

2013 Region Two STIP Workshop



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Capacity Projects





Mountain View Corridor: Segments 6-8 Phase 1 Construction Costs

Updated December 3, 2012

Segments 6-8: 5400 South to SR-201

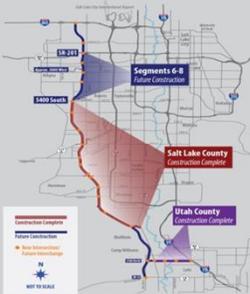
5.3 miles of mainline roadway / 27 bridges

\$ 675 M

2014

PROGRAM COST

CONSTRUCTION YEAR



Construction Year listed is year estimate is based on.

Segment 6: 5400 South to 4100 South

2.2 miles of mainline roadway / 14 bridges

\$ 180 M

2015

PROGRAM COST

CONSTRUCTION YEAR



Segment Cost by Year	
FY 2015	\$ 30 M*
FY 2016	\$ 100 M*
FY 2017	\$ 50 M

*Funded

Segment 7: 4100 South to 3500 South

1 mile of mainline roadway / 4 bridges

\$ 140 M

2014

PROGRAM COST

CONSTRUCTION YEAR



Segment 8: 3500 South to SR-201

2.1 miles of mainline roadway / 9 bridges

\$ 355 M

2014

PROGRAM COST

CONSTRUCTION YEAR



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A UDOT Project



Additional funding is needed to finish the entire planned length of Mountain View Corridor (MVC). A total of \$675 million will be needed for segments 6-8. Segment 6 is from 5400 South to 4100 South; consisting of 2.2 miles of roadway and 14 bridges. The cost for this segment is \$180 Million and is currently funded over three fiscal years FY 2015- FY 2017. Segment 7 is from 4100 S to 3500 S; consisting of 1 mile of roadway and 4 bridges. The unfunded cost for this segment is \$140 Million. Segment 8 is from 3500 S to SR-201; consisting of 2.1 miles of roadway and 9 bridges. The unfunded cost for this segment is \$355 Million.

I-215; 4700 South to SR-201

Segment	Cost
SB 4700 S to 3500 S	\$22,300,000
NB 4700 S to 3500 S	\$24,801,000
SB 3500 S to SR-201	\$23,954,000
NB 3500 S to SR-201	\$18,718,000



This section of I-215 was completed in the mid 70's and is at the end of its expected service life. Auxiliary lanes are also needed to improve traffic movement and reduce congestion.

For the I-15 reconstruction, I-215 was reconfigured from a 6-lane facility to an 8-lane facility by adding 2 additional general purpose lanes without fully widening. As a result of this, the roadway needs to be upgraded to current AASHTO and UDOT standards.

The concrete pavement is starting to deteriorate to the point where severe cracking, corner breaks and spalling is occurring. UDOT's Pavement Preservation Program on-going pavement maintenance will need to continue as pavement surface conditions deteriorate.

The proposed action is needed because the I-215 project is an integral part of the region's urban interstate system. I-215 is one of two north/south interstate facilities in the Wasatch Front area. In conjunction with I-15 and I-80, I-215 serves Wasatch Front traffic by providing a belt loop through the urban area.

The proposed project consists of a concrete overlay of the existing pavement and widening for auxiliary lanes. Estimates have been divided in four segments which can be built separately or together.

I-15/I-215 Interchange Improvements Phase II

- \$66,401,000
- Reconfigures the I-15/I-215 collector and 7200 South Ramps



The I-15/I-215 Interchange Improvements project is a multiple phase project. The full build-out provides several changes to the current configuration; access to 7200 South via a new flyover ramp, a new on-ramp to Southbound I-15 from the I-15/I-215 collector/distributor (CD) ramp will be added prior to the existing 7200 South off-ramp., and a new auxiliary lane will be added from the on-ramp to the existing 7200 South on-ramp gore area.

The project will address current traffic operations and Safety conditions by: reducing congestion in “weave” zones for vehicles entering and exiting the I-15/I-215 SB CD ramp between the WB I-215 on-ramp and the 7200 South Exit; reducing congestion in “weave” zones for vehicles entering and exiting I-15 between the I-15/I-215 and 9000 South Interchanges; and increasing freeway capacity.

I-15 SB; 5300 South to 3300 South

12' Shoulder	8' Shoulder	4' Shoulder
\$25,561,800	\$19,707,300	\$15,586,400

- Add general purpose lane to SB I-15



The I-15 Southbound General Purpose Lane; 5300 South to 3300 South project adds a general purpose lane on SB I-15 from 3300 South on-ramp to SB I-15 to the 5300 South off-ramp.

The project will address current traffic operations and safety conditions by: reducing congestion in “weave” zones from vehicles entering and exiting the freeway between the 3300 South and 5300 South Interchanges and increasing freeway capacity.

The project addresses current and future congestion on the SB-15 corridor. The SB I-15 corridor between the 3300 South on-ramp to SB I-15 and the 5300 South interchange currently operates at level-of-service (LOS) D/F and will operate at LOS D/F in the future with projected development and growth.

SR-154; Bangerter Hwy at Redwood Road

- \$47,410,000
- Grade separated Interchange



As part of an on-going effort to improve traffic flow on Bangerter Highway, this project will construct a grade separated interchange to replace the current signalized intersection at Redwood Road and Bangerter Highway. To limit the impacts to both roadways, Bangerter Highway will go over Redwood Road and a Single Point Urban Interchange will be built.

This project will reduce congestion on both Bangerter Highway and Redwood road as well as improve safety by eliminating a high speed signalized intersection. The Department has previously obtained most of the necessary ROW thru corridor preservation.

SR-48; I-15 to 700 West

- \$26,841,000
- Increase to three thru lanes in each direction
- Requires two bridge replacements



This project will add an additional thru lane in each direction on SR-48. Currently there is inadequate left-turn storage on SR-48, which is creating a safety issue. The EB SR-48 to NB I-15 and WB SR-48 to SB 700 West left turn movements are queuing into thru traffic. In order to accommodate the additional lane, the two railroad structures will need to be replaced. This project will alleviate congestion and increase safety by increasing the number of thru lanes in each direction.

SR-201; 7200 West Interchange

- \$72,652,000
- Grade separated interchange



The purpose of this project is to provide an interchange at the intersection of SR-201 and 7200 West. A full interchange would eliminate delay on SR-201 due to traffic crossing at 7200 West. Eliminating these conflicts by separating crossing traffic will improve the safety as well.

The long range plan for is to have SR-201 function as a freeway facility. Currently SR-201 is a freeway from 5600 West to I-15. This project will grade separate the first intersection to the west of 5600 West making the roadway a freeway from 7200 West to I-15.

Choke Point Projects



SR-201; 5600 West Interchange

- \$3,658,000
- Add lane to WB off- ramp
- Add lane NB on 5600 West heading onto EB on-ramp



The interchange westbound off ramp becomes overloaded during the PM peak. The backing on the ramp continues to back onto mainline SR-201. In the AM peak, northbound 5600 west is heavily congested and backs south down 5600 west.

The project will add an additional lane to the westbound off ramp for a free right to go north onto 5600 west. This lane will be extended north to 1730 South making an aux lane that will be a right turn lane east on to 1730 South. An additional lane will also be added to northbound 5600 west just north of the south frontage road heading north and onto the eastbound on ramp.

This project will improve traffic flow and safety during the AM and PM traffic peaks.

I-15/I-215 Interchange Improvements Phase I

- \$6,154,000
- SB I-15/I-215 CD ramp will merge with the 7200 South on-ramp prior to SB I-15



The I-15/I-215 Interchange Improvements project is a multiple phase project. During phase I, the SB I-15/I-215 CD ramp will merge with the 7200 South on-ramp prior to SB I-15. The consolidated ramp will merge on to SB I-15 at the current location of the 7200 South on-ramp.

The project will address current traffic operations and Safety conditions by: reducing congestion in “weave” zones for vehicles entering and exiting the I-15/I-215 SB CD ramp between the WB I-215 on-ramp and the 7200 South Exit; reducing congestion in “weave” zones for vehicles entering and exiting I-15 between the I-15/I-215 and 9000 South Interchanges; and increasing freeway capacity.

I-15 SB; SR-201 to 3300 South

12' Shoulder	8' Shoulder	4' Shoulder
\$6,290,300	\$4,928,200	\$4,332,000

- Add general purpose lane to SB I-15



The I-15 Southbound General Purpose Lane; SR-201 to 3300 South project adds a general purpose lane on SB I-15 from the SR-201/I-80 CD on-ramp to SB I-15 to the 3300 South off-ramp. In addition, a third left turn lane will be added to the 3300 South SB off-ramp to eastbound 3300 South.

The project will address current traffic operations and safety conditions by: reducing queuing on the 3300 South SB off-ramp, and increasing freeway capacity.

The project addresses current and future congestion on the SB-15 corridor. The SB I-15 corridor between the SR-201/I-80 on-ramp to SB I-15 and the 3300 South interchange currently operates at level-of-service (LOS) D/F and will operate at LOS D/F in the future with projected development and growth.

I-15 NB; 9000 South to I-215

- \$5,714,000
- Add auxiliary lane from 9000 south to I-215
- Reconfigure I-215 CD ramp to three lanes



This project will add an auxiliary lane on northbound I-15 from the 9000 South I-15 on-ramp to the I-15/I-215 CD off-ramp. In addition, the I-215 CD ramp will be re-stripped to three lanes utilizing the existing shoulders and the 7200 South/I-215 CD on-ramp will be re-stripped to a taper-type ramp entrance to accommodate the three lane CD ramp configuration.

The project will address current traffic operations and safety conditions by: reducing congestion in “weave” zones for vehicles entering and exiting the freeway between the 9000 South and I-215 interchanges, reducing queuing on the NB I-15 off-ramp to the I-215 CD ramp, and increasing freeway capacity.

SR-89; 11400 South to 10600 South

- \$3,676,000
- Add general purpose lane in both directions



The project will add a general purpose lane on northbound and southbound State Street from 11400 South to 10600 South. In addition, right-turn lanes will be maintained/added at the following intersections: 10600 South, 10870 South, 11000 South, and Auto Mall Drive. The project also includes pavement re-surfacing between 10600 South and 11400 South.

The project will address current traffic operations and safety conditions by: reducing congestion on State Street; matching the adjacent seven-lane cross-section at 10600 South; improving/adding right-turn lanes at various intersections; and increasing capacity on State Street.

Line Number	ROUTE	BEG MP	END MP	PROJECT NAME/LOCATION	PROJECT DESCRIPTION	CAPACITY SCORE	SAFETY SCORE	PAVEMENT CONDITION SCORE	TOTAL SCORE	PLANNING COST ESTIMATE
1	SR-209	7.859	8.849	90th South; State Street to 7th east	EB widen to 7 lanes	91	90	65	88	\$13,732,000
2	15 & I-21	299	300.33	I-15 and I-215 Interchange Improvements	Combine 7200 south exit with the I-215 off ramp. The 7200 S southbound traffic would then fly over EB/WB I-215 and join the SB collector road. This would allow the traffic on the SB collector road (WB I-215 to SB I-15 traffic) to merge with SB I-15 prior to the 7200 S overpass and carry and additional aux lane past the 7200 S bridge to the I-215 CD/7200 S on ramp gore. The SB I-215 CD road would be reduced from 3 lanes to 2 lanes after the 7200 S bridge, and the ramp gore would be reconfigured to move further south on I-15. The 7200 S SB on ramp would be narrowed from 2 lanes to 1 lane at the ramp meter and merge with SB I-215 CD prior to I-15	100	75	15	85	\$66,401,000
3	15 & I-21	299	300.33	I-15 and I-215 Interchange Improvements Phase I	The SB I-15/I-215 CD ramp will merge with the 7200 South on-ramp prior to SB I-15. The consolidated ramp will merge on to SB I-15 at the current location of the 7200 South on Ramp.	100	75	15	85	\$6,154,000
4	SR-201	10.55	11.039	5600 West Interchange	Interchange in overloaded - Add lane to WB off ramp and too NB 5600 West	100	80	8	81	\$3,658,000
5	SR-201	8.684	10.805	5600 West to 7200 West	Add a Lane	98	55	27	80	\$23,712,000
6	SR-201	8.5	9	7200 West Interchange	Grade Separated Interchange	96	70	27	79	\$72,652,000
7	US-89	364.4	367.7	SR-89; 8000 South to 9000 South	Widening	84	75	53	79	\$24,615,000
8	I-15	300.3	305.23	I-15 SB from SR-201 to 5300 South	Add a southbound general purpose lane and left turn lane on I-15 off ramp at 3300 South	90	65	9	76	\$31,852,000
9	SR-154	3	3.5	Redwood Road Interchange	Grade Separated Interchange	97	60	16	76	\$47,410,000
10	I-215	15.51	17.51	SB; 4700 South to 3500 South	Aux Lane and Reconstruction	85	60	42	74	\$22,300,000
11	SR-48	11.67	12	I-15 to 700 West	I-15 to 700 West; Widening	78	85	29	72	\$26,852,000
12	SR-173	2.7	3.9	MVC to Cougar Lane	Widen to seven lanes	78	70	41	72	\$46,331,000
13	I-215	15.51	17.51	NB; 4700 South to 3500 South	Aux Lane and Reconstruction	85	60	40	72	\$24,801,000
14	I-215	17.51	19.506	NB; SR-201 to 3500 South	NB Aux Lane	80	70	33	71	\$18,718,000
15	I-215	17.51	19.506	SB; SR-201 to 3500 South	SB Aux lane	80	70	30	70	\$23,954,000
16	I-15	295.4	298.85	I-15 Northbound from 9000 South to State Street from 10600 South to 11400 South	Add a NB auxiliary lane	80	75	12	68	\$5,714,000
17	SR-89	363.4	364.42	11400 South	Widen State Street to 7 lanes, and re-stripe	73	65	9	65	\$3,676,000
18	SR-172	5.985	9.218	SR-201 to I-80	Widen to 5 lanes	82	45	21	64	\$52,274,000
19	I-15	289.8	307.85	I-15 HOV Lane; 400 S to Bangerter	Add Second HOV lane NB and SB	67	75	12	61	\$10,346,000
20	I-215	1.8	1.9	I-215 East SB at 3300 South	Convert Exit only lane to thru lane	73	40	41	60	\$4,200,000
21	I-80	122.4	123.23	I-15 to State Street	Eliminate Short Weave	60	55	5	51	\$1,421,000
22	I-80	139	141.5	I-80 West Bound; MP 141.5 TO 139	Add Truck Climbing Lane	48	65	34	50	\$26,529,000
23	I-80	127.7	127.8	EB to NB Foothill Drive	Improve interchange	7	50	71	24	\$6,604,000

Line Number	ROUTE			PROJECT NAME/LOCATION (Bolded Projects in STIP)	PROJECT DESCRIPTION	PROJECTS TO BE CONSIDERED IN THE FUTRUE
24	SR-171	4.25	4.75	3500 S Add LT Lanes	Signal Improvments	
25	SR-68	51.9	52.2	Redwood Rd & 2300 S	Intersection Improvements (add dual lefts and dedicated right)	
26	SR-201	7.5	8	SR-201 & 8000 W Intersection	Grade Seperated Interchange	
27	SR-68	40.8	42.35	Redwood Rd: 12300 S - Bangerter Hwy	Widen to 7 lanes	
28	SR-154	5.5	6	Bangerter Hwy & 13400 S Interchange	Grade Seperated Interchange	
29	SR-171	5.815	10.731	3300 S/3500 S Add LT lanes	State St. - Bangerter Hwy: Add LT lanes at intersections	
30	SR-154	14.5	15	Bangerter Hwy & 6200 S Interchange	Grade Seperated Interchange	
31	SR-171	0	3.506	SR-172 to SR-111	Widen to 5 lanes	
32	I-15	288.2	305	Elevated I-15	Add 2 lanes both directions	
33	SR-111	10.15	10.596	SR-111: SR-201 - 2700 S	Add Lane in each direction	
34	SR-154	4	4.5	Bangerter Hwy & 2700 W Interchange	Grade Seperated Interchange	
35	SR-111	2.3	2.8	SR-111 & 7600 S	Widen Bridges	
36	SR-172	2	2.5	5600 W: RR xing	Grade seperated RR xing	
37	SR-154	0.25	0.75	Bangerter Hwy EB flyover onramp	Fly over Bangerter Hwy EB to I-15 NB	
38	SR-201	7	7.5	SR-201 & 8400 W	Grade Seperated Interchange	
39	SR-186	6.036	8.553	Foothill Dr: 2100 E - I-80	Signal Improvments	
40	SR-172	0.7	1.2	5600 W & 5400 S	Signal Improvments	
41	I-80	141.6	142.2	I-80 at Jeremy Ranch	Roundabouts on frontage roads	
42	SR-172	3.9	4.4	5600 W & 3500 S	Signal Improvments	
43	SR-172	4.25	4.75	5600 W & 3100 S	Signal Improvments	
44	SR-186	4.25	4.75	500 S & 1300 E Intersection	Left Turn Improvements	
45	I-215	0	0	West, Various	Ramp Meters at: I-215 W at 3500 and 47th; SR-201 at Bangerter, 5600 and 3200 West; I-15 NB at Bangerter	
46	SR-224	11	11.597	Landmark and Olympic	Intersection improvements (add dual lefts @ Landmark and Olympic, triple lefts onto I-80 WB, 3 thru lanes NB and SB)	
47	SR-268	0.6	0.9	600 N & 400 W	Legthen LT bays 600 N	
48	I-80	129.5	134.5	I-80 EB: 129.5 - 134.5	Add Truck Climbing Lane	
49	I-15	299.8	300.4	5300 South SB on ramp	Add lane and storage capacity	
50	I-80	141.8	144.2	I-80 WB: Jeremy Ranch to Kimball Jct	Add Aux Lane	
51	SR-201	0	0.5	SR-201 & I-80 Interchange	Interchange improvements, Blackrock Bridge	
52	I-80	191.5	196.8	I-80: Wahsatch Climbing lanes	Add Climbing lane each direction	
53	US-40	3.998	4.1	Quinn's Junction	Convert to SPUI	
54	SR-32	12.43	18.3	SR-32: Kamas to Oakley	Add two-way LT lane	
55	I-215	19.1	19.9	I-215 & SR-201 interchange	Reconfigure interchange	
56	SR-85	0	0	MVC: 12600 S to 13400 S	New Freeway	
57	SR-85	0	0	MVC: 10800 S to 12600 S	New Freeway	
58	SR-85	0	0	MVC: SR-201 to 6200 S	New Freeway	
59	SR-85	0	0	MVC: 6200 S to 10800 S	New Freeway	

Rehabilitation Projects



Funded Projects

- SR-266; State to 700 East (\$2,210,000 FY 13)
- SR-154; 9000 South to 7800 South (\$2,500,000 FY 13)
- SR-172; 3100 South to SR-201 (\$2,700,000 FY 13)
- I-80; End of Concrete to Ranch (\$8,000,000 FY 13)
- I-215; SR-201 to North Temple (\$4,500,000 FY 13)
- I-80; End of Asphalt to 6000 W (\$9,000,000 FY 13)
- I-80; Coalville to Echo (\$6,000,000 FY 13)
- SR-89; North Temple to Victory Road (\$4,710,000 FY 13)
- SR-68; California to I-80 (\$5,925,000 FY 13 moved to blue book)



SR-266; State to 700 East: The project will rotomill 4" of HMA and replace with 3" of HMA.

SR-154; 9000 South to 7800 South: The project will make concrete repairs and grind the existing pavement.

SR-172; 3100 South to SR-201: The project will rotomill 4" of HMA and replace it with 3" of HMA and a surface treatment.

I-80; End of Concrete to Ranch: The project will rotomill 1.5" and replace it with 1.5" of SMA from the end of the concrete to the mouth of the canyon and overlay the existing pavement with 1.5" of SMA from the mouth of the canyon to the ranch exit. This project will be built in 2014.

I-215; SR-201 to North Temple: The project will make concrete repairs and grind the existing pavement. This project will also apply a membrane and HMA overlay to the following structures; F-410; I-215 over the surplus canal, F-477; I-215 over 1700 South, F-500; I-215 over 700 North, C-752; and I-215 California Avenue Interchange Bridge.

I-80; End of Asphalt to 6000 W: The project will make concrete repairs and grind the existing pavement.

I-80; Coalville to Echo: The project will rotomill 1" of HMA, recycle 3" of material in place and add 1.5" of SMA.

SR-89; North Temple to Victory Road; The project will rotomill 4" of HMA and replace it with 3" of HMA and a surface treatment. The project will include the asphalt on 600 North.

SR-68; California to I-80: The project will rotomill 4" of HMA and replace it with 3" of HMA and a surface treatment. The project will also add drainage systems.

Funded Projects

- SR-68; 9000 South to 6600 South (\$2,000,000 FY 13)
- SR-201; 9200 West to 6000 West (\$9,500,000 from rehab program FY 13/FY 14, moved to blue book and combined with additional funding)
- I-80; Silvercreek to Wanship (\$11,000,000 from rehab program FY 13/FY 14, moved to blue book and combined with additional funding)



SR-68; 9000 South to 6600 South: The project will make concrete repairs and grind the existing pavement.

SR-201 9200 West to 6000 West: The project will overlay the existing HMA with concrete.

I-80; Silvercreek to Wanship: The project will overlay the existing HMA with concrete and make repairs to the drainage system.

SR-68; 2100 South to California

- \$3,905,000 (FY 14 NHPP)
- Move to blue book for drainage work
- OCI 61.08



The project will remove the top four inches of asphalt by rotomilling and replace it with three inches of HMA and a surface seal. Drainage repairs will be performed to prevent water from continuing to damage the pavement.

SR-68; I-80 to End PCCP

- \$3,000,000 (FY 14 NHPP)
- Move to blue book due to pavement treatment selection
- OCI 54.42



The project will consist of two treatments. From I-80 to North Temple, the top six inches of asphalt will be removed by rotomilling and replaced with six inches of PCCP. This treatment will cause the project to be moved to a blue book. From North Temple to the End of the PCCP, the existing concrete will be repaired by fixing partial depth repairs and replacing damaged concrete panels. The concrete will then be diamond ground to improve the ride and the joints will be resealed.

SR-154; 12600 South to 9000 South

- \$2,600,000 (FY 14 NHPP)
- OCI 83.48



The project will fix the existing concrete pavement by making partial depth repairs and replacing any damaged concrete panels. The entire pavement section will also be diamond ground to improve the ride and the joints will be resealed.

SR-68; Bangerter to 12600 South

- \$4,500,000 (FY 14 NHPP)
- Move to blue book for drainage
- OCI 63.11



The project will remove the top inch of asphalt by rotomilling , recycle the next inch and a half of asphalt and cap it with and inch and a half of HMA. Minor drainage repairs will be performed to prevent water from continuing to damage the pavement.

SR-224; Bear Hollow to I-80

- \$4,900,000 (FY 14 NHPP)
- OCI 59.57



The project will remove the top four inches of asphalt pavement by rotomilling and replace it with three inches of HMA and a surface seal. The project will also make minor repairs to the deck and approach slab to the structure of I-80.

I-80; MP 94 to 98

- \$1,800,000 (FY 14 NHPP)
- OCI 82.71



The project will fix the existing concrete pavement by making partial depth repairs and replacing any damaged concrete panels. The entire pavement section will also be diamond ground to improve the ride and the joints will be resealed.

SR-172; 4700 South to 3100 South

- \$5,800,000 (FY 14 NHPP)
- OCI 64.58



The project will remove the top four inches of asphalt pavement by rotomilling and replace it with three inches of HMA and a surface seal.

SR-71; 3300 South to 400 South

- \$4,300,000 (FY 14 NHPP)
- OCI 86.50



The project will remove the top inch of asphalt and replace it with a one inch of new asphalt wearing course. The project is basically a preservation scope but will be funded using rehabilitation funds due to the cost of the project.

I-80; MP 30 - 40

- \$11,200,000 (FY 14 NHPP)
- OCI 87.7



The existing pavement will be overlaid with three inches of HMA and a surface seal. Shouldering and other minor work related to overlaying the pavement will also be done.

SR-173; 1900 West to I-15

- \$4,200,000 (FY 14 STP)
- OCI 75.4



The project will remove the top four inches of asphalt pavement by rotomilling and replace it with three inches of HMA and a surface seal.

SR-173; SR-111 to 5600 West

- \$2,700,000 (FY 14 STP)
- OCI 66.41



The project will remove the top four inches of asphalt pavement by rotomilling and replace it with three inches of HMA and a surface seal. A section within the project limits where Mountain View Corridor connects to SR-173 will be skipped because that pavement was reconstructed with the Mountain View Project.

SR-36; 3 O'clock Drive to 1280 North

- \$20,700,000 (FY 15 NHPP)
- Move to blue book based on scope
- OCI 49.44



The project will reconstruct the existing pavement and upgrade the drainage facilities to prevent water from damaging the existing pavement. The project funding will have to be moved to a blue book because of this scope.

I-80; 6000 W to Redwood Road

- \$3,000,000 (FY 15 NHPP)
- OCI 79.17



The project will fix the existing concrete pavement by making partial depth repairs and replacing any damaged concrete panels. The entire pavement section will also be diamond ground to improve the ride and the joints will be resealed.

I-80; MP 0-10

- \$8,900,000 (FY 15 NHPP)
- OCI 58.05



The existing pavement will be overlaid with one and half inches of SMA. Shouldering and other minor work related to overlaying the pavement will also be done.

SR-186; North Temple to 400 South

- \$2,500,000 (FY 15 NHPP)
- OCI 69.8



The project will remove the top four inches of asphalt pavement by rotomilling and replace it with three inches of HMA and a surface seal.

SR-201; Concrete Ramps

- \$1,300,000 (FY 15 NHPP)
- No condition data collected on ramps



The project will fix the existing concrete pavement by making partial depth repairs and replacing any damaged concrete panels. The entire pavement section will also be diamond ground to improve the ride and the joints will be resealed.

SR-111; SR-48 to 3500 South

- \$11,500,000 (FY 15NHPP)
- OCI 73.68



The project will remove the top four inches of asphalt pavement by rotomilling and replace it with three inches of HMA and a surface seal.

NHPP Rehabilitative											
Fiscal Program Year	Construct Year	Route	Beg MP	End MP	Length	Location	Scope	Estimate		Comments	
8828	2011/2012	2014	SR-201	10.663	10.951	0.288	6000 W 5600 W	PCCP Rebuild	\$ 3,000,000		Has been moved to Blue
10467	2013	2013	SR-266	3.536	4.422	0.886	State to 700 East	4" Rotomill, overlay	\$ 2,201,000		Dtims says 2013
10469	2013	2013	SR-154	11.39	12.884	1.494	9000 South to 7800 South	Grind and Repair	\$ 2,500,000		Dtims says 2013
	2013	2013	SR-172	4.494	6.038	1.544	3100 S to SR-201	4" Mill/OGSC	\$ 2,700,000		Dtims says 2014
	2013	2014	I-80	127.596	131.869	4.273	End of Concrete to Ranch	SMA	\$ 6,500,000		Could be orange book, need limits and estimate from design, could add pipe job phase II
	2013	2013	I-215	19.506	22.778	3.272	SR-201 to North Temple	Grind and Spall Repair	\$ 4,500,000	9/27/2012	Includes I-80 interchange
	2013	2013	I-80	102.53	112.8	11.78	End of Asphalt to 6000 W	Grind and Spall Repair	\$ 9,000,000	9/27/2012	
	2013	2013	I-80	162.592	167.689	5.097	Coalville to Echo	CIR, 1.5" SMA overlay	\$ 6,000,000	9/27/2012	
	2013/2014	2014	SR-201	6.244	10.841	4.597	9200 West to 6000 W	PCCP Overlay	\$ 9,500,000		18M total 9.5M from Region Dtims says 2014
	2013/2014	2015	I-80	148.268	154.972	6.704	Silvercreek to Wanship (not before 2014)	PCCP Overlay	\$ 11,000,000		40M total, 11M is region share
9807	2014	2014	SR-68	56.325	57.336	1.011	2100 South to California	4" Mill, 3" Overlay, OGSC	\$ 3,905,000		Dtims says 2013
9436	2014	2014	SR-68	59.168	60.806	1.638	I-80 to End PCCP	Grind and Repair	\$ 3,000,000		Dtims says 2013
10866	2014	2014	SR-154	6.759	12.884	6.125	12600 South to 9000 South	Grind and Repair	\$ 2,600,000	12/4/2012	Dtims says 2014
11203	2014	2014	SR-68	40.058	42.311	2.253	Bangerter to 12600 South	Hot In Place Recycle	\$ 4,500,000	12/4/2012	Concept Report in Summer of 2012
9712	2014	2014	SR-224	9.394	11.597	2.203	Bear Hollow to I-80	4" Mill, 3" Overlay, OGSC	\$ 4,900,000	12/4/2012	
11489	2014	2014	I-80	94.255	98.619	4.364	MP 94 to 98	Grind and Repair	\$ 1,800,000	12/4/2012	
11492	2014	2014	SR-172	1.994	4.494	2.5	4700 South to 3100 South	4" Mill and OGSC	\$ 5,800,000	12/4/2012	
11493	2014	2014	I-80	30	41.278	11.278	MP 30-41	3" overlay and Micro	\$ 11,200,000	12/4/2012	Dtims says Orange in 2013
10863	2014	2014	SR-71	18.276	22.465	4.189	3300 South to 400 South	1" Mill, OGSC	\$ 4,300,000	12/4/2012	
11204	2015	2015	SR-36	52.454	55.77	3.316	3 O'clock Drive to 1000 North	Reconstruct	\$ 20,700,000	12/4/2012	Cost is for reconstruct
11496	2015	2015	I-80	112.8	117.86	3.545	6000 W to Redwood	Grind and Repair	\$ 3,000,000	12/4/2012	
10917	2015	2015	I-80	0	10	10	MP 0 to 10	1.5" SMA Overlay	\$ 8,900,000	12/4/2012	
10867	2015	2015	SR-186	1.912	2.656	0.744	North Temple to 400 South	4" Mill, 3" Overlay, OGSC	\$ 2,500,000	12/4/2012	should maybe be orange book
11497	2015	2015	SR-201				SR-201 Concrete Ramps	Spall Repair and Grind	\$ 1,300,000	12/4/2012	
11498	2015	2015	SR-111	0	9.104	9.104	SR-48 to 3500 South	3" Mill/Overlay	\$ 11,500,000	12/4/2012	Dtims says 2013 for MP 0 to 5.733
			SR-172	0	1.994	1.994	6200 South to 4700 South	4" Mill/OGSC			Estimate based on 4" Mill, Last Seal 2002 Dtims says 2014
			SR-71	9.179	12.148	2.969	9000 South to Hillcrest High Drive	Major Rehab			last seal 2005
			SR-152	2.518	3.044	0.526	6200 South to I-215				Dtims says 2014
			SR-209	7.859	8.849	0.99	State to 700 East				Dtims says 2014
			SR-175	0	0.381	0.381	11400 South Near Bangerter	? Needs reconstruct			
			I-215	15.506	17.51	2.004	West; 4700 South to 3500 South	NB; Reconstruct PCCP	\$ 24,800,000		Want to be 2014/2015 need survey with concept
			I-215	15.506	17.51	2.004	West; 4700 South to 3500 South	SB; Reconstruct PCCP	\$ 22,300,000		
			I-215	17.51	19.506	1.996	West; 3500 South to SR-201	NB; Reconstruct PCCP	\$ 24,000,000		
			I-215	17.51	19.506	1.996	West; 3500 South to SR-201	SB; Reconstruct PCCP	\$ 18,800,000		
			I-215	19.506	22.778	3.272	West; SR-201 to I-80	NB; Reconstruct PCCP			
			I-215	19.506	22.778	3.272	West; SR-201 to I-80	SB; Reconstruct PCCP			
STP Rehabilitative											
Fiscal Program Year	Construct Year	Route	Beg MP	End MP	Length	Location	Scope	Estimate		Comments	
10468	2013	2013	SR-89	379.881	381.495	1.614	North Temple to Vicotry Road	4" Mill, 3" Overlay, OGSC	\$ 4,704,000		Needs to include any HMA on 600 N Dtims says 2013
9430	2013	2013	SR-68	57.336	59.168	1.832	California to I-80	4" Mill, 3" Overlay, OGSC	\$ 5,906,000		Dtims says 2013
9716	2013	2013	SR-68	46.811	49.757	2.946	9000 South to 6600 South	Spall Repair	\$ 1,700,000		Dtims say 2014
11494	2014	2014	SR-173	7.05	9.199	2.149	1900 West to I-15	4" Mill, 3" Overlay, OGSC	\$ 4,200,000	12/4/2012	Estimate updated 9/27/12
11495	2014	2014	SR-173	0	2.752	2.752	U-111 to 5600 W	4" Mill, 3" Overlay, Microsurface	\$ 2,700,000	12/4/2012	last seal 2005

Preservation Projects



Funded Projects

- SR-171; Redwood to State (\$1,835,000 FY 13)
- I-80; High Ute Ranch to Fire Station (\$2,900,000 FY 13)
- I-80; MP 80 to Edge of Concrete (\$3,100,000 FY 13)
- SR-68; 1000 North to Davis County Line (\$1,100,000 FY 13)
- SR-89; 400 South State to 300 West and 300 West 400 South to North Temple (\$1,210,000 FY 13)
- SR-138; Sheep Lane to SR-36 (\$1,075,000 FY 13)



SR-171; Redwood to State: The project will rotomill 1" and replace it with 1" of OGSC from Redwood to 700 West and add a micro surface from 700 West to State.

I-80; High Ute Ranch to Fire Station: The project will rotomill 1" and replace it with 1" of OGSC.

I-80; MP 80 to Edge of Concrete: The project will add a micro surface to the existing HMA.

SR-68; 1000 North to the Davis County Line: The project will rotomill 1.5" and replace it with 1.5" HMA.

SR-89; 400 South State to 300 West and 300 West 400 South to North Temple: The project will rotomill 1.5" and add 1.5" of HMA on 400 South and will add a micro surface to both 400 South and 300 West.

SR-138; Sheep Lane to SR-36: The project will add a micro surface to the existing HMA.

Planned Projects

- SR-186; Beck Street to North Temple (\$1,200,000 FY 14 NHPP)
- SR-48; Copper Hills to 4800 West (\$1,200,000 FY 14 NHPP)
- SR-71; 3300 South to 400 South (\$4,100,000 FY 14 NHPP)
- SR-89; 3300 South to 400 South (\$4,300,000 FY 14 NHPP)
- I-80; MP 40 to 60 (\$4,000,000 FY 14 NHPP)
- SR-190; MP 7.9 to Brighton Ski Resort (\$2,600,000 FY 14 STP)
- SR-140; Redwood to I-15 (\$1,000,000 FY 14 STP)



SR-186; Beck Street to North Temple: The project will rotomill 1.5" and replace it with 1.5" of HMA.

SR-48; Copper Hills to 4800 West: The project will rotomill 1" and replace it with 1" of OGSC.

SR-71; 3300 South to 400 South: The project will rotomill 1" and replace it with 1" of OGSC.

SR-89; 3300 South to 400 South: The project will rotomill 1" and replace it with 1" of OGSC.

I-80; MP 40-60: The project will micro surface over the existing pavement

SR-190; MP 7.9 to Brighton Ski Resort: The project will overlay the existing pavement with 1.5" of HMA.

SR-140; Redwood to I-15: The project will rotomill 1.5" and replace it with 1.5" of HMA.

Last Revision Date: 1/15/13

NHPH Preventative										
Fiscal Program	Construct	Route	Beg MP	End MP	Length	Location	Scope	Estimate	Estimate Date	Comments
PIN	Year	Year								
						Sign Program	Sign Program	\$ 9,563,400		
10087	2011/2012	2012	I-80	128	197	69	I-80	Pipe Liner	\$ 2,500,000	
10862	2013	2013	SR-171	8.022	10.731	2.709	Redwood to State	Microsurface	\$ 1,835,000	
6719	2013	2013	I-80	143.067	145.178	2.111	High Ute Ranch to Fire Station	1" Mill/OGSC	\$ 2,840,000	
9854	2013	2013	I-80	80	94.255	14.255	MP 80 to edge of Concrete	Microsurface	\$ 3,100,000	Done in 2006, Dtims say 2013
	2013	2013	SR-68	60.806	62.883		1000 North to Davis County Line	Thin Overlay	\$ 1,100,000	
9691	2014	2014	SR-186	0	1.912	1.912	Beck Street to North Temple	Thin Overlay	\$ 1,200,000	12/4/2012 includes road around capita,l Dtims says 2013
9692	2014	2014	SR-48	5.8	6.5	0.7	Copper Hills to 4800 West	1" Mill, OGSC	\$ 1,200,000	12/4/2012
10437	2014	2014	US-89	374.73	378.552	3.822	3300 South to 400 South	1" Mill, OGSC	\$ 4,100,000	12/4/2012
11484	2014	2014	I-80	50	60	10	MP 50 to 60	Microsurface	\$ 2,000,000	12/4/2012
	2014	2014	I-80	40	50	10	MP 40 to 50	Microsurface	\$ 2,000,000	12/4/2012 Done in 2006, Dtims say 2013
	2015	2015	SR-36	55.77	62.49	6.72	1000 North to Stansbury	1" OGSC	\$ 4,900,000	12/4/2012 Dtims Says 2013, Want to do in 2014
11485	2015	2015	SR-89	363.283	363.785	0.504	11800 South to 11400 South	1" Mill, OGSC	\$ 1,000,000	12/4/2012
	2015	2015	SR-89	366.464	367.8	1.336	9000 South to 8000 South	1" Mill, OGSC	\$ 1,700,000	12/4/2012
	2015	2015	SR-71	0	2.377	2.377	Bangerter to Redwood	Thin Overlay	\$ 2,000,000	12/4/2012 last seal 2004
			SR-71	2.377	4.723	2.346	Redwood to Lone Peak Drive	Thin Overlay	\$ 1,700,000	12/4/2012 last seal 2004
			SR-201	14.104	14.826	0.722	2700 W to East of I-215	1" Mill, OGSC	\$ 1,300,000	12/4/2012 Need to Core
			I-80	10	30	20	East of Wendover to MP 30	Microsurface	\$ 4,700,000	12/4/2012 Dtims says 2014
			SR-224	6.04	9.394	3.354	SR-248 to Bear Hollow	1" Mill, OGSC	\$ 2,800,000	12/4/2012
			SR-68	49.757	54.308	4.551	6600 South to 3500 South	1" Mill, OGSC	\$ 4,100,000	12/4/2012
			SR-151	2.008	4.235	2.227	Redwood to I-15	Thin Overlay	\$ 1,600,000	9/27/2012
			SR-201	0	3.266	3.266	I-80 to SR-202	1" Mill, OGSC	\$ 2,200,000	9/27/2012 Dtims Says 2013
			SR-172	5.985	9.218	3.233	SR-201 to I-80	Thin Overlay		
			SR-89	361.42	366.464	5.044	10600 South to 9000 South	1" Mill, OGSC	\$ 2,200,000	9/27/2012 Dtims Says 2013 Dtims says 2014
			SR-48	10.12	11.67	1.55	Redwood to 700 West	Microsurface		
			SR-209	5.35	6.696	1.346	Redwood to Jordan River	Thin Overlay		
			SR-89	363.407	364.42	1.013	11400 South to 10600 South	1" Mill, OGSC	\$ 5,126,000	
			SR-71	4.723	6.016	1.293	Lone Peak Dr. to 700 E	1" Mill/OGSC		
			I-215	6.219	7.189	0.97	6200 South to 2300 East	Grind		
			SR-201	3.266	6.244	2.978	SR-202 to 9200 West	1" Mill/OGSC		
										Last project in 2005, grind would be for skid
										last seal 2005 Dtims says 2014
STP Preventative										
Fiscal Program	Construct	Route	Beg MP	End MP	Length	Location	Scope	Estimate	Estimate Date	Comments
PIN	Year	Year								
9687	2013	2013	US-89	378.552	379.881	1.329	400 S State to 900 W and 300 W 400 S to North Temple	1.5" Mill/Overlay & Microsurface	\$ 1,210,000	
10864	2013	2013	SR-138	12.209	20.444	8.235	Sheep lane to SR-36	Microsurface	\$ 1,075,000	
11461	2014	2014	SR-190	7.9	16.844	8.944	MP 7.9 to Brighton Ski Resort	Thin Overlay	\$ 2,600,000	12/4/2012
11462	2014	2014	SR-140	0	2.559	2.559	14400 S (Redwood to I-15)	Thin Overlay	\$ 1,000,000	12/4/2012 Estimate updated 9/27/12
	2015	2015	SR-190	1.83	7.9	6.07	Jct 210 to MP 7.9	Thin Overlay	\$ 2,100,000	12/4/2012
	2015	2015	SR-171	0	3.506	3.506	8400 W to 5600 W	1" Mill, OGSC	\$ 2,400,000	12/4/2012
			SR-224	1.137	4.65	3.513	First Roundabout to Marsac Roundabout	1" Mill/OGSC	\$ 1,800,000	12/4/2012 last seal 2005 Deryl recommends it moves up Dtims says minor rehab in 2014
			SR-201				1400 W to State			need a project if not giving away

Structures Projects



SR-151; 106th South over I-15, F-663

- \$1,130,000 (FY13 Preservation)
- SR-151; 10600 South Interchange Structure on I-15
- Polyester Concrete Overlay



The structure over I-15 at the 106th South interchange in South Jordan (structure F-663) currently has potholing and exposed rebar on the top surface to the deck due to insufficient rebar cover. The purpose of this project is to apply a corrosion inhibitor and polyester concrete overlay to the bridge deck. This project will address the issue of insufficient cover on the reinforcing steel in the deck, preventing future deterioration and providing a long life, minimal maintenance, overlay to the heavily traveled interchange.

F-663; 10600 South Interchange Bridge on I-15

Sufficiency Rating 87.5, NBI Deck 7, NBI Superstructure 8, NBI Substructure 8

I-215; 700 E. and 900 E. over I-215, C-725 & C-726

- \$1,170,000 (FY14 Preservation)
- 700 East over I-215
- 900 East over I-215
- Polyester Concrete Overlay



The structures at 700 East and 900 East over I-215 (structures C-725 and C-726, respectively) currently have bare concrete decks that have potholing over 10% - 25% of the deck surface area. This project will remove the top portion of the decks using hydrodemolition, then replace it with a polyester concrete overlay. The polyester concrete will provide a smooth impermeable riding surface to prevent future chloride infiltration and improve ride quality.

C-725; 700 East over I-215

Sufficiency Rating 90.1, NBI Deck 6, NBI Superstructure 7, NBI Substructure 7

C-726; 900 East over I-215

Sufficiency Rating 92.3, NBI Deck 6, NBI Superstructure 6, NBI Substructure 7

SR-68; 1700 So to 200 So, Bridge Preservation

- \$542,000 (FY14 Preservation)
- Four Structures
- Deck Surface Treatments
- Beam Repair



The purpose of this project is to provide minor rehabilitation and preservation treatments to four bridges on Redwood Road from 1700 south to 200 South. Structures F-33, F-34, and F-35 have bare concrete decks. This project will apply a concrete healer/sealer treatment to the decks preventing further chloride infiltration and increasing the life of the decks. The parapets will also be sealed and deterioration damage to columns and bents will be repaired. Structure D-480 currently has an asphalt overlay that is in poor condition. The asphalt overlay and waterproofing membrane will be replaced after the deck surface is patched. This project will also repair one beam on this structure that is exhibiting cracking and delamination.

F-33; SR-68 over UPRR at 200 South

Sufficiency Rating 94.6, NBI Deck 7, NBI Superstructure 8, NBI Substructure 8

F-34; SR-68 over 200 South

Sufficiency Rating 91.5, NBI Deck 7, NBI Superstructure 7, NBI Substructure 7

F-35; SR-68 over I-80

Sufficiency Rating 91.9, NBI Deck 7, NBI Superstructure 7, NBI Substructure 7

D-480; SR-68 over the surplus canal

Sufficiency Rating 89.7, NBI Deck 6, NBI Superstructure 6, NBI Substructure 6

SR-201; Near KCC Arthur Mill

- \$4,900,000 (FY 13 BR_ON/OFF)
- Structures 2C-371/4C-371
- Superstructure Replacement
- Structurally Deficient



Structure C-371 is structurally deficient due to its deck condition. This project will replace the superstructure using bridge slide technologies. This project will also close the two outside spans of the structure, abandoning the abutments and converting the interior bents to abutments. This project will significantly increase the structure ratings and extend its service life.

2C-371; SR-201 EB over KCC Arthur Mill

Sufficiency Rating 77.2, NBI Deck 4, NBI Superstructure 6, NBI Substructure 5

2C-371; SR-201 WB over KCC Arthur Mill

Sufficiency Rating 76.5, NBI Deck 4, NBI Superstructure 6, NBI Substructure 5

I-80/I-215; Foothill Interchange

- \$6,000,000 (FY 16 Funding Adjustment Needed)
- Three Structures
- Deck Replacements
- Major Rehabilitation



Structures F-52 and C-423 have structurally deficient bridge decks. This project will replace the bridge decks as well as complete other rehabilitation items including repairs to the abutment backwalls, beam ends, bent caps, and wingwalls. Structure F-53 has a structurally deficient substructure that will receive rehabilitation treatments in this project. The exterior girders will be replaced, other girder ends will be repaired, columns will be repaired and fiber wrapped, the bent caps will be repaired, and a waterproofing membrane and asphalt overlay will be placed.

This project is currently funded as two projects, one on F-52 and one on C-423. Each is funded to \$4 Million. These projects will be combined and the total funding will be reduced from \$8 Million to \$6 Million.

OF-52; SR-186 over Parley's Way

Sufficiency Rating 79, NBI Deck 4, NBI Superstructure 6, NBI Substructure 6

3C-423; SR-186 Southbound Foothill Drive Bridge over I-215

Sufficiency Rating 65, NBI Deck 4, NBI Superstructure 5, NBI Substructure 5

3F-53; I-80 WB Ramp to I-215 over I-215

Sufficiency Rating 54.6, NBI Deck 7, NBI Superstructure 4, NBI Substructure 4

900 South Connector from 400 West to 200 West

- \$6,000,000 (FY 16 Funding Adjustment Needed)
- Five Structures
- Major Rehabilitation



This project will rehabilitate five bridges on the I-15 900 South Connector from 400 West to 200 West. This project will place new waterproofing membranes and asphalt overlays and modify the joints on structures C-400, C-401, and C-402. This project will also address deterioration issues on the bent caps and columns on structures C-401 and C-402 by repairing and fiber wrapping the damaged areas. Structure C-401 will also receive a new deck due to the poor condition of the existing deck.

This project is currently funded for \$1.5 Million to rehabilitate structure 2C-402. The funding will be increased to \$6 Million to provide rehabilitation treatments to the other four structures.

2C-400; 900 South Connection Bridge EB over 400 West

Sufficiency Rating 73.7, NBI Deck 6, NBI Superstructure 7, NBI Substructure 6

4C-400; 900 SR-270 WB Bridge over 400 West

Sufficiency Rating 79, NBI Deck 6, NBI Superstructure 7, NBI Substructure 5

0C-401; 900 South Connection Bridge over 300 West

Sufficiency Rating 88.2, NBI Deck 5, NBI Superstructure 6, NBI Substructure 5

2C-402; Eastbound 900 South Connector Bridge over 200 West and West Temple

Sufficiency Rating 72.3, NBI Deck 7, NBI Superstructure 6, NBI Substructure 4

4C-402; SR-270 WB Bridge over 200 West

Sufficiency Rating 80, NBI Deck 6, NBI Superstructure 6, NBI Substructure 5

SR-89 NB Ramp Bridge to I-15 NB

- \$800,000 (FY 17 Unfunded)
- Structure 1D-672
- Major Rehabilitation
- Structurally Deficient



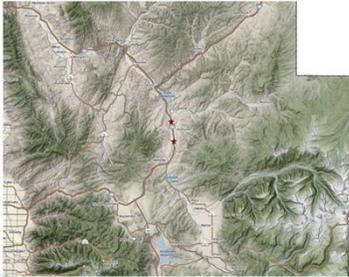
Structure D-672 has extensive deterioration on the deck, abutments, and beam ends. This project will remove the top portion of the deck using hydrodemolition and replacing it using a latex modified concrete. Loose concrete on the abutments will be removed and replaced with a new exterior face. The beam ends will also be repaired.

1D-672; SR-89 NB Ramp Bridge to I-15 NB

Sufficiency Rating 35, NBI Deck 6, NBI Superstructure 6, NBI Substructure 4

Judd Lane and Hobson Lane Over I-80

- \$4,200,000 (FY 17 Unfunded)
- Structure OC-433
- Structure OC-434
- Deck Replacement



Structures C-433 and C-434 have up to 80% delamination in the decks. At this point in time it would not be cost effective to repair the existing decks through pothole patching or hydrodemolition and replacement of the top portion of the decks. This project will replace the decks on both structures, repair minor deterioration on columns, repair backwalls and pedestals, and paint the steel girders.

OC-433; Judd Lane Over I-80

Sufficiency Rating 81, NBI Deck 4, NBI Superstructure 7, NBI Substructure 6

OC-434; Hobson Lane Over I-80

Sufficiency Rating 80.8, NBI Deck 4, NBI Superstructure 6, NBI Substructure 6

15 Year Maintenance Contract

- \$5,000,000 (NHPP FY 2015 Unfunded)
- Eight Structures
- I-15 Collector/Distributor System
- 15 Year Bridge Deck Asset Management Contract



Funds will be used to a 15 year maintenance contract on eight bridge decks. The contract bring any bridge decks at a rating of lower than 7 up to a rating of 7, then maintaining all of the bridge decks at a condition state of 7 and preventing deterioration during the contract period. The contract will include the following structures:

F-653; 900 I-15 CD SB ramp bridge over Andy Avenue

Sufficiency Rating 83, NBI Deck 7, NBI Superstructure 7, NBI Substructure 7

C-862; Ramp bridge to I-80 EB over Andy Avenue

Sufficiency Rating 89.9, NBI Deck 7, NBI Superstructure 7, NBI Substructure 7

F-666; On-ramp bridge over 2100 South to I-15 SB

Sufficiency Rating 96.3, NBI Deck 7, NBI Superstructure 8, NBI Substructure 8

F-632; I-15 CD Bridge over 2100 South

Sufficiency Rating 92.5, NBI Deck 7, NBI Superstructure 7, NBI Substructure 8

F-635; I-15 CD SB Bridge over 1700 South

Sufficiency Rating 87.1, NBI Deck 7, NBI Superstructure 7, NBI Substructure 7

F-634; I-15 CD NB Bridge over 1700 South

Sufficiency Rating 92.5, NBI Deck 7, NBI Superstructure 7, NBI Substructure 7

F-657; I-15 CD SB Bridge over 1300 South

Sufficiency Rating 83, NBI Deck 6, NBI Superstructure 7, NBI Substructure 7

F-656; I-15 CD NB Bridge over 1300 South

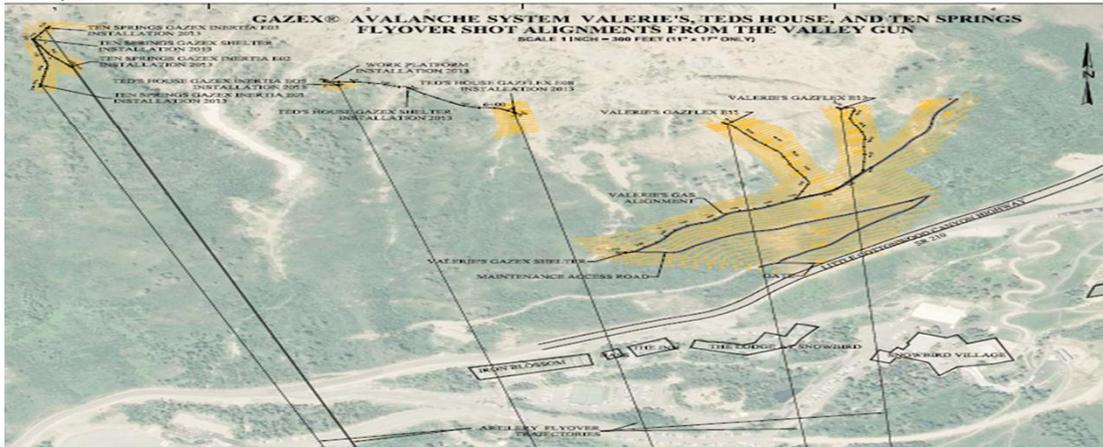
Sufficiency Rating 88.4, NBI Deck 6, NBI Superstructure 7, NBI Substructure 7

Safety Projects



GAZ-EX Avalanche System

- Five Gaz-ex exploders in Little Cottonwood Canyon
- \$700,000



Avalanche control on SR-210 regularly requires the department to trigger avalanches to prevent slides onto traffic. As part of an ongoing project to eliminate artillery shots over occupied building in Little Cottonwood canyon, the project will install five Gaz-ex avalanche exploders.

Freeway Overhead Sign Maintenance Plan

Route	No. of Signs	Sign Area (sq ft)	Estimate	Budget & Schedule
SR-201 EB	11	2,200	\$217,800	\$1,168,200 FY 2014
I-80 EB	48	9,600	\$950,400	
SR-201 WB	38	7,600	\$752,400	\$1,148,400 FY 2015
SR-154	20	4,000	\$396,000	
I-80 WB	51	10,200	\$1,009,800	\$3,247,200
I-215	113	22,600	\$2,237,400	
I-15	200 Pending Verification	40,000	\$3,960,000	\$3,960,000



The Region currently has 481 overhead freeway signs that need replacement either because the sheeting has reached the expected life or the signs don't meet the current retro-reflectivity requirements. The Region will implement a plan that uses approximately \$1,000,000 of orange book NHPP funding to replace these signs. We recommend adopting the blanket replacement method which all signs in an area or route are replaced at specified time intervals. The table shows the recommended budget and maintenance schedule. At funding levels of \$1,000,000 the program would extend thru FY 2022, 9 years worth of effort.

Safety Spot Improvement Projects FY 2013

Region 2: 2013-2015 HSIP and SSIP Projects						
Total Projects Statewide = 56						
Fiscal Year	Statewide Ranking	Funding Category	Location	Project Limits		Total Planned Cost for Fiscal Year
				Beg MP	End MP	
2013	1	HSIP	SR-36	56.78	62.9	Installation of median concrete barrier, rumble strips, protected left-turn phasing, advance signal warning signs w/ flashers \$ 2,200,000
	3	HSIP	I-80	41.28	48.94	Install cable barrier on left shoulder in both directions \$ 2,000,000
	4	HSIP	I-80	32.5	38.5	Install cable barrier on left shoulder in both directions \$ 1,500,000
	5	HSIP	I-80	7	12	Install cable barrier on left shoulder in both directions \$ 1,500,000
	9	HSIP	SR-201/SR-202 Intersection	2.8	3.3	Realign and signalize SR-201/SR-202 intersection \$ 3,500,000
	17	SSIP	SR-209	7.59	7.85	Increase WB Monroe St left turn storage and close unsafe access into driveway. \$ 25,000
	42	SSIP	SR-171	0.49	0.572	Connect the existing sidewalk to allow safe pedestrian travel. \$ 250,000
	43	SSIP	SR-111	6.30	6.6	Install guardrail \$ 65,000
						Total HSIP \$ 10,700,000
						Total SSIP \$ 340,000
						2013 Total \$ 11,040,000



SR-36; MP 56.78 to 62.9

The project will install median concrete barrier, rumble strips, protected left-turn phasing, and advance signal warning signs with flashers.

I-80 MP 41.28 to MP 48.94

The project will install cable barrier on the left shoulder in both directions.

I-80 MP 32.5 to 38.5

The project will install cable barrier on the left shoulder in both directions

I-80 MP 7 to 12

The project will install cable barrier on the left shoulder in both directions

Safety Spot Improvement Projects FY 2014

Region 2: 2013-2015 HSIP and SSIP Proposed Projects

Total Projects Statewide = 56

Fiscal Year	Statewide Ranking	Funding Category	Location	Project Limits		Scope	Total Planned Cost for Fiscal Year
				Beg MP	End MP		
2014	14	HSIP	SR-173 (5400 S/700 W Intersection)	8.75	8.8	Upgrade signal system, add dilemma zone protection, protected NB/SB left-turn	\$ 500,000
	23	HSIP	SR-71 (700 E/8600 S Intersection)	10.59	10.71	Eliminate west leg of 8600 S/700 E to create 3-legged intersection, remove Y intersection on 8680 S. Convert SB left-turn to protected phasing	\$ 500,000
	24	HSIP	US-89 at 6100 and 5900 South	370.2, 371.51	370.3, 370.61	Correctly align the left turn lanes at the two intersections to increase sight distance.	\$ 250,000
	40	HSIP	SR-71 (900 E/Elberby Ave Intersection)	15.29	15.31	Remove vegetation, relocate power poles, light poles & electrical boxes. Install curb & gutter and relocate signal pole	\$ 500,000
						Total HSIP	\$ 1,750,000
						Total SSIP	
						2014 Total	\$ 1,750,000



Safety Spot Improvement Projects FY 2015

Region 2: 2013-2015 HSIP and SSIP Proposed Projects

Total Projects Statewide = 56

Fiscal Year	Statewide Ranking	Funding Category	Location	Project Limits		Scope	Total Planned Cost for Fiscal Year
				Beg MP	End MP		
2015	31	HSIP	SR-71 (12600 S/2700 W Intersection)	1.35	1.39	Construct dual EB & WB lefts & provide protected left-turn phasing in all directions.	\$ 700,000
	32	HSIP	SR-266 (State Street/4500 S Intersection)	3.5	3.58	Add EB/WB right-turn lanes	\$ 650,000
	33	HSIP	SR-266 (700 E/4500 S)	4.39	4.48	Add dual lefts east & westbound on SR-266 (4500 South and 700 East) and protected phasing for east & westbound left turns. Three new signal poles included.	\$ 775,000
	34	HSIP	SR-266 (Auto Blvd/Main Street and 4500 S Intersection)	3.34	3.42	Add dual lefts east & westbound, protected phasing for east & westbound left turns, provide receiving lanes for the dual lefts. New signal system.	\$ 1,200,000
	35	HSIP	US-89/2700 S Intersection	375.12	375.17	Add protected left turn phase for north and southbound vehicles. To continue to meet capacity needs, dual left turn lanes will be constructed on the north and south legs of the intersection. Traffic signal upgrades and center medians for the north and south legs are also included in the project.	\$ 900,000
	37	HSIP	SR-71 (900 E/Ft. Union Blvd Intersection)	12.68	12.69	Add dual protect left-turn movements on all approaches	\$ 1,300,000
	38	HSIP	SR-266 (4500 S/500 W Intersection)	2.6	2.66	Construct dual EB & WB lefts with protected left-turn phasing and upgrade signal system	\$ 1,500,000
	39	HSIP	SR-266 (500 E/4500 S & Gordon Ln/4500 S)	4.1	4.15	At Gordon Lane eliminate all left turn movements. At 500 East add eastbound dual left turn lanes, convert from protected permissive phasing to protected phasing. Add a receiving lane northbound. Add dilemma zone detection for eastbound & westbound. New signal system at 500 East.	\$ 1,800,000
	2015 Total						



ITS Projects



ITS Priorities

- SR-190; Big Cottonwood Canyon, MP 2-9 (\$1,700,000)
- SR-210; Little Cottonwood Canyon, MP 3.5-8 (\$1,200,000)
- SR-210; 9400 S, MP 10-14.5 (\$475,000)



SR-190; Big cottonwood Canyon, MP 2-9

The project will add ATMS cameras and other devices as well as install new RWIS in the canyon.

SR-210; Little Cottonwood Canyon, MP 3.5-8

The project will add ATMS cameras and other devices as well as install new RWIS in in the canyon.

SR-210; 9400 S, MP 10-14.5

The project will add fiber connectivity to the ATMS devices and signals in the area and create a redundancy path.

ITS Priorities

- I-84; I-80 to County Line, MP 112-119.5 (\$900,000)
- SR-68; Bangerter to 12600 S, MP 41-42.5 (\$150,000)



I-84; I-80 to County Line, MP 112-119.5

This project is just for the Region Two portion of a project needed from Morgan to I-80. The project will complete a redundant ring between Region One and Two and allow for expansion of future devices.

SR-68; Bangerter to 12600 S

The project will complete a fiber gap, connect two signals and create a redundant path. The Department will try and combine this project with the rehabilitation project on SR-68 with the same limits.