About Parley’s Interchange

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.

Get Involved

The study team is proactively communicating and collaborating with the community to confirm the needs and identify possible options. Your insight and feedback will shape the study’s outcome. Please provide your comments by August 10, 2018.

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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.
**Preliminary Alternatives**

**Overall Features**

- **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.**

### 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.**

### 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.**

### 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.**

**Flyover Concept Only Works with Alternative C**

**Includes all of Alternative C Key Features.**

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*Note: The diagrams and text detail specific traffic improvements and features for each alternative.*