Kimball Junction

ENVIRONMENTAL IMPACT STATEMENT

Draft EIS Virtual Public Hearing

April 10, 2025

Agenda

Kimball Junction
ENVIRONMENTAL IMPACT STATEMENT

Meeting overview / participant guide

Presentation

Hearing

What is an EIS?

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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

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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

Alternatives Screening Process

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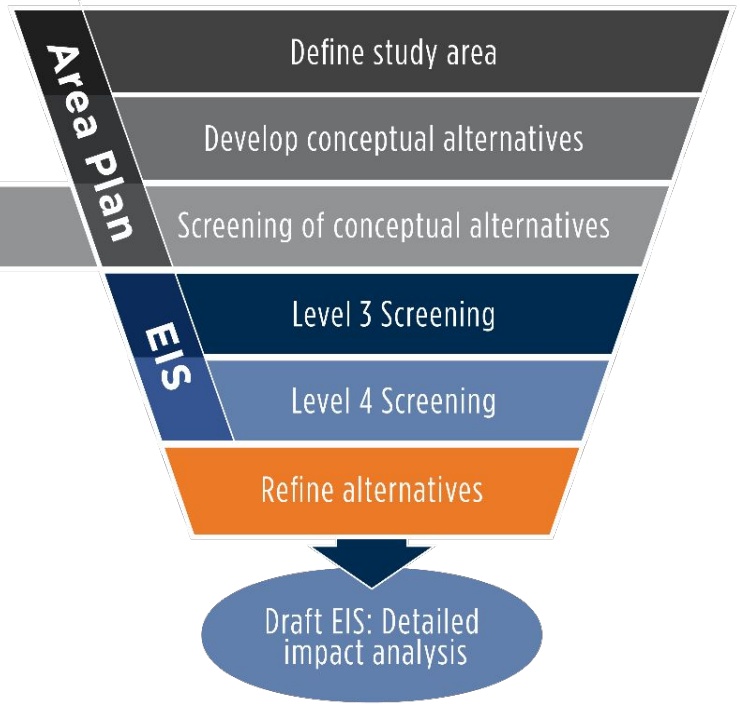
30 alternative concepts developed in Kimball Junction and SR-224 Area Plan (2021)

- 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

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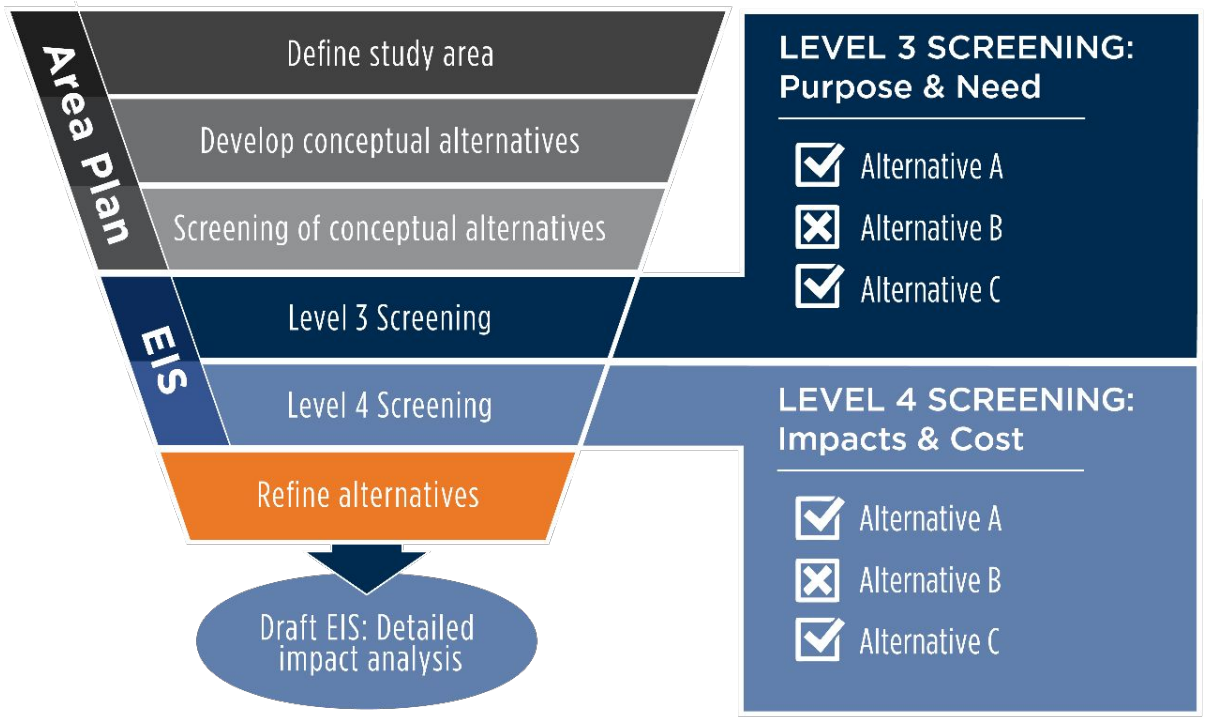

Alternative Not Evaluated in Draft EIS

DID NOT PASS SCREENING

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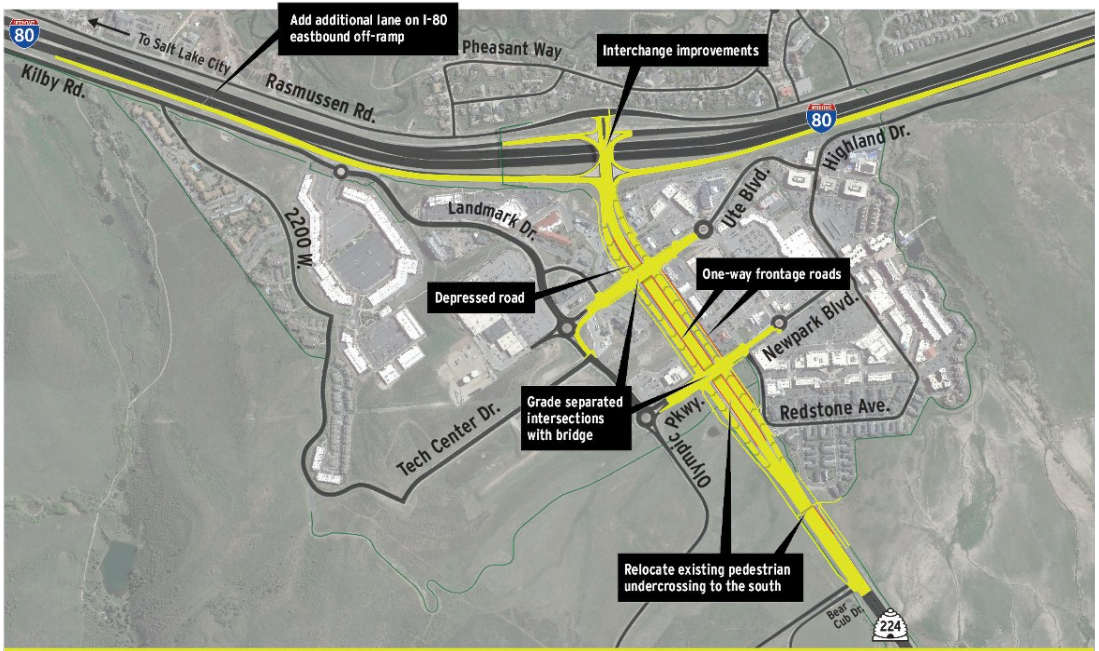

Alternative B: Grade-separated Intersections with One-way Frontage Roads to the I-80 Interchange

- 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

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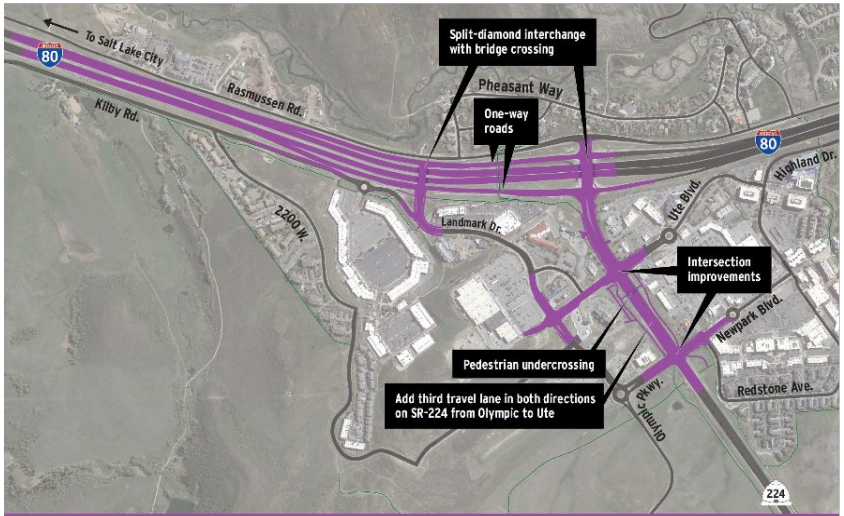
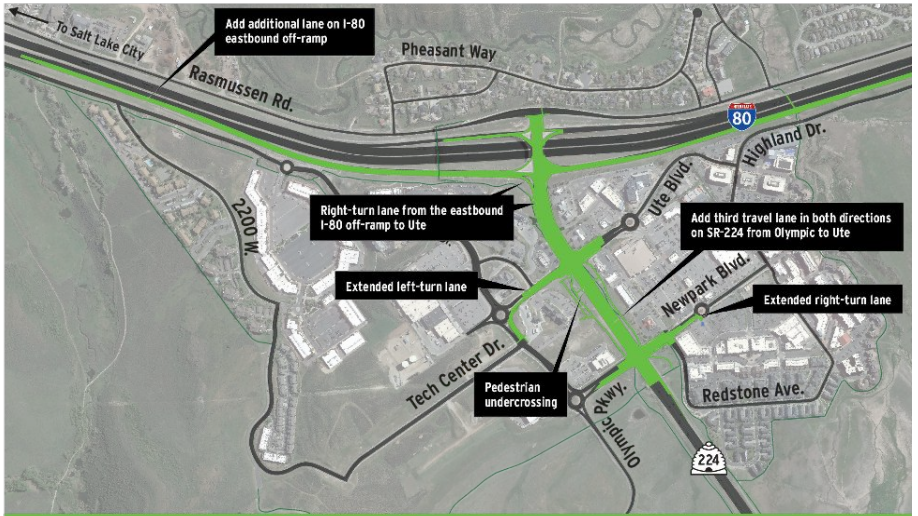


Alternative A: Split-Diamond Interchange With Intersection Improvements



Alternative C: Intersection Improvements With Pedestrian Enhancements

Preferred Alternative: Alternative C

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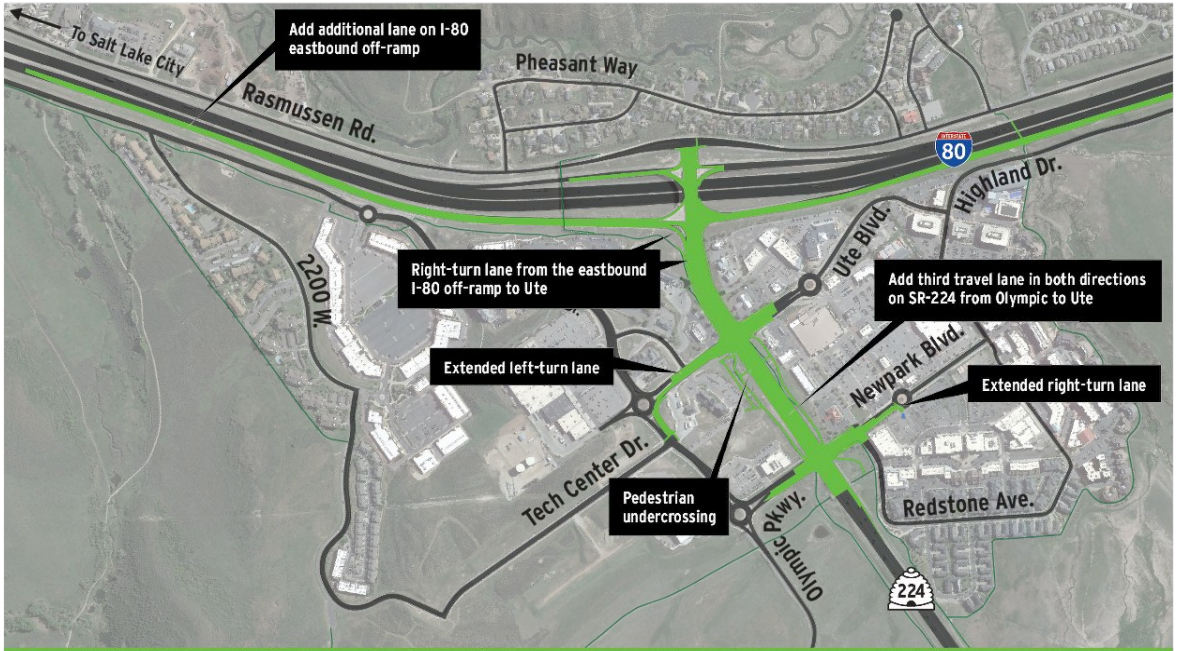
Primary Benefits

- 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

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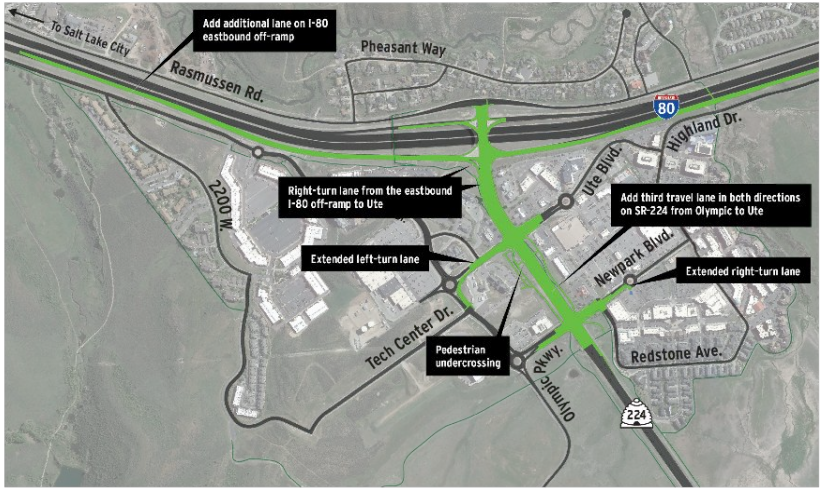
- I-80 Ramps: Additional lane to eastbound off-ramp to SR-224 and dedicated right turn lane to southbound SR-224, and additional lane on eastbound on-ramp from SR-224
- SR-224 Intersections: Improvements at Ute and Olympic, including added turn lanes, additional through travel lanes, and bike lanes
- Roundabout & Local Roads: Second lane added to southern approach of Ute/Landmark Drive roundabout, and new lane from SR-224 on Newpark to Olympic roundabout
- Pedestrian & Bicycle Improvements: New east-west pedestrian underpass under SR-224 near Ute; new buffered bike lanes from Olympic to Rasmussen, and trail connections to pedestrian undercrossing



Resource Impacts from Each Project Alternative

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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 *(high, moderate, and low risk sites combined)*	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

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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

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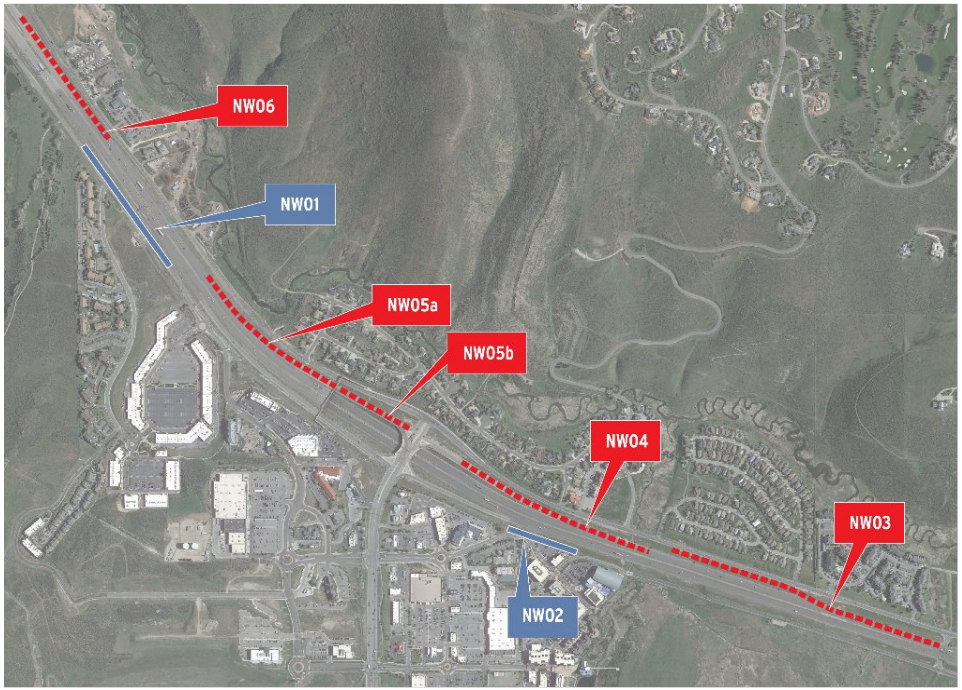

With either action alternative, noise levels would range from 46 to 75 dBA, which is the same range as the existing conditions and with the No-Action Alternative.

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

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Alternative	Primary Advantages	Primary Disadvantages
Alternative A Split-Diamond Interchange with Intersection Improvements	• 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	• 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
Alternative C Intersection Improvements with Pedestrian Enhancements	**Same advantages of Alternative A with additional benefits:** • 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	• 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

Preferred Alternative

ALTERNATIVE C

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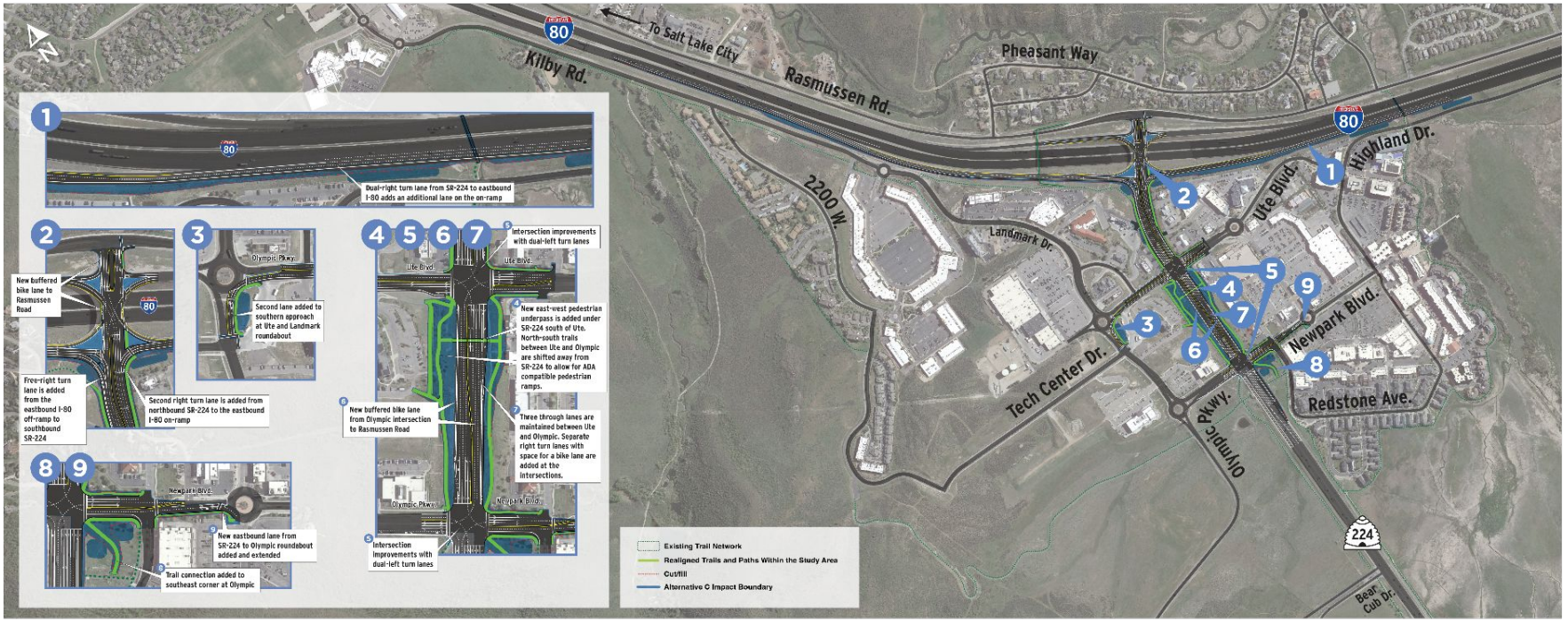

Alternative C

DESIGN FEATURES

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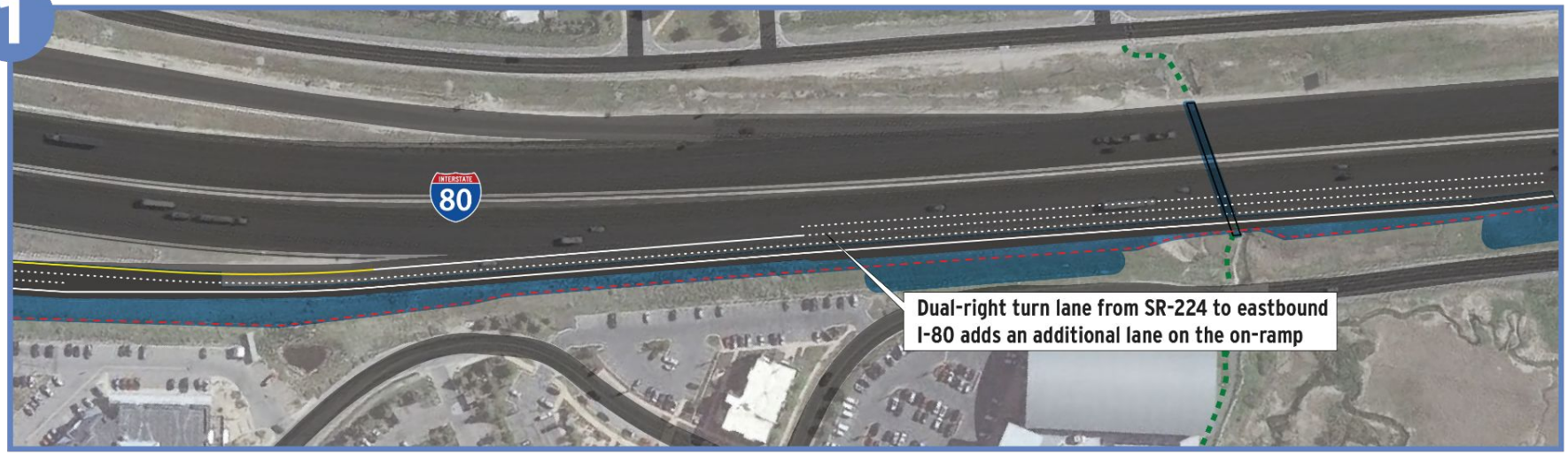

Alternative C

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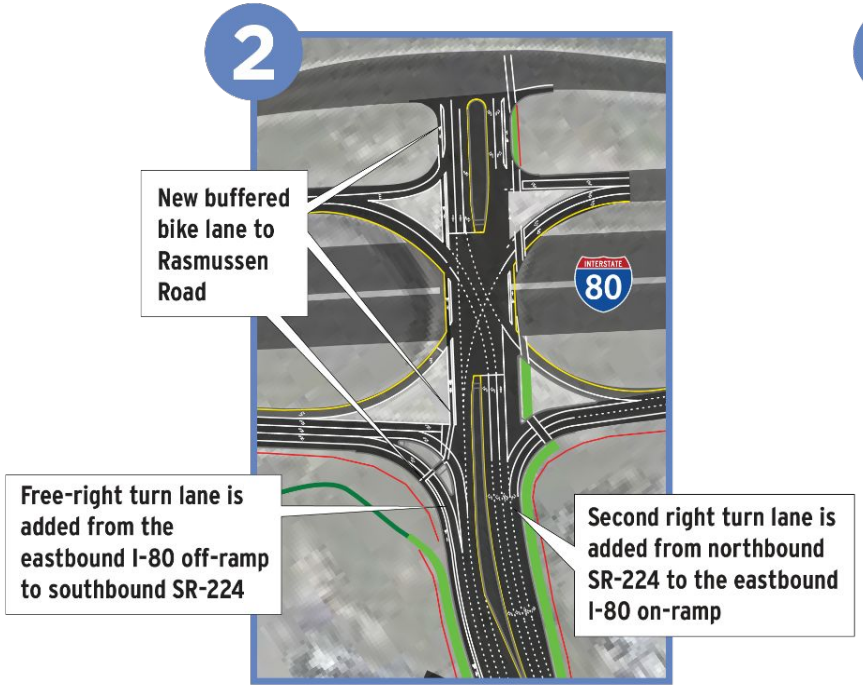

Alternative C

DESIGN FEATURES

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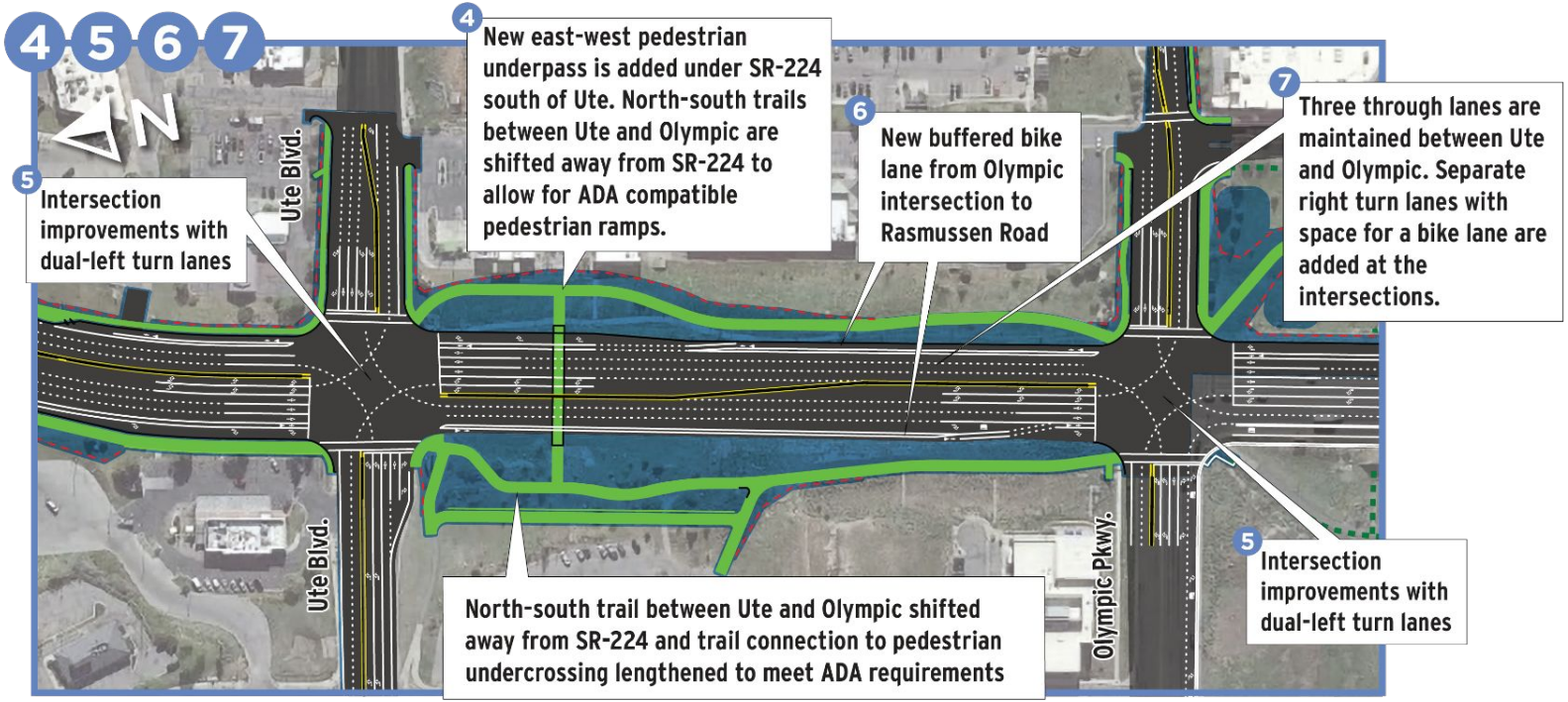

Alternative C

DESIGN FEATURES

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Schedule

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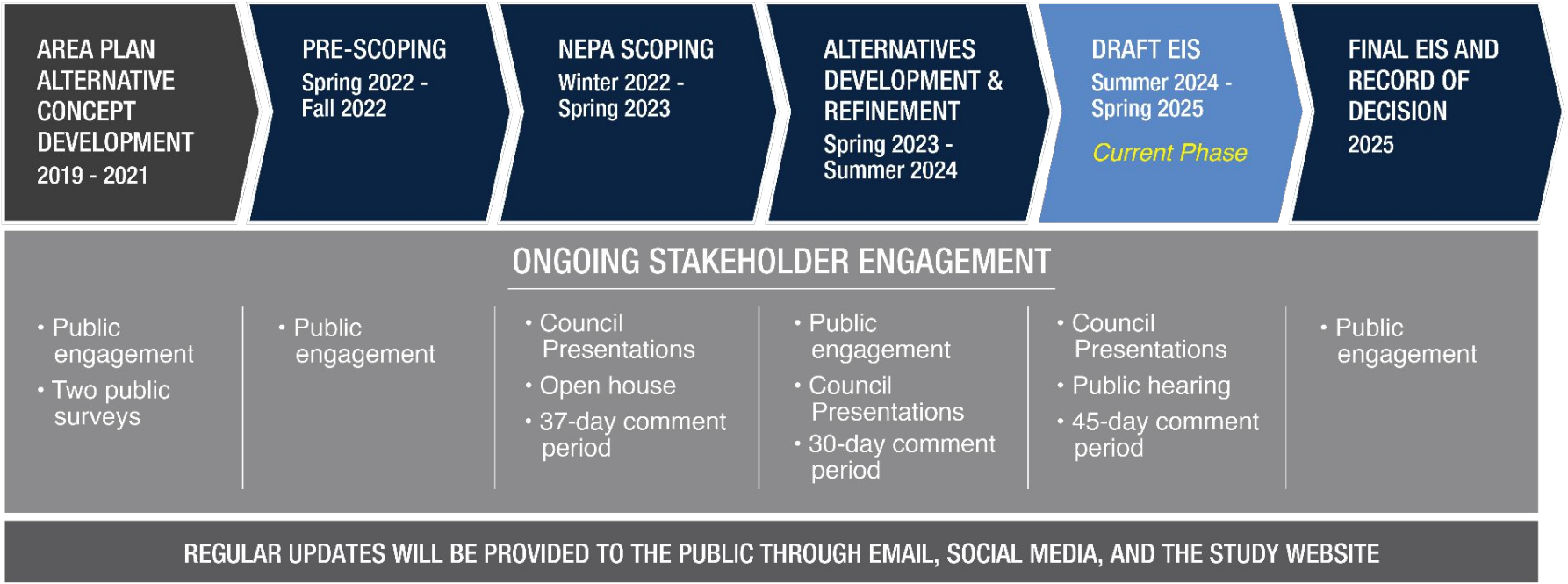

Public Comment Period

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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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Cottonwood Heights, UT 84121

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


Public Hearing
Each speaker will have 3 minutes

During the Hearing

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- When it's your turn to speak, your name will be called
- Speakers may turn on their own video when commenting if desired
- All comments during the hearing will be limited to three minutes per speaker to accommodate as many speakers as possible
- All comments given during both hearings and comment period and will be provided responses in the Final EIS
- Respect the participants and presenter

How to Comment

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COMMENTING IN THE MEETING

Click

COMMENTING FROM A PHONE PRESS *9

The moderator will call on you when it is your turn.


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