

PURPOSE & NEED



A UDOT Project

The purpose of the project is to address current and future travel demand on:

- Southbound I-15 between S.R. 201 and 12300 South
- 7200 South between I-15 and Bingham Junction Boulevard

The project is needed because of current and future traffic congestion on southbound I-15 and 7200 South:

- By 2040, congestion will extend beyond I-15 onto adjacent facilities, including S.R. 201, I-80, I-215 and the local roadway network.
 - Substantial planned development along 7200 South, in addition to general area growth, will result in severe congestion along the 7200 South corridor by 2040.
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I-15 ALTERNATIVES

PURPOSE AND NEED SCREENING CRITERIA



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ALTERNATIVE	AVERAGE DELAY (SECONDS)*	AVERAGE STOPS*	AVERAGE SPEED (MPH)*	CAUSES BACKUPS ON ADJACENT FREEWAY FACILITIES
2016				
No-Action Alternative	1 minute and 8 seconds	3.4	53.9	No
I-15 Alternative 1	31 seconds	0.2	62.9	No
I-15 Alternative 2	33 Seconds	0.3	63.1	No
2024				
No-Action Alternative	5 minutes and 4 seconds	10.7	37.7	Yes (onto eastbound and westbound I-215)
I-15 Alternative 1	47 seconds	0.8	60.9	Yes (onto eastbound I-215)
I-15 Alternative 2	40 Seconds	0.4	61.9	No
2040				
No-Action Alternative	7 minutes and 2 seconds	38.1	34.4	Yes (onto SR-201, I-80 and eastbound and westbound I-215)
I-15 Alternative 1	1 minute and 25 seconds	1.8	58.0	Yes (onto eastbound and westbound I-215)
I-15 Alternative 2	59 Seconds	0.6	59.9	No

**Averages reflect PM peak travel hours.*

Alternative 1: Construct an additional lane on southbound I-15 between S.R. 201 and 12300 South, including an additional southbound to eastbound left-turn lane at the 3300 South interchange.

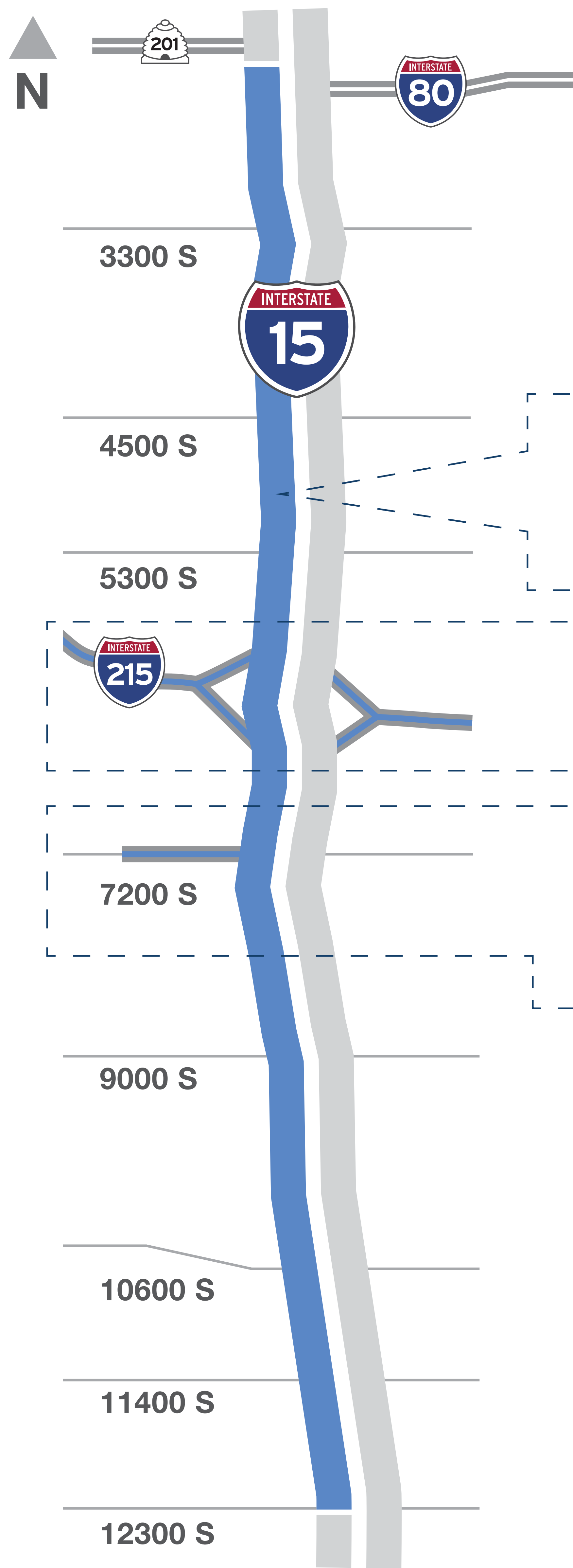
Alternative 2: Includes all the elements of I-15 Alternative 1 plus improvements to the I-215 interchange with I-15.

Due to these results, it was decided to move forward for further study of the No-Action Alternative and the I-15 Alternative 2.

I-15 PREFERRED ALTERNATIVE



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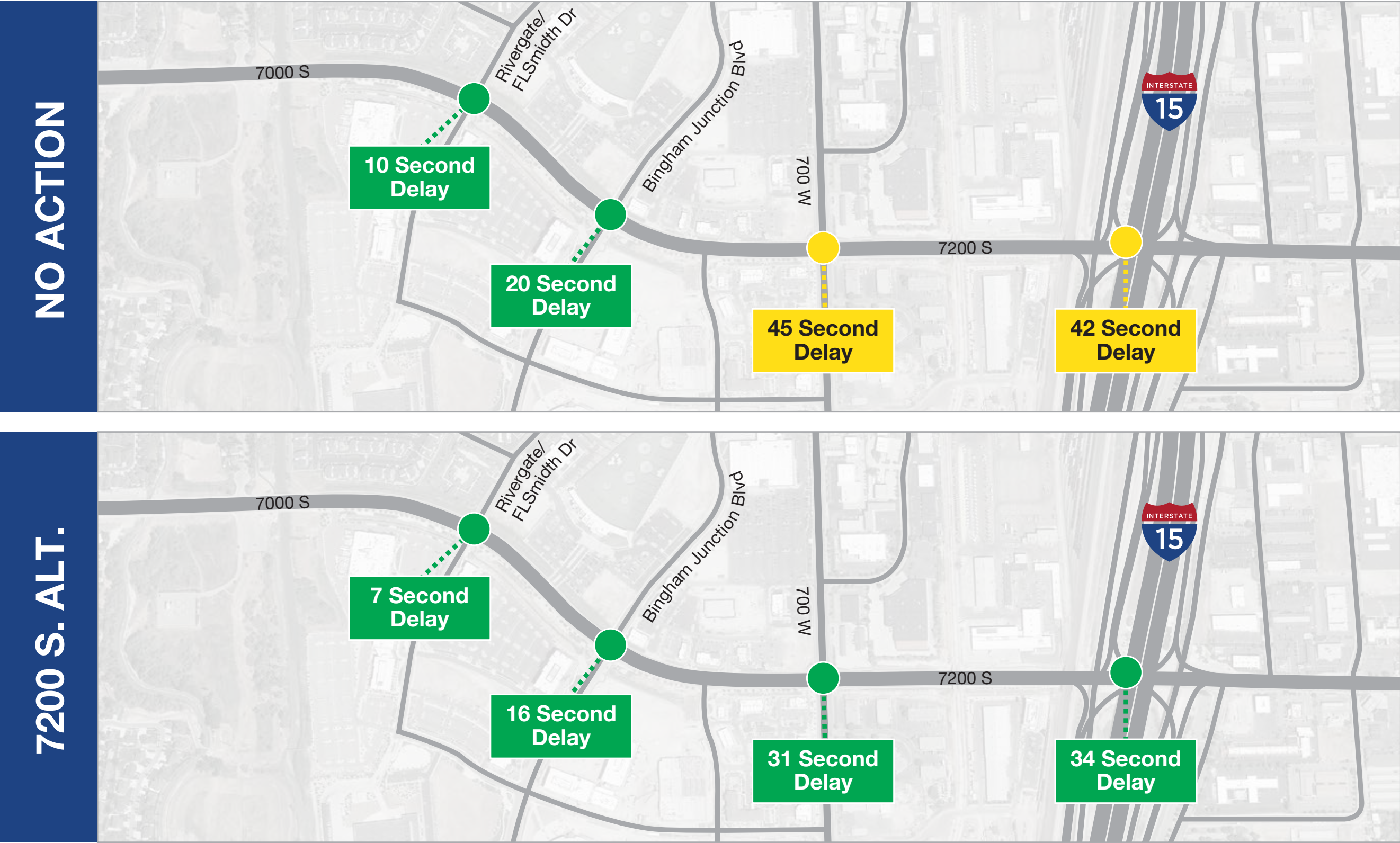
The Preferred Alternative, I-15 Alternative 2, will move forward for detailed study (i.e., evaluating the beneficial and adverse social, economic and environmental effects). UDOT will also study the No-Action Alternative as a baseline.

7200 SOUTH PREFERRED ALTERNATIVE

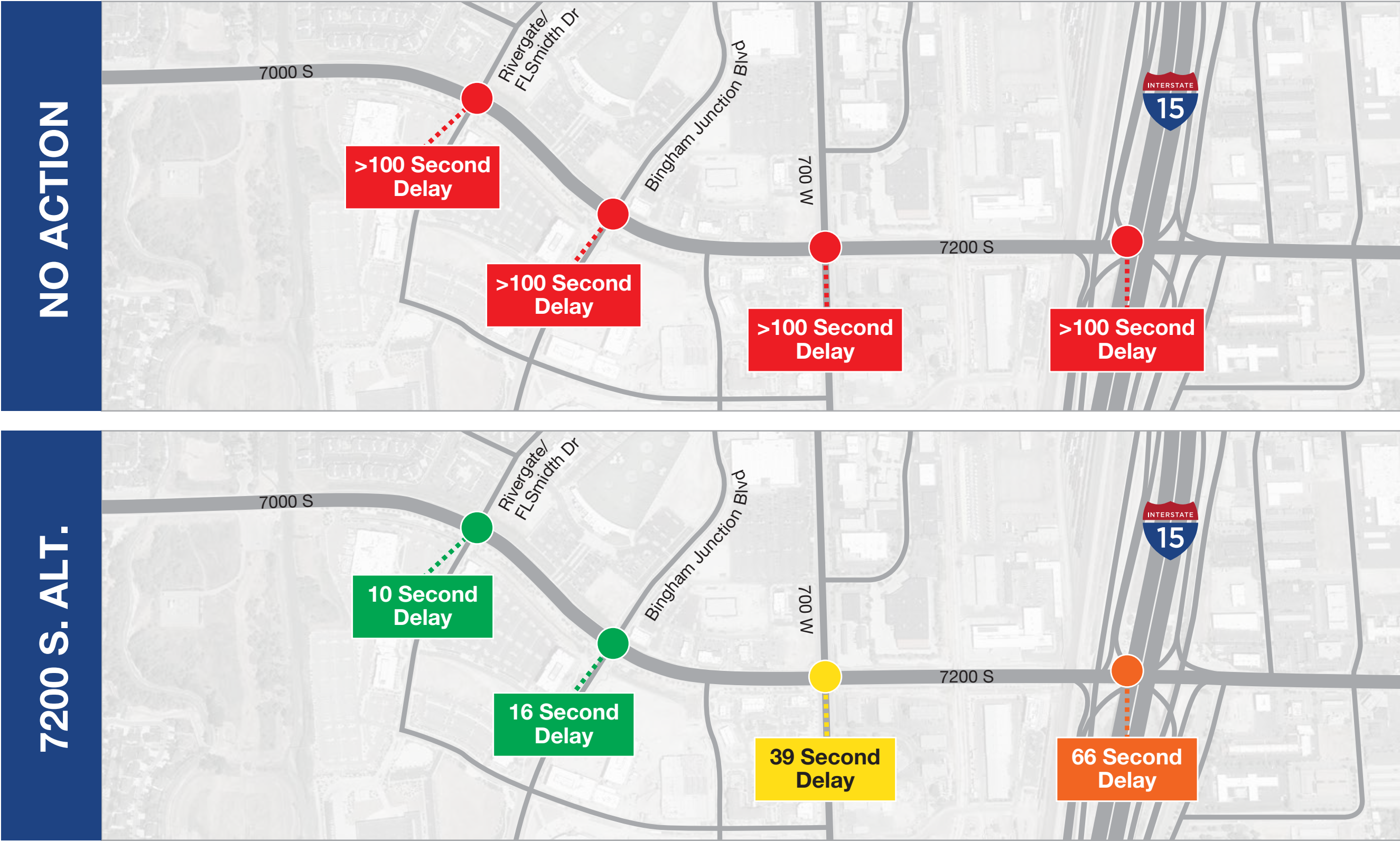


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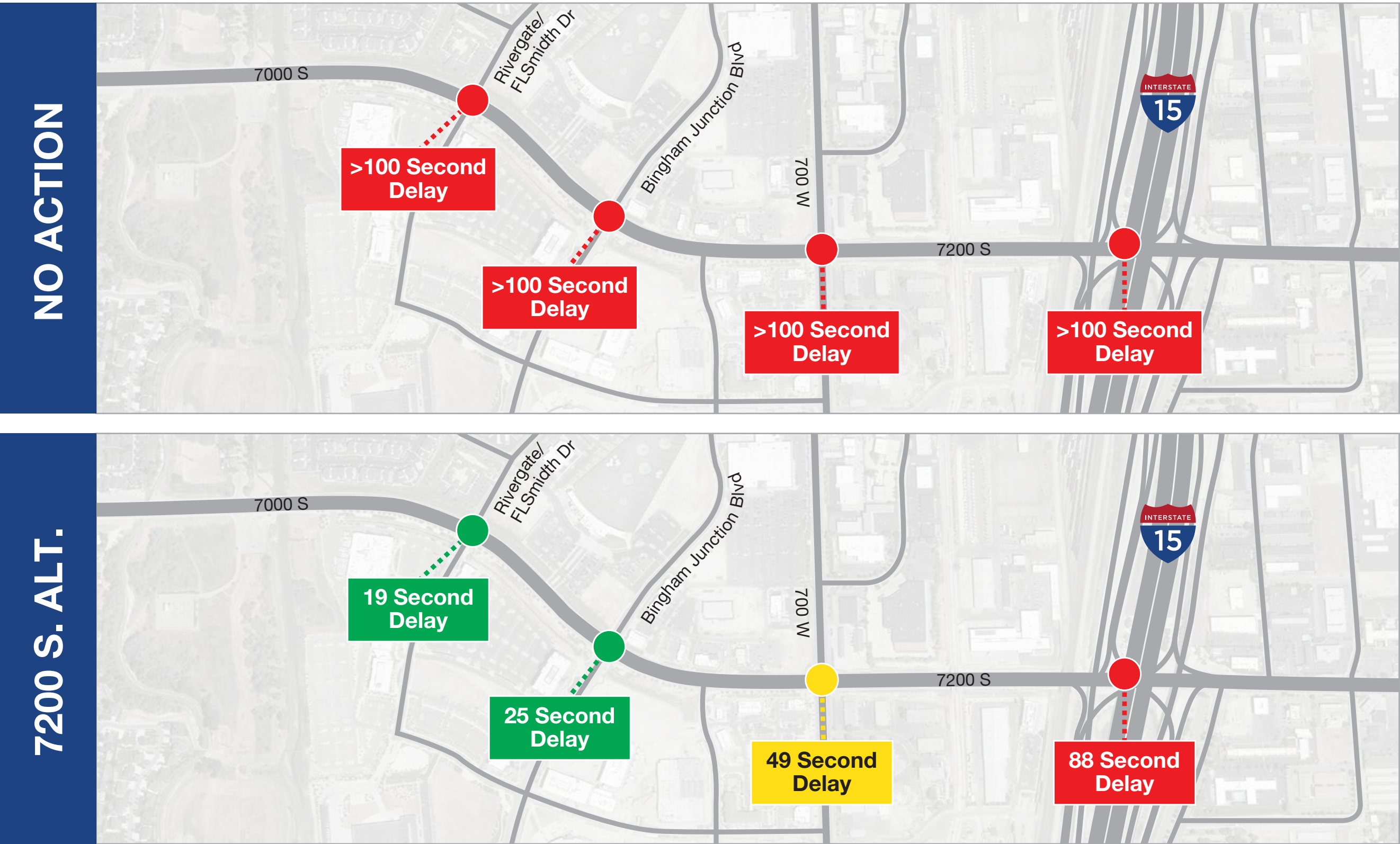
2016



2024



2040



Level of Service (LOS) is determined by the amount of extra time it takes to pass through a given intersection. E and F ratings indicate failing conditions.

LOS	AVERAGE DELAY (SECONDS PER VEHICLE)
A	0-10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	>80

DESIGN-BUILD PROCESS



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Design-Build is a contracting method where the design and construction are combined into one contract that is awarded to a single design-build team.

UDOT intends to construct proposed improvements using the Design-Build process.

■ Why is Design-Build a good fit?

- **Innovation** – Promotes innovative design and construction ideas, improving project outcomes and reducing public impact
 - **Schedule** – Allows streamlining of design and construction timelines to expedite project delivery
 - **Quality** – Enhances design results in a superior finished product
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HOW CAN I STAY INFORMED AND INVOLVED



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Please follow the website and/or sign up for email updates to stay informed of project progress:



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udot.utah.gov/i15southbound

For updates on this and other area UDOT projects, please follow:



@UDOTRegionTwo



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