

Interstate 15

Spanish Fork Interchange

 **STUDY**
by UDOT

Spanish Fork City Council Meeting
December 10, 2024

Project Purpose & Need

Purpose

To improve safe and efficient access to and across I-15 for all users in central Spanish Fork and surrounding communities by accommodating travel demand in 2050, planned land use, and other planned transportation improvements. The purpose consists of the following three primary objectives:



Improve **regional mobility** by providing better access to I-15 for commuters in Spanish Fork and surrounding communities.

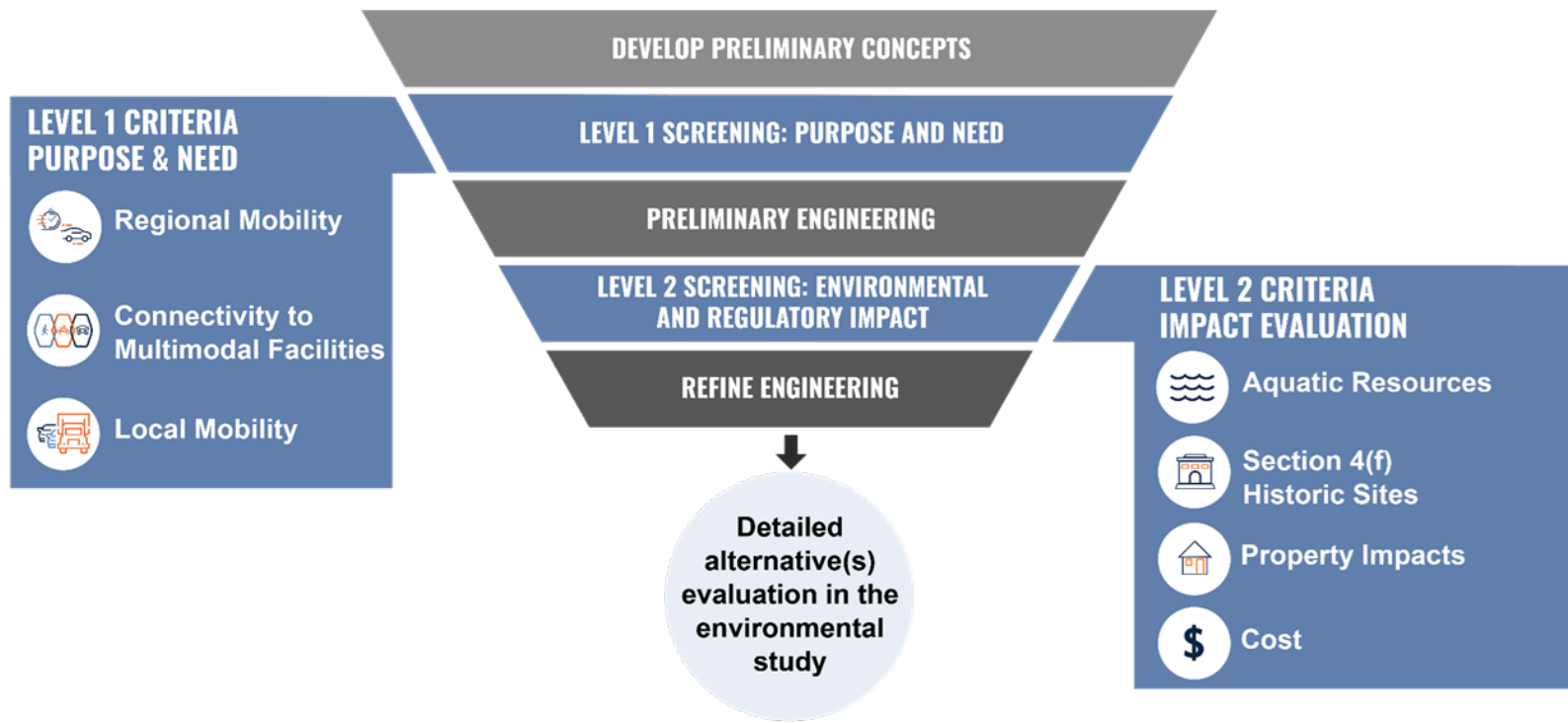


Provide safe, efficient **east-west connectivity** across I-15 for all users, in alignment with community plans.



Improve **local mobility** by reducing congestion on Main Street.

Alternatives Development & Screening



Preferred Alternative

Center Street Interchange

Legend

 Alternative Design

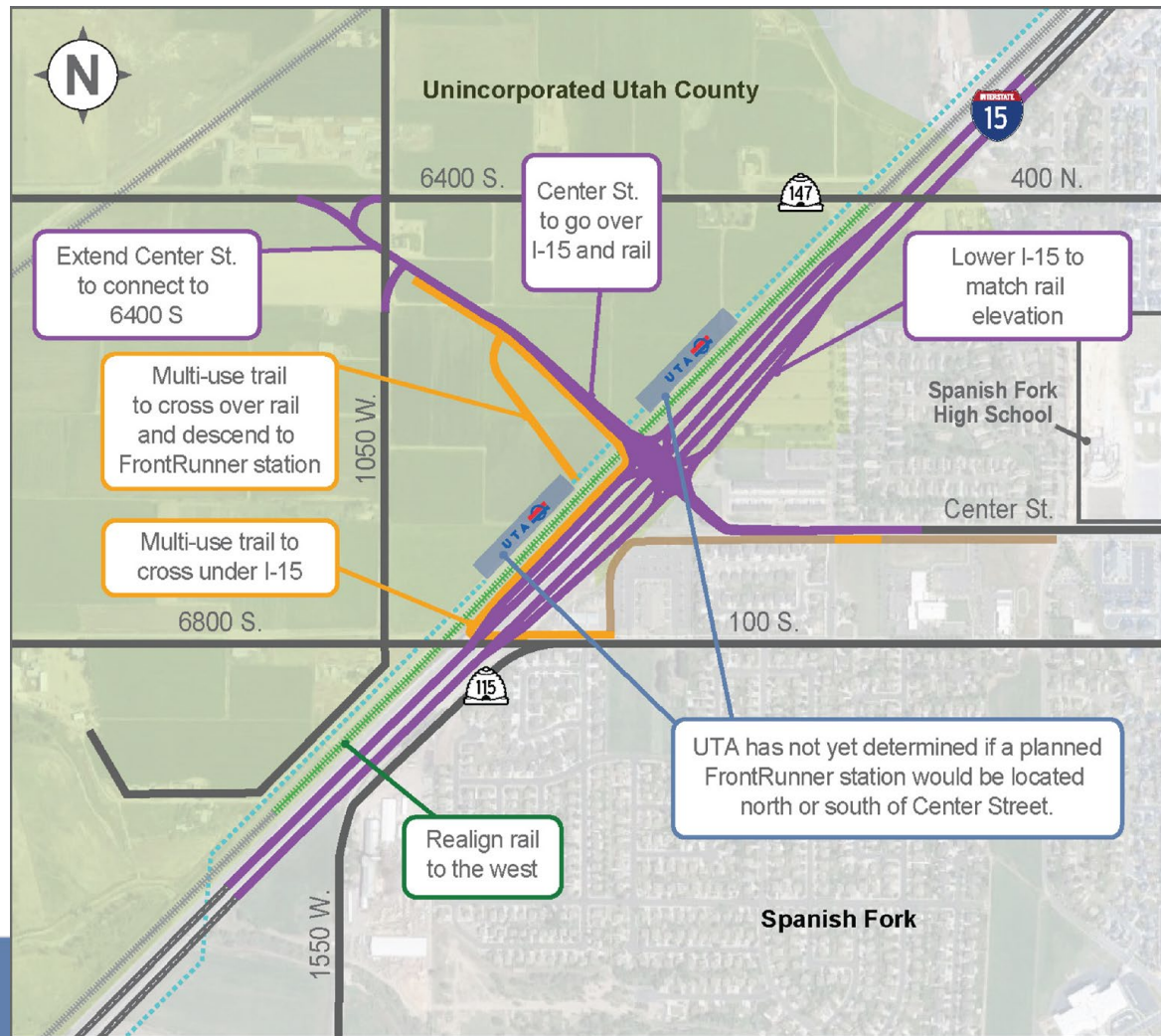
 Multi-use Trail

 Existing Multi-use Trail

 Railway Realignment

 **Planned FrontRunner Station**
as part of UTA's FrontRunner South Extension Project (frontrunnersouthextension.com)

 **Planned Multi-use Trail**
as part of Spanish Fork City's trails master plan



Project Benefits

Regional Mobility



Improved traffic operations at Main Street interchange (AM and PM) and 8000 South interchange

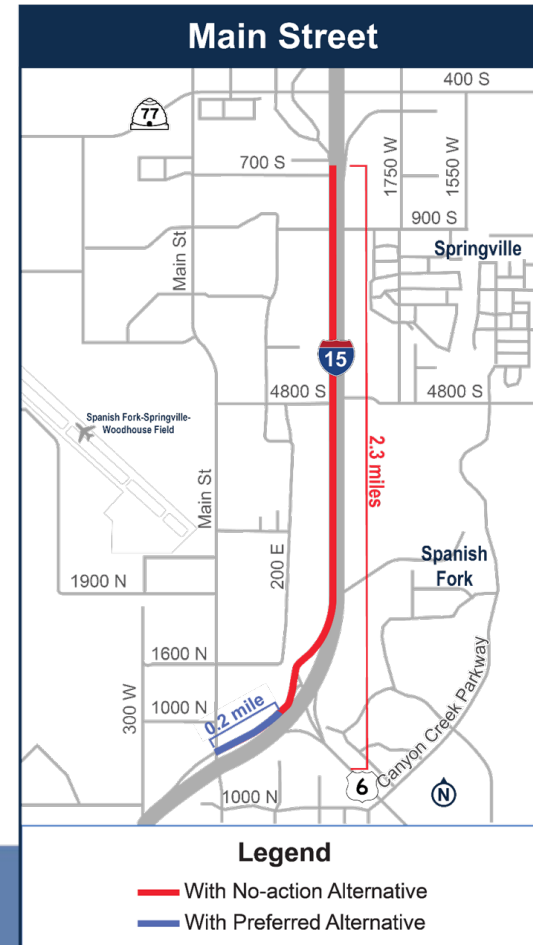


Reduced traffic backup along interchange ramps from 2.3 miles to 0.2 mile at Main Street and from 0.4 mile to 0.1 mile at 8000 South



Would prevent traffic queueing onto mainline I-15, reducing safety concerns

Traffic Queue Length - 2050 Southbound PM Peak



Project Benefits

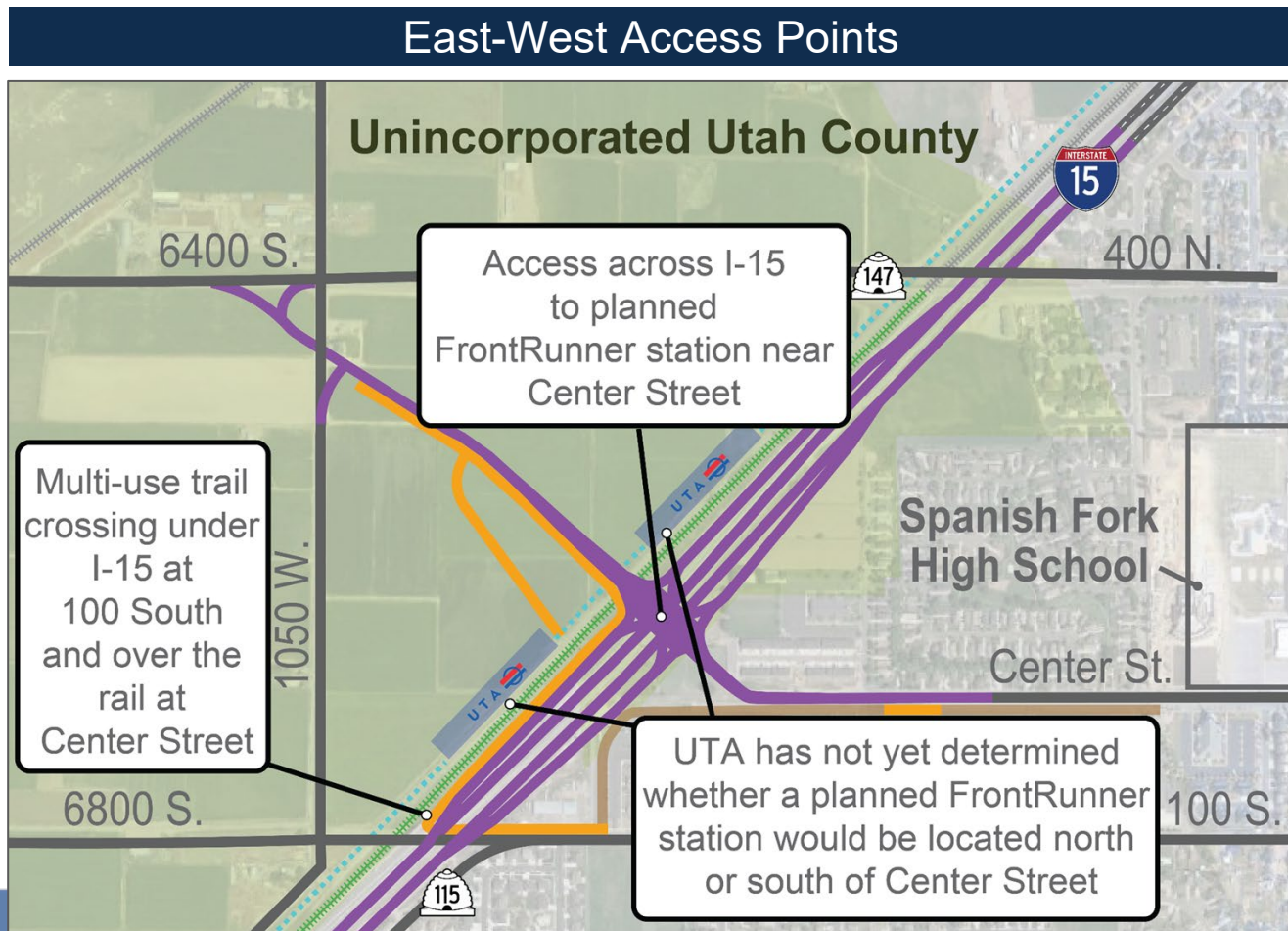
East-West Connectivity



Improved east-west access across I-15 to all users



Improved first-mile/last-mile connectivity for planned transit and provides safer pedestrian/cyclist access



Project Benefits

Local Mobility



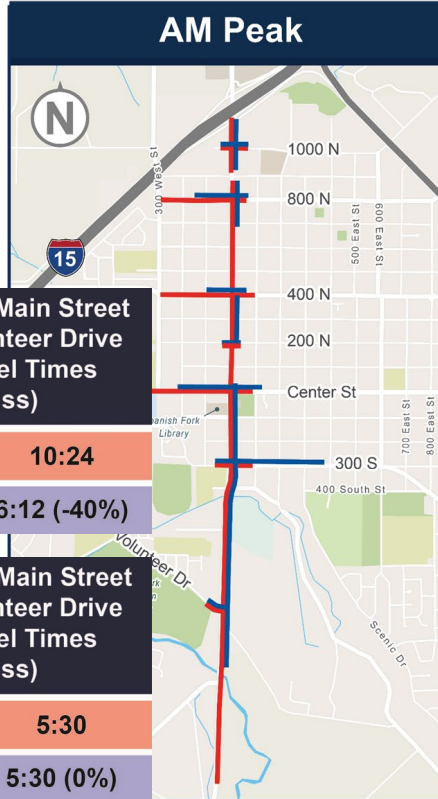
Reduced traffic queues along Main Street and intersecting roads



Reduced traffic congestion leading to fewer failing intersections in 2050

Traffic Queues Along Main Street and Intersecting Roads

AM Peak



Northbound Main Street I-15 to Volunteer Drive 2050 Travel Times (mm:ss)

No-Action 10:24

Preferred 6:12 (-40%)

Southbound Main Street I-15 to Volunteer Drive 2050 Travel Times (mm:ss)

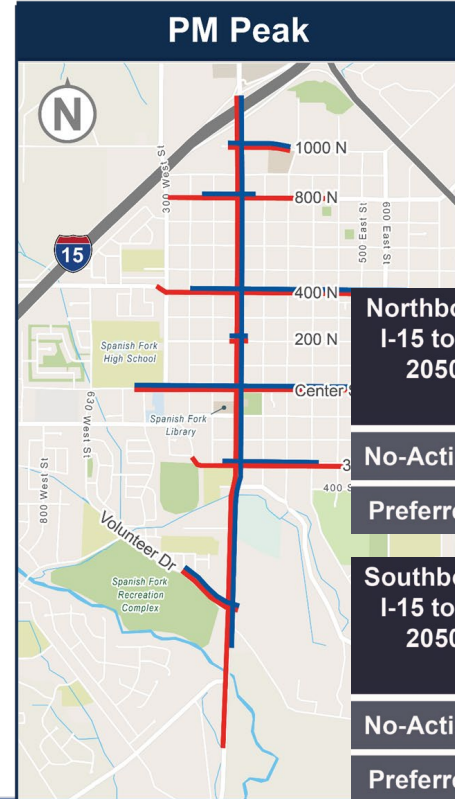
No-Action 5:30

Preferred 5:30 (0%)

Legend

With No-action Alternative
With Preferred Alternative

PM Peak



Northbound Main Street I-15 to Volunteer Drive 2050 Travel Times (mm:ss)

No-Action 7:36

Preferred 6:18 (-17%)

Southbound Main Street I-15 to Volunteer Drive 2050 Travel Times (mm:ss)

No-Action 9:12

Preferred 9:00 (-2%)

Legend

With No-action Alternative
With Preferred Alternative

Project Benefits

Local Mobility

Number of Failing Intersections

AM Peak Hour

(Occurs between 7 a.m. - 9 a.m.)

No-action Alternative: 3

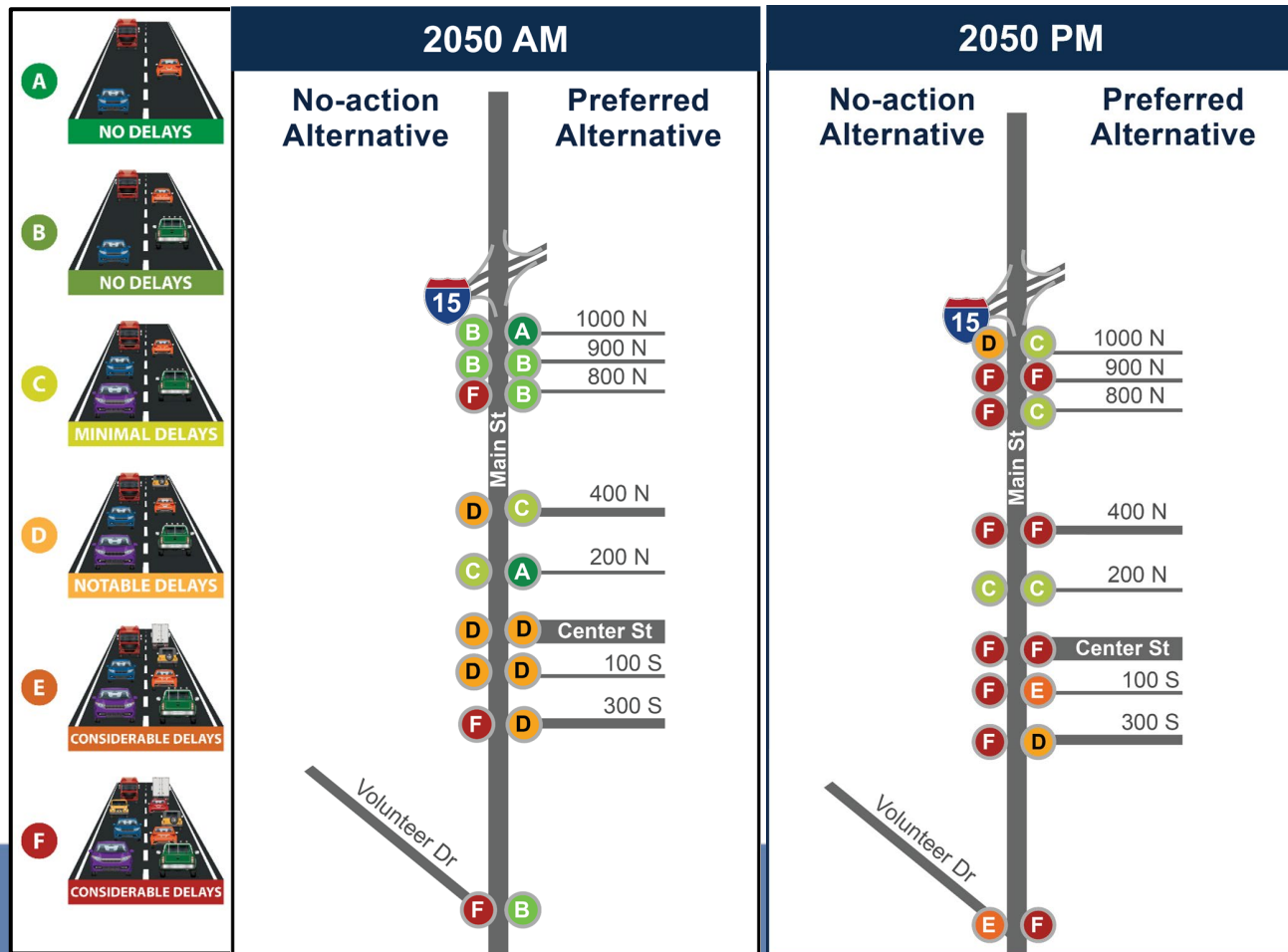
Preferred Alternative: 0

PM Peak Hour

(Occurs between 4 p.m. - 6 p.m.)

No-action Alternative: 6

Preferred Alternative: 4



Project Impacts

Criteria	Evaluation: Environmental Impacts					Cost
	Agriculture Protection Areas	Noise	Aquatic Resources	Section 4(f) Historic Sites	Property Impacts (#)	
Measure	Acres of land in Agriculture Protection Areas	Number of receivers with modeled noise levels above impact criteria	Acres of wetlands, open-water ponds, and ditches	Number of <i>De minimis</i> impacts to eligible historic sites	Number of: -Relocations -Full acquisitions of vacant land -Impacted parcels	Total cost to implement (\$2024 Millions)
Center Street Interchange Alternative	17	54	0.37	3	0 relocations 7 full acquisitions 32 parcel impacts	\$180M
<i>What would this mean to me?</i>	<i>How much farmland would be converted to transportation use?</i>	<i>How many homes or businesses would experience increased traffic noise?</i>	<i>How does the project impact federally protected aquatic resources?</i>	<i>How many acres of federally protected aquatic resources would be lost?</i>	<i>How many whole or partial properties would need to be purchased by UDOT?</i>	<i>How much would it cost in today's dollar?</i>

Preferred Alternative

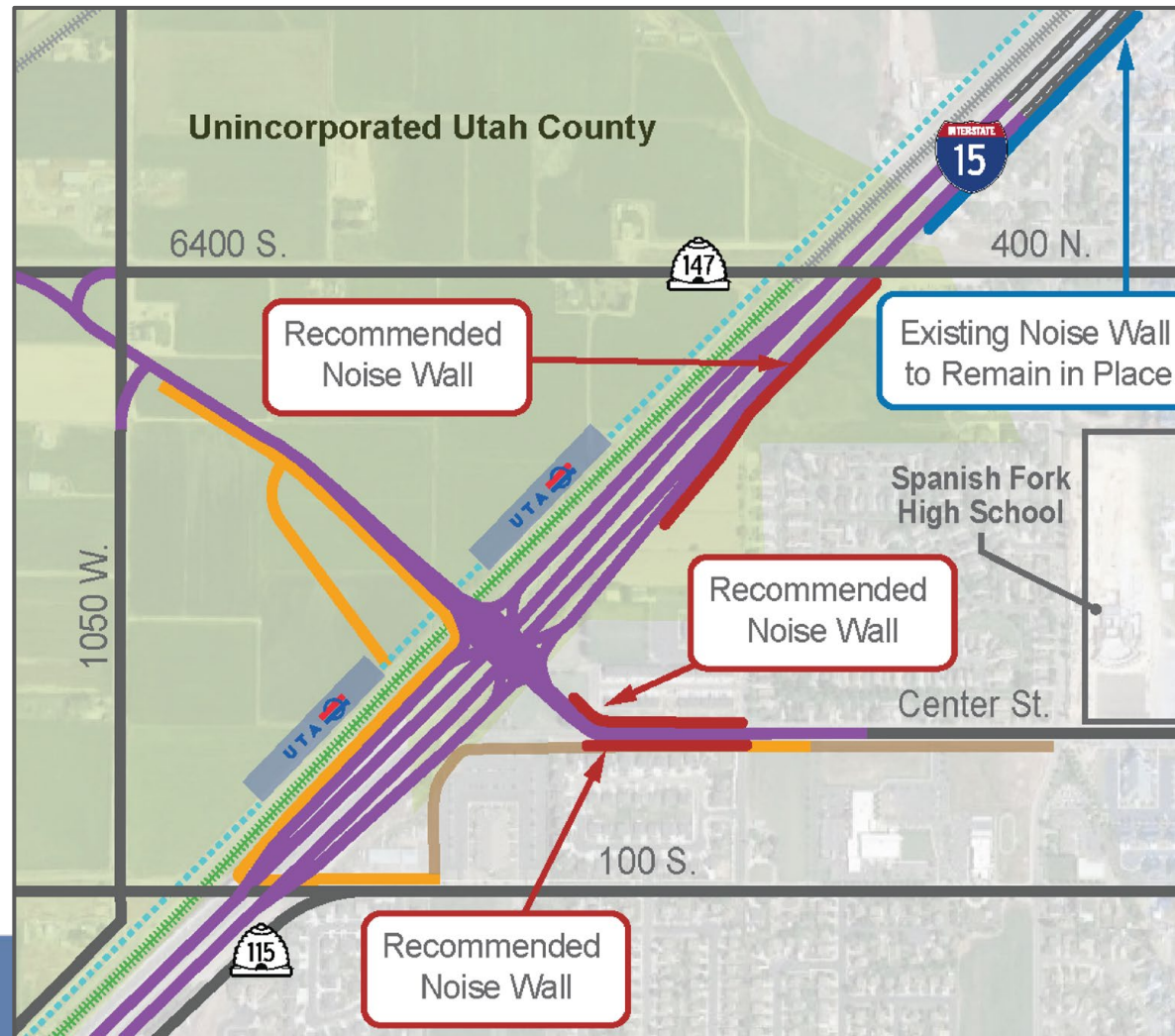
Noise Impacts



3 noise barriers recommended for balloting



1 replace-in-kind noise barrier



UDOT Noise Abatement Policy

Traffic Noise

Traffic noise abatement can only be implemented if the abatement is considered both **reasonable** and **feasible**.

Feasible

- ✓ Can it be constructed?
- ✓ Is it safe?
- ✓ Does it provide a perceptible decrease in noise level?

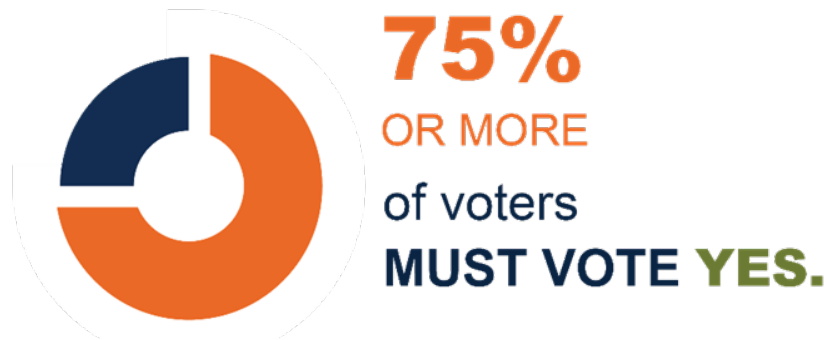
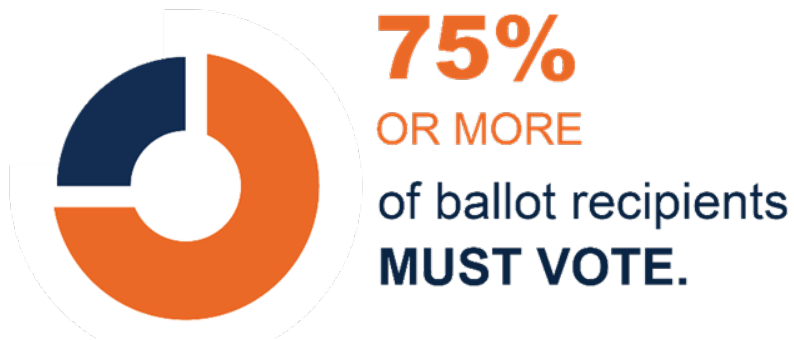
Reasonable

- ✓ Does it meet the noise abatement goal?
- ✓ Is it cost effective?
- ✓ Do property owners want noise abatement (**noise balloting**)?

UDOT Noise Abatement Policy

Noise Balloting

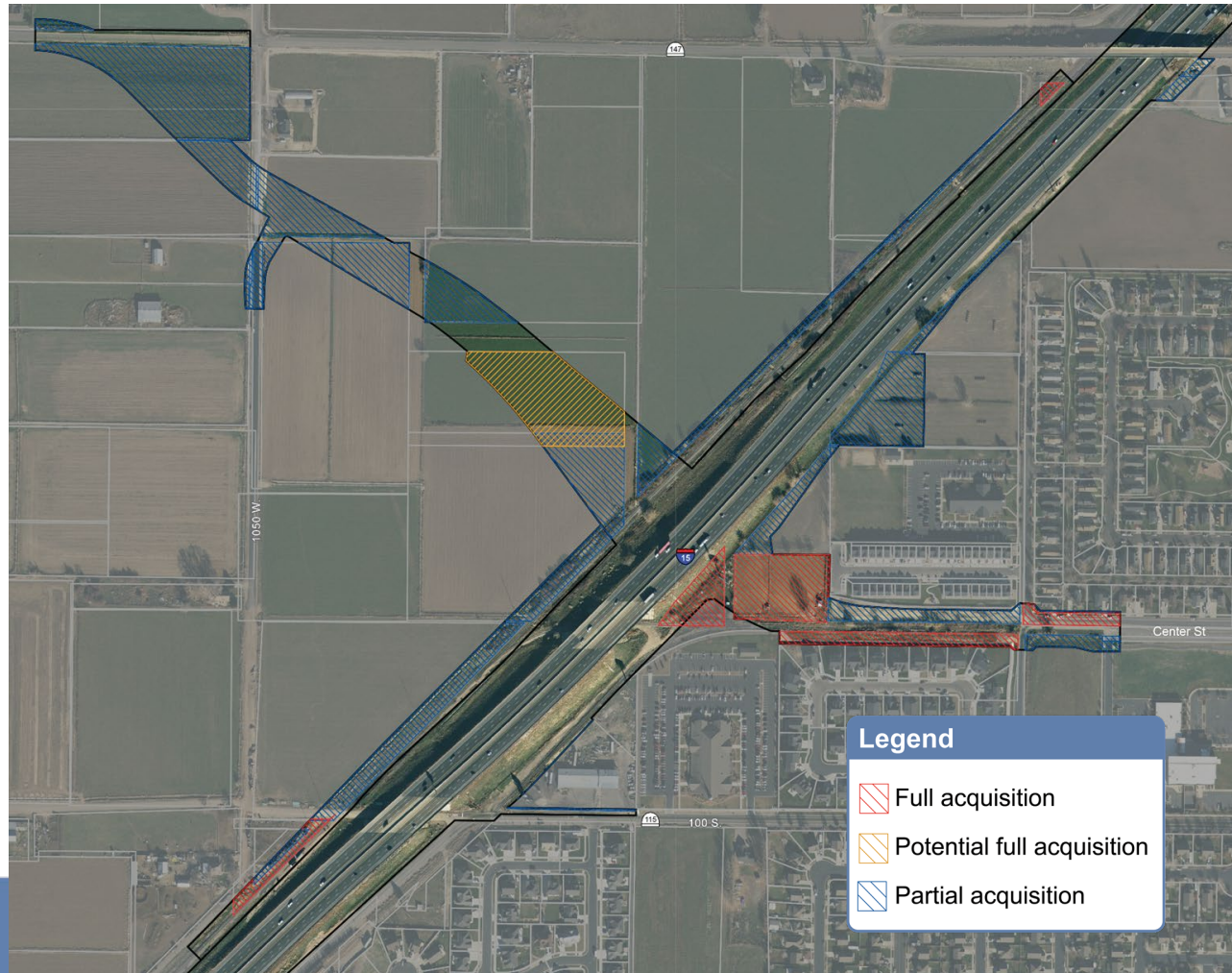
For a noise abatement vote to pass, noise balloting must receive the following results:



Preferred Alternative

Right-of-way Impacts

- 0 residential or commercial relocations
- 7 full acquisitions (6.7 acres of agricultural or vacant)
- 32 partial acquisitions (19.5 acres)



Project Timeline

Ongoing Stakeholder Engagement



NEPA Scoping
Spring 2023 - Summer 2023

- Virtual and in-person public meetings
- 30-day public comment period
- Information gathering



Purpose and Need Development
Summer 2023 - Fall 2023

- Identify existing and future conditions
- Define goals and objectives
- Identify evaluation criteria
- 21-day public comment period



Alternative Screening
Fall 2023 - Winter 2023

- Develop preliminary concepts
- Screen concepts based on purpose and need
- Identify action alternative(s)



Alternative Evaluation
Winter 2023 - Fall 2024

- Refine alternatives
- Evaluate potential impacts
- Identify preferred alternative



Publish Environmental Assessment
Winter 2024

Current Phase

- Virtual and in-person public hearings
- 30-day public comment period



Publish Decision
Spring 2025

- Respond to public and agency input

Ongoing coordination with local government and Stakeholder Working Group at study milestones

Submit Comments

Contact the study team to make a formal comment by Jan. 3, 2025



udotinput.utah.gov/i15spanishforkstudy



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385-999-7771



I-15 Spanish Fork EA % HDOR
2825 E Cottonwood Parkway Ste 200
Salt Lake City, UT 84121

Submit Comments

Contact the study team to make a formal comment by Jan. 3, 2025



Upcoming Public Meetings



In-person Hearing/Open House

Date: Wednesday, Dec. 11, 2024

Time: 5:30 – 7:30 p.m.

Location: Spanish Fork Library
80 S Main Street
Spanish Fork, UT 84660

Open house will be in Heritage Room

Questions & Discussion

The image is a wide-angle landscape photograph. In the foreground, a multi-lane asphalt highway with a yellow median runs horizontally across the frame. Several vehicles are visible on the road, including a silver sedan, a white pickup truck, a dark SUV, and a white car. To the right of the highway, there is a grassy embankment with some green trees. In the middle ground, a suburban town with various houses and trees is visible. The background is dominated by a range of large, rugged mountains with significant snow cover under a clear blue sky with a few wispy clouds. The text "Questions & Discussion" is overlaid in the center of the image in a large, bold, dark blue font.



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