Chapter S: Executive Summary

S.1 Why was the Parley’s Interchange Project initiated?

The Parley’s interchange is the interchange of Interstate 80 (I-80) and Interstate 215 (I-215) at the mouth of Parley’s Canyon in Salt Lake County, Utah. In February 2018, the Utah Department of Transportation (UDOT) initiated the Parley’s Interchange Project and its associated Environmental Impact Statement (EIS) to evaluate the major transportation needs in the area of and surrounding this interchange (referred to as the needs assessment study area; see Figure S-1).

The major needs in this area are a result of a growing population, high current and future traffic demand, highway infrastructure that was designed to accommodate traffic conditions over 50 years ago, and numerous locations in the Parley’s interchange that have safety and operational issues. These conditions result in the following deficiencies in the needs assessment study area:

- Decreased mobility and increased traffic congestion in the AM and PM peak-period travel periods (inadequate roadway capacity)
- Roadway elements (shoulders, ramps, horizontal and vertical curves, and merging and weaving distances) that are obsolete and do not meet current design standards for all potential users and accommodate the high traffic volumes safely
- Above-average accident rates in multiple locations

UDOT identified these principal deficiencies by comparing present and future levels of congestion, crash data, and roadway design elements. The deficiencies would occur even with all other anticipated transportation improvements (except for improvements to the Parley’s interchange) in the needs assessment study area that are identified in the Wasatch Front Regional Council’s Wasatch Front Regional Transportation Plan for 2019 to 2050 (WFRC 2019a) as being implemented by 2050. In addition, the need for transportation improvements is recognized in the Utah Freight Plan, which documents the need for improvements at the Parley’s interchange (UDOT 2017c, Table 9.3).

What are peak periods?

Peak periods are the periods of the day with the greatest amounts of traffic. The AM (morning) peak period is from 6 AM to 9 AM, and the PM (afternoon) peak period is from 3 PM to 6 PM.
Figure S-1. Parley's Interchange Needs Assessment Study Area
S.2  What is the purpose of the project?

The purpose of the Parley’s Interchange Project consists of the following three primary objectives:

- **Improve the Level of Service at the Parley’s Interchange in 2050.** Improve the level of service (LOS) at the Parley’s interchange in 2050 by meeting UDOT’s goal of LOS D or better on as much of Parley’s interchange as possible (LOS D is considered light congestion). (For more information about level of service, see Section 1.4.3.1, Level of Service Definition.)

- **Improve Regional Mobility in 2050.** Improve regional mobility through a key link in the local, state, and national transportation network for automobile, transit, and freight trips by substantially reducing travel delay through the interchange compared to the no-action conditions.

- **Improve Safety.** Improve the operational characteristics and safety of the Parley’s interchange by addressing obsolete design elements. Prevent traffic on the Parley’s interchange exit ramps from backing onto the main and auxiliary travel lanes of I-80 and I-215 as much as possible.

S.3  What is the history of the project?

Prior to the initiation of the EIS process, many transportation planning studies had been conducted for I-80, I-215, and Foothill Drive. The three studies that are most relevant to the Parley’s Interchange EIS are the I-80 Major Investment Study, the Foothill/I-80/I-215 Interchange Area Study, and the Foothill Drive Implementation Strategy (for more information, see Section 1.1.2, Background of the Parley’s Interchange Project).

**I-80 Major Investment Study.** In 1998, UDOT completed a Major Investment Study (MIS) for the I-80 corridor from State Street to the mouth of Parley’s Canyon in Salt Lake City. The MIS developed a set of corridor needs and evaluated alternatives that responded to those needs through 2020. The MIS noted that I-80, including portions of the Parley’s interchange, was constructed in the mid-1960s and no longer meets current design standards, has areas of high congestion, and has a higher-than-expected accident rate at many locations.

**Foothill/I-80/I-215 Interchange Area Study.** In 2017, UDOT completed the Foothill/I-80/I-215 Interchange Area Study, which evaluated existing and future travel demand at the Parley’s interchange and identified long-term solutions (through 2050) that could be adopted into the Wasatch Front Regional Council's Wasatch Front Regional Transportation Plan. The study evaluated current conditions and modeled 2050 conditions, and concluded that segments of the interchange are and would be severely congested and would need additional capacity to meet current and future travel demand. Crash data were also evaluated to identify areas of safety concerns within the interchange area of study. Five crash “hot spots” where there were accidents with a severity level of 3 or greater (minor injury or greater) were identified. The analysis of the current and future 2050 conditions without any improvements to the interchange found that both capacity and safety improvements are needed.
Foothill Drive Implementation Strategy. The Foothill Drive Implementation Strategy, which was completed in May 2017, identified short-term and long-term strategies to address traffic congestion, enhance safety, improve connections, and provide transportation options along Foothill Drive, which connects to the Parley’s interchange. The study found that current congestion and pedestrian/bicycling needs do not meet current and future transportation needs and goals. The preferred scenario identified spot improvements, intersection treatments, and corridor upgrades as well as off-corridor and programmatic improvements to meet the goals. One of the goals of the preferred scenario was to improve vehicle and pedestrian safety by providing traffic-calming measures on Foothill Drive to reduce the speeds of northbound vehicles coming from the Parley’s interchange.

S.4 Who is leading the project?

UDOT is the lead agency for the Parley’s Interchange Project. As the lead agency, UDOT is responsible for preparing the Parley’s Interchange EIS. The environmental review, consultation, and other actions required by applicable federal environmental laws for this proposed project are being, or have been, carried out by UDOT pursuant to 23 United States Code Section 327 and a Memorandum of Understanding dated January 17, 2017, and executed by the Federal Highway Administration and UDOT.

The U.S. Environmental Protection Agency, the National Park Service, and the Salt Lake City Department of Public Utilities are involved as cooperating agencies in the development of the EIS. For more information, see Section 1.1, Introduction.

S.5 What alternatives were considered for the project?

The EIS process began in February 2018. UDOT has gathered input through review of existing studies on the Parley’s interchange, coordination with federal and state agencies, local government presentations, Stakeholder Working Groups, stakeholder interviews, and public meetings.

Based on the input from these stakeholders, previous transportation studies, and local and regional land use and transportation plans, UDOT developed four preliminary alternatives for consideration using an alternatives development and screening process. For more information, see Figure S-2 at right and Section 2.2, Alternatives Development and Screening Process.
The preliminary alternatives were developed after evaluating concepts at the following geographic areas in the needs assessment study area:

- Foothill Drive interchange on I-80
- Foothill Drive and Parley’s Way intersection
- West leg (ramp connections to westbound I-80 and from eastbound I-80 to Foothill Drive and I-215)
- I-80 and 2300 East interchange
- East leg (ramp connections to eastbound I-80 from northbound I-215 and to southbound I-215 from westbound I-80)
- South leg (ramp connections to and from the 3300 South interchange on I-215)

UDOT evaluated multiple concepts at each location to determine which concepts would meet the screening criteria. The concepts that passed the screening criteria and had the best transportation performance at each location were combined into preliminary alternatives. Table S-1 describes the No-Action Alternative and the four preliminary alternatives that were developed in more detail and evaluated in the screening process for the EIS.

In addition to the alternatives listed in Table S-1, UDOT also considered a mass transit alternative. However, UDOT found that, if such an alternative were implemented, it would not address the capacity, mobility, safety, and operational needs of the project.

In the summer of 2018, during the public comment period for the preliminary alternatives, UDOT received eight public comments that suggested additional concepts for meeting the needs in the needs assessment study area. UDOT evaluated these eight concepts and determined that none of the public concepts would meet the purpose of and need for the project.

During the alternatives screening process, UDOT eliminated Alternative C and Alternative C with Flyover because they would have poor traffic performance, because they would not maintain a connection from eastbound I-80 to westbound Parley’s Way, and because it was not possible to have a feasible vertical profile for some of the ramp segments included in these alternatives.
### Table S-1. Preliminary Alternatives Evaluated in the Screening Process

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Description</th>
</tr>
</thead>
</table>
| No-Action Alternative        | With this alternative, no improvements would be made to the Parley’s interchange except for routine maintenance. Projects identified in the Wasatch Front Regional Council's 2019–2050 Wasatch Front Regional Transportation Plan except for the Parley’s Interchange Project are assumed to have been constructed as part of the No-Action Alternative.  
  - I-80/Foothill Drive: Loop ramp from EB I-80 to NB Foothill Drive; loop ramp from SB Foothill Drive to EB I-80; SB Foothill Drive merges onto NB I-215 before merging onto WB I-80.  
  - Foothill Drive/Parley's Way: Access from Parley’s Way to SB Foothill Drive with an on ramp. Unsignalized access to Parley’s Way from SB Foothill Drive, WB I-80, EB I-80, and NB I-215 using ramps.  
  - I-80/2300 East Interchange: EB I-80 off ramp and on ramp from NB 2300 East are current movements provided at this interchange.  
  - East Leg: One-lane ramp from NB I-215 to EB I-80 and one-lane ramp from WB I-80 to SB I-215. These ramp movements share the same alignment on the south side of Parley’s Canyon with no median or median barrier.  
  - South Leg: WB I-80 merges onto SB I-215 where 3300 South exits I-215. This area is just south of the area where Foothill Drive merges onto SB I-215. WB I-80 exits NB I-215 in the same area where the NB on ramp from 3300 South merges onto NB I-215. |
| Alternative A                | Includes the following concepts:  
  - I-80/Foothill Drive: Existing loop ramps from EB I-80 to NB Foothill Drive and from SB Foothill Drive to EB I-80 are removed. Diverging diamond interchange is used for movements between EB I-80 and NB I-215 to NB Foothill Drive and for movements from SB Foothill Drive to EB I-80 and SB I-215. Ramp movements from SB Foothill Drive and SB Parley’s Way to WB I-80 use new ramps located on the existing I-80 alignment. WB I-80 to NB Foothill Drive and NB Parley’s Way ramp movements are in the same configuration with minor shifts to horizontal alignments.  
  - Foothill Drive/Parley’s Way: New ramp movement is provided between SB Parley’s Way to SB Foothill Drive that merges onto the I-80/Foothill Drive diverging diamond interchange described above. All other ramp connections are maintained in their current configuration with minor shifts to horizontal alignments.  
  - West Leg: I-80 and I-215 entrances and exits are on the right side. The existing left-side entrances and exits are removed. The I-80 alignment is shifted south between 2300 East and Foothill Drive. The I-215 entrance to and exit from I-80 are shifted east.  
  - I-80/2300 East Interchange: No changes to existing on and off ramp locations.  
  - East Leg: No changes to existing on and off ramp locations. Ramps are widened to two lanes in each direction for NB I-215 to EB I-80 and WB I-80 to SB I-215. I-80 is widened to three lanes in each direction through the interchange. I-80 has minor shifts in horizontal alignment.  
  - South Leg: WB I-80 to SB I-215 has a slip ramp to 3300 South, and the 3300 South NB on ramp has a braided ramp that provides access to NB I-215 and a slip ramp to EB I-80. SB I-215 has two auxiliary lanes (one from WB I-80 and one from the 3300 South SB on ramp) that exit at 3900 South. NB I-215 has an auxiliary lane between the 3800 South NB on ramp and the EB I-80 off ramp. |
Table S-1. Preliminary Alternatives Evaluated in the Screening Process

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Description</th>
</tr>
</thead>
</table>
| Alternative B | Includes the following concepts:  
  - **I-80/Foothill Drive**: Remove existing EB I-80 to NB Foothill Drive loop ramp. EB I-80 to NB Foothill Drive exits I-80 near 2300 East and crosses to the north side of I-80. All other ramp movements between I-80 and Foothill Drive are in the same configurations with minor shifts to horizontal alignments. I-80 is widened to three lanes in each direction through the interchange.  
  - **Foothill Drive/Parley’s Way**: Ramp connections are maintained in their current configuration with minor shifts to horizontal alignments.  
  - **West Leg**: I-80 and I-215 entrances and exits are on the right side. The existing left-side entrances and exits are removed. The I-80 alignment is shifted south between 2300 East and Foothill Drive. The I-215 entrance to and exit from I-80 are shifted east.  
  - **I-80/2300 East Interchange**: No changes to existing on and off ramp locations.  
  - **East Leg**: No changes to existing on and off ramp locations. Ramps are widened to two lanes in each direction for NB I-215 to EB I-80 and WB I-80 to SB I-215. I-80 is widened to three lanes in each direction through the interchange. I-80 has minor shifts in horizontal alignment.  
  - **South Leg**: WB I-80 to SB I-215 has a slip ramp to 3300 South, and the 3300 South NB on ramp has a braided ramp that provides access to NB I-215 and a slip ramp to EB I-80. SB I-215 has two auxiliary lanes (one from WB I-80 and one from the 3300 South SB on ramp) that exit at 3900 South. NB I-215 has an auxiliary lane between the 3800 South NB on ramp and the EB I-80 off ramp. |
| Alternative C | Includes the following concepts:  
  - **I-80/Foothill Drive**: Existing loop ramps from EB I-80 to NB Foothill Drive and from SB Foothill Drive to EB I-80 are removed. Single-point urban interchange is used for movements between EB I-80 to NB Foothill Drive and for movements from SB Foothill Drive to EB I-80 and SB I-215. Ramp movements from SB Foothill Drive and SB Parley’s Way to WB I-80 use new ramps that merge onto NB I-215 before merging onto WB I-80. WB I-80 and NB I-215 to NB Foothill Drive and NB Parley’s Way ramp movements are in the same configuration with minor shifts to horizontal alignments.  
  - **Foothill Drive/Parley’s Way**: Ramp connections are maintained in their current configuration with minor shifts to horizontal alignments. Ramp connection from EB I-80 to WB Parley’s Way is removed.  
  - **West Leg**: I-80 and I-215 entrances and exits are on the right side. The existing left-side entrances and exits are removed. The I-80 alignment is shifted south between 2300 East and the mouth of Parley’s Canyon. The I-215 entrance to and exit from I-80 are shifted east.  
  - **I-80/2300 East Interchange**: No changes to existing on and off ramp locations.  
  - **East Leg**: No changes to existing on and off ramp locations. Ramps are widened to two lanes in each direction for NB I-215 to EB I-80 and WB I-80 to SB I-215. I-80 is widened to three lanes in each direction through the interchange. I-80 has minor shifts in horizontal alignment.  
  - **South Leg**: WB I-80 to SB I-215 has a slip ramp to 3300 South, and the 3300 South NB on ramp has a braided ramp that provides access to NB I-215 and a slip ramp to EB I-80. SB I-215 has two auxiliary lanes (one from WB I-80 and one from the 3300 South SB on ramp) that exit at 3900 South. NB I-215 has an auxiliary lane between the 3800 South NB on ramp and the EB I-80 off ramp. |

(continued on next page)
Table S-1. Preliminary Alternatives Evaluated in the Screening Process

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative C</td>
<td>Includes the following concepts:</td>
</tr>
</tbody>
</table>
| with Flyover\(^b\)     | • **I-80/Foothill Drive**: Existing loop ramps from EB I-80 to NB Foothill Drive and from SB Foothill Drive to EB I-80 are removed. Single-point urban interchange is used for movements between EB I-80 to NB Foothill Drive and for movements from SB Foothill Drive to EB I-80 and SB I-215. Ramp movements from SB Foothill Drive and SB Parley’s Way to WB I-80 use new ramps that merge onto NB I-215 before merging onto WB I-80. WB I-80 and NB I-215 to NB Foothill Drive and NB Parley’s Way ramp movements are in the same configuration with minor shifts to horizontal alignments.  
  • **Foothill Drive/Parley’s Way**: Ramp connections are maintained in their current configuration with minor shifts to horizontal alignments. Ramp connection from EB I-80 to WB Parley’s Way is removed.  
  • **West Leg**: I-80 and I-215 entrances and exits are on the right side. The existing left-side entrances and exits are removed. The I-80 alignment is shifted south between 2300 East and the mouth of Parley’s Canyon. The I-215 entrance to and exit from I-80 are shifted east.  
  • **I-80/2300 East Interchange**: No changes to existing on and off ramp locations.  
  • **East Leg**: Flyover for WB I-80 to SB I-215 that connects to I-215 farther north; NB I-215 to EB I-80 remains in current location. Ramps are widened to two lanes in each direction for NB I-215 to EB I-80 and WB I-80 to SB I-215. I-80 is widened to three lanes in each direction through the interchange. I-80 has minor shifts in horizontal alignment.  
  • **South Leg**: WB I-80 to SB I-215 has a slip ramp to 3300 South, and the 3300 South NB on ramp has a braided ramp that provides access to NB I-215 and a slip ramp to EB I-80. SB I-215 has two auxiliary lanes (one from WB I-80 and one from the 3300 South SB on ramp) that exit at 3900 South. NB I-215 has an auxiliary lane between the 3800 South NB on ramp and the EB I-80 off ramp.

\(^a\) A slip ramp connects two parallel roadway facilities. Slip ramps are often used to connect to highways from collector-distributor ramps. \(^b\) A flyover is a grade-separated ramp that crosses over the road it exits.
Based on the screening process shown in Figure S-2 above and the results of the alternatives development and screening process, UDOT advanced the following alternatives for detailed study in the EIS.

**No-Action Alternative.** The National Environmental Policy Act (NEPA) requires an analysis of the No-Action Alternative. With this alternative, the improvements associated with the Parley’s Interchange Project would not be implemented. This alternative serves as a baseline so that decision-makers can compare the effects of the action alternatives.

**Alternative A.** Alternative A includes the following improvements in each geographic area (see Figure S-3 through Figure S-6):

- **I-80/Foothill Drive:** Existing loop ramps from eastbound I-80 to northbound Foothill Drive and from southbound Foothill Drive to eastbound I-80 are removed. Diverging diamond interchange is used for movements between eastbound I-80 and northbound I-215 to northbound Foothill Drive and for movements from southbound Foothill Drive to eastbound I-80 and southbound I-215. Ramp movements from southbound Foothill Drive and southbound Parley’s Way to westbound I-80 use new ramps located on the existing I-80 alignment. Westbound I-80 to northbound Foothill Drive and northbound Parley’s Way ramp movements are in the same configuration with minor shifts to horizontal alignments.

- **Foothill Drive/Parley’s Way:** New ramp movement is provided between southbound Parley’s Way to southbound Foothill Drive that merges onto the I-80/Foothill Drive diverging diamond interchange described above. All other ramp connections are maintained in their current configuration with minor shifts to horizontal alignments.

- **West Leg:** I-80 and I-215 entrances and exits are on the right side. The existing left-side entrances and exits are removed. The I-80 alignment is shifted south between 2300 East and Foothill Drive. The I-215 entrance to and exit from I-80 are shifted east.

- **I-80/2300 East Interchange:** No changes to existing on and off ramp locations.

- **East Leg:** No changes to existing on and off ramp locations. Ramps are widened to two lanes in each direction for northbound I-215 to eastbound I-80 and westbound I-80 to southbound I-215. I-80 is widened to three lanes in each direction through the interchange. I-80 has minor shifts in horizontal alignment.

- **South Leg:** Westbound I-80 to southbound I-215 has a slip ramp to 3300 South, and the 3300 South northbound on ramp has a braided ramp that provides access to northbound I-215 and a slip ramp to eastbound I-80. Southbound I-215 has two auxiliary lanes (one from westbound I-80 and one from the 3300 South southbound on ramp) that exit at 3900 South. Northbound I-215 has an auxiliary lane between the 3800 South northbound on ramp and the eastbound I-80 off ramp.

For Alternative A, UDOT developed a conceptual design that would maintain the existing trail connections between the Grandeur Peak Trailhead (also known as the Bonneville Shoreline Trail Access) on Wasatch Boulevard, Parley’s Historic Nature Park, and the Bonneville Shoreline Trail north of I-80 on the east side of Foothill Drive. The conceptual design includes new overpasses of I-215, I-80, and the ramps between I-80 and I-215. The relocated trails would be located in similar locations as the existing trails.
Figure S-3. Alternative A (1 of 4)
Figure S-4. Alternative A (2 of 4)
Figure S-5. Alternative A (3 of 4)
Figure S-6. Alternative A (4 of 4)

Alternative A
- Structures
- Detention Basins
- Pavement and Striping
- Cut and Fill

Braided Ramp
Ramp from NB I-215 to EB I-80 goes under ramp from 3300 S to NB I-215
Alternative B. Alternative B includes the following improvements in each geographic area (see Figure S-7 through Figure S-10):

- **I-80/Foothill Drive:** Remove existing eastbound I-80 to northbound Foothill Drive loop ramp. Eastbound I-80 to northbound Foothill Drive exits I-80 near 2300 East and crosses to the north side of I-80. All other ramp movements between I-80 and Foothill Drive are in the same configurations with minor shifts to horizontal alignments. I-80 is widened to three lanes in each direction through the interchange.

- **Foothill Drive/Parley’s Way:** Ramp connections are maintained in their current configuration with minor shifts to horizontal alignments.

- **West Leg:** I-80 and I-215 entrances and exits are on the right side. The existing left-side entrances and exits are removed. The I-80 alignment is shifted south between 2300 East and Foothill Drive. The I-215 entrance to and exit from I-80 are shifted east.

- **I-80/2300 East Interchange:** No changes to existing on and off ramp locations.

- **East Leg:** No changes to existing on and off ramp locations. Ramps are widened to two lanes in each direction for northbound I-215 to eastbound I-80 and westbound I-80 to southbound I-215. I-80 is widened to three lanes in each direction through the interchange. I-80 has minor shifts in horizontal alignment.

- **South Leg:** Westbound I-80 to southbound I-215 has a slip ramp to 3300 South, and the 3300 South northbound on ramp has a braided ramp that provides access to northbound I-215 and a slip ramp to eastbound I-80. Southbound I-215 has two auxiliary lanes (one from westbound I-80 and one from the 3300 South southbound on ramp) that exit at 3900 South. Northbound I-215 has an auxiliary lane between the 3800 South northbound on ramp and the eastbound I-80 off ramp.

Alternative B has different ramp connections between I-80/Foothill Drive and Parley’s Way than Alternative A. Alternative A includes a diverging diamond interchange at the I-80/Foothill Drive interchange. Alternative A also provides access to and from Parley’s Way with the diverging diamond interchange. Alternative B would use the current design of the I-80/Foothill Drive interchange for all movements except for the movement from eastbound I-80 to northbound Foothill Drive. With Alternative B, the ramp from eastbound I-80 to northbound Foothill Drive exits I-80 near 2300 East and crosses to the north side of I-80 before crossing under Foothill Drive. The trail connections for Alternative B would be the same as those for Alternative A.
Figure S-7. Alternative B (1 of 4)

Alternative B

- Structures
- Detention Basins
- Pavement and Striping
- Cut and Fill

PARLEY’S INTERCHANGE
ENVIRONMENTAL IMPACT STATEMENT
I-60/I-215 Eastside

I-80 to NB Foothill and NB Parley’s Way

EB I-80 to NB Foothill and NB Parley’s Way

West Leg Inset Map

I-80 shifted south

West Leg Inset Map

I-80 / 2300 East Interchange

NB I-215 right entrance on to WBI I-80

Parley’s Historic Neighborhood

Tanner Park
Figure S-8. Alternative B (2 of 4)
Figure S-9. Alternative B (3 of 4)
Figure S-10. Alternative B (4 of 4)

Alternative B
- Structures
- Detention Basins
- Pavement and Striping
- Cut and Fill

Braided Ramp: Ramp from NB I-215 to EB I-80 goes under ramp from 3300 S to NB I-215
S.6 How much would the alternatives cost?

To help compare the action alternatives, UDOT developed preliminary cost estimates (Table S-2). These estimates are based on the preliminary engineering conducted for the action alternatives and include the total project cost for construction, right-of-way acquisition, utility relocation, and design engineering. The cost estimates are based on 2019 dollars. The actual cost of construction will change depending on the year of construction, but the cost is expected to change proportionally for the two alternatives.

Table S-2. Preliminary Cost Estimates

<table>
<thead>
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<th>Cost Estimate</th>
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<tr>
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<tr>
<td>Alternative B</td>
<td>$406 million</td>
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</tbody>
</table>
## S.7 What impacts would the project have?

Table S-3 summarizes the resource impacts of the proposed alternatives. This table provides a quantitative comparison among the alternatives for the resources evaluated in this EIS. For more information, see Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures.

<table>
<thead>
<tr>
<th>Impact Category</th>
<th>Unit</th>
<th>No-Action Alternative</th>
<th>Alternative A</th>
<th>Alternative B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land converted to roadway use</td>
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<td>2.90</td>
<td>2.98</td>
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<td>Yes</td>
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<td>Environmental justice impacts</td>
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<td>Proposed trails affected</td>
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<td>Air quality impacts above regulations</td>
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<td>Receptors with modeled noise levels above criteria(^a)</td>
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<td>Water quality improvements</td>
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<td>Yes</td>
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<td>Impacts to waters of the United States (Parley’s Creek)(^b)</td>
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<td>Adverse impacts to cultural resources</td>
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<td>Hazardous waste sites affected</td>
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<td>Floodplain impacts</td>
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<td>Section 4(f) uses(^c)</td>
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<td>0</td>
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\(^a\) The noise analysis for Alternatives A and B includes only the areas where there would be roadway improvements with Alternative A or B. The Alternative A noise analysis evaluated 611 receptors. The Alternative B noise analysis evaluated 516 receptors. For the No-Action Alternative, 95 of the 611 receptors for Alternative A would have noise levels above criteria.

\(^b\) No wetlands would be impacted. Parley’s Creek would be placed in a pipe through a 621-foot section of the interchange. The area for this section of Parley’s Creek is about 0.1 acre.

\(^c\) All impacts to Section 4(f) properties would be de minimis or temporary occupancy. Section 4(f) is part of a U.S. Department of Transportation regulation that requires a project to avoid the use of eligible or potentially eligible historic properties and recreation and wildlife areas unless there is no feasible and prudent alternative to such use or unless the use would have a de minimis impact. For historic properties, a de minimis impact means that UDOT has determined, in accordance with 36 Code of Federal Regulations Part 800, that the historic property in question would not be affected by the project or that the project would have “no adverse effect” on the historic property. For recreation areas, a de minimis impact is one that would not adversely affect the features, attributes, or activities that qualify the property for protection under Section 4(f). A temporary occupancy impact is a minor impact that would be temporary and would not change the ownership of the Section 4(f) resource. For more information, see Chapter 4, Section 4(f) and Section 6(f) Analysis.
S.8 **Which alternative does UDOT prefer, and how does the alternative improve safety and congestion?**

After evaluating the information in this EIS, the project file, and public input to date, UDOT has identified Alternative B as the Preferred Alternative in the Draft EIS. Alternatives A and B would similarly improve safety; however, Alternative B would reduce vehicle delay during the morning peak travel period by 47% compared to 40% for Alternative A. Alternative B would also cost less ($406 million compared to $415 million for Alternative A).

In addition to its congestion-reducing benefits, Alternative B would avoid impacts to Parley's Way Park. (Alternative A would place part of an on ramp in the southeast corner of the park.)

S.9 **Who will decide which alternative is selected for construction?**

UDOT will decide which alternative is selected for construction. However, UDOT’s decision will rely heavily on both technical information and community input. The Final EIS is scheduled to be published in the spring of 2020.

S.10 **When and how would the selected alternative be constructed?**

Currently, no funding has been identified for construction. Typically, in order to take into account the specifics of the alternative that is selected, UDOT does not identify funding for construction until the EIS process has been completed. The Parley’s Interchange Project is included in the Wasatch Front Regional Council’s 2019–2050 *Wasatch Front Regional Transportation Plan* for construction funding during the period from 2031 to 2040.

The selected alternative would be constructed based on available funding. If only partial funding is allocated for construction, UDOT would construct portions of the selected alternative based on the amount of the funding while considering safety and operational benefits. Any implemented portion of the selected alternative would need to operate in an independent and acceptable manner with appropriate and functional project limits. If funding allows UDOT to reconstruct the interchange all at once, the sequencing of construction would be based on the selected construction contractor’s proposal. However, UDOT would require the contractor to develop a maintenance of traffic plan to minimize traffic congestion from construction.
S.11  What controversial issues were identified during the EIS process?

During the scoping process and the alternatives development and screening process, UDOT received numerous comments asking for noise walls along the north side of I-80 west of the Parley’s interchange. In addition, UDOT received numerous comments about the potential realignment of Wasatch Boulevard north of 3300 South and comments concerned about the potential for impacts to residential properties, the Grandeur Peak Trailhead, and the road network in the Olympus Cove area. In addition, representatives with the Salt Lake City Department of Public Utilities were concerned about how the alternatives might require relocating the City’s water system infrastructure and potentially disrupting service.

As part of the EIS process, UDOT conducted a noise evaluation according to its Noise Abatement Policy. Noise impacts to sensitive receptors (such as homes) were evaluated, and, in areas where noise levels would exceed UDOT’s noise-abatement criteria, noise mitigation was evaluated. The analysis determined that no new noise walls would be prudent and feasible for Alternative A or B. For more information, see Section 3.9, Noise.

The area of the Parley’s interchange around 3300 South has limited horizontal space and mountainous topography. In addition to I-215 and the existing ramps to and from I-80, this area includes the following resources adjacent to the interstate: numerous water lines and related infrastructure operated by the Salt Lake City Department of Public Utilities and the Metropolitan Water District of Salt Lake and Sandy, the Grandeur Peak Trailhead, trail connections to the Parley’s Trail and the Bonneville Shoreline Trail, Wasatch Boulevard, and the residential community on the east side of Wasatch Boulevard.

To address the concerns raised by the public and infrastructure providers in this area, UDOT performed an additional detailed survey of property lines and of the water infrastructure to determine the best alignment to minimize residential property acquisitions and relocation of water infrastructure. In coordination with the Salt Lake City Department of Public Utilities and the Metropolitan Water District, UDOT developed both Alternative A and Alternative B so that there would be no residential property relocations, so that they would avoid impacts to the Grandeur Peak Trailhead, and so that the relocation of water infrastructure was acceptable to both the Salt Lake City Department of Public Utilities and the Metropolitan Water District.

S.12  Are there any major unresolved issues?

There are no major unresolved issues among the agencies related to construction and operation of the project’s action alternatives.
S.13  What additional federal actions would be required if the project is built?

The following federal actions would be required to build the selected alternative:

- Clean Water Act Nationwide Permit 14 for Linear Transportation Projects (U.S. Army Corps of Engineers)
- Section 4(f) Approval (UDOT)
- Federal Emergency Management Floodplain Review (Federal Emergency Management Agency)

S.14  How can I get involved?

You are invited to participate in this project by reviewing this Draft EIS, attending the public hearing, and providing your comments on the information presented. The input you provide will help UDOT select an alternative in the Record of Decision, which will be part of the Final EIS.

You can get involved in the EIS process by submitting comments or by attending the public hearing for the Draft EIS. The public hearing schedule is available on the project website (https://www.parleyseis.com).

There are five ways to comment on the project:

1. Email your comment to parleysEIS@utah.gov.
2. Call the comment line at (801) 743-7885.
3. Submit a comment using the comment form on the project website at https://www.parleyseis.com/#contact.
4. Give a comment at the public hearing for the Draft EIS.
5. Mail your comment to:
   Parley’s EIS Study Team
   c/o: HDR, Inc.
   2825 E. Cottonwood Parkway, Suite 200
   Salt Lake City, UT 84121-7077

S.15  What happens next?

The public has an opportunity to provide comments on this Draft EIS during a 45-day public comment period. During the public comment period, a public hearing will be held in the vicinity of the Parley’s interchange to allow the public to review the details of the project and talk with staff from UDOT.

After the Draft EIS comment period, the comments that are received will be reviewed, evaluated, responded to, and included in the Final EIS. UDOT plans to issue a combined Final EIS and Record of Decision in the spring of 2020.
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