**I-15 South Environmental Assessment**

**Project Overview**
The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) have initiated an Environmental Assessment (EA) to analyze the need for transportation improvements to I-15 between mileposts 0 and 16, in Washington County, Utah. The EA will identify current and future transportation needs within the project area and evaluate alternatives and their associated impacts to the natural and built environment.

**Purpose and Need**
The purpose of the project is to address the projected 2040 travel demand on the I-15 corridor between MP 0 and MP 16. The project is needed because the I-15 corridor between MP 0 and MP 16 lacks the capacity to accommodate 2040 future travel demand. The projected travel demand will increase congestion on I-15 between MP 0 and MP 16. The increasing congestion will be a result of:
- Population growth
- Traffic volume growth
- High volumes of freight traffic

**Key Environmental Resources**

- Threatened & Endangered Species: Bird
  - Southwestern Willow Flycatcher
  - Western Yellow-billed cuckoo

- Fish
  - Virgin River Chub
  - Wounded Minnow

- Plant
  - Dwarf Bear Poppy
  - Holmgren Milk-vetch

- Reptile
  - Desert Tortoise

- Floodplains
  - Virgin and Santa Clara Rivers
  - Stream/Wash crossings

- Archaeology
  - Prehistoric (Lithic Scatters, Rock Shelter, Lamp Sites, Habitation, Rock Art)
  - Historic (Settlement, Farming and Ranching, Mining, Transportation)

- Noise
  - Noise walls will be evaluated for a number of residential and commercial areas

**I-15 South EA Process and Schedule**

<table>
<thead>
<tr>
<th>Activity</th>
<th>Status</th>
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<tbody>
<tr>
<td>Gather input during the scoping process</td>
<td>Complete</td>
</tr>
<tr>
<td>Identify Purpose and Need for the study</td>
<td>Complete</td>
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<tr>
<td>Develop and evaluate a wide range of alternatives</td>
<td>Complete</td>
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<tr>
<td>Establish existing environmental conditions</td>
<td>Complete</td>
</tr>
<tr>
<td>Assess environmental consequences</td>
<td>Jun 2011 to Feb 2013</td>
</tr>
<tr>
<td>Recommend a Preferred Alternative</td>
<td>Mar 2012 to Jun 2012</td>
</tr>
<tr>
<td>Public Hearing</td>
<td>July 2012</td>
</tr>
<tr>
<td>Select an Alternative</td>
<td>September 2012</td>
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</tbody>
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**NOISE WALLS**
The UDOT Noise Abatement Policy states that noise walls will only be considered for properties that are impacted by noise.

**How Does UDOT Define a Noise Impact?**
- 66 dBA or more for residences, schools, churches
- 71 dBA or more for businesses
- OR 10 dBA or more above the existing noise level

**Where is the I-15 South Environmental Assessment recommending noise walls?**
- See map for potential noise wall locations (pending balloting efforts)
Interchange Modifications:
- Replace with Diverging Diamond Interchange

Interchange Modifications:
- Add left turn lane (SB)
- Add thru lanes on Southern Parkway

Correct NB exit ramp at Port-of-Entry

Reconstruct/widen Virgin River Bridges

Add auxiliary lanes between the Port-of-Entry and Southern Parkway

Add auxiliary lanes between Brigham Road and Dixie Drive

Add thru-turns to Buena Vista/Green Springs Drive intersection

Construc I-15 overpass for Mall Drive Crossing (in coordination with St. George City)

• Expect improvements to I-15 over the next 15 to 20 years
• Improvements to I-15 will be phased as funding becomes available
• Improvements to I-15 could begin within the next five years