



# I-15 **ENVIRONMENTAL IMPACT STATEMENT**

## Farmington to Salt Lake City

Draft Environmental Impact Statement (DEIS)

# Why are we studying I-15?

To maintain and update aging infrastructure.



# Why are we studying I-15?

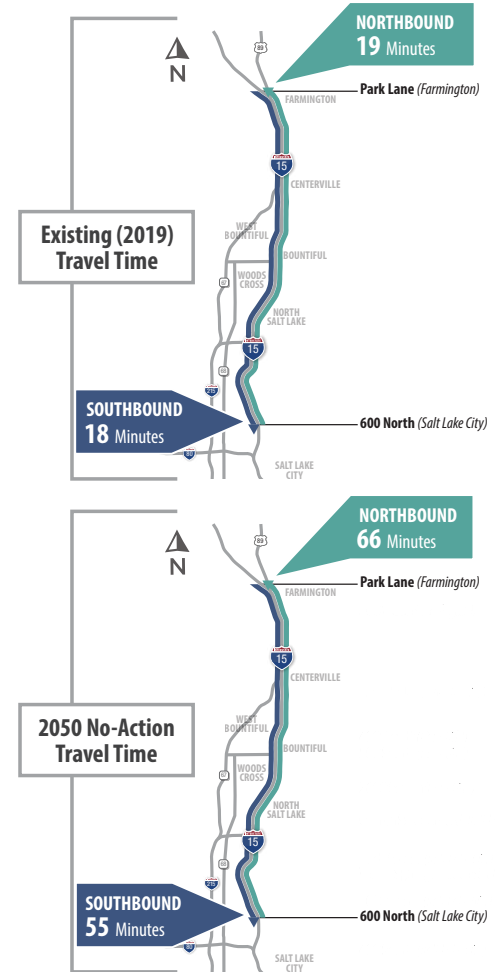
To improve mobility and address a growing population.

***Delays are projected to increase more than 1,300% by 2050***

## Projected Regional Population and Employment Growth

County	POPULATION		EMPLOYMENT		HOUSEHOLDS	
	2019	2050 Projection (Percent Change from 2019)	2019	2050 Projection (Percent Change from 2019)	2019	2050 Projection (Percent Change from 2019)
Davis	356,000	488,000 (37%)	170,000	252,000 (48%)	112,482	182,148 (49%)
Salt Lake	1,144,000	1,502,000 (31%)	846,000	1,198,000 (42%)	411,472	606,036 (47%)

Sources: Kem C. Gardner Policy Institute 2017; U.S. Census Bureau 2021; WFRC 2019



# Why are we studying I-15?

To better connect communities across I-15  
for all modes of travel

Where are most people walking and biking?

How comfortable, direct, & accessible are crossings?

Where are people coming from and going?

Where will people need to go in the future?

Who are we planning for in each community?





# 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.



# What solutions were considered?

## *Mainline I-15*

CONCEPTS DEVELOPED IN THE EIS PROCESS	PASSED LEVEL 1 SCREENING?	PASSED LEVEL 2 SCREENING?
No additional lanes (No-Action Alternative)	Required in NEPA Process	Required in NEPA Process
Widen to 3 Express Lanes and 4 General Purpose Lanes	Yes	No
Widen to 5 General Purpose Lanes and 2 Reversible Lanes	Yes	No
Widen to 5 General Purpose Lanes and 1 HOT Lane	Yes	Yes
Widen to 5 General Purpose Lanes and 2 HOT Lanes	Yes	No
Widen to 6 General Purpose Lanes and 1 HOT Lane	Yes	No
SOLUTIONS FOR I-15 SUGGESTED THROUGH PUBLIC INPUT THAT WERE EVALUATED IN THE EIS		
Widen Legacy instead	No	No
Widen Legacy and I-215 instead	No	No
No additional lanes - only interchange improvements	No	No
Remove I-15	No	No
Double Deck I-15	No	No
Convert Legacy to Reversible Lanes	No	No
Create truck bypass	No	No
Make every lane on I-15 a HOT lane	No	No
Implement a minimum speed on I-15	No	No
Remove existing HOT lane and convert to a General Purpose Lane	No	No
Bury, cap and cover I-15 through SLC	Yes	No
Shift I-15 West in Davis County	No	No

# What solutions were considered?

## *Interchanges*

CONCEPT NAME AND DESCRIPTION	REASON FOR ELIMINATION
FARMINGTON INTERCHANGE CONCEPTS	
Option B	UDOT eliminated Farmington Option B in Level 2 screening due to the substantially higher impacts to residential properties and the change in traffic patterns that would result in higher traffic volumes on residential roads that have not been planned to accommodate traffic accessing an I-15 interchange.
Option C	UDOT eliminated Farmington Option C because it would substantially duplicate Farmington Option A and would result in impacts substantially similar to but slightly higher than those of Farmington Option A.
CENTERVILLE INTERCHANGE CONCEPTS	
Option A	UDOT eliminated Centerville Option A because it would substantially duplicate Option B and would result in impacts similar to but slightly higher than those of Option B.
BOUNTIFUL/WEST BOUNTIFUL INTERCHANGE CONCEPTS	
Option B	UDOT eliminated Bountiful/West Bountiful Option B because it would substantially duplicate Bountiful/West Bountiful Option A and would result in impacts substantially similar to but slightly greater than those of Bountiful/West Bountiful Option A.
Option C	UDOT eliminated Bountiful/West Bountiful Option C because it would substantially duplicate Bountiful/West Bountiful Option A and would result in impacts substantially similar to but slightly greater than those of Bountiful/West Bountiful Option A.



# What solutions were considered?

## *Interchanges*

CONCEPT NAME AND DESCRIPTION	REASON FOR ELIMINATION
NORTH SALT LAKE/WOODS CROSS INTERCHANGE CONCEPTS	
Option A	UDOT eliminated North Salt Lake/Woods Cross Option A because it would substantially duplicate Option B and would result in impacts substantially similar to those of Option B.
NORTH SALT LAKE/WOODS CROSS INTERCHANGE CONCEPTS	
600 North 800 West Roundabout	UDOT eliminated North Salt Lake/Woods Cross Option A because it would substantially duplicate Option B and would result in impacts substantially similar to those of Option B.
SALT LAKE AREA INTERCHANGE CONCEPTS	
Tunnel Option A Tunnel Option B Tunnel Option C Tunnel Option D	All tunnel options were eliminated for the same reasons. All four of the tunnel options were screened out due to the substantially higher impacts to the community and higher costs compared to the original Salt Lake Option A.

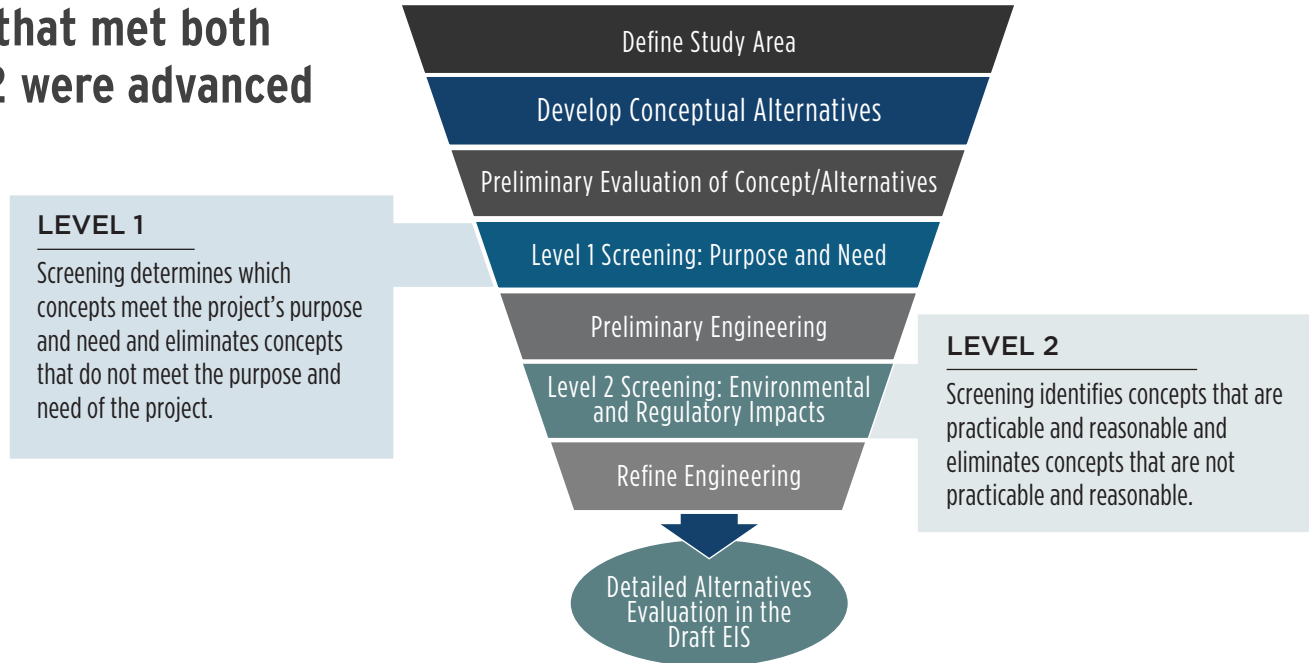




# How were solutions refined?

## *Alternatives Screening Process*

Only alternatives that met both  
Level 1 and Level 2 were advanced  
for further study



# How were solutions refined?

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

# How were solutions refined?

## *I-15 EIS Screening Criteria - Level 2*

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



# How were solutions refined?

## *Public Outreach and Input*

**60** Locations With Public Information Posters

**31** Presentations

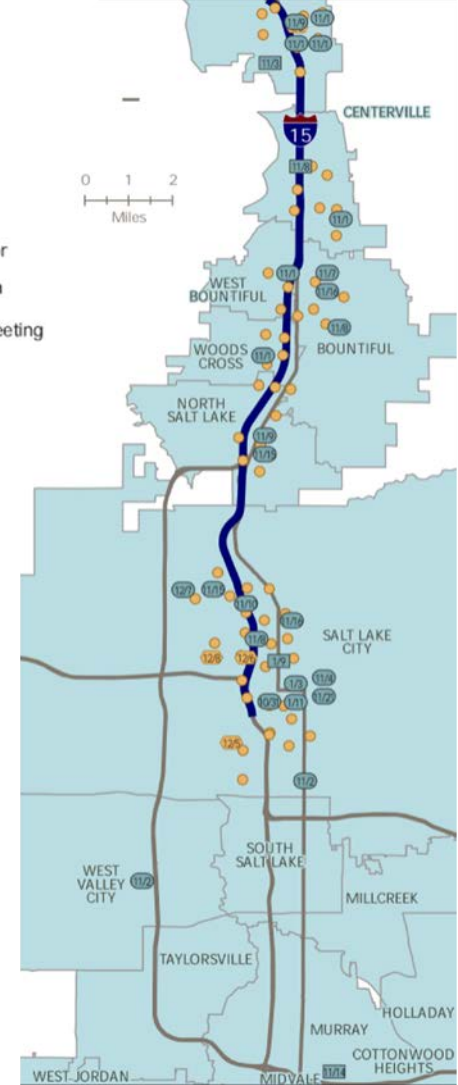
Over **50** Stakeholder Meetings

Over **2,800** Comments Received



### Legend

- I-15 Study Corridor
- Collateral Location
- Neighborhood Meeting
- Formal Presentations
  - On-Site
  - Virtual





# How were solutions refined?

## *How did public input shape the preferred alternative?*

WHAT WE HEARD	HOW DID IT SHAPE THE STUDY?
Don't impact our homes!	Corridor-wide, the overall width of improvements has been reduced wherever possible, with an eye to reducing impacts to homes and businesses.
The west side of SLC has historically been disproportionately impacted by many public projects over the years, please don't impact homes in this area.	The preferred alternative doesn't require any full relocations or acquisitions for residences in Salt Lake City.
Homes in the Farmington area have already had too many impacts. Please don't further impact this area.	The alternative on Glovers Lane in Farmington was screened out and will not move forward for further study.
Consider all modes equally, don't design for roads first and then squeeze bike lanes and sidewalks in as an afterthought.	Each interchange on the corridor was designed as a "tight-diamond" type first - which is the most bike and pedestrian friendly type. Then, they were evaluated for traffic flow and safety - where these interchanges were feasible and practical, they are shown as the preferred alternative. The preferred alternative adds four new bicycle and pedestrian connections, in addition to twelve suggested improvements to existing east-west corridors and interchanges.
Create safer and better ways for Davis County commuters to bike to Salt Lake City.	The preferred alternative includes adding a 12' shared use path on Beck St (US-89).
The reversible lane alternative will lead to more wrong-way drivers and confusion on I-15.	In the study, the reversible lanes alternative showed improved travel times and other operational improvements but was removed from further consideration, with public input as a major driving factor, alongside technical and operational challenges.
Take truck traffic away from 600 North area.	A new interchange is now proposed in Salt Lake City to help keep trucks and other commercial traffic moving while reducing the truck traffic into SLC neighborhoods.



# What else is being done to address these needs?

The I-15 study is part of a broader plan to address transportation needs in the area, reflected in the 2023-2050 Regional Transportation Plan (RTP).

The RTP includes over 50 planned projects and improvements for all modes of transportation within the study area, including:



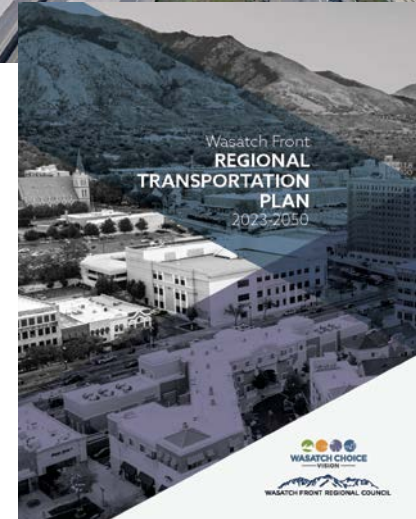
Transit improvements, such as strategic double-tracking and fleet upgrades to FrontRunner, and developing the Davis - Salt Lake Connector



Trail improvements, such as extending Legacy Parkway Trail and more than 30 other projects improving and adding new biking and walking facilities and enhancing community connectivity



Other roadway improvements, such as enhancements to the West Davis Corridor, I-80, I-215, Redwood Road, and Legacy Parkway, as well as local roads



# What else is being done to address these needs?



Slow it down



Minimize exposure to conflicts



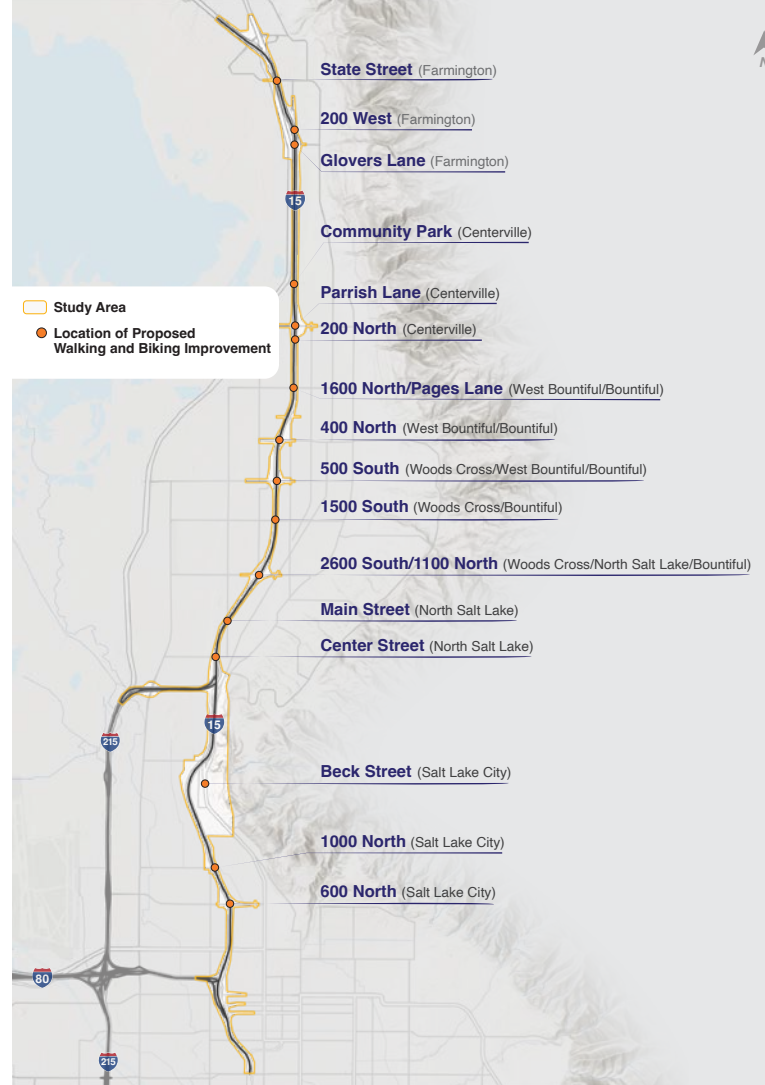
Provide adequate sight distance



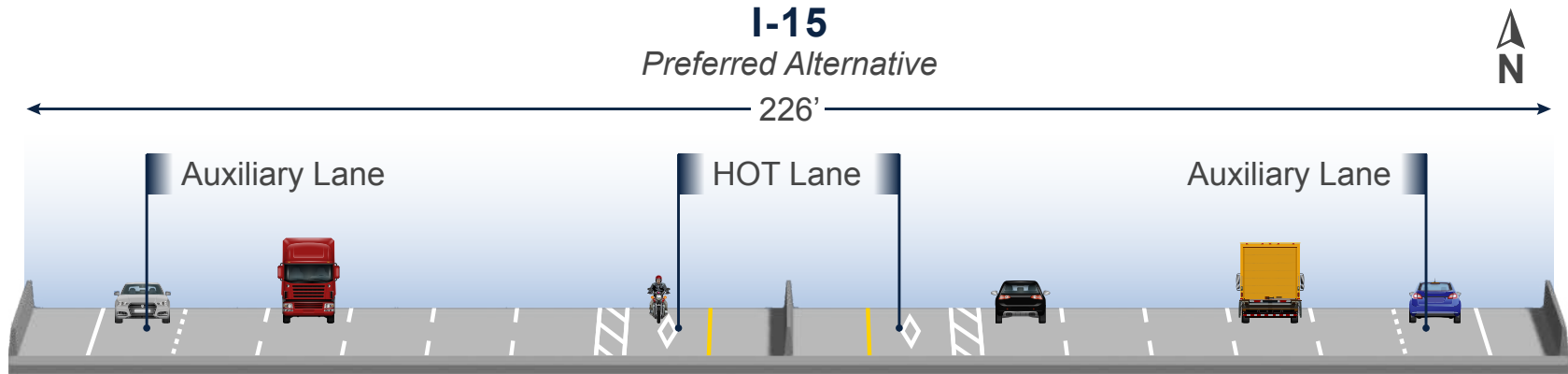
Keep it direct



Access for all



# I-15 Mainline Preferred Alternative



Generally, this option adds one general purpose lane in each direction.





# I-15 Mainline Preferred Alternative

## 4-HR PEAK PERIOD AVERAGE TRAVEL TIME

SCENARIO	SB - AM PEAK (MINUTES)	NB - PM PEAK (MINUTES)
2019 (EXISTING)	18	19
2050 (NO BUILD)	55	66
PREFERRED ALTERNATIVE	18	27

*The 5 General Purpose and 1 HOT lane concept would reduce travel time by 49% to 55% during both the morning and evening peak periods compared to the 2050 no-action conditions.*



# Why more lanes?

Even with all other improvements assumed - including transit, trails, and expanded road capacity - I-15 also needs additional capacity

$$\begin{array}{rcl} 141,000 & \text{additional trips by 2050} & \\ - 22,000 & \text{of these trips expected to be handled via transit by 2050} & \\ \hline 119,000 & \text{trips to be handled with other modes} & \end{array}$$

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The preferred alternative would add additional capacity to handle **55,000 Trips**

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# Preferred Alternative

## Farmington Area



\*Not to scale

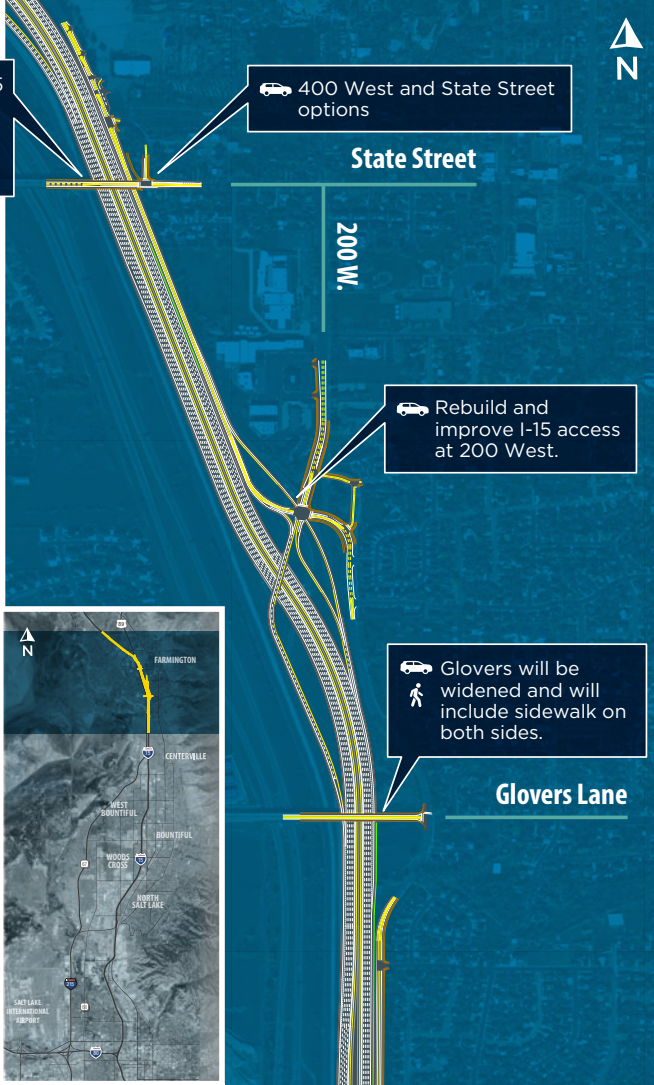


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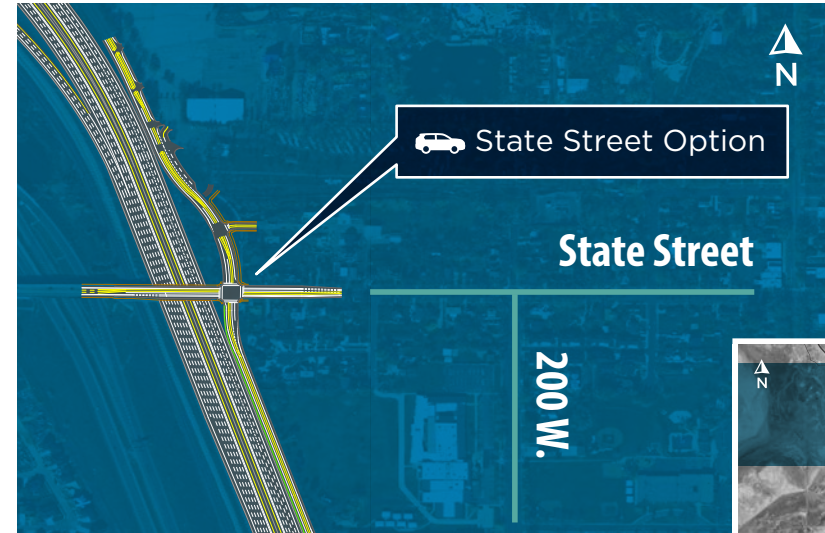
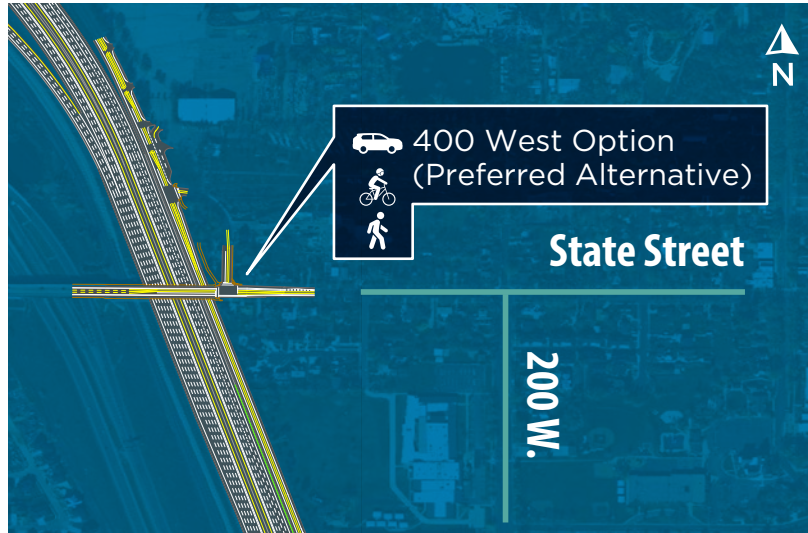


State Street over I-15 will be widened and will include bike lanes and sidewalks on both sides.

400 West and State Street options



# Farmington Area Options



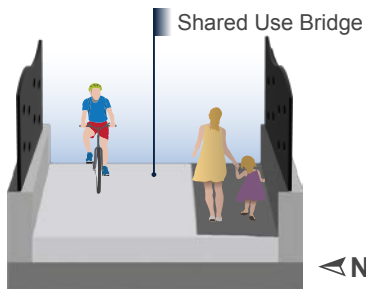


# Preferred Alternative

## Centerville Area

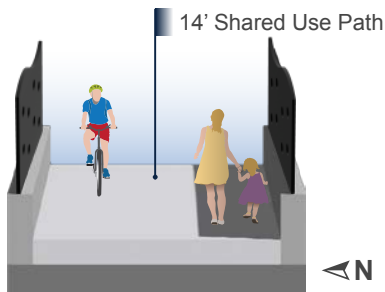
### CENTERVILLE COMMUNITY PARK CROSSING

*Preferred Alternative*



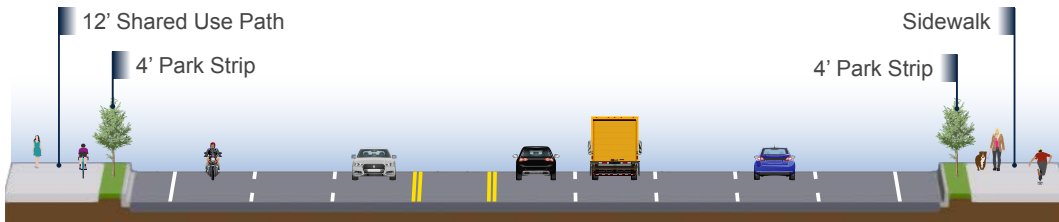
### 200 NORTH PEDESTRIAN OVERPASS

*Preferred Alternative*

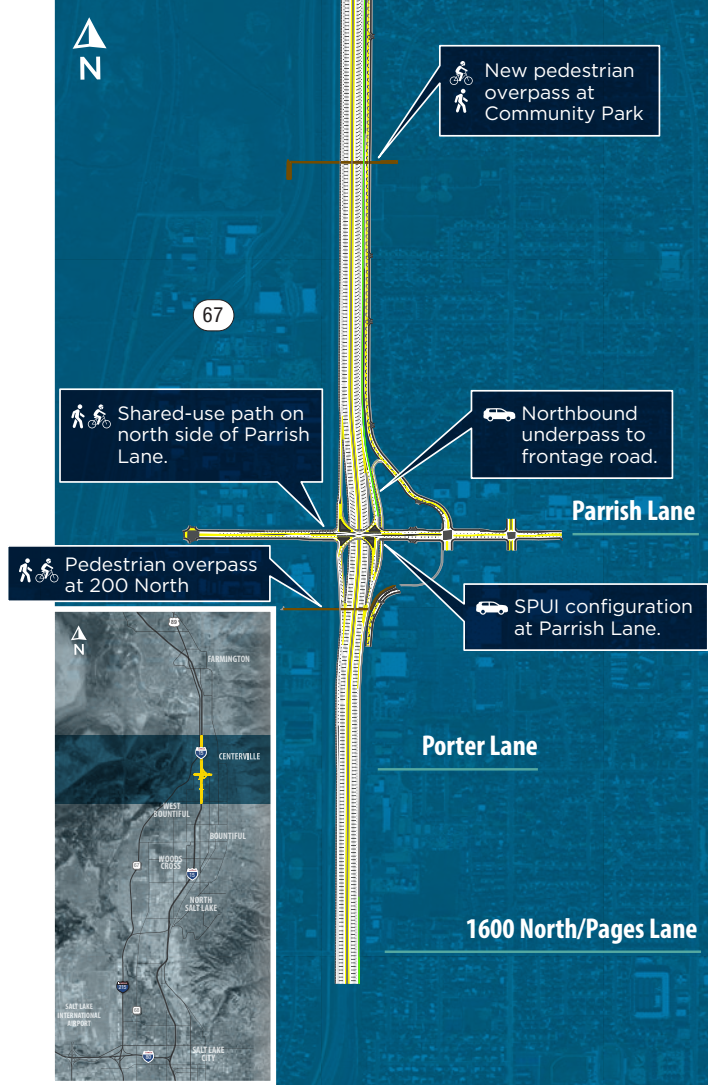


### PARRISH LANE/400 NORTH

*Preferred Alternative*



\*Not to scale



# Preferred Alternative

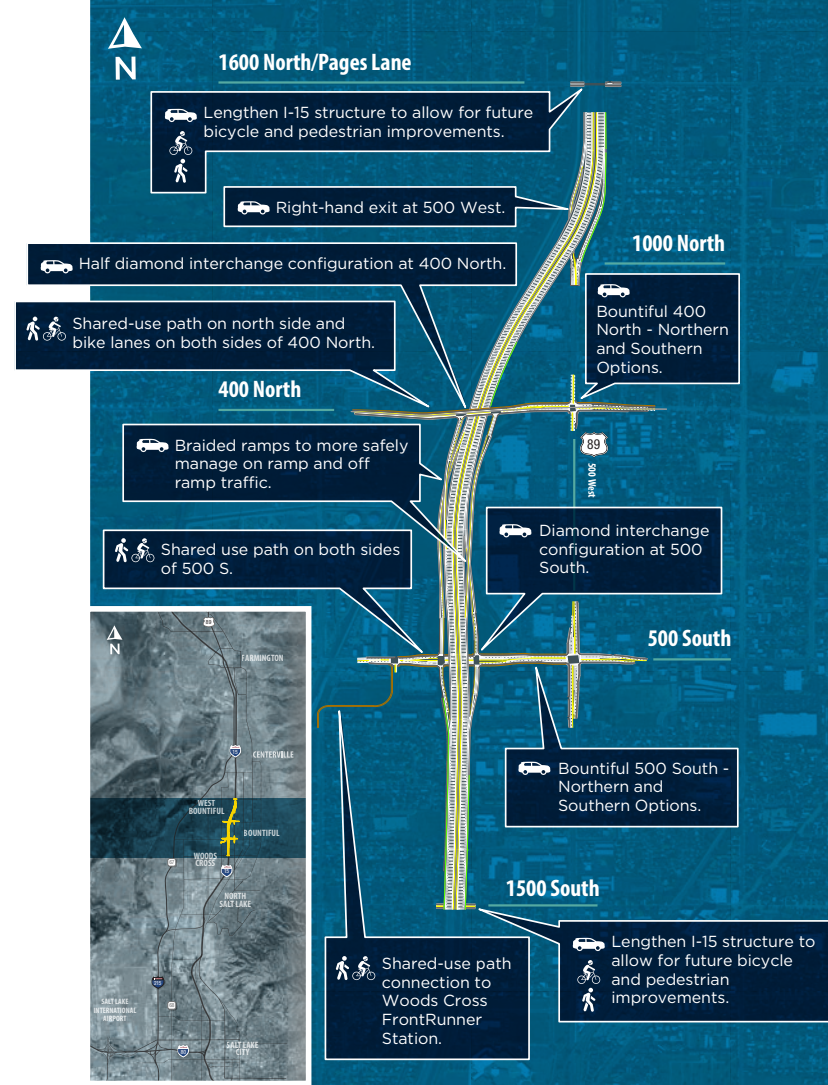
## Bountiful/West Bountiful Area



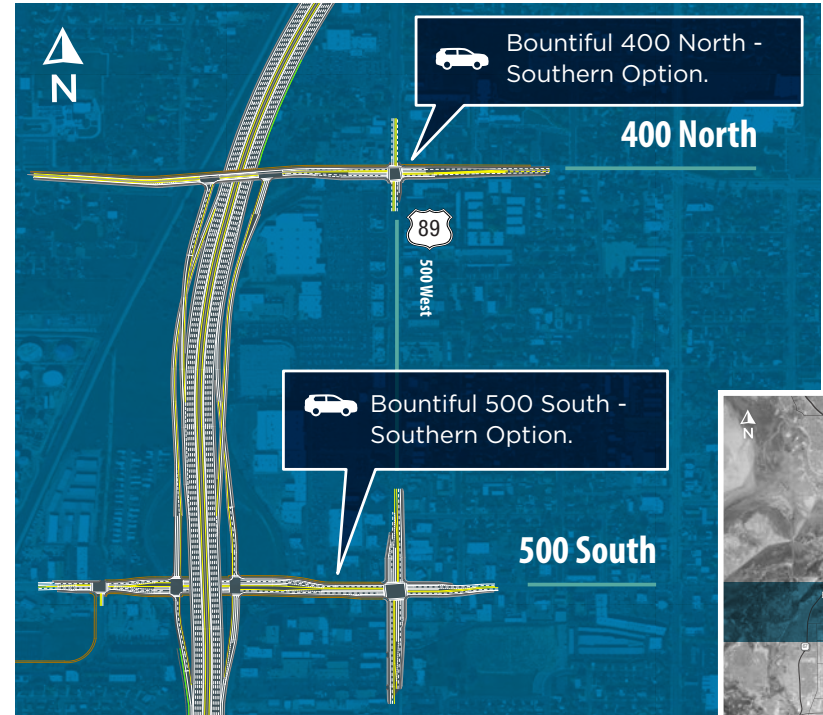
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IMPACT STATEMENT**  
Farmington to Salt Lake City



# Bountiful/West Bountiful Area Options





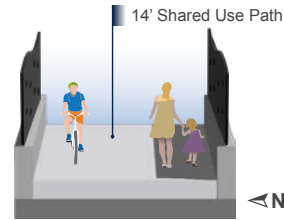
# Preferred Alternative

## North Salt Lake/Woods Cross Area

**2600 SOUTH/1100 NORTH**  
Preferred Alternative



**2600 SOUTH/1100 NORTH**  
Preferred Alternative



**800 WEST**  
Preferred Alternative



\*Not to scale



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

**UTDOT**  
Keeping Utah Moving



# Preferred Alternative

## North Salt Lake/Woods Cross Area



\*Not to scale



# Preferred Alternative

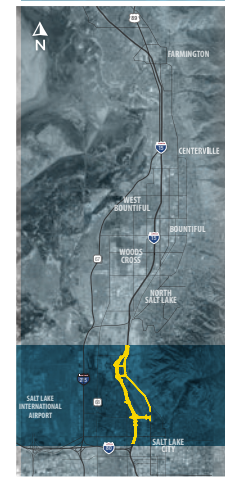
## Salt Lake City Area



\*Not to scale



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





# Preferred Alternative

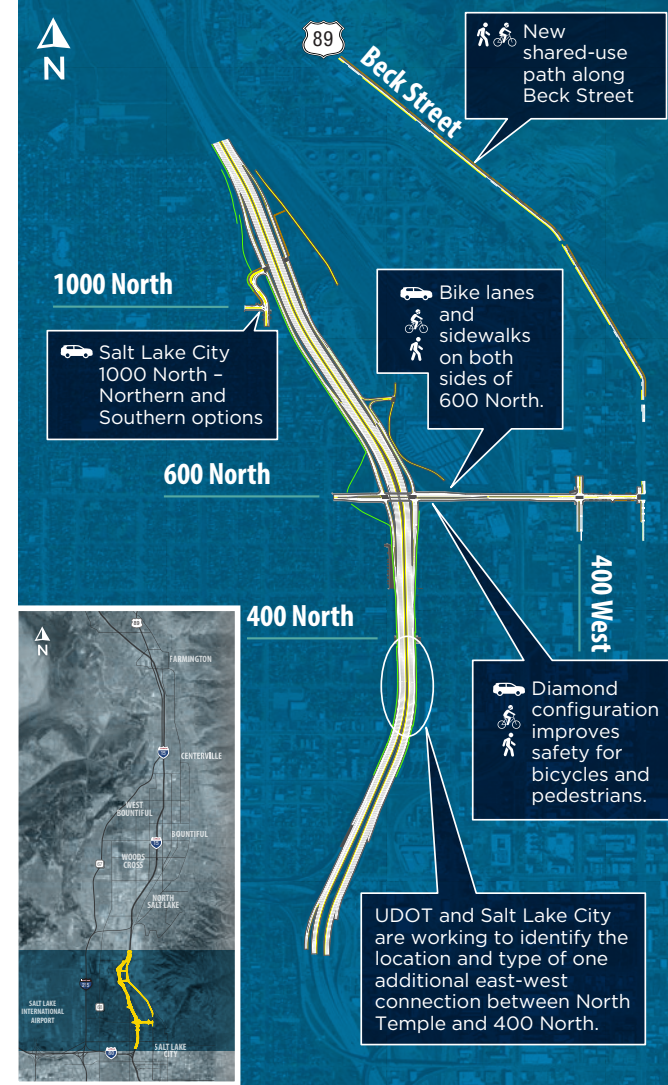
## Salt Lake City Area



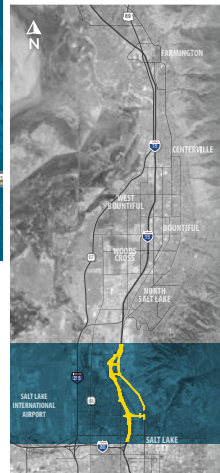
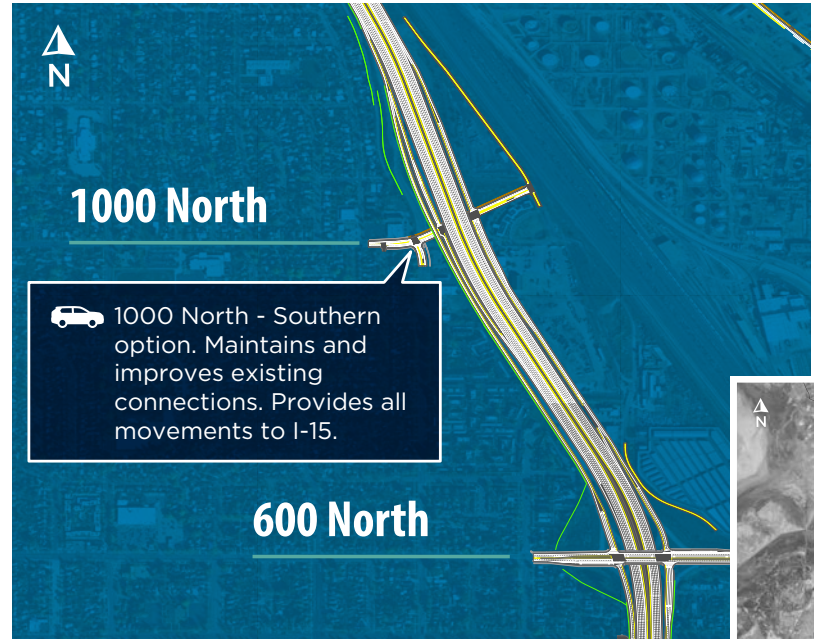
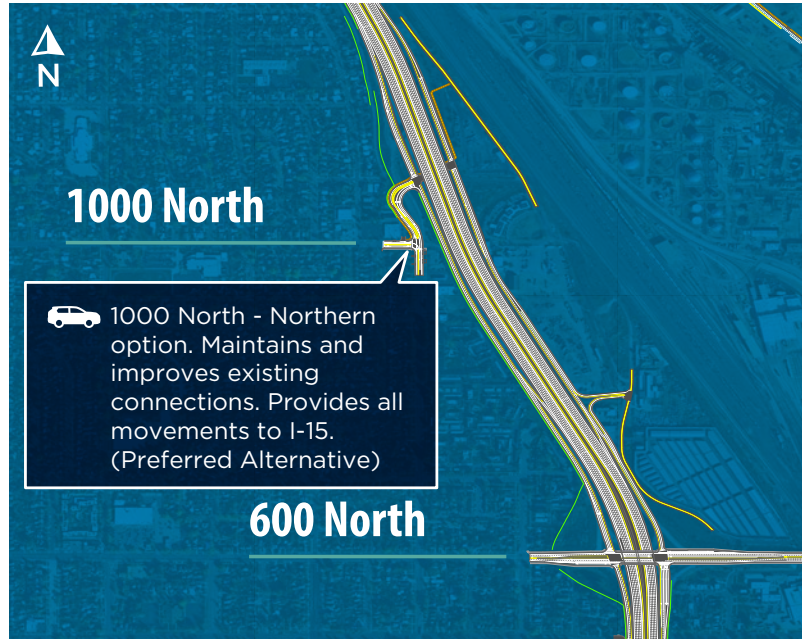
\*Not to scale



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




# Salt Lake City Option



# What are the property impacts?

For details on properties with potential for impacts, please see Section 3.3, Appendix 3A, and Appendix 3B of the DEIS or visit the Property Impact Map on the study website at [i15eis.udot.utah.gov](http://i15eis.udot.utah.gov)

## RANGE OF RIGHT OF WAY IMPACTS



TYPE OF IMPACT	DEFINITION
<b>Relocation</b>	UDOT will buy the property and residents/business are relocated
<b>Potential Relocation</b>	During construction, residents may not want to be there due to access or convenience to facilities, UDOT may buy per wishes of the owner
<b>Full Acquisition</b>	UDOT will buy properties that are undeveloped or have no structures on them
<b>Partial Acquisition</b>	UDOT will purchase a small piece of property, but owners will keep ownership and use rights
<b>Easement</b>	Parts of property used during construction, but owners retain ownership and access

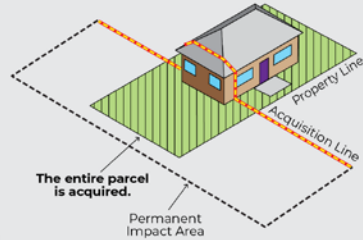
***See Table 3.3-2 or Summary Table S.7-1 in the DEIS for more information.***



# What are the property impacts?

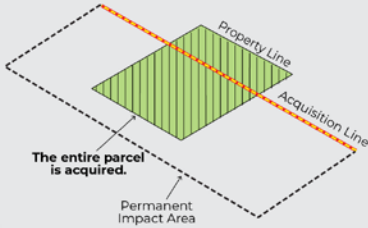
## Relocation

The land acquisition goes through the structure. The current resident or business is relocated to a new property.



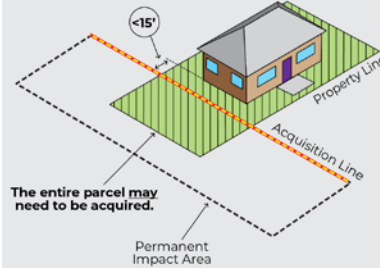
## Full Acquisition

For land without structures, when the remaining land would be unusable, the entire parcel is acquired.



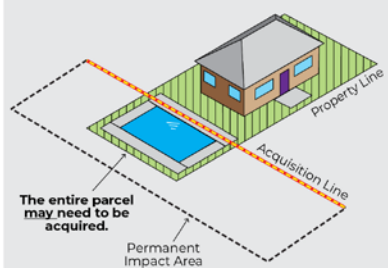
## Potential Relocation (1 of 3)

**Encroachment** - The Acquisition Line comes within 15' of the structure.



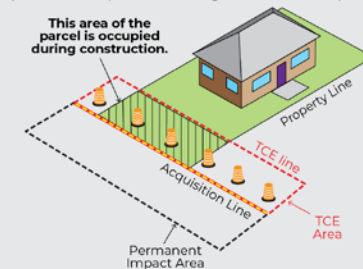
## Potential Relocation (2 of 3)

**Impacts to Continued Usage** - The project will impact the continuation of current usages of the property.



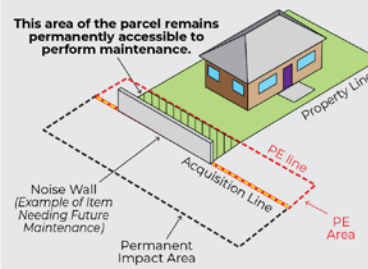
## Temporary Construction Easement (TCE)

Area that is temporarily occupied during construction, and restored after project completion. There is no permanent acquisition or change of land ownership.



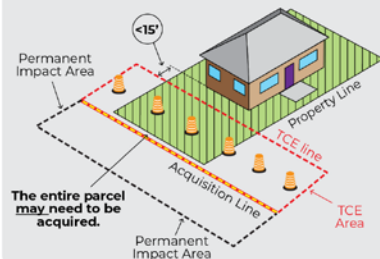
## Perpetual Easement (PE)

Allows permanent ongoing access to part of a property for maintenance activities during and after construction.



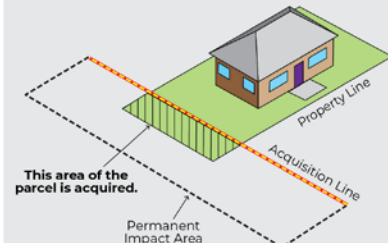
## Potential Relocation (3 of 3)

**Adverse Construction Impacts** - The property might not be habitable or usable during construction.



## Partial Acquisition

The land acquisition does not affect the use of the property and there is no change of ownership, except for the portion of the land needed.



# What are the noise impacts?

The study team measures existing noise levels and, using traffic projections, measures the anticipated increases in noise levels throughout the study area. If the projected increase exceeds the noise thresholds or exceeds 10 decibels, noise mitigation measures (sound walls, berms, etc.) are then explored.

SEGMENT	OPTION(S)	IMPACTS
North	Farmington State Street Option	417
	Farmington 400 West Option	422
North Central	Bountiful 400 North — Northern Option	158
	Bountiful 400 North — Southern Option	157
South Central	Bountiful 500 South — Northern Option	136
	Bountiful 500 South — Southern Option	134
South	Salt Lake City 1000 North — Northern Option	2,572
	Salt Lake City 1000 North — Southern Option	2,564
	Minimum impacts (sum of lowest impacts for each segment)	3,272
	Maximum impacts (sum of highest impacts for each segment)	3,288
	Range of impacts	3,272 to 3,288

*Will my community get a noise wall? Please visit the comment map on study website to see locations where noise mitigation measures are proposed.*





# Noise-abatement Evaluation for the Preferred Alternative

UDOT evaluated 21 noise barriers at locations where noise impacts would occur with the Action Alternative. Eight of the 21 noise barriers were new noise barriers, and 13 of the 21 noise barriers were replacement noise barriers consistent with UDOT's noise-abatement policy. Three of the 8 new noise barriers met UDOT's feasibility and reasonableness acoustic and cost criteria with the Action Alternative.

Maps showing the locations of the noise walls evaluated for the Action Alternative and more detailed information is available for each barrier in Appendix 3F, Noise Technical Report.

*For details on properties with potential for impacts,  
please see Chapter 3, Section 3.9 of the DEIS.*



# Noise-abatement Evaluation for the Preferred Alternative

Table 3.9-4 of the DEIS summarizes the analyzed noise barriers. The locations of the noise barriers are shown in Figure 3.9-2 through Figure 3.9-4 and in Attachment D, Noise Wall Maps, of Appendix 3F. Table 3.9-4 summarizes the results of the noise barrier analysis for the Action Alternative.

The 3 new noise barriers and 13 replacement noise barriers recommended in this analysis would provide a benefit (at least a 5-dBA reduction) to 1,568 to 1,647 receivers.

*For details on properties with potential for impacts,  
please see Chapter 3, Section 3.9 of the DEIS.*





# What are the air quality impacts?

The Wasatch Front Regional Council (WFRC) evaluates planned transportation projects in the region and improvements to fuels and vehicle emission technology to forecast future transportation air quality emissions. That data was used to estimate projected air quality emissions with the preferred alternative in 2050. To show existing conditions, this study used data from Utah Division of Air Quality (DAQ) monitoring stations in the study area.

POLLUTANT	2050 NO-ACTION (% change from existing)	2050 ACTION (% change from existing)
CO (Carbon Monoxide)	-45%	-38%
VOCs (Volatile Organic Compounds)	-35%	-29%
Nox (Nitrous Oxides)	-68%	-66%
PM10 (Particulate Matter of 10 or less)	+16%	+27%
PM2.5 (Particulate Matter of 2.5 or less)	-31%	-30%

*Note: Most pollutants are expected to decrease over this timeframe due to adjusted fuel and emissions standards*

For details on air quality impacts, please see Chapter 3 (Table 3.8-4) of the DEIS



# Draft EIS Public Comment Period

**September 29, 2023 – November 13, 2023**

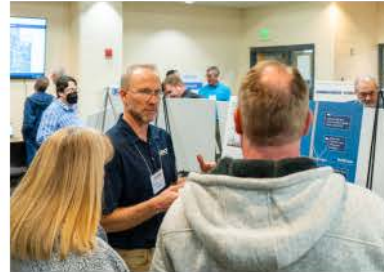
## How do I give input?



**In-Person** – At one of the in-person meetings



**Online** – View the webmaps and use the comment map, comment box on the study webpage or send us an email at [i15eis@utah.gov](mailto:i15eis@utah.gov)



# Contact us



Phone: **385-220-5797**



Email: **i15eis@utah.gov**



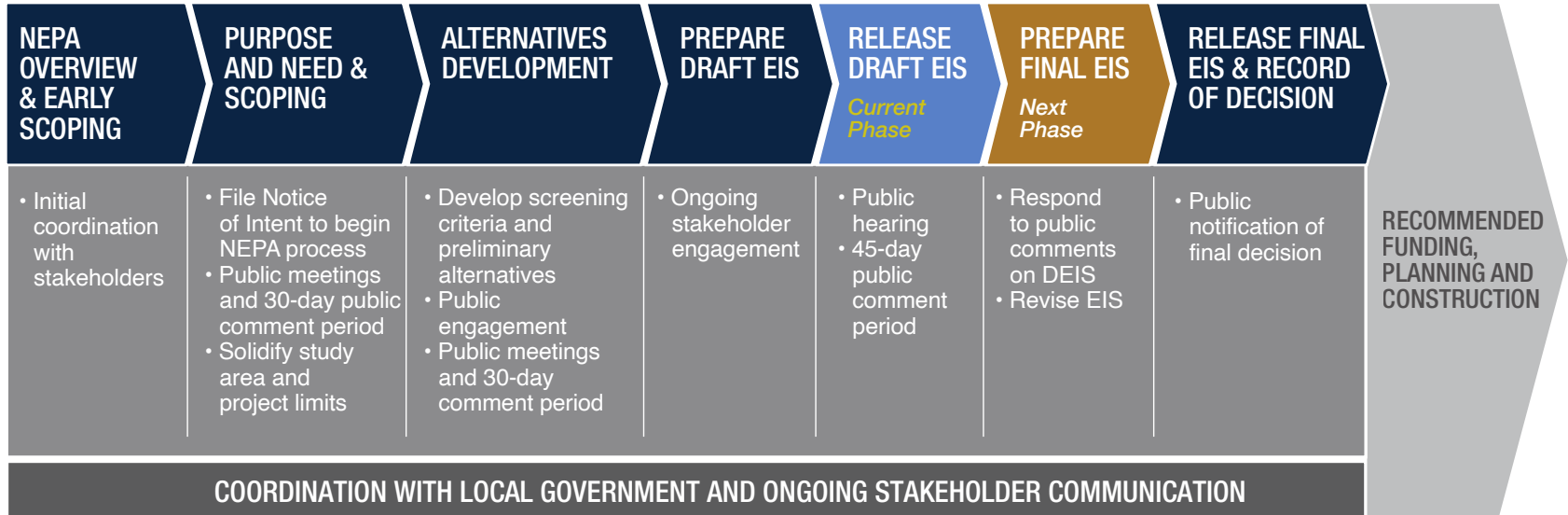
Website: **i15eis.udot.utah.gov**



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# Next Steps



## ANTICIPATED SCHEDULE

- Final EIS - 2024
- Funding available for construction - 2026



An aerial photograph of a highway interchange, likely I-15, with mountains in the background. The image is overlaid with a semi-transparent blue filter.

# I-15 ENVIRONMENTAL IMPACT STATEMENT

## Farmington to Salt Lake City

Draft Environmental Impact Statement (DEIS)