

# I-15 ENVIRONMENTAL IMPACT STATEMENT

## Farmington to Salt Lake City



**FINAL**

# Environmental Impact Statement and Record of Decision

AND SECTIONS 4(F)/6(F) EVALUATION FOR

## I-15: Farmington to Salt Lake City

in Davis and Salt Lake Counties, Utah

Utah Department of Transportation

UDOT Project No. S-I15-7(369)309

**Submitted pursuant to**

42 USC 4332(2)(c) and 49 USC 303

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by UDOT pursuant to 23 USC 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and UDOT.

**I-15: Farmington to Salt Lake City  
in  
Davis and Salt Lake Counties, Utah**

**Combined Final Environmental Impact Statement  
and Record of Decision**

**Submitted pursuant to 42 USC 4332(2)(c) and 49 USC 303  
by the Utah Department of Transportation (UDOT)**

Cooperating agencies: U.S. Army Corps of Engineers; U.S. Bureau of Reclamation, and  
U.S. Environmental Protection Agency

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by UDOT pursuant to 23 USC 327 and a Memorandum of Understanding (MOU) dated May 26, 2022, and executed by the Federal Highway Administration and UDOT. UDOT has fully carried out all responsibilities assumed under the MOU and applicable Federal laws, regulations, and policies. Under 23 USC 139(n)(2), UDOT has issued a combined Final Environmental Impact Statement (EIS) and Record of Decision (ROD). Therefore, the 30-day wait/review period under the National Environmental Policy Act (NEPA) [40 CFR 1506.10(b)(2)] does not apply to this action.

**October 2024**

10/03/2024

***Date of Approval***



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## ***Abstract***

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The purpose of the Interstate 15 (I-15): Farmington to Salt Lake City Project is to improve safety, replace aging infrastructure, provide better mobility for all travel modes, strengthen the state and local economy, and better connect communities along I-15 from Farmington to Salt Lake City. The project purpose consists of the following objectives, which are organized by UDOT's Quality of Life Framework categories of Good Health, Connected Communities, Strong Economy, and Better Mobility.

- 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, to 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 Modes
  - 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.

The primary alternatives carried forward for detailed study in this Environmental Impact Statement (EIS) are the No-action Alternative and the Action Alternative. The Action Alternative includes the following subarea options:

- Farmington – 400 West Option and State Street Option
- Salt Lake City 1000 North – Northern Option and Southern Option

Environmental impacts in 18 resource categories are evaluated, and mitigation measures to reduce the impacts are described. Impacts to the natural environment as well as social and economic impacts have been minimized through coordination with the public, resource agencies, local governments, and the business community. UDOT identified the Action Alternative as its selected alternative in this Final EIS. The selected alternative includes the Farmington 400 West Option, and the Salt Lake City 1000 North – Northern Option.

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## Abbreviations

µg/L	micrograms per liter
AADT	annual average daily traffic
AASHTO	American Association of State Highway and Transportation Officials
ACHP	Advisory Council on Historic Preservation
ACS	American Community Survey
AM	morning
APE	area of potential effects
AU	assessment unit
Ave.	avenue
BCC	the USFWS Birds of Conservation Concern
BFE	base flood elevation
BLM	Bureau of Land Management
Blvd.	boulevard
BMP	best management practice
BRT	bus rapid transit
CCA	Candidate Conservation Agreement
CD	collector-distributor
CEJST	Climate and Environmental Justice Screening Tool
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
Cgstn	congestion
CH <sub>4</sub>	methane
Cities	Farmington City, Centerville City, West Bountiful City, Bountiful City, Woods Cross City, City of North Salt Lake, and Salt Lake City
CLG	certified local government
CLOMR	Conditional Letter of Map Revision
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalent
COC	contaminant of concern
Counties	Davis County and Salt Lake County
dB	decibels
dBA	A-weighted decibels
DERR	Utah Division of Environmental Response and Remediation
DOE	determination of eligibility
Dr.	drive
<i>E. coli</i>	<i>Escherichia coli</i>
EC	eligible/contributing
ECOS	Environmental Conservation Online System
EIS	Environmental Impact Statement
EJ	environmental justice
EJScreen	EPA's Environmental Justice Screen Tool

EO	Executive Order
EPA	U.S. Environmental Protection Agency
ES	eligible/significant
EWA	Enforceable Written Assurances
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FOE	finding of effect
ft	feet
FTA	Federal Transit Administration
FUD	Formerly Used Defense
GAP	Gap Analysis Program
GHG	greenhouse gas
GIS	geographic information systems
GP	general-purpose (lane)
GPS	global positioning system
HAPs	hazardous air pollutants
HEI	Health Effects Institute
HOT	high-occupancy/toll (lane)
Hvy	heavy congestion
I-15	Interstate 15
I-215	Interstate 215
I-80	Interstate 80
ICE	indirect and cumulative effects
ID	identification
IPaC	USFWS Information, Planning, and Conservation System
IRIS	integrated risk information system
IWG	interagency working group
Justice40	Climate and Economic Justice Screening Tool
KOP	key observation point
LAWG	local area working group
L <sub>eq</sub>	equivalent sound level
LOMA	Letters of Map Amendment
LOMR	Letter of Map Revision
LOS	level of service
LU	landscape unit
LUST	leaking underground storage tanks
LWCF	Land and Water Conservation Fund
MAG	Mountainland Association of Governments
mg/L	milligrams per liter
Min	minimal congestion
ML	monitoring location
MOA	Memorandum of Agreement
Mod	moderate congestion
MOU	Memorandum of Understanding
MP	milepost
mpg	miles per gallon

mph	miles per hour
MS4	municipal separate storm sewer system
MSAT	mobile-source air toxic compounds
N <sub>2</sub> O	nitrous oxide
NA	not applicable
NAAQS	National Ambient Air Quality Standards
NAC	noise-abatement criteria
NB	northbound
NC	ineligible/non-contributing
NCHRP	National Cooperative Highway Research Program
NEPA	National Environmental Policy Act
NFHL	National Flood Hazard Layer
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
No.	number
NO <sub>2</sub>	nitrogen dioxide
NOI	Notice of Intent
NO <sub>x</sub>	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NPS	National Park Service
NRHP	National Register of Historic Places
O <sub>3</sub>	ozone
OHV	off-highway vehicles
OHWM	ordinary high water mark
OP	ineligible/out-of-period
Pb	lead
PM	afternoon
PM	particulate matter
PM <sub>10</sub>	particulate matter 10 microns in diameter or less
PM <sub>2.5</sub>	particulate matter 2.5 microns in diameter or less
POAQC	project of air quality concern
POM	polycyclic organic matter
RCRA	Resource Conservation and Recovery Act
Rd.	road
RDCC	Resource Development Coordinating Committee
RMP	risk management plan
ROD	Record of Decision
RTP	regional transportation plan
S.R.	state route
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SB	southbound
SC-GHG	social cost of greenhouse gas emissions
SD	standard deviation
Section 106	Section 106 of the National Historic Preservation Act
Section 4(f)	Section 4(f) of the Department of Transportation Act

Section 404	Section 404 of the Clean Water Act
Section 6(f)	Section 6(f) of the Land and Water Conservation Fund Act
Section 7	Section 7 of the Endangered Species Act
SELDM	Stochastic Empirical Loading and Dilution Model
SEMS	EPA's Superfund Enterprise Management System
SFHA	special flood hazard areas
SHPO	State Historic Preservation Office(r)
SIP	state implementation plan
SO <sub>2</sub>	sulfur dioxide
sp.	one species
spp.	more than one species
SPUI	single-point urban interchange
ssp.	subspecies
SUP	shared-use path
SWPPP	stormwater pollution prevention plan
TCE	temporary construction easement
TDM	travel demand management
TDS	total dissolved solids
TIP	transportation improvement program
TMDL	total maximum daily load
TNM	Traffic Noise Model
TNW	traditional navigable water
TRI	toxic release inventory
TSM	travel system management
TSS	total suspended solids
U.S. 89	U.S. Highway 89
U.S.	United States
UAC	Utah Administrative Code
UDDW	Utah Division of Drinking Water
UDEQ	Utah Department of Environmental Quality
UDOT	Utah Department of Transportation
UDWQ	Utah Division of Water Quality
UDWR	Utah Division of Wildlife Resources
UDWRi	Utah Division of Water Rights
UNHP	Utah Natural Heritage Program
UP	Union Pacific Railroad
UPDES	Utah Pollutant Discharge Elimination System
USACE	U.S. Army Corps of Engineers
USBR	U.S. Bureau of Reclamation
USC	United States Code
USDA	U.S. Department of Agriculture
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	underground storage tank
UTA	Utah Transit Authority

UVision	Utah's Transportation Vision
VIA	visual impact assessment
VMT	vehicle-miles traveled
VOC	volatile organic compounds
WFRC	Wasatch Front Regional Council



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