

# WELCOME

I-15 Interchange  
// ENVIRONMENTAL ASSESSMENT  
Springville/Spanish Fork

## I-15 SPRINGVILLE/SPANISH FORK INTERCHANGE EA ONLINE PUBLIC HEARING

**THE PUBLIC HEARING WILL BEGIN AT 6 P.M.**

**If you are here early, please sign in and review the Environmental Assessment (EA) and supporting materials located under the “EA and Supporting Materials” tab.**

Please note: This event is being recorded and will be available for viewing at  
[udot.utah.gov/i15springvillespanishfork](https://udot.utah.gov/i15springvillespanishfork)

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### **PRESENTATION 6 - 6:45 p.m.**

At 6 p.m. the study team will begin introductions and at 6:05 p.m. the team will start the presentation. Feel free to type questions into the chat box to the right of your screen. We will monitor the chat and answer questions live throughout the public hearing.

### **VERBAL COMMENTS 6:45 - 7:30 p.m.**

From 6:45 to 7:30 p.m., verbal comments that have been received via phone will be played into the meeting. To leave a verbal comment, scroll down for calling instructions and more information. Verbal comments made during the public hearing will be included and responded to in the Final EA.

### **WRITTEN COMMENTS October 13 to November 13**

Comments can also be emailed, mailed, or submitted on the website through Nov. 13, 2020. Written comments received during the comment period will be included in the Final EA.

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# LIVE Q&A CHAT

- Type a question into the chat box to the right of the video screen. We will be monitoring the chat and answering questions throughout the meeting.
- Question response times will vary. We will attempt to answer all questions, as time permits.
- If your question is not answered, please visit the website on Nov. 2nd to view the chat questions and responses. Or contact the study team after the event at 801-704-0899 or [i15springvillespanishfork@utah.gov](mailto:i15springvillespanishfork@utah.gov).

**Note:** Comments that are publicly displayed through online tools must follow UDOT Social Media Policy Participant Code of Conduct ([https://www.udot.utah.gov/main\\_old/uconowner.gf?n=9966024694955721](https://www.udot.utah.gov/main_old/uconowner.gf?n=9966024694955721)). Comments that are unacceptable under that policy may be removed at the administrator's discretion.

# VERBAL COMMENTS

**To provide a verbal comment, enter the call-in number listed below and record a voicemail.**

- Please mute your computer speakers before you call in.
- Dial **855-925-2801** and enter code **9774**. Press \* for more options. Then, press **2**.
- State and spell your name and record your comment, for up to three minutes.
- All voicemail recordings will be played into the public hearing in the order they are received.

**Written comments can be submitted via email, the study website, or by mail.**

# WRITTEN COMMENTS

Comments must be submitted by **NOV. 13, 2020** to be considered in the Final EA. Comments are welcome throughout the environmental process.

- /// **Email**      i15springvillespanishfork@utah.gov
- /// **Website**    udot.utah.gov/i15springvillespanishfork
- /// **Mail**          I-15 Springville/Spanish Fork Interchange EA  
                      c/o Horrocks Engineers  
                      2162 West Grove Parkway, Suite 400  
                      Pleasant Grove, UT 84062

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## I-15 SPRINGVILLE/SPANISH FORK INTERCHANGE EA ONLINE PUBLIC HEARING

### MEETING PURPOSE

- Present Environmental Assessment results
- Show the Preferred Alternative
- Gather public input

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this study are being or have been carried-out by UDOT pursuant to 23 USC 327 and a Memorandum of Understanding dated Jan. 17, 2017, and executed by FHWA and UDOT.

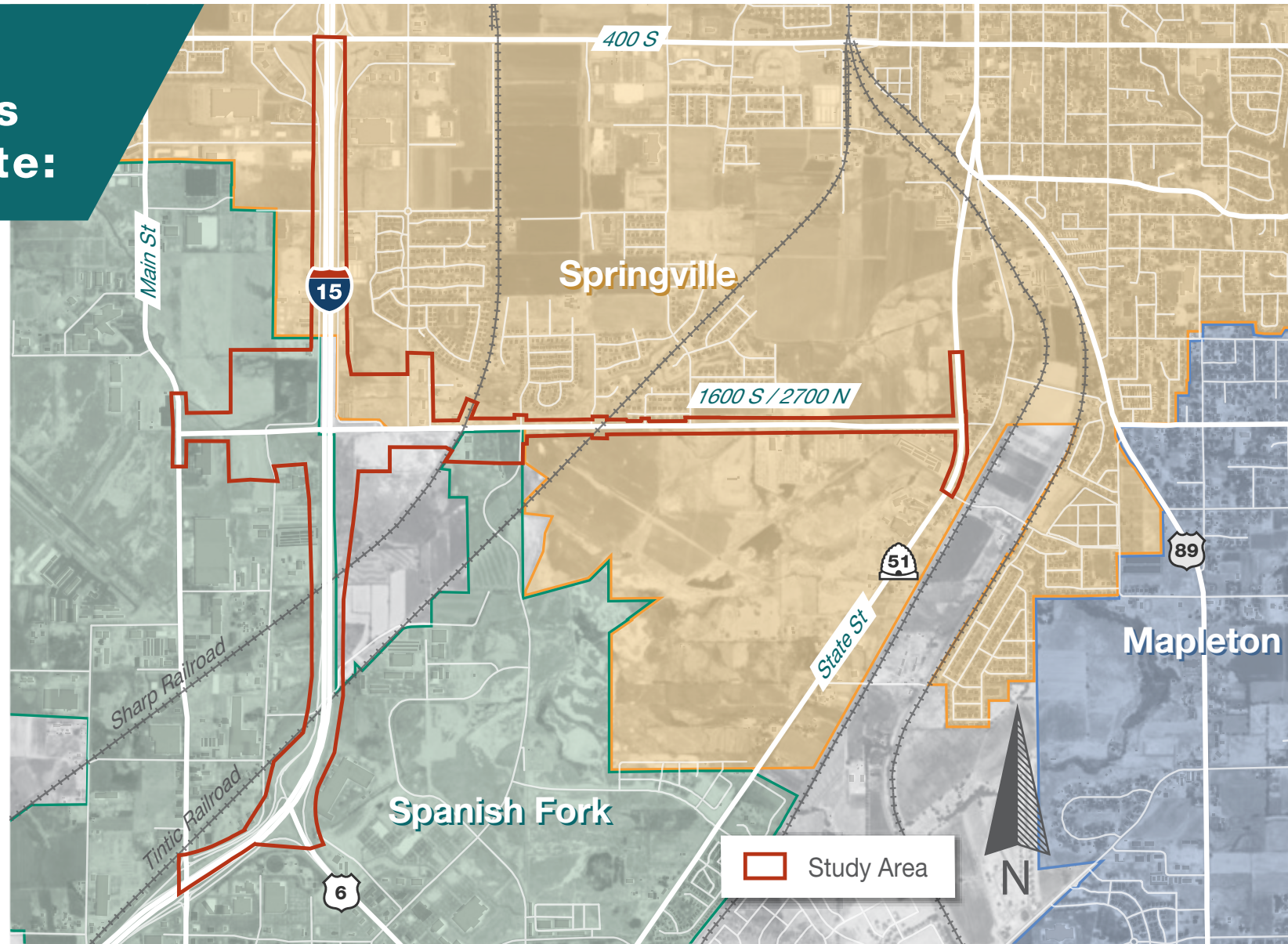
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# OVERVIEW

I-15 Interchange  
ENVIRONMENTAL ASSESSMENT  
Springville/Spanish Fork

The Utah Department of Transportation (UDOT) has prepared an EA to evaluate:

1. A new interchange on I-15 at 1600 South/2700 North
2. Improvements to 1600 South/2700 North from Main Street in Spanish Fork to State Street (S.R. 51) in Springville





# ENVIRONMENTAL SCHEDULE

I-15 Interchange  
// ENVIRONMENTAL ASSESSMENT  
Springville/Spanish Fork

## ENVIRONMENTAL PROCESS



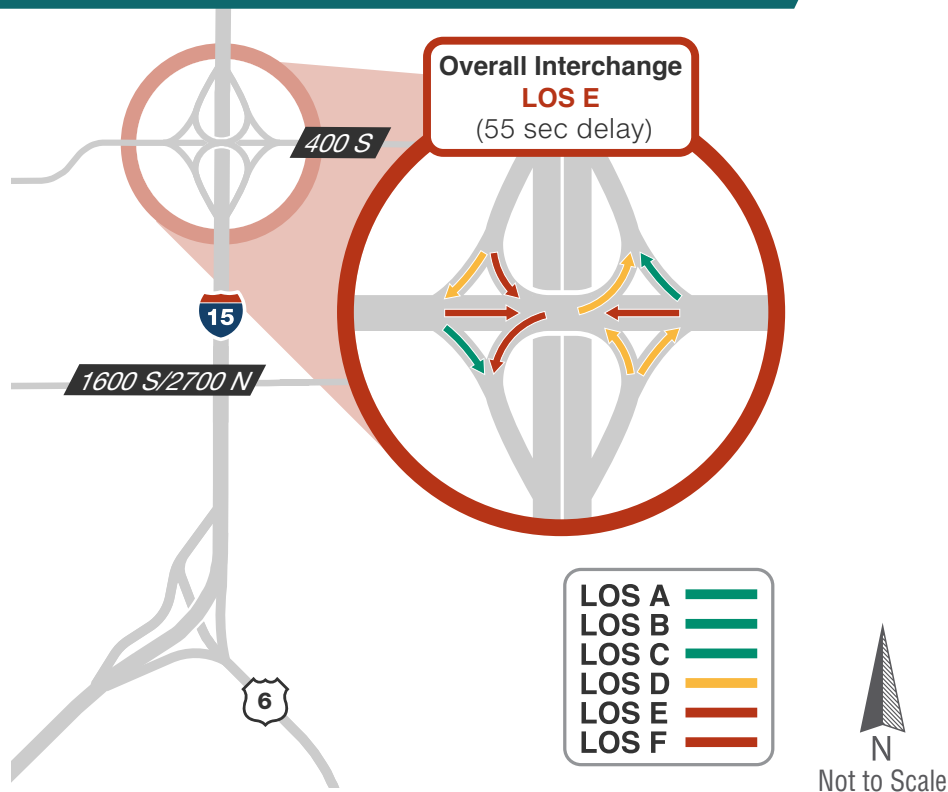


# PURPOSE & NEED

## NEED

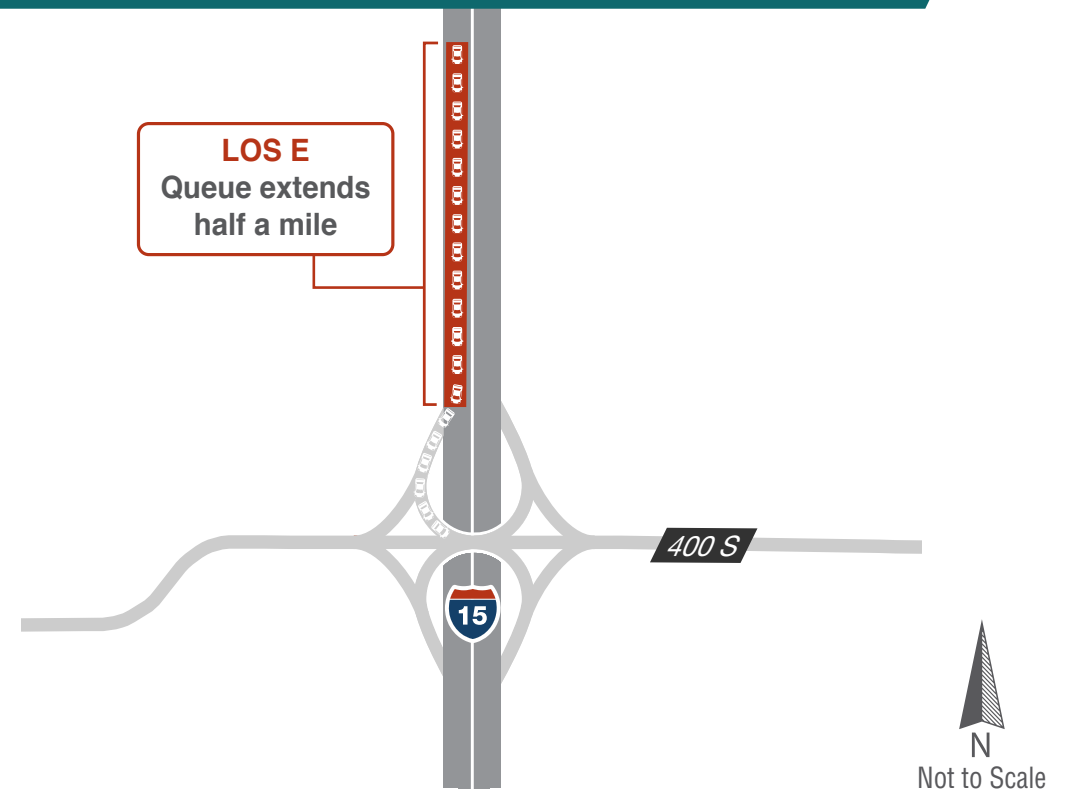
- Future failing conditions at the Springville 400 South Interchange, causing congestion on I-15

### 2050 PM PEAK HOUR



- Unsafe conditions caused by traffic extending onto southbound I-15 at the 400 South Interchange

### 2050 NO BUILD CONDITIONS



# PURPOSE & NEED

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## NEED

- Safety concerns due to at-grade railroad crossings on 1600 South/2700 North



- Lack of bike and pedestrian facilities in the study area



# PURPOSE & NEED

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## PURPOSE

- Reduce delay
  - I-15 and 400 South Interchange
  - I-15 Mainline
- Improve safety
  - I-15 Mainline
  - 1600 South/2700 North
- Provide bike and pedestrian improvements within the study area



# ALTERNATIVES DEVELOPMENT

## NO-ACTION ALTERNATIVE

1. An alternative where no improvements are made beyond safety and maintenance activities
2. Used as a comparison for the build alternative

## BUILD ALTERNATIVE

1. Alternatives or options developed to address the transportation needs
2. Multiple build alternatives can be developed

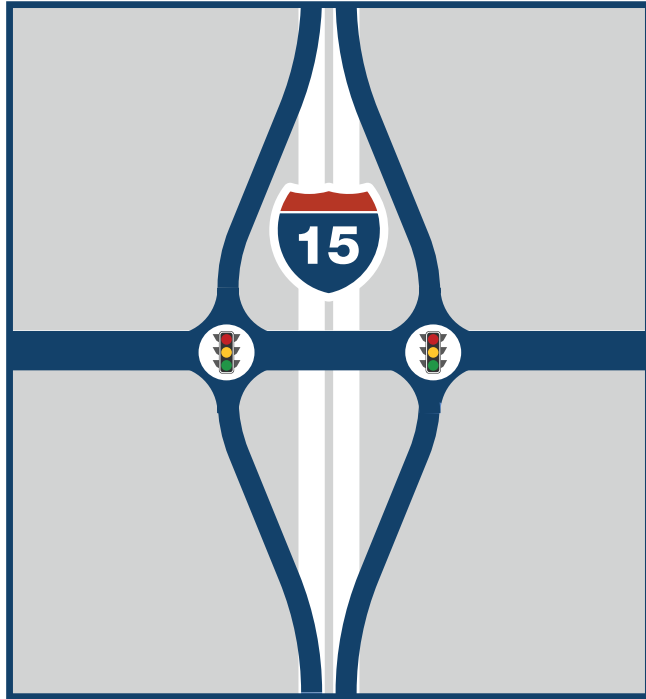
Except for the improvements that are the subject of this EA, each alternative assumes that the identified projects in area transportation plans would be operational by 2050.

# ALTERNATIVES PROCESS

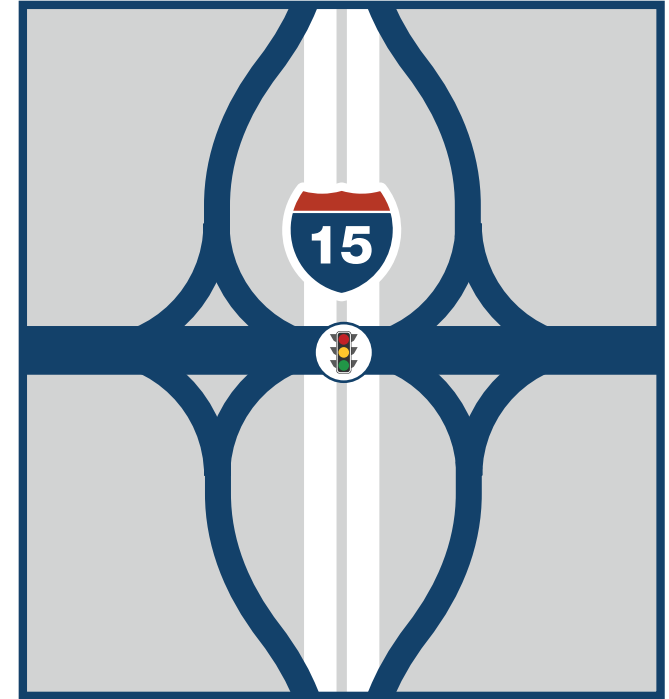
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## INTERCHANGE OPTIONS

### DIAMOND



### Single-Point Urban Interchange (SPUI)



# ALTERNATIVES PROCESS

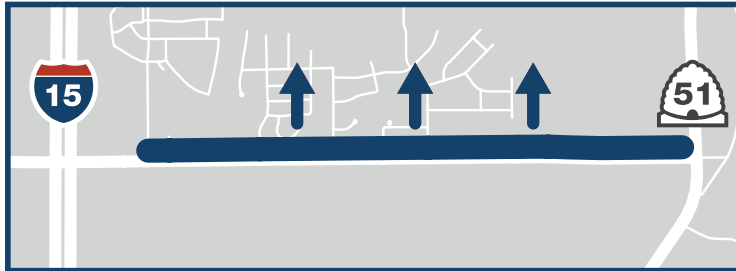
## WHY INCLUDE IMPROVEMENTS TO THE CORRIDOR?

Constructing an interchange will:

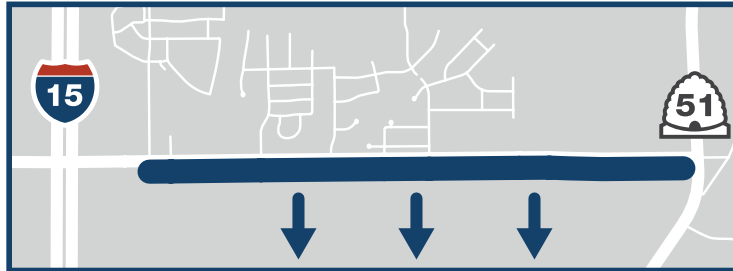
- Increase traffic on 1600 South/2700 North
- Increase safety concerns at the current Sharp Railroad crossing

## CORRIDOR OPTIONS

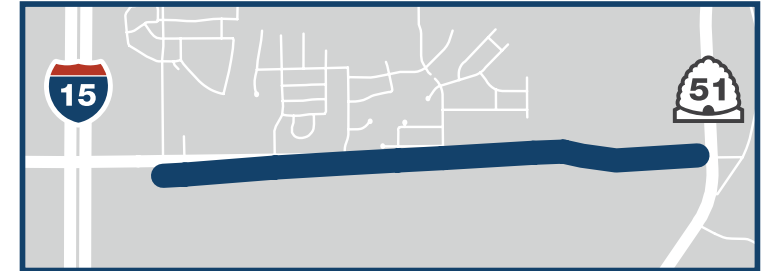
### NORTH



### SOUTH



### MEANDER





# ALTERNATIVES SCREENING PROCESS

## SCREENING CRITERIA

### LEVEL 1:

#### Purpose and Need

Does the option meet the purpose and need?

### LEVEL 2:

#### Key Environmental Resources

When compared to other options, does the option minimize environmental impacts to:

- Wetlands and other waters of the U.S.?
- Relocations?
- Right-of-way acquisition?

### LEVEL 3:

#### Additional (Interchange Only)

How well does the interchange option perform?

How much does the interchange option cost?

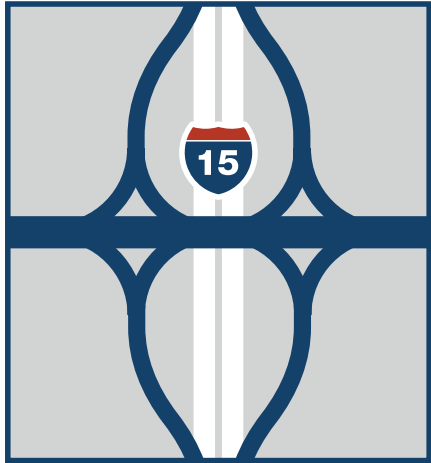
How well does the interchange option serve traffic beyond 2050?

# ALTERNATIVES SCREENING PROCESS

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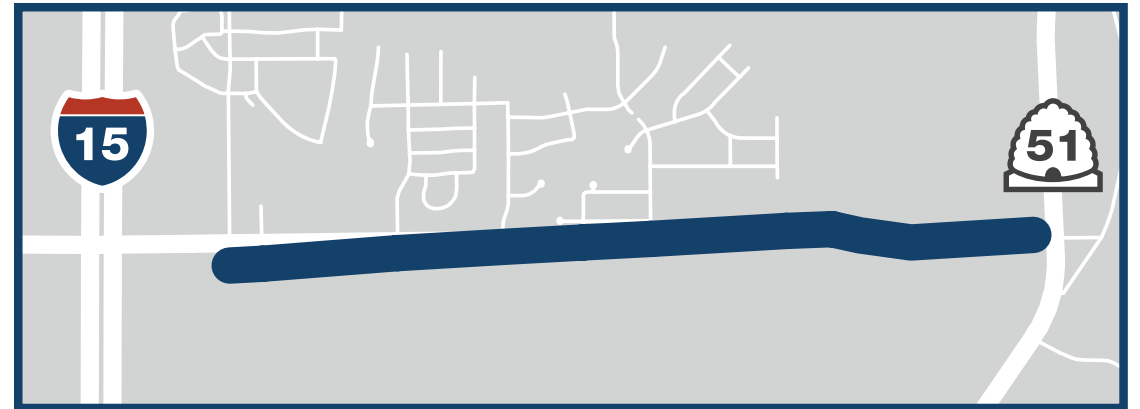
## ADVANCED FOR DETAILED ANALYSIS

### SPUI



- Meets Purpose and Need
- Similar environmental impacts, operational results, and costs as the Diamond Interchange Option
- Serves traffic needs beyond 2050

### MEANDER



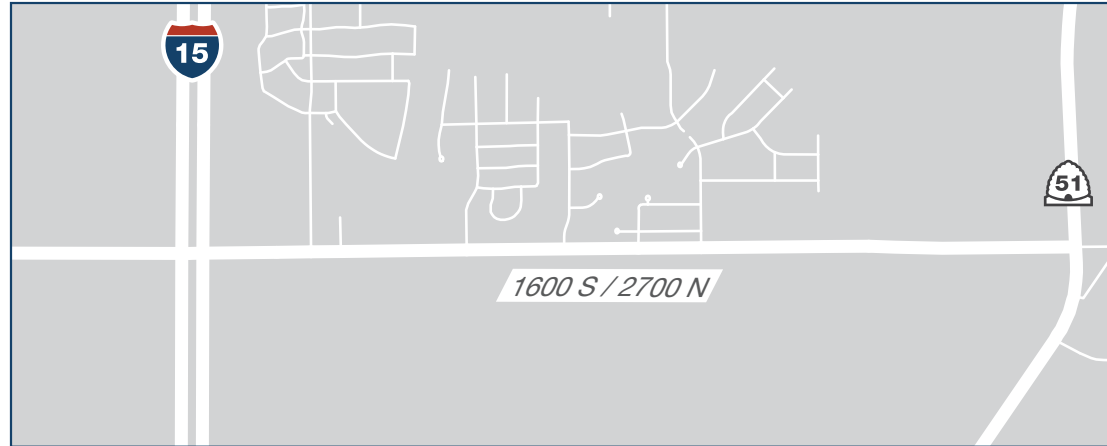
- Meets Purpose and Need
- Fewer relocations and right-of-way acquisitions required compared to other corridor options**

# ALTERNATIVES SCREENING PROCESS

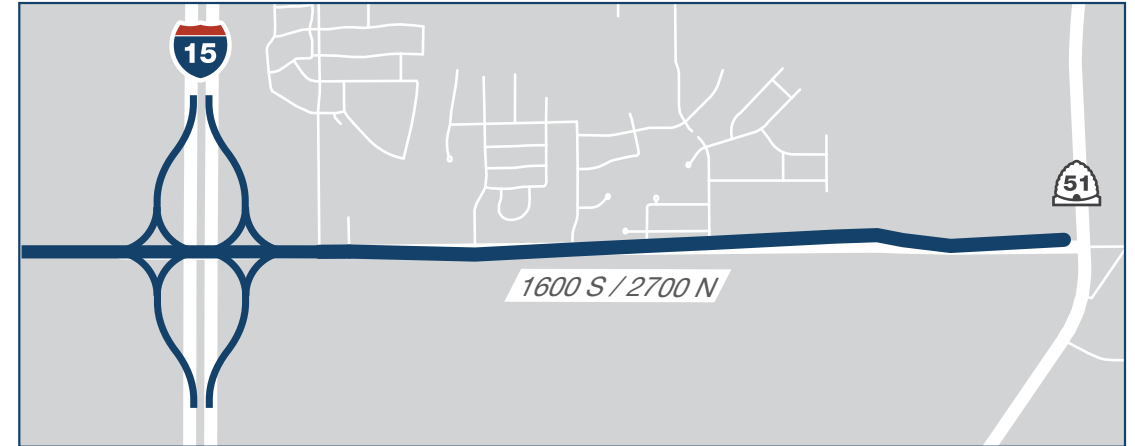
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## ALTERNATIVES

### NO-ACTION ALTERNATIVE



### Combined into BUILD ALTERNATIVE



Identified as  
**PREFERRED  
ALTERNATIVE**

# PREFERRED ALTERNATIVE

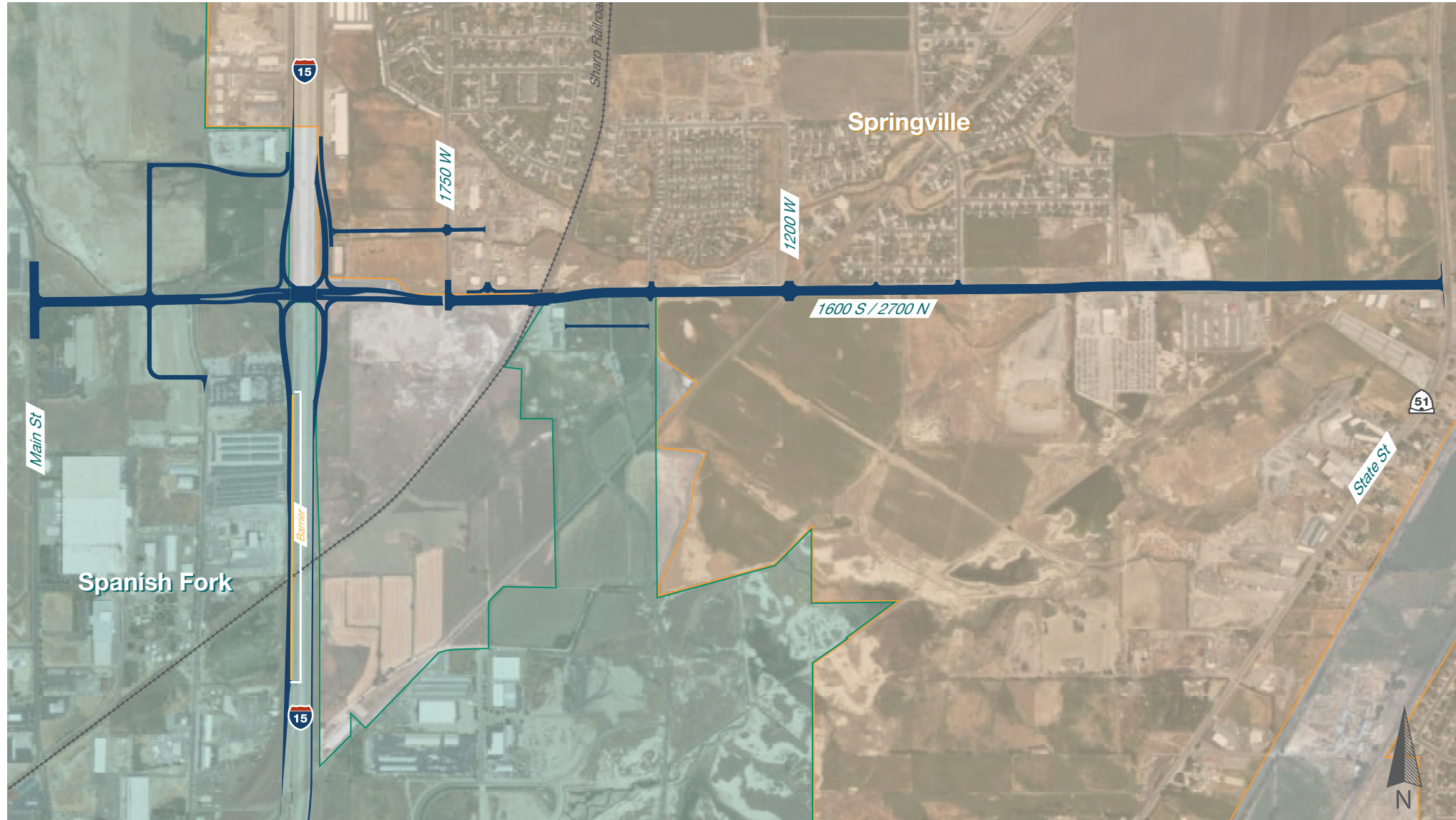
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## I-15 Improvements

- SPUI
- Auxiliary Lanes
- Frontage Roads

## 1600 South/2700 North Improvements

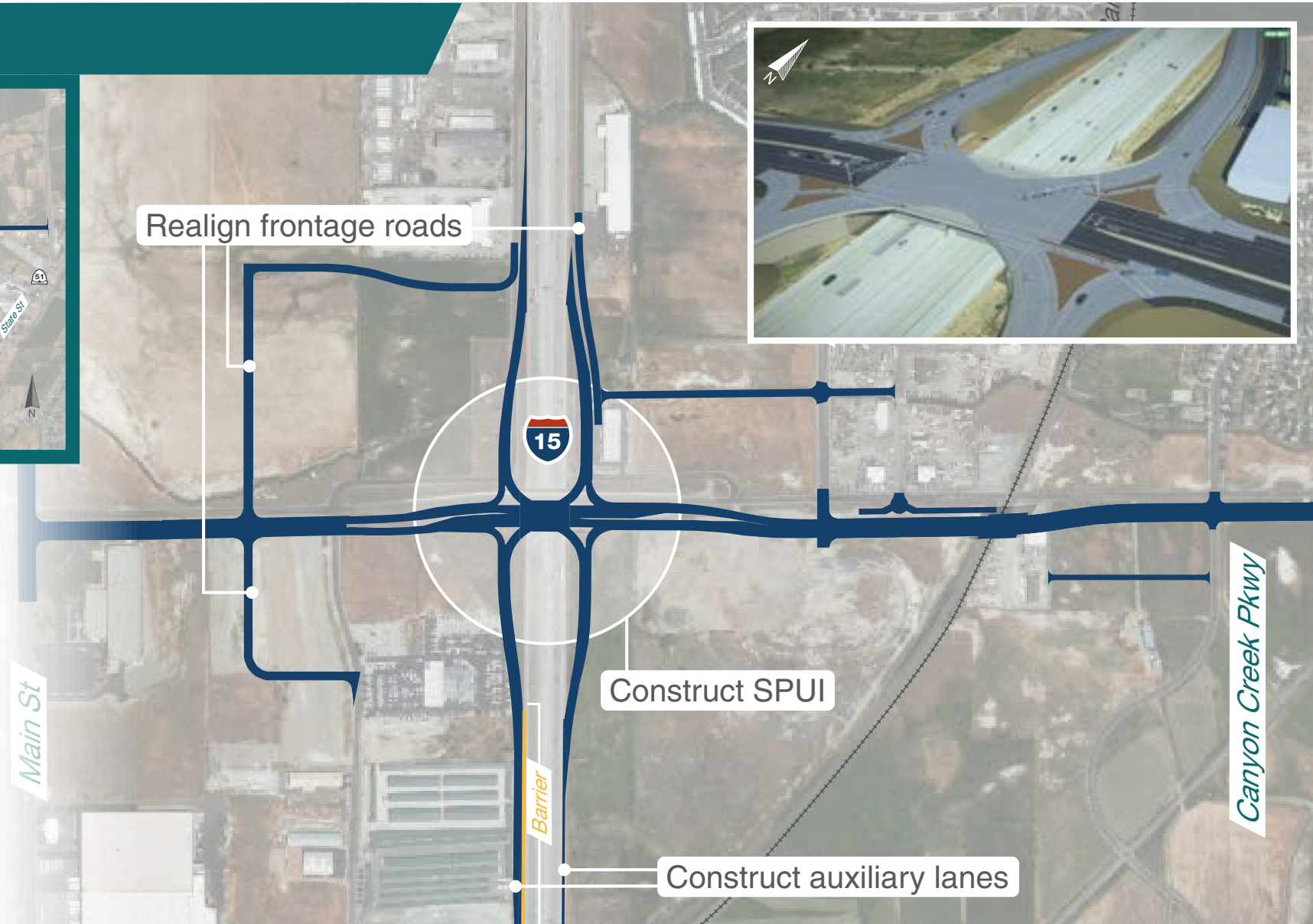
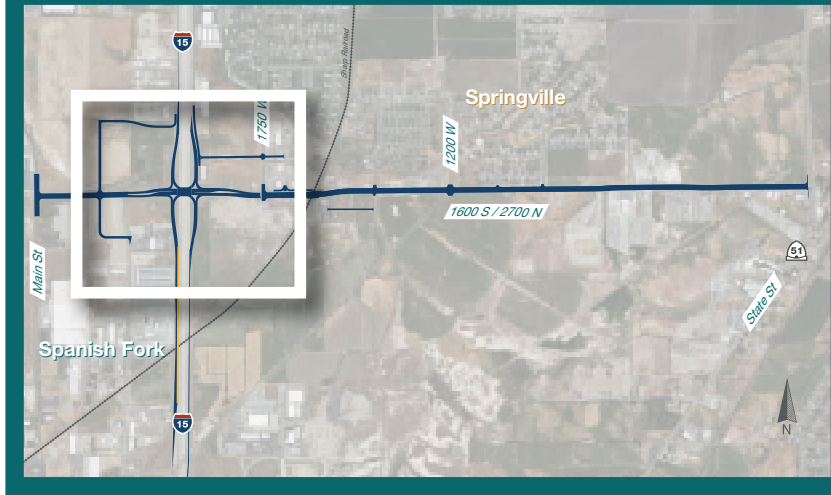
- Grade-separated Railroad Crossing
- Access Roads
- Pedestrian and Bicycle Improvements



# PREFERRED ALTERNATIVE

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## INTERCHANGE

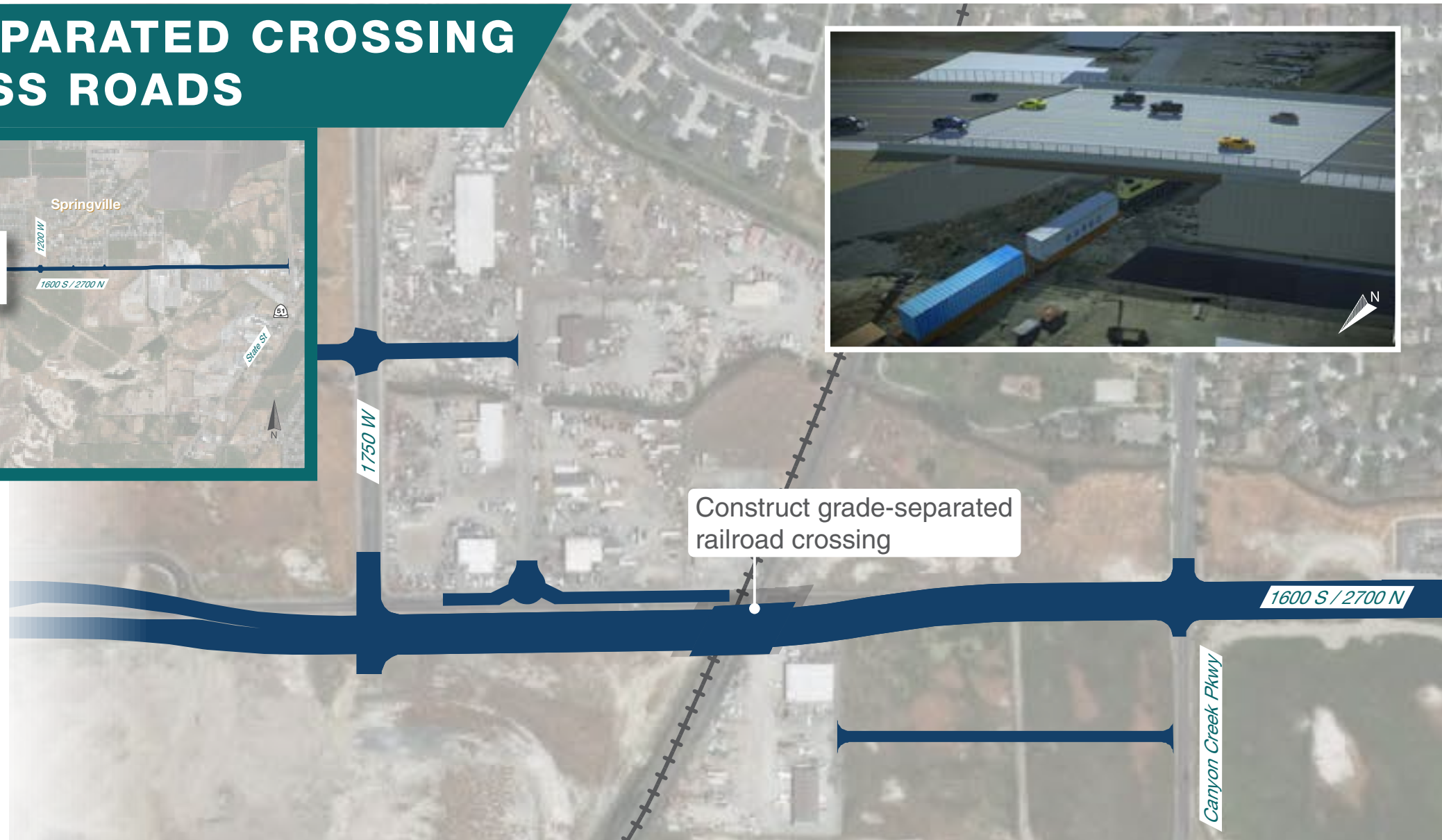
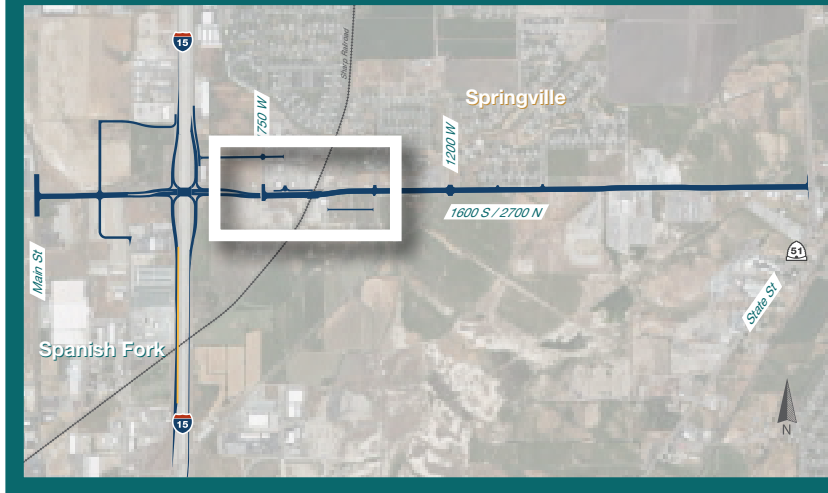




# PREFERRED ALTERNATIVE

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## GRADE-SEPARATED CROSSING and ACCESS ROADS

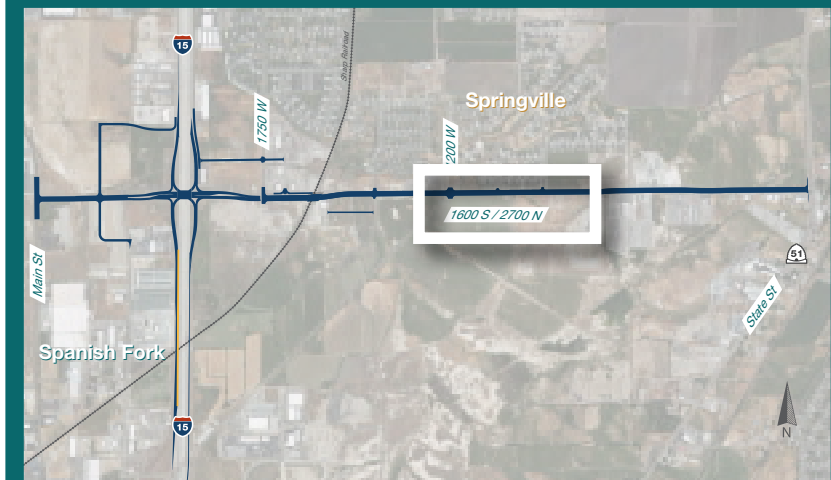




# PREFERRED ALTERNATIVE

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## 1600 SOUTH/2700 NORTH



Construct 6-foot sidewalk

1600 S / 2700 N

Construct 10-foot trail

# PREFERRED ALTERNATIVE

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## ADDITIONAL DETAILS ARE AVAILABLE

- 3D DESIGN VIDEO
- PREFERRED ALTERNATIVE MAP



# KEY ENVIRONMENTAL RESOURCES

- Land Use
- Right-of-way and Relocations
- Pedestrians and Bicyclists
- Air Quality
- Noise
- Wetlands and Other Waters of the U.S.
- Water Resources
- Threatened and Endangered Species/  
Other Wildlife
- Visual and Aesthetic
- Utilities and Emergency Services

**Additional details regarding the resources listed along with other resources included in the study are located in Chapter 3 of the Environmental Assessment.**





# RIGHT-OF-WAY/RELOCATIONS

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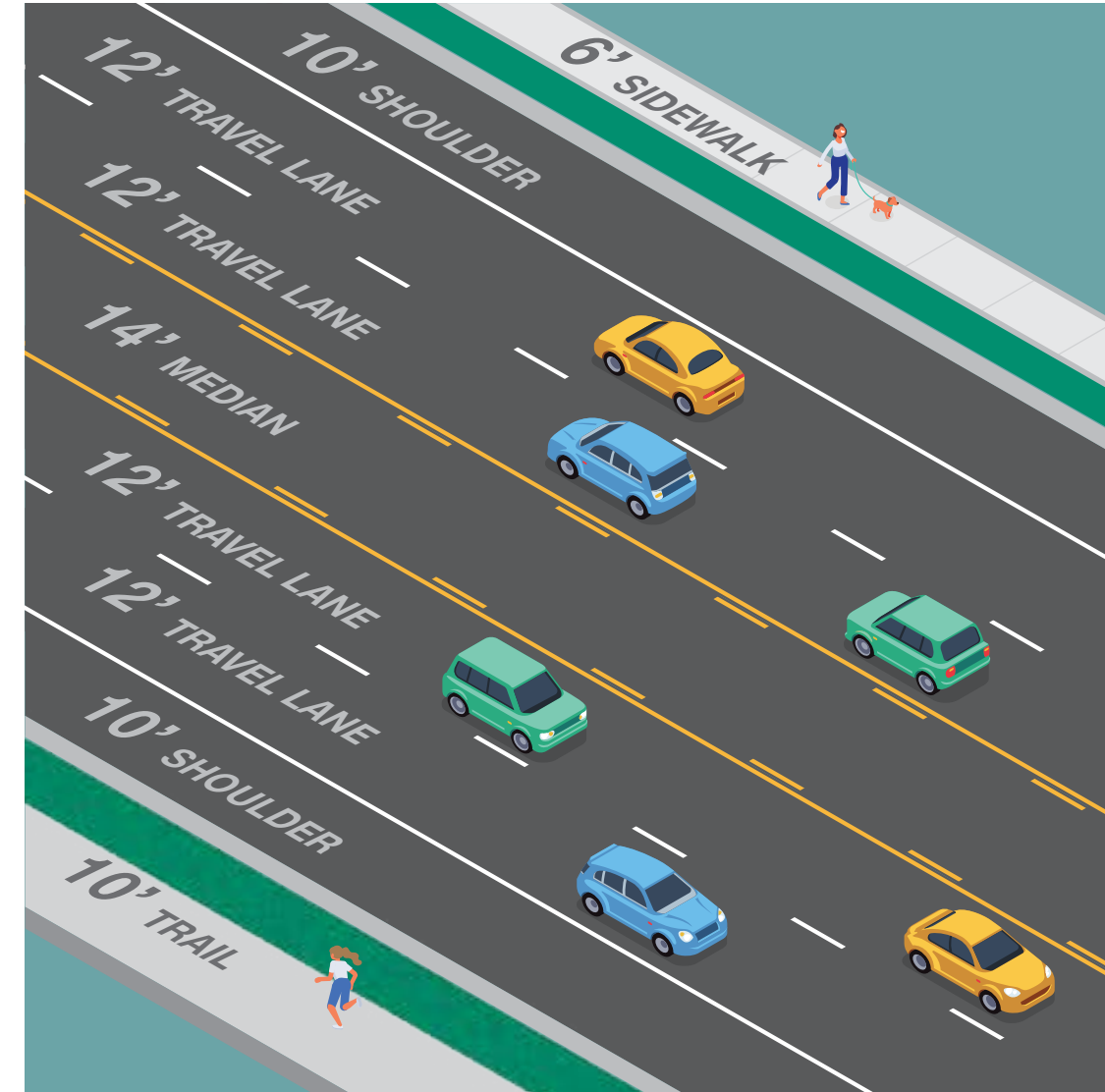
- Acquire approximately 35 acres from 63 parcels
- Relocate two commercial properties, impacting 3 businesses
- Change access for some businesses due to the grade-separated railroad crossing



# PEDESTRIANS AND BICYCLISTS

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- Construct a new, 10-foot-wide multiuse trail on the south side of 1600 South/2700 North
- Construct a 6-foot-wide sidewalk on the north side of 1600 South/2700 North





# NOISE

## Noise Wall Balloting

Noise wall balloting would be conducted as part of the final design phase. Property owners and residents who are either directly adjacent to the noise wall or benefited by the noise wall (receive at least a 5 dBA reduction) would receive a ballot.

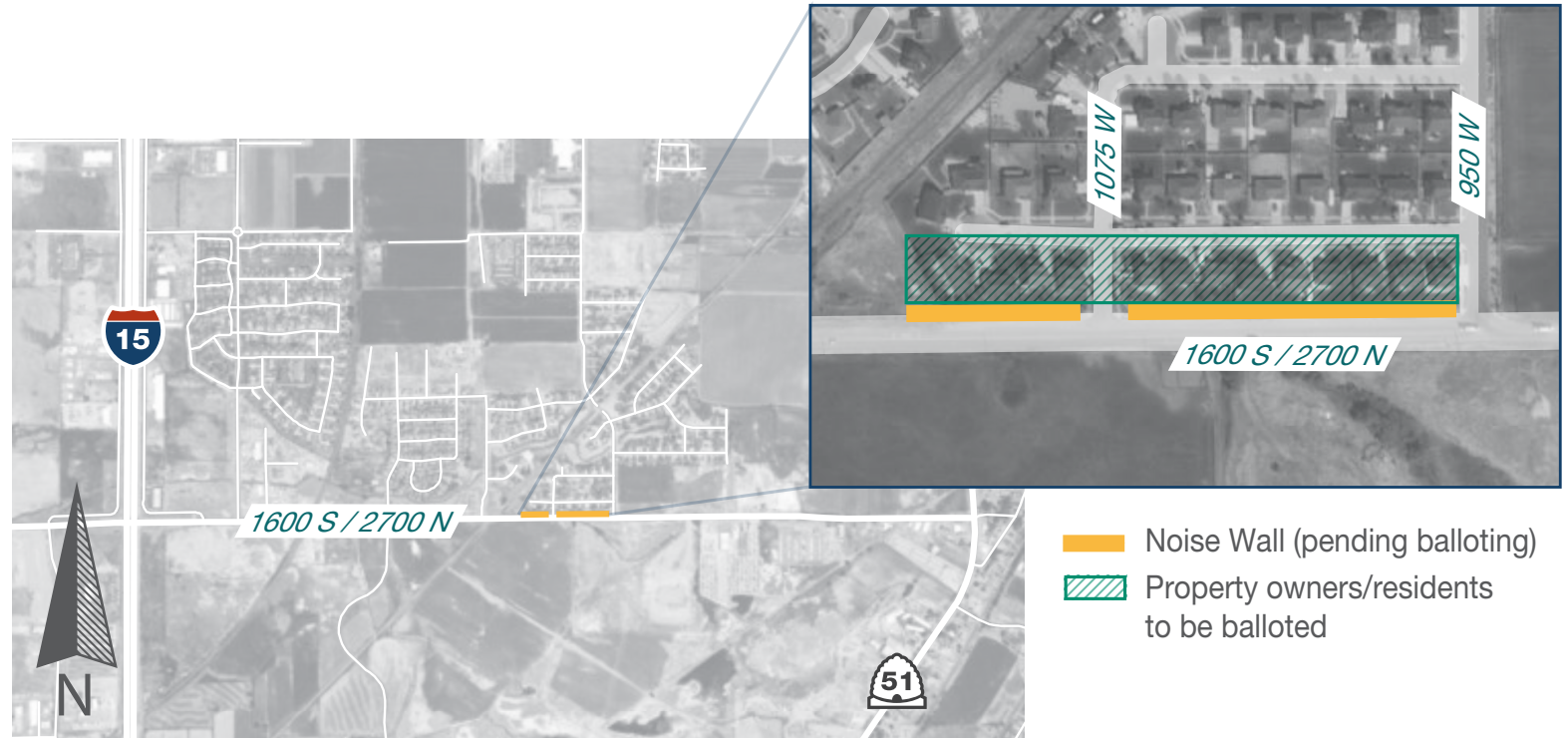
Balloting requirements to obtain the noise wall include:



At least 75% of the ballot recipients must vote for or against

At least 75% of the returned ballots must vote yes.

## Proposed Noise Wall

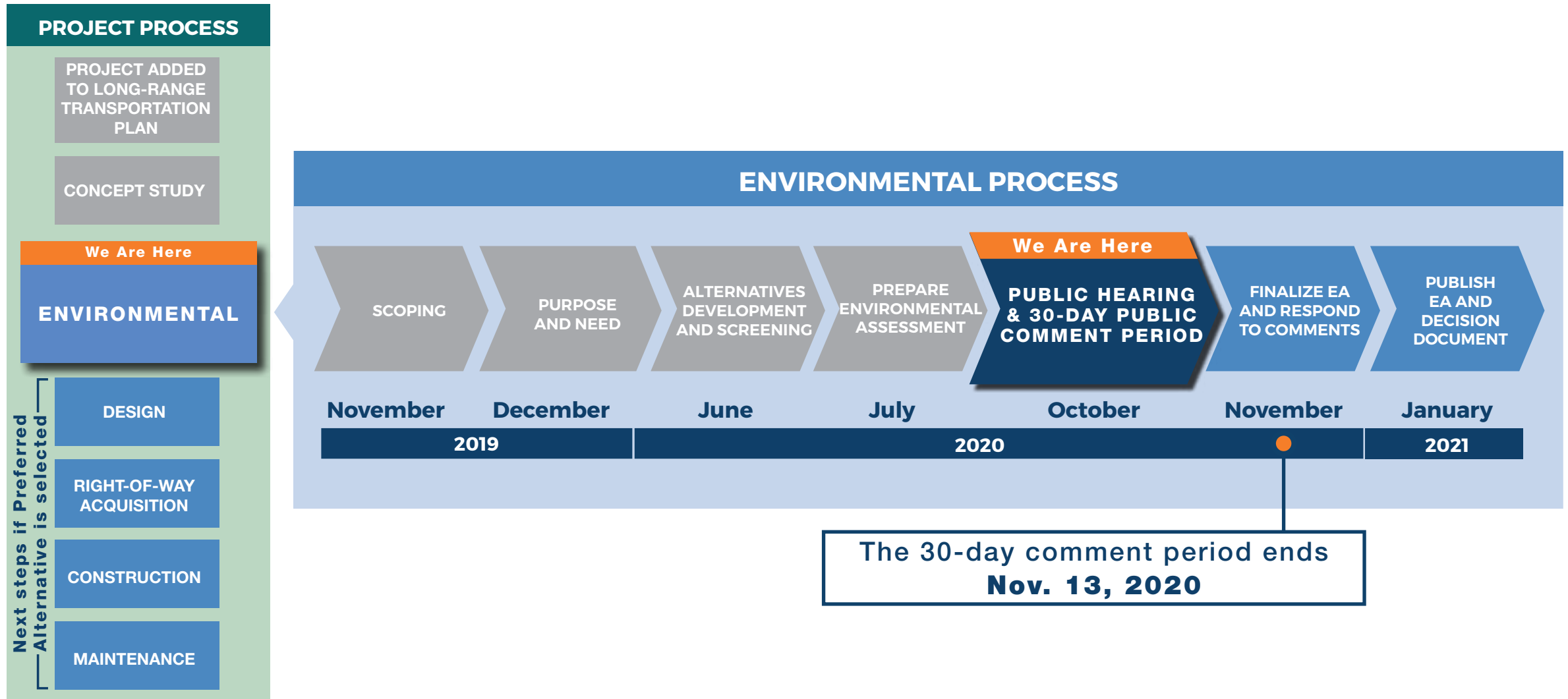


Note: Noise abatement measures are still subject to final design and balloting.



# NEXT STEPS

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# PHASING

## PHASE 1

Currently Funded

- Construct a diamond interchange
- Realign the northwest, southwest, and northeast frontage roads
- Improve roadway shoulder widths on 1600 South/2700 North
- Construction is anticipated between 2022 - 2030

## PHASE 2

Not Funded

- Construct a grade-separated railroad crossing on 1600 South/2700 North across the consolidated Sharp/Tintic Railroad

## PHASE 3

Not Funded

- Construct a SPUI and replace the existing 1600 South/2700 North structure
- Construct a northbound and southbound auxiliary lane between U.S. 6 and the new interchange
- Widen 1600 South/2700 North to five lanes with 10-foot shoulders between Main Street and S.R. 51
- Construct a sidewalk on the north side of 1600 South/2700 North
- Construct a 10-foot, multiuse trail on the south side of 1600 South/2700 North

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