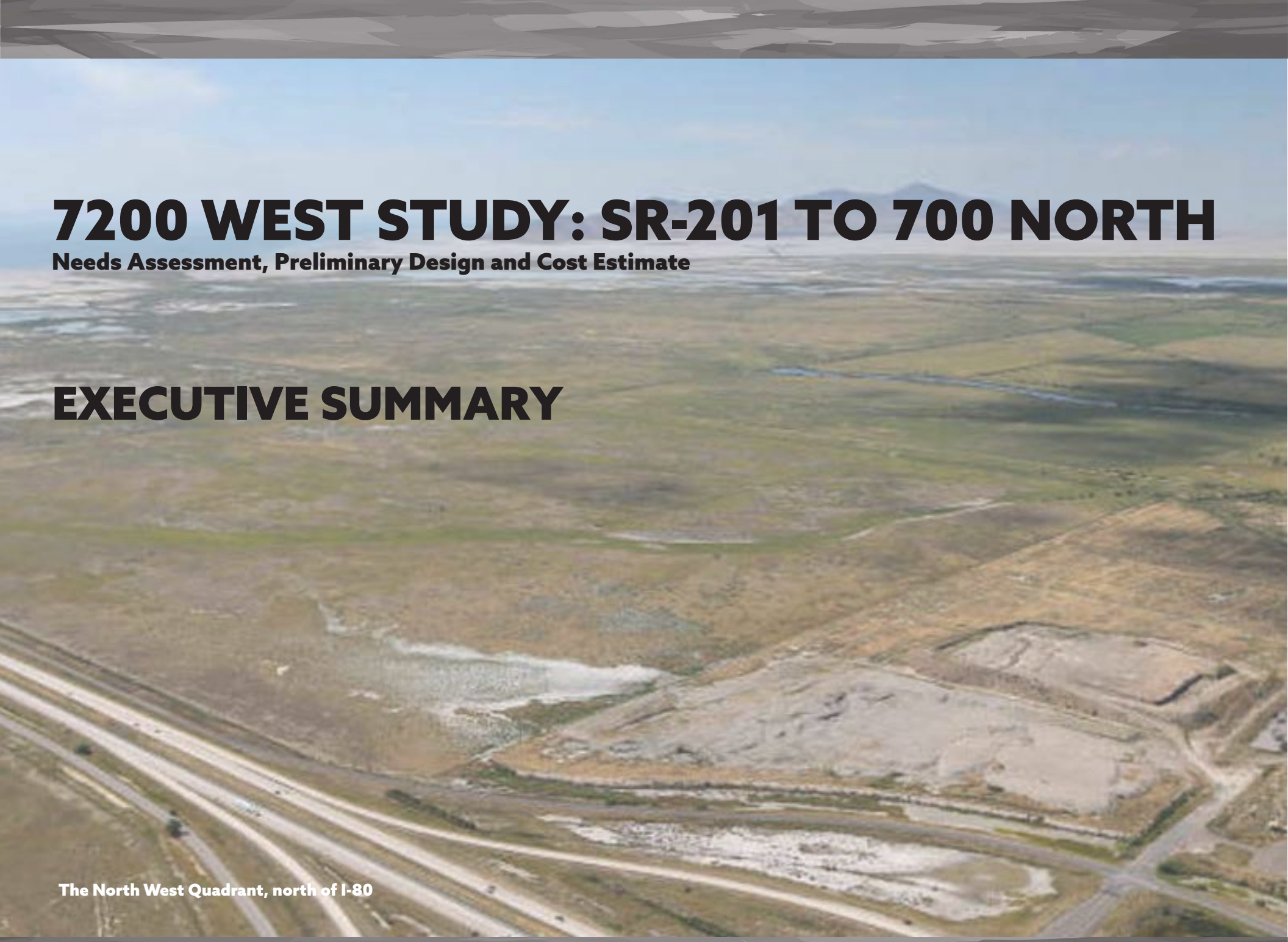
7200 WEST STUDY: SR-201 TO 700 NORTH

Needs Assessment, Preliminary Design and Cost Estimate

EXECUTIVE SUMMARY



The North West Quadrant, north of I-80

Executive Summary

The Northwestern Quadrant (NWQ) of Salt Lake City has approximately 3,800 acres of develop-able land within 15 minutes of an international airport and is a crossroads for major interstate and rail facilities; making it geographically positioned to serve as a vital distribution and manufacturing center (SLC 2018). Recognizing the potential for rapid growth and the need for a multi-modal network within the NWQ, Salt Lake County convened local stakeholders to assess the existing and future needs as well as preliminary design and cost for a connected 7200 West corridor from SR-201 to 700 North in Salt Lake City.

The Utah Department of Transportation is currently making major investments within the NWQ by improving the traffic operations along 5600 West and the I-80/5600 West Interchange and planning for a future segment of the Mountain View Corridor, from SR-201 to I-80. Even with these investments, the summary below highlights the benefits of a connected 7200 West corridor as well as the design elements that ensure that 7200 West functions well into the future.

Improved Connectivity	Extending 7200 West from SR-201 to 700 North will provide, on average, 22,000 additional daily trips to the NWQ. The corridor will also allow for improved connectivity throughout the NWQ.
Improved Safety and Congestion	Since 2010, there have been 120 collisions at SR-201 and 7200 West. The conceptual 7200 West corridor improves safety and existing travel delays during peak hour traffic along SR-201 and I-80 interchanges.
Efficient Employment Access	If the corridor is built, almost 9,000 households throughout the Magna and West Valley area will be within a 15 minute commute to the Northwest Quadrant. Specifically, approximately 2,000 families at or below 80% of Salt Lake County's area median income would have access to a shorter commute to work within the NWQ as well.
Efficient Freight Access	The addition of 7200 West provides additional freight connectivity, creating a more efficient freight network. Of the projected 22,000 average daily trips along 7200 West, approximately 6,000 (27%) are expected to be heavy trucks.
Investing in Multi-modal Access	7200 West provides a unique opportunity to provide additional connectivity for active transportation modes between West Valley City, Magna, Inland Port employment centers, and regional bike routes. In addition, as the NWQ develops, 7200 West could provide critical transit access to and from employment opportunities as well.

The proposed design is approximately 4.7 miles long, extending from Schuler Avenue to 700 North. The study area includes portions of West Valley City, Magna Township and Salt Lake City. The proposed 7200 West corridor includes the following design recommendations:

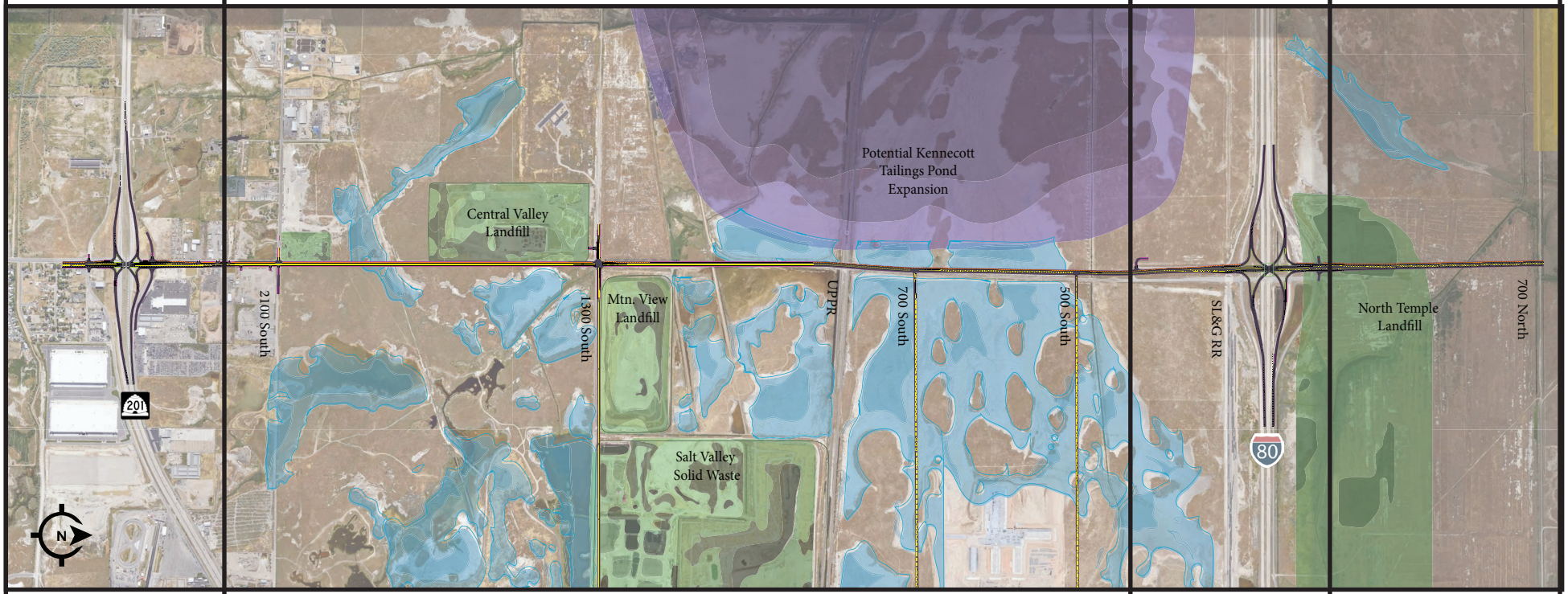
- A new grade separated single point urban interchange (SPUI) at the intersection of SR 201 and 7200 West
- A three-lane segment along the 7200 West segment, designed to accommodate a future five-lane expansion
- A new SPUI at the I-80 and 7200 West interchange
- A five-lane section of 7200 West from the I-80 and 7200 West intersection north to 700 North
- A twelve foot multi-use path on the west side of the corridor

Segment One
(Schuler Avenue to 2400 South)

Segment Two
(2400 South to Access to Frontage Road South of I-80)

Segment Three
(Access to Frontage Road South of I-80 to North Temple Frontage Road)

Segment Four
(North Temple Frontage Road to 700 North)



7200 West Preliminary Design

Segment One
(Schuler Avenue to 2400 South)

- The eastbound and westbound directions (SR-201) at the intersection is recommended to be grade-separated and the intersection would be converted to a SPUI. Improvements are recommended now based on existing traffic operations and crash rates.
- Dual left turn lanes for each direction, and a channelized right-turn lanes are recommended in each direction.
- Estimated Cost: $46,663,000

Segment Two
(2400 South to Access to Frontage Road South of I-80)

- 7200 West is recommended to be three-lane urban arterial compatible with a future five-lane expansion. The five-lane expansion is recommend when build out of the NWQ is at approximately 50% (2035-2040).
- 7200 West is recommended to be grade-separated from the existing Union Pacific Rail Road (UPRR) alignment.
- The existing grade separation from the Salt Lake Garfield and Western Rail is recommended to be expanded to accommodate future rail expansion.
- Estimated Cost: $72,529,000

Segment Three
(Access to Frontage Road South Road to North Temple Frontage Road)

- The existing diamond interchange is recommended to be redesigned as a SPUI.
- Triple left turns are necessary for the southbound (north of I-80) movement heading east-bound on I-80.
- Dual-lefts for the remaining intersections.
- Channelized right turns in each direction.
- Estimated Cost: $58,927,000

Segment Four
(North Temple Frontage Road to 700 North)

- The 7200 West corridor will extend north from I-80 to 700 North through the existing North Temple Landfill.
- Extensive remediation will be required to construct the roadway in this location.
- Coordination with the State Institutional Trust Lands (SITLA) and the State Inland Port Authority will be required in this area.
- Estimated Cost: $19,565,000

A barrier separated bike lane is recommended on the west side of the corridor to improve multi-modal connectivity and connect to the regional trail network. Both northbound and southbound bicycle traffic will be on the west side of 7200 west.

Construction Year	Three-Lane	Five Lane
2018	$197,684,000	$207,336,000
2025	$255,989,000	$268,460,000

Environmental Impacts

Recognizing the need to balance development with the critical natural and cultural resources that exist in the NWQ, an assessment of wetlands, cultural resources, wildlife and hazardous materials were included as part of this project.

Resource	Summary
Wetlands	Approximately 22 acres would be impacted as a result of the preliminary concept. As a result, an individual permit under Section 404 of the Clean Water Act would be required. Future mitigation options would be determined through the Section 404 process. An individual permit requires that the applicant to demonstrate: 1. Steps have been taken to avoid wetland impacts, 2. Impacts to potential wetlands have been minimized, and 3. Compensatory mitigation has been provided for any remaining unavoidable impacts
Cultural Resources	Six eligible historic and archaeological sites are located within the project corridor. Future phases will require coordination with the State Historic Preservation Office (SHPO) to determine the necessary measures minimize or avoid impacts to these sites and/or what mitigation measures are required.
Wildlife	Several raptors and migratory birds have the potential to occur in the study area. It is recommended that surveys for plant and wildlife species be completed during future phases and prior to any 7200 West related construction activities.
Hazardous Materials	Based on the risk of encountering contaminated soil or groundwater during a future construction phase, a more in-depth study is required to confirm the presence or absence at specific locations.