Parley’s Interchange
I-80/I-215 Eastside
in
Salt Lake City and Millcreek, Salt Lake County, Utah

Draft
Environmental Impact Statement
and Sections 4(f)/6(f) Evaluation

Submitted pursuant to 42 USC 4332(2)(c) and 49 USC 303

by the Utah Department of Transportation (UDOT)

Cooperating agencies: U.S. Environmental Protection Agency;
U.S. Department of the Interior National Park Service; and Salt Lake City Public Utilities

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 USC 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

January 2020

Date of Approval
01/09/2020

Bryan Adams, Region Two Director
Utah Department of Transportation

Date of Approval
01/11/2020

TeriAnne S. Newell, Deputy Director
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Abstract
This proposed action is to meet projected traffic demands and improve public safety for the Parley’s interchange (I-80/I-215 eastside interchange) in Salt Lake County, Utah. The primary purposes of the project are to improve the level of service (LOS) of the interchange to LOS D or better in the 2050 design year, improve overall mobility by reduce travel delay through the interchange compared to no-action conditions, and to improve safety by addressing obsolete design elements and prevent traffic from backing into the main and auxiliary lanes of I-80 and I-215 as much as possible. The alternatives carried forward for detailed study in this EIS are the No-Action Alternative, Alternative A, and Alternative B. Both Alternatives A and B improve safety and reduce congestion by addressing obsolete design elements and providing additional lane capacity to address 2050 congestion levels. Alternative A would reduce morning delay by 40% and Alternative B by 47%. Environmental impacts in 20 resource categories are evaluated, and mitigation measures to reduce the impacts are described. Impacts to the natural environment as well as social and economic impacts have been minimized through coordination with the public, resource agencies, local governments, and the business community. UDOT identified Alternative B as its Preferred Alternative.

UDOT will issue a single Final Environmental Impact Statement (EIS) and Record of Decision document pursuant to 23 USC 139(n)(2), unless UDOT determines that statutory criteria or practicability considerations preclude issuance of the combined document pursuant to that section. 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 USC Section 327 and a Memorandum of Understanding dated January 1, 2017, and executed by the Federal Highway Administration and UDOT.

Comments on this Draft EIS are due March 9, 2020, to Naomi Kisen (UDOT) at the above address.