

## **Appendix A**

### **Recommended Capacity Additions**

# MEMO

**To:** Val Halford, WFRC  
**From:** Kip Billings  
**Subject:** Congestion Management Committee recommendations for new capacity needs in the updated 2030 Long Range Plan.  
**Date:** August 8, 2003

## **Recommendation**

Attached is a list of new capacity recommendations from the Congestion Management Committee for your consideration in the development of the updated 2030 Long Range Plan. These recommendations are based on the volume to capacity ratio (V/C) for a 2030 “no build” transportation network. New arterial capacity was recommended when V/C ratios reached 1.5 or greater. New freeway capacity was recommended when V/C ratios exceeded 1.0. In some cases the projected volume on a “build” network was examined to determine if new construction on adjacent facilities or other factors affected the “no build” V/C estimate and the associated new capacity recommendation.

## **Feedback**

The proposed new capacity recommendations were sent to members of the Congestion Management Committee for review and comment. Below is a summary of the comments received by this group.

**George Benford, Ogden City** - Agrees with the proposed list of new capacity projects.

**Walt Steinvorth, UDOT** - Supports the list of new capacity projects except for questions on two specific projects. Walt questions whether there is need for both the proposed new Porter Rockwell facility and the improvements to 14400 South. Walt believes that one or the other of the two facilities would satisfy future traffic demand in this area. He also made the comment that the east limit for the I-80 project should be 2300 East or Parley’s Canyon.

**Andrea Pullos, Salt Lake County** - Andrea feels that the East/West improvements identified in the list of new capacity projects are a high priority. She also noted that work on Fort Union Blvd. has already been completed from Highland Drive to 30<sup>th</sup> East so this has been removed from the list. Work on the Bengal Bld./20th East intersection is nearing completion and Andrea doesn’t feel that additional work is needed in this location.

**Paul Vidmar, UDOT** - Paul supports the new capacity projects as proposed and feels that improvements to 5600 South and 400 East are particularly important. No conflicts with Region 1 maintenance plans were found.

<b>New Capacity Recommendations - 2030</b>			
<b>Facility</b>	<b>Range</b>	<b>Change</b>	<b>Justification</b>
<b>Ogden 2030 - East/West</b>			
1800 N	1000 W to Main	1 => 2	PM v/c > 1.5
2700 N	I-15 to 600 W	1 => 2	PM v/c > 1.5
30th	Wall to I-15	2 => 3	PM v/c > 1.5
5600 S*	3500 W to 1900 W	1 => 2	PM v/c > 1.5
Gentile	Fairfield to Sugar St	1 => 2	PM v/c > 1.5
Gordon	Fairfield to Hwy-89	1 => 2	E/W connection, PM v/c >1.0
Hillfield Rd	Gordon to SR-126 (Main)	2 => 3	PM v/c > 1.5
Syracuse	1000 W to 2000 W	1 => 2	PM v/c > 1.5
<b>Ogden 2030 - North/South</b>			
2000/3500W	Syracuse to 4800 S	1 => 2	PM v/c > 1.5
400 E*	2700 N to 3100 N	1 => 2	PM v/c > 1.5
Harrison	12th to Hwy-89	2 => 3	PM v/c > 1.5
Harrison	7th to 2nd	1 => 2	PM v/c > 1.5
I-15	30th to 400 N	2 => 3	PM v/c > 1.0, 100K-120k vpd
I-15	I-215 to Hwy-89	4 => 5	PM v/c > 1.0
I-15	Hwy-89 to Riverdale	3 => 4	PM v/c > 1.0, 160K vpd
Legacy Hwy	Weber Co. line to I-215	new	PM v/c > 1.0 (I-15)
Main	200 N Kville to Layton Xchg	1 => 2	PM v/c > 1.5
Midland Dr	Main to 3500 W	1 => 2, 30th via Hinckley	PM v/c > 1.5
Riverdale	Wall to 1900 W	2 => 3	PM v/c > 1.5, 48K-63K vpd
<b>Salt Lake 2030 - East/West</b>			
10200 S	Bangerter to SR-111	new, 1 => 2	PM v/c > 1.5
10400 S	Redwood to Bangerter	1 => 2	PM v/c > 1.5
11400 S	Redwood to I-15	new	PM v/c > 1.5
14600 S*	I-15 to 3600 W	1 => 2	PM v/c > 1.5
3500 S	5600 W to 8400 W	1 => 2	PM v/c > 1.5, 19K-39K vpd
4100 S	5600 W to SR-111	1 => 2	PM v/c > 1.5, arterial spacing, E/W movement
4700 S	Bangerter to 5600 W	1 => 2	PM v/c > 1.5
4700 S	State to Bangerter	2 => 3	PM v/c > 1.5
6200 S	SR-111 to 5600 W	new	PM v/c > 1.5, E/W connection
7000 S	Redwood to Bangerter	1 => 2	PM v/c > 1.5
7800 S	5600 W to Redwood	1 => 2	PM v/c > 1.5
9000 S	Bangerter to 5600 W	1 => 2	PM v/c > 1.5
9000 S	I-15 to Redwood	2 => 3	PM v/c > 1.5
10200 S	Extend Bangerter to SR-111	new, 1 => 2	PM v/c > 1.5,
Bengal Blvd*	2300 E to 2000 E	1 => 2	PM v/c > 1.5
I-80 East	I-15 to 1300 E	3 => 4	PM v/c > 1.0, 145K-170K vpd
LCC	Highland to Wasatch	1=>2	PM v/c > 1.5
Porter Rockwell*	Redwood to I-15	new	E/W connections w/MWC
SR-201	5600 W to I-15	2 => 3	PM v/c > 1.0, 90K-130K vpd
<b>Salt Lake 2030 - North/South</b>			
5600 W (MVC)		new	PM v/c > 1.5
700 E	9400 S to 12300 S	1 => 2	PM v/c > 1.5, 27K-39K vpd
1300 E	900 S to 2100 S	1 => 2	PM v/c > 1.5
7200 W	4100 S to I-80	1 => 2	PM v/c > 1.5
8400 W	3500 S to I-80	1 => 2	PM v/c > 1.5
Highland	Extend 9400 S to 13800 S	new	PM v/c > 1.5
I-15	10600 S to Utah Co line	3 => 5 (w/ truck & aux lanes)	PM v/c > 1.0
I-15	600 N to I-215	3 => 4	PM v/c > 1.0, 160K vpd
Redwood	9000 S to Utah Co. line	1 => 2	PM v/c > 1.5
SR-111	5400 S to 11800 S	1 => 2	PM v/c > 1.5
State	7200 S to 12300 S	2 => 3	PM v/c > 1.5, 40K-58K vpd
<i>Not in current draft of Long Range Plan</i>			<b>* See CMS feedback.</b>

