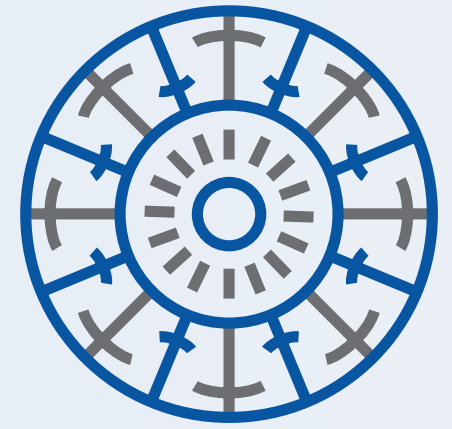


# WELCOME

## **THE PURPOSE OF THIS MEETING IS TO GATHER PUBLIC INPUT ON:**

- Environmental Impact Statement (EIS) process
- Purpose and Need for the project
- Range of alternatives



# WHY IS UDOT PREPARING AN EIS?

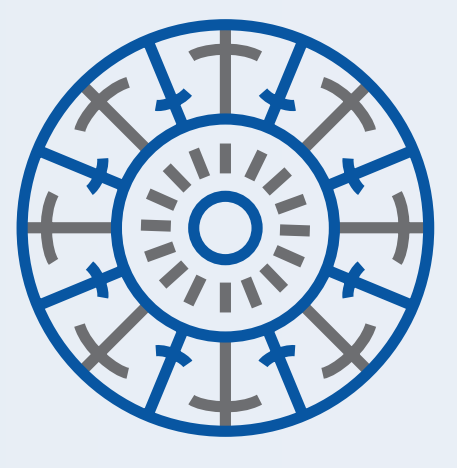
An informational meeting was held August 29, 2017 to gather public input related to the transportation needs within the study area and inform the community of the environmental process.

Based on community concerns regarding potential outcomes of this study, UDOT decided the appropriate level of environmental review needed would be best provided by preparing an Environmental Impact Statement (EIS).



## WHAT IS AN EIS?

An EIS is intended to be a full-disclosure document, providing an open evaluation of environmental issues and alternatives. It also informs decision-makers and the public of reasonable alternatives that could meet the project purpose, avoid or minimize adverse impacts, and enhance the quality of the environment.



# ENVIRONMENTAL IMPACT STATEMENT PROCESS

CURRENT PROGRESS

FALL 2018

WINTER 2019

SPRING 2019

## SCOPING

## PURPOSE & NEED

## ALTERNATIVES DEVELOPMENT & SCREENING

## ENVIRONMENTAL RESOURCE ANALYSES

## PREPARE AND PUBLISH DRAFT ENVIRONMENTAL IMPACT STATEMENT

## PUBLIC HEARING & 45-DAY COMMENT PERIOD

## PREPARE FINAL ENVIRONMENTAL IMPACT STATEMENT

## APPROVE/ISSUE RECORD OF DECISION

Gather initial data and input from agencies and the public regarding issues that should be addressed during the EIS. A Public Scoping Open House was held in August 2017 where formal comments were received.

Help define transportation needs in the study area by using public input together with current and projected traffic data, population projections, land use, and planned economic development.

Consider a wide range of alternatives (including the No-action Alternative) that meet the transportation needs. Members of the public will have an opportunity to review and provide feedback at a Public Open House. Screen alternatives based on their ability to meet the Purpose and Need and potential impacts to the natural and built environment.

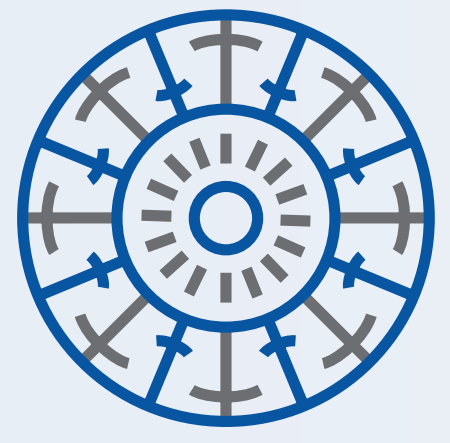
Examine in detail the potential social, economic, and environmental impacts for each alternative selected for further analysis (including the No-action Alternative).

The document will summarize the Purpose and Need, present the alternatives development and screening process, describe the potential impacts for each alternative selected for detailed study, and **identify the one Preferred Alternative** recommended as the proposed solution.

Members of the public have the opportunity to learn, review, and provide formal comments on the draft EIS alternatives, the Preferred Alternative and anticipated environmental impacts at a Public Hearing or any time during the comment period.

Respond to all comments received during the comment period and finalize the study.

UDOT will make a final determination on the EIS which is documented in a Record of Decision.



# PURPOSE & NEED

## PURPOSE

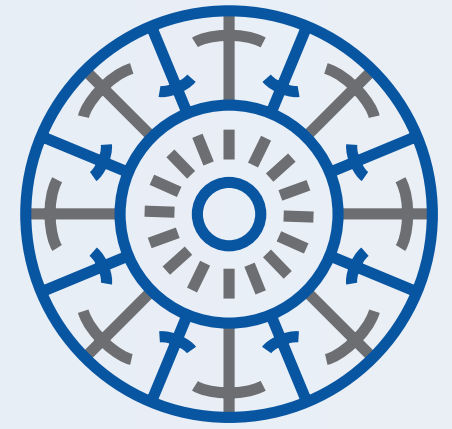
Maintain the operation and safety of I-15 between Exit 10 and Exit 13

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 ramps

Traffic congestion, queuing, and travel delay on surface streets

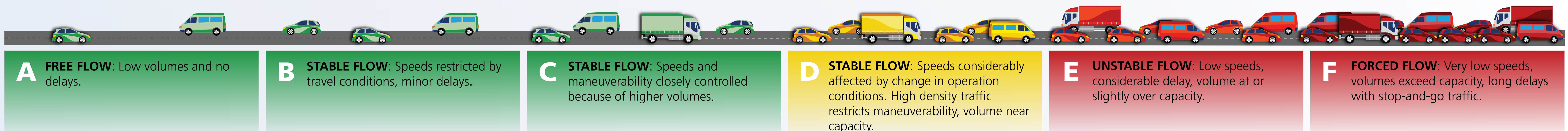


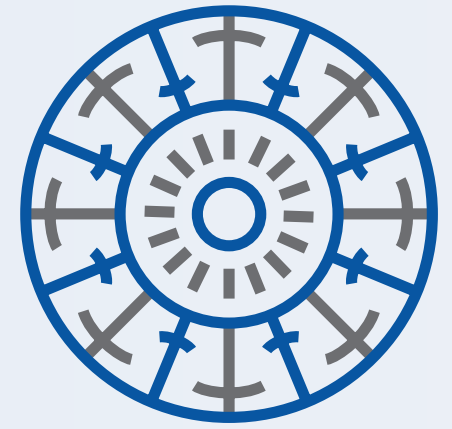
# WHAT IS LEVEL-OF-SERVICE (LOS)?

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).



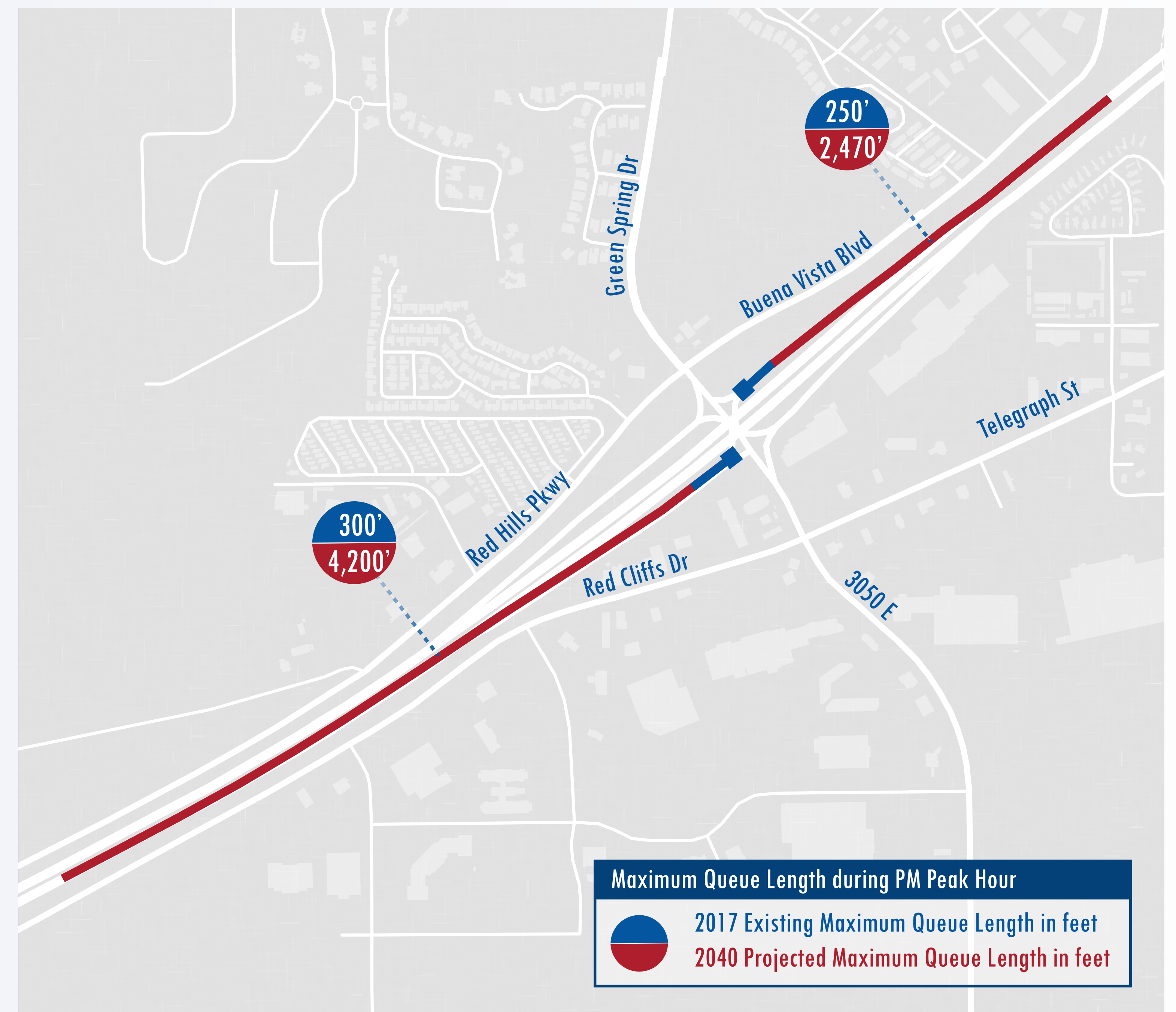


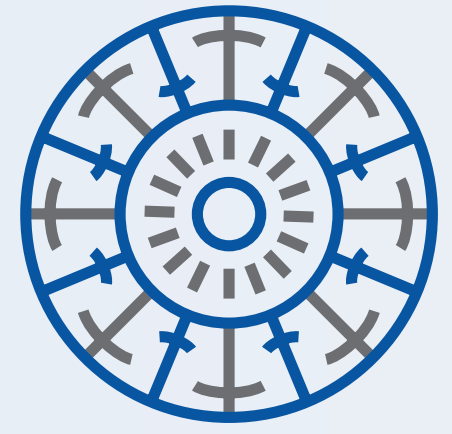
## I-15 TRAFFIC QUEUING

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 reckless driving maneuvers, sudden and unanticipated lane changes, and increased rear-end collisions.

### WHAT IS QUEUING?

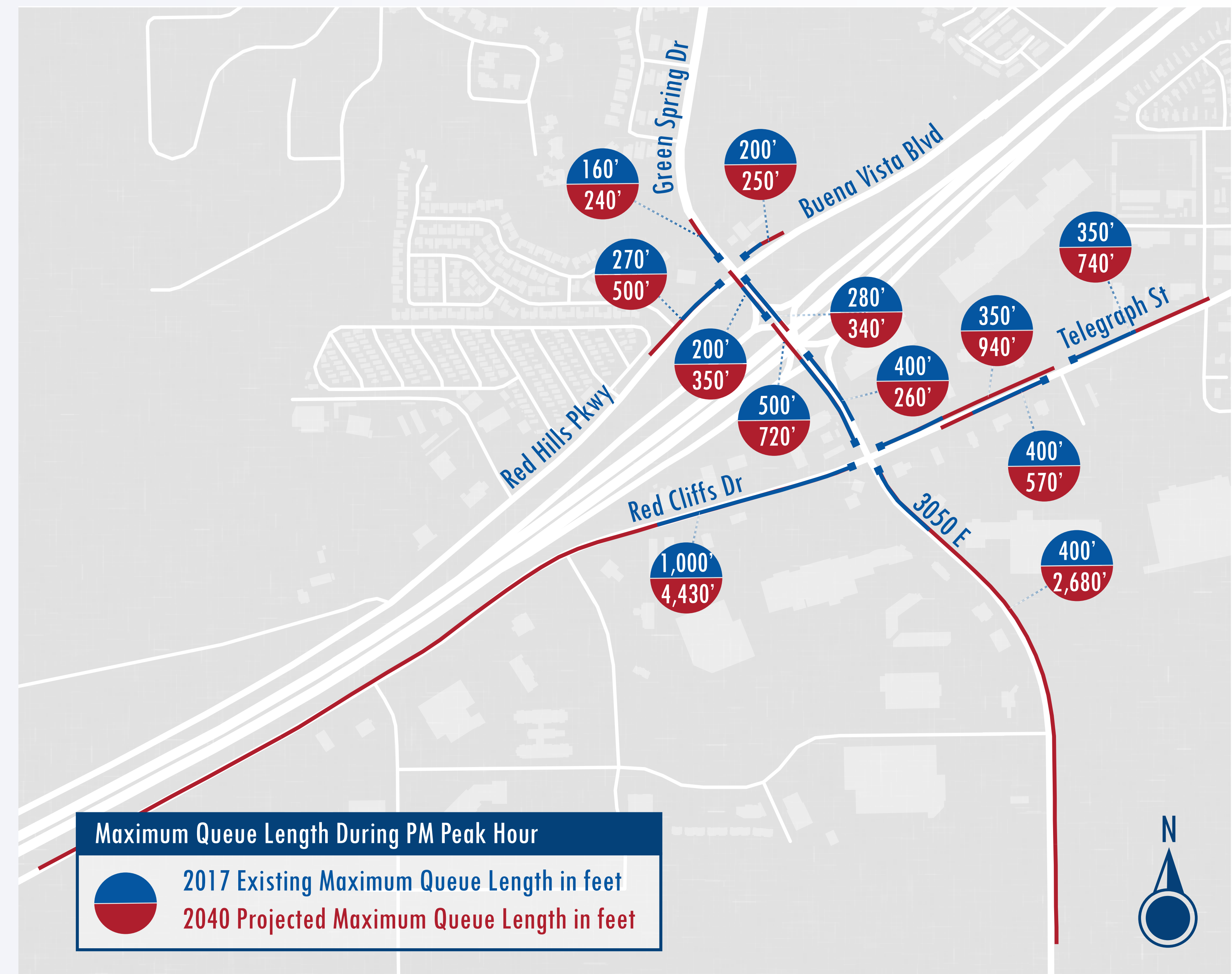
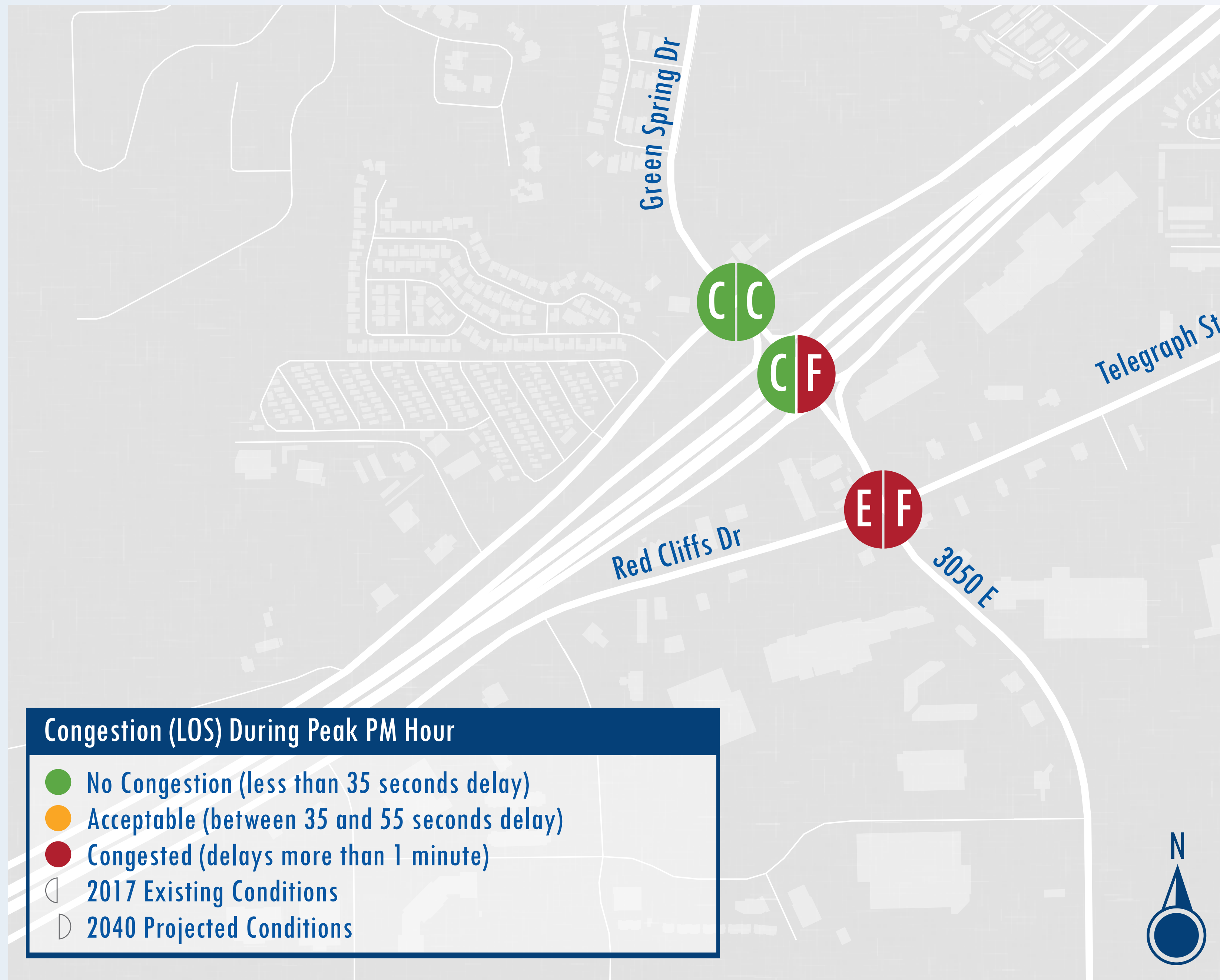
A traffic condition experienced when the amount of vehicles waiting at an intersection exceeds the available area to store these vehicles. Queuing is a result of a variety of causes such as, traffic signals and stops signs, accidents, lane drops and merges, hills, and inclement weather. When not addressed, queues can result in severe network congestion and safety issues.

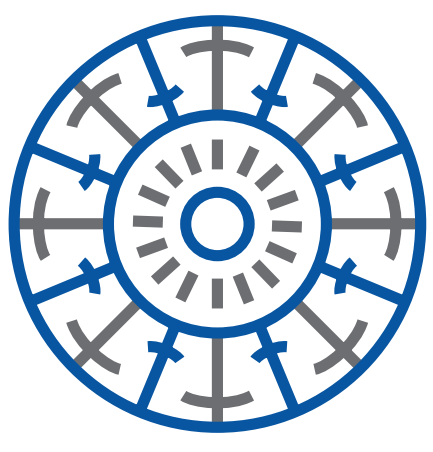




# I-15 MP 11 INTERCHANGE ENVIRONMENTAL STUDY

## SURFACE STREET QUEUING AND TRAFFIC CONGESTION





## ALTERNATIVES DEVELOPMENT & SCREENING PROCESS

1

### DEVELOP TRANSPORTATION CONCEPTS (47 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 Separations

#### INCREASE EFFICIENCY

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

2

### 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**

3

### DEVELOP ALTERNATIVES

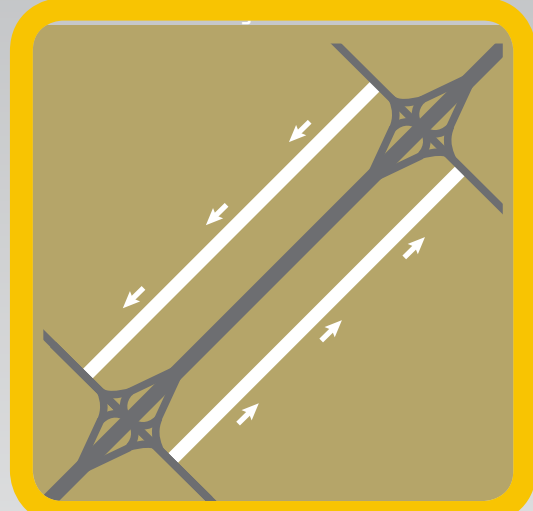
Combine 13 Concepts into Multiple Alternatives

#### 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:

- Add dedicated Right Turn Lane for southbound Green Spring Dr at Buena Vista Blvd
- Widen the intersection of Telegraph St/Green Spring Dr
- Widen Telegraph St to 7 lanes
- Widen Green Spring Dr/3050 E to 7 lanes
- Widen/improve Telegraph St/Walmart intersection
- 400 South extension from 100 W to 3050 E
- Raised medians along Telegraph St & Green Spring Dr

4

### EVALUATE AND SCREEN ALTERNATIVES BASED ON PURPOSE & NEED

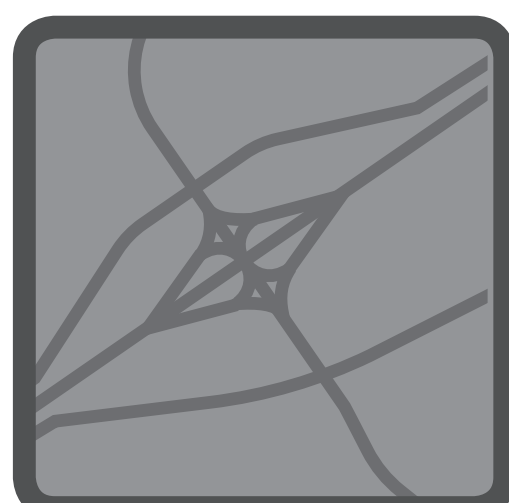
- Does the alternative provide overall intersection level-of-service D at study intersections?
- Does the alternative have queuing that extends into mainline I-15 or adjacent intersections?

5

### EVALUATE AND SCREEN ALTERNATIVES BASED ON KEY ENVIRONMENTAL RESOURCES

- Right-of-Way and relocations
- Cultural (archaeological and architectural) resources
- Section 4(f)

#### ALTERNATIVES RECOMMENDED FOR FURTHER DETAILED ANALYSIS



NO-ACTION



1 – NB GREEN SPRING DR WIDENING



4 – MAIN ST INTERCHANGE

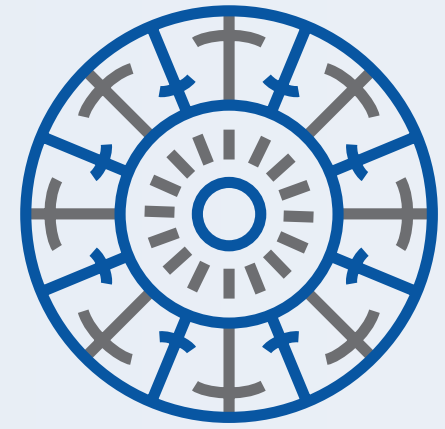


5 – 300 E INTERCHANGE



6 – THRU-TURNS

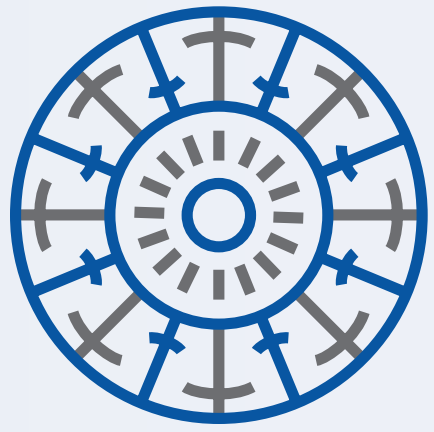




# 1 DEVELOP TRANSPORTATION CONCEPTS

## **THE STUDY TEAM USED INPUT FROM SEVERAL SOURCES TO DEVELOP 47 DIFFERENT TRANSPORTATION CONCEPTS:**

- Local and regional master plans
- Past transportation studies
- Washington City, St. George City, UDOT and Dixie Metropolitan Planning Organization
- Community Coordination Team (CCT)
- Alternatives brainstorming sessions by engineering team
- Public input to date

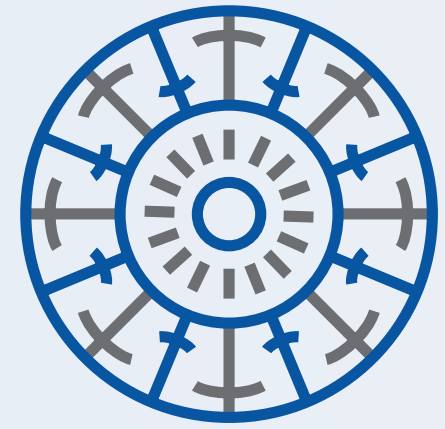


**I-15** MP 11 INTERCHANGE  
ENVIRONMENTAL STUDY

**2**

**EVALUATE CONCEPTS**

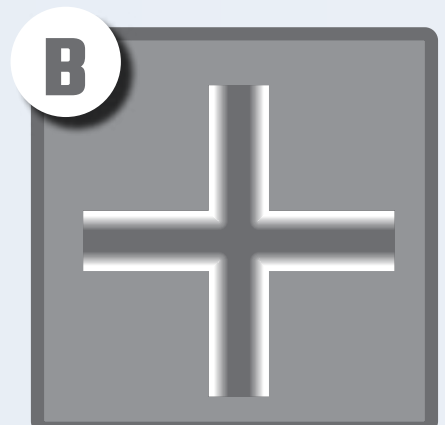




### CONCEPTS COMMON TO ALL ALTERNATIVES



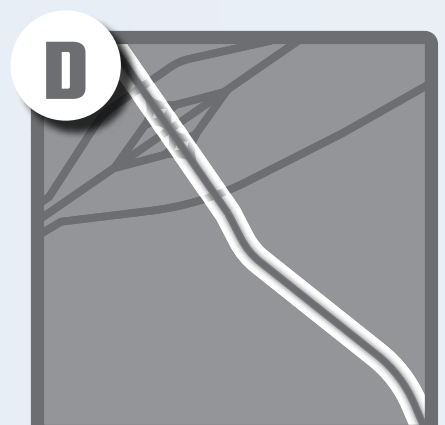
Add dedicated Right Turn Lane for SB Green Spring Dr at Buena Vista Blvd



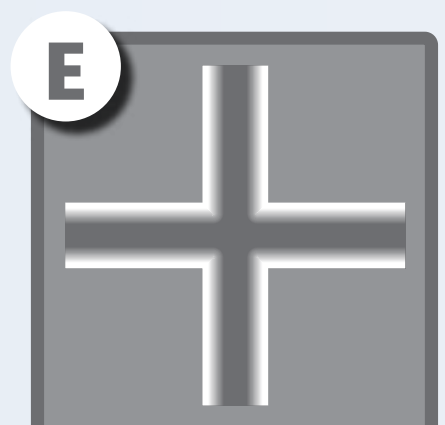
Widen the intersection of Telegraph St/Green Spring Dr



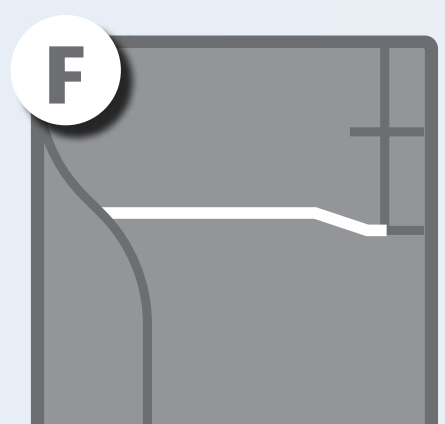
Widen Telegraph St to 7 lanes



Widen Green Spring Dr/3050 E to 7 lanes



Widen/improve Telegraph St/Walmart intersection



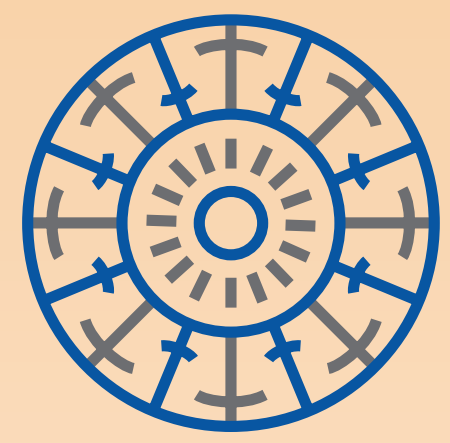
Extend 400 S from 100 W to 3050 E behind Home Depot/Walmart



Raised medians along Telegraph St & Green Spring Dr/3050 E



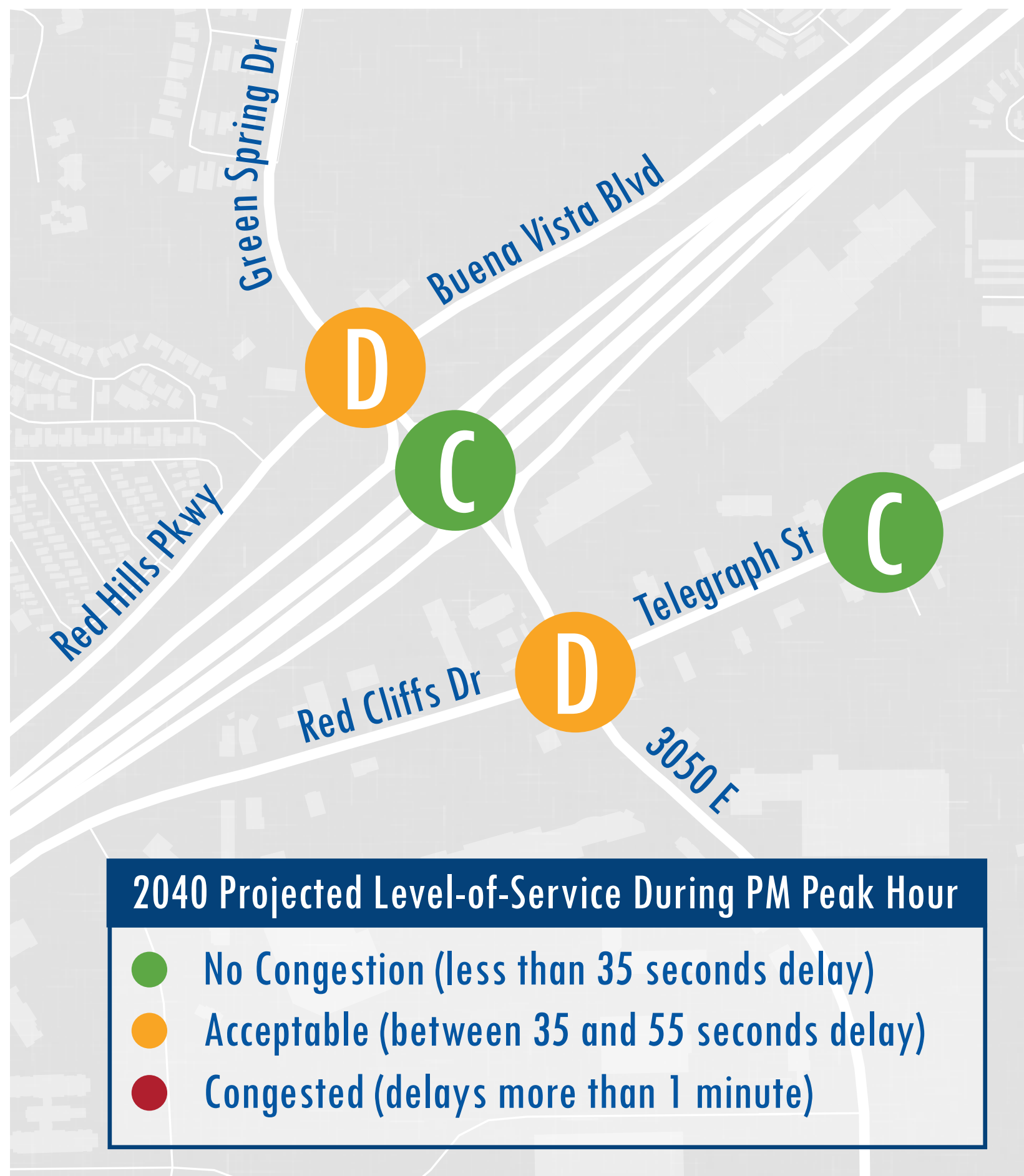
Concepts common to all alternatives would solve many of the traffic problems in 2040; however, it does not meet the Purpose & Need on its own.

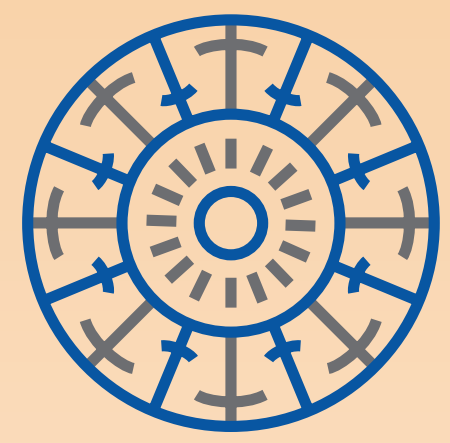


# ALTERNATIVE 1

## NORTHBOUND GREEN SPRING DRIVE WIDENING

Widen Northbound Green Spring Dr/3050 E to 4 lanes



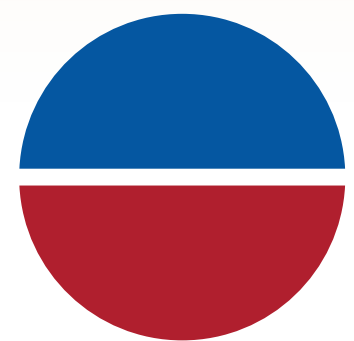


# ALTERNATIVE 1

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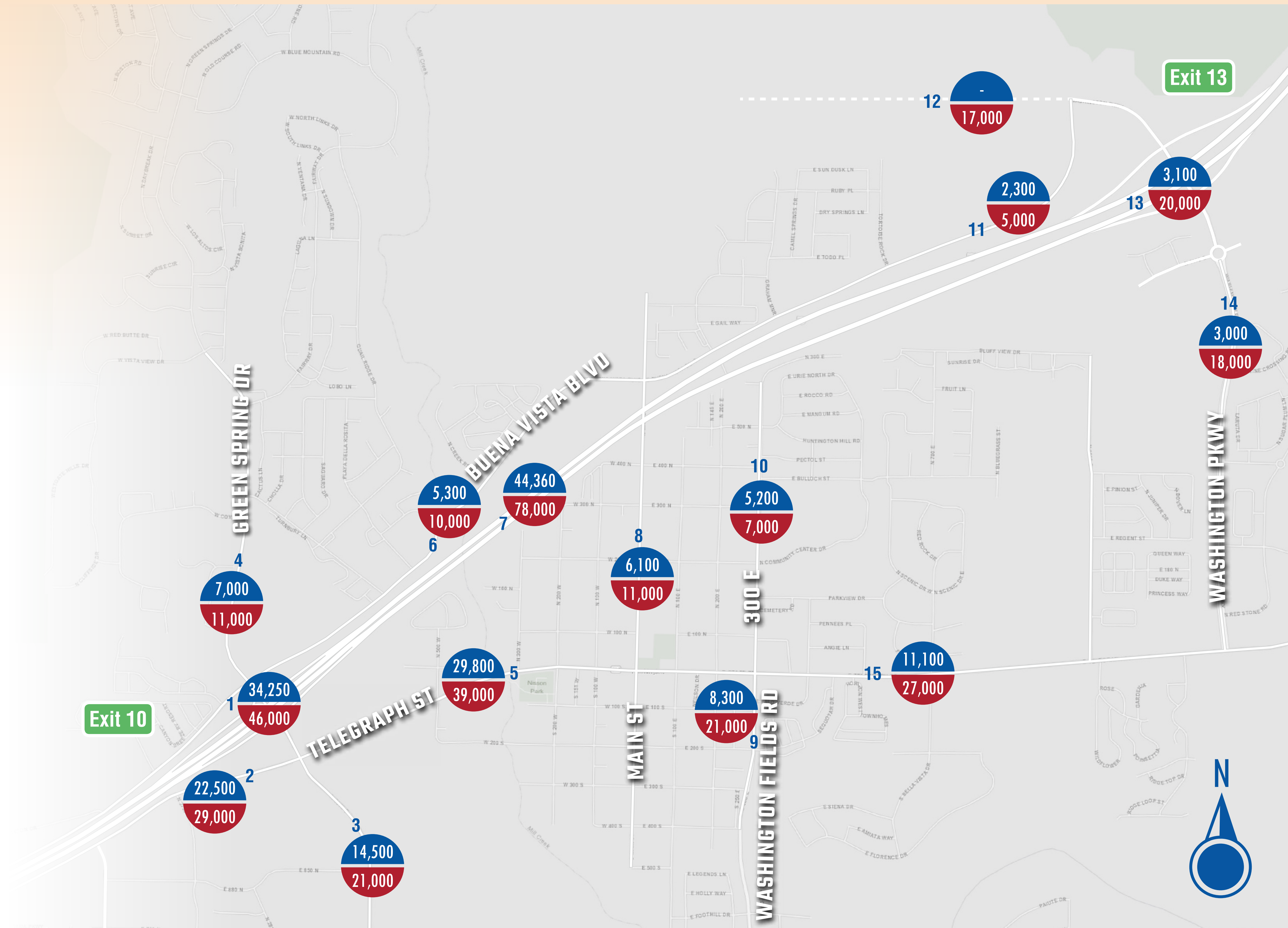
### Traffic Volumes

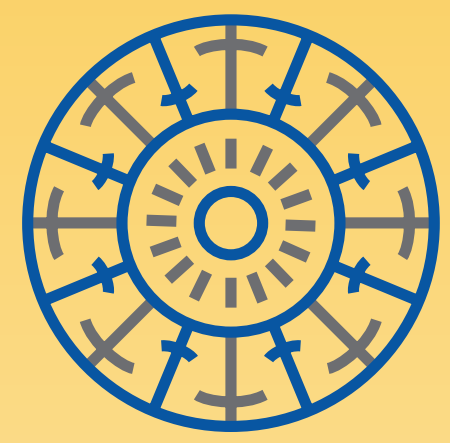


2017 Existing Conditions

2040 Projected Conditions

Traffic volumes represent Average Daily Weekday Traffic and are expressed in vehicles per day. 2040 volumes assume all projects identified on the DMPO Long Range Plan are constructed.

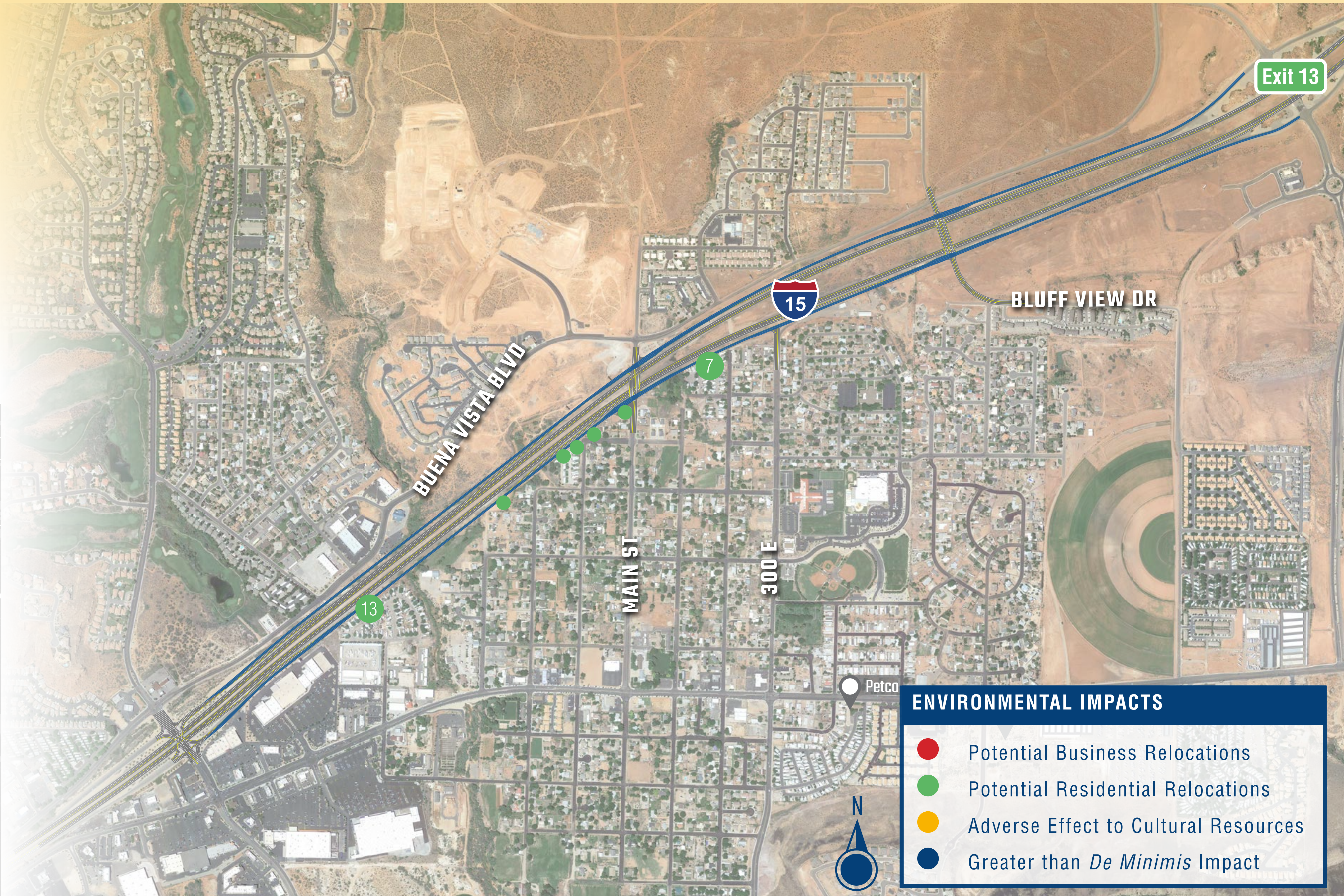
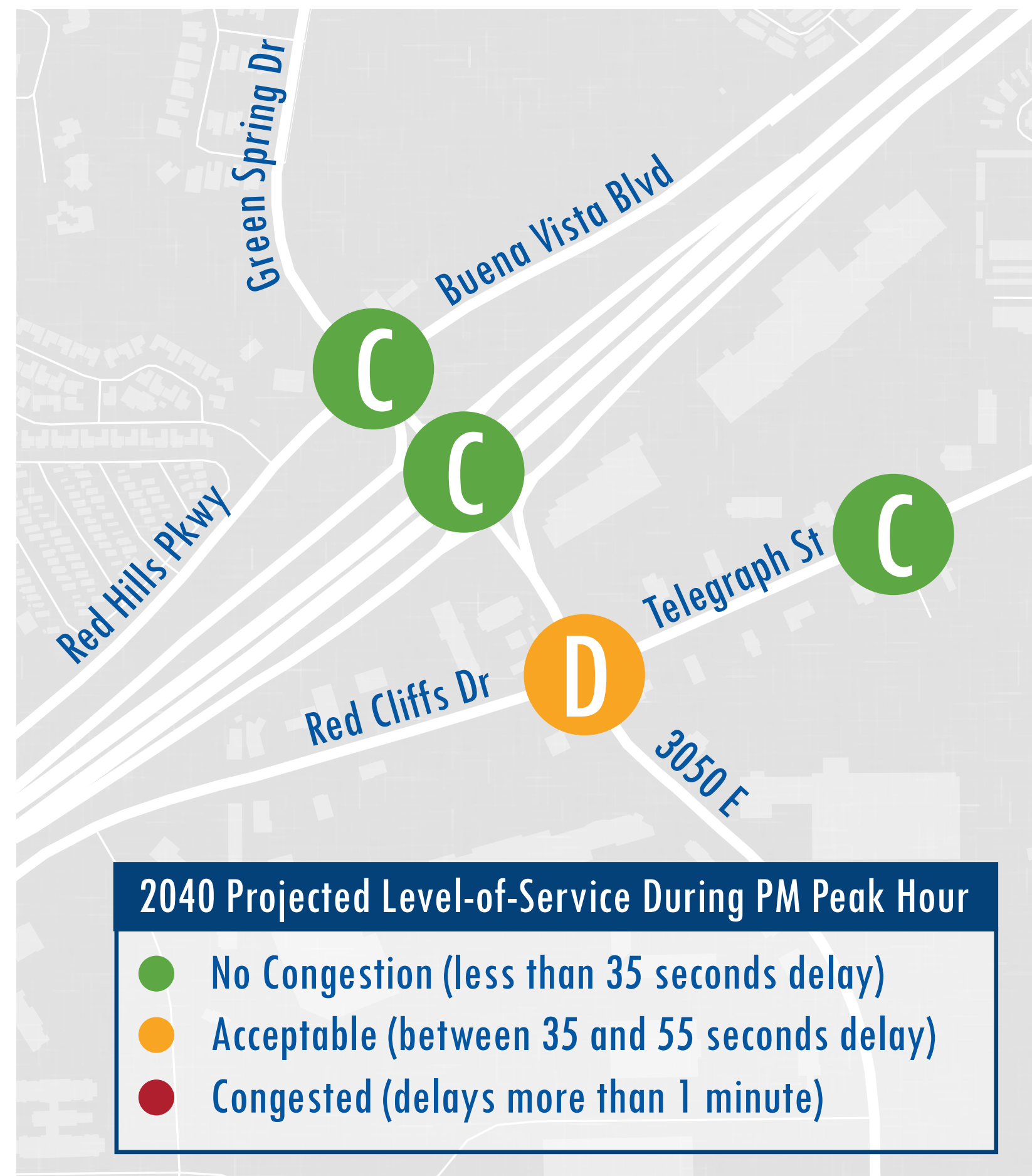


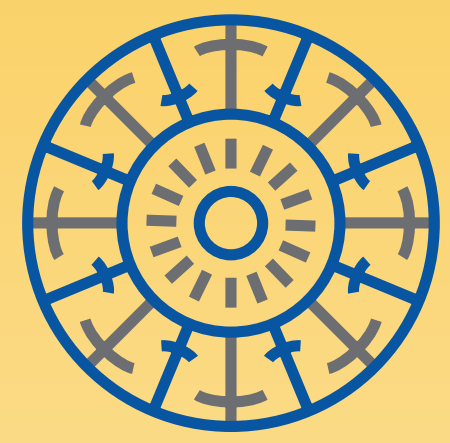


# ALTERNATIVE 2

## ONE WAY FRONTAGE ROAD

One-Way Frontage Road system between Exit 10 and Exit 13 interchanges

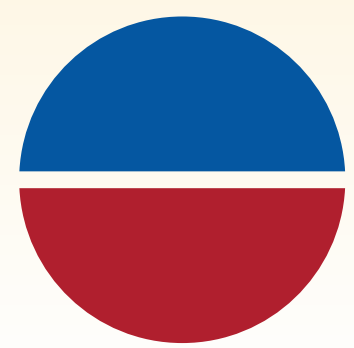




# ALTERNATIVE 2

## ONE WAY FRONTAGE ROAD

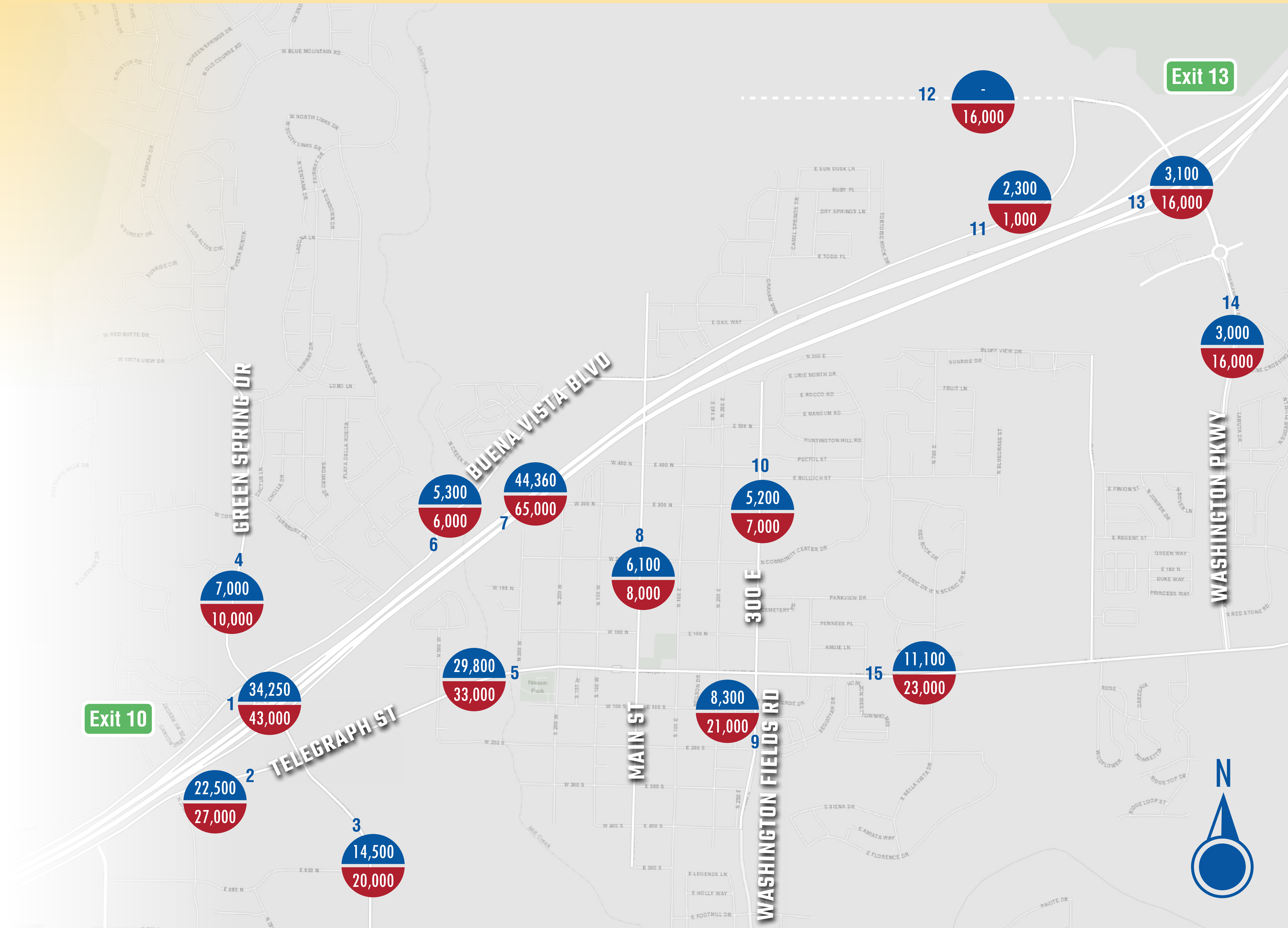
### Traffic Volumes

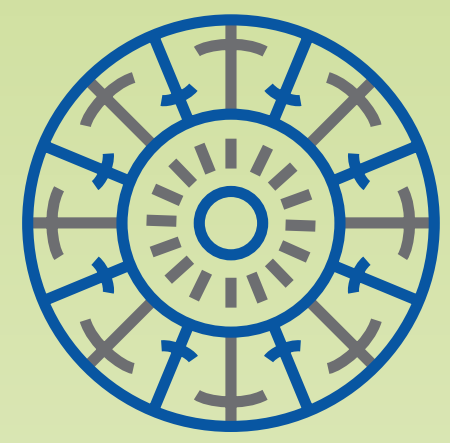


2017 Existing Conditions

2040 Projected Conditions

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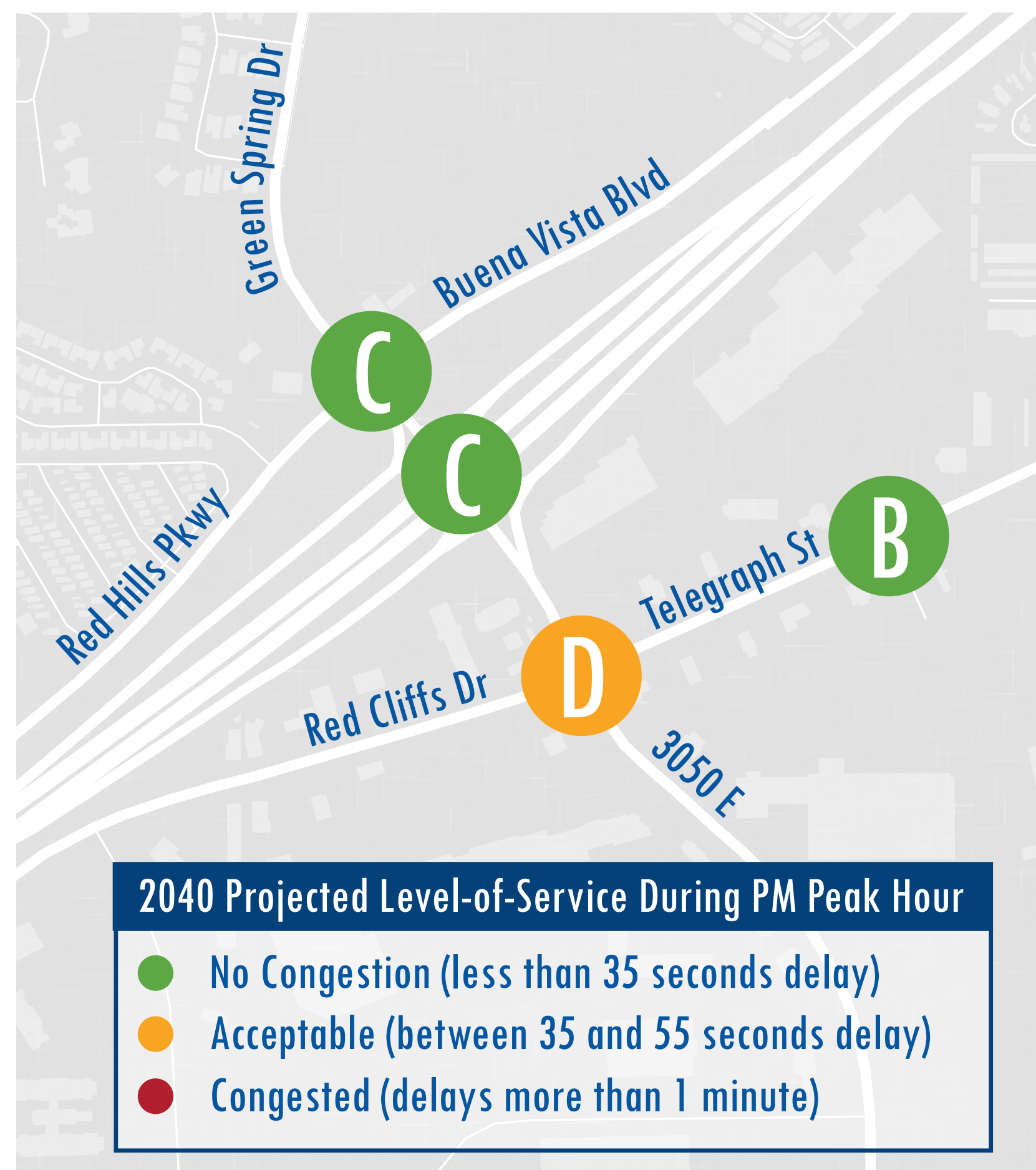




# ALTERNATIVE 3

## GRADE SEPARATION

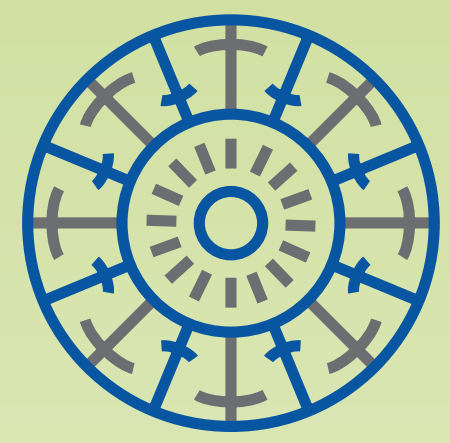
Grade separate Green Spring Dr/Telegraph St (Telegraph St over)



**ENVIRONMENTAL IMPACTS**

- Potential Business Relocations
- Potential Residential Relocations
- Adverse Effect to Cultural Resources
- Greater than *De Minimis* Impact



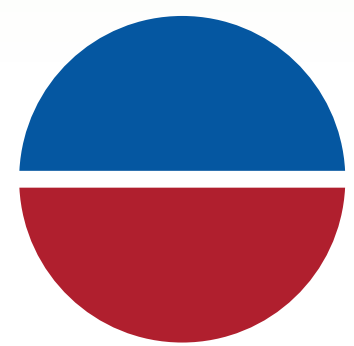


# ALTERNATIVE 3

## GRADE SEPARATION

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

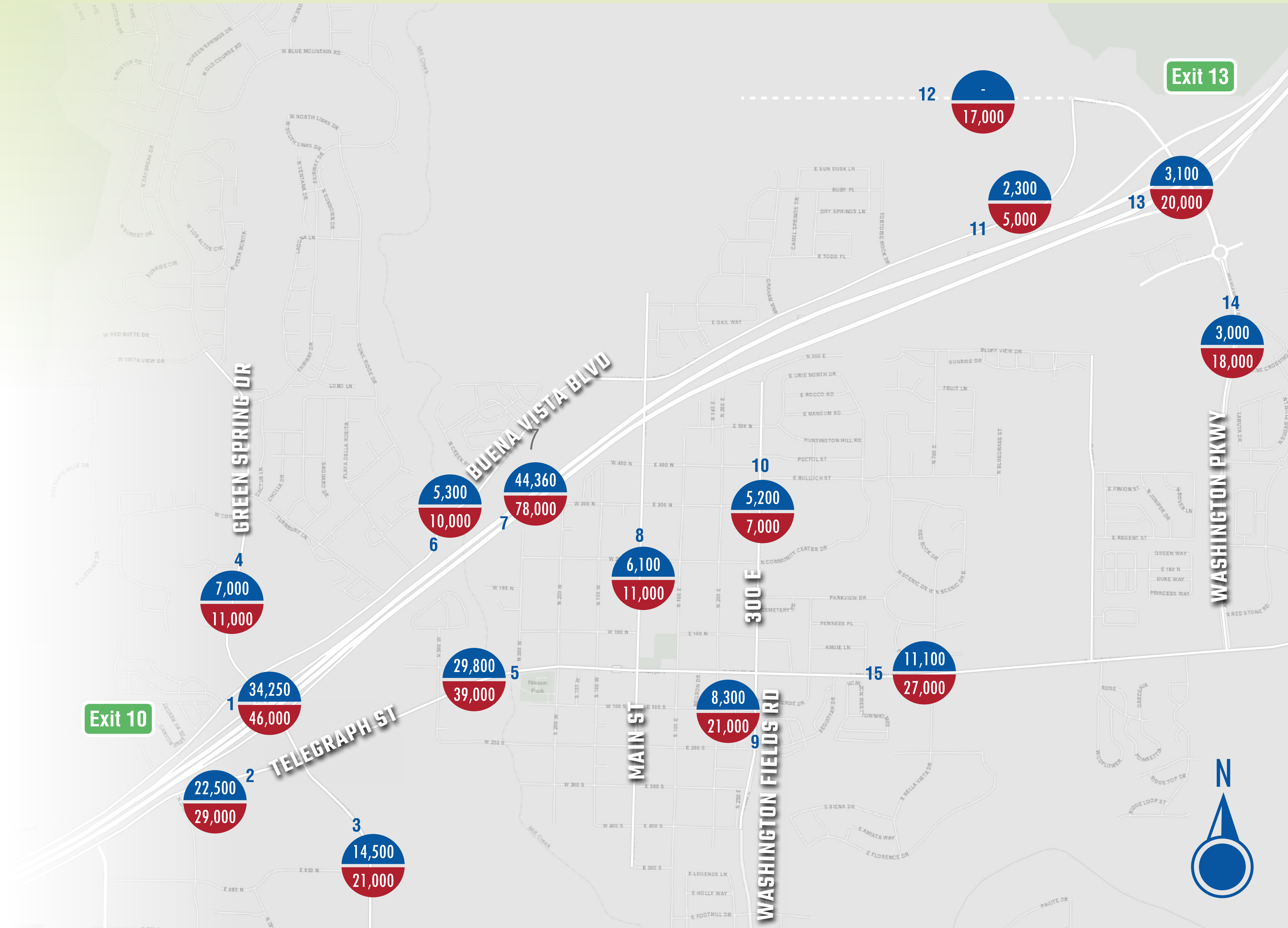
### Traffic Volumes

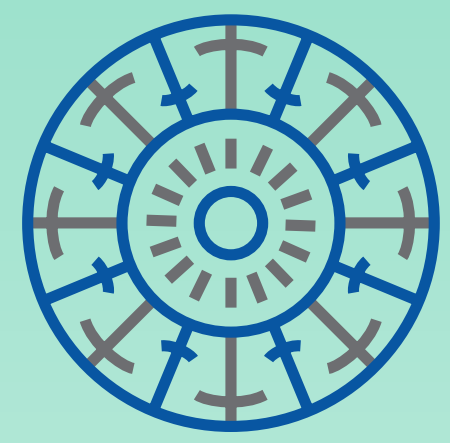


2017 Existing Conditions

2040 Projected Conditions

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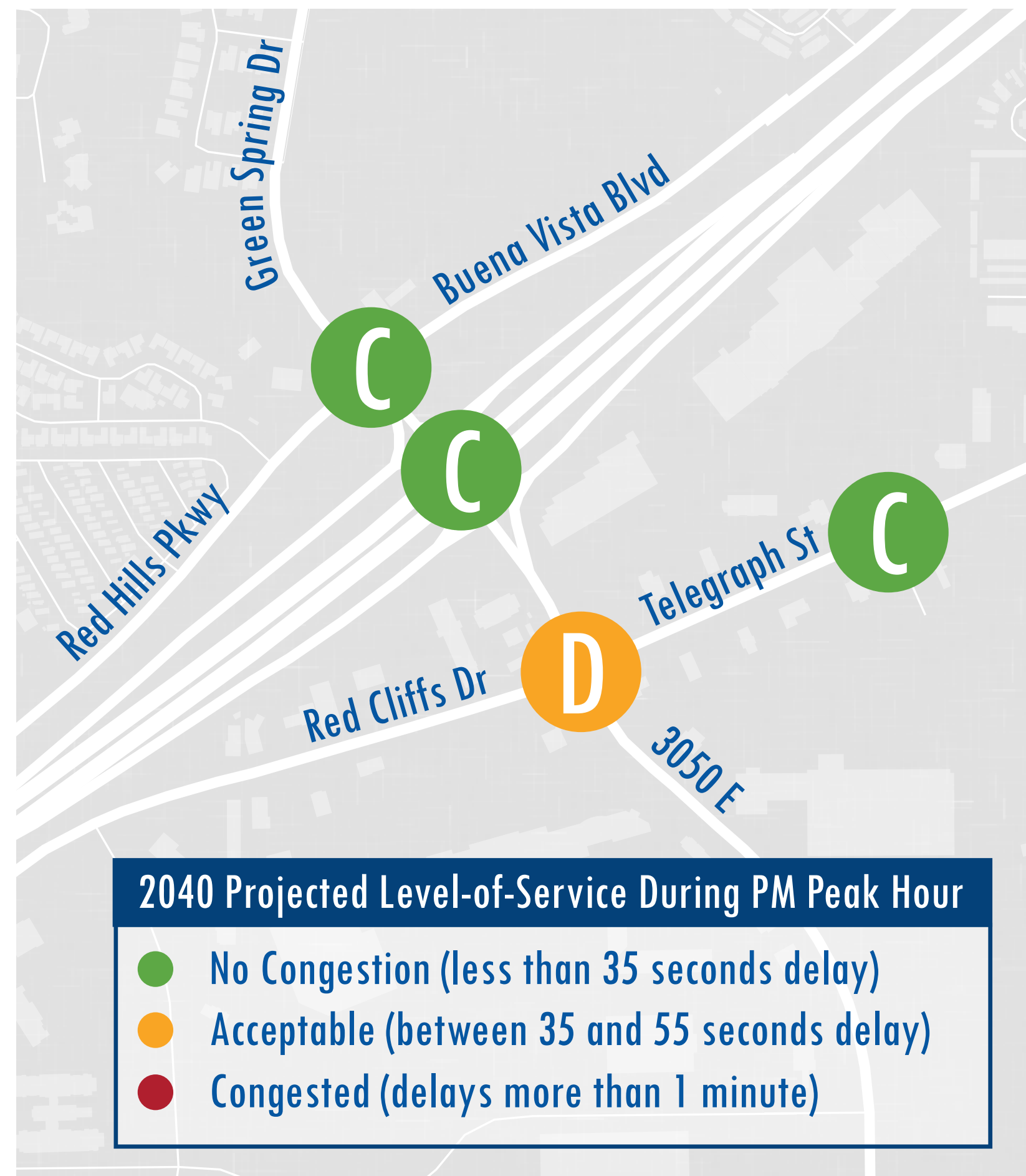




# ALTERNATIVE 4

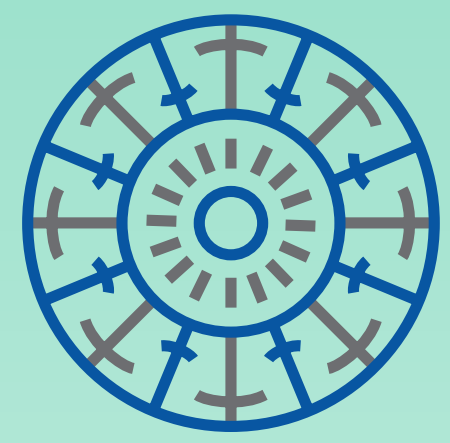
## MAIN STREET INTERCHANGE

New interchange at Main Street



**ENVIRONMENTAL IMPACTS**

- Potential Business Relocations
- Potential Residential Relocations
- Adverse Effect to Cultural Resources
- Greater than *De Minimis* Impact

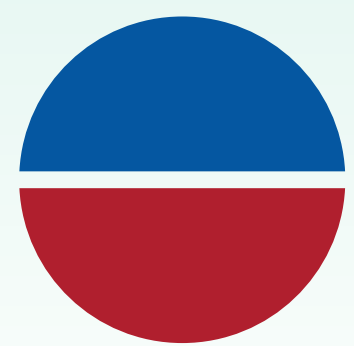


# ALTERNATIVE 4

## MAIN STREET INTERCHANGE

New interchange at Main Street

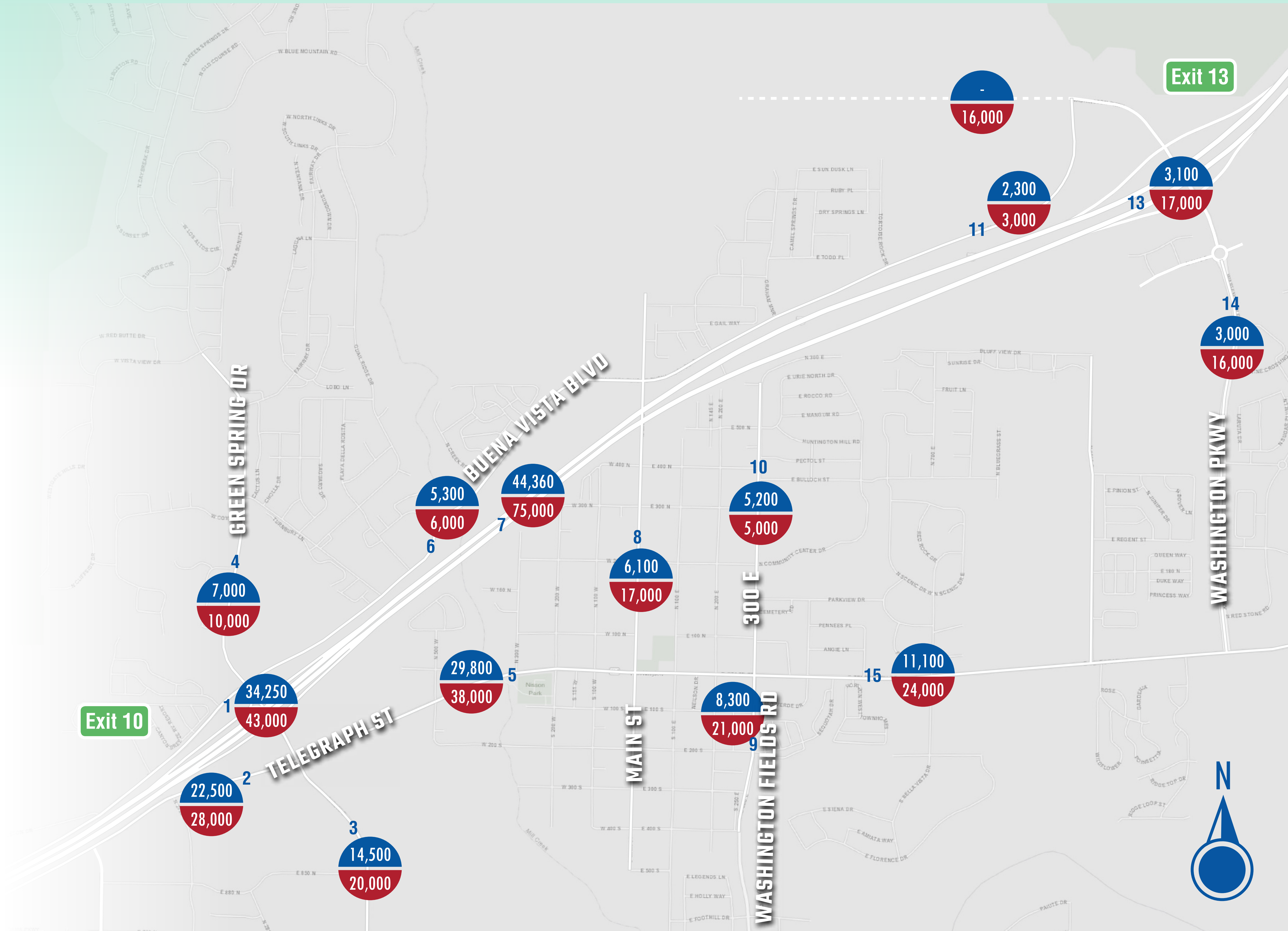
### Traffic Volumes

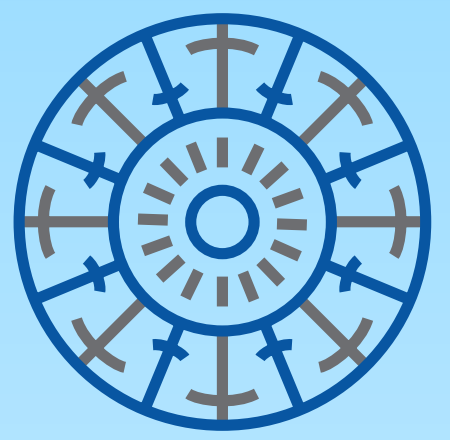


2017 Existing Conditions

2040 Projected Conditions

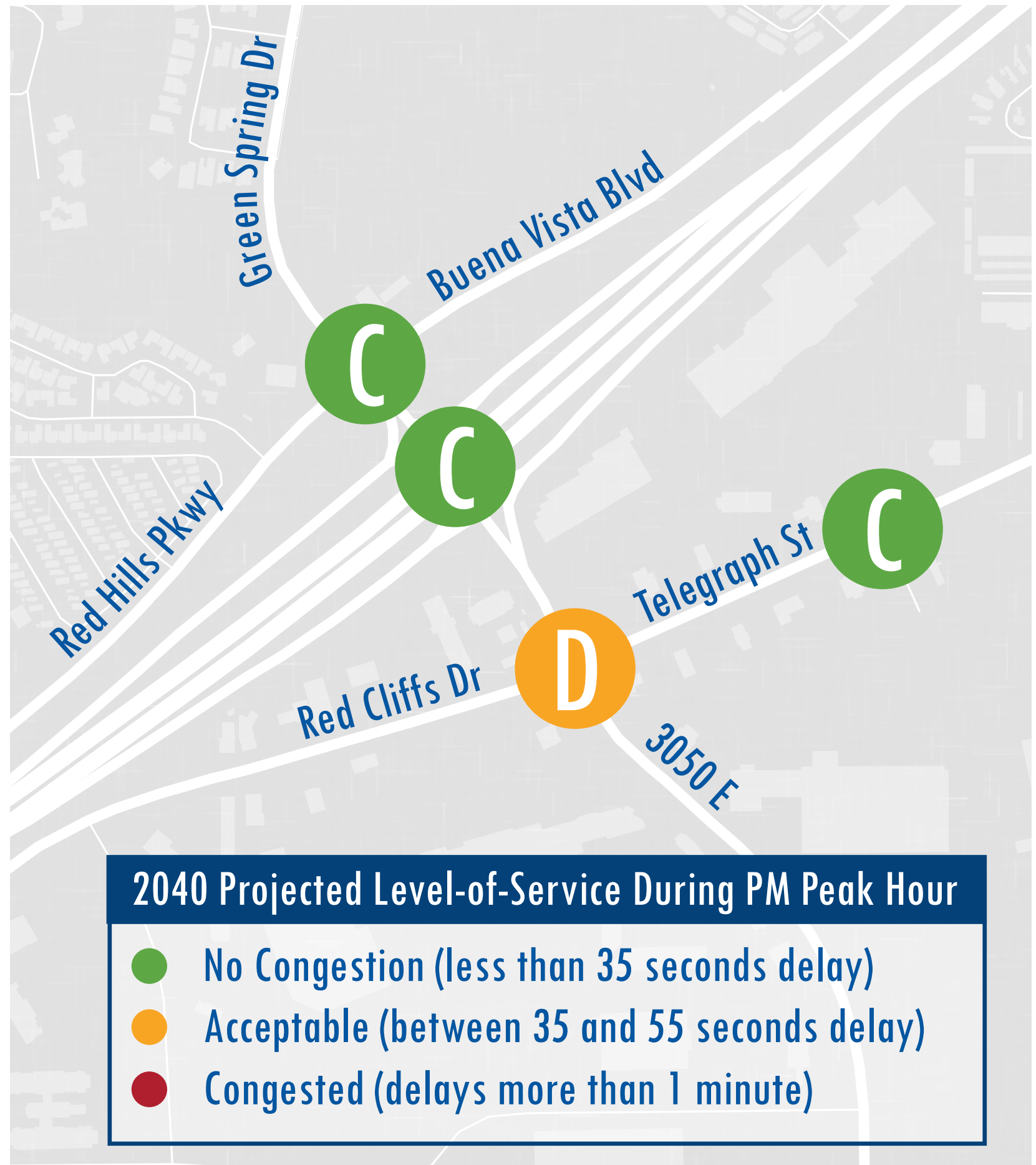
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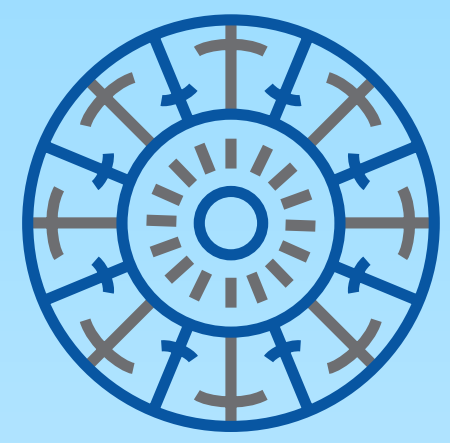
# ALTERNATIVE 5

300 EAST INTERCHANGE  
New interchange at 300 East



**ENVIRONMENTAL IMPACTS**

- Potential Business Relocations
- Potential Residential Relocations
- Adverse Effect to Cultural Resources
- Greater than *De Minimis* Impact

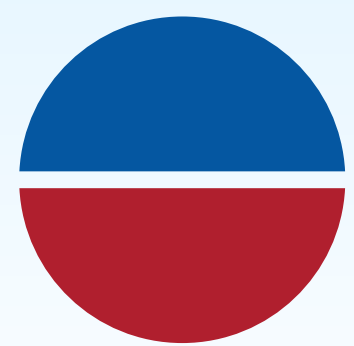


# ALTERNATIVE 5

## 300 EAST INTERCHANGE

New interchange at 300 East

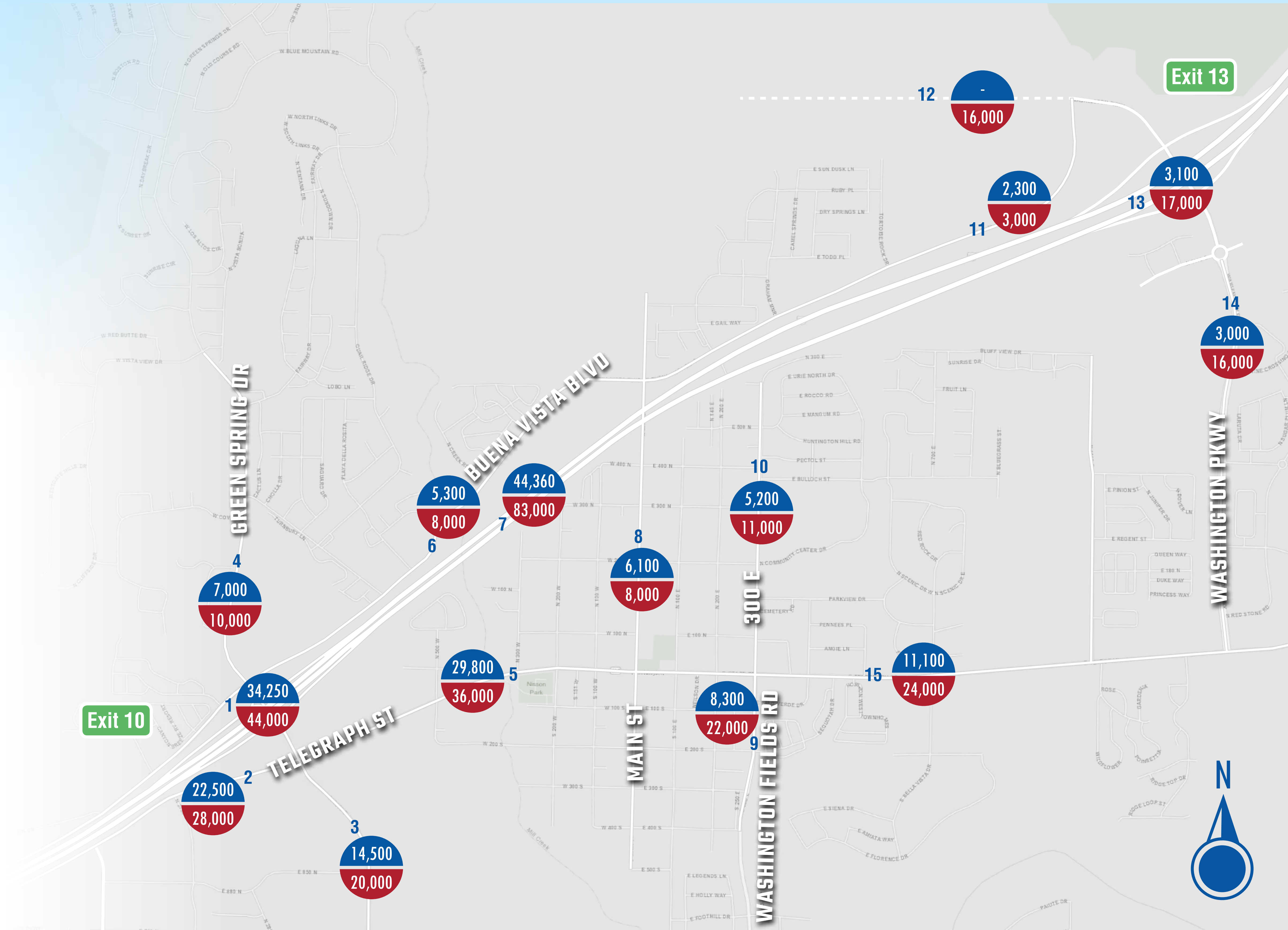
### Traffic Volumes

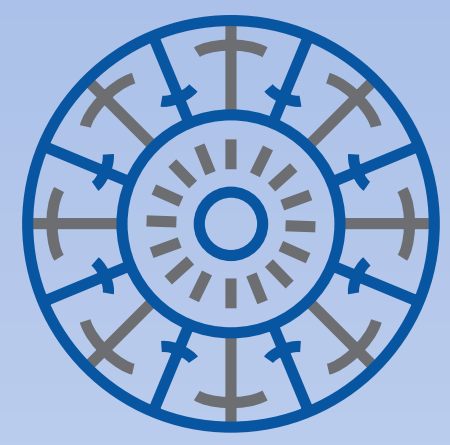


2017 Existing Conditions

2040 Projected Conditions

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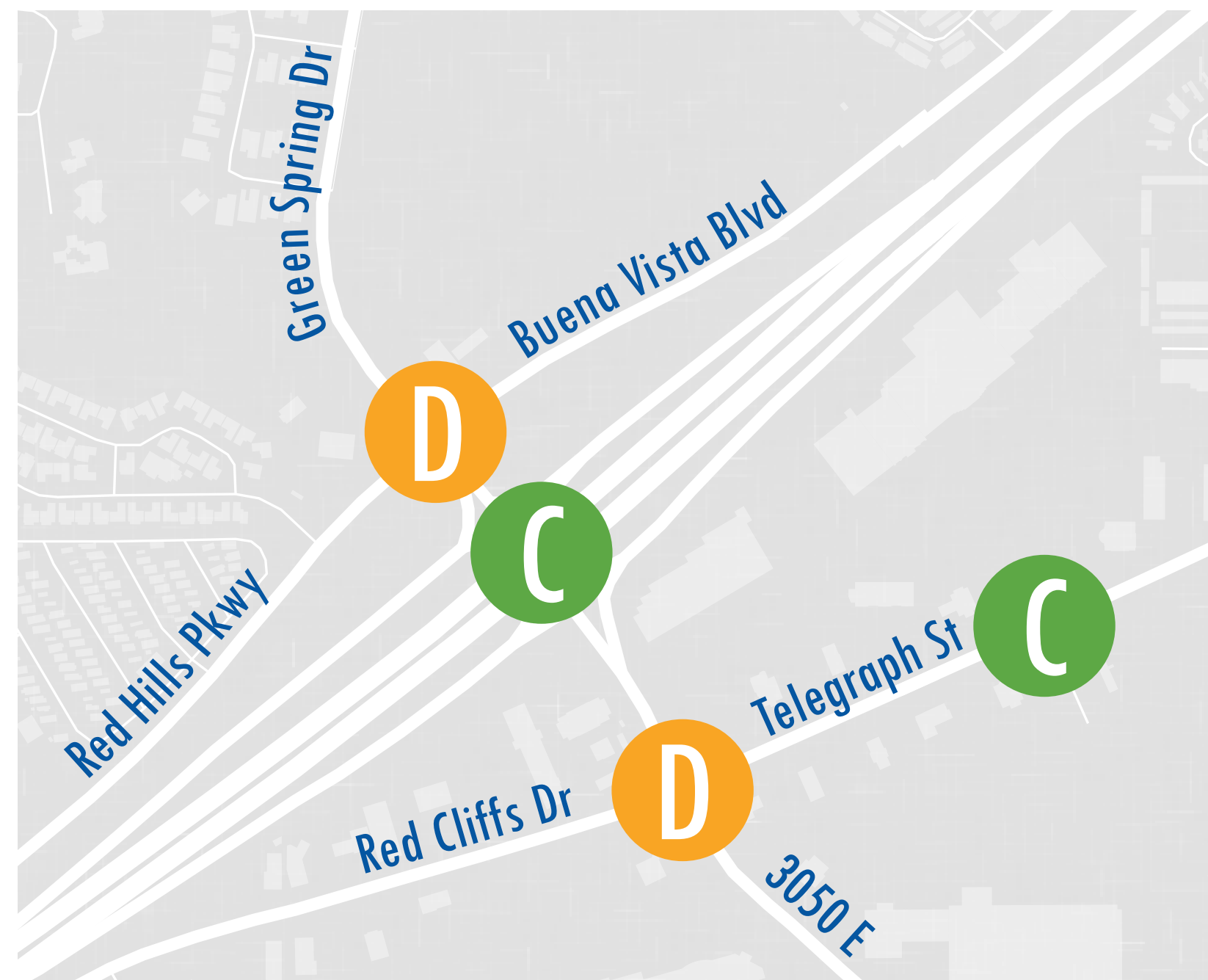
# ALTERNATIVE 6

### THRU-TURNS

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

#### ENVIRONMENTAL IMPACTS

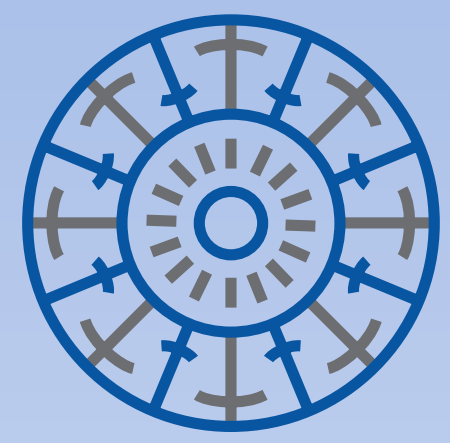
- Potential Business Relocations
- Potential Residential Relocations
- Adverse Effect to Cultural Resources
- Greater than *De Minimis* Impact



2040 Projected Level-of-Service During PM Peak Hour

●	No Congestion (less than 35 seconds delay)
●	Acceptable (between 35 and 55 seconds delay)
●	Congested (delays more than 1 minute)



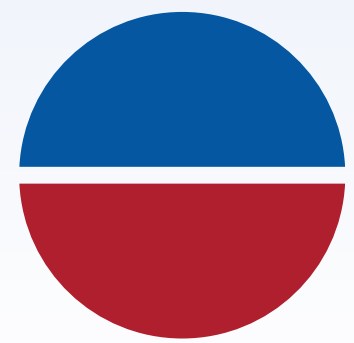


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Thru-turns at Green Spring Dr/Telegraph St intersection (eliminate lefts)

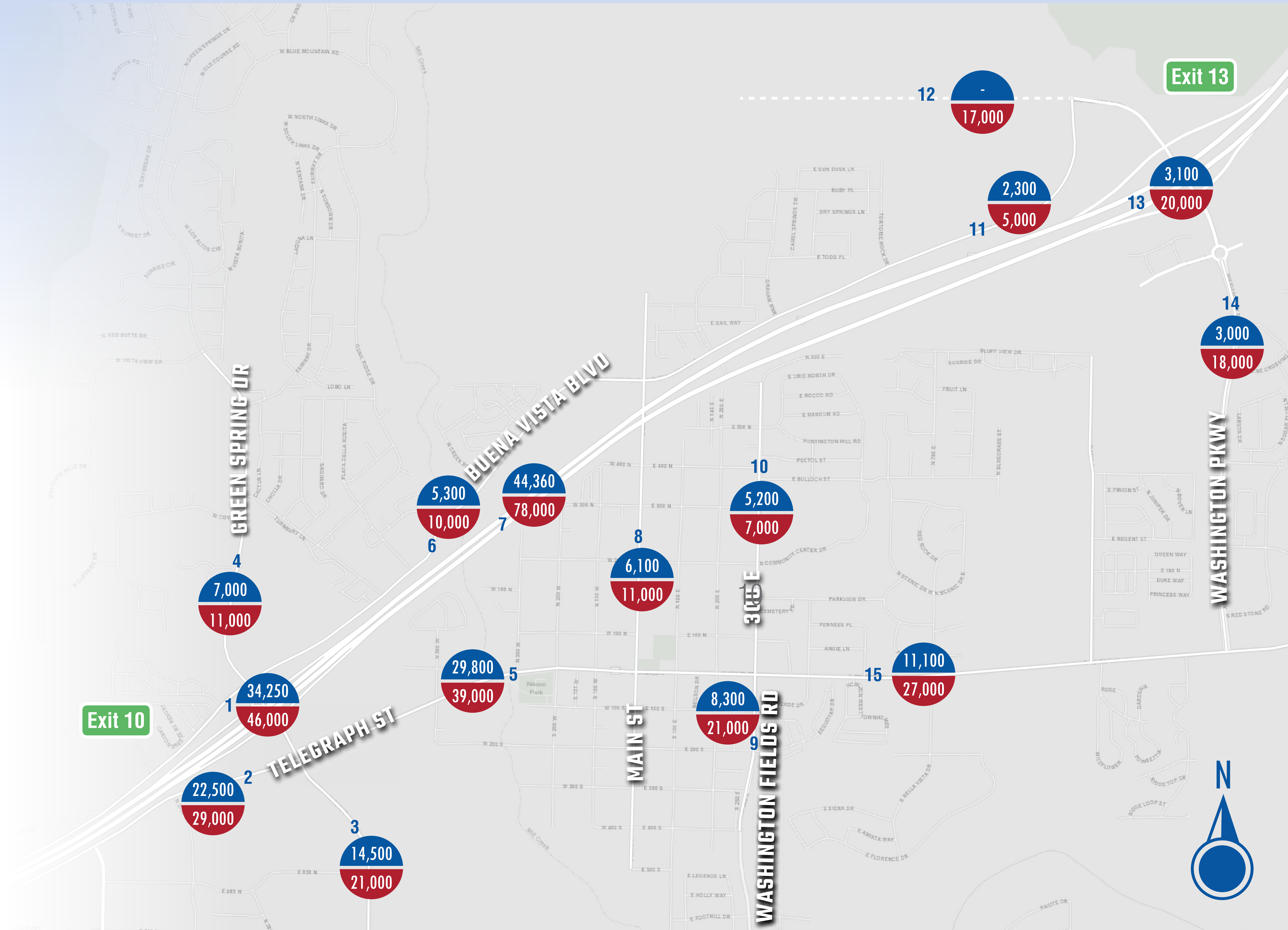
### Traffic Volumes

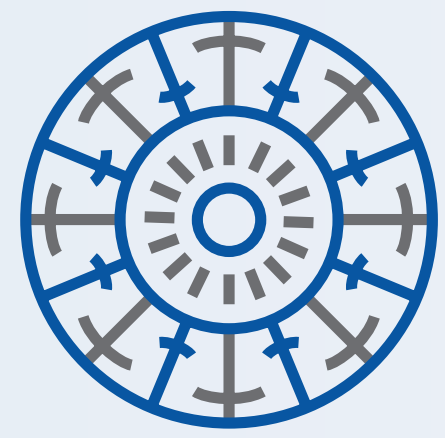


2017 Existing Conditions








2040 Projected Conditions

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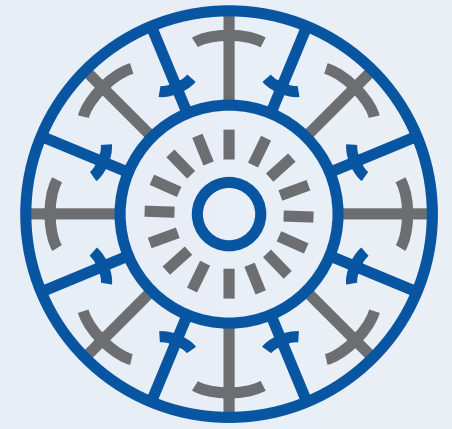




## 2040 TRAFFIC VOLUME SUMMARY

	 <b>NO-ACTION</b>	 <b>1 – NB GREEN SPRING DR WIDENING</b>	 <b>2 – FRONTAGE ROADS</b>	 <b>3 – GRADE SEPARATION</b>	 <b>4 – MAIN ST INTERCHANGE</b>	 <b>5 – 300 E INTERCHANGE</b>	 <b>6 – THRU-TURNS</b>
<b>1</b> Green Spring Dr at Exit 10	45,650	46,000	43,000	46,000	43,000	44,000	46,000
<b>2</b> Rd Cliffs Dr ~ 2450 E	28,600	29,000	27,000	29,000	28,000	28,000	29,000
<b>3</b> Green Spring Dr south of Costco	20,500	21,000	20,000	21,000	20,000	20,000	21,000
<b>4</b> Green Spring Dr north of Buena vista	10,500	11,000	10,000	11,000	10,000	10,000	11,000
<b>5</b> Telegraph St east of Walmart	38,600	39,000	33,000	39,000	38,000	36,000	39,000
<b>6</b> Buena Vista Blvd north of Green Spring Dr	10,300	10,000	6,000	10,000	6,000	8,000	10,000
<b>7</b> I-15 between Exit 10 and Exit 13	78,460	78,000	65,000	78,000	75,000	83,000	78,000
<b>8</b> Main St north of Telegraph St	10,600	11,000	8,000	11,000	17,000	8,000	11,000
<b>9</b> Wash Fields Rd south of Telegraph St	21,300	21,000	21,000	21,000	21,000	22,000	21,000
<b>10</b> 300 E north of Telegraph St	7,300	7,000	7,000	7,000	5,000	11,000	7,000
<b>11</b> Buena Vista Blvd south of Washington Pkwy	5,400	5,000	1,000	5,000	3,000	3,000	5,000
<b>12</b> Washington Pkwy north of Buena Vista Blvd	17,000	17,000	16,000	17,000	16,000	16,000	17,000
<b>13</b> Washington Pkwy at Exit 13	19,800	20,000	16,000	20,000	17,000	17,000	20,000
<b>14</b> Washington Pkwy north of Telegraph St	17,900	18,000	16,000	18,000	16,000	16,000	18,000
<b>15</b> Telegraph St west of Washington Pkwy	27,200	27,000	23,000	27,000	24,000	24,000	27,000





# I-15 MP 11 INTERCHANGE

## ENVIRONMENTAL STUDY

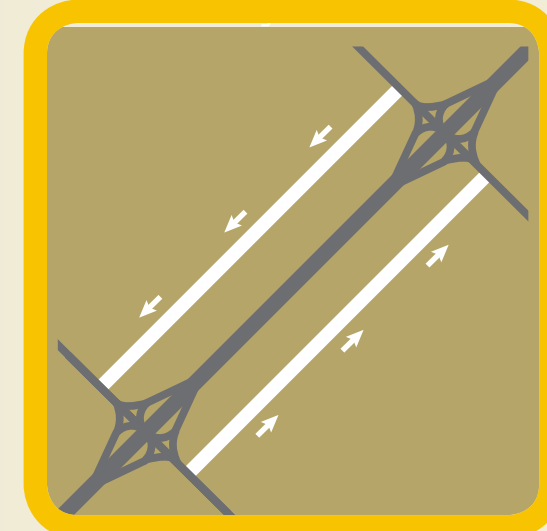
### 4 SCREEN ALTERNATIVES BASED ON PURPOSE & NEED



**NO-ACTION**



**1 - NB GREEN SPRING DR WIDENING**



**2 - FRONTAGE ROADS**



**3 - GRADE SEPARATION**



**4 - MAIN ST INTERCHANGE**



**5 - 300 E INTERCHANGE**



**6 - THRU-TURNS**

**Provide overall intersection LOS D or better**

- Buena Vista/Green Springs
- Exit 10 SPUI
- Green Springs/Telegraph St
- Green Springs/Walmart

F	D	C	C	C	C	D
F	C	C	C	C	C	C
F	D	D	D	D	D	D
E	C	C	B	C	C	C

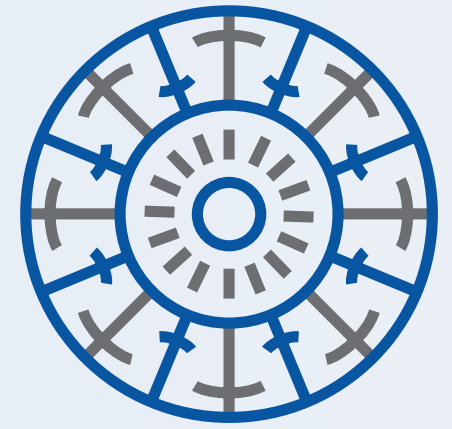
**Queues will not extend into adjacent intersections or onto I-15**

- I-15
- Adjacent Intersections

✗	✓	✓	✓	✓	✓	✓
✗	✗	✓	✗	✓	✓	✗

**MOVE FORWARD TO ENVIRONMENTAL SCREENING**




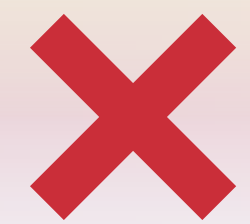




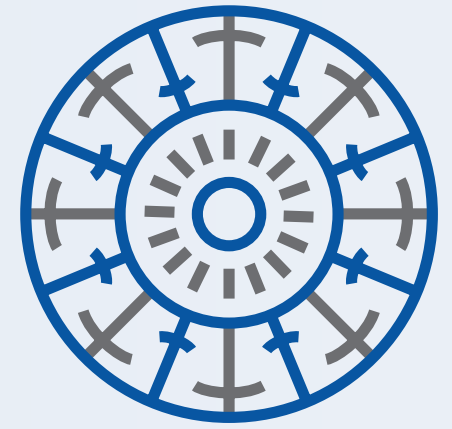


# I-15 MP 11 INTERCHANGE

## ENVIRONMENTAL STUDY

### 5 SCREEN ALTERNATIVES BASED ON KEY ENVIRONMENTAL RESOURCES

	 NO-ACTION	 1 – NB GREEN SPRING DR WIDENING	 2 – FRONTAGE ROADS	 3 – GRADE SEPARATION	 4 – MAIN ST INTERCHANGE	 5 – 300 E INTERCHANGE	 6 – THRU- TURNS
# of potential business relocations	0	2	0	11	0	0	1
# of potential residential relocations	0	0	20+	0	12	10	0
# of adverse effects to cultural resources <small>(e.g. Archaeology, Historic Architecture)</small>	0	0	0	0	0	0	0
# of Section 4(f) greater than <i>de minimis</i> impacts <small>(e.g. Historic Architecture, Public Parks)</small>	0	0	0	0	0	0	0
<b>RECOMMENDED TO MOVE FORWARD FOR DETAILED ANALYSIS</b>							



# PUBLIC COMMENTS

Due by September 27, 2018

- Please remember that commenting is not a form of voting.
- Comments should be clear, concise and relevant to the transportation needs and alternatives 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.

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

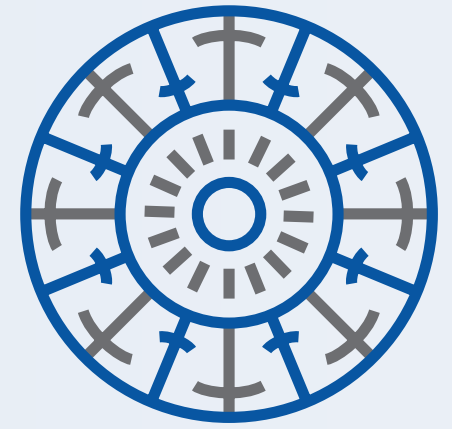
 **Email: [info@mp11.org](mailto:info@mp11.org)**

 **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.*



# COMMUNITY COORDINATION TEAM

- Washington City has organized a Community Coordination Team (CCT) to attend a series of working meetings throughout the process.
- The CCT is made up of members of the public that represent a wide range of interests in the community.
- Look around and introduce yourself to a member of the CCT. They are a resource available to represent you and keep you informed!

<b>NAME</b>	<b>REPRESENTATION</b>
Bryce Gubler	Business
Ryan Bishop	Business
Robin Sanderson	Downtown
J'Neal Robinson	Downtown
Cheryl Koeven	Downtown
Tyler Sprague	Brio
Ken Steelman	Coral Canyon
Jim Park	Green Spring
Todd Feltner	Washington Fields
Lenny Jones	Washington Fields
Kyle Pasley	SITLA
Chief Matt Evans	Emergency Response
Kelly Mitchell	Washington Elementary School
Bronson Bundy	City Personnel
Councilman Jeff Turek	City Council
Councilman Doug Ward	City Council