation EIS studies?



Traffic

- Travel times
- Safety



Natural Environment

- Water & air quality
- Threatened & Endangered Species
- Wetlands



Built Environment

- Property Impacts
- Visual setting
- Land Use
- Noise

Project Purpose & Need

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

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

Why is the project needed?



Future (2050) failing conditions at intersections of SR-224 and I-80, Ute Boulevard, and Olympic Parkway will create delay and unreliable travel times



Vehicle queues on I-80 off-ramps will extend back onto main line I-80, resulting in unsafe travel conditions



Growing east-west active transportation (walking and bicycling) demand across SR-224

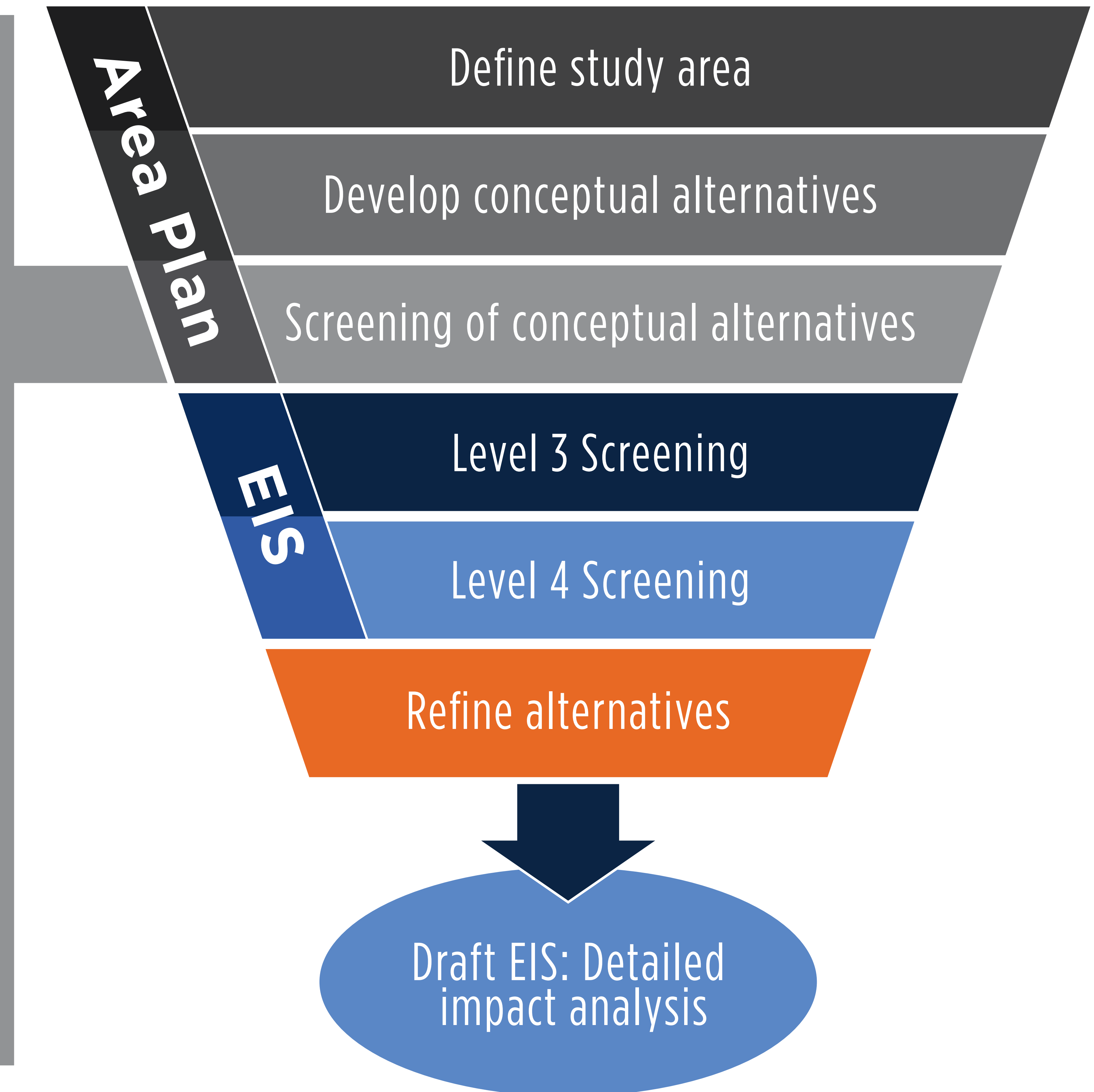
Area Plan Alternatives Screening Process

30 alternative concepts developed in Kimball Junction and SR-224 Area Plan (2021)

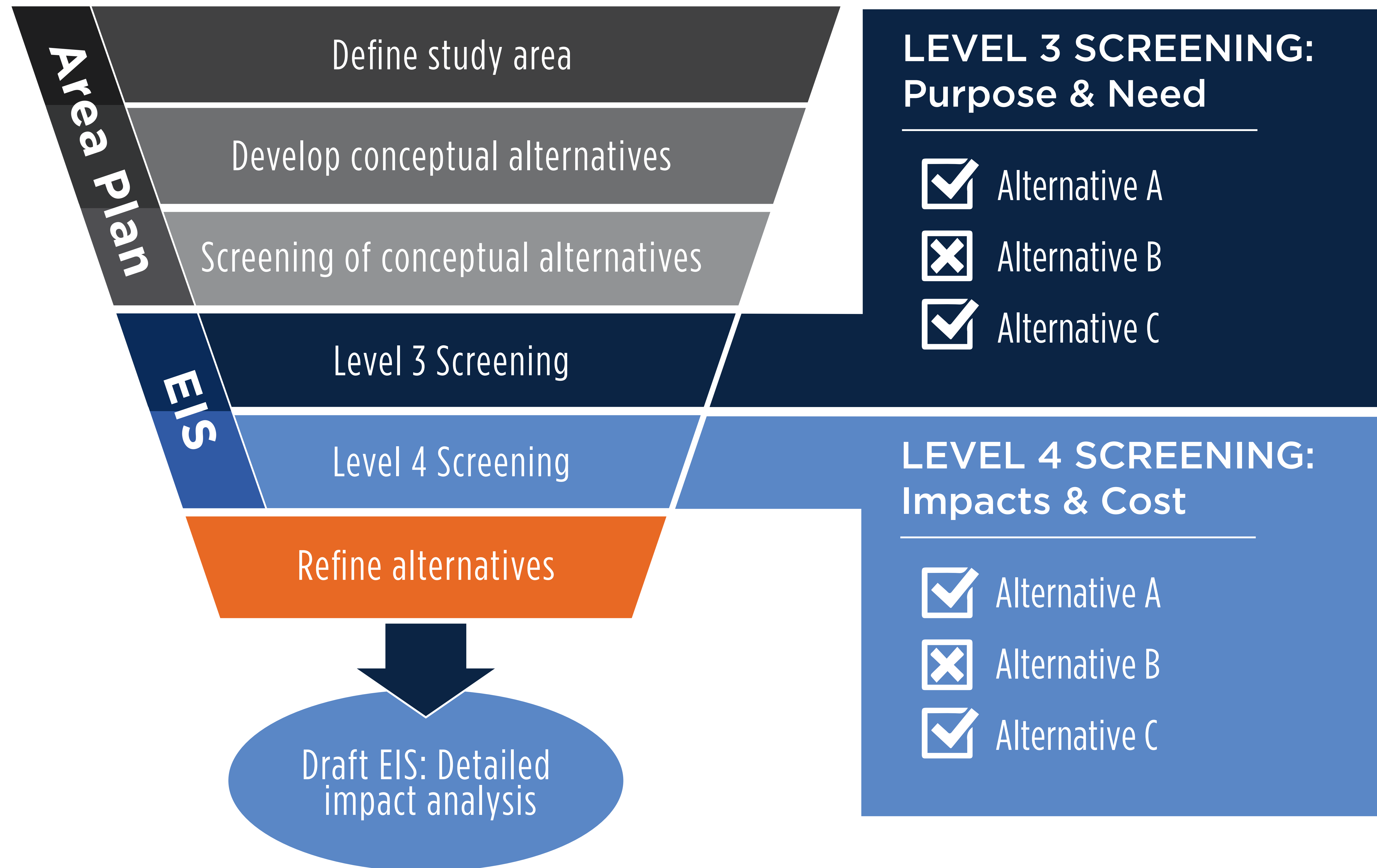
- 11 alternatives failed Level 1A screening
- 8 alternatives failed Level 1B screening
- 11 remaining alternatives were bundled into 4 alternatives for Level 2 screening

3 alternatives passed Level 2 screening and advanced to Kimball Junction EIS

- Alternative A: Split-Diamond Interchange with Intersection Improvements
- Alternative B: Grade-separated Intersections with One-way Frontage Roads to the I-80 Interchange
- Alternative C: Intersection Improvements with Pedestrian Enhancements

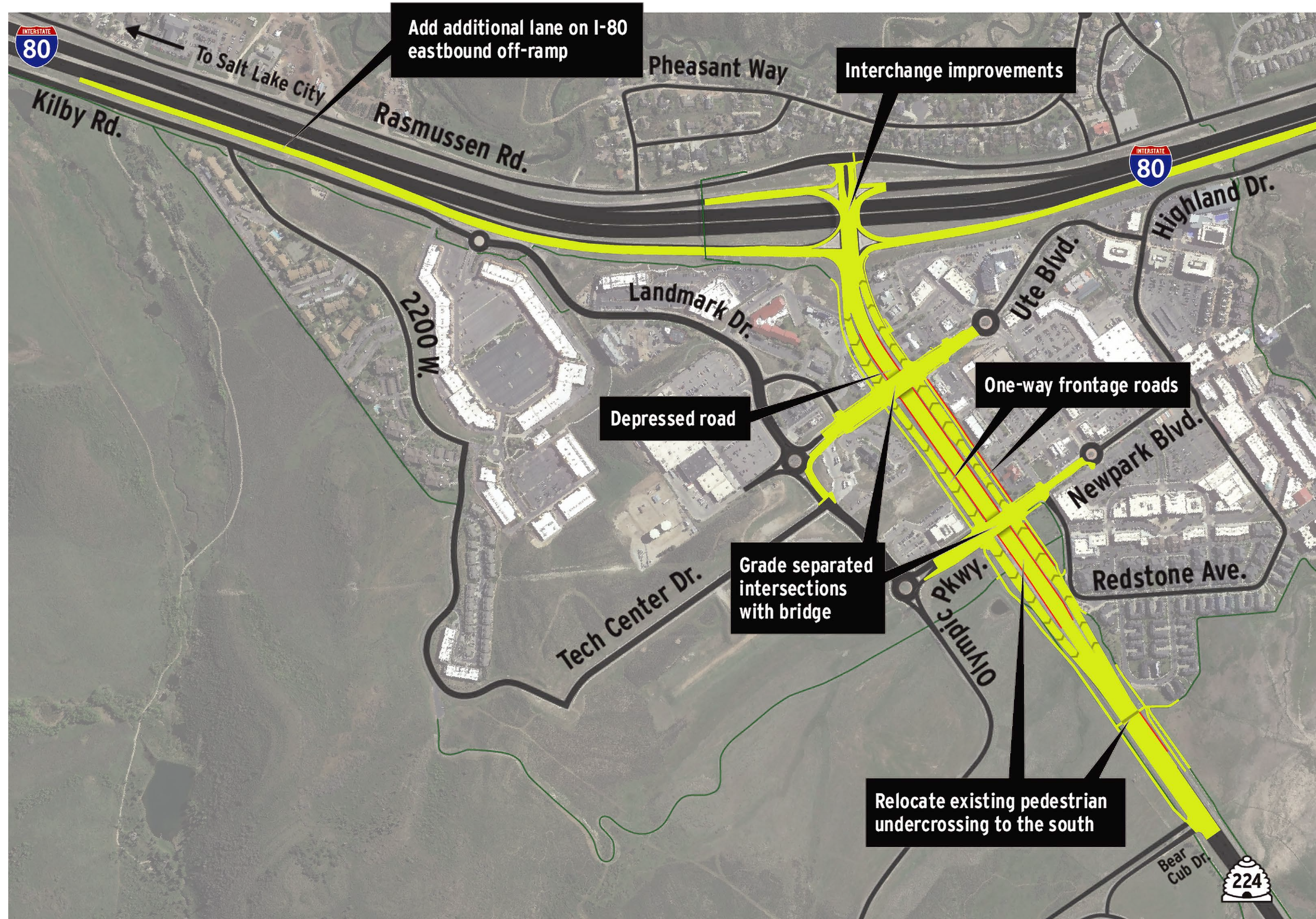


EIS Alternatives Screening Process



Alternative Not Evaluated in Draft EIS

Did Not Pass Screening

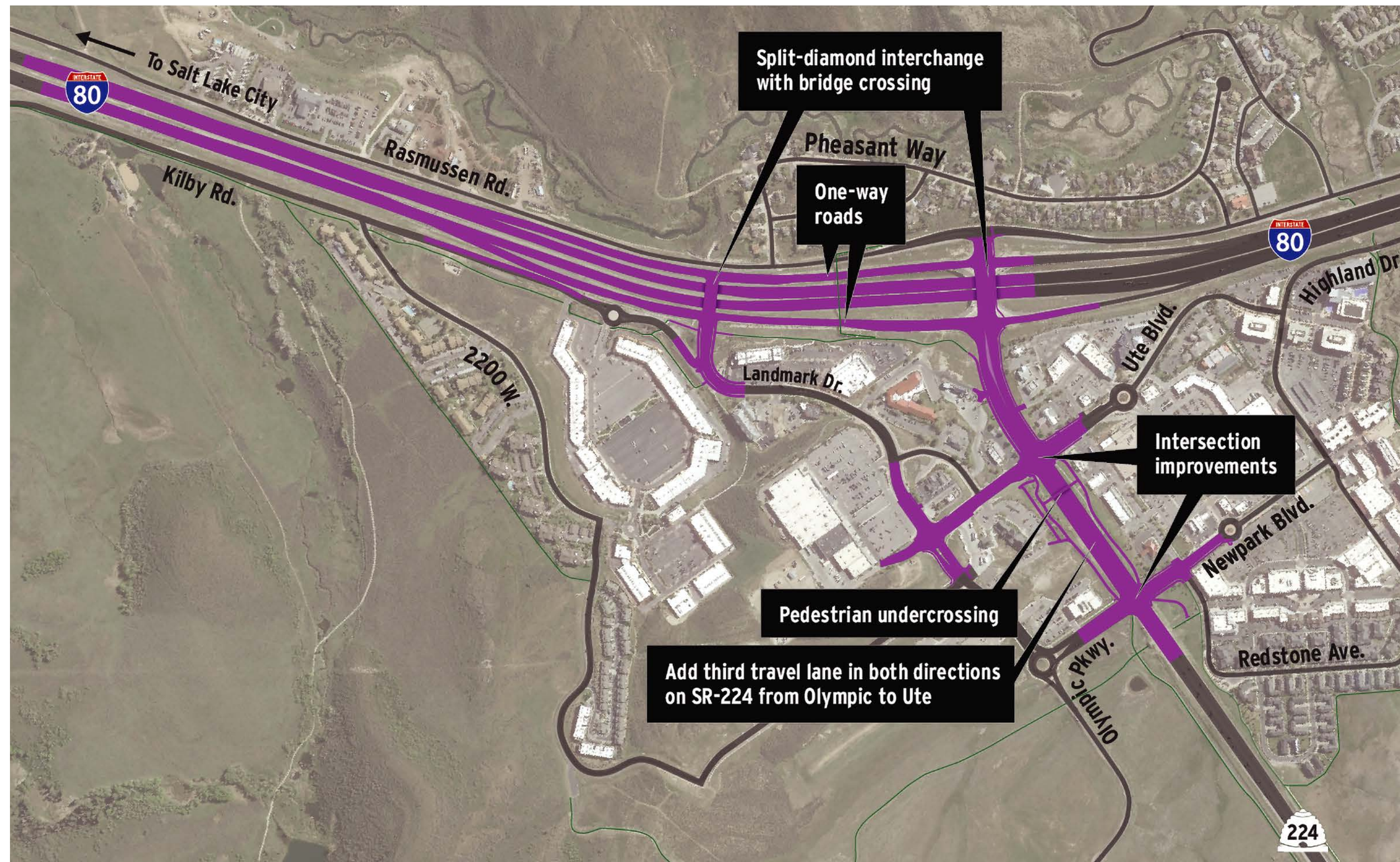


Alternative B: Grade-separated Intersections with One-way Frontage Roads to the I-80 Interchange

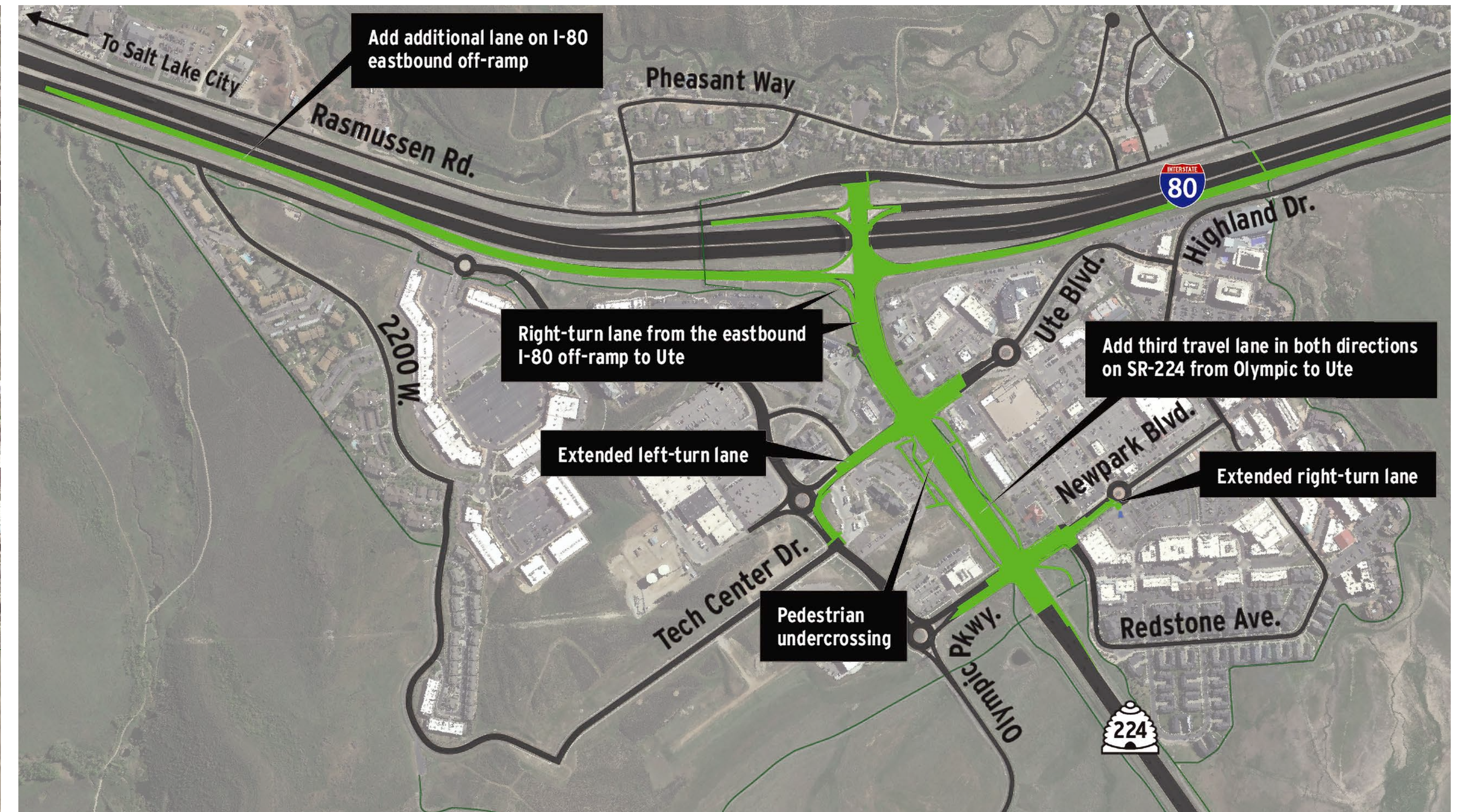
- Did not meet overall purpose of project
- Negative effect on pedestrian travel time and comfort
- Most number of properties impacted
- Highest cost and construction complexity

Alternatives Evaluated in Draft EIS

Passed Screening



Alternative A: Split-Diamond Interchange with Intersection Improvements

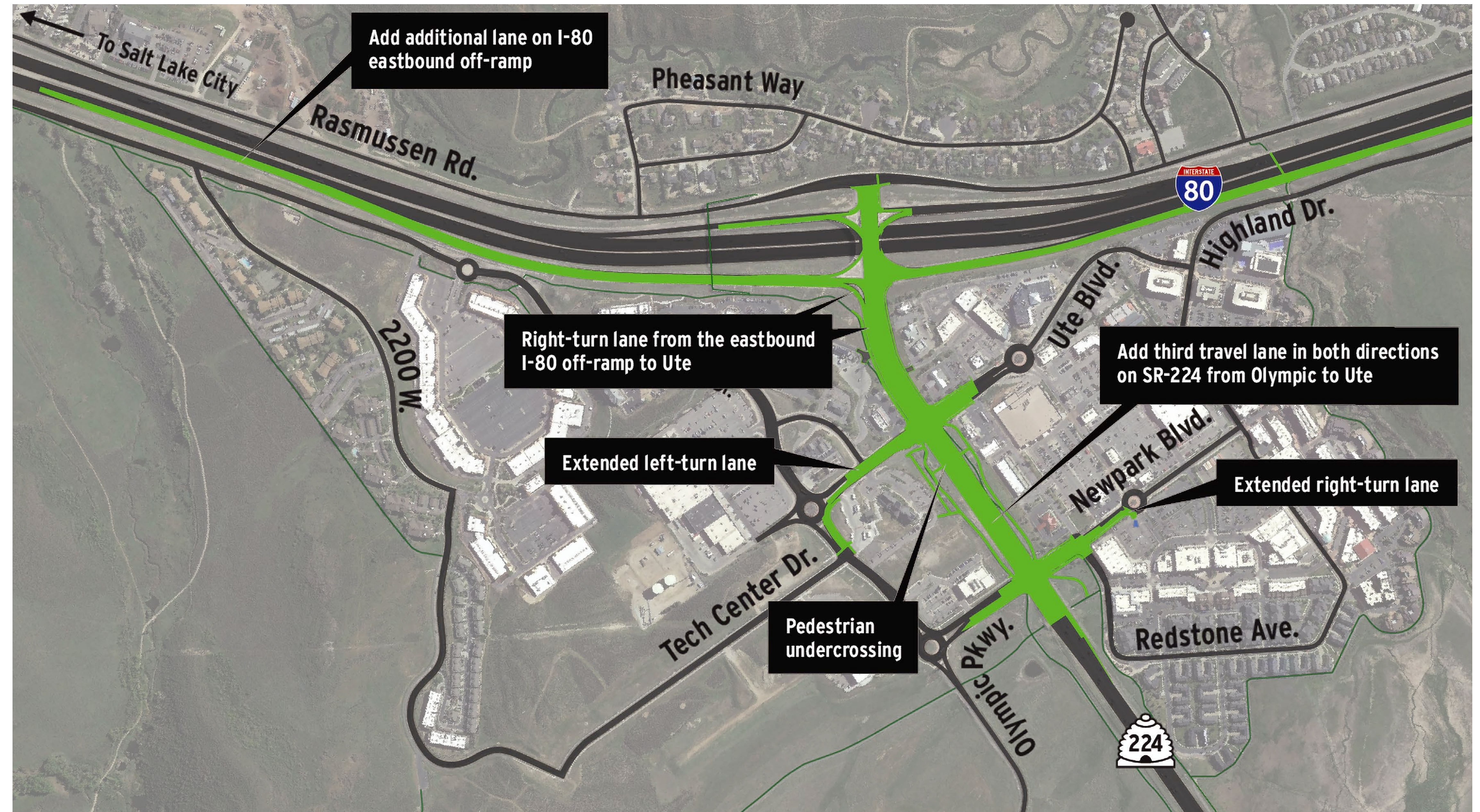


Alternative C: Intersection Improvements with Pedestrian Enhancements

Preferred Alternative: Alternative C







Primary Benefits

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



Alternative C: Intersection Improvements with Pedestrian Enhancements

Transportation Performance of Each Project Alternative

Impact	What does this mean for me?	Measurement	2050 No-Action Alternative	Alternative A Split-Diamond Interchange with Intersection Improvements	Alternative C Intersection Improvements with Pedestrian Enhancements
Purpose & Need Goal		Meets Purpose & Need			
Improving operations & travel times on SR-224 from I-80 interchange through Olympic Parkway	<i>I'm not stuck in slow moving traffic</i>	 Travel time (average speed in mph)	AM SB - 11:30 (9) PM NB - 9:30 (11)	AM SB - 4:30 (25) PM NB - 4:15 (23)	AM SB - 3:15 (33) PM NB - 3:45 (26)
	<i>I'm not sitting through multiple light cycles because there is less traffic congestion</i>	 Number of intersections at Level of Service E or F	AM - 1 PM - 5	AM - 1 PM - 0	AM - 0 PM - 0
Improving safety by eliminating vehicle queues on I-80 off-ramps	<i>Traffic isn't backed up on the I-80 mainline</i>	 Length of vehicle queue (feet)	>5,000	600	400
Maintaining or improving transit travel times through evaluation area	<i>Public transportation will work more efficiently</i>	 Total BRT Travel Time Savings (min:sec)	16:30	14:00 (- 2:30)	14:30 (- 2:00)
Improving pedestrian & bicyclist mobility and accessibility through evaluation area	<i>Pedestrians and cyclists have higher level of comfort</i>	 Level of Traffic Stress (1-4 scale, L1 - low stress, L4 - high stress)	L3	L1	L1
	<i>Pedestrians and cyclists can travel better in the area</i>	 Total Walk Time Savings (min:sec)	54:00	52:30 (- 1:30)	53:45 (- 0:15)

Resource Impacts & Cost from Each Project Alternative

Impact	Unit	2050 No-Action Alternative	Alternative A Split-Diamond Interchange with Intersection Improvements	Alternative C Intersection Improvements with Pedestrian Enhancements
Land converted to roadway use	Acres	0	4.86	3.5
Consistent with local land use plans	Yes/no	No	Yes	Yes
Potential business/residential relocations	Number	0	0	0
Utility impacts	Level	Low	Highest	High
Recreation areas/trails/community facilities affected	Number	0	0	0
Air quality impacts above regulations	Yes/no	No	No	No
Receptors with modeled noise levels above criteria*	Number	139	138	139
Water quality improvements	Yes/no	No	Yes	Yes
Impacts to aquatic resources	Acres	0	0.044	0.004
Direct impacts to threatened, endangered, and sensitive species	Acres	0	0	0
Adverse impacts to cultural resources	Number	0	0	0
Hazardous waste sites affected <i>(high, moderate, and low risk sites combined)</i>	Number	0	2	2
Floodplain impacts	Acres	0	0.79	0
Visual changes	Category	Neutral	Neutral	Neutral
Section 4(f) uses	Number	0	0	0
Cost (millions)	(\$2027) Dollars	0	\$123.9M	\$48.5M

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

UDOT Noise Wall Policy

Traffic Noise

Traffic noise abatement can only be implemented if the abatement is considered both *feasible* and *reasonable*. If any of the answers below are “NO,” noise abatement will not be installed.

Feasible

- ✓ Can it be constructed?
- ✓ Is it safe?
- ✓ Does it provide a perceptible decrease in noise level?

Reasonable

- ✓ Does it meet the noise abatement design goal?
- ✓ Is it cost effective?
- ✓ Do property owners want a noise abatement measure through **noise balloting?**

Noise Balloting

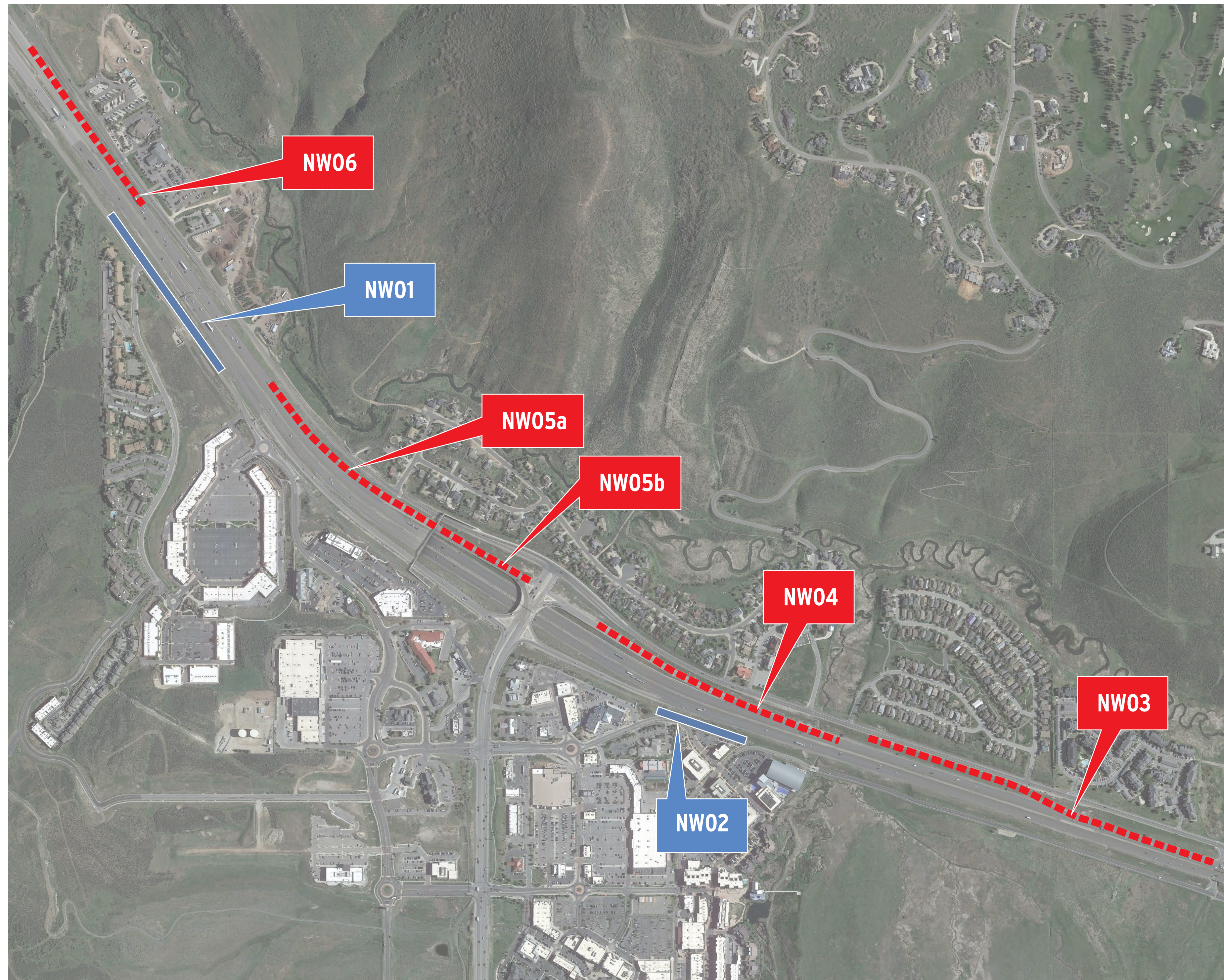
If a noise wall meets all other requirements, a noise wall ballot is sent to property owners and residents who are either directly adjacent to the noise wall or would benefit from the noise wall (receive at least a 5 dB(A) reduction). To pass, noise wall balloting must receive the following results.

75%
OR MORE
of ballot recipients
MUST VOTE

75%
OR MORE
of voters
MUST VOTE YES

Alternative C Noise Impacts

Intersection Improvements with Pedestrian Enhancements



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

Evaluated Barrier	Is Barrier Feasible, Reasonable, and Recommended for Balloting?	Measures
Noise Barrier 1 (NW01)	Yes	17' tall, 1,300' long
Noise Barrier 2 (NW02)	Yes	14' tall, 600' long
Noise Barrier 3 (NW03)	No	NA
Noise Barrier 4 (NW04)	No	NA
Noise Barrier 5 (NW05)	No	NA
Noise Barrier 6 (NW06)	No	NA

Primary Advantages and Disadvantages of the Action Alternatives

Alternative	Primary Advantages	Primary Disadvantages
<p>Alternative A Split-Diamond Interchange with Intersection Improvements</p>	<ul style="list-style-type: none"> • Better AM/PM travel times compared to No-Action • Improved pedestrian experience compared to the No-Action • Direct I-80 access to Kimball Junction Transit Center • Better I-80 access to future west-side development than Alternative C 	<ul style="list-style-type: none"> • LOS E at SR-224/Rasmussen Rd intersection (AM peak) • Highest cost (new interchange/bridge) • Increased traffic west of Kimball Junction and on Landmark Dr • Slightly greater visual impact (interchange/bridge) • Slightly more utility impacts • High construction complexity (ramp/lane closures) • Adds 1:15 min. (AM southbound) and 30 sec. (PM northbound) to travel times compared to Alternative C
<p>Alternative C Intersection Improvements with Pedestrian Enhancements</p>	<p>Same advantages of Alternative A with additional benefits:</p> <ul style="list-style-type: none"> • Reduced travel delay, faster speeds (AM/PM) • Acceptable intersection LOS at all intersections • Shorter I-80 off-ramp queues compared to Alternative A • 60% cheaper than Alternative A • Less Landmark Dr traffic and less visual impact than Alternative A • Less complex construction than Alternative A 	<ul style="list-style-type: none"> • Less direct access to residential and commercial locations on west side of Kimball Junction than Alternative A • Walk times between key destinations are slightly longer than Alternative A • Less direct access from I-80 to Kimball Junction Transit Center • BRT travel time savings is 30 sec. longer than with Alternative A

Public Comment Period

MARCH 14 - APRIL 28, 2025

*Comments accepted through 11:59 p.m. MST
and postmarked by April 28*



435-255-3186



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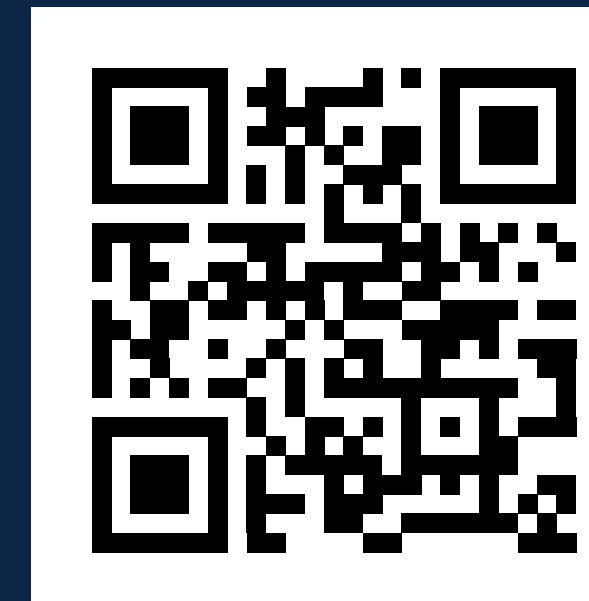
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**UDOT is seeking public input on
the Draft EIS, specific to the:**

- ✓ Preferred alternative
- ✓ Analysis of the potential impacts of the preferred alternative
- ✓ Proposed mitigation of the potential impacts



**Comment on
our website**

Schedule



ONGOING STAKEHOLDER ENGAGEMENT

- Public engagement
- Two public surveys

- Public engagement

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

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

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

- Public engagement

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

