

## Frequently Asked Questions

### Design

#### **1. What are the planned project improvements?**

UDOT will renew I-80 between 1300 East and 2300 East and I-215 between 3300 South and 4500 South. The pavement will be removed and replaced with new concrete in these road sections, and a new lane will be added to eastbound I-80 between 1300 East and 2300 East.

The project also includes:

- Demolition and reconstruction of the 1300 East and 1700 East bridges over I-80
- Demolition and reconstruction of the I-80 bridge over 2000 East
- Widening of the I-80 bridge over 2300 East to accommodate the new eastbound lane

This project is being done to replace aging pavement and bridges, reduce congestion, enhance safety and improve bike and pedestrian crossings.

#### **2. What improvements are being made for bicyclists and pedestrians?**

The new 1300 East bridge over I-80 will feature a 17-foot-wide multi-use trail, separated from traffic by a shoulder and concrete curb. The new 1700 East bridge over I-80 will include an 18-foot-wide multi-use trail, separated from traffic by a curb and an 8-foot bike lane.

The project team worked closely with Salt Lake City to make sure that active transportation improvements will be compatible with the City's future reconstruction plans.

#### **3. Why is an additional lane being added to eastbound I-80?**

A fourth lane on I-80 between 1300 East and 2300 East is identified on the Wasatch Front Regional Council (WFRC) Regional Transportation Plan to reduce congestion in this growing community. Eastbound I-80 needs to be widened to alleviate this congestion. While widening westbound I-80 is also on the WFRC Regional Transportation Plan, it is not needed today.

#### **4. Will widening eastbound I-80 impact private property or the Parley's Trail?**

The additional lane will be built entirely within UDOT's existing operational right-of-way, with no impact to private property or the Parley's Trail. There may be short-term trail closures, but there will be no reconfiguration or impacts to the trail.

#### **5. What is a design-build project?**

During a design-build process, a large portion of the design will happen along with construction, allowing UDOT and the contractor to include the most innovative and current construction solutions while ensuring a quality product.

#### **6. Why is concrete pavement being used instead of asphalt?**

On interstates with a high volume of truck traffic, concrete is used because it lasts substantially longer than asphalt and is more cost-effective over the long term. Concrete pavement typically lasts about 40 years before needing a full replacement, compared to the 15 to 20-year lifespan of asphalt. Asphalt

requires significant maintenance and resurfacings approximately every five years to reach the full 20-year lifespan. While concrete also requires additional maintenance and care, it is more infrequent, resulting in fewer future traffic impacts to the interstate and fewer costs associated with those interruptions.

**7. What will the reconstructed bridges look like?**

Bridge designs will be finalized during the design-build phase. Sign up for project updates at [udot.utah.gov/saltlakeeast](http://udot.utah.gov/saltlakeeast) to ensure you receive the most up-to-date information as it becomes available.

**8. Are you planting any new trees to beautify the 1300 East loop ramp area?**

Anything that the project disturbs will be replaced in kind by the contractor.

**9. Will the project be adding more lighting to the interstate?**

Today, only the I-80 off-ramps have lighting fixtures. Our project team is proposing to place light fixtures spaced approximately every 200-250 feet on the I-80 on-ramps. In addition, if light poles on I-80 off-ramps are not impacted by construction, they will be left in place and upgraded to LED light fixtures.

**10. Are you going to be adding additional lanes to the on- or off-ramps on I-80 or I-215?**

No, our project will not be adding additional lanes to on- and off-ramps to I-80 or I-215.

**Environmental/Noise**

**11. Will noise walls be added as part of the project?**

In accordance with the UDOT Noise Abatement Policy, a noise study was initiated because the project is adding an additional lane to the interstate. The noise study looked at existing and future noise levels adjacent to the interstate (along the I-80 and I-215 project limits) and determined that analyzed noise walls do not meet the UDOT Noise Abatement Policy criteria. No new noise walls will be added to I-215 or I-80 as part of this project. UDOT will leave in place all existing noise walls unaffected by construction activities. The existing walls that will be impacted by construction activities will be replaced in kind.

**12. Is asphalt quieter than concrete pavement?**

Pavement type is one variable that research has identified as having an effect on highway noise. Other variables, including pavement age, condition and surface texture, also influence noise levels. Existing research shows that asphalt pavement can be quieter than concrete pavement in some circumstances and at some points in the overall pavement lifecycle. However, the existing research also shows that the noise benefits of using asphalt pavement decrease with time as the condition of the asphalt pavement deteriorates.

We often see an improvement in noise levels when new pavement replaces aging pavement, regardless of the material used, and expect to see that in the case of this concrete reconstruction. New concrete is a significant improvement from old, worn-out pavement, and it will result in less noise and a smoother ride for drivers.

**13. What is the dBA increase in noise from the existing conditions?**

The planned interstate improvements would increase noise levels by 0 to 1 decibel for most receptors. A 1 decibel increase is not perceptible to the average human ear.

**14. Will there be noise during the day during construction?**

It is possible that nearby residents will experience increased dust, noise and vibration. Sign up for project updates at [udot.utah.gov/saltlakeeast](http://udot.utah.gov/saltlakeeast) to receive project updates when construction begins.

**Construction**

**15. How long is this project going to take?**

The project team is currently developing the final request for proposals (RFP) to go out to the Design-build contracting community in late 2020. A contractor will be selected in early 2021.

Because an additional lane will be added to the interstate, an environmental study (including a noise study) is required per federal environmental policy. The project team will publish a formal draft environmental document on Aug. 19, 2020. An online public hearing will be held that day, and a public comment period will follow from Aug. 19-31, 2020.

Construction is scheduled to begin in spring 2021 and last through late fall 2022. See the schedule at [udot.utah.gov/saltlakeeast](http://udot.utah.gov/saltlakeeast).

**16. Will there be a concrete plant adjacent to I-215, as there have been on previous UDOT projects?**

UDOT will not allow for a concrete batch plant within the project limits. The contractor, which will be selected in early 2021, will be responsible for identifying and securing property for this purpose if needed, and may work with a private property owner to lease the land.

**17. What is the construction schedule?**

We are currently in the preconstruction phase of the project, which includes the Public Hearing and the Public Comment Period from Aug. 19-31, 2020. Construction itself is expected to start in the spring of 2021 after proposals are submitted and a contractor is selected. See the schedule at [udot.utah.gov/saltlakeeast](http://udot.utah.gov/saltlakeeast).

**18. Will construction start on I-80 or on I-215 first?**

The specific project phasing is not determined until a contractor is selected, which is expected in early 2021. Sign up for project updates at [udot.utah.gov/saltlakeeast](http://udot.utah.gov/saltlakeeast) to ensure you receive the most up-to-date information as it becomes available.

**19. Will there be night work as part of this project?**

It is likely that night work will take place. More detailed scheduled information will be provided by the contractor when they are selected in early 2021. The contractor will be required to adhere to

requirements outlined in a Salt Lake County issued noise permit. Residents near the interstate will be notified ahead of night work.

**20. Will construction block access to businesses and residences?**

Before construction begins, the contractor will be required to prepare a detailed traffic control plan that will maintain access to all commercial and residential properties throughout project implementation. The contractor will be required to submit an approved traffic control plan prior to the commencement of construction-related activities. Sign up for project updates at [udot.utah.gov/saltlakeeast](https://udot.utah.gov/saltlakeeast) to ensure you receive the most up-to-date information as it becomes available.

**21. How will you keep bicyclists and pedestrians safe during construction?**

The contractor will be required to comply with Americans with Disabilities Act (ADA) requirements and UDOT safety standards.

**22. Will Parley's Trail be open during construction?**

There may be short-term trail closures to Parley's Trail during construction. A detour route will be provided.

**23. I live close to I-80 and am concerned about the dust from all the construction. What will you do about that?**

The project has the potential to increase dust during active construction. The contractor will be required to follow UDOT Standard Specifications to minimize dust.

**24. How do I get to Highland High School when the 1700 East bridge is being built?**

Traffic will likely be detoured to 1300 East and 2000 East when the 1700 East bridge is being replaced. Sign up for project updates at [udot.utah.gov/saltlakeeast](https://udot.utah.gov/saltlakeeast) to receive project updates when construction begins.

**25. What are you going to do about traffic backing up onto 1300 East?**

Our project will add an additional lane to eastbound I-80. This additional lane is expected to help with the queuing on 1300 East. Additionally, Salt Lake City has future plans to reconstruct 1300 East from 2100 South to the Millcreek City limit in 2024, which should assist with traffic in the area.

**26. Will you ever close 1300 East and 1700 East bridges at once?**

The 1300 East and 1700 East and bridges will not be closed at the same time.

**Other**

**27. How do I stay informed?**

Call the project team at 844-909-3278 (EAST), or send an email to [saltlakeeast@utah.gov](mailto:saltlakeeast@utah.gov) to sign up for regular project updates and/or construction text alerts.

**28. What is the purpose of the public hearing?**

Public hearings provide an opportunity for citizens to provide and receive information. Official comments received during public comment periods and public hearings are responded to and published when the final environmental document is completed.

**29. How long do I have to make a comment?**

Official comments will be accepted through Aug. 31, 2020.

**30. How do I make an official comment?**

Official comments can be made during the public hearing via voicemail, emailed to [saltlakeeast@utah.gov](mailto:saltlakeeast@utah.gov), or mailed to:

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