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# Transportation Improvement Program is . . .

1. Six Year Program of Highway & Transit
  - Four Years Funded - Two Years Concept
2. In the Urban Areas
  - Salt Lake/ West Valley - Ogden/ Layton
3. Funded by
  - Federal, State, & Local Programs
4. For All Cities, Counties, UDOT & UTA



# Transportation Improvement Program will . . .

1. Implement the Long Range Plans
  - Highway/Active Transportation Projects for TIP
2. Help Meet the Transportation Needs
  - Of the Wasatch Front Area
3. Provide for the Maintenance
  - Of the Existing Transportation System



# **Transportation Improvement Program Contains .....**

- **Lists of Projects**
- **Including;**
  - **New Construction**
  - **Rehab & Maintenance**
  - **Safety/ ITS**
  - **Transit, O & M**
  - **Pedestrian & Bike**

# **TIP** Projects in the **TIP:**

- **Represent \$ Millions**
- **Thousands of Jobs**
- **Economic Growth & Development**
- **Mobility/ Access**
- **Preservation of Life**
- **And Promote the Quality Of Life**



# **Federal Law**

## **Requires:**

- **Financially Constrained**
- **Conform To Air Quality**
- **Reviewed By the Public**
- **Approved by Regional Council**



## Transportation Improvement Program - Today . . .

- 4a. Report on Approved Board Modification
  - Regional Council – May 24, 2018
- 4b. Approve New Board Modification
  - To the 2018-2023 TIP
- 4c. Release the Draft 2019-2024 Transportation Improvement Program (TIP) and Air Quality Conformity Analysis for Public Review and Comment

# 4a - 2018-2023 TIP Board Modification

Wasatch Front Regional Council

May 24, 2018

Ben Wuthrich

Wasatch Front Regional Council



WASATCH FRONT REGIONAL COUNCIL

## 2018-2023 Transportation Improvement Program (TIP) (Amendment Seven)

### Board Modification

#### New Programs and Projects

##### Statewide Programs

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Various	UDOT	Various	New	Various Statewide Programs	State Funded Programs	ST_GF (State General Fund)	\$167,400,000	\$0	<i>New Funding</i>	<b>\$167,400,000</b>	2019

The funding levels for the State Funded Programs are amended into the existing TIP each year in May prior to the State Fiscal Year which begins July 1. These programs include funding levels for; Operations & Safety Programs, System Preservation Programs, Region Contingency Funds, other programs, and Region Concept Development. (Please reference the attached table "Program Distribution of State Funds", for funding assignment and distribution.)

##### Statewide - Transportation Solutions Program

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Various	UDOT	Various	New	Transportation Solutions Program	Choke Point projects, Asset Management projects, and Transportation Priority Needs	Various Funds	\$69,455,000	\$0	<i>New Projects</i>	<b>\$69,455,000</b>	2018-2021

During the March 2018 Transportation Commission Staff Update meeting the Transportation Solutions Program and associated projects were discussed. This program incorporates into it the Choke Point Program as well as the Asset Management projects. During April 2018, the list of Transportation Solutions Projects was presented to the Transportation Commission for their review and approval to include in the 2018-2023 Statewide Transportation Improvement Program (STIP). Distribution of the funding throughout the State: Statewide \$25,350,000, Region One - \$ 8,250,000, Region Two - \$ 2,955,000, Region Three - \$ 29,550,000, Region Four - \$ 3,350,000  
(For specific projects please refer to the Transportation Solutions Project Tables)

##### Statewide - Recreational Hotspot Projects Program

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Various	UDOT	Various	New	Recreational Hotspot Projects	Alleviate congestion at various recreational hotspots	ST_TIF (Statewide - Transportation Investment Funds)	\$100,000,000	\$5,700,000	<i>Funding Distribution</i>	<b>\$94,300,000</b>	2018 - 2021

The Utah State Legislature has requested that UDOT use \$100 million on projects prioritized by the Transportation Commission that have a significant economic development impact associated with recreation and tourism, and alleviate congestion. Studies are currently underway or near completion, identifying the most effective solutions in this phase. The following improvements have been identified; Cottonwood Canyons - \$61,000,000, Zion Area - \$15,000,000, Moab Area - \$10,000,000, and Bear Lake Area - \$8,300,000.

# 4b - 2018-2023 TIP Board Modification #8

Trans Com  
June 14, 2018

Ben Wuthrich  
Wasatch Front Regional Council

## 2018-2023 Transportation Improvement Program (TIP) (Amendment Eight) Board Modification

### Additional Funding

#### Ogden / Layton Urbanized Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	UDOT	SR-110 & SR-107	16526	4500 West (SR-110); Syracuse Rd (SR-127) to 1800 N (SR-37) and 300 North (SR-107); 4500 W (SR-110) to 3000 West	Pavement Preservation - (Orange Book) 1.5" Overlay	STP_FLX_ST (STP Flexible (Any Area) Statewide)	\$2,500,000	\$1,750,000	<b>Additional Funding</b>	<b>\$750,000</b>	2018

This project is currently in design and preparing for final review. The engineer's estimate is showing a shortage of funds due to an increase in material cost. The additional funding will come from cost savings from a project that received a better than expected bid.

Box Elder, Davis, & Weber	UDOT	I-15, I-84, & US-89	16041	I-15 Brigham City Area, I-15 Willard Area, I-15 Kaysville Area, I-84 Weber Canyon Area, and Us-89 Farmington Area	Variable Message Sign (VMS) Installations at various locations	CMAQ_WFRC (Congestion Mitigation/ Air Quality (CMAQ) WFRC Funding)	\$3,551,000	\$2,951,000			2018
						STP_FLX_ST (STP Flexible (Any Area) Statewide)			<b>Additional Funding</b>	<b>\$600,000</b>	

This project will expand the Advanced Traffic Management System (ATMS) (cameras, variable message signs, road weather information systems, etc.) to minimize traffic congestion and improve safety. During the design of the US-89 at Shepard Lane VMS foundation it was discovered that the section of existing concrete barrier that would protect the new VMS foundation is sub-standard. These funds will replace this barrier with new precast concrete barrier. The additional funding will come from cost savings from another project.

### New Project

#### Ogden / Layton Urbanized Area

Davis	UDOT	I-15	16857	I-15 Centerville Concrete Slab Repair	Replace damaged concrete slabs	STP_FLX_ST (STP Flexible (Any Area) Statewide)	\$1,500,000	\$0	<b>New Funding</b>	<b>\$1,500,000</b>	2018
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The existing concrete pavement in this area has various concrete slabs that are broken and need to be replaced. The additional funding will come from cost savings from a project that received a better than expected bid.

#### Salt Lake/ West Valley Urbanized Area

Salt Lake	Salt Lake County	2550 South	New	2550 South; 5600 West to 8000 West	New Construction (complete the connection)	ST_TIF (Statewide - Transportation Investment Funds) and Local Match	\$2,000,000	\$0	<b>New Funding</b>	<b>\$2,000,000</b>	2018
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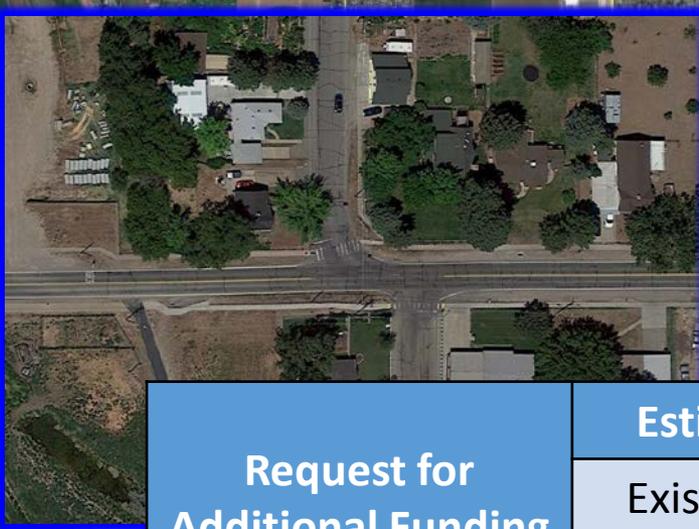
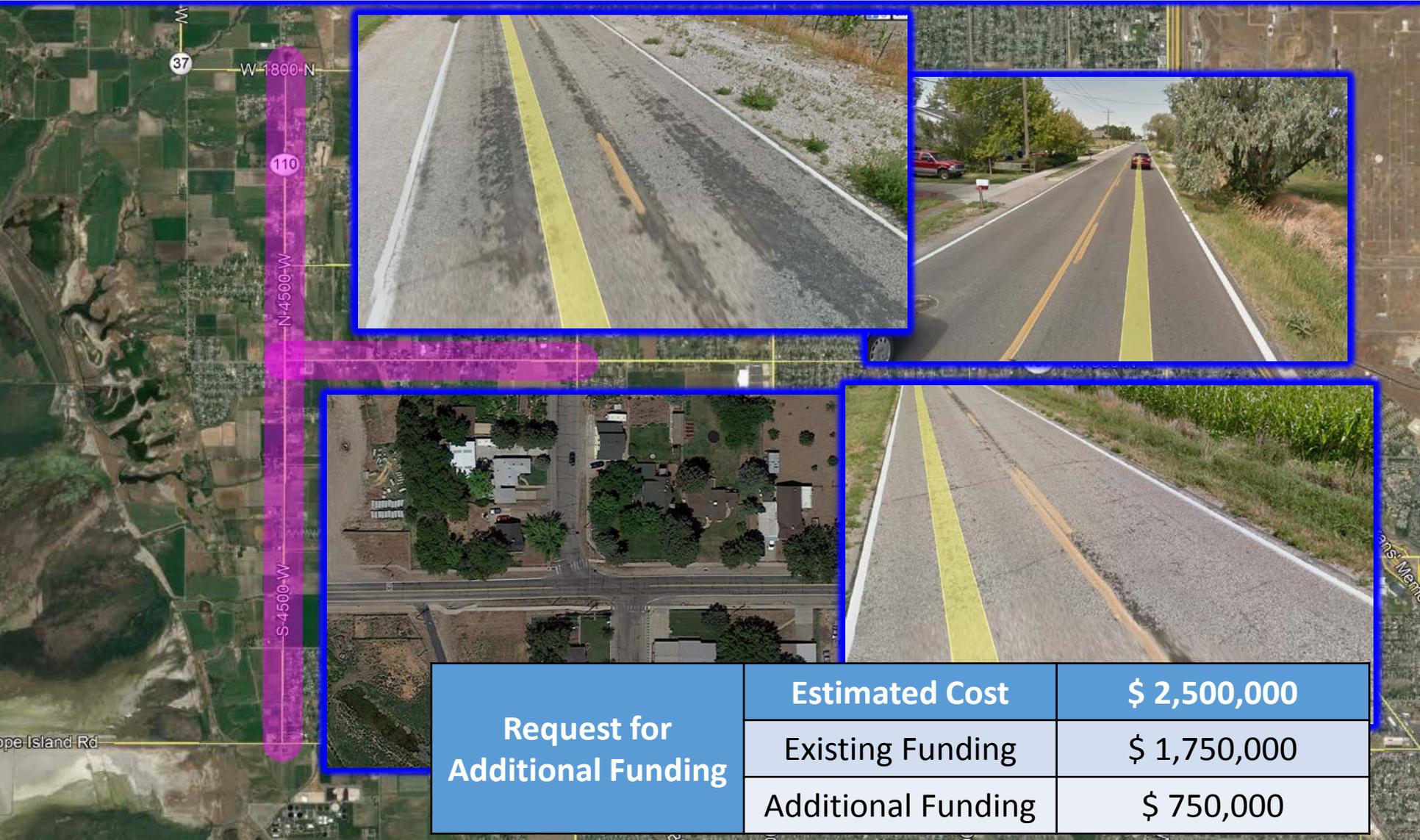
The project is to complete 2550 South from 5600 West to 8000 West. Senate Bill 234 designated \$2.0 Million of ST\_TIF funds be programmed to this project in addition to the matching funds from the County. The County shall also study a connection of 7200 West between SR-201 and I-80.

### Remove Project

Salt Lake	UDOT	4100 South	14355	4100 South Bridge over I-215	Retrofit the pin and hanger assembly on the bridge	STP_Bridge (Surface Transportation Program - Bridge Program)	\$1,000,000	\$1,000,000	<b>Remove Project</b>	<b>\$0</b>	2018
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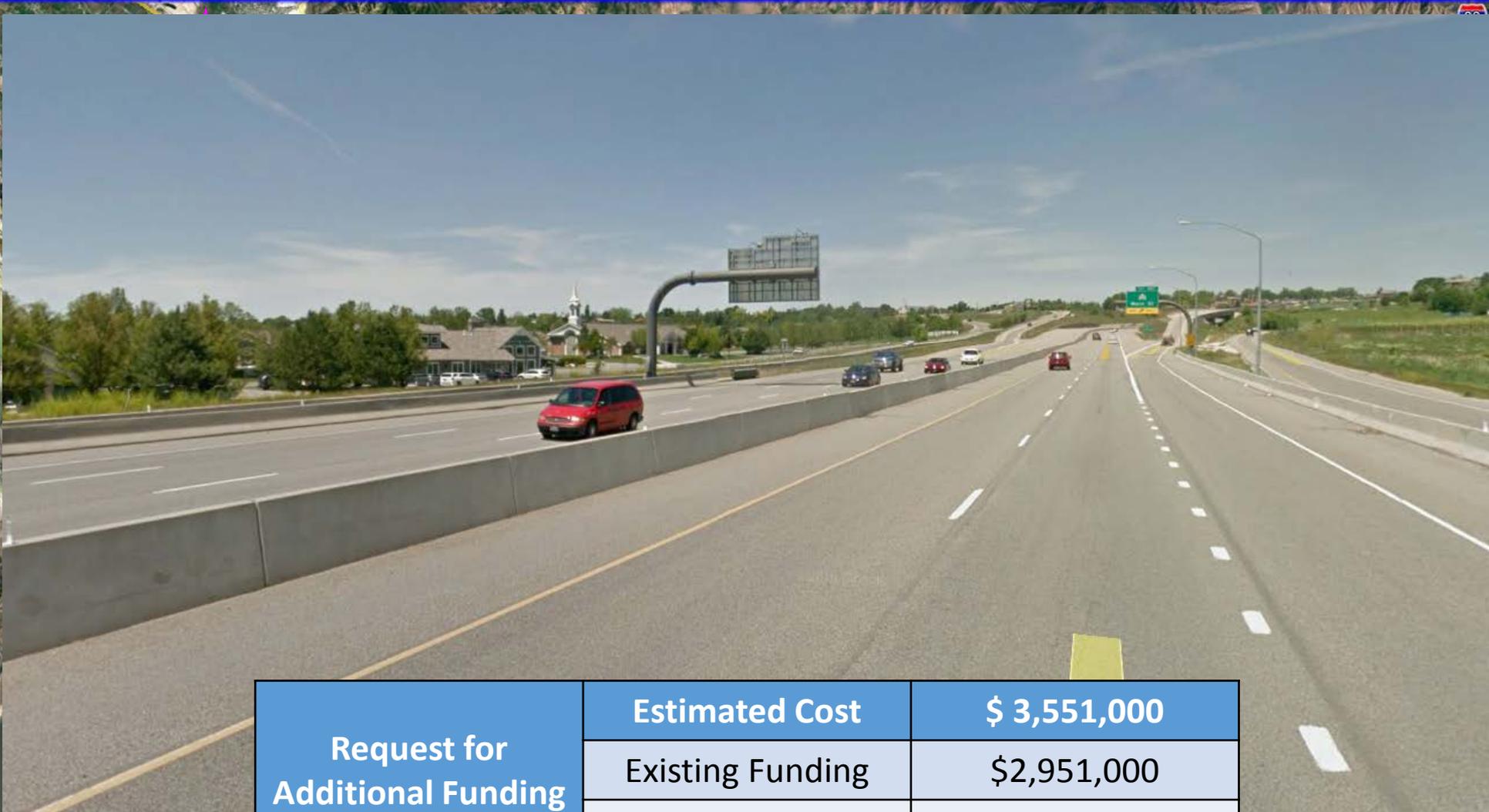
The primary objective of this project was to retrofit the pin and hanger assembly to allow the bridge to carry legal loads; however, the bridge is in otherwise good condition. The request is to remove this project from the 2019 Bridge Replacement & Rehabilitation Program. The bridge will be posted as load restricted. The road system around 4100 South has adequate redundancy to allow for heavy loads to be rerouted. The \$1.0M will be reprogrammed to other more critical bridge improvement needs. The bridge condition will continue to be monitored through the Bridge Inspection Program and will be programmed for a project at a later date when the bridge condition warrants a more robust rehabilitation, thus utilizing bridge funding more efficiently.

4500 W (SR-110); Syracuse Rd (SR-127) to 1800 N (SR-37) &  
 300 No (SR-107); 4500 W (SR-110) to 3000 West  
 Pavement Preservation (Orange Book) – 1.5” - Overlay



<b>Request for Additional Funding</b>	<b>Estimated Cost</b>	<b>\$ 2,500,000</b>
	Existing Funding	\$ 1,750,000
	Additional Funding	\$ 750,000

# I-15 Brigham City Area, I-15 Willard Area, I-15 Kaysville Area, I-84 Weber Canyon Area, and Us-89 Farmington Area Variable Message Sign (VMS) - Installations



<b>Request for Additional Funding</b>	<b>Estimated Cost</b>	<b>\$ 3,551,000</b>
	Existing Funding	\$2,951,000
	Additional Funding	\$ 600,000

# Davis Counties: I-15; Centerville Concrete Slab Replacement

**New  
Project**

Remove and Replace the shattered and broken concrete pavement panels on mainline I-15 in the Centerville area.

**AFTER**

New Funding  
\$ 1,500,000

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Total Project Cost  
Estimate \$ 750,000



# 4100 South Bridge over I-215

Retrofit the pin and hanger assembly on the bridge



<b>Remove the Project</b>	<b>Estimated Cost</b>	<b>\$ 1,000,000</b>
	Existing Funding	\$ 1,000,000
	Remove Project	\$ 0

# 4c - Release the Draft 2019-2024 Transportation Improvement Program (TIP) and Air Quality Conformity Analysis for Public Review and Comment

Trans Com  
June 14, 2018

Ben Wuthrich  
Wasatch Front Regional Council

# Air Quality Memorandum

**REPORT NO.** 38a [DRAFT]

**DATE** May 29, 2018

**SUBJECT** CONFORMITY ANALYSIS FOR THE WFRC [DRAFT] 2019-2024  
TRANSPORTATION IMPROVEMENT PROGRAM.

**ABSTRACT** The Fixing America's Surface Transportation Act (FAST Act) and the Clean Air Act Amendments (CAAA) require that all regionally significant highway and transit projects in air quality non-attainment and maintenance areas be derived from a "conforming" Regional Transportation Plan and Transportation Improvement Program. A conforming Plan or Program is one that has been analyzed for emissions of controlled air pollutants and found to be within the emission limits established in the State Implementation Plan (SIP) or within guidelines established by the Environmental Protection Agency (EPA) until such time that a SIP is approved. This conformity analysis is made by the Wasatch Front Regional Council (WFRC), as the Metropolitan Planning Organization for the region, and submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their concurrence. This conformity analysis is being prepared according to the transportation conformity rulemakings promulgated by the Environmental Protection Agency (EPA) as of March 2010 and according to FHWA guidelines found in the FAST Act legislation.

Section 93.122(g)(1) of the Transportation Conformity Rule (40 CFR part 93) states that a new TIP may be demonstrated to conform "... without new regional emissions analysis if the previous regional emissions analysis also applies to the ... TIP." Section 93.122 includes the following four conditions. First, the TIP must include all projects that must be started within the TIP time frame in order to achieve the transportation network envisioned in the plan. Second, all regionally significant projects in the TIP must be included in the regional emissions analysis. Third, the design concept and scope for TIP projects must not have changed significantly from the plan. And fourth, the previous regional emissions analysis is consistent with all conformity requirements. As discussed below, the [DRAFT] WFRC 2019-2024 TIP meets the conditions of CFR 93.122(g)(1) and therefore conforms to the State Implementation Plan and the EPA guidelines for interim conformity for all applicable non-attainment and maintenance areas and pollutants. Therefore, all the transportation projects in Weber, Davis, and Salt Lake Counties included in the [DRAFT] 2019-2024 TIP are found to conform.

**Wasatch Front Regional Council**

295 North Jimmy Doolittle Road  
Salt Lake City, Utah 84116

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## Kaysville/ Farmington – West Davis Corridor – New Facility

West Davis Corridor to Shepard Lane & I-15



**Recommended Funding \$ 4,300,000**

**Project Cost –  
\$ 10,833,600**

**Funds Request –  
\$ 10,100,000**

This project will construct a new road connecting the proposed Shepard Lane interchange on I-15 to the West Davis Corridor and Sunset Drive. This new roadway will provide mobility and access to these two major transportation corridors. With this being a new roadway, 200 North in Kaysville was used for the traffic data.

## Millcreek and Holladay Cities – 3900 South Improvements

Project Type – Reconstruction

2300 East to Wasatch Blvd



**Recommended Funding \$ 4,000,000**

**Project Cost –  
\$ 8,652,500**

**Funds Request –  
\$ 8,066,726**

Create a safer environment for all users including the construction of curb, gutter, sidewalk, ADA ramp, enhanced bus stops, a bicycle facility, lighting and the relocation of utility poles out of asphalt, eliminate open ditch and pipe irrigation/storm drainage along 3900

## UTA – Ogden-WSU Bus Rapid Transit (Construction)

Project Type - Transit

Ogden Intermodal HUB (23<sup>rd</sup>/Wall) and McKay Dee Hospital (48<sup>th</sup>/Harrison)



**Recommended Funding \$ 3,500,000**

**Project Cost –  
\$ 75,000,000**

**Funds Request –  
\$ 5,000,000**

The Ogden/Weber State University BRT will provide premium service between the Ogden intermodal and WSU/McKay Dee Hospital. The BRT will have 13 stations and operate on exclusive lanes from 30th and Harrison to the Dee Events Center. The O/M of this line comes from funds currently used on route 603 and Prop 1 sales tax.

## UDOT/ Sandy City – Monroe - Intersection Improvements

Project Type – Operations

Monroe and 90<sup>th</sup> South (SR-209)



**Recommended Funding \$ 4,200,000**

**Project Cost –  
\$ 6,145,100**

**Funds Request –  
\$ 5,729,077**

The purpose of this project is to widen Monroe and SR-209 to provide dual left turn lanes in all directions. This improvement would allow for less congestion by removing turning movements from the thru lanes and by clearing the left turn queue more efficiently.

## Holladay City – Highland Drive Intersection Improvement Project Type – Operations

Highland Drive and 4500 South



**Recommended Funding \$ 1,200,000**

**Project Cost –  
\$ 2,597,900  
Funds Request –  
\$ 2,328,792**

The proposed project includes changing an existing single lane to a dual left hand turn for vehicles traveling from S. to southbound Highland Dr. The project will also add a turn lane on northbound Highland Dr. to eastbound 4500 relocation, and curb and gutter improvements are a

## UTA – Locomotive Rebuild Project Type – Transit

Rebuild 5 Locomotive Prime Mover Engines



**Recommended Funding \$ 932,300**

**Project Cost –  
\$ 1,000,000  
Funds Request –  
\$ 932,300**

Reduce particulate matter emissions and the formation of ozone in Salt Lake County. The rebuilding of 5 locomotive prime mover engines to EPA's standard of Tier 2+ would reduce the total emissions of criteria air pollutants (i.e. NOx, HC, CO and PM) by 10,751 kg annually.

## Ogden City – Polk Avenue Sidewalk Project Project Type – Safe Routes to School

Franklin Avenue to 36<sup>th</sup> Street



**Recommended Funding \$ 555,000**

**Project Cost –  
\$ 595,302  
Funds Request –  
\$ 555,000**

Currently, there are 266 single family residences within the south of Wasatch Elementary that are tributary to the proposed sidewalk. It is rare to see sidewalk missing in such close proximity to an Elementary. This project would also be appreciated by residents with disabilities, the elderly and WSU students.



**Recommended Funding \$ 130,522**

**Project Cost –  
\$ 140,000  
Funds Request –  
\$ 130,522**

Manage the daily logistics/expenses of a 400+ vanpool program reducing single occupancy vehicle usage. This includes customer service, managing accounts/rosters, adding/removing participants, driver training, customer accounting, maintenance logistics, community education/marketing, and Federal/local reporting requirements.

**Plain City – 1975 North Widening – Construct Sidewalk**  
**Project Type – Safe Routes to School**

3775 West to 3525 West



**Recommended Funding \$ 300,000**

**Project Cost – \$ 1,142,300**  
**Funds Request – \$ 1,064,966**

The proposed project is to add a shoulder and curb, gutter and sidewalk for pedestrian use and to provide a walking route to the elementary school.

**Farmington City – State Street & Clark Lane – Pedestrian Crossings**  
**Project Type – Capital Improvement**

400 West and 950 West



**Recommended Funding \$ 200,000**

**\$ 318,100**  
**Funds Request – \$ 296,565**

There has been 1 pedestrian fatality at State Street and 400 W. Location two has seen a large increase in pedestrian and vehicle traffic near the Davis County Legacy Event Center. The project is needed to increase safety for pedestrians at these crosswalks.

**Salt Lake County – Kearns Metro Township – Northwest Ave Sidewalk**  
**Project Type – Safe Routes to School**

5415 South to 5570 South



**Recommended Funding \$ 193,918**

**Project Cost – \$ 208,000**  
**Funds Request – \$ 193,918**

Construct sidewalk, curb, and gutter on the west side of Northwest Avenue from 5415 S to existing sidewalk at about 5570 S. Sidewalk will improve safety of access for students walking from the southeast quadrant of Kearns to the railroad crossing at 5415 S and on to Kearns High School and Kearns Olympic Park and Oval.

**Cottonwood Heights – 2700 East Sidewalk Project**  
**Project Type – Safe Routes to School**

7550 South to 7655 South

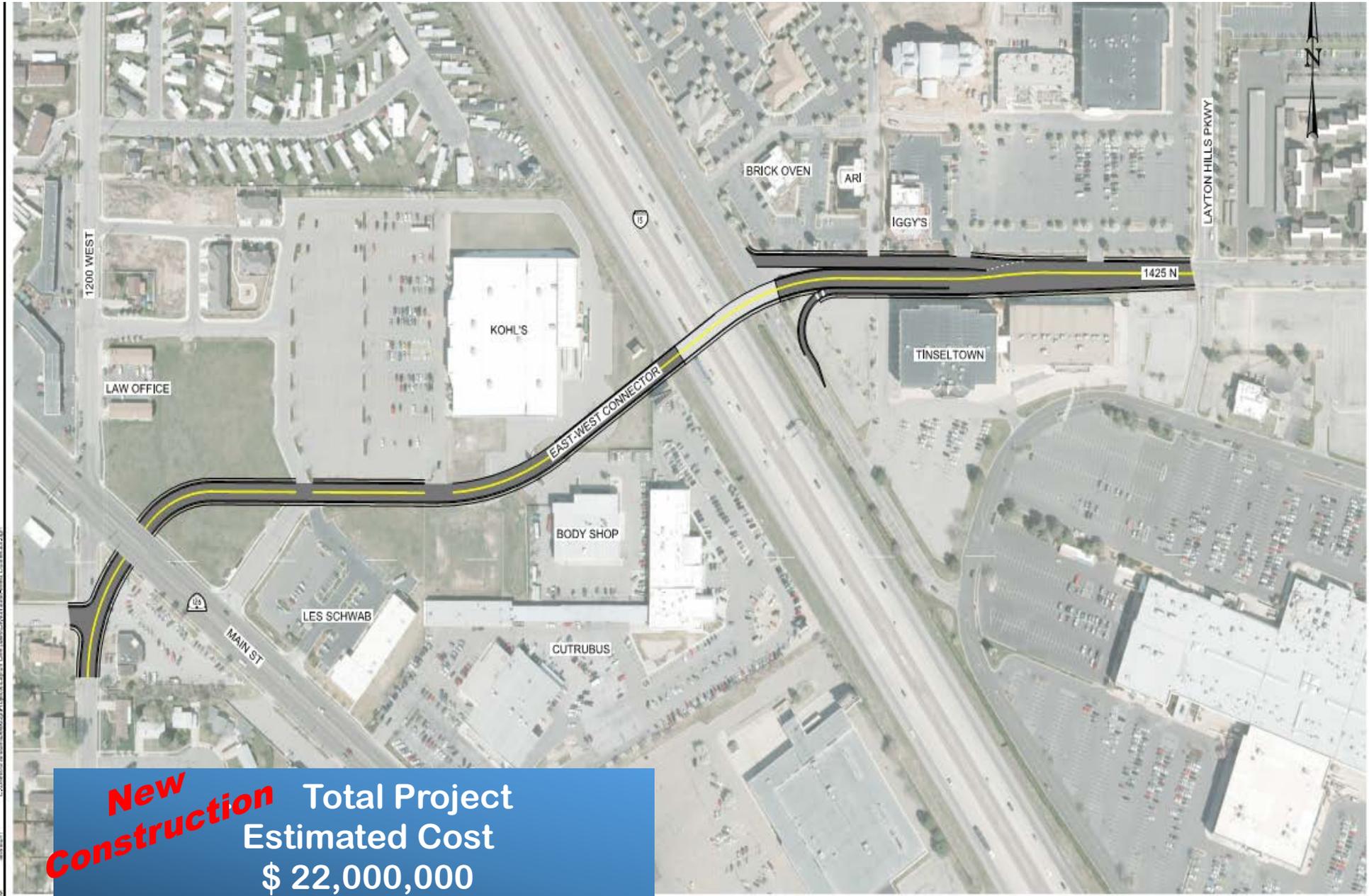


**Recommended Funding \$ 363,038**

**Project Cost – \$ 415,400**  
**Funds Request – \$ 363,038**

Major sidewalk gap exists on the east side of 2600 East between South of Toni Circle (7635 S.) to Bridgewater Drive (7655 S.). Existing crossing is at a dangerous location on 2600 East. Proposed sidewalk will relocate crossing to safer location.

# Davis County – Layton I-15 Crossing; SR-126 (Main Street) & Hill Field Road New Construction



**New  
Construction**

**Total Project  
Estimated Cost  
\$ 22,000,000**

# UDOT Region One & Two – Various Locations Replace substandard end treatments and guardrail



**Total Project Cost  
Estimate \$ 1,200,000**



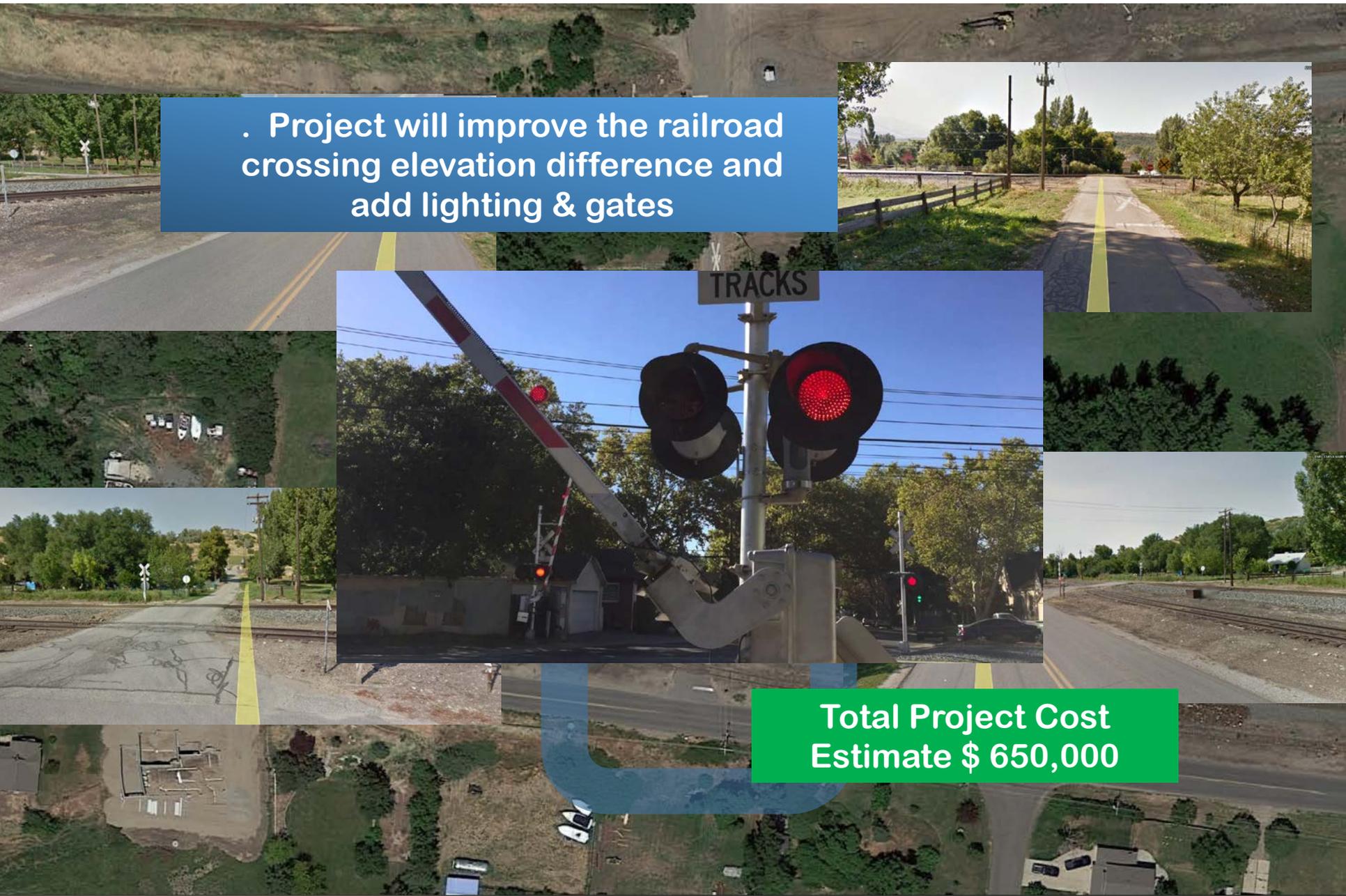
**Project will continue  
to improve Guardrails  
throughout Northern  
Utah**

# Weber – 1500 East (Uintah) Crossing Improvement

## Improve railroad crossing elevation difference and add lighting & gates

Project will improve the railroad crossing elevation difference and add lighting & gates

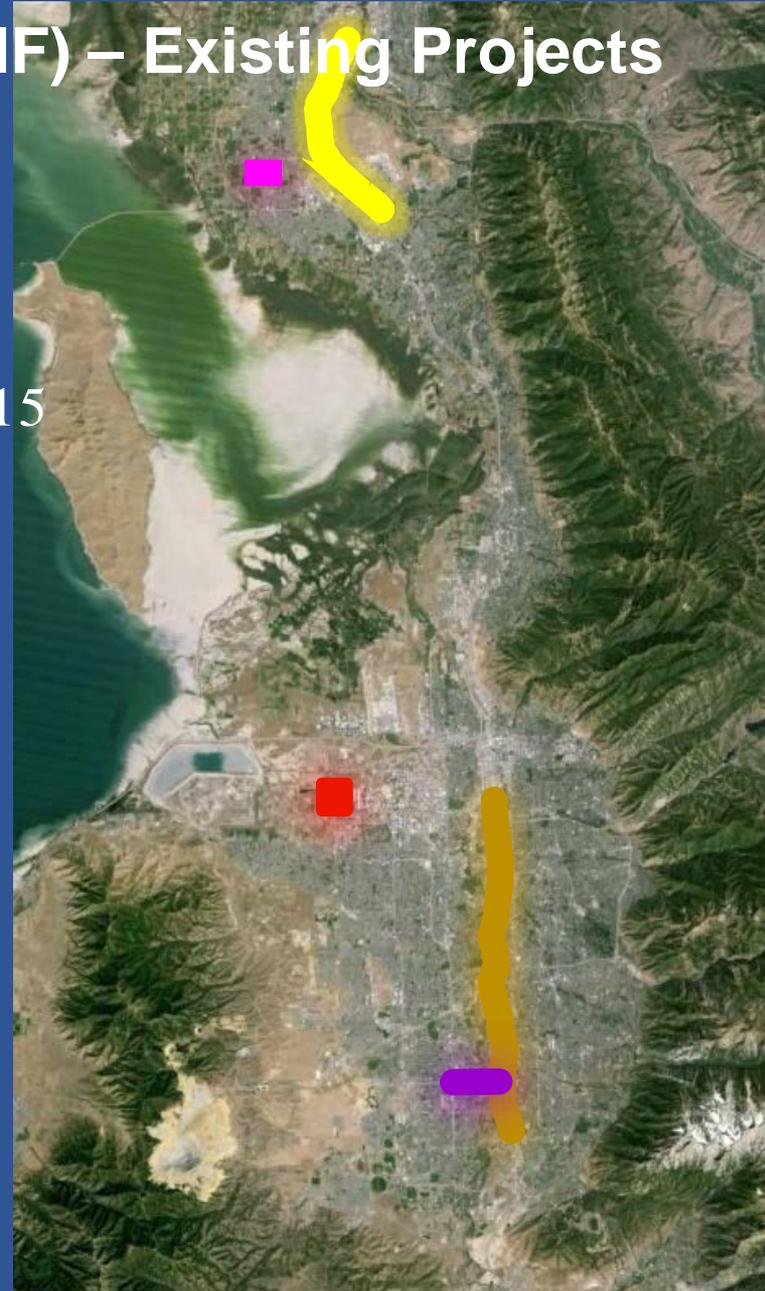
Total Project Cost Estimate \$ 650,000



# Transportation Investment Fund (TIF) – Existing Projects

- I-15; 12300 S. to SR-201 SB \*\*\*
  - Cost - \$169 M
  - Funding Available – 2018-2020
- 9000 So (SR-209); Redwood Rd. to I-15
  - Cost - \$37 M
  - Funding Available – 2020-2022
- SR-193; 2000 West to 3000 West
  - Cost - \$9 M
  - Funding Available – 2017
- 5600 West Railroad Separation
  - Cost - \$26 M
  - Funding Available – 2020
- I-15; SR-232 to I-84 \*\*\*
  - Cost - \$158 M
  - Funding Available – 2018 & 2020

\*\*\* *Projects were Accelerated*



**\$ 8,300,000**

**Relocate the Marina entrance  
and improve and widen  
various roadways**



# Statewide – Recreation Hotspots Bear Lake Area, Moab Area, Zions, Cottonwood Canyons



**\$ 66,000,000**

**\$ 15,000,000**

**Transit from St. George to  
Springdale**



**\$ 10,000,000**

**Construct Downtown parking  
structure & improve surface  
parking lots**



# Utah & Salt Lake Canal Trail

## 5900 West & 4100 South

### Section of Missing Bike & Pedestrian Trail



UDOT TAP PROGRAM	Estimated Cost	\$ 600,000
	TAP Funding	\$ 250,000
	Local Funding	\$ 350,000

# Tooele – SR-138, Stansbury Park Underpass Partnership Construct Pedestrian/ Bicycle Underpass



**Amount Currently  
Programmed  
\$400,000**

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**Total Estimated  
Project Cost  
\$ 1,800,000**



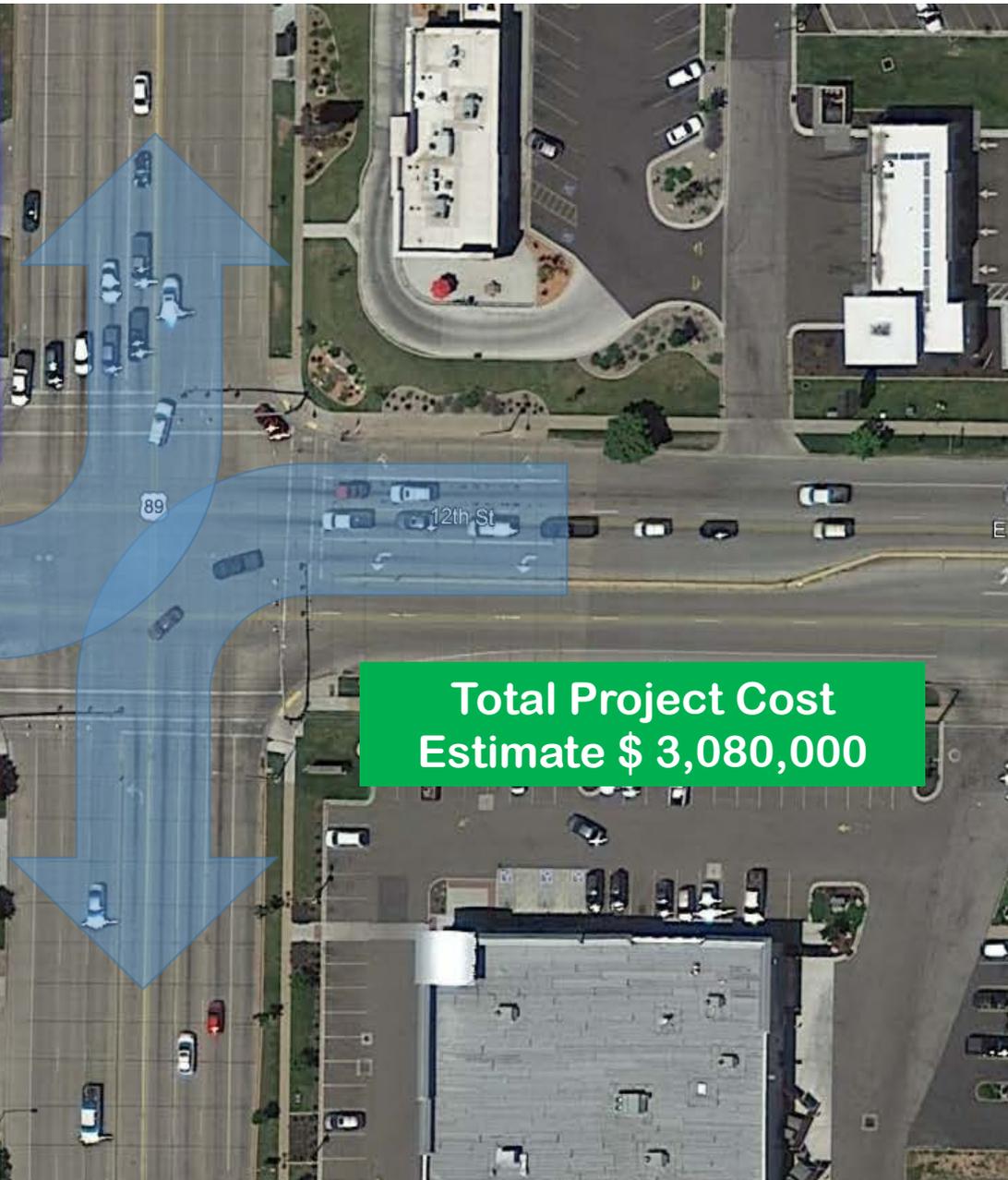
# North Ogden – 450 East/ 400 East; 2600 North to Elberta Drive

## Widen Existing Roadway from 3 to 5-Lane - Including Curb, Gutter and Sidewalk



**Total Project Cost  
Estimate \$ 13,796,000**

# Weber – 12th Street (SR-39); Dual Lefts at Washington Blvd. Construct Dual Left Turns



**Total Project Cost  
Estimate \$ 3,080,000**

**Project will construct  
dual left turn lanes  
from 12<sup>th</sup> Street on to  
Washington Blvd**

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19	20	21	22	23	24	25
26	27	28	29	30	31	

September						
Su	M	Tu	W	Th	F	Sa
						1
2	3	4	5	6	7	8
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16	17	18	19	20	21	22
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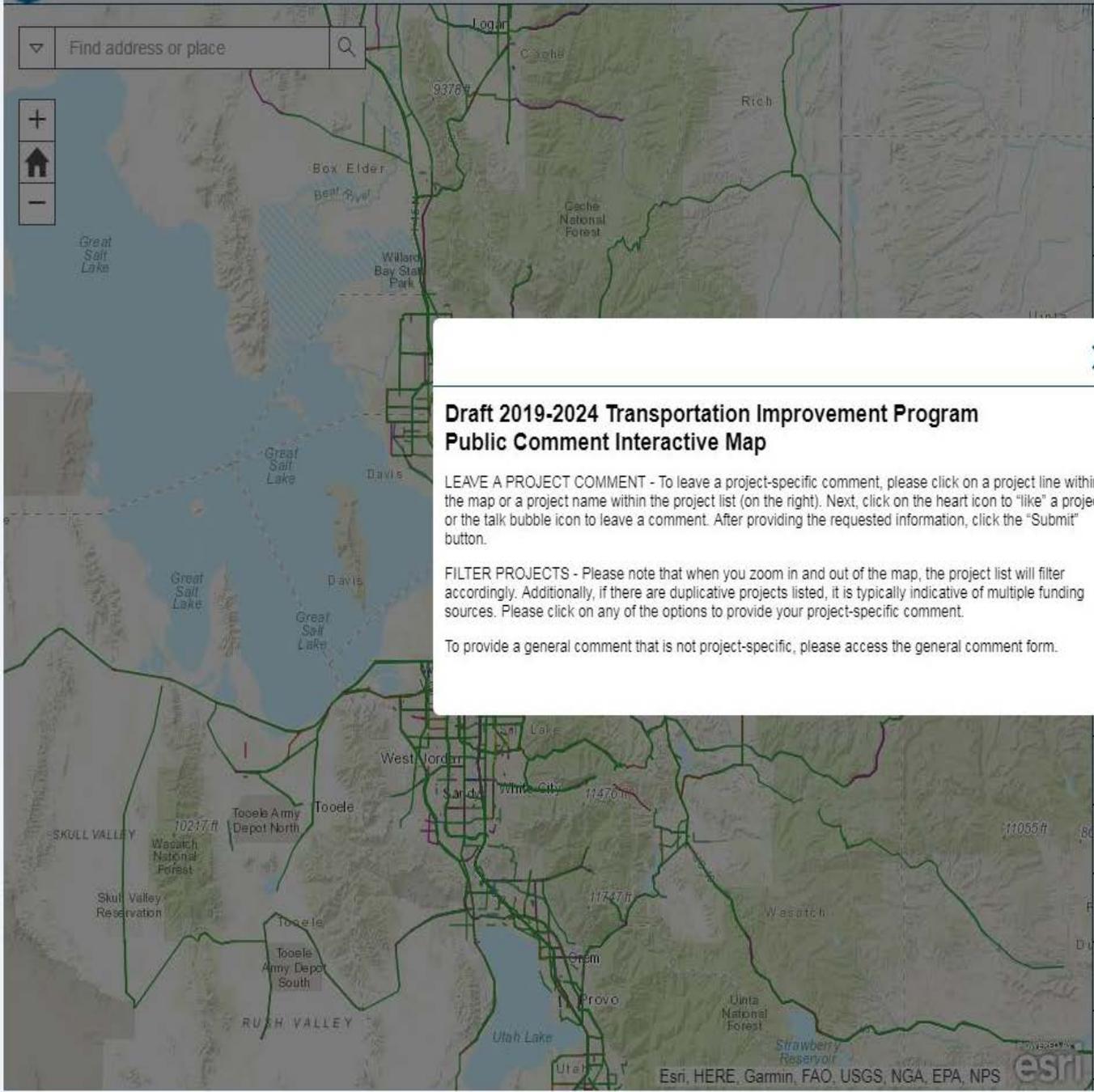
October						
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November						
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December						
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23	24	25	26	27	28	29
30	31					

Find address or place

Filter list by map



**Draft 2019-2024 Transportation Improvement Program Public Comment Interactive Map**

LEAVE A PROJECT COMMENT - To leave a project-specific comment, please click on a project line within the map or a project name within the project list (on the right). Next, click on the heart icon to "like" a project or the talk bubble icon to leave a comment. After providing the requested information, click the "Submit" button.

FILTER PROJECTS - Please note that when you zoom in and out of the map, the project list will filter accordingly. Additionally, if there are duplicative projects listed, it is typically indicative of multiple funding sources. Please click on any of the options to provide your project-specific comment.

To provide a general comment that is not project-specific, please access the general comment form.



200 S Multimodal Improvements, ...	0	♥
200 S Multimodal Improvements, ...	1	♥
Foothill/I-80/I-215 Interchange Are...	0	♥
I-15; I-84 to SR-134	3	♥
5; I-84 to SR-134	1	♥
5; Layton Interchanges Public I...	0	♥
5; Layton Interchanges Public I...	0	♥
0, MT. DELLE TO LAMBS CANY...	3	♥
0; Structure Replacement (MP ...	1	♥
0; Structure Replacement (MP ...	2	♥
I-80; Structure Replacement (MP ...	1	♥
I-84; Hansel Valley to Blue Creek	0	♥
Overhead Signs, I-80 & I-215 Repl...	0	♥
SR-105 (Parrish Lane) & 1250 Wes...	2	♥
SR-203; 4875 S. 3850 S. Sidewalk,...	0	♥

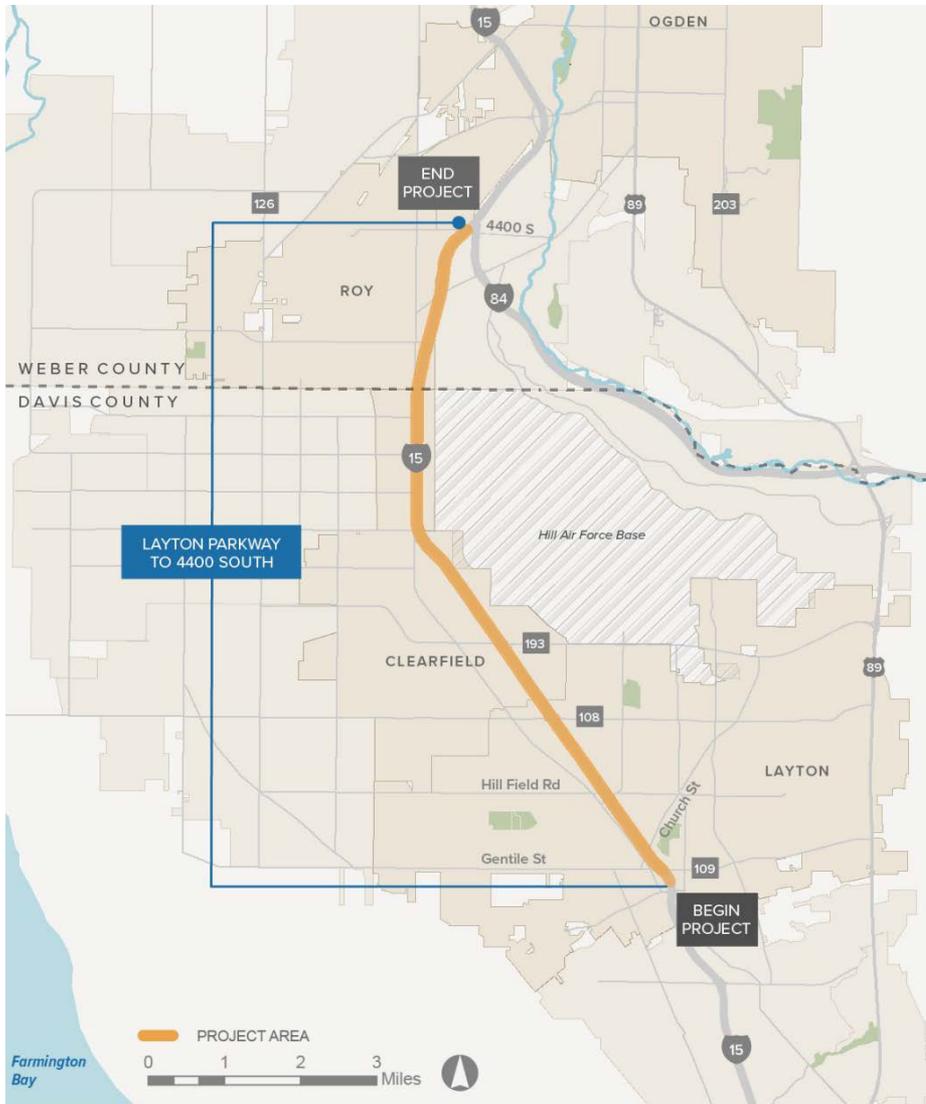


# I-15 DAVIS WEBER EXPRESS LANES

WASATCH FRONT REGIONAL COUNCIL  
TRANS COM

**June 14, 2018**

# EXPRESS LANES PROJECT



## DESCRIPTION

This project **extends the Express Lanes (carpool lanes)** from Layton Parkway to I-84 in Riverdale. Once constructed, the Express Lane network will be complete from Spanish Fork to Riverdale, approximately 80 miles.

## PROJECT GOALS

- **Add Express Lanes** while maintaining the existing number of travel lanes and minimizing impacts to neighboring properties
- **Provide a TravelWise solution** to those seeking an improved commute through Davis and Weber Counties
- **Utilize property already owned by UDOT** for roadway widening



# SCHEDULE



## HISTORY

An **environmental study** was completed in **2013** to add Express Lanes on I-15 from North Salt Lake to Ogden. The Express Lanes constructed in south Davis County in 2015 was the first phase of work resulting from this study. This project continues the work to add Express Lanes to the north.



# WHY THIS PROJECT IS NEEDED

To extend the Express Lane network through Davis County and into Weber County and increase mobility along I-15.



On opening day, the Express Lane will provide approximately **20% more capacity** on I-15 to help alleviate current congestion.



Express Lanes allow for **carpooling**, which moves more people with fewer vehicles.



By 2040, traffic volumes along I-15 will **increase by as much as 77%** decreasing overall mobility along I-15.



Solo drivers can purchase the use of remaining capacity in the Express Lanes by paying a toll, which allows **additional capacity for all vehicles.**

# DESIGN FEATURES

In addition to the Express Lane on I-15, this project will:



Replace the Church Street and 200 South **bridges** over I-15.



Add an **auxiliary lane** in Layton to improve drivers' ability to maneuver between lanes and reduce congestion.



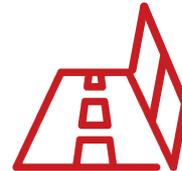
Widen and improve several **structures** along I-15.



Install **ramp meters** at Riverdale Road, 650 North, 700 South.



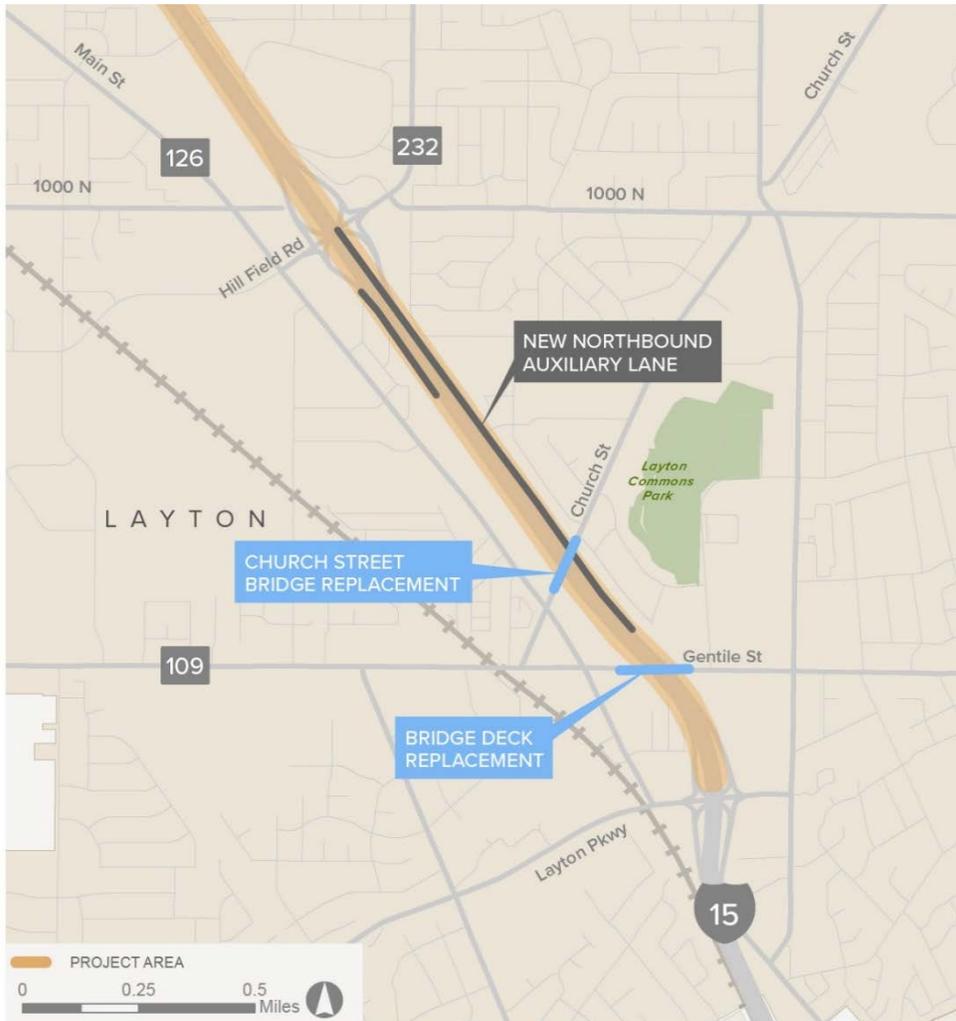
Improve the northbound **on- and off-ramps** at 5600 South.



Complete noise study and incorporate noise walls in qualifying locations.

# IMPROVEMENTS THROUGH LAYTON

## BETWEEN GENTILE STREET AND CHURCH STREET

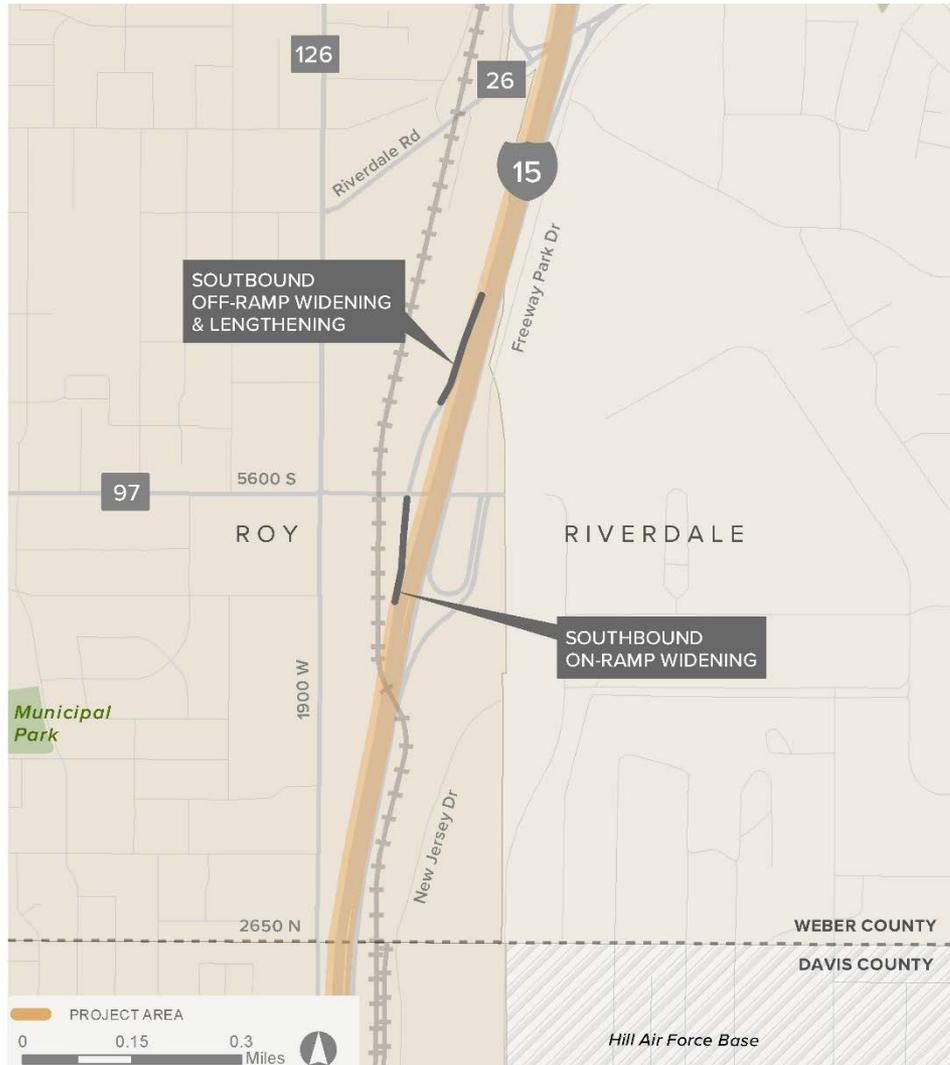


- Replacement of the **Church Street bridge** over I-15.
- **Deck replacement** at Gentile Street.
- **Northbound auxiliary lane** from Layton Parkway to Hill Field Road.

## BRIDGE CLOSURES

**Bridge work will require temporary, full closures of both Gentile Street and Church Street.** Closures will not occur at the same time and construction at Gentile Street will not occur during the school year or through the 4<sup>th</sup> of July festivities.

# 5600 S INTERCHANGE IMPROVEMENTS



- **Extending another lane** on SB on to add capacity.
- **SB off, lengthening the ramp** to add acceleration distance

# RAMP METERING



Ramp meters regulate the flow of traffic entering the freeways. As more ramp meters are installed along I-15, UDOT will have the ability to adjust the meter timing to improve traffic conditions, network-wide.

## RAMP METER LOCATIONS

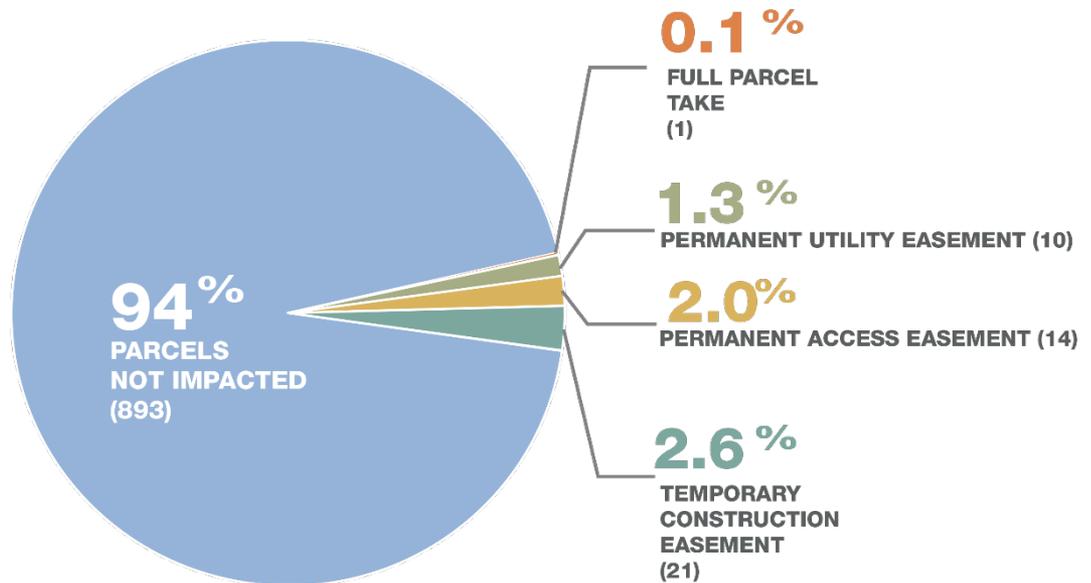
- **Riverdale Road**, southbound
- **650 North**, southbound
- **700 South**, northbound

# RIGHT-OF-WAY: IMPACTED PARCELS

It is UDOT's goal to **add Express Lanes while minimizing impacts to neighboring properties** by utilizing UDOT owned property to the extent possible.

The **pie chart** to the right provides a detailed look at the parcels that would require property acquisitions, temporary construction easements, or utility easements.

PROJECT AREA: LAYTON PKWY TO 4400 S



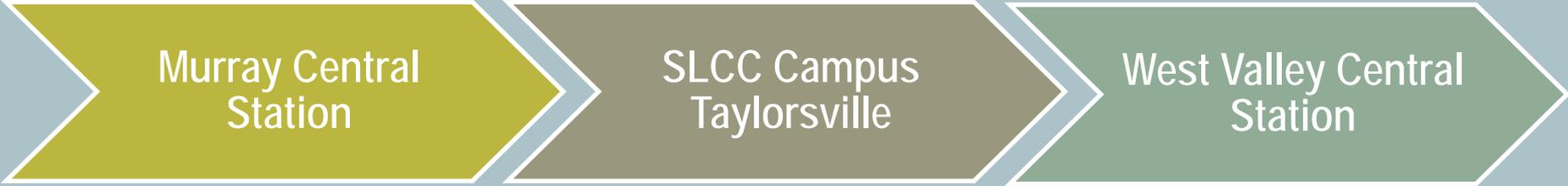
# MID VALLEY

## CONNECTOR



- **2009:** Taylorsville City and Wasatch Front Regional Council determine route for BRT.
- **2013:** The Taylorsville-Murray Transit Study evaluated the route from Murray to SLCC Redwood Campus.
- **2018:** Extends from Murray Central Station to West Valley Central Station.

# BACKGROUND



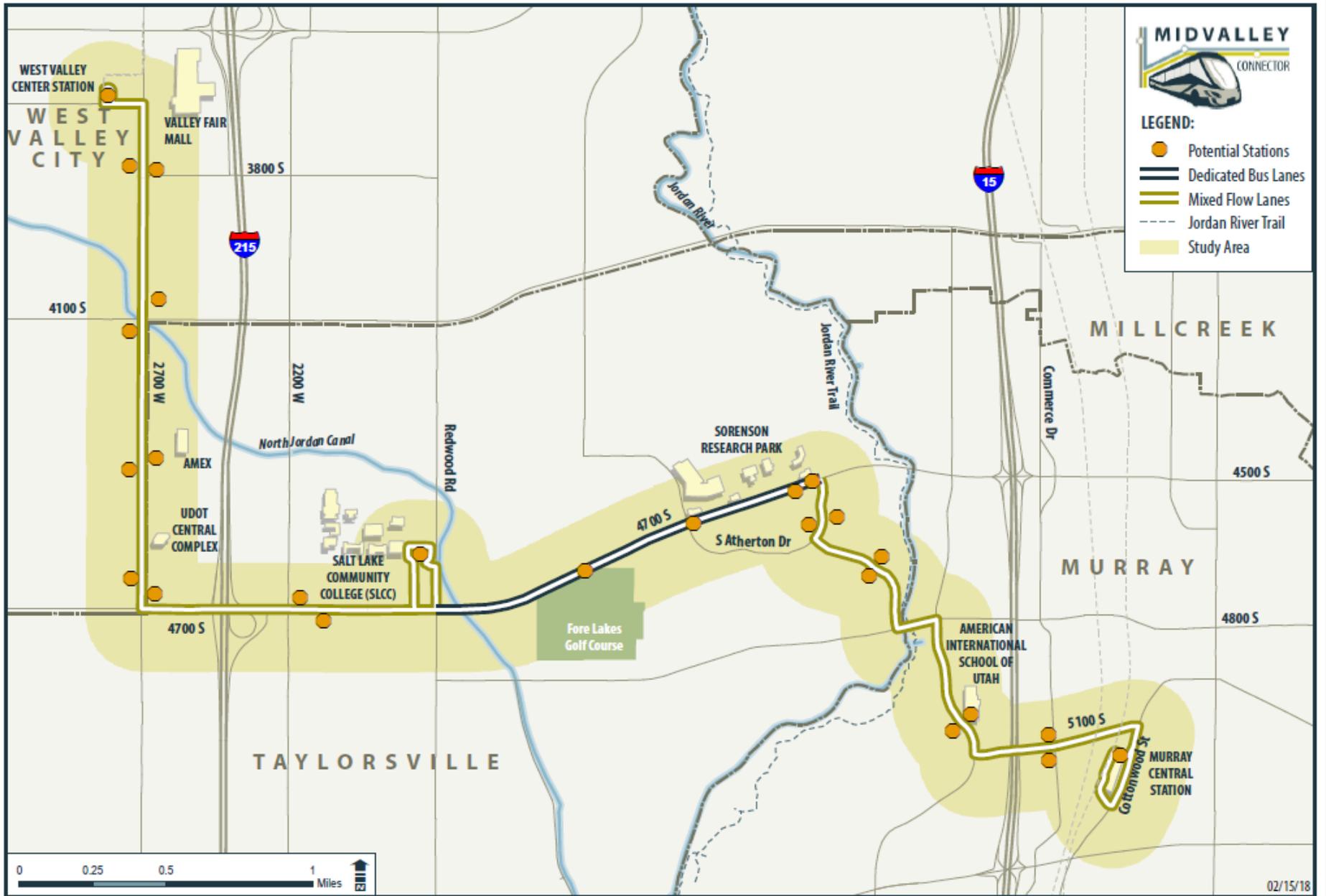
Murray Central  
Station

SLCC Campus  
Taylorsville

West Valley Central  
Station

- 6.9 miles
- 24 minutes Murray to West Valley
- 2,200 – 2,700 riders per day (2021 year)
- Enhanced pedestrian and bicycle facilities
- Local bus service will remain

# BUS RAPID TRANSIT





# STATION DESIGN

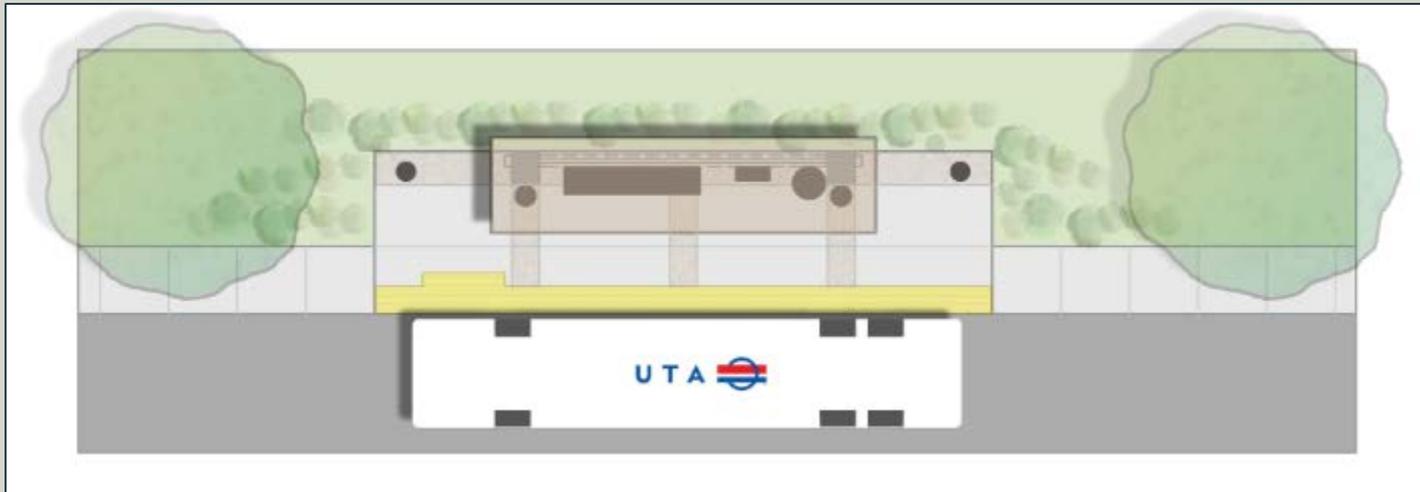


# CENTER STATION

**Westbound 4500/4700 South  
(Atherton Drive to Redwood Road)**



**BIKE / PEDESTRIANS**



SIDE STATION DESIGN

Environmental  
Study Report  
June 2018

Final Design  
Early 2019

Right-of-Way and  
Construction  
2021\*

★  
Public Open House  
July 2018

# NEXT STEPS

# **Project Website**

[www.midvalleyconnector.com](http://www.midvalleyconnector.com)

# **Project Manager**

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801-349-3208

[Loretta.Markham@jacobs.com](mailto:Loretta.Markham@jacobs.com)

# CONTACT