

Route 154

Updated: August 2023

Garland to Collins ton June 26, 1933.

1953 Description:

From Route 41 near Garland northeasterly to Riverside Road, thence easterly to Collinston on Route 69.

1963 Description:

From Route 84 near Garland northwesterly to Riverside Road, thence easterly to Collinston on Route 69. This was **approved by the Legislature.**

Approved by the 1965 Legislature:

1967 Legislature:

From Route 82 near Garland northeasterly to Riverside Road, thence easterly to Collinston on Route 69.

1969 Legislature:

From SR-84 east of Garland east and north to FAS-521 deleted from State System. From FAS-521 east to SR-69 re-designated SR-84.

***(A) 1989 Commission Action July 7, 1989**

From SR-15 near 13400 South and westerly, northerly to SR-80 west bound off ramp near Salt Lake International Airport.

Approved by the 1990 Legislature:

From Route 15 westerly via near 13400 South to near 3200 West; thence northerly to Route 80 westbound off ramp (to Airport).

1992 Legislature: Description remains the same.

1993 Legislature: Description remains the same.

1994 Legislative Description:

From Route 15 westerly near 13400 South via the Bangerter Highway to near 3200 West; thence northerly to the westbound off ramp of Route 80 near the Salt Lake International Airport.

1995 Legislature: Description remains the same.

1996 Legislature: Description remains the same.

1997 Legislature: Description remains the same.

1998 Legislative Description:

From Route 15 westerly near 13400 South on Bangerter Highway to near 3200 West; then northerly to the westbound *off* ramp of Route 80 near the Salt Lake International Airport.

Route 154 Cont.

1999 Legislature: Description remains the same.

2000 Legislature: Description remains the same.

2001 Legislature: Description remains the same.

2002 Legislature: Description remains the same.

2003 Legislature: Description remains the same.

2004 Legislature: Description remains the same.

2005 Legislature: Description remains the same.

2006 Legislature: Description remains the same.

2007 Legislature: Description remains the same.

2008 Legislature: Description remains the same.

2011 Legislature: Description remains the same.

2016 Legislature: Description remains the same.

2023 Legislature: Description remains the same.

***(B) Commission Action May 5, 2023**

Abandonment of a Portion of SR-154 Bangerter Highway, Northern 300 feet in Salt Lake County, (Salt Lake Airport Entrance)

* Refers to resolution index page following.

Route 154

COUNTY/VOLUME & RESOLUTION NO.

A. Salt Lake Co. 8/3

B. Salt Lake Co. 11/45

DESCRIPTION OF RESOLUTION CHANGE

(A). Addition -

Proposed roadway and constructed roadway known as West Valley Highway from I-15 westerly via near 13400 South to near 3200 West, thence northerly via near 3200 West to I-80 merge Ramps be placed on State System as SR-154, and portion between I-15 westerly via near 13400 South be placed on Federal-aid System as FAU-1005.

(B). Abandonment -

300 feet of Right of Way abandoned and placed in the Jurisdiction and maintenance of Salt Lake City.

1134
West Valley
3

R E S O L U T I O N
Addition of the West Valley Highway
to the State and Federal-aid Systems

WHEREAS, Section 27-12-27 of the Utah Code 1987-1988 provides for the addition or deletion of highways from the state system and,

WHEREAS, the Utah Highway Systems Study has indicated the need for the existing and proposed roadway, known as the West Valley Highway be included on the state system of highways and,

WHEREAS, the District Two Director has requested inclusion of said existing and proposed roadway to the state system of highways and,

WHEREAS, the entities of Salt Lake County, Bluffdale, Riverton, South Jordan, West Jordan, West Valley and Salt Lake City concur with the findings of the Utah Highway Systems Study for inclusion of the West Valley Highway onto the state system of highways and,

WHEREAS, the appropriate staff of the Transportation Planning Division has reviewed the proposal and concurs with the aforementioned transfer.

NOW THEREFORE, be it resolved as follows:

- *1. Proposed roadway traversing northwesterly from an approximate point on Interstate 15 2.70 miles from the Salt Lake, Utah County line to 13400 South a distance of 2.50₊ miles be deleted from Federal-aid Route 1005.
- *2. Proposed roadway traversing westerly from Interstate 15 via 13400 South to approximately 3200 West a distance of 4.00₊ miles, be placed on the state highway system as State Route 154, and be Functionally Classified Principal Arterial and placed on the Federal-aid Urban System as Federal-aid Urban Route 1005.
3. Proposed roadway traversing northerly from 13400 South known as West Valley Highway a distance of 14.80₊ miles, thence the constructed portion of roadway known as West Valley Highway from approximately 2700 South Street to the I-80 west bound off merge (to Airport), a distance of 4.25₊ miles be placed on the state highway system as State Route 154. The proposed and constructed roadway will remain Functionally Classified Principal Arterial.
4. The newly assigned State Route 154 be designated a limited access highway for its entire length of 23.05₊ miles with access being limited to major intersections.
5. The constructed portion of West Valley Highway will be deleted from Salt Lake City's "C" mileage a distance of 3.20₊ miles, and from West Valley's "C" mileage a distance of 1.05₊ miles.
6. The above mentioned changes and additions be activated upon approval from the Federal Highway Administration.
7. The accompanying system change proposals and maps be made part of this resolution.

R E S O L U T I O N
Addition of the West Valley Highway
to the State and Federal-aid Systems

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7. The accompanying system change proposals and maps be made part of this resolution.

Addition of the West Valley Highway
to the State and Federal-aid Systems

Dated this 7th day of July, 1989

*Note: To be in accordance with the Salt Lake Area Transportation Plan issued by the Wasatch Front Regional Council, it has been determined, proposed Federal-aid Route 1005, deleted in Statement One remain on the FAU system and maintain its current functional classification, also it has been recommended proposed roadway traversing from I-15 to approximately 3200 West be placed on the Federal-aid system as FAU-1006 instead of the system designation of FAU-1005 as indicated in Statement Two.
The Transportation Planning Division concurs with these two revisions.

Samuel P. Page
Chairman

Wayne S. Wentz
Vice-Chairman

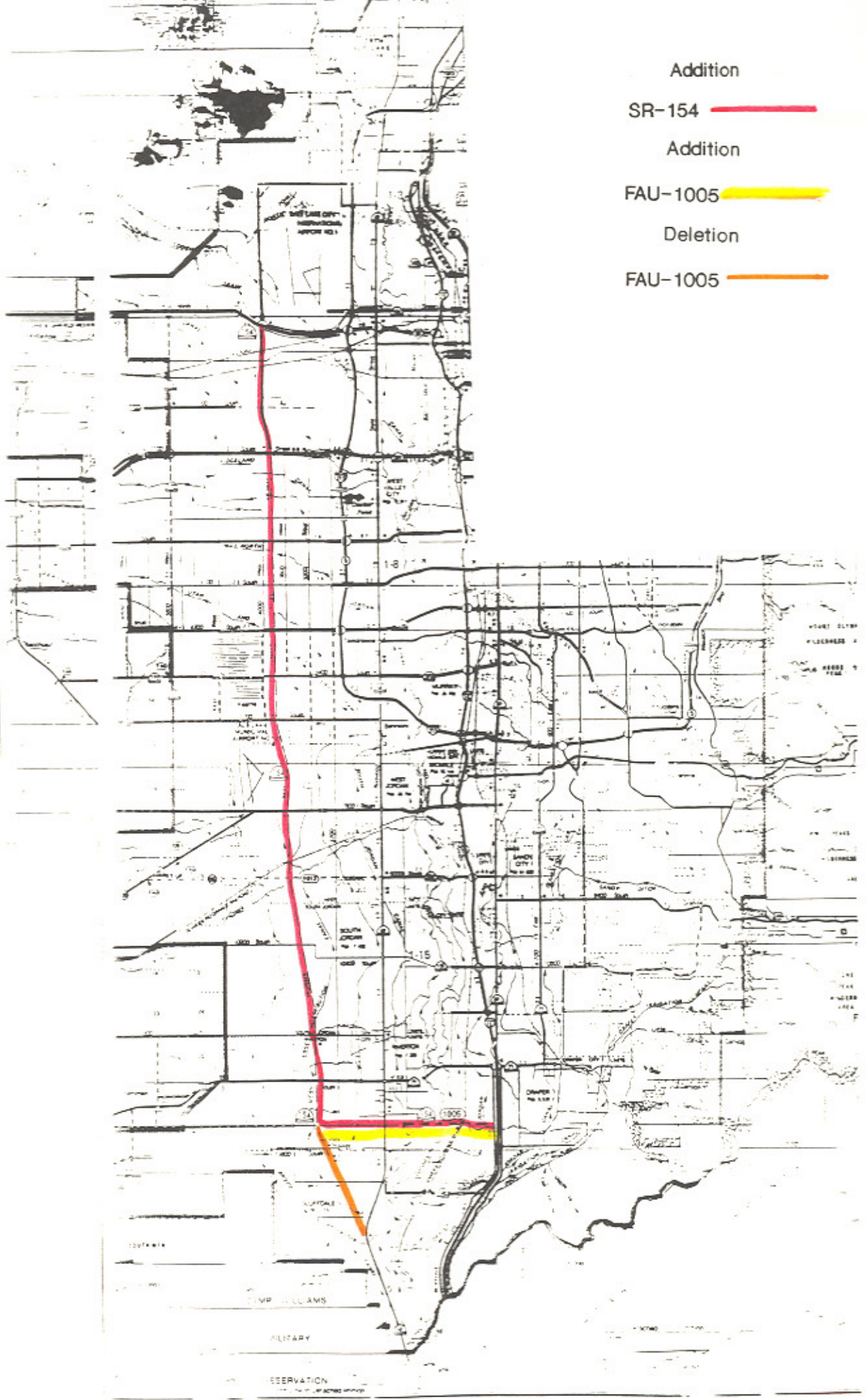
John S. Weber
Commissioner

Commissioner

James H. Larkin
Commissioner

Attest:

David H. Anderson
Secretary



Addition

SR-154 

Addition


FAU-1005 

Deletion


FAU-1005 

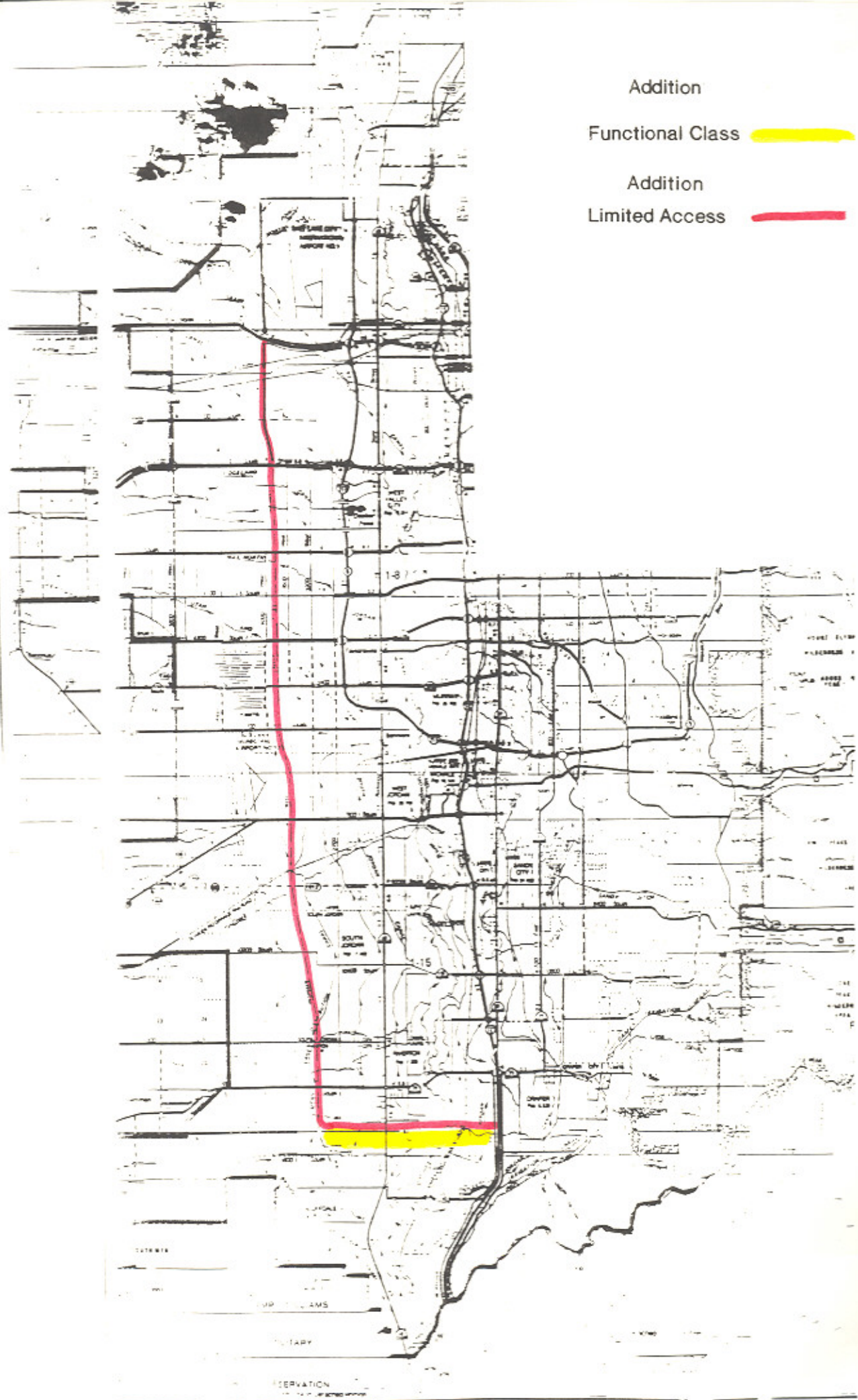
RESERVATION

Addition

Functional Class 

Addition

Limited Access 





U.S. Department
of Transportation

**Federal Highway
Administration**

Region Eight

Mr. E. H. Findlay
Executive Director of Transportation (07-TP)
Salt Lake City, UT 84119

Utah Division
125 South State Street
P.O. Box 11563
Salt Lake City, UT 84147

December 14, 1989

HPP-UT

M. Musurus

Dear Mr. Findlay:

Functional Classification System Action No. 3,
and FAU System Action No. 3

Reference is made to your November 21, 1989, request for functional classification and Federal-aid system changes in the Salt Lake urbanized area. The system changes are approved as described in your request.

A copy of the approved description sheet is enclosed for your records.

Sincerely,

D. P. Steinke
Donald P. Steinke, P.E.
Division Administrator

Enclosure

no response

-240

* APPROVED DATE 12/19/89
 FHWA-UTAH DIVISION
J. F. Baldwin
 DIVISION ADMINISTRATOR

UTAH DEPARTMENT OF TRANSPORTATION
 FEDERAL-AID URBAN SYSTEM

SHEET 1 OF 15

URBAN AREA Salt Lake
 URBANIZED X SMALL URBAN

Route No.	STREET NAME	TERMINI		COUNTY	MILEAGE	MAP NUMBER
		FROM	TO			
1001	Herriman-Lark Highway	Urban Boundary near Copperton FAS-135	Bingham Highway FAP-65 & 66 (SR-48)	Salt Lake	0.7	9
1002	Bluffdale Road (SR-140) (Bluffdale-Draper)	SR-68 Bluffdale U-1011	Interstate 15 Draper	Salt Lake	2.5	13
1003	Proposed U-1003 4500 West	Future Ramps from (SR-804)	U-1006 at North Urban Boundary	Salt Lake	2.9	3
1004	12600 South Street 12300 South Street (SR-71) 12400 So. St. (Riverton)(Draper)	West Urban Boundary (4800 West & FAS-135)	2000 East Street (U-1049)	Salt Lake	9.2	10, 11 & 12
1005	Proposed West Valley (SR-154)	SR-68 (U-1011) Bluffdale Airport Road	Airport Road (U-1006) at North Urban Boundary	Salt Lake	24.9	4, 7, 11 & 13
1006	13400 So. (SR 154) 5600 W. (SR 172)	I-15 9000 So.	FAU-1005 at E 3200 W. North Urban Boundary	SALT LAKE Salt Lake Davis	4.0 ? } ? } 27.1 } ? }	1, 3, 4, 6, 7, 9
1007	400 North Street 350 North Street (Salt Lake)	7200 West Street (U-1089)	4800 West Street (U-1003)	Salt Lake	3.2	3

SR-154
Norman
H.
Bangertor

10-3

RESOLUTION

Designation of State Route 154, West Valley Highway,
as the
NORMAN H. BANGERTER HIGHWAY

WHEREAS, throughout his career as a public servant and during his eight years as Governor, Norman H. Bangertor made significant contributions to the transportation needs of the state of Utah, and

WHEREAS, the ever-increasing population growth on the west side of the Salt Lake Valley created transportation problems Norman H. Bangertor knew must be resolved, and

WHEREAS, Norman H. Bangertor's leadership took the West Valley Highway from a plan with no foreseeable funding to a reality that has significantly eased the traffic burdens in the West Valley area, and

WHEREAS, as Governor, Norman H. Bangertor secured the needed funding for the project primarily from state general fund monies, and

WHEREAS, Norman H. Bangertor's foresight, commitment, and determination contributed to the construction of the West Valley Highway, and

WHEREAS, because of Norman H. Bangertor's pivotal role in making the highway a reality, it is appropriate that the highway be named in his honor;

NOW, THEREFORE, be it resolved that State Route 154, the West Valley Highway, be designated as the Norman H. Bangertor Highway in recognition of his leadership, initiative and determination to see the State address the transportation needs of its citizens.

Dated on this 21st day of May, 1993.

UTAH TRANSPORTATION COMMISSION

Samuel J. Taylor
Samuel J. Taylor, Chairman

Wayne S. Winters
Wayne S. Winters, Vice-Chairman

Todd G. Weston
Todd G. Weston, Commissioner

James G. Larkin
James G. Larkin, Commissioner

Ted D. Lewis
Ted D. Lewis, Commissioner

ATTEST:

[Signature]
Secretary to Commission

Prop
Ext W.V
Highway

10-2

R E S O L U T I O N

Proposed Extension of the West Valley Highway
from 9000 South to 12600 South
in Salt Lake County, Utah

Project No. SP-0154()0
[Formerly NM-1005()]

WHEREAS, in accordance with State and Federal laws, a combined public hearing was held in the Oquirrh Middle School on October 15, 1992 to discuss the scope of the project, possible environmental impacts, mitigation measures and the location and design features of the alternatives considered, and

WHEREAS, a Final Environmental Impact Statement has been prepared which addresses comments received from governmental agencies and the public and reflects UDOT's selection of the West Alternative, described in the attachments to this resolution, as the Preferred Alternative for construction, and

WHEREAS, the Utah Transportation Commission has considered all testimony given at the hearing and the social, economic, environmental and other effects of the Preferred Alternative;

NOW, THEREFORE, be it resolved that the Utah Transportation Commission concurs and adopts the location and design features of the Preferred Alternative as described in the Final Environmental Impact Statement.

DATED on this 19th day of March, 1993.

Samuel J. Pappas
Chairman

Walter S. Waples
Commissioner

Paul J. Weston
Commissioner

James G. Lark
Commissioner

John Lewis
Commissioner

ATTEST:
Shirley J. Swanson
Secretary to the Commission

PROPOSED EXTENSION OF THE WEST VALLEY HIGHWAY
FROM 9000 SOUTH TO 12600 SOUTH
PROJECT NO. SP-0154()0

WEST ALTERNATIVE (PREFERRED ALTERNATIVE)

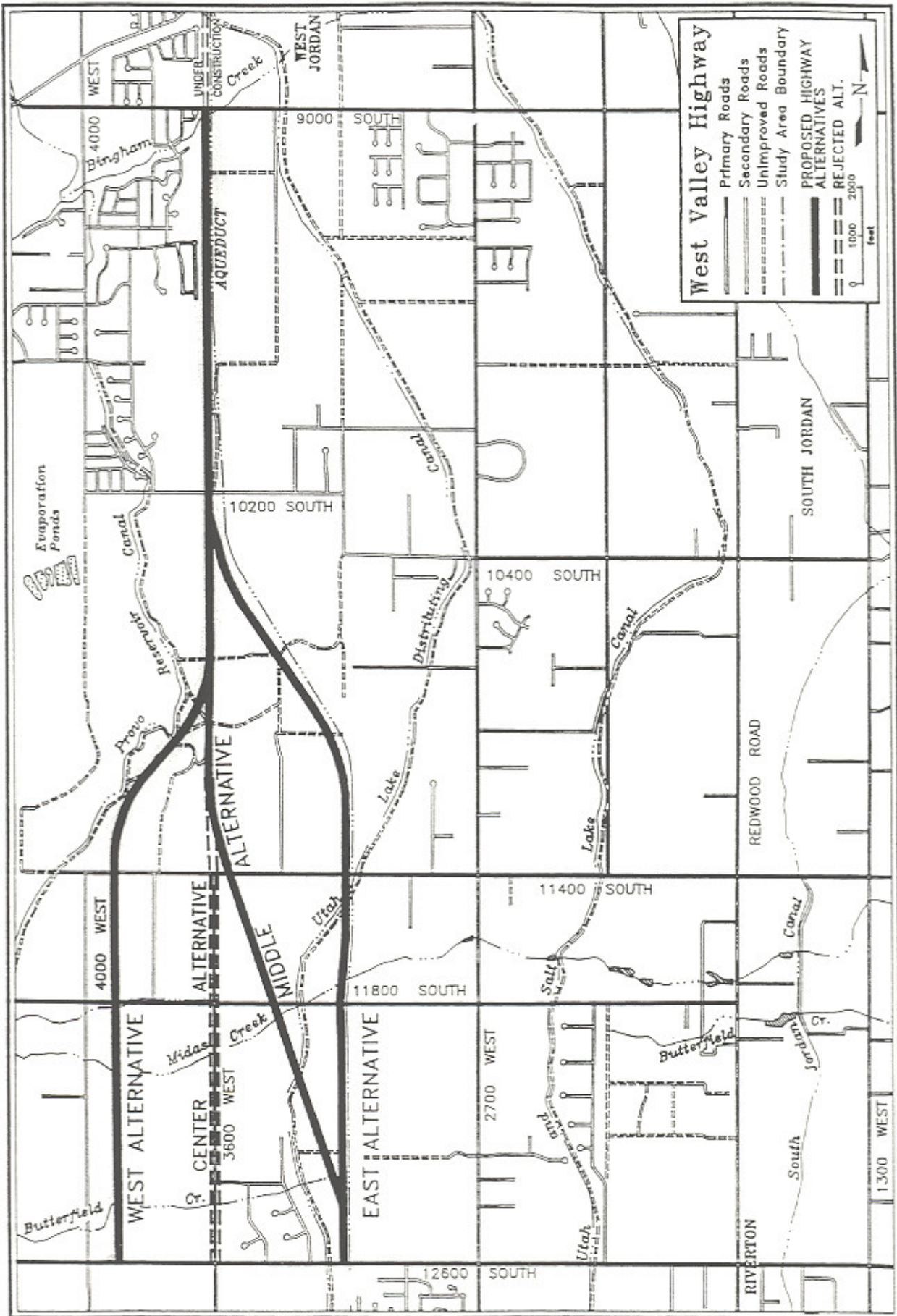
The West Alternative (indicated on the attached map) would begin at the terminus of the portion of the highway under design north of 9000 South, then proceed due south for approximately 11,300 feet to what would be about 10800 South, then bear to the southwest to approximately 3900 West, and then continue due south to 12600 South. This alignment would pass through the communities of West Jordan, South Jordan, and Riverton.

Total length of the proposed alignment is approximately 4.6 miles. This Alternative would be constructed on relatively level terrain, with the steepest gradient being 2.6 percent. Average slope gradient along this alignment would be less than 1.5 percent. Highway construction would require approximately 81,000 cubic yards of fill material and 81,000 cubic yards of cut.

This alignment would be immediately adjacent to the west of the existing ROW for the Jordan Aqueduct for the initial 8200 feet of the north portion of the route.

The West Alternative traverses primarily agricultural land. Some small outbuildings at approximately 12400 South would be in conflict with the alignment and numerous irrigation ditches and water pipelines would be crossed. The drainages of Bingham Creek, Midas Creek, and Butterfield Creek would each require box or pipe culverts beneath the roadway. This West Alternative has less impact than the other alternatives essentially in (1) social considerations such as community cohesiveness, pedestrian access to schools, and potential relocations; and (2) land use conflicts with the Salt Lake County Water Conservancy District's need for a new ROW for a 60-inch aqueduct; and potential noise effects.

In accordance with previous Commission actions, the West Valley Highway will continue to be a limited access highway throughout the section covered in this resolution.



West Valley Highway

- Primary Roads
- Secondary Roads
- Unimproved Roads
- Study Area Boundary
- PROPOSED HIGHWAY ALTERNATIVES
- REJECTED ALT.

1000 2000 feet

N

WHEN RECORDED, MAIL TO:
Utah Department of Transportation
Right of Way, Fourth Floor
Box 148420
Salt lake City, Utah 84114-8420

Resolution

Abandonment of a Portion of Roadway SR-154, Bangerter Highway, Northern 300 Feet in Salt Lake County, Utah (Salt Lake Airport Entrance)

Whereas, Utah Code Ann. Section 72-4-104(1) provides for the changes in the alignment of state highways to provide for more economical highway operation and maintenance; and

Whereas, Utah Code Ann. Section 72-4-104(2)(b) allows for such realignments to be carried out by relinquishing the area to the municipality in which it is situated to be maintained as a highway; and

Whereas, the most Northerly 300 Feet of roadway that operated as a portion of SR-154 is being abandoned to Salt Lake City to facilitate a dynamic entrance into the Salt Lake International Airport as part of the expansion of the airport that will be completed in 2025; and

Whereas, this portion of the road will continue as a highway under the jurisdiction of Salt Lake City, who shall have maintenance responsibility for this area of the highway; and

Whereas, Region Two Director and the Director of Right-of-Way agree that the portion of the right-of-way for SR-154 should be officially abandoned.

NOW THEREFORE, be it resolved as follows:

1. The Utah Department of Transportation abandons a portion of the public right-of-way, not the fee title to the property, of the most northerly 300 feet of SR-154, being described as follows:

A tract of land in fee said tract of land is a portion of the existing freeway know as Project I-80-3(5)116, situate in the SE1/4 SE1/4 of Section 31, and the SW1/4 SW1/4 of Section 32, T.1N., R.1W., S.L.B.&M., in Salt Lake County, State of Utah. The boundaries of said tract of land affecting parcels 7F:A, AND 7F:2A are described as follows:

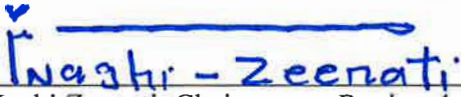
Beginning at a point in the existing westerly right of way line at a point 129.97 feet perpendicularly distant westerly from the South Bound 40th West Right of Way Control Line of said project opposite engineer's station 1216+03.89, which point is 846.95 feet North and 152.21 feet West from the Southwest Corner of said Section 31; and running thence N.07°11'54"E. 287.17 feet along said right of way line; thence N.89°58'00"E. 451.88 feet to the existing easterly right of way line at a point 78.44 feet radially distant easterly from the North Bound 40th West

Right of Way Control Line of said project opposite engineer's station 1219+25.57, and the beginning of a 2,012.17 foot radius non-tangent curve to the left (Note: Radius bears S.77°18'47"E.); thence southerly 295.38 feet along the existing right of way line and the arc of said curve, through a central angle of 08°24'39" (Note: chord to said curve bears S.08°28'54"W. for a distance of 295.11 feet); thence N.89°08'01"W. 444.39 feet to the point of beginning as shown on the official map of said project on file at the office of the Utah Department of Transportation. The above described tract of land contains 128,295 square feet or 2.945 acres, in area more or less.

2. This Action will become effective upon passage of this resolution by the Utah Transportation Commission.

DATED on this 5 day of May, 2023

UTAH TRANSPORTATION COMMISSION



Naghi Zeenati, Chairperson, Region 4 Commissioner

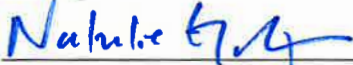
Lew Cramer, Commissioner-at-Large



Donna Law, Commissioner-at-Large




Jim Evans, Region 3 Commissioner



Natalie Gochnour, Region 2 Commissioner



Kevin Van Tassell, Commissioner-at-Large



Ronda Menlove, Region 1 Commissioner

Attest:



Heather Barthold, Commission Secretary

**Utah Transportation Commission Meeting
Agenda Item Fact Sheet**

Commission Meeting Date: May 5, 2023

Agenda Item #: 8

Agenda Item Title: SR-154 - Bangerter Highway Abandonment at Salt Lake City Airport

Presented By: Robert Stewart, Region 2 Director

Background:

In 2014, Salt Lake City Department of Airports (SLC) broke ground on an entirely new airport. The New SLC Airport will replace a smaller legacy airport that was designed to support approximately 10 million annual passengers with all new state of the art facilities designed to accommodate more passengers, future growth, promote sustainability and improve the overall passenger experience.

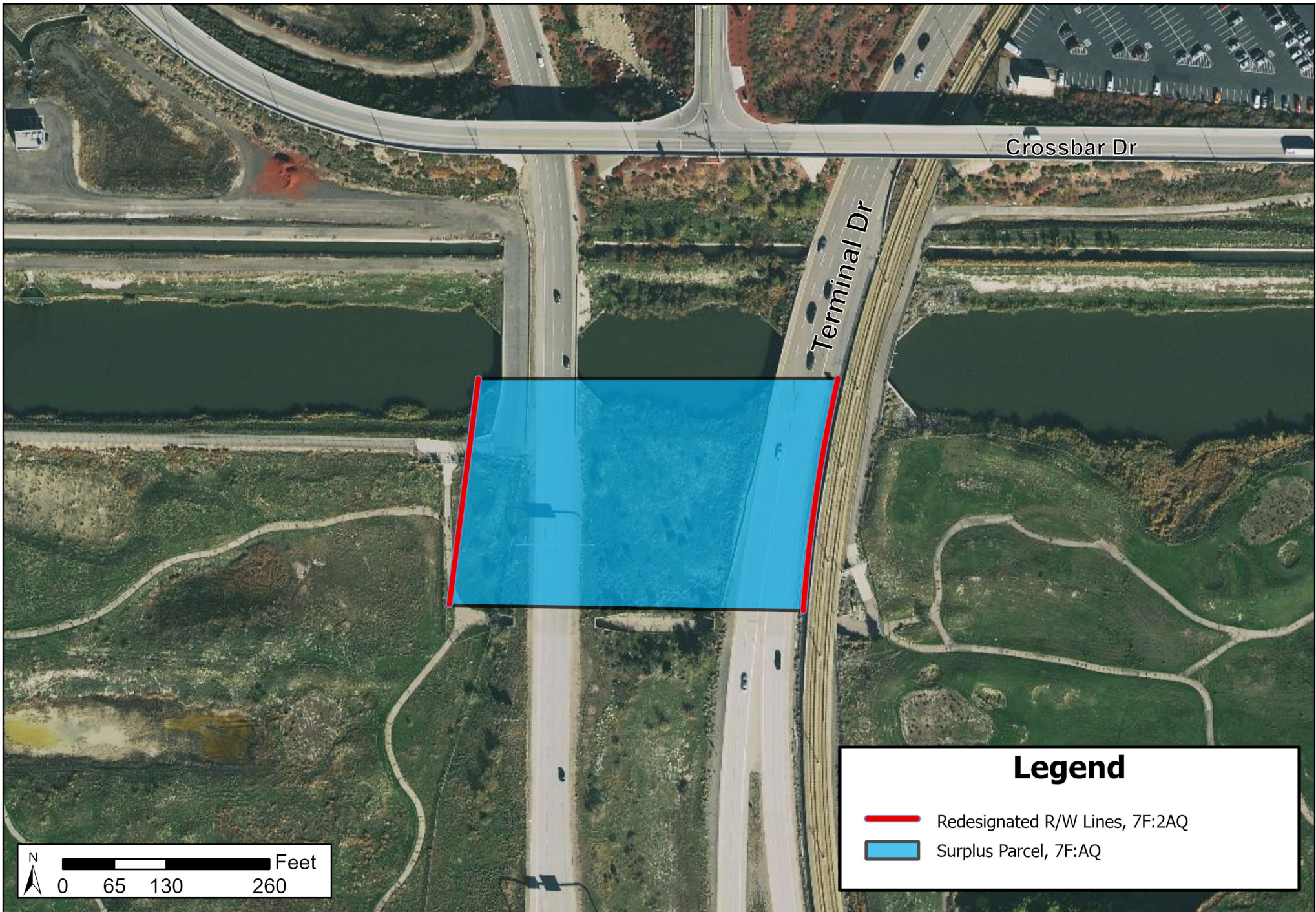
The New SLC Airport will be built in three phases. The first phase opened in 2020. The first four gates of phase two will open in late 2023 with the remaining gates and central tunnel opening in 2024. Phase three is scheduled to open in 2025.

Along with this expansion the SLC would like to install a new airport monument titled "The Mighty Five". SLC is requesting the abandonment of 294.56 feet of State Road 154 (SR154) from mile post 24.316 to mile post 24.254. This section of SR154 connects directly to Salt Lake City International Airport's roadway system at Terminal Drive. The current lane configuration, capacity and connection to Terminal Drive will remain unchanged with this request. Future maintenance of the roadway will be done by Salt Lake City Department of Airports.

Justification:

The area vacated by this request will be the site of a new airport entrance monument titled "The Mighty Five". The monument is arranged to resemble the Wasatch mountain range and represent the five Utah National Parks. They feature an overlay of a world map and a light marking Salt Lake City on the map. Placing the monument at the location requested by this abandonment creates a dynamic entrance feature into Salt Lake City International Airport (SLC) and exit feature out of SLC.

This is a very unique situation with many random opportunities aligning to create a win-win. This is a location where there is very low risk that UDOT would need to expand this section of road. This is the end of the UDOT route and simply adds more to the SLC system and reduces the UDOT system. The monument will function to create a prominent change from highway to airport road; helping to calm entering traffic. SLC is able to achieve their vision and create the landmark they desire while UDOT retains the functionality of the road network while reducing the amount of maintainable pavement.



SLC Airport, Abandonment of Bangarter



MAP



Exhibits/Handouts/Audio/Visualization:





Commission Action Requested:

For Information/Review Only

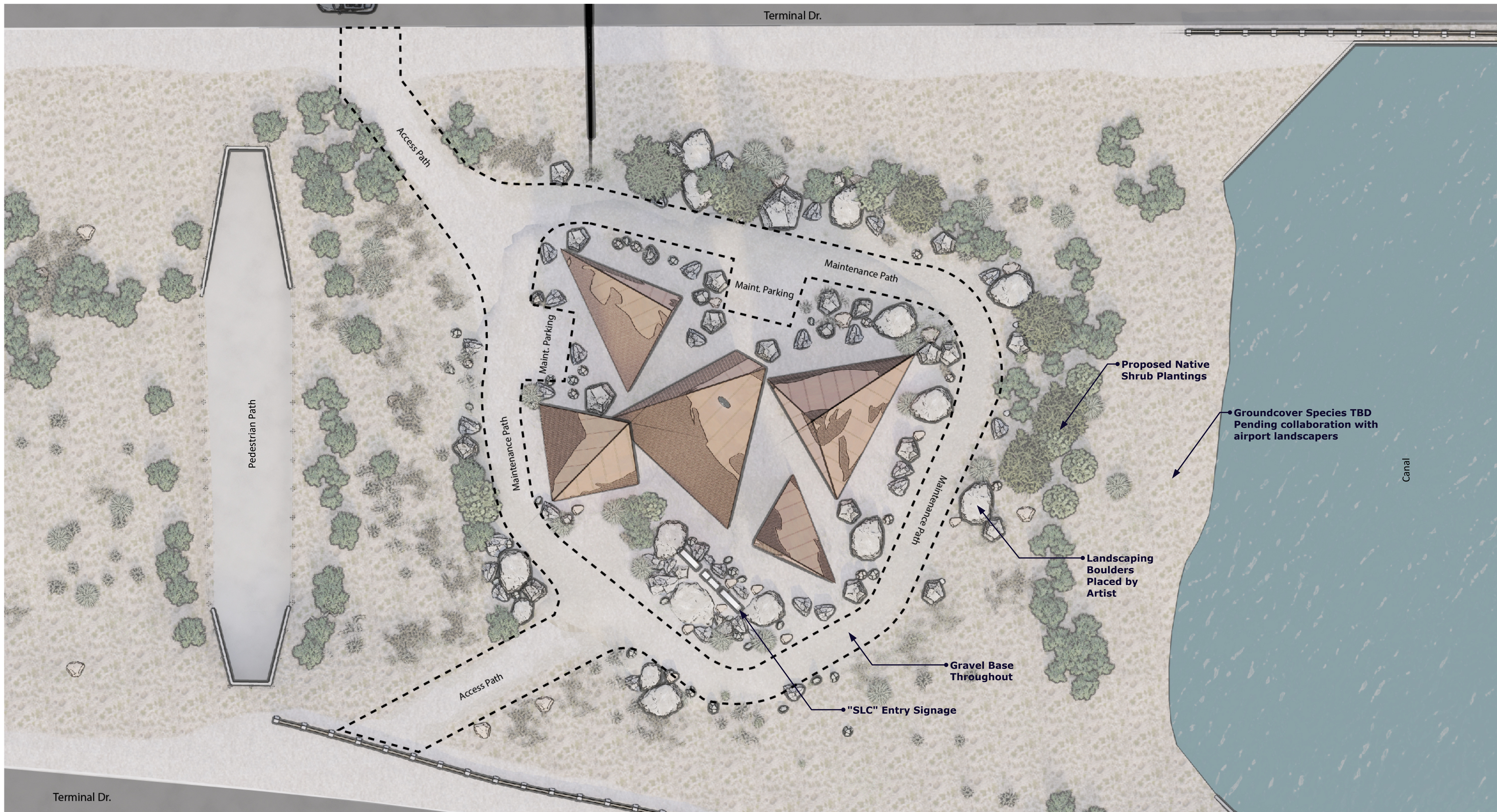
For Commission Approval

Motion Needed for Approval:

Motion to approve Resolution for Abandonment of a Portion of SR-154 as detailed.

Fact sheet prepared by: Mike Timothy, Surplus land Coordinator **Date Submitted:** 04/13/23

Fact sheet reviewed by senior leader: Robert Stewart, Region 2 Director





GORDON HUETHER, ARTIST
1821 Monticello Road • Napa, CA
Phone: 707.255.5954 • FAX: 707.255.5991
gordonhuether.com

Mighty 5

NOV 2022
Mighty 5 and Hoberman
Salt Lake City, UT
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