I-15 PREFERRED ALTERNATIVE

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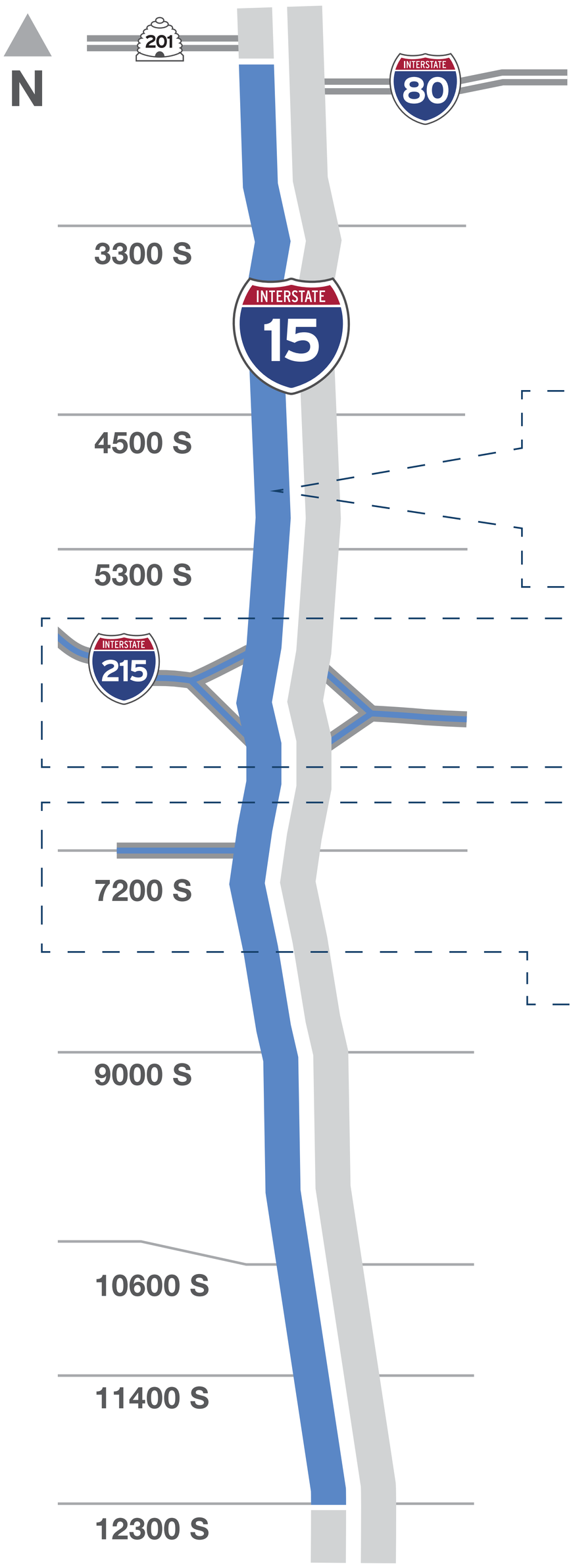

The Preferred Alternative, I-15 Alternative 2, will move forward for detailed study (i.e., evaluating the beneficial and adverse social, economic and environmental effects). UDOT will also study the No-Action Alternative as a baseline.

Adding a lane to southbound I-15 between S.R. 201 and 12300 South in Salt Lake County.

Modifications to the I-15 interchange at I-215 to improve traffic flow.

Widening 7200 South to three lanes each direction between I-15 and Bingham Junction Blvd. in Midvale.

TONIGHT'S GOALS – WHY ARE WE HERE?

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UDOT is seeking public feedback on the draft document and preferred alternatives that meets transportation needs while minimizing impact to motorists and surrounding property owners.

EXPLAIN the environmental study outcomes

PRESENT UDOT's preferred alternatives

GATHER your input on the proposed project

PURPOSE & NEED

INTERSTATE SOUTH 15 BOUND

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The purpose of the project is to address current and future travel demand on:

- Southbound I-15 between S.R. 201 and 12300 South
- 7200 South between I-15 and Bingham Junction Boulevard

The project is needed because of current and future traffic congestion on southbound I-15 and 7200 South:

- By 2040, congestion will extend beyond I-15 onto adjacent facilities, including S.R. 201, I-80, I-215 and the local roadway network.
- Substantial planned development along 7200 South, in addition to general area growth, will result in severe congestion along the 7200 South corridor by 2040.

I-15 ALTERNATIVES

PURPOSE AND NEED SCREENING CRITERIA

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ALTERNATIVE	AVERAGE DELAY (SECONDS)*	AVERAGE STOPS*	AVERAGE SPEED (MPH)*	CAUSES BACKUPS ON ADJACENT FREEWAY FACILITIES
2016				
No-Action Alternative	1 minute and 8 seconds	3.4	53.9	No
I-15 Alternative 1	31 seconds	0.2	62.9	No
I-15 Alternative 2	33 Seconds	0.3	63.1	No
2024				
No-Action Alternative	5 minutes and 4 seconds	10.7	37.7	Yes (onto eastbound and westbound I-215)
I-15 Alternative 1	47 seconds	0.8	60.9	Yes (onto eastbound I-215)
I-15 Alternative 2	40 Seconds	0.4	61.9	No
2040				
No-Action Alternative	7 minutes and 2 seconds	38.1	34.4	Yes (onto SR-201, I-80 and eastbound and westbound I-215)
I-15 Alternative 1	1 minute and 25 seconds	1.8	58.0	Yes (onto eastbound and westbound I-215)
I-15 Alternative 2	59 Seconds	0.6	59.9	No

**Averages reflect PM peak travel hours.*

Alternative 1: Construct an additional lane on southbound I-15 between S.R. 201 and 12300 South, including an additional southbound to eastbound left-turn lane at the 3300 South interchange.

Alternative 2: Includes all the elements of I-15 Alternative 1 plus improvements to the I-215 interchange with I-15.

Due to these results, it was decided to move forward for further study of the No-Action Alternative and the I-15 Alternative 2.

7200 SOUTH PREFERRED ALTERNATIVE

INTERSTATE SOUTH 15 BOUND

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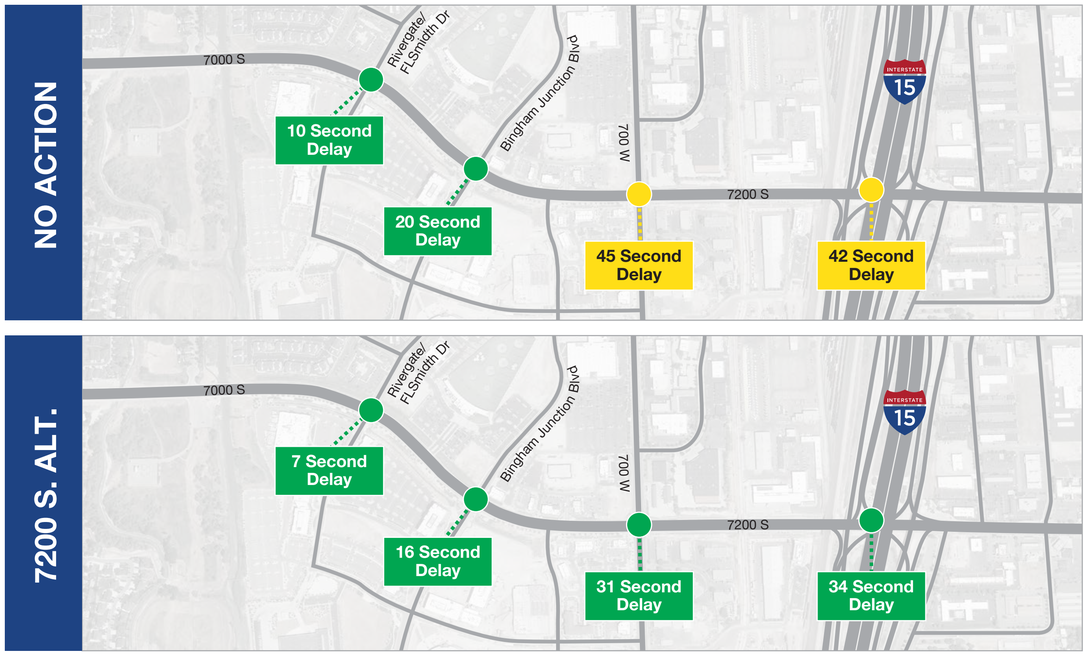
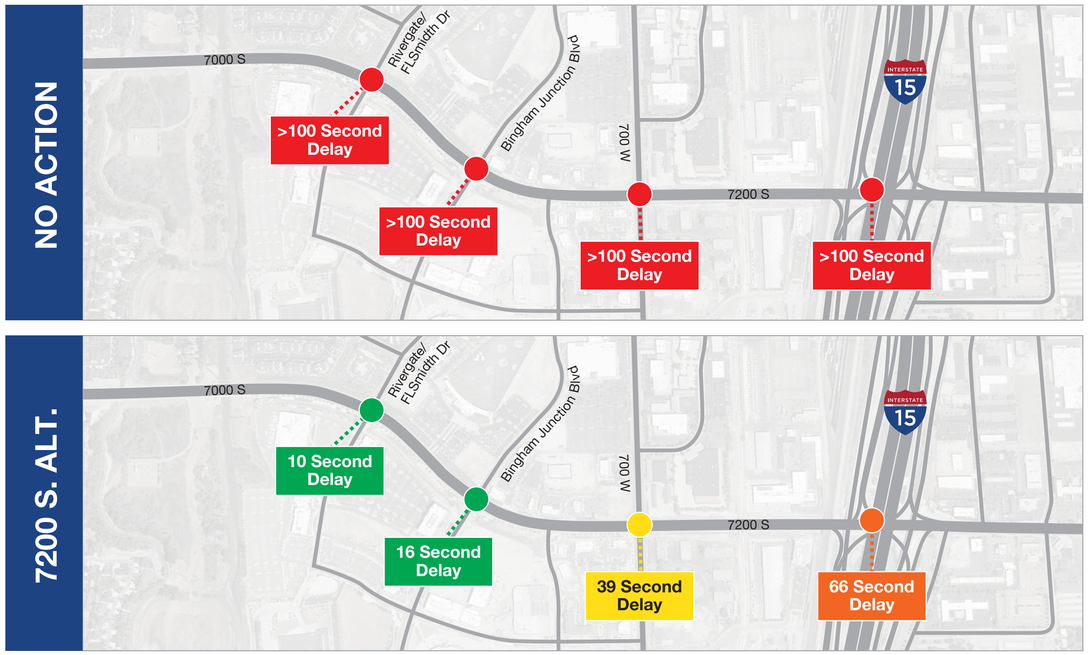
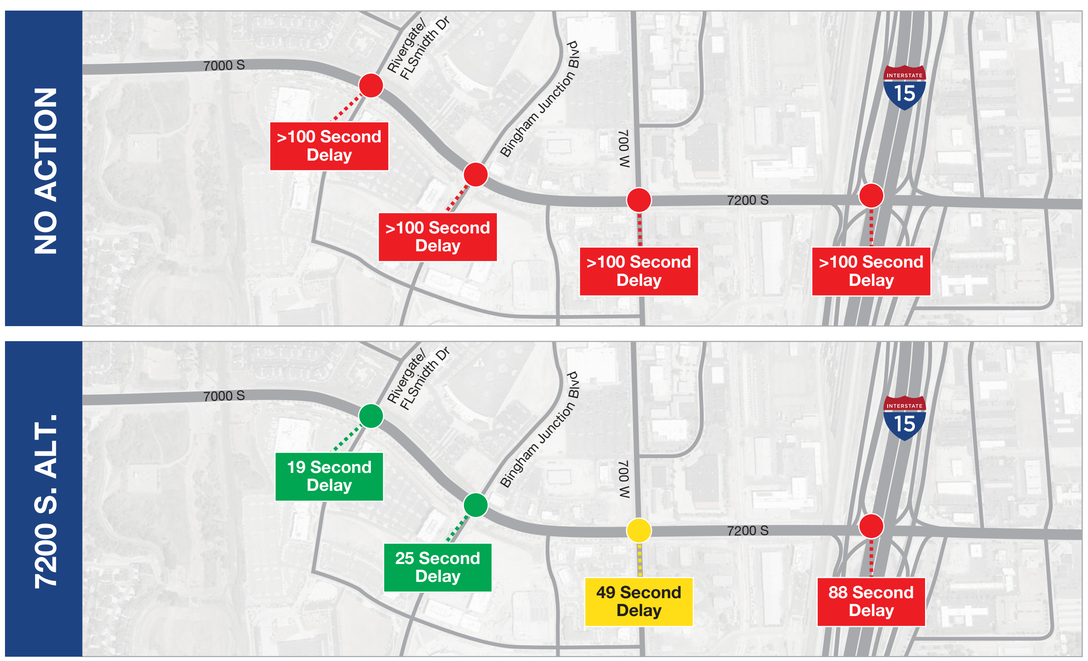
2016



2024



2040



Level of Service (LOS) is determined by the amount of extra time it takes to pass through a given intersection. E and F ratings indicate failing conditions.

LOS	AVERAGE DELAY (SECONDS PER VEHICLE)
A	0-10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	>80

STUDY FINDINGS

INTERSTATE SOUTH 15 BOUND

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RESOURCE	NO-ACTION ALTERNATIVE	PREFERRED ALTERNATIVES
Relocations and Right-Of-Way	No Impact	Some minor right-of-way acquisition may be required. Properties adjacent to the Preferred Alternative may require temporary acquisition for construction activities.
Economics	On 7200 South, increased congestion may deter future business and residential growth in the area.	Reduced congestion in the 7200 South area, with better access to businesses. Slight benefit to the local economy in the long-term.
Pedestrian and Bicyclist Considerations	No Impact	Sidewalks would be maintained or relocated.
Air Quality	No Impact	A small positive impact on air quality by reducing congestion on southbound I-15 and 7200 South.
Noise	No Impact	There would be a slight noise level increase UDOT's Noise Abatement Policy applies to two locations: • On the west side of I-15 near the 7200 South interchange. • On the west side of I-15 near the Wasatch Street Bridge. All other existing noise walls would be replaced “in-kind.”
Wetlands	No Impact	Approximately 230 linear feet (0.092 acres) of Waters of the U.S. will be impacted by the expansion of existing culverts.
Floodplains	No Impact	Culverts will be extended under I-15 at the following floodplain locations: • Mill Creek • Big Cottonwood Creek • Dry Creek

STUDY FINDINGS

INTERSTATE SOUTH 15 BOUND

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RESOURCE	NO-ACTION ALTERNATIVE	PREFERRED ALTERNATIVES
Water Quality	No Impact	The new lane will increase the impervious surface area leading to increased storm water runoff volumes.
Hazardous Waste	No Impact	Three sites in the impact area have the potential for contaminated soil or groundwater. Should those be encountered, the contractor will follow UDOT's handling and disposal protocol.
Visual Quality	No Impact	Two groups would be nominally affected. Viewers of the roadway will see replaced retaining walls or bridges, while users of the roadway will notice minor landscaping changes near 7200 South. View would essentially remain the same.
Energy	No Impact	Construction activities would lead to increased fuel consumption. Increased capacity on I-15 would subsequently reduce congestion and allow cars to travel at more efficient speeds reducing fuel consumption.
Invasive Species	No Impact	There is a potential to spread invasive species through construction of the Preferred Alternative. To minimize movement of invasive species, the contractor will be required to comply with the appropriate UDOT specification for Invasive Weed Control.

*The following resources were also evaluated but were not impacted by the No-Action and Preferred alternatives: Land Use, Farmland, Social Conditions, Environmental Justice, Wildlife and Threatened and Endangered Species, Wild and Scenic Rivers, Cultural Resources and Paleontological Resources.

STUDY FINDINGS

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RESOURCE	NO-ACTION ALTERNATIVE	PREFERRED ALTERNATIVES
Construction Impacts	No Impact	**Social & Economic Conditions:** Local residents as well as those traveling through the study area during construction would experience traffic congestion, delays, detours, noise, dust and temporary access restrictions. **Pedestrian:** The Preferred Alternative could require the temporary closure of pedestrian facilities. • A detour route will be provided for any facilities closed temporarily. **Air Quality:** Construction of the Preferred Alternative would result in temporary negative effects to air quality in the study area due to increase dust and particulates, emissions and fugitive dust. **Noise:** Area residents would experience temporary inconvenience due to construction noise. • Extended disruption of normal activities is not anticipated, since no one receptor is expected to be exposed to construction noise of long duration. **Water Quality:** During construction, there is the potential for temporary soil erosion and sediment/siltation impacts. **Visual Conditions:** There would be some temporary visual impacts to the study area with the addition of construction signs, barricades, exposed earth and construction equipment during construction.

ANTICIPATED SCHEDULE

INTERSTATE SOUTH 15 BOUND

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Environmental Study Began – Fall 2016

- Public Scoping Meeting – November 30, 2016
- Draft Environmental Study Complete – March 2017
- Public Hearing – March 29, 2017

Final Environmental Study Complete – May 2017

Initial Design and Project Development – 2017

- Initial Design Phase – Winter/Spring 2017
- Union Pacific Railroad & UTA Coordination – Fall 2016 through Fall 2017
- Issue RFP – Summer 2017
- Award Design/Build Contract – Early 2018

Construction Begins – Early Spring 2018

- Construction expected to span two construction seasons

DESIGN-BUILD PROCESS

A UDOT Project

Design-Build is a contracting method where the design and construction are combined into one contract that is awarded to a single design-build team.

UDOT intends to construct proposed improvements using the Design-Build process.

- Why is Design-Build a good fit?
  - **Innovation –** Promotes innovative design and construction ideas, improving project outcomes and reducing public impact
  - **Schedule –** Allows streamlining of design and construction timelines to expedite project delivery
  - **Quality –** Enhances design results in a superior finished product

PUBLIC HEARING AND COMMENTING PROCESS

INTERSTATE SOUTH 15 BOUND

A UDOT Project

Tonight's meeting will serve as the official public hearing for this project. Options for submitting your official comment include:

- Fill out a comment card
- Use a laptop to type and submit your comment
- Email your comment in to i15southbound@utah.gov
- Provide your comment directly to the court reporter
- Call 801-885-6096 if you would like instructions on submitting comments by mail.

COMMENTS MUST BE RECEIVED NO LATER THAN APRIL 13, 2017

HOW CAN I STAY INFORMED AND INVOLVED

A UDOT Project

Please follow the website and/or sign up for email updates to stay informed of project progress:

801-885-6096

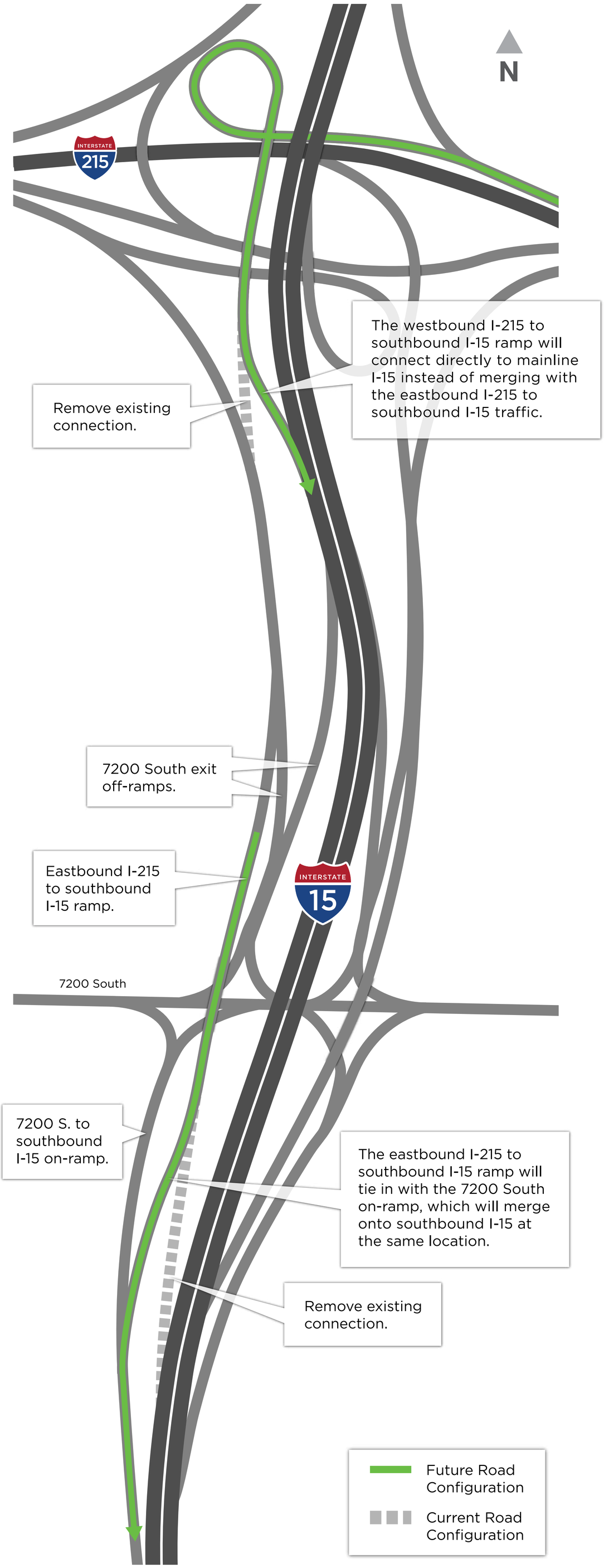
i15southbound@utah.gov

udot.utah.gov/i15southbound

For updates on this and other area UDOT projects, please follow:

@UDOTRegionTwo

facebook.com/utahdot



INTERSTATE SOUTH 15 BOUND

A UDOT Project

I-15/I-215 INTERCHANGE

To improve overall traffic flow at this interchange:

- Motorists transferring from westbound I-215 to southbound I-15 will merge directly onto southbound I-15, eliminating the need to merge with the high-volume eastbound I-215 traffic before entering I-15

- Motorists transferring from eastbound I-215 to southbound I-15 won't merge with the high-volume westbound I-215 motorists, but will instead merge with only the low-volume 7200 South on-ramp traffic