

# 2011-2040 RTP Amendments (Number 4) January 2014

## Proposed I-15 Point of the Mountain Projects

- 1. Location:** I-15 from 12300 South to Bangerter Highway  
**Description:** Increase the number of total lanes from 5 northbound and 5 southbound to 5 northbound and 6 southbound lanes.  
**Proposed Design:** The proposed design remains the same for northbound I-15, including the auxiliary lane. The southbound onramp from 12300 South, rather than serving as an auxiliary lane and an exit-only lane to Bangerter Highway, would instead continue through the Bangerter Highway structure, thereby providing a fifth general purpose and one High Occupancy Toll (HOT) lane profile through this section.  
**Funding Source:** Transportation Investment Fund (TIF)  
**RTP Amendment:** The above proposed design improvements and moving this project to Phase 1 of the 2011-2040 RTP.
- 2. Location:** I-15 from Bangerter Highway to the Utah County Line  
**Description:** Increase the current number of lanes in this section of I-15, from 4 and 5 north and southbound lanes, to a total of 6 lanes, thereby providing a fifth general purpose and one High Occupancy Toll (HOT) lane profile through this section.  
**Proposed Design:** The proposed design remains the same as the FEIS, except that the truck-climbing lanes would not be constructed at this time. The 5 general purpose lanes in each direction is consistent with the RTP and the Air Quality Conformity determination for Phase 2.  
**Funding Source:** Transportation Investment Fund (TIF)  
**RTP Amendment:** The above proposed design improvements and moving this project to Phase 1 of the 2011-2040 RTP.  
**Cost:** \$250,000,000

In addition to the above, the Utah Department of Transportation is requesting an amendment to the 2011-2040 RTP to include the following projects in Phase 1 of the RTP.

- 3. I-15 Interchange at I-215** (Near Fashion Place Mall – Approximately 6600 South).  
- Move from Phase 3 to Phase 1  
**Cost:** \$66,000,000

The following projects are new additions to the RTP. While they are Congestion Management System / Operational type projects, which are not typically included in the RTP, the UDOT is requesting their inclusion to maintain full transparency and funding flexibility through the Transportation Investment Fund.

- 4. I-15 SR-201 to 5300 South**  
- Add a southbound auxiliary lane from SR-201 to 5300 South  
- Add an additional, left turn lane (making it a triple left) on I-15 southbound

- ramp to eastbound 3300 South
  - May need to modify the SPUI with compound curves
- Cost:** \$32,000,000

**5. I-15 Northbound 9000 South to I-215**

- Decrease snow storage to 5 feet
- Add an auxiliary lane using existing shoulder from 9000 South to the I-215 off ramp
- Three lanes exit to I-215 (2 trap or “exit only” lanes, 1 option lane, with emergency pullout)

**Cost:** \$6,000,000

**6. I-15 400 South to Bangerter Highway**

- Add second northbound and southbound HOV lane during peak hours using inside shoulder and dynamic lane use signing

**Cost:** \$11,000,000

**7. I-15 400 South to 10600 South**

- I-15 ITS improvements
- Integrated corridor management
- Freeway to freeway ramp metering
- Traffic signal optimization

**Cost:** \$9,000,000

**8. I-215 SR-201 to 4700 South**

- Add auxiliary lanes

**Cost:** \$35,000,000

Layton City is requesting an amendment to the 2011-2040 RTP to include the following project in Phase 1 of the RTP.

**9. I-15 Overpass at 1200 North Layton**

- Move facility from the Unfunded Phase to Phase 1

**Cost:** \$20,000,000

Moving the projects listed above to Phase 1 of the 2011-2040 RTP will require that the following projects currently in Phase 1 will need to be moved to Phase 2.

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|---|---------------|
| - SR-171/3500 South Mountain View corridor to 4000 West | \$105,000,000 |
| - US-89 / Antelope Drive Interchange                    | \$ 72,000,000 |
| - Layton Parkway – 1475 West to West Davis Corridor     | \$ 17,000,000 |
| - 5600 West form SR-201 to I-80                         | \$ 44,000,000 |

UDOT and the communities affected by the above changes are involved in the decisions to make these adjustments. These particular projects were selected since it is unlikely that any of these four facilities will be built during the current Phase 1, which ends in 2019. In addition, all highway projects will be reevaluated as part of the phasing step in the 2015 RTP and phasing could be adjusted depending on the outcome of staff analysis and input from elected officials and the general public.