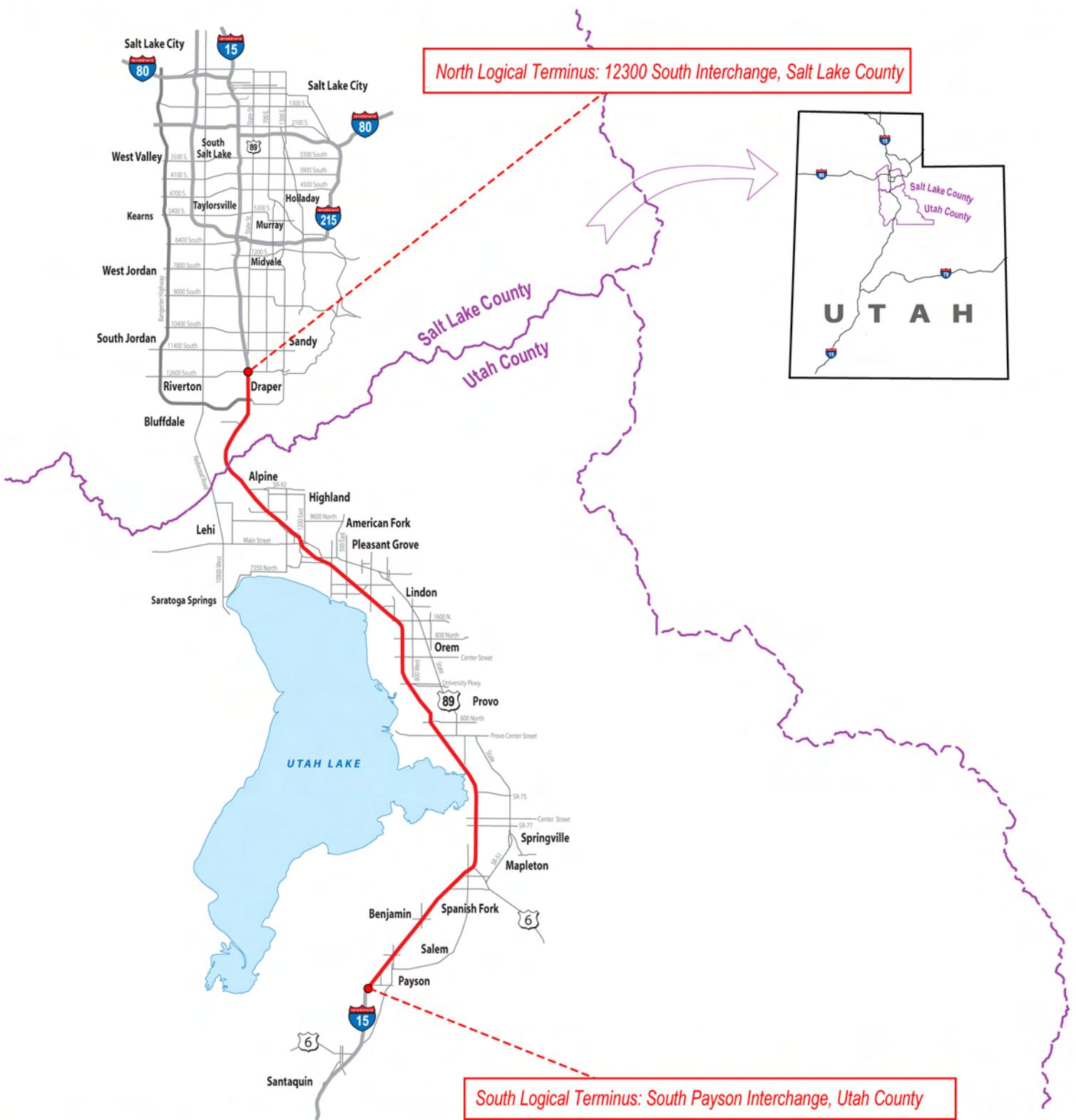


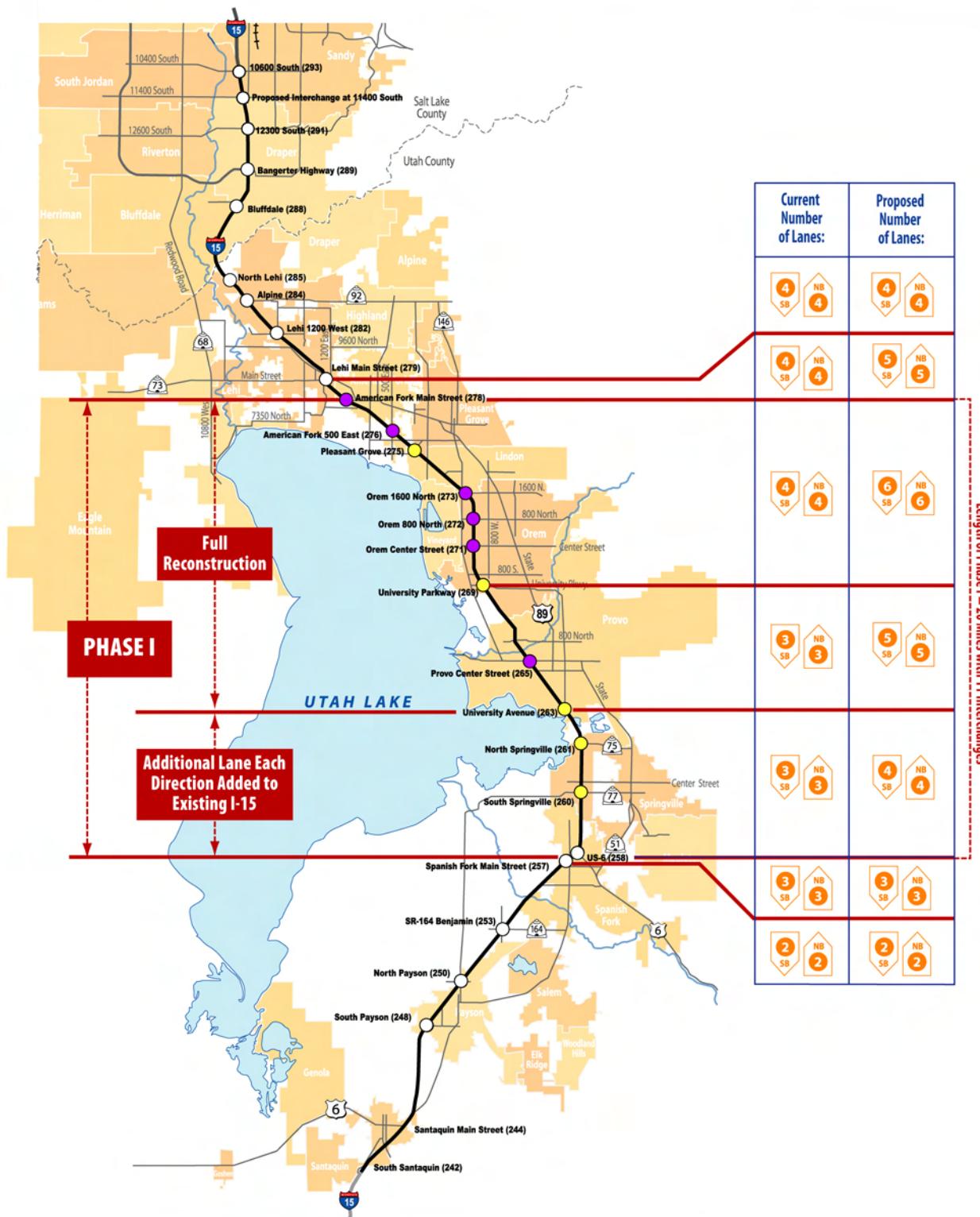
I-15 CORRIDOR EIS | UTAH COUNTY - SALT LAKE COUNTY



Scale in Miles
0 1 2 3 4 5

Figure 1
I-15 Corridor Study Area Map





Scale in Miles
0 1 2 3 4 5

Figure 2

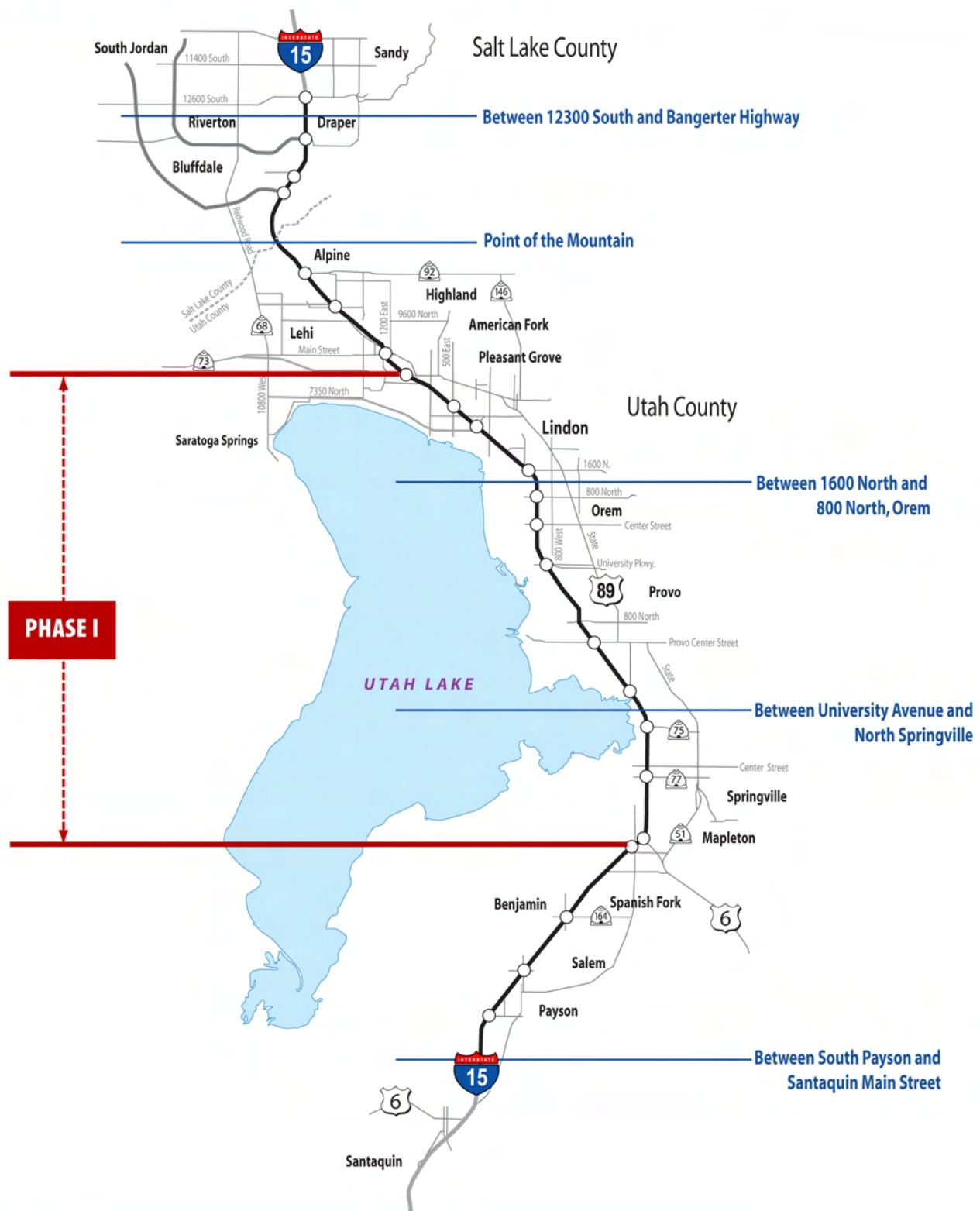
I-15: Phase 1 Reconstruction - American Fork Main St. to U.S.-6

LEGEND:
 I-15 within Roadway Study Corridor
 I-15 Interchanges within the I-15 South Study Corridor
 UTA TRAX

Segment Lane Configuration Symbol →
 Direction of Travel
 Number of Lanes

- Reconstruct Existing Interchange
- Modify/Improve Existing Interchange
- Interchange Not Included in Phase I





Scale in Miles
 0 1 2 3 4 5

Figure 3

Screenline Locations

I-15 Interchanges inside Study Corridor

I-15 Mainline inside Study Corridor



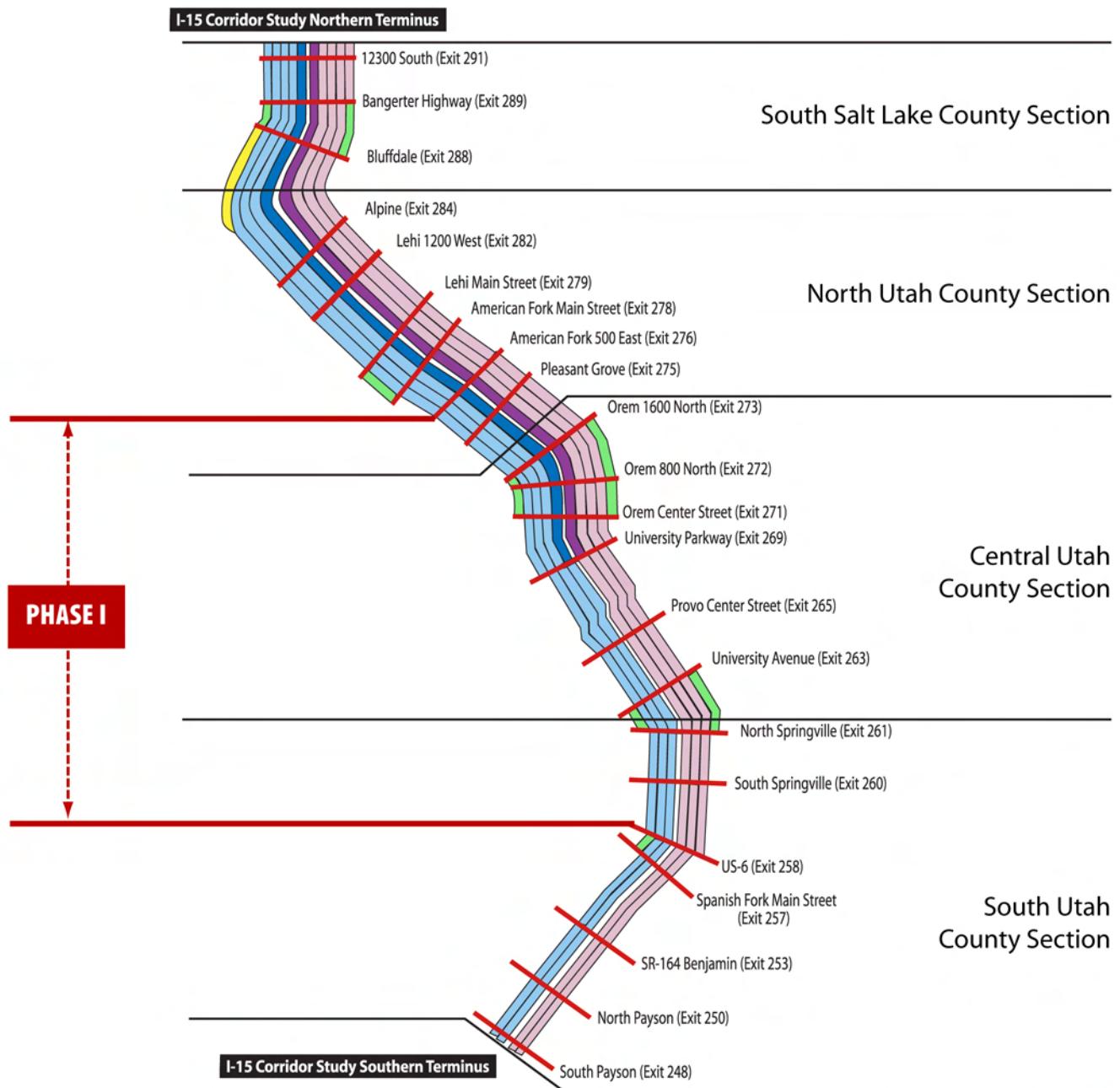


Figure 4
Existing I-15 Corridor Roadway Configuration/Number of Lanes

LEGEND

Southbound General Purpose Lane	Southbound Express Lane	Climbing Lane
Northbound General Purpose Lane	Northbound Express Lane	Auxilliary Lane



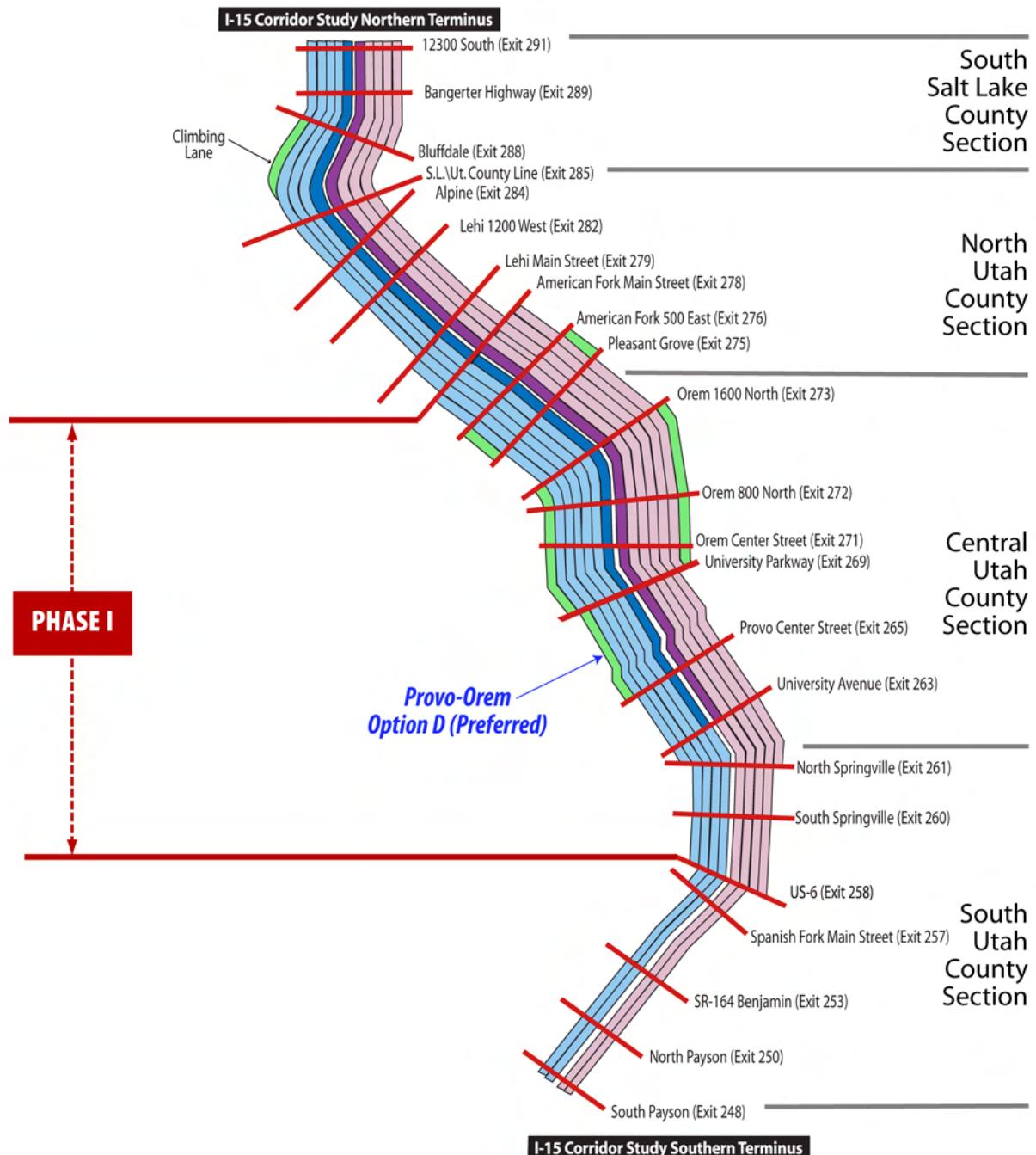


Figure 5
I-15 Phase 1: Proposed Lane Configuration

LEGEND

Southbound General Purpose Lane	Southbound Express Lane	Frontage Road
Northbound General Purpose Lane	Northbound Express Lane	Auxiliary Lane



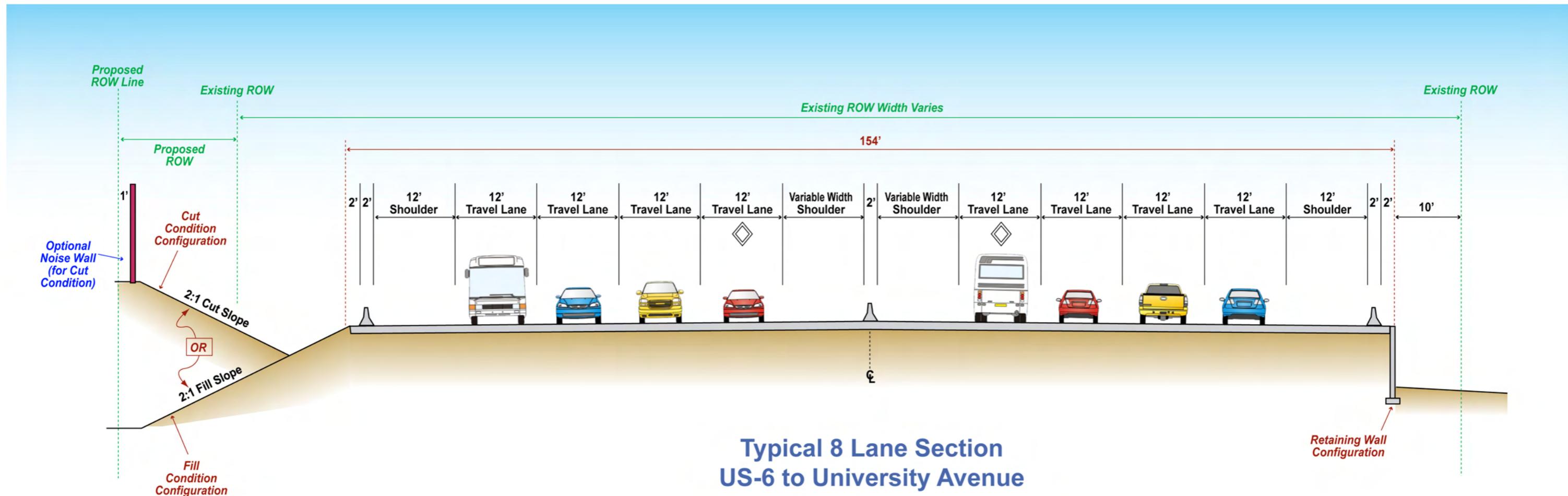


Figure 6

I-15 Phase 1: Proposed Typical Cross Section - 8 Lane

NOTE: Each typical cross section contains three possible side treatment configurations: Cut condition (with 2:1 cut slope), Fill condition (with 2:1 fill slope), and Retaining Wall. Each side treatment configuration may or may not have a noise wall. Locations of noise walls are yet to be determined.

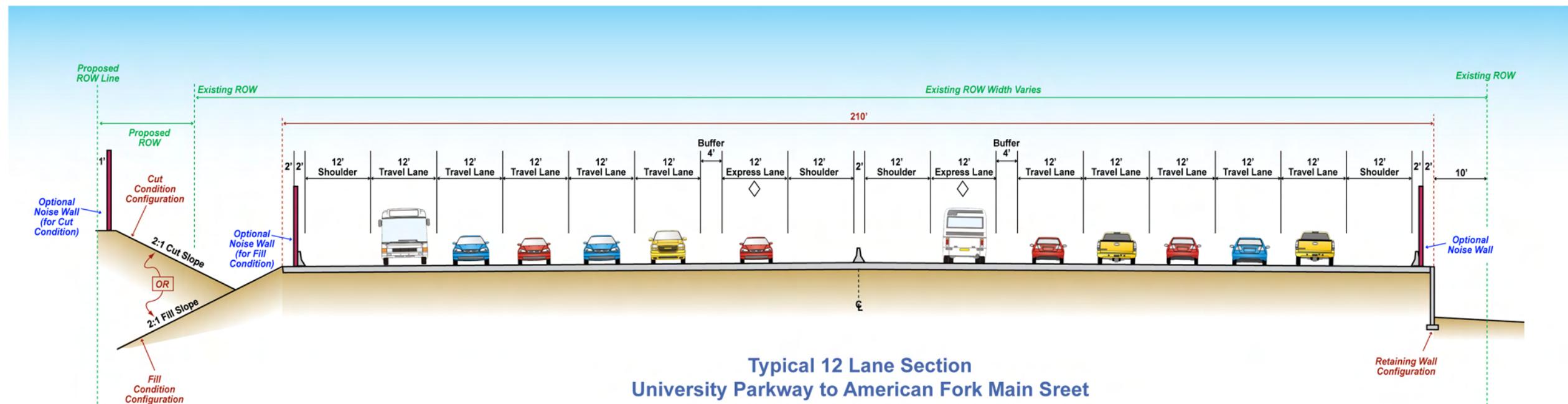
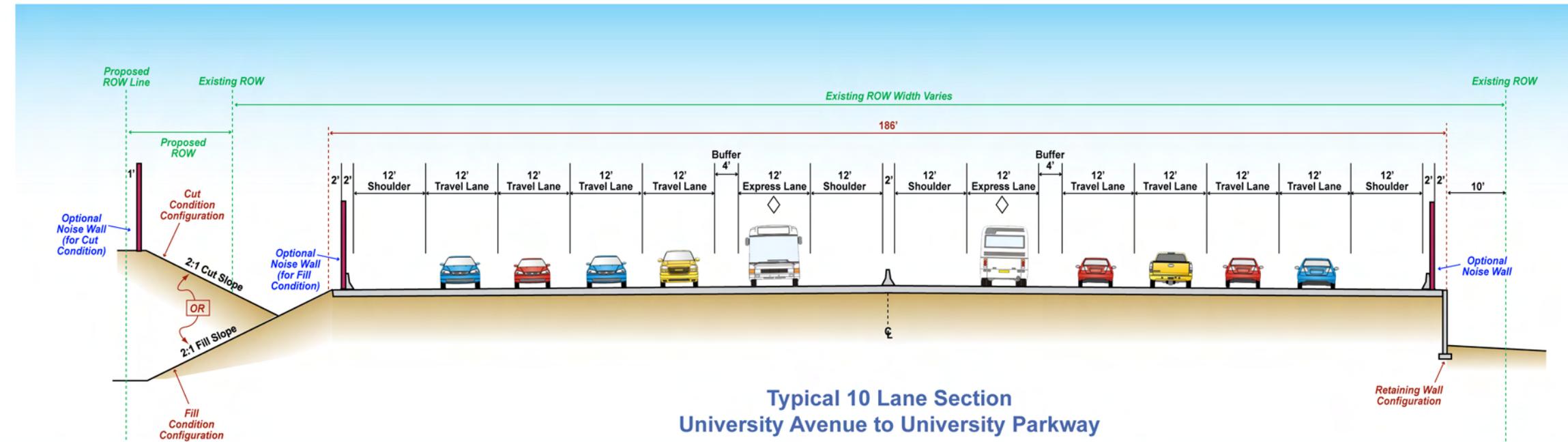


Figure 7

I-15 Phase 1: Proposed Typical Cross Sections - 10 Lane and 12 Lane

NOTE: Each typical cross section contains three possible side treatment configurations: Cut condition (with 2:1 cut slope), Fill condition (with 2:1 fill slope), and Retaining Wall. Each side treatment configuration may or may not have a noise wall. Locations of noise walls are yet to be determined.

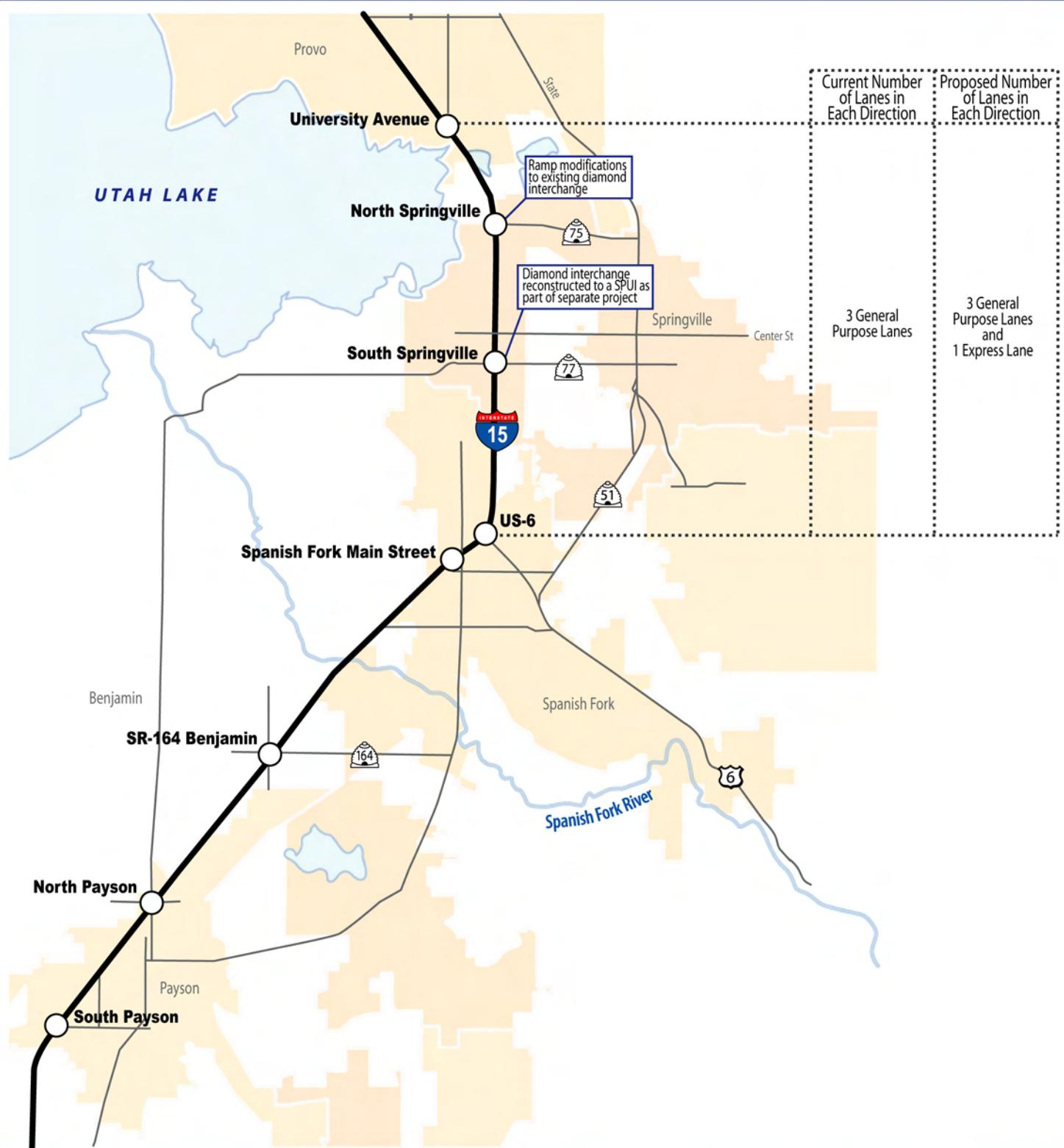


Figure 8

I-15 Phase 1: Proposed Improvements - South Utah County Section



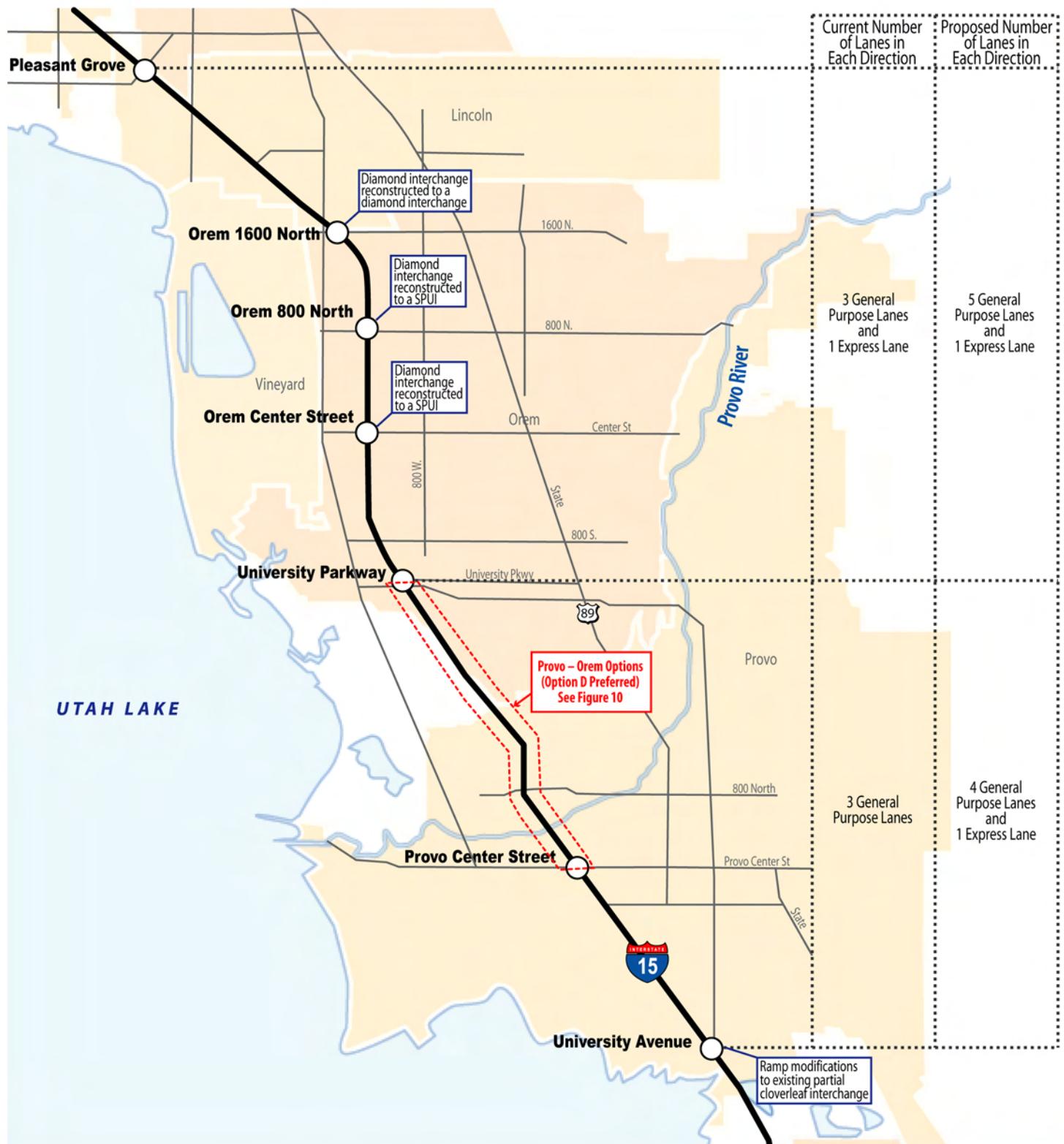
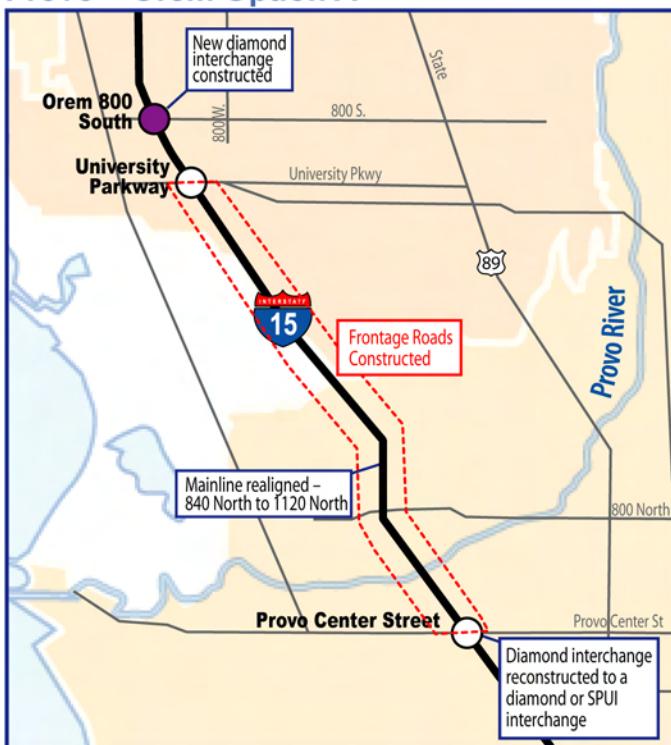


Figure 9

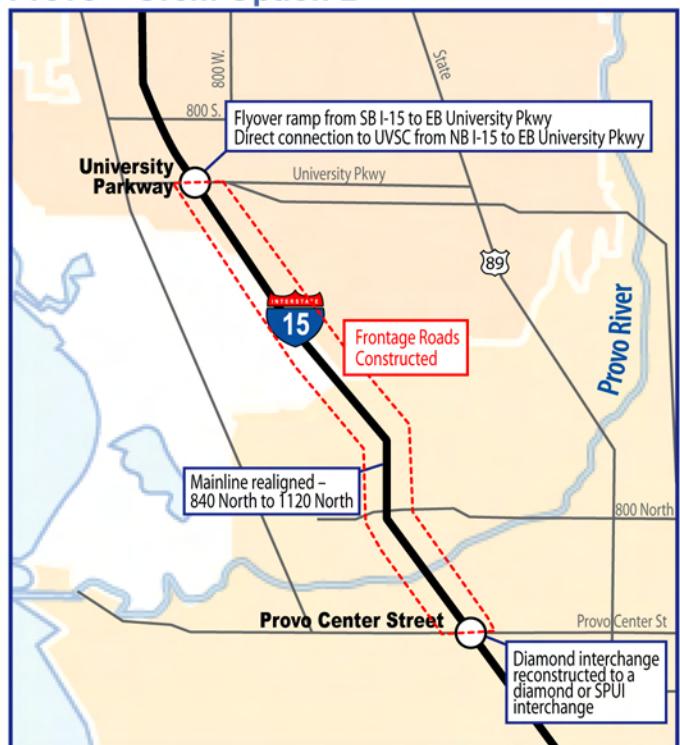
I-15 Phase 1: Proposed Improvements - Central Utah County Section



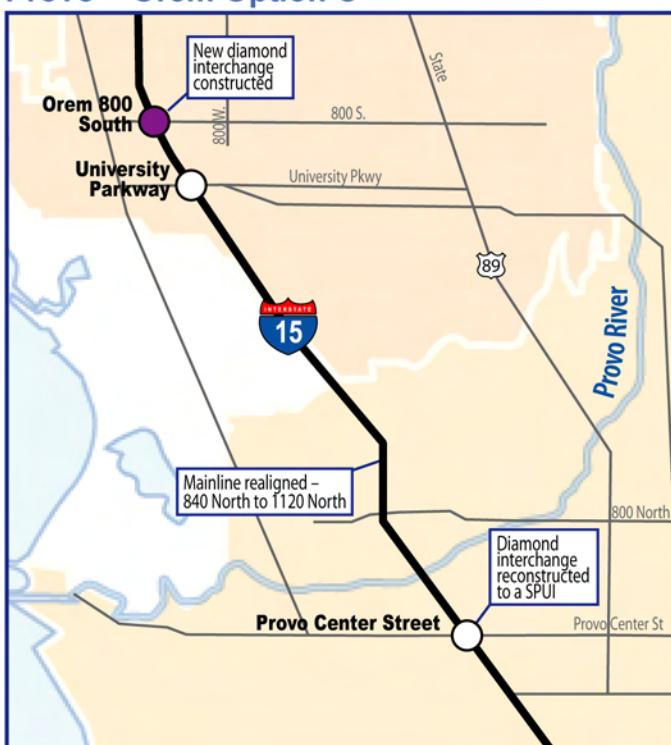
Provo – Orem Option A



Provo – Orem Option B



Provo – Orem Option C



Provo – Orem Option D (Preferred)

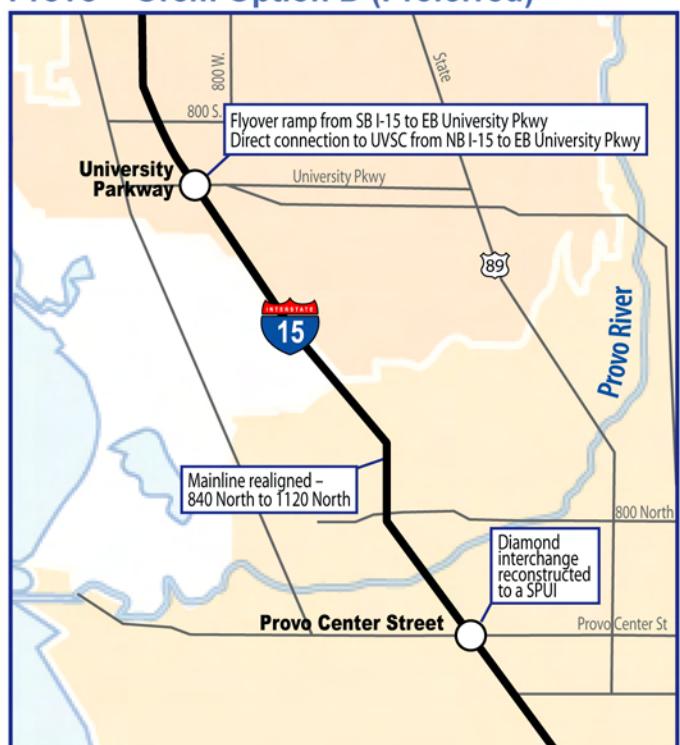


Figure 10

I-15 Phase 1: Proposed Improvements - Provo – Orem Options

LEGEND:

● Proposed Interchange

○ Existing Interchange



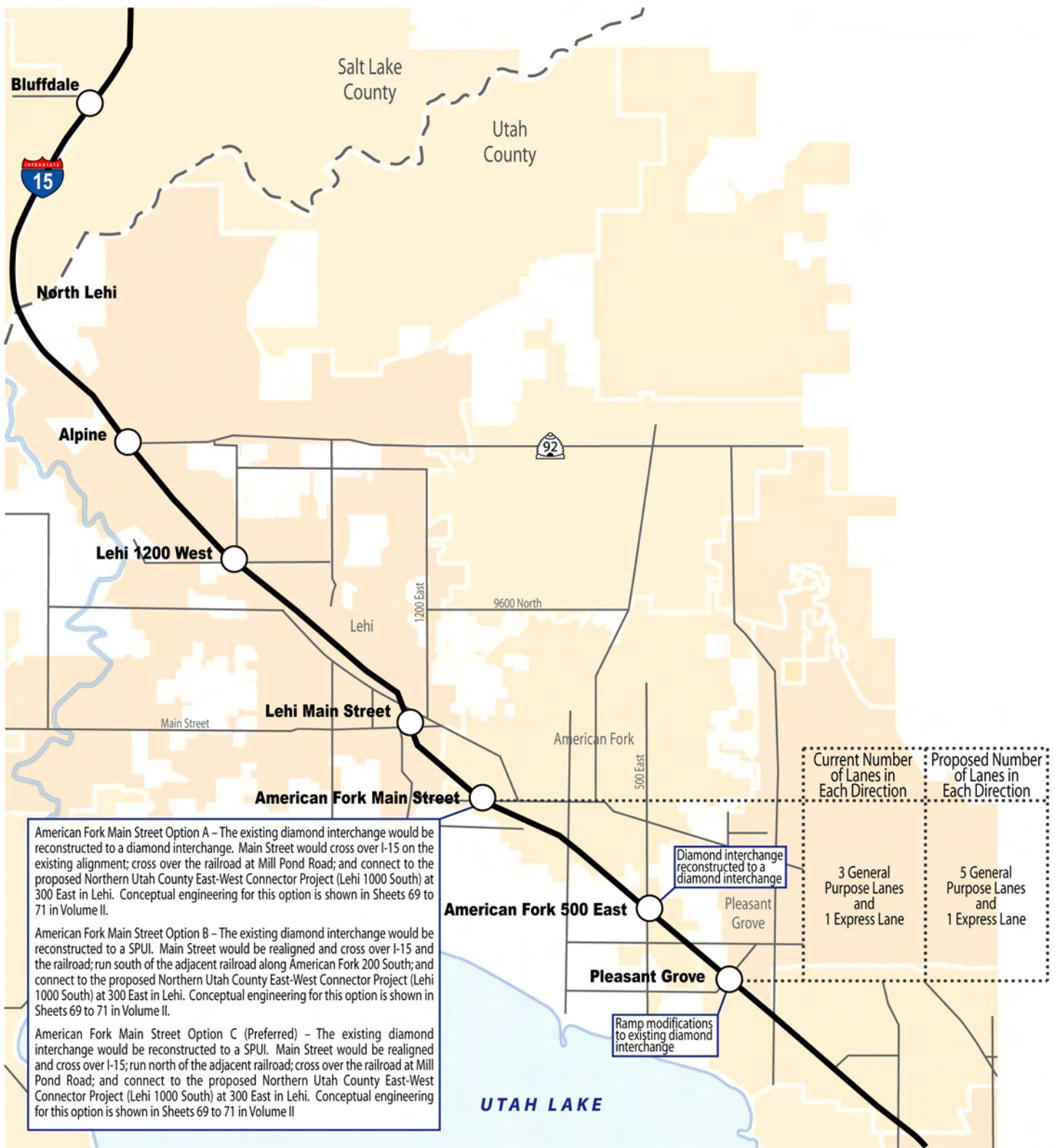


Figure 11

I-15 Phase 1: Proposed Improvements - North Utah County Section

LEGEND:

● Proposed Interchange

○ Existing Interchange



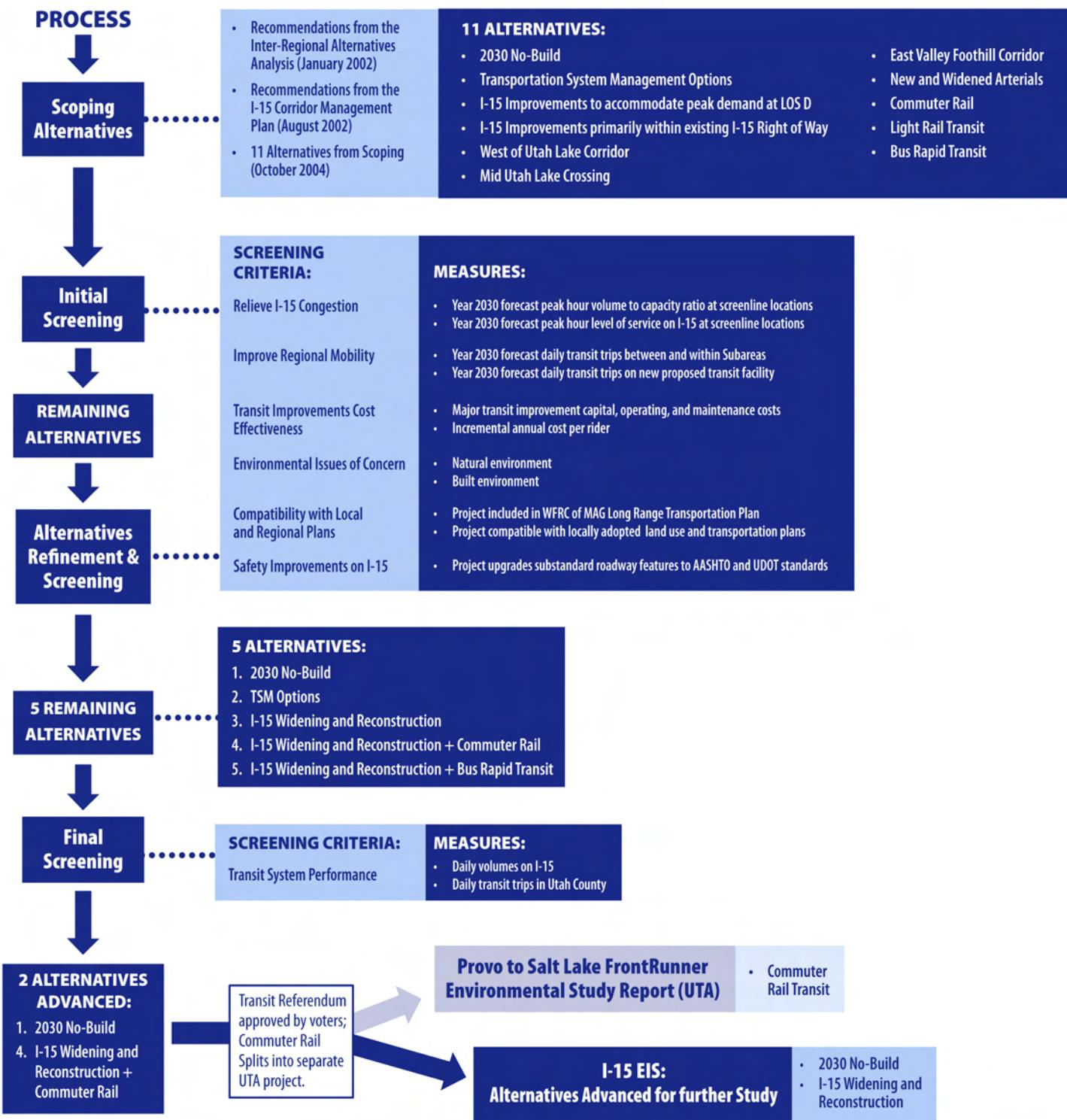


Figure 12
Schematic of Alternatives Development and Screening