

**Final Environmental Impact Statement
and
Section 4(f) Evaluation**

September 2008

Submitted pursuant to 42 U.S.C. 4332(2)(c) and 49 U.S.C. 303

by

Federal Highway Administration
Utah Department of Transportation
Utah Transit Authority

FHWA-UT-EIS-07-02-F

*SP-0067(3)0

Volume 7 of 8

Figures



Development of Preliminary Alternatives

Developed using these criteria:

- Traffic, Safety, and Population Growth Data
- Public and Agency Input
- Growth Choices Process facilitated by Envision Utah
- Previous Studies
- Social, Built, and Natural Environment
- Purpose and Need Statement



Initial List of Preliminary Alternatives



Level One Screening

Criteria analyzed for every alternative:

- Does demand warrant this alternative?
- Does it provide sufficient capacity?
- Is this a separate project on Long Range Plan?
- Is it technically or impact prohibitive?
- Does it support local planning policies?

Alternatives Eliminated



Level One Alternatives

Transit Alternatives Roadway Alternatives



Level Two Screening

Criteria analyzed for every alternative:

- What will this alternative cost?
- How does this alternative perform?
- What impacts will it have on the environment?
- Is it compatible with local and regional plans?

Alternatives Eliminated



Level Two Alternatives

Transit Alternatives Roadway Alternatives



Alternative Screening Report Public and Agency Input

Alternatives Eliminated



Refinement of Alternatives

Alternatives Eliminated



Refinement of Alternatives

Alternatives Eliminated



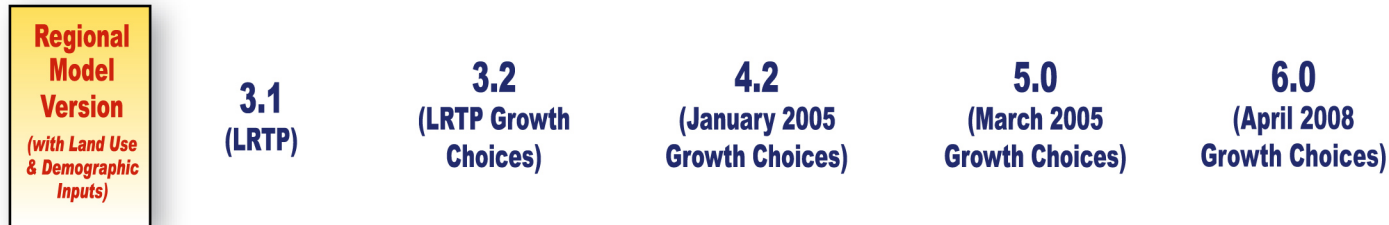
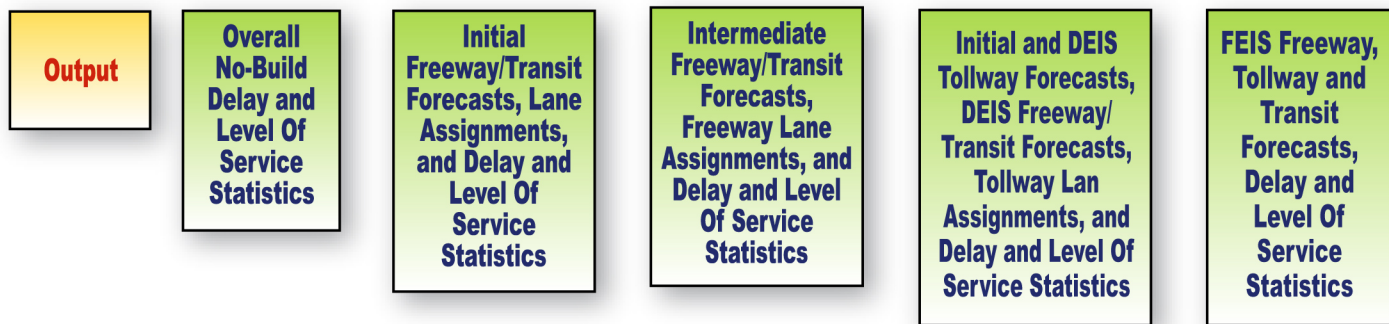
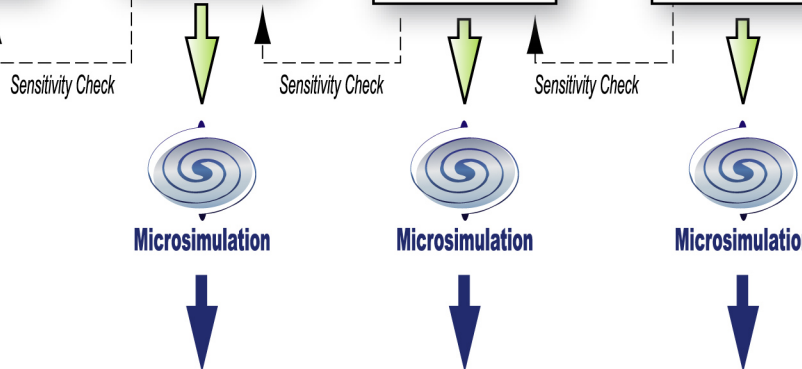
Alternatives Carried Forward for Detailed Study



ENVIRONMENTAL
IMPACT STATEMENT

Mountain View
Corridor Alternatives
Development
Process

Figure 2-1.1



ENVIRONMENTAL
IMPACT STATEMENT

Mountain View
Corridor Travel
Demand Forecasting
Methodology

Figure 2-1.2



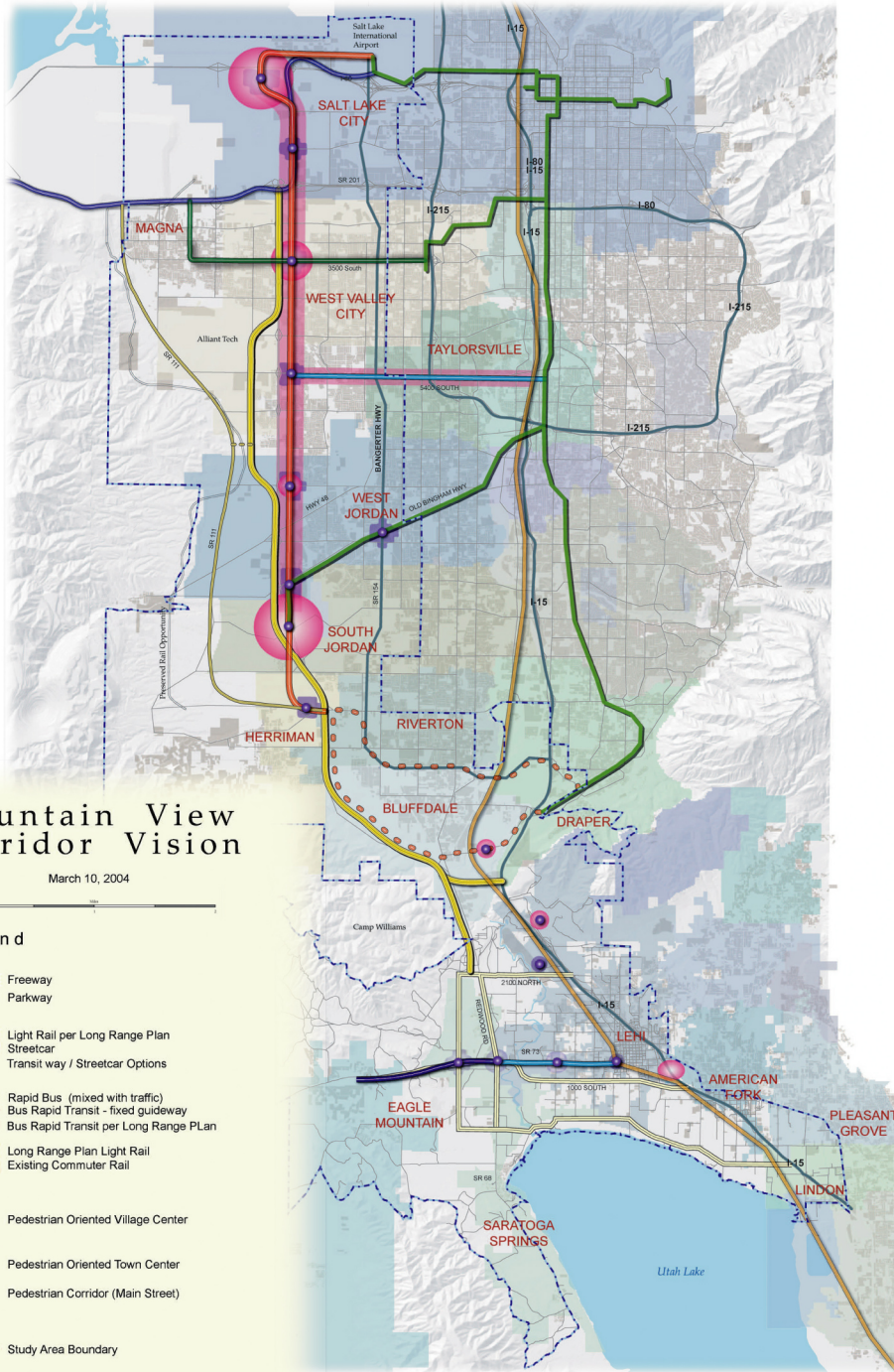
ENVIRONMENTAL
IMPACT STATEMENT

Mountain View Corridor Vision

March 10, 2004

Legend

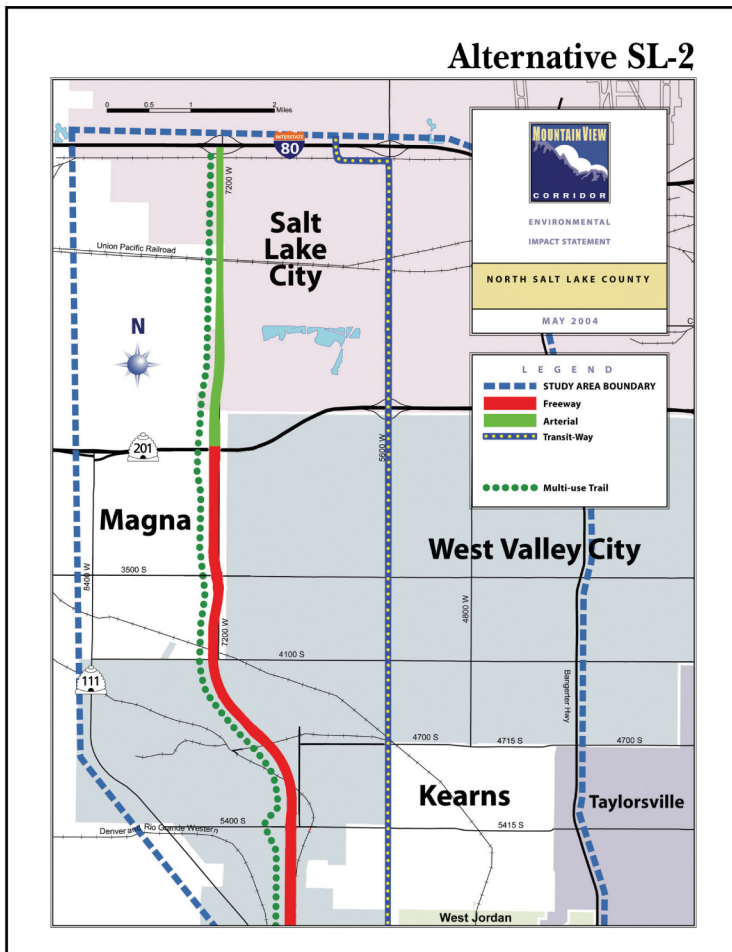
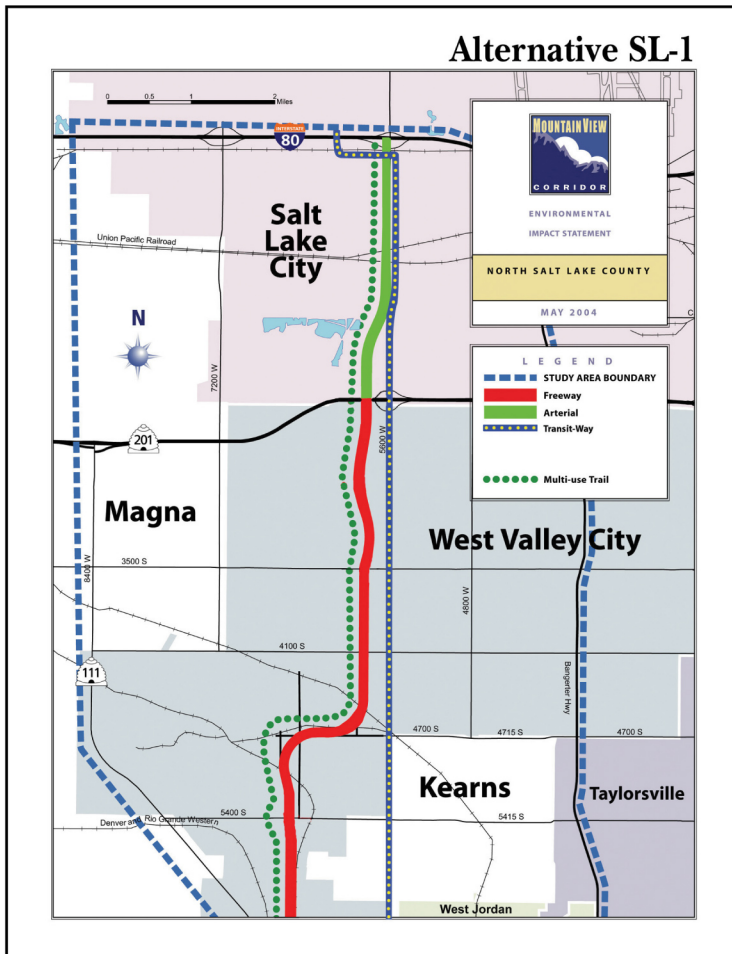
-  Freeway
-  Parkway
-  Light Rail per Long Range Plan
-  Streetcar
-  Transit way / Streetcar Options
-  Rapid Bus (mixed with traffic)
-  Bus Rapid Transit - fixed guideway
-  Bus Rapid Transit per Long Range Plan
-  Long Range Plan Light Rail
-  Existing Commuter Rail
-  Pedestrian Oriented Village Center
-  Pedestrian Oriented Town Center
-  Pedestrian Corridor (Main Street)
-  Study Area Boundary



Mountain View Vision Map from "Mountain View Corridor Growth Choices Study," EnvisionUtah, 2004

Growth Choices
"Vision" Scenario

Figure 2-2



ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

- Study Area
- Freeway
- Arterial
- Transit-Way
- Multi-use Trail

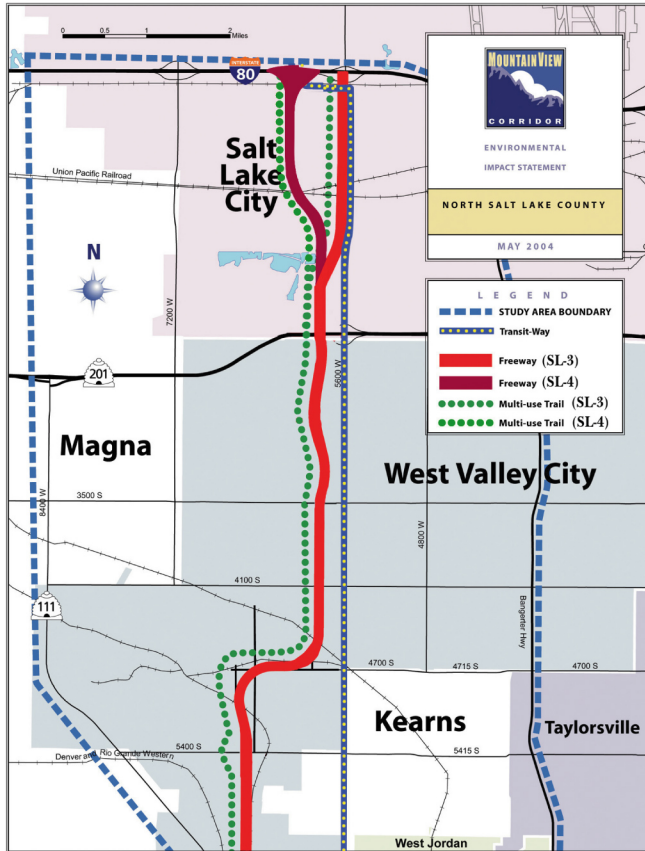


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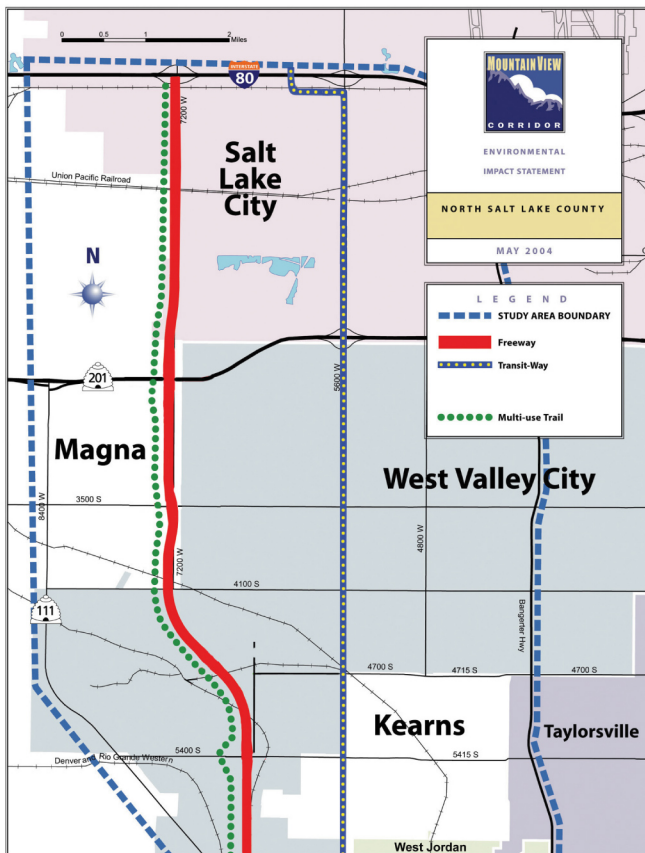
Level 2 Screening
Alternatives Considered -
North Salt Lake County
(I-80 to 5400 South)
---1 of 2---

Figure 2-3.1

Alternative SL-3 / SL-4



Alternative SL-5



ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

- Study Area
- Freeway
- Arterial
- Transit-Way
- Multi-use Trail



NOT TO SCALE

Level 2 Screening
Alternatives Considered -
North Salt Lake County
(I-80 to 5400 South)






---2 of 2---

Figure 2-3.2



ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

- Study Area 
- Freeway 
- Arterial 
- Transit-Way 
- Multi-use Trail 

NOTE:

All Salt Lake County Alternatives are identical in this portion of the corridor.

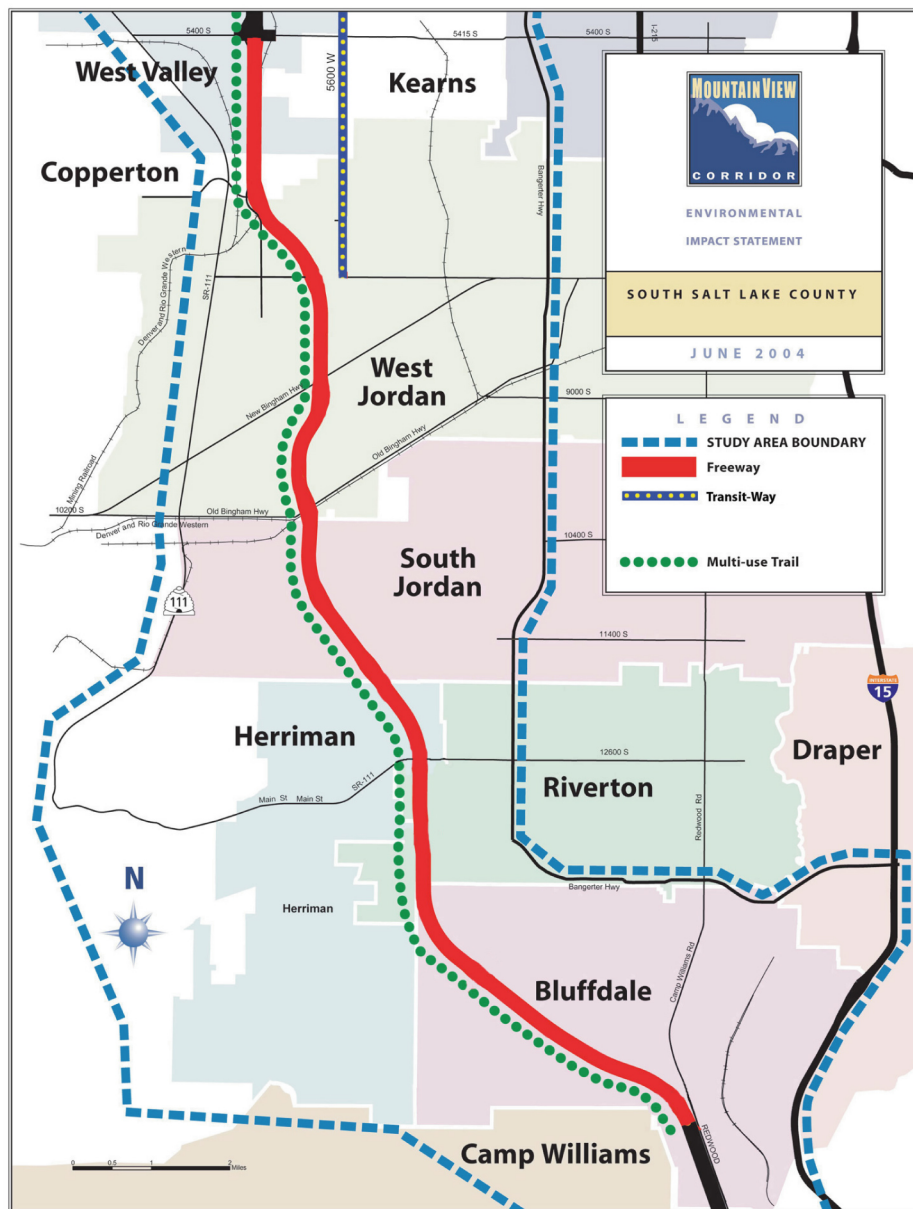



NOT TO SCALE

Level 2 Screening Alternatives Considered - South Salt Lake County (5400 South to County Line)

Figure 2-3.3

Alternatives SL-1 - SL-5









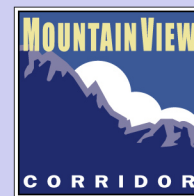
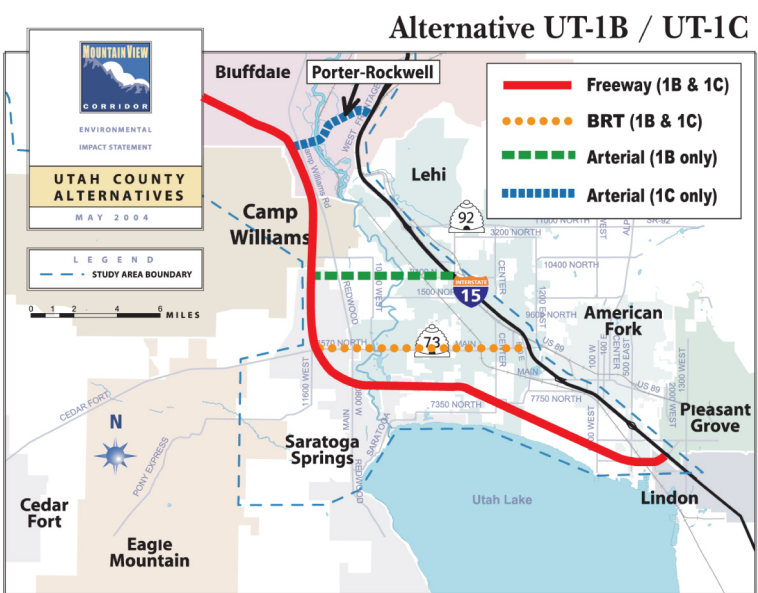
ENVIRONMENTAL
IMPACT STATEMENT

SOUTH SALT LAKE COUNTY

JUNE 2004

LEGEND

-  STUDY AREA BOUNDARY
-  Freeway
-  Transit-Way
-  Multi-use Trail



ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

- Study Area
- Freeway
- Arterial
- Bus Rapid Transit



NOT TO SCALE

Level 2 Screening
Alternatives
Considered -
Utah County
---1 of 4---

Figure 2-3.4



ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

- Study Area
- Freeway
- Arterial
- Bus Rapid Transit

Alternative UT-2



Alternative UT-3



N
NOT TO SCALE

Level 2 Screening
Alternatives
Considered -
Utah County
---2 of 4---

Figure 2-3.5



ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

- Study Area
- Freeway
- Arterial
- Bus Rapid Transit
- Expressway

Alternative UT-4



Alternative UT-5



NOT TO SCALE

Level 2 Screening
Alternatives
Considered -
Utah County
---3 of 4---

Figure 2-3.6



ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

- Study Area
- Freeway
- Arterial
- Bus Rapid Transit
- Expressway



N
NOT TO SCALE

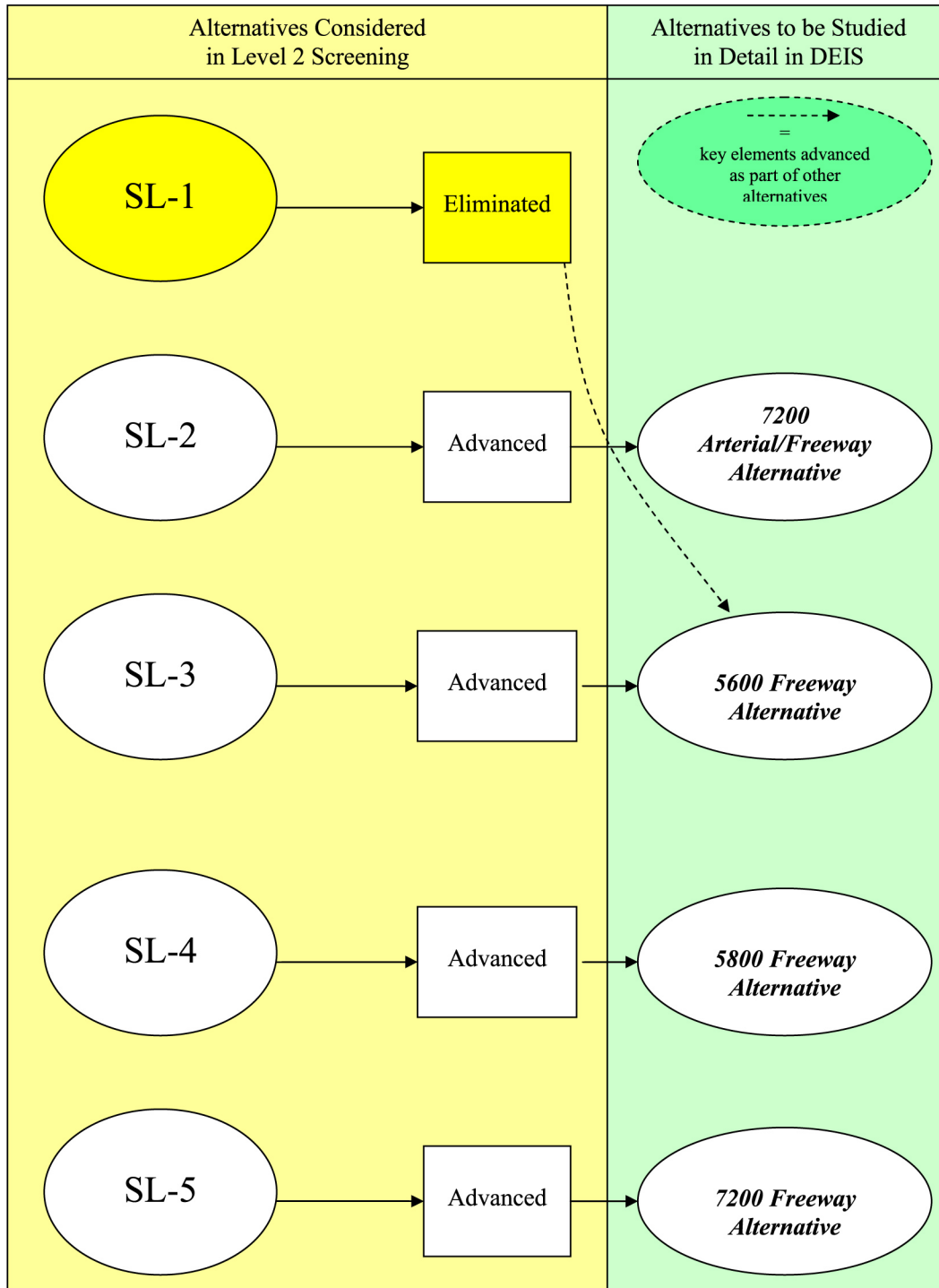
Level 2 Screening
Alternatives
Considered -
Utah County
---4 of 4---

Figure 2-3.7



ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:



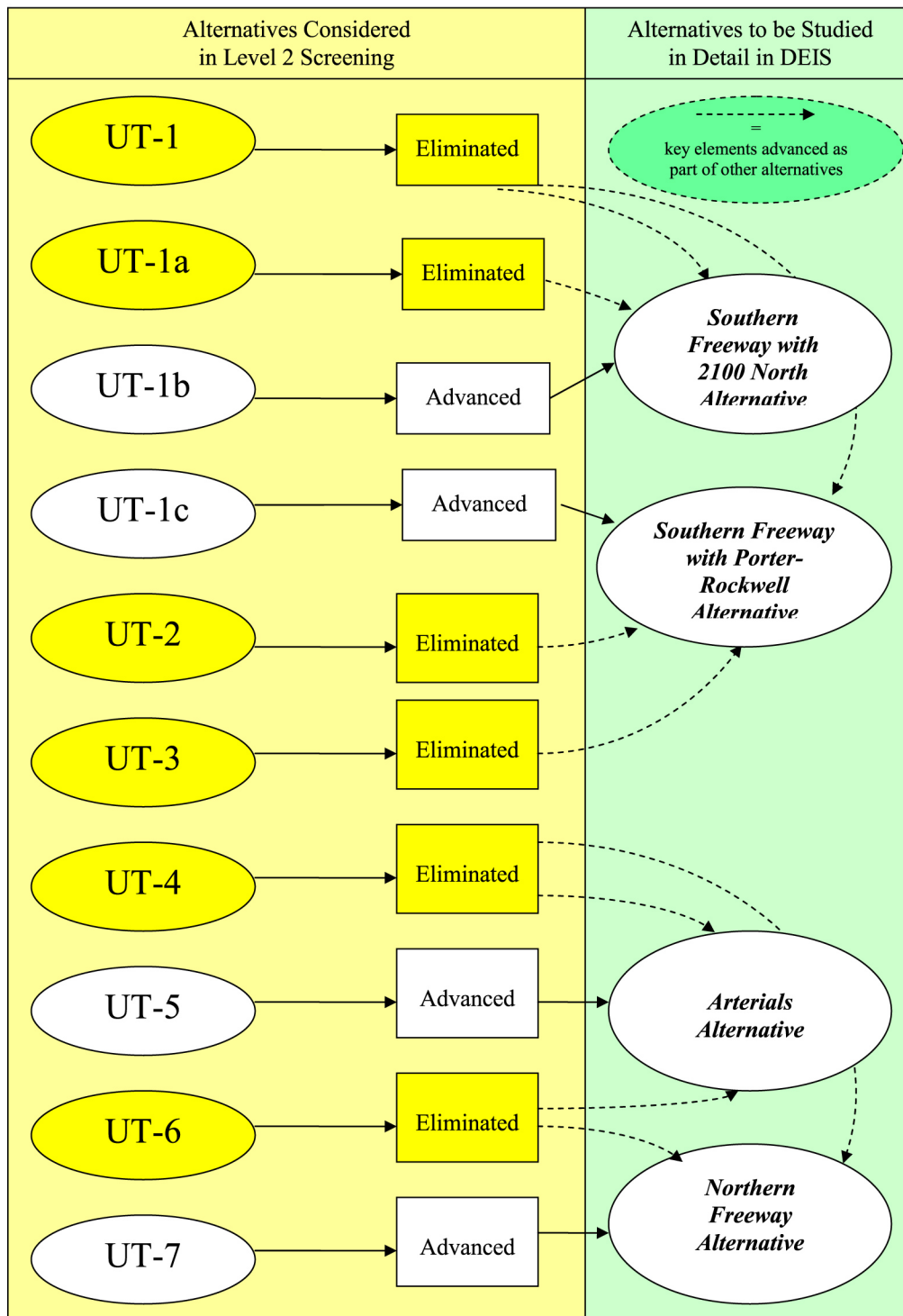
Level 2
Screening Results -
Salt Lake County

Figure 2-3.8



ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:



Level 2
Screening Results -
Utah County

Figure 2-3.9

Freeway



Freeway Characteristics:

- ☞ Higher speed
- ☞ Grade separated intersections (*interchanges*)
- ☞ Limited access
- ☞ Higher traffic capacity
- ☞ Lower accident rate

Arterial



Arterial Characteristics:

- ☞ Lower speed
- ☞ Signalized intersections
- ☞ Many access points
- ☞ Lower traffic capacity
- ☞ Higher accident rate



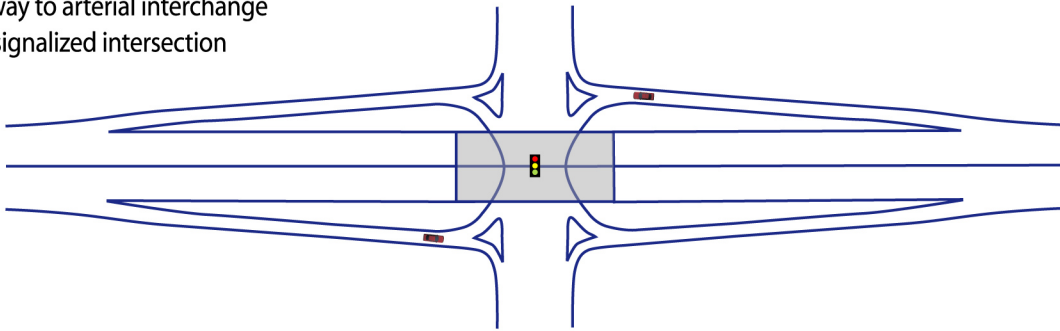
ENVIRONMENTAL
IMPACT STATEMENT

Freeway and Arterial
Definitions and
Examples

Figure 2-4

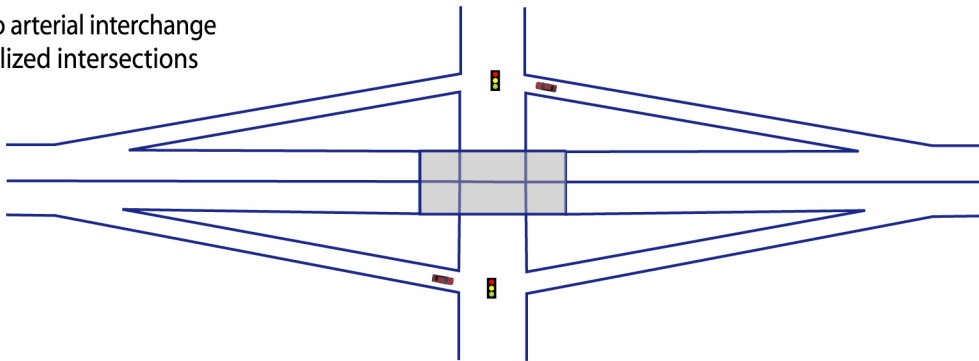
Single Point Urban Interchange (SPUI)

- Freeway to arterial interchange
- One signalized intersection



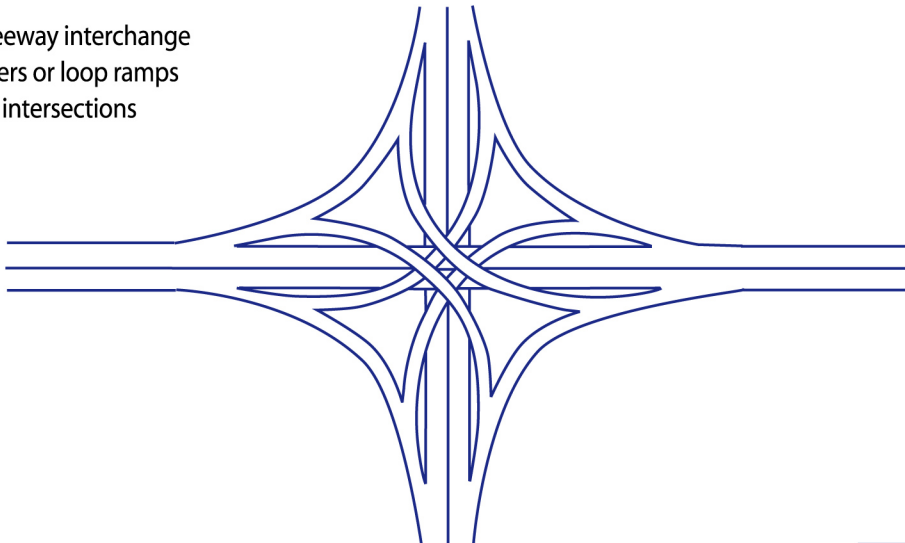
Diamond Interchange

- Freeway to arterial interchange
- Two signalized intersections



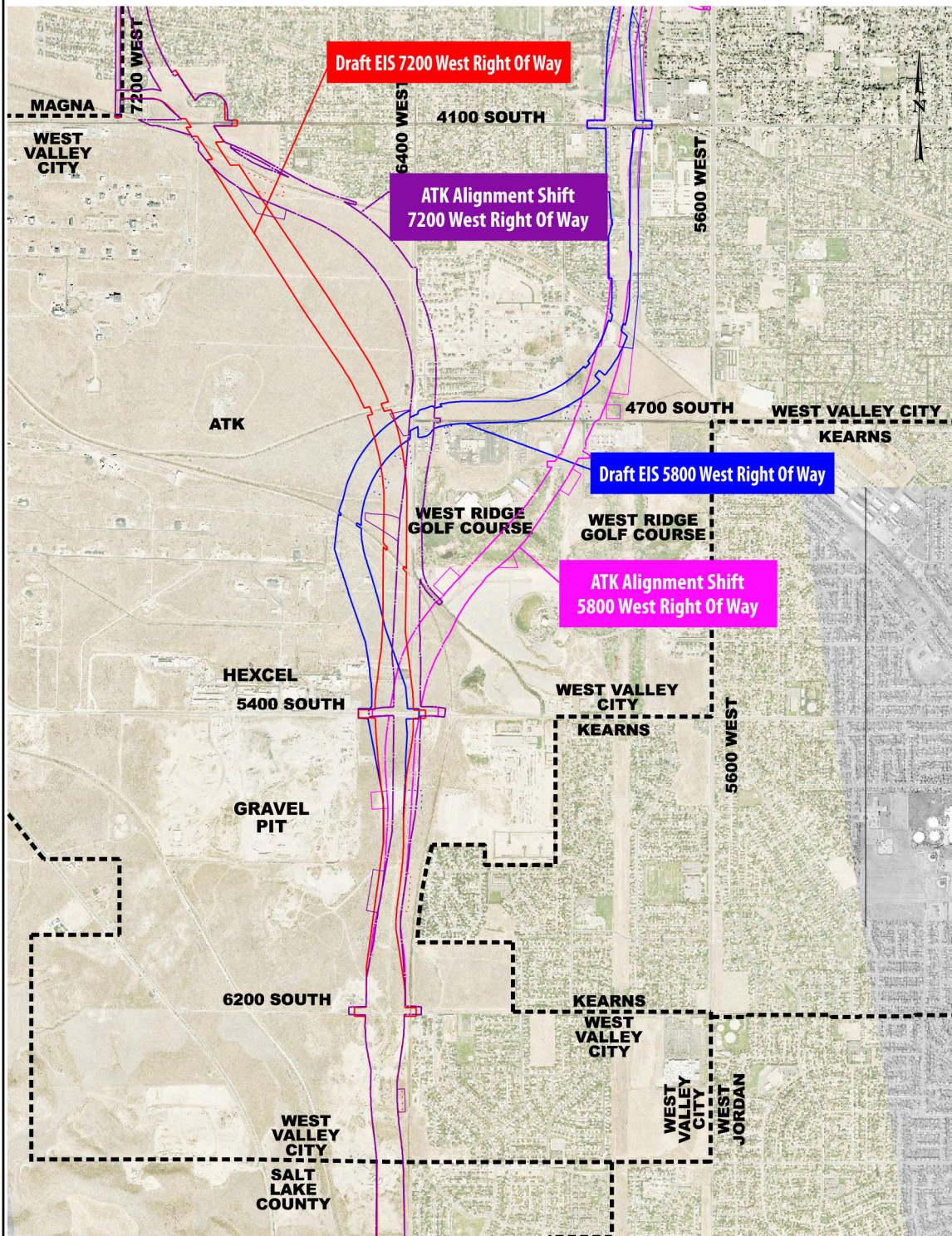
System Interchange

- Freeway to freeway interchange
- Involves flyovers or loop ramps
- No signalized intersections





ENVIRONMENTAL
IMPACT STATEMENT



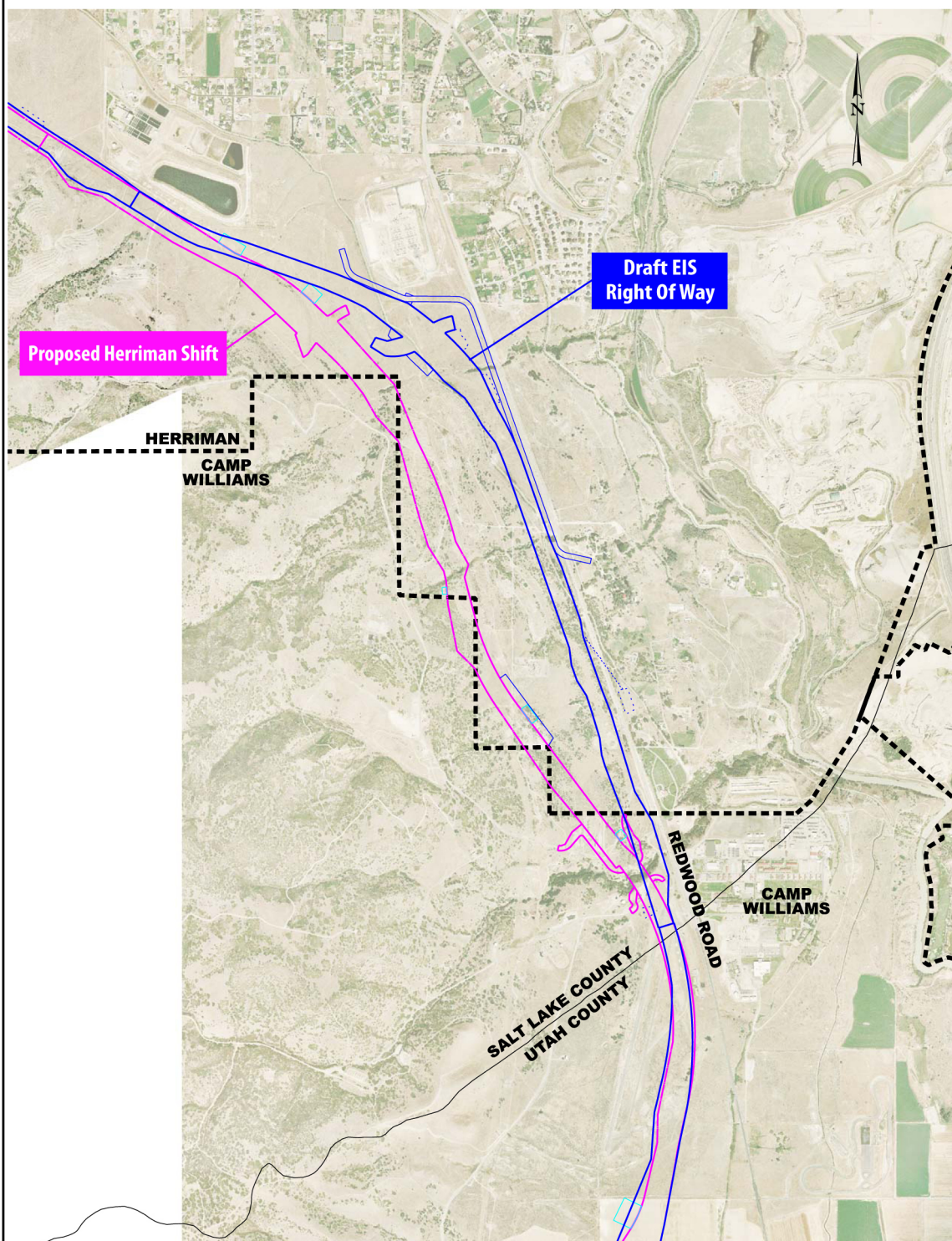
NOT TO SCALE

ATK
Alignment Shift

Figure 2-5.2



ENVIRONMENTAL
IMPACT STATEMENT



NOT TO SCALE

Herriman
Alignment Shift

Figure 2-5.3



ENVIRONMENTAL
IMPACT STATEMENT

LEGEND FOR LARGE MAP:

 All Alignments

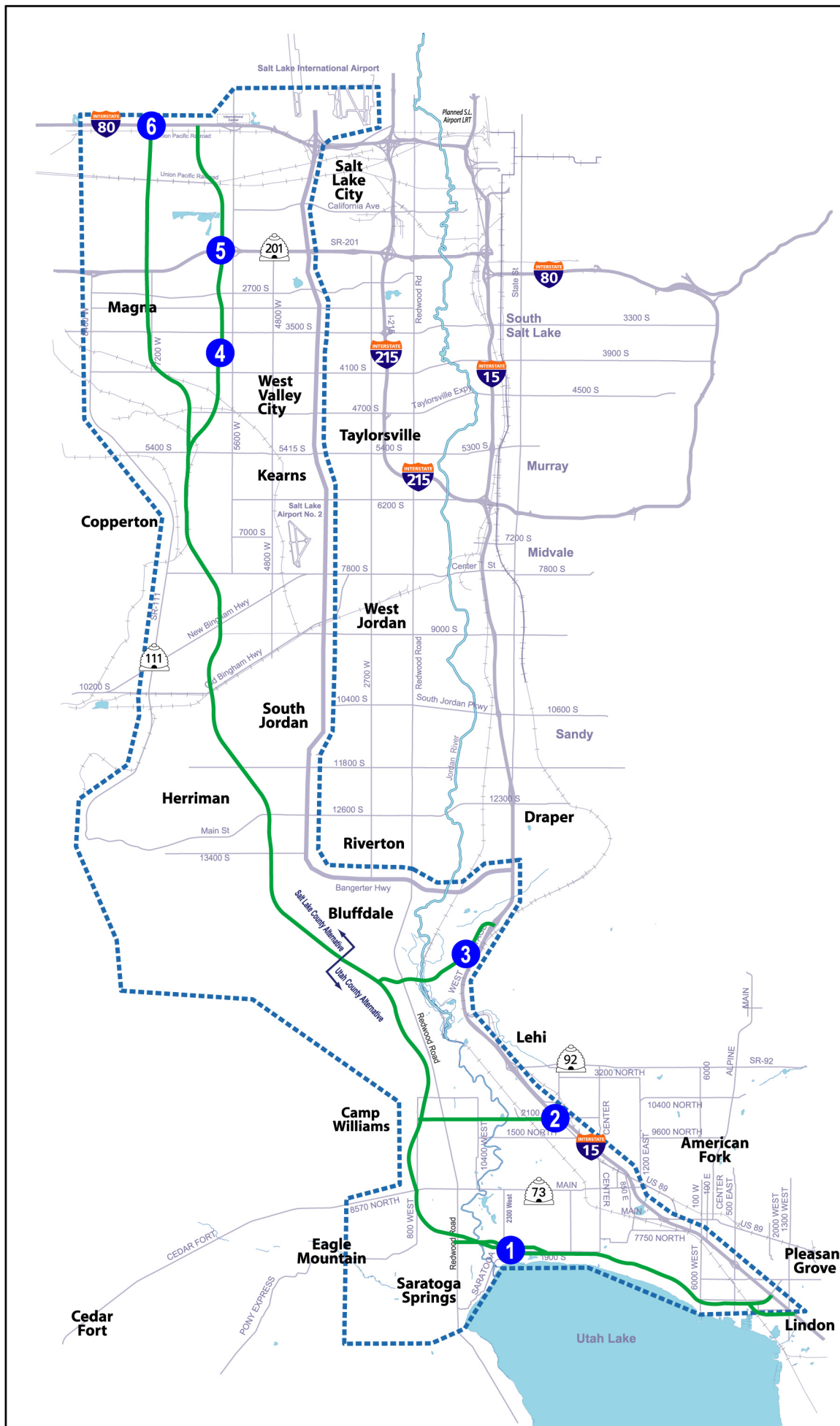
- 1 Southern Freeway Alternative adjusted to miss historic property at 7364 North 9550 West. Cross street also modified to eliminate impact to North Lake Park.
- 2 Adjusted northbound off-ramp at 2100 North to minimize impact to historic properties at (a) 959 West 2100 North, and (b) 951 West 2100 North.
- 3 Shifted Porter Rockwell to minimize impact to (a) historic property at approximately 15400 South, and (b) the Draper Irrigation Canal.
- 4 Shifted alignment to the east from Cilma Drive to 4100 South to address constructability concerns related to the utility corridor.
- 5 Modified utility corridor alignment at SR-201 to simplify Rocky Mountain Power crossing.
- 6 For the 7200 West Freeway Alternative, adjusted the interchange connection at I-80 to provide for better route continuity.

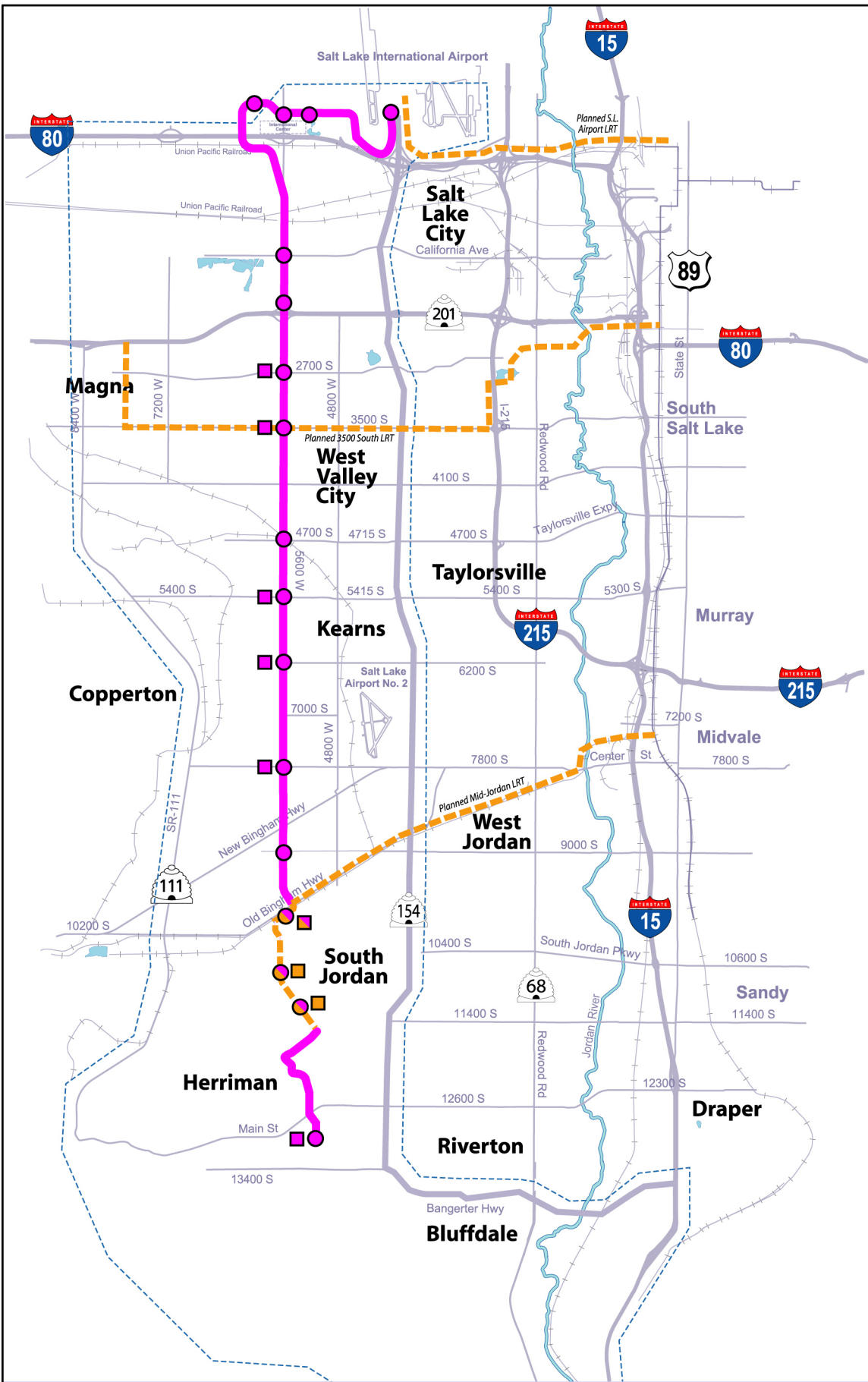


NOT TO SCALE

Additional
Alignment
Modifications




Figure 2-5.4





ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

-  Station Locations
-  Park and Ride Lots
-  UTA Planned Light Rail (LRT) and Park and Ride Lots (Not part of Mountain View Corridor EIS)



NOT TO SCALE

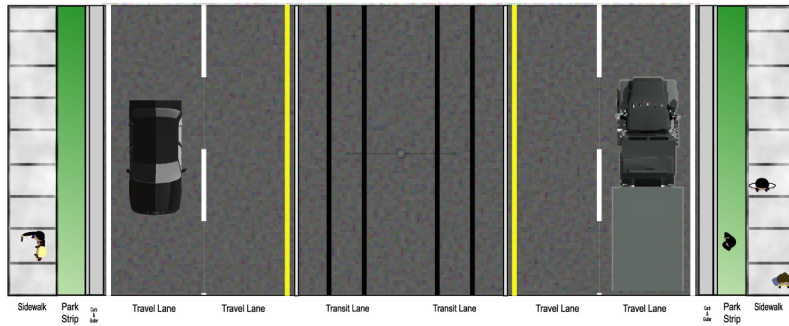
Transit Alignment -
Dedicated Right-of-Way
Transit Option

Figure 2-6.1

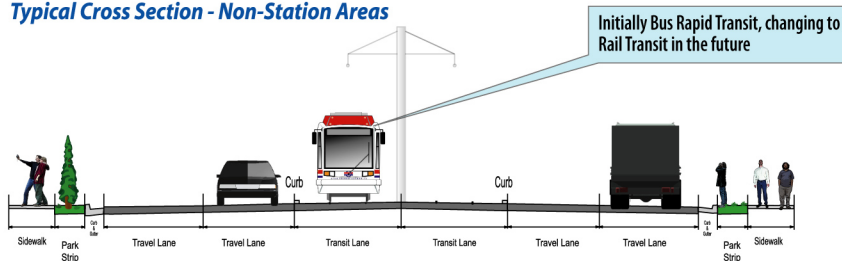


ENVIRONMENTAL
IMPACT STATEMENT

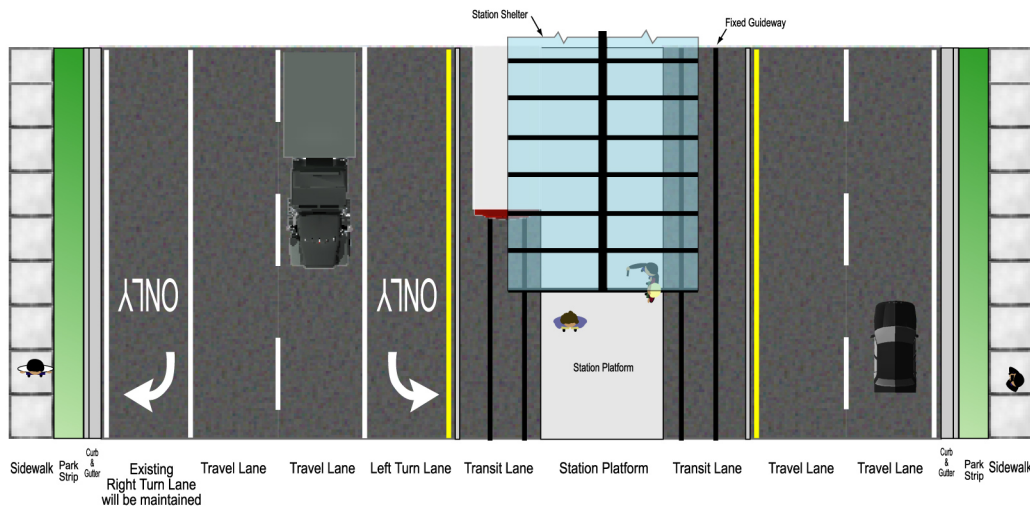
Typical Plan View - Non-Station Areas (Between Intersections)



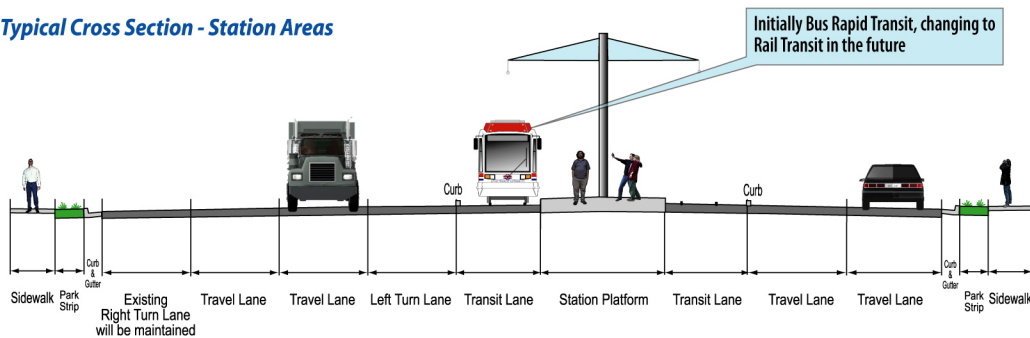
Typical Cross Section - Non-Station Areas



Typical Plan View - Station Areas (At Intersections)



Typical Cross Section - Station Areas



NOT TO SCALE

Transit Typical
Sections -
Dedicated
Right-of-Way Transit
Option

Figure 2-6.2



ENVIRONMENTAL
IMPACT STATEMENT

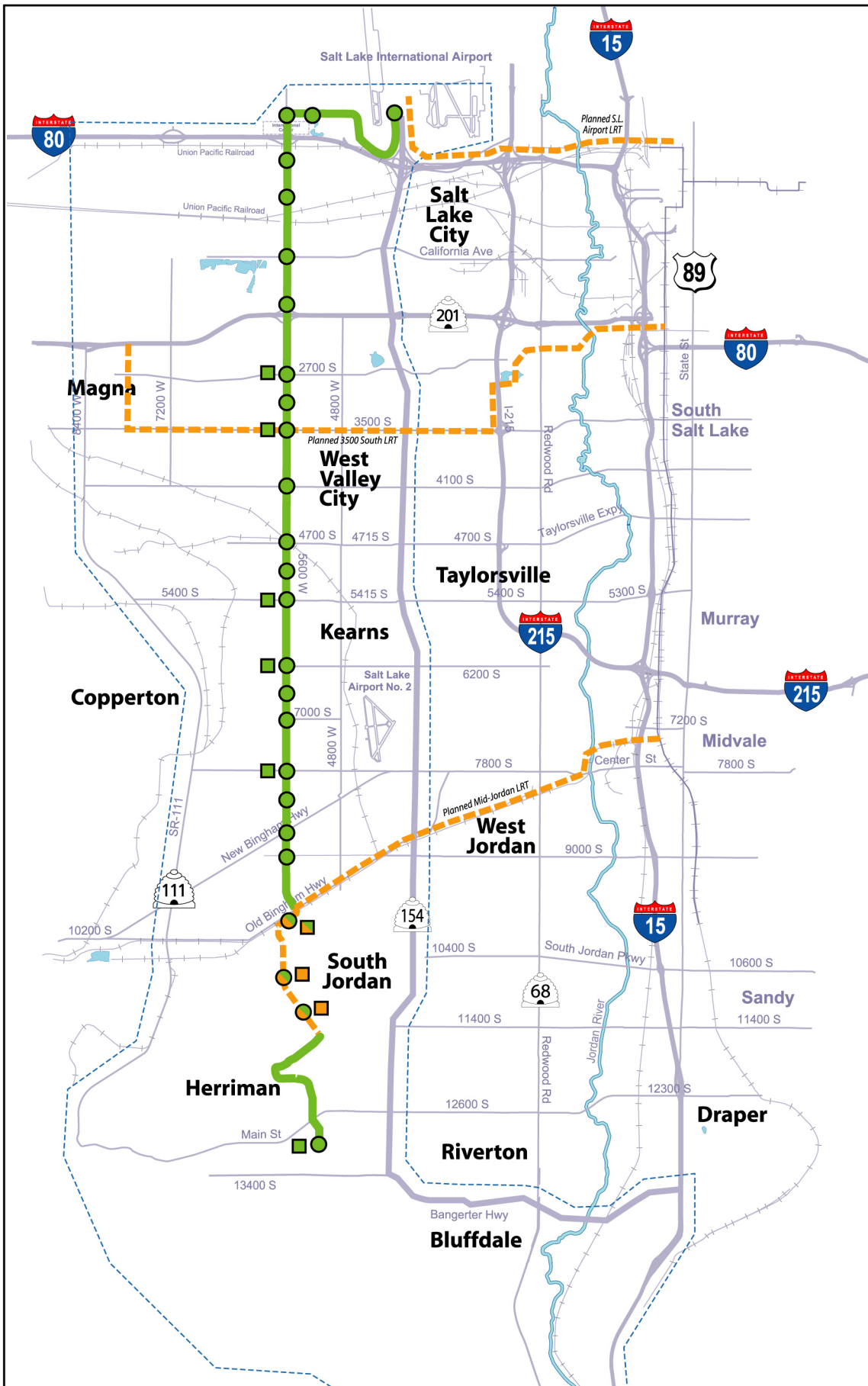
LEGEND:



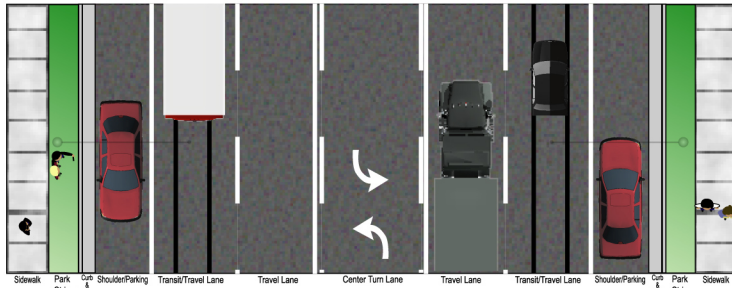
NOT TO SCALE

Transit Alignment -
Mixed-Traffic Transit
Option

Figure 2-7.1

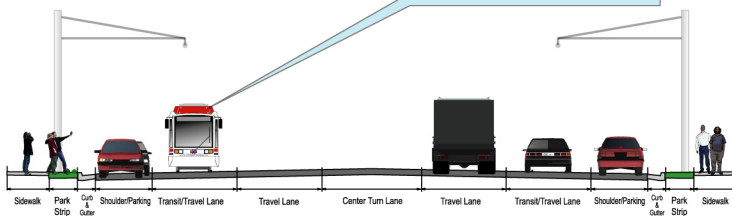


Typical Plan View - Non-Station Areas (Between Intersections)

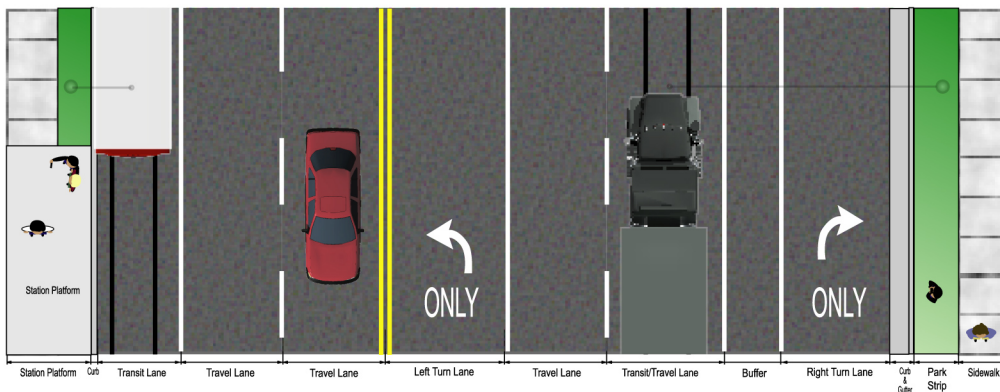


Typical Cross Section - Non-Station Areas

Initially Bus Rapid Transit, changing to Rail Transit in the future

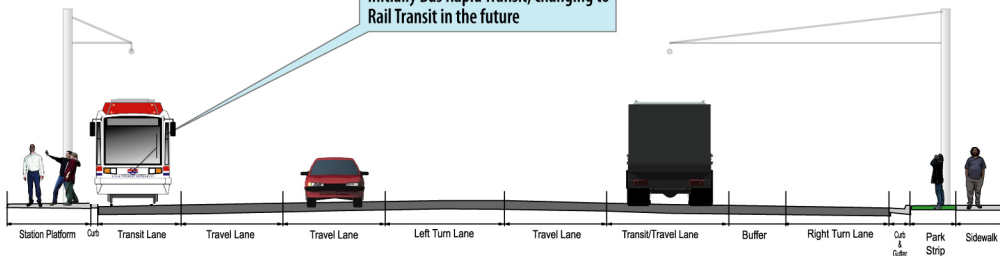


Typical Plan View - Station Areas (At Intersections)



Typical Cross Section - Station Areas

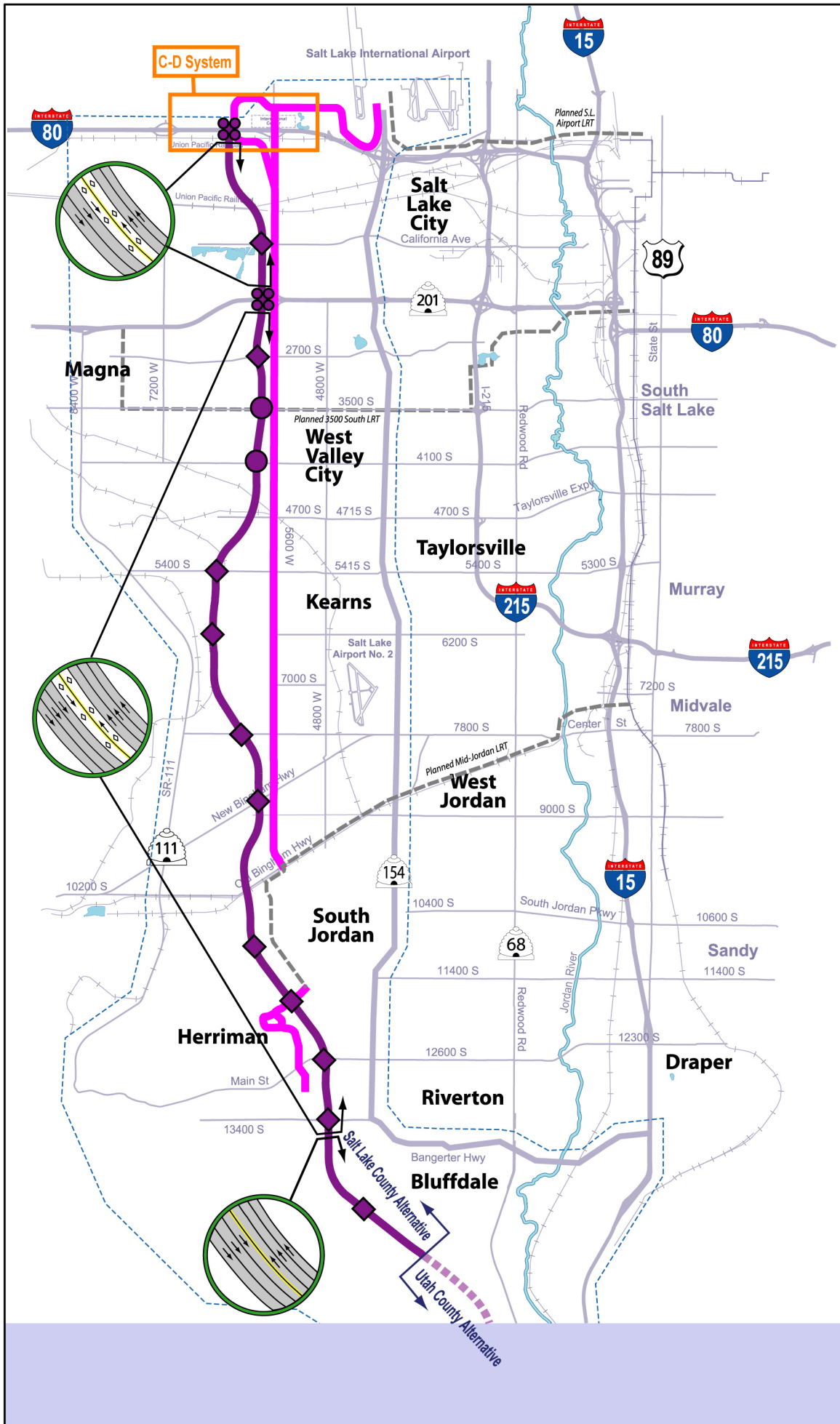
Initially Bus Rapid Transit, changing to Rail Transit in the future



NOT TO SCALE






Transit Typical
Sections -
Mixed-Traffic
Transit Option

Figure 2-7.2

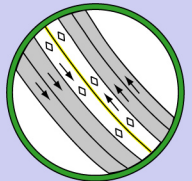


ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

-  5800 West Freeway Alternative
-  Diamond Interchanges
-  Single Point Interchanges
-  System Interchanges
-  Potential Transit Alignments

UTA Planned Light Rail (LRT) or Bus Rapid Transit (BRT) Routes (Not part of Mountain View Corridor EIS)



"Bubbles" show the lane configuration for roadways. Highlighted "diamond" lanes indicate HOV travel lanes.

C-D System
For a close-up detailed map of the C-D System shown on this map:
Refer to Figure 2-8.6



NOT TO SCALE

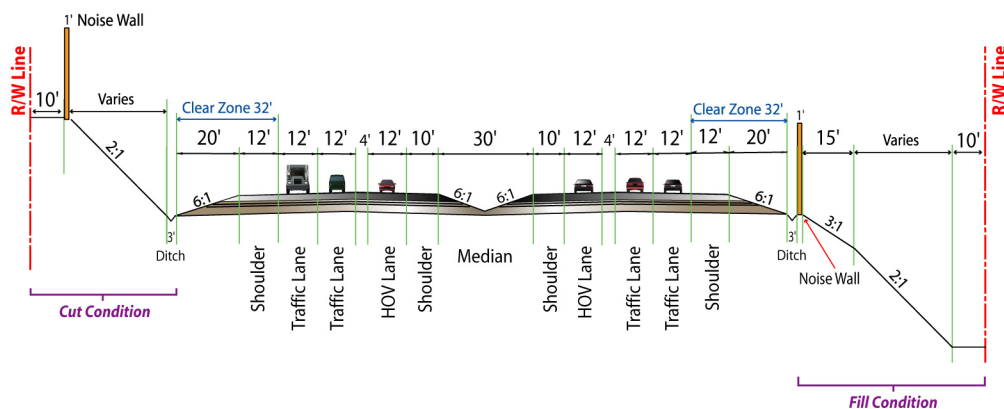
5800 West Freeway
Alternative -
Salt Lake County

Figure 2-8.1

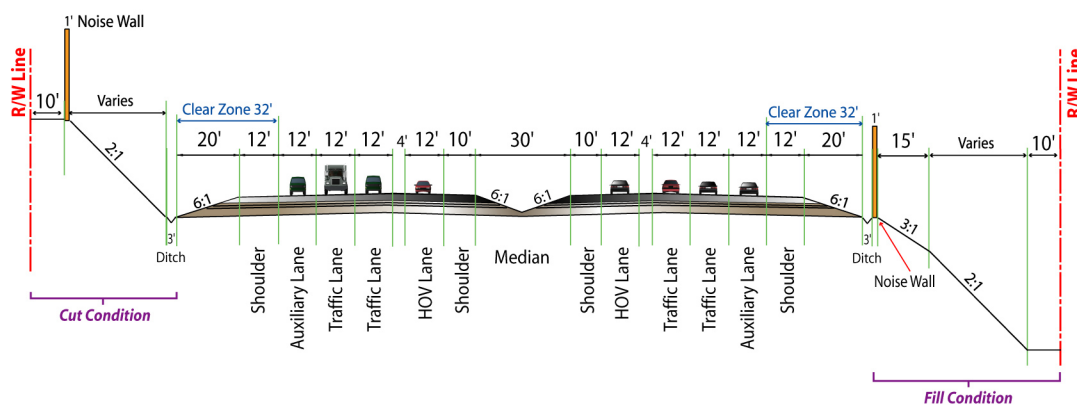


ENVIRONMENTAL
IMPACT STATEMENT

6-Lane Freeway Typical Section: Salt Lake County



6-Lane Freeway with Auxiliary Lanes Typical Section: Salt Lake County



NOT TO SCALE

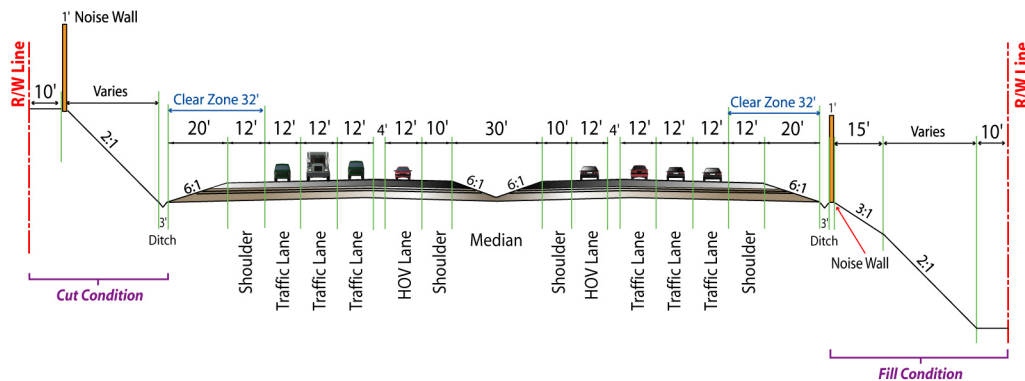
Freeway Typical
Sections for Salt
Lake County -
Six-Lane Freeway

Figure 2-8.2

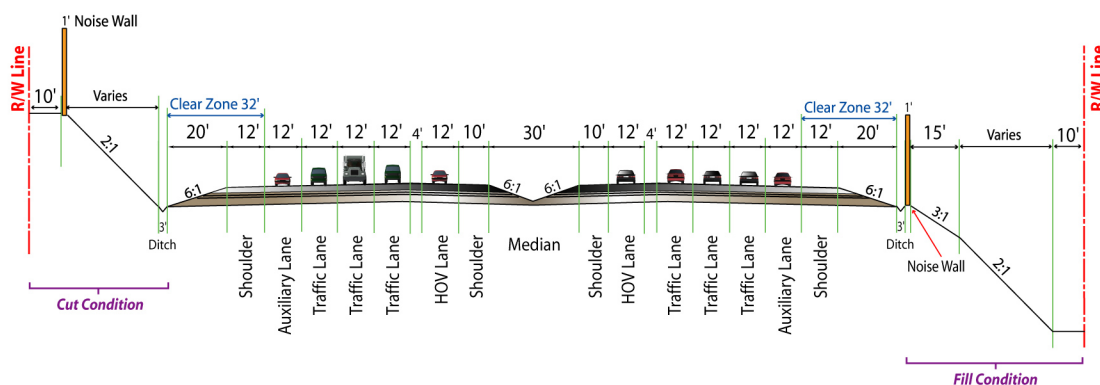


ENVIRONMENTAL
IMPACT STATEMENT

8-Lane Freeway Typical Section: Salt Lake County



8-Lane Freeway With Auxiliary Lanes Typical Section: Salt Lake County

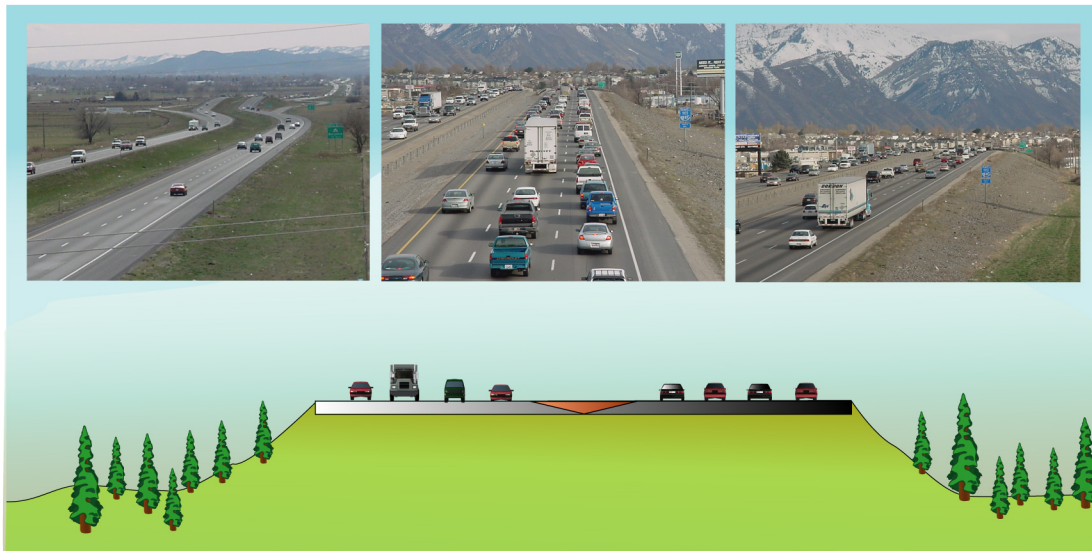


NOT TO SCALE

Freeway Typical
Sections for Salt
Lake County -
Eight-Lane
Freeway

Figure 2-8.3

Examples and Illustration of Above-Grade Freeway



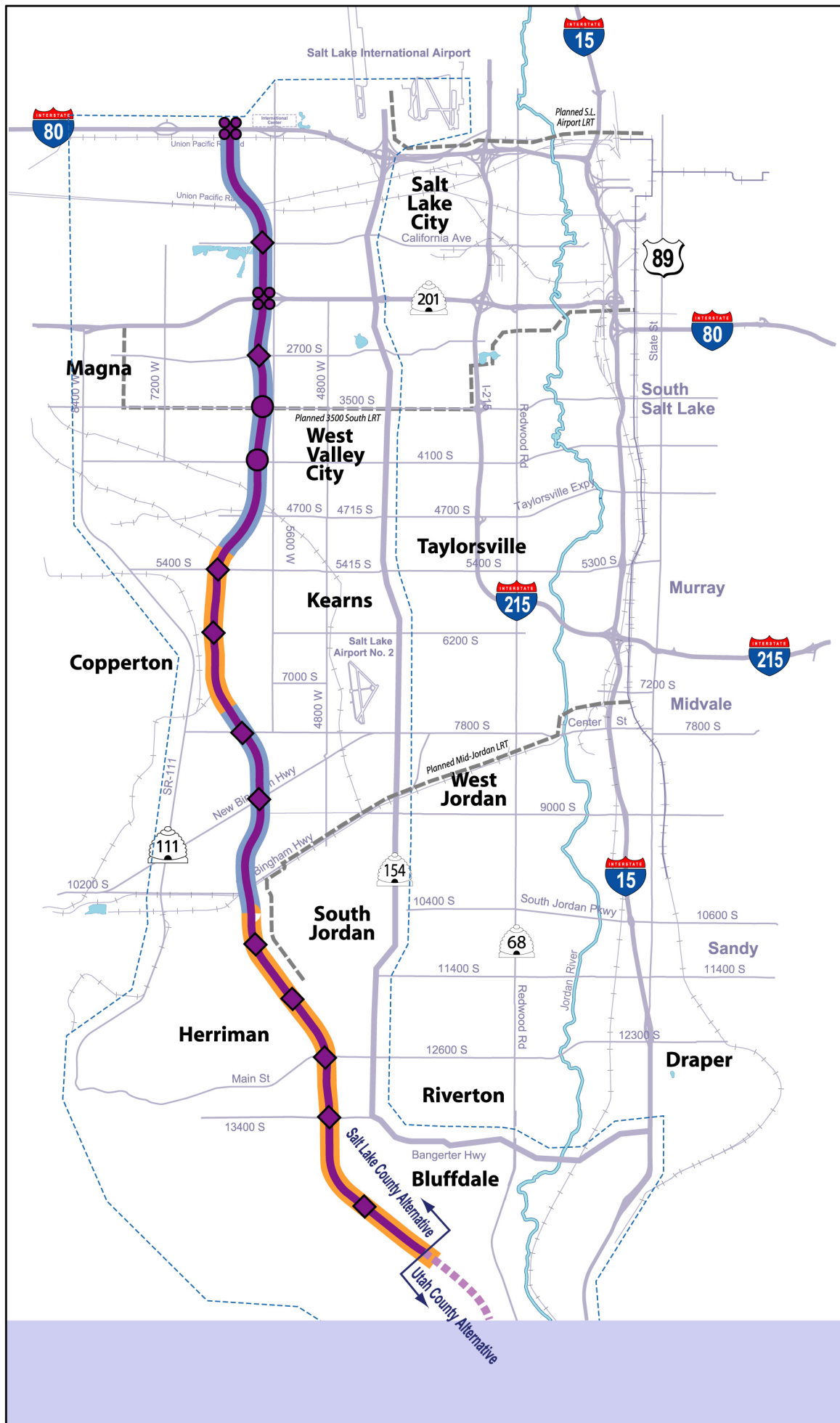
Examples and Illustration of Below-Grade Freeway



ENVIRONMENTAL
IMPACT STATEMENT

Above-Grade and
Below-Grade
Freeway Examples

Figure 2-8.4



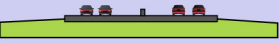
ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:



At or Above Grade Freeway

A freeway where the roadway surface elevation is at or above existing ground. This can include bridges and overpasses. Visual example:



Depressed Freeway

A freeway where the roadway surface elevation is "sunken" or below surrounding ground. Visual example:



NOT TO SCALE

580 West Freeway
Alternative -
Depressed &
Elevated Sections

Figure 2-8.5



ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:



Notes: Mainline freeway traffic (65 mph) is separated by a barrier from the CD traffic (50mph)

C-D System

For a Salt Lake County-wide map of the 5800 West Freeway Alternative:

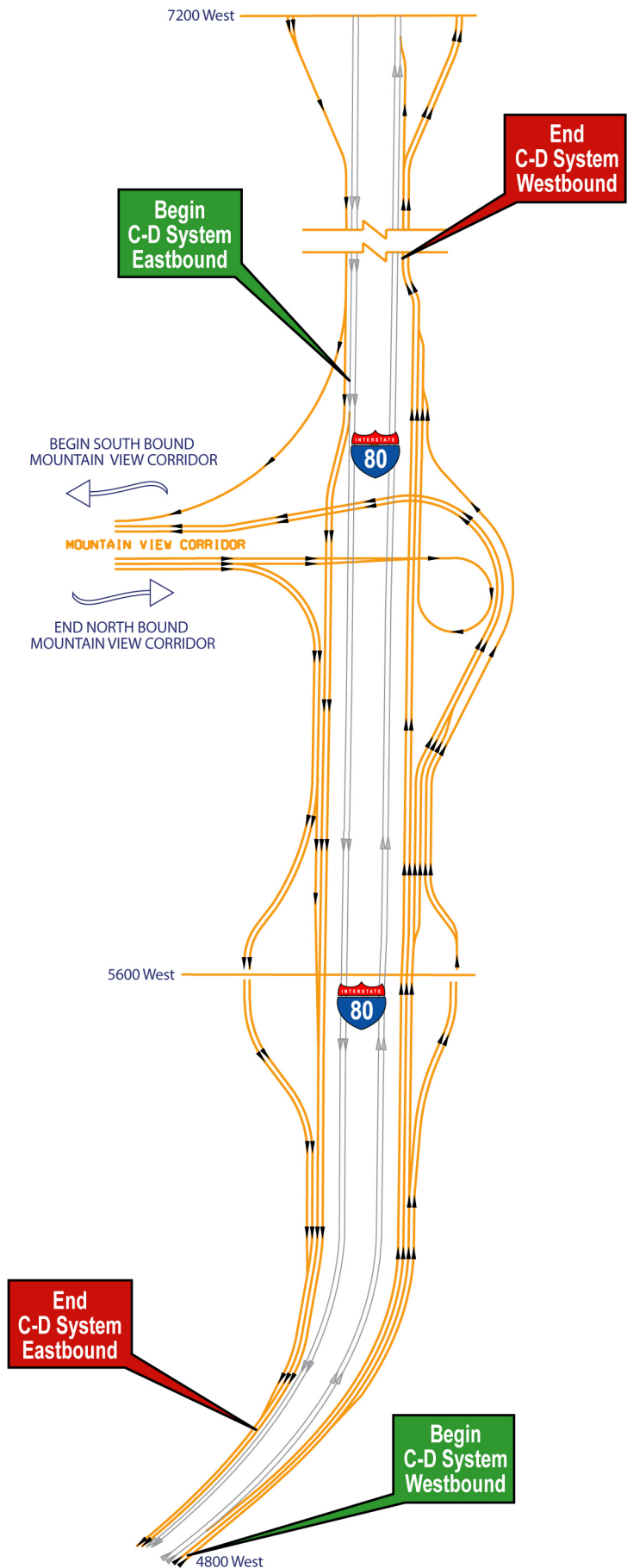
Refer to:
Figure 2-8.1

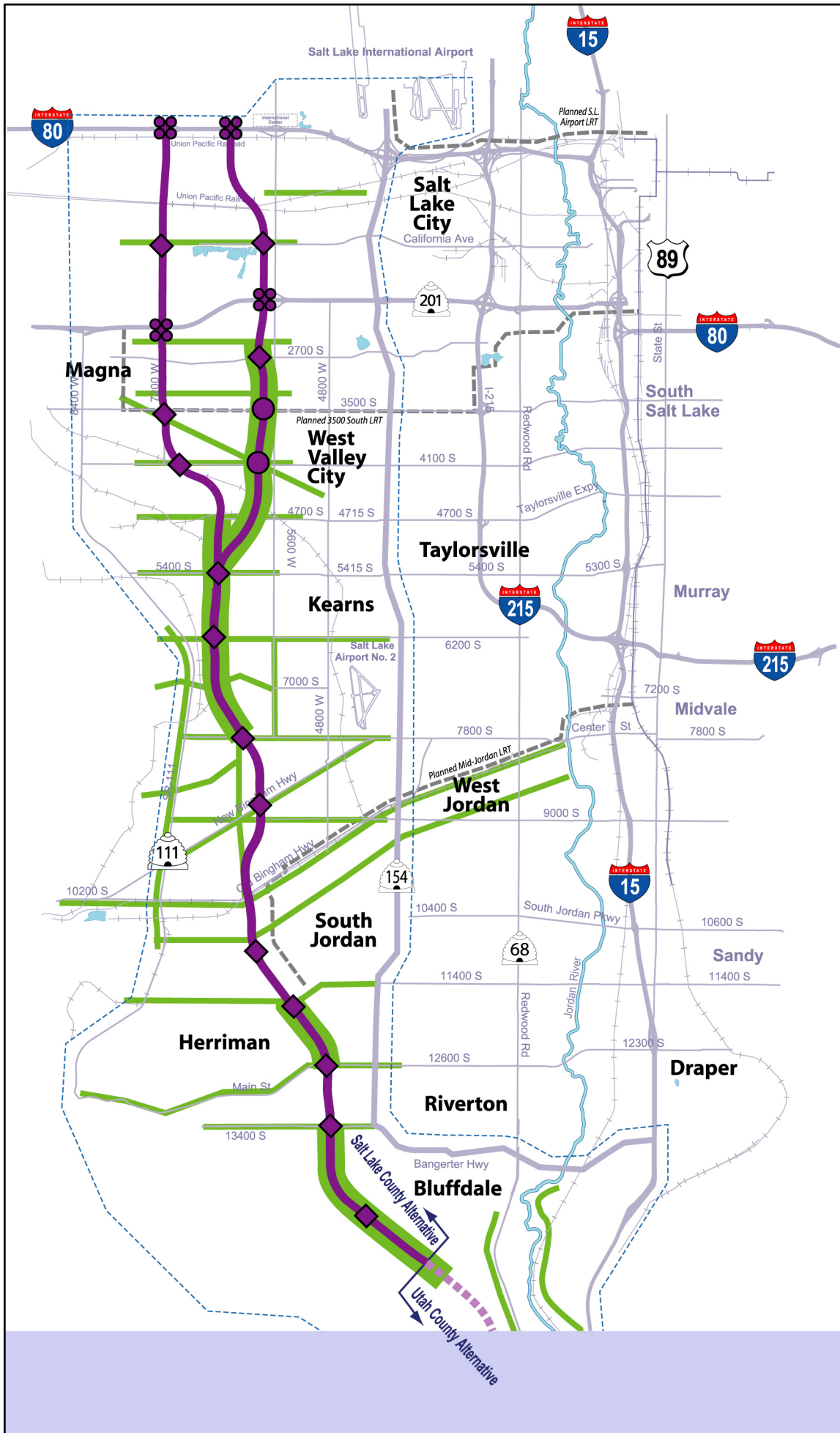


NOT TO SCALE

5800 West Freeway
Alternative -
Collector-Distributor
System

Figure 2-8.6





ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

Freeway Alignment s

- Diamond Interchange
- Single Point Interchange
- System Interchange

Proposed Mountain View Corridor Trail (Adjacent to Freeway)

Proposed trails identified in local and regional master plans

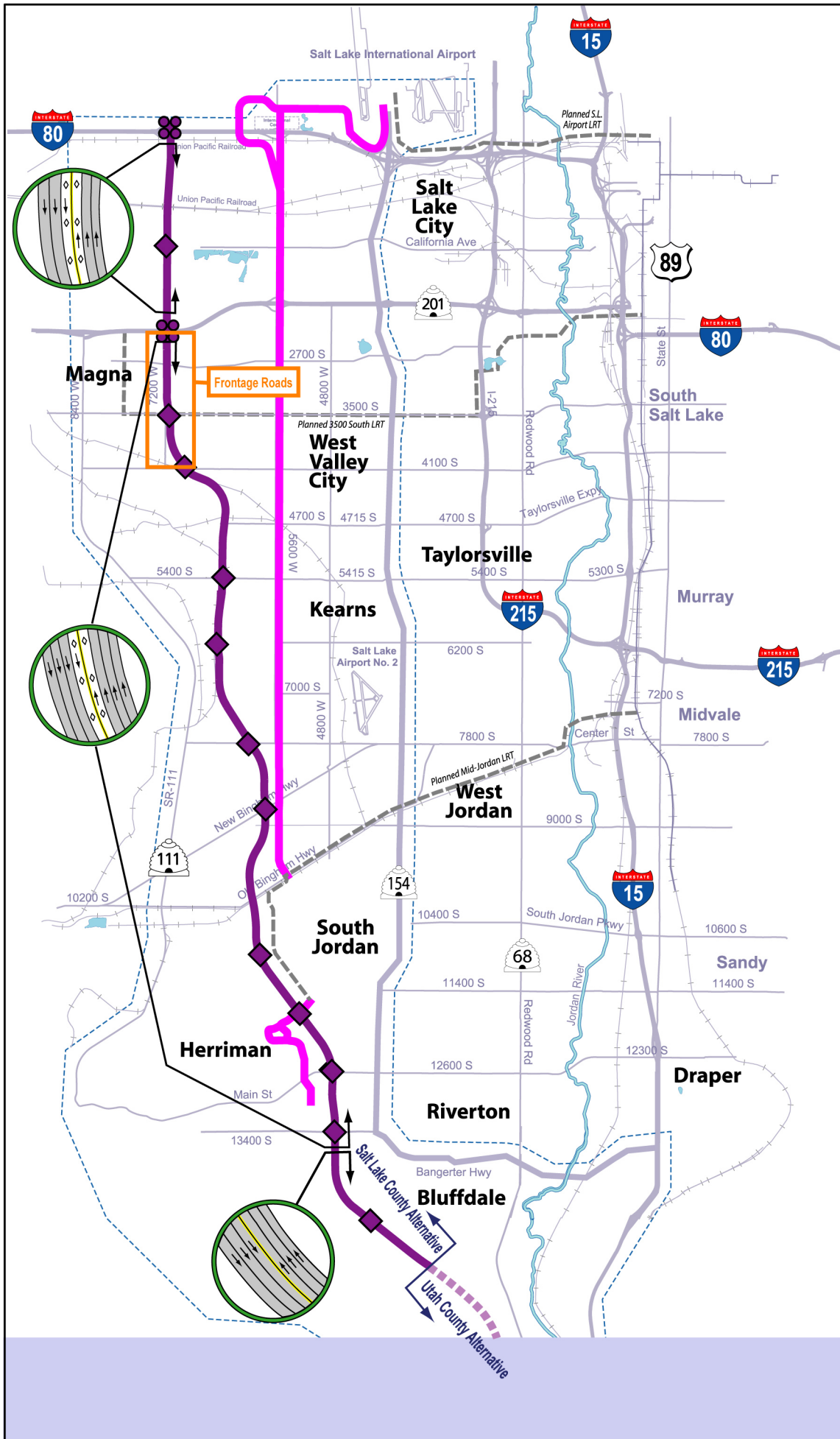
UTA Planned Light Rail (LRT) or Bus Rapid Transit (BRT) Routes (Not part of Mountain View Corridor EIS)



NOT TO SCALE

5800 West & 7200 West Salt Lake County Alternatives - Trail Locations

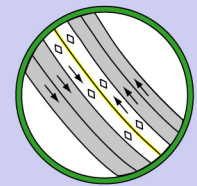
Figure 2-8.7



ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

- 7200 West Freeway Alternative
- Diamond Interchanges
- Single Point Interchanges
- System Interchanges
- Potential Transit Alignments
- UTA Planned Light Rail (LRT) or Bus Rapid Transit (BRT) Routes (Not part of Mountain View Corridor EIS)



"Bubbles" show the lane configuration for roadways. Highlighted "diamond" lanes indicate HOV travel lanes.

Frontage Roads

For a close-up detailed map of the Frontage Road System shown on this map:
Refer to Figure 2-9.4



NOT TO SCALE

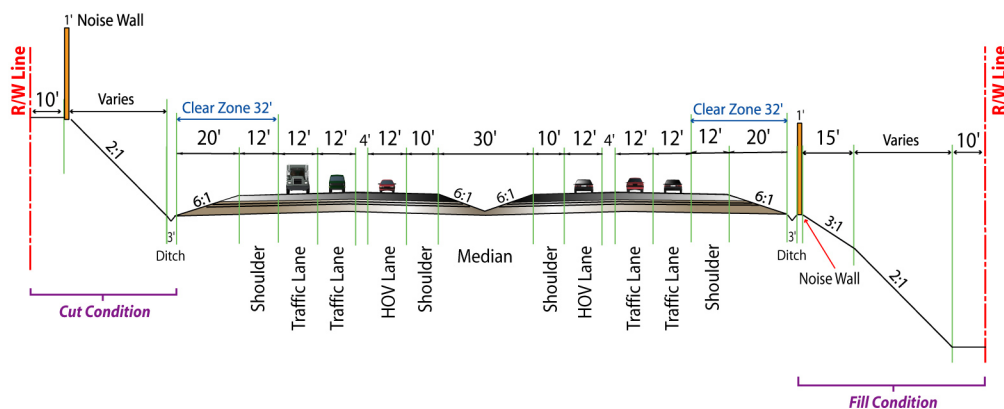
**7200 West Freeway
Alternative -
Salt Lake County**

Figure 2-9.1

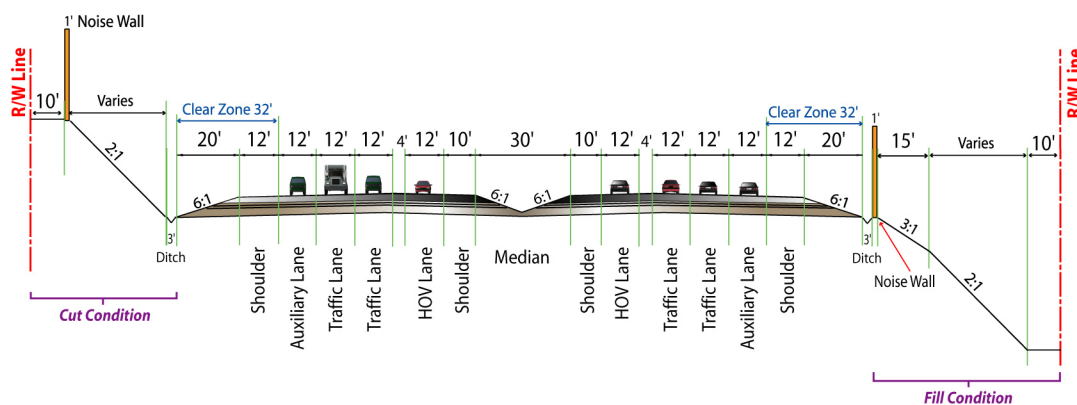


ENVIRONMENTAL
IMPACT STATEMENT

6-Lane Freeway Typical Section: Salt Lake County



6-Lane Freeway with Auxiliary Lanes Typical Section: Salt Lake County



NOT TO SCALE

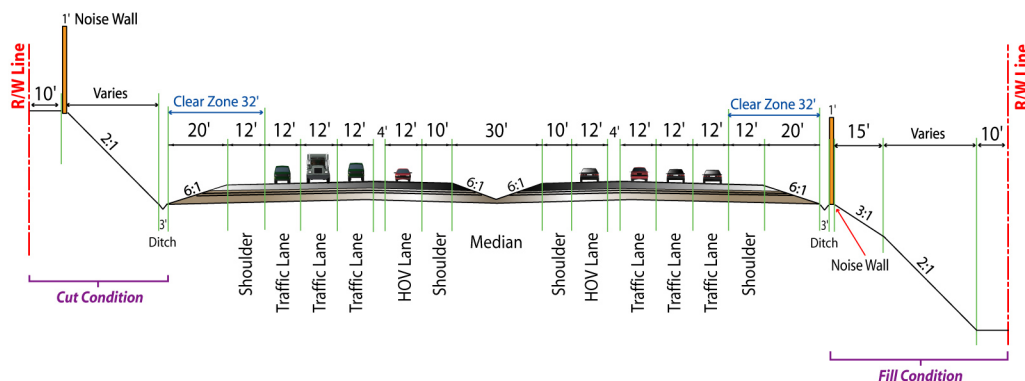
Freeway Typical
Sections for Salt
Lake County -
Six-Lane Freeway

Figure 2-9.2

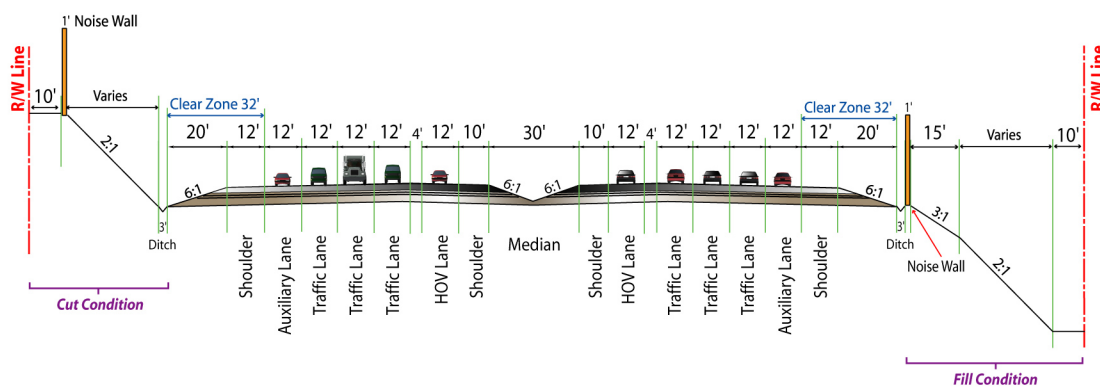


ENVIRONMENTAL
IMPACT STATEMENT

8-Lane Freeway Typical Section: Salt Lake County



8-Lane Freeway With Auxiliary Lanes Typical Section: Salt Lake County



NOT TO SCALE

Freeway Typical
Sections for Salt
Lake County -
Eight-Lane
Freeway

Figure 2-9.3



ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:



Notes: Mainline freeway traffic (65 mph) is separated by a barrier from the CD traffic (50mph)

Frontage Roads

For a Salt Lake County-wide map of the 7200 West Freeway Alternative:

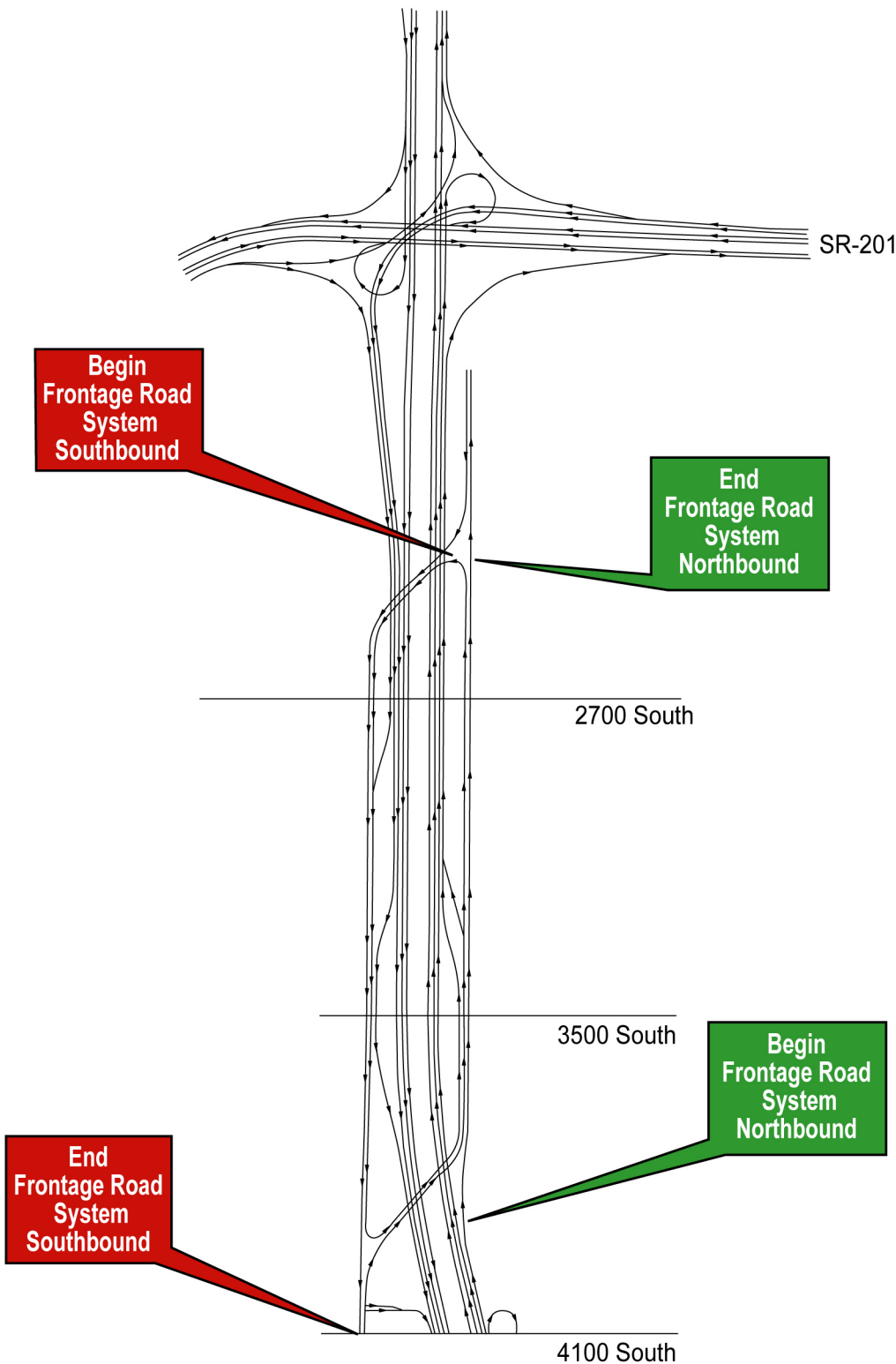
Refer to:
Figure 2-9.1



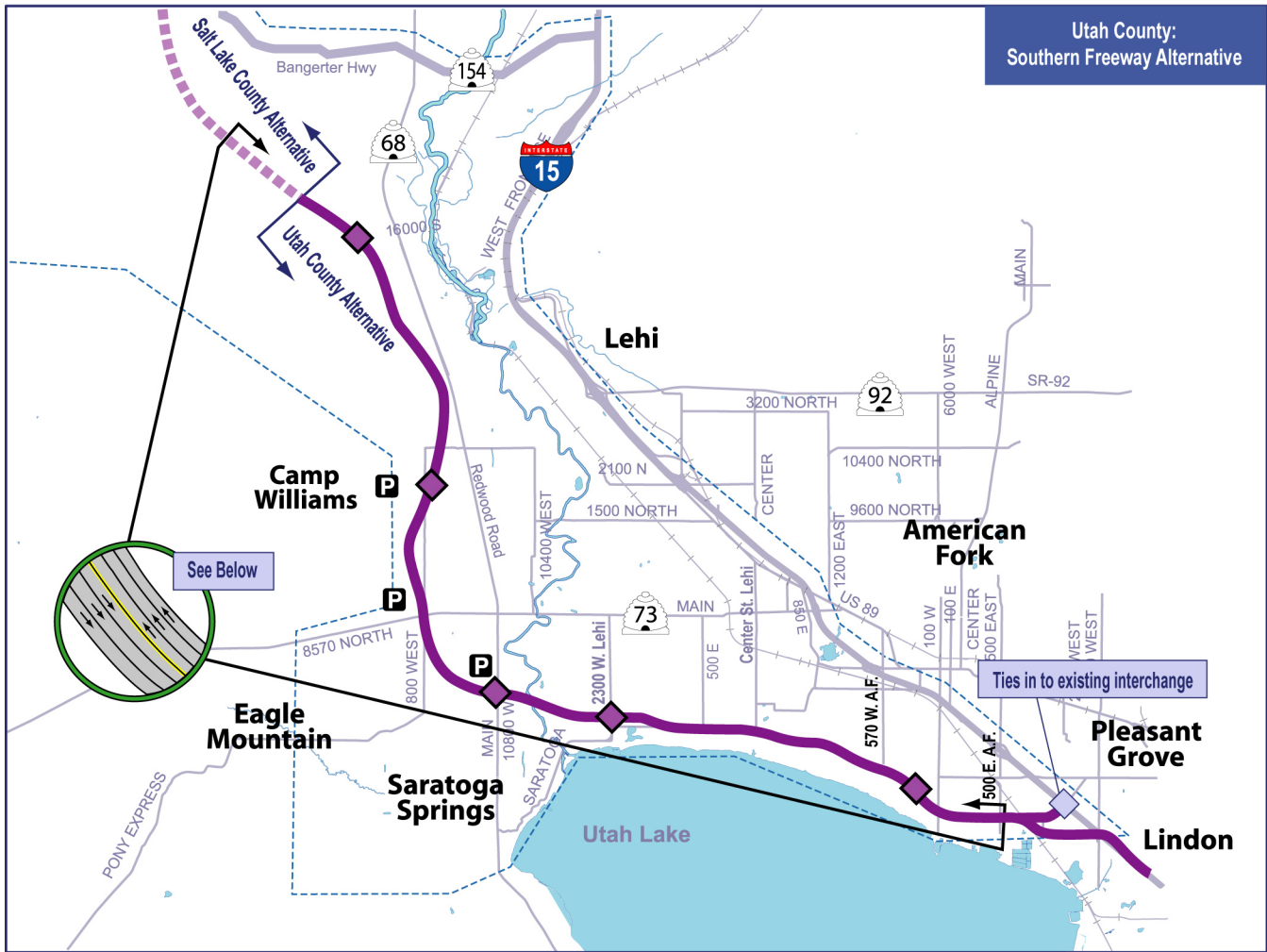
NOT TO SCALE

7200 West Freeway
Alternative -
Frontage Road
System

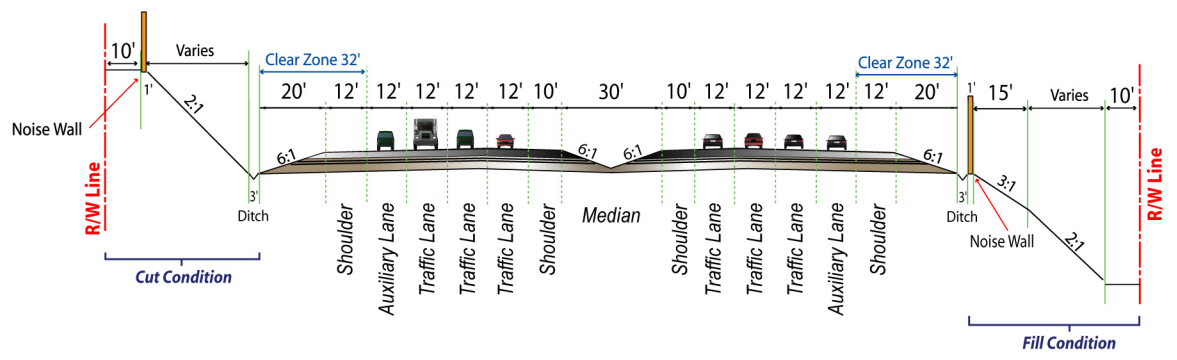
Figure 2-9.4



Utah County:
Southern Freeway Alternative



Typical Cross-Section: Six-Lane Freeway with Auxiliary Lanes



ENVIRONMENTAL
IMPACT STATEMENT

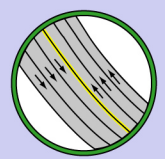
LEGEND:

Study Area

Freeway Alignment

Diamond Interchange

NOT TO SCALE



"Bubbles" show the lane configuration for roadways.




"Park and Pool" Lot Locations

Southern Freeway Alternative

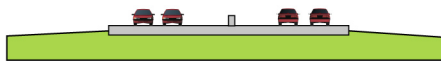
Figure 2-10.1



Depressed & Elevated Cross-Section Examples

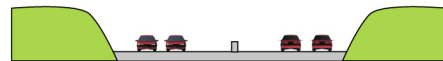
 **At or Above Grade Freeway**

A freeway where the roadway surface elevation is at or above existing ground. This can include bridges and overpasses. Visual example:



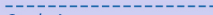



 **Depressed Freeway**

A freeway where the roadway surface elevation is "sunken" or below surrounding ground. Visual example:



ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

-  Study Area
-  Freeway Alignment
-  At or Above Grade Freeway
-  Depressed Freeway

NOT TO SCALE 

Southern Freeway
Alternative -
Depressed &
Elevated Sections

Figure 2-10.2



NOTE: The trail system shown here is the same for all three Utah County Alternatives.

NOTE: All existing and proposed trails will be accommodated by the MVC alignment



LEGEND:

Study Area

Freeway Alignment

Proposed Mountain View Corridor Trail (Adjacent to Freeway)

Jordan River Parkway

Proposed trails identified in local and regional master plans

ENVIRONMENTAL
IMPACT STATEMENT

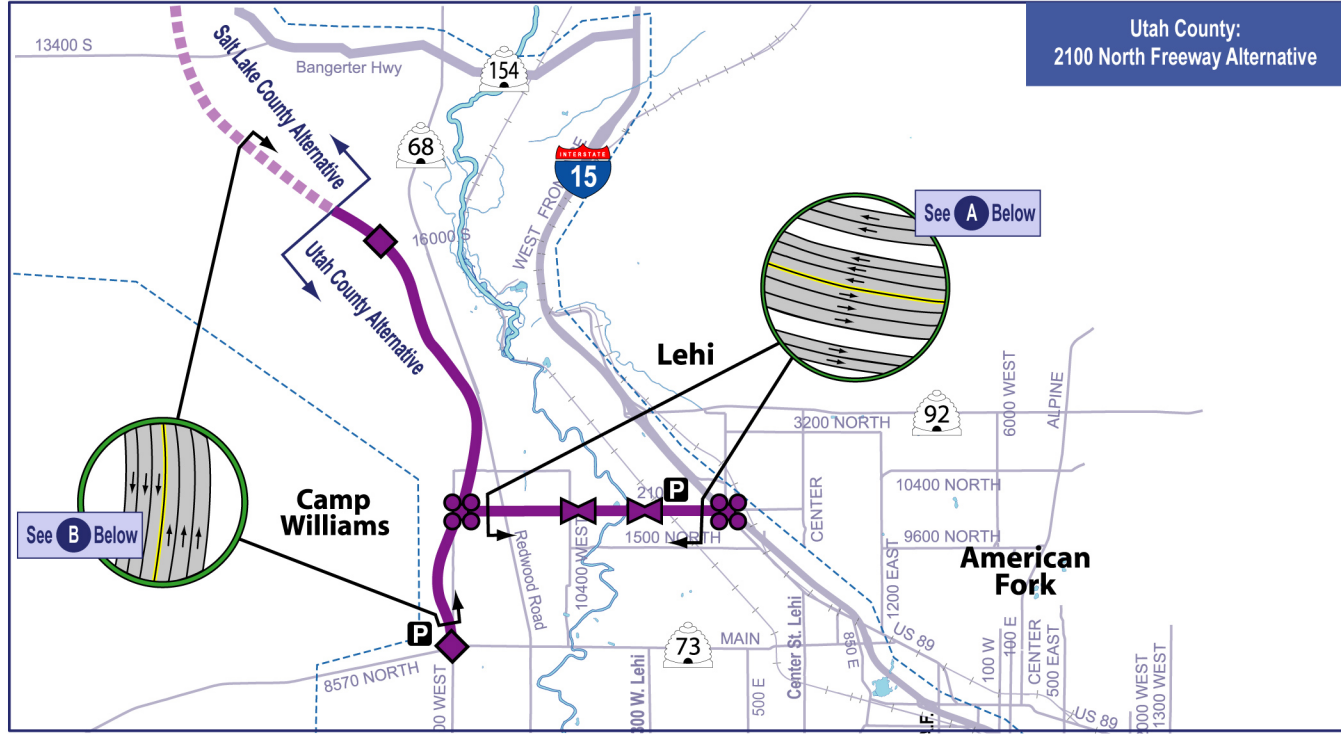
NOT TO SCALE



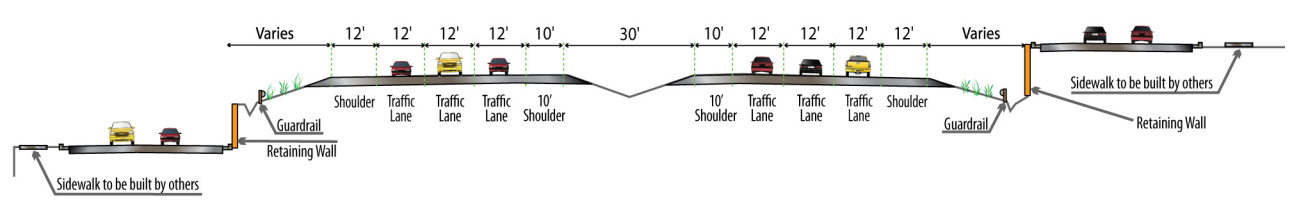
**Southern Freeway
Alternative -
Trail Locations**

Figure 2-10.3

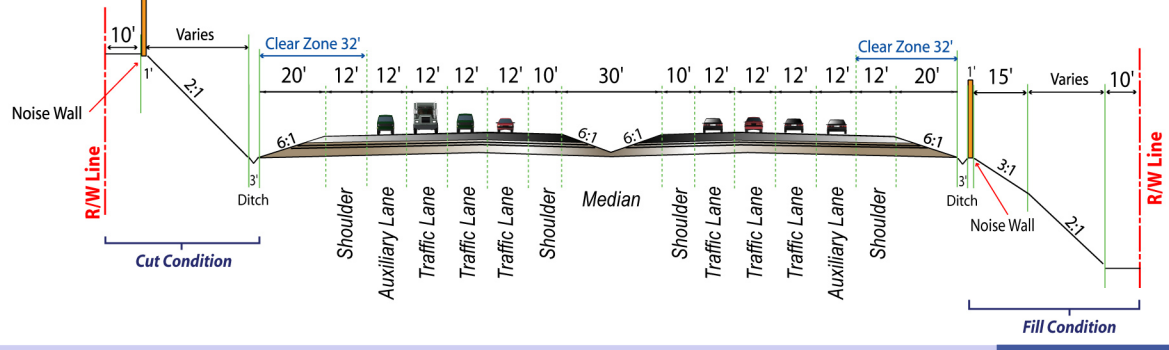
Utah County:
2100 North Freeway Alternative



A Typical Cross-Section: Six-Lane Freeway with Frontage Roads



B Typical Cross-Section: Six-Lane Freeway with Auxiliary Lanes



ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:


- Study Area
- Freeway Alignment
- Diamond Interchange
- System Interchange
- N
- Slip Ramps
- "Bubbles" show the lane configuration for roadways.
- "Park and Pool" Lot Locations
- NOT TO SCALE

2100 North Freeway
Alternative

Figure 2-11.1



Depressed & Elevated Cross-Section Examples

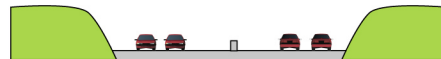
 **At or Above Grade Freeway**

A freeway where the roadway surface elevation is at or above existing ground. This can include bridges and overpasses. Visual example:



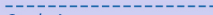

 **Depressed Freeway**

A freeway where the roadway surface elevation is "sunken" or below surrounding ground. Visual example:



ENVIRONMENTAL
IMPACT STATEMENT

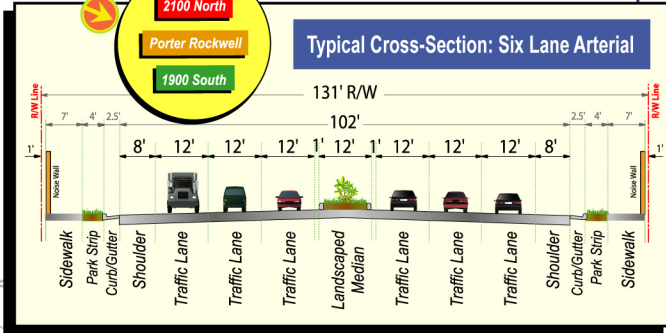
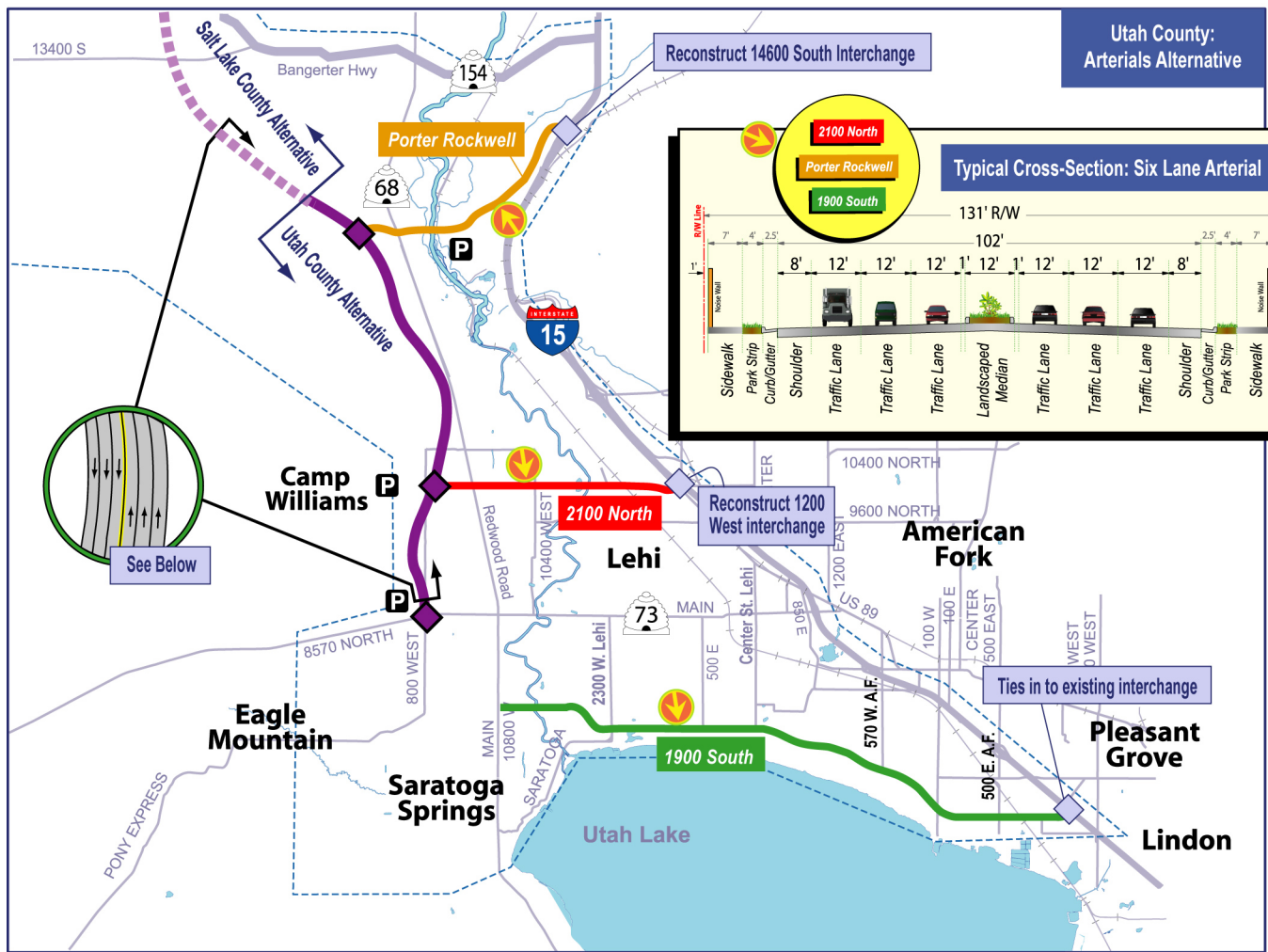
LEGEND:

-  Study Area
-  Freeway Alignment
-  At or Above Grade Freeway
-  Depressed Freeway

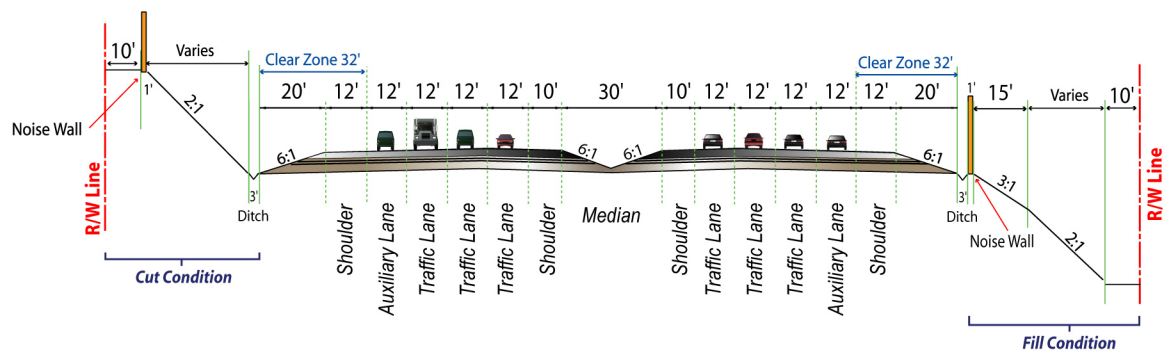
NOT TO SCALE 

2100 North Freeway
Alternative -
Depressed &
Elevated Sections

Figure 2-11.2

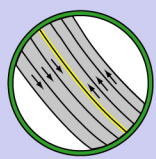


Typical Cross-Section: Six-Lane Freeway with Auxiliary Lanes



LEGEND:

- Study Area
- Freeway Alignment
- Porter Rockwell Arterial
- 2100 North Arterial
- 1900 South Arterial
- ◆ Diamond Interchange



"Bubbles" show the lane configuration for roadways.

ENVIRONMENTAL
IMPACT STATEMENT

NOT TO SCALE



P
"Park and Pool"
Lot Locations

Arterials
Alternative

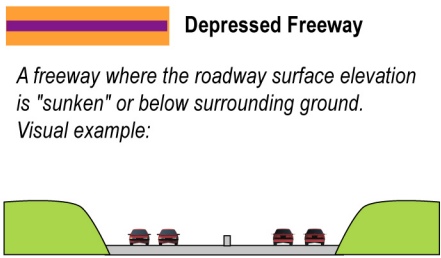
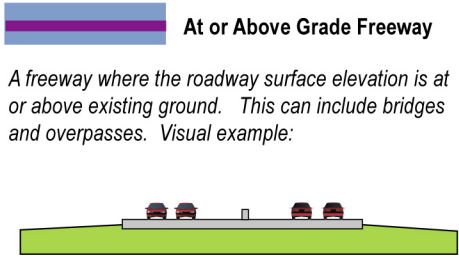
Figure 2-12.1



Utah County:
Arterials Alternative

NOTE: All Arterials to be Built At-Grade

Depressed & Elevated Cross-Section Examples



ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

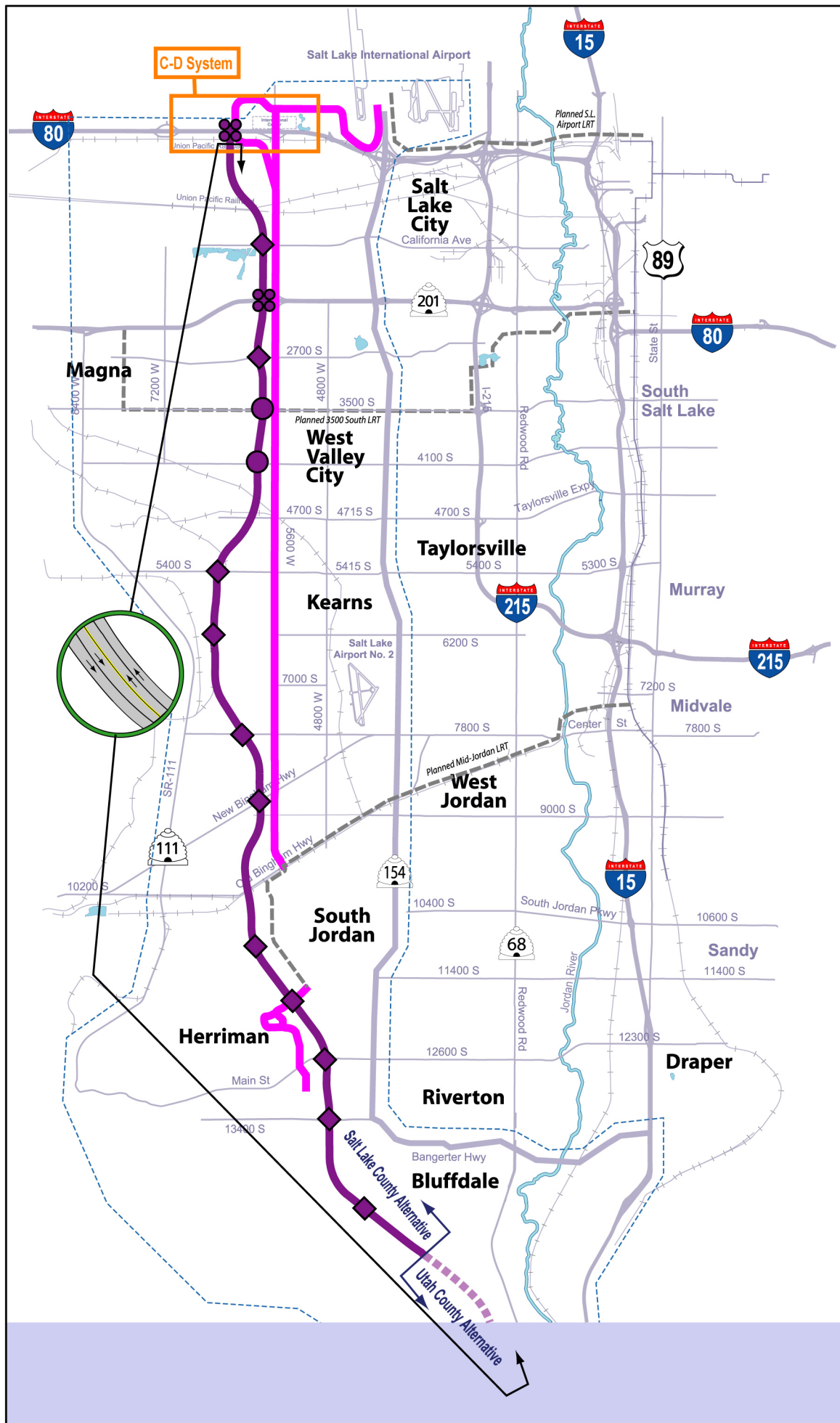
- Study Area
- Freeway Alignment
- At or Above Grade Freeway
- Depressed Freeway
- N
- NOT TO SCALE

NOTE: All Arterials to be Built At-Grade

- Porter Rockwell Arterial
- 2100 North Arterial
- 1900 South Arterial

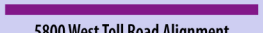



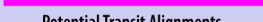

**Arterials Alternative
- Depressed &
Elevated Sections**

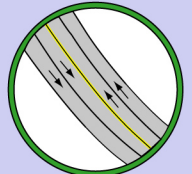
Figure 2-12.2



ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

-  5800 West Toll Road Alignment
-  Diamond Interchanges
-  Single Point Interchanges
-  System Interchanges
-  Potential Transit Alignments
-  UTA Planned Light Rail (LRT) or Bus Rapid Transit (BRT) Routes (Not part of Mountain View Corridor EIS)



"Bubbles" show the lane configuration for roadways. Highlighted "diamond" lanes indicate HOV travel lanes.

C-D System
For a close-up detailed map of the C-D System shown on this map:
Refer to Figure 2-8.6



NOT TO SCALE

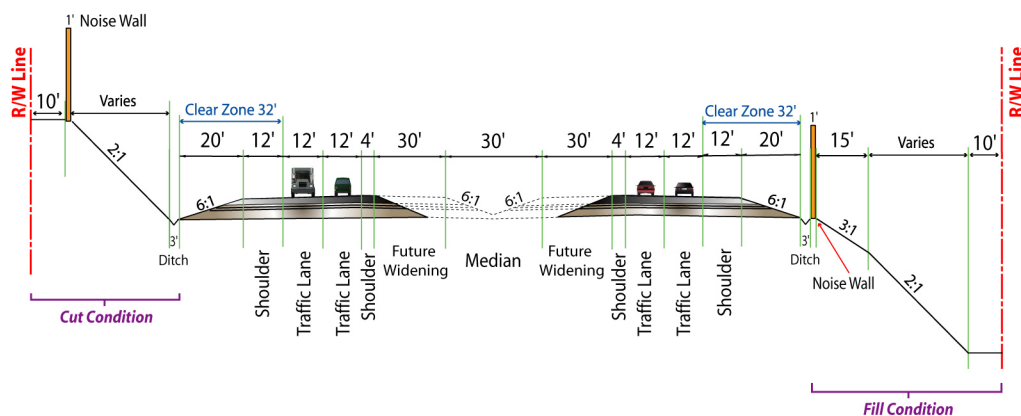
5800 West Toll Road
Alternative -
Salt Lake County

Figure 2-13.1

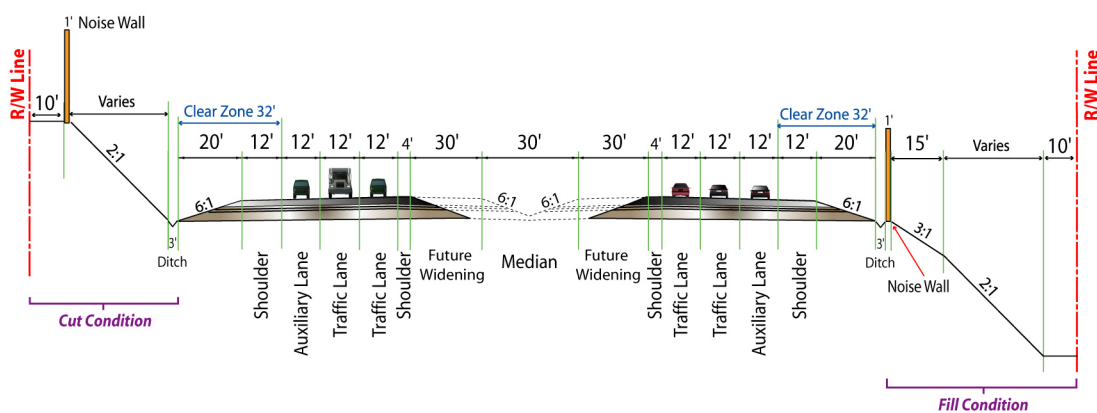


ENVIRONMENTAL
IMPACT STATEMENT

4-Lane Initial Toll Road Typical Section - Salt Lake County [8-Lane Final Toll Road Typical Section - Salt Lake County]



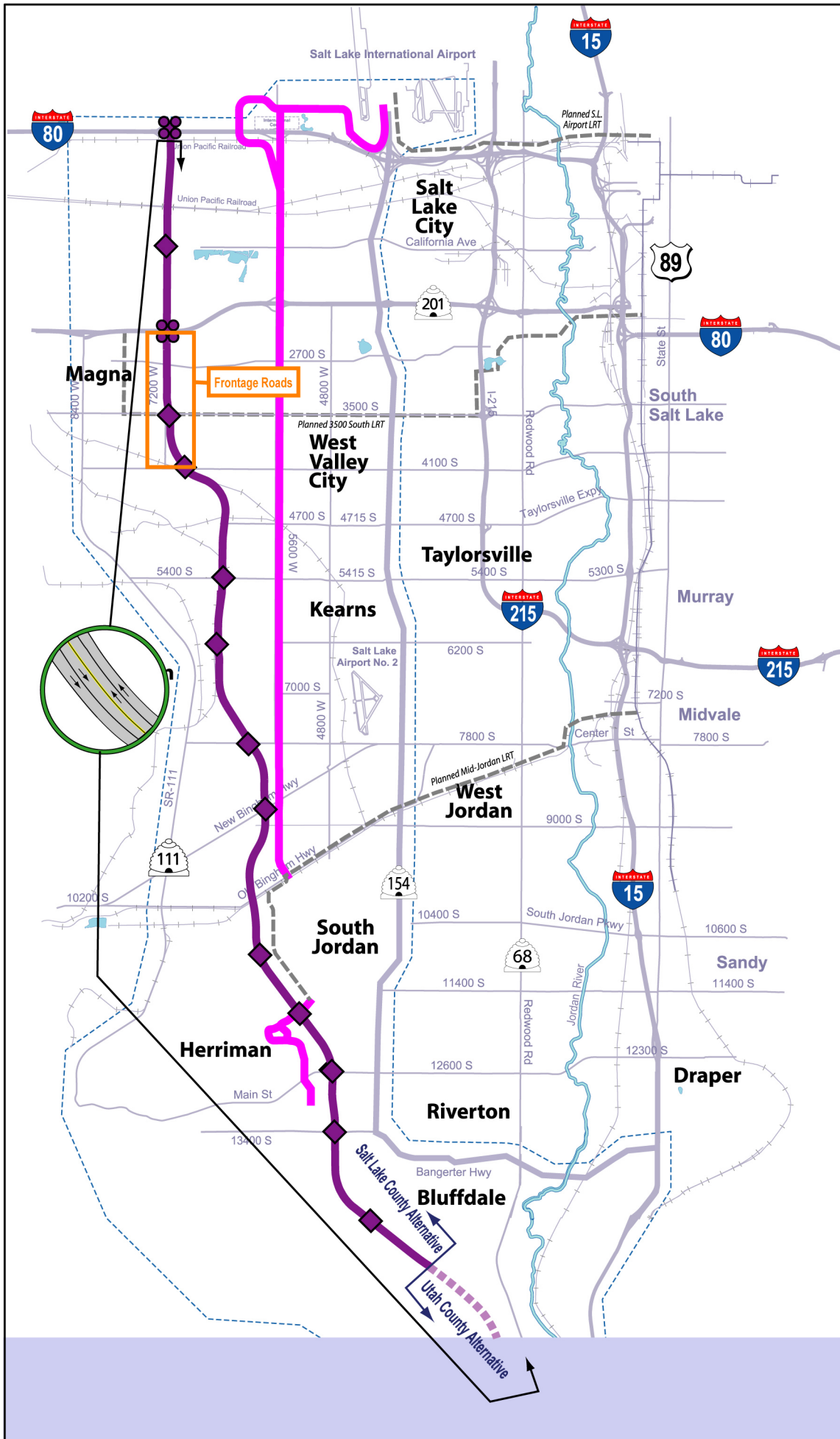
4-Lane Initial Toll Road w/Auxiliary Lanes Typical Section - Salt Lake County [8-Lane Final Toll Road w/ Auxiliary Lanes Typical Section - Salt Lake County]



NOT TO SCALE

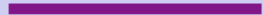



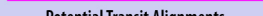

5800 West Toll Road
Typical Sections -
Four-Lane Initial
Typical Section

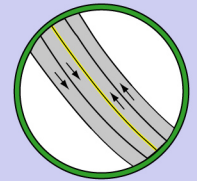
Figure 2-13.2



ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

-  7200 West Toll Road Alignment
-  Diamond Interchanges
-  Single Point Interchanges
-  System Interchanges
-  Potential Transit Alignments
-  UTA Planned Light Rail (LRT) or Bus Rapid Transit (BRT) Routes (Not part of Mountain View Corridor EIS)



"Bubbles" show the lane configuration for roadways. Highlighted "diamond" lanes indicate HOV travel lanes.

Frontage Roads
For a close-up detailed map of the Frontage Road System shown on this map:
Refer to Figure 2-9.4



NOT TO SCALE

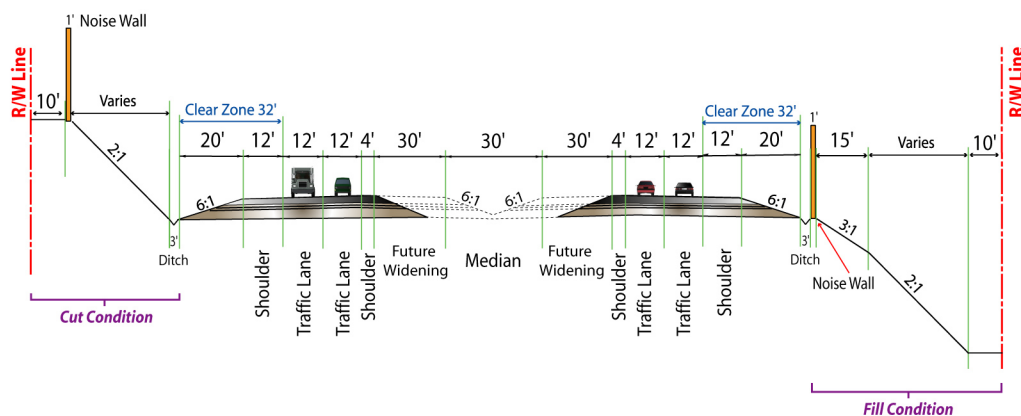
**7200 West Toll Road
Alternative -
Salt Lake County**

Figure 2-14.1

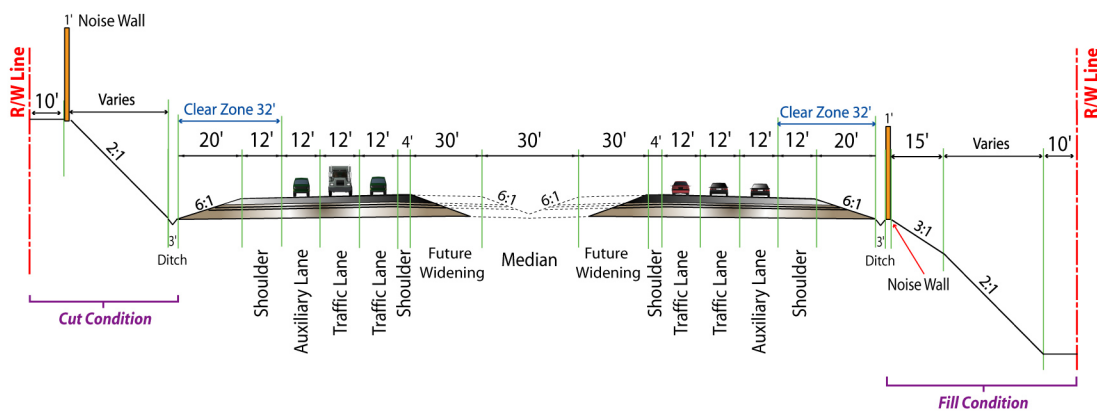


ENVIRONMENTAL
IMPACT STATEMENT

4-Lane Initial Toll Road Typical Section - Salt Lake County [8-Lane Final Toll Road Typical Section - Salt Lake County]



4-Lane Initial Toll Road w/Auxiliary Lanes Typical Section - Salt Lake County [8-Lane Final Toll Road w/ Auxiliary Lanes Typical Section - Salt Lake County]

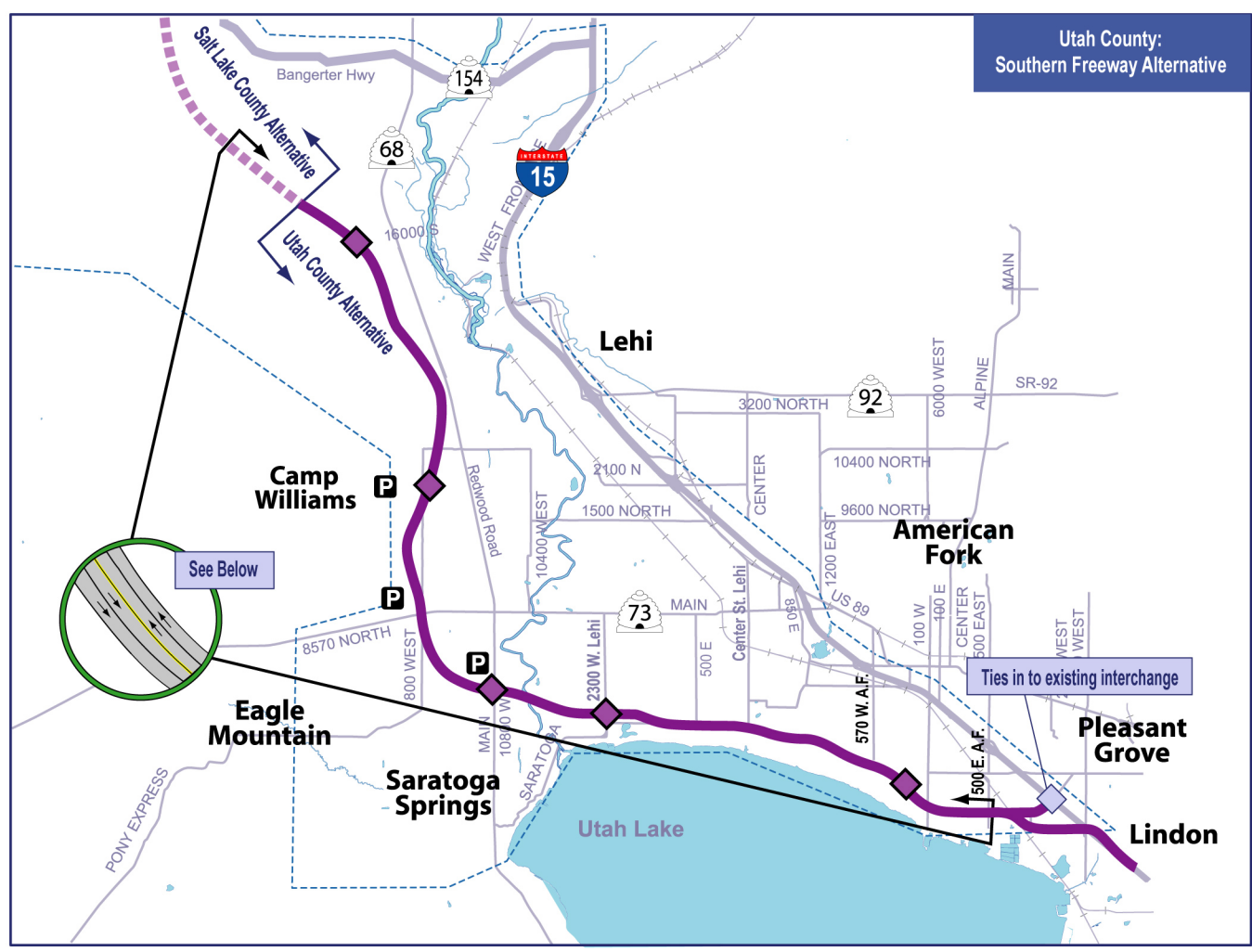


NOT TO SCALE

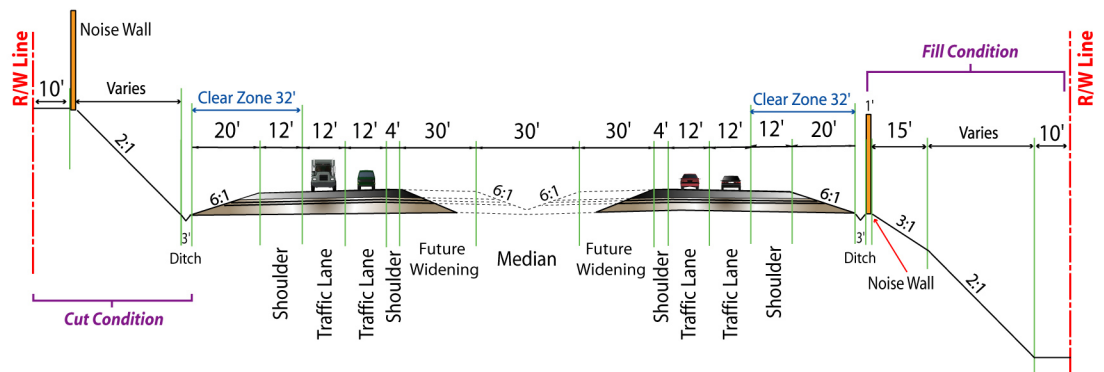
7200 West Toll Road
Typical Sections -
Four-Lane Initial
Typical Section

Figure 2-14.2

Utah County:
Southern Freeway Alternative



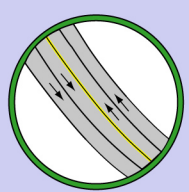
Typical Cross-Section: Four-Lane Toll Road



ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

- Study Area
- Toll Road Alignment
- Diamond Interchange
- "Park and Pool" Lot Locations
- N
- NOT TO SCALE

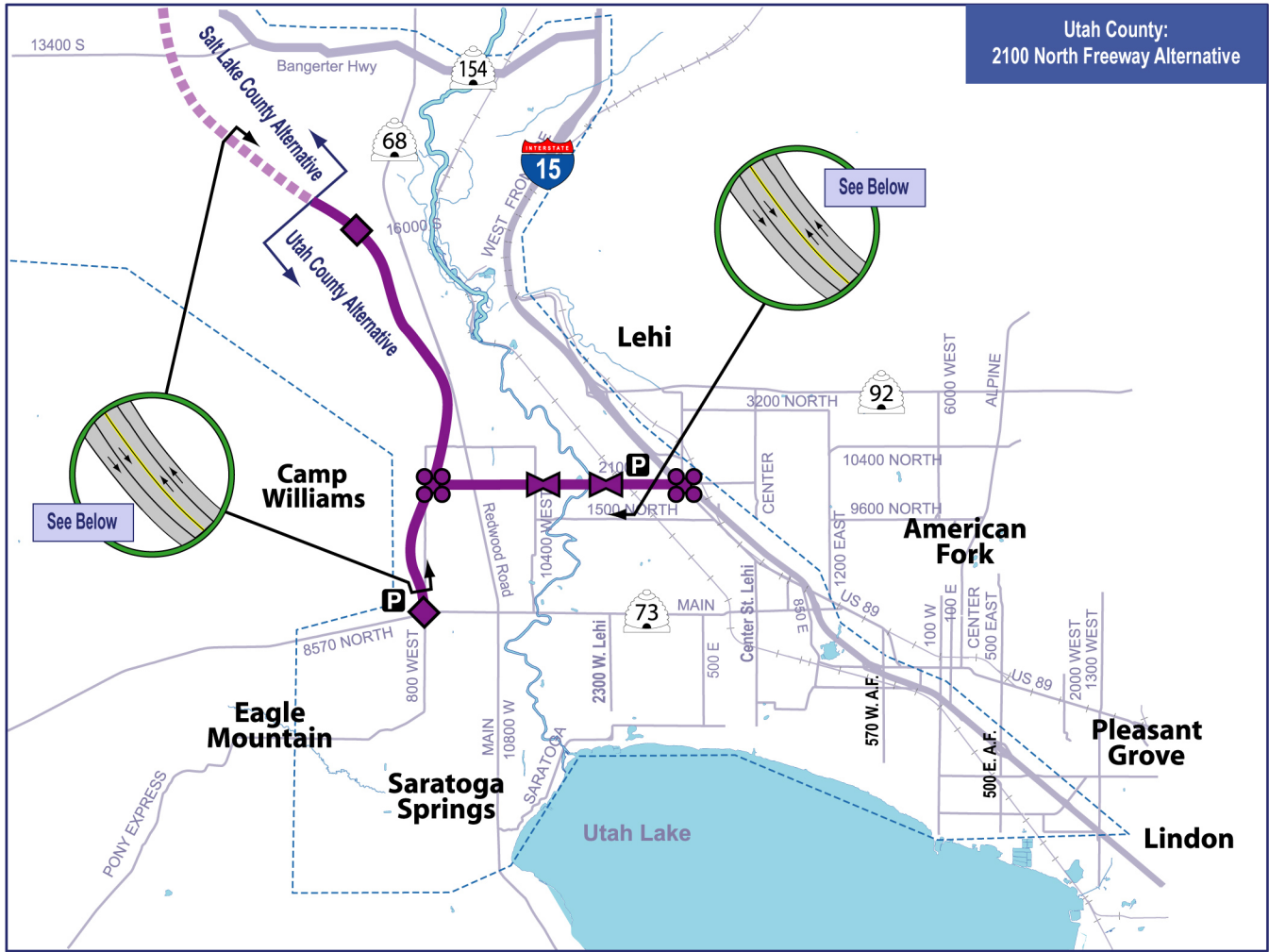


"Bubbles" show the lane configuration for roadways.

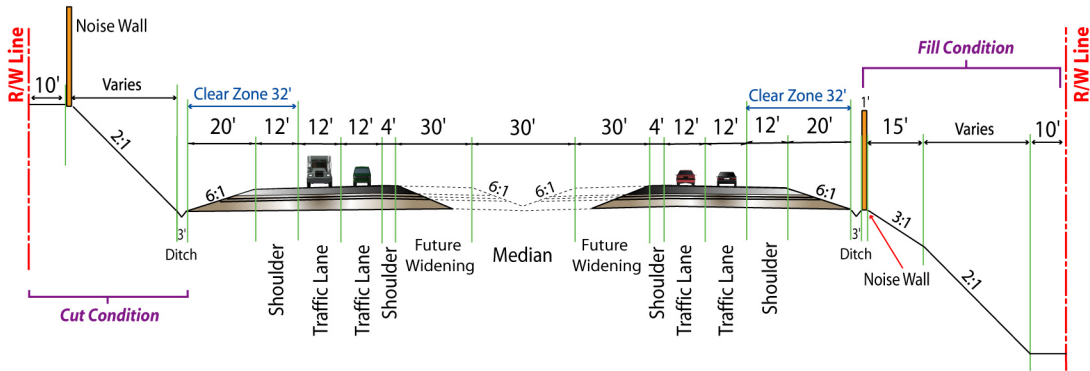
"Park and Pool" Lot Locations

Southern Toll Road Alternative - Utah County

Figure 2-15



Typical Cross-Section: Four-Lane Toll Road



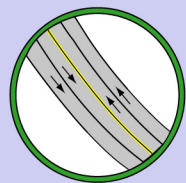
ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

Study Area

Toll Road Alignment

Diamond Interchange



"Bubbles" show the lane configuration for roadways.



"Park and Pool" Lot Locations

NOT TO SCALE



2100 North Toll Road Alternative - Utah County

Figure 2-16

Example of Toll Road Transponder



ENVIRONMENTAL
IMPACT STATEMENT

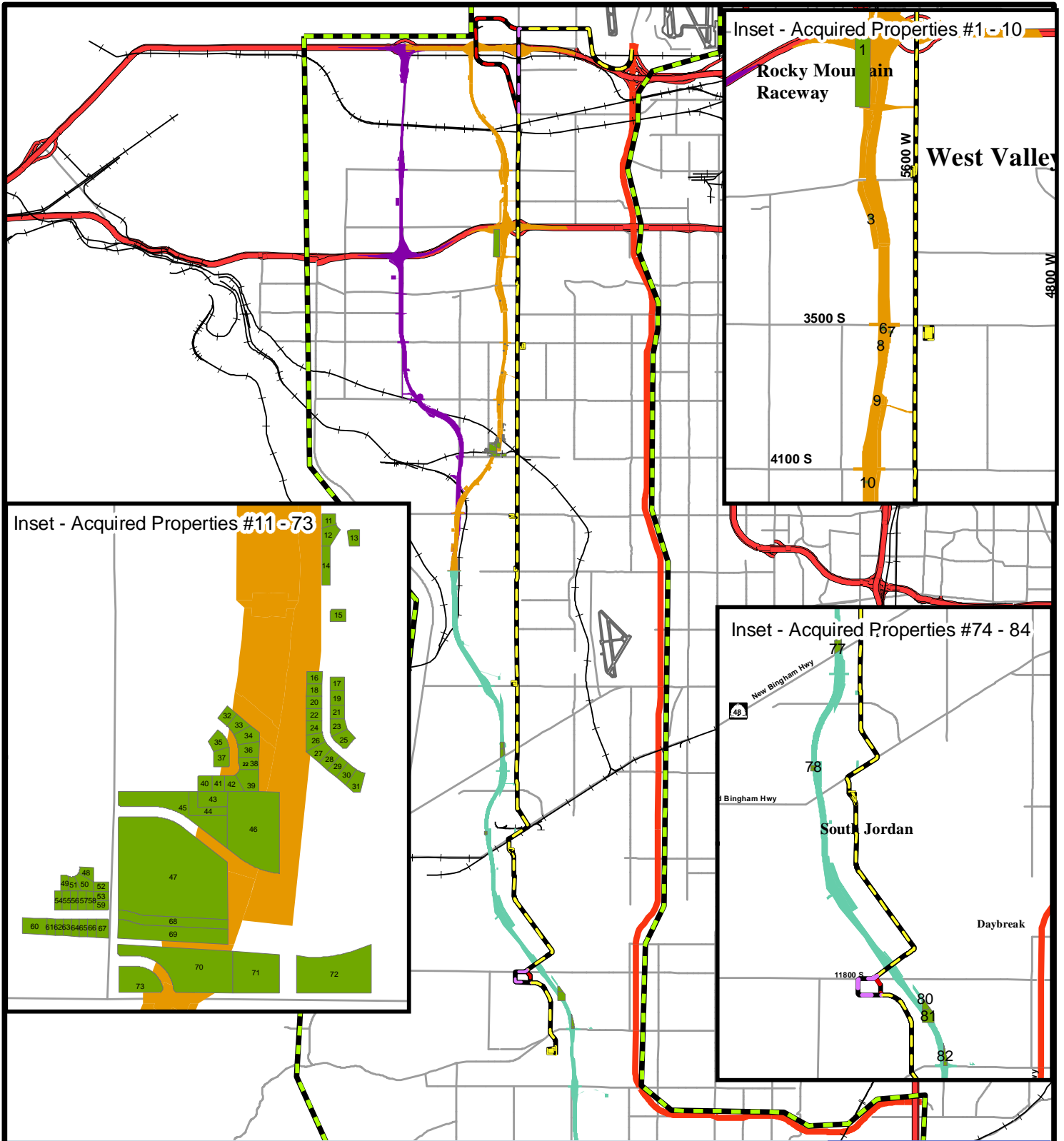
Examples of Toll Road Entry Gantry



NOT TO SCALE

Toll Road
Transponders and
Entry Gantries -
Examples

Figure 2-18



ENVIRONMENTAL
IMPACT STATEMENT

- | | |
|------------------------|----------------------------|
| Study Area Boundary | Transit Center & Mixed Use |
| Interstate/Freeway | Center Running |
| Collector/Arterial | Mixed Use |
| 5800 West Freeway | Park-N-Ride Lot |
| 7200 West Freeway | Land Acquired by UDOT |
| 7200/5800 West Freeway | |

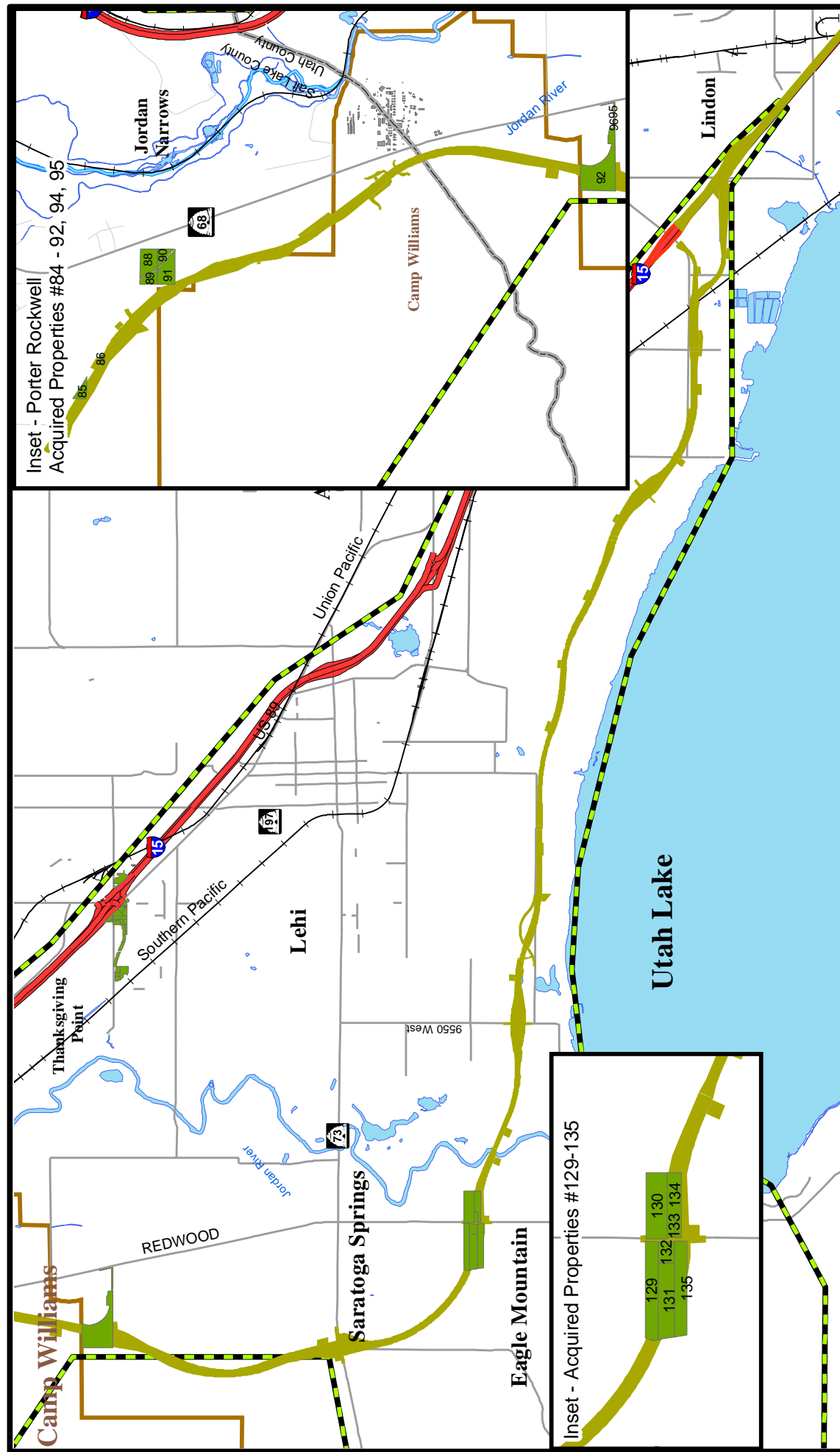
0 0.25 0.75 1 Mile



Note: As of April 2008

Land Acquired by UDOT -
Salt Lake County
Alternatives

Figure 2-19.1



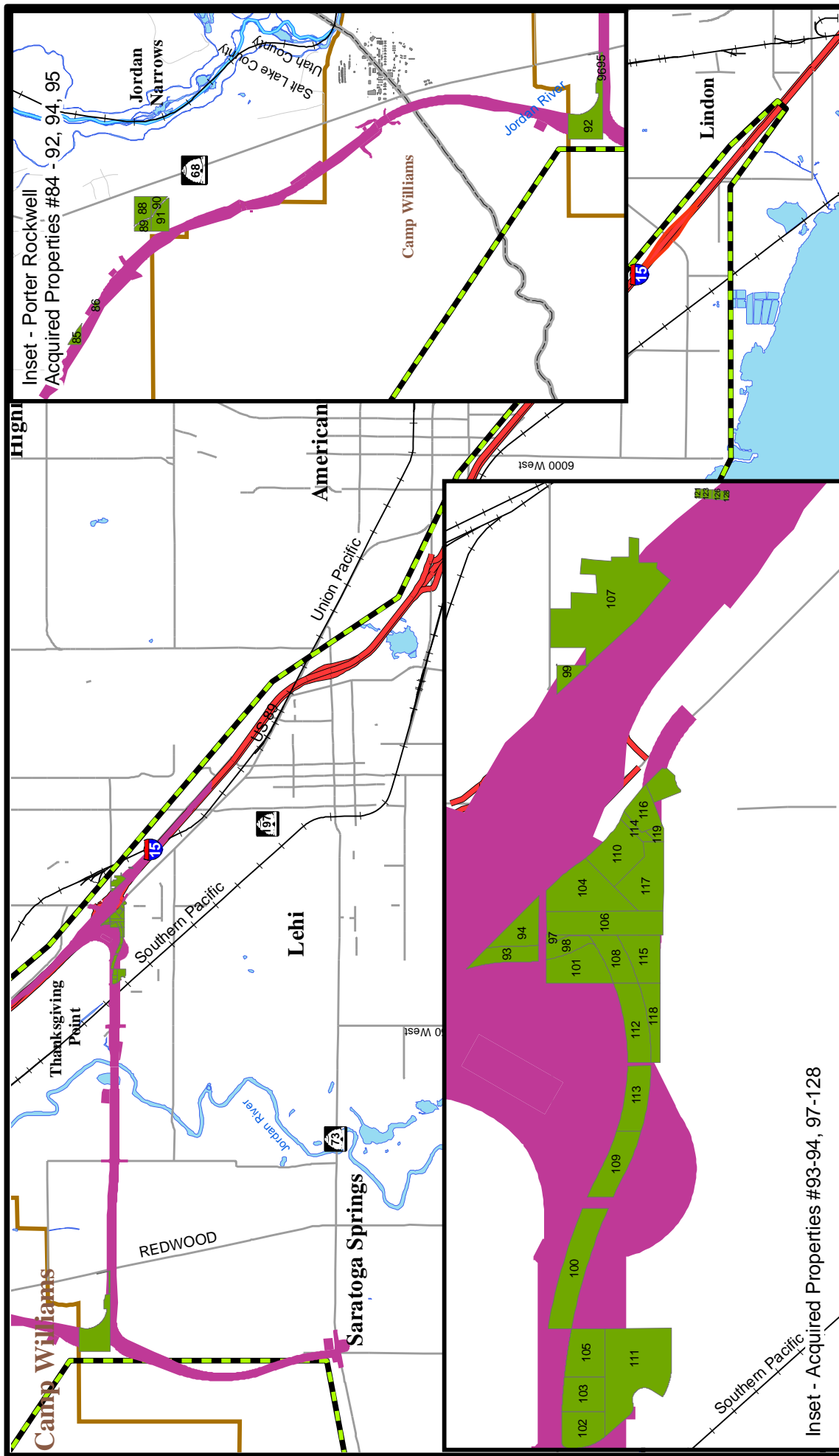
- Study Area Boundary
- Interstate/Freeway
- Collector/Arterial
- Southern Freeway Alternative
- Land Acquired by UDOT



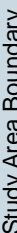


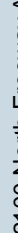
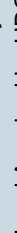
Land Acquired by UDOT -
Southern Freeway
Alternative

Note: As of April 2008

Figure 2-19.2



ENVIRONMENTAL
IMPACT STATEMENT

-  Study Area Boundary
-  Interstate/Freeway
-  Collector/Arterial
-  2100 North Freeway Alternative
-  Land Acquired by UDOT

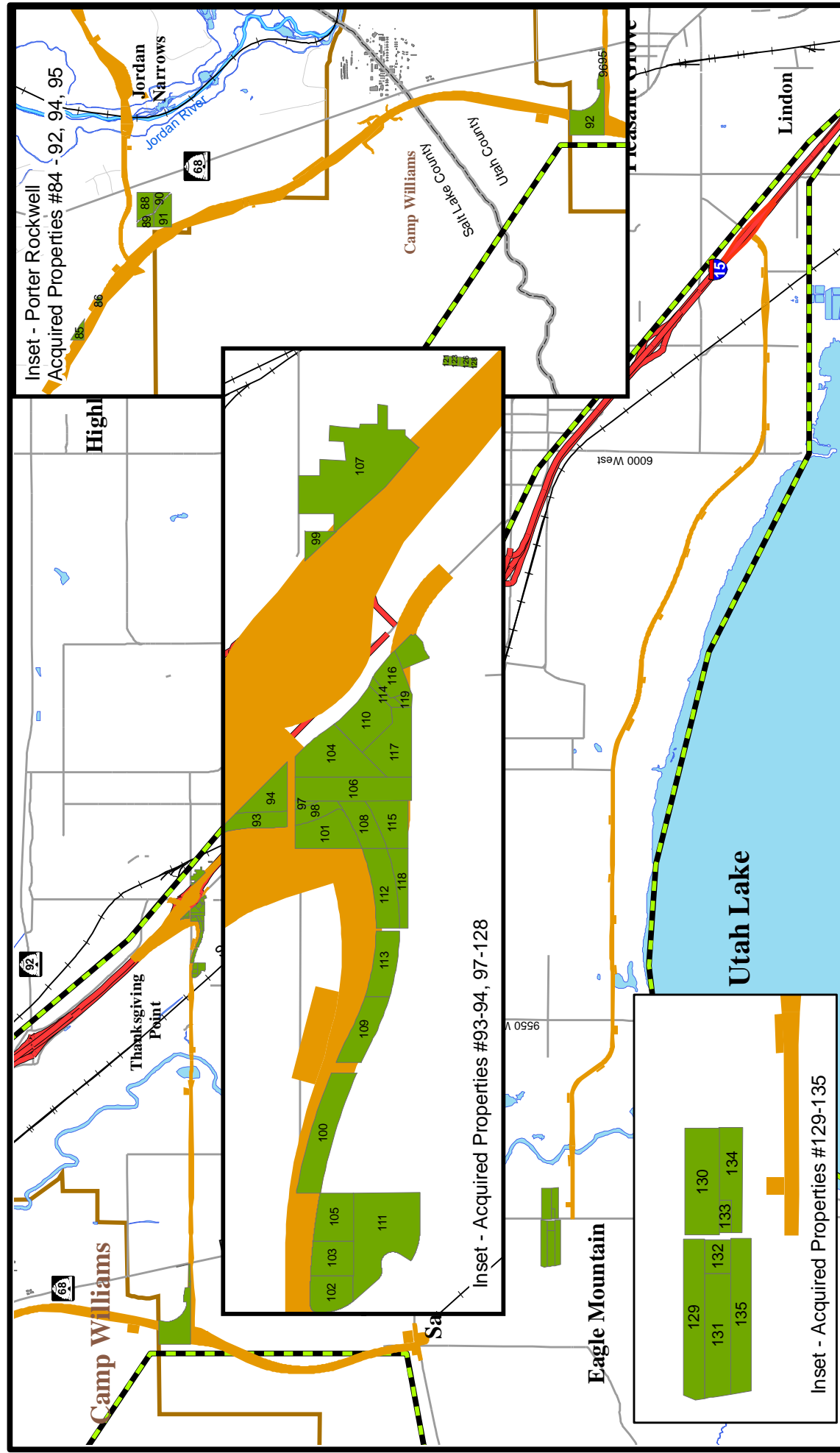


Inset - Acquired Properties #93-94, 97-128

Land Acquired by UDOT -
2100 North Freeway
Alternative

Figure 2-19.3

Note: As of April 2008



ENVIRONMENTAL
IMPACT STATEMENT

- Study Area Boundary
- Interstate/Freeway
- Collector/Arterial
- Arterials Alternative
- Land Acquired by UDOT



Land Acquired by UDOT -
Arterials Alternative

Figure 2-19.4

Note: As of April 2008