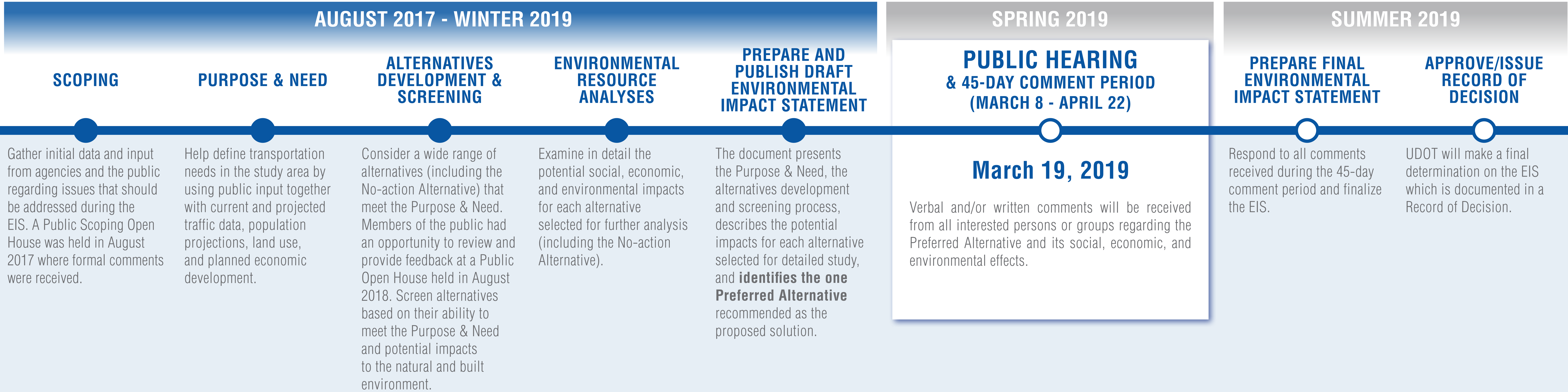


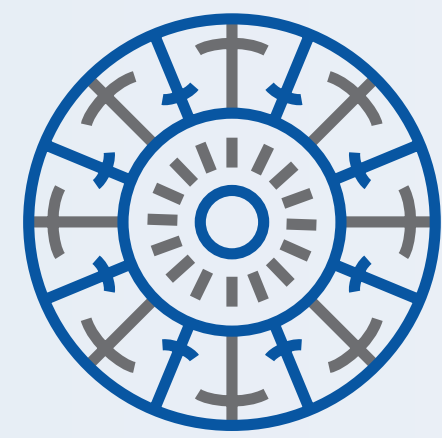
# WELCOME

## THE PURPOSE OF THIS MEETING IS TO:

- Explain the Draft Environmental Impact Statement results
- Present the Preferred Alternative
- Gather your input on the Preferred Alternative

# ENVIRONMENTAL IMPACT STATEMENT PROCESS





# PURPOSE & NEED

## PURPOSE

Maintain the operations and safety of I-15 between Exit 10 and Exit 13

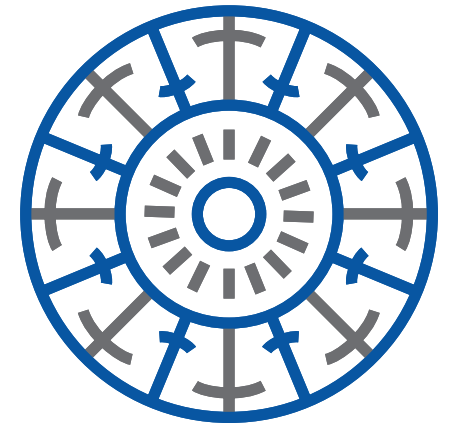
Enhance the mobility and safety of the transportation system in Washington City's primary business district

## SUPPORTING NEED

Traffic queuing onto mainline I-15 from the Exit 10 exit ramps

Travel delay, traffic queuing, and safety concerns on surface streets





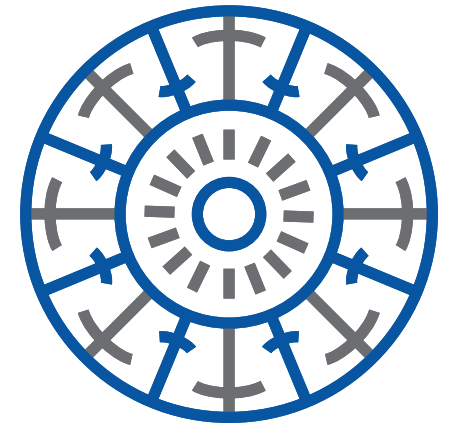
## PROJECT NEED: I-15 TRAFFIC QUEUING

Traffic queuing beyond the ramp into the I-15 mainline travel lanes results in unsafe travel conditions. Stopped and/or substantially slowed vehicles in the high-speed travel lanes result in unsafe driving maneuvers, sudden and unanticipated lane changes, and increased rear-end collisions.

### WHAT IS QUEUING?

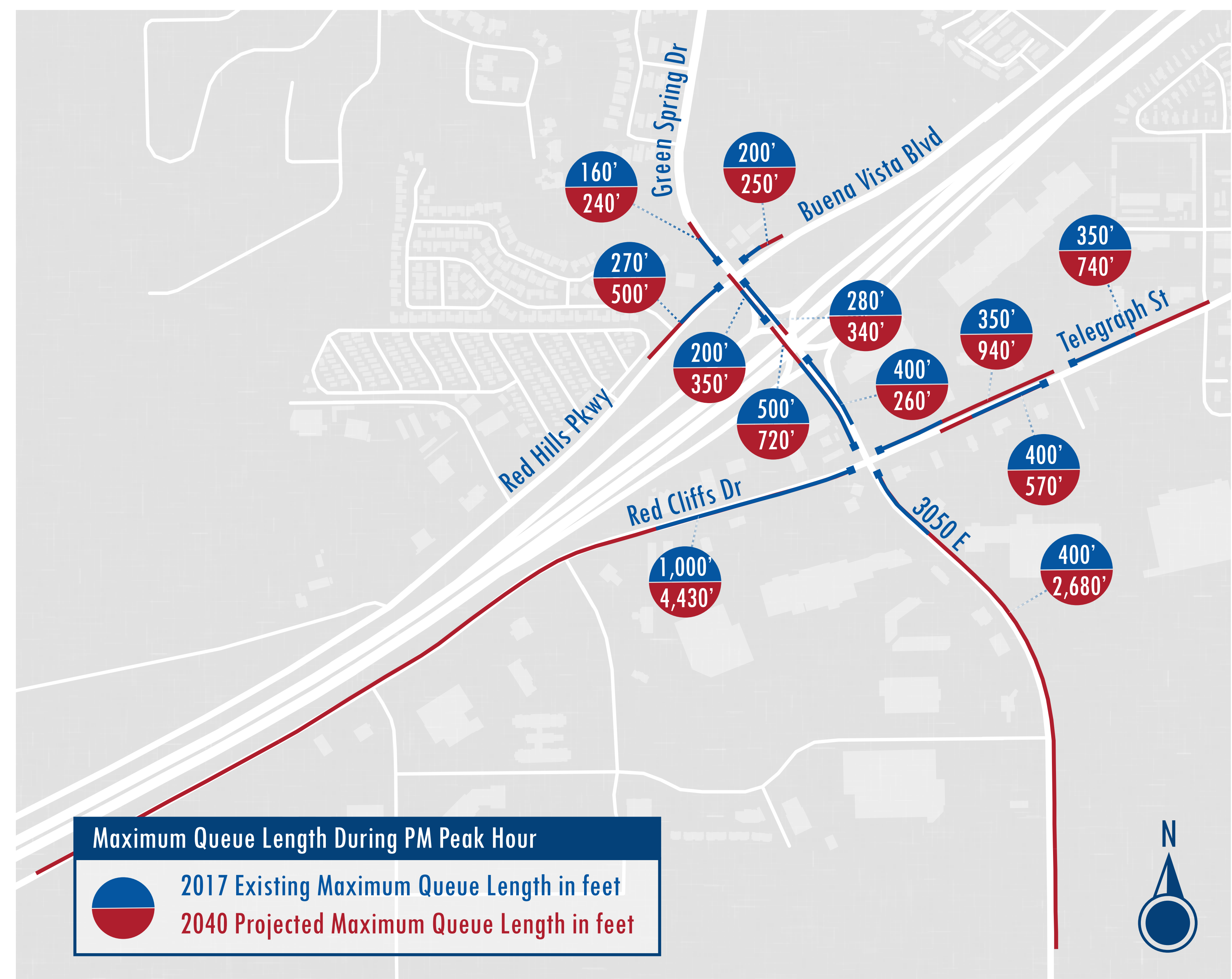
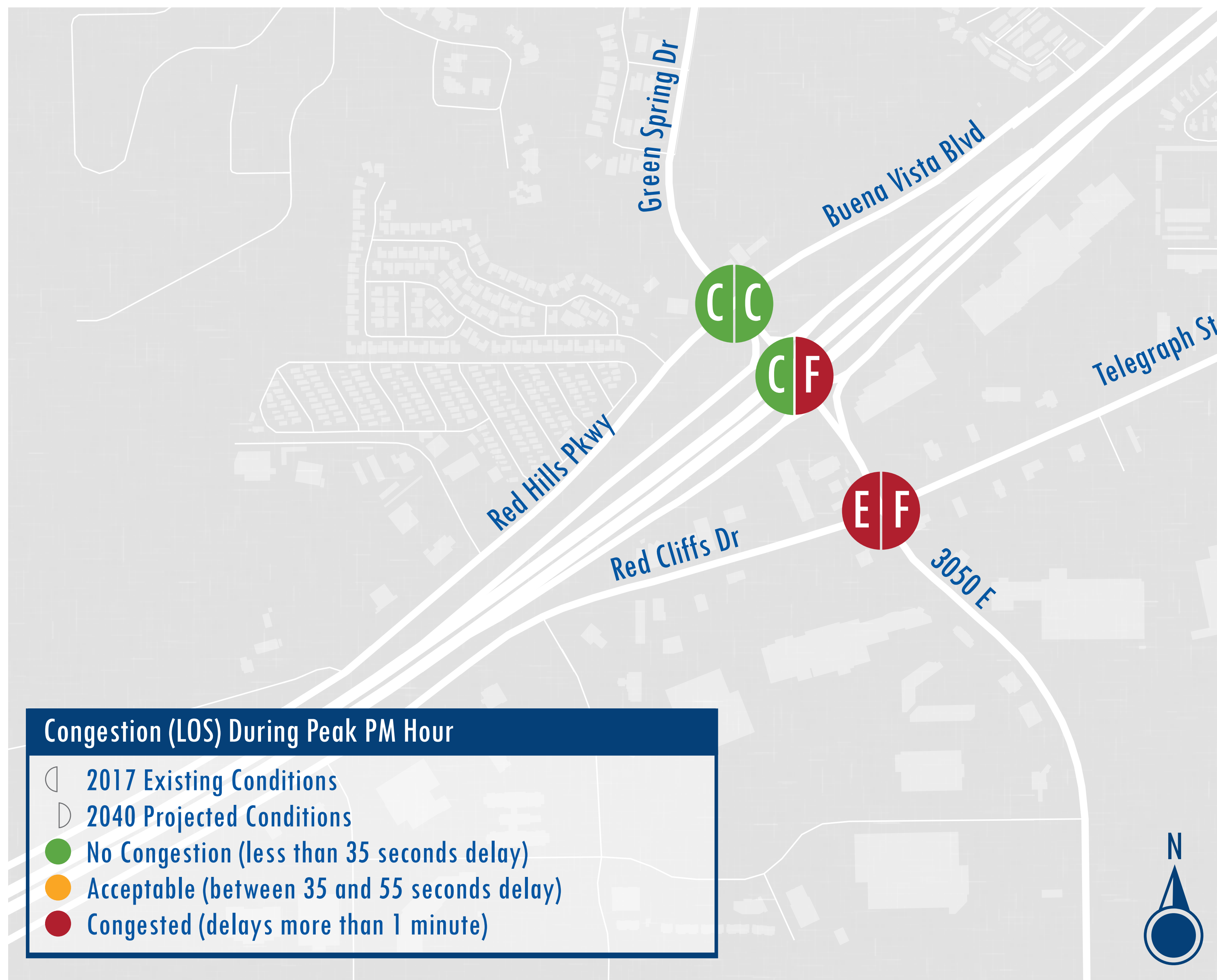
A traffic queue is a line of vehicles waiting to move through an intersection. When not addressed, queues can result in severe roadway network congestion.



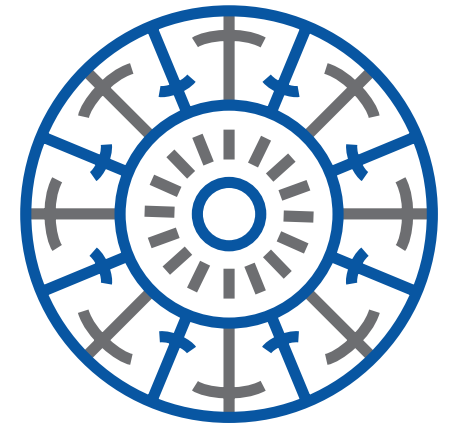


# I-15 MP 11 INTERCHANGE ENVIRONMENTAL STUDY

## PROJECT NEED: SURFACE STREET QUEUING AND TRAFFIC CONGESTION





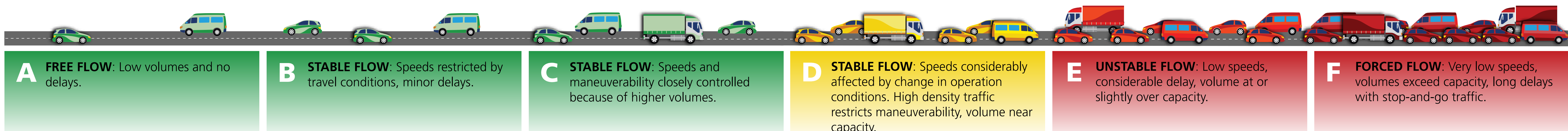


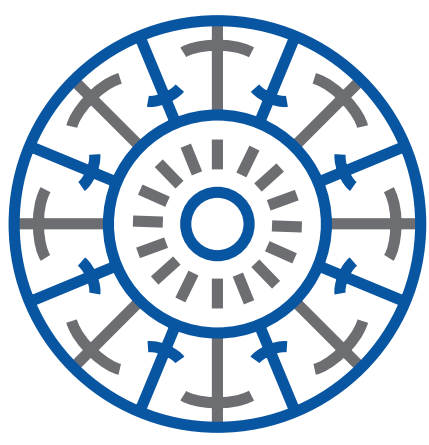
## WHAT IS LEVEL-OF-SERVICE (LOS)?

Level of Service (LOS) measures the quality of the traffic flow rate in terms of:

- Speed
- Average travel delay
- Travel times
- Freedom to maneuver

LOS ranges from A to F, with LOS A representing the best operating conditions (little or no congestion or delay) and LOS F representing the worst operating conditions (extreme congestion and delay with long traffic queues and stop-and-go traffic).





# I-15 MP 11 INTERCHANGE

## ENVIRONMENTAL STUDY

## ALTERNATIVES DEVELOPMENT & SCREENING PROCESS

### DEVELOP TRANSPORTATION CONCEPTS (46 TOTAL CONCEPTS DEVELOPED)

#### EXPAND EXISTING CAPACITY

- Roadway Widening
- Intersection/Interchange Improvements
- Alternative Intersection Designs
- Roadway Relocations/Reconfigurations

#### ADD CAPACITY

- New Roadways
- New Interchanges
- Frontage Roads
- Grade separation at intersections

#### INCREASE EFFICIENCY

- Access Control Improvements
- Bike and Pedestrian Improvements
- Transit Improvements
- Traffic Signal Timing Improvements

### EVALUATE CONCEPTS

- Is the concept a new idea (not on an existing transportation plan)?
- Can the concept be designed and constructed to reasonable and current engineering standards?
- Does the concept provide a measurable transportation benefit?

### 13 CONCEPTS CARRIED FORWARD

### DEVELOP ALTERNATIVES

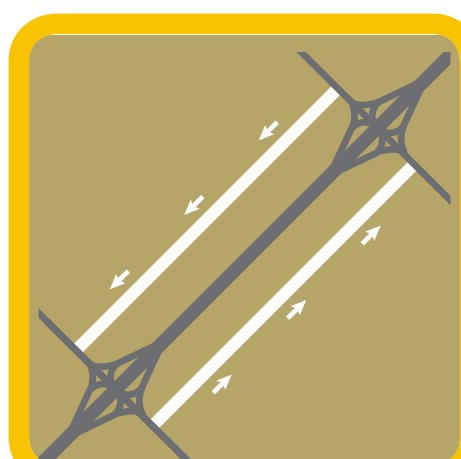
Combine 13 Concepts into Multiple Alternatives

### 6 BUILD ALTERNATIVES DEVELOPED



#### 1 – NORTHBOUND GREEN SPRING DR WIDENING

Widen Northbound Green Spring Dr/3050 E to 4 lanes



#### 2 – FRONTAGE ROADS

One-Way Frontage Road System between Exit 10 & Exit 13 interchanges



#### 3 – GRADE SEPARATION

Grade separate Green Spring Dr/Telegraph St (Telegraph St over)



#### 4 – MAIN ST INTERCHANGE

New interchange at Main St



#### 5 – 300 E INTERCHANGE

New interchange at 300 E



#### 6 – THRU-TURNS

Thru-turns at Green Spring Dr/Telegraph St intersection (eliminate lefts)

### CONCEPTS COMMON TO ALL ALTERNATIVES:

- Widen Green Spring Dr/3050 E from 5 lanes to 7 lanes
- Add dedicated right-turn lane for southbound Green Spring Dr at Buena Vista Blvd
- Widen Telegraph Street/Green Spring Dr intersection
- Widen Telegraph Street from 5 lanes to 7 lanes
- Widen/improve Telegraph St/750 W intersection
- Install raised median along portions of Telegraph St & Green Spring Dr/3050 E

### LEVEL 1: Evaluate and Screen Alternatives based on Purpose & Need

- Does the alternative have queuing that extends into mainline I-15?
- Does the alternative provide overall intersection level-of-service D or better at study intersections?
- Does the alternative have queuing that extends into adjacent intersections?

### LEVEL 2: Evaluate and Screen Alternatives based on Key Environmental Resources

- Relocations
- Cultural (archaeological and architectural) resources
- Section 4(f)

### ALTERNATIVES RECOMMENDED FOR FURTHER DETAILED ANALYSIS



NO-ACTION

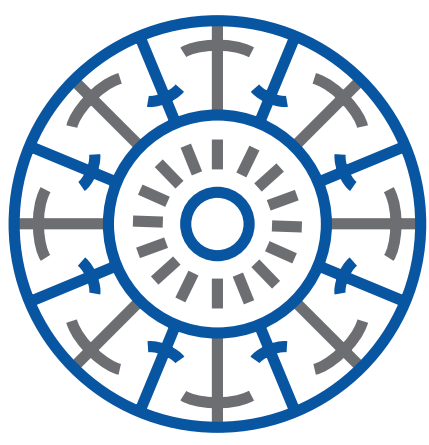


4 – MAIN ST INTERCHANGE



5 – 300 E INTERCHANGE

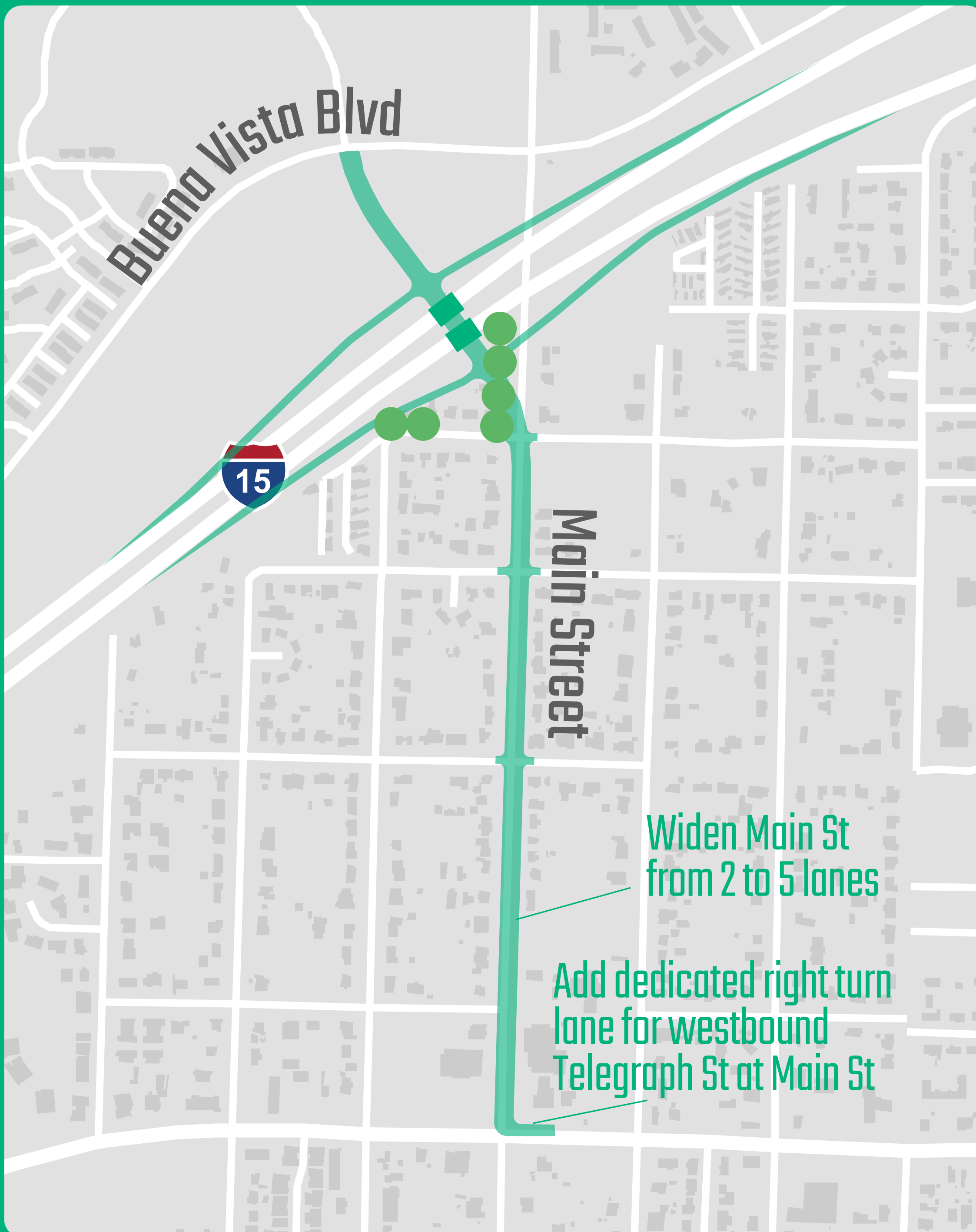




## ALTERNATIVE 4

# NEW INTERCHANGE AT MAIN STREET

### New Interchange at Main St



- Potential Business Relocations
- Potential Residential Relocations
- Adverse Effect to Cultural Resources
- Greater than *de minimis* Section 4(f) Impact

### THIS ALTERNATIVE WOULD:

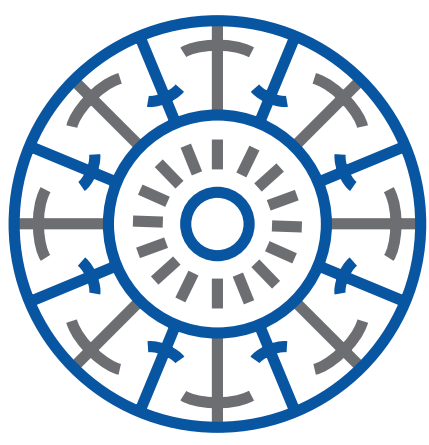
- Construct a new interchange on I-15 at Main Street in Washington City
- Realign Main Street under I-15 and widen from two lanes to five lanes between Buena Vista Boulevard and Telegraph Street
- Add a dedicated right-turn lane for westbound Telegraph Street at Main Street
- Widen Green Spring Drive/3050 East from five lanes to seven lanes
- Add a dedicated right-turn lane for southbound Green Spring Drive at Buena Vista Boulevard
- Widen Telegraph Street/Green Spring Drive intersection
- Widen Telegraph Street from five lanes to seven lanes
- Widen/improve Telegraph Street/750 West intersection
- Install raised median along portions of Telegraph Street and Green Spring Drive/3050 East



### Improvements at Green Spring Dr/Telegraph St







# I-15 MP 11 INTERCHANGE ENVIRONMENTAL STUDY

## ALTERNATIVE 5

# NEW INTERCHANGE AT 300 E

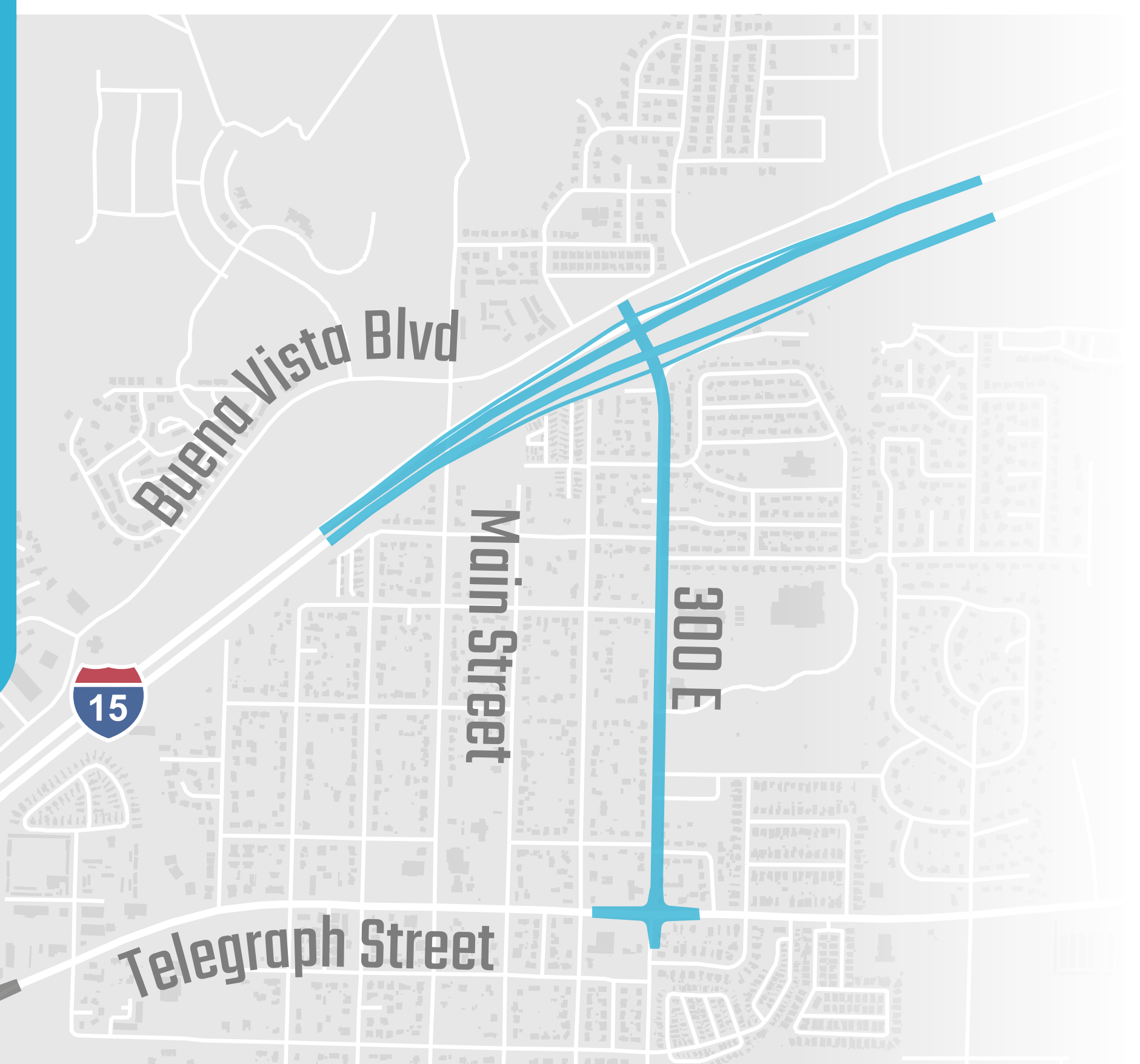
### New Interchange at 300 E



- Potential Business Relocations
- Potential Residential Relocations
- Adverse Effect to Cultural Resources
- Greater than *de minimis* Section 4(f) Impact

### THIS ALTERNATIVE WOULD:

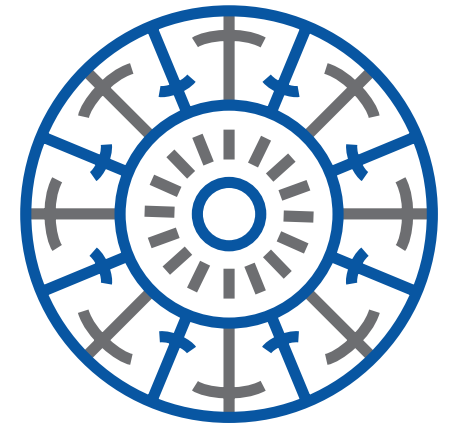
- Construct a new interchange on I-15 at 300 East in Washington City
- Widen 300 East from two lanes to five lanes between Buena Vista Boulevard and Telegraph Street
- Widen/Improve 300 East/Telegraph Street intersection
- Widen Green Spring Drive/3050 East from five lanes to seven lanes
- Add a dedicated right-turn lane for southbound Green Spring Drive at Buena Vista Boulevard
- Widen Telegraph Street/Green Spring Drive intersection
- Widen Telegraph Street from five lanes to seven lanes
- Widen/improve Telegraph Street/750 West intersection
- Install raised median along portions of Telegraph Street and Green Spring Drive/3050 East



### Improvements at Green Spring Dr/Telegraph St



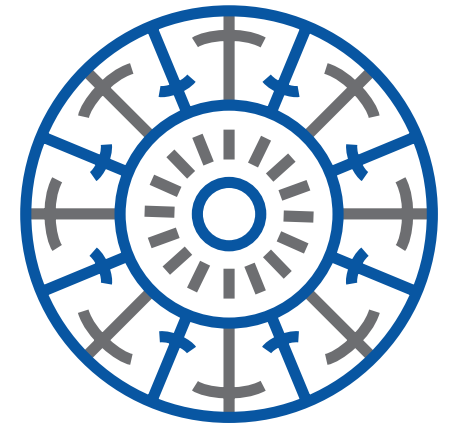




## ENVIRONMENTAL RESOURCE IMPACTS

RESOURCE	NO-ACTION ALTERNATIVE	ALTERNATIVE 4: MAIN ST INTERCHANGE	ALTERNATIVE 5: 300 E INTERCHANGE
LAND USE	<ul style="list-style-type: none"><li>Continued development of undeveloped properties.</li></ul>	<ul style="list-style-type: none"><li>Conversion of 6.6 acres to roadway use.</li><li>May change the type of commercial development at Main Street and Buena Vista Boulevard.</li><li>Could lead to long-term pressure to change residential zoning to commercial zoning.</li></ul>	<ul style="list-style-type: none"><li>Conversion of 9.04 acres to roadway use.</li><li>May change the type of commercial development at 300 East and Buena Vista Boulevard.</li><li>Could lead to long-term pressure to change residential zoning to commercial zoning.</li></ul>
FARMLAND	No impact.	No impacts	
SOCIAL ENVIRONMENT	No impact.	<ul style="list-style-type: none"><li>Removal of 6 homes.</li><li>Reduced neighborhood cohesion and interaction.</li></ul>	<ul style="list-style-type: none"><li>Removal of 16 homes.</li><li>Reduced neighborhood cohesion and interaction.</li></ul>
ECONOMICS	<ul style="list-style-type: none"><li>Increased congestion around Exit 10 interchange.</li><li>Potential impacts to business access.</li></ul>	<ul style="list-style-type: none"><li>Loss of some landscaped areas along Green Spring Drive and Telegraph Road.</li><li>Loss of a total of 52 parking stalls, including 31 commercial.</li></ul>	<ul style="list-style-type: none"><li>Relocation of 8 businesses in the Washington Plaza retail building.</li><li>Loss of some landscaped areas along Green Spring Drive and Telegraph Road.</li><li>Loss of 43 commercial parking stalls.</li></ul>
RIGHT-OF-WAY AND RELOCATIONS	No impact.	<ul style="list-style-type: none"><li>6 residential relocations.</li><li>Acquisition of 6.60 acres (1.27 acres as a result of relocations and 5.33 acres of partial acquisition from 49 parcels).</li></ul>	<ul style="list-style-type: none"><li>16 residential and 8 commercial relocations.</li><li>Acquisition of 9.04 acres (4.49 acres as a result of relocations and 4.55 acres of partial acquisition from 54 parcels).</li></ul>
ENVIRONMENTAL JUSTICE	No impact.	<ul style="list-style-type: none"><li>No disproportionately high or adverse effects.</li></ul>	
TRANSPORTATION	No impact.	<ul style="list-style-type: none"><li>Loss of 52 delineated parking stalls, including 21 on Main Street.</li><li>Loss of non-delineated, on-street parking along Main Street.</li></ul>	<ul style="list-style-type: none"><li>Loss of 43 delineated parking stalls.</li><li>Loss of non-delineated, on-street parking along 300 East.</li></ul>

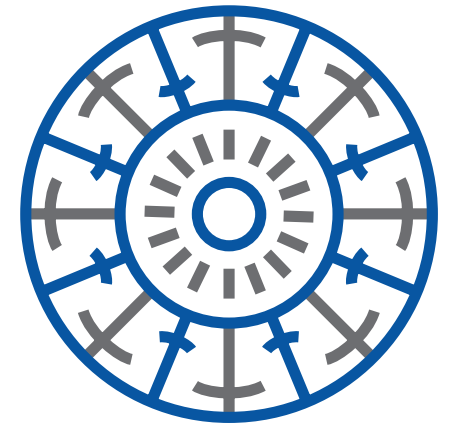




# I-15 MP 11 INTERCHANGE ENVIRONMENTAL STUDY

## ENVIRONMENTAL RESOURCE IMPACTS cont.

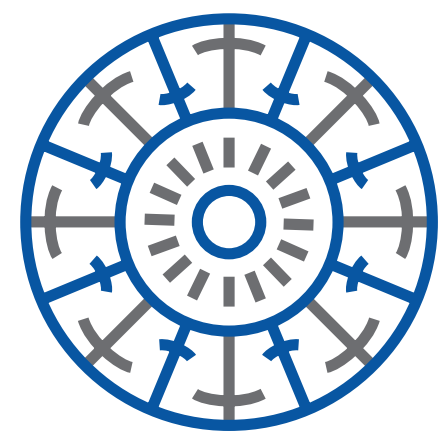
RESOURCE	NO-ACTION ALTERNATIVE	ALTERNATIVE 4: MAIN ST INTERCHANGE	ALTERNATIVE 5: 300 E INTERCHANGE
PEDESTRIANS AND BICYCLISTS	No impact.	<ul style="list-style-type: none"><li>• Sidewalks constructed on Main Street between Telegraph Street and Buena Vista Boulevard.</li><li>• Additional traffic on Main Street, reducing utility as Safe School route.</li><li>• Reconstruction of sidewalks on Green Spring Drive and Telegraph Street.</li></ul>	<ul style="list-style-type: none"><li>• Sidewalks reconstructed on 300 East between Telegraph Street and Buena Vista Boulevard.</li><li>• Additional traffic on 300 East, reducing utility as Safe School route.</li><li>• Reconstruction of sidewalks on Green Spring Drive and Telegraph Street.</li></ul>
AIR QUALITY	Vehicle emission rates improve due to EPA regulations.	<ul style="list-style-type: none"><li>• Study Area is in attainment area for criteria pollutants.</li><li>• Localized increases in Mobile Source Air Toxins.</li><li>• No new exceedances of the National Ambient Air Quality Standards.</li></ul>	
NOISE	No impact.	<ul style="list-style-type: none"><li>• Average noise level increase of 0.6 dBA.</li><li>• 129 impacted receptors.</li></ul>	<ul style="list-style-type: none"><li>• Average noise level increase of 0.4 dBA.</li><li>• 95 impacted receptors.</li></ul>
CULTURAL RESOURCES	No impact.	<ul style="list-style-type: none"><li>• No Adverse Effect to one architectural property (25 East Telegraph Street) and one archaeological site (Washington City Ditch System).</li></ul>	<ul style="list-style-type: none"><li>• No Adverse Effect to two architectural properties (14 North 300 East, 126 North 300 East).</li></ul>
SECTION 4(F) PROPERTIES	No impact.	<ul style="list-style-type: none"><li>• <i>De minimis</i> impact—Acquisition of 0.03 acres of proposed Warm Springs Park.</li><li>• <i>De minimis</i> impact—Acquisition of 650 square feet from historic property at 25 East Telegraph Street.</li></ul>	<ul style="list-style-type: none"><li>• <i>De minimis</i> impact—Acquisition of 215 square feet from historic property at 14 North 300 East.</li><li>• <i>De minimis</i> impact—Acquisition of 588 square feet from historic property at 126 North 300 East.</li></ul>
WATER RESOURCES	No impact.	<ul style="list-style-type: none"><li>• Increase to impervious ground surface.</li><li>• Quantity and quality of groundwater would not be impacted due to the use of storm drain systems with best management practices.</li></ul>	
WETLANDS	No impact.	<ul style="list-style-type: none"><li>• Impact to 0.15 acres of waters of the US, including wetlands.</li></ul>	No impact.
FLOODPLAINS	Main Street would continue to have flooding issues associated with storm events.	<ul style="list-style-type: none"><li>• No impact to floodplains.</li><li>• Curb and gutter on Main Street would improve ability to handle storm event flooding.</li></ul>	No impact.



## ENVIRONMENTAL RESOURCE IMPACTS cont.

RESOURCE	NO-ACTION ALTERNATIVE	ALTERNATIVE 4: MAIN ST INTERCHANGE	ALTERNATIVE 5: 300 E INTERCHANGE
THREATENED & ENDANGERED SPECIES/ OTHER WILDLIFE	No impact.	<ul style="list-style-type: none"><li>• No effect on federally listed species or critical habitat.</li><li>• Removal of migratory bird habitat at Warm Springs and within landscaped commercial and residential areas.</li></ul>	<ul style="list-style-type: none"><li>• No effect on federally listed species or critical habitat.</li><li>• Potential to remove migratory bird habitat within landscaped commercial and residential areas.</li></ul>
HAZARDOUS MATERIALS	No impact.	<ul style="list-style-type: none"><li>• Potential to encounter contaminated soils and/or groundwater from the Freeway Chevron property.</li></ul>	
SOILS AND GEOLOGY	No impact.	<ul style="list-style-type: none"><li>• The Washington Fault presents a seismic risk to existing roads and improvements proposed by the build alternatives.</li></ul>	
VISUAL CONDITIONS	No impact.	<ul style="list-style-type: none"><li>• New interchange constructed at Main Street.</li><li>• Some views of the Pine Valley Mountains and Red Cliffs Reserve could be impacted.</li></ul>	<ul style="list-style-type: none"><li>• New interchange constructed at 300 East.</li><li>• Some views of the Pine Valley Mountains and Red Cliffs Reserve could be impacted.</li></ul>
UTILITIES AND EMERGENCY SERVICES	No impact.	<ul style="list-style-type: none"><li>• Potential impacts to existing utilities along associated roadways.</li><li>• No impact to Emergency Services.</li></ul>	
CONSTRUCTION IMPACTS	No impact.	<ul style="list-style-type: none"><li>• Temporary congestion, delays, detours, noise, dust and particulates, soil erosion.</li><li>• Temporary construction easements.</li><li>• Temporary visual impacts.</li><li>• Potential to introduce or spread invasive species.</li></ul>	
WILD AND SCENIC RIVERS	No impact.	No impact.	No impact.
ENERGY	No impact.	<ul style="list-style-type: none"><li>• Slightly higher fuel consumption.</li></ul>	<ul style="list-style-type: none"><li>• Slightly higher fuel consumption.</li></ul>





## SECTION 4(F)

### SECTION 4(F) OF THE DEPARTMENT OF TRANSPORTATION ACT OF 1966 REQUIRES AVOIDING THE USE OF:

- Historic properties listed on or eligible for listing on the National Register of Historic Places (NRHP).
- Land from publicly owned parks, recreation areas, or wildlife/waterfowl refuges.

### THE USE OF A SECTION 4(F) PROPERTY MAY NOT BE APPROVED UNLESS IT IS DETERMINED THAT:

- There is no feasible and prudent avoidance alternative to the use of land from the property; and the action includes all possible planning to minimize harm to the property resulting from such use; or
- The use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) will have a *de minimis*\* impact.

\*A *de minimis* impact is one where the project would only have minor impacts on resources protected by Section 4(f).



### 4 – MAIN ST INTERCHANGE

#### HISTORIC PROPERTIES

Alternative 4 minimized Section 4(f) impacts by implementing roadway alignment shifts and would have the following impact to historic properties:

- 25 East Telegraph Street (*de minimis* impact)

#### RECREATION RESOURCES

The Preferred Alternative would impact the following publicly owned recreation resource:

- Proposed Warm Springs Park

UDOT has consulted with Washington City, the official with jurisdiction, and they have concurred that the affects to the above recreational resource meet the impacts criteria and requirements for a *de minimis* impacts finding.

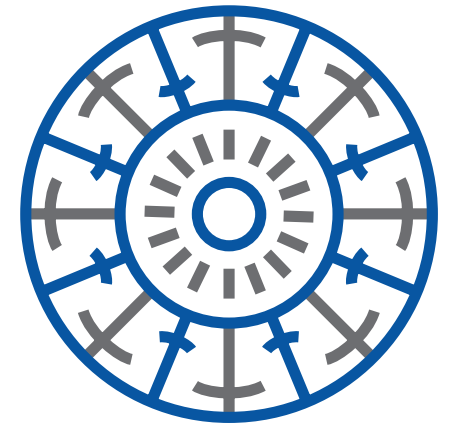


### 5 – 300 E INTERCHANGE

#### HISTORIC PROPERTIES

Alternative 5 minimized Section 4(f) impacts by implementing roadway alignment shifts and would have the following impact to historic properties:

- 14 North 300 East (*de minimis* impact)
- 126 North 300 East (*de minimis* impact)



## NOISE

### BALLOTING PROCESS

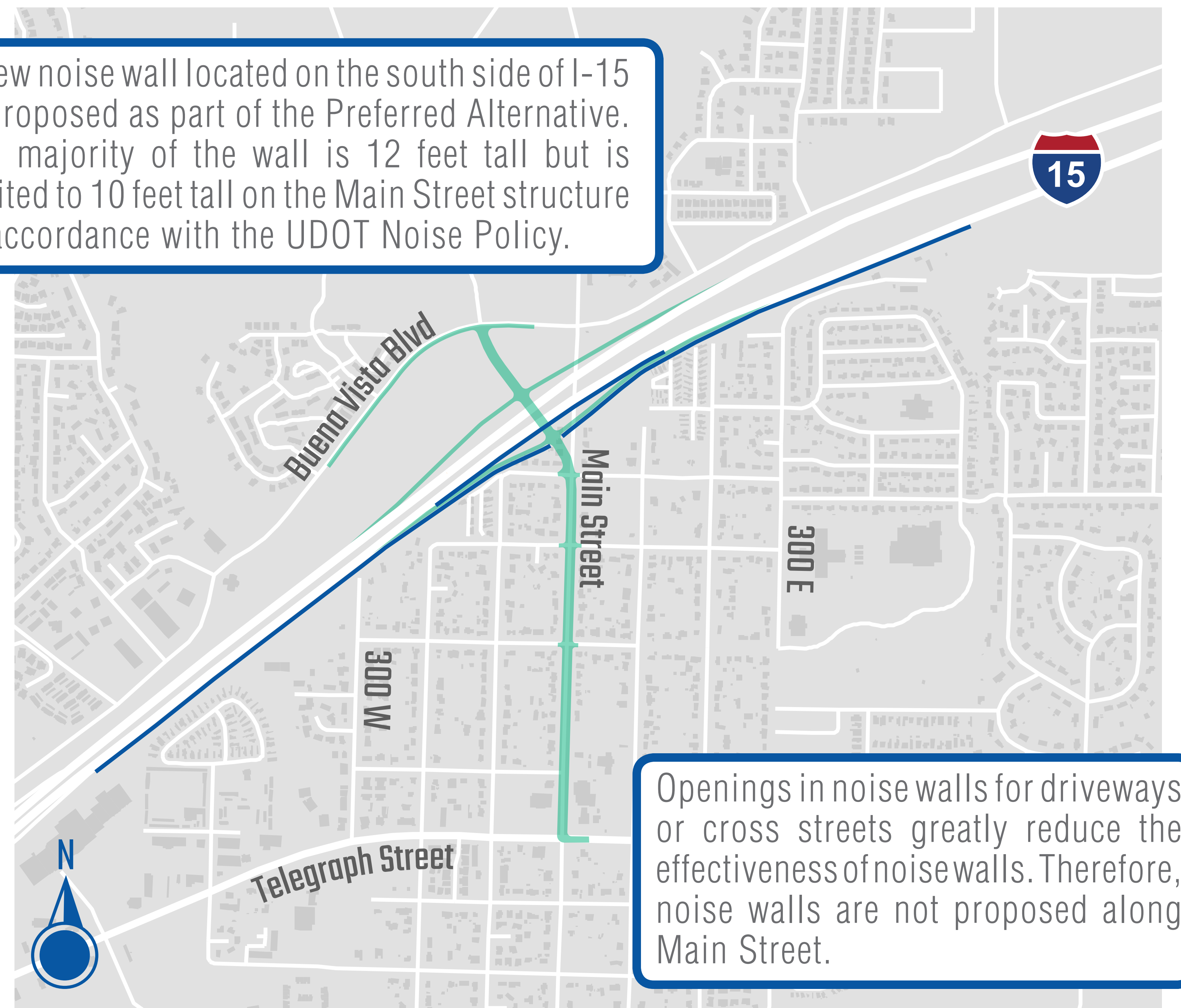
UDOT will conduct balloting for each proposed noise wall to determine if noise abatement is desired by property owners and residents.

The balloting process, as defined by the UDOT Noise Policy, requires the following:

- A noise ballot will be sent to property owners and residents who are either directly adjacent to the end of the noise wall or benefited by the noise wall (defined as receiving at least a 5 dBA noise reduction).
- At least 75% of ballots sent out need to be completed and returned.
- 75% of returned ballots need to be in favor.

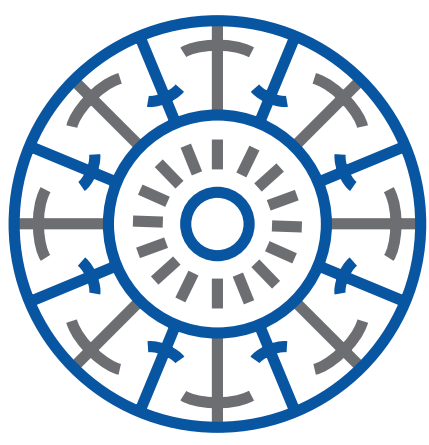
If property owners and residents vote to reject construction of a noise wall there will not be another opportunity to address noise impacts until there is another project that adds lanes or substantially alters lane locations.

A new noise wall located on the south side of I-15 is proposed as part of the Preferred Alternative. The majority of the wall is 12 feet tall but is limited to 10 feet tall on the Main Street structure in accordance with the UDOT Noise Policy.



Openings in noise walls for driveways or cross streets greatly reduce the effectiveness of noise walls. Therefore, noise walls are not proposed along Main Street.

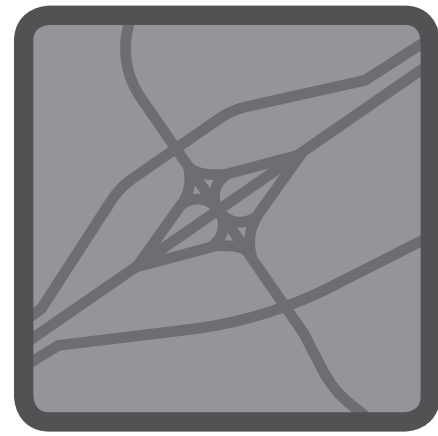




# I-15 MP 11 INTERCHANGE

## ENVIRONMENTAL STUDY

### PREFERRED ALTERNATIVE SELECTION PROCESS



NO-ACTION



4 - MAIN ST  
INTERCHANGE



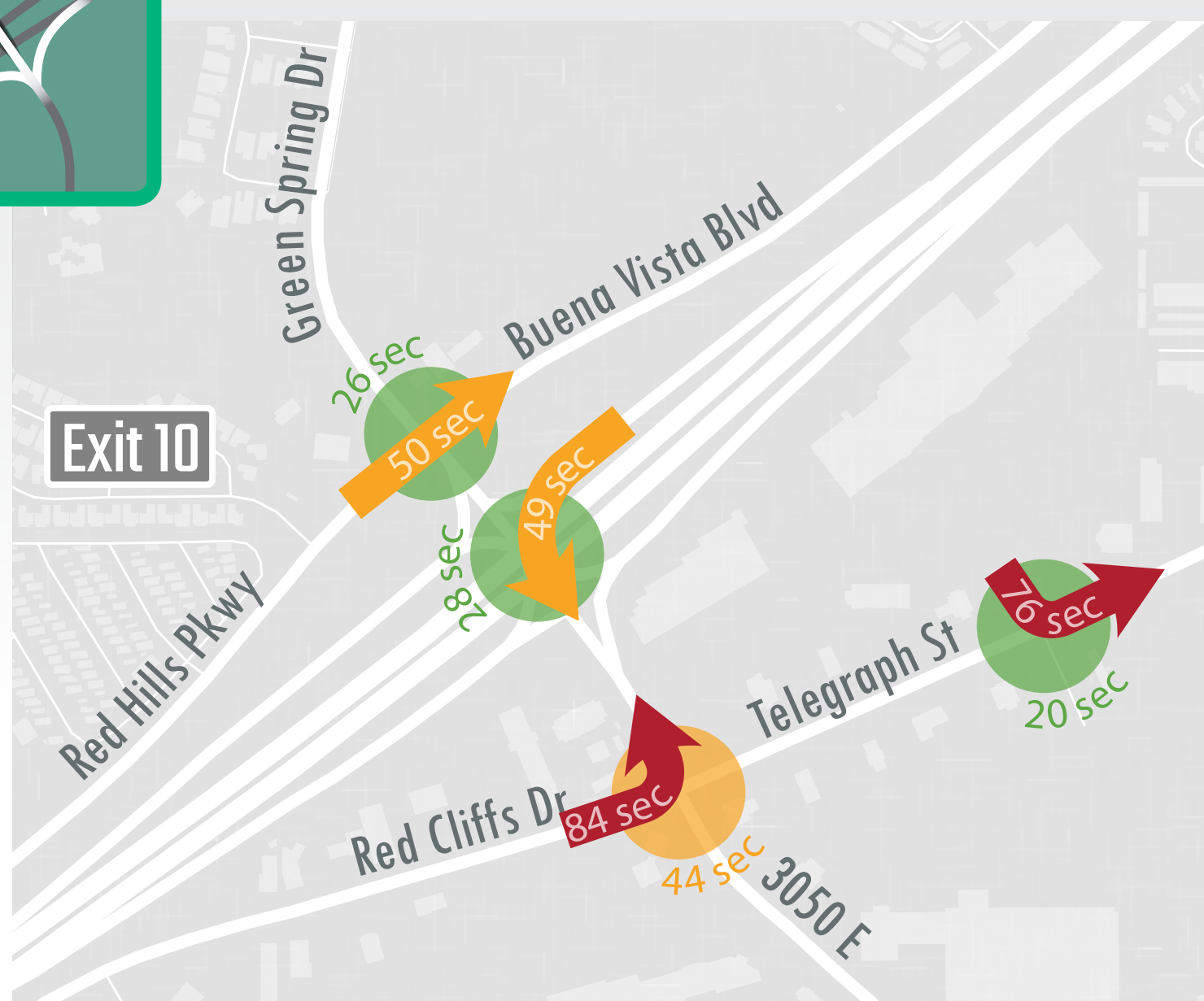
5 - 300 E  
INTERCHANGE

#### TRAFFIC OPERATIONS AT EXIT 10

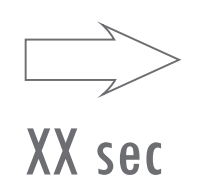
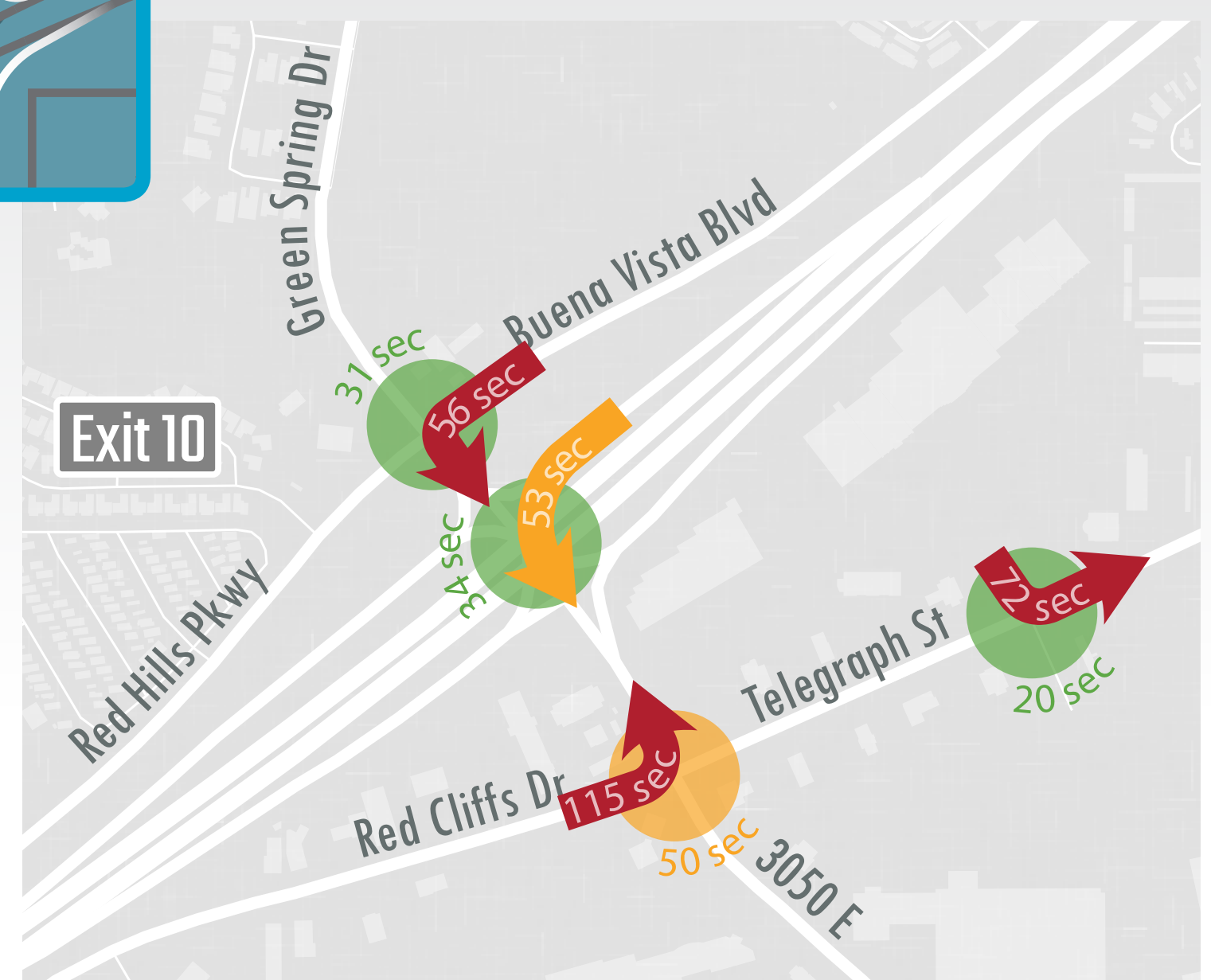
##### 2040 PROJECTED LEVEL-OF-SERVICE DURING PM PEAK HOUR



Exit 10 traffic operations with implementation of  
**4 - MAIN ST INTERCHANGE**



Exit 10 traffic operations with implementation of  
**5 - 300 E INTERCHANGE**



Worst Movement  
XX sec Seconds of Delay



Minimal Congestion, less than 35 seconds delay (LOS A,B, or C)



Acceptable, between 35 and 55 seconds delay (LOS D)



Congested, delays more than 56 seconds (LOS E or F)

#### ENVIRONMENTAL IMPACTS

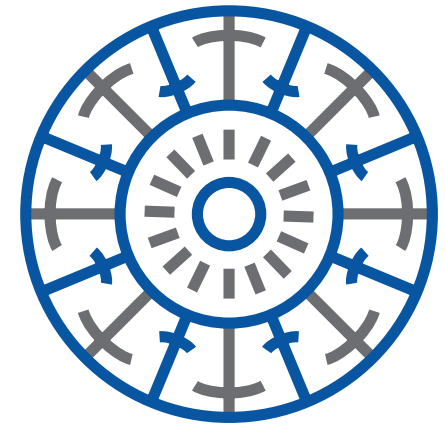
RESOURCE	ALTERNATIVE 4: MAIN STREET	ALTERNATIVE 5: 300 EAST
Right-of-Way	6.60 acres total acquisition	9.04 acres total acquisition
Relocations	6 residences	16 residences 8 businesses
Social	Potential for decreased social cohesion as a result of increased traffic on Main Street	Potential for decreased social cohesion as a result of increased traffic on 300 East Impact to cemetery
Economics	No impact	8 business relocations, minor impact to Washington City tax base
Pedestrian and Bicyclist Considerations	Additional traffic may reduce utility for Main Street as a Safe School Route	Additional traffic may reduce utility for 300 East as a Safe School Route Additional traffic would pass through the crossing-guard protected crossing of 300 East at 300 North
Wetlands	Minor impact to wetlands (0.15 acres) on north side of I-15	No Impact

#### PREFERRED ALTERNATIVE

Alternative 4 was identified as the Preferred Alternative because it provided for better operations at the Exit 10 intersections and would have less environmental impacts when compared to Alternative 5.



4 - MAIN ST  
INTERCHANGE



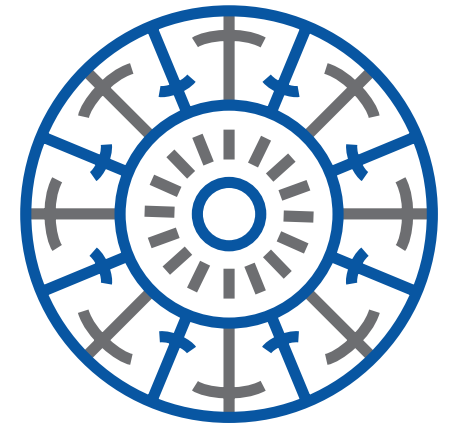
# RIGHT-OF-WAY PROCESS

## (Property Acquisition)

### THE RIGHT-OF-WAY ACQUISITION PROCESS CONSISTS OF THE FOLLOWING STEPS

1. **Identification** – The study team will identify what property will be needed to construct the preferred alternative.
2. **Contact** – Property owners will be contacted directly if their property is identified as a full or partial acquisition.
3. **Valuation** – Right-of-way professionals will estimate the value of property.
4. **Acquisition** – Right-of-way professionals will work closely with the property owner to acquire needed property at fair market value.





# PUBLIC COMMENTS

Due by April 22, 2019

- Please remember that commenting is not a form of voting.
- Comments should be clear, concise and relevant to the transportation needs, alternatives, and impacts presented.
- Feedback that is solution-oriented and provides specific examples of concerns and ideas is the most helpful in shaping the EIS.
- Comments are helpful when they address what the transportation needs are in the community, how current transportation trends affect your community, how proposed solutions to these needs may affect you and/or your family, etc.
- The study team will respond to all comments received during the comment period in the Final Environmental Impact Statement.

 **Website: [www.mp11.org](http://www.mp11.org)**

 **Email: [info@mp11.org](mailto:info@mp11.org)**

 **Hotline: 435-477-6211**

*Comments provided to the project team will be reviewed and considered by UDOT as it develops the project. All comments received will be documented in the project record. The study team will contact you if they need additional information or clarification.*

*Comments made during the EIS public review period will be considered as UDOT prepares the Final EIS. Comments provided during the National Environmental Policy Act (NEPA) process to UDOT are a matter of public record and subject to public release, if requested. For more information, see the Terms of Use at the bottom of the Utah.gov website.*

*Comments that are publicly displayed through online tools must follow our UDOT Social Media Policy Participant Code of Conduct. Comments that are unacceptable under that policy may be removed at the administrator's discretion.*