

FINDING OF NO SIGNIFICANT IMPACT

for

I-215 Southbound Frontage Road (4100 South to 4700 South)

Salt Lake County, Utah

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project have been carried out by the Utah Department of Transportation (UDOT) pursuant to Title 23 of United States Code (USC) Section 327 and a Memorandum of Understanding (MOU) dated January 17, 2017, and executed by the Federal Highway Administration (FHWA) and UDOT. UDOT has fully carried out all responsibilities assumed under the MOU in accordance with the MOU and applicable Federal laws, regulations, and policies.

UDOT, in coordination with the City of Taylorsville, prepared an environmental assessment (EA) to analyze the proposed construction of a southbound frontage road along Interstate 215 (I-215) between 4100 South and 4700 South and local east-west access streets between 2700 West and the proposed frontage road in Taylorsville, Utah.

The Wasatch Front Regional Council (WFRC) has identified an area-wide frontage road system along I-215 in Salt Lake County to relieve demand on local roadways between State Route 201 (SR-201) and 4700 South. The 2019-2050 WFRC Regional Transportation Plan includes the I-215 southbound frontage road from 3500 South to 4700 South with a project cost estimated at \$20.5 million. This project—project number R-S-114 in the Regional Transportation Plan (RTP)—includes the I-215 southbound frontage road from 4100 South to 4700 South and is estimated to cost \$15 million. There is currently no construction funding programmed for this project.

1.0 STUDY AREA

The study area is located within the jurisdictions of Taylorsville City and West Valley City in Salt Lake County. The study area is a rectangular area that generally extends along a one-mile segment of I-215, with a northern boundary at 4100 South, an eastern boundary at 2200 West, a southern boundary at 4700 South, and a western boundary along 2700 West (see Figure 1).

2.0 PURPOSE & NEED (CHAPTER 1 OF THE EA)

The purpose of the project is to improve connectivity from I-215 to the local roadway network within the study area by implementing one link of the planned I-215 frontage road system and thereby improve mobility of people, goods, and services to and from the study area.

The need for the project is based on the following:

- **System Linkage and Connectivity to the Local Roadway Network:** The WFRC RTP includes a frontage road system along I-215. One link of the frontage road system is planned from 4100 South to 4700 South and would serve as a critical system link to the overall frontage road system by providing direct connectivity from I-215 to the local roadway network within the study area.
- **Traffic Congestion and Limited Mobility:** As population, housing, and employment continue to increase, so will the demand on the capacity of intersections and roadway segments within the study area. By the year 2040, three of the five key intersections in the study area will be operating at a failing level of service (LOS) E or F. Travel time through these intersections and along the major roadways will increase, thereby reducing the overall mobility within the study area.

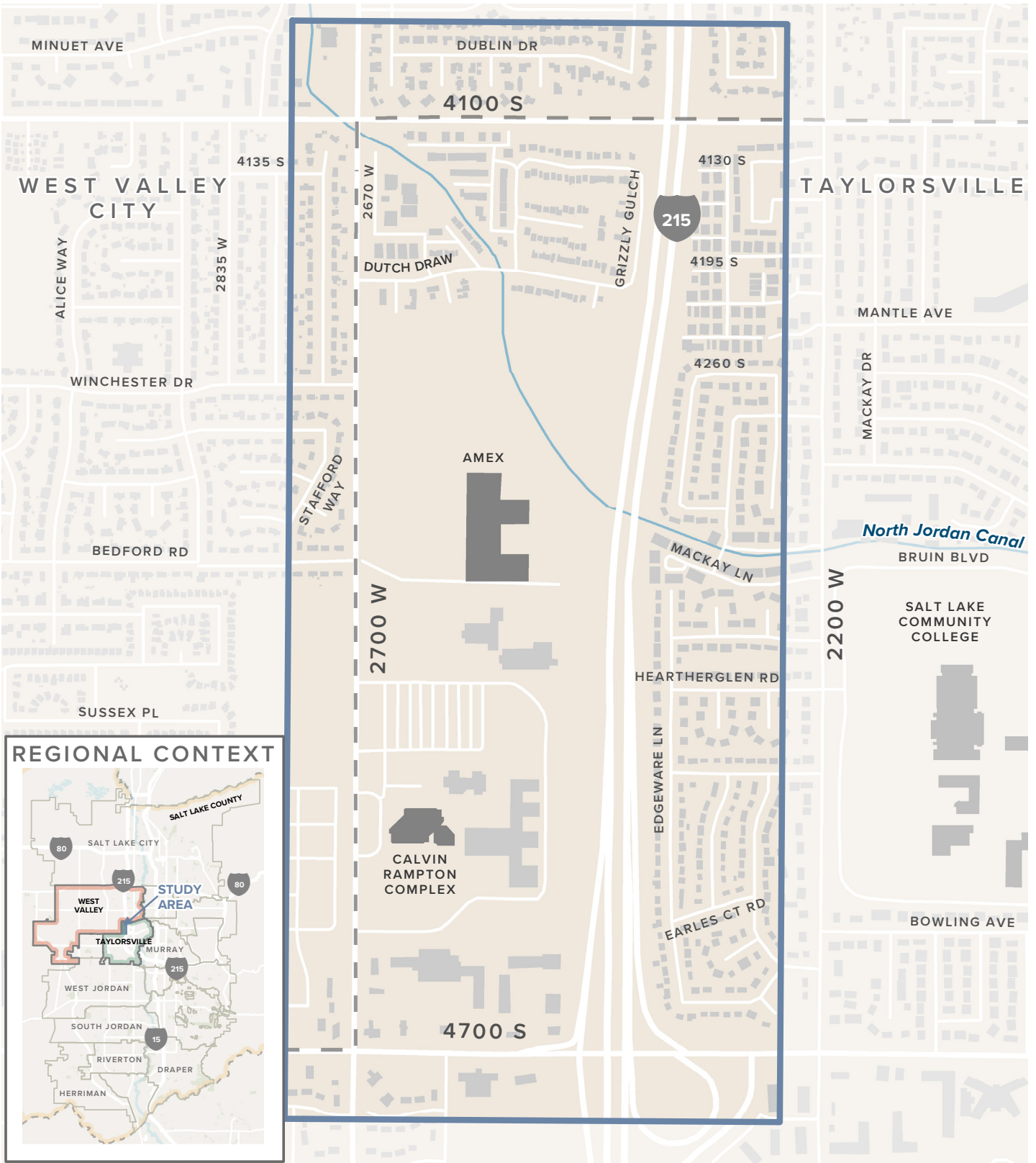


FIGURE 1 STUDY AREA

- Project Study Area
- City Boundaries



3.0 IDENTIFICATION OF THE SELECTED ALTERNATIVE

The Preferred Alternative selected by UDOT is Alternative 1, which is the combination of Frontage Road Option 1 and Local Access Roads 1 and 3 (Figure 2). This alternative meets the purpose of the project by providing one link to the overall frontage road system and additional connections between I-215 and the local roadway network. Under this alternative, three of the five major intersections in the study area perform equal to the No-Action Alternative in terms of LOS, with the other two major intersections displaying improved LOS in either the AM or PM peak hour.

The Preferred Alternative includes the following:

- **Frontage Road Option 1:**

- A new southbound off-ramp just south of 4100 South would replace the existing 4700 South off-ramp. It would connect directly to a new two-lane frontage road. The frontage road would extend from 4100 South to the signalized intersection at 4700 South.

- **Local Access Roads 1 and 3:**

- Local Access Road 1 (northern access road) would connect to the frontage road just south of Dutch Draw near the Village 2 Condominiums and neighboring single-family residences. The road would be signalized at 2700 West to make a three-way stop, allowing drivers to make a left or right turn at 2700 West.
- Local Access Road 3 (southern access road) would connect to the frontage road south of the American Express building, and would align with an existing signal at 2700 West.
- The two new local access roads would connect the frontage road to 2700 West. Each new access road would have 12-foot travel lanes for eastbound and westbound traffic, and a 14-foot striped center turn lane for left turns from either direction.

4.0 ALTERNATIVES CONSIDERED (CHAPTER 2 OF THE EA)

UDOT developed and evaluated the No-Action Alternative and three build alternatives. This section describes the alternatives evaluated and screened during the alternative development process, and explains why the Preferred Alternative was selected.

4.1 DESCRIPTION OF ALTERNATIVES

All alternatives assume that the planned transportation improvements included in approved regional and local plans would be completed by 2040. These include all improvements, regardless of transportation mode, in WFRC's 2015–2040 Regional Transportation Plan (RTP).

- **No-Action Alternative:** Assumes all planned improvements would be completed by 2040, absent the proposed action; it provides a baseline for comparison of the Preferred Alternative and reflects roadway and transit improvements from WFRC's 2015–2040 RTP.
- **Alternative 1:** Construct a new southbound off-ramp south of 4100 South and connect directly to a new two-lane frontage road in combination with up to two new east-west local access roads connecting the frontage road to 2700 West.
- **Alternative 2:** Construct a new southbound off-ramp and frontage road as described in Alternative 1 with the addition of a new on-ramp from the frontage road to I-215 southbound located north of 4700 South. In addition, up to two new east-west local access roads would connect the frontage road to 2700 West.

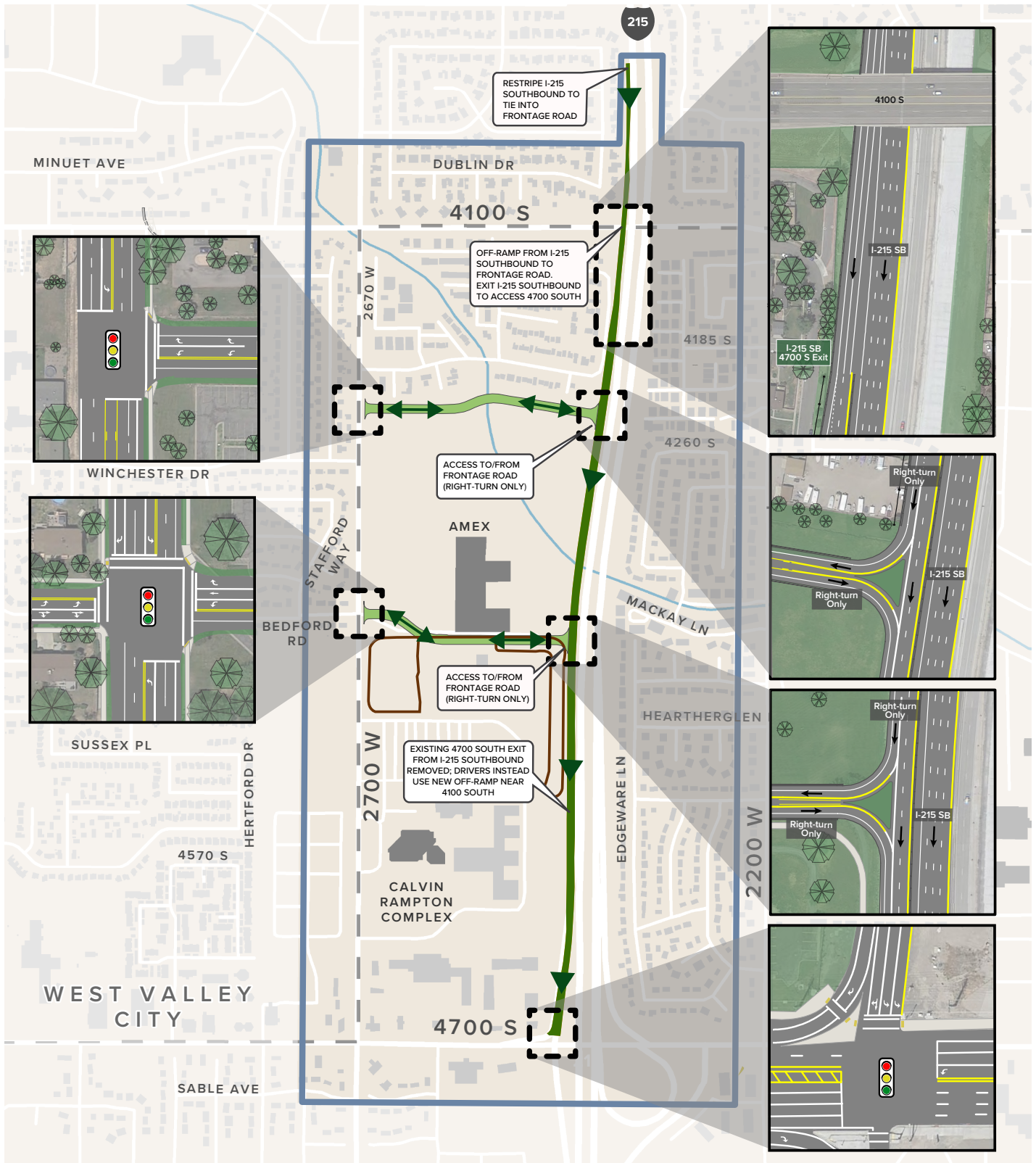


FIGURE 2 SELECTED ALTERNATIVE



- Project Study Area
- City Boundaries
- Frontage Road Option 1
- Local Access Roads 1 & 3
- Existing Shared-Use Path

- **Alternative 3:** Construct a new southbound off-ramp and frontage road as described in Alternative 1, new on-ramp from the frontage road to I-215 southbound described in Alternative 2, and a direct connection from 4100 South onto the frontage road and the new I-215 southbound on-ramp. In addition, up to two new east-west local access roads would connect the frontage road to 2700 West.
- **Local Access Road Concepts:** Four local access road concepts were developed as possible connections from the proposed frontage road to 2700 West. For each build alternative described above, up to two local access roads would be constructed depending on which of the four local access road concepts are feasible with the alternative.

4.2 ALTERNATIVES SCREENING

Alternative screening was conducted based on a two-step process: Level 1 (purpose and need) and Level 2 (environmental resource impacts). The No-Action Alternative was used for comparative purposes at each step.

LEVEL 1 SCREENING: ALTERNATIVES PURPOSE AND NEED

The alternatives were evaluated for their ability to meet the purpose and need of the project. As listed in Table 1, measures of effectiveness were used to measure the ability of the alternatives to meet the purpose of the project.

Table 1. Purpose and Need Measures of Effectiveness

PURPOSE	MEASURE OF EFFECTIVENESS
Provide additional connections to and from I-215 and the local roadway network.	Provide additional connection from I-215 to the roadway network within the study area.
Improve mobility at the highly congested intersections and roadways within the project study area.	Provide improved LOS and travel time at key intersections and roadways within the study area.

LEVEL 1 SCREENING RESULTS

Overall, each build alternative performed similarly to one another for the Level 1 purpose and need screening criteria and showed slight improvement over the No-Action Alternative. Each build alternative provided additional connectivity from I-215 to the local roadway network. In general, for each build alternative the LOS for the five major intersections in the study area performed equally or better than the No-Action Alternative, and travel time improved slightly at three key intersections within the study area over the No-Action Alternative. These improvements were minor, proving no distinct difference between the alternatives for Level 1 screening. For this reason, Alternatives 1 to 3 and the No-Action Alternative were carried forward for further analysis in Level 2 screening.

LEVEL 2 SCREENING: RESOURCE IMPACTS

Level 2 screening was based on the alternatives' impact to right-of-way, parking, pedestrian connections between parking lots and businesses, and Section 4(f) resources including but not limited to public parks, recreational areas, and historic homes.

LEVEL 2 SCREENING RESULTS

Frontage Road Options 1 to 3 performed similarly, with the exception of the number and type of impacts to parcels. Option 3 impacted the most parcels when compared to the other alternatives and was eliminated. Frontage Road Options 1 and 2 performed similarly in Level 2 screening. However, Frontage Road Option 2 posed safety concerns from traffic movements to access the connection to I-215 and was eliminated. The impacts associated with Local Access Roads 2 and 4 are greater than those for Local Access Roads 1 and 3. Local Access Roads 1 and 3 were retained and combined with Frontage Road Option 1 as the Preferred Alternative for further evaluation.

4.3 ALTERNATIVES SELECTED FOR DETAILED STUDY

The No-Action Alternative and Alternative 1 (Frontage Road Option 1 and Local Access Roads 1 and 3), or the Preferred Alternative, were carried forward for detailed evaluation.

5.0 PROJECT IMPACTS & MITIGATION (CHAPTER 3 OF THE EA)

During the National Environmental Policy Act (NEPA) process, the Preferred Alternative was evaluated and adjusted to minimize impacts. Alignments and designs were selected to reduce impacts, where possible, while still meeting the purpose and need of the project. All practical measures to minimize environmental harm by the Selected Alternative (Preferred Alternative) have been considered and incorporated into the project. Tables 2 and 3 summarize the environmental impacts and corresponding mitigation from the Selected Alternative. Detailed discussion regarding impacts for both the Selected Alternative and No-Action Alternative are included in Chapter 3 of the EA.

Table 2. Summary of Environmental Impacts and Mitigation of the Selected Alternative

RESOURCE	SELECTED ALTERNATIVE	MITIGATION
LAND USE	<ul style="list-style-type: none"> Consistent with Taylorsville City’s and West Valley City’s zoning and future land use plans and the WFRC RTP. Conversion of sections of land currently zoned as professional office to roadway for new local access roads connecting to 2700 West. Conversion would total approximately 9.5 acres for new local access roads. 	No mitigation required.
SOCIAL CONDITIONS	<ul style="list-style-type: none"> Local residents and I-215 users would experience benefits associated with improved mobility from I-215 to the local roadway network. Temporary impacts during construction. Economic development already occurring would not be negatively affected. Could accelerate the planned office and residential development along 2700 West. No negative impact on the cohesion of the neighborhood. 	No mitigation required.
ENVIRONMENTAL JUSTICE	<ul style="list-style-type: none"> Does not result in disproportionately high and adverse impacts to environmental justice populations. 	No mitigation required.
PUBLIC FACILITIES & SERVICES	<ul style="list-style-type: none"> Additional access points into the study area for emergency vehicles and employees of the state, schools, and health facilities. 	No mitigation required.
RIGHT-OF-WAY & RELOCATIONS	<ul style="list-style-type: none"> Requires partial acquisitions from six parcels, totaling approximately 9.22 acres. Temporary construction easements needed from eight parcels, totaling approximately 3.2 acres. One full land acquisition (but will not require relocations). Acquisitions consist of undeveloped land, landscaping, and parking lots. 	All property acquisitions will be completed in accordance with federal regulations, UDOT policy, and the Utah Relocation Assistance Act (Utah Code 57-15-2).
TRANSPORTATION & BICYCLIST / PEDESTRIAN	<ul style="list-style-type: none"> Impact to the shared-use path near the Unified State Laboratories building. Shared-use path will be rerouted south along the south side of Local Access Road 3. 	No mitigation required.

Table 2. Summary of Environmental Impacts and Mitigation of the Selected Alternative (cont'd)

RESOURCE	SELECTED ALTERNATIVE	MITIGATION
AIR QUALITY	<ul style="list-style-type: none"> Does not result in any air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards. Not a project of air quality concern and does not require a hot-spot analysis. Expected to result in reduced Mobile Source Air Toxic (MSAT) emissions in the immediate area of the project due to the reduced vehicle miles traveled associated with more direct routing and adherence to Environmental Protection Agency (EPA) MSAT reduction programs. 	No mitigation required.
NOISE	<ul style="list-style-type: none"> 73 receptors impacted by traffic noise. 	One new noise barrier is recommended for balloting. An 8-foot-tall noise barrier (noise barrier 4) meets the feasible and reasonable criteria and is recommended for balloting during final design and would be located west of I-215 and south of the southern local access road along the existing public right-of-way.
CULTURAL & PALEONTOLOGICAL RESOURCES	<ul style="list-style-type: none"> No adverse effect for one historic structure at 4216 S. Solitude Ridge and the North Jordan Canal. 	No mitigation is required.
SECTION 4(F)	<ul style="list-style-type: none"> Temporary construction easement needed for the historic property at 4216 S. Solitude Ridge, resulting in a finding of temporary occupancy for the property. 	No mitigation is required.
WETLANDS & WATERS OF THE U.S.	<ul style="list-style-type: none"> Wetland 3 (likely non-jurisdictional) in its entirety (0.001 acres) would be impacted. 3,666 square feet (0.08 acres) of right-of-way acquisition and 406 square feet (0.009 acres) of temporary construction easements at the North Jordan Canal; impacts would not impede or disturb the water flows in the canal. 	No mitigation required. If identified wetlands are determined by the U.S. Army Corps of Engineers (USACE) to be jurisdictional, the project must obtain an appropriate Section 404 permit from the USACE and comply with all special and general conditions.

Table 2. Summary of Environmental Impacts and Mitigation of the Selected Alternative (cont'd)

RESOURCE	SELECTED ALTERNATIVE	MITIGATION
WILDLIFE, THREATENED, & ENDANGERED SPECIES	<ul style="list-style-type: none"> No impacts to federally-listed or state-sensitive wildlife species, or their designated suitable habitats. No effect to federally-listed plant species. 	The project shall comply with Utah Special Provision 02924S Invasive Weed Control to prevent dissemination of noxious weed seeds or such parts of noxious weed plants that could cause new growth by contaminated articles.
HAZARDOUS MATERIALS & WASTE SITES	<ul style="list-style-type: none"> No impact to underground storage tanks. 	If previously unidentified sites or contamination are encountered during construction, all work will stop in the area of contamination and the contractor will consult the proper standards from UDOT, Utah Department of Environmental Quality (UDEQ), EPA and/or the Department of Environmental Response and Remediation for remediation.
VISUAL RESOURCES	<ul style="list-style-type: none"> Alteration of some existing viewsheds, but the addition of the access roads and frontage road would be consistent with the existing urban/suburban environment. 	No mitigation required.
WATER QUALITY, WATER RESOURCES & FLOODPLAINS	<ul style="list-style-type: none"> Existing culverts would be replaced and/or extended to allow for the widening of roadway. Would increase impervious surface area, which would result in increased storm water runoff. The quantity and quality of the groundwater would not be impacted because the storm drain system would be designed and constructed in compliance with current UDEQ and Utah Division of Water Quality standards, as well as local discharge rates and regulations. 	No mitigation required.
UTILITIES	<ul style="list-style-type: none"> May require excavation and impacts to buried utilities. 	No mitigation required.
ENERGY	<ul style="list-style-type: none"> Generally, indirect and direct construction phases will require the highest energy usage. Energy usage associated will be higher than that of the No-Action Alternative. 	No mitigation required.

Table 3. Summary of Construction Impacts and Mitigation of the Selected Alternative

RESOURCE	SELECTED ALTERNATIVE	MITIGATION
PEDESTRIAN & BICYCLE FACILITIES	The shared-use path behind the Unified State Laboratories building will be closed for short periods and rerouted south of its current location. Construction of local access roads and new intersection configurations at 2700 West would create temporary sidewalk and bicycle impediments. During construction the shared-use path and other pedestrian and bicycle facilities will be rerouted to maintain pedestrian connectivity.	No mitigation required.
AIR QUALITY	Particulate emissions from construction vehicles are likely but are localized and short-term. The contractor will develop a dust-control plan in coordination with the Utah Division of Air Quality, which requires a dust-control plan for all sources whose activities or equipment could produce fugitive dust or airborne dust. Construction activities will adhere to Part 3.5, Fugitive Dust, of UDOT Standard Specification 01355 Environmental Compliance.	No mitigation required.
NOISE	Short-term noise impacts may occur as a result of both stationary and mobile construction equipment and could be a temporary nuisance at nearby sensitive receptors. Construction noise impacts will be minimized through adherence to Special Provision 00555 (Prosecution and Progress), and also abiding by all local noise ordinances.	No mitigation required.
CULTURAL & PALEONTOLOGICAL RESOURCES	Though not likely, ground-disturbing activities during construction could potentially result in the impact to undiscovered archaeological or paleontological sites during construction. If discovered during construction, activities in the area of discovery will immediately stop. The process outlined in UDOT Standard Specification 01355 Environmental Compliance will be followed.	No mitigation required.
WETLANDS & WATERS OF THE U.S.	If the identified wetlands are determined by the USACE to be jurisdictional, the project must obtain an appropriate Section 404 permit from the USACE and comply with all special and general conditions.	No mitigation required.
WILDLIFE, THREATENED, & ENDANGERED SPECIES	To comply with the Migratory Bird Treaty Act, vegetation (i.e., trees, shrubs, and herbaceous plants) should not be removed during the bird breeding season. This project has the potential to spread noxious or invasive weeds during construction. The project shall comply with Utah Special Provision 02924S Invasive Weed Control to prevent dissemination of noxious weed seeds or such parts of noxious weed plants that could cause new growth by contaminated articles.	No mitigation required.
HAZARDOUS MATERIALS & WASTE SITES	If previously unidentified sites or contamination are encountered during construction, all work will stop in the area of contamination and the contractor will consult the proper standards from UDOT, UDEQ, the EPA and/or the Department of Environmental Response and Remediation for remediation. The process outlined in UDOT Standard Specification Section 01355 Environmental Compliance will be followed.	No mitigation required.

Table 3. Summary of Construction Impacts and Mitigation of the Selected Alternative (cont'd)

RESOURCE	SELECTED ALTERNATIVE	MITIGATION
WATER QUALITY, WATER RESOURCES & FLOODPLAINS	There is the potential for temporary soil erosion and sediment/siltation impacts. Temporary construction impacts will be addressed through permit requirements and through the use of best management practices. An erosion control plan and Storm Water Pollution Prevention Plan will be developed and incorporated into construction documents.	No mitigation required.
UTILITIES	Utility services could be temporarily disrupted. All utility providers affected by construction will be consulted and coordinated to minimize interruptions. Appropriate coordination will occur with all utility providers within the study area to ensure that necessary permits and agreements are in place prior to construction.	No mitigation required.

6.0 SECTION 4(F) DETERMINATION

UDOT finds that the I-215 Frontage Road; 4100 South to 4700 South EA has met the requirements of Section 4(f) of the U.S. Department of Transportation Act of 1966, as found in 49 USC 303 and Title 23 of the Code of Federal Regulations (CFR) Part 774. Through consultation with the Utah State Historic Preservation Office and agencies with jurisdiction over Section 4(f) properties, UDOT finds that the Selected Alternative will result in a temporary occupancy for one historic property and no use for all other identified historic properties and archaeological sites.

7.0 CONSTRUCTION MONITORING

This Finding of No Significant Impact represents a commitment to monitor and enforce the measures described above to minimize harm to the surrounding environment. All of the mitigation measures listed above and identified in the EA will be incorporated in the contract plans and specifications. Appropriate best management practices will be implemented. A pre-construction meeting will be held with the contractor to review mitigation requirements and environmentally sensitive areas in the project corridor.

8.0 COORDINATION (CHAPTER 4 OF THE EA)

Public, agency, and stakeholder coordination began in spring 2018 and has been designed to be inclusive, comprehensive, transparent, and continuous throughout the course of the project. Coordination with the public, municipalities, and stakeholders has been ongoing and consistent to help identify and address any potentially controversial issues. Public input was solicited during the public scoping period in spring 2018; this input helped identify any issues the public had with the need for the project and conceptual solutions.

The I-215 Southbound Frontage Road EA was available for public review and comment from September 9, 2019, through October 10, 2019. The EA was made available on the project website, the Taylorsville City website, and through hard copies located at public locations in both Taylorsville and West Valley City.

A public hearing was held September 24, 2019, wherein the public was encouraged to provide formal comments. The public hearing and comment period was advertised through mailers to residents and business owners in the immediate project area, email, and Taylorsville City's website. State and local agencies also received notice of the availability of the EA for review and comment, and were given the opportunity to request a digital copy of the document.

Seventeen members of the public attended the hearing, and eight comments were received over the course of the comment period. See Appendix D, Public Involvement and Comments, for a summary of comments and responses.

9.0 FONSI REQUIREMENTS

According to 23 CFR 771.111 (f), to ensure meaningful evaluation of alternatives and avoid commitments to transportation improvements before they are fully evaluated, the action evaluated in each FONSI shall:

- Connect logical termini and be of sufficient length to address environmental matters on a broad scope.
- Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made.
- Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

9.1 LOGICAL TERMINI

The logical termini for this EA are 4100 South on the north and 4700 South on the south. These termini were selected as they are an adequate distance apart to assess the environmental impacts on a broad scope and are located at rational end points for proposed transportation improvements.

9.2 INDEPENDENT UTILITY

The proposed project identified in this study does not depend upon the construction of other roadways, transit facilities, or other developments to be a usable and reasonable expenditure.

9.3 REASONABLY FORESEEABLE TRANSPORTATION IMPROVEMENTS

The Selected Alternative will not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

10.0 LIMITATION ON CLAIMS NOTICE (23 USC 139[I])

FHWA, on behalf of UDOT, will publish a notice in the *Federal Register*, pursuant to 23 USC 139(I), indicating that one or more federal agencies has taken final action on permits, licenses, or approvals for this transportation project. After the notice is published, claims seeking judicial review of those federal agency actions will be barred unless such claims are filed within 150 days after the date of publication of the notice, or within such shorter time period as is specified in the federal laws pursuant to which judicial review of the federal agency action is allowed.

11.0 CONCLUDING STATEMENT

The project is needed to improve connectivity and future mobility between I-215 and the local roadway network within the project study area, including 4100 South, 4700 South, and 2700 West.

UDOT has determined that there has been proper consideration of avoidance alternatives to environmentally sensitive areas. Where avoidance is not practical, mitigation has been provided for impacts resulting from the Selected Alternative.

12.0 DETERMINATION

UDOT has determined that this project will not have any significant impact on the human environment. This Finding of No Significant Impact is based on the attached EA, which has been evaluated by UDOT and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. UDOT takes full responsibility for the accuracy, scope, and content of the attached EA.



02/18/2020

TERIANNE S. NEWELL, PE
DEPUTY DIRECTOR
UTAH DEPARTMENT OF TRANSPORTATION

DATE