

= Interstate 215 ( Utah ) =

Interstate 215 ( I @-@ 215 ) , also known locally as the belt route or two @-@ fifteen , is an auxiliary interstate in the U.S. state of Utah that forms a 270 @-@ degree loop around Salt Lake City and many of its suburbs . The route begins at the mouth of Parley 's Canyon at the junction of I @-@ 80 and heads south through the edge of the Salt Lake City metropolitan area 's eastern suburbs of Millcreek , Holladay , and Cottonwood Heights . It continues west through Murray before turning north again , passing through the city 's first @-@ ring western suburbs of Taylorsville and West Valley City . It then enters North Salt Lake and Davis County for a short distance before reaching I @-@ 15 .

The interstate was proposed in the mid @-@ 1950s , along with I @-@ 15 and I @-@ 80 through Salt Lake City . At the time , only the western portion of the belt route was assigned as I @-@ 215 . The eastern portion of the belt route was designated Interstate 415 . However , the I @-@ 415 designation was scrapped to provide a single route number for the entire route in 1969 , with the I @-@ 215 designation covering the complete belt route . The freeway was constructed in segments , beginning with a section completed in 1963 from Redwood Road in North Salt Lake to 2100 North near the airport . Originally planned to be complete in the mid @-@ 1970s , challenges from citizens ' groups over environmental impact statements led to the completion of the last section of I @-@ 215 in 1989 between 6200 South and 4500 South in Holladay .

= = Route description = =

I @-@ 215 begins at an interchange at the mouth of Parley 's Canyon in Millcreek near the southeast corner of Salt Lake City that connects I @-@ 80 , Foothill Drive ( State Route 186 , or SR @-@ 186 ) and Parleys Way . At this point , I @-@ 215 splits into three legs , connecting I @-@ 80 toward Salt Lake City , Foothill Drive and Parleys Way , and I @-@ 80 through Parley 's Canyon . From here , the freeway travels southeast along the Salt Lake Valley 's east bench with three lanes in each direction . The route enters a residential area of East Millcreek and turns south . Then , the first exit appears , an incomplete diamond interchange with 3300 South ( SR @-@ 171 ) that lacks an off @-@ ramp from northbound I @-@ 215 . Past this interchange , an on @-@ ramp connects 3800 South to northbound I @-@ 215 . A block further south is a partial interchange lacking an off @-@ ramp from northbound I @-@ 215 onto 3900 South . Entering Holladay , I @-@ 215 is heading south but soon turns southwest . An off @-@ ramp here allows northbound motorists to connect to Wasatch Boulevard . However , this exit is signed as 3900 South and 3300 South because of the incomplete interchanges on both roads . Past an interchange at 4500 South ( SR @-@ 266 ) that serves southbound I @-@ 215 , the road turns south again and begins descending toward Knudsen 's Corner and Cottonwood Heights . At this point , the southbound lanes are lower than the parallel northbound lanes . The belt route flattens out upon reaching an interchange at 6200 South at Knudsen 's Corner .

As the freeway enters Cottonwood Heights , it turns west and becomes a sunken freeway . Then it reaches an interchange at Highland Drive , signed as 2000 East ( SR @-@ 152 ) . This interchange features a grade @-@ separated ramp from northbound 2000 East to eastbound I @-@ 215 . Past this junction , another interchange at Union Park Avenue appears . Another grade @-@ separated ramp from Union Park Avenue is present . The freeway enters Murray as an interchange serving westbound motorists connects to 280 East and State Street ( U.S. Route 89 , or US @-@ 89 ) . Eastbound travelers connect to State Street further west at a separate exit . The road turns northwest for a short time to approach a junction at I @-@ 15 ( often called the South Interchange , in ) . Approaching the interchange , the route gains two lanes and reverts to a ground @-@ level freeway . The freeway crosses I @-@ 15 and loses one lane as it enters Taylorsville and curves to the northwest , crossing the Jordan River in the process . Right before a partial cloverleaf interchange at Redwood Road ( SR @-@ 68 ) the route turns west one final time before turning north after the interchange . The freeway continues north and has another partial cloverleaf interchange at 4700 South ( SR @-@ 266 ) . The route enters West Valley City and encounters

3500 South ( SR @-@ 171 ) , where its eastbound lanes have a grade @-@ separated ramp to northbound I @-@ 215 . The road turns northeast and enters an industrial area of western Salt Lake City . After reaching a cloverleaf interchange at SR @-@ 201 , the route turns north again . Beyond a single @-@ point urban interchange at California Avenue , the freeway continues north .

A partial stack interchange involving I @-@ 80 , Redwood Road , and the access road to Salt Lake City International Airport is next . The freeway loses one lane in each direction as the interstate passes the airport to the east . Two diamond interchanges at 700 North and 2100 North occur as the freeway approaches Davis County . Past 2100 North , the freeway enters rural Salt Lake County , and the road curves to the northwest . An interchange at Legacy Parkway gives northbound I @-@ 215 motorists and southbound Legacy Parkway motorists their respective connections . The road turns east and loses one lane in each direction . There is a diamond interchange at SR @-@ 68 before the highway merges into northbound I @-@ 15 in North Salt Lake .

= = History = =

A belt route around Salt Lake City was first proposed in 1955 , with the Utah Highway Department ( the predecessor to the present @-@ day Utah Department of Transportation ) holding hearings concerning construction beginning in early 1958 . The southeast quadrant of the route was originally placed from a junction at proposed I @-@ 15 in Murray northeasterly through Murray and Holladay , eventually reaching the east bench at 3900 South . From there , it would have run north toward the mouth of Parley 's Canyon at proposed I @-@ 80 ( at the time US @-@ 40 ) . Almost immediately , this plan was met with opposition among local residents in the area . The proposed route would have bisected the primarily residential Holladay suburb , as well as the southern portion of Murray . After more than two years of hearings and widespread opposition from residents , the Highway Department released their proposed routing in June 1960 , which placed the southeast quadrant where it runs today . While quelling criticism from some , others remained in opposition , saying the route was still too intrusive along residential areas . The western quadrant was also admonished for being placed too close to other major arterials . In November 1963 , a small , two @-@ lane portion of the northwest quadrant of the belt route opened from Redwood Road ( SR @-@ 68 ) in Davis County west and south to 2100 North , north of the Salt Lake City International Airport . This portion of road was extended east to I @-@ 15 in North Salt Lake and upgraded to freeway standards by 1969 .

Construction of the southeast quadrant from I @-@ 80 ( at the time replacing US @-@ 40 ) at Parley 's Canyon to 4600 South in Holladay began in mid @-@ 1965 . This involved realigning Wasatch Boulevard to parallel the route and truncating that road at 3300 South . Prior to this , Wasatch Boulevard connected to US @-@ 40 . The section from I @-@ 80 to 3300 South opened by January 1967 , with the portion of roadway from 3300 South to 4500 South opening in November 1969 .

By 1973 , construction was progressing on the western quadrant between I @-@ 15 in Murray and SR @-@ 201 ( at the time US @-@ 40A / US @-@ 50A ) . Land acquisition was also taking place for the rest of the southeastern quadrant between 300 East in Murray and 4600 South in Holladay . However , a citizens ' group named Cottonwood Inc. halted right @-@ of @-@ way acquirements due to the lack of an environmental impact statement ( EIS ) . Also controversial was a proposed cloverleaf interchange at 2000 East . By mid @-@ 1975 , an EIS was released with four main alternatives : a no @-@ build alternative which would leave a gap in the southeast quadrant , building the road along the modern @-@ day path ( at about 6400 South ) , moving the southern portion southwest through Fort Union and Midvale to 7200 South , or extending the eastern portion further south to Sandy and then west along 9000 South . Cottonwood Inc. filed a lawsuit challenging the EIS . Meanwhile , I @-@ 215 from SR @-@ 201 in the western quadrant to 280 East in Murray opened in November 1976 .

After 1976 , gaps in the belt route were present from 2100 North near the airport to SR @-@ 201 and from State Street in Murray to 4600 South in Holladay . The first step in completing the gap was taken in June 1979 , when construction of the interstate from State Street to 700 East began . This

was followed by the Cottonwood Inc. lawsuit being awarded in favor of UDOT in November 1979 . In July 1985 , the route from 280 East to Union Park Avenue was completed . At the time , this portion of road was the most expensive in the state in terms of cost per mile , due to the road being depressed below surrounding neighborhoods . The next section to open was from 2100 North south to I @-@ 80 in 1987 . This was followed by a section between Union Park Avenue and 2000 East , opened in November 1987 , which was also built as a sunken freeway . The western quadrant of the freeway was completed in October 1988 , closing the gap between SR @-@ 201 and I @-@ 80 ( however , the California Avenue interchange wasn 't opened until mid @-@ 1989 ) . In August 1989 , the road from 2000 East to 6200 South was finished , and the belt route was completed with the opening of freeway between 4500 South and 6200 South in October 1989 .

Since 1989 , the only major modifications that have occurred on the belt route have consisted of the rebuilding of the southern I @-@ 15 interchange in 2001 , widening from six to eight lanes from 4700 South in Taylorsville to I @-@ 15 in Murray in 2004 , and the addition of an interchange at Legacy Parkway in 2008 . The 3300 South and 4500 South overpasses were rebuilt as well , in 2008 and 2007 respectively .

As part of the original proposal of a belt route through Salt Lake City , the southeastern quadrant received the designation of I @-@ 415 . To maintain continuity in the belt route , the 415 number was replaced in favor of the I @-@ 215 designation covering the entire route in 1969 .

= = Exit list = =