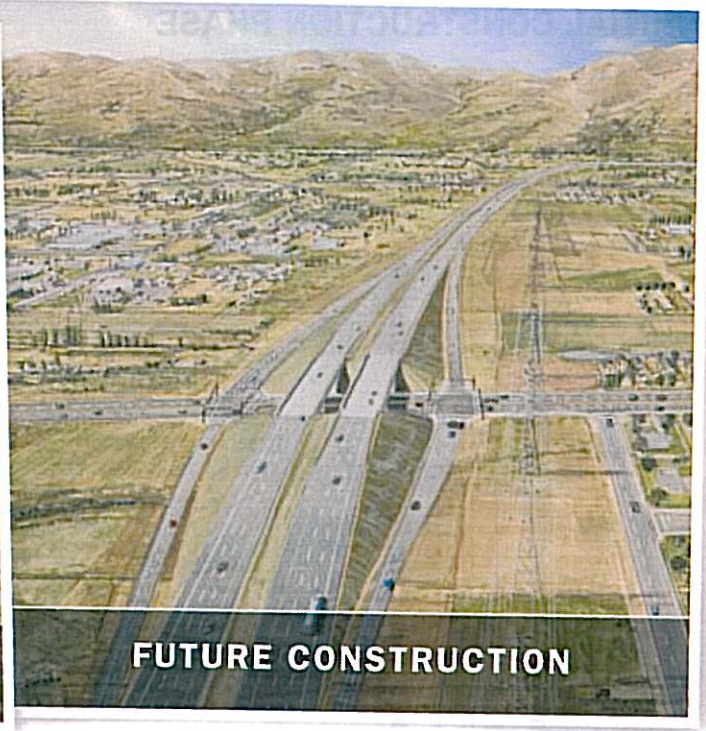
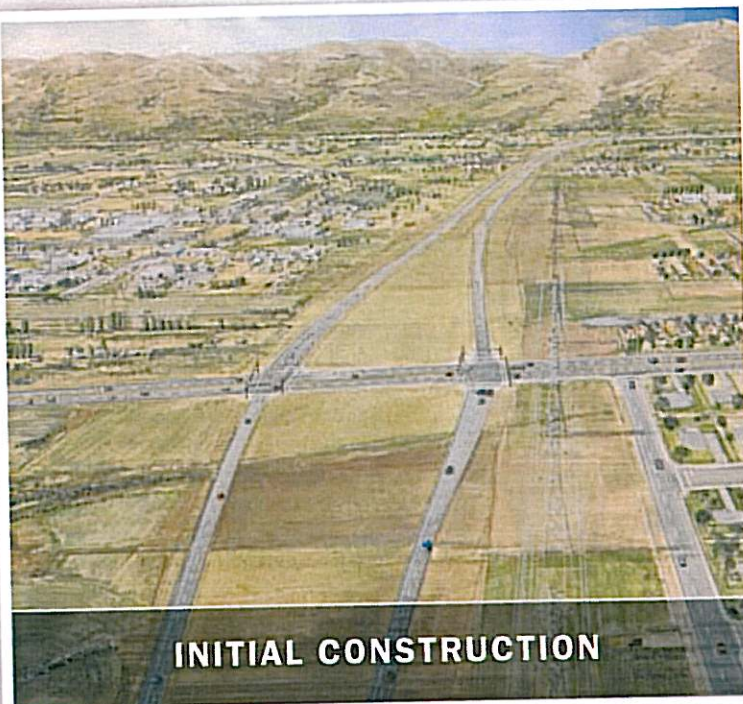




MOUNTAIN VIEW CORRIDOR PROJECT INFORMATION

DECEMBER 2009



ABOUT THE MOUNTAIN VIEW CORRIDOR

The Mountain View Corridor (MVC) is a planned freeway, transit and trail system in western Salt Lake and northwestern Utah counties, servicing 13 municipalities in the project area.

The MVC will have phased implementation by building infrastructure for initial needs and gradually expanding systems over time. This phased approach is part of the overall MVC plan to address short-term regional transportation needs while providing a long-term solution.

Initial construction includes building two lanes in each direction with signalized intersections where future interchanges will be located. Trail sections will also be built. Future construction will build out the remainder of the corridor by adding interchanges and more lanes to achieve a fully functional freeway.

To meet projected transportation demands in the year 2030, the full build-out includes a freeway that connects with Interstate 80 at 5800 West in Salt Lake City in the north and Interstate 15 at 2100 North in Lehi in the south. The transit component of the project is a high-capacity service line on 5600 West in Salt Lake County that connects with both the planned TRAX Airport Extension at the International Center and Mid-Jordan Line in South Jordan.

DID YOU KNOW...

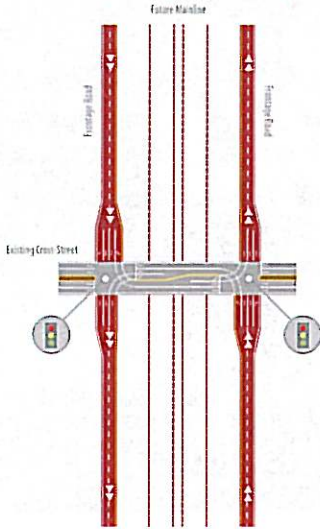
- When finished, MVC will extend 35 miles from I-80 in Salt Lake County to I-15 in Lehi in Utah County.
- Initial construction in Salt Lake County will build 15 miles of new road from 5400 South to Redwood Road (at approximately 16000 South).
- Construction of the Salt Lake County portion of the roadway will start in Spring 2010 and will be finished in Fall 2013.
- Construction of the Utah County portion of the roadway (2100 North in Lehi) will start in Winter 2010 and will be finished in Fall 2011.
- The new three-mile roadway along 2100 North in Utah County includes new bridges that will span the Jordan River and the future FrontRunner line, as well another set of bridges just west of the river that will accommodate a future trail and roadway undercrossing.

INITIAL CONSTRUCTION PHASE

FRONTAGE ROADS

Old Bingham Highway to Redwood Road in Salt Lake County
2100 North in Utah County

One-Way Frontage Roads with Signals

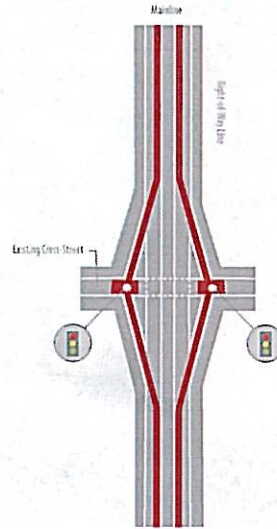


The frontage road concept balances local access with regional mobility, costs less to implement and leads to a longer life of the corridor. It minimizes congestion at major cross streets and allows for alternate routes during a freeway closure.

OUTSIDE LANES

I-80 to Old Bingham Highway in Salt Lake County
Redwood Road to SR-73 in Utah County

Outside Lanes with Signals



Building the outside lanes first allows each construction phase to build upon the next. The initial outside lanes are built where the freeway ramps will eventually be, and then lanes are added to the inside. This prevents the need to remove stretches of the roadway in order to build ramps and bridges in the future.

KEY

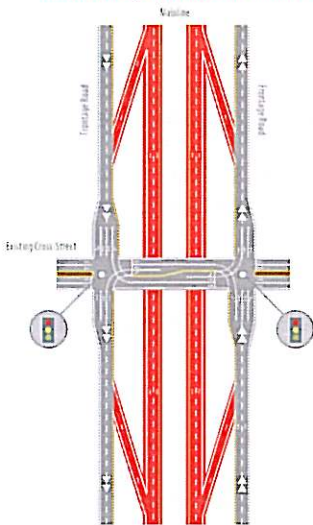


Initial Construction At-Grade
Signalized Intersections

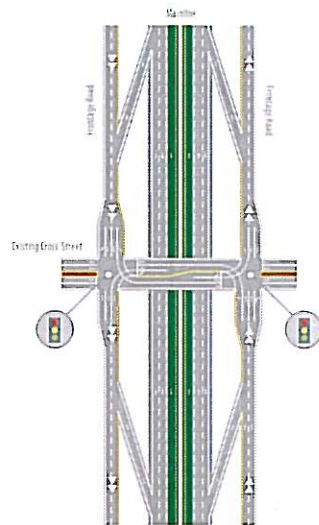
FUTURE CONSTRUCTION PHASES

FRONTAGE ROADS

Grade Separated with Collector Distributor System and Lanes Added

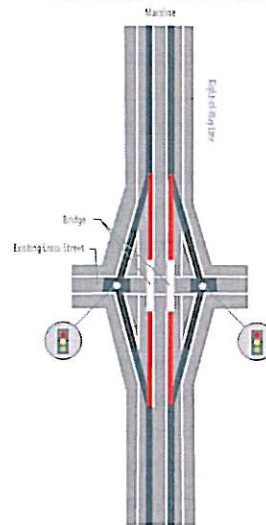


Lanes Added

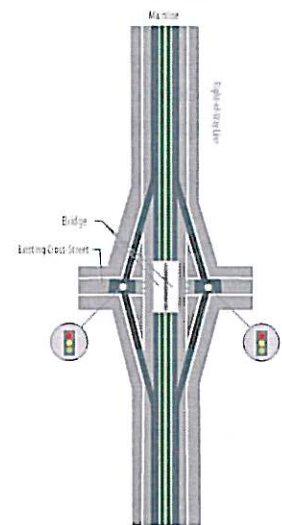


OUTSIDE LANES

Grade Separation with Limited Access Interchanges and Lanes Added

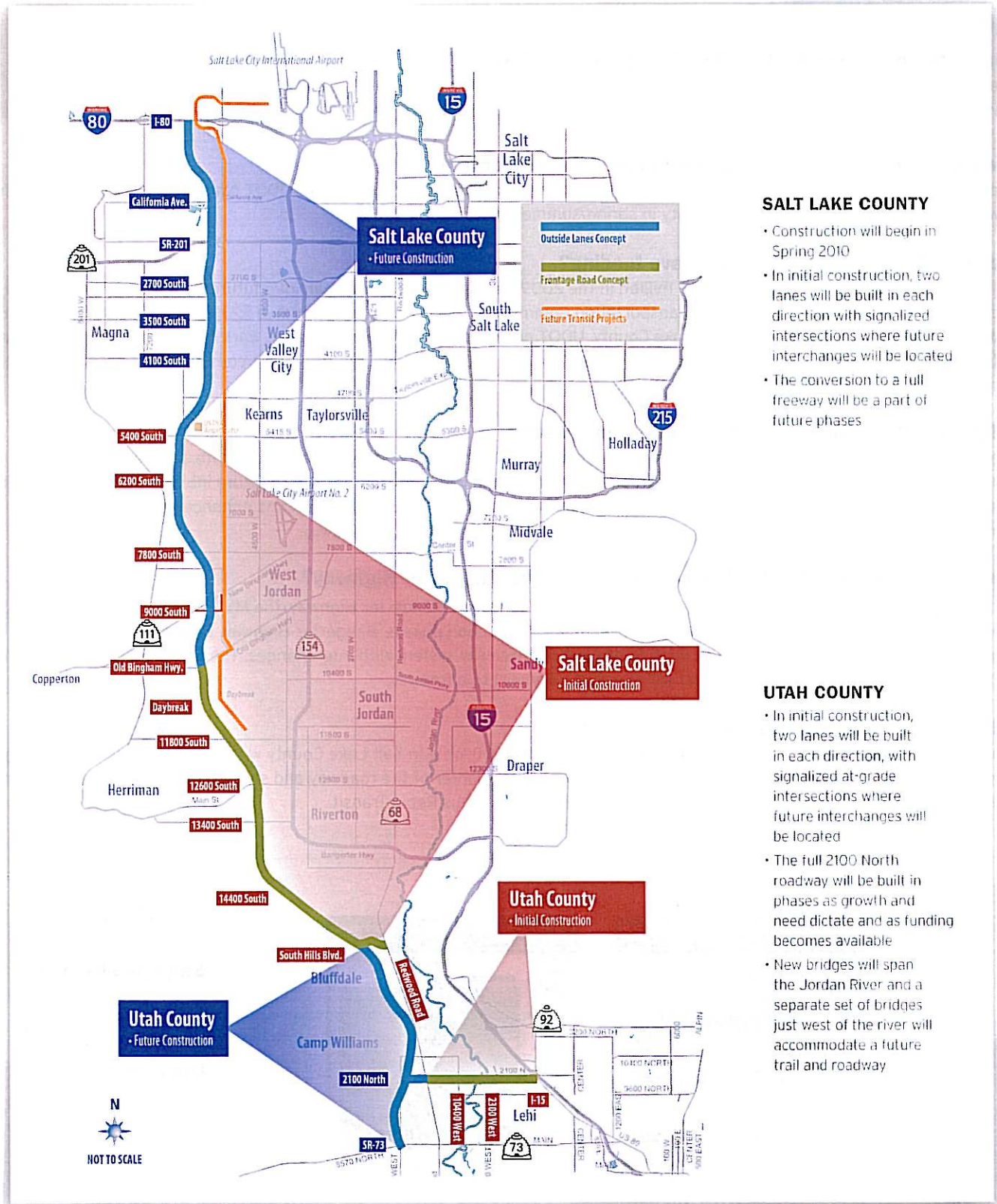


Lanes Added



Future construction will build out the remainder of the corridor, including a transit solution and enhancement of initial construction by adding more lanes, a collector distributor system and interchanges to achieve a fully functional freeway.

MOUNTAIN VIEW CORRIDOR PROJECT INFORMATION



SALT LAKE COUNTY

- Construction will begin in Spring 2010
- In initial construction, two lanes will be built in each direction with signalized intersections where future interchanges will be located
- The conversion to a full freeway will be a part of future phases

UTAH COUNTY

- In initial construction, two lanes will be built in each direction, with signalized at-grade intersections where future interchanges will be located
- The full 2100 North roadway will be built in phases as growth and need dictate and as funding becomes available
- New bridges will span the Jordan River and a separate set of bridges just west of the river will accommodate a future trail and roadway



MOUNTAIN VIEW CORRIDOR PROJECT INFORMATION

FAQs

What is the next step for the Mountain View Corridor?

The Federal Highway Administration (FHWA) issued a Record of Decision (ROD) in Fall 2008. The signed ROD completed the environmental process for the MVC and allowed UDOT to proceed with design and construction on projects within the EIS limits.

When will construction start on the Mountain View Corridor?

The MVC is moving forward with project design, right-of-way acquisition and construction. UDOT plans to begin work in Utah County in winter 2009/2010 and in Salt Lake County in spring/summer 2010.

Does the Mountain View Corridor have funding?

The Utah State Legislature allocated \$500 million in the 2009 Legislative Session as part of a future-bonding package for start of construction in Salt Lake County. The Transportation Commission had previously designated \$230 million for Salt Lake County and \$130 million for Utah County. In Salt Lake County, UDOT plans to use those funds to begin work on a 15-mile segment between 5400 South and Redwood Road (at approximately 16000 South). In Utah County, the three-mile construction area is on 2100 North from Redwood Road to I-15.

Will you build the Mountain View Corridor in phases?

The MVC team will use a phased construction approach designed to balance transportation needs with available funds. Initial construction includes building two lanes in each direction with signalized intersections where future interchanges will be located. Future construction will build out the remainder of the corridor, including a transit solution and enhancement of the initial construction by adding interchanges and more lanes to achieve a fully functional freeway.

How does the Mountain View Corridor differ from the Bangerter Highway?

Although the initial phase of the MVC project will include stoplights like Bangerter Highway, the MVC will evolve into a free-flowing freeway as improvements are made in subsequent construction phases. Bangerter Highway, with intersection widths at approximately 150 feet, was never intended to convert to a freeway system with interchanges. The MVC approach of building outside lanes first ensures that the project will eventually convert to a freeway.

Will transit be a part of this project?

The Utah Transit Authority's preferred transit alternative is on 5600 West in Salt Lake County with a dedicated center-running right-of-way. Transit vehicles will operate alone in their own lanes in the center of the roadway and street traffic will use general-purpose lanes adjacent to the transit. The vehicle type appropriate for use is Bus Rapid Transit.

STAY INFORMED >>>



Homepage



Photo Simulations

Web site www.udot.utah.gov/mountainview

CONTACTS >>>

Salt Lake County

Phone: 1-800-596-2556
Email: mountainview@utah.gov

Utah County

Phone: 801-367-1955
Email: 2100north@utah.gov