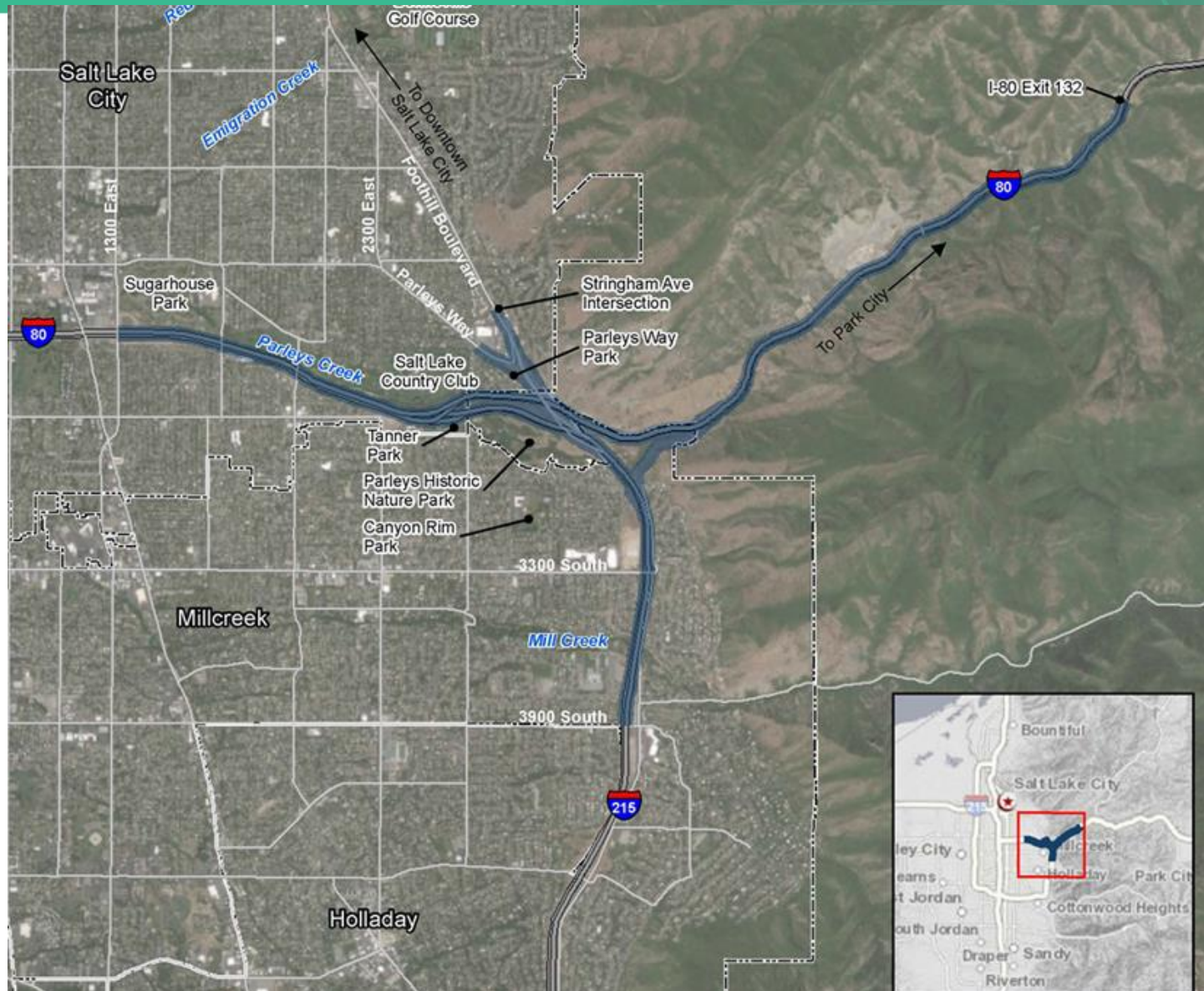


Parley's Interchange EIS Draft Alternatives

June/July 2018



PARLEY'S EIS STUDY AREA



WHAT IS THE PROJECT PURPOSE?

- 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*

Levels of Service

FREE FLOW

Low volumes and no delays.

LOS

A



STABLE FLOW

Speeds restricted by travel conditions, minor delays.

LOS

B



STABLE FLOW

Speeds and maneuverability closely controlled because of higher volumes.

LOS

C

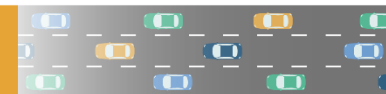


STABLE FLOW

Speeds considerably affected by change in operation conditions. High density traffic restricts maneuverability; volume near capacity.

LOS

D



UNSTABLE FLOW

Low speeds; considerable delay; volume at or slightly over capacity.

LOS

E

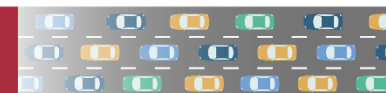


FORCED FLOW

Very low speeds; volumes exceed capacity; long delays with stop-and-go traffic.

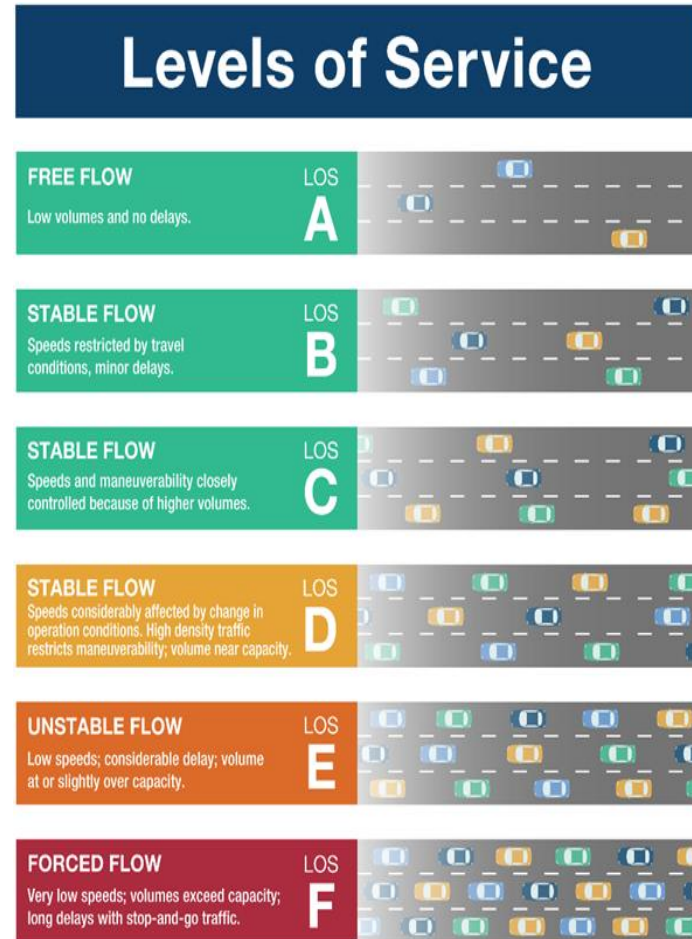
LOS

F



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



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

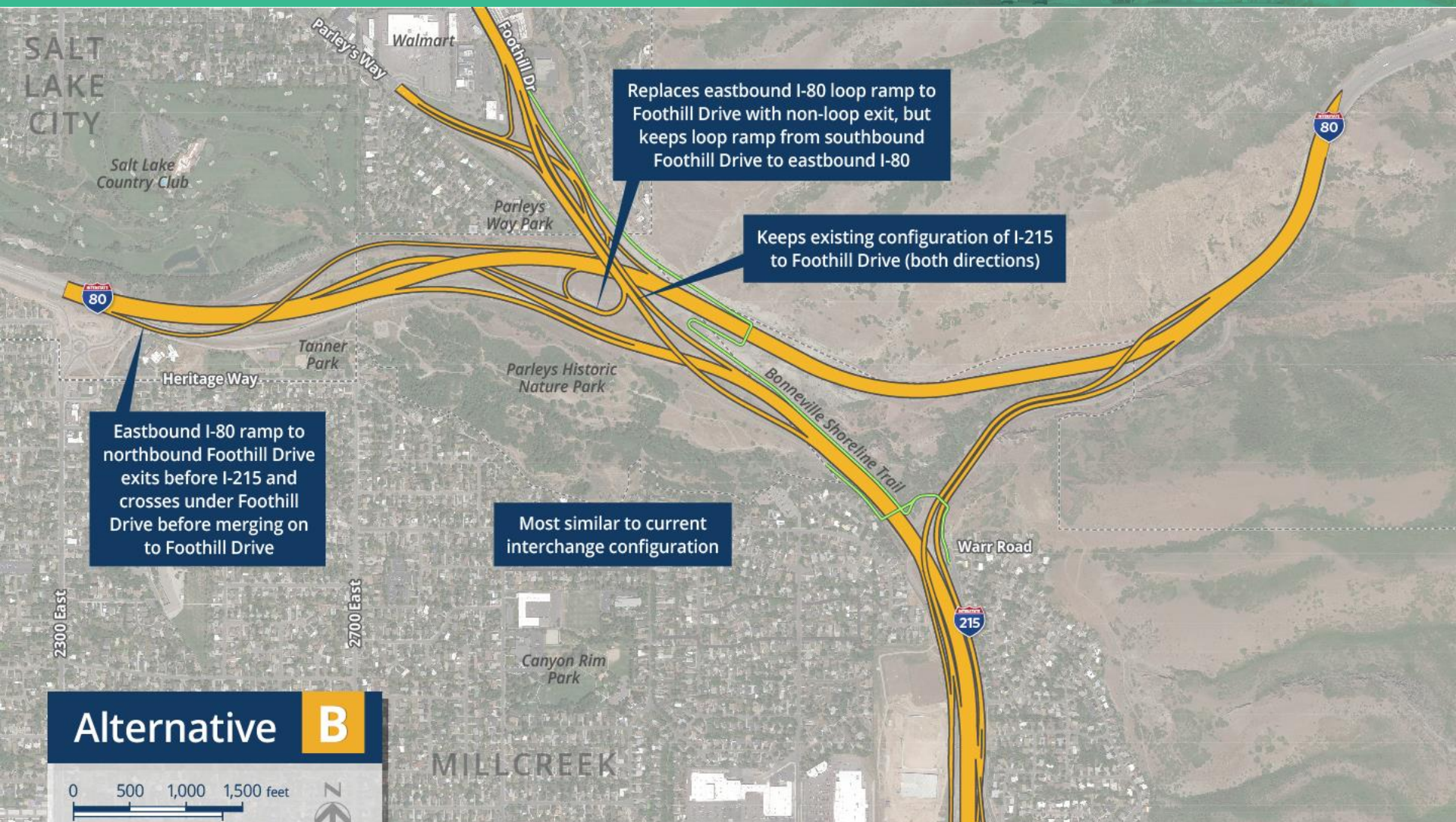
Improves through truck traffic and merging on I-80 by flattening curves, providing 3 lanes in each direction and removing one or both Foothill Drive loop ramps

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 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

CURRENT ALTERNATIVES – 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

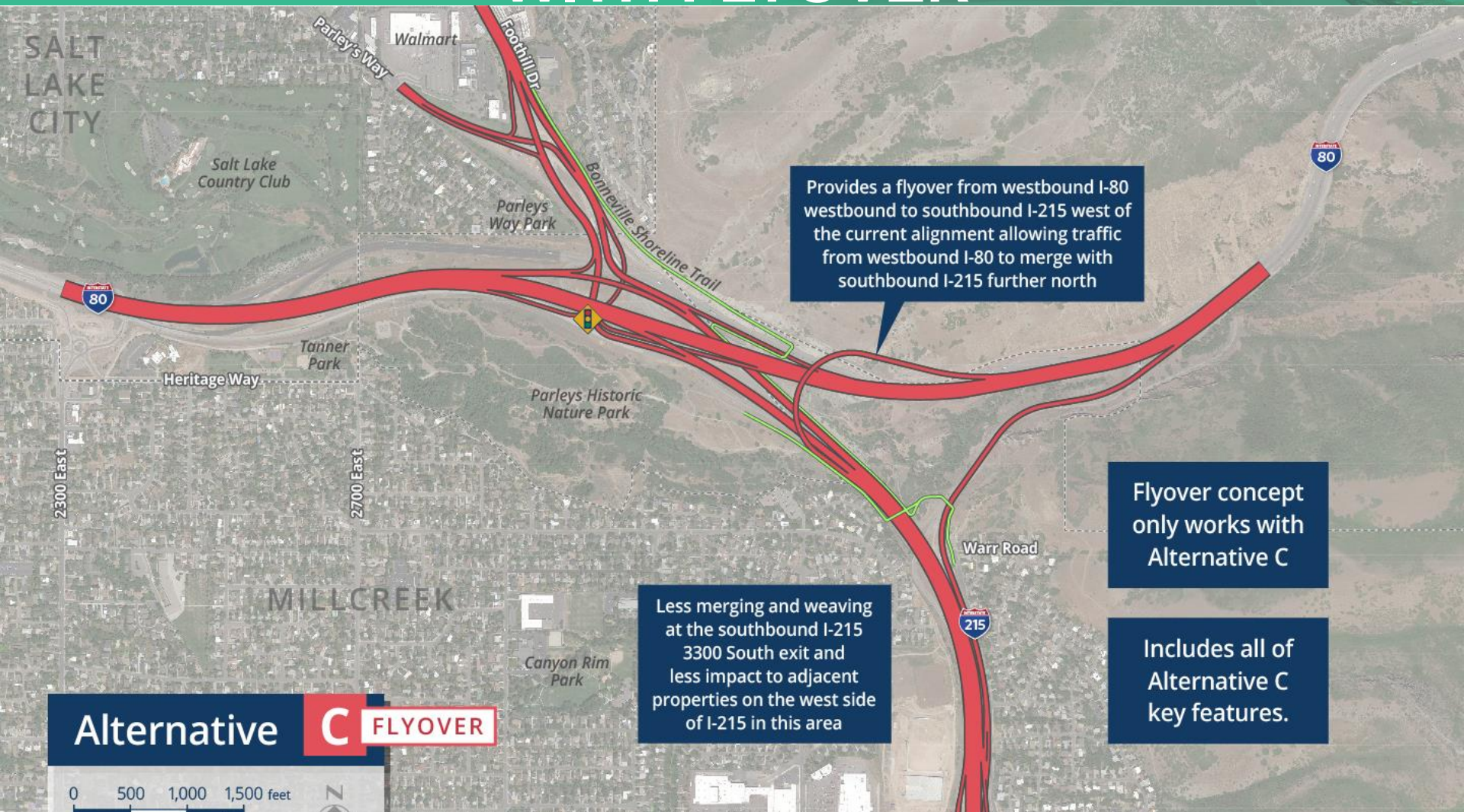
Improves through truck traffic and merging on I-80 by flattening curves, providing 3 lanes in each direction and removing one or both Foothill Drive loop ramps

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

CURRENT ALTERNATIVES – ALTERNATIVE C WITH FLYOVER



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

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

CURRENT AND UPCOMING EVENTS

- 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.

EIS SCHEDULE

Schedule and Process



- 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

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QUESTIONS?

