

APPENDIX X

Air Quality Memorandum

REPORT NO. 27**DATE** March 1, 2011**SUBJECT** CONFORMITY ANALYSIS FOR THE WFRC 2040 REGIONAL TRANSPORTATION PLAN.

ABSTRACT The Transportation Equity Act (TEA-21) 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” Transportation Plan (RTP) and Transportation Improvement Program (TIP). A conforming Plan or Program is one that has been analyzed for emissions of controlled air pollutants and found to be within emission limits established in the State Implementation Plan (SIP). 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 and the Federal Transit Administration for their concurrence. This conformity analysis is being prepared under the transportation conformity rulemakings promulgated by EPA as of December 2007 including the SAFETEA-LU final rulemaking.

Based on the analysis presented in this document, the WFRC 2040 RTP conforms to the State Implementation Plan or the Environmental Protection Agency interim conformity guidelines for all pollutants in applicable non-attainment or maintenance areas. Therefore, all the transportation projects in Weber, Davis, and Salt Lake Counties in the 2040 RTP are found to conform.

Wasatch Front Regional Council

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A. Conformity Requirements

Conformity Process

Since the commencement of the planning requirements in the late 1960s, further requirements (most recently the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users and the 1990 Clean Air Act Amendments) have added to the responsibilities and the decision making powers of local governments through the Metropolitan Planning Organization. The Wasatch Front Regional Council (WFRC) is the Metropolitan Planning Organization for the Salt Lake and Ogden / Layton Urbanized Areas. This report summarizes WFRC's conformity analysis of the RTP with the Division of Air Quality's State Implementation Plan (SIP) and the Environmental Protection Agency's interim conformity guidelines. This conformity analysis is subject to public and agency review, and requires the concurrence of the Federal Highway Administration and Federal Transit Administration.

In November, 1993, the Environmental Protection Agency and the Department of Transportation issued rules establishing the procedures to be used to show that transportation Plans and Programs conform to the SIP. The conformity rules establish that federal funds may not be used for transportation projects that add capacity, or for "regionally significant" transportation projects sponsored by recipients of other federal funds, in areas designated as "non-attainment (or maintenance) with respect to the National Ambient Air Quality Standards" until and unless a regional emissions analysis of the Plan and TIP demonstrates that the projects conform with the SIP.

Weber, Davis, and Salt Lake Counties, Salt Lake City, and Ogden City are designated as non-attainment (or maintenance) for one or more air pollutants. Specifically, there are four areas in the Wasatch Front region for which the conformity rules apply. These areas are listed in Table 1 below.

**Table 1
Wasatch Front Region Non-attainment Designations**

Area	Designation	Pollutant
Salt Lake City	Maintenance Area	Carbon Monoxide (CO)
Ogden City	Maintenance Area	Carbon Monoxide (CO)
	Moderate Non-Attainment Area	Particulate Matter (PM ₁₀)
Salt Lake County	Moderate Non-Attainment Area	Particulate Matter (PM ₁₀)
Salt Lake (including Davis, Salt Lake, and portions of Weber, Box Elder, and Tooele Counties)	Moderate Non-Attainment Area	Particulate Matter (PM _{2.5})

In September 2006 the EPA changed the 24-hour PM_{2.5} standard from 65 µg/m³, to 35 µg/m³. Under this stricter standard, several areas along the Wasatch Front have experienced violations of the new PM_{2.5} standard. The EPA made final non-attainment designations effective December 14, 2009. The EPA has also proposed a new standard for ozone but has not made a final determination what that standard should be nor has the EPA made non-attainment area designations for the proposed ozone standard.



The CAAA established requirements for conformity. These requirements are outlined in 40 CFR 93.109 and include the following:

- Latest planning assumptions
- Transportation Control Measures (TCM's)
- Emissions budget
- Project from a conforming plan and TIP
- PM₁₀ control measures
- Latest emissions model
- Consultation
- Currently conforming plan and TIP
- CO and PM₁₀ "hot spots"

Each of these requirements will be discussed in the following paragraphs.

Latest Planning Assumptions

Current travel models are based on October 2006 socioeconomic data from the Governor's Office of Planning and Budget and the Division of Workforce Services. These socio-economic data were allocated to traffic analysis zones by WFRC for use in the travel demand model in 2006.

Latest Emissions Model

The conformity analysis presented in this document is based on EPA mobile source emissions models: MOBILE6.2 for tailpipe emissions and AP-42 section 13.2.1 for paved road dust emissions. The application of these models will be discussed in greater detail in the Emissions Model section of this document. The use of the new MOVES model is not mandated until March 2012.

Consultation Process

Section 105 of 40 CFR Part 93 (Conformity Rule) requires, among other things, interagency consultation in the development of conformity determinations. To satisfy this requirement, WFRC, in cooperation with the State Division of Air Quality and several other agencies, prepared a Conformity SIP document to outline the consultation procedures to be used in air quality and transportation planning. The Conformity SIP has been approved by EPA. WFRC will follow the consultation procedures as outlined in the Conformity SIP in the preparation of this conformity analysis. As part of the consultation procedures defined in the Conformity SIP, WFRC will present this report to the Regional Growth Committee and the Transportation Committee for review and comment. Both of these committees include a member of the Utah Air Quality Board as well as representatives of UDOT, UTA, FHWA, and FTA. In addition, management level staff members from the Utah Division of Air Quality are notified of meetings and agendas of the above committees. The Utah Division of Air Quality will also be provided with a copy of this report at the beginning of the public comment period for the RTP.

The Amended 2040 RTP and this Conformity Analysis were made available for public inspection and comment from **March 3 to April 5, 2011**, and were posted on the WFRC website at the beginning of the comment period. Notification of the comment period was sent by electronic mail to interested stakeholders. In addition, public comment was taken during **March and April 2011** at various committee meetings of the Wasatch Front Regional Council, as well as two public open houses with the express purpose of soliciting public comment on these documents.

TCM Implementation

A conformity analysis for the 2040 RTP must certify that nothing in the RTP interferes with the implementation of any Transportation Control Measure (TCM) identified in the applicable State Implementation Plan (SIP). There is one TCM from the original SIP section for the 1-hour ozone standard which has been carried forward to the current ozone maintenance plan. This TCM, the employer-based trip reduction program, applies to local, state, and federal government employers. The program emphasizes measures to reduce the drive-alone rate such as subsidized bus passes, carpooling, telecommuting, and flexible work schedules. UTA has in place the ECO pass discount



for a number of large employers including the University of Utah and Weber State University. Ridesharing, telecommuting, and flexible work schedules are programs currently managed, promoted, or operated by UTA Rideshare and the UDOT Travelwise program. CMAQ funds and other transportation funds are used to support these ongoing programs.

Emissions Budget

A comparison of mobile source emission estimates to emission budgets defined in the SIP is outlined in this document in Section D - Conformity Determination.

Currently Conforming Plan and TIP

The existing RTP for the Wasatch Front Area conforms to State air quality goals and objectives as noted in a letter from FHWA and FTA dated October 8, 2010. The existing TIP for the Wasatch Front Area was also found to conform and this was noted in a September 30, 2010 letter from FHWA and FTA.

Projects from a Conforming Plan and TIP

TIP Time Frame - All projects which must be started no later than 2014 in order to achieve the transportation system envisioned by the 2040 RTP are included in the 2011-2014 TIP. The TIP is fiscally constrained, meaning that only those projects with an identified source of funds are included in the TIP. Estimated funding availability is based on current funding levels and reasonable assumptions that these funds will continue to be available.

Regionally Significant

All regionally significant projects, regardless of funding source (federal, state, or local) are included in the RTP. All regionally significant projects are also included in the regional emissions analysis of the RTP. Regionally significant projects are identified as those projects functionally classified as principal arterial or higher, or certain minor arterials as identified through the interagency consultation process (see Appendix 1 for a complete definition of regionally significant projects). The 2009 Utah Department of Transportation Functional Classification map was used to identify principal arterials. Interstate highways, freeways, expressways, principal arterials, certain minor arterials, light rail, and commuter rail are treated as regionally significant projects.

Because of their relative impact on air quality, all regionally significant projects regardless of funding source must be included in the regional emissions analysis, and any significant change in the design or scope of a regionally significant project must be reflected in the regional emissions analysis. All regionally significant projects have been included in the regional emissions analysis, and the modeling parameters used for these projects are consistent with the design and scope of these projects as defined in the RTP. In order to improve the quality of the travel model, other minor arterials and collectors, as well as local transit service, are also included in the regional travel model (and thus the regional emissions analysis) but these facilities are not considered regionally significant since they do not serve regional transportation needs as defined by EPA.

CO and PM₁₀ “Hot Spot” Analysis

In addition to the regional emissions conformity analysis presented in this document, specific projects within carbon monoxide (CO) and particulate matter (PM₁₀ and PM_{2.5}) non-attainment areas are required to prepare a “hot spot” analysis of emissions. The “hot spot” analysis serves to verify whether or not localized emissions from a specific project will meet air quality standards. This requirement is addressed during the NEPA phase of project approval before FHWA or FTA can issue final project approval.



Currently, EPA requires only a qualitative analysis of PM₁₀ and PM_{2.5} hot spot emissions. Project sponsors are required to prepare a qualitative analysis of localized PM₁₀ and PM_{2.5} impacts for the proposed project as part of their NEPA evaluation. FHWA has issued guidance on qualitative PM₁₀ “hot spot” analysis to be used for the NEPA process. After December 20, 2012 a quantitative analysis of PM hot spot emissions is required using the MOVES model along with a PM dispersion model.

PM₁₀ Control Measures

Construction-related Fugitive Dust - Construction related dust is not identified as a contributor to the PM₁₀ non-attainment area, therefore there is no conformity requirement for construction dust. Section 93.122(d) (1) of 40 CFR reads as follows:

“For areas in which the implementation plan does not identify construction-related fugitive PM₁₀ as a contributor to the non-attainment problem, the fugitive PM₁₀ emissions associated with highway and transit project construction are not required to be considered in the regional emissions analysis.”

In the Utah PM₁₀ SIP, construction-related PM₁₀ is not included in the inventory, nor is it included in the attainment demonstration or control strategies. Construction-related PM₁₀ emissions are mentioned in qualitative terms in Section IX.A.7 of the SIP as a maintenance measure to preserve attainment of the PM₁₀ standard achieved by application of the control strategies identified in the SIP. Section IX.A.7.d of the SIP requires UDOT and local planning agencies to cooperate and review all proposed construction projects for impacts on the PM₁₀ standard. This SIP requirement is satisfied through the Utah State Air Quality Rules. R307-309-4 requires that sponsors of any construction activity file a dust control plan with the State Division of Air Quality.

Other Conformity Requirements

Transit Fares - Transit fares have and will increase in response to increases in operating costs. The Plan assumes that transit fare box revenues will cover a constant percentage of all transit operating cost, so future fare increases are consistent with the Plan. With any price increase some market reaction is expected. While there have been some short term fluctuations in transit patronage in response to fare increases, the implementation of light rail service and other transit improvements has restored and increased transit patronage consistent with the levels anticipated by the RTP.

Plans for expanding light rail service, increased bus service, and the addition of commuter rail are moving forward. These transit features are envisioned in the Plan and the steps necessary to achieve these transit goals are moving forward including various voter approved sales tax increases for transit funding.

B. Transportation Modeling

Improvements to the WFRC travel model practice and procedure is an ongoing process. This conformity analysis is based on the latest version (7.0) of the travel model. Version 7.0 of the travel demand model updates the base year of the model from 2005 to 2007. The new model also has added more traffic analysis zones giving the model a finer resolution, and the transit mode share model has been enhanced. Details of Version 7.0 of the travel model will be documented in a report and posted on the WFRC website



at wfrc.org. At the time of this writing the travel model documentation is still in draft form.

Planning Process

Federal funding for transportation improvements in urban areas requires that these improvements be developed through a comprehensive, coordinated, and continuous planning process involving all affected local governments. The planning process is certified annually by the Regional Council and reported to the Federal Highway Administration and Federal Transit Administration. Every four years FHWA and FTA conduct a comprehensive certification review. The certification review of May 2009 found that the WFRC planning process meets federal requirements. Recommendations were made to improve WFRC's planning process and these are being addressed.

The documentation of the planning process includes at a minimum, a twenty-year Regional Transportation Plan updated at least every four years; and a four-year Transportation Improvement Program (capital improvement program) updated and adopted at least every four years. The planning process includes the involvement of local elected officials, state agencies, and the general public.

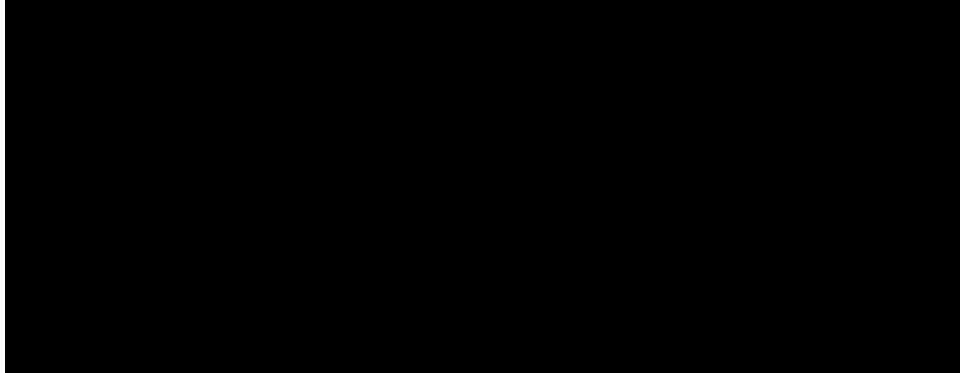
Travel Characteristics

The WFRC travel model is used to estimate and project highway VMT and vehicle speed. The travel demand model is based on the latest available socio-economic data and a mathematical representation of the transportation network of highways and transit service. The base data for the travel demand model is reviewed regularly for accuracy and updates. The travel model files used for this conformity analysis are available upon request on compact disc.

Shown below in Table 2 is a summary of weekday vehicle miles traveled for the cities and counties in designated non-attainment areas. Totals for vehicle miles traveled are given for various air quality analysis years from 2010 to 2040.

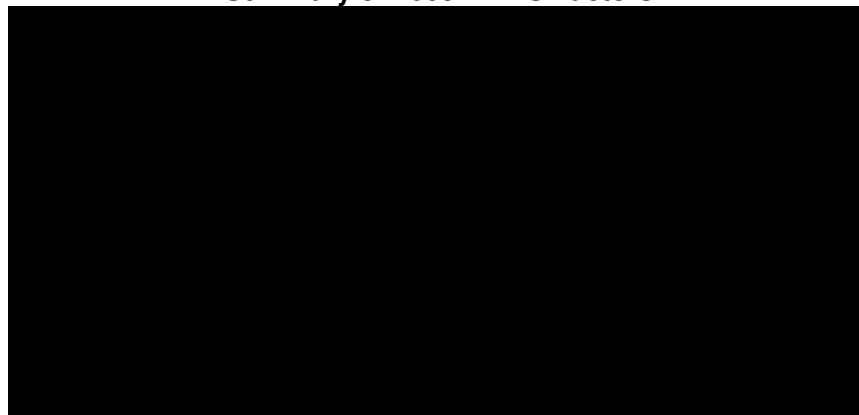


**Table 2
Vehicle Miles Traveled (Average Weekday)**



The 2009 VMT reported by UDOT through the HPMS data reporting system is divided by the model VMT for 2009. The resulting 2009 HPMS adjustment factor (see Table 3 below) for each area is then applied by functional class to the travel model VMT for future years resulting in the HPMS adjusted future VMT.

**Table 3
Summary of 2009 HPMS Factors**



Note: The non-attainment area includes the more populous areas of Tooele and Box Elder Counties.

Peak and Off-Peak Speeds

The modeled VMT and speed for each time period defined in the travel demand model depend on the number of vehicle trips assigned for that time period. The percentage of trips by purpose varies for each time period. The percentages in Table 4a and Table 4b below are based on data from the 1993 Home Interview Survey. Trip purposes “commercial” (COM) and “through” (THRU) are not sampled in the Home Interview Survey. These two trip types are allocated to the four time periods according to the percentages for NHB and IXXI trips respectively (with some rounding as necessary for the COM trips).



Table 4a
Percent of Home Based Trips by Time of Day

Purpose	AM		Mid-day		PM		Evening	
	From Home	To Home	From Home	To Home	From Home	To Home	From Home	To Home
HBW	39%	1%	9%	7%	2%	25%	6%	11%
HBO	15%	2%	13%	13%	10%	16%	12%	20%

Table 4b
Percent of Other Trips by Time of Day

Purpose	AM	Mid-day	PM	Evening
NHB	7%	51%	26%	16%
IXXI	20%	29%	26%	25%
COM	6%	53%	26%	15%
THRU	20%	29%	26%	25%

Trip Purpose abbreviations:

HBO - Home Based Other

HBW - Home Based Work

IXXI - Internal/External, External/Internal

NHB - Non-Home Based

COM - Commercial

THRU - Through

Comparison of Modeled Speeds with Observed Data

WFRC continues to adjust modeled speeds to improve consistency with samples of observed speeds. A review of Salt Lake County modeled speeds and observed speeds is summarized in Table 5. Modeled speeds in Table 5 are within +/- 7% of observed speeds.

Table 5
Salt Lake County Modeled Speeds Compared to Observed Speeds

Functional Class	Arterial			Freeway		
	AM Peak	PM Peak	Off Peak	AM Peak	PM Peak	Off Peak
2006 Modeled Speeds (mph)	31	28	33	61	56	65
2000-2002 Observed Speeds (mph)	31	29	31	58	54	66



C. Emission Modeling

I/M Programs

Assumptions for the input files for EPA's MOBILE6.2 vehicle emissions model include I/M programs in Salt Lake, Davis, and Weber Counties. Box Elder and Tooele Counties do not presently have I/M programs. Emission rates for re-entrained dust from paved roads are estimated using methods described in EPA's AP-42 document, section 13.2.1.

VMT Mix

The VMT mix describes how much a particular vehicle type is used in the transportation network. The national default VMT mix contained in MOBILE6.2 was used to disaggregate local vehicle type data. The local vehicle type data is collected by UDOT as part of the federal HPMS data collection system and is based on automated counters which classify vehicles based on axle spacing. The UDOT classification is used to calculate control percentages for light duty (LD) vehicles and heavy duty (HD) vehicles for each facility type. The EPA default VMT mix is then applied to disaggregate the two UDOT control percentages into detailed percentages for the sixteen vehicle classes used in MOBILE6.2

Vehicle Weights

Facility specific VMT mix data described above was also used to estimate the average vehicle weight on each facility type. Since vehicle weight affects the rate of fugitive dust emissions estimated using the AP-42 method, vehicle weight variations on different facilities will affect the amount of fugitive dust created. The VMT mix for each facility type was used to estimate an average vehicle weight for each facility with the following results:

<u>Facility</u>	<u>Average Vehicle Weight (pounds)</u>
Urban - Freeway	6,500
Urban - Arterial	6,100
Urban - Local	3,900

Post Model Adjustments

For conformity analyses prior to 2000, the WFRC applied post model adjustments to vehicle emission estimates. Emission credits for work trips were modeled for reductions in single occupant vehicle rates based primarily on increased investments in transit service and rideshare programs, and the projected increase in telecommuting. Other less significant post model adjustments were also estimated for incident management, pavement re-striping, and signal coordination. Other emission reducing programs and projects supported by CMAQ funds such as park and ride lots, bicycle facilities, transit vehicles, intelligent transportation systems (ITS), and intersection improvements have also been implemented.

WFRC believes that these programs have a positive effect in reducing vehicle emissions. In practice, however, WFRC has found that documenting the air quality benefits of these programs can be difficult. WFRC will continue to support these emission reduction programs, but credits from these programs have not been included in this conformity analysis.



MOBILE6 Inputs

Through the interagency consultation process the required MOBILE6 inputs reflecting local conditions have been established. These inputs are summarized in Table 6 below.

**Table 6
Inputs to Mobile6.2**

Non-Seasonal Values			
1	VMT Fractions (fleet mix)	Facility specific and year specific fleet mix profiles (or VMT mix) are found in the Mobile6 command file. See <u>2011_PMf.in</u> for details.	
2	VMT hour profile VMT speed profile VMT facility profile	These profiles are created for each area and each analysis year from data in the travel model. These files are available upon request.	
3	Anti-Tamp Program	84 68 50 22222 22222222 2 11 096. 22212222	
4	No Refueling	TRUE	
5	I/M Credits	Tech12.d	
6	Fuel Program	3	
7	Altitude	2	
		Winter Values	Summer Values
8	Min Temp	23.0	63.0
9	Max Temp	45.0	98.0
10	Fuel RVP	12.1	7.8
11	Absolute Humidity	20.0	73.6
12	Oxygenated Fuels	None	None
13	Diesel Sulfur	Use 330 ppm for years up to and including 2006 In October 2006 Low Sulfur Diesel fuel becomes available Use 15 ppm for year 2007 and thereafter	
14	Vehicle age distribution	WEage07.d for Weber County SLage07.d for Salt Lake County DAage07.d for Davis County BEage07.d for Box Elder County TOage07.d for Tooele County	
15	I/M Programs	Weber County years 2003-2050: WE03_50.txt Davis County years 2003-2050: DA03_50.txt Salt Lake County years 2003-2050: SL03_50.txt Box Elder County all years: no I/M program Tooele County all years: no I/M program	

Road Dust Estimates Using AP-42

In January 2011, the EPA released new guidance for estimating dust emissions from paved roads. These guidelines are published in Chapter 13.2.1 of the AP-42 document. The new formula is

$$E = k (sL)^{0.91} \times (W)^{1.02}$$

where: E = particulate emission factor (grams/mile),
K = particle size multiplier for particle size range and units of interest,
sL = road surface silt loading (grams per square meter - g/m²), and



W = average weight (tons) of the vehicles traveling the road.

For PM_{10} , $k=1.0$ and for $PM_{2.5}$ $k=0.25$. Average vehicle weights for local roads, arterials, and freeways are 2.1623, 2.7684, and 2.9192 tons respectively. The silt load (sL) factor varies by highway functional class and by traffic volume. The default silt load factors found in Table 13.2.1-2 of the AP-42 document are summarized below.

Traffic Volume	Functional Class	Silt Load (grams/meter²)	
500-5,000	local roads	0.200	
5,000-10,000	arterial roads		0.060
limited access	freeways	0.015	

A precipitation reduction factor is also applied to the above equation using the following expression:

$$(1 - P/4N)$$

Where: P = number of "wet" days with at least 0.254 mm (0.01 in) of precipitation during the averaging period, and
 N = number of days in the averaging period (e.g., 365 for annual, 91 for seasonal, 30 for monthly).

The AP-42 guidance recommends a value of 90 precipitation days per year for the Wasatch Front region. Using these values, the precipitation reduction factor yields a value of 0.9384. Combined with the basic road dust emission rate, the net PM_{10} road dust factors by highway functional class are as follows:

Functional Class	PM_{10} Road Dust Rate (grams/mile)
local roads	0.4763
arterials	0.2049
freeways	0.0613



D. Conformity Determination

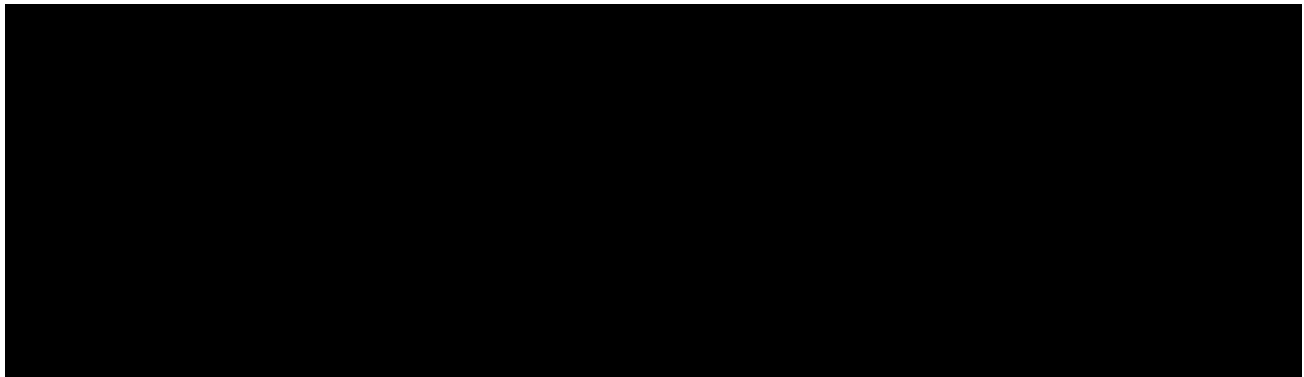
The following conformity findings for the 2040 Regional Transportation Plan for the Wasatch Front are based on the transportation systems and planning assumptions described in this report and the EPA approved vehicle emissions model (Mobile6.2).

Salt Lake City CO Conformity

The carbon monoxide maintenance plan for Salt Lake City was approved by EPA effective September 30, 2005 as recorded in the Federal Register (Vol. 70, No. 146, August 1, 2005). The maintenance plan defines a motor vehicle emission budget for the years 2005 and 2019 of 278.62 tons/day. Table 7 below demonstrates that projected mobile source emissions are within the emission budget defined in the maintenance plan for the 2019 budget year. The other years listed in Table 8 are in accordance with requirements of the Conformity Rule (40 CFR Part 93) as noted in the table.

From this demonstration it is concluded that the RTP conforms to the applicable controls and goals of the State Implementation Plan (Maintenance Plan) for Carbon Monoxide in Salt Lake City.

Table 7



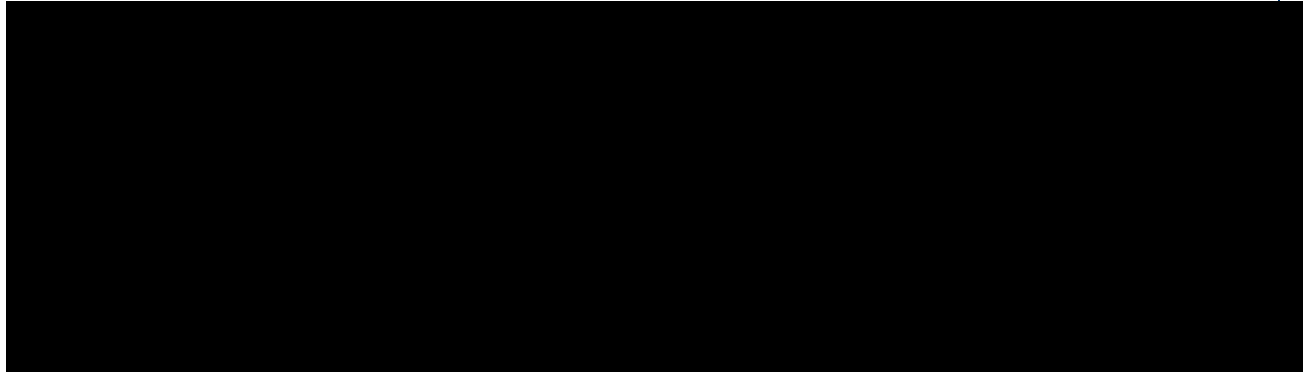
Ogden CO Conformity

The carbon monoxide maintenance plan for Ogden City was approved by EPA effective November 14, 2005 as recorded in the Federal Register (Vol. 70, No. 177, September 14, 2005). The maintenance plan defines a motor vehicle emission budget for the years 2005 and 2021 of 75.36 and 73.02 tons/day respectively. Table 8 below demonstrates that projected mobile source emissions are within the emission budget defined in the maintenance plan for the 2021 budget year. The other years listed in Table 8 are in accordance with requirements of the Conformity Rule (40 CFR Part 93) as noted in the table.

From this demonstration it is concluded that the RTP conforms to the applicable controls and goals of the State Implementation Plan (Maintenance Plan) for Carbon Monoxide in Ogden City.



Table 8



Ogden PM10 Conformity

Ogden City was designated a PM₁₀ non-attainment area in August of 1995 based on PM₁₀ violations in 1993 or earlier. Since a PM₁₀ SIP for Ogden has not yet been approved by EPA, it must be demonstrated that Ogden PM₁₀ emissions are either less than 1990 emissions or less than “no-build” emissions. The analysis years 2012, 2015, 2025, and 2030 were selected in accordance with the requirements of 40 CFR Section 93.119(e).

PM₁₀ emissions are present in two varieties referred to as primary and secondary PM₁₀. Primary PM₁₀ consists mostly of fugitive road dust but also includes particles from brake wear and tire wear and some “soot” particles emitted directly from the vehicle tailpipe. The methods defined in the January 2011 version of the EPA publication known as “AP-42” were used to estimate dust from paved roads. Secondary PM₁₀ consists of gaseous tailpipe emissions that take on a particulate form through subsequent chemical reactions in the atmosphere. Nitrogen oxides are the main component of secondary PM₁₀ emissions with sulfur oxides a distant second.

As summarized in Tables 9a and 9b, emission estimates for the 2040 RTP satisfy the “Build < 1990” test for primary PM₁₀ (direct tailpipe particulates and road dust) in Ogden City. The 1990 emission estimates used in the 2003 conformity analysis are used again for this conformity analysis, specifically 4.57 tons/day for the NO_x precursor budget, and 2.28 tons/day for the direct PM₁₀ budget. The 1990 primary PM₁₀ estimate for Ogden City includes emissions from the unpaved access road to the Ogden landfill which was closed in 1998.

For projections of primary PM₁₀ emissions, no credit was taken for a number of programs adopted since Ogden City last violated the PM₁₀ standard. These particulate reducing programs include covered load ordinances, increased frequency of street sweeping, and reduced application of deicing and skid resistant materials (salt and sand). Documentation of these programs has been provided by Ogden City but the actual benefits of these programs are not included in the emission projections below. Other areas that have estimated the benefit of these programs have found a silt load reduction of over 30% for effective street sweeping programs and a 5% silt load reduction when limiting the amount of sand and salt applied to the roads. Ogden City has also implemented a number of specific projects that have a positive effect in reducing particulate emissions including park and ride lots, storm water improvements, shoulder widening and edge striping, and addition of curb and gutter on several projects.



From this demonstration it is concluded that the RTP conforms under the Emission Reductions Criteria for areas without motor vehicle emissions budgets for PM₁₀ in Ogden City.

Table 9a

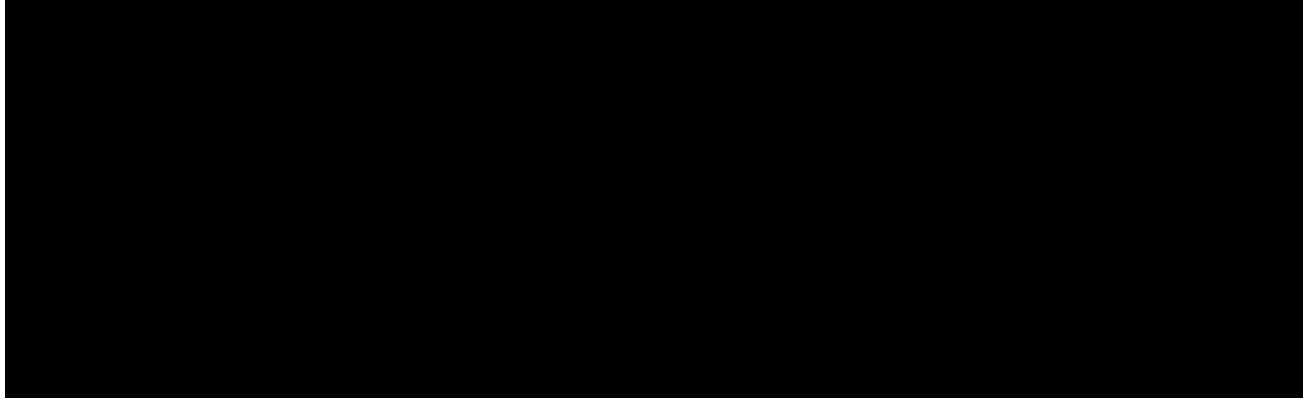
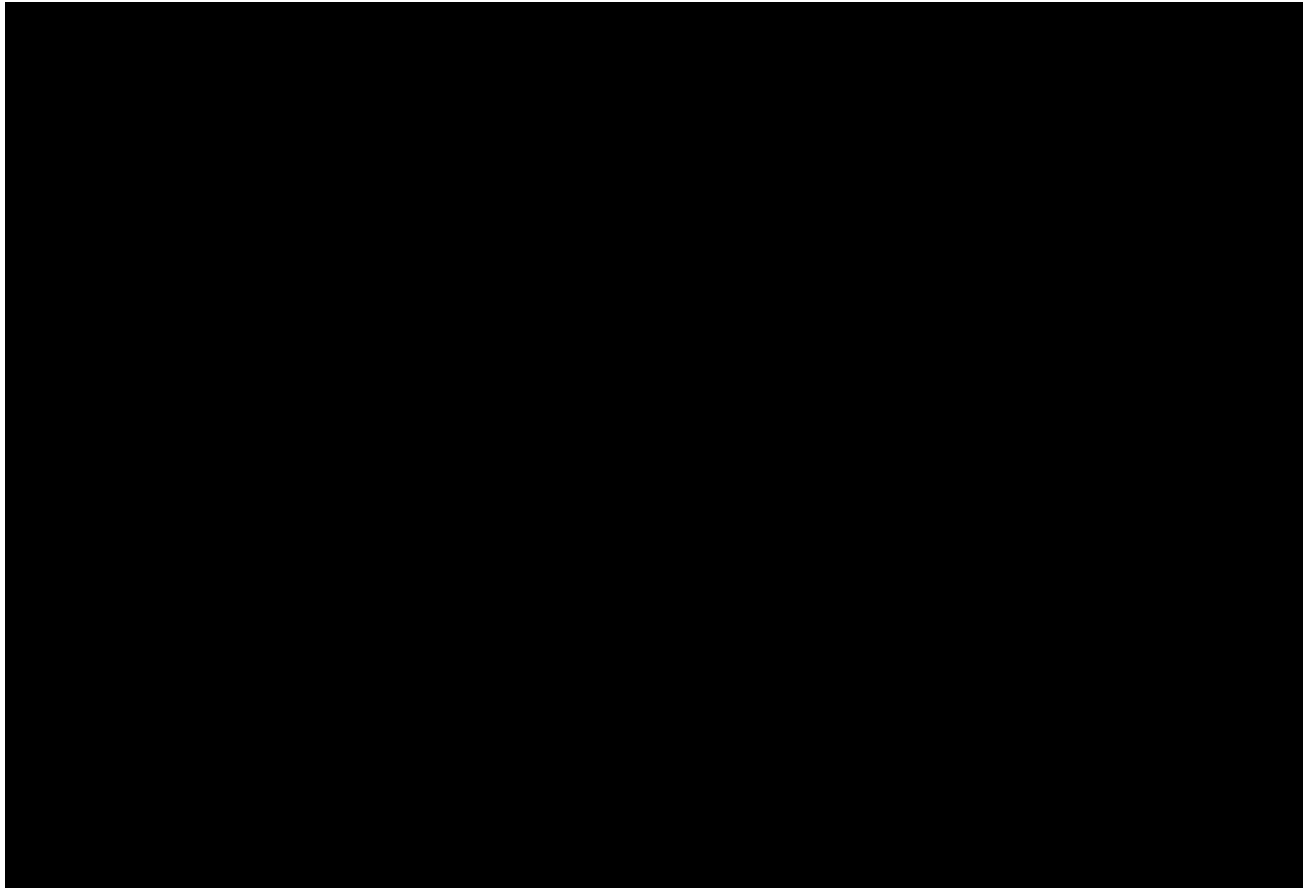
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Table 9b

A large black rectangular redaction box covering the content of Table 9b.

Salt Lake County PM10 Conformity



The PM₁₀ SIP does not define a budget beyond the year 2003. Therefore, conformity tests are required only for analysis years which are identified in accordance with 40 CFR 93.118. All analysis years after 2003 must meet the 2003 budgets for primary particulates and secondary particulates (see the discussion above under Ogden PM₁₀ Conformity for an explanation of primary and secondary PM₁₀ emissions). The State air quality rule R307-310 allows a portion of the surplus primary PM₁₀ budget to be applied to the secondary PM₁₀ budget for conformity purposes. As shown below in Table 10, no budget adjustments were necessary for analysis years 2015, 2020, 2030, or 2040.

Table 10

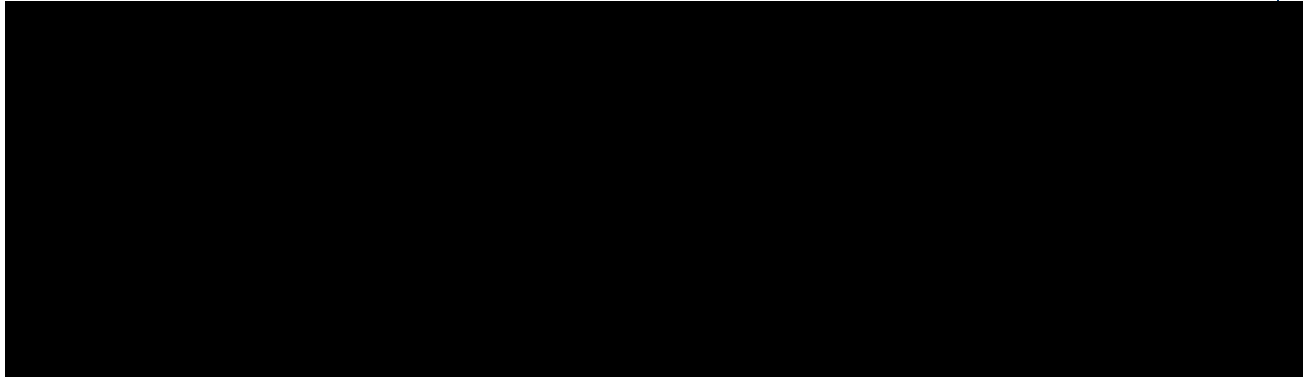
A large black rectangular redaction box covering the content of Table 10.

Table 11a and Table 11b below demonstrate that projected mobile source emissions are within the emission budget defined in the SIP. The years listed in Table 10a and Table 10b are in accordance with requirements of the Conformity Rule (40 CFR Part 93) as noted in the tables.

From this demonstration it is concluded that the RTP conforms to the applicable controls and goals of the State Implementation Plan for PM₁₀ in Salt Lake County.

Table 11a

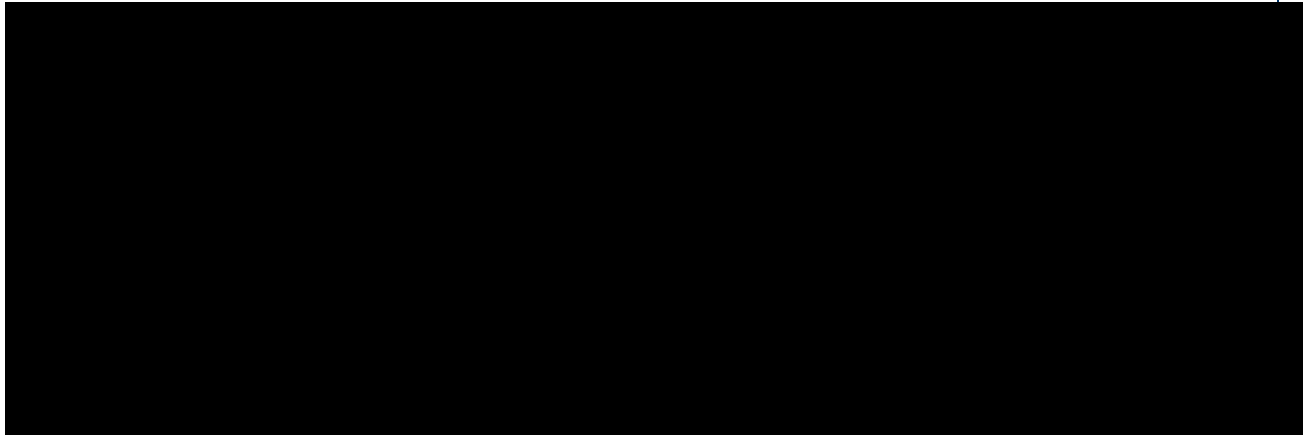
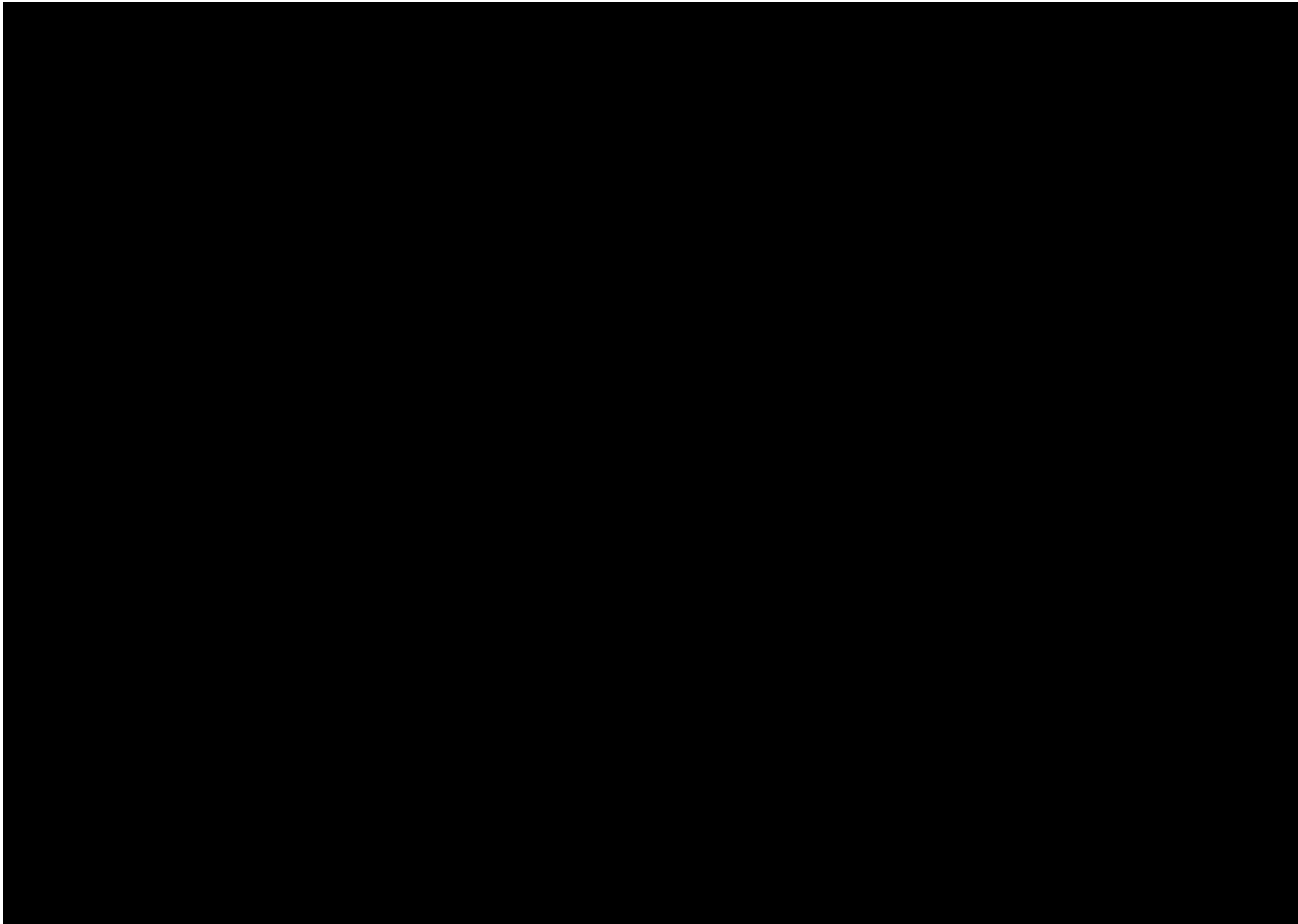
A large black rectangular redaction box covering the content of Table 11a.

Table 11b



**Salt Lake PM_{2.5} Conformity
(Includes Weber, Davis, Salt Lake, Tooele, and Box Elder Counties)**

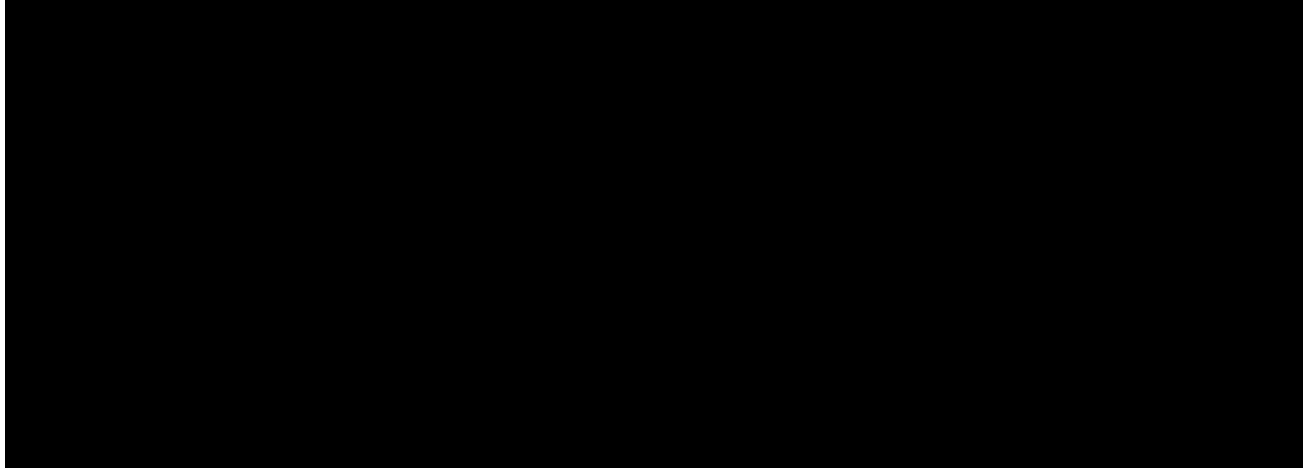
Davis, Salt Lake, and portions of Weber, Tooele, and Box Elder Counties have been designated as non-attainment areas under the new PM_{2.5} standard (35 µg/m³) that was established in 2006. Work has begun on a PM_{2.5} section of the State Implementation Plan which will establish a motor vehicle emission budget for emissions associated with PM_{2.5}. Until the PM_{2.5} SIP is completed and approved by EPA, PM_{2.5} interim conformity requirements apply. EPA interim conformity for PM_{2.5} emissions requires that future NOx emissions (a precursor to PM_{2.5}) and primary particulate emissions not exceed 2008 levels.

Table 12a below demonstrates that projected mobile source emissions of NOx (a precursor to PM_{2.5} emissions) in the five-county PM_{2.5} non-attainment area are less than 2008 NOx emissions. Table 12b below demonstrates that direct particle emissions of PM_{2.5} in the five-county PM_{2.5} non-attainment area are also less than 2008 direct particle emissions. Direct particle emissions include exhaust emissions of gasoline particulates, elemental carbon, organic carbon, and sulfates (SO₄); and mechanical emissions from brake wear and tire wear.

From this demonstration it is concluded that the RTP conforms under the interim conformity guidelines for PM_{2.5} areas without an approved motor vehicle emissions budgets for the Salt Lake PM_{2.5} non-attainment area.

Table 12a



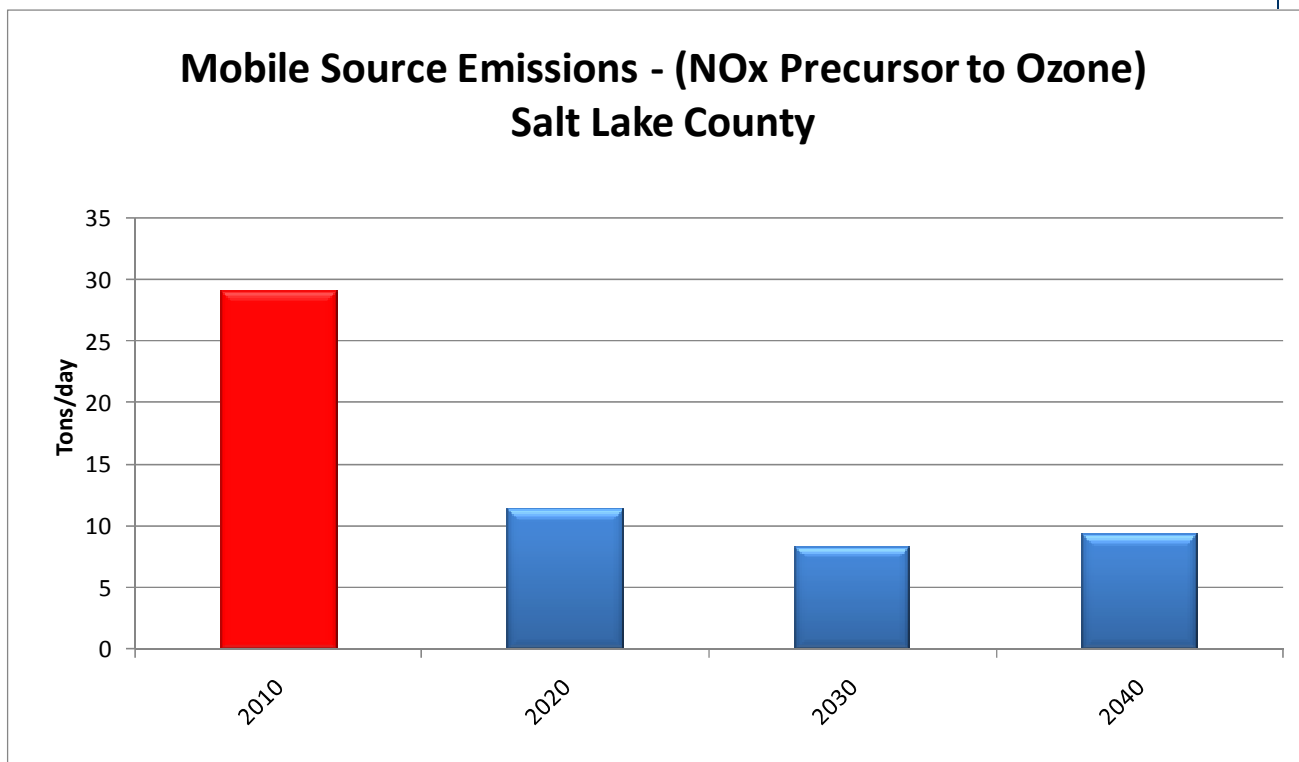
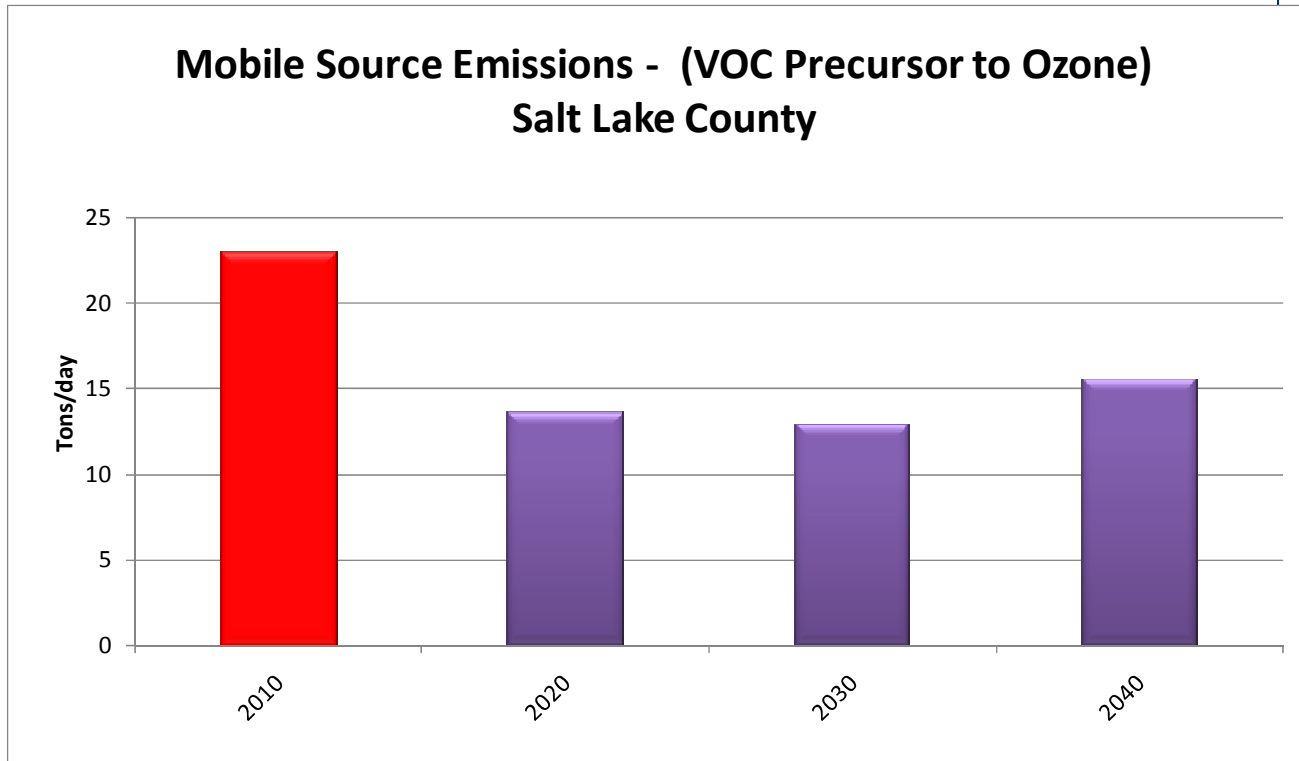
Table 12b**Salt Lake and Davis County Ozone Conformity**

The 1-hour ozone standard was revoked on June 19, 2005. Therefore, a conformity analysis under the 1-hour ozone standard in Salt Lake and Davis Counties is no longer required.

The current 8-hour ozone standard is 75 ppb. EPA is considering a more aggressive ozone standard in the range of 60-70 ppb, but a final decision is not expected before July of 2011. While the new standard remains undetermined, EPA has not made official non-attainment designations for ozone. It is anticipated that most if not all areas along the Wasatch Front will be designated as non-attainment once the new July 2011 ozone standard is implemented.

When the July 2011 ozone standard is established, the EPA will consider non-attainment area recommendations from the State before making final designations. The State of Utah will then need to prepare a new section of the State Implementation Plan (SIP) for ozone emissions including a motor vehicle emission budget for ozone precursor emissions of NO_x and VOC (volatile organic compounds). For the interim period between non-attainment designation and an approved motor vehicle emissions budget in the SIP, conformity for ozone precursor emissions is based on future emissions being less than base year emissions (likely 2010). At the time of this memorandum, ozone designations have not been made so there is no requirement for a conformity determination for ozone related emissions. Once interim conformity requirements are in effect, future emissions are expected to be less than 2010 emissions as indicated by the charts below showing future emissions of NO_x and VOC in Salt Lake County.





*Source: Mobile6.2 vehicle emission rates and projected vehicle miles of travel based on the Wasatch Front 2040 RTP.



Appendix – 1

Definition of Regionally Significant Projects



**Process for Determining Regionally Significant Facilities
for Purposes of Regional Emissions Analysis (see CFR 93.105.2.c.1.ii)**

Background: 40 FR 93.101 defines “regionally significant project” and associated facilities for the purpose of transportation conformity. The federal definition does not specifically include minor arterials. The following definitions and processes will be used by the Wasatch Front Regional Council (WFRC) and Mountainlands Association of Governments (MAG) in consultation with DAQ, UDOT, UTA, FHWA, FTA, and EPA to determine which facilities shall be considered regionally significant for purposes of regional emissions analysis. It is the practice of the MPO to include minor arterials and collectors in the travel model for the purpose of accurately modeling regional VMT and associated vehicle emissions. The inclusion of minor arterials and collectors in the travel model, however, does not identify these facilities as regionally significant.

1. Any new or existing facility with a functional classification of principal arterial or higher on the latest UDOT Functional Classification Map (currently found at <http://www.dot.utah.gov/index.php/m=c/tid=1228>) shall be considered regionally significant.
2. Any fixed guide-way transit service including light rail, commuter rail, or portions of bus rapid transit that involve exclusive right-of-way shall be considered regionally significant.
3. As traffic conditions change in the future, the MPO's - in consultation with DAQ, UDOT, FHWA, and EPA (and UTA and FTA in cases involving transit facilities) - will consider 1) the relative importance of minor arterials serving major activity centers, and 2) the absence of principal arterials in the vicinity to determine if any minor arterials in addition to those listed in Exhibit A should be considered as regionally significant for purposes of regional emissions analysis.



Exhibit A
Minor Arterials Determined to be Regionally Significant
for Purposes of Regional Emissions Analysis

In consultation with DAQ, UDOT, FHWA, and EPA; and based on inspection and engineering judgment of current traffic conditions; and based on application of the "Process for Determining Regionally Significant Facilities for Purposes of Regional Emissions Analysis" agreed upon by the aforementioned agencies; the WFRC and MAG designate the following minor arterials as regionally significant.

Salt Lake County

300 West/Beck Street: 600 South to I-15
Redwood Road: 14400 South to Utah County line
U-111: SR-201 to New Bingham Highway
New Bingham Highway: U-111 to 9000 South

Davis County

Syracuse Road: I-15 west to Antelope Island
SR-108 (2000 West): Syracuse Road to Weber County line

Weber County

SR-108 (3500 West): Davis County line to Midland Drive
SR-108 (Midland Drive): 3500 West to Hinckley Drive
SR-79 (Hinckley Drive): SR-108 to I-15

Utah County

Redwood Road: Salt Lake County line to Highway-73



**Process for Determining Significant Change in Design Concept and Scope
for Purposes of Regional Emissions Analysis (see CFR 93.105.2.c.1.ii)**

Changes to regionally significant projects may or may not necessitate a new regional emissions analysis. The following definitions and processes will be used to determine what changes to project concept and scope are to be considered significant or not for purposes of regional emissions analysis.

1. Adding or extending freeway auxiliary lanes or weaving lanes between interchanges is not considered a significant change in concept and scope since these lanes are not normally included in the travel model.
2. Adding or extending freeway auxiliary/weaving lanes from one interchange to a point beyond the next interchange is considered a significant change in concept and scope.
3. A change to a regionally significant project defined in the Regional Transportation Plan that does not change how the project is defined in the travel model is not considered a significant change in concept and scope. These changes include but are not limited to lane or shoulder widening, cross section (other than the number of through lanes), alignment, interchange configuration, intersection traffic control, turn lanes, continuous or center turn lanes, and storage lanes.
4. A change to a regionally significant project defined in the Regional Transportation Plan that does alter the number of through lanes, lane capacity, or speed classification as defined in the travel model is considered a significant change in concept and scope.
5. Advancing or delaying the planned implementation of a regionally significant project that does not result in a change in the transportation network described in the travel model for any horizon year (as defined in CFR 93.101) is not considered a significant change in concept and scope.
6. Advancing or delaying the planned implementation of a regionally significant project that does result in a change in the transportation network described in the travel model for any horizon year (as defined in CFR 93.101) is considered a significant change in concept and scope.
7. Project changes not addressed in the above statements will be decided on a case by case basis through consultation by representatives from DAQ, WFRC, MAG, UDOT, UTA, FHWA, FTA, and EPA.



Appendix-2

Regionally Significant Highway and Transit Projects 2040 RTP

Salt Lake and Ogden Areas

(see Chapter X.X of the 2040 RTP for a list of projects)



2040 RTP HIGHWAY PROJECTS LIST

ID	Project Name	Description	Phase
SALT LAKE COUNTY, EAST-WEST FACILITIES			
S-1	Sports Complex Blvd (2400 North): I-215 East Frontage Rd to Redwood Rd	New Construction: 0 to 2 lanes ROW: 2007 - 0 ft / 2040 - 66 ft	COL / 0.5 miles / Local Bike Class: - 1
S-2	700 South / 500 South: 5600 West to 2700 West	Widening: 2 to 4 lanes ROW: 2007 - 50 ft / 2040 - 92 ft	COL / 3.6 miles / Local Bike Class: 2 and 3 3
S-3	California Ave: Mountain View Corridor to 4800 West	Widening: 2 to 4 lanes ROW: 2007 - 110 ft / 2040 - 110 ft	MA / 1 miles / Local Bike Class: Priority 2 3
S-4	I-80: 1300 East to I-215 (East)	Widening: 6 to 8 lanes ROW: 2007 - 260 ft / 2040 - 260 ft	FWY / 3.5 miles / UDOT Bike Class: Priority 1 2
S-5	I-80: I-215 (East) to Summit County Line	Widening: 3 EB to 4 EB lanes ROW: 2007 - 260 ft / 2040 - 260 ft	FWY / 11 miles / UDOT Bike Class: - 3
S-6	2100 South: I-15 to 1300 East	Operational ROW: 2007 - 0 ft / 2040 - 0 ft	MA / 2.7 miles / Local Bike Class: - 1
S-7	SR-201: I-80 (West) to SR-111 Bypass / 9200 West	Widening: 4 to 6 lanes ROW: 2007 - 300 ft / 2040 - 300 ft	FWY / 6.6 miles / UDOT Bike Class: Priority 1 3
S-8	SR-201: SR-111 Bypass / 9200 W to Mountain View Corridor	Widening: 4 to 6 lanes ROW: 2007 - 300 ft / 2040 - 300 ft	FWY / 4 miles / UDOT Bike Class: Priority 1 2
S-9	SR-201: Mountain View Corridor to I-15	Widening: 6 to 6+HOT lanes ROW: 2007 - 300 ft / 2040 - 300 ft	FWY / 7 miles / UDOT Bike Class: Priority 1, 2, & None 2
S-10	Pkwy Blvd (2700 South): 7200 West to 5600 West	Widening: 2 to 4 lanes ROW: 2007 - 80 ft / 2040 - 82 ft	COL / 2 miles / Local Bike Class: 3 3
S-11	3300 South / 3500 South: I-215 (West) to Highland Drive	Operational ROW: 2007 - 0 ft / 2040 - 0 ft	PA / 2.7 miles / UDOT Bike Class: 1 and None 1
S-12	3500 South: SR-111 Bypass / 9200 West to 7200 West	Widening: 2 to 4 lanes ROW: 2007 - 66 ft / 2040 - 82 ft	PA / 1.3 miles / Local Bike Class: - 3
S-13	3500 South: 7200 West to Mountain View Corridor	Widening: 2 to 4 lanes ROW: 2007 - 66 ft / 2040 - 82 ft	PA / 1.7 miles / Local Bike Class: - 2
S-14	3500 South: Mountain View Corridor to 4000 West	Widening ROW: 2007 - 80 ft / 2040 - 106 ft	PA / 2.3 miles / UDOT Bike Class: - 1
S-15	4100 South: SR-111 to Mountain View Corridor	Widening: 2 to 4 lanes ROW: 2007 - 76 ft / 2040 - 92 ft	MA / 4.3 miles / Local Bike Class: Priority 2 3
S-16	4700 South: 6400 West to 4000 West	Widening: 2 to 4 lanes ROW: 2007 - 80 ft / 2040 - 82 ft	PA / 2.3 miles / Local Bike Class: 3 2
S-17	4700 South: 4000 West to 2700 West	Widening: 4 to 6 lanes ROW: 2007 - 110 ft / 2040 - 110 ft	PA / 1.5 miles / Local Bike Class: 3 1
S-18	4500 South/4700 South: Redwood Rd to I-15	Widening: 4 to 6 lanes ROW: 2007 - 150 ft / 2040 - 150 ft	PA / 2 miles / UDOT Bike Class: 3 3
S-19	4500 South: 900 East to 2300 East	Widening: 2 to 4 lanes ROW: 2007 - 80 ft / 2040 - 106 ft	PA / 2.2 miles / UDOT Bike Class: - 3
S-20	5400 South: SR-111 to Mountain View Corridor	Widening: 2 to 4 lanes ROW: 2007 - 70 ft / 2040 - 92 ft	MA / 2.4 miles / UDOT Bike Class: Priority 2 2
S-21	5400 South: SR-111 to Mountain View Corridor	Widening: 4 to 6 lanes ROW: 2007 - 70 ft / 2040 - 116 ft	MA / 2.4 miles / UDOT Bike Class: Priority 2 3
S-22	5400 South: Mountain View Corridor to Bangerter Hwy	Widening: 4 to 6 lanes ROW: 2007 - 65 ft / 2040 - 106 ft	MA / 2.5 miles / UDOT Bike Class: Priority 3 1
S-23	5400 South: 5600 West to Bangerter Hwy	Operational ROW: 2007 - 0 ft / 2040 - 0 ft	MA / 2.3 miles / UDOT Bike Class: Priority 3 1
S-24	5400 South: Redwood Rd to I-15	Operational ROW: 2007 - 0 ft / 2040 - 0 ft	MA / 2 miles / UDOT Bike Class: Priority 3 1
S-25	6200 South: SR-111 to Mountain View Corridor	New Construction: 0 to 4 lanes ROW: 2007 - 0 ft / 2040 - 92 ft	MA / 1.6 miles / Local Bike Class: 2 1
S-26	6200 South: SR-111 to Mountain View Corridor	Widening: 4 to 6 lanes ROW: 2007 - 0 ft / 2040 - 106 ft	MA / 1.6 miles / Local Bike Class: 2 Unfunded
S-27	6200 South: Mountain View Corridor to 5600 West	Widening/NC ROW: 2007 - 0 ft / 2040 - 92 ft	MA / 0.3 miles / Local Bike Class: 2 1
S-28	7000 South: Bangerter Hwy to Redwood Rd	Widening: 3 to 4 lanes ROW: 2007 - 56 ft / 2040 - 92 ft	MA / 1.9 miles / Local Bike Class: 1 and 2 2
S-29	7000 South / 7200 South: Redwood Rd to Bingham Junction Blvd	Widening: 4 to 6 lanes ROW: 2007 - 90 ft / 2040 - 116 ft	MA / 2 miles / UDOT Bike Class: 1 and 2 3
S-30	7000 South / 7200 South:	Widening: 4 to 6 lanes	MA / 0.6 miles / UDOT 1



ID	Project Name	Description	Phase
S-31	Bingham Junction Blvd to I-15 Fort Union Blvd:	ROW: 2007 - 90 ft / 2040 - 116 ft Operational	Bike Class: 1 and 2 MA / 2.8 miles / Local 1
S-32	Union Park Blvd to 3000 East 7800 South:	ROW: 2007 - 0 ft / 2040 - 0 ft Widening: 2 to 4 lanes	Bike Class: 2 MA / 3.7 miles / Local 1
S-33	SR-111 to New Bingham Hwy New Bingham Hwy:	ROW: 2007 - 66 ft / 2040 - 92 ft Widening: 2 to 4 lanes	Bike Class: Priority 2 MA / 2.9 miles / UDOT Unfunded
S-34	Old Bingham Hwy to 9000 South 9000 South:	ROW: 2007 - 66 ft / 2040 - 92 ft New Construction: 0 to 4 lanes	Bike Class: 2 PA / 1.7 miles / Local 1
S-35	SR-111 to 5600 West 9000 South:	ROW: 2007 - 0 ft / 2040 - 92 ft Widening: 4 to 6 lanes	Bike Class: Priority 2 PA / 2.5 miles / UDOT 3
S-36	5600 West to Bangerter Hwy 9000 South:	ROW: 2007 - 106 ft / 2040 - 116 ft Widening: 4 to 6 lanes	Bike Class: 2 PA / 4 miles / UDOT 2
S-37	Bangerter Hwy to I-15 10400 South / 10800 South:	ROW: 2007 - 106 ft / 2040 - 116 ft New Construction: 0 to 4 lanes	Bike Class: 1 and 2 MA / 2 miles / Local 2
S-38	SR-111 to Mountain View Corridor 10400 South / 10800 South:	ROW: 2007 - 0 ft / 2040 - 92 ft New Construction: 0 to 4 lanes	Bike Class: 1 and 2 MA / 1.2 miles / Local 1
S-39	Mountain View Corridor to 4800 West 10600 South / 10400 South:	ROW: 2007 - 0 ft / 2040 - 92 ft Operational	Bike Class: 1 and 2 MA / 4.2 miles / UDOT 1
S-40	Bangerter Hwy to I-15 10600 South:	ROW: 2007 - 0 ft / 2040 - 0 ft Widening: 2 to 4 lanes	Bike Class: 2 and None MA / 0.9 miles / Local 1
S-41	1300 East to Highland Drive 11800 South:	ROW: 2007 - 86 ft / 2040 - 86 ft Widening: 2 to 4 lanes	Bike Class: 1 MA / 2.4 miles / Local 2
S-42	SR-111 to 5600 West 11400 South:	ROW: 2007 - 66 ft / 2040 - 92 ft Widening: 2 to 4 lanes	Bike Class: Priority 2 MA / 1 miles / Local 1
S-43	11800 S / 5600 W to Valdanian Street (5200 West) 11400 South:	ROW: 2007 - 80 ft / 2040 - 92 ft Widening: 4 to 6 lanes	Bike Class: Priority 2 MA / 4.7 miles / UDOT Unfunded
S-44	Bangerter Hwy to I-15 11400 South:	ROW: 2007 - 106 ft / 2040 - 116 ft Widening: 2 to 4 lanes	Bike Class: Priority 2 MA / 1.2 miles / Local 3
S-45	1300 East to Highland Drive Herriman Pkwy (12600 South):	ROW: 2007 - 80 ft / 2040 - 92 ft New Construction: 0 to 4 lanes	Bike Class: Priority 2 PA / 1.5 miles / Local 3
S-46	8000 West to 6000 West 12600 South:	ROW: 2007 - 0 ft / 2040 - 92 ft Widening: 4 to 6 lanes	Bike Class: 1 or 2 PA / 1.6 miles / Local 2
S-47	Mountain View Corridor to Bangerter Hwy 12300 South / 12600 South:	ROW: 2007 - 106 ft / 2040 - 116 ft Widening: 4 to 6 lanes	Bike Class: Priority 2 PA / 2 miles / UDOT 2
S-48	Redwood Rd to 700 East Riverton Blvd:	ROW: 2007 - 106 ft / 2040 - 116 ft New Construction: 0 to 4 lanes	Bike Class: Priority 2 & 3 COL / 0.6 miles / Local 1
S-49	4570 West to 13400 South 13400 South:	ROW: 2007 - 0 ft / 2040 - 82 ft Widening/NC: 2 to 4 lanes	Bike Class: - COL / 3 miles / Local 3
S-50	8000 West to Mountain View Corridor 13400 South:	ROW: 2007 - 66 ft / 2040 - 82 ft Widening: 4 to 6 lanes	Bike Class: 3 and None COL / 1.7 miles / Local 1
S-51	Mountain View Corridor to Bangerter Hwy Juniper Crest:	ROW: 2007 - 66 ft / 2040 - 106 ft New Construction: 0 to 6 lanes	Bike Class: 3 PA / 1 miles / Local 1
S-52	4800 West to Mountain View Corridor Juniper Crest / 14400 South:	ROW: 2007 - 0 ft / 2040 - 106 ft New Construction: 0 to 2 lanes	Bike Class: - COL / 0.9 miles / Local 1
S-53	Mountain View Corridor to 3600 West Traverse Ridge Rd:	ROW: 2007 - 0 ft / 2040 - 66 ft Widening: 2 to 4 lanes	Bike Class: - COL / 1.3 miles / Local 3
S-54	Highland Drive to Mike Weir Drive Porter Rockwell Rd:	ROW: 2007 - 89 ft / 2040 - 92 ft New Construction: 0 to 4 lanes	Bike Class: 2 PA / 3 miles / Local 1
S-55	Redwood Rd to 14600 South SALT LAKE COUNTY, NORTH-SOUTH FACILITIES SR-111 Bypass / 9200 West:	ROW: 2007 - 0 ft / 2040 - 167 ft Widening/NC	PA / 2.5 miles / UDOT Bike Class: 1 3
S-56	SR-201 to SR-111 SR-111:	ROW: 2007 - 55 ft / 2040 - 82 ft Widening: 2 to 4 lanes	PA / 8.5 miles / Local- UDOT Bike Class: Priority 2 3
S-57	5400 South to 11800 South 8000 West:	ROW: 2007 - 112 ft / 2040 - 112 ft New Construction: 0 to 4 lanes	COL / 1.8 miles / Local Bike Class: - 1
S-58	11800 South to 13400 South 7200 West:	ROW: 2007 - 0 ft / 2040 - 82 ft Widening: 2 to 4 lanes	MA / 2.5 miles / Local Bike Class: 3 1
S-59	SR-201 to 3500 South Mountain View Corridor:	ROW: 2007 - 66 ft / 2040 - 82 ft New Construction: 0 to 4 lanes	PA / 3.3 miles / UDOT Bike Class: - Unfunded
S-60	I-80 to SR-201 Mountain View Corridor:	ROW: 2007 - 0 ft / 2040 - 328 ft New Construction: 0 to 4 lanes	PA / 3 miles / UDOT Bike Class: Priority 1 & None 1
S-60	SR-201 to 4100 South	ROW: 2007 - 0 ft / 2040 - 328 ft	

ID	Project Name	Description		Phase
S-61	Mountain View Corridor: 4100 South to 5400 South	New Construction: 0 to 4 lanes ROW: 2007 - 0 ft / 2040 - 328 ft	PA / 2.2 miles / UDOT Bike Class: Priority 1	1
S-62	Mountain View Corridor: 5400 South to Redwood Rd	New Construction: 0 to 4 lanes ROW: 2007 - 0 ft / 2040 - 328 ft	PA / 14.4 miles / UDOT Bike Class: Priority 1 &None	1
S-63	Mountain View Corridor: Redwood Rd to Utah County Line	New Construction: 0 to 4 lanes ROW: 2007 - 0 ft / 2040 - 328 ft	PA / 2.9 miles / UDOT Bike Class: Priority 1	2
S-64	Mountain View Corridor: I-80 to SR-201	Widening & Interchanges: 4 to 6 lanes ROW: 2007 - 328 ft / 2040 - 328 ft	FWY / 3.3 miles / UDOT Bike Class: -	Unfunded
S-65	Mountain View Corridor: SR-201 to 4100 South	Widening & Interchanges: 4 to 6 lanes ROW: 2007 - 328 ft / 2040 - 328 ft	FWY / 3 miles / UDOT Bike Class: Priority 1 &None	2
S-66	Mountain View Corridor: 4100 South to 5400 South	Widening & Interchanges: 4 to 6 lanes ROW: 2007 - 328 ft / 2040 - 328 ft	FWY / 2.2 miles / UDOT Bike Class: Priority 1	2
S-67	Mountain View Corridor: 5400 South to 9000 South	Widening & Interchanges: 4 to 6 lanes ROW: 2007 - 328 ft / 2040 - 328 ft	FWY / 4.5 miles / UDOT Bike Class: Priority 1 and None	2
S-68	Mountain View Corridor: 9000 South to 10200 South	Widening & Interchanges: 4 to 6 lanes ROW: 2007 - 328 ft / 2040 - 328 ft	FWY / 1.5 miles / UDOT Bike Class: Priority 1 and None	3
S-69	Mountain View Corridor: 10200 South to Redwood Rd	New Construction & Interchanges: 0 to 6 lanes ROW: 2007 - 328 ft / 2040 - 328 ft	FWY / 8.4 miles / UDOT Bike Class: Priority 1 & None	3
S-70	Mountain View Corridor: Redwood Rd to Utah County Line	Widening & Interchanges: 4 to 6 lanes ROW: 2007 - 328 ft / 2040 - 328 ft	FWY / 2.9 miles / UDOT Bike Class: Priority 1	2
S-71	Mountain View Corridor: SR-201 to Utah County Line	Widening: 6 to 6+HOV lanes ROW: 2007 - 328 ft / 2040 - 328 ft	FWY / 22.5 miles / UDOT Bike Class: Priority 1 & None	3
S-72	5600 West: I-80 to SR-201	Widening: 2 to 4 lanes ROW: 2007 - 86 ft / 2040 - 92 ft	PA / 3.1 miles / UDOT Bike Class: Priority 2	1
S-73	5600 West: 2700 South to 6200 South	Operational ROW: 2007 - 0 ft / 2040 - 0 ft	PA / 5 miles / Local- UDOT Bike Class: 2 and None	1
S-74	5600 West: 6200 South to New Bingham Hwy	Widen/ NC ROW: 2007 - 0 ft / 2040 - 92 ft	MA / 3.1 miles / Local Bike Class: 2	1
S-75	5600 West: 6200 South to New Bingham Hwy	Operational ROW: 2007 - 0 ft / 2040 - 0 ft	MA / 3.1 miles / Local Bike Class: 2	2
S-76	5600 West: New Bingham Hwy to Old Bingham Hwy	Widening: 2 to 4 lanes ROW: 2007 - 66 ft / 2040 - 92 ft	MA / 1.5 miles / Local Bike Class: 2	2
S-77	5600 West: Old Bingham Hwy to Bingham Creek Rd	New Construction: 0 to 4 lanes ROW: 2007 - 0 ft / 2040 - 82 ft	COL / 0.7 miles / Local Bike Class: -	1
S-78	5600 West: 11800 South to 13400 South	New Construction: 0 to 2 lanes ROW: 2007 - 0 ft / 2040 - 66 ft	COL / 3.2 miles / Local Bike Class: 1 and None	1
S-79	5600 West Connection: 5600 West to 11800 South	New Construction: 0 to 2 lanes ROW: 2007 - 0 ft / 2040 - 66 ft	COL / 0.7 miles / Local Bike Class: -	1
S-80	4800 West: SR-201 to Lake Park Blvd (2700 South)	New Construction: 0 to 2 lanes ROW: 2007 - 0 ft / 2040 - 68 ft	COL / 0.9 miles / Local Bike Class: Priority 2	2
S-81	4800 West: Skye Drive to 11400 South	New Construction: 0 to 2 lanes ROW: 2007 - 0 ft / 2040 - 66 ft	COL / 3.5 miles / Local Bike Class: -	1
S-82	4570 West: 12600 South to 13400 South	New Construction: 0 to 4 lanes ROW: 2007 - 0 ft / 2040 - 82 ft	COL / 1 miles / Local Bike Class: -	1
S-83	4200 West / Riverton Blvd: 13400 South to 14400 South	New Construction: 0 to 4 lanes ROW: 2007 - 0 ft / 2040 - 82 ft	MA / 1.5 miles / Local Bike Class: -	3
S-84	4150 West: 12600 South to Riverton Blvd	New Construction: 0 to 2 lanes ROW: 2007 - 0 ft / 2040 - 66 ft	COL / 0.6 miles / Local Bike Class: -	1
S-85	3600 West: 13400 South to 14400 South	Widening: 2 to 4 lanes ROW: 2007 - 73 ft / 2040 - 82 ft	COL / 1.3 miles / Local Bike Class: -	3
S-86	3200 West: California Ave to 1820 South	New Construction: 0 to 4 lanes ROW: 2007 - 0 ft / 2040 - 92 ft	COL / 0.7 miles / Local Bike Class: 2	2
S-87	3200 West: 1820 South to Pkwy Blvd (2700 South)	Widening: 2 to 4 lanes ROW: 2007 - 0 ft / 2040 - 92 ft	MA / 1.3 miles / Local Bike Class: 2	2
S-88	I-215:	Widening: 6 to 8 lanes	FWY / 3.3 miles / UDOT	3

ID	Project Name	Description	Phase
S-89	2100 North to I-80 I-215 Frontage Rd: 2700 South to 4100 South	ROW: 2007 - 300 ft / 2040 - 300 ft New Construction: 0 to 1 lanes ROW: 2007 - 0 ft / 2040 - 66 ft	Bike Class: - COL / 2.1 miles / Local 1
S-90	Redwood Rd: I-215 (North) to 1000 North	Widening: 2 to 4 lanes ROW: 2007 - 110 ft / 2040 - 110 ft	Bike Class: - MA / 3 miles / UDOT 3
S-91	Redwood Rd: SR-201 to 4700 South	Operational ROW: 2007 - 0 ft / 2040 - 0 ft	Bike Class: 1 and 2 PA / 3.9 miles / UDOT 1
S-92	Redwood Rd: 9000 South to Bangerter Hwy	Widening: 4 to 6 lanes ROW: 2007 - 66 ft / 2040 - 116 ft	Bike Class: 1 and None PA / 6 miles / UDOT 3
S-93	Redwood Rd: 9000 South to 11400 South	Operational ROW: 2007 - 0 ft / 2040 - 0 ft	Bike Class: 2 and None PA / 3 miles / UDOT 1
S-94	Redwood Rd: 12600 South to Bangerter Hwy	Widening: 2 to 4 lanes ROW: 2007 - 66 ft / 2040 - 92 ft	Bike Class: 2 and None PA / 1.5 miles / UDOT 1
S-95	Redwood Rd: Bangerter Hwy to Porter Rockwell Rd	Widening: 4 to 6 lanes ROW: 2007 - 106 ft / 2040 - 116 ft	Bike Class: 2 and None PA / 2.7 miles / UDOT 3
S-96	1200 West: 3100 South to 3300 South	New Construction: 0 to 4 lanes ROW: 2007 - 0 ft / 2040 - 82 ft	Bike Class: Priority 2 COL / 0.5 miles / Local 1
S-97	Bingham Junction Blvd: 7800 South to 8400 South	New Construction: 0 to 2 lanes ROW: 2007 - 0 ft / 2040 - 66 ft	Bike Class: 3 MA / 2.8 miles / Local 1
S-98	Galena Park Blvd: 12300 South to 13490 South	New Construction: 0 to 4 lanes ROW: 2007 - 0 ft / 2040 - 82 ft	Bike Class: 2 COL / 1.8 miles / Local 1
S-99	Lone Peak Pkwy: 11400 South to 12300 South	Widening: 2 to 4 lanes ROW: 2007 - 65 ft / 2040 - 92 ft	Bike Class: 1 and 3 COL / 1.2 miles / Local 3
S-100	Lone Peak Pkwy: 12300 South to Bangerter Hwy	New Construction: 0 to 4 lanes ROW: 2007 - 0 ft / 2040 - 92 ft	Bike Class: 2 COL / 2 miles / Local 1
S-101	600 West: Bangerter Hwy to 14600 South	New Construction: 0 to 2 lanes ROW: 2007 - 0 ft / 2040 - 66 ft	Bike Class: 2 MA / 1.4 miles / Local Unfunded
S-102	I-15 Collectors: 10000 South to 10600 South	Widening / Operational: 0 to 1 lanes ROW: 2007 - 0 ft / 2040 - 66 ft	Bike Class: - COL / 0.7 miles / Local 2
S-103	I-15: 12300 South to Bangerter Hwy	Widening: 7+HOV to 8+HOV lanes ROW: 2007 - 260 ft / 2040 - 260 ft	FWY / 1.6 miles / UDOT Bike Class: - 1
S-104	I-15: Bangerter Hwy to Utah County Line	Widening: 6/7+HOV to 8+HOV lanes ROW: 2007 - 260 ft / 2040 - 260 ft	FWY / 3.9 miles / UDOT Bike Class: - 1
S-105	I-15: Bangerter Hwy to Utah County Line	Widening ROW: 2007 - 260 ft / 2040 - 260 ft	FWY / 3.9 miles / UDOT Bike Class: - 2
S-106	Cottonwood Street: 4500 South to Vine Street	New Construction: 0 to 2 lanes ROW: 2007 - 0 ft / 2040 - 82 ft	COL / 0.9 miles / Local Bike Class: 3 2
S-107	State Street: 600 South to I-215	Operational ROW: 2007 - 0 ft / 2040 - 0 ft	MA / 8.6 miles / UDOT Bike Class: - 2
S-108	State Street: I-215 to 12300 South	Operational ROW: 2007 - 0 ft / 2040 - 0 ft	MA / 7.2 miles / UDOT Bike Class: - 1
S-109	State Street: 6200 South to 9000 South	Widening: 4 to 6 lanes ROW: 2007 - 100 ft / 2040 - 106 ft	MA / 3.3 miles / UDOT Bike Class: - 1
S-110	900 East: 3300 South to 4500 South	Operational ROW: 2007 - 0 ft / 2040 - 0 ft	COL / 1.7 miles / Local Bike Class: Priority 2 1
S-111	900 East / 700 East: Fort Union Blvd to 9400 South	Widening: 4 to 6 lanes ROW: 2007 - 106 ft / 2040 - 116 ft	PA / 3 miles / UDOT Bike Class: Priority 2 3
S-112	700 East: 11400 South to 12300 South	Widening: 2 to 4 lanes ROW: 2007 - 80 ft / 2040 - 92 ft	PA / 1.2 miles / UDOT Bike Class: Priority 2 1
S-113	Union Park Blvd / 1300 East: Fort Union Blvd to 7800 South	Operational ROW: 2007 - 0 ft / 2040 - 0 ft	MA / 1.2 miles / Local Bike Class: 2 and None 1
S-114	Highland Drive: Murray Holladay Blvd to Van Winkle Expressway	Operational ROW: 2007 - 0 ft / 2040 - 0 ft	PA / 2 miles / Local Bike Class: - 2
S-115	2000 East: Fort Union Blvd to 9400 South	Widening: 4 to 6 lanes ROW: 2007 - 106 ft / 2040 - 116 ft	PA / 3.1 miles / Local Bike Class: Priority 2 3
S-116	Highland Drive: 9400 South to 9800 South	Widening: 2 to 4 lanes ROW: 2007 - 106 ft / 2040 - 106 ft	PA / 0.5 miles / Local Bike Class: Priority 2 2
S-117	Highland Drive: 9800 South to Draper City Limit	New Construction: 0 to 4 lanes ROW: 2007 - 0 ft / 2040 - 92 ft	PA / 2.8 miles / Local Bike Class: Priority 2 3
S-118	Highland Drive: Draper City Limit to 14600 South	Widening: 2 to 4 lanes ROW: 2007 - 106 ft / 2040 - 106 ft	PA / 5.8 miles / Local Bike Class: Priority 2 3
S-119	Highland Drive Connection:	Widening: 2 to 4 lanes	PA / 1.8 miles / Local 3

ID	Project Name	Description	Phase
S-120	Traverse Ridge Rd to 13800 South 500 South / Foothill Drive: 1300 East to 2300 East	ROW: 2007 - 106 ft / 2040 - 106 ft Operational ROW: 2007 - 0 ft / 2040 - 0 ft	Bike Class: 2 PA / 2.4 miles / UDOT 1
S-121	Foothill Blvd: 2300 East to I-80	Widening: 4 to 6 lanes ROW: 2007 - 100 ft / 2040 - 106 ft	Bike Class: 2 and None PA / 2.4 miles / UDOT 3
SALT LAKE COUNTY, SPOT FACILITIES			
S-122	SR-201 Interchange: @ I-80	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 2 and 3 2
S-123	SR-201 Interchange: @ SR-111 Bypass / 9200 West	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 3 3
S-124	SR-201 Interchange: @ 8400 West	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 3 2
S-125	SR-201 Interchange: @ 7200 West	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 3 2
S-126	SR-201 Interchange: @ I-215	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: - 3
S-127	SR-111 RailRd Structure: @ 4300 South	Widening: 2 to 4 lanes ROW: 2007 - ft / 2040 - ft	PA / - miles / UDOT Bike Class: Priority 2 1
S-128	I-80 Interchange: @ 5600 West	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: - Unfunded
S-129	5600 West RailRd Crossing: @ 750 South	New Construction: 2 to 4 lanes ROW: 2007 - ft / 2040 - ft	PA / - miles / UDOT Bike Class: Priority 2 1
S-130	4800 West Overpass: @ SR-201	New Construction: 0 to 2 lanes ROW: 2007 - ft / 2040 - ft	COL / - miles / Local Bike Class: Priority 3 2
S-131	Bangerter Hwy Interchange: @ California Ave	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 2 Unfunded
S-132	Bangerter Hwy Interchange: @ SR-201	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: - 3
S-133	Bangerter Hwy Interchange: @ Lake Park Blvd (2700 South)	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: 1 Unfunded
S-134	Bangerter Hwy Overpass: @ 3100 South	New Construction: 4 to 6 lanes ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: 3 Unfunded
S-135	Bangerter Hwy Interchange: @ 3500 South	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: - Unfunded
S-136	Bangerter Hwy Overpass: @ 4100 South	New Construction: 4 to 6 lanes ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 2 Unfunded
S-137	Bangerter Hwy Interchange: @ 4700 South	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: 3 Unfunded
S-138	Bangerter Hwy Interchange: @ 5400 South	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 3 Unfunded
S-139	Bangerter Hwy Interchange: @ 6200 South	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: 2 3
S-140	Bangerter Hwy Interchange: @ 7000 South	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: 1 3
S-141	Bangerter Hwy Interchange: @ 7800 South	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 2 1
S-142	Bangerter Hwy Interchange: @ 9000 South	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: 2 3
S-143	Bangerter Hwy Interchange: @ 9800 South	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 2 3
S-144	Bangerter Hwy Interchange: @ 10400 South	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: 2 3
S-145	Bangerter Hwy Interchange: @ 11400 South	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 2 3
S-146	Bangerter Hwy Interchange: @ 12600 South	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 2 3
S-147	Bangerter Hwy Interchange: @ 13400 South	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: 3 3
S-148	Bangerter Hwy Interchange: @ 2700 West	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: - 3
S-149	Bangerter Hwy Interchange: @ Redwood Rd	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 2 3
S-150	Bangerter Hwy Interchange: @ 600 West	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: - 1



ID	Project Name	Description		Phase
S-151	Bangerter Hwy Interchange: @ I-15	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: -	2
S-152	2700 West Overpass: @ SR-201	New Construction: 0 to 2 lanes ROW: 2007 - ft / 2040 - ft	COL / - miles / Local Bike Class: Priority 2	Unfunded
S-153	I-215 Interchange: @ 5400 South	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 3	3
S-154	I-215 Interchange: @ Redwood Rd (South)	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: -	3
S-155	I-15 Interchange: @ 100 South (HOV Ramps)	New Construction: 0 to 2 lanes ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: -	3
S-156	I-15 Interchange: @ I-215 (South)	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: -	3
S-157	13800 South Overpass: @ I-15	New Construction: 0 to 2 lanes ROW: 2007 - ft / 2040 - ft	COL / - miles / Local Bike Class: Priority 2	3
S-158	14600 South Rail Rd Structure: @ D&RGW	Upgrade: 1 to 2 lanes ROW: 2007 - ft / 2040 - ft	MA / - miles / UDOT Bike Class: 2	Unfunded
S-159	I-15 Interchange: @ 14600 South	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 2	2
S-160	I-80 Interchange: @ I-215 / Foothill Drive	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: -	2
S-161	I-215 Interchange: @ 4500 South (East)	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: 2	Unfunded
S-162	Avalanche snow shed over Little Cottonwood Canyon Rd @ Whitepine Chutes	New Construction ROW: 2007 - ft / 2040 - ft	MA / - miles / UDOT Bike Class: -	3
DAVIS COUNTY, EAST-WEST FACILITIES				
D-1	1800 North: West Davis Corridor to 2000 West	Widening: 2 to 4 lanes ROW: 2007 - 80 ft / 2040 - 92 ft	MA / 2 miles / UDOT Bike Class: Priority 2	2
D-2	1800 North: 2000 West to SR-126	Widening: 2 to 4 lanes ROW: 2007 - 66 ft / 2040 - 92 ft	MA / 2 miles / UDOT Bike Class: Priority 2	1
D-3	SR-193 Extension: West Davis Corridor to 2000 West	New Construction: 0 to 4 lanes ROW: 2007 - 0 ft / 2040 - 92 ft	MA / 2.2 miles / UDOT Bike Class: Priority 2	2
D-4	SR-193 Extension: 2000 West to State Street	New Construction: 0 to 4 lanes ROW: 2007 - 0 ft / 2040 - 92 ft	MA / 2.9 miles / UDOT Bike Class: Priority 2	1
D-5	SR-193 Extension: 2000 West to I-15	Widening: 4 to 6 lanes ROW: 2007 - 0 ft / 2040 - 116 ft	MA / 3.4 miles / UDOT Bike Class: Priority 2	Unfunded
D-6	SR-193: I-15 to US-89	Operational ROW: 2007 - 0 ft / 2040 - 0 ft	MA / 5 miles / UDOT Bike Class: Priority 2	1
D-7	Syracuse Rd (SR-127): West Davis Corridor to 2000 West	Widening: 2 to 4 lanes ROW: 2007 - 66 ft / 2040 - 92 ft	MA / 1 miles / UDOT Bike Class: Priority 2	1
D-8	Antelope Drive: Oak Forest Drive (2500 East) to US-89	New Construction: 0 to 2 lanes ROW: 2007 - 0 ft / 2040 - 68 ft	MA / 0.3 miles / Local Bike Class: Priority 2	1
D-9	Gordon Ave (1000 North): Fairfield Rd to 1600 East	Widening: 2 to 4 lanes ROW: 2007 - 66 ft / 2040 - 82 ft	COL / 0.7 miles / Local Bike Class: -	2
D-10	Gordon Ave (1000 North): 1600 East to US-89	New Construction: 0 to 4 lanes ROW: 2007 - 0 ft / 2040 - 82 ft	COL / 1.3 miles / Local Bike Class: -	2
D-11	Hill Field Rd Extension: 3650 West (Layton) to 2200 West (Layton)	Widening: 2 to 4 lanes ROW: 2007 - 60 ft / 2040 - 82 ft	MA / 1.5 miles / Local Bike Class: 2	3
D-12	Layton Pkwy: West Davis Corridor to Flint Street	New Construction: 0 to 4 lanes ROW: 2007 - 0 ft / 2040 - 82 ft	MA / 2.6 miles / Local Bike Class: -	1
D-13	200 North (Kaysville): West Davis Corridor to I-15	Widening: 2 to 4 lanes ROW: 2007 - 60 ft / 2040 - 92 ft	MA / 2.1 miles / Local Bike Class: Priority 2	3
D-14	2600 South / 1100 North: Redwood Rd to I-15	Operational ROW: 2007 - 0 ft / 2040 - 0 ft	MA / 1.4 miles / Local Bike Class: Priority 2	1
D-15	Center Street: Redwood Rd to US-89	Operational ROW: 2007 - 0 ft / 2040 - 0 ft	COL / 1.1 miles / Local Bike Class: Priority 1	1
DAVIS COUNTY, NORTH-SOUTH FACILITIES				
D-16	West Davis Corridor: Weber County Line to Syracuse Rd	New Construction: 0 to 4 lanes ROW: 2007 - 0 ft / 2040 - 320 ft	FWY / 4.8 miles / UDOT Bike Class: Priority 1	2
D-17	West Davis Corridor: Syracuse Rd to I-15 / US-89 / Legacy Pkwy	New Construction: 0 to 4 lanes ROW: 2007 - 0 ft / 2040 - 320 ft	FWY / 11.8 miles / UDOT Bike Class: Priority 1	1
D-18	West Davis Corridor: Weber County Line to Syracuse Rd	Corridor Preservation ROW: 2007 - 0 ft / 2040 - 320 ft	FWY / 4.8 miles / UDOT Bike Class: Priority 1	1
D-19	3000 West: 6000 South (Weber County) to 2300 North	New Construction: 0 to 2 lanes ROW: 2007 - 0 ft / 2040 - 68 ft	COL / 0.5 miles / Local Bike Class: Priority 2	1

ID	Project Name	Description		Phase
D-20	2000 West (SR-108): Weber Co. Line to Syracuse Rd (SR-108)	Widening: 2 to 4 lanes ROW: 2007 - 66 ft / 2040 - 92 ft	MA / 4.4 miles / UDOT Bike Class: Priority 2	1
D-21	2000 West: Syracuse Rd (SR-108) to West Davis Corridor	Widening: 2 to 4 lanes ROW: 2007 - 66 ft / 2040 - 92 ft	COL / 1.5 miles / Local Bike Class: Priority 2	3
D-22	3650 West (Layton): 700 North to Gentile Street	New Construction: 0 to 2 lanes ROW: 2007 - 0 ft / 2040 - 66 ft	COL / 0.7 miles / Local Bike Class: -	3
D-23	2700 West (Layton): Gordon Ave to Layton Pkwy	New Construction: 0 to 4 lanes ROW: 2007 - 0 ft / 2040 - 92 ft	COL / 1.8 miles / Local Bike Class: 2	3
D-24	Redwood Rd: 500 South to 2600 South	Widening: 2 to 4 lanes ROW: 2007 - 100 ft / 2040 - 100 ft	MA / 1.7 miles / UDOT Bike Class: Priority 2	2
D-25	I-15: Weber County Line to Hill Field Rd (SR-232)	Widening: 6 to 6+HOV lanes ROW: 2007 - 240 ft / 2040 - 240 ft	FWY / 6.3 miles / UDOT Bike Class: -	1
D-26	I-15: US-89 (Farmington) to I-215	Widening: 8 to 8+HOV lanes ROW: 2007 - 240 ft / 2040 - 240 ft	FWY / 10.6 miles / UDOT Bike Class: -	1
D-27	Fairfield Rd Extension: I-84 to SR-193	New Construction: 0 to 2 lanes ROW: 2007 - 0 ft / 2040 - 66 ft	MA / 2.4 miles / Local Bike Class: -	Unfunded
D-28	US-89: I-84 to Antelope Drive	Widening: 4 to 6 lanes ROW: 2007 - 120 ft / 2040 - 120 ft	FWY / 3.2 miles / UDOT Bike Class: Priority 2	2
D-29	US-89: Antelope Drive to I-15 (Farmington)	Widening: 4 to 6 lanes ROW: 2007 - 120 ft / 2040 - 120 ft	FWY / 7.4 miles / UDOT Bike Class: Priority 2	3
DAVIS COUNTY, SPOT FACILITIES				
D-30	1800 North Overpass: @ 500 West Rail Road Crossing	New Construction: 2 to 4 lanes ROW: 2007 - ft / 2040 - ft	MA / - miles / UDOT Bike Class: Priority 2	1
D-31	I-15 Interchange: @ 1800 North	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 2	1
D-32	I-15 Interchange: @ 650 North	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: -	3
D-33	I-15 Interchange: @ Syracuse Rd	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 2	3
D-34	1200 North Overpass (Layton): @ I-15	New Construction: 0 to 4 lanes ROW: 2007 - ft / 2040 - ft	COL / - miles / Local Bike Class: -	Unfunded
D-35	I-15 Interchange: @ Hillfield Rd	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: -	2
D-36	I-15 Interchange: @ Parrish Lane	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 2	3
D-37	I-15 Interchange: @ 400 North / 500 West	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: -	3
D-38	I-15 Interchange: @ 500 South	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 2	3
D-39	I-15 Interchange: @ 2600 South	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 2	3
D-40	2600 South / 1100 North: @ 1150 West Rail Road Crossing	New Construction ROW: 2007 - ft / 2040 - ft	MA / - miles / Local Bike Class: Priority 2	2
D-41	Legacy Pkwy: @ Center Street	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 1	3
D-42	I-215 Interchange: @ Legacy Pkwy	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: -	Unfunded
D-43	I-215 Interchange: @ I-15 / US-89	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: -	Unfunded
D-44	US-89 Interchange: @ Antelope Drive	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 2	1
D-45	US-89 Interchange: @ Gordon Ave	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 2	2
D-46	US-89 Interchange: @ Oakhills Drive (SR-109)	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 2	2
D-47	Nicholl's Rd Overpass: @ US-89	New Construction: 0 to 2 lanes ROW: 2007 - ft / 2040 - ft	COL / - miles / Local Bike Class: -	3
D-48	US-89 Interchange: @ 400 North (Fruit Heights)	New Construction ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 2	1
WEBER COUNTY, EAST-WEST FACILITIES				
W-1	Skyline Drive (North): US-89 to 450 East	New Construction: 0 to 2 lanes ROW: 2007 - 0 ft / 2040 - 66 ft	COL / 3.6 miles / Local Bike Class: Priority 3	1
W-2	Skyline Drive (North): 450 East to 2600 North	New Construction: 0 to 2 lanes ROW: 2007 - 0 ft / 2040 - 66 ft	COL / 3.1 miles / Local Bike Class: Priority 3	2



ID	Project Name	Description		Phase
W-3	1700 North: US-89 to 400 East	New Construction: 0 to 2 lanes ROW: 2007 - 0 ft / 2040 - 66 ft	COL / 1.2 miles / Local Bike Class: 1	3
W-4	Larsen Lane: US-89 / Wall Ave to 400 East	Widening: 2 to 4 lanes ROW: 2007 - 60 ft / 2040 - 82 ft	MA / 0.5 miles / Local Bike Class: -	3
W-5	Pioneer Rd (400 North): I-15 to 1200 West	Re-stripe: 2 to 4 lanes ROW: 2007 - 110 ft / 2040 - 110 ft	COL / 1 miles / Local Bike Class: Priority 2	1
W-6	1200 South: SR-67 (North Legacy Corridor) to 4700 West	Widening: 2 to 4 lanes ROW: 2007 - 55 ft / 2040 - 92 ft	COL / 2.1 miles / UDOT Bike Class: Priority 2	3
W-7	1200 South: 4700 West to I-15	Widening: 2 to 4 lanes ROW: 2007 - 92 ft / 2040 - 92 ft	PA / 4.8 miles / UDOT Bike Class: Priority 2	2
W-8	20th Street: Wall Ave to Harrison Blvd	Operational ROW: 2007 - 0 ft / 2040 - 0 ft	MA / 1.6 miles / Local Bike Class: -	1
W-9	21st Street: Wall Ave to Adams Ave	Operational ROW: 2007 - 0 ft / 2040 - 0 ft	COL / 0.6 miles / Local Bike Class: -	1
W-10	24th Street: I-15 to Lincoln Ave	Widening: 2 to 4 lanes ROW: 2007 - 86 ft / 2040 - 86 ft	MA / 1.6 miles / UDOT Bike Class: Priority 3	2
W-11	2550 South: I-15 to 3500 West	Widening: 2 to 4 lanes ROW: 2007 - 60 ft / 2040 - 82 ft	COL / 3 miles / Local Bike Class: Priority 3	3
W-12	Country Hills Drive: Adams Ave to Gramercy Ave	Widening: 2 to 4 lanes ROW: 2007 - 66 ft / 2040 - 92 ft	MA / 1 miles / Local Bike Class: Priority 2	1
W-13	4000 South (SR-37): SR-67 (North Legacy Corridor) to 1900 West (SR-126)	Widening: 2 to 4 lanes ROW: 2007 - 86 ft / 2040 - 86 ft	MA / 3.9 miles / UDOT Bike Class: Priority 3	2
W-14	Midland Drive (SR-108): 3500 West to 1900 West (SR-126)	Widening: 2 to 4 lanes ROW: 2007 - 66 ft / 2040 - 82 ft	MA / 2.9 miles / UDOT Bike Class: Priority 3	1
W-15	Riverdale Rd (SR-26): 1900 West (SR-126) to I-84	Widening: 4 to 6 lanes ROW: 2007 - 99 ft / 2040 - 106 ft	PA / 1 miles / UDOT Bike Class: 3	1
W-16	5600 South / 5500 South: 5900 West (Hooper) to 3500 West	Widening: 2 to 4 lanes ROW: 2007 - 66 ft / 2040 - 82 ft	MA / 3.1 miles / UDOT Bike Class: Priority 3	2
W-17	5600 South: 3500 West to 1900 West (SR-126)	Widening: 2 to 4 lanes ROW: 2007 - 66 ft / 2040 - 92 ft	MA / 2 miles / UDOT Bike Class: Priority 2 and 3	2
WEBER COUNTY, NORTH-SOUTH FACILITIES				
W-18	SR-67 (North Legacy Corridor): I-15 (North) to 4000 South	Corridor Preservation ROW: 2007 - 0 ft / 2040 - 220 ft	FWY / 15.6 miles / UDOT Bike Class: Priority 1	1
W-19	SR-67 (North Legacy Corridor): 4000 South to Davis County Line	Corridor Preservation ROW: 2007 - 0 ft / 2040 - 220 ft	FWY / 3.3 miles / UDOT Bike Class: Priority 1	1
W-20	SR-67 (North Legacy Corridor): 1200 South to 4000 South	New Construction: 0 to 4 lanes ROW: 2007 - 0 ft / 2040 - 220 ft	PA / 4.6 miles / UDOT Bike Class: Priority 1	3
W-21	SR-67 (North Legacy Corridor): 4000 South to 5500 South	New Construction: 0 to 4 lanes ROW: 2007 - 0 ft / 2040 - 220 ft	FWY / 2.5 miles / UDOT Bike Class: Priority 1	3
W-22	SR-67 (North Legacy Corridor): 5500 South to Davis County Line	New Construction: 0 to 4 lanes ROW: 2007 - 0 ft / 2040 - 220 ft	FWY / 0.8 miles / UDOT Bike Class: Priority 1	2
W-23	4700 West: 4600 South to 4800 South	New Construction: 0 to 2 lanes ROW: 2007 - 0 ft / 2040 - 66 ft	COL / 0.3 miles / Local Bike Class: -	1
W-24	3500 West: 1200 South to Midland Drive	Operational ROW: 2007 - 0 ft / 2040 - 0 ft	COL / 4.6 miles / Local Bike Class: Priority 3	2
W-25	3500 West (SR-108): Midland Drive to Davis County Line	Widening: 2 to 4 lanes ROW: 2007 - 66 ft / 2040 - 82 ft	COL / 1.6 miles / UDOT Bike Class: Priority 3	1
W-26	1900 West / 2000 West (SR-126): 2700 North to 1200 South	Widening: 2 to 4 lanes ROW: 2007 - 66 ft / 2040 - 82 ft	MA / 4.3 miles / UDOT Bike Class: Priority 3	3
W-27	1900 West (SR-126): Riverdale Rd to 5600 South	Widening: 4 to 6 lanes ROW: 2007 - 100 ft / 2040 - 106 ft	MA / 0.4 miles / UDOT Bike Class: Priority 3	1
W-28	I-15: Box Elder County Line to 2700 North	Widening: 4 to 6 lanes ROW: 2007 - 220 ft / 2040 - 220 ft	FWY / 2.2 miles / UDOT Bike Class: -	3
W-29	I-15: I-84 to Davis County Line	Widening: 6 to 6+HOV lanes ROW: 2007 - 220 ft / 2040 - 220 ft	FWY / 2.8 miles / UDOT Bike Class: -	1
W-30	600 West: Elberta Drive to 2600 North	Operational ROW: 2007 - 0 ft / 2040 - 0 ft	COL / 0.9 miles / Local Bike Class: -	2
W-31	Adams Ave: US-89 / Washington Blvd to Washington Terrace City Limits	Widening: 2 to 4 lanes ROW: 2007 - 86 ft / 2040 - 92 ft	MA / 0.6 miles / Local Bike Class: 2	2
W-32	Monroe Blvd: 3100 North to 1300 North	New Construction: 0 to 40578 lanes ROW: 2007 - 0 ft / 2040 - 82 ft	MA / 2.3 miles / Local Bike Class: 3 and None	3

ID	Project Name	Description		Phase
W-33	450 East / 400 East: 3300 North to 2600 North	Widening: 2 to 4 lanes ROW: 2007 - 68 ft / 2040 - 82 ft	COL / 0.8 miles / Local Bike Class: 3	1
W-34	Harrison Blvd: 2600 North to 12th Street	Operational ROW: 2007 - 0 ft / 2040 - 0 ft	PA / 3.8 miles / Local Bike Class: Priority 3	2
W-35	Harrison Blvd: 12th Street to Country Hills Drive	Operational ROW: 2007 - 0 ft / 2040 - 0 ft	PA / 4.7 miles / UDOT Bike Class: Priority 2 & None	1
W-36	Harrison Blvd: Country Hills Drive to US-89	Widening: 4 to 6 lanes ROW: 2007 - 99 ft / 2040 - 116 ft	PA / 4.8 miles / UDOT Bike Class: Priority 2	3
W-37	US-89: I-84 to Harrison Blvd	Widening: 4 to 6 lanes ROW: 2007 - 120 ft / 2040 - 120 ft	FWY / 2 miles / UDOT Bike Class: Priority 2	2
W-38	Skyline Drive: 1. Fern Drive / 2. Ogden City Limits to 1. 4600 South / 2. Eastwood Blvd	New Construction: 0 to 2 lanes ROW: 2007 - 0 ft / 2040 - 80 ft	COL / 0.6 miles / Local Bike Class: Priority 3	1
WEBER COUNTY, SPOT FACILITIES				
W-39	I-15 Interchange: @ US-89 (Pleasant View)	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 2	Unfunded
W-40	I-15 Interchange: @ 24th Street	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 3	2
W-41	I-15 Interchange: @ Riverdale Rd (SR-26)	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: 3	1
W-42	I-15 Interchange: @ 5600 South	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: 2	3
W-43	US-89 Interchange: @ I-84	Upgrade ROW: 2007 - ft / 2040 - ft	FWY / - miles / UDOT Bike Class: Priority 2	3



2040 RTP COMMUNITY LEVEL TRANSIT PROJECT LIST

2040 RTP REGIONAL LEVEL TRANSIT PROJECT LIST

2040 RTP INTER-REGIONAL LEVEL TRANSIT PROJECT LIST

2040 RTP OTHER TRANSIT PROJECT LIST



Appendix-3

Box Elder County
Regionally Significant Highway and Transit Projects
2040 RTP

Box Elder County



Regional Significant Highway Projects in Box Elder County

County	Pin	Location	Concept	Project Value	Year
Box Elder	5416	I-15; Interchange at 1100 south	Interchange Improvements	\$7,010,000	2014
Box Elder	LRP	I-15 Box Elder/ Weber County Line to Brigham City	Widening	\$45,000,000	2015
Box Elder	LRP	SR-102; I-84 to SR-13	Widening	\$12,000,000	2015
Box Elder	LRP	SR-13; I-15 to SR-102	Widening	\$8,000,000	2015
Box Elder	LRP	I-15 Box Elder/ Weber County Line to Brigham City	Widening	\$131,000,000	2016-2025
Box Elder	LRP	SR-30; I-15 to SR-38	Widening	\$45,000,000	2030
Box Elder	LRP	SR-13; I-15 to SR-38	Widening	\$41,000,000	2030
Box Elder	LRP	SR-13; Corinne to I-15	Widening	\$27,000,000	2030
Box Elder	LRP	SR-82; MainStreet to SR-13	Widening	\$23,000,000	2030

7/26/2010 from Region 1 Brett Slater

Appendix-4

Regionally Significant Highway and Transit Projects
2040 RTP

Tooele County



TOOELE VALLEY LONG RANGE PLAN 2007 -2030 PROJECTS

ID	STREET TO - FROM	PROJECT TYPE	LENGTH (MILES)	2030		2006 LANE	2030 LANE	2006 ROW (FT.)	2030 RO (FT.)	PHASE 1=2007-202 2=2021-203
				FUNCTIONAL CLASS	BIKE CLASS					
1	Additional I-80 Interchange I-80	New Construction	0.0	Interchange	0	0	0	0	0	1
2	Additional I-80 Access Road I-80 - SR-36	New Construction	1.0	Principal Arterial	0	0	4	0	200	1
3	I-80 Additional I-80 Interchange - SR-201	Widening	4.9	Freeway	0	4	6	375	375	2
4	SR-138 SR-112 - Mid-Valley Highway	Widening	3.1	Minor Arterial	1	2	4	100	100	1
5	SR-138 Mid-Valley Highway - SR-36	Widening	5.1	Minor Arterial	1,0	2	4	100	100	2
6	1000 North SR-112 - SR-36	New Construction	2.4	Minor Arterial	2	0	4	0	66	1
7	1000 North SR-36 - Droubay Road	Restripping	1.3	Minor Arterial	2	2	4	66	66	2
8	2000 North SR-112 - SR-36	New Construction	3.6	Minor Arterial	0	0	2	0	66	1
9	3700 North Mid-Valley Highway - Droubay Road	New Construction	6.5	Minor Arterial	0	0	2	0	66	2
10	SR-112 Mid-Valley Highway - Tooele Blvd.	Widening	3.3	Principal Arterial	0	2	4	100	100	1
11	Mid-Valley Highway SR-36 - I-80	Corridor Preservation	11.7	Freeway	0	0	4	0	200	1
12	Mid-Valley Highway SR-36 - I-80	New Construction	11.7	Principal Arterial	0	0	4	0	200	1
13	Mid-Valley Highway SR-36 - I-80	New Construction	11.7	Freeway	0	0	4	0	200	2
14	Tooele Blvd SR-36 - 1000 North/SR-36	New Construction	4.1	Minor Arterial	0	0	4	0	84	1
15	SR-36 South Depot Entrance - 500 South	Widening	2.4	Principal Arterial	1	2	4	100	100	1
16	SR-36 Stockton - South Depot Entrance	Widening	3.3	Minor Arterial	1	2	4	100	100	2
17	400 West 1000 North - 3700 North	New Construction	2.7	Minor Arterial	0	0	2	0	66	1
18	1200 West 1000 North - 3700 North	New Construction	2.7	Minor Arterial	0	0	2	0	66	1

