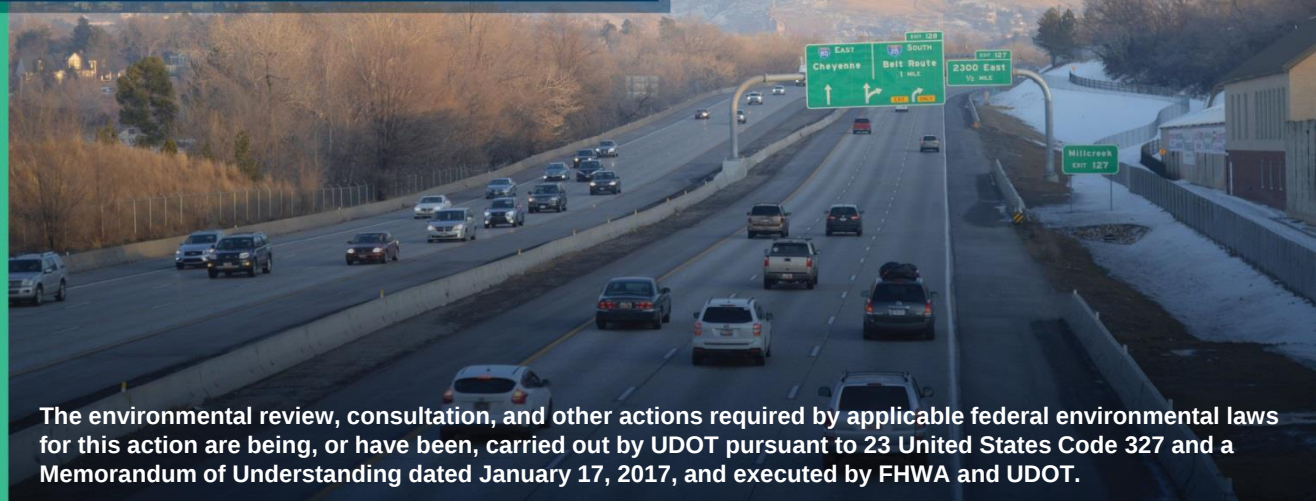


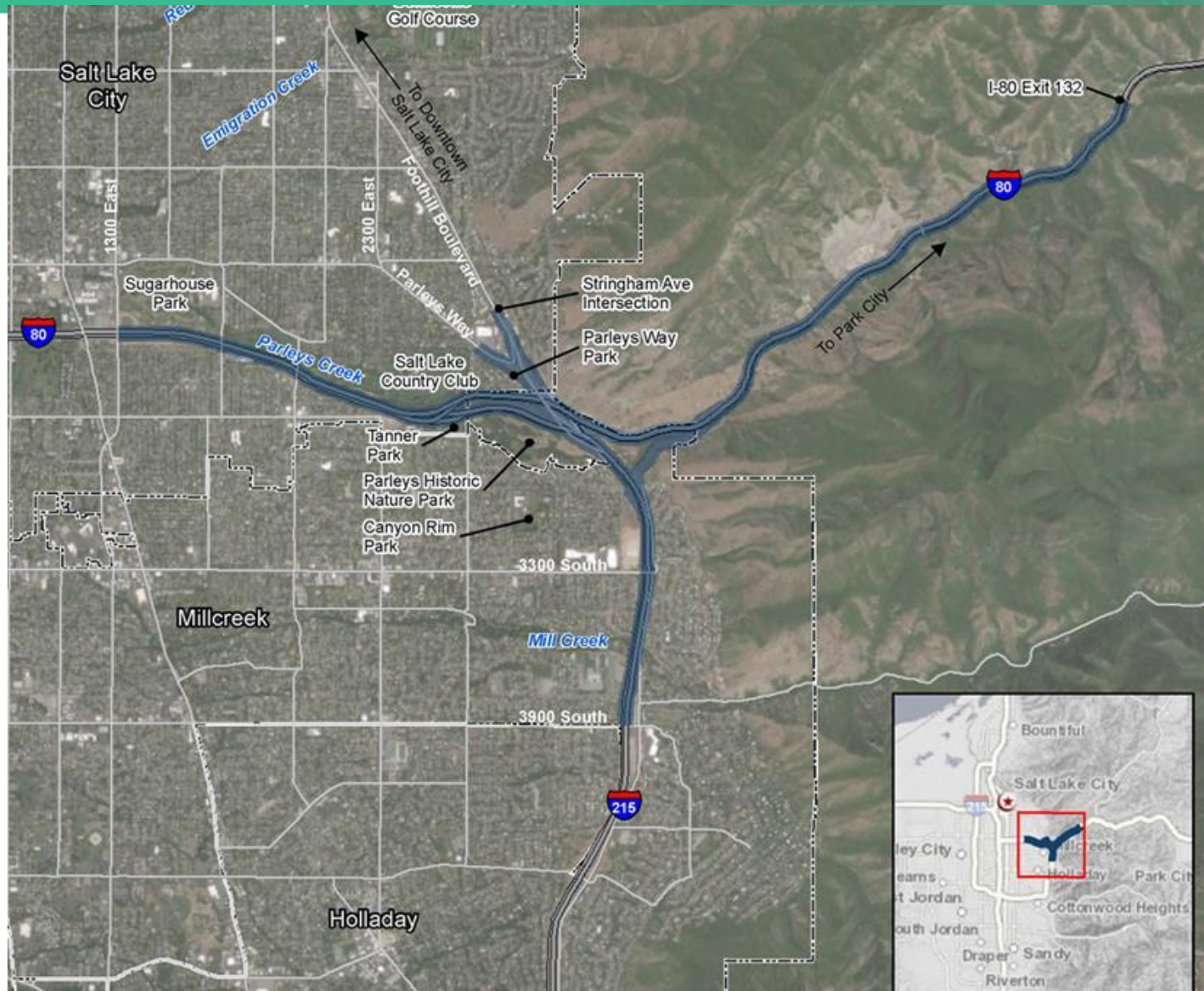
Parley's Interchange EIS Draft Alternatives

June/July 2018



The environmental review, consultation, and other actions required by applicable federal environmental laws for this action are being, or have been, carried out by UDOT pursuant to 23 United States Code 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

PARLEY'S EIS STUDY AREA



WHAT IS THE PROJECT PURPOSE?

- Based on previous needs, the project purpose is:
 - Improve the Level of Service at Parley's Interchange in 2050*
 - Level of Service D is UDOT's goal*
 - Improve Regional Mobility in 2050*
 - Improve Safety*
 - Upgrade the design elements*

Levels of Service

FREE FLOW

Low volumes and no delays.

LOS

A



STABLE FLOW

Speeds restricted by travel conditions, minor delays.

LOS

B

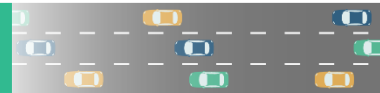


STABLE FLOW

Speeds and maneuverability closely controlled because of higher volumes.

LOS

C

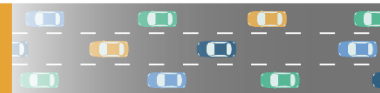


STABLE FLOW

Speeds considerably affected by change in operation conditions. High density traffic restricts maneuverability; volume near capacity.

LOS

D



UNSTABLE FLOW

Low speeds; considerable delay; volume at or slightly over capacity.

LOS

E



FORCED FLOW

Very low speeds; volumes exceed capacity; long delays with stop-and-go traffic.

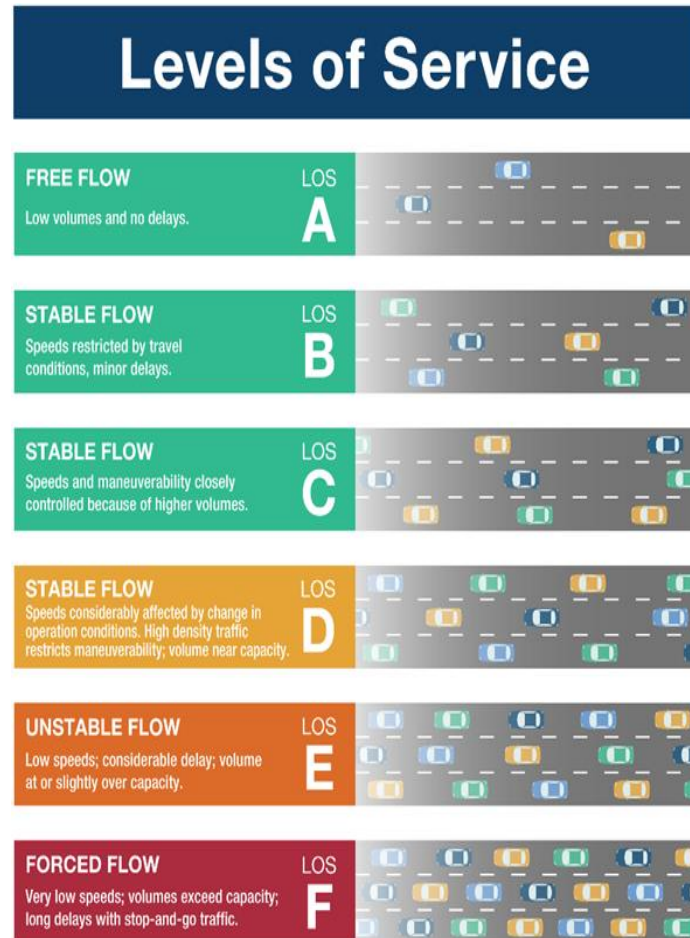
LOS

F



ALTERNATIVE SCREENING CRITERIA

- Purpose and Need Screening Criteria (Level 1)
 - Meet level of service of LOS D or better
 - Substantially reduce travel time
 - Substantially improve travel speeds
 - Improve safety
 - Eliminate backup on interstate mainline
 - Reduce backup on interchange ramps
 - Meet UDOT standards



SCREENING PROCESS

- 15 initial alternatives concepts developed
- Conducted travel demand modeling to determine LOS and regional mobility criteria
- 3 alternatives met the project screening criteria
 - All alternatives achieve LOS D throughout the interchange
 - Substantially reduces delay in 2050 by about 70%
 - Will improve vehicle speeds by about 15 miles per hour in 2050
 - Mostly within existing right-of-way
 - Will maintain pedestrian and bicycle connections

CURRENT ALTERNATIVES – ALTERNATIVE A



Mainline I-80 alignment shifts to the south between 2300 East and Foothill Drive

Two lanes in both directions for all movements between I-80 and I-215

Only right-hand on and off ramps to the interstates, no left entrances or exits on I-80 or I-215

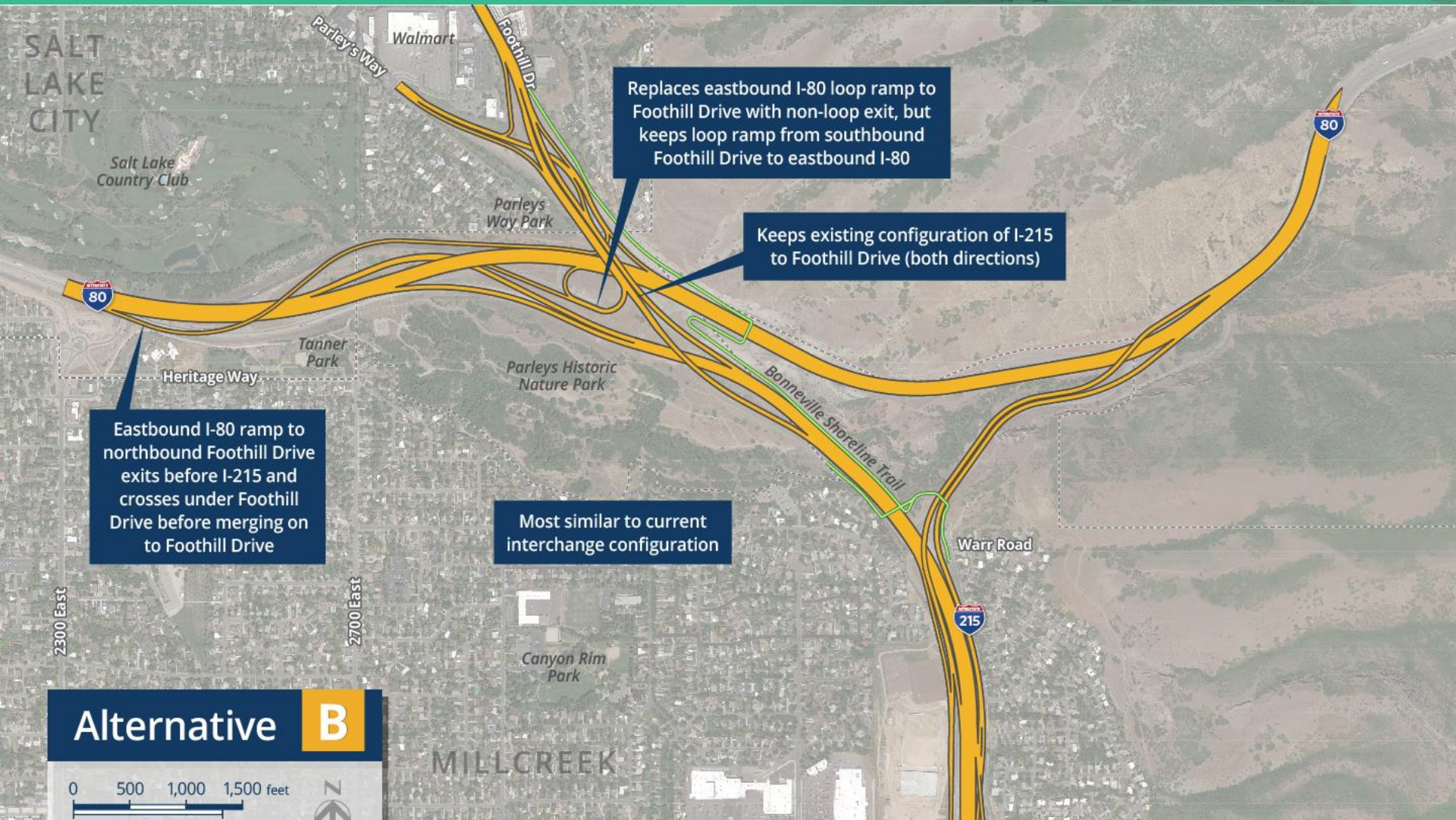
Improves through truck traffic and merging on I-80 by flattening curves, providing 3 lanes in each direction and removing one or both Foothill Drive loop ramps

Improves short vehicle weave distances at 3300 South and I-215

No impacts to activities and features of any parks

Maintains all existing trail connections with minor modifications

CURRENT ALTERNATIVES – ALTERNATIVE B



Mainline I-80 alignment shifts to the south between 2300 East and Foothill Drive

Two lanes in both directions for all movements between I-80 and I-215

Only right-hand on and off ramps to the interstates, no left entrances or exits on I-80 or I-215

Improves through truck traffic and merging on I-80 by flattening curves, providing 3 lanes in each direction and removing one or both Foothill Drive loop ramps

Improves short vehicle weave distances at 3300 South and I-215

No impacts to activities and features of any parks

Maintains all existing trail connections with minor modifications

CURRENT ALTERNATIVES – ALTERNATIVE C



Mainline I-80 alignment shifts to the south between 2300 East and Foothill Drive

Two lanes in both directions for all movements between I-80 and I-215

Only right-hand on and off ramps to the interstates, no left entrances or exits on I-80 or I-215

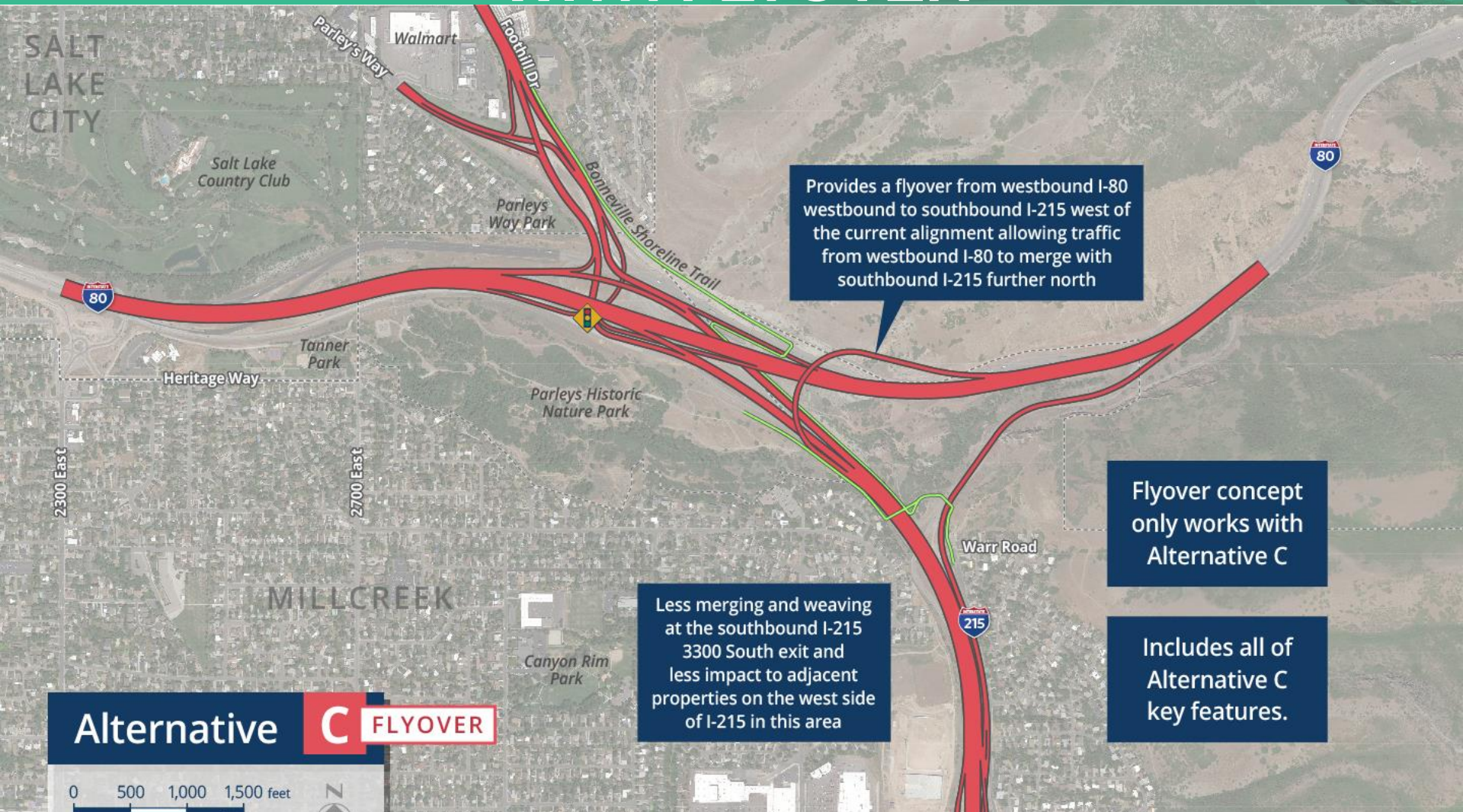
Improves through truck traffic and merging on I-80 by flattening curves, providing 3 lanes in each direction and removing one or both Foothill Drive loop ramps

Improves short vehicle weave distances at 3300 South and I-215

No impacts to activities and features of any parks

Maintains all existing trail connections with minor modifications

CURRENT ALTERNATIVES – ALTERNATIVE C WITH FLYOVER



Mainline I-80 alignment shifts to the south between 2300 East and Foothill Drive

Two lanes in both directions for all movements between I-80 and I-215

Only right-hand on and off ramps to the interstates, no left entrances or exits on I-80 or I-215

Improves through truck traffic and merging on I-80 by flattening curves, providing 3 lanes in each direction and removing one or both Foothill Drive loop ramps

Improves short vehicle weave distances at 3300 South and I-215

No impacts to activities and features of any parks

Maintains all existing trail connections with minor modifications

NEXT STEPS

- Refine the alternatives based on public and agency input
- Conduct Level 2 Screening – impacts to the environment
- Finalize alternative to be considered in detail
- Prepare the Draft EIS

CURRENT AND UPCOMING EVENTS

- Public alternative comment period
 - July 10 to August 10
 - Comments due by August 10, 2018
- Public alternative meeting location
 - July 10, 2018 – 4 p.m. to 7 p.m.
 - Skyline High School
- Stakeholder Working Groups
 - Business
 - Residential and recreation
 - June 26, 2018 4:30 p.m. to 7:00 p.m.

EIS SCHEDULE

Schedule and Process



- The EIS will take about 2 years (February 2020).
- No funding for construction has been identified.
- Project identified in Phase 2 (2025 to 2034) of Regional Transportation Plan

TEAM CONTACT INFORMATION

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QUESTIONS?

