The Utah Department of Transportation (UDOT) is preparing the Parley’s Interchange Environmental Impact Statement (EIS) to evaluate the short- and long-term needs of the I-80/I-215 eastside interchange. The purpose of the study is to improve safety, reduce congestion, increase regional mobility and update the current design of the interchange.

In August 2018, UDOT released four preliminary interchange alternatives for comment and held a public open house for the public to review and comment on the alternatives: A, B, C, and C flyover. Based on public input during the comment period, UDOT further refined and screened the alternatives using the process shown in figure 1 below. The results of screening showed that only Alternatives A and B substantially reduced travel delay and met UDOT safety standards. Alternatives A and B would reduce travel delay 40 to 47% during the morning peak period. The two C alternatives would not substantially reduce delay, and were eliminated from detailed study. During the alternative development process UDOT worked extensively with Salt Lake City Public Utilities to find a solution that minimizes impacts both on existing residential developments and important water infrastructure. Table 1 summarizes the preliminary results of resources evaluated in the screening process.

Full results of the alternative development can be found on the project website: [udot.utah.gov/parleysEIS](http://udot.utah.gov/parleysEIS)

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**Table 1. Level 2 Screening Results for Alternatives A and B**

<table>
<thead>
<tr>
<th>Impact Category</th>
<th>Unit</th>
<th>Alternative A</th>
<th>Alternative B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential residential relocations</td>
<td>Number</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Potential business relocations</td>
<td>Number</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Recreation areas affected</td>
<td>Number</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Community facilities affected</td>
<td>Number</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Existing trails affected (trails that cross the interchange)</td>
<td>Number</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Impacts to waters of the United States (Parley’s Creek)</td>
<td>Linear feet</td>
<td>640</td>
<td>640</td>
</tr>
<tr>
<td>Adverse impacts to cultural resources</td>
<td>Number</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Floodplain impacts</td>
<td>Acres</td>
<td>1.1</td>
<td>1.1</td>
</tr>
</tbody>
</table>

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*a About 0.15 acre of the southeast corner of Parley’s Way Park would be impacted under Alternative A. No features or amenities of the park would be impacted.

*b All trail connections would be restored.

*c No wetlands would be impacted. Parley’s Creek will be placed in a pipe for the distance shown.
MOVING FORWARD FOR CONTINUED EVALUATION IN THE EIS

Alternative A
- No home relocations
- Wasatch Blvd will continue in current configuration
- No impacts to the Grandeur Peak Trailhead
- All local streets will function under current configurations

Alternative B
- Eastbound I-80 ramp to northbound Foothill Drive exits before I-215 and crosses under Foothill Drive before merging on to Foothill Drive
- Most similar to current interchange configuration

Key Points:
- Foothill Drive crossover replaces existing loop ramps from eastbound I-80 to and from Foothill Drive
- Slower speed ramps to northbound Foothill Drive from eastbound I-80 and northbound I-215 better define change from interstate to arterial
- On ramp in proximity to Parley’s Park
- Replaces eastbound I-80 loop ramp to Foothill Drive with non-loop exit, but keeps loop ramp from southbound Foothill Drive to eastbound I-80
- Keeps existing configuration of I-215 to Foothill Drive (both directions)