

**FINDING OF NO SIGNIFICANT IMPACT**  
for  
**SPRINGVILLE/SPANISH FORK INTERCHANGE**  
**(Interstate 15 between approximately Milepost 257.3 and 259.9 and 1600**  
**North/2700 South from Main Street in Spanish Fork City to SR-51 in Springville**  
**City)**  
**Springville City and Spanish Fork City, Utah County, Utah**

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project have been carried out by the Utah Department of Transportation (UDOT) pursuant to 23 USC 327 and a Memorandum of Understanding (MOU) dated January 17, 2017, and executed by the Federal Highway Administration (FHWA) and UDOT. UDOT has fully carried out all responsibilities assumed under the MOU in accordance with the MOU and applicable Federal laws, regulations, and policies.

UDOT prepared an Environmental Assessment (EA) to evaluate a new interchange on Interstate 15 (I-15) in Springville City and Spanish Fork City at 1600 South/2700 North and improvements to 1600 South/2700 North from Main Street in Spanish Fork City to State Street (SR-51) in Springville City, Utah County, Utah. The 2021-2026 Utah State Transportation Improvement Program (STIP) has allocated \$80,000,000 to the I-15; Springville/Spanish Fork Interchange project.

### **1.0 STUDY AREA**

The study area is approximately 2.7 miles long on I-15 in Utah County (see Figure 1). It begins just north of SR-156 (Main Street) at milepost 257.3 and extends to milepost 259.9. On 1600 South/2700 North, the study area extends 0.43 miles to the west to Spanish Fork City Main Street and 1.84 miles to the east to SR-51 in Springville City. The study area is within the cities of Springville and Spanish Fork.

### **2.0 PURPOSE AND NEED (Chapter 1 of the EA)**

The purpose of the proposed action is to:

- Reduce delay at the I-15 and Springville City 400 South Interchange and on mainline I-15 within the study area.
- Improve safety on I-15 and 1600 South/2700 North within the study area.
- Provide active transportation within the study area.

The need for the proposed action is based on the following:

- Future failing (Level of Service (LOS) F) conditions at the I-15 and Springville City 400 South Interchange, causing future congestion (LOS F) on mainline I-15.
- Unsafe conditions caused by queuing onto southbound mainline I-15 at the 400 South interchange.
- Safety concerns due to at-grade rail crossings on 1600 South/2700 North.
- Lack of active transportation facilities in the study area.

Additional goals and objectives:

1. Accommodate the extension of the UTA FrontRunner line from Provo to Payson as a Phase 1, 2019-2030 project.

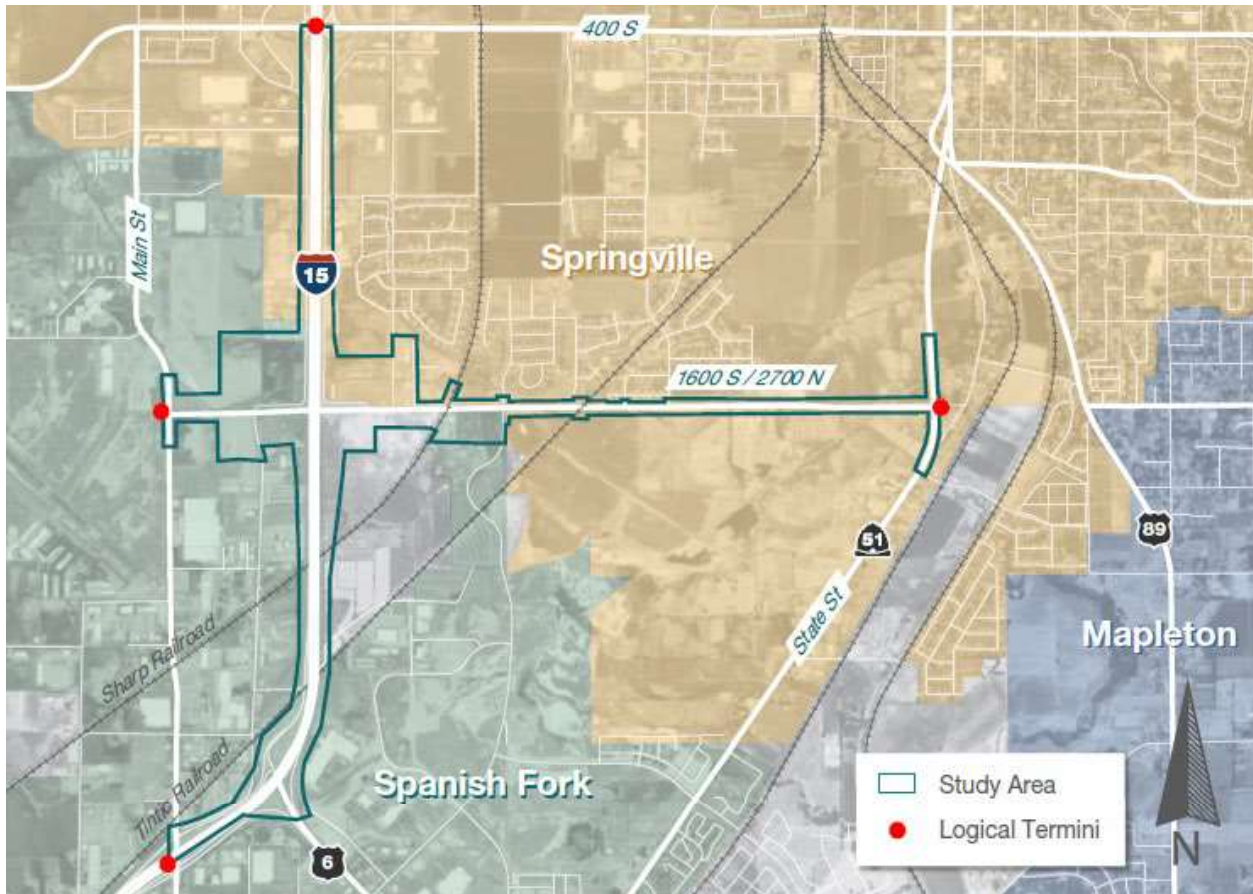


Figure 1 Study Area

### 3.0 IDENTIFICATION OF SELECTED ALTERNATIVE

The Preferred Alternative (selected by UDOT) includes the following:

1. Constructing a new Single-Point Urban Interchange (SPUI) on I-15 at 1600 South/2700 North.
2. Realigning the northwest frontage road to the west to accommodate the new interchange and planned local development.
3. Realigning the southwest and northeast frontage roads to accommodate the new interchange.
4. Constructing a southbound auxiliary lane between US-6 and the new interchange, with barrier separation routing traffic entering southbound I-15 from the new interchange through the I-15/US-6 Interchange.
5. Constructing a northbound auxiliary lane between US-6 and the new interchange.
6. Grade-separating 1600 South/2700 North over planned combined Sharp/Tintic Railroad tracks and modifying existing access to adjacent property.
7. Widening 1600 South/2700 North to five lanes with 10-foot shoulders to accommodate bicyclists between Spanish Fork City Main Street and SR-51.

8. Constructing sidewalk on the north side and a 10-foot, multiuse trail along the south side of 1600 South/2700 North between Spanish Fork City Main Street and SR-51.

#### **4.0 ALTERNATIVES CONSIDERED (Chapter 2 of the EA)**

##### **4.1 Description of Alternatives**

UDOT developed and evaluated the No-action Alternative and one build alternative. Each alternative assumes that all other planned regional and local transportation improvements included in approved regional and local plans would be completed by the year 2050. These include all planned improvements, regardless of transportation mode in the Mountainland Association of Governments (MAG) 2019-2050 Regional Transportation Plan (RTP) and the Springville City and Spanish Fork City Transportation Master Plans.

The No-action Alternative would maintain the current functionality of I-15 as a controlled-access freeway with no entrance or exit ramps provided at 1600 South/2700 North. The No-action Alternative includes any short-term and minor restoration activities required to maintain continuing operations of the existing roadways.

The study team developed and evaluated a range of design options for a new I-15 interchange at 1600 South/2700 North. A new interchange would result in additional traffic on 1600 South/2700 North, causing intersections on this corridor to operate at failing conditions; therefore, the study team developed options that would widen 1600 South/2700 North to accommodate the additional traffic as a connected action.

##### **4.2 1600 South/2700 North Interchange Design Options Screening**

The study team evaluated the 1600 South/2700 North Interchange design options based on the following criteria:

**Level 1 – Purpose and Need:** Evaluated design options based on their ability to meet the Purpose and Need (eliminated 0 options, 2 options advanced).

- Future failing (LOS F) conditions at the I-15 and Springville City 400 South Interchange, causing future congestion (LOS F) on mainline I-15.
- Unsafe conditions caused by queuing onto southbound mainline I-15 at the 400 South Interchange.
- Lack of active transportation facilities in the study area.

**Level 2 – Key Environmental Resources Screening:** Evaluated design options based on key environmental resources, including wetlands and other waters of the U.S., the number of relocations, and the amount of right-of-way acquisitions (eliminated 0 options, 2 options advanced).

**Level 3 – Additional:** Evaluated design options based on additional factors, including traffic operations at the proposed 1600 South/2700 North Interchange, the cost to construct the option, and the resiliency of the option or the ability of the interchange to serve a 50% increase in traffic over the 2050 estimate (eliminated 1 option, 1 option advanced).

##### **4.3 1600 South/2700 North Corridor Options Screening**

The study team evaluated the corridor design options based on the following criteria:

**Level 1 – Purpose and Need:** Evaluated design options based on their ability to meet the Purpose and Need (eliminated 0 options, 3 options advanced).

- Safety concerns due to at-grade railroad crossings on 1600 South/2700 North.
- Lack of active transportation facilities in the study area.

**Level 2 – Key Environmental Resources Screening:** Evaluated design options based on key environmental resources, including wetlands and other waters of the U.S., the number of relocations, and the amount of right-of-way acquisitions (eliminated 2 options, 1 option advanced).

One interchange option and one corridor option, the SPUI and Meander Options were combined to create a single Build Alternative.

#### **4.4 Purpose and Need Screening**

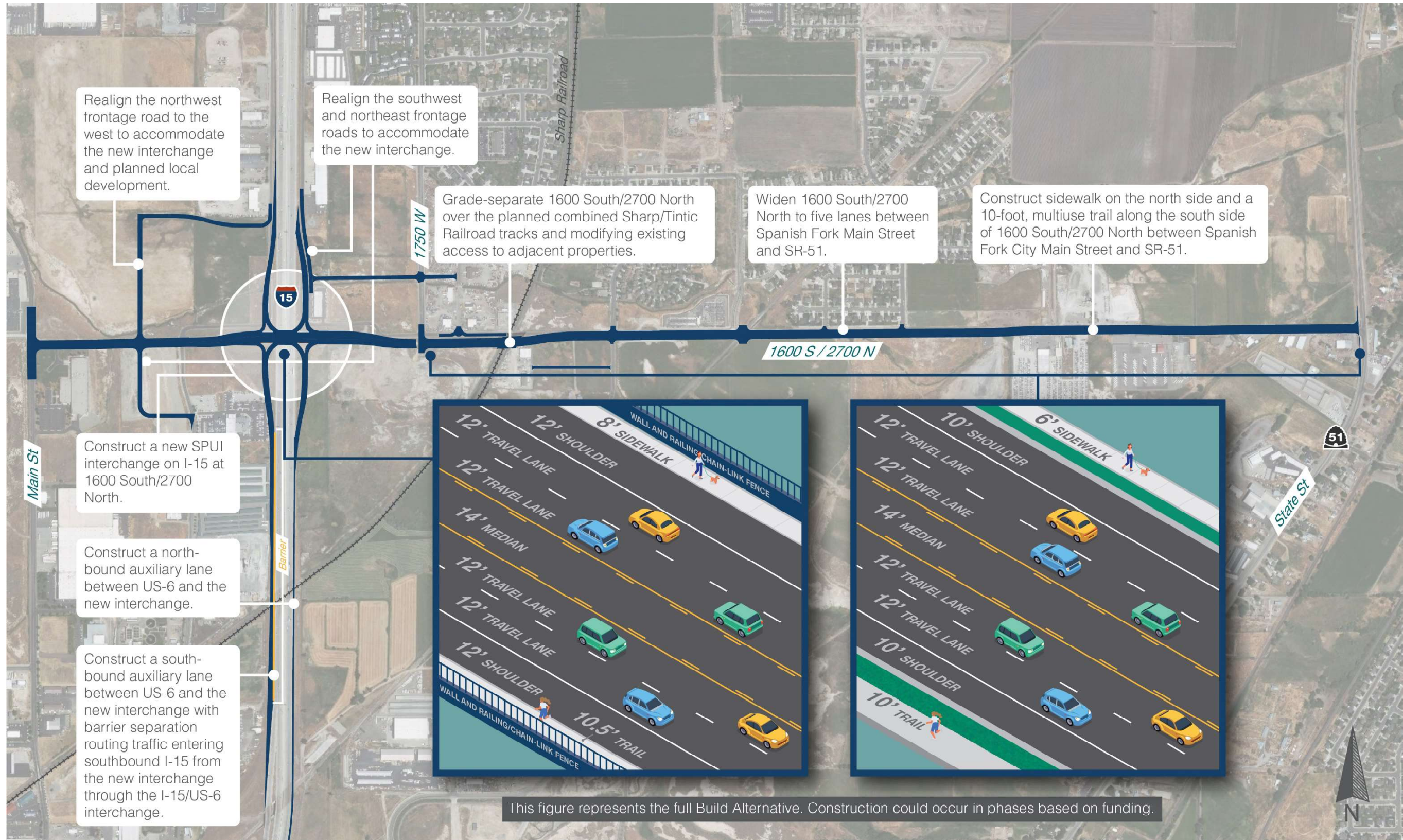
The No-action Alternative and the Build Alternative were evaluated for their ability to meet the purpose and need of the project. The following measures of effectiveness were used to measure the ability of the alternatives to meet the purpose of the project.

- Reduce delay at the I-15 and Springville City 400 South Interchange and on mainline I-15 within the study area.
- Reduce queue lengths extending onto I-15 400 South exit ramps.
- Improve safety by removing at-grade rail crossings on 1600 South/2700 North.
- Provide active transportation facilities within the study area.
- Accommodate the future expansion of the UTA FrontRunner from Provo to Payson.

The No-action Alternative failed to meet the purpose and need measures of effectiveness. However, it moved forward because it satisfied the NEPA “No-action” requirement and provided a baseline to compare impacts of the Preferred Alternative. The Build Alternative met the purpose and need measures of effectiveness and also moved forward.

#### **4.4 Alternatives Selected for Detailed Study**

The No-action Alternative and the Build Alternative moved forward to detailed study (see Figure 2).



This figure represents the full Build Alternative. Construction could occur in phases based on funding.

Figure 2 Selected Alternative

### 5.0 PROJECT IMPACTS AND MITIGATION (Chapter 3 of the EA)

During the National Environmental Policy Act (NEPA) process, the alternatives were evaluated and adjusted to minimize harm. Alignments and designs were selected to reduce impacts, where possible, while still meeting the project purpose and need. All practical measures to minimize environmental harm by the Selected Alternative have been considered and incorporated into the project. The following table summarizes the Selected Alternative impacts and the mitigation measures that will minimize harm and/or reduce the effects of the project.

In accordance with the FHWA Technical Advisory T6640.8A for preparation of an EA, resources that do not have a reasonable possibility for individual or cumulative significant environmental impacts need not be discussed. Accordingly, the following resources were initially considered but did not warrant a detailed discussion of impacts:

- Transportation
- Joint Development
- Farmland
- Paleontology
- Soils and Geology
- Section 6(f)
- Floodplains
- Wild and Scenic Rivers
- Hazardous Materials

Table 1 Summary of Environmental Impacts of the Selected Alternative

Resource	No-Action Alternative	Preferred Alternative	Mitigation
Land Use	Continued development of undeveloped properties.	<ul style="list-style-type: none"> <li>• Conversion of 34.41 acres to roadway use.</li> <li>• May influence the type of development that would occur in the study area.</li> <li>• Could lead to changes in zoning designations in and near the study area.</li> </ul>	No mitigation.

Resource	No-Action Alternative	Preferred Alternative	Mitigation
<b>Social Environment</b>	No impact.	<ul style="list-style-type: none"> <li>• Relocation of one business that is considered a social gathering location.</li> <li>• Change in access to some businesses along 1600 South/2700 North.</li> <li>• Addition of the multiuse trail along 1600 South/2700 North could provide social benefits by connecting communities, allowing access to resources for non-vehicle users, and providing additional recreation opportunities.</li> </ul>	No mitigation.
<b>Economic Conditions</b>	Existing commercial activities and trends would continue to influence the local economy.	<ul style="list-style-type: none"> <li>• Relocation of two commercial properties, impacting a total of three businesses.</li> <li>• Modifies business access locations adjacent to Sharp Railroad.</li> <li>• Affects visibility of adjacent businesses from some sections of I-15.</li> <li>• Affects visibility to businesses adjacent to the current Sharp Railroad crossing.</li> <li>• Provides new interstate access to surrounding properties which may change the types of businesses and commercial development, encourage new businesses in the area, and create additional employment opportunities.</li> </ul>	No mitigation.
<b>Right-of-Way and Relocations</b>	No impact.	<ul style="list-style-type: none"> <li>• Relocation of two commercial properties, impacting a total of three businesses.</li> <li>• Acquisition of 34.41 acres from 63 parcels.</li> </ul>	No mitigation.
<b>Environmental Justice</b>	No impact.	No disproportionately high or adverse effects to environmental justice populations.	No mitigation.

Resource	No-Action Alternative	Preferred Alternative	Mitigation
<b>Pedestrian and Bicyclists</b>	No impact.	<ul style="list-style-type: none"> <li>• Construction of a new, 10-foot, multiuse pathway adjacent to 1600 South/2700 North between Spanish Fork Main Street and SR-51.</li> <li>• Construction of 6-foot sidewalks along the north side of 1600 South/2700 North.</li> </ul>	No mitigation.
<b>Air Quality</b>	Vehicle emission rates improve due to EPA regulations.	<ul style="list-style-type: none"> <li>• Study Area is in attainment area for criteria pollutants.</li> <li>• Localized increases in Mobile Source Air Toxics.</li> <li>• No new exceedances of the National Ambient Air Quality Standards.</li> </ul>	No mitigation.
<b>Noise</b>	No impact.	<ul style="list-style-type: none"> <li>• Average noise level increase 2 dBA.</li> <li>• 14 impacted receptors.</li> </ul>	Construct a new 6-foot wall in two segments. The wall would be located on the north side of 1600 South/2700 North, extending west of 1075 West to the west side of 950 West. The determination to construct a noise wall is still subject to final design and balloting from property owners and residents.
<b>Cultural Resources</b>	No impact.	No Historic Properties Affected for all archeological sites and architectural properties.	No mitigation.
<b>Section 4(f) Properties</b>	No impact.	Avoidance of all Section 4(f) resources would result in no Section 4(f) use.	No mitigation.



Resource	No-Action Alternative	Preferred Alternative	Mitigation
<b>Water Resources</b>	No impact.	<ul style="list-style-type: none"> <li>• Increase to impervious ground surface.</li> <li>• Quantity and quality of ground water would not be impacted due to the use of storm drain systems with best management practices.</li> <li>• Preferred Alternative would cross over or near land associated with 144 points of diversion (POD). Specific impacts would be determined during final design phase.</li> </ul>	<p>Coordination with property owners during final design would occur to determine if a well head or other water right point of diversion (POD) is affected. Mitigation could include relocating a well head or surface water diversion to continue to provide irrigation water to any land that is not acquired or abandoning the well and compensating the owner for the value of the associated water right.</p>
<b>Wetlands</b>	No impact.	<ul style="list-style-type: none"> <li>• Impacts to 1.93 acres of wetlands.</li> <li>• Impacts to 0.54 acres of other waters of the U.S. (WOTUS).</li> </ul>	<ul style="list-style-type: none"> <li>• It is anticipated that a Clean Water Act (CWA) Section 404 permit authorization would be required for project activities within WOTUS, including wetlands.</li> <li>• Permits, licenses, variances, or similar authorization may also be required by other federal, state, and local statutes.</li> </ul>
<b>Threatened and Endangered Species/Other Wildlife</b>	No impact.	<ul style="list-style-type: none"> <li>• No effect on federally listed species or critical habitat.</li> <li>• Removal of migratory bird habitat within the study area.</li> </ul>	<p>To avoid direct or incidental take of nesting migratory birds, it is recommended that tree or vegetation removal occur before April 15 or after August 31. If tree or vegetation removal cannot occur before or after that time period, a nest survey would be required to identify active migratory bird nests within vegetation scheduled for removal. If active nests are found, construction activities would be suspended within 75 feet of the nests until the nestlings have fledged and the findings would be coordinated with UDOT Environmental Services.</p>

Resource	No-Action Alternative	Preferred Alternative	Mitigation
Visual and Aesthetic	No impact.	Some views could be impacted by construction of new interchange at 1600 South/2700 North and a new grade-separated rail crossing on 1600 South/2700 North.	No mitigation.
Energy	No impact.	Slightly higher fuel consumption.	No mitigation.
Utilities and Emergency Services	No impact.	<ul style="list-style-type: none"> <li>• Potential to impact existing utilities along associated roadways.</li> <li>• No impact to emergency services.</li> </ul>	No mitigation.
Construction	No impact.	<ul style="list-style-type: none"> <li>• Temporary congestion, delays, detours, dust and particulates, soil erosion.</li> <li>• Temporary visual impacts.</li> <li>• Temporary construction easements.</li> <li>• Potential to introduce or spread invasive species.</li> </ul>	No mitigation required for construction impacts beyond implementation of UDOT's Standard Specifications and BMPs, as such impacts are temporary in nature.

#### 6.0 SECTION 4(F) DETERMINATION

UDOT finds that the 1600 South/2700 North Interchange; I-15 Springville/Spanish Fork EA has met the requirements of Section 4(f) of the U.S. Department of Transportation Act of 1966, as found in 49 USC 303 and 23 CFR 774. The Preferred Alternative would avoid all Section 4(f) resources and would result in no Section 4(f) use.

#### 7.0 CONSTRUCTION MONITORING

This Finding of No Significant Impact represents a commitment to monitor and enforce the measures described above to minimize harm to the surrounding environment. All of the mitigation measures listed above and identified in the EA will be incorporated in the contract plans and specifications. Appropriate best management practices will be implemented. A pre-construction meeting will be held with the contractor to review mitigation requirements and environmentally sensitive areas in the project corridor.

#### 8.0 COORDINATION (Chapter 4 of the EA)

This project has included coordination with Springville City, Spanish Fork City, the Mountainland Association of Governments (MAG), Utah Transit Authority, the Union Pacific Railroad, the general public, various resource agencies, business and property owners, and Native American Tribes. Coordination has occurred via letters, e-mail, telephone conversations, meetings, and review of the EA. Agency and public scoping meetings were held on November 14, 2019. The EA was made available for public review from October 13, 2020 to November 13, 2020 with an online public hearing on October 28, 2020. A total of 37 comments were received during the public comment period. No changes were made to the Selected Alternative as a result of the public and agency comments. See Chapter 4 for a summary of comments and responses.

## 9.0 FONSI REQUIREMENTS

According to Title 23 of the Code of Federal Regulations Part 771.111(f), in order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated in each FONSI shall:

- Connect logical termini and be of sufficient length to address environmental matters on a broad scope
- Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made
- Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements

### 9.1 Logical Termini

#### I-15

The logical termini are the I-15 and Spanish Fork City Main Street Interchange on the south and the I-15 and Springville City 400 South Interchange on the north.

#### 1600 South/2700 North

Along 1600 South/2700 North, logical termini are located at Main Street and SR-51 because these are established north-south routes. Additionally, 1600 South/2700 North currently forms T-intersections at these termini.

The logical termini described above are an adequate distance apart to assess potential environmental impacts on a broad scope and are located at rational end points for proposed transportation improvements.

### 9.2 Independent Utility

The Selected Alternative has independent utility since proposed improvements would be usable and be a reasonable expenditure, even if no additional transportation improvements in the area were made. In addition, the Selected Alternative would not automatically trigger other actions or improvements and it can proceed without other previous or simultaneous actions.

### 9.3 Reasonably Foreseeable Transportation Improvements

The Selected Alternative will not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

## 10.0 LIMITATION ON CLAIMS NOTICE (23 USC 139[I])

FHWA, on behalf of UDOT, will publish a notice in the Federal Register, pursuant to 23 USC 139(I), indicating that one or more federal agencies has taken final action on permits, licenses, or approvals for this transportation project. After the notice is published, claims seeking judicial review of those federal agency actions will be barred unless such claims are filed within 150 days after the date of publication of the notice, or within such shorter time period as is specified in the federal laws pursuant to which judicial review of the federal agency action is allowed.

## 11.0 CONCLUDING STATEMENT

The project is needed to reduce delay at the I-15 and Springville City 400 South Interchange and on mainline I-15; improve safety on I-15 and 1600 South/2700 North; and provide active transportation.

UDOT has determined that there has been proper consideration of avoidance alternatives to environmentally sensitive areas. Where avoidance is not practical, mitigation has been provided for impacts resulting from the Selected Alternative.

**12.0 DETERMINATION**

UDOT has determined that this project will not have any significant impact on the human environment. This Finding of No Significant Impact is based on the attached EA, which has been evaluated by UDOT and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. UDOT takes full responsibility for the accuracy, scope, and content of the attached EA.



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TeriAnne S. Newell, P.E.  
Deputy Director  
Utah Department of Transportation

08/31/2021

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Date

**ENVIRONMENTAL ASSESSMENT**

**I-15 SPRINGVILLE/SPANISH FORK INTERCHANGE  
(Interstate 15 between approximately Milepost 257.3 and 259.9 and  
1600 North/2700 South from Main Street in Spanish Fork City  
to SR-51 in Springville City)  
SPRINGVILLE CITY AND SPANISH FORK CITY, UTAH COUNTY, UTAH  
F-I15-6(239)259**

Submitted Pursuant to 42 U.S.C. 4332(2)(c)  
and 49 U.S.C. 303 by the

**Utah Department of Transportation**

Cooperating Agencies:  
N/A



08/31/2021

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Teri Anne S. Newell, P.E.  
Deputy Director

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Date of Approval



08/30/2021

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Rob Clayton, P.E.  
Region 3 Director

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Date of Approval

April 2021

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried-out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017 and executed by FHWA and UDOT. UDOT has fully carried out all responsibilities assumed under the MOU in accordance with the MOU and applicable Federal laws, regulations, and policies.*

The following persons may be contacted for additional information about this document:

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