



I-15 ENVIRONMENTAL IMPACT STATEMENT Farmington to Salt Lake City

Alternatives Phase Info and Exhibits

Environmental Study Timeline



Quality of Life



BETTER MOBILITY



GOOD HEALTH



CONNECTED COMMUNITIES



STRONG ECONOMY



Study Purpose and Need



Improve Safety

- Improve the safety and operations of the I-15 mainline, I-15 interchanges, bicyclist and pedestrian crossings, and connected roadway network.



Better Connect Communities

- Be consistent with planned land use, growth objectives, and transportation plans.
- Support the planned FrontRunner Double Track projects and enhance access and connectivity to FrontRunner, regional transit and trails, and across I-15.



Strengthen the Economy

- Replace aging infrastructure on I-15.
- Enhance the economy by reducing travel delay on I-15.



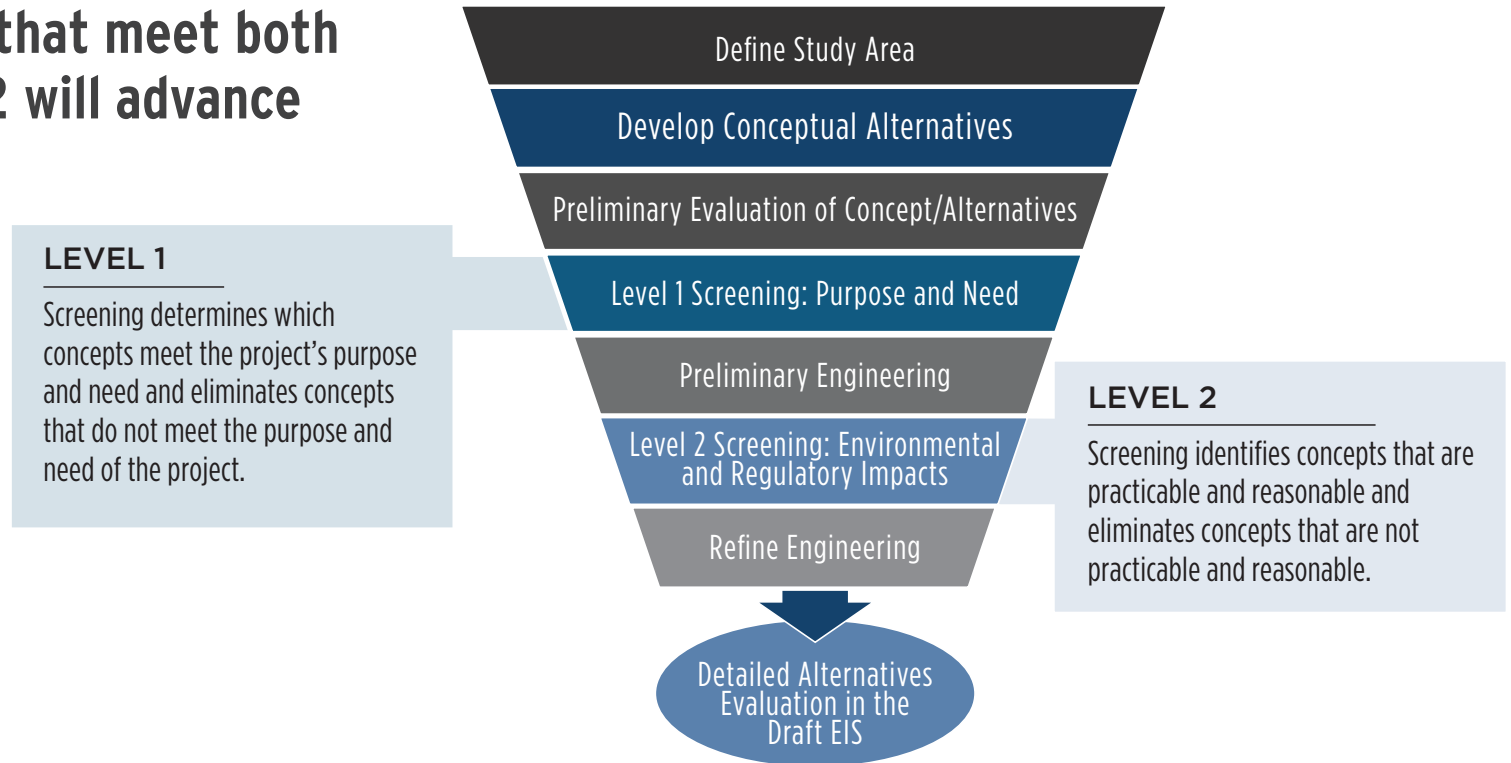
Improve Mobility for All Users

- Improve mobility and operations on the I-15 mainline, I-15 interchanges, connected roadway network, transit connections, and bicyclist and pedestrian facilities to help accommodate projected travel demand in 2050.



Alternatives Screening Process

Only alternatives that meet both Level 1 and Level 2 will advance for further study



I-15 EIS Screening Criteria - Level 1

QUALITY OF LIFE CATEGORY	CRITERION	MEASURE
IMPROVE SAFETY	Improve the safety and operations of the I-15 mainline, interchanges, bicycle and pedestrian crossings, and connected roadway network.	<ul style="list-style-type: none"> • Does the concept meet UDOT's safety standards (such as curvature, lane and shoulder widths, access, and sight distance)? (Yes/No) • Does the concept meet UDOT's operational standards (such as traffic weaving, ramp operations, queuing, etc.)? (Yes/No) • Can the concept be designed to reduce conflicts between motorized and nonmotorized modes? (Yes/No) • Does the concept improve bicycle and pedestrian accommodations at cross streets or interchanges? (Yes/No)
BETTER CONNECT COMMUNITIES	Be consistent with planned land use, growth objectives, and transportation plans.	<ul style="list-style-type: none"> • Is the concept consistent with land use and transportation plans? (Yes/No)
	Support the planned FrontRunner Double Track projects and enhance access and connectivity to FrontRunner, regional transit and trails, and across I-15.	<ul style="list-style-type: none"> • Does the concept provide sufficient space for UTA to construct the planned FrontRunner Double Track project? (Yes/No) • Can the concept be designed to improve connectivity to FrontRunner stations? (Yes/No) • Can the concept be designed to enhance multimodal access across I-15 and connectivity to regional trails? (Yes/No)
STRENGTHEN THE ECONOMY	Replace aging infrastructure on I-15.	<ul style="list-style-type: none"> • Does the concept address I-15 aging infrastructure needs? (Yes/No)
	Enhance the economy by reducing travel delay on I-15.	<ul style="list-style-type: none"> • Does the concept reduce daily hours of delay on I-15, interchanges, and cross streets in 2050?
IMPROVE MOBILITY FOR ALL USERS	Improve mobility and operations on the I-15 mainline, I-15 interchanges, connected roadway network, transit connections, and bicyclist and pedestrian facilities to help accommodate projected travel demand in 2050.	<ul style="list-style-type: none"> • Does the concept decrease through-traffic travel time on I-15 during the AM and PM peak periods? • Does the concept improve average speed on I-15 during the AM and PM peak periods?



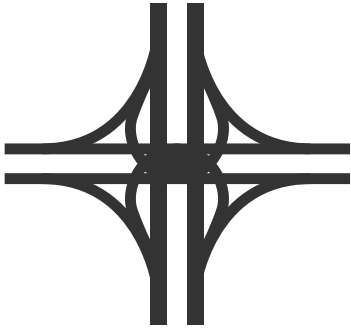
I-15 EIS Screening Criteria - Level 2

CRITERION	MEASURE
IMPACTS TO THE NATURAL ENVIRONMENT	<ul style="list-style-type: none">• Acres and types of aquatic resources (wetlands, streams, and springs)• Linear feet of ditches and creeks affected• Acres of floodplains affected
ACCESS TO TRANSIT AND NONMOTORIZED FACILITIES	<ul style="list-style-type: none">• Number and relative quality of connections to regional transit facilities and regional trails
IMPACTS TO SECTION 4(F) AND SECTION 6(F) RESOURCES	<ul style="list-style-type: none">• Number and type of Section 4(f) uses• Number and type of Section 6(f) conversions
IMPACTS TO THE BUILT ENVIRONMENT	<ul style="list-style-type: none">• Number and area of parks, trails, and other recreation resources• Number of community facilities• Number of potential property acquisitions, including residential and business relocations• Number of cultural resources (for example, historic and archaeological resources) affected• Potential impacts and benefits to low-income or minority populations (environmental justice populations)
COST, TECHNOLOGY, AND LOGISTICS	<ul style="list-style-type: none">• Estimated project cost (general)• Constructability given available technology• Logistical considerations

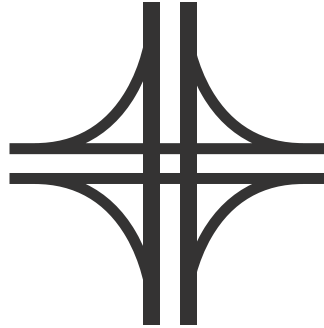


Terms

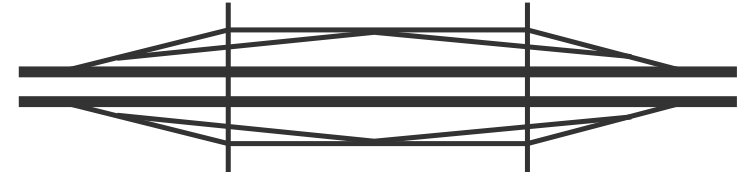
**SPUI - SINGLE POINT
URBAN INTERCHANGE**



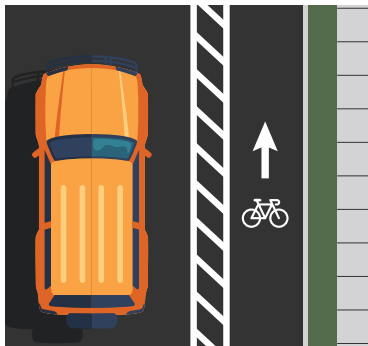
**DIAMOND
INTERCHANGE**



**CD - COLLECTOR
DISTRIBUTOR**



BUFFERED BIKE LANE



**SUP - SHARED
USE PATH**



MAINLINE: Used to reference the main set of travel lanes on I-15

GENERAL PURPOSE: Lanes on I-15 that have no limitations or particular use (such as HOV lanes or CD lanes)

REVERSIBLE: Lanes used for one direction of travel at a time

HIGH-OCCUPANCY TOLL (HOT) LANE: Lanes where a motorist must either have companion passengers or pay a toll for use

NB: Northbound

SB: Southbound



Proposed Walking and Biking Improvements



Slow it down



**Minimize exposure
to conflicts**



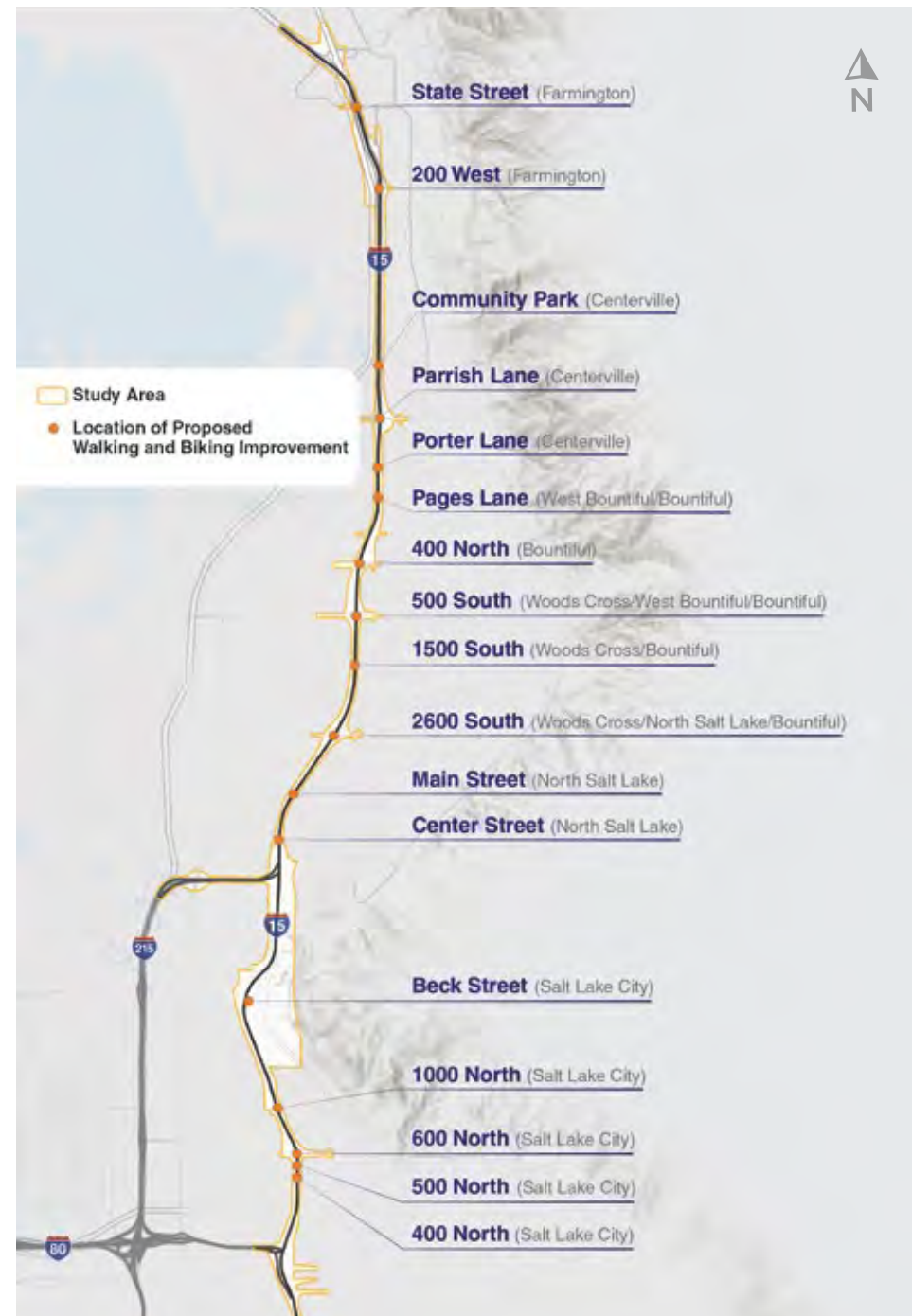
**Provide adequate
sight distance**



**Keep it
direct**



Access for all



Alternatives Overview

Interchange Areas

GEOGRAPHIC AREA	LIMITS	Interchange and Bicyclist and Pedestrian Crossing Options		
		A	B	C
SALT LAKE COUNTY	400 South to county boundary	600 North CD and 2100 North full diamond interchange <ul style="list-style-type: none"> Buffered bike lanes and 8' sidewalks on both sides of 600 North. 12' SUP on 1000 North that crosses under I-15 and connects to Warm Springs Road east of I-15. 	600 North SPUI and 1800 North full diamond interchange <ul style="list-style-type: none"> Buffered bike lanes on both sides of 600 North. 8' sidewalk on the south side of 600 North. 14' grade-separated SUP on the north side of 600 North. New 12' SUP between 1000 North and 1800 North on new frontage road on the west side of I-15. New 12' SUP on the north side of 1800 North that crosses I-15 and the railroads to connect to SUP along US-89. 	NA
NORTH SALT LAKE AND WOODS CROSS	County boundary to 1500 South	New I-215/US-89 local interchange and 2600 South diamond <ul style="list-style-type: none"> Buffered bike lanes with 8' sidewalk on north side of 2600 South and 12' SUP on south side of 2600 South. 	New I-215/US-89 local interchange and 2600 South SPUI <ul style="list-style-type: none"> Buffered bike lanes on both sides of 2600 South. 8' sidewalk on north side of 2600 South. 14' grade-separated SUP on south side of 2600 South. 	NA
BOUNTIFUL AND WEST BOUNTIFUL	1500 South to Pages Lane/1600 North	500 South diamond and 400 North/500 West half diamond	500 South diamond and 400 North/500 West 3/4 diamond at 400 North with NB on ramp at 500 West	CD for 500 South/400 North with NB on ramp at 500 West
CENTERVILLE	Pages Lane/1600 North to Farmington boundary	Parrish Lane diamond with NB connection to east frontage road <ul style="list-style-type: none"> 12' SUP on both sides of Parrish Lane. Grade-separated 14' SUP crossing over I-15 and railroads at 400 South/Porter Lane. 	Parrish Lane SPUI with NB connection to east frontage road <ul style="list-style-type: none"> 14' SUP on the north side of Parrish Lane. Grade-separated 14' SUP crossing of I-15 and railroads at 200 North. 	NA
FARMINGTON	Centerville boundary to US-89	Existing 200 West SB on ramp and NB off ramp <ul style="list-style-type: none"> Glovers Lane bridge over I-15 and the railroads is widened to include a 10' sidewalk on the north side, a 6' sidewalk on the south side, and buffered bike lanes on both sides to match the facilities going over Legacy Parkway. 	Glovers Lane SPUI <ul style="list-style-type: none"> New grade-separated 14' SUP on the north side of Glovers Lane. Buffered bike lanes on both sides and 8' sidewalk on north side of Glovers Lane. 	200 West full interchange <ul style="list-style-type: none"> SUP connections on 200 West and Frontage Road. Glovers Lane bridge over I-15 and the railroads is widened to include a 10' sidewalk on the north side, a 6' sidewalk on the south side, and buffered bike lanes on both sides to match the facilities going over Legacy Parkway.



Alternatives Overview

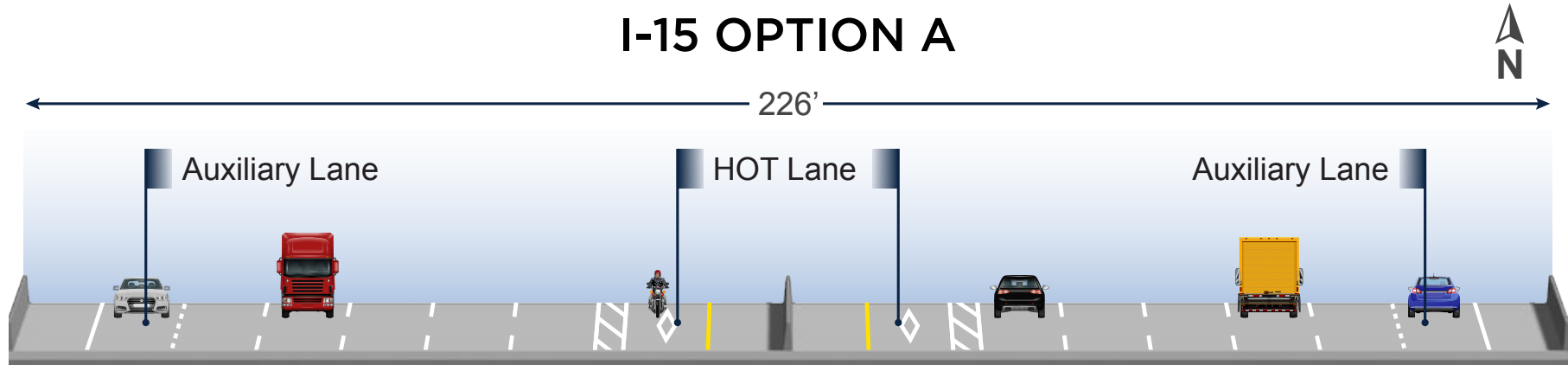
Between Interchanges

GEOGRAPHIC AREA	LIMITS	Bicyclist and Pedestrian Crossing Features (for all options in the geographic location)
SALT LAKE COUNTY	400 South to county boundary	<ul style="list-style-type: none"> • 400 North new sidewalks and roadway crossing under I-15. • 500 North new SUP crossing under I-15. • New US-89 12' SUP between Eagle Ridge Drive in North Salt Lake and Wall Street/200 West in Salt Lake City.
NORTH SALT LAKE AND WOODS CROSS	County boundary to 1500 South	<ul style="list-style-type: none"> • New US-89 12' SUP between Eagle Ridge Drive in North Salt Lake and Wall Street/200 West in Salt Lake City • Center Street buffered bike lanes on both sides, 6' sidewalk on north side, and 12' SUP improvements on south side of Center Street between I-15 and 400 West. • Wider bridge over Main Street to accommodate future bike/pedestrian improvements. • 800 West – new underpass of I-15 with new 12' SUP. 12' SUP connection between 800 West and 2600 South on west side of I-15. • Wider bridge over 1500 South to accommodate future bike/pedestrian improvements.
BOUNTIFUL AND WEST BOUNTIFUL	1500 South to Pages Lane/1600 North	<ul style="list-style-type: none"> • New SUP connection from 500 South to Woods Cross FrontRunner station west of I-15. • 12' SUP on both sides of 500 South. • Buffered bike lanes on both sides of 400 North. • 12' SUP on the north side of 400 North. Wider bridge over 1600 North/Pages Lane to accommodate future bike/pedestrian improvements.
CENTERVILLE	Pages Lane/1600 North to Farmington boundary	<ul style="list-style-type: none"> • New grade-separated 14' SUP crossing at Centerville Park over I-15/railroad lines/Legacy Parkway
FARMINGTON	Centerville boundary to US-89	<ul style="list-style-type: none"> • State Street/Clark Lane bridge over I-15 and the railroads is widened to include buffered bike lanes and sidewalks on both sides that match the facilities going over Legacy Parkway.

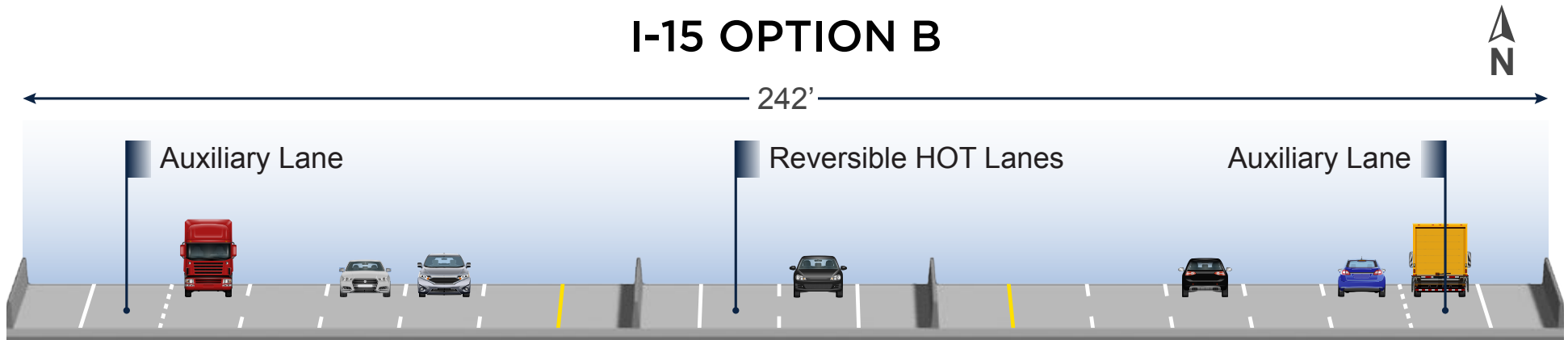


I-15 Mainline Alternatives

I-15 OPTION A

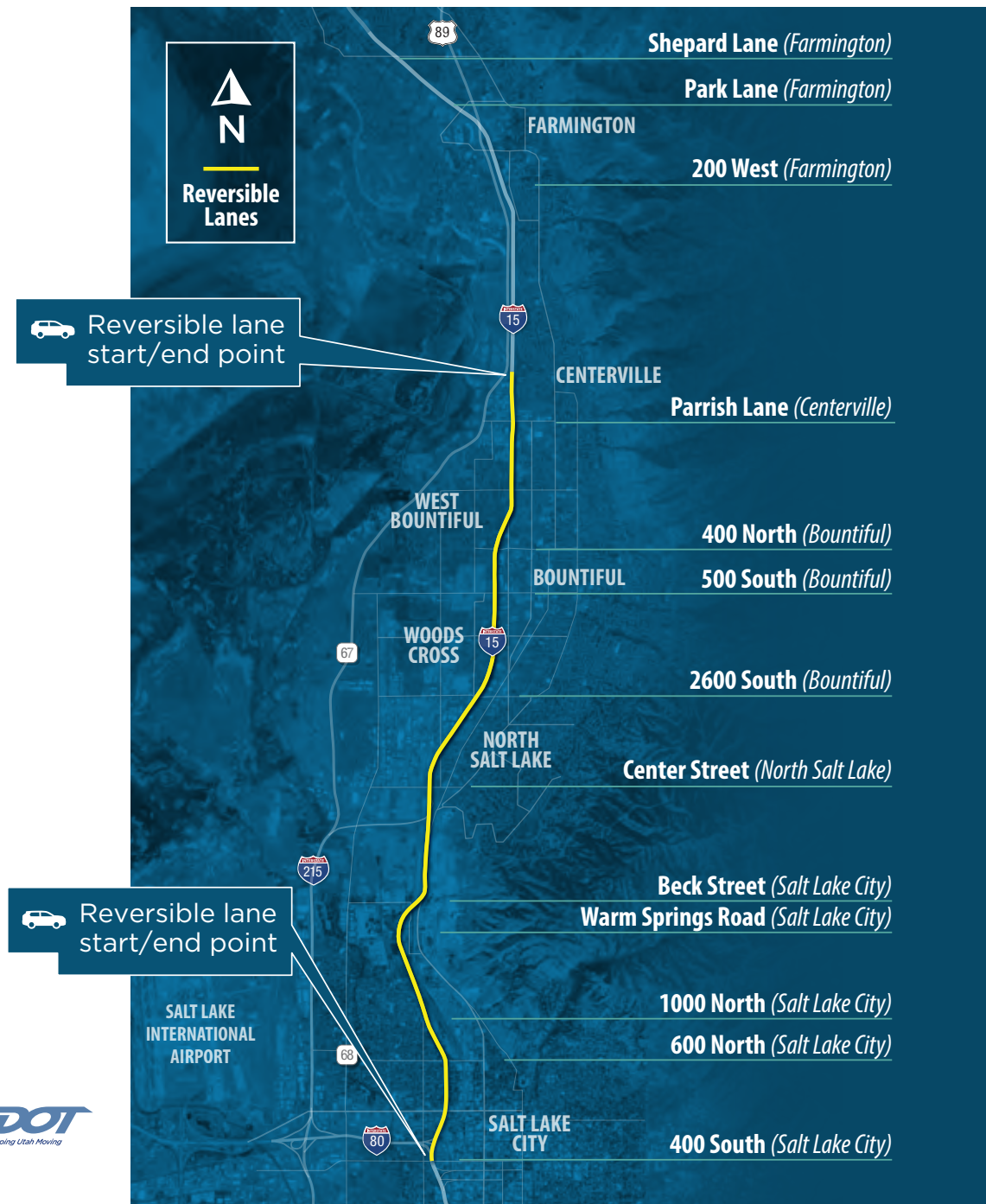


I-15 OPTION B

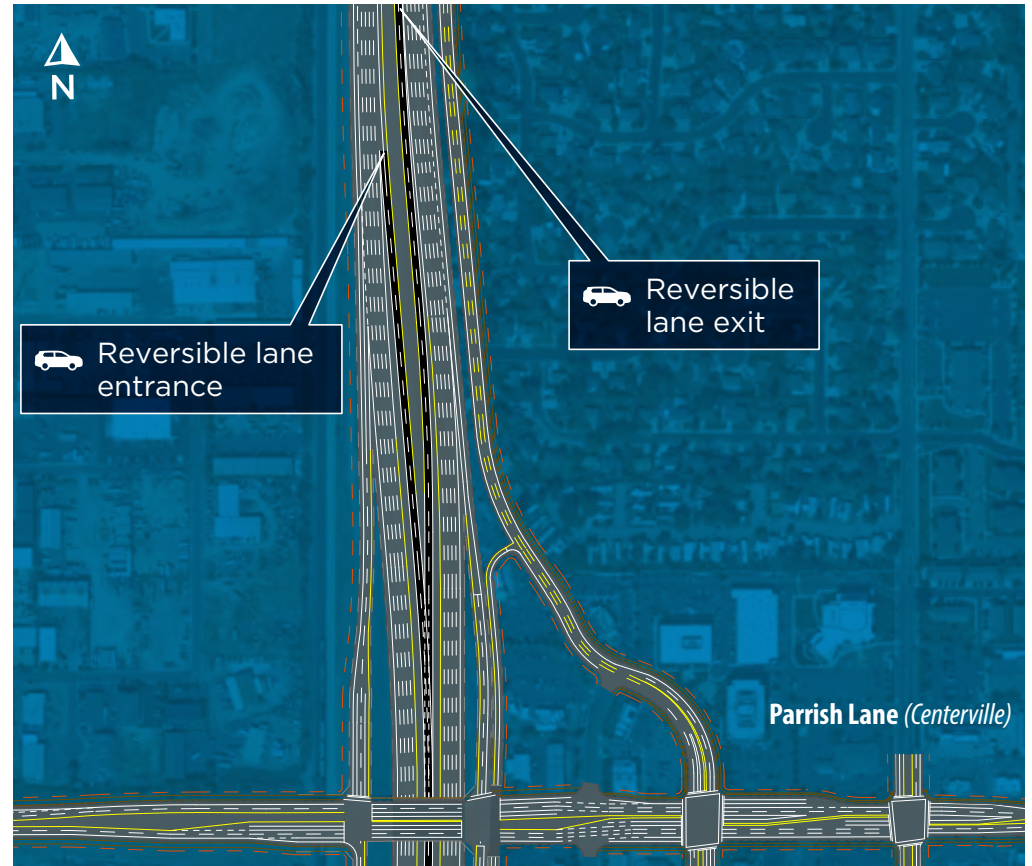
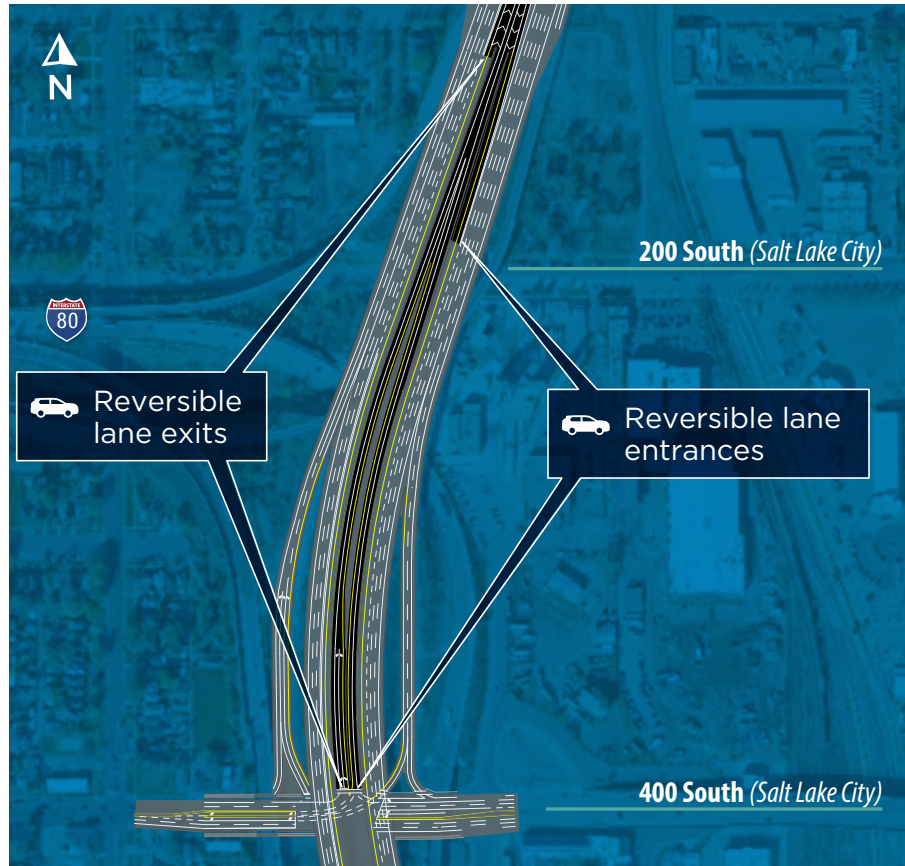


Reversible Lanes

- Southbound in the a.m.
- Northbound in the p.m.
- Barrier separated with access only at endpoints



Reversible Lanes - Connections



I-15 Mainline Alternatives - Travel Times

4-HR PEAK PERIOD AVERAGE TRAVEL TIME

SCENARIO	SB - AM PEAK (MINUTES)	NB - AM PEAK (MINUTES)
2019 EXISTING	18	19
2050 NO BUILD	55	66
OPTION A (Traditional HOT)	28	30
OPTION B (Reversible HOT)	21	22

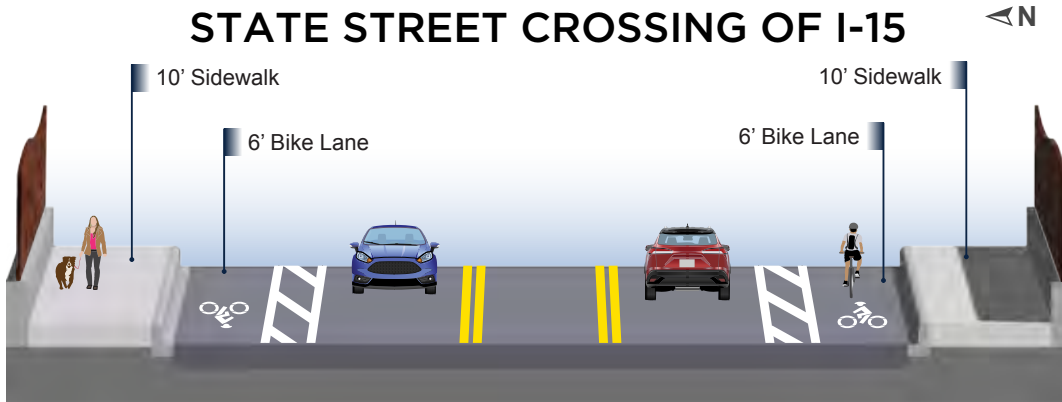
4-HR PEAK PERIOD AVERAGE SPEED

SCENARIO	SB - AM PEAK (MILES PER HOUR)	NB - AM PEAK (MILES PER HOUR)
2019 EXISTING	60	57
2050 NO BUILD	20	16
OPTION A (Traditional HOT)	39	36
OPTION B (Reversible HOT)	51	49

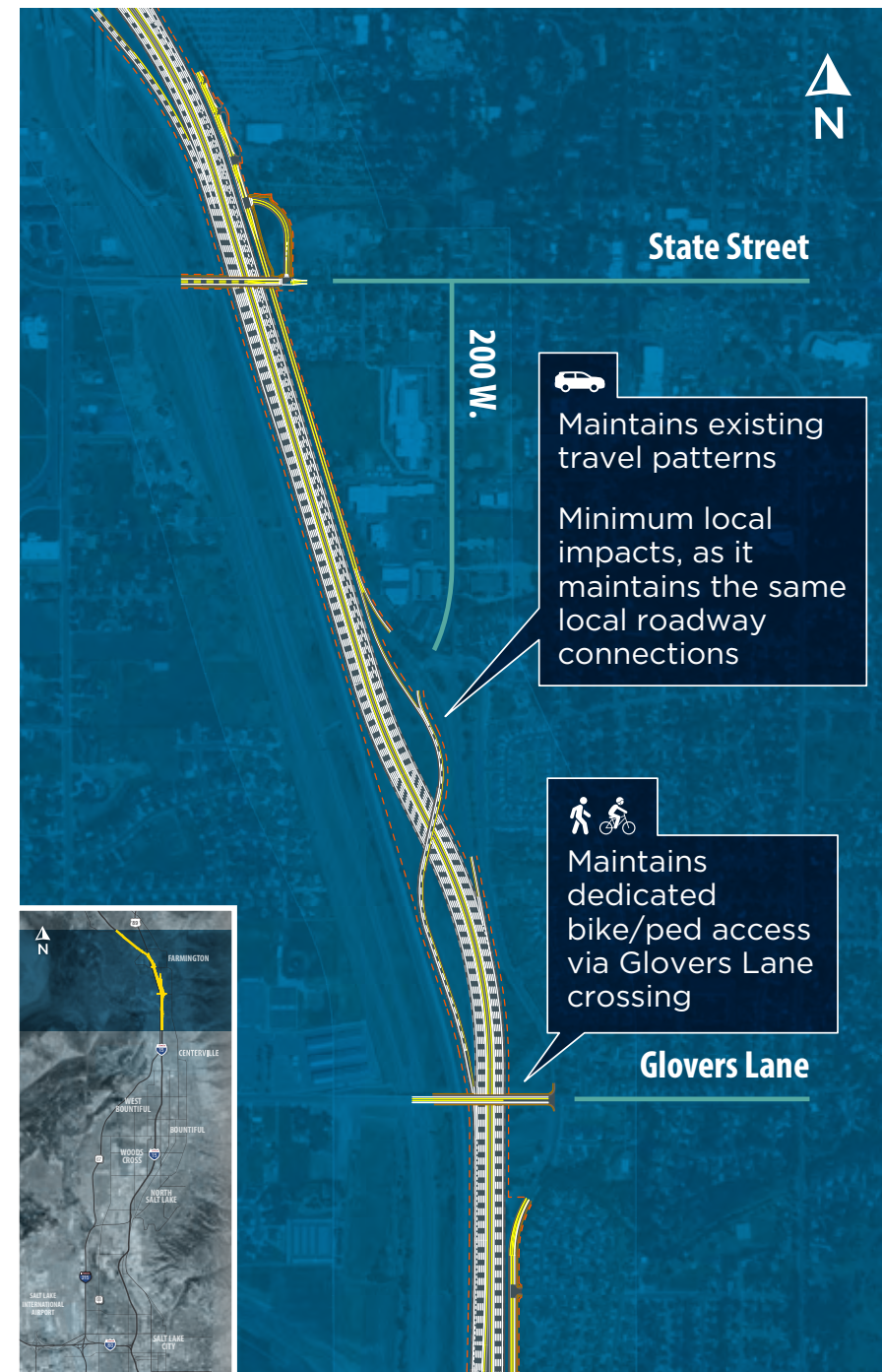
Farmington - Option A

200 West southbound on-ramp and northbound off-ramp

STATE STREET CROSSING OF I-15



GLOVERS LANE



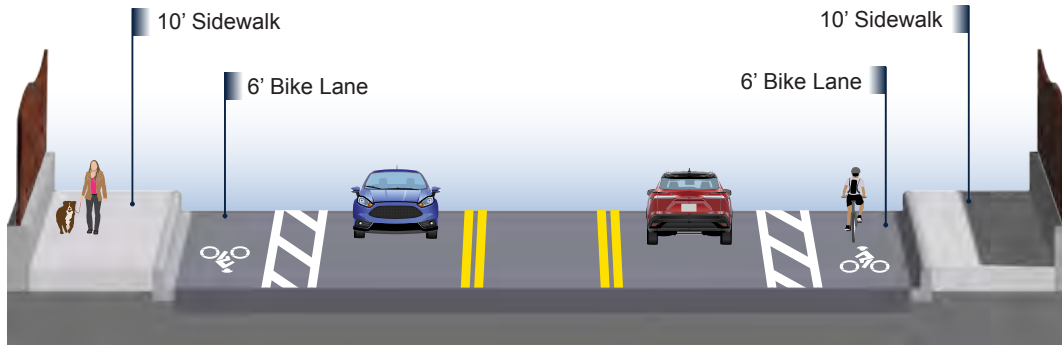
I-15 ENVIRONMENTAL
IMPACT STATEMENT
Farmington to Salt Lake City

UTAH DOT
Keeping Utah Moving

Farmington - Option B

Glovers Lane SPUI

STATE STREET CROSSING OF I-15



I-15 ENVIRONMENTAL
IMPACT STATEMENT
Farmington to Salt Lake City

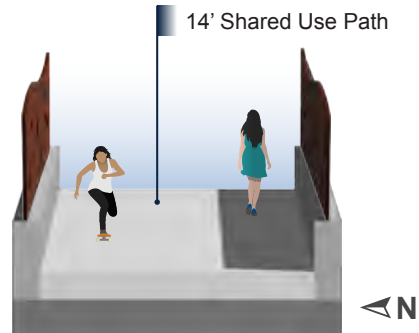
UTDOT
Keeping Utah Moving

Farmington - Option B

Glovers Lane SPUI



GLOVERS LANE



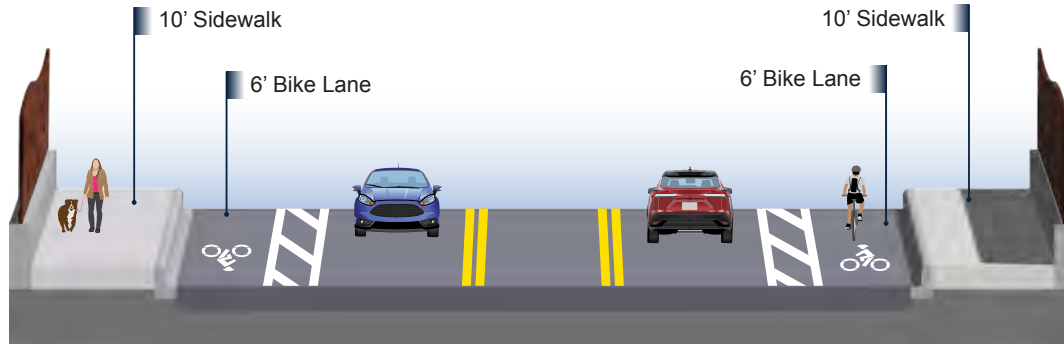
**I-15 ENVIRONMENTAL
IMPACT STATEMENT**
Farmington to Salt Lake City

UTDOT
Keeping Utah Moving

Farmington - Option C

200 W. full interchange

STATE STREET CROSSING OF I-15



GLOVERS LANE



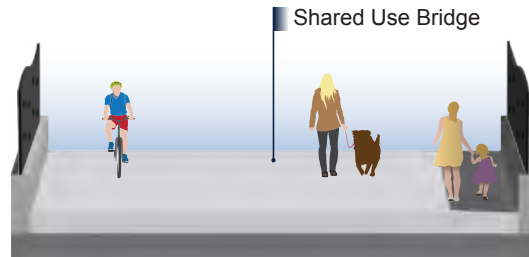
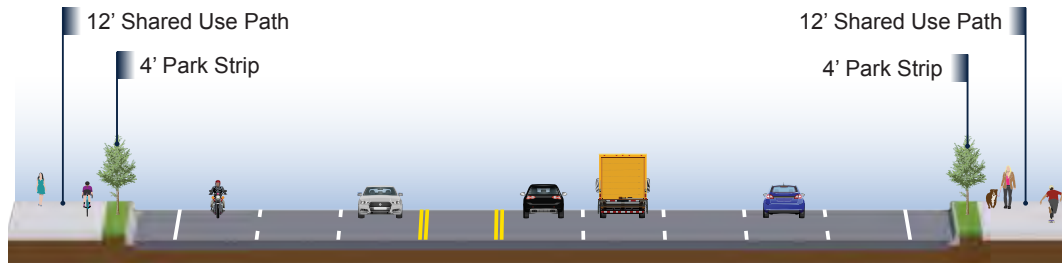
**I-15 ENVIRONMENTAL
IMPACT STATEMENT**
Farmington to Salt Lake City

UTDOT
Keeping Utah Moving

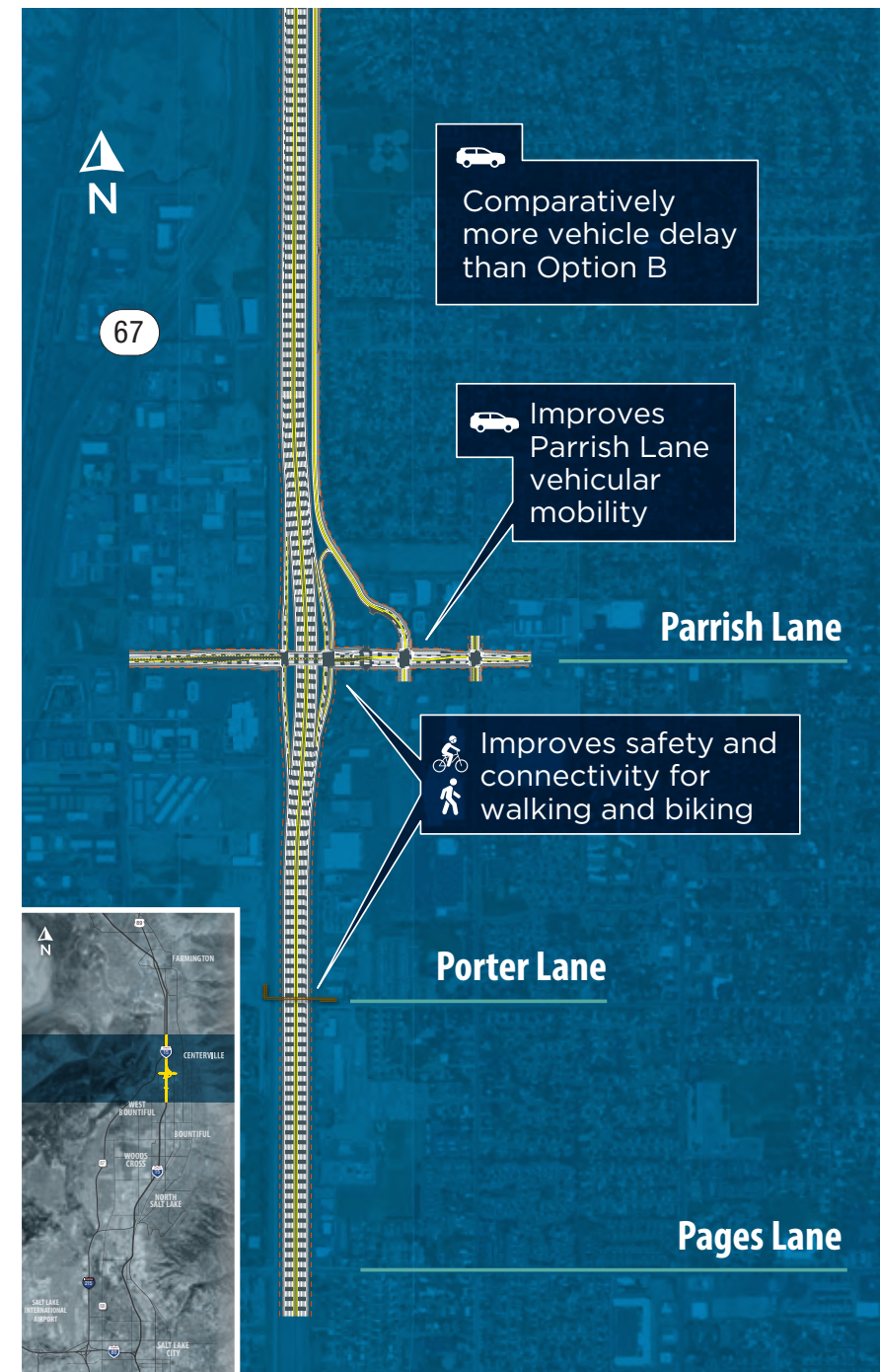
Centerville/Parrish - Option A

Parrish Lane diamond with northbound connection to east frontage road

PARRISH LANE/400 NORTH



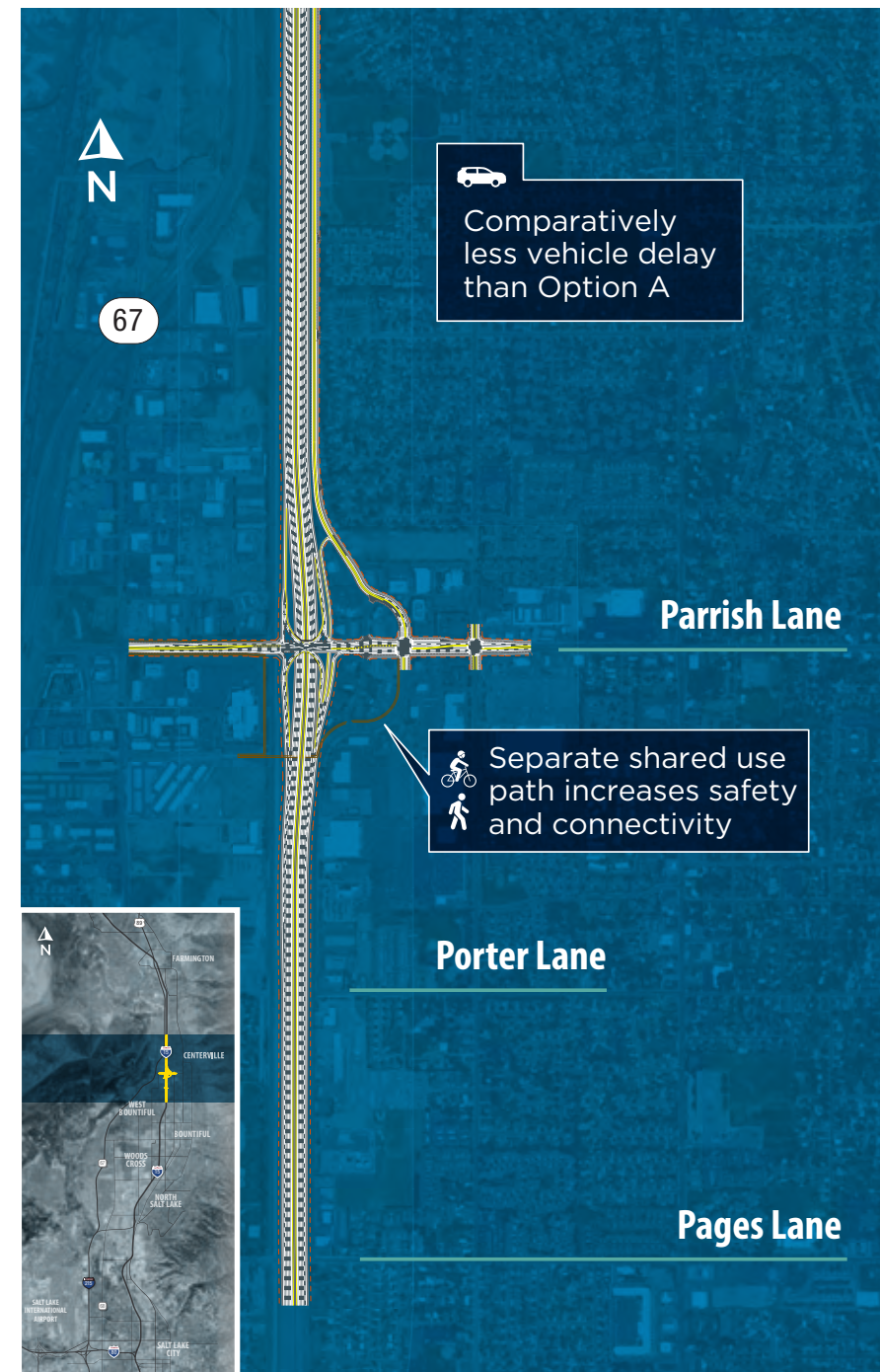
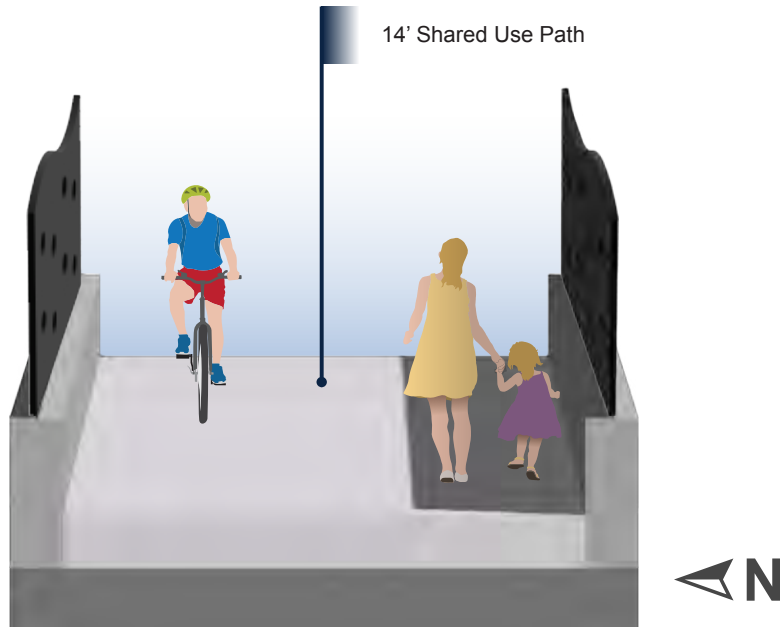
PORTER LANE/ 400 SOUTH



Centerville/Parrish - Option B

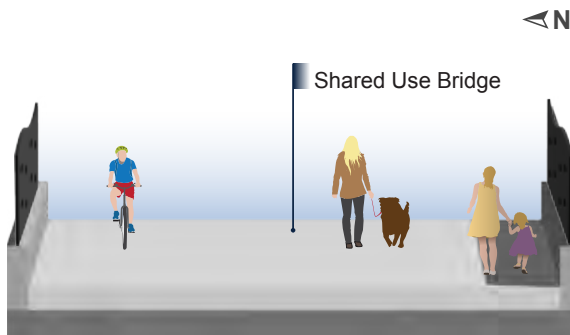
Parrish Lane SPUI with northbound connection to east frontage road

PARRISH LANE/400 NORTH



Centerville - I-15 Crossings

PAGES LANE/1600 NORTH



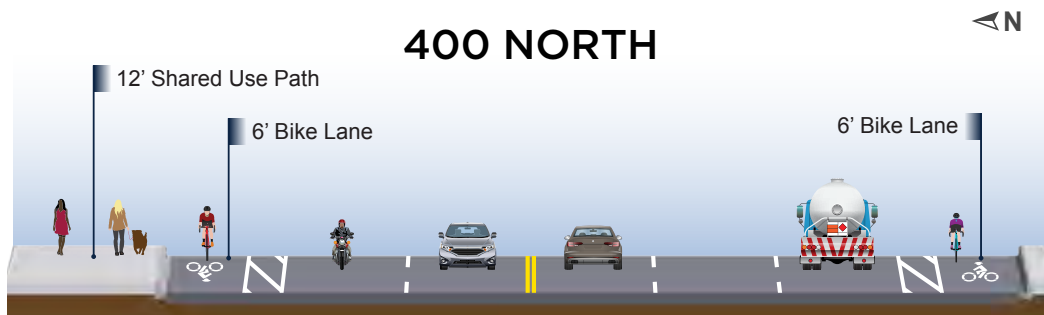
CENTERVILLE COMMUNITY PARK BRIDGE



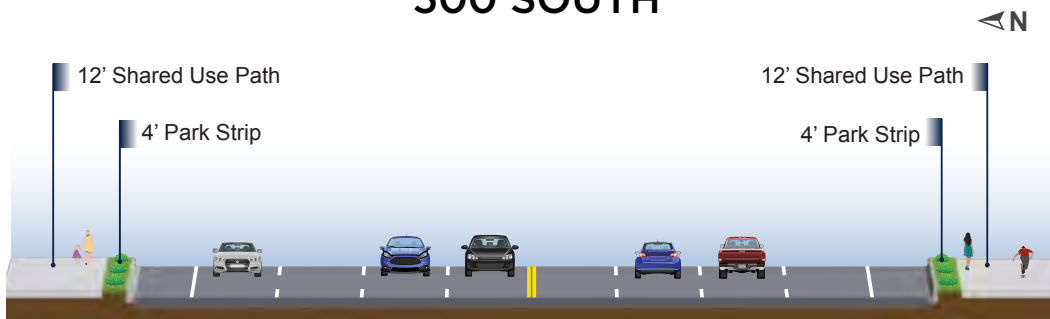
Bountiful/West Bountiful - Option A

500 S. diamond and 400 N./500 W. half diamond

400 NORTH



500 SOUTH



1600 North



Southbound right off-ramp at 500 West

1000 North

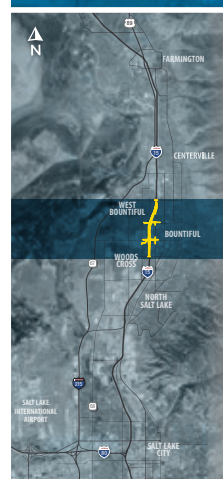
400 North

Interchange types improve bike/ped access, increases safety and connectivity

500 South

New shared use path connection to Woods Cross FrontRunner Station

1500 South

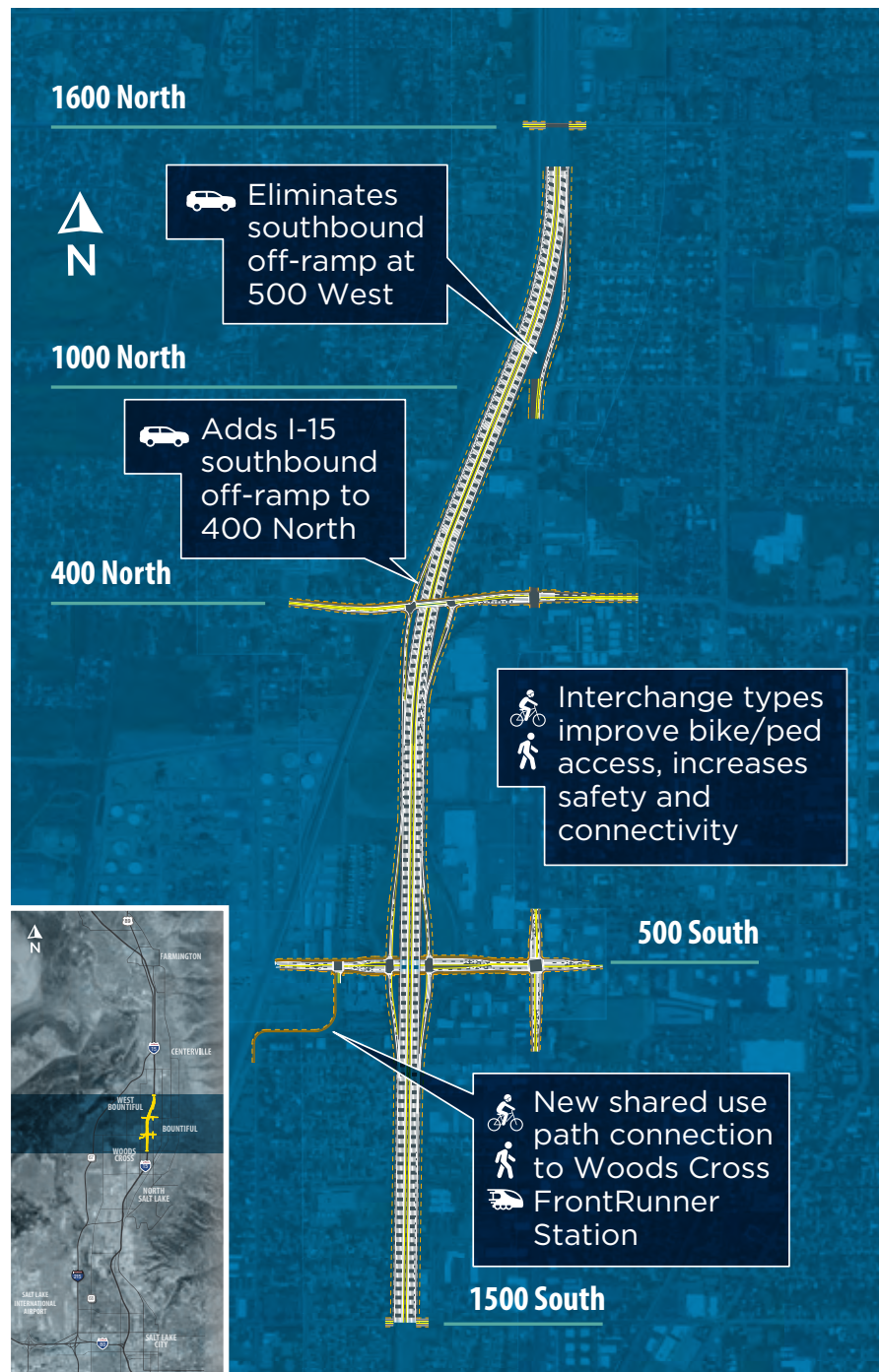
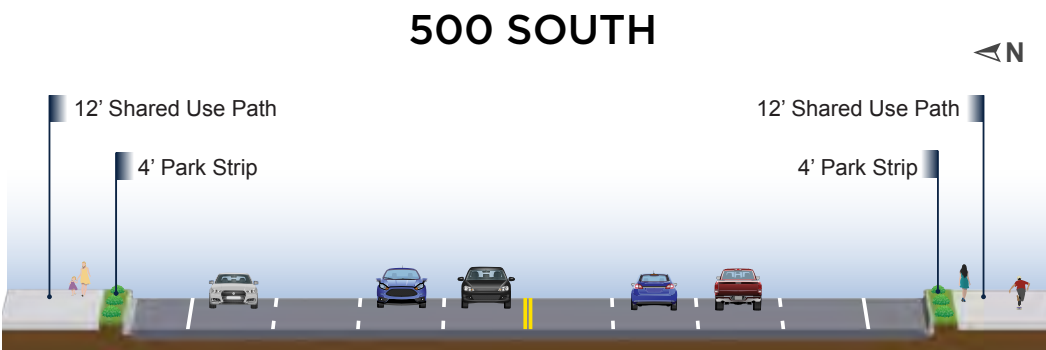


I-15 ENVIRONMENTAL
IMPACT STATEMENT
Farmington to Salt Lake City

UTDOT
Keeping Utah Moving

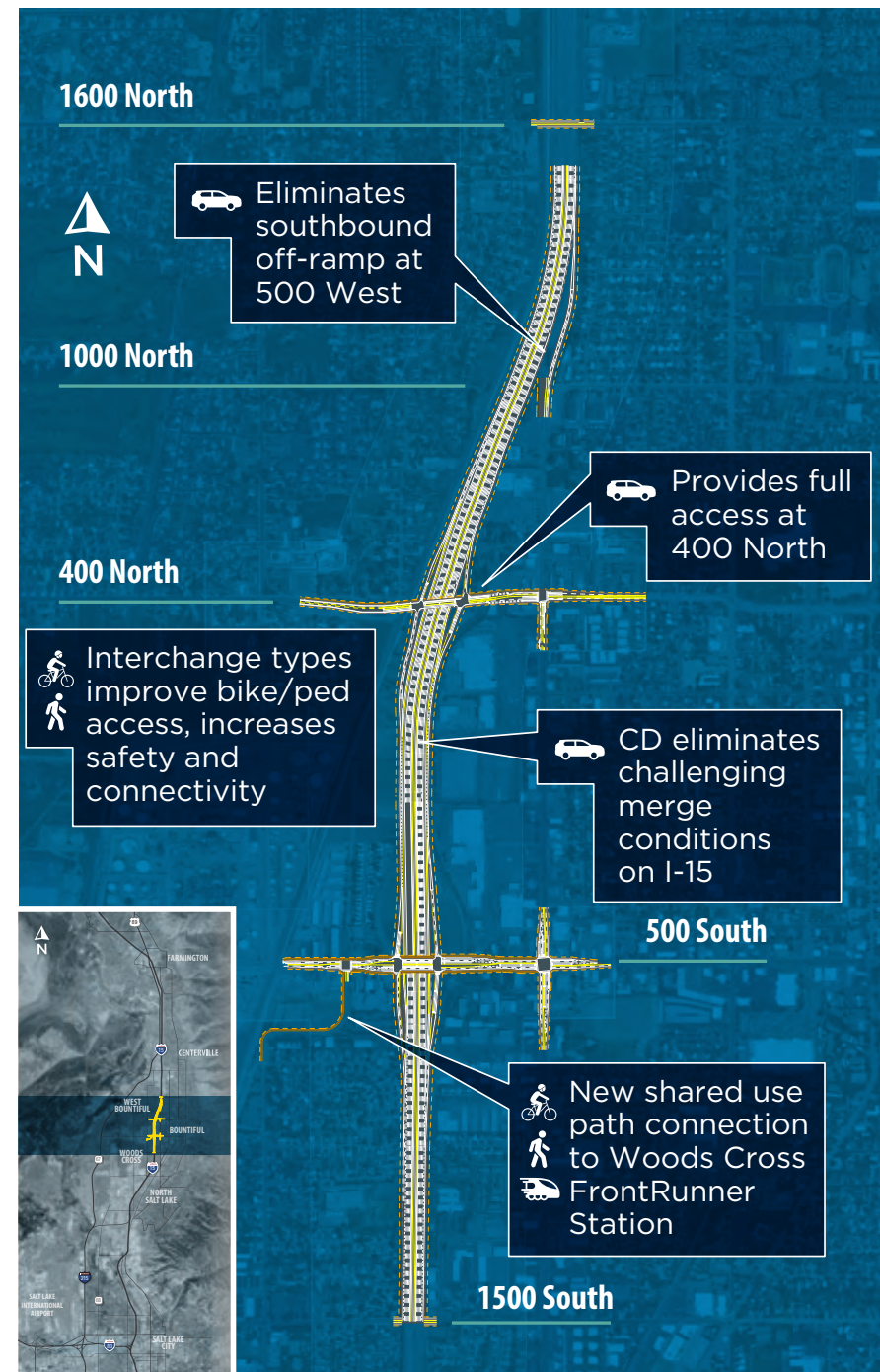
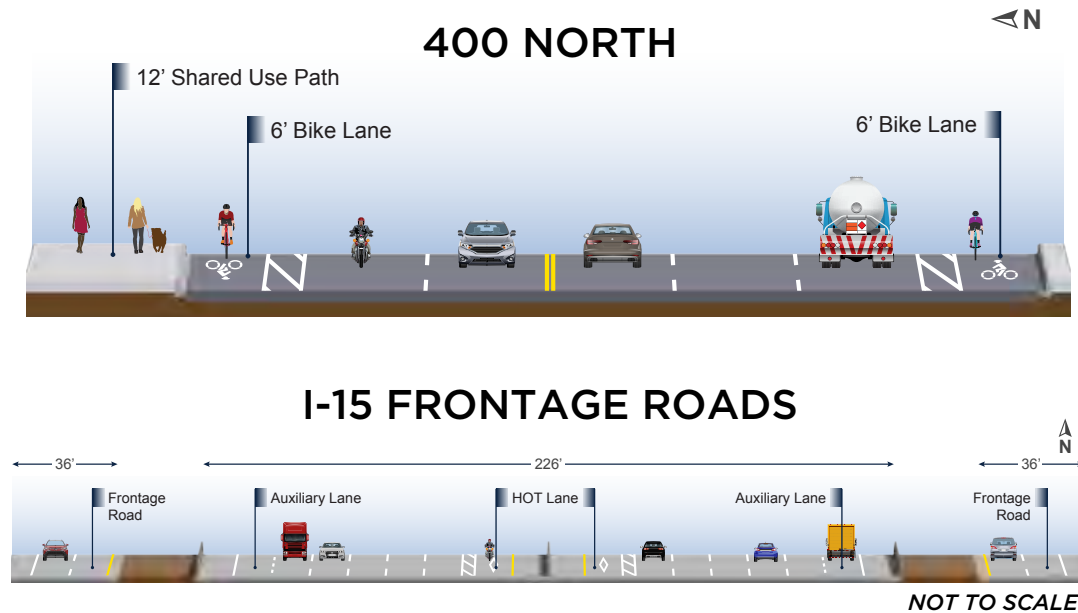
Bountiful/West Bountiful - Option B

500 S. diamond and 400 N./500 W. $\frac{3}{4}$ diamond at 400 N.



Bountiful/West Bountiful - Option C

CD for 500 S./400 N./500 W.



**I-15 ENVIRONMENTAL
IMPACT STATEMENT**
Farmington to Salt Lake City

UTAH DOT
Keeping Utah Moving

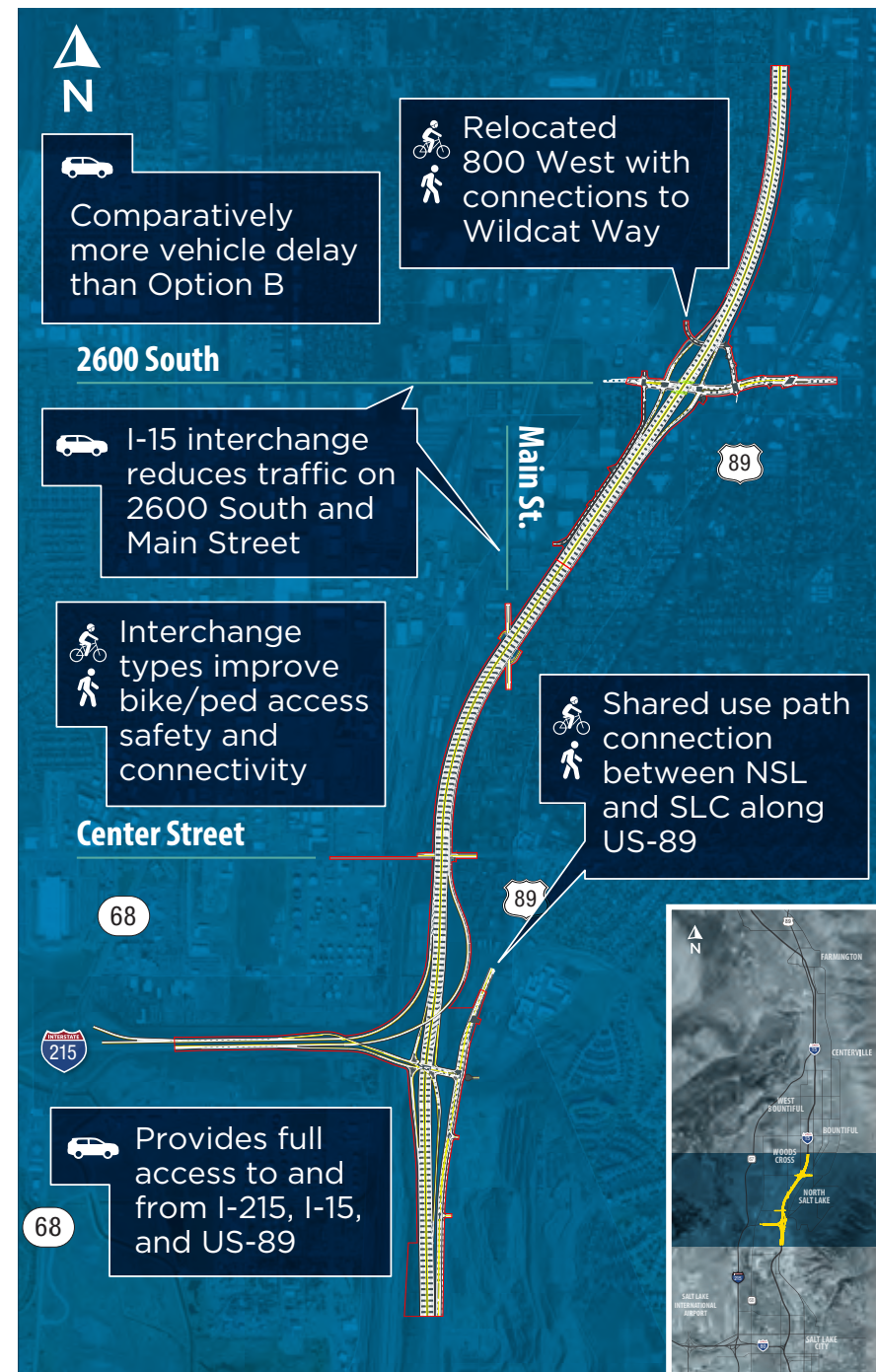
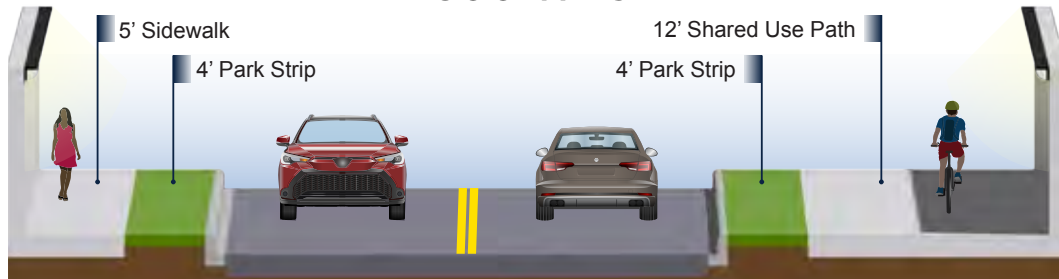
North Salt Lake/Woods Cross - Option A

New I-215/US-89 local interchange and 2600 S. diamond (includes removal of SB Center St. off-ramp)

2600 SOUTH



800 WEST



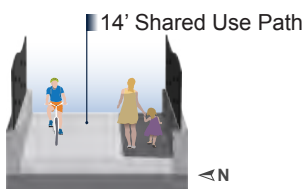
North Salt Lake/Woods Cross - Option B

New I-215/US-89 local interchange and 2600 S. SPUI + Removal of SB Center St. off-ramp

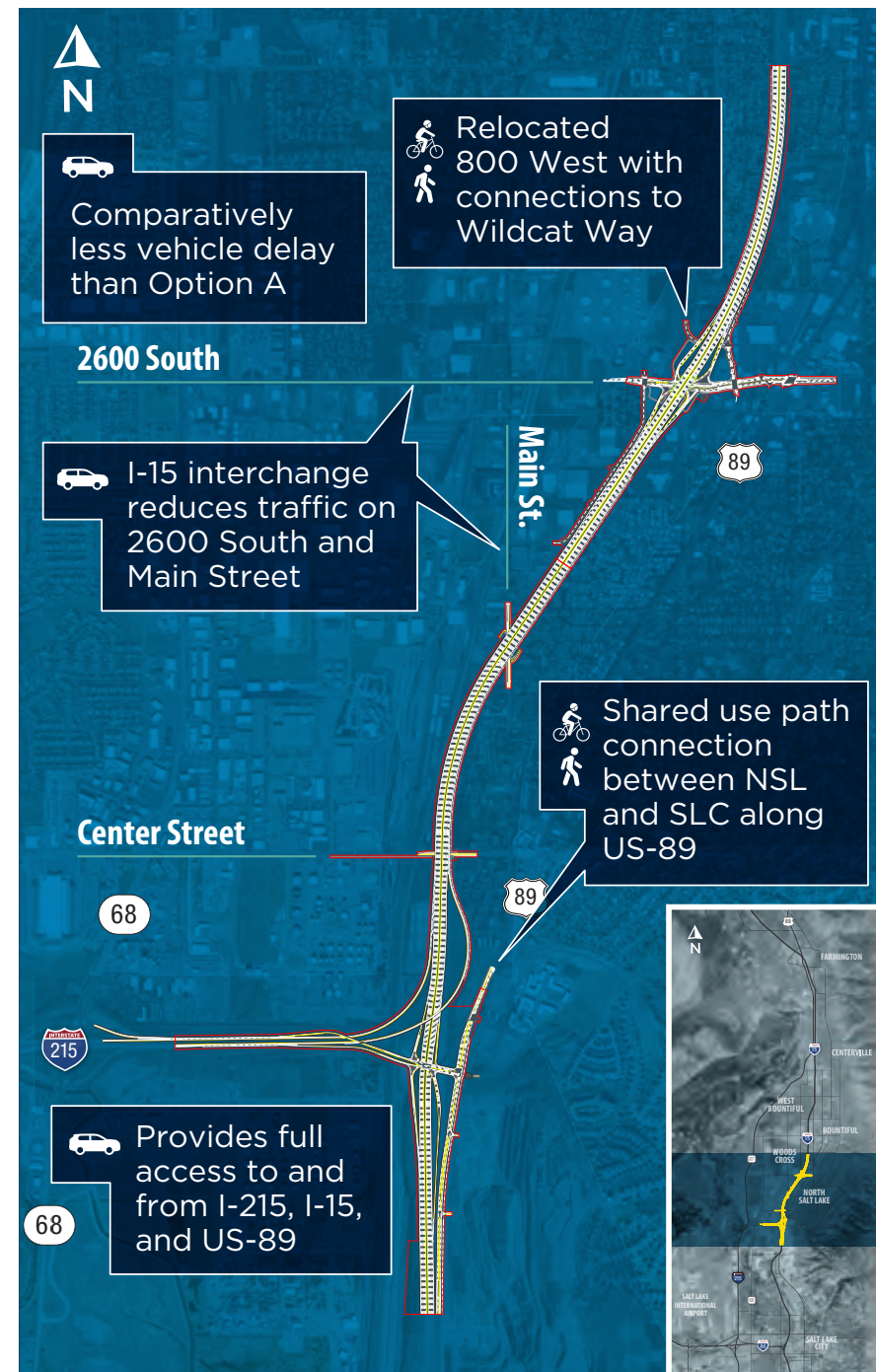
2600 SOUTH



2600 SOUTH



800 WEST



I-15 ENVIRONMENTAL IMPACT STATEMENT
Farmington to Salt Lake City

UTDOT
Keeping Utah Moving

North Salt Lake/Woods Cross - I-15 Crossing



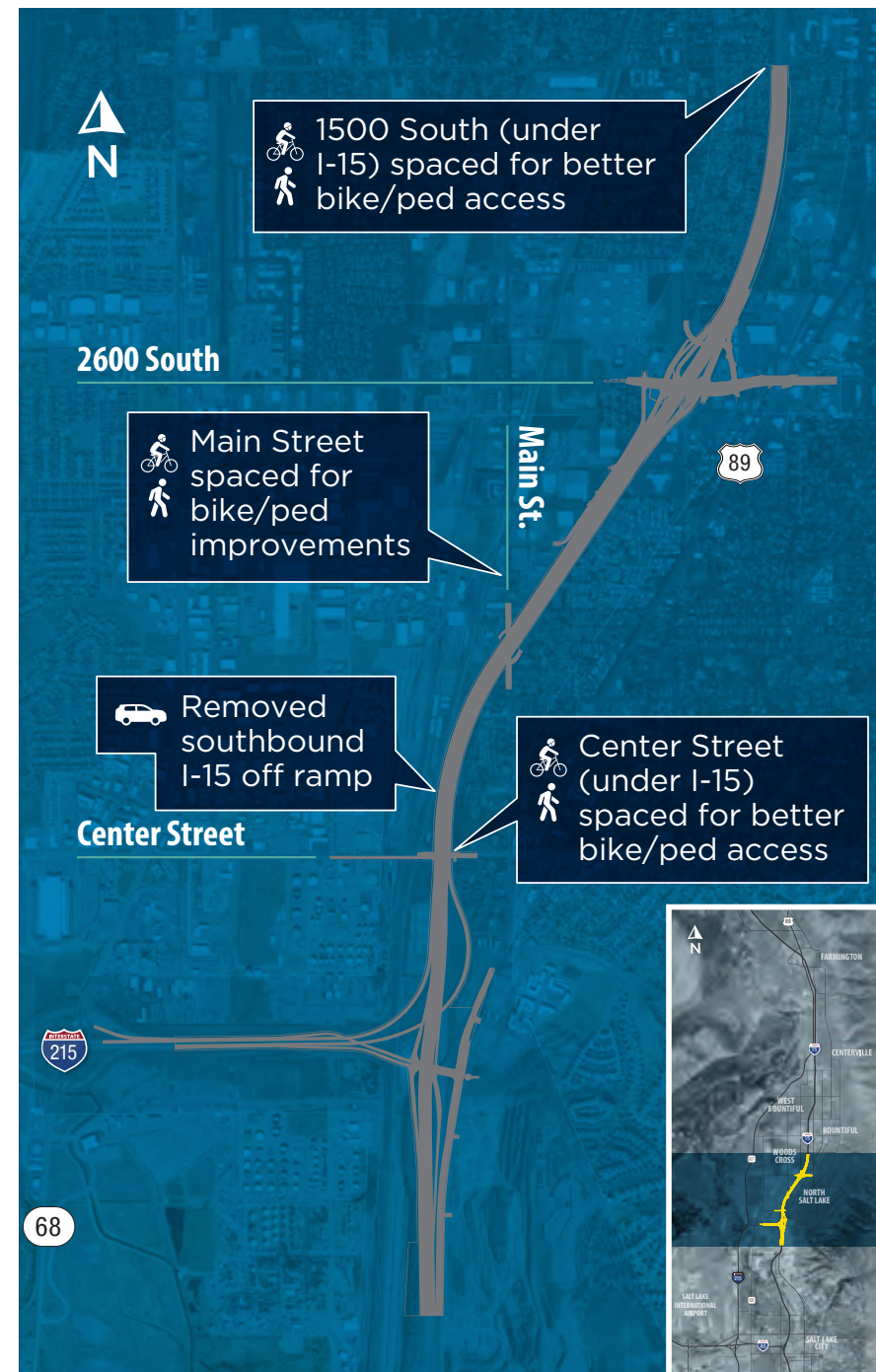
**1500
SOUTH**



**MAIN
STREET**



**CENTER
STREET**



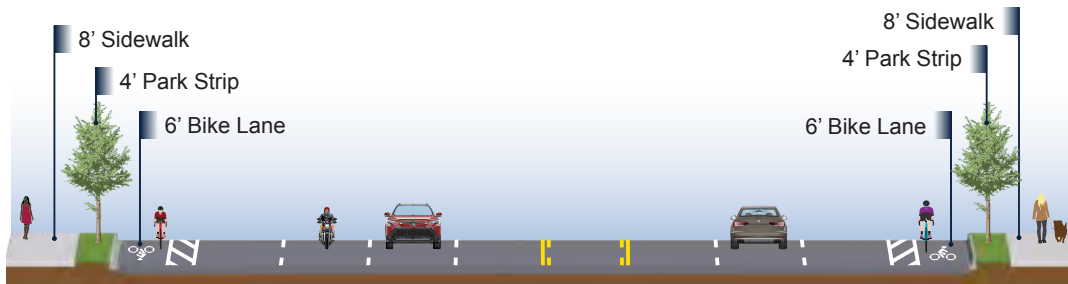
**I-15 ENVIRONMENTAL
IMPACT STATEMENT**
Farmington to Salt Lake City

UTAH DOT
Keeping Utah Moving

Salt Lake - Option A

600 N. CD and 2100 N. full diamond interchange

600 NORTH

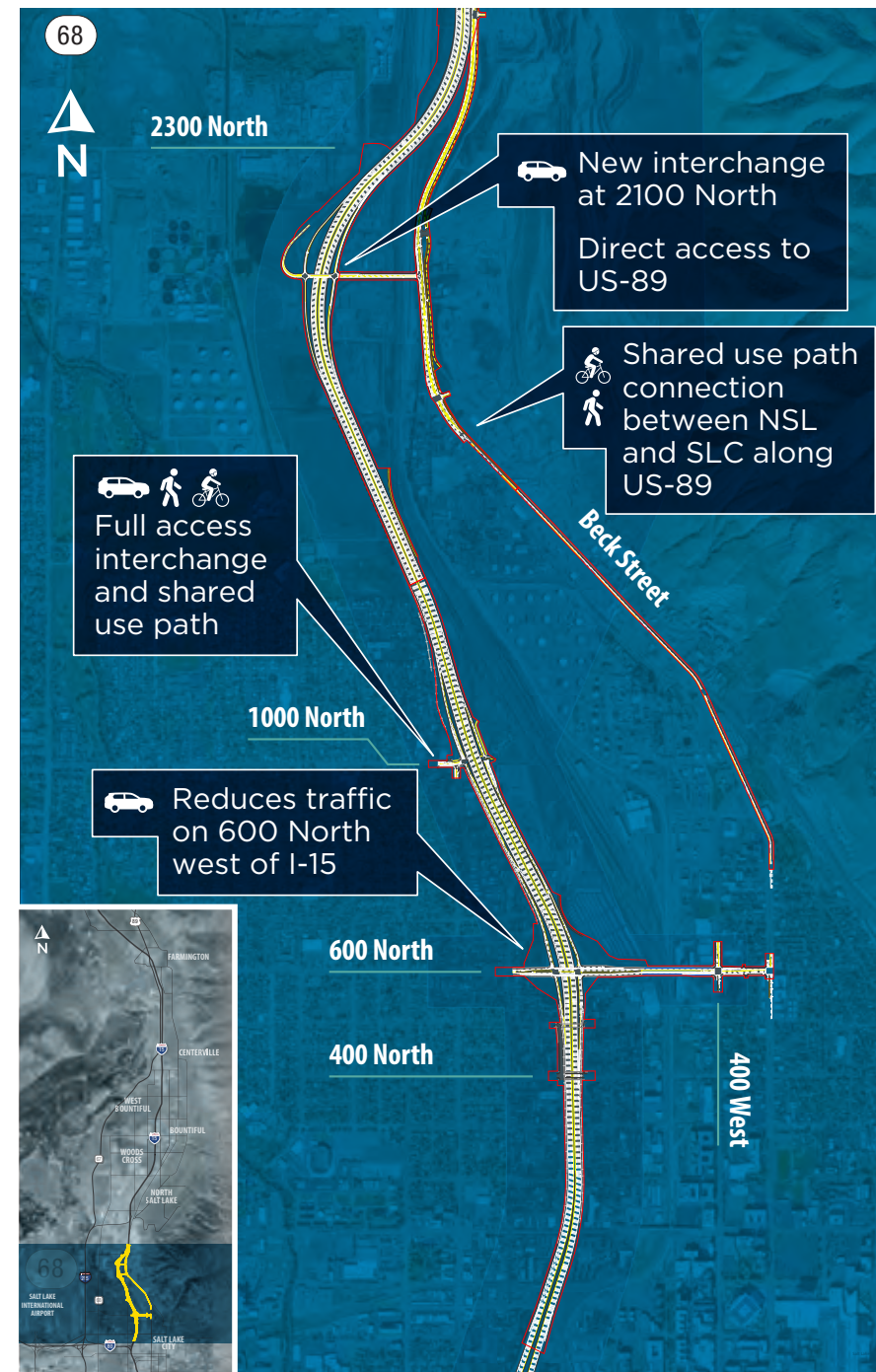


2100 NORTH BRIDGE



I-15 ENVIRONMENTAL
IMPACT STATEMENT
Farmington to Salt Lake City

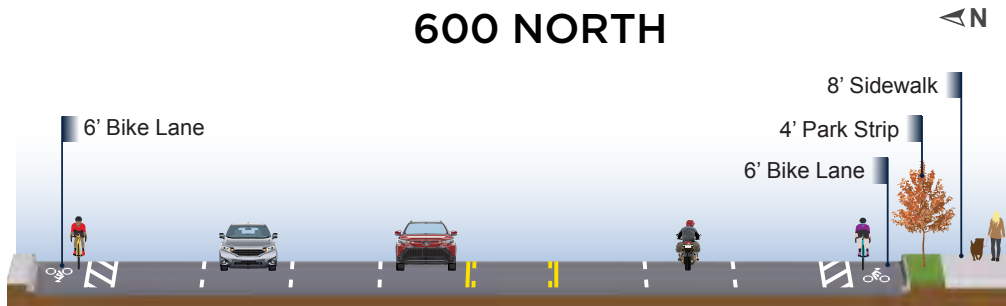
UTDOT
Keeping Utah Moving



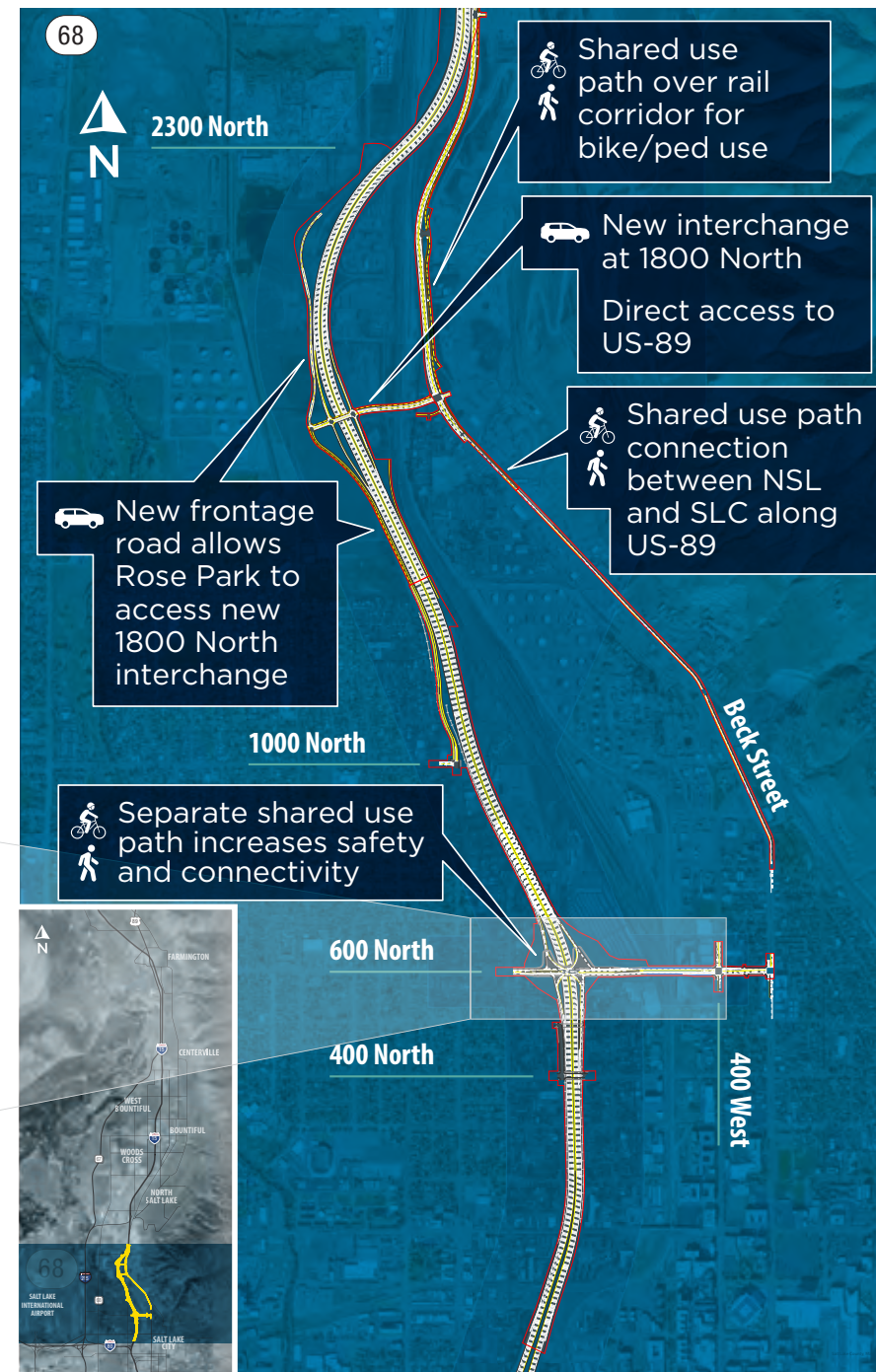
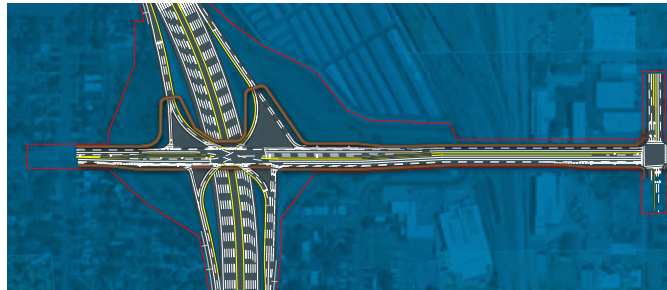
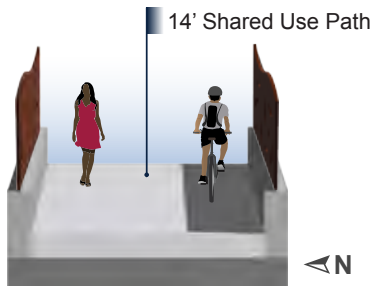
Salt Lake - Option B

600 N. SPU and 1800 N. full diamond interchange

600 NORTH



600 NORTH



I-15 ENVIRONMENTAL
IMPACT STATEMENT
Farmington to Salt Lake City

UTDOT
Keeping Utah Moving

New Connections



I-15 ENVIRONMENTAL IMPACT STATEMENT
Farmington to Salt Lake City

UTDOT
Keeping Utah Moving



Public Comments

Comment period November 10-December 16, 2022

- ④ Email: i15eis@utah.gov
- 🌐 Website: i15eis.udot.utah.gov
- ✉ Mail: **I-15 EIS Study Team**
392 E. Winchester St., Ste 300
Salt Lake City, UT 84107



Only comments received during the formal comment periods will be documented and included in the final EIS.



Public Comments

What should I comment on?



Improve Safety

- Which alternatives address safety in areas/ways you care about?
- Are there safety issues you don't see addressed in the alternatives?



Better Connect Communities

- Do these alternatives help to better connect you to the places you want to travel?
- Which alternatives best align with how you see the future of transportation in your area?



Strengthen the Economy

- What do you think of the trade-offs between the 5+1 and reversible options for I-15?



Improve Mobility for All Users

- Are there walking and biking connections you saw that work better than others?
- Were there improvements/connections you hoped to see that you didn't?



Next Steps



Study Team Contact Information

-  Phone: **385-220-5797**
-  Email: **i15eis@utah.gov**
-  Website: **i15eis.udot.utah.gov**
-  Join our Facebook group to stay up to date:
facebook.com/groups/udoti15eis





I-15 ENVIRONMENTAL IMPACT STATEMENT Farmington to Salt Lake City

Alternatives Phase Info and Exhibits