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.
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
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

- 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

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 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**

**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**

**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)**

**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

- **Does not provide direct access from eastbound I-80 to westbound Parley's Way**
- **Slower speed ramps to northbound Foothill Drive from eastbound I-80 and northbound I-215 better define change from interstate to arterial**
- **Removes both existing loop ramps from eastbound I-80 to and from Foothill Drive**
- **Adds a signalized intersection for traffic from eastbound I-80 to Foothill Drive and for traffic from southbound Foothill Drive to eastbound I-80 and southbound I-215**

Alternative C

**Mainline I-80 alignment**
- Shifting 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

Provides a flyover from westbound I-80 westbound to southbound I-215 west of the current alignment allowing traffic from westbound I-80 to merge with southbound I-215 further north.

Alternative C

Flyover concept only works with Alternative C

Includes all of Alternative C key features.

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<th>Feature</th>
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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
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.
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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