

**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*

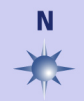
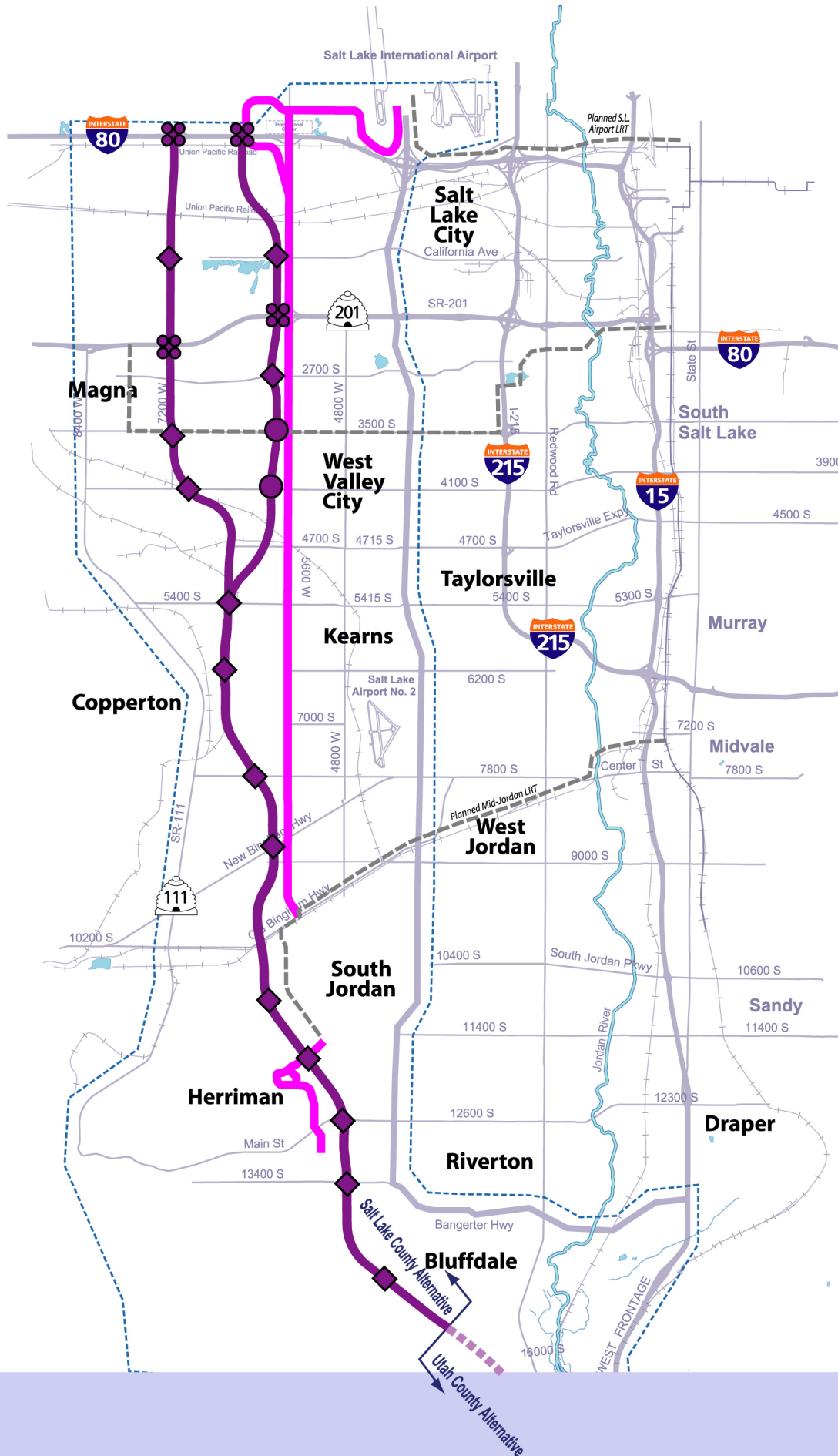




ENVIRONMENTAL  
IMPACT STATEMENT

LEGEND:

- Study Area
- Freeway Alignment s
- ◆ Diamond Interchange
- Single Point Interchange
- ⊗ System Interchange
- Transit Alignments
- UTA Planned Light Rail (LRT) or Bus Rapid Transit (BRT) Routes (Not part of Mountain View Corridor EIS)

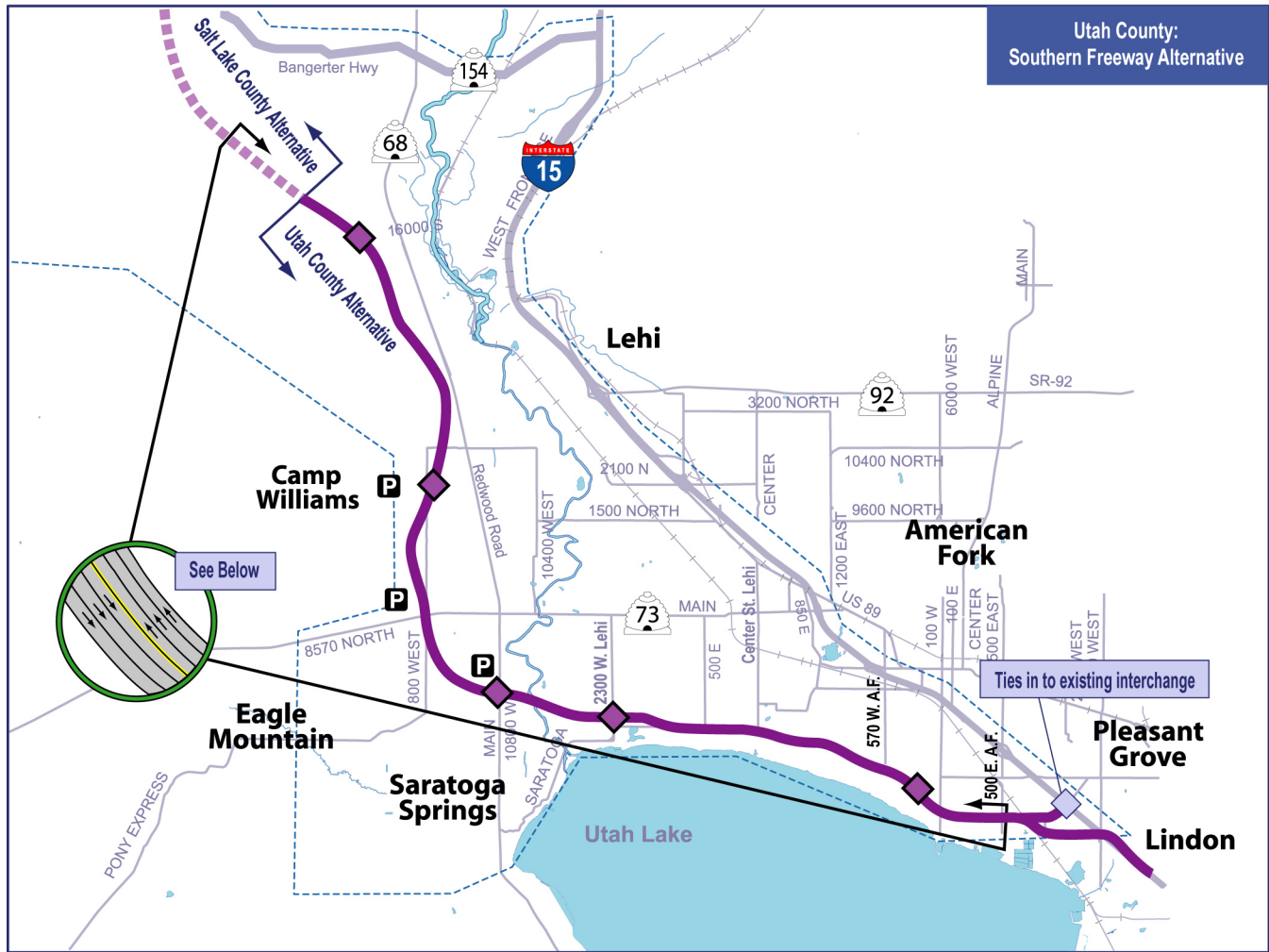


NOT TO SCALE

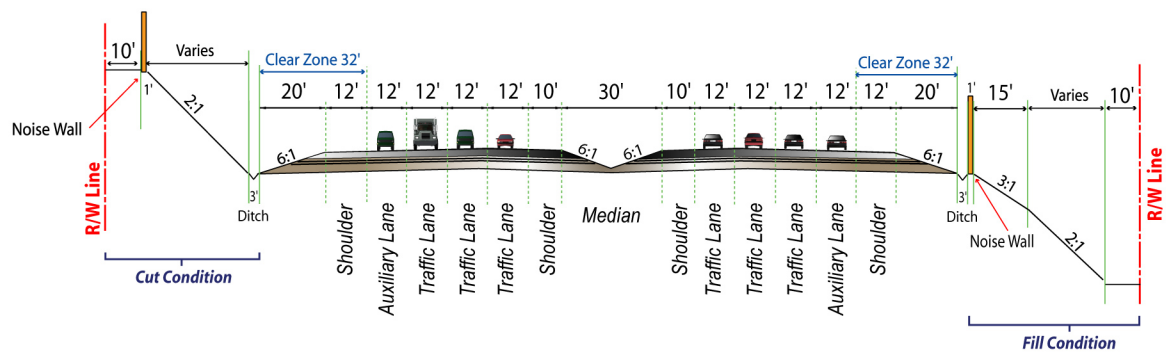
Salt Lake County  
Alternatives

Figure 28-1

Utah County:  
Southern Freeway Alternative



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



ENVIRONMENTAL  
IMPACT STATEMENT

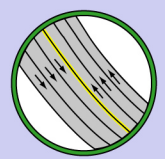
LEGEND:

Study Area

Freeway Alignment

Diamond Interchange

NOT TO SCALE



"Bubbles" show the lane configuration for roadways.

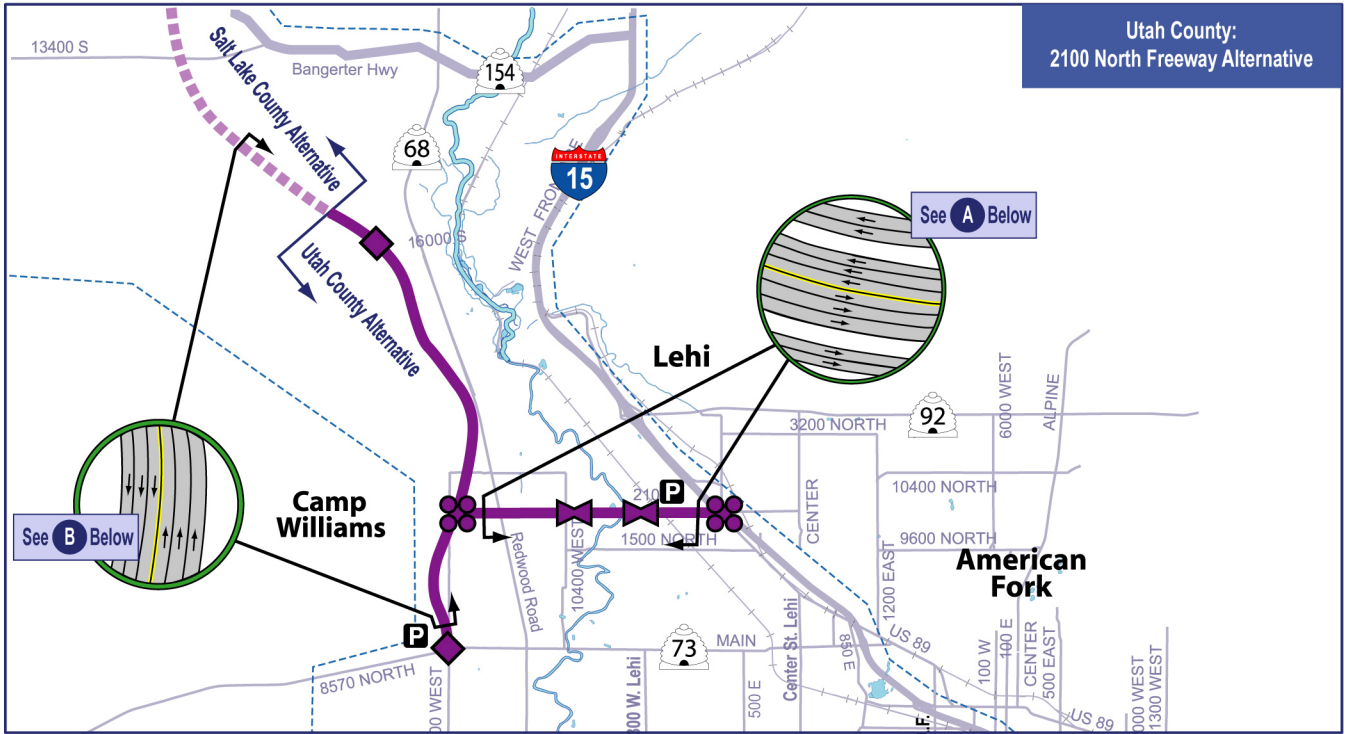


"Park and Pool" Lot Locations

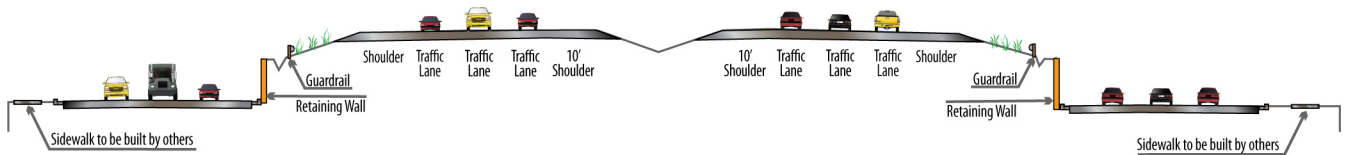


Southern  
Freeway  
Alternative

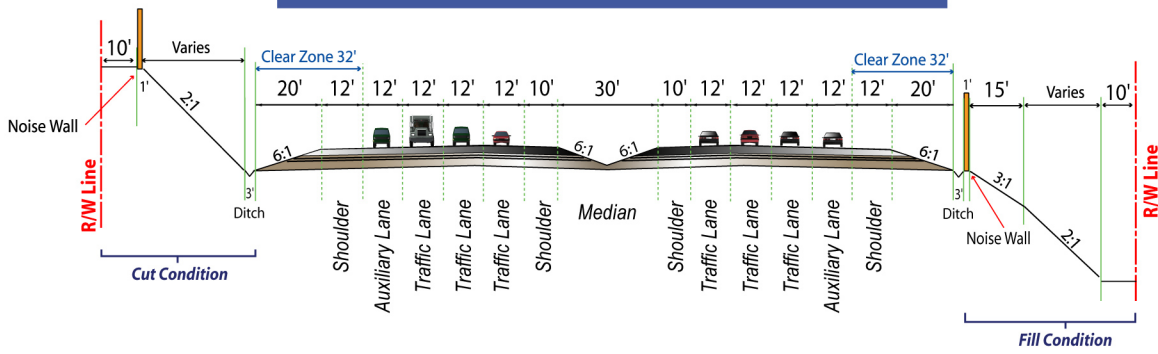
Figure 28-2



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



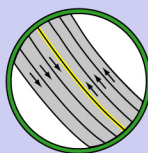
**B Typical Cross-Section: Six-Lane Freeway with Auxiliary Lanes**



ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

- Study Area
- Freeway Alignment
- Diamond Interchange
- System Interchange
- N
- NOT TO SCALE**



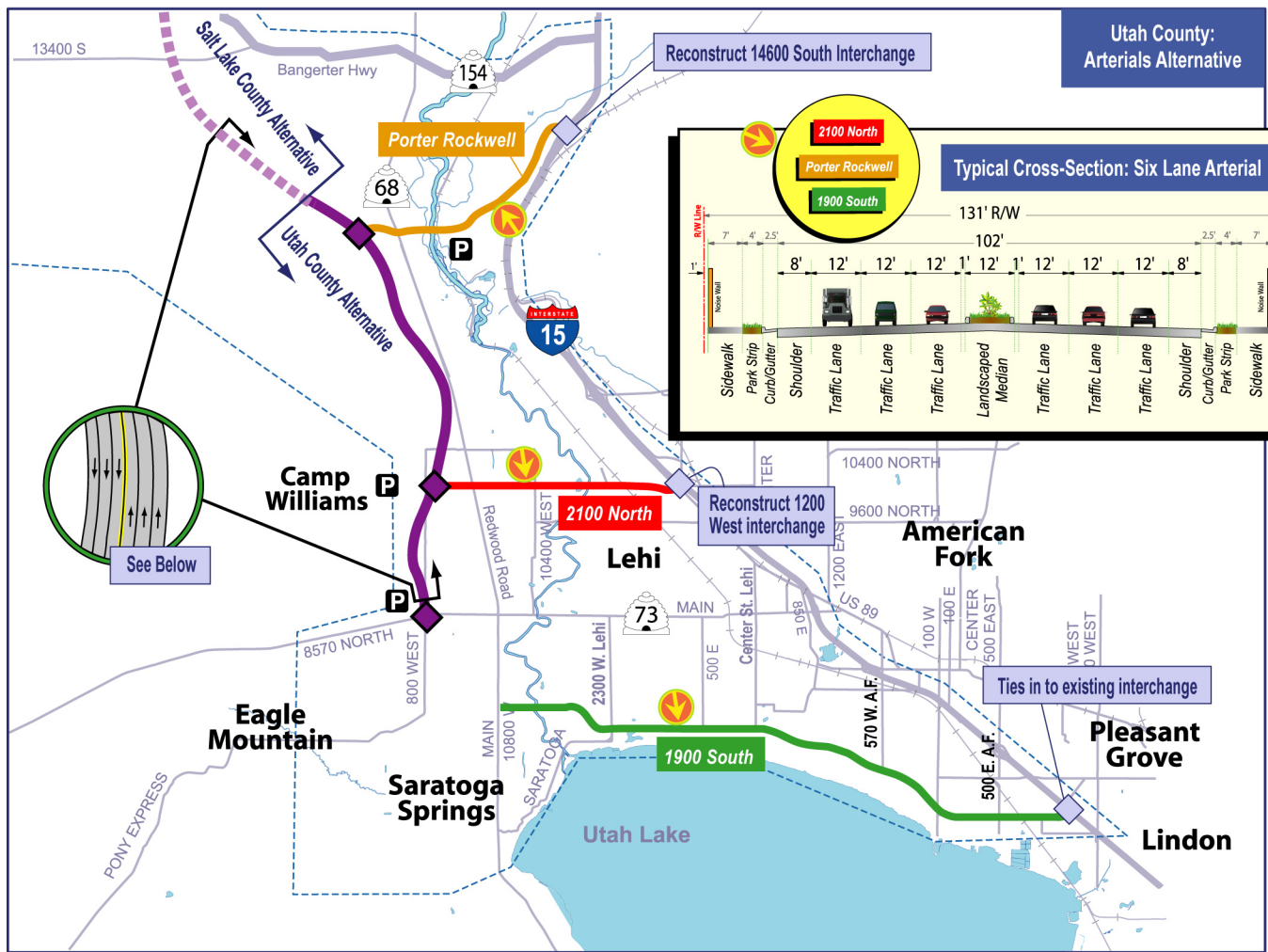
"Bubbles" show the lane configuration for roadways.



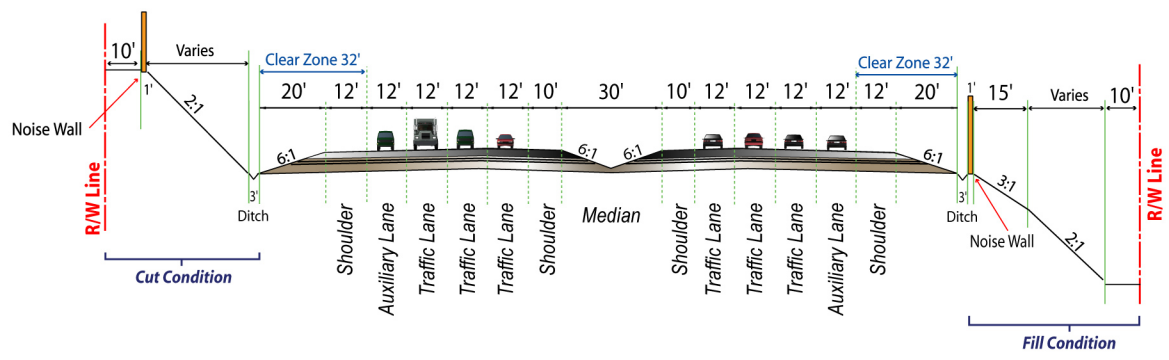
"Park and Pool" Lot Locations

**2100 North Freeway  
Alternative**

**Figure 28-3**

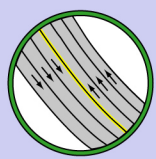


**Typical Cross-Section: Six-Lane Freeway with Auxiliary Lanes**



**LEGEND:**

- Study Area
- Freeway Alignment
- Porter Rockwell Arterial
- 2100 North Arterial
- 1900 South Arterial
- ◆ Diamond Interchange
- P "Park and Pool" Lot Locations



"Bubbles" show the lane configuration for roadways.

ENVIRONMENTAL  
IMPACT STATEMENT

NOT TO SCALE



**Arterials  
Alternative**

**Figure 28-4**



ENVIRONMENTAL  
IMPACT STATEMENT

LEGEND:

- Study Area
- Freeway Alignment s
- ◆ Diamond Interchange
- Single Point Interchange
- ⊗ System Interchange
- Transit Alignments
- UTA Planned Light Rail (LRT) or Bus Rapid Transit (BRT) Routes (Not part of Mountain View Corridor EIS)

Eligible Historic Linear Features Legend:

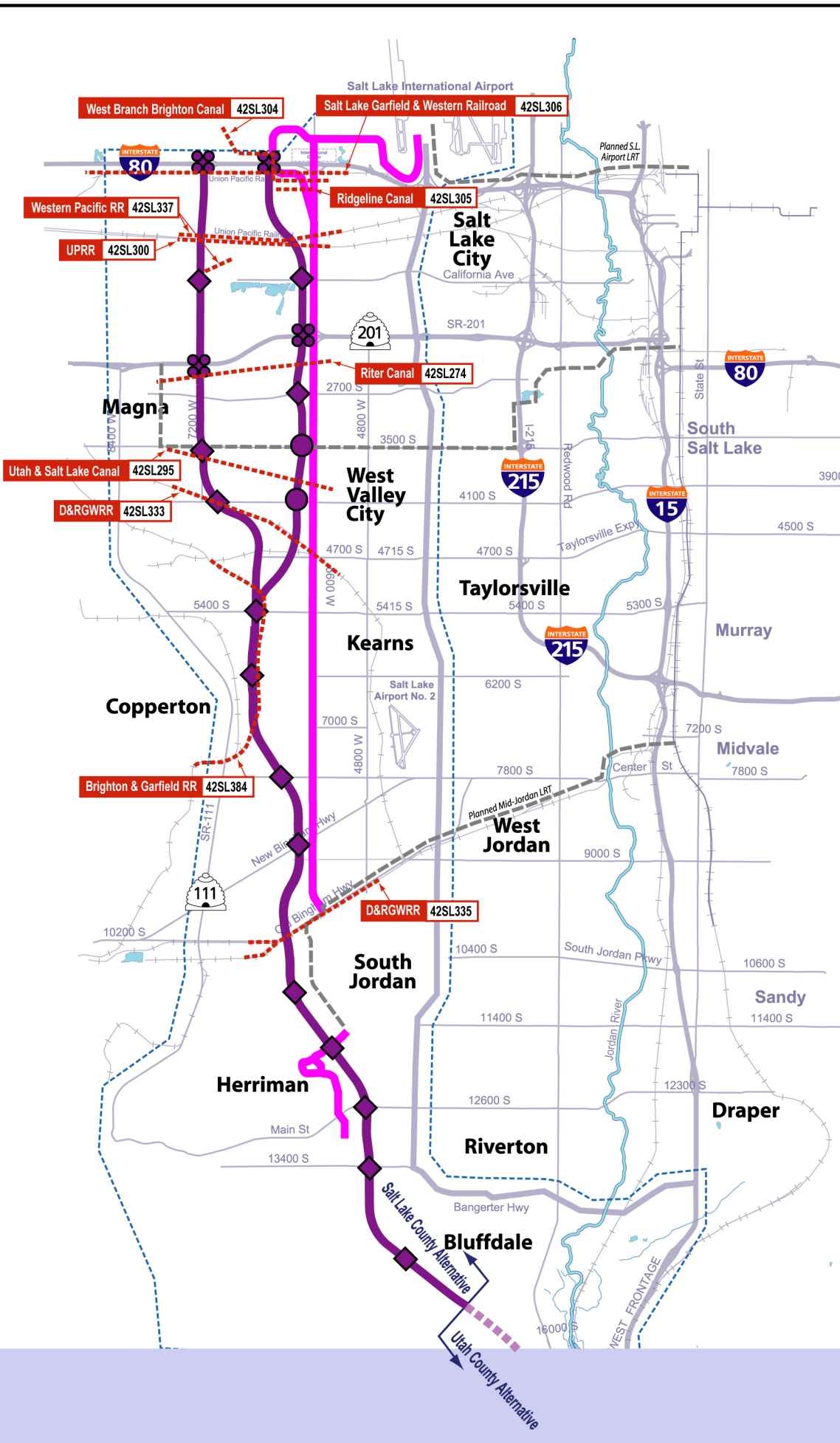
- Features
- D&RGWRR 42SL333 Name Number



NOT TO SCALE

Historic Linear Features in Salt Lake County

Figure 28-5





ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

- Study Area
- Freeway Alignment s
- ◆ Diamond Interchange
- Single Point Interchange
- ⊗ System Interchange
- Transit Alignments
- UTA Planned Light Rail (LRT) or Bus Rapid Transit (BRT) Routes (Not part of Mountain View Corridor EIS)

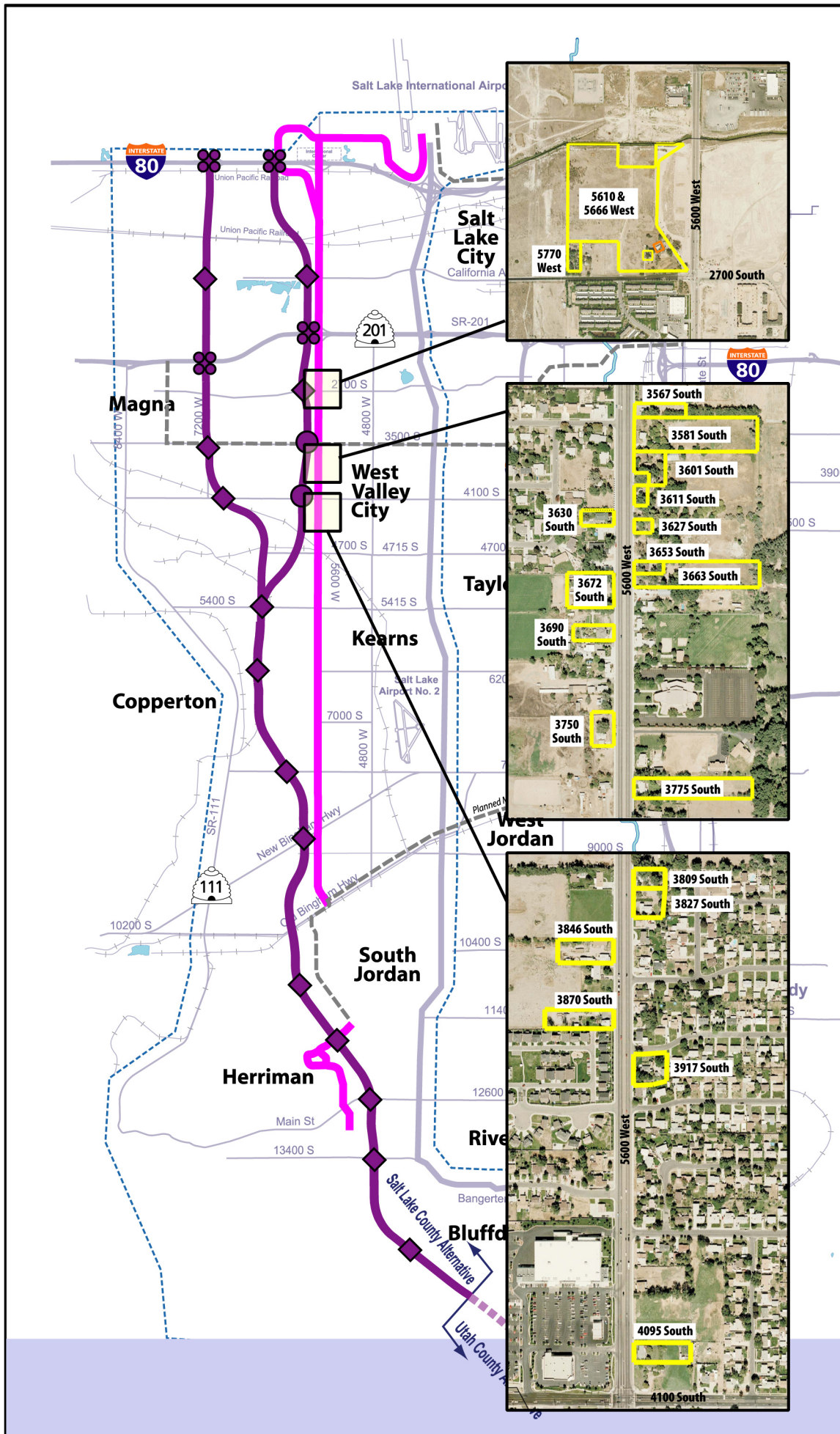
- Historic Properties (SHPO-A)
- Historic Properties (SHPO-B)



NOT TO SCALE

Historic Properties  
for  
Transit Alignments  
in  
Salt Lake County

Figure 28-6





ENVIRONMENTAL  
IMPACT STATEMENT

LEGEND:

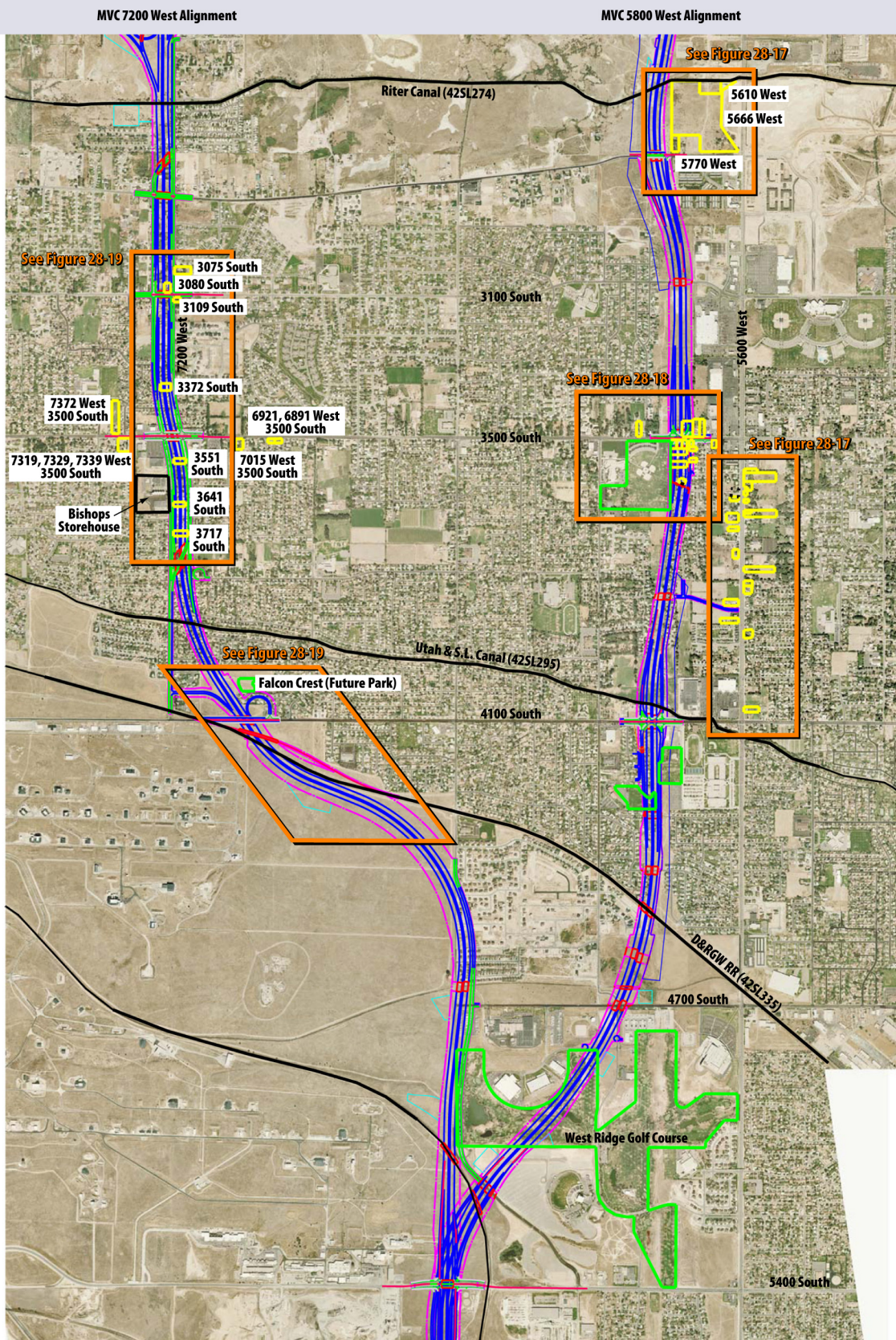
- Historic Properties
- Recreational Properties



NOT TO SCALE

Historic Properties  
for  
Roadway Alignments  
in  
Salt Lake County

Figure 28-7







ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

- Study Area
- Freeway Alignment s
- Diamond Interchange
- Single Point Interchange
- System Interchange
- Transit Alignments
- UTA Planned Light Rail (LRT) or Bus Rapid Transit (BRT) Routes (Not part of Mountain View Corridor EIS)

- Historic Properties (SHPO-A)
- Historic Properties (SHPO-B)
- Hunter Park



NOT TO SCALE

Hunter Park and  
Historic Properties

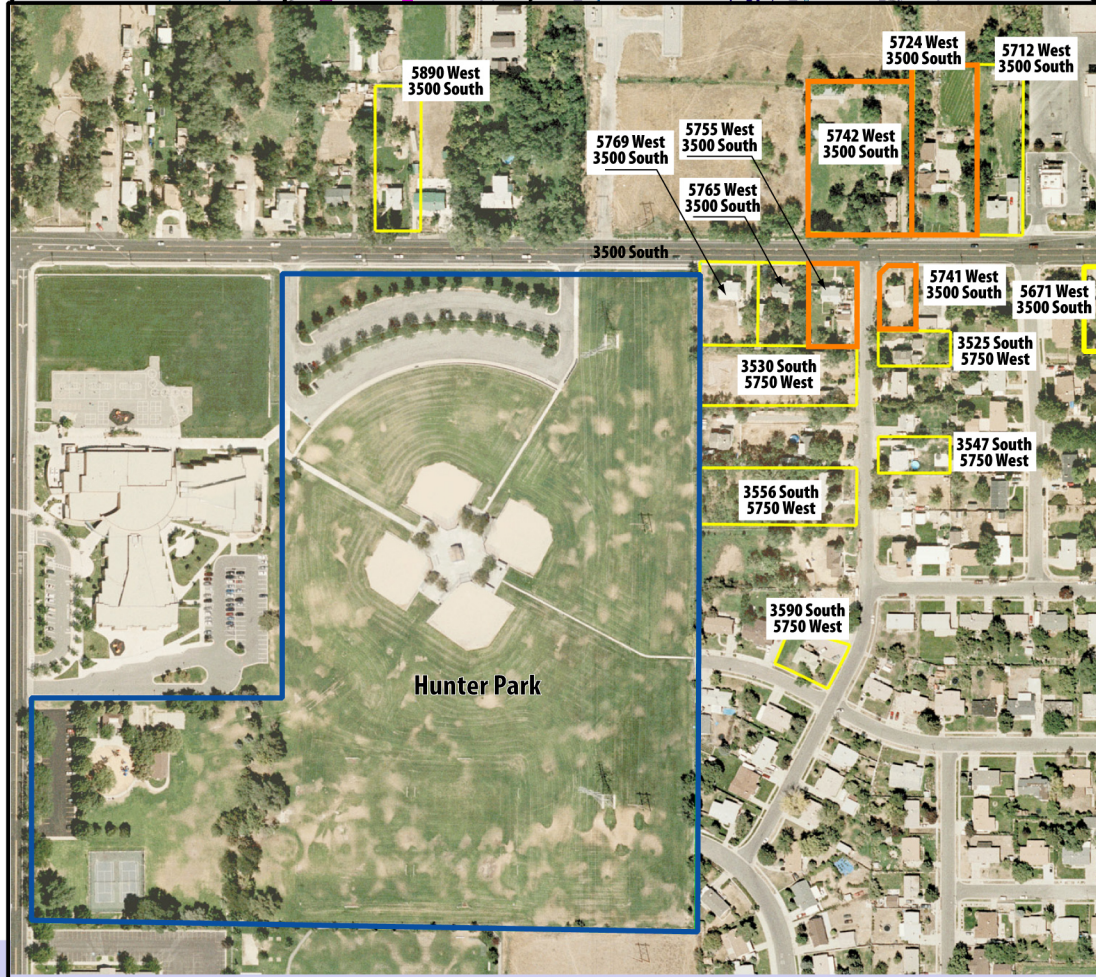
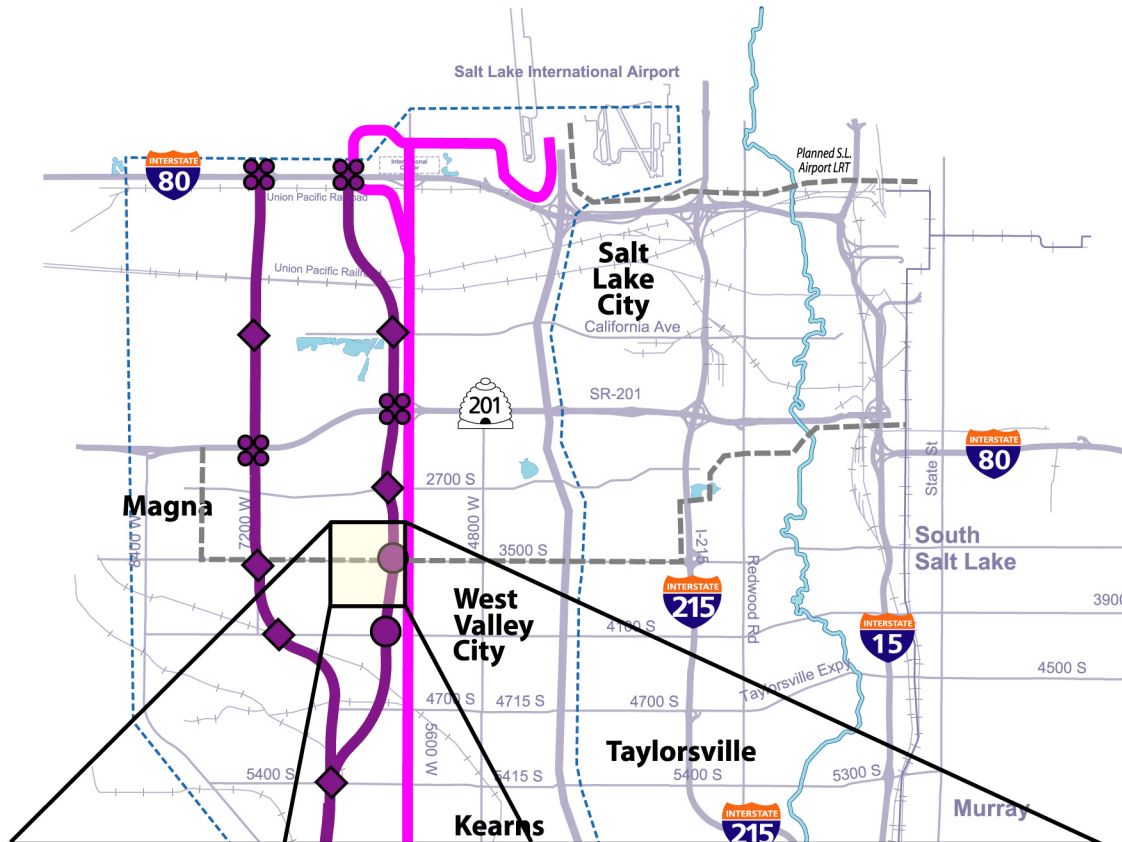


Figure 28-8



ENVIRONMENTAL  
IMPACT STATEMENT

LEGEND:

Study Area

Freeway Alignment s

- Diamond Interchange
- Single Point Interchange
- System Interchange

Transit Alignments

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

Parks & Recreation  
Areas Legend:



Areas

Westridge Golf Course

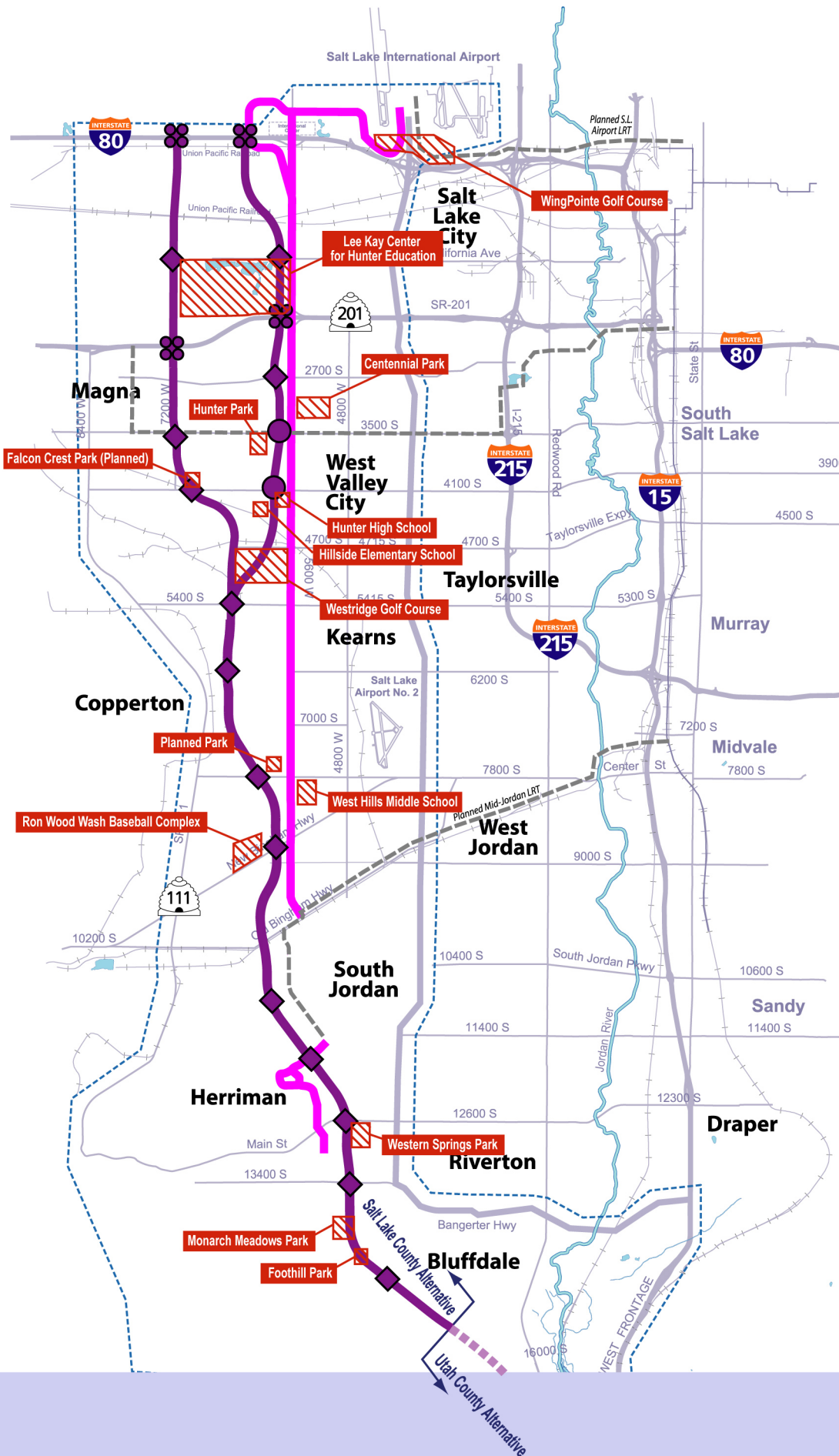
Names



NOT TO SCALE

Public Parks and  
Recreation Areas in  
Salt Lake County

Figure 28-9





ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

**Study Area**

Freeway Alignment s

- Diamond Interchange
- Single Point Interchange
- System Interchange

**Transit Alignments**

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

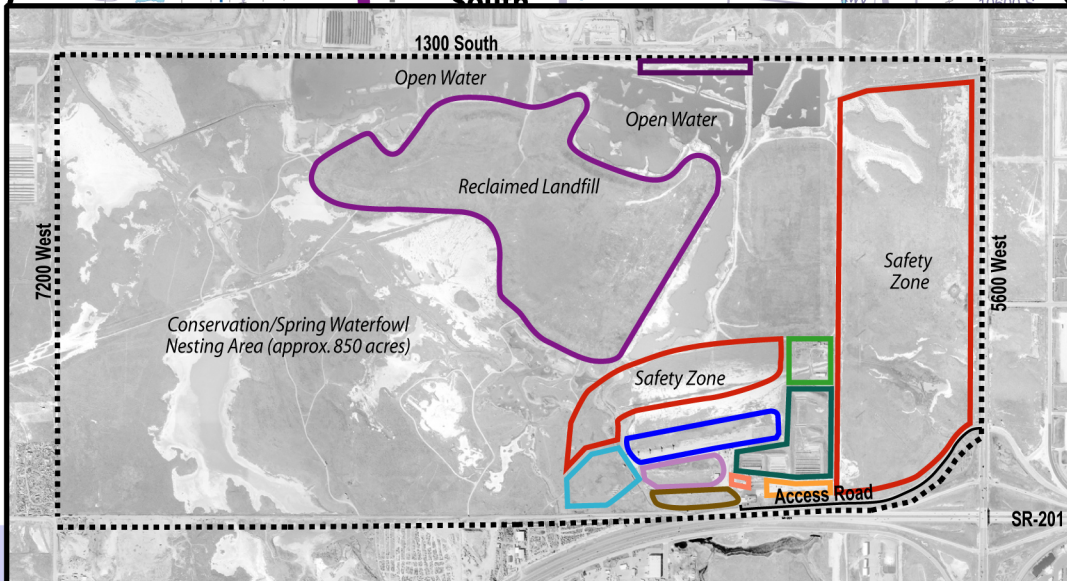
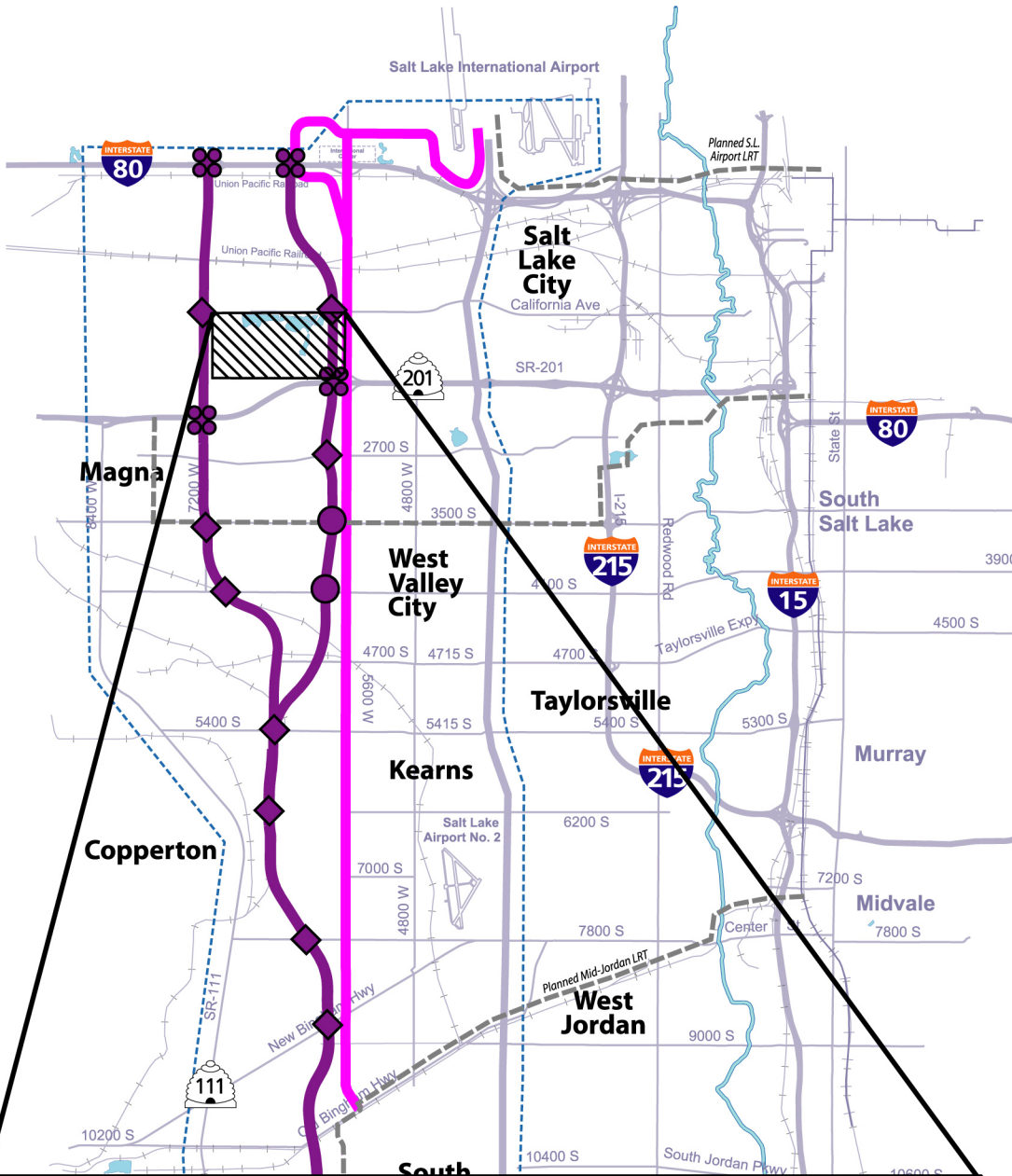
- Public Viewing Platforms
- Storage & Maintenance
- Archery Range
- Trap & Skeet Area
- Shooting Ranges
- Parking
- Proposed RV Parking
- Hunter Education Testing Course
- Facility Headquarters



**NOT TO SCALE**

**Land Uses for Lee  
Kay Center for  
Hunter Education**

**Figure 28-10**





ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

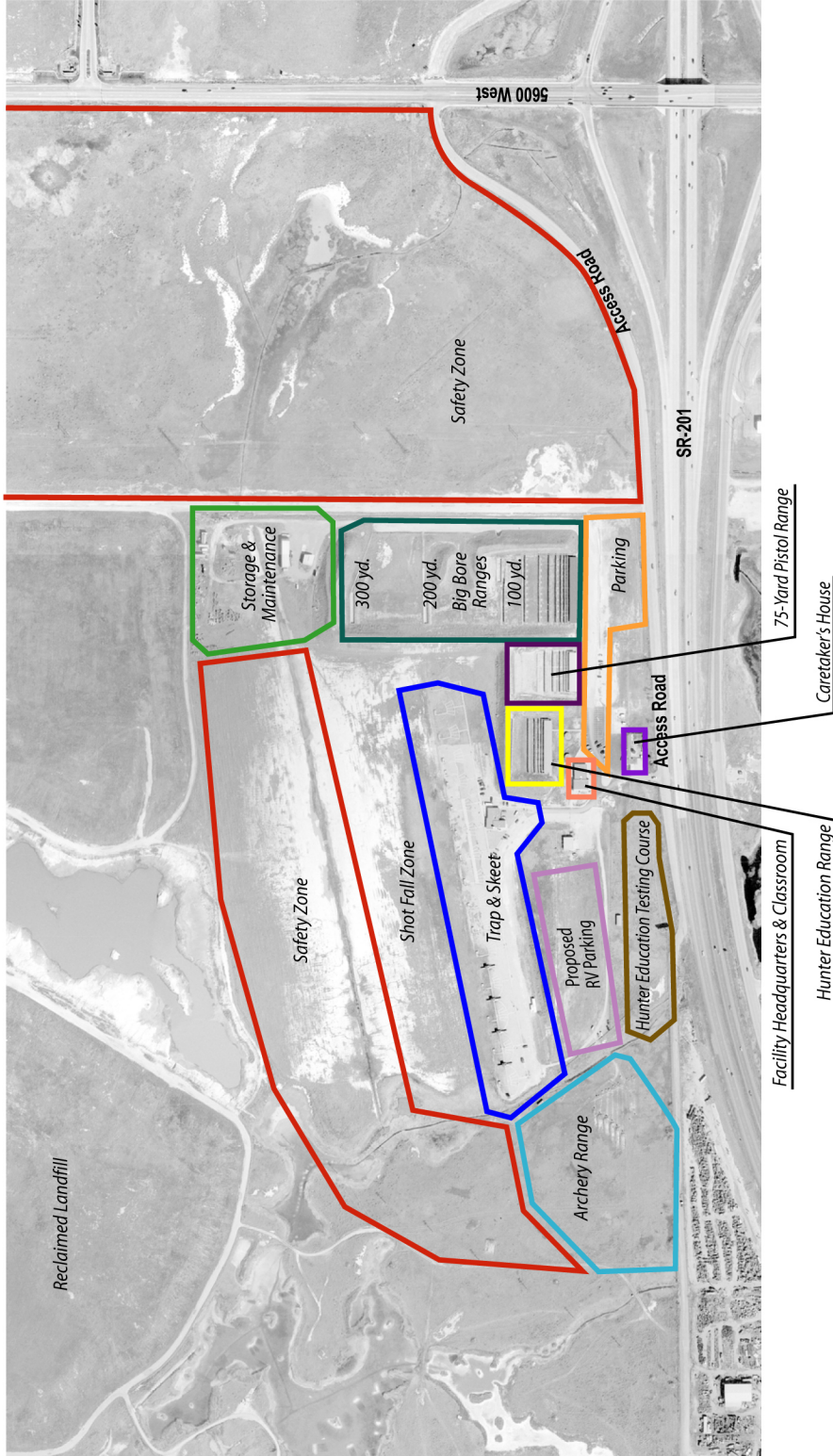
Study Area

- Safety Zones
- Hunter Education Range
- 75-Yard Pistol Range
- Storage & Maintenance
- Archery Range
- Trap & Skeet Area
- Big Bore Ranges
- Parking
- Proposed RV Parking
- Hunter Education Testing Course
- Facility Headquarters & Classroom

N



NOT TO SCALE



**Southeast Portion of  
Lee Kay Center for  
Hunter Education**

**Figure 28-11**



ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

Study Area



Freeway Alignment s

-  Diamond Interchange
-  Single Point Interchange
-  System Interchange

Transit Alignments

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

**PROPERTY OWNERSHIP:**

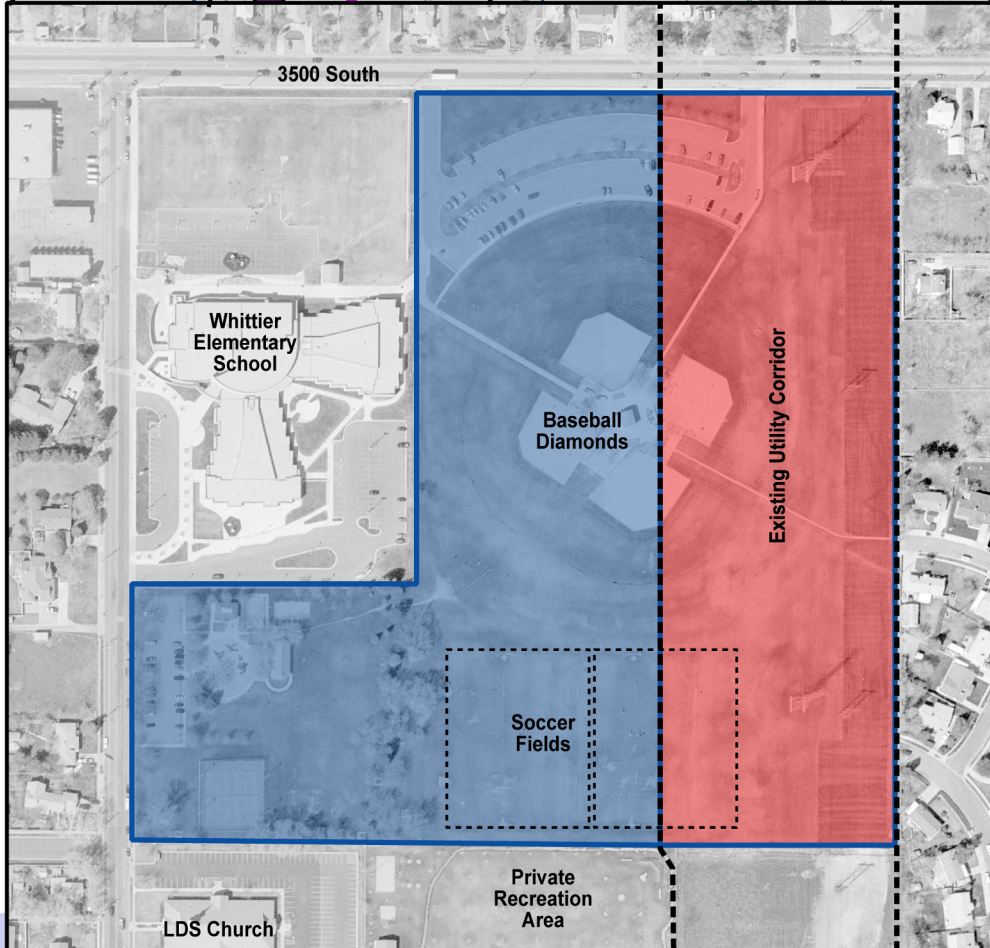
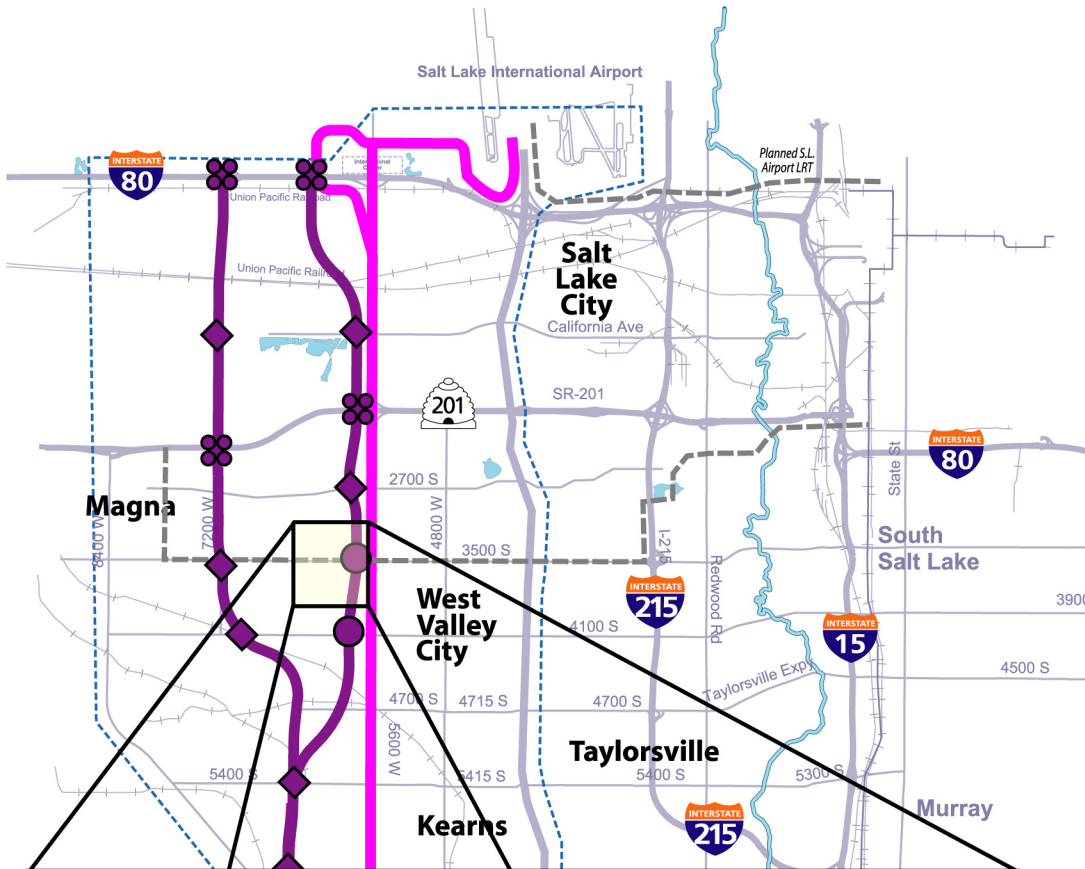
-  Owned by Rocky Mountain Power (10.8 acres)
-  Owned by Salt Lake County (18.2 acres)



NOT TO SCALE

Hunter Park  
Property Ownership

Figure 28-12

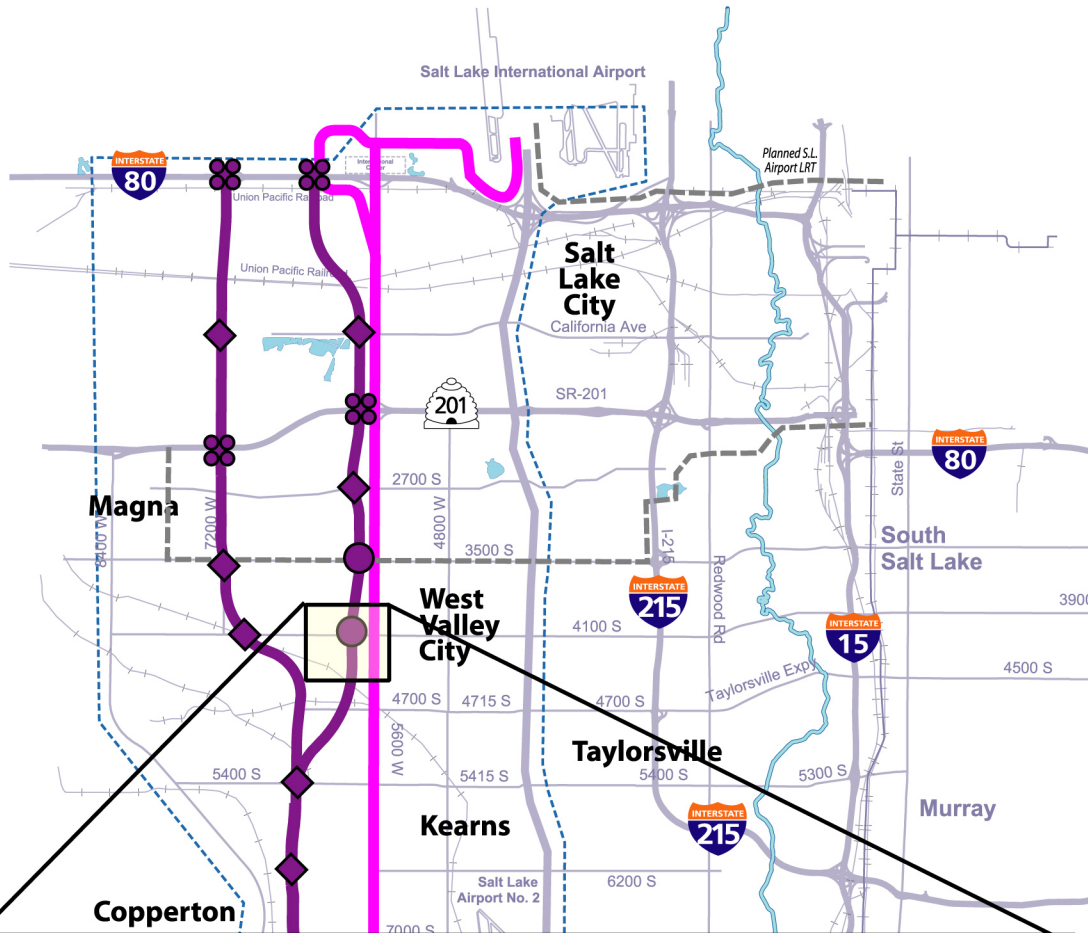




ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

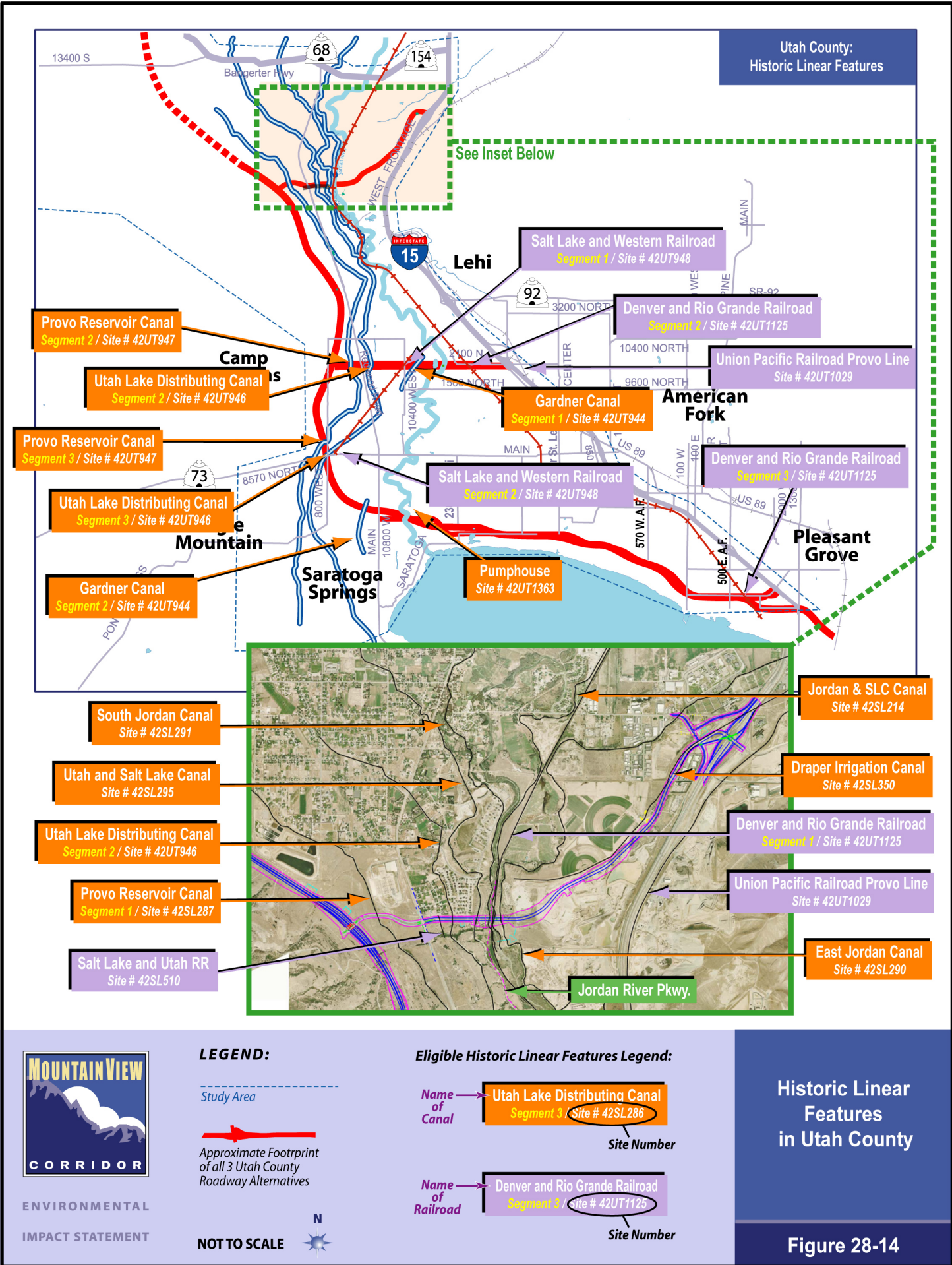
- Study Area
- Freeway Alignment s
- ◆ Diamond Interchange
- Single Point Interchange
- ⊗ System Interchange
- Transit Alignments
- UTA Planned Light Rail (LRT) or Bus Rapid Transit (BRT) Routes (Not part of Mountain View Corridor EIS)

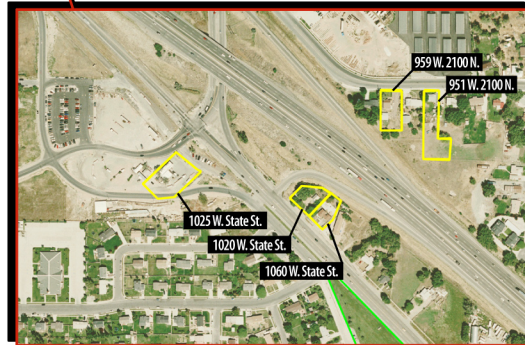
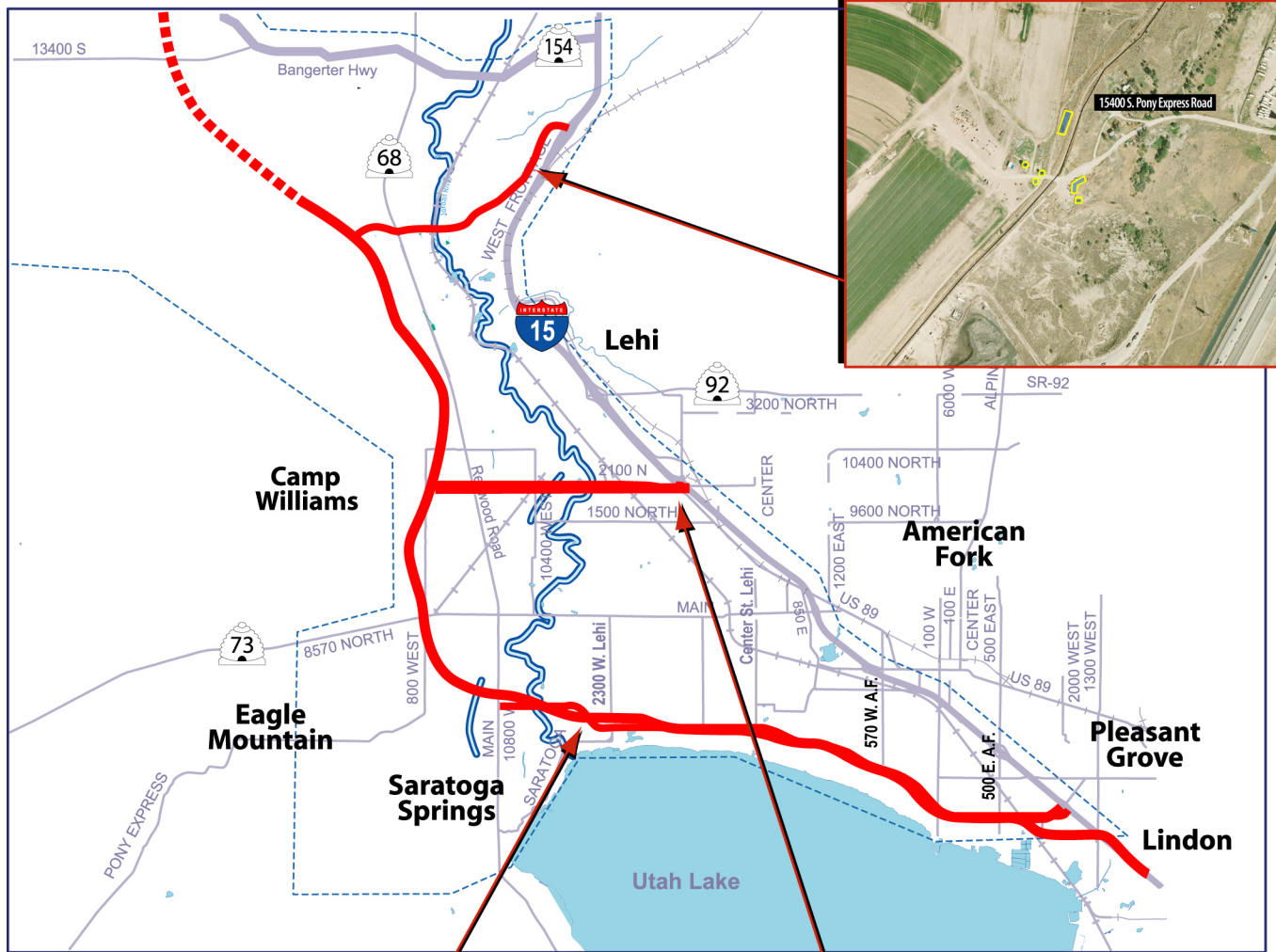


NOT TO SCALE

Hunter High School and Hillside Elementary School

Figure 28-13






ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

 Study Area

 Approximate Footprint  
of all 3 Utah County  
Roadway Alternatives

 Historic Properties

NOT TO SCALE



Historic Properties  
in  
Utah County

Figure 28-15





ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

Study Area

Approximate Footprint of all 3 Utah County Roadway Alternatives

Parks

Jordan River Parkway (Existing)

Jordan River Parkway (Planned)

NOT TO SCALE



Public Parks and Recreation Areas  
in  
Utah County

Figure 28-16



ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

**Study Area**

Freeway Alignment s

- Diamond Interchange
- Single Point Interchange
- System Interchange

Transit Alignments

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

Historic Properties

Historic Properties  
Adversely Affected

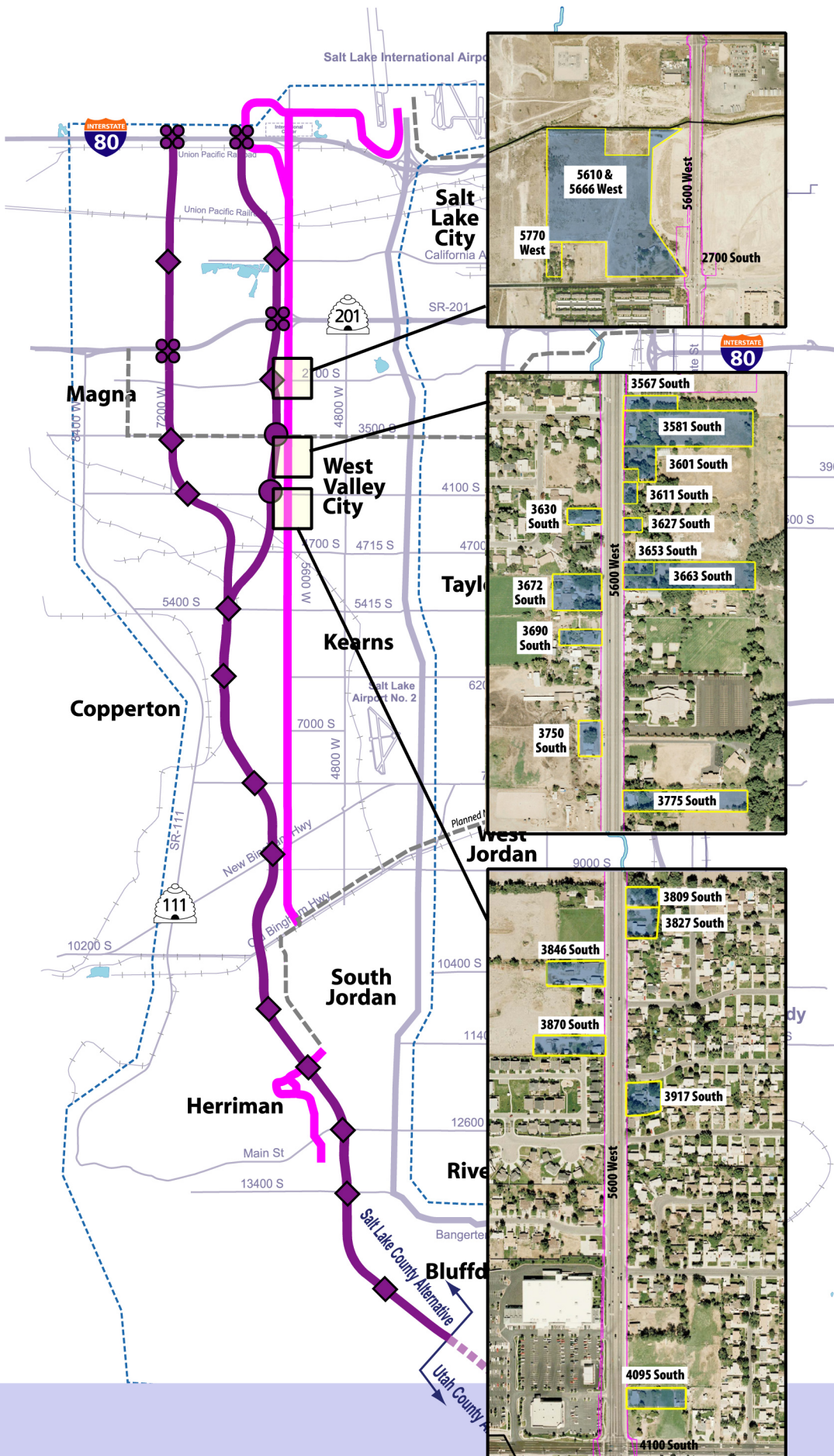
Historic Properties  
with De Minimis



**NOT TO SCALE**

**Impacts to Historic  
Properties for Transit  
Alignments in  
Salt Lake County**

**Figure 28-17**





ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

Study Area

Freeway Alignment s

- Diamond Interchange
- Single Point Interchange
- System Interchange

Transit Alignments

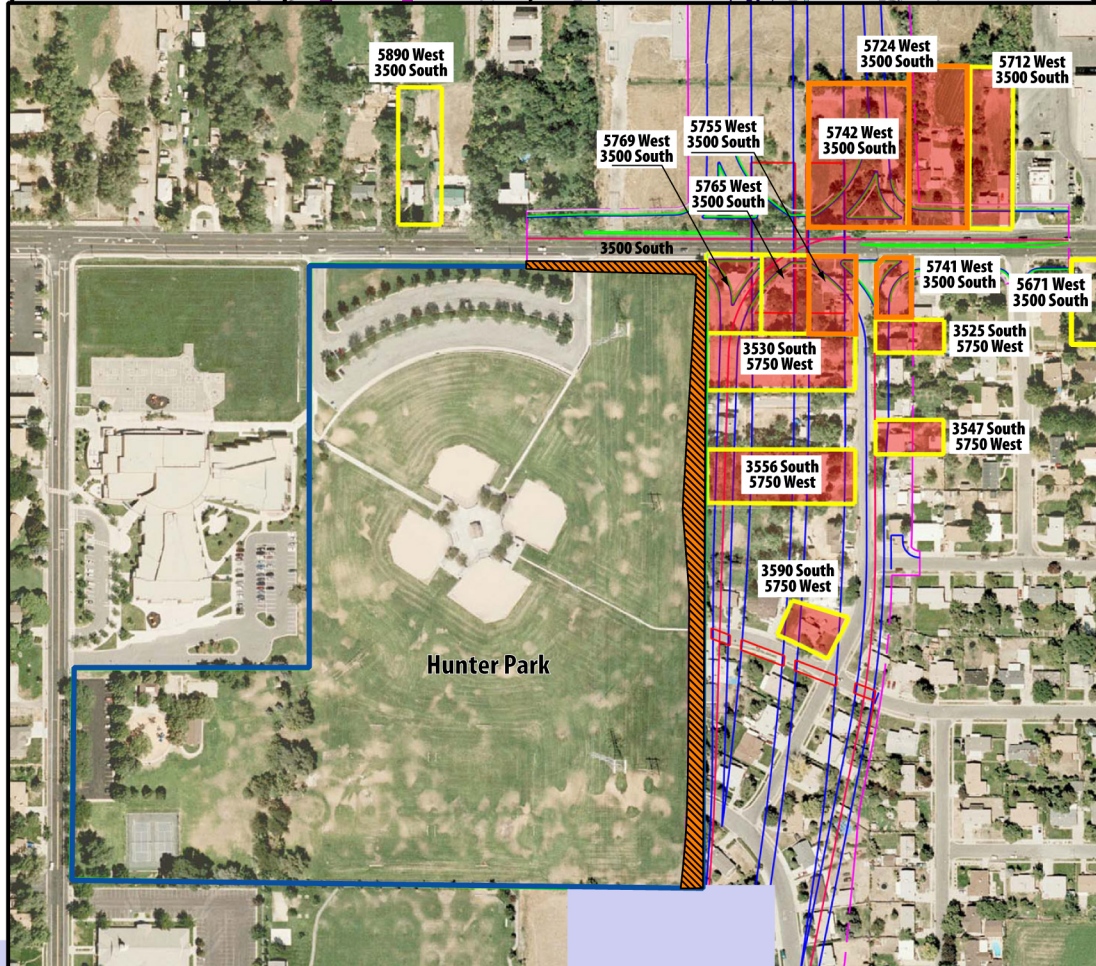
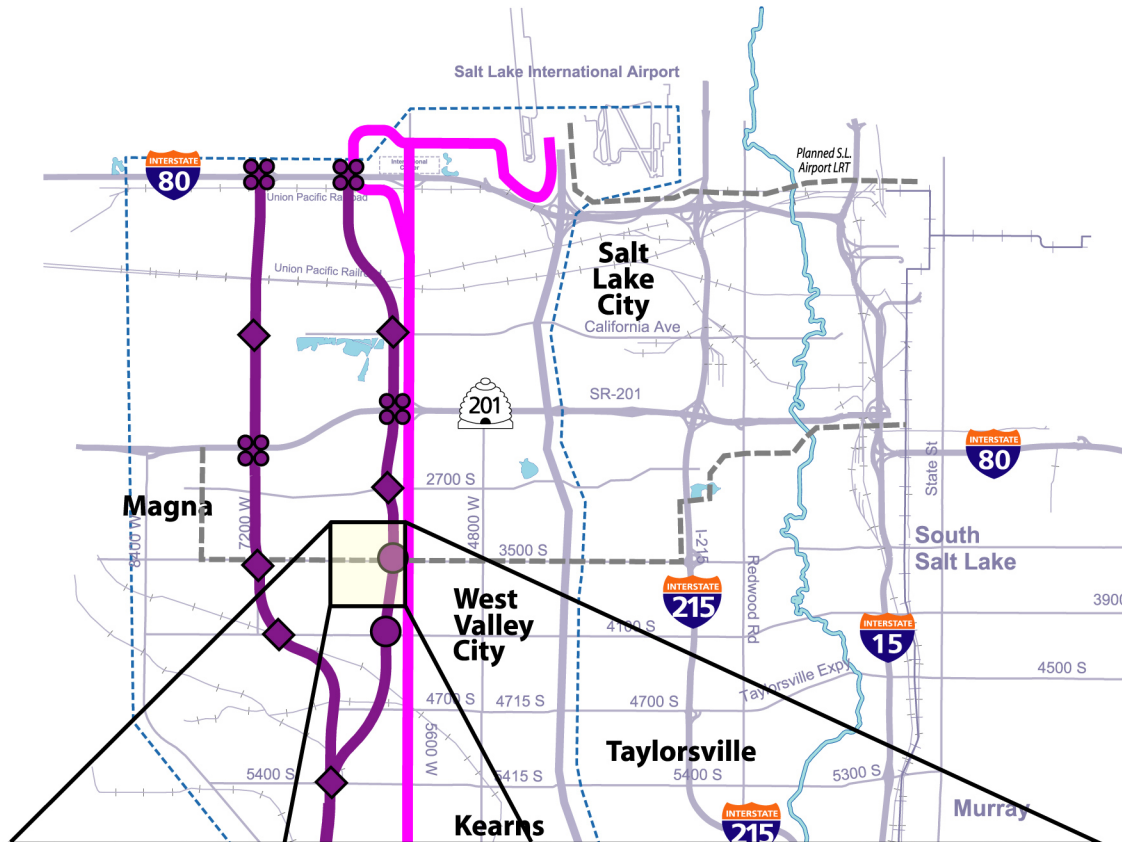
UTA Planned Light Rail (LRT)  
or Bus Rapid Transit (BRT) Routes  
(Not part of Mountain View Corridor EIS)

- Impact to Park
- Historic Properties (SHPO-A)
- Historic Properties (SHPO-A) Adversely Affected
- Historic Properties (SHPO-B)
- Historic Properties (SHPO-B) Adversely Affected



NOT TO SCALE

Impacts to Hunter  
Park and  
Section 4(f)  
Resources





ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

**Study Area**

Freeway Alignment s

- Diamond Interchange
- Single Point Interchange
- System Interchange

Transit Alignments

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

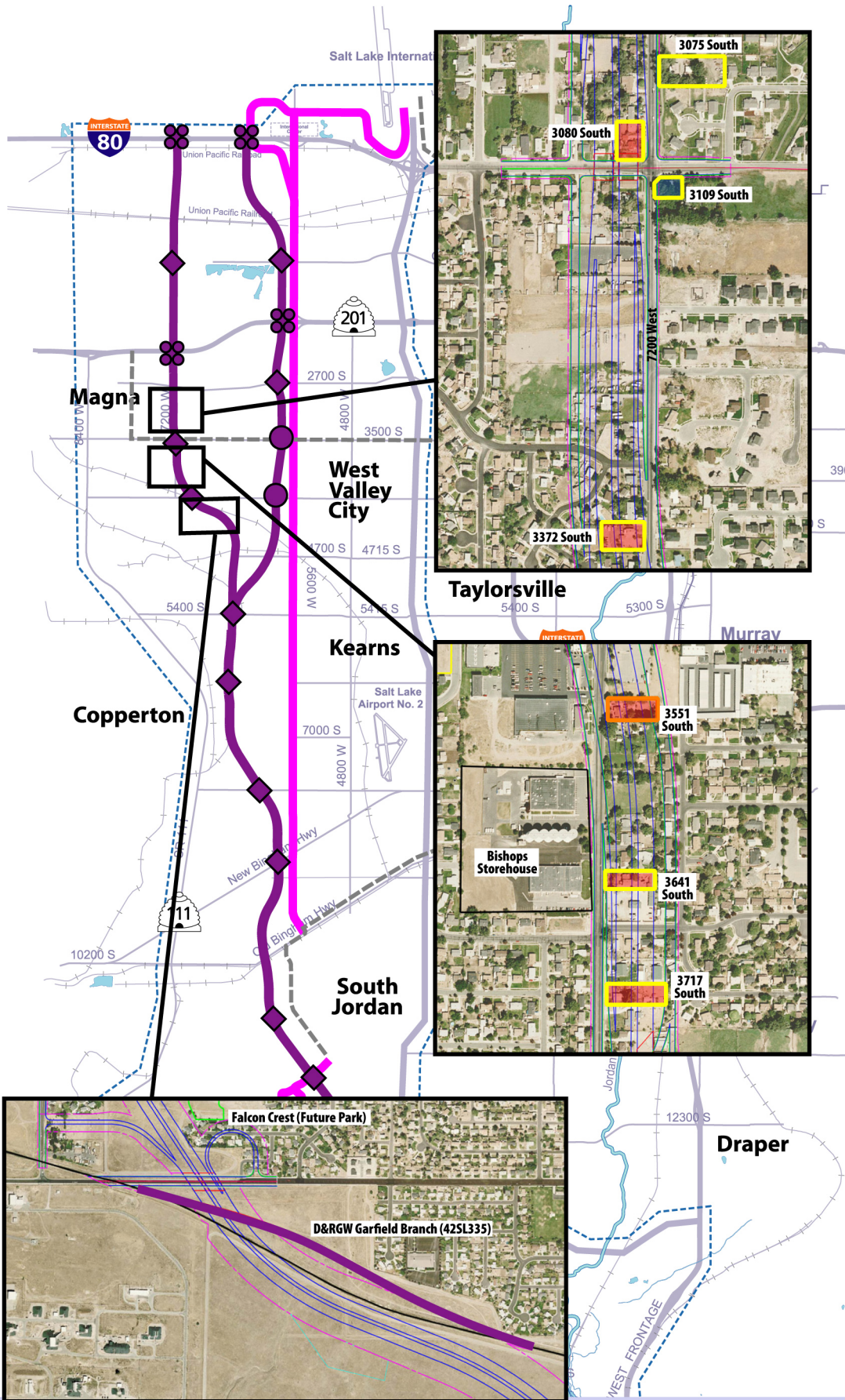
- Historic Properties (SHPO-A)
- Historic Properties (SHPO-A) Adversely Affected
- Historic Properties (SHPO-B)
- Historic Properties (SHPO-B) Adversely Affected
- Historic Properties with de minimis
- Adversely Affected Linear Feature



NOT TO SCALE

Impacts to Historic  
Properties  
for 7200 West in  
Salt Lake County

Figure 28-19





ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

- Study Area
- Freeway Alignment s
- ◆ Diamond Interchange
- Single Point Interchange
- ⊗ System Interchange
- Transit Alignments
- UTA Planned Light Rail (LRT) or Bus Rapid Transit (BRT) Routes (Not part of Mountain View Corridor EIS)

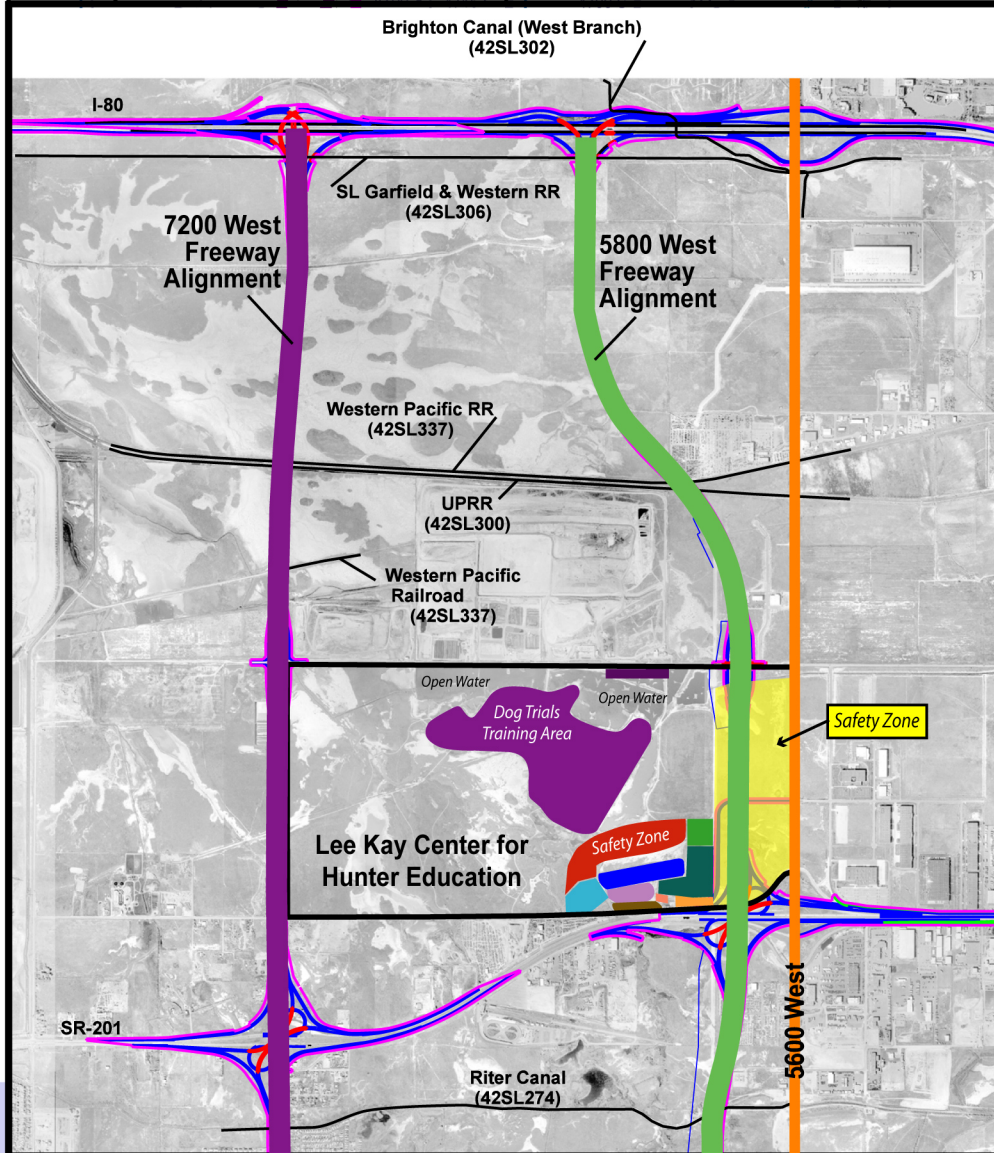
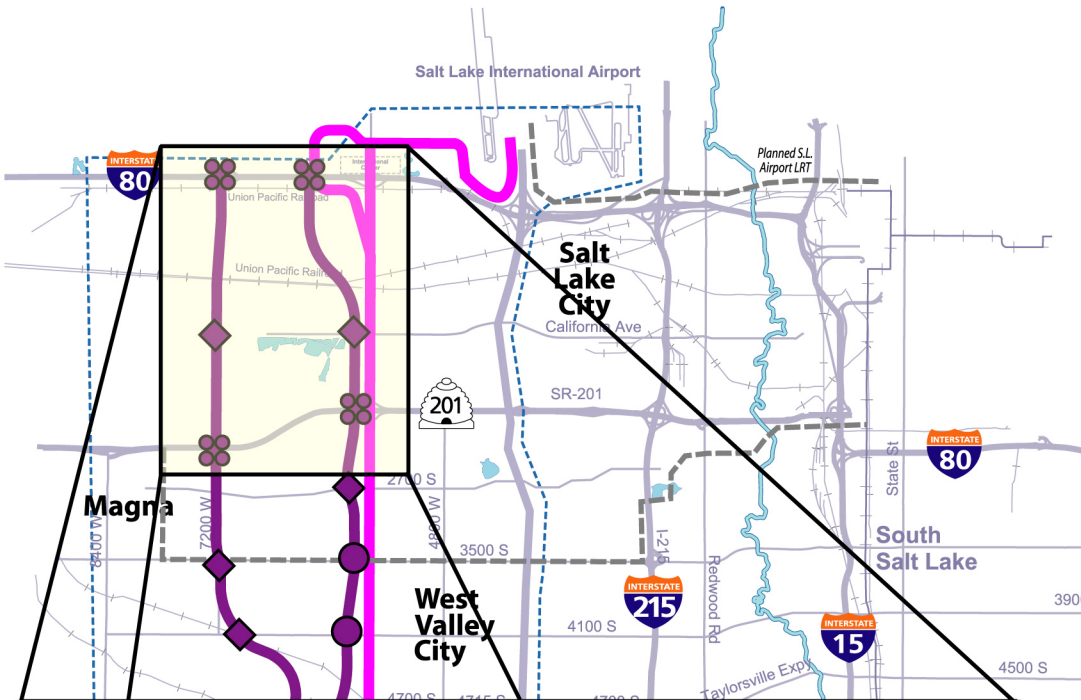
- Public Viewing Platforms
- Storage & Maintenance
- Archery Range
- Trap & Skest Area
- Shooting Ranges
- Parking
- Proposed RV Parking
- Hunter Education Testing Course
- Facility Headquarters



NOT TO SCALE

Impacts to  
Lee Kay Center for  
Hunter Education

Figure 28-20





ENVIRONMENTAL  
IMPACT STATEMENT

LEGEND:

- Study Area
- Freeway Alignment s
- ◆ Diamond Interchange
- Single Point Interchange
- ⊗ System Interchange
- Transit Alignments
- UTA Planned Light Rail (LRT) or Bus Rapid Transit (BRT) Routes (Not part of Mountain View Corridor EIS)

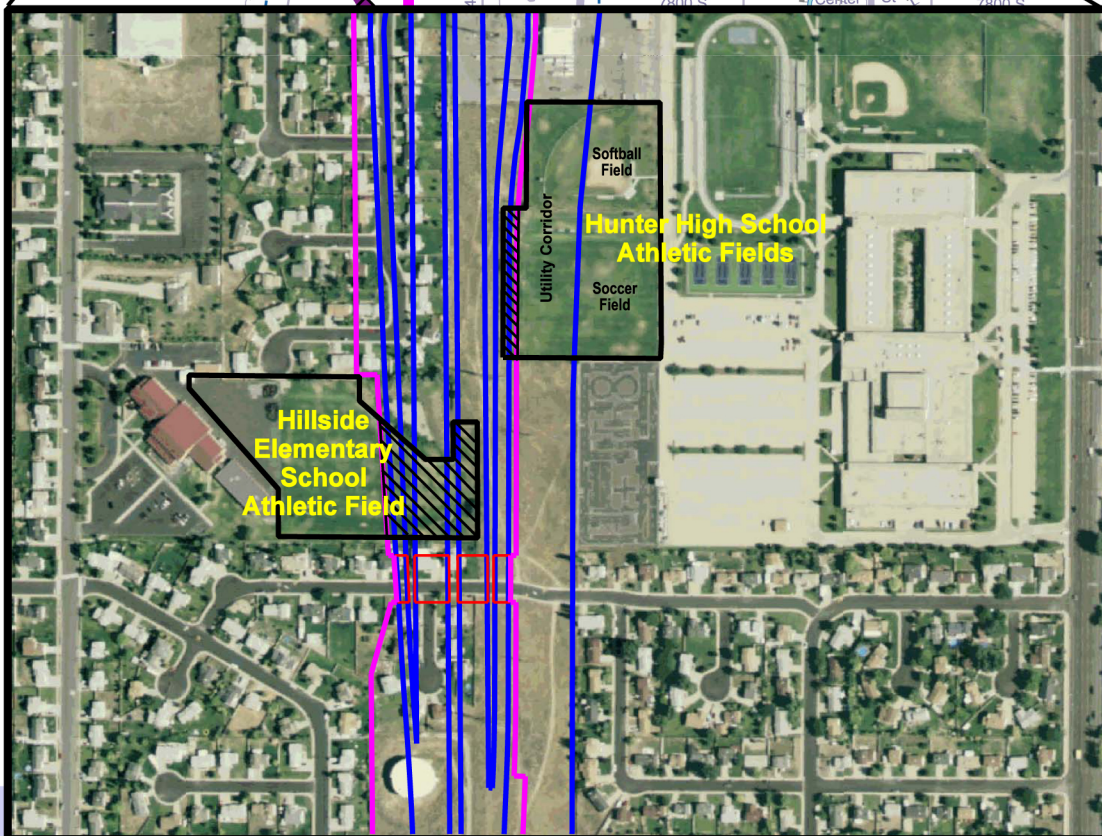
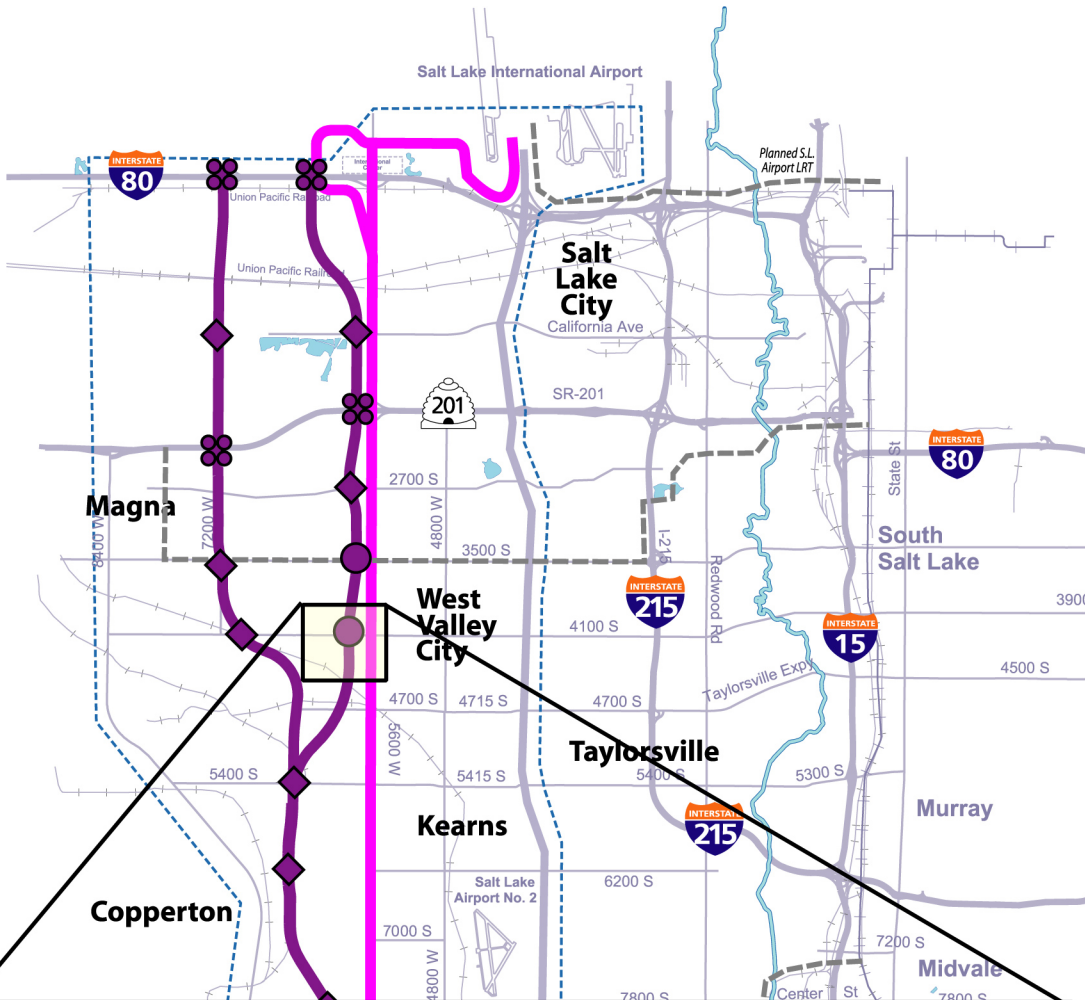
Impact to Athletic Fields

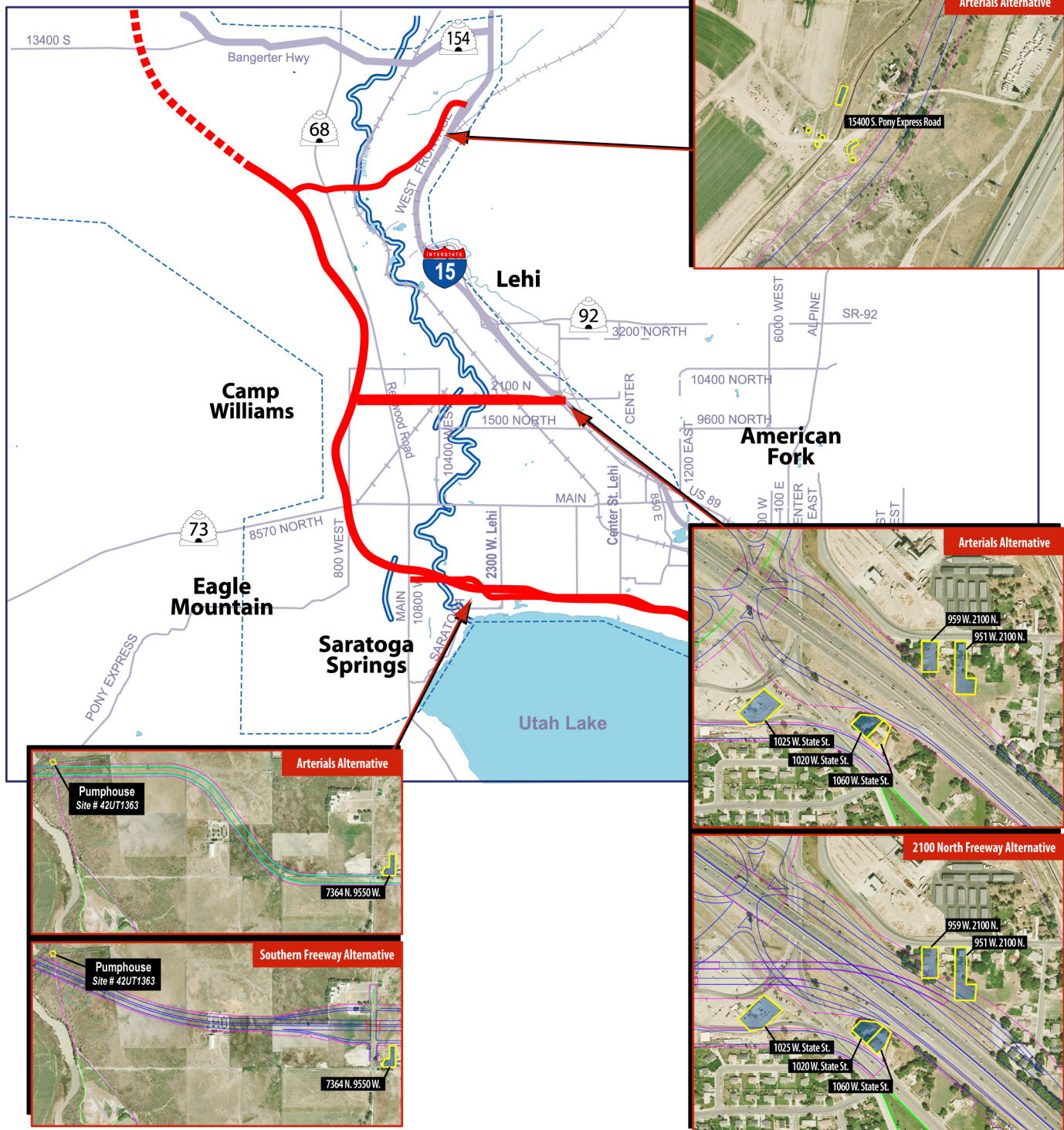


NOT TO SCALE

Hunter High School and Hillside Elementary School Impacts

Figure 28-21





ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

Study Area

Approximate Footprint  
of all 3 Utah County  
Roadway Alternatives

NOT TO SCALE



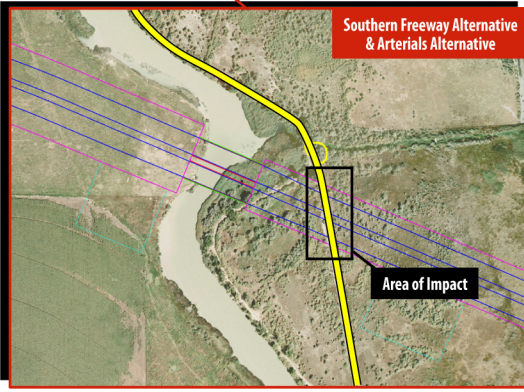
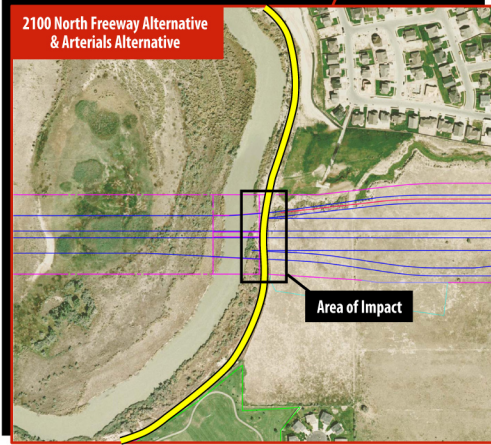
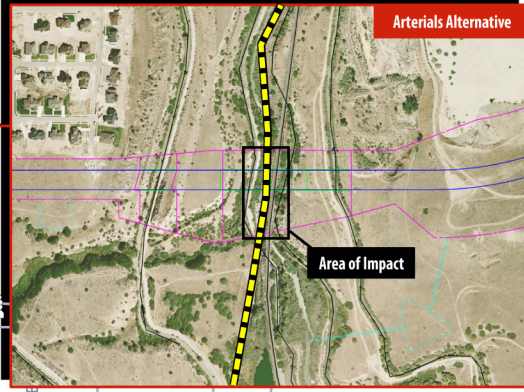
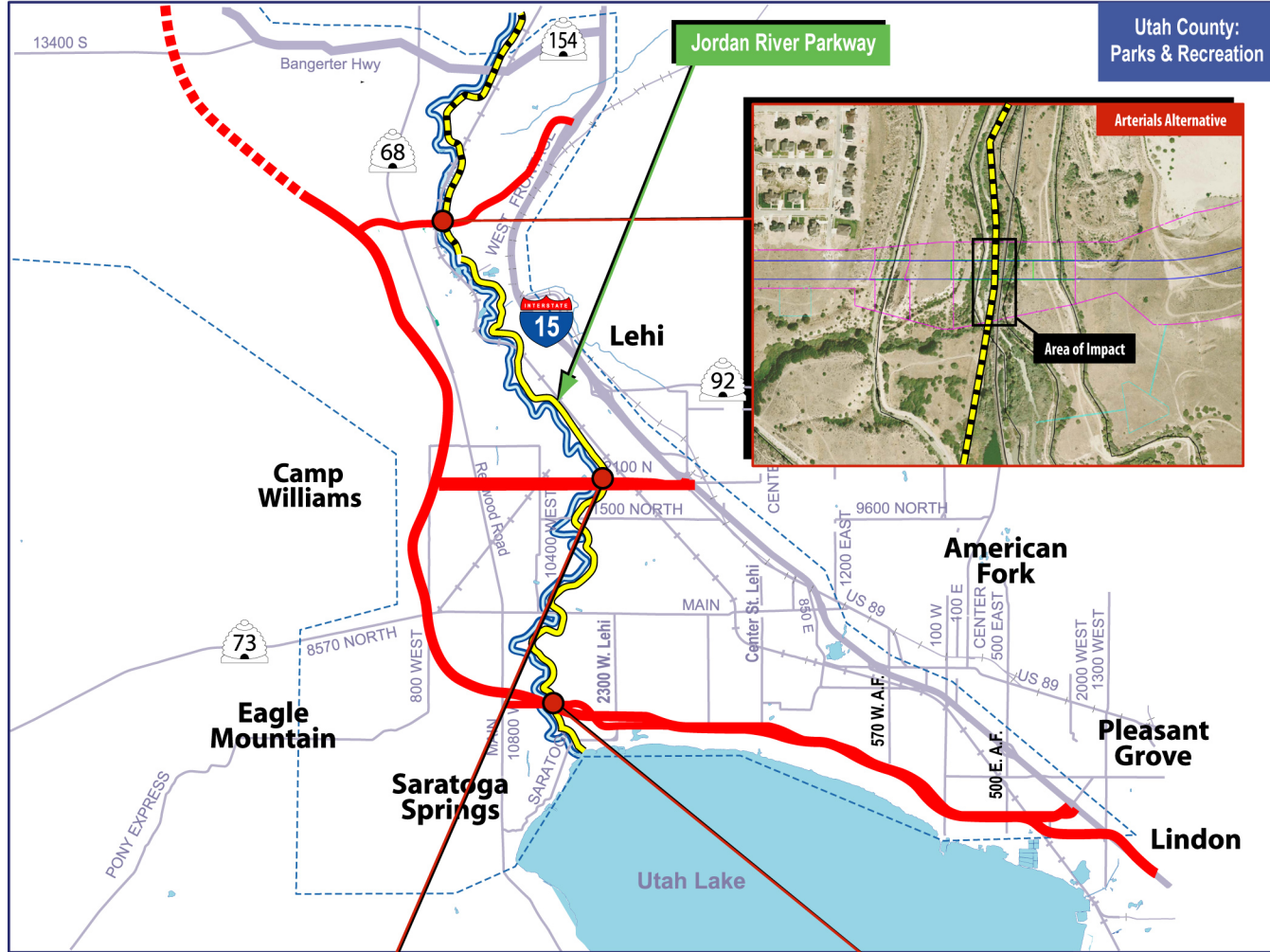
Historic Properties

Historic Properties  
Adversely Affected

Historic Properties  
with De Minimis

**Impacts to Historic  
Properties  
in  
Utah County**

**Figure 28-22**



ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

Study Area

Approximate Footprint  
of all 3 Utah County  
Roadway Alternatives

NOT TO SCALE



- Jordan River Parkway (Existing)
- Jordan River Parkway (Planned)

Impacts to  
Public Parks and  
Recreation Areas  
in  
Utah County

Figure 28-23





ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

- Study Area
- Freeway Alignment s
- ◆ Diamond Interchange
- Single Point Interchange
- ⊗ System Interchange
- Transit Alignments
- UTA Planned Light Rail (LRT) or Bus Rapid Transit (BRT) Routes (Not part of Mountain View Corridor EIS)

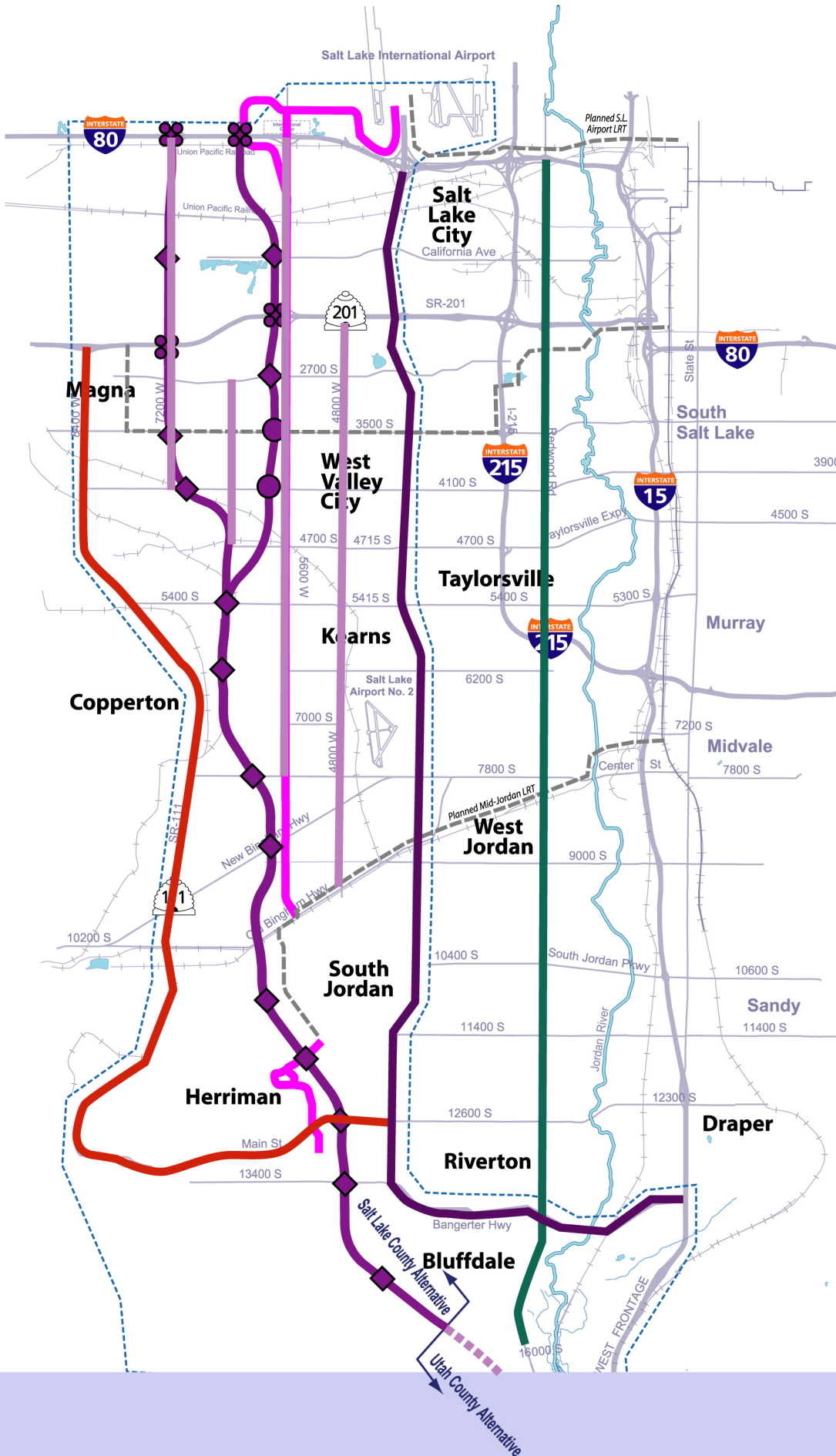
- Widen North-South Arterials
- Convert SR-111 to Freeway
- Convert SR-68 (Redwood Road) to Freeway
- Convert Bangerter Highway to Freeway



NOT TO SCALE

Location  
Alternatives  
in  
Salt Lake County

Figure 28-24





ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

Study Area

Freeway Alignment s

- Diamond Interchange
- Single Point Interchange
- System Interchange

Transit Alignments

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

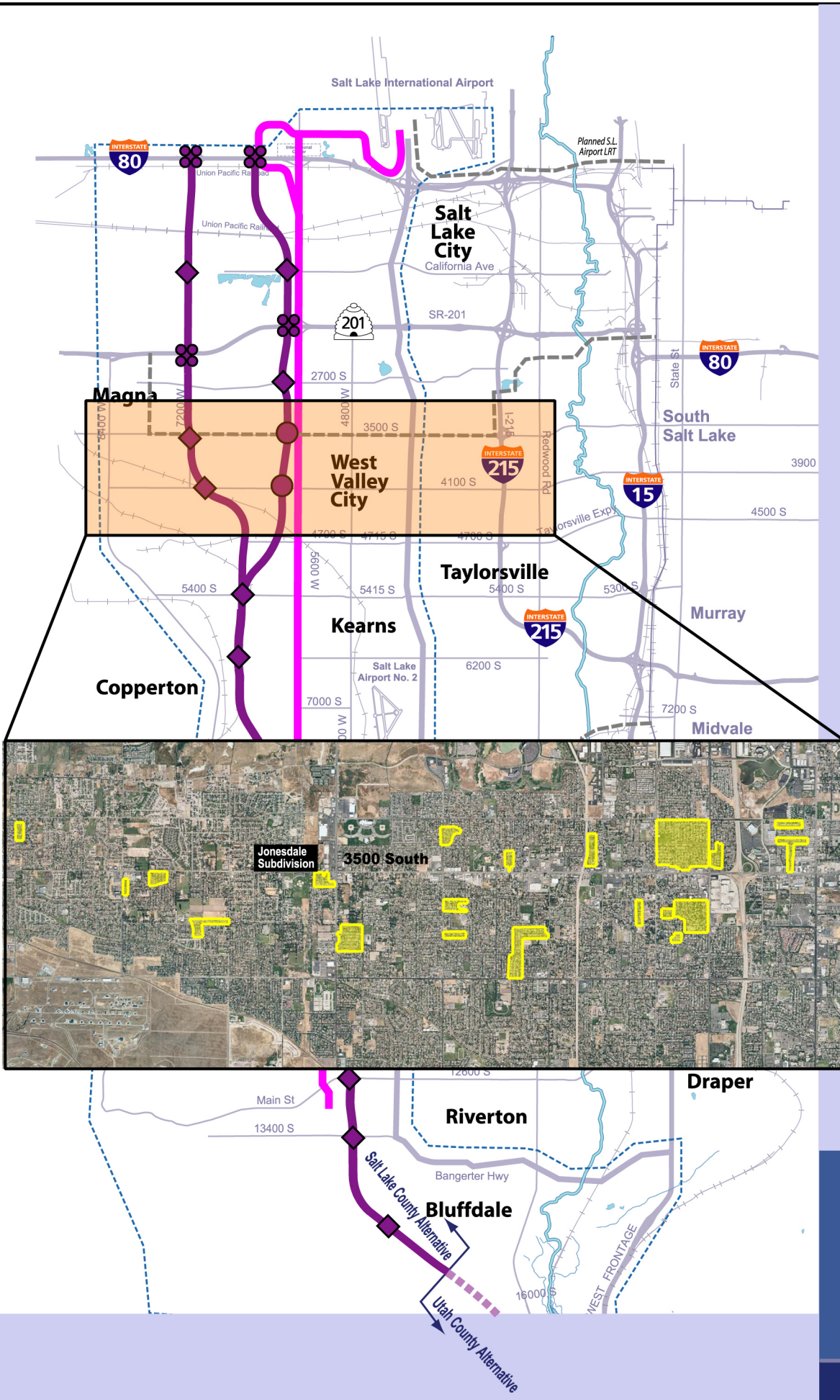
Historic Subdivisions  
identified in the 3500  
South Study referred to  
in the text of Chapter 28.



NOT TO SCALE

Historic  
Subdivisions  
in  
West Valley City  
and Magna




Figure 28-25





ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

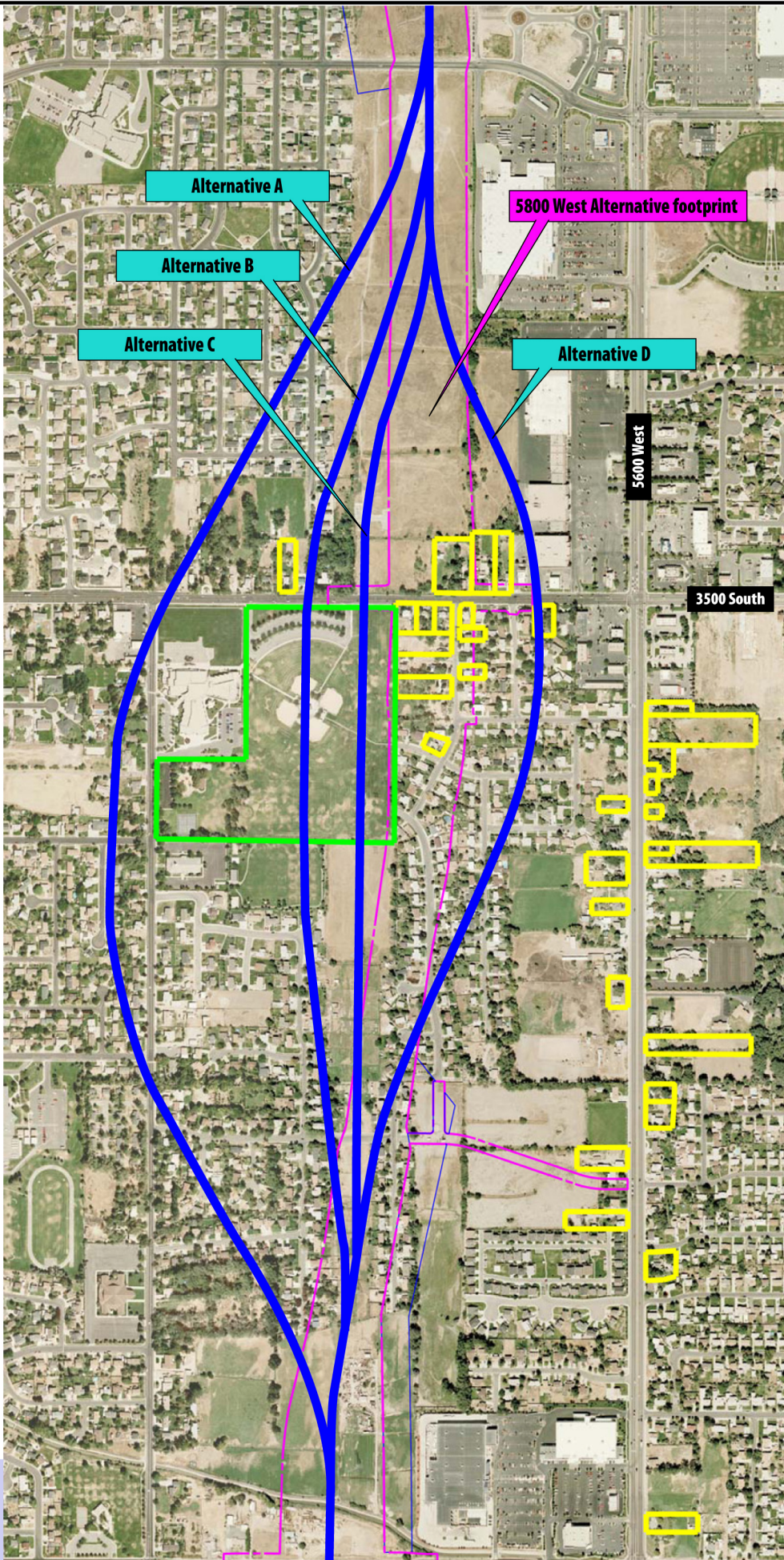
-  Alternatives Centerlines
-  Historic Properties
-  Recreational Properties



NOT TO SCALE

5800 West  
Alternative  
Location 1 -  
Potential  
Alignment Shifts

Figure 28-26





ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

Study Area

Freeway Alignment s

- Diamond Interchange
- Single Point Interchange
- System Interchange

Transit Alignments

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

Alternative B

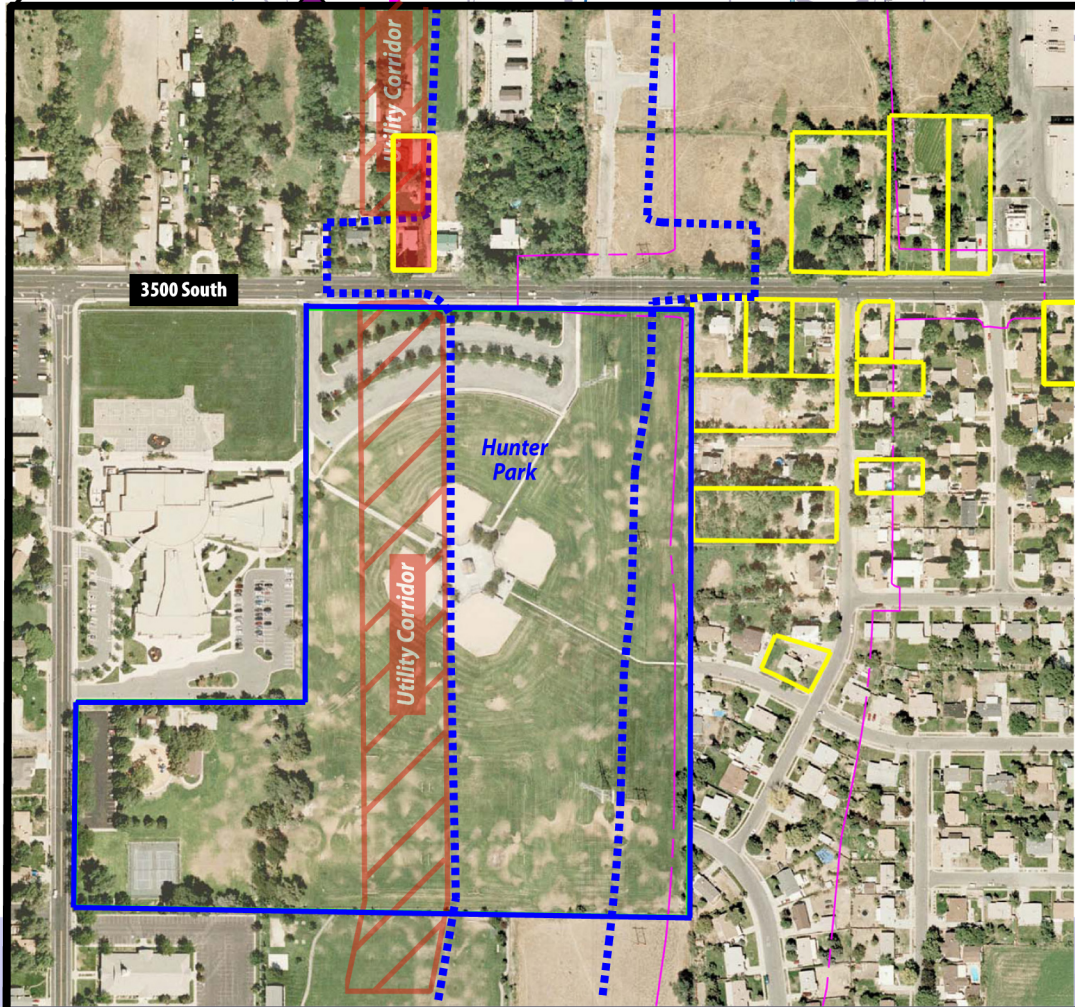
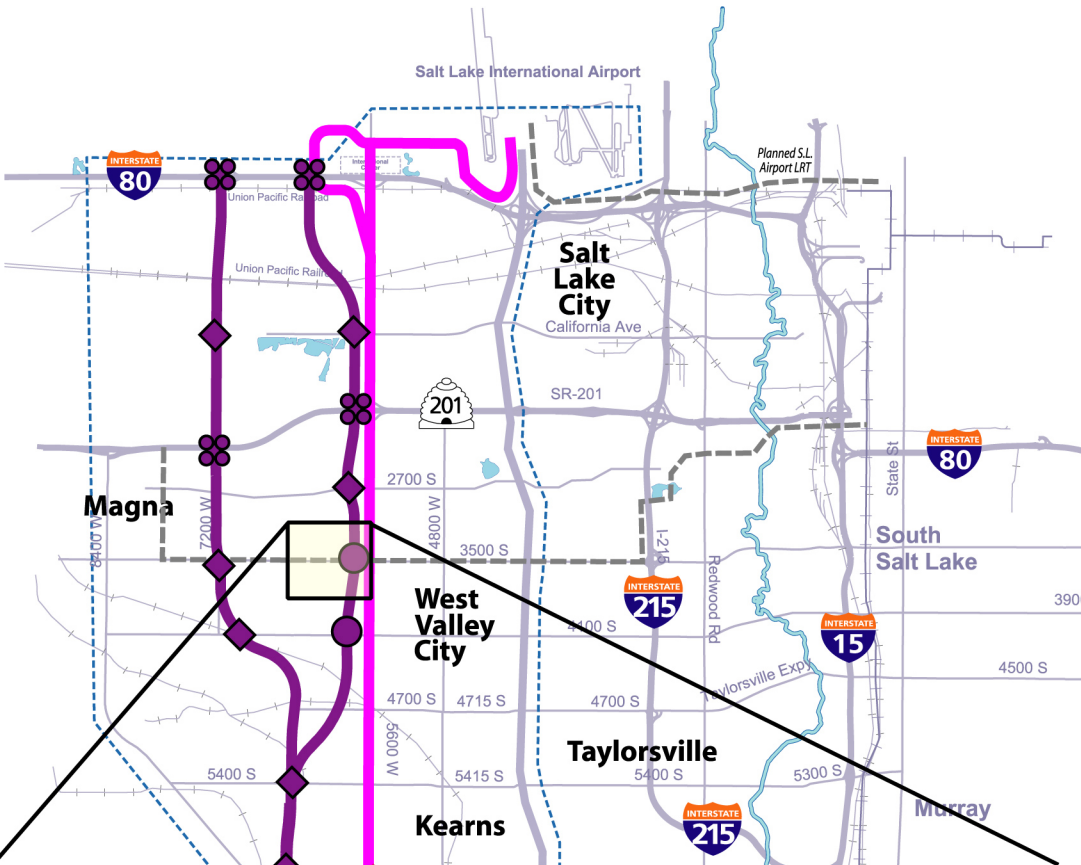
- Historic Properties
- Historic Properties Adversely Affected
- Historic Properties with De Minimis



NOT TO SCALE

5800 West  
Alternative  
Location 1 -  
Alternative B

Figure 28-27





ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

- Study Area
- Freeway Alignment s
- ◆ Diamond Interchange
- Single Point Interchange
- ⊗ System Interchange
- Transit Alignments
- UTA Planned Light Rail (LRT) or Bus Rapid Transit (BRT) Routes (Not part of Mountain View Corridor EIS)

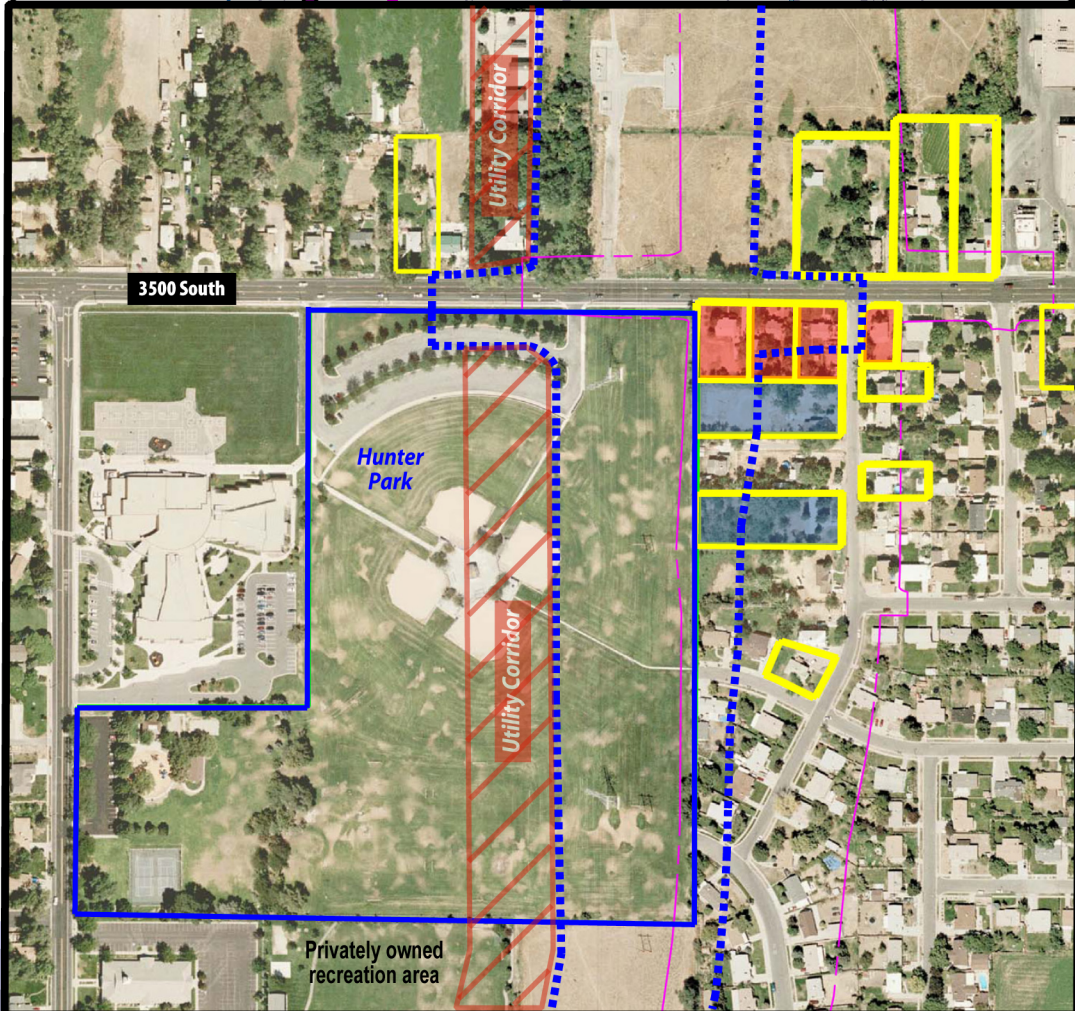
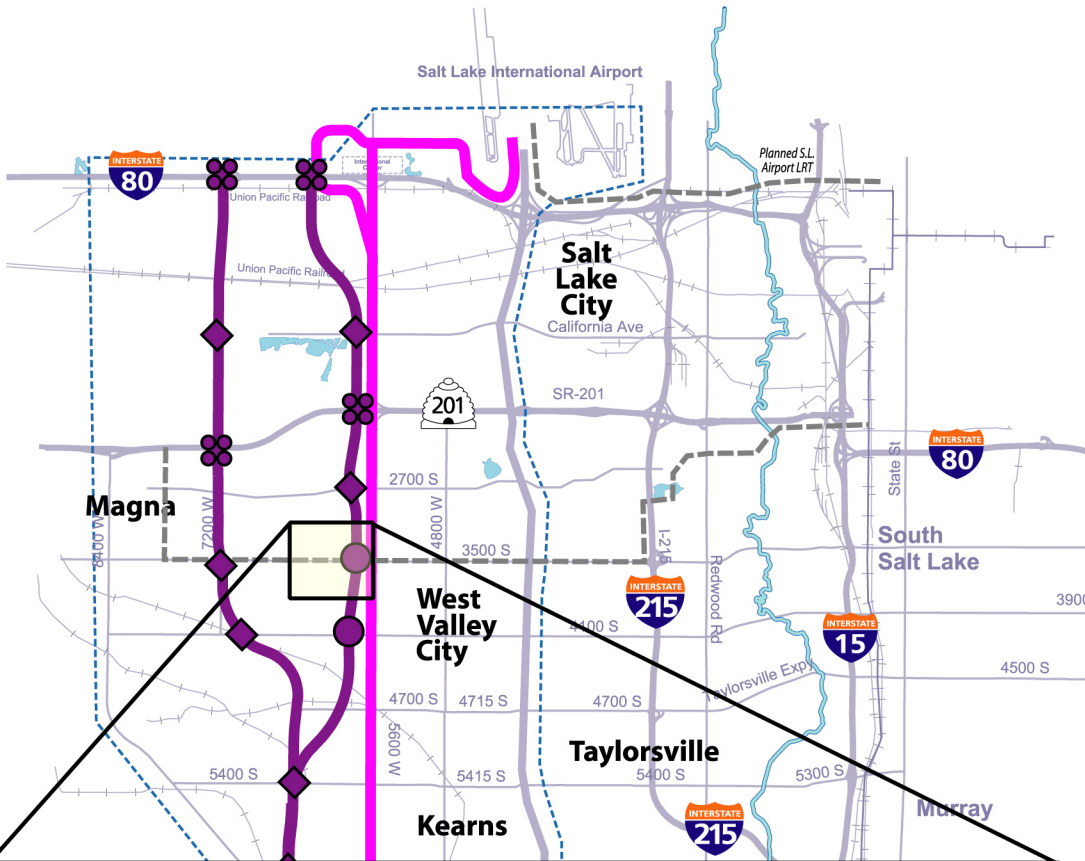
- Alternative C
- Historic Properties
- Historic Properties Adversely Affected
- Historic Properties with De Minimis



NOT TO SCALE

5800 West  
Alternative  
Location 1 -  
Alternative C




Figure 28-28





ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

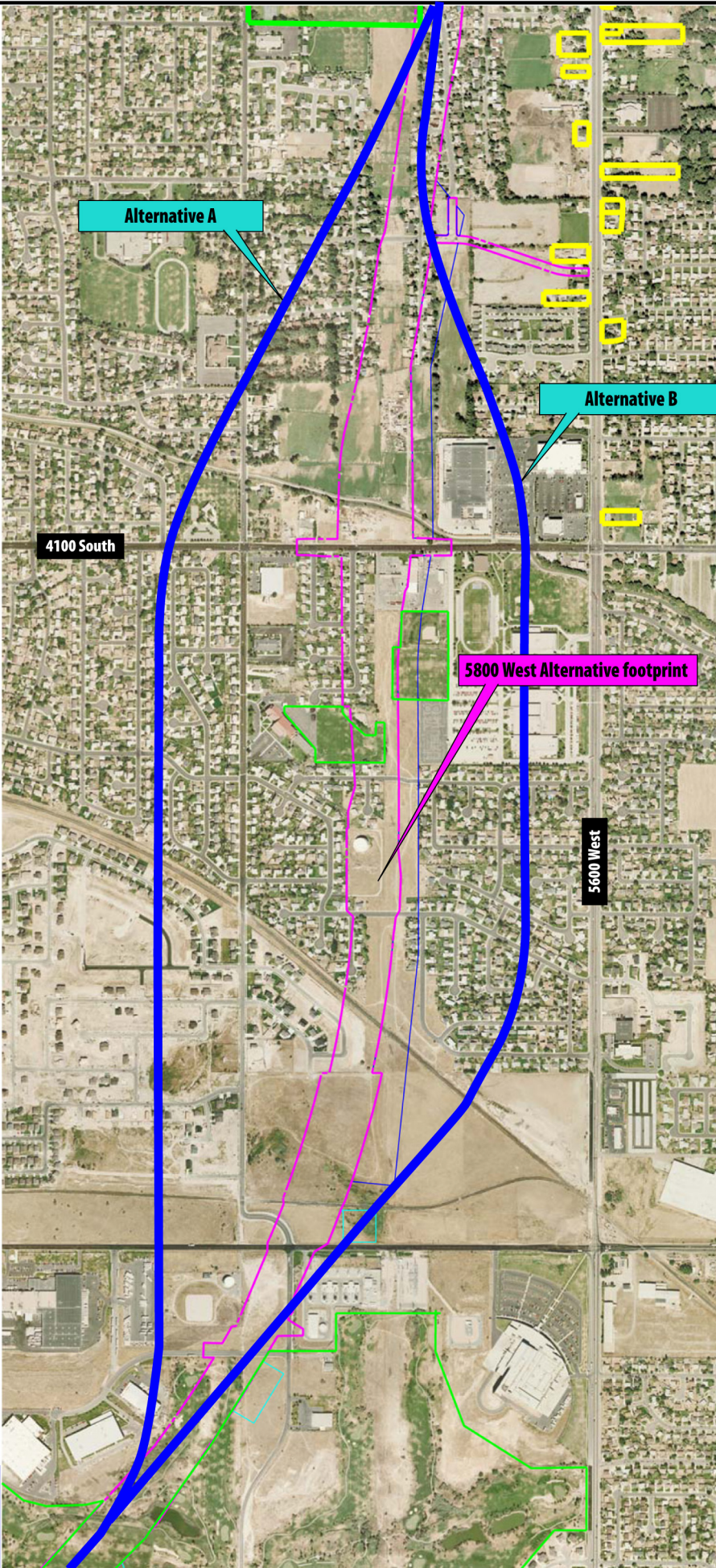
-  Alternatives Centerlines
-  Historic Properties
-  Recreational Properties



NOT TO SCALE

5800 West  
Alternative  
Location 2 -  
Potential  
Alignment Shifts

Figure 28-29

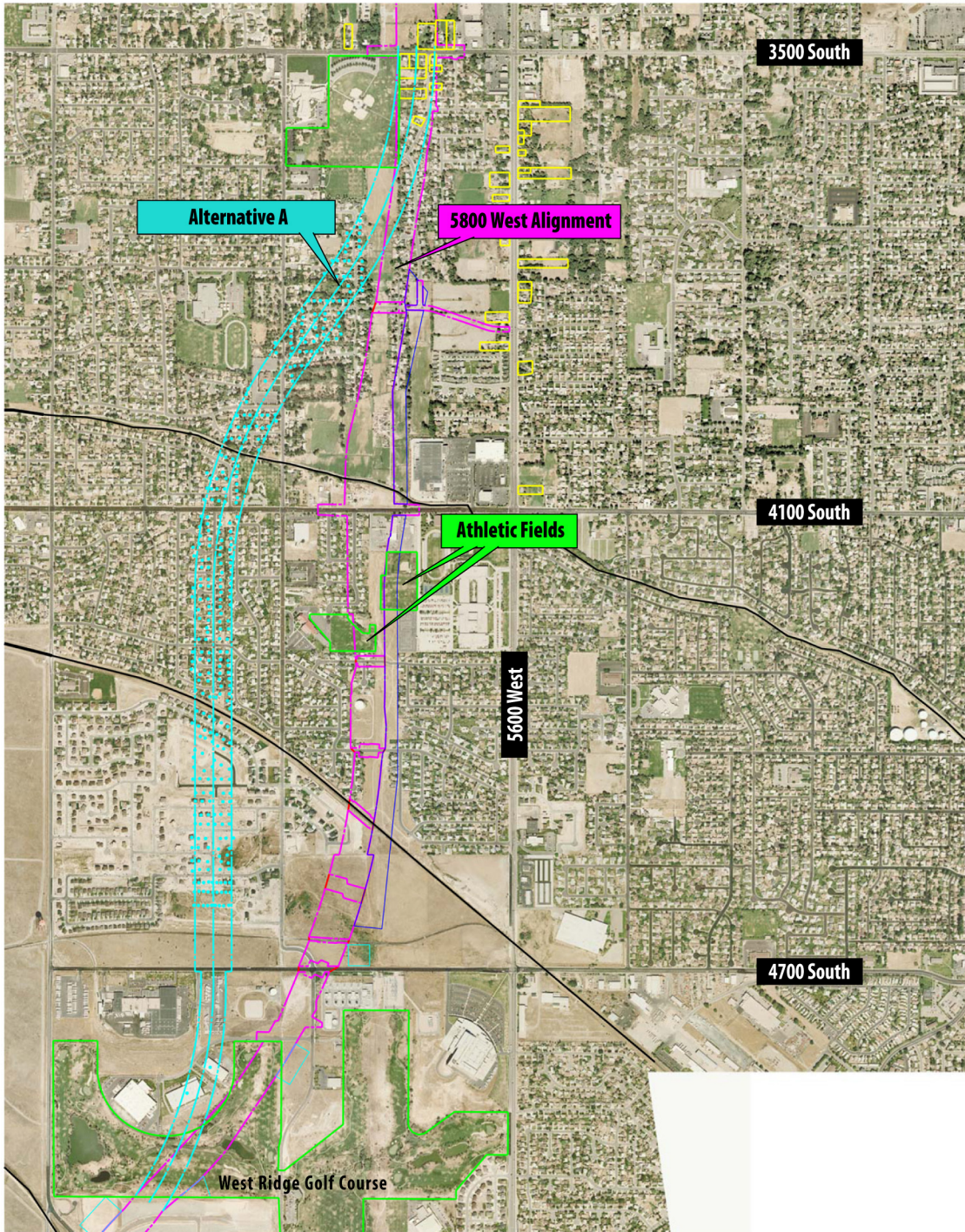




ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

 Historic Properties



NOT TO SCALE

5800 West  
Alternative  
Location 2 -  
Alternative A

Figure 28-30



ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

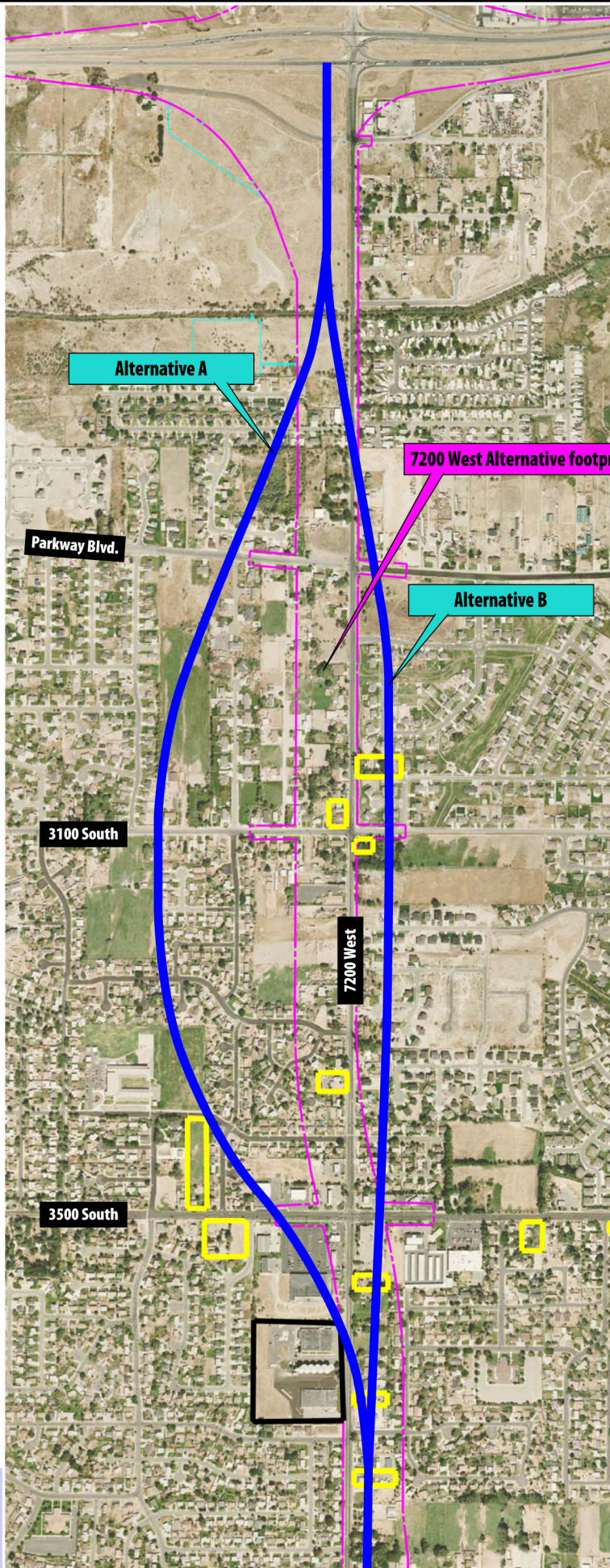
-  Alternatives Centerlines
-  Historic Properties
-  Recreational Properties
-  Bishops Storehouse



NOT TO SCALE

7200 West  
Alternative  
Location 1 -  
Potential  
Alignment Shifts

Figure 28-31







ENVIRONMENTAL  
IMPACT STATEMENT

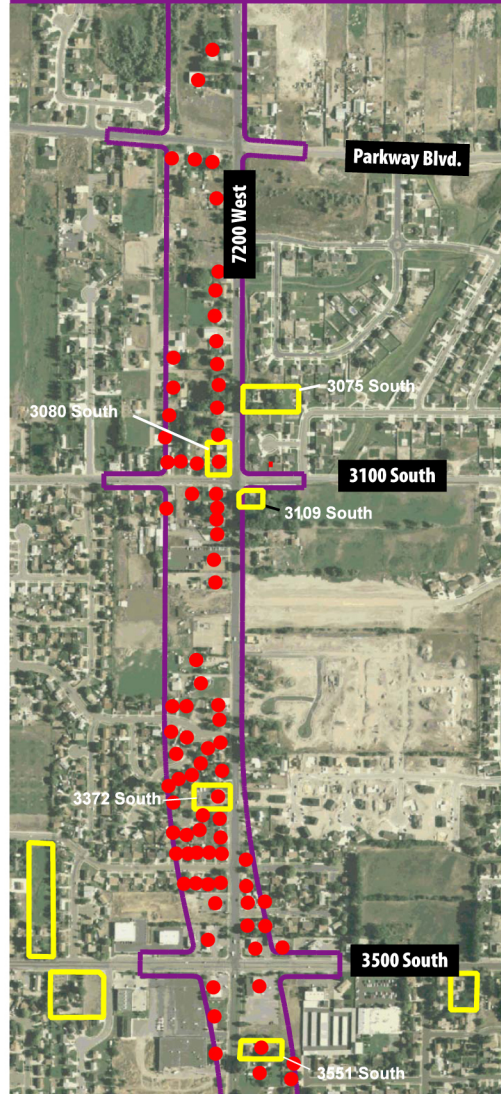
**LEGEND:**

-  Historic Properties
-  Relocations (not historic properties)
-  7200 West Alignment (81 Relocations)
-  7200 West Alignment Shift for 3080 South & 3372 South (98 Relocations)

**Alternative B**



**7200 West Freeway Alternative**



NOT TO SCALE

7200 West  
Alternative  
Location 1 -  
Alternative B

Figure 28-32



ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

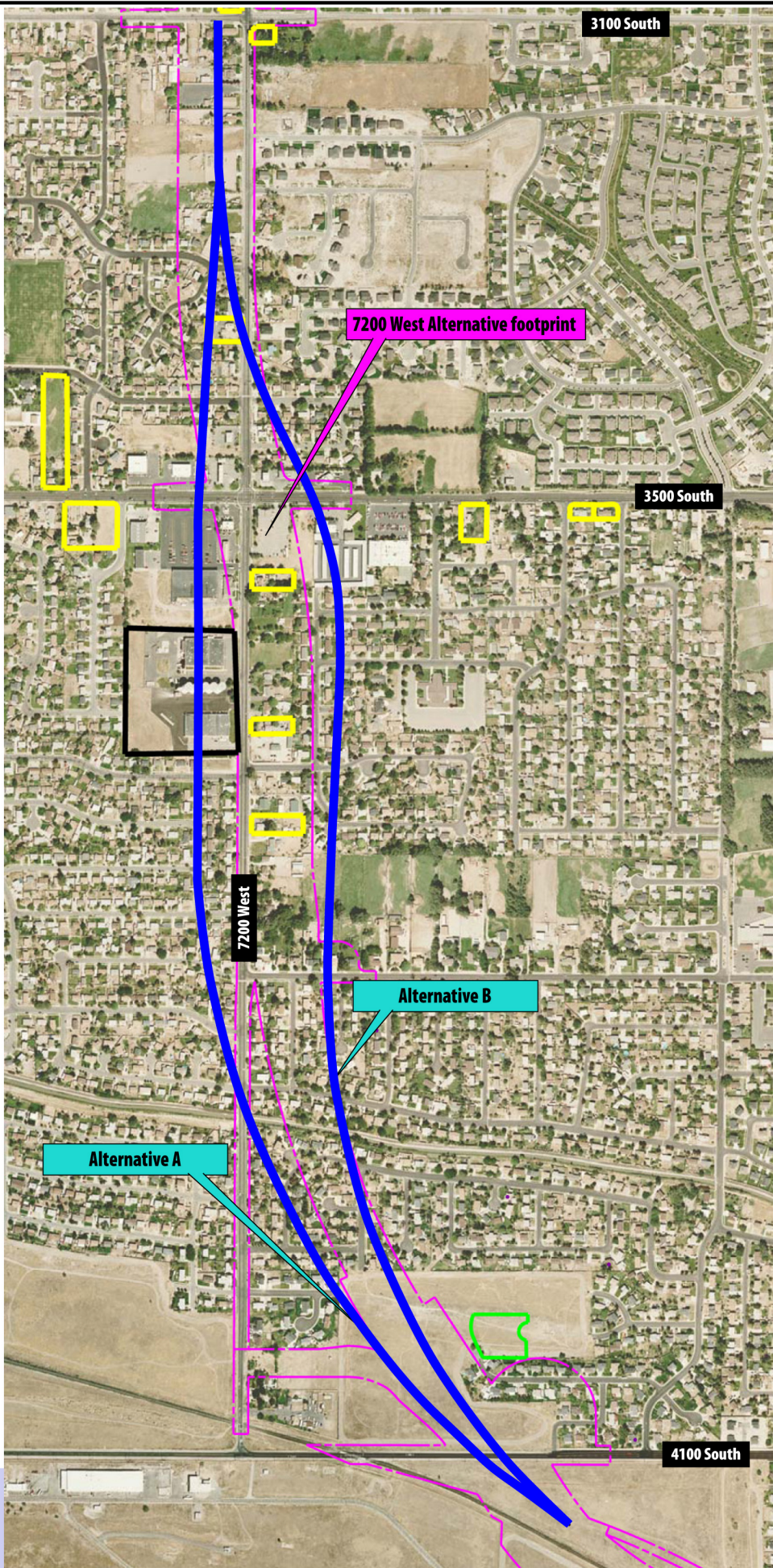
-  Alternatives Centerlines
-  Historic Properties
-  Recreational Properties
-  Bishops Storehouse



NOT TO SCALE

7200 West  
Alternative  
Location 2 -  
Potential  
Alignment Shifts

Figure 28-33





ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

-  Historic Properties
-  Relocations (not historic properties)
-  7200 West Alignment (153 Relocations)
-  7200 West Alignment Shift for 3551 South, 3641 South, 3717 South (170 Relocations)

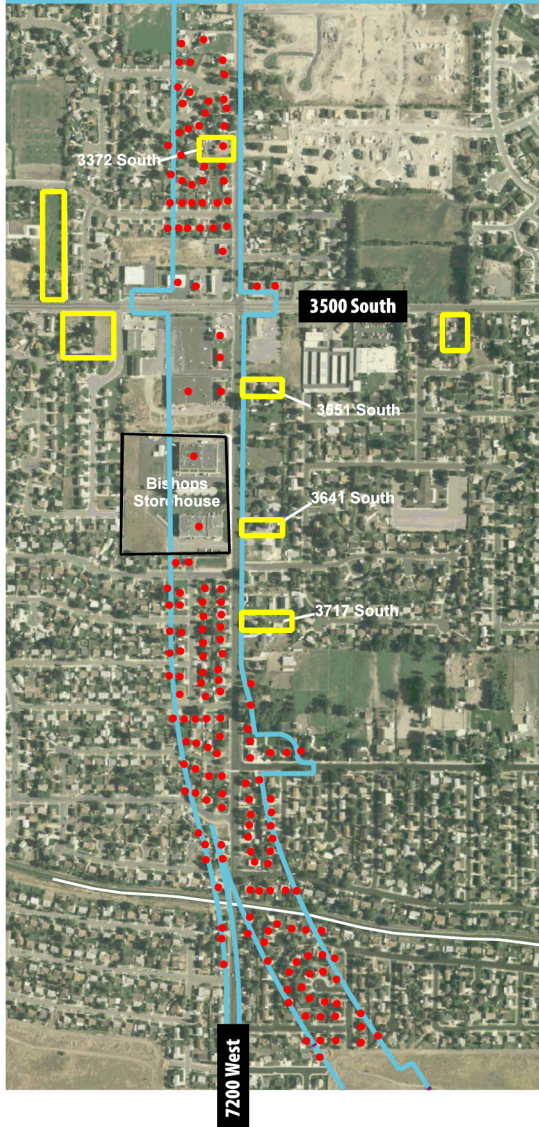


NOT TO SCALE

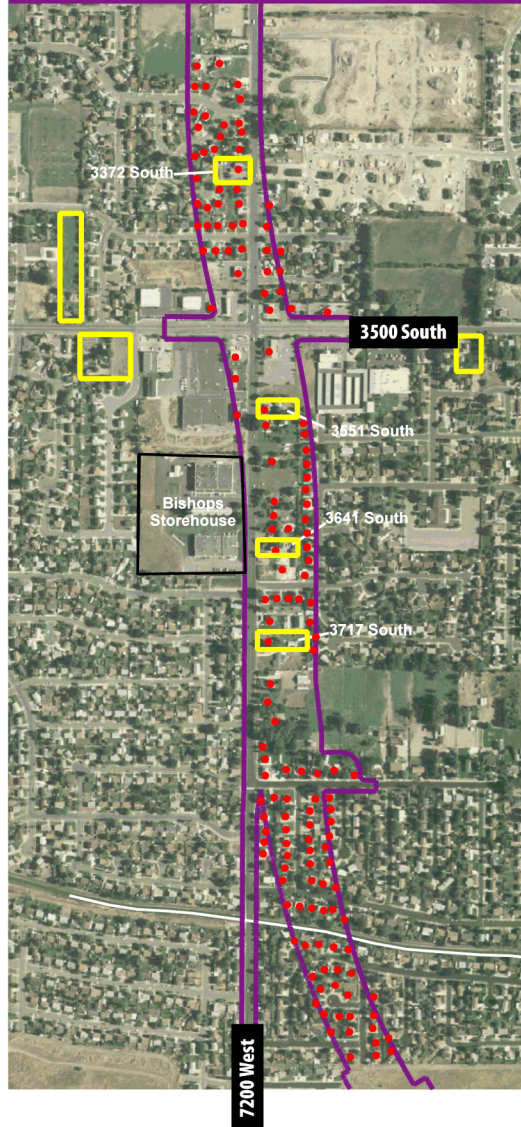
7200 West  
Alternative  
Location 2 -  
Alternative A

Figure 28-34

**Alternative A**



**7200 West Freeway Alternative**





ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

- Alternatives Centerlines
- Historic Properties
- Recreational Properties
- Bishops Storehouse



NOT TO SCALE

7200 West  
Alternative  
Location 3 -  
Potential  
Alignment Shifts

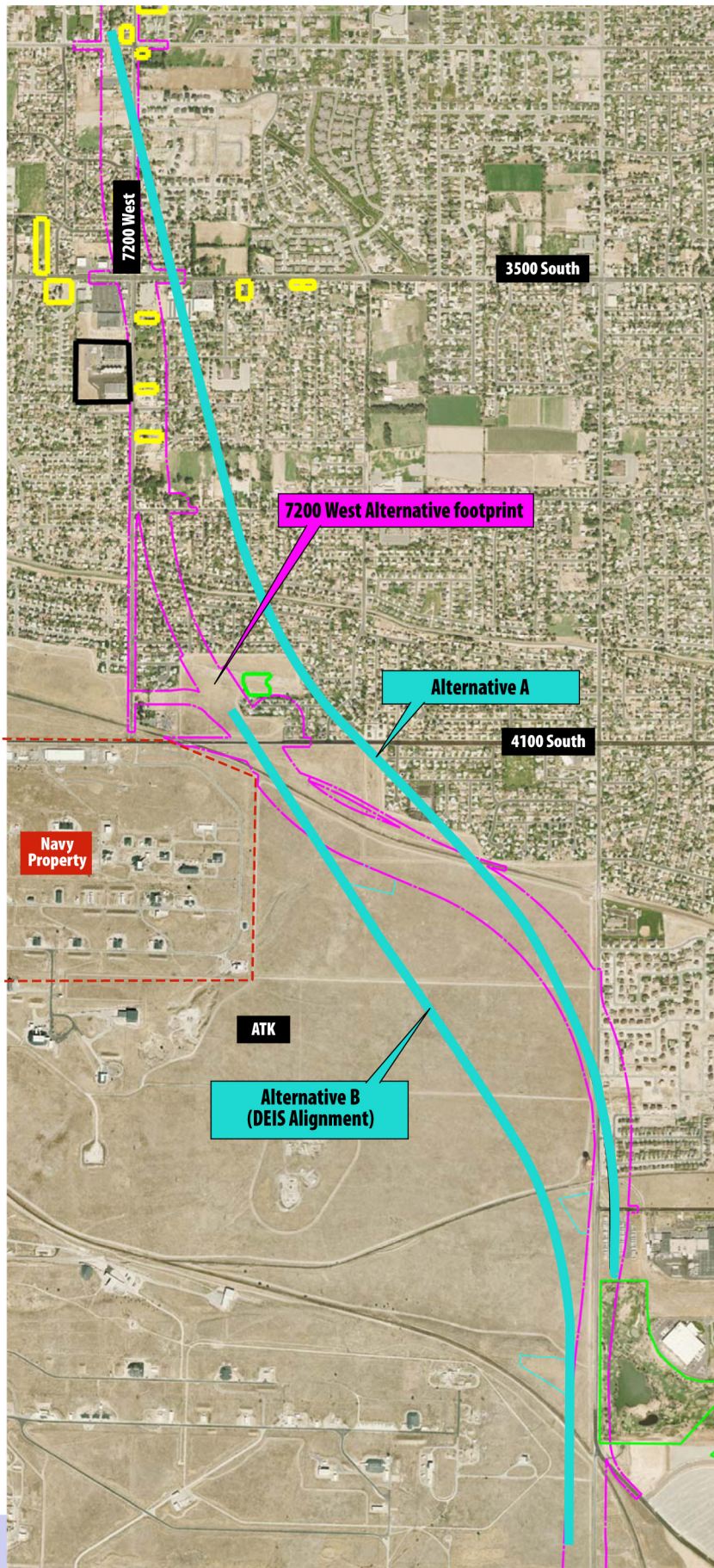


Figure 28-35



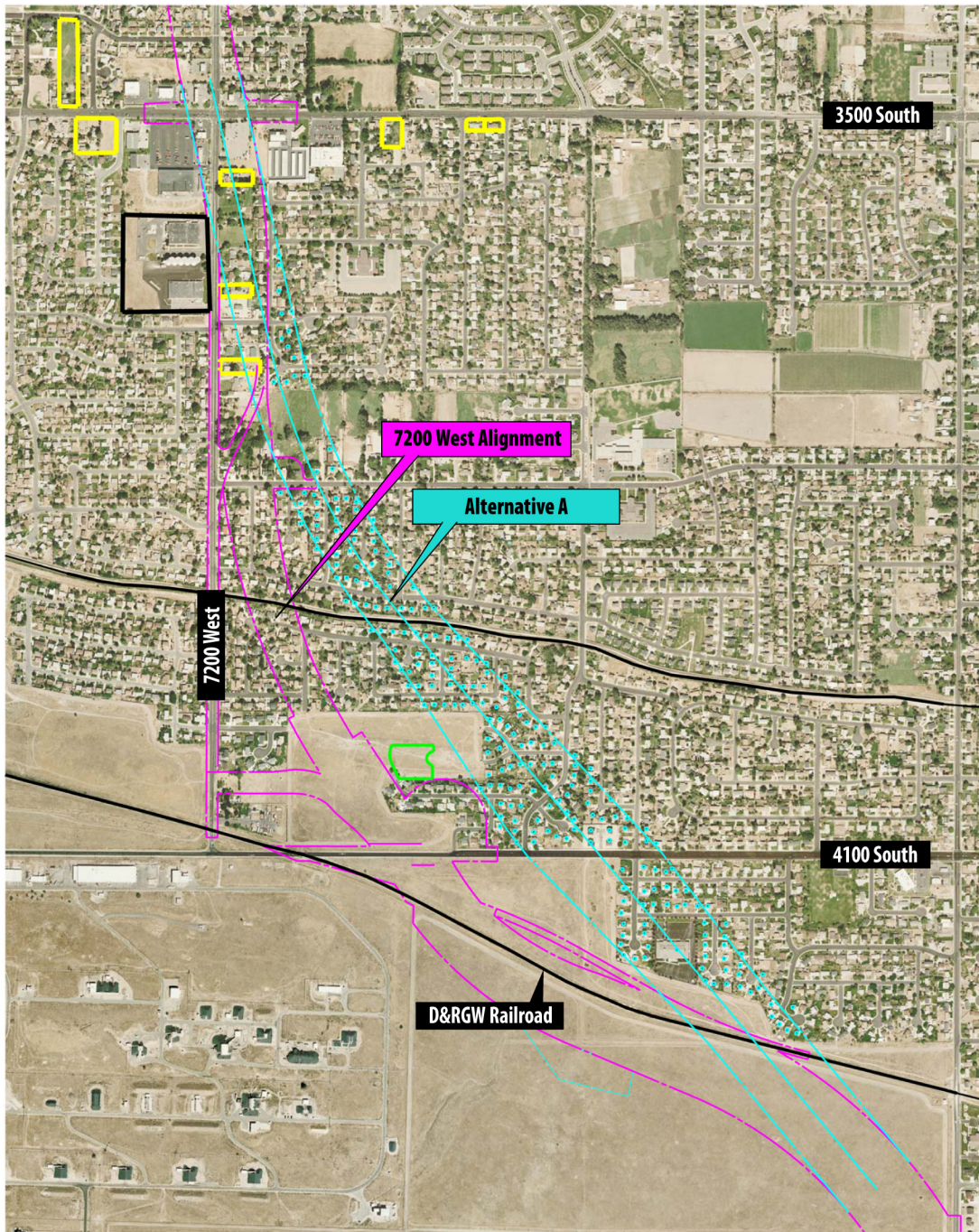
ENVIRONMENTAL  
IMPACT STATEMENT

**LEGEND:**

 Historic Properties

 7200 West Alignment

 Alternative A



NOT TO SCALE

7200 West  
Alternative  
Location 3 -  
Alternative A

Figure 28-36