Appendix 4A: Responses to Comments on the Draft EIS

Comment Origin	Name	Comment	Responses
Website	Charles Stanley	Alternative will not address underlying traffic issue The alternative selected for construction will not address the underlying issues causing traffic congestion in the Kimball Junction area. Adding additional exit and entrance lanes on I-80 and minor widening of 224 is not the answer. In addition to direct environmental impacts from the practically useless “improvements” this project contemplates (which does virtually nothing to address the inherent bottlenecks and congestion caused by traffic signals at Ute and Olympic) this project will simply result in more idling cars in the morning and afternoon and more emissions. The only viable alternative (taking 224 below grade and developing overpasses for Ute and Olympic) that addressed the issue has been examined and rejected. I urge the planners and various local and state government officials to reconsider this doomed alternative and start the process over. If we cannot underground 224, we must resurrect a “bypass” alternative that would come off I-80 somewhere near the outlets and tie into 224 south of Olympic. It is obvious to anyone who thinks about this issue for more than a minute that the current preferred option is a huge waste of time and money and will do little to fix the problem. Finally, how could anyone think that adding bicycle lanes to any of the impacted streets is a good idea? The area is already crisscrossed by existing bike paths, an underpass across 224 and bridge across I80, let’s not add bicycles to this mess!	Traffic analysis indicates that, with the preferred Alternative C, traffic flow would be substantially improved compared to the no-action conditions in 2050 during the AM and PM peak periods. The additional capacity from widening of State Route (SR) 224 to three through lanes each direction, adding dual left-turn lanes to Ute Boulevard and Olympic Parkway, and adding turn lanes to and from the Interstate 80 (I-80) ramps would have the following benefits: • All intersections would operate at acceptable levels of service. • Through travel times on SR-224 through Kimball Junction to and from I-80 would be reduced by as much as 8 minutes. • Transit travel times would be improved. • Vehicle queueing from ramps onto the I-80 mainline would be eliminated. As described in Chapter 2, *Alternatives*, of the Kimball Junction Environmental Impact Statement (EIS), Alternative B (grade-separated tunnel) meets the Level 3 traffic criteria, but it would not improve pedestrian and bicyclist mobility and accessibility throughout the Kimball Junction needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS) 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 National Environmental Policy Act (NEPA) purposes.

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			Because Alternative B would have the best performance of the three action alternatives with regard to vehicle travel times and speeds, the Utah Department of Transportation (UDOT) evaluated 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 have 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 an alternative's impacts to the natural and built environment, including property acquisitions and relocations and estimated project costs. Alternative B's footprint is twice as large as that of Alternatives A and C, and it would require three business relocations as well as additional impacts to business parking, circulation, and/or business drive-throughs. Alternative B also has the highest cost of the refined alternatives for several reasons. The right-of-way and property impacts shown in Table 2.3-9*, Level 4 Screening Results*, of the EIS are predictably greater for Alternative B because it has a wider footprint along SR-224 compared to Alternatives A and C. 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. Because 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 impacts to waters of the United States, the most relocations, and the highest cost, UDOT decided that Alternative B should be eliminated and not evaluated further. A bypass alternative was considered in the *Kimball Junction and SR-224 Area Plan* (the first phase of the Kimball Junction

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			Project). There is not feasible space to connect a bypass highway into SR-224 between Newpark Boulevard and I-80 without substantial property impacts to businesses and homes as well as the Swaner Preserve and EcoCenter east of SR-224 and the conservation easement lands west of SR-224. During the public comment period for the *Kimball Junction and SR-224 Area Plan*, the public overwhelmingly did not support a bypass road that would impact the Swaner Preserve and EcoCenter and conservation easement lands. Regarding the bicycle lanes, buffered bicycle lanes on SR-224 would allow cyclists to ride on SR-224 with a buffer from traveling vehicles. The buffered bicycle lanes would be added into the shoulders, so there no additional width would be taken to accommodate the bicycle lanes. Road cyclists prefer to ride on the road, and giving them a striped bicycle lane keeps the cyclists out of the vehicle travel lanes.
Website	Joel Seligstein	How does this help? I don't think I understand any of these proposals. As a resident in Thanes, I drive through ski and tourist traffic quite often. It seems quite obvious that the traffic is caused by two major problems: * In mornings, the light exiting the Canyons onto 224 is long and causes lots of left turns. Very few people are turning into the Canyons, but this light causes major backup. Once cars proceed through this light, traffic usually clears. Turning this into an underpass or having some other egress option from the Canyons so this light could be shorter would be hugely beneficial. * In afternoons, the light to turn left onto 80W backs up greatly. Turning the entrance into a standard cloverleaf should resolve this. I don't understand how spending $48 million on this project resolves any major issues. It simply pushes them to the side with the inconvenience of construction. For example, by adding an exit lane from 80E… this allows more cars to queue but does not resolve the issue creating the queue. We should scrap this entire project and start over.	The scope of this project was specific to the Kimball Junction interchange and SR-224 through the Olympic Parkway intersection. The purpose of the Kimball Junction Project is to improve operations and travel time on SR-224 from the I-80 interchange through Olympic Parkway, improve safety by reducing vehicle queues on the I-80 off-ramps, improve pedestrian and bicyclist mobility and accessibility throughout the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS), and maintain or improve transit travel times throughout the evaluation area. In a separate project, High Valley Transit is implementing bus rapid transit on SR-224 between the Kimball Junction Transit Center and the Old Town Transit Center in Park City. Improving SR-224 at the Canyons Resort Drive intersection is not part of the Kimball Junction Project's scope. However, intersection improvements at Canyons Resort Drive and SR-224 are identified as a phase 2 project (2033–2042) in the *UDOT Long-range Transportation Plan*.

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			Traffic analysis indicates that, with the preferred Alternative C, traffic flow would be substantially improved compared to the no-action conditions in 2050 during the AM and PM peak periods. The additional capacity from widening of SR-224 to three through lanes each direction, adding dual left-turn lanes to Ute Boulevard and Olympic Parkway, and adding turn lanes to and from the I-80 ramps would have the following benefits: • All intersections would operate at acceptable levels of service. • Through travel times on SR-224 through Kimball Junction to and from I-80 would be reduced by as much as 8 minutes. • Transit travel times would be improved. • Vehicle queueing from ramps onto the I-80 mainline would be eliminated. Regarding the commenter's idea for a standard cloverleaf at the entrance to I-80 westbound, a cloverleaf ramp from northbound SR-224 to westbound I-80 would need to be located in the northeast corner of the interchange. The footprint for a cloverleaf ramp, even with a low advisory speed, is very large, and it would impact several homes, Rasmussen Road, and roads in the neighborhood. The eastbound I-80 off-ramp would need to be closed, turned into another cloverleaf on the northwest side with similar property impacts, or relocated to the north around the outside edge of the cloverleaf ramp radius in order to maintain access for that movement. The left-turn lanes at the I-80 bridge would be eliminated, but the drivers who want to use the cloverleaf ramp would still need to travel north through the interchange intersection to access the entrance to the new ramp, including traveling through the two existing traffic signals at the interchange

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			ramps and Ute Boulevard, so traffic at those intersections would not be reduced. Having the cloverleaf ramp exit on the right side, in addition to the existing westbound I-80 ramp exiting SR-224 to the right, could cause an increase in cars in the right lanes, leading to an imbalance in which the right lanes might have longer vehicle queues than the left side causing vehicles to queue in only the right lanes wanting to turn right, and the left lanes would be comparatively empty because their only use would be accessing Rasmussen Road. Because of these operational issues and the large impacts resulting from siting this option, a cloverleaf was not considered a viable alternative for the Kimball Junction Project.
Email	Wyatt Shipley	I like the preferred alternative for the Kimball Junction interchange. I do think there is one critical addition that is missing. Pedestrian under or over crossings to get from the Walmart shopping center on the NW section of the Ute/Landmark roundabout to the Kimball Junction Transit Center on the SE segment. There are frequently pedestrian crossings that stop the roundabout and back up traffic in all directions. Thank you for your time, -- Wyatt Shipley [redacted] [redacted]	Existing crosswalks on all four legs of the Ute Boulevard/Landmark Drive roundabout offer two paths from the northwest quadrant of the intersection (where Walmart is located) to the southeast quadrant of the intersection (where the Kimball Junction Transit Center is located). At roundabouts, vehicles are required to yield to pedestrians crossing, which introduces some delay and is an important safety component. Note that both Ute Boulevard and Landmark Drive, in addition to the trail system, are under the jurisdiction of Summit County.
Website	Mark Lucas	Kimball Junction traffic I have lived near Kimball Junction for 20 years and use the roads in and around extensively. I think the only option that will really fix the traffic congestion is Alternative B. Do please ‘bite the bullet’ on cost and fix this properly using Alternative B!	Traffic analysis indicates that, with the preferred Alternative C, traffic flow would be substantially improved compared to the no-action conditions in 2050 during the AM and PM peak periods. The additional capacity from widening of SR-224 to three through lanes each direction, adding dual left-turn lanes to Ute Boulevard and Olympic Parkway, and adding turn

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			lanes to and from the I-80 ramps would have the following benefits: • All intersections would operate at acceptable levels of service. • Through travel times on SR-224 through Kimball Junction to and from I-80 would be reduced by as much as 8 minutes. • Transit travel times would be improved. • Vehicle queueing from ramps onto the I-80 mainline would be eliminated. As described in Chapter 2, *Alternatives*, of the EIS, Alternative B (grade-separated tunnel) meets the Level 3 traffic criteria, but it would not improve pedestrian and bicyclist mobility and accessibility throughout the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS) 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. Because Alternative B would have the best performance of the three action alternatives with regard to vehicle travel times and speeds, UDOT evaluated 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 have 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 an alternative's impacts to the natural and built environment, including property acquisitions and relocations and estimated project costs.

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			Alternative B's footprint is twice as large as that of Alternatives A and C, and it would require three business relocations as well as additional impacts to business parking, circulation, and/or business drive-throughs. Alternative B also has the highest cost of the refined alternatives for several reasons. The right-of-way and property impacts shown in Table 2.3-9, *Level 4 Screening Results*, of the EIS are predictably greater for Alternative B because it has a wider footprint along SR-224 compared to Alternatives A and C. 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. Because 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 impacts to waters of the United States, the most relocations, and the highest cost, UDOT decided that Alternative B should be eliminated and not evaluated further.
Website	Mark Lucas	Kimball Junction Traffic Solutions I have lived near Kimball Junction for over 20 years and use the roads in and around it extensively. The only option I see that will really dove the traffic issues is Alternative B. So please do it right and follow plan B!	See the response to the comment above.
Email	Karen Halverson Zorzy	To whom it may concern: I am a resident of Summit Co. I wish there was an another exit from I-80 to the new transit center in Kimball Junction (part of the Dakota Pacific project), such that those wanting to take the BRT to town are able to bypass KJ, and don't make the Jeremy Ranch exit to the Ecker Hill Park & Ride. Secondly, where is the second pedestrian tunnel going to be? Karen Zorzy [redacted]	Although Alternative A would provide another exit from I-80 directly to the west side of SR-224, thereby offering a more direct route to the Kimball Junction Transit Center, UDOT selected Alternative C as its preferred alternative because it offers the greatest reduction in travel delay and faster travel speeds in the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS) during the AM and PM peak periods. In addition, all intersections in the evaluation area would operate at acceptable levels of service

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		Park City, [redacted]	with Alternative C, and Alternative C provides the shortest vehicle queue lengths at the I-80 off-ramps. At this time, Alternative C is the more reasonable expenditure of funds for the anticipated operational benefits; however, Alternative C does not preclude Alternative A—or another similar solution—from being implemented in the future if needed. The second pedestrian tunnel included with Alternative C would be constructed on SR-224 just south of Ute Boulevard.
Email	Keren Mazanec	This is my input as a full time resident of Park City. Alternative C is like a bandaid on our traffic problems. This plan will be out dated in 5 years. The traffic needs to flow and the only way to do that is to take away the 3 stop lights before getting onto I-80. Your option with a tunnel or overpass to bypass those 3 lights is much better than Alternative C. If Governor Cox is going to force us to have Dakota Pacific then his government needs to come up with better solutions for Kimball junction than Alternative C. Keren Mazanec I sent this to governor as well.	Traffic analysis indicates that, with the preferred Alternative C, traffic flow would be substantially improved compared to the no-action conditions in 2050 during the AM and PM peak periods. The additional capacity from widening of SR-224 to three through lanes each direction, adding dual left-turn lanes to Ute Boulevard and Olympic Parkway, and adding turn lanes to and from the I-80 ramps would have the following benefits: • All intersections would operate at acceptable levels of service. • Through travel times on SR-224 through Kimball Junction to and from I-80 would be reduced by as much as 8 minutes. • Transit travel times would be improved. • Vehicle queueing from ramps onto the I-80 mainline would be eliminated. The traffic analysis process used for this EIS considered the future land uses adopted in Summit County's *Long-range Transportation Plan 2022–2050* (Summit County 2022), including local and regional growth assumptions for multiple areas in and around the needs assessment evaluation area. These growth assumptions include the planned Park City Tech Center and adequately capture the density included in the approved development plans. As described in Chapter 2,

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			Alternatives, of the EIS, the study alternatives were screened and evaluated to determine whether they could accommodate the increased traffic from the projected growth. As described in Chapter 2, *Alternatives*, of the EIS, Alternative B (grade-separated tunnel) meets the Level 3 traffic criteria, but it would not improve pedestrian and bicyclist mobility and accessibility throughout the needs assessment (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS) 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. Because Alternative B would have the best performance of the three action alternatives with regard to vehicle travel times and speeds, UDOT evaluated 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 have 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 an alternative's impacts to the natural and built environment, including property acquisitions and relocations and estimated project costs. Alternative B's footprint is twice as large as that of Alternatives A and C, and it would require three business relocations as well as additional impacts to business parking, circulation, and/or business drive-throughs. Alternative B also has the highest cost of the refined alternatives for several reasons. The right-of-way and property impacts shown in Table 2.3-9, *Level 4 Screening Results*, of the EIS are predictably greater for Alternative B because it has a wider footprint along SR-224 compared to Alternatives A and C.

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			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. Because 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 impacts to waters of the United States, the most relocations, and the highest cost, UDOT decided that Alternative B should be eliminated and not evaluated further. A bypass alternative was considered in the *Kimball Junction and SR-224 Area Plan* (the first phase of the Kimball Junction Project). There is not feasible space to connect a bypass highway into SR-224 between Newpark Boulevard and I-80 without substantial property impacts to businesses and homes as well as the Swaner Preserve and EcoCenter east of SR-224 and the conservation easement lands west of SR-224. During the public comment period for the *Kimball Junction and SR-224 Area Plan*, the public overwhelmingly did not support a bypass road that would impact the Swaner Preserve and EcoCenter and conservation easement lands.
Website	Layne Papenfuss	OK Alternative C is fine, but can we just build a train already?	The purpose of the Kimball Junction Project is to improve operations and travel time on SR-224 from the I-80 interchange through Olympic Parkway, improve safety by reducing vehicle queues on the I-80 off-ramps, improve pedestrian and bicyclist mobility and accessibility throughout the needs assessment evaluation area, and maintain or improve transit travel times throughout the evaluation area. In a separate project, High Valley Transit is implementing bus rapid transit on SR-224 between the Kimball Junction Transit Center and the Old Town Transit Center in Park City. As described in Section 2.2.1.1, *Considerations of Transit, Travel Demand Management, and Transportation System Management Alternatives*, of the EIS, no standalone transit, travel demand management (TDM), or transportation system

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			management (TSM) alternatives were identified for the Kimball Junction Project. Standalone transit, TDM, or TSM alternatives would not meet the purpose of the project because they 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 High Valley Transit's planned SR-224 bus rapid transit (BRT) service that has been identified in local and regional transportation plans. SR-224 has an annual average daily traffic (AADT) of 33,000 vehicles per day. The planned BRT service is predicted to attract only about 5,400 riders a day (High Valley Transit 2023), which is not enough to sufficiently reduce traffic on SR-224 as a standalone alternative. Transit service, whether as a standalone alternative or when combined with other alternatives, would not 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 reduce some traffic in the Kimball Junction area, but not enough to address the transportation needs for this project. For this reason, a standalone transit service alternative does not satisfy the project's purpose. Strategies such as TDM 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. Finally, the proposed BRT project is currently designed to access SR-224 via Olympic Parkway. The dual left turns northbound from SR-224 to Olympic Parkway will accommodate the BRT. In addition, the BRT travel lanes on SR-224 begin south of Olympic Parkway and would not be affected by the preferred Alternative C. As described in

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			Section 1.2.2, *Purpose of the Project*, of the EIS, a key purpose element of the Kimball Junction Project is to maintain or improve transit travel times throughout the Kimball Junction EIS evaluation area. As described in Chapter 2, *Alternatives*, and shown in Table 2.3-7, *Level 3 Screening Results*, of the EIS, Alternative C would improve the travel time of the proposed BRT in the Kimball Junction area by about 2 minutes compared to the No-Action Alternative.
Website	Eric Johnson	Draft Environmental Impact Statement Amphibian populations are declining worldwide, and amphibians are experiencing high extinction rates due to habitat loss, chytrid fungus, pollutants, pesticides, invasive species, and climate change. Amphibians are the most threatened class of vertebrates. Amphibian Refuge supports Alternative C proposals for multi-modal transportation including the underpass under Ute Boulevard, trail connection, and buffered bike lanes. We recommend including an electrical vehicle charging station as part of Alternative C to support efforts to reduce greenhouse gas emissions from vehicles. Alternative C includes proposals to minimize water quality impacts, such as constructing detention plans and implementing best management practices (BMPs), which should benefit amphibians. The Columbia spotted frog is protected under a conservation agreement. During construction, measures should be implemented to ensure that open-water ponds are avoided and Colombian spotted frog populations and habitat are not impacted by construction activities. Thank you for this opportunity to comment. References: Catenazzi, A. 2015. State of the World's Amphibians. Annual Review of Environment and Resources, 40: 91-119. Collins, J.P., and M.L. Crump. 2009. Extinction in Our Times: Global Amphibian Decline. New York, NY: Oxford University Press.	As described in Section 3.9.4.4, *Alternative C Impacts to Threatened and Endangered Species*, which cross-references Section 3.9.4.3.2, *Impacts to Species under Conservation Agreement*, of the EIS, potentially suitable habitat exists in the open-water ponds in the ecosystem resources evaluation area for Columbia spotted frog; however, no ponds would be impacted by construction of the preferred Alternative C. BMPs such as silt fences and other erosion-control features would be used in areas adjacent to open-water ponds to mitigate potential temporary construction impacts.

Comment Origin	Name	Comment	Responses
		International Union for the Conservation of Nature. 2024. Amphibian Conservation Action Plan. Gland Switzerland: International Union for the Conservation of Nature. Kolbert, E. 2014. The Sixth Extinction, an Unnatural History, Chapter 1. New York, NY: Bloomsbury. Luedtke et al. 2023. Ongoing Declines for the World's Amphibians in the Face of Emerging Threats. Nature, Volume 622, 12 October 2023, 308-314. McCallum, M.L. 2007. Amphibian Decline or Extinction? Current Declines Dwarf Background Extinction Rate. Journal of Herpetology, Volume 41, Number 3, pp. 483-491.	
Website	Michael Freudberg	Please add more pedestrian protection at grade Hi, as someone who goes to Kimball Junction by bus the proposed option C does not do enough to protect pedestrians at grade. Please limit right turn on red and add pedestrian lead intervals so that pedestrians have more time to cross and can get into the intersection where they are more visible to cars prior to the cars being signaled to enter the intersection. Crossing so many lanes of traffic, especially with my children is already hard without even more lanes to cross. I appreciate you taking children into consideration in your road design.	A purpose element of the Kimball Junction Project is to improve the level of comfort that pedestrians and cyclists experience in the Kimball Junction EIS evaluation area. Currently, pedestrians and cyclists experience a low level of comfort at the at-grade intersections, and this comfort would decrease further with the addition of more travel lanes on SR-224 in the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS). UDOT has sought to improve comfort and safety for pedestrians and cyclists when crossing SR-224 by replacing at-grade intersection crossings with grade-separated structures. The preferred Alternative C maintains the pedestrian underpass just south of Olympic Parkway and adds a new pedestrian underpass just south of Ute Boulevard.
Email	Jorge Velarde	Hi. Thank you for all the work you've done to try to come up with an effective solution to our traffic problem. I'm afraid the population increase projections will continue to worsen the traffic problem despite proposed solutions. That is why development cannot continue without a corresponding impact on infrastructure.	The traffic analysis process used for this EIS considered the future land uses adopted in Summit County's *Long-range Transportation Plan 2022–2050* (Summit County 2022), including local and regional growth assumptions for multiple areas in and around the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS).

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		Regarding to proposed solutions…. It is important to enforce traffic laws. Stop being nice. Issue tickets. Expensive ones. Even to visitors. We don't have enough sheriffs on 224. People use the bus lane without any penalty. They also use the middle lane divider to turn west on Olympic Pkwy. If you are not going to enforce keeping people off those lanes, the open them during certain times. Additional traffic will continue to kill our wildlife. Please add a wildlife crossing. Thank you. Jorge Velarde	These growth assumptions include the planned Park City Tech Center and adequately capture the density included in the approved development plans. As described in Chapter 2, *Alternatives*, of the EIS, the study alternatives were screened and evaluated to determine whether they could accommodate the increased traffic from the projected growth. Although the traffic analysis process used for this EIS cannot account for enforcement, even with enforcement of the issues noted in the comment, improvements in the needs assessment evaluation area are still needed. The purpose of the Kimball Junction Project is to improve operations and travel time on SR-224 from the I-80 interchange through Olympic Parkway, improve safety by reducing vehicle queues on the I-80 off-ramps, improve pedestrian and bicyclist mobility and accessibility throughout the evaluation area, and maintain or improve transit travel times throughout the evaluation area. In a separate project, High Valley Transit is implementing bus rapid transit on SR-224 between the Kimball Junction Transit Center and the Old Town Transit Center in Park City. Regarding the commenter's request for a wildlife crossing, as described in Section 3.9, *Ecosystem Resources*, and shown in Table 3.9-3, *Wildlife–vehicle Collisions in the Ecosystem Resources Evaluation Area between January 2018 and November 2024,* of the EIS, wildlife–vehicle collisions on I-80 in the ecosystem resources evaluation area were generally lower in 2023 and 2024 than in previous years; this difference indicates that recently installed fencing on both the eastbound and westbound sides of I-80 near Kimball Junction is likely successfully keeping wildlife from attempting to cross I-80 in the evaluation area. Moreover, wildlife–vehicle collision numbers on I-80 and SR-224 in the evaluation area from recent years are low compared to both statewide data and data for the surrounding area. For this reason, the ecosystems resources evaluation area does not constitute a hot spot for wildlife–vehicle collisions.

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			Wildlife crossings require the installation of adjacent wildlife fencing. The cross streets and business and residential accesses along SR-224 in the ecosystem resources evaluation area are obstacles for adding wildlife fencing to protect against wildlife–vehicle collisions. It would not be reasonable to install wildlife fencing along SR-224 because of the short length of SR-224 in the evaluation area (about 1 mile) and because there are cross streets and business and residential accesses, pedestrian and cycling trails, and extensive commercial and residential development on both sides of SR-224 through the evaluation area. Wildlife fencing in this area would need to have many gaps to accommodate these accesses, and wildlife would be able to pass through the fencing at the gaps. Each access point along SR-224 in and around Kimball Junction would need a double cattle guard installed to maintain a barrier against wildlife. The cost and maintenance issues associated with these double cattle guards are not justified by the low wildlife–vehicle conflict numbers in the ecosystem resources evaluation area. During the final design of the selected alternative, UDOT will evaluate the feasibility of adding exclusionary cattle guards at the Kimball Junction interchange on- and off-ramps. Adding exclusionary cattle guards would connect the wildlife fencing along both sides of I-80, which would further help prevent wildlife from entering the freeway.
Email	Desiree Orton	It would be greatly impactful to have a designated “skiers highway” that redirects most winter congestion from the kimball exit as a loop around or alternative route that connects to the 224 further up, beyond Newpark. Additionally, there should be 2 turning lanes going into Newpark from 224 with a 2 lane roundabout.	A bypass alternative was considered in the *Kimball Junction and SR-224 Area Plan* (the first phase of the Kimball Junction Project). There is not feasible space to connect a bypass highway into SR-224 between Newpark Boulevard and I-80 without substantial property impacts to businesses and homes as well as the Swaner Preserve and EcoCenter east of SR-224 and the conservation easement lands west of SR-224. During the public comment period for the *Kimball Junction and SR-224 Area Plan*, the public overwhelmingly

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			did not support a bypass road that would impact the Swaner Preserve and EcoCenter and conservation easement lands. The preferred Alternative C adds a second left-turn lane from SR-224 onto Newpark Boulevard, which then carries two lanes eastbound to the roundabout at Uinta Way. The single northbound right-turn lane included with Alternative C has enough capacity to accommodate right turns.
Website	Chris McClain	Mark Austin, Acting Director NEPA Compliance Division Office of Federal Activities. Subject: Strong Support for the Kimball Junction Project Dear Mr. Austin, As a proud union Iron Worker, I am writing to express my strong support for the Kimball Junction project. Infrastructure investments like this are critical not only for improving transportation efficiency but also for ensuring safe, high-quality construction that benefits workers and the broader community. This project will create opportunities for skilled tradespeople, including union ironworkers, who bring expertise in structural integrity and safety to major infrastructure developments. The work we do—erecting steel, reinforcing bridges, and ensuring the durability of critical structures—directly contributes to the long-term success of projects like Kimball Junction. Investments in infrastructure should prioritize skilled, union labor to guarantee that projects are built to last and provide family-sustaining wages. Beyond job creation, improving transportation flow in this corridor will enhance economic activity, making it easier for goods, services, and workers to move efficiently. Safe, modernized infrastructure strengthens communities and ensures that investments made today will benefit future generations. I urge the responsible agencies to move forward with this project and ensure that union labor is utilized to uphold the highest standards of construction and safety. Thank you for your consideration. Sincerely,	Thank you for your comment.

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		Chris McClain Iron Workers District Council of the Pacific Northwest	
Email	Dean Tutor	What makes anyone involved think that this new fix is going to have ANY real affect on the embarrassment that is Kimball Junction? Might as well throw that 50 million wasted dollars in the street…there are only two real answers to this problem, and unless someone is willing to make the hard decision, this will be an embarrassment for another decade to come. Tunnel, or flyovers from the white barn on 224 heading to I-80. Anything other than these two fixes will fail. And unless you guys don't recognize the easy, easy fix for the backups that occur in the highlighted area below, you really don't care, or oblivious. Thanks for reading… Dean Tutor	A tunnel in the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS) would operate similarly to Alternative B, which failed Level 3 screening because it would not meet the project purpose. As described in Chapter 2, *Alternatives*, of the EIS, Alternative B (grade-separated tunnel) meets the Level 3 traffic criteria, but it would 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. Because Alternative B would have the best performance of the three action alternatives with regard to vehicle travel times and speeds, UDOT evaluated 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 have 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 an alternative's impacts to the natural and built environment, including property acquisitions and relocations and estimated project costs. Alternative B's footprint is twice as large as that of Alternatives A and C, and it would require three business

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			relocations as well as additional impacts to business parking, circulation, and/or business drive-throughs. Alternative B also has the highest cost of the refined alternatives for several reasons. The right-of-way and property impacts shown in Table 2.3-9*, Level 4 Screening Results*, of the EIS are predictably greater for Alternative B because it has a wider footprint along SR-224 compared to Alternatives A and C. 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. Because 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 impacts to waters of the United States, the most relocations, and the highest cost, UDOT decided that Alternative B should be eliminated and not evaluated further. As described in Chapter 2, *Alternatives*, of the EIS, traffic modeling was performed for a flyover ramp concept, 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 the ramp maximum vertical grade standards in the American Association of State Highway and Transportation Officials (AASHTO) Green Book, 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. An analysis of traffic performance for the flyover ramp concept combined with Alternative C was conducted; the analysis found that the ramp's performance in 2050 would be poor compared to the preferred Alternative C. Alternative C with a flyover ramp combines the flyover traffic and the traffic

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			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. Regarding the highlighted area on the map included with this comment, the preferred Alternative C adds a free right-turn lane (one that does not merge into another lane and allows drivers to make a right turn without stopping) from the eastbound I-80 off-ramp to the southbound SR-224 and adds a second right-turn lane from northbound SR-224 to the eastbound I-80 on-ramp. In addition, dual left-turn lanes would be added in all directions at the Ute Boulevard intersection. Finally, additional northbound and southbound lanes are added to SR-224 between Olympic Parkway and Ute Boulevard. The dual left-turn lanes at Ute Boulevard would add additional vehicle storage and throughput, which would reduce vehicle queues spilling into the through lanes. The raised median is proposed to be reduced in length as part of the preferred Alternative C. A longer left-turn lane could be considered during final design of the selected alternative.
Website	Ethel Preston	As a resident on Bettner Road, I use this intersection almost daily. As I look at the back up, much of it seems to occur because the left turn lane onto Ute Boulevard extends into the passing lane of 224. Therefore, Traffic cannot move from The north side of the intersection over I-80 and continue south on 224. Two East bound turn lanes and an additional straight lane on E224 would be a good idea! If you install an E-W pedestrian tunnel at the light, that would improve safety. How does this plan address the expected influx of cars coming from the new Housing at Junction Commons and Dakota-Pacific'a development.	The preferred Alternative C includes dual left-turn lanes at Ute Boulevard in all directions. In addition, Alternative C also includes an east–west pedestrian tunnel just south of Ute Boulevard. The traffic analysis process used for this EIS considered the future land uses adopted in Summit County's *Long-range Transportation Plan 2022–2050* (Summit County 2022), including local and regional growth assumptions for multiple areas in and around the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS). These growth assumptions include the planned Park City Tech Center and adequately capture the density included in

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			the approved development plans. As described in Chapter 2, *Alternatives*, of the EIS, the study alternatives were screened and evaluated to determine whether they could accommodate the increased traffic from the projected growth.
Website	EPA N	This is one fine EIS.	Comment noted.
Website	Phoebe Teskey	April 28, 2025 Rebecca Stromness Project Manager Utah Department of Transportation 2010 South 2760 West Salt Lake City, UT 84104 Re: Utah Department of Transportation UDOT Project No. S-0224(50)12 Submitted pursuant to 42 USC 4332(2)(c) and 49 USC 303 Dear Ms. Rebecca Stromness, We thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the Kimball Junction Project in Summit County, Utah. We are a team of four student scientists at the University of Arizona studying natural resources in dryland environments. Our team has a wide range of field and research experience, including working with the US Fish & Wildlife Service to conserve threatened and endangered species, conducting regional arid land carbon-biomass analyses, and working with local stakeholders to adopt desert-smart water collection and use techniques. Though we support the construction of the Kimball Junction, we write this letter to oppose the current DEIS for its ambiguity surrounding fugitive dust suppression techniques during construction. Although the current published documents for the Kimball Junction project cite approved Utah Department of Transportation (UDOT) dust suppression	As described in Section 3.15.2.4.6, *Mitigation Measures for Air Quality Impacts from Construction*, of the EIS, UDOT or its contractor will take measures to reduce fugitive dust generated by construction. Dust-suppression techniques such as watering or chemical stabilization of exposed soil, opacity observations and checks, washing vehicle tires, or other dust-minimization techniques approved by the Utah Division of Air Quality (UDAQ) will be applied by UDOT or its contractor during construction in accordance with UDOT's Standard Specifications for Road and Bridge Construction (UDOT's Standard Specifications), Section 01355, Environmental Protection, Part 1.10, Fugitive Dust (UDOT 2023). The selected alternative would be constructed based on available funding. As of this Final EIS and ROD, $50 million in funding has been identified for right-of-way, final design, and construction. After this EIS is completed, UDOT might construct the selected alternative all at once or in phases while considering the safety and operational benefits. The nature and timing of fugitive dust impacts would be related to the project's construction methods. More detailed information about activities necessary to construct the preferred Alternative C, potential construction phasing start and stop dates, equipment lists, and detailed information about work crews is not known. More-detailed information about air quality impacts from construction activities, equipment used, and work crew–related emissions would vary greatly depending on the selected contractor for the project (or each phase of the project if the selected alternative is not constructed all at once), and UDOT has no

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		measures, it ultimately does not detail which of these techniques will be implemented: "UDOT or its contractor will take measures to reduce fugitive dust generated by construction. Dust suppression techniques such as watering or chemical stabilization of exposed soil, opacity observations and checks, washing vehicle tires, or other dust minimization techniques approved by the Utah Division of Air Quality will be applied by UDOT or its contractor during construction in accordance with UDOT's Standard Specifications for Road and Bridge Construction (UDOT's Standard Specifications), Section 01355, Environmental Protection, Part 1.10, Fugitive Dust (UDOT 2023f)." Since the severity of the ecological impacts and the efficacy of suppression will vary depending on the method employed, it is essential to clarify the chosen method of suppression to facilitate informed public review, comment, and analysis (Parvej et al., 2021). We thus rebuke the lack of specificity regarding the methods to suppress fugitive dust emissions, as currently described in the DEIS and in the Biological Assessment. Dust will not only impact the construction workers, but also nearby flora and fauna (Zuo et al., 2017). The suspended particulate matter that is a byproduct of construction, especially in circumstances of poor dust control, can lead to respiratory illnesses in animals, such as pneumonia, and can inhibit photosynthesis in plants. As stated in the DEIS, there is potential for six threatened or endangered plant species to occur in the nearby areas or use it as a wildlife corridor: Canada lynx (Lynx canadensis), North American wolverine (Gulo gulo luscus), yellow-billed cuckoo (Coccyzus americanus), Ute ladies'-tresses (Spiranthes diluvialis), monarch butterfly (Danaus plexippus), and Suckley's cuckoo bumble bee (Bombus suckleyi). As this project will occur in an arid ecosystem, dust emissions are naturally higher, making mitigation and suppression of fugitive dust during construction of the utmost importance (Hennen et al., 2022). Minimizing dust impacts will ensure that the adjacent wildlife habitats and useful corridors are protected from silica dust and other harmful air pollutants. Of the measures currently approved by UDOT and applicable to this project, we suggest the following two fugitive dust suppression measures: 1. Apply an environmentally friendly treatment to stabilize soil particles (Zhang	reasonable way of estimating or quantifying this during the EIS process. The exact measures for dust suppression will be included in the construction documents for the project.

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		et al., 2023). For example, in a review of environmentally biological dust suppressants, Wu et al. (2020) found enzyme-induced carbonate precipitation to be highly efficient. 2. Minimize traffic on unpaved roads (Zhao et al., 2017). For example, a key way to minimize traffic is to efficiently plan construction and delivery schedules as well as carpool to the construction site. While UDOT has many approved measures for suppressing dust, focusing on reduced vehicular soil disturbance and low impact ground treatments will yield the most beneficial results for both the human and natural community in the Summit County area because they target sources and disturbance mechanisms for fugitive dust generation. Please refer to the attached documents below for more information regarding the cited literature. We appreciate the opportunity to contribute to this discussion and look forward to seeing increased clarity surrounding your dust mitigation methods. Sincerely, Lindsey Bell, Phoebe Teskey, Natalie Aguirre, Jesse Buell References Zuo, J., Rameezdeen, R., Hagger, M., Zhou, Z., & Ding, Z. (2017). Dust pollution control on construction sites: Awareness and self-responsibility of managers. Journal of cleaner production, 166, 312-320. Hennen, M., Chappell, A., Edwards, B. L., Faist, A. M., Kandakji, T., Baddock, M. C., … & Webb, N. P. (2022). A North American dust emission climatology (2001–2020) calibrated to dust point sources from satellite observations. Aeolian Research, 54, 100766. Parvej, S., Naik, D. L., Sajid, H. U., Kiran, R., Huang, Y., & Thanki, N. (2021). Fugitive dust suppression in unpaved roads: State of the art research review. Sustainability, 13(4), 2399. Wu, M., Hu, X., Zhang, Q., Zhao, Y., Sun, J., Cheng, W., … & Song, C. (2020). Preparation and performance evaluation of environment-friendly biological dust suppressant. Journal of Cleaner Production, 273, 123162. Zhang, F., Lu, Y., Wang, Y., Jiang, Z., Liu, J., & Chen, J. (2023). Study on dust pollution law and chemical dust suppression technology of non hard	

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		pavement in urban construction sites. Building and Environment, 229, 109938. Zhao, G., Chen, Y., Hopke, P. K., Holsen, T. M., & Dhaniyala, S. (2017). Characteristics of traffic-induced fugitive dust from unpaved roads. Aerosol Science and Technology, 51(11), 1324-1331.	
Email	Kevin Brodwick	To effectively increase the safety of cycling safety, the equation is both changing the Public's view on cyclists and making the roads safer. From a purely economic standpoint, mtn biking and cycling could easily drive economic lift during the Winter off season. This not only drives revenue to restaurants, hotels and shops, but allows for a more stable workforce population with less need for temporary housing. Because of the natural layout of Park City it is really primed to become mecca in the United States for everything on two wheels, something that is actively being driven in places like Bentoville. With that in mind, I'd present to the Public that both cycling and mtn biking are providing the next layer of what will make Park City great now and into the future. That we will be counting on the revenue and therefore must invest more in the infrastructure. That will end the moment PC is deemed an unsafe place to ride. During the summer months, there should be large banners both entering 224 and 248 both welcoming the cycling community but drawing attention to share the roads. There remain a number of places coming into Park City where the shoulder goes away and it needs to be made clear that cyclists need to enter the sidewalk or bike path. The environment has to be built for visitors and not just locals who may know the "hot spots". With the interest in gravel riding to further move cyclists off the road, we should be investing in more routes being built. There is also not a safe way to ride from Park City into Heber. As the towns of Heber and Midway continue there massive expansion, PC should be working to connect either gravel or cycle paths between the cities. Due to the speed of these next generation ebikes, which are closer to electric motorcycles, there needs to be more rules put in place. This should further cover the age of use, the education required to get to ride them and the use	As described in Section 1.2, *Summary of Purpose and Need*, of the EIS, UDOT looked at expected active transportation mobility needs in the needs assessment evaluation area. 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 growing east–west active transportation (walking and cycling) demand across SR-224, which will require additional crossing facilities. Therefore, a purpose of the Kimball Junction Project is to improve pedestrian and bicyclist mobility and accessibility throughout the evaluation area. The preferred Alternative C includes a new east–west underpass just south of Ute Boulevard for pedestrians and cyclists. As described in Section 2.4.2, *Alternative C: Include Bike Lanes in the Alternative*, as part of Alternative C, buffered bicycle lanes would be striped into the shoulders of SR-224 in both the northbound and southbound directions, and the shoulders would be widened from 8 feet to 10 feet wide to accommodate them. The buffered bike lanes were designed to meet UDOT's design standards and provide a minimum of a 3-foot-wide striped gap area between the bike 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

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		of helmets. We're seeing far too many kids to teens to adults traveling in excess of 20 mph. They become especially problematic moving in and out of bike lanes, sidewalks to the road which makes it difficult for motorists to determine if they're about to zig or zag. Parents need to be made much more aware on the dangers that they pose. A head injury at 20mph even with a helmet can be fatal. With the growth in popularity of mtn biking, too many trails are bi-directional. We're at the point where one way trails are necessary to avoid high speed collisions. This is slightly less important for places like Round Valley than it is at PCMR, where you have folks "downhilling" with slow moving uphill traffic and hikers. There was talk about expanding the Rail Trail between Quinns and PC. At the moment, it is tricky to navigate the pedestrians and dog walkers. This stretch is prime for widening with markings to delineate traffic. Moving to Park City from Austin, I thought the riding here was actually going to be much safer and more embraced by motorists. That certainly hasn't been the case. And while i would still give the nod to Park City as a safer cycling community, in my opinion, it is missing a much larger opportunity. The opportunity to become known in the US where you come to enjoy riding. We have infrastructure here that larger become idle from hotels, restaurants and shops that could benefit greatly from events being held here to just being a great place for summer recreation.	the I-80 single-point urban interchange (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.
In-Person Hearing	Dean Tutor	I want to clarify, first of all, what the intention of this project is. I think we're all concerned with quite a few issues with regard to Kimball Junction traffic. I want to clarify, though, are we talking about solutions solving our problems or mitigating our problems? That's, I think, incredibly important because, you know, we've all been experiencing these problems for 10, 15 years. We all see them on a daily basis. It's become an embarrassment, in my opinion, to -- what we have going on and the presentation to people that visit and as well as, most importantly, the people that live here. So intention is something I think that needs to be clarified, because what we're looking at here, with regard to these options, I don't care if it's 25 million, 125 million, or anything else. These are Band-Aids. None of these	Traffic analysis indicates that, with the preferred Alternative C, traffic flow would be substantially improved compared to the no-action conditions in 2050 during the AM and PM peak periods. The additional capacity from widening of SR-224 to three through lanes each direction, adding dual left-turn lanes to Ute Boulevard and Olympic Parkway, and adding turn lanes to and from the I-80 ramps would have the following benefits: • All intersections would operate at acceptable levels of service.

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		-- let me repeat that -- none of these options will fix our problem. They will continue to be an embarrassment to this community. There are only two solutions to our problem here, and I know what the feedback will be regarding cost and other issues, but there are two issues -- two things if we're talking about solving this issue. One is flyovers. If you want to solve the issue from the blue roof onto I-80 -- which, in the afternoons, there are about probably, I would estimate, 80 to 90 percent of those people are making their way to primarily westbound I-80 and some eastbound I-80 -- start it at the white barn. You flyover double-decker the 224 all the way onto east and westbound I-80. You solve -- nothing stops ever. You've got the room. You've got the space. It already dips down after the white barn, and it's solved instantly. The same is true from the rest stop on the I-80, eastbound I-80. You flyover from that rest stop and off-ramp onto and then end up just past Olympic Boulevard onto 224 South. Your problem is solved. Flyovers. It's the only solution other than the other one I'm going to present, and I know I'm going to get cost as an objection. It's tunneling. This was 100 years ago in Europe, and they have already tunneled. Onto I-80, both from I-80 onto 224 and from 224 back onto I-80. These are the only two solutions, flyovers and tunnels. You've got the room; you've got the space. If they can do tunnels 100 years ago in Europe, they can do it now here. Flyovers though, I'm sure will be less cost, and you're going to end up talking about a couple of other issues that are about 40 to 50 feet high with them talking about view obstruction. So that's all I've got for you today, but I'm telling you, mark my words, ten years from now, these Band-Aids will -- these issues will still be here well beyond the next Olympic games. Two solutions. That's it. Thanks for your time today. I just wanted to add that my wife and I have a business in Kimball Junction, and I know my proposals will even lessen the traffic to our retail store. I'm not concerned about that. What I'm talking about is solutions, a fix, a real solution to our long-term problem. It doesn't go away easily. Thank you.	• Through travel times on SR-224 through Kimball Junction to and from I-80 would be reduced by as much as 8 minutes. • Transit travel times would be improved. • Vehicle queueing from ramps onto the I-80 mainline would be eliminated. A tunnel in the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS) would operate similarly to Alternative B, which failed Level 3 screening because it would not meet the project purpose. As described in Chapter 2, *Alternatives*, of the EIS, Alternative B (grade-separated tunnel) meets the Level 3 traffic criteria, but it would 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. Because Alternative B would have the best performance of the three action alternatives with regard to vehicle travel times and speeds, UDOT evaluated 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 have 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 an alternative's impacts to the natural and built environment, including property acquisitions and relocations and estimated project costs. Alternative B's footprint is twice as large as that of Alternatives A and C, and it would require three business relocations as well as additional impacts to business parking,

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			circulation, and/or business drive-throughs. Alternative B also has the highest cost of the refined alternatives for several reasons. The right-of-way and property impacts shown in Table 2.3-9, *Level 4 Screening Results*, of the EIS are predictably greater for Alternative B because it has a wider footprint along SR-224 compared to Alternatives A and C. 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. Because 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 impacts to waters of the United States, the most relocations, and the highest cost, UDOT decided that Alternative B should be eliminated and not evaluated further. As described in Chapter 2, *Alternatives*, of the EIS, traffic modeling was performed for a flyover ramp concept, 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 the ramp maximum vertical grade standards in the American Association of State Highway and Transportation Officials (AASHTO) Green Book, 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. An analysis of traffic performance for the flyover ramp concept combined with Alternative C was conducted; the analysis found that the ramp's performance in 2050 would be poor compared to the preferred Alternative C. Alternative C with a flyover ramp combines the flyover traffic and the traffic turning right to travel east on I-80 into the right-most lanes on

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			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. Finally, the traffic analysis process used for this EIS considered the future land uses adopted in Summit County's *Long-range Transportation Plan 2022–2050* (Summit County 2022), including local and regional growth assumptions for multiple areas in and around the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS). These growth assumptions include the planned Park City Tech Center and adequately capture the density included in the approved development plans. As described in Chapter 2, *Alternatives*, of the EIS, the study alternatives were screened and evaluated to determine whether they could accommodate the increased traffic from the projected growth.
In-Person Hearing	Tom Farkas	In the presentation, we were asked if we had comments on the analysis -- analysis of potential impacts and also proposed mitigation of the potential impacts. In 2024, there were 48 vehicle-wildlife collisions on SR-224. That's double the 10-year average that had been documented by BIO-WEST in a report for UDOT Region 2. That same report identified that just here in Swaner was the location of the second highest number of vehicle wildlife collisions on SR-224. That report also identified that some kind of wildlife mitigation measure along Swaner would actually be an ideal location to allow wildlife to cross safely. There was no analysis dealing with vehicle-wildlife collisions in the EIS, and there was no addressing any mitigation measures regarding vehicle-wildlife collisions in the EIS. The EIS talks about the environmental impacts. You talk about aquatic. You talk about endangered species. The elk and the deer and the moose that are killed, slaughtered on SR-224, are not identified as an	As described in Section 3.9.3.3, *Threatened, Endangered, and Candidate Species*, of the EIS, UDOT obtained a species list from the U.S. Fish and Wildlife Service's (USFWS) Information, Planning, and Conservation System (IPaC) website for federally threatened, endangered, or candidate species that might occur in the ecosystem resources evaluation area and/or might be affected by the action alternatives. Neither elk, deer, nor moose are identified as federally threatened, endangered, or candidate species. Vehicle-wildlife safety was considered in the EIS. As described in Section 3.9.3.5.1, *Wildlife-vehicle Collisions*, of the EIS, UDOT consulted with the Utah Division of Wildlife Resources (UDWR) to obtain data for wildlife–vehicle collisions in the ecosystem resources evaluation area that was identified for this EIS. The data represent points where contractors or UDWR staff have picked up a carcass. UDWR has records for 64 wildlife–vehicle collisions in the evaluation area between January 2018 and November 2024 (Ehrhart

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		endangered species, but they certainly are endangered when they try to cross from one side of their habitat to the other which is bisected by SR-224. I know you're going to say -- even though one of the alternatives included distance up to Bear Cub Road, it seems to me that if you look that far, even though that's not as far as you're going with the alternative, it would be appropriate for UDOT to address this issue as part of such a major project to warrant. To be blind is a tragedy in hindsight. Therefore, my opinion, the EIS is totally inadequate in this regard without addressing what this project will do, let alone what's happening now on SR-224 even without your project needs attention. It seems to me it should be UDOT's responsibility to do something about it. Thank you.	2024), 89% of which occurred on I-80. (Additional information obtained since publication of the Draft EIS indicates that, in 2024, no carcasses were picked up (by contractors hired by UDOT) on SR-224 between the Kimball Junction interchange and Bear Cub Drive. Three public carcass reports consisted of one unknown species and two snowshoe hares. As further described in the EIS, wildlife–vehicle collisions on I-80 in the ecosystem resources evaluation area were generally lower in 2023 and 2024 than in previous years; this difference indicates that recently installed fencing on both the eastbound and westbound sides of I-80 near Kimball Junction is likely successfully keeping wildlife from attempting to cross I-80 in the evaluation area. Moreover, wildlife–vehicle collision numbers on I-80 and SR-224 in the evaluation area from recent years are low compared to both statewide data and data for the surrounding area. For this reason, the ecosystem resources evaluation area does not constitute a hot spot for wildlife–vehicle collisions. Wildlife crossings require the installation of adjacent wildlife fencing. The cross streets and business and residential accesses along SR-224 in the ecosystem resources evaluation area are obstacles for adding wildlife fencing to protect against wildlife–vehicle collisions. It would not be reasonable to install wildlife fencing along SR-224 because of the short length of SR-224 in the evaluation area (about 1 mile) and because there are cross streets and business and residential accesses, pedestrian and cycling trails, and extensive commercial and residential development on both sides of SR-224 through the evaluation area. Wildlife fencing in this area would need to have many gaps to accommodate these accesses, and wildlife would be able to pass through the fencing at the gaps. Each access point along SR-224 in and around Kimball Junction would need a double cattle guard installed to maintain a barrier against wildlife. The cost and maintenance issues associated with these double cattle guards are not justified by the low wildlife–

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			vehicle conflict numbers in the ecosystem resources evaluation area. As described in the EIS, during the final design of the selected alternative, UDOT will evaluate the feasibility of adding exclusionary cattle guards at the Kimball Junction interchange on- and off-ramps. Adding exclusionary cattle guards would connect the wildlife fencing along both sides of I-80, which would help prevent wildlife from entering the freeway.
In-Person Hearing	Joan Entwhistle	Hi. I'm Joan Entwhistle. I live in the Pinebrook neighborhood. I drive up to Park City several times a week during the winter, and I thank you for having your people here to answer questions. I learned a lot from them today. I see Alternative C makes some changes, such as extra left turn lanes, a pedestrian underpass that will help the intersection for people using transit and cars entering shopping plazas. However, the alternative does nothing to reduce the number of cars. More cars heading to the ski areas from 80 will just fill the intersection simply because traffic is backed up on the entire road from Canyons to Kimball Junction. The extra lanes on Olympic Boulevard will do nothing -- just two lanes backed up instead of one waiting to enter 224. Also, adding the lane on Ute Boulevard next to the library will only make the pedestrian crossings that are in that -- that are on the outside of that roundabout more dangerous as cars try to speed through that roundabout more quickly. And, you know, I don't see any solution there as to how to make it safer for pedestrians there. I drive there a lot, and at 5:00 o'clock at night, you can't see people. They don't turn on the little lights. We need to do more to make that safer, and this doesn't do that. It makes it less safe. The -- we need to reduce the number of cars by expanding the park and rides, which I hear from people they're full most days in the winter. We need to have more -- more spaces in the park and rides. We need to have more express buses paid for by the ski areas, and we need to -- that's why I like the other alternative, because an extra flyover for cars can go to the park and	The preferred Alternative C adds an additional northbound and southbound through lane on SR-224 from Olympic Parkway to I-80. The added capacity to SR-224 from the through lanes plus the other improvements in Alternative C allow all intersections to operate at acceptable levels of service in the forecasts for the AM and PM peak-hour conditions in 2050. As described in Section 2.2.1.1, *Considerations of Transit, Travel Demand Management, and Transportation System Management Alternatives*, of the EIS, 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 would not meet the purpose of the project because they 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 High Valley Transit's planned SR-224 bus rapid transit (BRT) service that has been identified in local and regional transportation plans. SR-224 has an annual average daily traffic (AADT) of 33,000 vehicles per day. The planned BRT service is predicted to attract only about 5,400 riders a day (High Valley Transit 2023), which is not enough to sufficiently reduce traffic on SR-224 as a standalone alternative. Transit service, whether as a standalone alternative or when combined with other

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		ride, and they never go through Kimball Junction if we put the park and rides where they need to be there, which isn't even part of that plan either. So let's -- let's try to figure out how to get less cars on the road and less cars through this intersection and more cars in the park and rides and taking the express buses up to the ski areas during the winter. Thank you.	alternatives, would not 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 reduce some traffic in the Kimball Junction area, but not enough to address the transportation needs for this project. For this reason, a standalone transit service alternative does not satisfy the project's purpose. Strategies such as TDM 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. The proposed BRT project is currently designed to access SR-224 via Olympic Parkway. The dual left turns northbound from SR-224 to Olympic Parkway will accommodate the BRT. In addition, the BRT travel lanes on SR-224 begin south of Olympic Parkway and would not be affected by preferred Alternative C. As described in Section 1.2.2, *Purpose of the Project*, of the EIS, a key purpose element of the Kimball Junction Project is to maintain or improve transit travel times throughout the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS). As described in Chapter 2, *Alternatives*, and shown in Table 2.3-7, *Level 3 Screening Results*, of the EIS, Alternative C would improve the travel time of the proposed BRT in the Kimball Junction area by about 2 minutes compared to the No-Action Alternative. Regarding the comment about pedestrian safety at the Ute Boulevard roundabout, during final design, UDOT could work with Summit County to include additional signs and lights at all roundabout crossings.

Comment Origin	Name	Comment	Responses
In-Person Hearing	Dakota Cherne	Thank you. Good evening. So my main issue here is there's no debate the traffic from 224 North to 80 West would disappear if not for the traffic lights. This is confirmed by even your own studies, and it would be hard to argue that this doesn't reflect the spirit of this project and the urgency of getting this done. However, when I see the solutions brought up, the only solution that I've seen is extra left turn lanes at Ute and Olympic, which wouldn't significantly shorten the light intervals. The under passageway is a fantastic solution, and I 100 percent very much think that's a great thing, especially with the transit center now being where it is, and that will lessen the intervals minimally, not accounting for pedestrians going through the crosswalks. So the issue still is that the only extra thing that will help mitigate the main spirit of this project is an extra lane going north on Ute Boulevard. There are no additional mitigations after Ute. There are minimal changes made to the actual junction of 80, and so I would really love to see a lot more actual detailed simulations of how an extra lane from Ute will actually help people get onto 80 when there's still only two left turn lanes. And it's very much in theory, and it's a lot to gamble $50 million on when this is the main issue and why this project is being done and why this project is being pushed forward because of who knows how long it is all the way down to -- it's past the blue roof. I mean, it gets down to blue roof about 3:00 p.m., and I know because I have my orthodontic there, and I sit out there, and I have my appointment, and I talk to them. And I say -- they're like, yeah, every day at 3:00 p.m. because it's now people commuting, and so everyone comes in at 7:00 and they leave at 3:00. The traffic is no longer at 5:00 p.m. It now starts from 3:00 p.m. onto almost past 5:00 into 6:00 p.m. And this is the main issue, and I see nothing being changed to help solve that besides pedestrians being taken out of the crosswalk and an extra through lane, and I would really love to see maybe if you guys have traffic simulations to help gain support from the community because this is all of our main concerns. Everything sounds great, and everything is a -- I love the extra left turns lanes to not block the intersection. I love the underpass and everything about it, but for $50 million, it does not seem to mitigate any of the issues in practice after we've already spent the money. And everyone knows, once we	The preferred Alternative C adds an additional northbound and southbound through lane on SR-224 from Olympic Parkway to I-80. The added capacity to SR-224 from the through lanes plus the other improvements in Alternative C allow all intersections, including the interchange at I-80, to operate at acceptable levels of service in the forecasts for the AM and PM peak-hour conditions in 2050. Alternative C also includes a northbound right-turn lane onto Olympic Parkway and doubles the length of vehicle storage compared to the existing right-turn lane. Northbound vehicle queuing on SR-224 would decrease due to the additional through lane on SR-224 described above. The decrease in vehicle queuing at this intersection should influence driver behavior and lead to fewer drivers driving in the shoulder to bypass the vehicle queue.

Comment Origin	Name	Comment	Responses
		spend this money, no other projects are going to get approved for a very long time to adjust this. My other comments that I would really love to see is the right hand turn lane going onto Olympic Park. There's a huge oversight in that, and it's very undervalued in the way that it would affect traffic. In fact, Park City Police is very adamant about projecting this into the community to know, if you cut into that bus lane on the shoulder, you will get a ticket. If you guys can -- it's currently probably about -- it is about 50 feet right now, and I don't know what the current extension is, and I talked to them, and they don't know either. But if -- there are many different intersections that have those turn lanes with the white solid line for at least 500 feet. If you guys could extend that, you can take cars out of the cue going north that want to turn into Redstone right onto Olympic.	
In-Person Hearing	Duncan Silver	My name is Duncan Silver, and I agree with the first commenter that we're not going to solve this problem the way it's going. This solution is the best of the alternatives that were presented, but it's ten years late. The only solution that will work in this area is to have two interchanges. We have moved from a rural community to an urban one. We need to put an urban I-80 through here. I am a little bit disappointed in UDOT's lack of using innovativity that they used on the Salt Lake Valley where they put in better service intersections, better interchanges, and did a fantastic job. All they're doing is wiping out the existing problem area, and it's not going to solve the problem. It's going to be the same. In fact, we'll go through a year and a half to two years of even worst congestion because of construction, and then we'll get through, and all the people will come back, and it will be the same thing as we had. We need to look at from Jeremy Ranch to I-40 and build an interstate that works in an urban area with two interchanges, one for Park City and one for Kimball Junction. Until that's done, it will not solve our traffic problems. We'll all be sitting here. Thank you.	The traffic analysis process used for this EIS considered the future land uses adopted in Summit County's *Long-range Transportation Plan 2022–2050* (Summit County 2022), including local and regional growth assumptions for multiple areas in and around the needs assessment evaluation area. These growth assumptions include the planned Park City Tech Center and adequately capture the density included in the approved development plans. As described in Chapter 2, *Alternatives*, of the EIS, the study alternatives were screened and evaluated to determine whether they could accommodate the increased traffic from the projected growth. Alternative A would provide another exit from I-80 directly to the west side of SR-224 and a more direct route to the west side of Kimball Junction. However, UDOT selected Alternative C as its preferred alternative because it offers the greatest reduction in travel delay and faster travel speeds in the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS) during the AM and PM peak periods. In addition, all intersections in the evaluation area would operate at acceptable levels of service with

Comment Origin	Name	Comment	Responses
			Alternative C, and Alternative C provides the shortest vehicle queue lengths at the I-80 off-r/ramps. At this time, Alternative C is the more reasonable expenditure of funds for the anticipated operational benefits; however, Alternative C does not preclude Alternative A—or another similar solution—from being implemented in the future if needed.
In-Person Hearing	Hillary Jessup	I'm Hillary Jessup, and I live on [redacted] and I'm going to -- I'm just right on [redacted] and I think I'm going to be very much impacted by all of this construction that's going to be happening. When I try to go from my home to Kimball between 7:30 and 9:00, sometimes it takes me half an hour to go from Pheasant to Kimball Junction. We do have another way that I can go the other way underneath, but it's -- it's very -- it's really a problem. It's been a problem. I've been there for ten years, and according to this -- this gentleman, it's way overdue. One of the problems that I see is when people are coming off of 80, they're running the light, and they're blocking the -- the way across 80 to Kimball, and you stop and you wait, and people keep going through and going through on red. It's not policed at all. Coming home, a lot of the people are being on the -- going toward 80 from Park City. They're using the -- the right turn lanes and the center lanes to go through, and I see no enforcement of staying in their lane, and that's -- that's	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. The estimated time to construct the preferred Alternative C is 1 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 turns, 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.

Comment Origin	Name	Comment	Responses
		a problem too, and those are the things that could have been done right now to make sure that people are obeying the law. Another thing is the workforce. In the morning, I would think that half of the traffic is workforce people coming in trying to get up to Park City and Deer Valley, a lot of people also coming down Bitner and going to Glenwild. That is -- if there's -- if there's a way to mitigate certain times or a way that people could go around, even at certain times from 7:30 to 9:30, that would make a big -- a big difference, but I see so many people coming from park -- from Salt Lake City going into Park City that are working. And for them to take a bus, there's no way that's going to happen. So that should be addressed. The other thing is I am handicapped, and I'm wondering what provisions have been made for ADA for handicapped walking here and walking there, and I have nothing -- I haven't heard anything about ADA.	Alternative C is less complex to construct than the other alternatives considered in Chapter 2, *Alternatives*, of the EIS. While the traffic analysis process used for this EIS can't account for enforcement, even with enforcement for the issues noted in the comment, improvements in the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS) are still needed. The purpose of the Kimball Junction Project is to improve operations and travel time on SR-224 from the I-80 interchange through Olympic Parkway, improve safety by reducing vehicle queues on the I-80 off-ramps, improve pedestrian and bicyclist mobility and accessibility throughout the evaluation area, and maintain or improve transit travel times throughout the evaluation area. In a separate project, High Valley Transit is implementing bus rapid transit on SR-224 between the Kimball Junction Transit Center and the Old Town Transit Center in Park City. The preferred Alternative C adds an additional northbound and southbound through lane on SR-224 from Olympic Parkway to I-80. The added capacity to SR-224 from the through lanes plus the other improvements in Alternative C allow all intersections to operate at acceptable levels of service in the forecasts for the AM and PM peak-hour conditions in 2050. Alternative C also includes a northbound right-turn lane onto Olympic Parkway and doubles the length of vehicle storage compared to the existing right-turn lane. Northbound vehicle queuing on SR-224 would decrease due to the additional through lane on SR-224 described above. The decrease in vehicle queuing at this intersection should influence driver behavior and lead to fewer drivers driving in the shoulder to bypass the vehicle queue.

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			All pedestrian ramps, tunnels, trails, and sidewalks included with the preferred Alternative C are designed to meet Americans with Disabilities Act (ADA) standards.
In-Person Hearing	Bob Devaney	My name is Bob Devaney. I'm with Betty. We've been here for 25 years. Experienced Olympics in 2002. It was great. I'm far from an expert in what you guys are doing; so I won't comment on that. You have plenty of experts. What I do see, though, and what concerns me, is we're going to have efficient traffic movement and we're going to increase traffic. So I have two comments on that. First one is to what degree did you study the environmental impact on our area with respect to increased traffic? Namely, I call it inversion creep from Salt Lake. Number two, on any day or any given day at Kimball Junction area, and if you looked at those red lights, there are at least two people running a red light every single light change. That is a problem in terms of safety. And to what degree has anybody even managed or addressed that or even got some data on it? But I can tell you, if you're sitting there in the morning or evening, at least two people run the red lights from a dead stop. That's a real concern to me. Thank you.	The traffic analysis process used for this EIS considered the future land uses adopted in Summit County's *Long-range Transportation Plan 2022–2050* (Summit County 2022), including local and regional growth assumptions for multiple areas in and around the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS). These growth assumptions include the planned Park City Tech Center and adequately capture the density included in the approved development plans. As described in Chapter 2, *Alternatives*, of the EIS, the study alternatives were screened and evaluated to determine whether they could accommodate the increased traffic from the projected growth and project capacity improvements. The traffic analysis for the preferred Alternative C indicates that the intersections in the evaluation area would operate at acceptable levels of service in 2050. Studying the environmental impacts from potential increased population growth is outside the scope of this project. Although the traffic analysis process used for this EIS cannot account for enforcement, even with enforcement of the issues noted in the comment, improvements in the evaluation area are still needed. The purpose of the Kimball Junction Project is to improve operations and travel time on SR-224 from the I-80 interchange through Olympic Parkway, improve safety by reducing vehicle queues on the I-80 off-ramps, improve pedestrian and bicyclist mobility and accessibility throughout the evaluation area, and maintain or improve transit travel times throughout the evaluation area.
In-Person Hearing	Zev Rosenfield	My name is Zev Rosenfield. I have a couple of issues that I want to address. So I'll go through rapidly.	The traffic analysis process used for this EIS considered the future land uses adopted in Summit County's *Long-range*

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		First of all, thank you to the entire team. I'm no expert in this. You are all. So thank you for all your hard work and dedication trying to fix this interchange. My first worry is induced demand. By adding extra lanes throughout this entire intersection, how are we going to change the demand and how are traffic models accounted for that effectively? It has not always in past EISes. Additionally to that, our traffic model is 2050. There's a traffic problem now. There has been for the last five, ten years, and my understanding is that that traffic problem is worse than any model would have expected 20 years ago. So when we started this EIS, I believe it was about five years ago. How was traffic for the 2025 model, and has that lined up accurately or have we adjusted models appropriately? Bus lane merges -- I know that we will say that bus lanes are out of the scope of this EIS. Ultimately, we need to focus holistically on what the entirety of the Park City 224/I-80 region looks like. There is a separate EIS for bus lanes. Why are we not combining this into one EIS? If you look at bus lanes separately from an interchange, the interchange is going to be worse, and the bus lanes are going to be worse. Currently, bus lanes are scheduled to merge far before the intersection in the busiest section of traffic. So buses will have to merge over now four lanes of traffic in order to make a left turn onto Olympic Parkway off of 224. Did we -- can we model for a dedicated left turn signal stage directly at Olympic Boulevard for central running bus lanes so that those buses are not merging across traffic making traffic worse and delaying buses more than they already are? Continuing on the holistic approach, transit from Salt Lake City. Ultimately, there are going to be cars in this interchange, but how can we reduce the number of cars in the interchange instead of just trying to figure out how to fit more cars into a relatively small area? Did the EIS study the possibility of adding more massive rapid transit from Salt Lake City to Park City? We've already talked about transit centers or park and rides. Why are all of our park and rides in Park City? Why are we making people drive up in I-80 in the first place? Why can't they be in Salt Lake? Why can't we have buses from the airport? All of those could be	*Transportation Plan 2022–2050* (Summit County 2022), including local and regional growth assumptions for multiple areas in and around the needs assessment evaluation area. These growth assumptions include the planned Park City Tech Center and adequately capture the density included in the approved development plans. The traffic model also takes into account shifts in traffic patterns and increases in traffic as a result of the roadway capacity increases that would result from the Kimball Junction Project. Specific future development projects are, of course, outside UDOT's jurisdiction or control. At the onset of this study, the Summit-Wasatch travel demand model predicted future travel demand out to the horizon year 2050. The model took into account all the population growth and development expected between the start of the study (2022) and 2050, including the population growth and development that have occurred between the start of the study and 2025. The current travel demand model has interim years for 2032 and 2042 only, so no comparison to 2025 was available. All analyses has been conducted to meet the travel demand in 2050. In 2022, Summit County and High Valley Transit, in conjunction with the Federal Transit Administration (FTA), completed a categorical exclusion (CE) for bus rapid transit (BRT) on SR-224 between the Kimball Junction and Old Town Transit Centers. UDOT incorporated the most recent recommendations and preliminary design from that CE, which include side-running BRT on both sides of SR-224 south of Ute Boulevard and dual left turns at Olympic Parkway, into the preferred Alternative C design and EIS analysis. The proposed BRT project is currently designed to access SR-224 via Olympic Parkway. The dual left turns northbound from SR-224 to Olympic Parkway will accommodate the BRT. In addition, the BRT travel lanes on SR-224 begin south of Olympic Parkway and will not be affected by the preferred Alternative C. As described in Section 1.2.2, *Purpose of the*

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		involved in this EIS. I know that the Little Cottonwood Canyon EIS considered rapid bus transit. Why are we not considering rapid bus transit? And, lastly, once again, thank you all for being here. I am a little concerned that there was no active or mass transit personnel in attendance at this public hearing. Thank you.	*Project*, of the EIS, a key purpose element of the Kimball Junction Project is to maintain or improve transit travel times throughout the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS). As described in Chapter 2, *Alternatives*, and shown in Table 2.3-7, *Level 3 Screening Results*, of the EIS, Alternative C would improve the travel time of the proposed BRT in the Kimball Junction area by about 2 minutes compared to the No-Action Alternative. The evaluation of rapid transit from Salt Lake City to Park City is outside the scope of this EIS, though a transit alternative for the Kimball Junction Project was considered and eliminated. As described in Section 2.2.1.1, *Considerations of Transit, Travel Demand Management, and Transportation System Management Alternatives*, of the EIS, 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 would not meet the purpose of the project because they 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 High Valley Transit's planned SR-224 BRT service that has been identified in local and regional transportation plans. SR-224 has an annual average daily traffic (AADT) of 33,000 vehicles per day. The planned BRT service is predicted to attract only about 5,400 riders a day (High Valley Transit 2023), which is not enough to sufficiently reduce traffic on SR-224 as a standalone alternative. Transit service, whether as a standalone alternative or when combined with other alternatives, would not 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 reduce some traffic in the Kimball Junction area, but not enough to address the transportation needs for this

Comment Origin	Name	Comment	Responses
			project. For this reason, a standalone transit service alternative does not satisfy the Kimball Junction Project's purpose. Strategies such as TDM 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.
Open House Verbal Comment	Duncan Silver	First I want to say, over three alternatives, this one is the best. Second, I want to say, you done solved the problem. From Jeremy Ranch to US-40 is now an urban area. We are using rural interchanges and trying to make them fit an urban area. The only solution is to use the study area from Jeremy Ranch to US-40 and create an urban interchange, urban interstate I-80, with two interchanges, one to serve Kimball Junction and one to serve Park City.	The traffic analysis process used for this EIS considered the future land uses adopted in Summit County's *Long-range Transportation Plan 2022–2050* (Summit County 2022), including local and regional growth assumptions for multiple areas in and around the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS). These growth assumptions include the planned Park City Tech Center and adequately capture the density included in the approved development plans. As described in Chapter 2, *Alternatives*, of the EIS, the study alternatives were screened and evaluated to determine whether they could accommodate the increased traffic from the projected growth. Alternative A would provide another exit from I-80 directly to the west side of SR-224 and a more direct route to the west side of Kimball Junction. However, UDOT selected Alternative C as its preferred alternative because this alternative offers the greatest reduction in travel delay and faster travel speeds in the evaluation area during the AM and PM peak periods. In addition, all intersections in the evaluation area would operate at acceptable levels of service with Alternative C, and Alternative C provides the shortest vehicle queue lengths at the I-80 off-ramps.

Comment Origin	Name	Comment	Responses
			At this time, Alternative C is the more reasonable expenditure of funds for the anticipated operational benefits; however, Alternative C does not preclude Alternative A—or another similar solution—from being implemented in the future if needed.
Website	--	April 9th, 2025 Utah Department of Transportation 2010 South 2760 West Salt Lake City, UT 84104 Re: Project No. S-0224(50)12, (EIS No. 20250028) Draft Environmental Impact Statement Kimball Junction Project in Summit County, Utah. To Whom It May Concern, Thank you for the opportunity to comment on the Kimball Junction Project Draft Environmental Impact Statement. We are researchers at the University of Arizona studying natural resources and environmental law. As environmentalists of the West and frequent users of transportation-related infrastructure, we value the opportunity for all Americans to have the right to safe and effective transit. We acknowledge and support the benefit of roadway development and expansion for the county, and we believe that the chosen alternative (Alternative C: Intersection Improvements with Pedestrian Enhancements) to expand roadways at Kimball Junction sufficiently addresses many concerns regarding the health, economic, and general welfare of the citizens and environment in the area. This aligns with the purpose and mission of the National Environmental Policy Act, as stated by 42 U.S.C. 4331(a). However, we would like to raise concerns regarding a few inconsistencies and ambiguities within the draft report that should be cleared before the final EIS is released to uphold transparency for citizens who may be impacted. **Clarifying these inconsistencies and ambiguities falls in accordance with Section 101 of the National Environmental Policy Act,** which enforces the promotion of the general welfare of citizens.	**Response to Point 1:** The cited Section S.5, *What alternatives were considered for the project?*, is from the summary chapter of the EIS. This section of the summary is intended to provide a concise summary of the alternatives' development and screening process; the more in-depth description of the alternatives' development and screening process is provided in Chapter 2, *Alternatives*, of the EIS. This alternatives chapter is found in the same document as the summary chapter: https://kimballjunctioneis.udot.utah.gov/wp-content/uploads/2025/03/Kimball_Jct_DEIS_00_Chapters.pdf. As part of the Fiscal Responsibility Act of 2023, the page limits for a NEPA document are limited to 150 or 300 pages for an EIS, with the expectation that lengthy technical analyses and documents will be moved to appendices. Chapter 2, *Alternatives*, of the Draft EIS provides an overview of the Level 3 and Level 4 screening results; the in-depth technical analyses are provided in Appendix 2A, *Final Alternatives Development and Screening Results Report*. This appendix is linked directly below the Kimball Junction Draft EIS volume 1 chapters on the same web page from which the commentors accessed the summary chapter. The *Final Alternatives Development and Screening Results Report* provides details regarding how the screening criteria for the EIS were selected and how alternatives were measured against those criteria. Chapter 4, *Coordination*, of the Draft EIS, provides details regarding the public and agency outreach process to date, including details regarding the public's and agencies' opportunities to review and comment on both the *Alternatives Development and*

Comment Origin	Name	Comment	Responses
		We first briefly raise our concerns and then provide more detail below: 1. We are concerned with the lack of clarity in the Draft EIS regarding the screening process and evaluation criteria for alternatives in the Kimball Junction Project. Sufficient detail on how alternatives were assessed or why the preferred action was selected over other alternatives was not adequately provided. Criteria and explanation of why/how alternatives were evaluated as well eliminated is required per the regulations standardized by the Council on Environmental Quality under section 40 CFR 1502.14. 2. The draft does not report the official state of certain wildlife impacts, claiming they await UDOT/USFWS confirmation, though this should have been done before the draft was posted for full transparency and should not be stated differently in Table S.7-1. Resource Impacts from Each Project Alternative**. These impacts are required to be analyzed and considered under 40 CFR 1508 of the National Environmental Policy Act.** **Point 1: Lack of Information/Explanation in Screening Process for Alternatives and the Alternative Selection** Within the Draft EIS there are various points that lack clarity on Alternatives; the screening process and alternative selection more specifically. Based on CEQ regulations Alternative Screening should clearly indicate the why and how a range of alternatives was developed for the project and what input was provided by the public and other agencies; further explanation for the elimination of an alternative must also be provided with a 'why and how' statement (NEPA, 2025). Most importantly the regulations highlight that the criteria used for assessing the alternatives and alternative's effectiveness must be clear, with the addition of who–what agencies– was involved in developing said criteria. In Section S.5 What alternatives were considered for the project? the screening process is described offering an explanation of 'why' certain alternatives were selected or not selected. Despite this information, the DEIS lacks explanation on 'how' the criteria was selected and furthermore how it was applied to actually evaluate the alternatives. The Draft provides the 'why' on screening the alternatives but does not provide clear communication on 'how' those alternatives were actually measured. Rather the draft directs this question to "Attachment D, Kimball Junction Alternatives and Traffic	*Screening Methodology Report* and the *Draft Alternatives Development and Screening Results Report*. **Response to Point 2:** As described in Section 3.9.4.4, *Alternative C: Impacts to Threatened and Endangered Species*, which cross-references Section 3.9.4.3.2, *Impacts to Species under Conservation Agreement*, of the EIS, 0.546 acre of potentially suitable Ute ladies'-tresses habitat was identified in wet meadow wetlands in the Alternative C "action area" (that is, all areas that would be affected directly or indirectly by the federal action as defined by Endangered Species Act regulations (50 Code of Federal Regulations Section 402.02)) but outside the project footprint for Alternative C. The *U.S. Fish and Wildlife Service (USFWS) Utah Field Office Guidelines for Conducting and Reporting Botanical Inventories and Monitoring of Federally Listed, Proposed and Candidate Plants* (USFWS 2011) stipulate that a 300-foot buffer be applied to a project footprint to account for potential indirect impacts. Therefore, the action area for the action alternatives evaluated in the Draft EIS consists of each alternative's footprint plus a 300-foot buffer. UDOT conducted a first-year clearance survey (on September 4 and 6, 2024) in the potentially suitable habitat identified in Alternative C's action area. No Ute ladies'-tresses individuals were found. As further described in Section 3.9.4.4 of the EIS, construction activities would be contained to the footprint of Alternative C; therefore, construction and operation of this alternative would not result in the clearing, excavating, filling, or alteration of any potentially suitable Ute ladies'-tresses habitat, since the 0.546 acre of potentially suitable habitat was identified in the action area but outside the alternative's footprint. Therefore, Table S.7-1 is technically correct that there are no direct impacts to threatened and endangered species. As described in Section 4.1, *Species Dismissed from Further Consideration*, in Appendix 3F, *Biological Assessment and*

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		Modeling Data Report, of Appendix 2A, Final Alternatives Development and Screening Results Report. The EIS's appendix in the Contents section states that "Appendices are available separately" with no further information on where or how to locate the information. This lack of transparency in communication with the public and potentially other agencies raises concern about the legitimacy of the screening process and data used for alternative's selection. **Point 2: Lack of Confirmation on Threatened and Endangered Species Impacts** There are several inconsistencies and ambiguities relating to impacts on wildlife and the environment. Table S.7-1. Resource Impacts from Each Project Alternative states that there are no direct impacts to threatened, endangered, and sensitive species; however, in Section 3.9.3.3 Threatened, Endangered, and Candidate Species, it is claimed that "UDOT has determined that Alternative C, the preferred alternative, "may affect, but is not likely to adversely affect" Ute ladies'-tresses (Spiranthes diluvialis orchids) and will submit this determination to USFWS for concurrence." Thus, the lack of this confirmation on the possible impact for these rare orchids from the necessary agency, coupled with the earlier determination of "no impact" on all endangered and threatened species in earlier Table S.7-1 leads to a lack of transparency for citizens viewing this document. Additionally, this collaboration is necessary under Section 7 of the Endangered Species Act (16 U.S.C. § 1531 et seq, 1973), which enforces that federal agencies must consult with the U.S. Fish and Wildlife Service (USFWS) before taking any action that will likely affect a federally listed threatened or endangered species or designated critical habitat for an endangered species. Because this has not been completed, there should be another commenting period occurring after the necessary agency collaboration has come to fruition. **Positive Aspects of the EIS** The Kimball Junction Project Draft Environmental Impact Statement is strong in regard to its format and responses during the screening period. The project's goal to improve traffic flow and pedestrian safety within Kimball Junction, as well as UDOT's responses to the public comments during the first round of the commenting period, were clearly stated in the EIS. These	*USFWS Concurrence*, of the EIS, all species other than Ute ladies'-tresses were dismissed from further consideration either because no suitable habitat was found in the action area or, in the case of monarch butterfly and Suckley's cuckoo bumble bee, proposed critical habitat was outside the action area (monarch butterfly) or critical habitat has not yet been proposed for the species (Suckley's cuckoo bumble bee). Thus, the only species carried forward for evaluation in the biological assessment was Ute ladies'-tresses because potentially suitable habitat for this species was identified in the Alternative C action area. Section 7 consultation does not need to be completed for a Draft EIS; however, the consultation should be initiated prior to or at the time of the Draft EIS release, and a Draft EIS should document the steps of the Section 7 consultation process. A total of 0.334 acre of potentially suitable Ute ladies'-tresses habitat was identified in wet meadow wetlands in the Alternative A action area, and a total of 0.546 acre of potentially suitable Ute ladies'-tresses habitat was identified in wet meadow wetlands in the Alternative C action area. UDOT conducted a first-year clearance survey for Ute ladies'-tresses on September 4 and 6, 2024. No plants were found during the survey. UDOT plans to complete additional clearance surveys for Ute ladies'-tresses during the 2025 and 2026 growing seasons. If no plants are found, UDOT will confirm the "may affect, but not likely to adversely affect" determination. If plants are found before constructing either of the action alternatives, UDOT will contact USFWS to determine the next course of action for ESA Section 7 compliance. UDOT prepared a biological assessment and determined that Alternative C, the selected alternative, "may affect, but is not likely to adversely affect" Ute ladies'-tresses (for additional details, see Appendix 3F, *Biological Assessment and USFWS Concurrence*, of the Final EIS). UDOT requested USFWS concurrence with this determination in a letter sent on

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		comments, along with responses, are available to view on the Kimball Junction Project website with clear, concise labeling and easy-to-follow formatting. In addition, the Kimball Junction Project Draft has made their responses during the public screening process easily accessible for critique. Comments made during the screening process that raised concerns and brought substantive issues to light received a response from UDOT. Their responses are organized by the topic of concern, making it easy to follow for the public to keep track of their concerns with ease. Comments made by the public regarding Hazardous Air Pollutants (HAP) were met with responses ensuring that mitigation measures will be considered in the revision process as well as qualitative assessments of MSAT emissions. Concerns regarding environmental justice were met with UDOT recognizing this concern and emphasizing their use of the EJScreen tool, which uses mapping with demographic data, to identify areas of concern to not negatively impact low-income areas. UDOT's responses not only ensured the public that they are listening to their concerns and will update their draft with completed scientific surveys, but some comments are being held in high regard. One concern regarding stormwater and drainage concerns in the project area is being implemented into their revised draft in a detailed design. **Conclusion** In conclusion, we find that the Draft EIS has numerous instances of ambiguities that poorly communicate critical components of the proposed action, including potential wildlife impacts and an adequate discussion of the alternative's screening and selection process. Given that the proposed action is still awaiting complete approval and analysis from the Utah Department of Transportation, we hold the position that there are too many potential deficiencies in the plan to be able to move forward. Prior to the development of the Final EIS, the public should have the opportunity to review and comment on the additional analysis from the Utah Department of Transportation regarding the wildlife impacts. Sincerely, Katrina Shah	March 11, 2025. USFWS concurred with this determination on March 27, 2025, via a time/date stamp. The USFWS concurrence letter is provided with the biological assessment in Appendix 3F. On January 7, 2025, USFWS issued a proposed rule (90 *Federal Register* 1054) to remove Ute ladies'-tresses from the Federal List of Endangered and Threatened Plants. If the species is delisted, the future planned surveys will not be required nor conducted, and the mitigation measures will not apply.

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		Brighid Loftus Andrea Alarcon Cecilia Olivares School of Natural Resources and the Environment, The University of Arizona References N.d. Alternatives development and screening report | UDOT I15 EIS. URL https://i15eis.udot.utah.gov/wp-content/uploads/2023/05/I-15-600-N-EIS-Alternatives-Sc reening-Report-reduced-file-size.pdf (accessed 4.9.25b). N.d. Appendix F early scoping period comments. URL https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2020/11/Early-Scoping-Report-2 020-Appendix-F-Comments.pdf (accessed 4.9.25d). N.d. Appendix H responses to Formal Agency comments. URL https://kimballjunctioneis.udot.utah.gov/wp-content/uploads/2023/03/UDOT_KJEIS-Sco ping-Summary-Report-Appendix-H-Responses-to-Formal-Agency-Comments.pdf (accessed 4.9.25c). N.d. ECFR :: 40 CFR 1502.14 -- alternatives including the proposed action. URL https://www.ecfr.gov/current/title-40/chapter-V/subchapter-A/part-1502/section-1502.14 (accessed 4.9.25a). N.d. Kimballjunctioneis.udot.utah.gov. URL https://kimballjunctioneis.udot.utah.gov/ (accessed	

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		4.9.25). NEPA transportation decisionmaking [WWW Document], n.d. FHWA. URL https://www.environment.fhwa.dot.gov/nepa/trans_decisionmaking.aspx (accessed 4.9.25). United States. (1973). Endangered Species Act. 16 U.S.C. § 1531 et seq	
Website	Easton Thatcher	April 9, 2025 Carrisa Watanabe Environmental Program Manager Utah Department of Transportation Re: Kimball Junction Project, Docket # S-0224(50)12 Dear Ms. Carrisa Watanabe, Thank you for the opportunity to provide feedback on the Kimball Junction Project. We are researchers from the University of Arizona's School of Natural Resources and the Environment. We would like to raise concerns regarding potential soil contamination at the former Landmark Texaco site as well as the Sparkling Dry Cleaning LLC site. The concentrations of tetrachloroethylene at the Dry Cleaning site pose a high risk of exposure to construction workers, people who live nearby, and the surrounding environment if not properly addressed. The high risk of exposure to tetrachloroethylene (PCE) is concerning to us, as studies have shown that it can be rapidly absorbed by humans through both oral ingestion and inhalation. PCE is recognized as a human carcinogen and is also classified as a neurotoxin. Exposure to PCE can harm the nervous system, potentially leading to problems like cognitive impairments, vision changes, and slower reaction times. The potential for these harmful effects makes PCE exposure particularly dangerous (Guyton et al. 2014). We agree that further testing should be conducted before construction starts. As identified in the report, there is a high risk that construction would encounter contamination at the Sparkling Dry Cleaning LLC site, and a	If the preferred Alternative C is selected by UDOT in the Record of Decision for the project, site investigations would be conducted by UDOT during the final design phase of the project to confirm the presence of contamination and determine potential risks to construction, if any, and the appropriate remedial measures. In the case of an identified chemical hazard, UDOT would negotiate the site remedy with the property owner before property is acquired and disturbed by construction and through possible coordination with the U.S. Environmental Protection Agency (EPA) and the Utah Division of Environmental Response and Remediation (DERR). Previously unidentified sites or contamination could be encountered during construction. The construction contractor would implement measures to prevent the spread of contamination and to limit worker exposure. In such a case, all work would stop in the area of the contamination according to UDOT Standard Specifications, and the contractor would consult with UDOT and DERR to determine the appropriate remedial measures. Hazardous materials would be handled according to UDOT Standard Specifications and the requirements and regulations of DERR. During construction, coordination would take place with UDOT, EPA, and/or DERR, the construction contractor, and the appropriate property owners. This coordination would involve determining the status of the sites of concern, identifying newly created sites, identifying the nature and

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		moderate risk encountering contamination at the former Landmark Texaco site. We are concerned that the exact location of contamination at the Landmark Texaco site is unknown. Due to the broad location of contamination, future testing at the site is likely to become difficult and inaccurate. Construction activities may result in contamination runoff into nearby Spring Creek or the spread of contaminants through dust to the surrounding community. We agree with the procedure outlined in section 3.12.4.4, which calls for halting construction if contamination is encountered. Regular testing will be essential to ensure that contaminants are not being introduced or exposed. Therefore, we recommend that you implement a testing plan alongside the construction process to detect and monitor contamination at the earliest stage. Section 3.12.4.4 also mentions the deployment of engineered controls by contractors in the form of dust mitigation, temporary soil covers, and groundwater extraction. These planned engineering controls should be elaborated in the final EIS so the public can understand what techniques would be used to control contamination (potential runoff and dust). We agree that washing vehicle tires will be important for mitigating dust. It may also be important to consider the location of vehicle washing stations to ensure that contaminated soil/dust is not moved around and does not exit the construction site. It might also be necessary to decontaminate all workers and entire vehicles (not just tires) leaving the job site, depending on the overall movement of soil once construction starts. We believe you will use the best judgment to ensure that soil contamination is not exposed and transported during construction activities. We hope that you take some of our suggestions into consideration and continue to be proactive in adapting to both known and unknown contaminated sites that could be encountered during construction. Thank you for your attention to this important matter. Sincerely, Rheanna Fernandez, Matthew DeCero, Easton Thatcher, and Mano Tainatongo	extent of remaining contamination (if any), and minimizing the risk to all parties involved. Environmental site assessments might be conducted at the sites of concern to further evaluate the nature and extent of contamination and to better identify the potential risks of encountering hazardous materials when constructing the selected alternative. Engineering controls (such as dust mitigation, temporary soil covers, and groundwater extraction) and personal protective equipment for construction workers would be used to reduce the potential for public or worker exposure to hazardous materials as determined necessary by UDOT; however, the exact engineering controls cannot be specified until UDOT understands the contractor's methods for construction. The nature and timing of construction-related soil, water quality, and air quality impacts would be related to the project's construction methods. More-detailed information about activities necessary to complete the Kimball Junction Project, including construction phasing start and stop dates, equipment lists, and detailed information about work crews, is not known. More-detailed information about construction activities and equipment used would vary greatly depending on the selected contractor for each phase of the project, and UDOT has no reasonable way of estimating or quantifying this during the EIS process. The exact measures for dust suppression will be included in the construction documents for the project.

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		University of Arizona School of Natural Resources and the Environment References Guyton, Kathryn Z., et al. “Human Health Effects of Tetrachloroethylene: Key Findings and Scientific Issues.” Environmental Health Perspectives, vol. 122, no. 4, Apr. 2014, pp. 325–334, https://doi.org/10.1289/ehp.1307359.	
Website	Matt Lindon	Get rid of all the shoulder lanes and middle lane. Bikes use bike paths. Concrete divider down middle. Bus lanes. Get sidewalk out of middle south of Diamond. Exit freeway directly to Ecker Parking. 248 must be 4 lanes to town. It is part of this problem! Can do it by restriping alone but build bus lanes. Concrete divider. No left turns. These are highways not parkways. Maximize.	Road shoulders are important for storing snow in a high alpine environment. The existing raised concrete median from Ute Boulevard to the I-80 interchange is being reconstructed, and concrete curb is being added to the median between Ute Boulevard and Olympic Parkway along with the new dual-left turn lanes. The cycling community has been a vocal proponent of improved on-road cycling facilities, and active transportation in the needs assessment evaluation area is increasing. Buffered bicycle lanes on SR-224 (a component of the preferred Alternative C) would allow cyclists to ride on SR-224 with a buffer from traveling vehicles. The buffered bicycle lanes would be added into the road shoulders, so no additional right-of-way would be acquired to accommodate the bicycle lanes. Road cyclists prefer to ride on the road, and providing a striped bicycle lane would keep cyclists out of the general-purpose travel lanes. In 2022, Summit County and High Valley Transit, in conjunction with the Federal Transit Administration (FTA), completed a categorical exclusion (CE) for bus rapid transit (BRT) on SR-224 between the Kimball Junction and Old Town Transit Centers. UDOT incorporated the most recent recommendations and preliminary design from that CE, which

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			include side-running BRT on both sides of SR-224 south of Ute Boulevard and dual left turns at Olympic Parkway, into the preferred Alternative C design and EIS analysis. Regarding the comment about providing an exit from the freeway directly to Ecker Parking, although Alternative A would provide another exit from I-80 directly to the west side of SR-224 and a more direct route to the Kimball Junction Transit Center, UDOT selected Alternative C as its preferred alternative because this alternative offers the greatest reduction in travel delay and faster travel speeds in the evaluation area during the AM and PM peak periods. In addition, all intersections in the evaluation area would operate at acceptable levels of service with Alternative C, and Alternative C provides the shortest vehicle queue lengths at the I-80 off- ramps. At this time, Alternative C is the more reasonable expenditure of funds for the anticipated operational benefits; however, Alternative C does not preclude Alternative A—or another solution—from being implemented in the future if needed. Improvements to SR-248 are outside the scope of the Kimball Junction Project.
Virtual Hearing	Bob Jaccaud	Yeah. Great. Thanks so much. I know I only get a couple minutes; so I'll try and make it quick. First off, I was gonna stop by on Tuesday, but I had my kids with me. So I was unable to stay for the presentation, but got a few questions answered. So really appreciate that. Overall, thank you all. You know, I know you put a ton of work into all of this, you know, and sometimes things don't ever pan out and stuff like that. So thank you all for your work. You know, obviously a little late in the process, but just a couple, like, high level comments at first, you know. My takeaway from what I saw on Tuesday and sort of this and following this process was, you know, one of the main	The scope of this project was specific to the Kimball Junction Interchange and SR-224 through the Olympic Parkway intersection. The purpose of the Kimball Junction Project is to improve operations and travel time on SR-224 from the I-80 interchange through Olympic Parkway, improve safety by reducing vehicle queues on the I-80 off-ramps, improve pedestrian and bicyclist mobility and accessibility throughout the Kimball Junction EIS evaluation area, and maintain or improve transit travel times throughout the evaluation area. Improving SR-224 at the Canyons Resort Drive intersection is not part of the Kimball Junction Project's scope. However, intersection improvements at Canyons Resort Drive and

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		projects or the main principles of this project was stopping the backup on I-80, and I think that is a very large safety concern. I would say -- I don't want to speak for our community. That's for sure. But in my opinion -- and I feel the community feels the same way -- is that's not necessarily the top-of-mind problem. It's really that traffic within Kimball and the backup on 224. Obviously, again, that's not a part of the study area, and so that's -- and I mean, like, northbound 224 in the afternoons on the way out of town, and that's obviously a little bit out of the study area. So that's, you know, kind of out of the ballpark, I guess, for this. But I think really that when you speak to anyone in our community and they talk about traffic in Kimball, that's probably the very first thing that comes to mind. So when I think of this project, to not address that squarely as a part of the project, it's harder for me to get on board. I definitely agree with the I-80 comment or principle, whatever you want to call it, and I think that it's something that needs solved. The other aspect is the pedestrian friendly. I think a lot of the crosswalks at the roundabouts right now are fairly dangerous. I think, you know, even moving those back 10 feet to provide vehicle space to go in front of them before they enter the roundabout is maybe a way to solve that. I've been fortunate that I've lived in other countries, and I kind of view a lot of this area as, like, classic North American design when it comes to car-first design. So I think those are some high level. As far as, like, overall improvements go, 224 north at Ute Boulevard, there's a double left hand turn. To me, when I look at this, that seems a little excessive. Most the people are turning left at Olympic, the intersection before. That's where you dump a lot of the traffic that needs to turn left, and in my eyes, you got almost ten plus lanes now at that intersection, and that would be a way to reduce that by one. Additionally, if we're going to remove that crosswalk right there, there's got to be some signage of some kind. We just have so many tourists from the U.S., from abroad, from people who have never seen snow, and they're going to walk up to that intersection thinking that they can cross. And I think we just need signage that guides people to the tunnel. And I use the other intersection of Olympic as a landmark for that. I see people get dropped off at that bus stop there all the time, and they naturally don't know to look down a hill and walk around, especially when there's snow, to walk around to go to that tunnel, and they sit there and try and cross the busy road.	SR-224 are identified as a phase 2 project (2033–2042) in the *UDOT Long-range Transportation Plan*. The preferred Alternative C adds an additional northbound and southbound through lane on SR-224 from Olympic Parkway to I-80. The added capacity to SR-224 from the through lanes plus the other improvements in Alternative C allow all intersections to operate at acceptable levels of service in the forecasts for the AM and PM peak-hour conditions in 2050. Traffic projections for 2050 show a need for dual left-turn lanes at both Ute Boulevard and Olympic Parkway. Dual left-turn lanes are also needed for southbound SR-224 onto Ute Boulevard in both directions. From an intersection layout perspective, the lanes need to line up across the intersection. If there are already dual left-turn lanes southbound at Ute Boulevard, then there will automatically be space created opposite for dual left-turn lanes northbound. Signs for safety and wayfinding would be included and finalized during final design. Additionally, during final design, UDOT could work with Summit County to include additional signs and lights at all roundabout crossings. The noise barriers evaluated in the Draft EIS are located in areas where they could potentially reduce noise in those areas with modeled noise impacts. If an area did not have modeled noise impacts, noise barriers were not evaluated. All areas with modeled noise impacts were evaluated for noise barriers. Noise barrier locations are based on design criteria and typically are placed at the edge of UDOT right-of-way. Mitigation for noise impacts will follow UDOT's Noise Abatement Policy and procedures (https://www.udot.utah.gov/connect/public/noise-walls). For more information regarding noise-abatement mitigation measures for the Kimball Junction Project, see

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		The roundabout at Newpark -- the extra lane makes sense because now there's a double turn to get in there. I would be worried that there's so few cars that turn right at the roundabout that we'd really be setting up for another backup of traffic right there, and so you have a double left turn that's going to kind of feed into a backup of traffic. That roundabout, again, is a very -- in my opinion, is a very non-pedestrian friendly intersection. I see lots of close calls there. So, again, I don't know what we can do. The whole area of Kimball is a little patchworky, and so walking around is a little difficult. I know I'm running out of time. So I like the noise barriers. Those are great, and I like the flexibility that this project offers in the future. I do worry a little bit. I know UDOT, you know, is hamstrung a little bit on you have to spend the money sometimes or you lose it, but I do worry a little bit about, you know, us putting the time and effort into this and then not addressing kind of that broader 224 issue that I brought up. So I like the flexibility. I'm kind of talking out of both sides of my mouth here. It's nice to have the flexibility, but at the same time I don't. You know, but, overall, like, when I look at this, I do sadly -- because I feel like it doesn't address that broader problem, I do almost lean a little bit towards doing nothing. Like, I can't believe I would say that, and honestly if we need to spend the money, I guess we do, but I'm worried we're going to do two years of construction only to then keep that construction going or not fully solve the overall issue, and so I -- I, like, almost sadly lean towards that. I haven't made up my mind, but, overall, I think you guys have done a great job. You should be proud of all the work you did. I think you based the assignment -- I think maybe the assignment was slightly wrong, and that's all. So thank you for your time. Thank you for all your work, and I really appreciate it.	Section 3.7.4.5, *Mitigation Measures for Noise Impacts*, and Appendix 3B, *Noise Technical Report*, of the EIS. 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. The estimated time to construct the preferred Alternative C is 1 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 turns, 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. Alternative C is less complex to construct than the other alternatives considered in Chapter 2, *Alternatives*, of the EIS.
Email	Karen Zorzy	Hello, I was not able to make my comment … somehow, the Zoom connection didn't work for me to raise my hand. My comment is: I wish there was a separate exit to the proposed new transit center at Kimball junction before the Kimball Junction exit to 224. This is if	Although Alternative A would provide another exit from I-80 directly to the west side of SR-224, thereby offering a more direct route to the Kimball Junction Transit Center, UDOT selected Alternative C as its preferred alternative because it offers the greatest reduction in travel delay and faster travel speeds in the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment*

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		the new transit center associated with the Dakota Pacific project goes ahead, as negotiated last year. This would eliminate the traffic that simply wanted to get the bus to town without spending any time in Kimball. Karen Zorzy [redacted] Park City, [redacted] [redacted] [redacted]	*Evaluation Area and Logical Termini*, of the EIS) during the AM and PM peak periods. In addition, all intersections in the evaluation area would operate at acceptable levels of service with Alternative C, and Alternative C provides the shortest vehicle queue lengths at the I-80 off-ramps. At this time, Alternative C is the more reasonable expenditure of funds for the anticipated operational benefits; however, Alternative C does not preclude Alternative A—or another similar solution—from being implemented in the future if needed.
Virtual Hearing	Ernest Oriente	My name is Ernest Oriente. So let's see. I've lived here 27 years. I have a very unique perspective. From my backyard, I see the brake lights every night on 224. In fact, when we first moved here, there was a gas station, a McDonald's, Kmart, and a Smith's. That was Kimball Junction. All right? So my -- my comment is twofold. One, I truly am looking forward. I see those brake lights year-round every single night. So I can track -- I literally can track and tell you what it looks like. So I really am excited to hear that this is moving forward. It needs to happen. Right? And while the path is going down Option C or Alternative C, I hope that we continue to look at other possibilities. I don't know if that will be enough. Not only do I see the brake lights this way, but then I -- going to the ski resorts in the morning, and I watch it the other way. So I'm excited about a path forward. Thank you, UDOT. I am in hopes that it will be a good solution among other solutions, and I hope that we'll continue to be willing to come back to the table as needed if we need to go back and revisit an Option A or Alternative A, whatever that may be going forward. Just my comment. Okay.	At this time, Alternative C is the more reasonable expenditure of funds for the anticipated operational benefits; however, Alternative C does not preclude Alternative A—or another similar solution—from being implemented in the future if needed.
Virtual Hearing	Mari Mennel-Bell	Mari Mennel-Bell, and I'm in 84060. So I did just want to comment that I'm concerned because of a lack of a comprehensive plan for this area, and I would urge you to meet with the people that oversee Kimball Junction and the planners for Dakota Pacific.	The traffic analysis process used for this EIS considered the future land uses adopted in Summit County's *Long-range Transportation Plan 2022–2050* (Summit County 2022), including local and regional growth assumptions for multiple areas in and around the needs assessment evaluation area

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		Also, I'm concerned about the effects on wildlife. I have personally witnessed several terrified moose getting trapped alongside the westbound exit ramp of I-80 and Jeremy Ranch. It was one of the worst experiences I've been through because I felt so helpless with helping them. So I would just like to be sure that you have a plan to address such issues if they ever arise. That's it.	(described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS). These growth assumptions include the planned Park City Tech Center and adequately capture the density included in the approved development plans. As described in Chapter 2, *Alternatives*, of the EIS, the study alternatives were screened and evaluated to determine whether they could accommodate the increased traffic from the projected growth. Additionally, UDOT worked with Summit County transportation and land use planners and staff engineers while developing the alternatives and this EIS. UDOT understands that Summit County continues to work with Dakota Pacific Real Estate, and development plans are in process. As described above, the travel demand model used in the traffic analysis process accounted for the projected population growth and development in Kimball Junction. Vehicle–wildlife safety was considered in the EIS. As described in Section 3.9.3.5.1, *Wildlife–vehicle Collisions*, of the EIS, UDOT consulted with the Utah Division of Wildlife Resources (UDWR) to obtain data for wildlife–vehicle collisions in the ecosystem resources evaluation area. The data represent points where contractors or UDWR staff have picked up a carcass. UDWR has records for 64 wildlife–vehicle collisions in the evaluation area between January 2018 and November 2024 (Ehrhart 2024), 89% of which occurred on I-80. (Additional information obtained since publication of the Draft EIS indicates that, in 2024, no carcasses were picked up (by contractors hired by UDOT) on SR-224 between the I-80 and SR-224 interchange and Bear Cub Drive. Three public carcass reports included 1 unknown species and 2 snowshoe hares.) As further described in the EIS, wildlife–vehicle collisions on I-80 in the ecosystem resources evaluation area were generally lower in 2023 and 2024 than in previous years; this difference indicates that recently installed fencing on both the eastbound and westbound sides of I-80 near Kimball Junction

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			is likely successfully keeping wildlife from attempting to cross I-80 in the evaluation area. Moreover, wildlife–vehicle collision numbers on I-80 and SR-224 in the evaluation area from recent years are low compared to both statewide data and data for the surrounding area. For this reason, the ecosystem resources evaluation area does not constitute a hot spot for wildlife–vehicle collisions. Wildlife crossings require the installation of adjacent wildlife fencing. The cross streets and business and residential accesses along SR-224 in the ecosystem resources evaluation area are obstacles for adding wildlife fencing to protect against wildlife–vehicle collisions. It would not be reasonable to install wildlife fencing along SR-224 because of the short length of SR-224 in the evaluation area (about 1 mile) and because there are cross streets and business and residential accesses, pedestrian and cycling trails, and extensive commercial and residential development on both sides of SR-224 through the evaluation area. Wildlife fencing in this area would need to have many gaps to accommodate these accesses, and wildlife would be able to pass through the fencing at the gaps. Each access point along SR-224 in and around Kimball Junction would need a double cattle guard installed to maintain a barrier against wildlife. The cost and maintenance issues associated with these double cattle guards are not justified by the low wildlife–vehicle conflict numbers in the ecosystem resources evaluation area. As described in the EIS, during the final design of the selected alternative, UDOT will evaluate the feasibility of adding exclusionary cattle guards at the Kimball Junction interchange on- and off-ramps. Adding exclusionary cattle guards would connect the wildlife fencing along both sides of I-80, which would help prevent wildlife from entering the freeway.

Comment Origin	Name	Comment	Responses
Website	Alexandra Ziesler	I have reviewed the plans, including the recommended Plan C. It appears that the plan includes very little to address more efficient movement of car traffic. I propose the following to reduce incoming traffic to KJ. This solution will reduce left turning cars from I-80 into Ute Blvd: From 1-80 exit, create a lane to the left of existing that goes straight, under freeway, and exclusively empties onto Frontage Road, Highland Drive. This removes Glenwild, Old Ranch Road, Trailside, Highland Estates, Fieldhouse traffic off of 224, trying to turn left at the Ute Blvd/224 traffic light. Please call me if you have any questions. [redacted] cell	Although the concept proposed by the commenter appears possible from a preliminary roadway geometry standpoint and would provide some reduction in traffic at the I-80 interchange and at the SR-224 intersections at Ute Boulevard and Olympic Parkway, Alternative C without the additional ramp concept already provides an acceptable level of service. The concept would add considerable impacts and costs to Alternative C, which is shown by the traffic analysis to function adequately as it is currently designed.
Website	Robert Lattanzi	Adding lanes simply does not work. This is common knowledge, how is it even being considered as a solution to the traffic in Kimball Junction? Grade separation is the only way to go. Adding lanes will simply turn KJ into more of a disaster than it already is.	The traffic analysis process used for this EIS considered the future land uses adopted in Summit County's *Long-range Transportation Plan 2022–2050* (Summit County 2022), including local and regional growth assumptions for multiple areas in and around the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS). These growth assumptions include the planned Park City Tech Center and adequately capture the density included in the approved development plans. As described in Chapter 2, *Alternatives*, of the EIS, the study alternatives were screened and evaluated to determine whether they could accommodate the increased traffic from the projected growth. The traffic model also takes into account shifts in traffic patterns and increases in traffic as a result of the roadway capacity increases that would result from the Kimball Junction Project. Specific future development projects are, of course, outside UDOT's jurisdiction or control. Traffic analysis indicates that, with the preferred Alternative C, traffic flow would be substantially improved compared to the no-action conditions in 2050 during the AM and PM peak periods. The additional capacity from widening of SR-224 to three through lanes each direction, adding dual left-turn lanes to Ute Boulevard and Olympic Parkway, and adding turn

Comment Origin	Name	Comment	Responses
			lanes to and from the I-80 ramps would have the following benefits: • All intersections would operate at acceptable levels of service. • Through travel times on SR-224 through Kimball Junction to and from I-80 would be reduced by as much as 8 minutes. • Transit travel times would be improved. • Vehicle queueing from ramps onto the I-80 mainline would be eliminated. As described in Chapter 2, *Alternatives*, of the EIS, Alternative B (grade-separated tunnel) meets the Level 3 traffic criteria, but it would not improve pedestrian and bicyclist mobility and accessibility throughout the needs assessment 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. Because Alternative B would have the best performance of the three action alternatives with regard to vehicle travel times and speeds, UDOT evaluated 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 have 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 an alternative's impacts to the natural and built environment, including property acquisitions and relocations and estimated project costs. Alternative B's footprint is twice as large as that of Alternatives A and C, and it would require three business

Comment Origin	Name	Comment	Responses
			relocations as well as additional impacts to business parking, circulation, and/or business drive-throughs. Alternative B also has the highest cost of the refined alternatives for several reasons. The right-of-way and property impacts shown in Table 2.3-9, *Level 4 Screening Results*, of the EIS are predictably greater for Alternative B because it has a wider footprint along SR-224 compared to Alternatives A and C. 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. Because 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 impacts to waters of the United States, the most relocations, and the highest cost, UDOT decided that Alternative B should be eliminated and not evaluated further. As described in Chapter 2, *Alternatives*, of the EIS, traffic modeling was performed for a flyover ramp concept, 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 the ramp maximum vertical grade standards in the American Association of State Highway and Transportation Officials (AASHTO) Green Book, 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. An analysis of traffic performance for the flyover ramp concept combined with Alternative C was conducted; the analysis found that the ramp's performance in 2050 would be poor compared to the preferred Alternative C. Alternative C with a flyover ramp combines the flyover traffic and the traffic

Comment Origin	Name	Comment	Responses
			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.
Website	Robert Lattanzi	Added lanes simply fill with traffic. This is common knowledge. How is it even possible this is being considered as a solution? Grade separation is the only answer, as expensive and ugly as it may be.	See the response to the previous comment.
Website	Robert Lattanzi	Added lanes fill with traffic, this is road planning 101.What are you thinking?	The traffic analysis process used for this EIS considered the future land uses adopted in Summit County's *Long-range Transportation Plan 2022–2050* (Summit County 2022), including local and regional growth assumptions for multiple areas in and around the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS). These growth assumptions include the planned Park City Tech Center and adequately capture the density included in the approved development plans. As described in Chapter 2, *Alternatives*, of the EIS, the study alternatives were screened and evaluated to determine whether they could accommodate the increased traffic from the projected growth. The traffic model also takes into account shifts in traffic patterns and increases in traffic as a result of the roadway capacity increases that would result from the Kimball Junction Project. Specific future development projects are, of course, outside UDOT's jurisdiction or control.
Voicemail	Lauren	Hi, this is Lauren. I am calling about the Kimball Junction project, and I was trying to leave a comment on the website listed here at the Park Record article, and it's not- the website's not working right now. If you could give me a call back, I would appreciate it. My number is [redacted] Thank you.	This person did not submit a formal comment.
Website	Jeff Kuziemko	First off, I apologize for not making the hearings, but I would like to share my opinion via the following comments.	The traffic analysis process used for this EIS considered the future land uses adopted in Summit County's *Long-range Transportation Plan 2022–2050* (Summit County 2022),

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		While Alternative C offers some improvements over the current state, I believe it does not adequately address the region's long-term traffic issues. With the Olympics approaching in less than 10 years and a major development planned for the Kimball Junction area, this alternative seems too short-sighted for one of the state's major points of interest. The only solution that effectively tackles the root cause of the traffic issue appears to be the grade-separated alternative, which I understand was previously eliminated due to cost considerations. The fundamental problem is that thousands of cars attempting to travel to and from I-80 to the ski resorts and Main Street are forced to interact with local traffic in the Kimball Junction area. Significant traffic improvement is unlikely unless commuter and tourist traffic can bypass local Kimball Junction traffic through a grade-separated highway solution. I have reviewed Alternative C and the findings regarding the projected reduction in wait times during AM and PM rush periods. Although these projections are based on modeling, I am skeptical about the significant reduction in travel time achieved merely by adding a third lane for two blocks and some right-turn lanes. There will still be backups due to the traffic lights at Ute and Olympic. While the third lane may temporarily accommodate more cars before they enter the highway, it will not alleviate the extensive multiple-mile backups currently experienced, particularly in the afternoon when traffic backs up to the Canyons. I would appreciate further data to substantiate the model's findings. Although Alternative C is preferable to inaction, I view it as a short-term solution that will not meet the area's or the state's needs for the next decade and beyond. To ensure a positive experience for the Olympics and the future, I encourage a reconsideration of the grade-separated alternative allowing free-flowing traffic from Route 224 to I-80. Lastly, I strongly oppose the proposal to add another exit before Route 224 onto Landmark Drive. This area already experiences significant local traffic, and an additional exit filtering highway traffic through this road, coupled with the upcoming major development, will exacerbate congestion, creating a challenging situation for local residents.	including local and regional growth assumptions for multiple areas in and around the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS). These growth assumptions include the planned Park City Tech Center and adequately capture the density included in the approved development plans. As described in Chapter 2, *Alternatives*, of the EIS, the study alternatives were screened and evaluated to determine whether they could accommodate the increased traffic from the projected growth. Traffic analysis indicates that, with the preferred Alternative C, traffic flow would be substantially improved compared to the no-action conditions in 2050 during the AM and PM peak periods. The additional capacity from widening of SR-224 to three through lanes each direction, adding dual left-turn lanes to Ute Boulevard and Olympic Parkway, and adding turn lanes to and from the I-80 ramps would have the following benefits: • All intersections would operate at acceptable levels of service. • Through travel times on SR-224 through Kimball Junction to and from I-80 would be reduced by as much as 8 minutes. • Transit travel times would be improved. • Vehicle queueing from ramps onto the I-80 mainline would be eliminated. As described in Chapter 2, *Alternatives*, of the EIS, Alternative B (grade-separated tunnel) meets the Level 3 traffic criteria, but it would not improve pedestrian and bicyclist mobility and accessibility throughout the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS) 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

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			purpose of the project are typically considered unreasonable for NEPA purposes. Because Alternative B would have the best performance of the three action alternatives with regard to vehicle travel times and speeds, UDOT evaluated 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 have 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 an alternative's impacts to the natural and built environment, including property acquisitions and relocations and estimated project costs. Alternative B's footprint is twice as large as that of Alternatives A and C, and it would require three business relocations as well as additional impacts to business parking, circulation, and/or business drive-throughs. Alternative B also has the highest cost of the refined alternatives for several reasons. The right-of-way and property impacts shown in Table 2.3-9, *Level 4 Screening Results*, of the EIS are predictably greater for Alternative B because it has a wider footprint along SR-224 compared to Alternatives A and C. 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. Because 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 impacts to waters of the United States, the most relocations, and the highest cost, UDOT decided that Alternative B should be eliminated and not evaluated further. As described in Chapter 2, *Alternatives*, of the EIS, traffic modeling was performed for a flyover ramp concept, and a

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			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 the ramp maximum vertical grade standards in the American Association of State Highway and Transportation Officials (AASHTO) Green Book, 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. An analysis of traffic performance for the flyover ramp concept combined with Alternative C was conducted; the analysis found that the ramp's performance in 2050 would be poor compared to the preferred Alternative C. Alternative C with a flyover ramp 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.
Website	Elizabeth Smith	The roads getting off west bound 80 to kimball are constantly in terrible condition. 2. The line to turn left on Ute Blvd is always too long. The yellow/green lights are misaligned and no one will pull out into intersection to help more get through the short light. 3. The right turning lane isn't long enough. There should be 3 lanes at least maybe 4 from the bridge to the light so that left and right can flow and the 2 lanes for 224 can flow better. 4. The east bound exit is almost always a mess. It needs more lanes. I don't want it to have a no turn on red light but it feels like we need it for all the	Traffic analysis indicates that, with the preferred Alternative C, traffic flow would be substantially improved compared to the no-action conditions in 2050 during the AM and PM peak periods. The additional capacity from widening of SR-224 to three through lanes each direction, adding dual left-turn lanes to Ute Boulevard and Olympic Parkway, and adding turn lanes to and from the I-80 ramps would have the following benefits: • All intersections would operate at acceptable levels of service.

Comment Origin	Name	Comment	Responses
		jackasses that clog up that intersection to get to the ski hill. Who knows. That off-ramp needs a mile long ramp to accommodate skiers.	• Through travel times on SR-224 through Kimball Junction to and from I-80 would be reduced by as much as 8 minutes. • Transit travel times would be improved. • Vehicle queueing from ramps onto the I-80 mainline would be eliminated. Alternative C also includes a northbound right-turn lane onto Olympic Parkway and doubles the length of vehicle storage compared to the existing right-turn lane. Northbound vehicle queuing on SR-224 would decrease due to the additional through lane on SR-224 described above. The decrease in vehicle queuing at this intersection should influence driver behavior and lead to fewer drivers driving in the shoulder to bypass the vehicle queue.
Website	Matther Lindon PE	I am a traffic engineer. From NYC. We got rid of superferlous shoulders and center lanes long ago. It is a safety luxury we can afford to sacrifice in high traffic places. Use all the road we have. Use all the roads we have. This should be 6-8 lanes thru these intersections. Put bikes on bike paths. Get rid of truck stop near Ecker hill school. Stupid. Weird. Make it the entrance for park and ride. Use the public parcel on the corner of 224 and 80 to make a better intersection Use better light timing with things like right turn arrows against compatible left turn movements. Have left turn arrows at the end of cycles. Use what you have	Road shoulders are important for storing snow in a high alpine environment. The cycling community has been a vocal proponent of improved on-road cycling facilities, and active transportation in the needs assessment evaluation area is increasing. Buffered bicycle lanes on SR-224 (a component of the preferred Alternative C) would allow cyclists to ride on SR-224 with a buffer from traveling vehicles. The buffered bicycle lanes would be added into the road shoulders, so no additional right-of-way would be acquired to accommodate the bicycle lanes. Road cyclists prefer to ride on the road, and providing a striped bicycle lane would keep cyclists out of the general-purpose travel lanes. Traffic analysis indicates that, with the preferred Alternative C, traffic flow would be substantially improved compared to the no-action conditions in 2050 during the AM and PM peak periods. The additional capacity from widening of SR-224 to three through lanes each direction, adding dual left-turn lanes to Ute Boulevard and Olympic Parkway, and adding turn

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			lanes to and from the I-80 ramps would have the following benefits: • All intersections would operate at acceptable levels of service. • Through travel times on SR-224 through Kimball Junction to and from I-80 would be reduced by as much as 8 minutes. • Transit travel times would be improved. • Vehicle queueing from ramps onto the I-80 mainline would be eliminated. Traffic modeling for Alternative C assumes right-turn arrows where prudent and lead/lag left-turn optimization for corridor progression.
Email	Tracy Harden	Dear UDOT, I am a 30-year resident of Park City and travel Hwy 224 to I-80 on a regular basis. The proposed Plan C for improvements at Kimball Junction is insufficient to address the traffic congestion. We need a faster way for those leaving Park City to enter 1-80 and avoid the lights at Kimball Junction. This is an expensive option, but absolutely needed to improve traffic flow and reduce congestion. Regards, Tracy Harden [redacted] Park CIty, [redacted] [redacted]	Traffic analysis indicates that, with the preferred Alternative C, traffic flow would be substantially improved compared to the no-action conditions in 2050 during the AM and PM peak periods. The additional capacity from widening of SR-224 to three through lanes each direction, adding dual left-turn lanes to Ute Boulevard and Olympic Parkway, and adding turn lanes to and from the I-80 ramps would have the following benefits: • All intersections would operate at acceptable levels of service. • Through travel times on SR-224 through Kimball Junction to and from I-80 would be reduced by as much as 8 minutes. • Transit travel times would be improved. • Vehicle queueing from ramps onto the I-80 mainline would be eliminated. As described in Chapter 2, *Alternatives*, of the EIS, UDOT considered several alternatives that would avoid or eliminate the traffic lights at Kimball Junction but eliminated them

Comment Origin	Name	Comment	Responses
			because they did not meet the project purpose or would have geometric or constructability constraints.
Website	Murray Gardner	You aren't going to listen to me, because you never listen to the people who are impacted by your decisions, but you have eliminated the only option that will actually solve the problem, an underpass. Lipstick on a pig is what you are offering…	As described in Chapter 2, *Alternatives*, of the EIS, Alternative B (grade-separated tunnel) meets the Level 3 traffic criteria, but it would not improve pedestrian and bicyclist mobility and accessibility throughout the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS) 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. Because Alternative B would have the best performance of the three action alternatives with regard to vehicle travel times and speeds, UDOT evaluated 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 have 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 an alternative's impacts to the natural and built environment, including property acquisitions and relocations and estimated project costs. Alternative B's footprint is twice as large as that of Alternatives A and C, and it would require three business relocations as well as additional impacts to business parking, circulation, and/or business drive-throughs. Alternative B also has the highest cost of the refined alternatives for several reasons. The right-of-way and property impacts shown in Table 2.3-9, *Level 4 Screening Results*, of the EIS are predictably greater for Alternative B

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			because it has a wider footprint along SR-224 compared to Alternatives A and C. 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. Because 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 impacts to waters of the United States, the most relocations, and the highest cost, UDOT decided that Alternative B should be eliminated and not evaluated further. Traffic analysis indicates that, with the preferred Alternative C, traffic flow would be substantially improved compared to the no-action conditions in 2050 during the AM and PM peak periods. The additional capacity from widening of SR-224 to three through lanes each direction, adding dual left-turn lanes to Ute Boulevard and Olympic Parkway, and adding turn lanes to and from the I-80 ramps would have the following benefits: • All intersections would operate at acceptable levels of service. • Through travel times on SR-224 through Kimball Junction to and from I-80 would be reduced by as much as 8 minutes. • Transit travel times would be improved. • Vehicle queueing from ramps onto the I-80 mainline would be eliminated.
Email	Josee Seamons	Please see the attached comment letter from the Utah Division of Wildlife Resources. April 21, 2025 Kimball Junction EIS, c/o HDR,	As described in the EIS, during the final design of the selected alternative, UDOT will evaluate the feasibility of adding exclusionary cattle guards at the Kimball Junction interchange on- and off-ramps. UDOT agrees that adding exclusionary cattle guards would connect the wildlife fencing

Comment Origin	Name	Comment	Responses
		2825 E Cottonwood Parkway, Suite 200 Cottonwood Heights, UT 84121 RE: Kimball Junction Draft EIS To Whom It May Concern, The Utah Division of Wildlife Resources (DWR) has reviewed the Kimball Junction Draft Environmental Impact Statement (EIS) and offers the following comments. The Utah Department of Transportation (UDOT), in collaboration with the DWR 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 exclusion guards/grates to connect the existing fencing and integrate with the new intersection design. This improvement will help prevent wildlife from entering the highway and further reduce wildlife-vehicle collisions. If wildlife exclusion guards/grates are not feasible for this project, we recommend exploring options to allow this work to be done more easily in future projects. We appreciate the opportunity to review the draft EIS for this important project, and value our partnership with UDOT to make roads safer for motorists and wildlife. If you have questions, please contact Josee Seamons, the DWR's Impact Analysis Biologist in our Central Region office, at [redacted] or [redacted] Sincerely, Michael F. Canning Deputy Director	along both sides of I-80, which would help prevent wildlife from entering the freeway.

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Email	Ben Gallagher	Comment from myself, Benjamin Gallagher, full-time resident of Park City, [redacted]. The process for evaluating and developing the proposals for improvement of the Kimball Junction area is broken. UDOT can only evaluate the conditions that currently exists, and Summit County cannot plan its future without knowing what UDOT is doing from a traffic management perspective. The best solution for this area involves master planning between the county and state governments, but the process requires a circular path - UDOT addresses current problems -> county invests in development -> new problems arise -> UDOT takes another 15 years to evaluate -> UDOT implements change. This is a 30 year loop filled with poor traffic and transportation for the residents. We keep moving forward with short-term, partial solutions over and over again, never addressing the BIG issue - that there are too many vehicles entering the Park City corridors and no way to reduce them. As for Option C - this option does little to alleviate traffic into Park City from the Junction. It addresses the state government issue well - reducing or eliminating the safety hazard of vehicles backed up onto Interstate 80. That's a good thing. But it just moves those vehicles onto SR224 where they merge down to the existing 2-lane road after Newpark Blvd. I read the data about traffic flow improvements, estimated MPH through the junction, etc. It all assumes that vehicles are turning left from SR-224 into Ute Blvd. during the heaviest traffic times of the day and seasonally during the year. The heaviest traffic times into PC are in the mornings during winter, and predominantly on weekends. The vast majority of vehicles turning left into Ute Blvd are for local resident needs - shopping and fuel. Adding more left turn capacity isn't significantly addressing the primary cause of traffic. Separating through vehicles (ski resort traffic) from local needs vehicles is the only method to substantially reduce traffic at the Junction, and Option C doesn't do that. For outbound traffic, from Park City to I-80, the traffic is predominantly resort traffic in the afternoons. Option C does more to increase flow of traffic onto I-80 East than it does to improve flow into I-80 West. Most of the resort traffic	Traffic analysis indicates that, with the preferred Alternative C, traffic flow would be substantially improved compared to the no-action conditions in 2050 during the AM and PM peak periods. The additional capacity from widening of SR-224 to three through lanes each direction, adding dual left-turn lanes to Ute Boulevard and Olympic Parkway, and adding turn lanes to and from the I-80 ramps would have the following benefits: • All intersections would operate at acceptable levels of service. • Through travel times on SR-224 through Kimball Junction to and from I-80 would be reduced by as much as 8 minutes. • Transit travel times would be improved. • Vehicle queueing from ramps onto the I-80 mainline would be eliminated. The traffic analysis process used for this EIS considered the future land uses adopted in Summit County's *Long-range Transportation Plan 2022–2050* (Summit County 2022), including local and regional growth assumptions for multiple areas in and around the needs assessment evaluation area. These growth assumptions include the planned Park City Tech Center and adequately capture the density included in the approved development plans. As described in Chapter 2, *Alternatives*, of the EIS, the study alternatives were screened and evaluated to determine whether they could accommodate the increased traffic from the projected growth. Data show that both local access traffic and through traffic contribute to the area's traffic demand. Estimates show that 30% to 60% of traffic in the area is accessing land uses on either side of SR-224 depending on the time of day. Increasing left-turn capacity would address local access traffic and also benefit through traffic because more efficient left-turn

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		goes onto I-80 West, otherwise they are more likely to use SR248 to exit Park City. The outbound "improvements" in Option C also improve left turns from SR224 onto Olympic Blvd and increase capacity at the roundabouts on Landmark. What traffic flow improvement does a 2nd lane on Landmark/Ute roundabout create? This would seem to encourage drivers to turn left from SR224 to Olympic to go around the block with right turns to get back into SR224 to get on I-80 West. Requests for Changes Within the poor option of Option C, I would love to see the middle turn lane on SR224 just south of Olympic get used. Today, it's one of the most ticketed areas of Summit County for vehicles using it to access the left turn lane ahead. The turn lane serves no usable purpose as a turn lane beyond a 1/4 mile past Bear Cub Dr. Closing UDOT leaves the county and our residents with no real option other than to accept the minor improvements that Option C provides. We will all appreciate any improvement in traffic, so no one wants to say "NO" to this option at this point and delay another 10-15 years for any improvement. But this option is not the project anyone in Summit County hopes for to meaningfully address the traffic and future transportation needs of the Junction area. The best option looks something similar to Option A (and I know parts of that can be added to Option C), but it requires the County to develop a plan behind the Junction Commons and Walmart areas. If we divert through traffic this way, as we should, it requires county development and given the circle pathway described above, that means a meaningful solution is still another 15+ years away, and likely closer to 30 because UDOT won't even look at the issue until Dakota Pacific completes its development (10 years), then we see the horrible issues it creates (5 years), then UDOT starts to look at it (15 years), and then a new solution breaks ground (30 years later). Making our residents experience the worst pains before even looking at solutions is a failed process. Regards, Ben Gallagher	movements would allow more signal green time to be allocated to through movements. Alternative C's improvements would allow all intersections, including the interchange at I-80, to operate at an acceptable level of service. Forecasts show continued growth in travel east at the I-80 interchange, and the added lane to the northbound right turn onto eastbound I-80 would help accommodate that growth. The second lane on the northbound approach at the Ute Boulevard/Landmark Drive roundabout would add capacity to the approach and help provide an acceptable level of service at the roundabout because increased traffic is expected on all approaches. Alternative C also includes a northbound right-turn lane onto Olympic Parkway and doubles the length of vehicle storage compared to the existing right-turn lane. Northbound vehicle queuing on SR-224 would decrease due to the additional through lane on SR-224 described above. The decrease in vehicle queuing at this intersection should influence driver behavior and lead to fewer drivers driving in the shoulder to bypass the vehicle queue. As part of the preferred Alternative C, dual left-turn lanes would be added at the SR-224 and Ute Boulevard intersection in all four directions. In addition, the preferred Alternative C includes a right-turn lane and three through lanes on SR-224 southbound at Ute Boulevard. A second right-turn lane would be added from northbound SR-224 to the eastbound I-80 on-ramp. Through traffic and access traffic are both significant causes of congestion, and both must be addressed to improve traffic conditions. Therefore, Alternative C provides additional lanes to support both through and access traffic.

Comment Origin	Name	Comment	Responses
Website	SAVE PEOPLE SAVE WILDLIFE	Save People Save Wildlife submits the following comments on the Kimball Junction Environmental Impact Statement with particular regard to: Analysis of Potential Impacts of the Preferred Alternative, and Proposed Mitigation of the Potential Impacts. In 2024, there were 48 wildlife vehicle collisions on SR-224, between Kimball Junction and Park City. That is double the 10-year annual average documented by BIO-WEST for UDOT Region 2. BIO-WEST also identified that the location of the second highest number of wildlife vehicle collisions was in the Swaner Preserve area, which is active with wildlife. BIO-WEST further identified this area as an ideal area for a crossing. In spite of this information and numerous other studies that have thoroughly documented the seriousness of wildlife vehicle collisions in this area, there is no analysis of the project's potential impact on wildlife vehicle collisions and no proposed mitigation of the potential impacts. In this regard, the EIS is totally lacking. It is déjà vu all over again, just like the CE for the BRT Project. There was no study, assessment, or evaluation of the potential impact of the BRT road widening on wildlife vehicle collisions, and no meaningful mitigation of the potential impacts. Which is not surprising since the same consultants were involved. The following is a statement by Carlos Braceras, quoted in a recent KPCW article: "'(They) like Utah, because they see Utah as a place that's innovative. We're very cost effective, and we move fast,' Braceras said of the state's federal partners." Contrary to being innovative, the Kimball Junction EIS demonstrates UDOT's lack of initiative and foresight in seizing the opportunity to improve motorist safety by reducing wildlife vehicle collisions in this area. The citizens of Summit County and the entire state of Utah deserve better.	Vehicle-wildlife safety was considered in the EIS. As described in Section 3.9.3.5.1, *Wildlife-vehicle Collisions*, of the EIS, UDOT consulted with UDWR to obtain data for wildlife–vehicle collisions in the ecosystem resources evaluation area that was identified for this EIS. The data represent points where contractors or UDWR staff have picked up a carcass. UDWR has records for 64 wildlife–vehicle collisions in the evaluation area between January 2018 and November 2024 (Ehrhart 2024), 89% of which occurred on I-80. (Additional information obtained since publication of the Draft EIS indicates that, in 2024, no carcasses were picked up (by contractors hired by UDOT) on SR-224 between the Kimball Junction interchange and Bear Cub Drive. Three public carcass reports consisted of one unknown species and two snowshoe hares. As further described in the EIS, wildlife–vehicle collisions on I-80 in the ecosystem resources evaluation area were generally lower in 2023 and 2024 than in previous years; this difference indicates that recently installed fencing on both the eastbound and westbound sides of I-80 near Kimball Junction is likely successfully keeping wildlife from attempting to cross I-80 in the evaluation area. Moreover, wildlife–vehicle collision numbers on I-80 and SR-224 in the evaluation area from recent years are low compared to both statewide data and data for the surrounding area. For this reason, the ecosystem resources evaluation area does not constitute a hot spot for wildlife–vehicle collisions. Wildlife crossings require the installation of adjacent wildlife fencing. The cross streets and business and residential accesses along SR-224 in the ecosystem resources evaluation area are obstacles for adding wildlife fencing to protect against wildlife–vehicle collisions. It would not be reasonable to install wildlife fencing along SR-224 because of the short length of SR-224 in the evaluation area (about 1 mile) and because there are cross streets and business and residential accesses, pedestrian and cycling trails, and

Comment Origin	Name	Comment	Responses
			extensive commercial and residential development on both sides of SR-224 through the evaluation area. Wildlife fencing in this area would need to have many gaps to accommodate these accesses, and wildlife would be able to pass through the fencing at the gaps. Each access point along SR-224 in and around Kimball Junction would need a double cattle guard installed to maintain a barrier against wildlife. The cost and maintenance issues associated with these double cattle guards are not justified by the low wildlife–vehicle conflict numbers in the ecosystem resources evaluation area. As described in the EIS, during the final design of the selected alternative, UDOT will evaluate the feasibility of adding exclusionary cattle guards at the Kimball Junction interchange on- and off-ramps. Adding exclusionary cattle guards would connect the wildlife fencing along both sides of I-80, which would help prevent wildlife from entering the freeway.
Email	Greg Proffit	Please build to mitigate traffic noise (barriers) and light pollution (uplighting.) . Greg Proffit Spring Creek neighborhood Kimball Junction (north)	The noise barriers evaluated in the Draft EIS are located in areas where they could potentially reduce noise in those areas with modeled noise impacts. If an area did not have modeled noise impacts, noise barriers were not evaluated. All areas with modeled noise impacts were evaluated for noise barriers. Noise barrier locations are based on design criteria and typically placed at the edge of UDOT right-of-way. Mitigation for noise impacts will follow UDOT's Noise Abatement Policy and procedures (https://www.udot.utah.gov/connect/public/noise-walls). For more information regarding noise-abatement mitigation measures for the Kimball Junction Project, see Section 3.7.4.5, *Mitigation Measures for Noise Impacts*, and Appendix 3B, *Noise Technical Report*, of the EIS.

Comment Origin	Name	Comment	Responses
			Aesthetic treatments are typically evaluated during the final design phase. Lighting treatments are typically evaluated during the final design phase. Lighting will be designed to meet current design standards. All lighting design and construction work will follow UDOT Policy 06C-06, *Highway Lighting* (UDOT 2016). In addition, the requirements in UDOT's latest *Lighting Design Manual* will be followed.
Website	Robert Lattanzi	The current proposed "solution" to Kimball Junction road improvements, combined with the Dakota Pacific development being shoved down our throats, is a complete disaster in the making that will residents will have to live with forever. It is well documented, common knowledge that adding new lanes to existing roads simply adds more traffic. This happens everywhere it is done. Combined with the 100s or even 1000s of added trips through Kimball Junction once the DP project is completed, we will have congestion on an epic scale. The only solution is grade-separation of 224 through Kimball Junction. It may be expensive and ugly, but it is the only way to solve the ever-growing problem we have. I live in FoxPoint in Redstone and we now actually get locked in during holiday periods, with traffic on 224 at a standstill and all roads in Redstone being full, from Ute Blvd to Olympic Parkway, back to the Newpark Hotel. This past winter I was blocked in a parking space in the Starbucks parking lot for 15 minutes. ALL roads in Redstone were full and 224 was a parking lot. Please do not add to this mess we already have.	Traffic analysis indicates that, with the preferred Alternative C, traffic flow would be substantially improved compared to the no-action conditions in 2050 during the AM and PM peak periods. The additional capacity from widening of SR-224 to three through lanes each direction, adding dual left-turn lanes to Ute Boulevard and Olympic Parkway, and adding turn lanes to and from the I-80 ramps would have the following benefits: • All intersections would operate at acceptable levels of service. • Through travel times on SR-224 through Kimball Junction to and from I-80 would be reduced by as much as 8 minutes. • Transit travel times would be improved. • Vehicle queueing from ramps onto the I-80 mainline would be eliminated. The traffic analysis process used for this EIS considered the future land uses adopted in Summit County's *Long-range Transportation Plan 2022–2050* (Summit County 2022), including local and regional growth assumptions for multiple areas in and around the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS). These growth assumptions include the planned Park City Tech Center and adequately capture the density included in the approved development plans. As described in Chapter 2,

Comment Origin	Name	Comment	Responses
			Alternatives, of the EIS, the study alternatives were screened and evaluated to determine whether they could accommodate the increased traffic from the projected growth. As described in Chapter 2, *Alternatives*, of the EIS, Alternative B (grade-separated tunnel) meets the Level 3 traffic criteria, but it would 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. Because Alternative B would have the best performance of the three action alternatives with regard to vehicle travel times and speeds, UDOT evaluated 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 have 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 an alternative's impacts to the natural and built environment, including property acquisitions and relocations and estimated project costs. Alternative B's footprint is twice as large as that of Alternatives A and C, and it would require three business relocations as well as additional impacts to business parking, circulation, and/or business drive-throughs. Alternative B also has the highest cost of the refined alternatives for several reasons. The right-of-way and property impacts shown in Table 2.3-9, *Level 4 Screening Results*, of the EIS are predictably greater for Alternative B because it has a wider footprint along SR-224 compared to Alternatives A and C. Alternative B also has structures to grade-separate the through lanes at Ute Boulevard and Olympic Parkway and

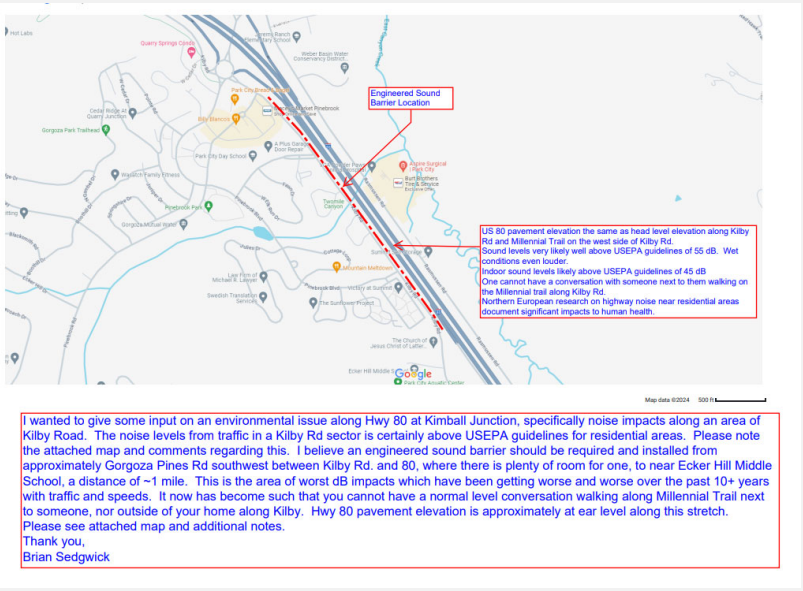
Comment Origin	Name	Comment	Responses
			1,800 feet of retaining walls on both sides of the depressed roadway section. Because Alternative B does not meet the purpose of the project (it failed Level 3 screening for pedestrian and bicyclist mobility and comfort) and would have the most impacts to waters of the United States, the most relocations, and the highest cost, UDOT decided that Alternative B should be eliminated and not evaluated further. As described in Chapter 2, *Alternatives*, of the EIS, traffic modeling was performed for a flyover ramp concept, 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 the ramp maximum vertical grade standards in the American Association of State Highway and Transportation Officials (AASHTO) Green Book, 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. An analysis of traffic performance for the flyover ramp concept combined with Alternative C was conducted; the analysis found that the ramp's performance in 2050 would be poor compared to the preferred Alternative C. Alternative C with a flyover ramp 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.
Website	John Adams	I have lived here since SR224 was a two lane road and Kimball Junction was a couple gas stations and McDonalds. As I predicted, the "improvements"	Traffic analysis indicates that, with the preferred Alternative C, traffic flow would be substantially improved compared to the

Comment Origin	Name	Comment	Responses
		that were made to widen SR224 in the 80's and 90's only caused bigger problems. All of the options being studied are nonsense. The best course of action would be to reduce SR-224 back to two lanes and make traffic so bad that people will stop visiting and moving here.	no-action conditions in 2050 during the AM and PM peak periods. The additional capacity from widening of SR-224 to three through lanes each direction, adding dual left-turn lanes to Ute Boulevard and Olympic Parkway, and adding turn lanes to and from the I-80 ramps would have the following benefits: • All intersections would operate at acceptable levels of service. • Through travel times on SR-224 through Kimball Junction to and from I-80 would be reduced by as much as 8 minutes. • Transit travel times would be improved. • Vehicle queueing from ramps onto the I-80 mainline would be eliminated. The traffic analysis process used for this EIS considered the future land uses adopted in Summit County's *Long-range Transportation Plan 2022–2050* (Summit County 2022), including local and regional growth assumptions for multiple areas in and around the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS). These growth assumptions include the planned Park City Tech Center and adequately capture the density included in the approved development plans. As described in Chapter 2, *Alternatives*, of the EIS, the study alternatives were screened and evaluated to determine whether they could accommodate the increased traffic from the projected growth. The purpose of the Kimball Junction Project is to improve operations and travel time on SR-224 from the I-80 interchange through Olympic Parkway, improve safety by reducing vehicle queues on the I-80 off-ramps, improve pedestrian and bicyclist mobility and accessibility throughout the evaluation area, and maintain or improve transit travel times throughout the evaluation area. In a separate project, High Valley Transit is implementing bus rapid transit on

Comment Origin	Name	Comment	Responses
			SR-224 between the Kimball Junction Transit Center and the Old Town Transit Center in Park City. The No-Action Alternative was screened in Chapter 2, *Alternatives*, of the EIS and did not meet the purpose of the project.
Website	Gina Burgess	My input on the draft EIS alternative routes is I work in the visitor center building on heavy snow days. It's a minimum of 30 minutes from McDonald's through the roundabout to get back into the visitors parking lot. Our patients are usually 30 minutes to an hour late. Our employees are usually an hour to an hour and a half late due to the traffic in parlays and due to the backup traffic coming into Park City. There has gotta be a better solution than this!	Traffic analysis indicates that, with the preferred Alternative C, traffic flow would be substantially improved compared to the no-action conditions in 2050 during the AM and PM peak periods. The additional capacity from widening of SR-224 to three through lanes each direction, adding dual left-turn lanes to Ute Boulevard and Olympic Parkway, and adding turn lanes to and from the I-80 ramps would have the following benefits: • All intersections would operate at acceptable levels of service. • Through travel times on SR-224 through Kimball Junction to and from I-80 would be reduced by as much as 8 minutes. • Transit travel times would be improved. • Vehicle queueing from ramps onto the I-80 mainline would be eliminated. The traffic analysis process used for this EIS considered the future land uses adopted in Summit County's *Long-range Transportation Plan 2022–2050* (Summit County 2022), including local and regional growth assumptions for multiple areas in and around the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS). These growth assumptions include the planned Park City Tech Center and adequately capture the density included in the approved development plans. As described in Chapter 2, *Alternatives*, of the EIS, the study alternatives were screened and evaluated to determine whether they could accommodate the increased traffic from the projected growth.

Comment Origin	Name	Comment	Responses
			Regarding the commenter's observation specific to snow days, the analysis timeframe for the study was coordinated with UDOT and Summit County staff to reflect known, regularly occurring traffic concerns on SR-224 that are 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 12-month data show that SR-224 has more traffic during the winter months (December to March) and much more variation in vehicle travel times than during the rest of the year. Additionally, the worst congestion on SR-224 is much more likely to occur on winter weekdays than on winter weekends. Though winter weekends can have more skier traffic, the combination of regular commuter traffic, school traffic, and skier traffic on winter weekdays results in overall greater traffic. For the study analysis, UDOT modeled AM and PM peak-period conditions representing the 85th-percentile highest travel times during the winter. UDOT determined that this appropriately captured traffic concerns without being influenced by outlier events that often coincide with the highest 15% of travel times. Also note 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 that only 5% of days for the whole year have higher travel times than the analysis timeframe.
Website	Bruce Carmichael	A few questions and comments: 1. How long is the latest version (C) of UDOT's Kimball Junction Plan expected to maintain the design's level of service? 2. Why hasn't the enhanced connection of both sides of Kimball Junction (across SR-224) been given more attention? While a new pedestrian/bike tunnel is proposed, the auto crossing means are virtually the same as today.	Alternative C would provide an acceptable level of service through 2050. The traffic analysis process used for this EIS considered the future land uses adopted in Summit County's *Long-range Transportation Plan 2022–2050* (Summit County 2022), including local and regional growth assumptions for multiple areas in and around the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of

Comment Origin	Name	Comment	Responses
		3. The access to the Ecker Hill Park and Ride has not been enhanced and thus traffic with a final destination at the Park and Ride has to mix with traffic exiting at Jeremy Ranch or Kimball Jct and then onward to PC or KJ. 4. Comment: The Plan does not seem to be as innovative and long-range as I hoped it would be. It seems more like a band-aid fix and not aspirational. With the Olympics approaching we should find long-range approaches that do a better job separating local traffic from the largely resort-driven through traffic in Kimball Jct.	the EIS). These growth assumptions include the planned Park City Tech Center and adequately capture the density included in the approved development plans. As described in Chapter 2, *Alternatives*, of the EIS, the study alternatives were screened and evaluated to determine whether they could accommodate the increased traffic from the projected growth. During the *Kimball Junction and SR-224 Area Plan* process, grade separation for vehicle traffic across SR-224 was found to be infeasible because the embankments to support grade separation across SR-224 would eliminate business access and interfere with the roundabout operations on either side of SR-224. The Alternative C improvements would improve traffic movement and operations for both travelers on SR-224 and travelers crossing SR-224.The Ecker Hill park-and-ride access is outside the scope and purpose of the Kimball Junction Project. As described in Chapter 2, *Alternatives*, of the EIS, more than 30 alternatives were considered at the onset of the study. Traffic analysis indicates that, with the preferred Alternative C, traffic flow would be substantially improved compared to the no-action conditions in 2050 during the AM and PM peak periods. The additional capacity from widening of SR-224 to three through lanes each direction, adding dual left-turn lanes to Ute Boulevard and Olympic Parkway, and adding turn lanes to and from the I-80 ramps would have the following benefits: • All intersections would operate at acceptable levels of service. • Through travel times on SR-224 through Kimball Junction to and from I-80 would be reduced by as much as 8 minutes. • Transit travel times would be improved.

Comment Origin	Name	Comment	Responses
			• Vehicle queueing from ramps onto the I-80 mainline would be eliminated.
Website	Brian Sedgwick	I wanted to give some input on an environmental/health issue along Hwy 80 at Kimball Junction, specifically noise impacts along an area of Kilby Road and a potential engineered sound barrier along the SW side of 80. One was put up for the golf course on the NE side, and if that was the case one is definately needed on the SW side where way, way more residents are impacted by the high (at and above EPA threshold limit of 55dB) noise pollution off Hwy 80. Attached is a pdf map and notes detailing this important environmental and health and safety subject.  	The area described in the comment and shown on the map included with this comment is outside the scope of the Kimball Junction Project and outside the needs assessment evaluation area described in Chapter 1, *Purpose and Need*, of the EIS. The needs assessment evaluation area for the EIS 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 (MP) 143.2 to MP 145.6 on I-80.
Website	--	Alternative A is terrible. Split diamonds would just make it more of a mess. Alternative C isn't that good. We don't need more lanes on the exit ramp, unless it goes directly into a parking garage that should be built between I-80 and Ute Blvd. That garage would house a transit center along with some stores and restaurants. It would also have trail connections so people can	UDOT has selected Alternative C as its preferred alternative. Traffic analysis indicates that, with the preferred Alternative C, traffic flow would be substantially improved compared to the no-action conditions in 2050 during the AM and PM peak periods. The additional capacity from widening of SR-224 to

Comment Origin	Name	Comment	Responses
		walk and bike to the stores in Kimball. The light at Ute Blvd. needs to be removed. There's too many cars turning left off 224 for some reason which makes getting through tricky when coming from the north side of I-80. It'd be best to just have Ute go under 224. Also the bike paths on the east side of 224 are in bad shape north of Olympic and there's no path going along the north side of the Kimball commercial area to the tunnel under I-80. One simple fix that can be done now is fixing the striping on the right turn lane from northbound 224 to Olympic. It is way to short and most locals get into that lane before it's officially marked. Making the lane officially longer will reduce the backup by getting those turning right out of the cars backed up at the light. There are signs saying it's a bus lane, but at that point all buses are in the left turn lane since they have to turn left. The big thing needed to reduce problems on 224 in Kimball is a parking garage in the valley near the mouth of Parleys with buses going hourly to Park City and ski buses in the winter going directly to the base areas of the resorts. The biggest problem is too many people from the valley driving up here with many of them not knowing how to drive outside a suburb and causing problems on our roads.	three through lanes each direction, adding dual left-turn lanes to Ute Boulevard and Olympic Parkway, and adding turn lanes to and from the I-80 ramps would have the following benefits: • All intersections would operate at acceptable levels of service. • Through travel times on SR-224 through Kimball Junction to and from I-80 would be reduced by as much as 8 minutes. • Transit travel times would be improved. • Vehicle queueing from ramps onto the I-80 mainline would be eliminated. Alternative C also includes a northbound right-turn lane onto Olympic Parkway and doubles the length of vehicle storage compared to the existing right-turn lane. Northbound vehicle queuing on SR-224 would decrease due to the additional through lane on SR-224 described above. The decrease in vehicle queuing at this intersection should influence driver behavior and lead to fewer drivers driving in the shoulder to bypass the vehicle queue. Alternative C would also improve trail connections in the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS). The evaluation of a parking garage near the mouth of Parley's Canyon is outside the scope and purpose of the Kimball Junction Project. Note that High Valley Transit operates the Park City–Salt Lake City Connect commuter bus service (Route 107) that operates from the Salt Lake Central Station to the Kimball Junction Transit Center every 90 minutes. The bus makes several stops between those two locations, including the University of Utah and 2100 E. Hollywood Avenue, before entering Parley's Canyon.

Comment Origin	Name	Comment	Responses
Email	Ron Shultz	Make sure sound walls along the FWY in all proposes. Ron Shultz	The noise barriers evaluated in the Draft EIS are located in areas where they could potentially reduce noise in those areas with modeled noise impacts. If an area did not have modeled noise impacts, noise barriers were not evaluated. All areas with modeled noise impacts were evaluated for noise barriers. Noise barrier locations are based on design criteria and typically placed at the edge of UDOT right-of-way. Mitigation for noise impacts will follow UDOT's Noise Abatement Policy and procedures (https://www.udot.utah.gov/connect/public/noise-walls). For more information regarding noise-abatement mitigation measures for the Kimball Junction Project, see Section 3.7.4.5, *Mitigation Measures for Noise Impacts*, and Appendix 3B, *Noise Technical Report*, of the EIS.
Website	Peter Tomai	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 (These numbers have materially grown since the counts were taken.) The queueing necessary to wait for light sequences to cross traffic starts a chain-reaction back-up which ultimately backs up past the preceding intersections at Ute Boulevard and Olympic Parkway. These upstream back-ups routinely cause the intersections of Ute Blvd and Landmark intersections with Hwy 224 to fail creating additional neighborhood failures. Regrettably, Alternative C as identified as the "preferred alternative" fails to address the core limitations of the existing Kimball SPUI. While Alternative C is a relatively low cost and easy to execute improvement to the area, it fails to address the growing problem presented by growing daily commuter volumes. Alternative C also fails to provide clear priority options for transit or high-occupancy vehicles. Over the long term, growing commuter traffic volumes at Kimball Junction justifies a flyover to reduce the core delays caused by the existing SPUI. Earlier analyses of flyovers all studied traditional right lane exists to the flyover. These designs caused material expense associated with Right of	The 1,800 vehicles per hour cited is the traffic volume for 2050 PM peak conditions, not existing conditions. With the 2050 traffic projections, traffic analysis indicates that, with the preferred Alternative C, traffic flow would be substantially improved compared to the no-action conditions, and the alternative would also accommodate future traffic demand. The additional capacity from widening of SR-224 to three through lanes each direction, adding dual left-turn lanes to Ute Boulevard and Olympic Parkway, and adding turn lanes to and from the I-80 ramps would have the following benefits: • All intersections would operate at acceptable levels of service. • Through travel times on SR-224 through Kimball Junction to and from I-80 would be reduced by as much as 8 minutes. • Transit travel times would be improved.

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		Way acquisition and complicated the function of local intersections at Landmark and Olympic Blvd. I encourage UDOT to study a flyover which would land in the center lane between north and south bound traffic lanes of Hwy 224, ideally south of Olympic Blvd. This would allow the flyover to rise above the Olympic and Landmark intersections which would allow those intersections to better serve local traffic. For north bound traffic this would speed entrance to I-80 eliminating any stops for signal sequencing at the SPUI below, better allowing the large proportion of interstate-bound traffic to exit Kimball Junction. Additional benefits of this alignment include: limited if any need for additional Right of Way acquisition, limited construction impacts as support structures can be constructed in the existing median, limited creation of additional impervious area and environmental impacts, reduced idling time at traffic lights. This same alignment could also serve as an HOV/Transit prioritized left lane exit from I-80 East to 224 Southbound, allowing transit buses to bypass three traffic signals at the SPUI, Landmark and Olympic. While alternative C as proposed may facilitate the creation of a center lane express flyover as proposed herein. I encourage UDOT to take a long view and include a permanent flyover solution to the Kimball Junction improvement plans. Please see the attached drawing for a rough representation of a possible alignment. Thank you.	• Vehicle queueing from ramps onto the I-80 mainline would be eliminated. In 2022, Summit County and High Valley Transit, in conjunction with FTA, completed a categorical exclusion (CE) for bus rapid transit (BRT) on SR-224 between the Kimball Junction and Old Town Transit Centers. UDOT incorporated the most recent recommendations and preliminary design from that CE, which include side-running BRT on both sides of SR-224 south of Ute Boulevard and dual left turns at Olympic Parkway, into the preferred Alternative C design and EIS analysis. As described in Chapter 2, *Alternatives*, of the EIS, traffic modeling was performed for a flyover ramp concept, 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 the ramp maximum vertical grade standards in the American Association of State Highway and Transportation Officials (AASHTO) Green Book, 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. An analysis of traffic performance for the flyover ramp concept combined with Alternative C was conducted; the analysis found that the ramp's performance in 2050 would be poor compared to the preferred Alternative C. Alternative C with a flyover ramp 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.

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Email	Peter Tomai	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 PM peak hour, 1800 cars per hour must stop at the SPUI (single point urban interchange) to cross traffic to enter I-80W (These numbers have materially grown since the counts were taken.) The queueing necessary to wait for light sequences to cross traffic starts a chain-reaction back-up which ultimately backs up past the preceding intersections at Ute Boulevard and Olympic Parkway. These upstream back-ups routinely cause the intersections of Ute Blvd and Landmark intersections with Hwy 224 to fail creating additional neighborhood failures. Regrettably, Alternative C as identified as the “preferred alternative” fails to address the core limitations of the existing Kimball SPUI. While Alternative C is a relatively low cost and easy to execute improvement to the area, it fails to address the growing problem presented by growing daily commuter volumes. Alternative C also fails to provide clear priority options for transit or high-occupancy vehicles. Over the long term, growing commuter traffic volumes at Kimball Junction justifies a flyover to reduce the core delays caused by the existing SPUI. Earlier analyses of flyovers all studied traditional right lane exists to the flyover. These designs caused material expense associated with Right of Way acquisition and complicated the function of local intersections at Landmark and Olympic Blvd. I encourage UDOT to study a flyover which would land in the center lane between north and south bound traffic lanes of Hwy 224, ideally south of Olympic Blvd. This would allow the flyover to rise above the Olympic and Landmark intersections which would allow those intersections to better serve local traffic. For north bound traffic this would speed entrance to I-80 eliminating any stops for signal sequencing at the SPUI below, better allowing the large proportion of interstate-bound traffic to exit Kimball Junction. Additional benefits of this alignment include: limited if any need for additional Right of Way acquisition, limited construction impacts as support	See the response to the previous comment.

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		structures can be constructed in the existing median, limited creation of additional impervious area and environmental impacts, reduced idling time at traffic lights. This same alignment could also serve as an HOV/Transit prioritized left lane exit from I-80 East to 224 Southbound, allowing transit buses to bypass three traffic signals at the SPUI, Landmark and Olympic. While alternative C as proposed may facilitate the creation of a center lane express flyover as proposed herein. I encourage UDOT to take a long view and include a permanent flyover solution to the Kimball Junction improvement plans. Please see the attached drawing for a rough representation of a possible alignment. Thank you. PETER A. TOMAI SPECIFIC PERFORMANCE, INC. ADVANCING SUSTAINABILITY THROUGH EFFICIENCY AND INNOVATION OFFICE: [redacted] | CELL: [redacted] [redacted]	
Website	Jonathan Cheever	I agree that alternative C seems to be the best option for now. However, this may not fully address the real issue. Which is the full congestion on 224, especially during peak holiday times. I am a proponent of the most expensive, option - turn 224 into a tunnel / non-car traffic corridor. https://www.parkrecord.com/2023/01/31/park-city-intends-to-explore-possibility-of-tunnel-aerial-transit-along-entryway/ I prefer long term solutions. We have the Olympics less than 9 years out.	Traffic analysis indicates that, with the preferred Alternative C, traffic flow would be substantially improved compared to the no-action conditions in 2050 during the AM and PM peak periods. The additional capacity from widening of SR-224 to three through lanes each direction, adding dual left-turn lanes to Ute Boulevard and Olympic Parkway, and adding turn lanes to and from the I-80 ramps would have the following benefits: • All intersections would operate at acceptable levels of service. • Through travel times on SR-224 through Kimball Junction to and from I-80 would be reduced by as much as 8 minutes. • Transit travel times would be improved.

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			• Vehicle queueing from ramps onto the I-80 mainline would be eliminated. The traffic analysis process used for this EIS considered the future land uses adopted in Summit County's *Long-range Transportation Plan 2022–2050* (Summit County 2022), including local and regional growth assumptions for multiple areas in and around the needs assessment evaluation area. These growth assumptions include the planned Park City Tech Center and adequately capture the density included in the approved development plans. As described in Chapter 2, *Alternatives*, of the EIS, the study alternatives were screened and evaluated to determine whether they could accommodate the increased traffic from the projected growth. Regarding the comment about the preferred Alternative C not addressing the full amount of congestion on SR-224, especially during peak holiday times, the analysis timeframe for the study was coordinated with UDOT and Summit County staff to reflect known, regularly occurring traffic concerns on SR-224 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 12-month data show that SR-224 has more traffic during the winter months (December to March) and much more variation in vehicle travel times than during the rest of the year. Additionally, the worst congestion on SR-224 is much more likely to occur on winter weekdays than on winter weekends. Though winter weekends can have more skier traffic, the combination of regular commuter traffic, school traffic, and skier traffic on winter weekdays results in overall greater traffic. For the study analysis, UDOT modeled AM and PM peak-period conditions representing the 85th-percentile highest travel times during the winter. UDOT determined that this appropriately captured traffic concerns without being influenced by outlier events that often coincide with the

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			highest 15% of travel times. Also note 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 that only 5% of days for the whole year have higher travel times than the analysis timeframe. As described in Chapter 2, *Alternatives*, of the EIS, Alternative B (grade-separated tunnel) meets the Level 3 traffic criteria, but it would not improve pedestrian and bicyclist mobility and accessibility throughout the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS) 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. Because Alternative B would have the best performance of the three action alternatives with regard to vehicle travel times and speeds, UDOT evaluated 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 have 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 an alternative's impacts to the natural and built environment, including property acquisitions and relocations and estimated project costs. Alternative B's footprint is twice as large as that of Alternatives A and C, and it would require three business relocations as well as additional impacts to business parking, circulation, and/or business drive-throughs. Alternative B also has the highest cost of the refined alternatives for several reasons. The right-of-way and property impacts shown in

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			Table 2.3-9, *Level 4 Screening Results*, of the EIS are predictably greater for Alternative B because it has a wider footprint along SR-224 compared to Alternatives A and C. 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. Because 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 impacts to waters of the United States, the most relocations, and the highest cost, UDOT decided that Alternative B should be eliminated and not evaluated further.
Website	Joan Entwhistle	Comment on Kimball Junction Draft EIS. The proposed Bus Rapid Transit will impact traffic flows through the Kimball Junction Interchange. Has this been taken into account? Have increased traffic flows caused by the proposed Tech Park development been considered? From the fact sheet, #3, has the impact on pedestrian safety been considered? This intersection is already very difficult for cars and pedestrians, considering that the transit center is at this corner. Cars entering the library/government building will now have to change lanes in front of cars utilizing the extra right lane. Pedestrians have an extra lane to cross. This number of lanes should be signalized, not just use the lights on the yield sign which traffic turning does not have enough time to see. #4-7: Ute BLVD will now be 7 lanes at the intersection with 224. The crossing lights should have timers. There needs to be a light controlling the bike lane to allow cars to make a right turn, should bike traffic have a high enough volume, with cars right turns also signalized with no turn on red. #8-9: the trail connection is good. The extra lanes on Olympic for turning onto 224 are not needed, as there this only backs up when southbound traffic on 224 has slowed. Nothing in this plan reduces the amount of traffic on 224, so	The traffic analysis process used for this EIS considered the future land uses adopted in Summit County's *Long-range Transportation Plan 2022–2050* (Summit County 2022), including local and regional growth assumptions for multiple areas in and around the needs assessment evaluation area. These growth assumptions include the planned Park City Tech Center and adequately capture the density included in the approved development plans. As described in Chapter 2, *Alternatives*, of the EIS, the study alternatives were screened and evaluated to determine whether they could accommodate the increased traffic from the projected growth. In 2022, Summit County and High Valley Transit, in conjunction with the Federal Transit Administration (FTA), completed a categorical exclusion (CE) for bus rapid transit (BRT) on SR-224 between the Kimball Junction and Old Town Transit Centers. UDOT incorporated the most recent recommendations and preliminary design from that CE, which include side-running BRT on both sides of SR-224 south of Ute Boulevard and dual left turns at Olympic Parkway, into the preferred Alternative C design and EIS analysis. Regarding the commenter's question from fact sheet 3, the left turn from Ute Boulevard into the library parking lot would

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		this just adds more pavement and a wider and less safe crossing for pedestrians, unless it becomes no turn on red. General: we need a plan that incorporates bus rapid transit directly from park and rides that have direct access to I-80, combined with congestion pricing on those exiting I-80 to 224. This would do more to reduce traffic and help pedistrians in KJ than this alternative.	be closed, and drivers would need to go around the roundabout and then travel eastbound on Ute Boulevard to make a right turn into the library parking lot. Signs for safety and wayfinding will be included and finalized during final design. Additionally, during final design, UDOT could work with Summit County to include additional signs and lights at all roundabout crossings. Regarding the comment on fact sheets 4–7, the traffic signal would be timed adequately to allow pedestrians to cross. There would be no conflict with the bicycle lane because the bicycle lane would be located to the left of the right-turn lane. Regarding the comment on fact sheets 8–9, Alternative C would not add extra lanes on Olympic Parkway for vehicles to turn onto SR-224. Again, the traffic signal would be timed adequately to allow pedestrians to cross Olympic Parkway. The proposed BRT project is currently designed to access SR-224 via Olympic Parkway. The dual left turns northbound from SR-224 to Olympic Parkway will accommodate the BRT. In addition, the BRT travel lanes on SR-224 begin south of Olympic Parkway and would not be affected by the preferred Alternative C. As described in Section 1.2.2, *Purpose of the Project*, of the EIS, a key purpose element of the Kimball Junction Project is to maintain or improve transit travel times throughout the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS). As described in Chapter 2, *Alternatives*, and shown in Table 2.3-7, *Level 3 Screening Results*, of the EIS, Alternative C would improve the travel time of the proposed BRT in the Kimball Junction area by about 2 minutes compared to the No-Action Alternative.
Website	Laura Margason	Please see attached file for EPA's formal comments on the EIS. Letter was also sent via email to the provided address.	*Total Phosphorus Concentrations* For the Stochastic Empirical Loading and Dilution Model (SELDM) analysis method, interpreting the results within the

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		Ref: 8EJC-NE Carissa Watanabe, Project Manager Environmental Services Division 4501 South 2700 West P.O. Box 148450 Salt Lake City, Utah 84114-8450 Dear Carissa Watanabe: The U.S. Environmental Protection Agency Region 8 NEPA staff reviewed the Utah Department of Transportation's (UDOT's) March 2025 Environmental Impact Statement (EIS) for the proposed Kimball Junction Interchange Improvements Project (Project) in Summit County, Utah. EPA is providing the attached comments in accordance with our responsibilities under Section 102(2)(C) of the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act (CAA). The CAA Section 309 role is unique to EPA. It requires EPA to review and comment on the environmental impact of a proposed federal action subject to NEPA's environmental impact statement requirements and to make its comments public. EPA has identified public health and environmental quality concerns that we recommend addressing in the Final EIS. Our comments and recommendations focus on water quality and air quality analyses presented in the Draft EIS. EPA makes these recommendations to improve the usefulness of the Final EIS for agency decision making and to reduce potential environmental impacts of the proposed action. The EPA appreciates the opportunity to provide comments at this stage of the NEPA process. If further explanation of our comments is desired, please contact me at [redacted] or [redacted] or Laura Margason, lead reviewer, at [redacted] or [redacted] Sincerely, Melissa W. McCoy, Ph.D., J.D.	central range of constituent concentrations is appropriate. Because SELDM uses several stochastic distributions in its calculations, including upstream streamflow, upstream pollutant concentration, highway stormwater runoff concentration, and precipitation, UDOT does not know what is driving the results for the infrequent events; it could be an extreme storm event, a smaller event with an extremely high concentration in highway stormwater runoff discharging to a low base flow in the stream, high background concentrations, or some combination of those factors. A comparison of the alternatives to the criteria is provided in Tables 2-8 and 2-10 of Appendix 3C, *Water Quality Technical Report*, of the EIS. *Water Temperature* The total maximum daily load (TMDL) study for East Canyon Creek, which was prepared for the total phosphorus and dissolved oxygen impairments, posits solar radiation due to the lack of shade to the stream, channel widening resulting in shallow reaches, and low stream velocity and flow during the summer months as the main factors that contribute to the impairment for dissolved oxygen. Phosphorus and other nutrient loading was not a primary source of impairment. All of these factors would also contribute to increased temperature, especially during the summer. Although temperature can also be increased due to stormwater runoff from impervious surfaces, the action alternatives would add a minor amount of impervious surface (about 0.56% and 0.50% for Alternative A and Alternative C, respectively) compared to the area of impervious surfaces with the No-Action Alternative. UDOT therefore determined that the water temperature would likely not be greatly influenced by the additional impervious area from the project. This explanation has been added to Section 3.8.3.2, *Impaired Water Bodies*, of the EIS. Low dissolved oxygen could also be caused by sediments, organic matter, and nutrients. As described in Section 3.8.4.5, *Mitigation Measures for Impacts to Water Quality and Water Resources*, of the EIS, UDOT will follow all applicable

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		NEPA Branch Manager ENCLOSURE 1. EPA Region 8 Detailed Scoping Comments for the Kimball Junction Project cc: kimballjunctioneis@utah.gov *Water Quality Data* Based on the most recent EPA approved Integrated Report (April 30, 2024), East Canyon Creek-2 AU surface waters are 303(d) listed as impaired for aquatic wildlife (temperature, total phosphorus, and dissolved oxygen).[1] There is an approved TMDL for total phosphorus.[2] To evaluate impacts to impaired East Canyon Creek-2 AU, the Stochastic Empirical Loading and Dilution Model (SELDM), developed by FHWA, was used to estimate the effects of the Kimball Junction Project on water quality. EPA appreciates the use of this modeling technique and that quantitative data from the modeling results was applied to evaluate water quality impacts. Chapter 3.8 adequately summarizes the data from Appendix 3C Water Quality Technical Report; however, the report itself does not provide numeric phosphorus values (mg/L) for exceedance events. Modeling results indicate that the numeric standard protective of domestic water use and cold-water fish species for total phosphorus could be exceeded during extreme storm events approximately 11.88% of the time for the No-Action Alternative and 13.70 % of the time for Alternative C. While these extreme storm events are outliers of the statistical analysis (less often than 10%), it is important to understand the magnitude of phosphorus exceedances that may occur during those events to evaluate the impact of each of the Alternatives. Rather than only providing the percentage of the simulated storm events that exceed water quality standards, we recommend the technical report include a table or a narrative with the numeric phosphorus exceedance levels (in mg/L) predicted for the No-Action and each of the Action Alternatives, compared to the existing numeric standard for phosphorus. This will allow for a greater understanding of the potential impacts from additional phosphorus in the	requirements of UDOT's *Stormwater Quality Design Manual* (UDOT 2021) to design best management practices (BMPs) that meet municipal separate storm sewer systems (MS4) permit and groundwater permit-by-rule requirements. The project will incorporate BMPs to address these pollutants. *Air Quality* UDOT concurs that direct emissions from construction equipment and activities contribute to air quality emissions and impacts. UDOT provides a qualitative discussion of construction-related air quality impacts in Section 3.15.2.3.6, *Impacts to Air Quality from Construction*, of the EIS. This discussion states that air pollutant emissions can result from excavation, mobile worker commute vehicles, delivery and hauling of construction supplies and debris, on-site construction equipment, and reduced vehicle speed from construction-related congestion. UDOT also states that construction can create fugitive dust and, in Section 3.15.2.4.6, *Mitigation Measures for Impacts to Air Quality from Construction*, of the EIS, proposes mitigation measures to address this in accordance with UDOT's Standard Specifications for Road and Bridge Construction, Section 01355, Environmental Protection, Part 1.10, Fugitive Dust. These mitigation measures include submitting a fugitive dust control plan to the Utah Division of Air Quality (UDAQ), watering and chemical stabilization, opacity observations and checks, and dust-minimization techniques approved by UDAQ. See UDOT's Standard Specifications for Road and Bridge Construction, Section 01355, Environmental Protection, Part 1.10, Fugitive Dust. The qualitative discussion of direct emissions from construction in the Draft EIS provides sufficient information regarding construction-related air quality impacts. UDOT has concluded that air quality impacts from construction "would be limited to short-term increases in fugitive dust, particulates,

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		system and, therefore, a more informed consideration of BMPs and mitigation. *Water Temperature* Section 3.8.3.2 in the Draft EIS discloses that the East Canyon Creek is impaired and does not meet water quality standards for beneficial use 3A (cold-water fishery and aquatic life). It also states that "UDOT did not quantitatively analyze water temperature because it has seasonality effects, which are difficult to correct in a stochastic analysis," and because Utah Department of Environmental Quality (UDEQ) does not have a TMDL specific to temperature for this creek. The proposed alternatives may contribute to long-term indirect impacts by the addition of more roadways and impervious areas, which are known contributors of increased stream temperatures. It is important that the NEPA analysis evaluate and disclose all potentially significant impacts, regardless of their ability to be modeled or the existence of a TMDL. Since the East Canyon Creek has this impairment and the Project could contribute to it, we recommend UDOT provide more information on the impairment, using available monitoring data for temperature as compared to applicable water quality criteria,[3] followed by, at a minimum, a qualitative impact assessment for each of the alternatives. *Air Quality* Section 3.15.2.3.6 states that the project's "air quality impacts during construction would be limited to short- term increases in fugitive dust, particulates, and local air pollutant emissions, including GHG emissions, from construction equipment" and concludes that due to the short-term nature of construction, the impacts are considered negligible. Construction impacts to air quality can be short-term but still have significant impacts to surrounding communities; therefore, we recommend the Final EIS include a more detailed analysis of the impacts of Project construction to local air quality, including consideration of sensitive receptors in the area surrounding the project. Construction emissions that could affect local air quality include those from the use of heavy-duty diesel construction equipment, general vehicle use, and increased congestion. Additional emissions associated with the Project that should also be considered include embedded emissions from the extraction manufacture, and transport of construction materials, especially	and local air pollutant emissions from construction equipment" (see Section 3.15.2.3.6, *Impacts to Air Quality from Construction*, of the EIS). The selected alternative would be constructed based on available funding. As of this Final EIS and ROD, $50 million in funding has been identified for right-of-way, final design, and construction. After this EIS is completed, UDOT might construct the selected alternative all at once or in phases while considering the safety and operational benefits. The nature and timing of fugitive dust impacts would be related to the project's construction methods. More-detailed information about activities necessary to construct Alternative C, construction phasing start and stop dates, equipment lists, and detailed information about work crews is not known. More-detailed information about air quality impacts from construction activities, equipment used, and work crew–related emissions would vary greatly depending on the selected contractor for each phase of the project, and UDOT has no reasonable way of estimating or quantifying this during the EIS process. Attempts to try to quantify this information for the purpose of estimating air quality emissions would be speculative and would not result in meaningful analysis. As described in Section 3.15.2.4, *Mitigation Measures for Impacts to Public Safety and Security from Construction*, of the EIS, a thorough public information program will be implemented to inform the public and businesses about construction activities and to minimize construction-related impacts. Information will include work hours and alternate routes. Construction signs will be used to notify drivers about work activities and changes in traffic patterns. Construction sequencing and activities will be coordinated with emergency service providers to minimize delays and response times during construction.

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		concrete. We also recommend the Final EIS assess and compare construction GHG emissions for each action alternative, using best estimates based on UDOT's knowledge of similar projects. We understand that the responsibility for implementing mitigation is passed from UDOT to the contractor; however, we recommend the Draft EIS identify how and when information regarding construction activities will be conveyed to the public in a timely and meaningful way so that community members can plan, as needed, to avoid areas of impacted air quality. We also recommend including in public announcements, to the extent possible, an approximate time period or phasing schedule for the project's permitting and construction. [1] Utah 2024 Integrated Report: https://deq.utah.gov/water-quality/2024-integrated-report [2] East Canyon Creek TMDL: https://lf-public.deq.utah.gov/WebLink/ElectronicFile.aspx?docid=15379&eqdocs=DWQ-2015-006577 [3] UDEQ's 20°C numeric water quality criterion for cold water aquatic life, per UAC R317-2-14, can be found at the following website: https://adminrules.utah.gov/public/rule/R317-2/Current%20Rules	
Email	Laura Margason	The U.S. Environmental Protection Agency Region 8 NEPA staff reviewed the Utah Department of Transportation's March 2025 Environmental Impact Statement for the proposed Kimball Junction Interchange Improvements Project in Summit County, Utah. In accordance with our responsibilities under Section 102(2)(C) of the National Environmental Policy Act, the EPA is providing comments found in the attached document. Thank you, Laura A Margason Lead NEPA Reviewer U.S. EPA, Region 8, NEPA Branch	See the responses to the previous comment.

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		[redacted]	
Email	Lindsey Nielsen	In 2020, the CWC [Central Wasatch Commission] embarked upon its Mountain Transportation System Project that culminated in the CWC releasing a public statement in support of six "pillars" that would comprise a safe, effective, and equitable regional mountain transportation system for the Central Wasatch Mountain Range. Those pillars are: 1. A visitor-use capacity study that corresponds to transportation and transit study and decision-making is necessary. 2. Any transportation solution should minimize and mitigate negative environmental impacts, including irreversible damage to the watersheds. 3. Traffic demand management strategies should address traffic congestion on the roads accessing the canyons of the Central Wasatch Mountains. 4. Transportation solutions should have the capacity for integration into the broader regional transportation network. The CWC supports the exploration of transit micro-hubs as gathering places for visitors and residents. 5. The CWC considers year-round transit service a priority, including dispersed recreational opportunities in the surrounding areas. 6. Transportation improvements in the Wasatch Front and Back should be coupled with improved land and natural resource protection, namely, the Central Wasatch National Conservation and Recreation Area Act. This coupling of federal legislation to transportation is necessary given the delicate balance that was foundational to the Mountain Accord agreement, based on four interdependent systems of the Central Wasatch Mountain Range: transportation, economy, recreation, and environment. In addition to the above elements of a broad regional transportation system for the Central Wasatch Front and Back, the CWC would like to emphasize the following: 1. That development remain as concentrated to clustered nodes, like Kimball Junction as possible, to encourage development patterns that reduce	1. Regarding the six "pillars" cited at the beginning of the comment as they relate to the Kimball Junction Project: A visitor-use capacity study that corresponds to transportation and transit study and decision-making is outside the scope of this project. The alternatives considered by UDOT would accommodate all current and proposed transit operations, including High Valley Transit's planned SR-224 bus rapid transit (BRT) service that has been identified in local and regional transportation plans. SR-224 has an annual average daily traffic (AADT) of 33,000 vehicles per day. The planned BRT service is predicted to attract only about 5,400 riders a day (High Valley Transit 2023), which is not enough to sufficiently reduce traffic on SR-224 as a standalone alternative. Transit service, whether as a standalone alternative or when combined with other alternatives, would not 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 reduce some traffic in the Kimball Junction area, but not enough to address the transportation needs for this project. The proposed BRT project is currently designed to access SR-224 via Olympic Parkway. The dual left-turn lanes northbound from SR-224 to Olympic Parkway would accommodate the BRT. In addition, the BRT travel lanes on SR-224 begin south of Olympic Parkway and would not be affected by the preferred Alternative C. As described in Section 1.2.2, *Purpose of the Project*, of the EIS, a key purpose element of the Kimball Junction Project is to maintain or improve transit travel times throughout the Kimball Junction EIS evaluation area. As described in Chapter 2, *Alternatives*, and shown in Table 2.3-7, *Level 3 Screening Results*, of the EIS, Alternative C would improve

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		sprawl and preserve open space, sensitive environments, community character, and quality of life in the Wasatch Back. 2. That an analysis of carrying capacity for the broader Park City community be conducted in conjunction with road improvements at Kimball Junction. 3. In addition to addressing congestion and safety, any improvements to Kimball Junction should be made with the future goal of connecting economic centers and recreational nodes within the Wasatch Front and Back. 4. The Alternative chosen should be multi-modal with specific attention to road bicycle and pedestrian connections, including to regional trails. The improvements should include pathways for a trail network that connects residents and Kimball Junction, recreation nodes, and any potential future transit stations at Kimball Junction. 5. Road improvements should only be made after thorough consideration of wildlife corridors and impacts. Thank you for your consideration of the Central Wasatch Commission's comments on the Kimball Junction Draft Environmental Impact Statement. Accounting for the populations of the jurisdictions that comprise the Central Wasatch Commission, the CWC collectively represents 1,443,788 people. We hope our comments serve to enhance the environmental study process.	the travel time of the proposed BRT in the Kimball Junction area by about 2 minutes compared to the No-Action Alternative. 2. As described in Section 2.5.6, *Basis for Identifying the Preferred Alternative*, when identifying its preferred alternative, UDOT considered transportation performance, impacts to the natural and human environment, and cost. 3. Strategies such as Transportation Demand Management (TDM) 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. 4. The provision for transit micro-hubs as gathering places is outside the scope of the Kimball Junction Project. 5. High Valley Transit provides transit service in the needs assessment evaluation area (described in Section 1.1.1, *Description of the Needs Assessment Evaluation Area and Logical Termini*, of the EIS). 6. Although improving land and natural resource protection as directed by the Central Wasatch National Conservation and Recreation Area Act is outside the scope of this project, as described in Section 2.5.6, *Basis for Identifying the Preferred Alternative*, when identifying its preferred alternative, UDOT considered transportation performance, impacts to the natural and human environment, and cost. In addition, during the first phase of the Kimball Junction Project (see Section 1.1.2.1, *Kimball Junction and SR-224 Area Plan*, in the EIS), UDOT applied its Solutions Development process to capture the unique context of the Kimball Junction area and develop a set of solutions to meet its transportation needs. As part of this process,

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			UDOT applied its Quality of Life Framework, which focuses on four key areas: better mobility, good health, connected communities, and a strong economy. UDOT collaborated with various stakeholders during both the Area Plan and EIS phases to implement this framework and ensure that transportation planning and decision-making align with these goals. Regarding the five additional emphasized points as they relate to the Kimball Junction Project: 1. Regarding the notion that development should remain as concentrated to Kimball Junction as possible—to encourage development patterns that reduce sprawl and preserve open space, sensitive environments, community character, and quality of life in the Wasatch Back—it's important to note that Summit County is responsible for land use and development decisions in the needs assessment evaluation area. Further, such decisions are outside UDOT's jurisdiction and beyond its regulatory authority. 2. A carrying capacity analysis for the broader Park City community is outside the scope of the Kimball Junction Project. 3. Although connecting economic centers and recreation nodes within the Wasatch Front and Back is not a specific goal of the Kimball Junction Project and is outside the scope of the EIS, the improved traffic flow and additional capacity resulting from the preferred Alternative C would have the following benefits: • All intersections would operate at acceptable levels of service. • Through travel times on SR-224 through Kimball Junction to and from I-80 would be reduced by as much as 8 minutes. • Transit travel times would be improved.

Comment Origin	Name	Comment	Responses
			• Vehicle queueing from ramps onto the I-80 mainline would be eliminated. These benefits would contribute to improved connections to and between economic centers and recreation nodes both within and outside the needs assessment evaluation area. 4. As described in Section 1.2, *Summary of Purpose and Need*, of the EIS, UDOT looked at expected active transportation mobility needs in the Kimball Junction needs assessment evaluation area. 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 growing east–west active transportation (walking and cycling) demand across SR-224, which will require additional crossing facilities. Therefore, a purpose of the Kimball Junction Project is to improve pedestrian and bicyclist mobility and accessibility throughout the evaluation area. The preferred Alternative C includes a new east–west underpass just south of Ute Boulevard for pedestrians and cyclists. As described in Section 2.4.2, *Alternative C: Include Bike Lanes in the Alternative*, as part of Alternative C, buffered bicycle lanes would be striped into the shoulders of SR-224 in both the northbound and southbound directions, and the shoulders would be widened from 8 feet to 10 feet wide to accommodate them. The buffered bike lanes were designed to meet UDOT's design standards and provide a minimum of a 3-foot-wide striped gap area between the bike 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

Comment Origin	Name	Comment	Responses
			the project area at Olympic Parkway, cross Ute Boulevard and the I-80 single-point urban interchange (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. 5. As described in Section 3.2.3.5, *Public Safety and Security*, of the EIS, in 2022, UDOT reduced the speed limit on SR-224 from 55 miles per hour (mph) to 45 mph. Data indicate that lower speeds have contributed to reducing the number of wildlife–vehicle collisions (UDOT 2022). In addition, to reduce the number of wildlife–vehicle collisions, in 2023 UDOT installed wildlife exclusionary fencing on both the eastbound and westbound sides of I-80 from about milepost (MP) 145.45 westward to the east side of Kimball Junction. In addition, wildlife fencing has been installed on both the eastbound and westbound sides of I-80 from just west of the Kimball Junction interchange to the wildlife bridge at MP 139.17. In anticipation of potential configuration changes associated with this EIS, the Kimball Junction interchange area has not yet been fenced. As described in Section 3.9, *Ecosystem Resources*, and shown in Table 3.9-3, *Wildlife–vehicle Collisions in the Ecosystem Resources Evaluation Area*, between January 2018 and November 2024, wildlife–vehicle collisions on I-80 in the ecosystem resources evaluation area were generally lower in 2023 and 2024 than in previous years; this difference indicates that the fencing is likely successfully keeping wildlife from attempting to cross I-80 in the evaluation area. Moreover, wildlife–vehicle collision numbers on I-80 and SR-224 in the evaluation area from recent years are low compared to both statewide data and

Comment Origin	Name	Comment	Responses
			data for the surrounding area. For this reason, this area does not constitute a hot spot for wildlife–vehicle collisions.

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