

**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



LEGEND:



NOT TO SCALE

Dedicated
Right-of-Way
Transit
Illustration

Figure 36-1

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ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

Phase 1 Bus Rapid Transit (BRT)

Phase 1 ROW Preservation

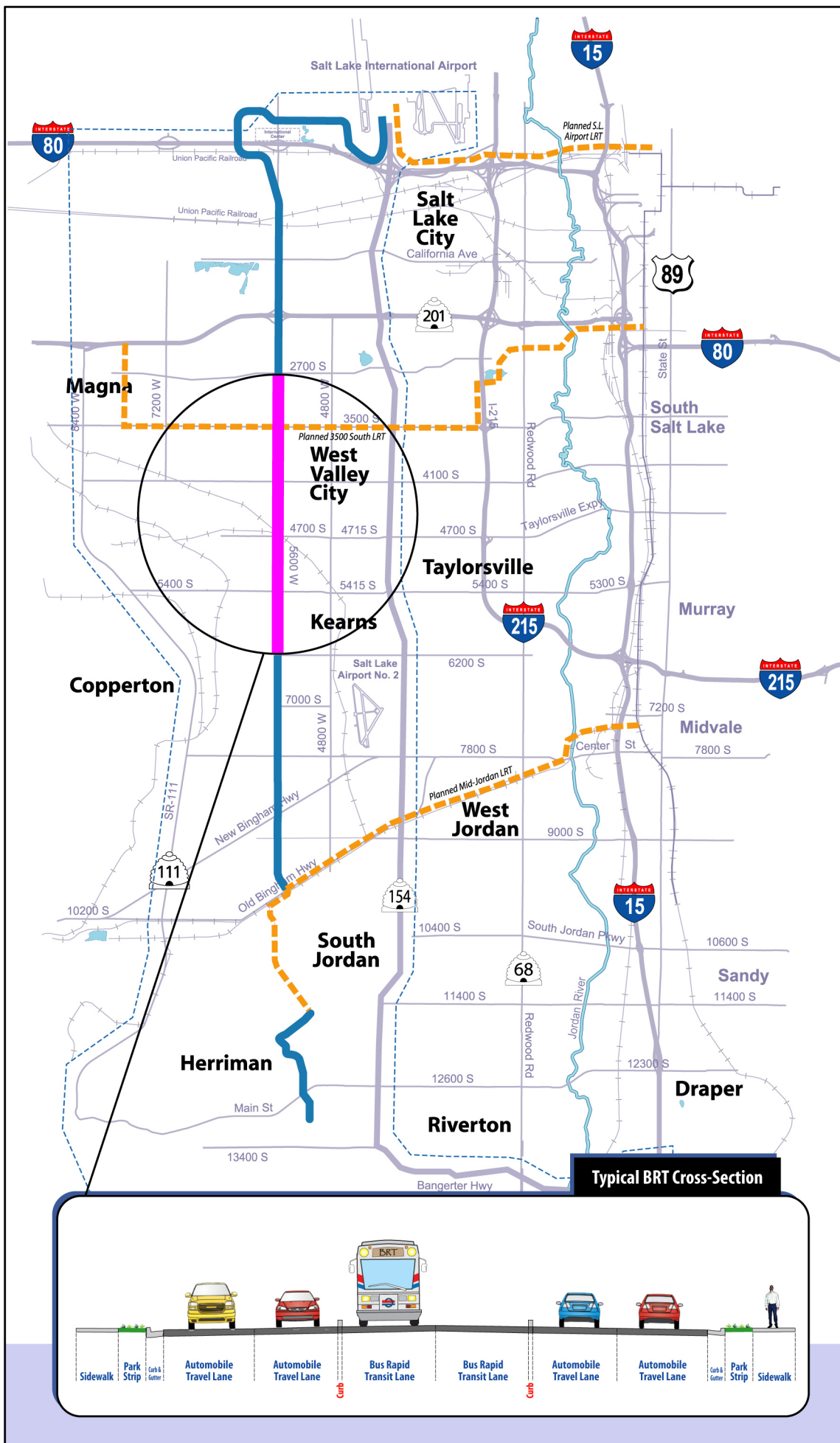
UTA Planned Light Rail (LRT)
and Park and Ride Lots
(Not part of Mountain View Corridor EIS)



NOT TO SCALE

Transit
Implementation
Phase 1 -
BRT
(6200 S. to 2700 S.)

Figure 36-2





ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

Phase 1 Bus Rapid Transit (BRT)

Phase 2 Bus Rapid Transit (BRT)

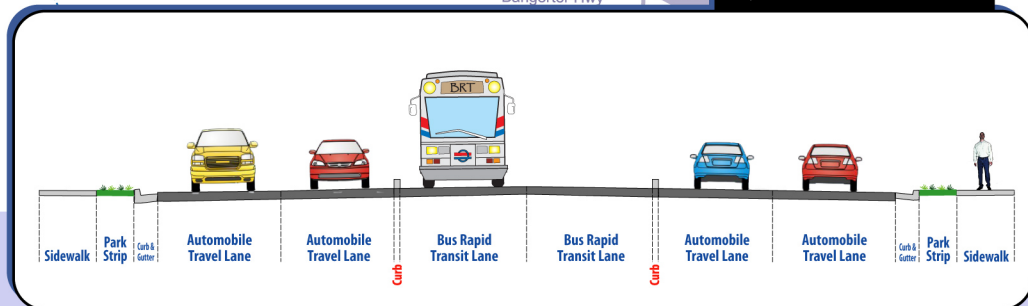
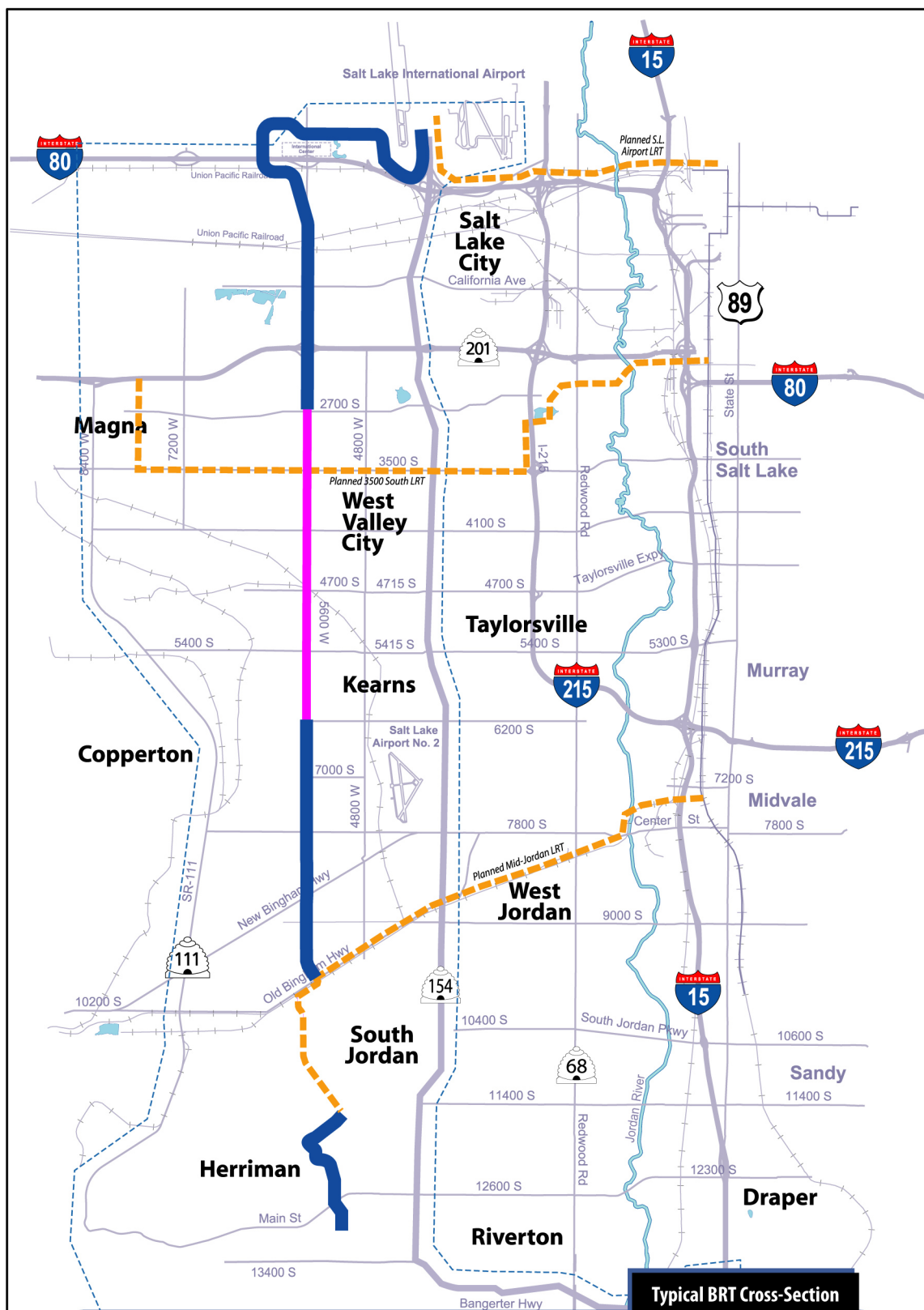
UTA Planned Light Rail (LRT)
and Park and Ride Lots
(Not part of Mountain View Corridor EIS)



NOT TO SCALE

Transit
Implementation
Phase 2 -
BRT

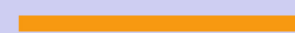

Figure 36-3





ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

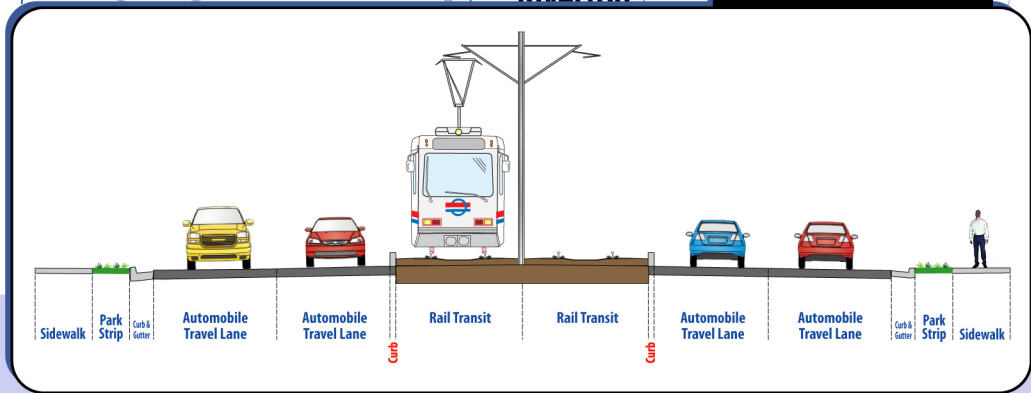
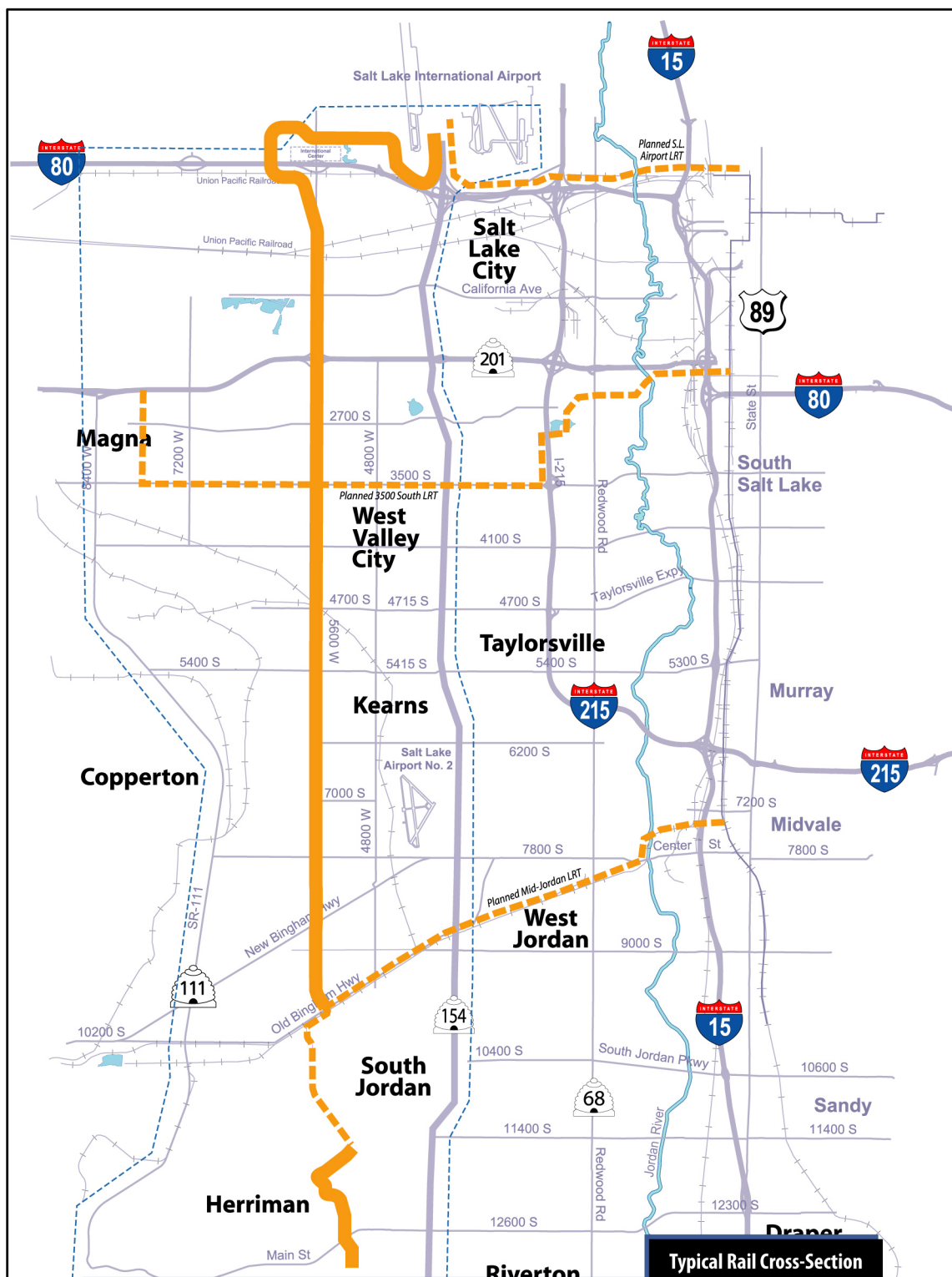
-  Phase 3 - Rail Transit
-  UTA Planned Rail Transit and Park and Ride Lots (Not part of Mountain View Corridor EIS)



NOT TO SCALE

Transit
Implementation
Phase 3 -
Rail Transit






Figure 36-4





ENVIRONMENTAL
IMPACT STATEMENT

LEGEND FOR LARGE MAP:

-  Salt Lake County Freeway Alignment
-  Utah County Freeway Alignment
-  2100 North Freeway Alignment
-  Phase 1 Signals
-  Phase 1 Service Interchange





Roadway
Implementation
Phase 1 -
Arterial with Signals

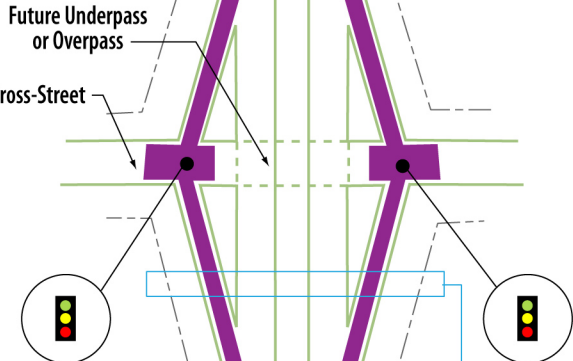
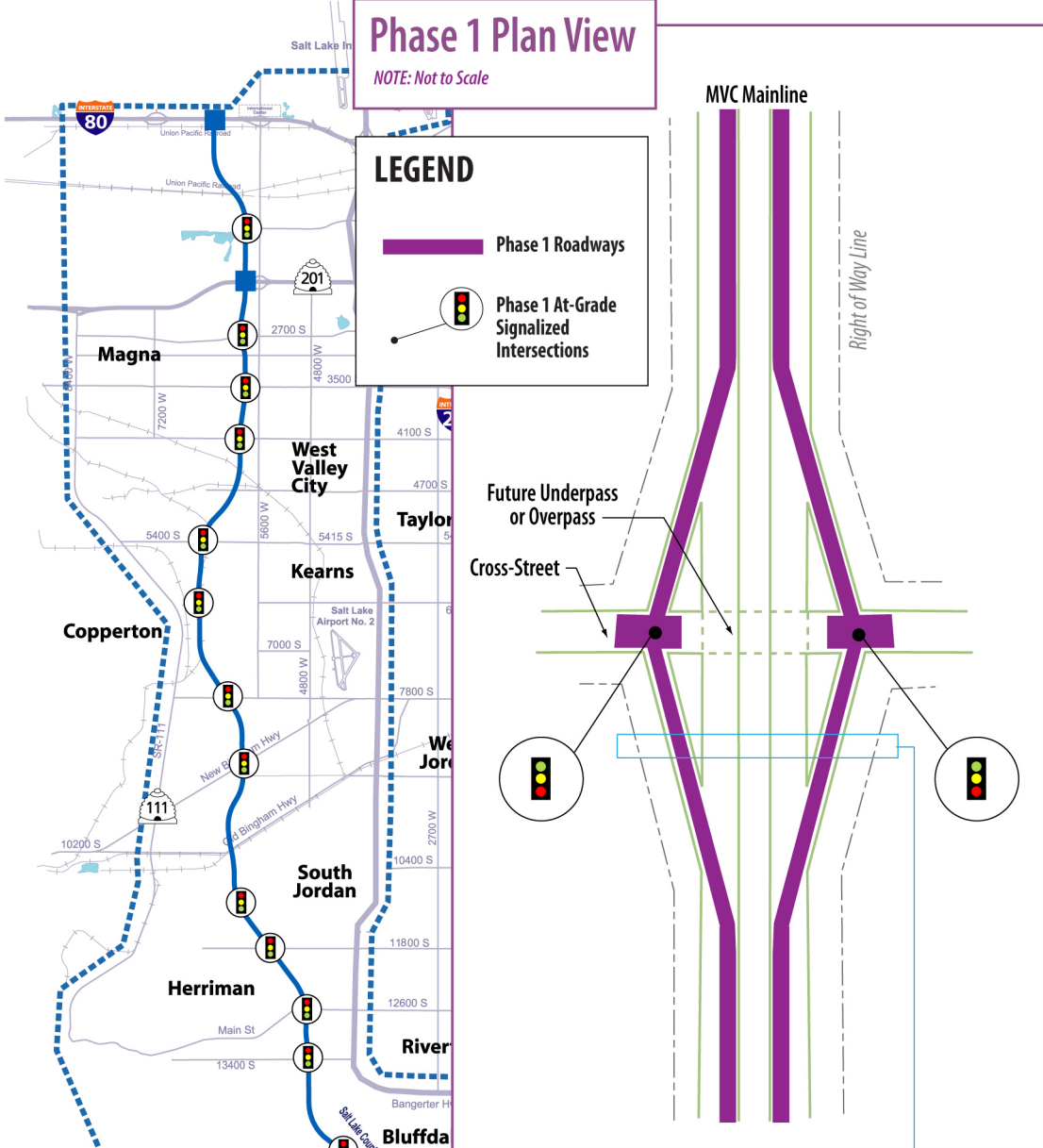
Figure 36-5

Phase 1 Plan View

NOTE: Not to Scale

LEGEND

-  Phase 1 Roadways
-  Phase 1 At-Grade Signalized Intersections



Phase 1 Cross Section

NOTE: Not to Scale





ENVIRONMENTAL
IMPACT STATEMENT



Roadway Phase 1
Illustration

Figure 36-6



ENVIRONMENTAL
IMPACT STATEMENT

LEGEND FOR LARGE MAP:

- Salt Lake County Freeway Alignment
- Utah County Freeway Alignment
- 2100 North Freeway Alignment
- Phase 2 Diamond Interchanges
- Phase 2 Partial Diamond Interchanges
- Phase 2 SPUIs
- Phase 2 Directional Ramps



Roadway
Implementation
Phase 2 -
Grade Separated
Freeway

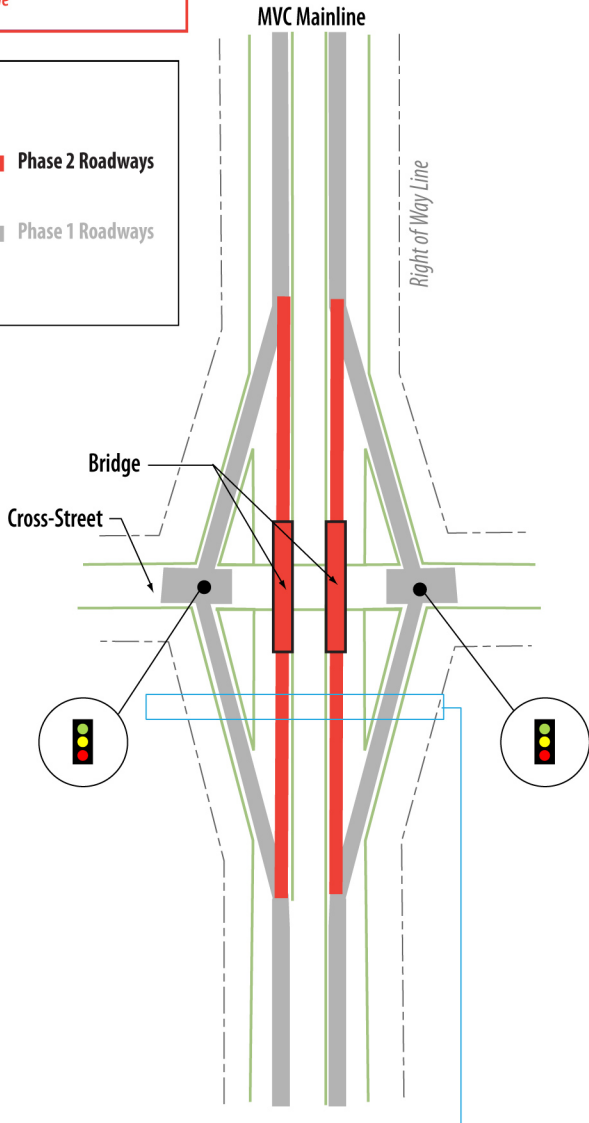
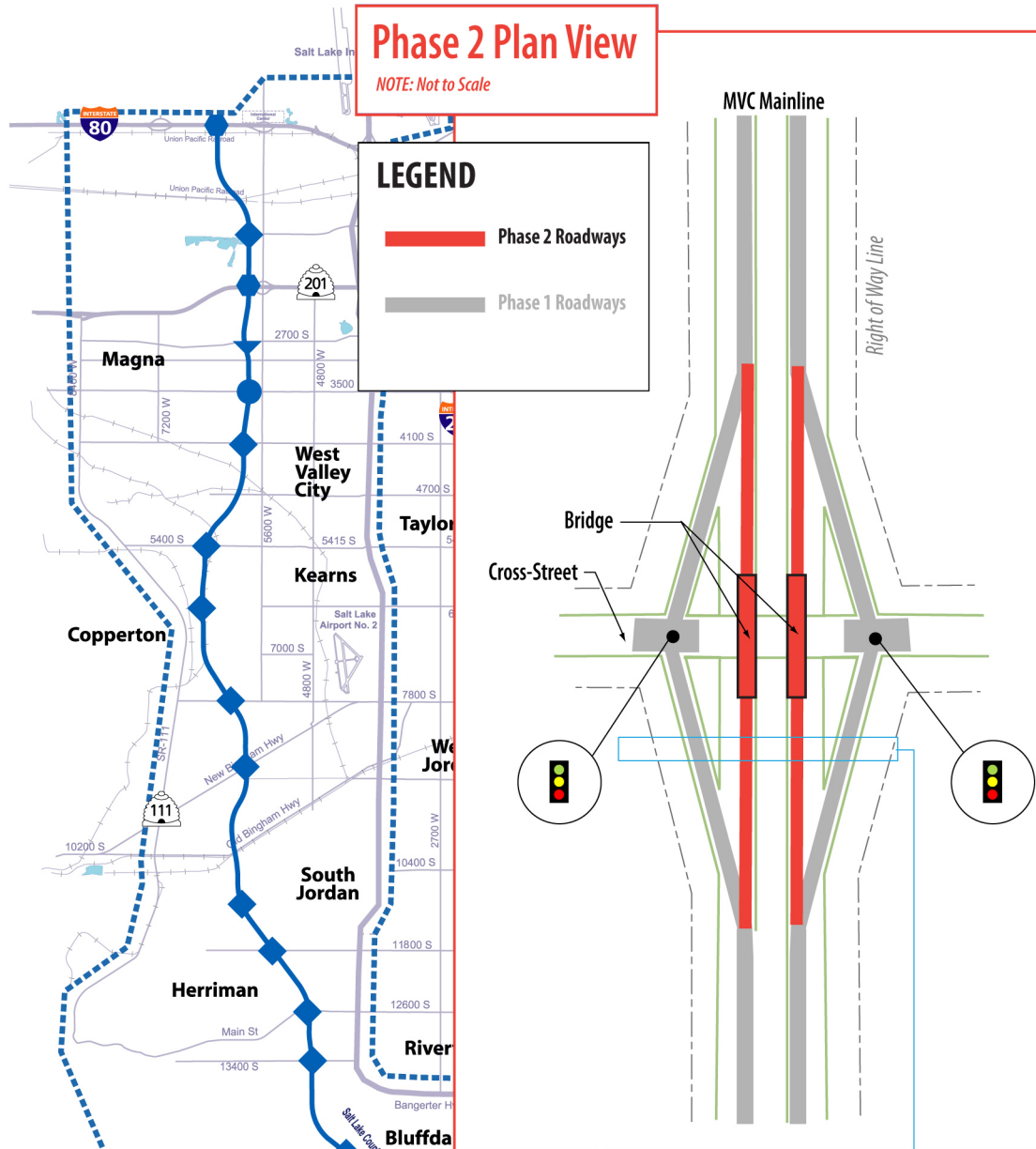
Figure 36-7

Phase 2 Plan View

NOTE: Not to Scale

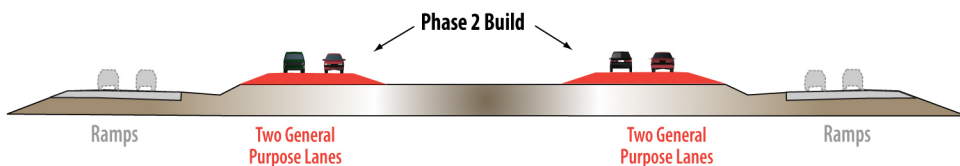
LEGEND

- Phase 2 Roadways
- Phase 1 Roadways



Phase 2 Cross Section

NOTE: Not to Scale



See Figure 36-9 for 2100 North Implementation



ENVIRONMENTAL
IMPACT STATEMENT

LEGEND FOR LARGE MAP:

- Salt Lake County Freeway Alignment
- Utah County Freeway Alignment
- 2100 North Freeway Alignment
- Phase 3 Diamond Interchanges
- Phase 3 Partial Diamond Interchanges
- Phase 3 SPUIs
- Phase 3 Full System Interchanges
- Phase 3 Directional Ramps



Roadway
Implementation
Phase 3 -
Freeway
(Full Build-Out)

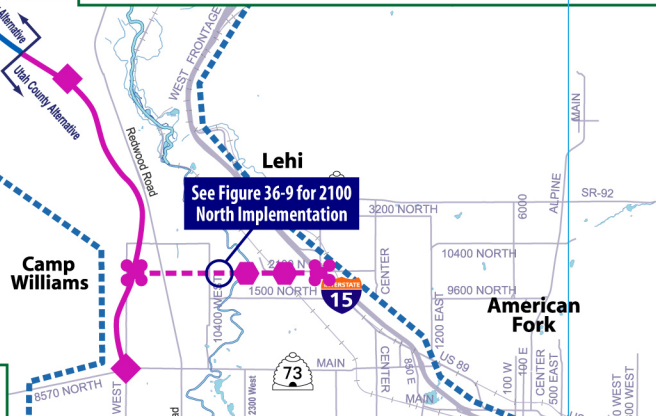
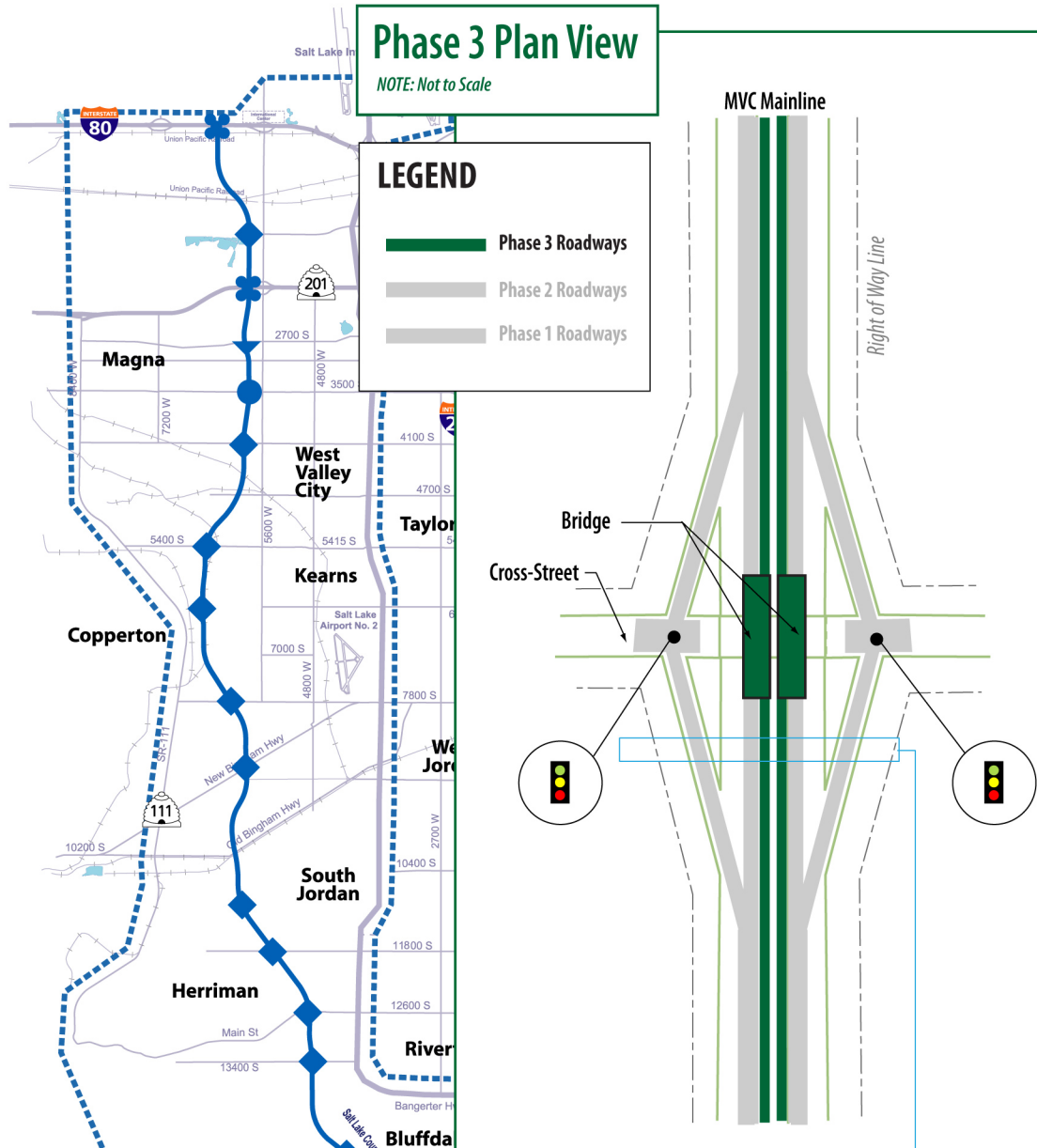
Figure 36-8

Phase 3 Plan View

NOTE: Not to Scale

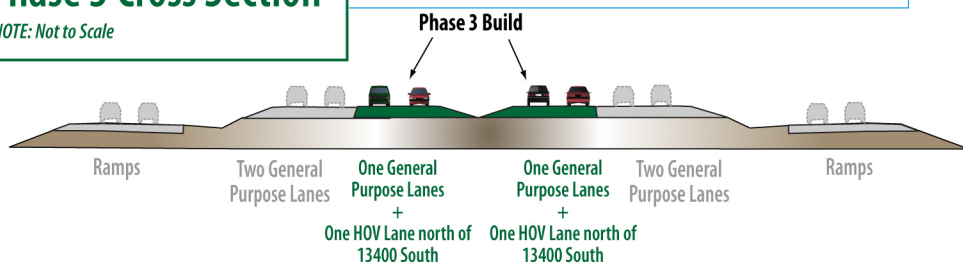
LEGEND

- Phase 3 Roadways
- Phase 2 Roadways
- Phase 1 Roadways



Phase 3 Cross Section

NOTE: Not to Scale



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ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

- Phase I: Frontage Roads
- I-15 South DEIS Planned Interchange Construction
- Phase II: 4-Lane MVC 2100 North Mainline
- Phase II: Surface Streets
- Phase III: Add One Lane Each Direction to MVC 2100 North Mainline



New At-Grade Traffic Signal

NOT TO SCALE

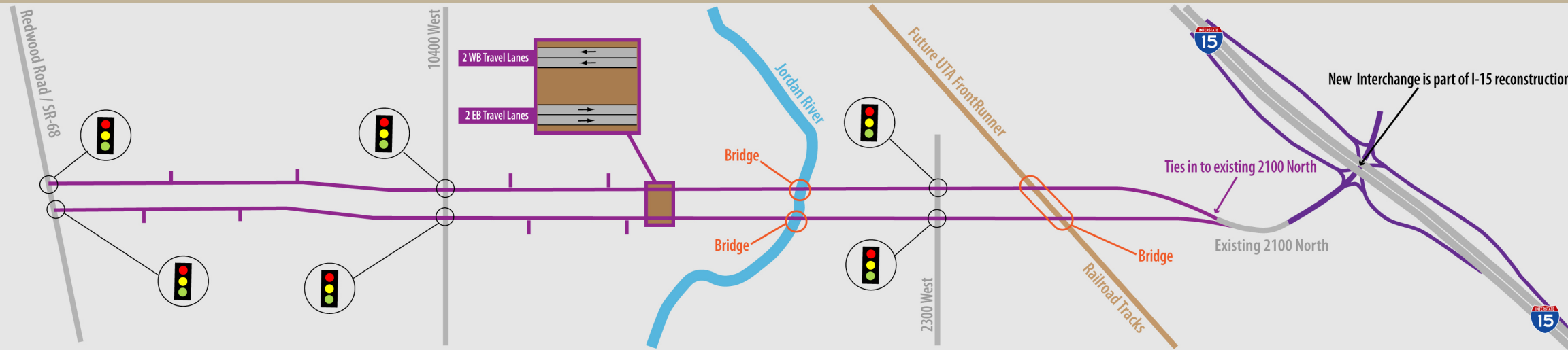
2100 North Roadway Implementation

Figure 36-9

Phase I

Two 2-Lane 1-Way Frontage Roads.

Construct 2-Lane One-Way Frontage Roads
Preserve Right of Way
Install Traffic Signals

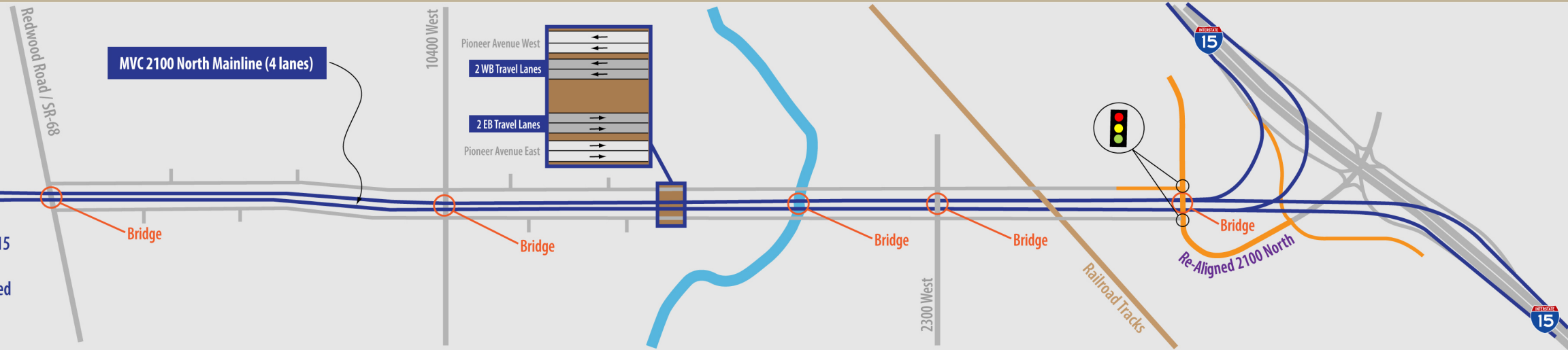


Phase II

Four-Lane Roadway. Two 2-Lane 1-Way Frontage Roads.

Add directional ramps to new I-15 interchange
Construct 4-Lane Grade Separated Roadway
Tie in to Mainline MVC

MVC 2100 North Mainline (4 lanes)

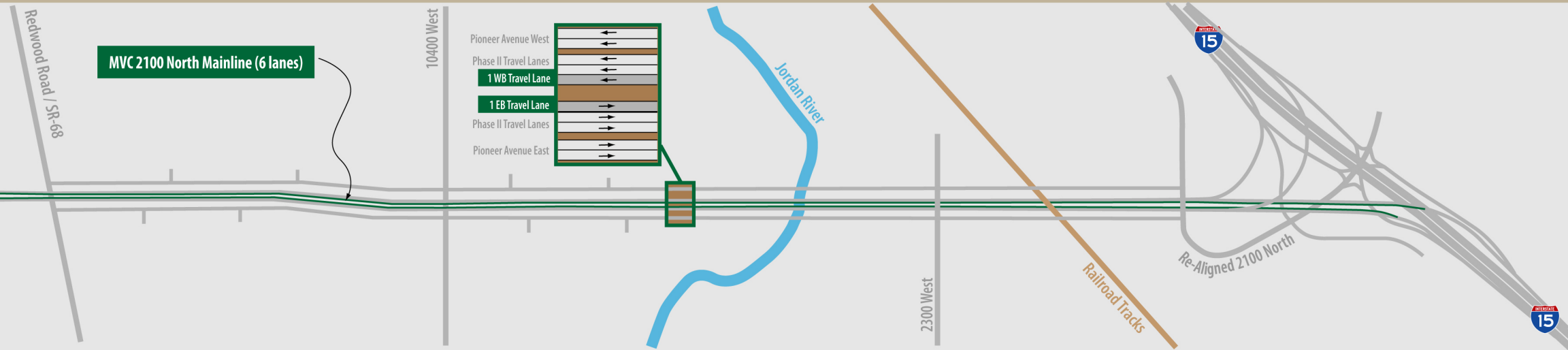


Phase III

Six Lane Roadway. Two 2-Lane 1-Way Frontage Roads.

Add one lane each direction to MVC 2100 North Mainline

MVC 2100 North Mainline (6 lanes)





ENVIRONMENTAL
IMPACT STATEMENT

NOT TO SCALE

2100 North Phase 1
Illustration

Figure 36-10