

The information presented here is in support for our request for special 2014 legislative appropriation from the Mayors of Springville, Mapleton, and Spanish Fork.

*Springville Mayor: Wilford W. Clyde
Mapleton Mayor: Brian Wall
Spanish Fork Mayor: G. Wayne Andersen
Spanish Fork Mayor-elect: Steven Leifson*

Based on a 2011 Mountainland Association of Governments (MAG) study, it was estimated that \$18M would be required to acquire the land necessary to complete the I-15 interchange at 1600 South, widening 1600 South east of I-15, and extend 1600 South to US-89. An environmental study would also be required and is estimated to cost \$4.5M for the entire project between I-15 and US-89. It is our request that a total of \$4.5M be allocated during the 2014 legislative session to perform an environmental study for the entire project. There is an opportunity to acquire land that is currently for sale for an estimated \$3M as detailed in this report.

Figure 1: Study Area



A new interchange at 1600 South and I-15, widening 1600 South, and the connection to US-89 has benefit to the southern area of Utah County and the traveling public. Project specific benefits to each City include:

Mapleton City	Springville City	Spanish Fork City
Provides more direct freeway access	Relieves traffic pressure on the 400 South/I-15 interchange	Relieves traffic pressure along US-6
Improves connectivity with Spanish Fork	Provides an alternative major east-west arterial between the community and other cities	Provides an alternative access to a major commercial/retail/industrial area of the city
Allows commercial/industrial opportunities to be greatly expanded	Provides a safety benefit by crossing the existing at-grade railroad crossing	Removes major truck traffic in front of residences between US-6 and Main Street (SR 156)
		Provides a connection to the future parallel north-south arterial between US-6 and Provo.

Figure 2 displays a concept of the I-15 interchange. The tasks to complete the interchange portion are listed in **Table 1**.

Table 1: 1600 South Interchange Tasks

Engineering / Construction (Cost Estimated from Environmental study)	Right-of-Way (\$10M)	Environmental (\$3M)
New interchange ramps	Vacant land	Wetland mitigation
Roadway/Railway bridges	Developed land	Relocation
Bridge widening	Commercial land	Community impacts
Intersection modifications	Railroad land	NEPA clearance/documentation

Figure 2: Interchange Concept

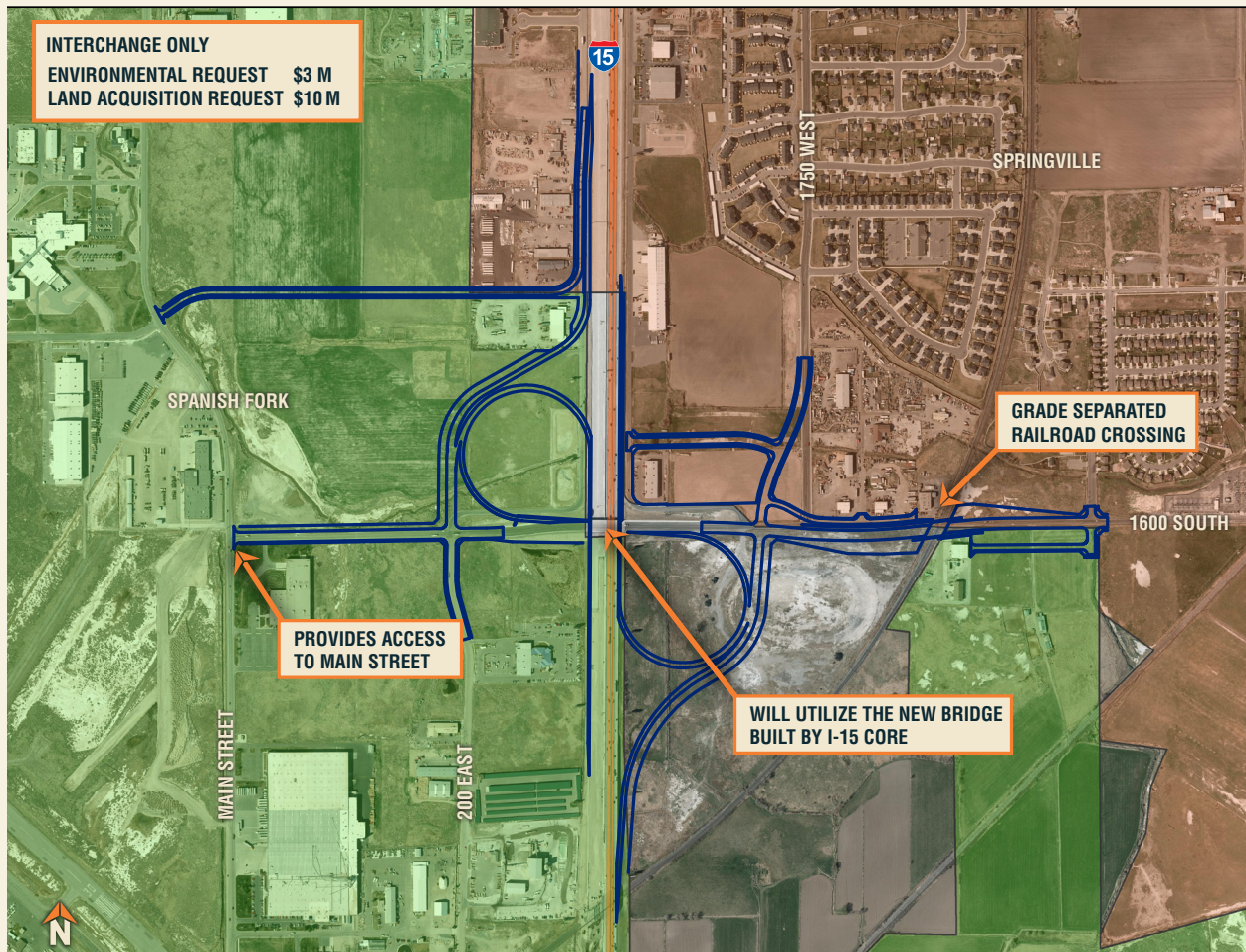
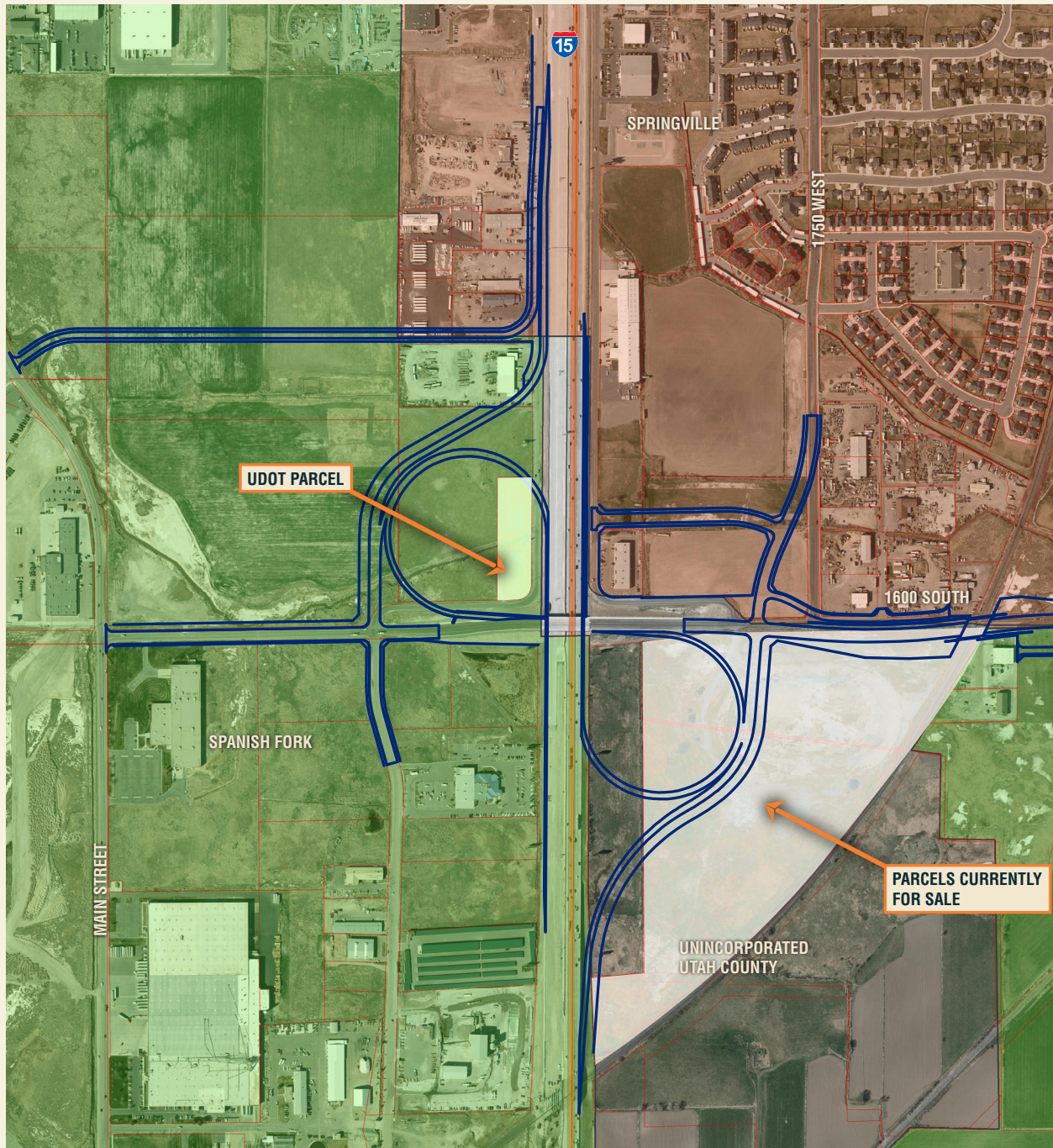


Figure 3 displays the concept interchange footprint in relationship to surrounding parcels. Two properties are identified that have opportunities to be preserved; one is a UDOT parcel and the second is a combination of three parcels that are currently for sale.

Figure 3: Interchange Parcel Footprint



Six options that connect 1600 South to US-89 were studied. Two US-89 connections options are shown in **Figure 4**. The tasks to complete the road widening and US-89 extension are listed in **Table 2**.

Table 2: 1600 South Widening and US-89 Extension Tasks

Engineering / Construction (Cost Estimated from Environmental study)	Right-of-Way (\$8M)	Environmental (\$1.5M)
Railroad line reconstruction	Railroad right-of-way	Wetland mitigation
Intersection improvements	1600 South right-of-way	Relocation
Railroad structures	Vacant land	Community impacts
Pavement/earthwork	Commercial land	NEPA clearance/documentation
Property impacts	Developed land	Public relations

Figure 4: 1600 South US-89 Connection Alternatives

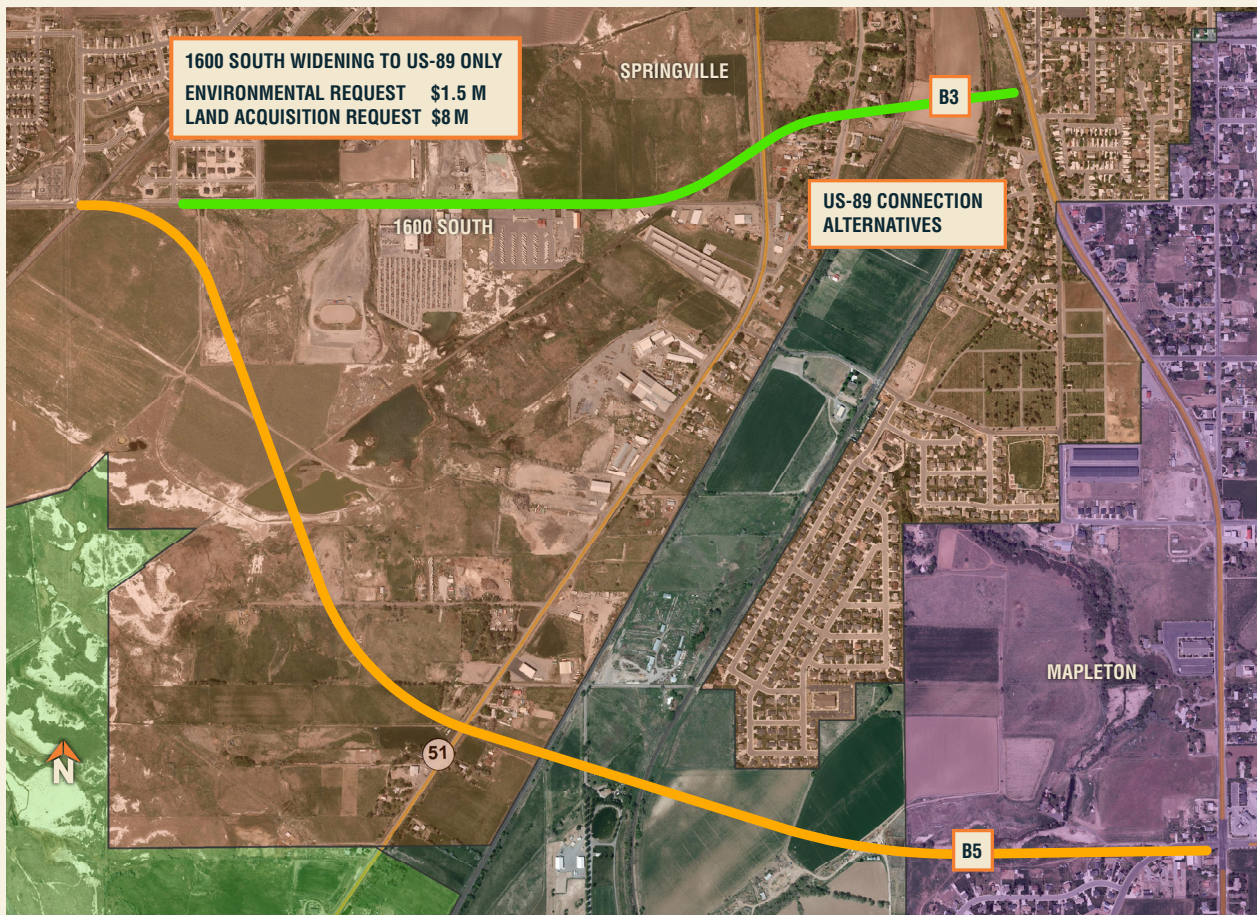


Figure 5: Existing Truck Traffic Circulation (US-6 to Main Street)

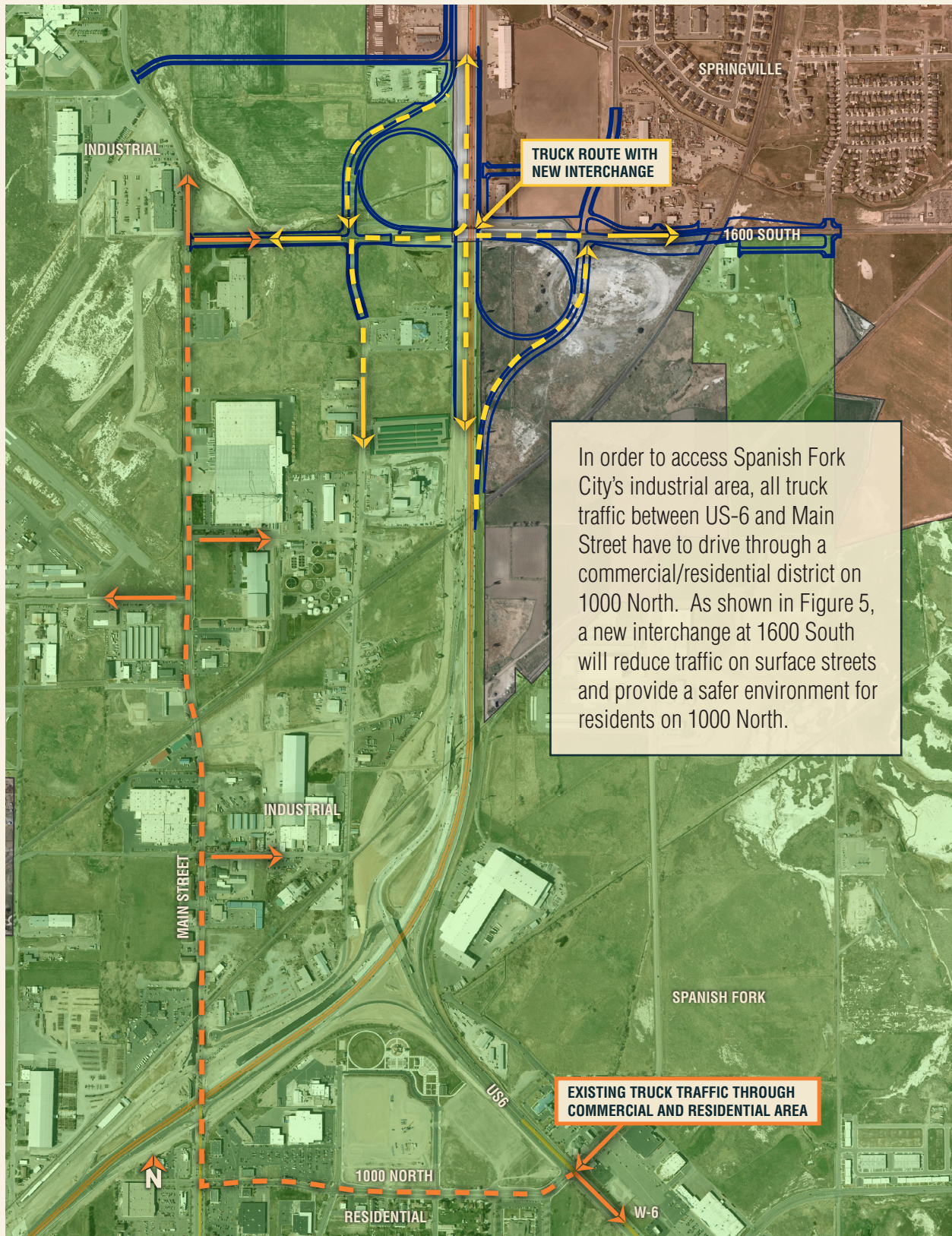


Figure 6: I-15/US-6 Roadway Level of Service (2020/2030)

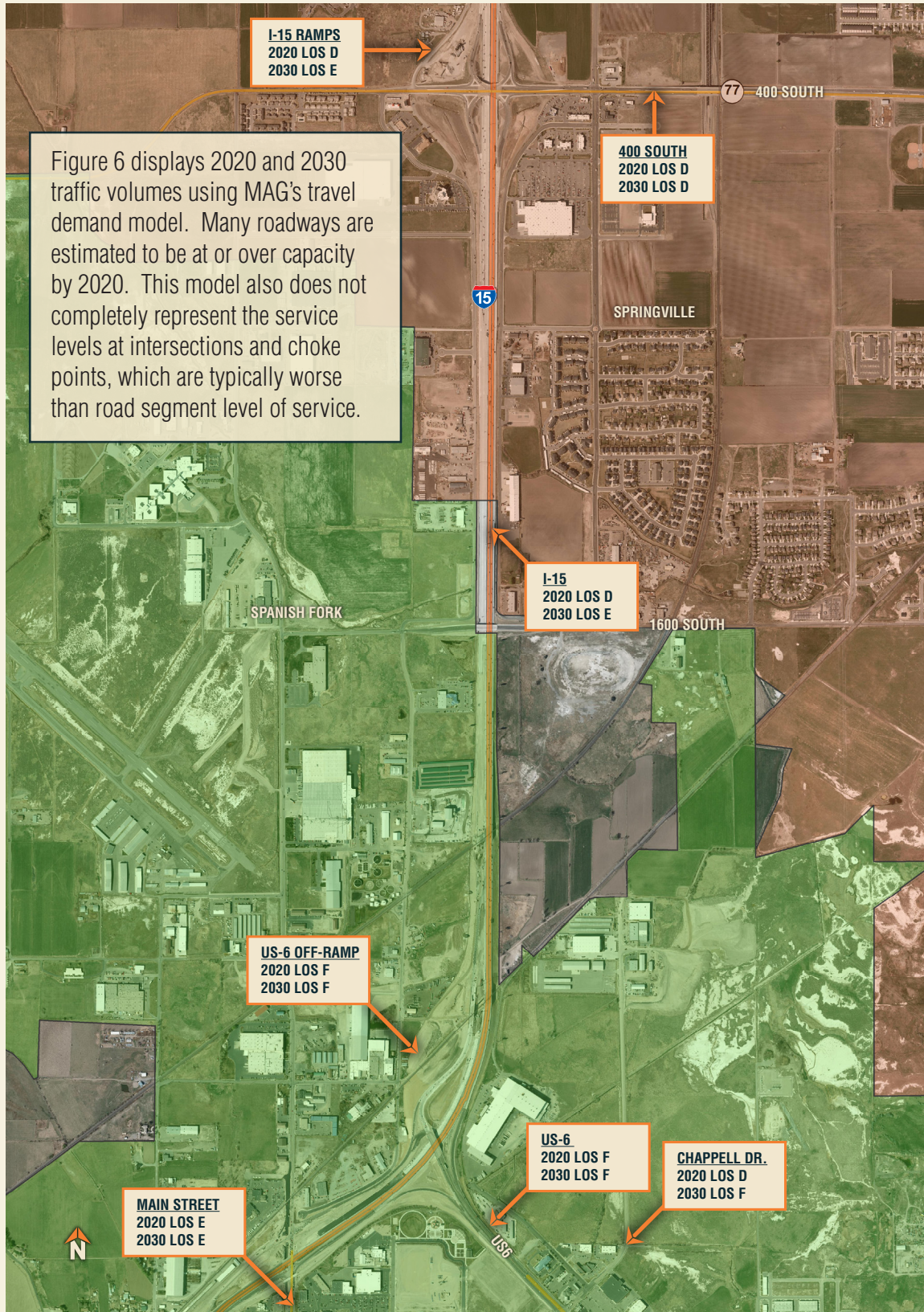


Figure 7: North-South I-15 Parallel Connection (US-6 to South Provo)