

Utah's Unified Transportation Plan

2007-2030

JULY 2007



Interested Transportation Stakeholders:

The Utah Transportation Commission and the Boards of the Metropolitan Planning Organizations, in cooperation with the Utah Department of Transportation, Cache Metropolitan Planning Organization, Wasatch Front Regional Council, Mountainland Association of Governments, and the Dixie Metropolitan Planning Organization, is pleased to release *Utah's Unified Transportation Plan 2007-2030*.

This coordinated effort has taken a new approach to statewide transportation planning by producing statewide project lists that both the general public and elected officials can utilize in their communities. The Utah Governor and Legislature will also find this plan helpful as they contemplate funding for transportation in Utah. Once funds are allocated, the Transportation Commission will find this plan helpful as they approve funding for specific projects listed in Utah's Unified Transportation Plan.

Utah's Unified Transportation Plan provides a summary of anticipated 23-year major capacity improvement projects for the Utah Department of Transportation and the four metropolitan planning organizations. While Utah's Unified Transportation Plan summarizes the five agencies' plans, the individual agencies have detailed transportation plans which are also included on the enclosed CD-ROM.

- [*Utah Department of Transportation Long Range Transportation Plan 2007-2030*](#)
- [*CMPO 2030 Regional Transportation Plan*](#)
- [*Wasatch Front Regional Transportation Plan 2007-2030*](#)
- [*Mountainland Metropolitan Planning Organization's Regional Transportation Plan 2007-2030*](#)
- [*Dixie Metropolitan Planning Organization's 2007-2030 Regional Transportation Plan*](#)



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Interested Transportation Stakeholders:

The Utah Department of Transportation, in cooperation with the Cache Metropolitan Planning Organization, Wasatch Front Regional Council, Mountainland Association of Governments, and the Dixie Metropolitan Planning Organization, is pleased to publish a statewide transportation plan titled *Utah's Unified Transportation Plan 2007-2030*. This transportation plan is a compilation of the five transportation plans for our agencies. Utah's Unified Transportation Plan summarizes major capacity improvement projects from our five transportation plans and declares to all, with a unified voice, that these projects need to be constructed by the year 2030 to meet the projected travel demand.

Our agencies are committed to providing optimum levels of mobility on well-maintained, safe roads throughout our state. In planning and implementing improvements to Utah's existing transportation system, the crucial issue of population growth and resulting transportation needs must be addressed. Land use decisions and transportation infrastructure needs are directly and inseparably related. The organizations we represent are responsible for planning for growth impacts on the transportation system. Our agencies do not have authority over land use decisions, although we are committed to maintaining an open dialogue with the local jurisdictions holding that responsibility. In this way, land use planning and transportation planning can be coordinated to find the best solutions for both land use development and the preservation of mobility on the transportation system.

Planning and providing transportation in Utah is a monumental task and cannot be done by one group or agency alone. Our agencies are committed to working closely with towns, cities, counties, transit agencies, the federal government, as well as non-governmental organizations, to determine current and projected transportation needs and to evaluate the best way to meet those needs. It is critical to have a multimodal solution to enhance Utah's mobility. Utah's Unified Transportation Plan examines current and projected transportation conditions statewide and recommends solutions, including alternative transportation modes as well as roads, for maintaining and improving transportation options while increasing safety and capacity.



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Introduction and Purpose

As statewide populations increase, travel demand in Utah will grow and continue to pose significant demands on the transportation system. Utah faces the substantial challenge of meeting travel demands with limited available resources to maintain, improve, and expand transportation infrastructure. To coordinate these demands, the Utah Department of Transportation (UDOT), Cache Metropolitan Planning Organization (Cache MPO), Wasatch Front Regional Council (WFRC), Mountainland Association of Governments (MAG), and the Dixie Metropolitan Planning Organization (Dixie MPO) have developed *Utah's Unified Transportation Plan 2007-2030*.

FEDERAL LEGISLATION

The Safe, Accountable, Flexible, Efficient Transportation Equity Act; A Legacy for Users (SAFETEA-LU) legislation, which was passed as federal public law on August 10, 2005, includes

new requirements for states and metropolitan planning organizations for implementing their transportation plans. The policy of national interest in transportation is stated below from the SAFETEA-LU legislation:

It is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between states and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes and encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, state departments of transportation, and public transit operators. (Public Law 109-59, Page 119 STAT. 1840)

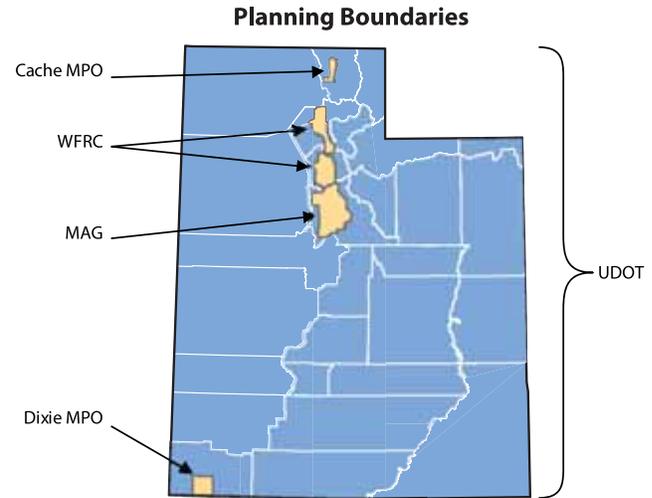
In general, state departments of transportation and metropolitan planning organizations (MPOs) are required by federal legislation to carry out a transportation planning process that provides for consideration and implementation of projects, strategies, and services that will perform the following:

1. Support the economic vitality of the United States, the states, non-metropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system. (Public Law 109-59, Page 119 STAT. 1853)

UTAH DEPARTMENT OF TRANSPORTATION

The transportation plan for UDOT is titled *Utah Department of Transportation Long Range Transportation Plan 2007-2030*, and serves as the guiding document for the planning and construction of state transportation projects in areas of Utah that are outside the MPO boundaries. Together with the four MPO plans, it comprises the statewide long-range plan as

required by federal statute. The planning boundaries for the four MPOs and UDOT encompass the entire state.



UTAH DEPARTMENT OF TRANSPORTATION'S STRATEGIC GOALS

UDOT has four strategic goals around which its work is centered. The metropolitan planning organizations also support these goals. UDOT's four strategic goals are:

- Take Care of What We Have
- Make the System Work Better
- Improve Safety
- Increase Capacity

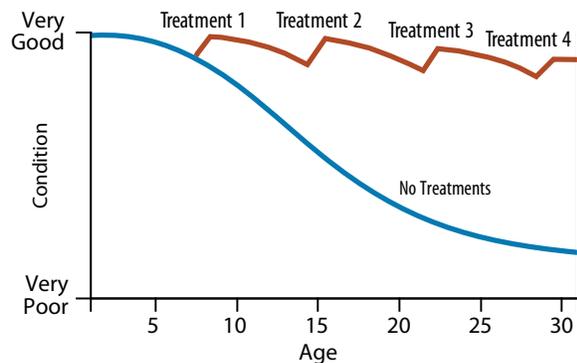
Take Care of What We Have

UDOT maintains nearly 6,000 miles of state highways across Utah, an investment worth tens of billions of dollars. Increased travel and freight are putting more and more pressure on the system, making preservation efforts even more critical.

Through routine maintenance, such as patching potholes and sealing cracks, and through preservation activities such as chip seal and pavement overlays, UDOT extends the life of the state's roadways and postpones the need to perform more costly road reconstruction. UDOT is committed to the philosophy that "Good Roads

Cost Less.” Proactively applying well-timed pavement treatments and other technologies to roads can actually extend their lifetime. By extending the life of a roadway, costly reconstruction can be postponed with lower cost pavement overlays and other ongoing maintenance.

Good Roads Cost Less



Similarly, routine inspection, sealing treatments, and deck pavement projects can help extend the lifetime, stability, and safety of bridges. Ensuring bridges are maintained in good condition is far more cost effective than rehabilitating or replacing structures that are allowed to deteriorate.

Keeping Utah's roads free of snow and ice during the winter requires significant funding for manpower, equipment, and raw materials. UDOT efficiently works to remove snow and ice in a timely manner to ensure that motorists can safely travel throughout the state.

Make the System Work Better

New technologies and design features that are being developed and refined will contribute as much to the efficiency of the transportation system as new concrete and asphalt will. Utah is committed to implementing evolving transportation features and staying on the leading edge of technology in order to optimize the existing system.

UDOT's Traffic Operations Center strives to empower motorists to make wise travel decisions by delivering them the most accurate, current information about transportation conditions. The 511 Travel Information Line and CommuterLink Web site provide the public with information to make well-informed travel choices that can reduce delay time, and avoid congestion due to accidents and road construction.

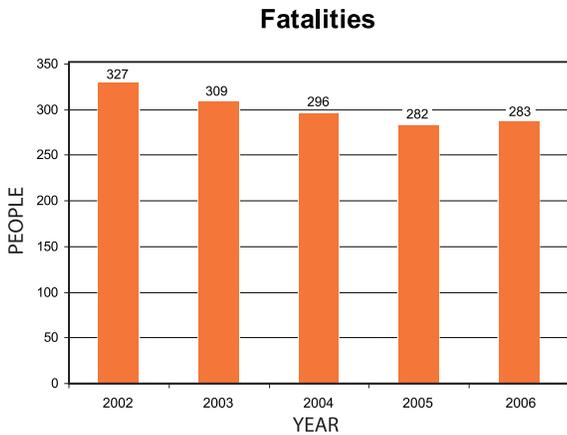
Every minute saved clearing an incident (crashes, stalled vehicles, debris in the roadway, etc.) saves five minutes of traffic back-up and increases safety by preventing secondary accidents. Incident management teams play an integral role in clearing incidents, which increases safety and contributes to restoring traffic to free-flow conditions. In the rural areas, strategies such as passing lanes, shoulders, and turn lanes provide system efficiency.

Proactively managing the transportation system through access management, traffic signalization, ramp meters, carpool lanes, and incident management teams will help to optimize the transportation system. Express lanes and reversible lanes are other system management techniques that Utah will explore to maximize the capacity of the existing system. The use of public transit and other alternative travel modes supports the efficiency of the transportation system in many ways, by providing a balanced system, offering transportation users choices, and reducing our reliance on single occupant vehicles.

Improve Safety

The most important mission of UDOT is to safely deliver its customers from one point to another. To emphasize this goal, UDOT has adopted a Zero Fatalities philosophy, and created a public education and awareness program to encourage safe driving behaviors. The Zero Fatalities campaign is also supported by several partners, including the state's MPOs who serve on the statewide safety committee.

The Strategic Highway Safety Plan, which is required by SAFETEA-LU legislation, is a safety plan that each state adopts to set goals for highway safety. While UDOT sets high standards and achieves successful results, as shown in the Fatalities figure below, over the last five years an average of 302 people per year still lose their lives as the result of crashes on Utah's roadways.



By implementing innovative safety programs and identifying safety improvement locations, Utah may significantly reduce the number of traffic fatalities and injuries. Partnerships forged with law enforcement agencies and public education programs will also help to make Utah a safer place for motorists, pedestrians, and bicyclists to travel, conduct business, and engage in recreation.

Increase Capacity

Traffic congestion is often cited as a top concern among Utah residents. Every minute spent delayed in traffic is a minute spent away from family, work, or play. Given Utah's current increases in both vehicle miles traveled and population, it is inevitable that capacity will have to be added to the existing transportation system. Further, with limited funds and disappearing land available for new transportation corridors, UDOT and the MPOs cannot build themselves out of congestion. Even if there were no financial constraints, roads are not the only answer to preventing congestion. Public transit projects and non-motorized transportation modes need to continue to complement the overall transportation system.

METROPOLITAN PLANNING

ORGANIZATIONS

The MPOs play a key role in achieving UDOT's four strategic goals. In addition, Wasatch Front Regional Council (WFRC) adopted regional growth principles that represent the values of the people and communities they represent. In 2005, during the Wasatch Choices 2040 Study, Wasatch Front Regional Council adopted nine growth principles, which are also supported by Mountainland Association of Governments.

Regional Growth Principles

1. Provide public infrastructure that is efficient and adequately maintained.
2. Provide regional mobility through a variety of interconnected transportation choices.
3. Integrate local land use with regional transportation systems.
4. Provide housing for people in all life stages and incomes.
5. Ensure public health and safety.
6. Enhance the regional economy.
7. Promote regional collaboration.
8. Strengthen sense of community.
9. Protect and enhance the environment.

Transportation Plans

Each MPO adopts its own transportation plan every four years. These plans and short-term funding programs represent local government priorities for improvements to the transportation system and roads owned by towns, cities, counties, and the state. By federal requirement, the MPOs are the agencies responsible for preparing the transportation plans for the five urbanized areas, which collectively represent approximately 85 percent of Utah's population in 2005. These plans serve as the guiding document for planning and constructing highways, regionally important roads, public transit, airports, and non-motorized transportation.

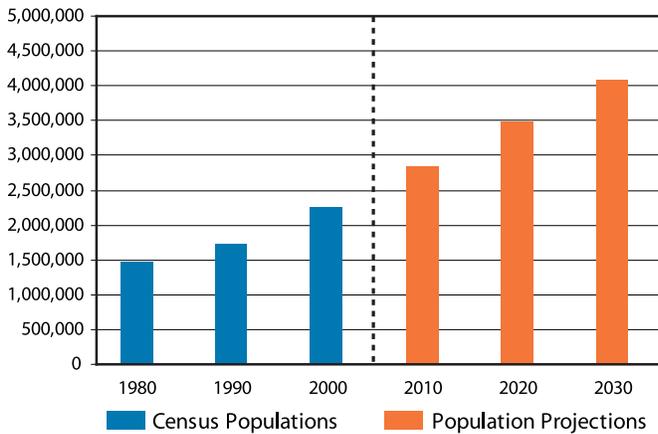
- *CMPO 2030 Regional Transportation Plan*
- *Wasatch Front Regional Transportation Plan 2007-2030*

- Mountainland Metropolitan Planning Organization's Regional Transportation Plan 2007-2030
- Dixie Metropolitan Planning Organization's 2007-2030 Regional Transportation Plan

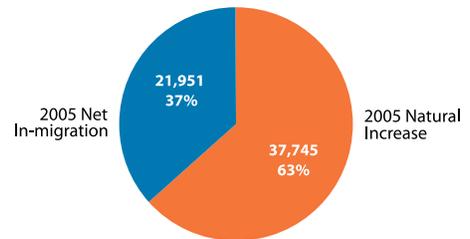
POPULATION GROWTH AND NEEDS

According to the Governor's Office of Planning and Budget, as of July 1, 2005, Utah's estimated population was 2,547,500. Utah's population has doubled during the past 30 years and current population projections indicate that Utah will grow to more than four million by 2030 as shown in the figure below.

Utah's Population Growth

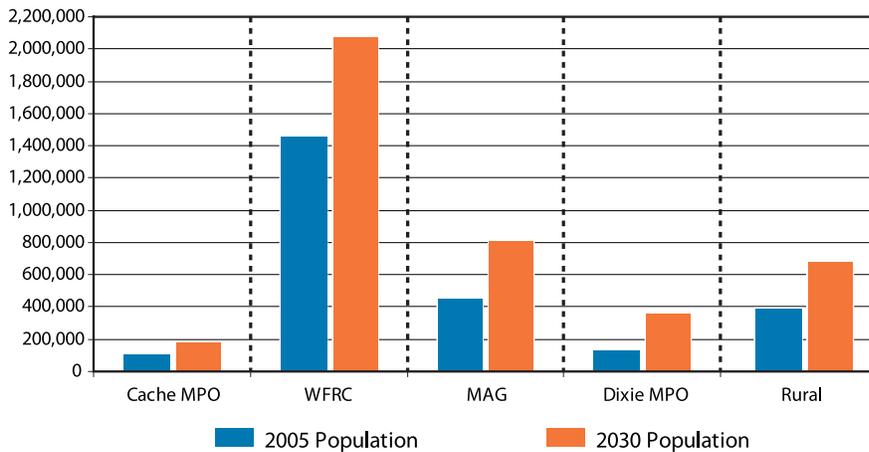


2005 Utah Population Growth



Utah's population growth in the year 2005 was almost 60,000 people, of which 63 percent was due to natural increase and 37 percent was due to net in-migration.

MPO and Rural Populations

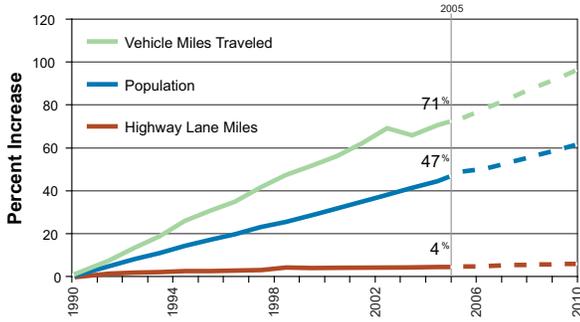


Because nearly 85 percent of Utah's population resides within MPO boundaries, much of the state's growth is concentrated in urban areas. The adjacent figure shows the projected MPOs and rural population for 2030.

There are also a number of communities outside the MPO boundaries experiencing high population growth such as Cedar City, Vernal, Tooele, Moab, Heber, and Hurricane.

Since 1990, Utah has experienced economic prosperity and growth. According to UDOT planning statistics, between 1990 and 2005, Utah experienced a 71 percent increase in travel, measured by vehicle miles traveled (VMT). At the same time, population has increased 47 percent. However, during that same 15 year period, Utah has only added four percent to the capacity of the state highway system.

Utah's Statewide Growth Trends 1990-2010



Source: Governor's Office of Planning and Budget (GOPB) and UDOT Planning Statistics

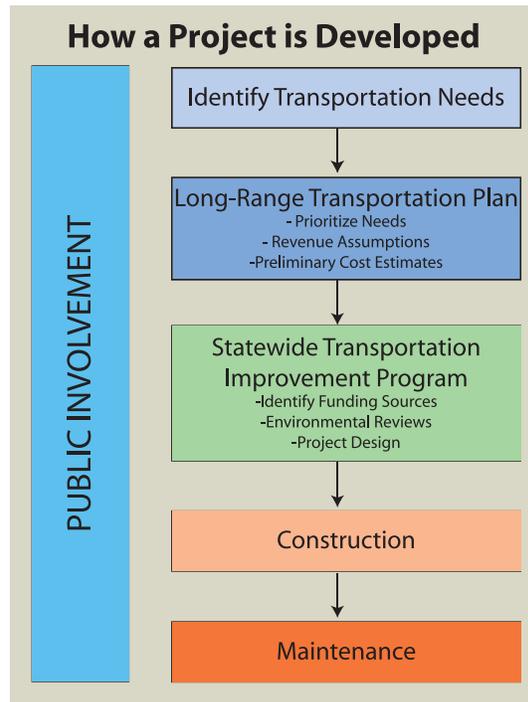
PROCESS

Many people wonder who plans, designs, finances, and constructs a road and how these steps are completed. UDOT, in consultation with the Federal Highway Administration and in cooperation with the local MPOs, is the agency responsible for identifying, planning, designing, and constructing all state roads in Utah. Before federal dollars can be used to construct a project, the project must be consistent with the transportation plan for that area - UDOT's plan in the rural area or an MPO plan in the urban area.

Each state is also required by federal statute to develop a statewide transportation improvement program (STIP). This program is required to cover a period of four years and be updated at least every four years. This multi-year, statewide program must

contain projects that are consistent with and defined in the statewide long-range transportation plan and/or the MPOs' transportation plan. The transportation improvement program must also be in conformance with the state implementation plan developed by the Department of Environmental Quality under the Clean Air Act for any project in an area designated as non-attainment for ozone, particulate matter, or carbon monoxide. When a project is placed on the statewide transportation improvement program, the project process begins by establishing funding sources, completing environmental review processes, designing the project, securing right-of-way and other permits, and initiating construction.

Once a project is constructed, ongoing maintenance and preservation activities will help preserve this new transportation asset in the most cost effective manner.

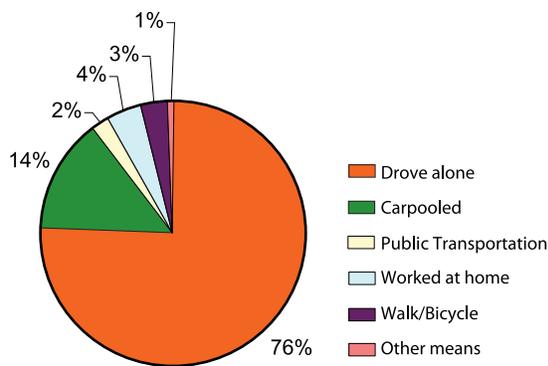


MOBILITY

In order to fully address current and future travel demands in Utah and maintain overall mobility, we must promote and improve a multimodal system of transportation and work to reduce the

growth of the number of vehicle miles traveled per person. Currently, single-occupant vehicles make up the largest single mode used to meet travel demand. To be successful into 2030, the Utah transportation system will need to include options that will enhance individual mobility and provide transportation choices – it must be a multimodal transportation system. The chart below shows the mode of travel to work for Utah in 2000.

Utah Mode of Transportation to Work



The State and MPO transportation plans are important to mobility because they discuss mobility as it relates to a multimodal transportation system. They recognize that the mobility expectations of Utah residents will continue to evolve and will include increased interest in new modal choices outside the traditional highway system. For Utah, a multimodal transportation system may include additions to the following:

- Expanded highway system
- Expanded bus system
- Expanded light-rail system
- Commuter rail, intercity rail, and interstate passenger rail
- Bus rapid transit
- Bicycle and pedestrian route networks
- Carpool travel including express lanes
- Passenger and freight intermodal connections

While most of the federal and state transportation funds for UDOT and the MPOs finance state and local roads, there are federal and local funds dedicated to public transit. UDOT and the MPOs work with all transportation providers, public and private, to ensure that Utah's future includes a multimodal transportation system for personal and commercial transportation. Transit providers must follow the MPOs regional transportation plans. UDOT and the MPOs are committed to coordinate plans and projects with transit agencies to ensure transportation system integration.

The state highway system's primary purpose is to provide enhanced regional and statewide mobility. Highways are the backbone of Utah's transportation system. Roads provide an all-weather means of mobility and give individuals access to property, goods, and services. While most of the traffic congestion is found in urban areas of Utah, rural areas have roadway needs such as access, mobility, safety, and economic development. As such, UDOT's priority is to maintain the existing highway system and reduce areas of congestion. Similar priorities exist for MPOs as they plan the transportation network for the urban areas.

PUBLIC PARTICIPATION

Utah and its many communities are constantly growing and changing, as are their transportation opportunities and challenges. This means that today's transportation projects may not function properly in the future if they are not well-planned and designed and if they do not reflect the ever-changing needs of our communities.

UDOT and the MPOs conducted extensive public participation efforts with residents, special interest groups, transportation disadvantaged groups, freight shippers, environmental groups, minority groups, transit providers, and other interested parties

prior to, during, and after the development of the transportation plans. The goals for the public participation efforts are to:

- Engage in community dialogue that leads to identifying long-term mobility needs, issues, concerns, and opportunities for regional and statewide transportation users.
- Hold conversations at key decision points and at appropriate levels with people most affected by regional and statewide transportation solutions.
- Develop a process that will ultimately lead to connecting all Utah communities in a regional and statewide transportation solution.

To accomplish these goals, UDOT and the MPOs conducted and provided a myriad of public involvement and public education activities.

These community outreach efforts provided an opportunity for residents to comment on transportation and growth data and supplied transportation planning agencies with community information about regional growth principles, future transportation visions, congested areas, road connectivity, and corridor preservation for the state highway system. This meaningful and extensive public participation process enhanced all the plans and proposals and is directly reflected in the final decisions for future projects. Public involvement remains an ongoing focus of UDOT's and each MPO's planning process and does not end with the completion of any specific transportation plan.

Financial Plan and Assumptions

Despite the inability to predict with certainty how much money will be available for transportation over the next 24 years, making reasonable financial assumptions allows for the development of long-range plans which are realistic. This section describes the unified financial plan and related assumptions that have been agreed to by UDOT and Utah's four MPOs. This cooperation between UDOT and the four MPOs is very important in presenting a unified transportation plan to the public and various decision makers. In practice, individual projects will be brought forward to the transportation improvement program (TIP) and then onto the statewide transportation improvement program (STIP) based on their individual merits, not on these planning-level estimates of distribution. However, the coordinated effort provided for realistic common financial assumptions.

Revenues dedicated to transportation projects are generally categorized into federal, state, and local funds. These funds come from federal and state fuel tax, state vehicle registration and permit fees, state general funds, sales tax, and other dedicated programs such as the current state transportation investment fund program (TIF). In the metropolitan areas, other local taxes provide additional funds that can also be used as directed by local government officials.

By assuming increases in the current funding streams to account for inflation, along with new sources of revenue, an estimate of projected available transportation funding was completed for the years 2007 to 2030.

MAJOR REVENUE ASSUMPTIONS

The following assumptions were made in the development of anticipated revenues:

- Two percent annual growth rate for federal funds
- Three percent annual growth rate for state funds
- Five cent state gas tax increase or equivalent in years 2016 and 2026
- An additional 8.3 percent of annual state sales tax dedicated to transportation (for a total of 16.6 percent)

Major Revenue Assumptions

Category	Phase I 2007-2015	Phase 2 2016-2025	Phase 3 2026-2030	Total
Federal Funds	\$2,411	\$3,280	\$1,900	\$7,592
State Funds	\$3,684	\$7,293	\$5,702	\$16,679
Net TIF and CHF Funds*	\$2,153	\$7,120	\$5,073	\$14,346
Total Funds	\$8,248	\$17,693	\$12,675	\$38,616

*Transportation Investment Fund and Centennial Highway Fund

Note: Amounts are in millions.

The UDOT long-range transportation plan and the four MPO regional transportation plans have all been prepared assuming that a significant portion of revenue dollars will go to maintenance and preservation of the existing system, with additional amounts programmed to system operations management and safety efforts. The remaining funds are assumed to be allocated for congestion relief needs identified throughout the state.

The method of allocation of congestion relief funds to state highways for planning purposes was to distribute funds based on area population projections. Funds have been distributed by phase to correspond with the transportation plan for each agency. In addition to the funds shown here for projects on the state highways and regionally important mobility projects, the regional transportation plans of each MPO also show distribution of local (city, county, and Class B and C) funds that will also be spent on local facilities in their respective areas. These funds do not represent an allocation of money, but rather a planned dollar value for which short and long-term priority decisions can advance.

Assumed Funds Available for Congestion Relief

Category	Phase I 2007-2015	Phase 2 2016-2025	Phase 3 2026-2030	Total
Cache MPO	\$102	\$387	\$313	\$801
WFRC	\$1,416	\$4,898	\$3,641	\$9,955
MAG	\$475	\$1,749	\$1,387	\$3,611
Dixie MPO	\$150	\$663	\$597	\$1,410
UDOT (Rural)	\$399	\$1,510	\$1,173	\$3,082
Total Funds	\$2,543	\$9,206	\$7,111	\$18,860

Note: Amounts are in millions.

Continuous Planning

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) federal legislation requires state departments of transportation and metropolitan planning organizations to update their long-range transportation plans every four years. The legislation does not require the plans to be updated at the same time nor that they use the same planning and financial assumptions. However, UDOT and the MPOs in Utah are working together to produce a statewide, phased project list. Because of the cooperation that exists between the Utah Department of Transportation, Cache Metropolitan Planning Organization, Wasatch Front Regional Council, Mountainland Association of Governments, and the Dixie Metropolitan Planning Organization, all the transportation plans are not only being updated at the same time, but also contain coordinated growth assumptions, financial assumptions, and other data to facilitate an understanding of the plans.

The MPOs work closely with towns, cities, counties, transit providers, and UDOT in developing the regional transportation plans. The participating MPO local governments adopt general plans that contain a transportation and circulation element that are incorporated in regional plans. These general plans are often updated and/or amended to reflect new policy. Each update incorporates major public participation from local residents and other interest groups. UDOT and the MPOs are committed to seeing that the local, regional, and state concerns are considered as these plans are updated. The next projected update to the transportation plan is planned for 2011.

NEEDS-BASED STUDIES

Sometimes corridors are identified where rapidly changing economic conditions indicate the need for a project, but where more study is required to adequately define the scope of the project before adding it to the long-range transportation plan project list. This is

particularly the case for three corridors in Utah at this time. The first is the proposed Mid-valley Highway corridor in Tooele County, where there are significant industrial and other development opportunities for the properties south of I-80 that lie between Grantsville and SR-36. Oil and natural gas development in the Uintah Basin is also driving the need to analyze the US-40 corridor and to investigate the extension of Seep Ridge Road (SR-88) southward to I-70. Also, legislation was recently passed to perform east/west corridor studies for first and second class counties. UDOT and the MPOs will be studying these corridors, along with other needed corridors over the next few years, with the expectation that projects on these corridors will be included in future long-range and regional transportation plans.

Regionally Important Mobility Projects

Having made reasonable assumptions about future revenues available, transportation decision-makers are able to define and prioritize projects to meet transportation needs. Regionally important mobility projects include new highway or transit capacity affecting state highways, principal arterial streets, or other facilities as designated by each MPO. These projects carry large volumes of traffic and people and are usually regionally important highways or regional fixed guide-way systems that connect communities. This plan contains a list of capacity-improving projects for state-owned rural projects and regionally important mobility projects for the MPO plans. Examples of capacity and mobility improvements are: new roads, additional travel lanes, passing lanes, interchanges, non-motorized transportation, and transit capital projects.

The following pages include priority project lists and maps that represent UDOT and the individual MPO's Phase One, Two, Three, and Unfunded regionally important projects. Please refer to individual transportation plans for transit plans, bike/pedestrian plans, and priority project needs.

UTAH'S UNIFIED TRANSPORTATION PLAN MAJOR CAPACITY IMPROVEMENT PRIORITIES

PHASE ONE 2007-2015

COUNTY	PLANNING JURISDICTION	ROUTE ¹	PROJECT NAME AND LOCATION	LENGTH	IMPROVEMENT TYPE	ESTIMATED COST ² IN MILLIONS
Box Elder	UDOT	I-15	I-15, from Box Elder/Weber County to Brigham City's south Interchange	12.4	Widening	\$45
Box Elder	UDOT	SR-102	SR-102, from I-84 to SR-13 Tremonton	3.4	Widening	\$12
Box Elder	UDOT	SR-13	SR-13, from I-15 to SR-102 Tremonton	2.3	Widening	\$8
Cache	CMPO		100 East, from 300 South Logan to 100 North Providence	1.1	New Construction	\$7
Cache	CMPO	SR-30	SR-30 (200 North), from US-91 to SR-30 at 1400 West	1.8	Widening	\$16
Cache	CMPO		200 East, from 300 South to 1400 North	2.1	Widening	\$7
Cache	CMPO		1000 West (Future SR), from US-91 to 2500 North in North Logan	5.6	Widening	\$51
Cache	CMPO		2500 North in North Logan, from 1000 West to US-91	1.2	Widening	\$11
Cache	CMPO		200 East in North Logan, from 1400 North to 2500 North	2.0	Widening	\$5
Cache	CMPO		200 East in North Logan, from 2500 North to 3600 North (Hyde Park Lane)	1.6	New Construction	\$9
Cache	CMPO	SR-237	250 East in Smithfield, from 3600 North to 600 South	1.7	Widening	\$9
Cache	CMPO		3200 South in Nibley, from US-91 to SR-165	2.6	Reconstruction	\$5
Cache	CMPO		2500 North Railroad Crossing in North Logan and 2300 South in Millville	n/a	Spot Improvements	\$1
Cache	CMPO		Short Dugway, from US-89 to 300 North in Logan	0.2	Widening	\$6
Davis	WFRC	I-15	I-15 Interchange, south Layton	n/a	Interchange Upgrade	\$44
Davis	WFRC	I-15	I-15 Interchange, Parrish Lane	n/a	Interchange Upgrade	\$19
Davis	WFRC	US-89	US-89 Interchange, 400 North in Fruit Heights	n/a	New Construction	\$44
Davis	WFRC	SR-108	SR-108 (Syracuse Road), from 1000 West to 2000 West	1.0	Widening	\$35
Davis	WFRC		200 South/700 South Connection, from State Street to 500 West	1.2	Widening/New Construction	\$20
Davis	WFRC		Main Street, from I-15 Layton/Fort Lane to 200 North in Kaysville	1.5	Widening/Re-stripe	\$1
Davis	WFRC		200 South, from 500 West in Clearfield to 2000 West	1.6	Widening/New Construction	\$22
Davis	WFRC		500 South, from I-15 to SR-68 (Redwood Road)	1.8	Widening	\$20
Davis	WFRC	SR-37	1800 North, from Main Street in Sunset to 2000 West in Clinton	2.0	Widening	\$43
Davis	WFRC	SR-108	SR-108 (2000 West), from Weber County Line to SR-108 (Syracuse Road)	4.4	Widening	\$51
Davis	WFRC	I-15	I-15, from Hill Field Road (SR -232) to US-89	7.5	Widening	\$37
Davis	WFRC		South Davis Line, from Salt Lake City CBD to Parrish Lane	11.7	Bus Rapid Transit	\$115
Grand	UDOT	SR-191	SR-191, from Moab (existing 4-lanes) to Colorado River Bridge	2.3	Widening	\$8
Salt Lake	WFRC	I-15	I-15 Northbound, at 10600 Interchange	n/a	Widening	\$6
Salt Lake	WFRC	I-15	I-15 Interchange, at 11400 South	n/a	New Construction	\$78
Salt Lake	WFRC	I-80	I-80 Interchange Eastbound, at I-215 (west side)	n/a	Widening	\$19
Salt Lake	WFRC		11400 South, from State Street to 700 West	1.0	Widening	\$13
Salt Lake	WFRC		Mountain View Corridor, from 12600 South to 13400 South	1.1	New Construction	\$29
Salt Lake	WFRC	I-15	I-15, from I-215 to Beck Street	1.1	Widening	\$12
Salt Lake	WFRC		Highland Drive, from 9400 South to Segoe Lily	1.2	Widening	\$11
Salt Lake	WFRC	SR-266	4500 South, from I-15 to State Street	0.7	Widening	\$44
Salt Lake	WFRC	SR-171	3500 South, from 2700 West to 4000 West	1.5	Widening	\$21
Salt Lake	WFRC	SR-266	4700 South, from 2700 West to 4000 West	1.5	Widening	\$16
Salt Lake	WFRC	I-80	I-80, from State Street to 1300 East	1.8	Widening	\$129
Salt Lake	WFRC		7000 South, from SR-68 (Redwood Road) to SR-154 (Bangerter Highway)	1.9	Widening	\$19
Salt Lake	WFRC		10400 South, from SR-68 (Redwood Road) to SR-154 (Bangerter Highway)	2.0	Widening	\$35
Salt Lake	WFRC		12600 South, from SR-154 (Bangerter Highway) to 4800 West	2.0	Widening	\$23
Salt Lake	WFRC		11400 South, from 700 West to SR-68 (Redwood Road)	2.3	Widening/New Construction	\$46
Salt Lake	WFRC		10600 South, from 1300 East to Highland Drive	0.9	Widening	\$29
Salt Lake	WFRC	SR-171	3500 South, from 4000 West to Mountain View Corridor	2.3	Widening	\$35
Salt Lake	WFRC	SR-68	SR-68 (Redwood Road), from SR-154 (Bangerter Highway) to Porter Rockwell Road	2.3	Widening	\$25
Salt Lake	WFRC	SR-186	Foothill Drive, from 2300 East to I-80	2.4	Widening	\$34
Salt Lake	WFRC	SR-68	SR-68 (Redwood Road) from Porter Rockwell Road to Utah County Line	2.5	Widening	\$26
Salt Lake	WFRC		Bingham Junction Boulevard, from 7000 South to 8400 South	2.8	New Construction	\$22
Salt Lake	WFRC	I-15	I-15, from Beck Street to 600 North	2.9	Widening	\$31
Salt Lake	WFRC	SR-71	700 East, from Carnation Drive (10142 South) to 12300 South	2.9	Widening	\$58
Salt Lake	WFRC		Mountain View Corridor, from 10800 South to 12600 South	3.0	New Construction	\$197
Salt Lake	WFRC		5600 West, from I-80 to SR-201	3.1	Widening	\$24

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¹Unidentified routes are either local projects, interchanges, passing lanes, or future state routes. ²Estimated cost is in millions and is inflated to the middle of phase one - 2012, phase two - 2021, and phase three - 2028. Projects costs are planning level estimates and will change as projects are further developed.

UTAH'S UNIFIED TRANSPORTATION PLAN MAJOR CAPACITY IMPROVEMENT PRIORITIES

PHASE ONE 2007-2015

COUNTY	PLANNING JURISDICTION	ROUTE ¹	PROJECT NAME AND LOCATION	LENGTH	IMPROVEMENT TYPE	ESTIMATED COST ² IN MILLIONS
Salt Lake	WFRC	SR-201	SR-201, from 3200 West to Mountain View Corridor	3.4	Widening	\$31
Salt Lake	WFRC		5600 West, from 4400 South to 7000 South	3.5	Widening	\$41
Salt Lake	WFRC	US-89	US-89 (State Street), from 6200 South to 9000 South	3.5	Widening	\$57
Salt Lake	WFRC	I-215	I-215, from SR-201 to 4700 South	4.0	Widening	\$106
Salt Lake	WFRC		Mountain View Corridor, from 6200 South to 10800 South	5.4	New Construction	\$355
Salt Lake	WFRC		Mountain View Corridor, from SR-201 to 6200 South	6.1	New Construction	\$401
Salt Lake	WFRC		3500 South (Granger) Line, from Valley Fair Mall to SR-154 (Bangerter Highway)	5.5	Bus Rapid Transit	\$13
Salt Lake	WFRC		FrontRunner South Line, from Salt Lake City CRT Station to Utah County Line	21.6	Commuter Rail Transit	\$477
Salt Lake	WFRC		Draper Line, from 10000 South TRAX to 12400 South	3.2	Light Rail Transit	\$119
Salt Lake	WFRC		Mid-Jordan Line, from 6400 South TRAX Station to Daybreak Development	9.5	Light Rail Transit	\$445
Salt Lake	WFRC		Airport Line, from Energy Solutions Arena to Salt Lake International Airport	6.0	Light Rail Transit	\$389
Salt Lake	WFRC		West Valley Line, from 2100 South TRAX Station to Valley Fair Mall	4.7	Light Rail Transit	\$302
Statewide	UDOT		Interchanges, Statewide	n/a	New Construction	\$27
Statewide	UDOT		Passing Lanes, Statewide	n/a	New Construction	\$33
Summit	UDOT	SR-224	SR-224, from SR-248 (Kearns Boulevard) to I-80	5.4	Widening	\$20
Tooele	UDOT	SR-36	SR-36, Additional Capacity Improvements for north Tooele County	3.0	Widening	\$33
Uintah	UDOT	SR-121	SR-121, from mile post 36 to US-191 in Vernal	4.3	Widening	\$16
Uintah	UDOT	US-6	US-6, from US-89 Spanish Fork to Diamond Fork Canyon	10.7	Widening	\$62
Utah	UDOT	US-6	US-6, from US-89 (end of 4-lanes) through Red Narrows	6.4	Widening	\$69
Utah	UDOT	US-6	US-6, from Red Narrows to Tucker Rest Area	9.6	Widening	\$61
Utah	UDOT	US-6	US-6, from Tucker Rest Area to Soldier Summit	7.0	Widening	\$73
Utah	MAG	SR-164	SR-164 (Arrowhead Trail/8000 South) in Spanish Fork, from SR-198 to I-15	2.7	Widening	\$24
Utah	MAG		East Lake Parkway, from Center Street in Orem to 1000 South in Lehi	7.8	New Construction	\$91
Utah	MAG		Elk Ridge Drive in Salem, from SR-198 to Utah County 8000 South	1.5	New Construction	\$12
Utah	MAG		Foothill Drive in Provo, from US-189 (University Avenue) to Provo Canyon Road	0.4	New Construction	\$4
Utah	MAG	SR-114	SR-114 (Geneva Road), from Center Street in Provo to 1600 North in Orem	7.0	Widening	\$99
Utah	MAG		4800 W (HL)/1100 E (AF)/2000 W (PG)/700 N (LN), from SR-92 to US-89 (State)	7.0	Widening	\$73
Utah	MAG		9600 North in Highland/2100 North in Lehi to Canyon Road in Pleasant Grove	5.6	New Construction	\$38
Utah	MAG	SR-198	SR-198, from 600 South in Spanish Fork to Elk Ridge Drive in Salem	5.0	Widening	\$50
Utah	MAG	SR-73	SR-73, from SR-68 (Redwood Road) in SS to Ranches Parkway in EM	2.4	Widening	\$19
Utah	MAG	SR-92	SR-92, from I-15 in Lehi to SR-74 (Alpine Highway) in Alpine/Highland	4.4	Widening	\$41
Utah	MAG	I-15	I-15 Interchange, Main Street in Payson	n/a	Interchange Upgrade	\$32
Utah	MAG	I-15	I-15 Interchange, 400 South in Springville	n/a	Interchange Upgrade	\$32
Utah	MAG	I-15	I-15 Median Lanes, from Provo to Spanish Fork	4.5	New Construction	\$22
Utah	MAG	I-15	I-15 Reconstruction, from Lehi to Provo	17.8	Reconstruction	\$3,534
Utah	MAG		1000 South in Lehi/Main Street in AF, from I-15 to SR-73/Mountain View Corridor	6.4	New Construction	\$153
Utah	MAG		2100 North in Lehi, from Mountain View Corridor to I-15	3.3	Widening	\$62
Utah	MAG	SR-92	2300 West in Lehi, from SR-92 to Pony Express Parkway	4.8	Widening	\$55
Utah	MAG	SR-73	SR-73 (Main Street) in Lehi, from SR-68 (Redwood Road) to 2300 West in Lehi	1.6	Widening	\$26
Utah	MAG		1600 North in Orem, from East Lake Parkway to 400 West in Orem	2.8	Widening	\$51
Utah	MAG	SR-52	SR-52 (800 North) in Orem, from East Lake Parkway to 1000 East	5.1	Widening	\$77
Utah	MAG		Center Street in Orem, from East Lake Parkway to I-15	0.6	Widening	\$5
Utah	MAG		Pleasant Grove Boulevard, from 2000 West to State Street	1.3	Widening	\$11
Utah	MAG		Pony Express Parkway, from 2300 West in Lehi to Ranches Parkway in EM	4.2	Widening	\$33
Utah	MAG	SR-114	SR-114 (Center Street) in Provo, from I-15 to SR-114 (Geneva Road)	0.4	Widening	\$4
Utah	MAG	SR-114	SR-114 (Center Street) in Provo, from I-15 to 500 West	0.5	Widening	\$5
Utah	MAG	SR-68	SR-68 (Redwood Road), from Salt Lake/Utah County Line to Centennial Blvd. in SS	7.5	Widening	\$71
Utah	MAG	SR-75	SR-75 (1400 North) in Springville, from I-15 to Main Street	1.7	Widening	\$49
Utah	MAG	SR-77	SR-77 (400 South) in Springville, from Main Street to 2500 West	1.8	Widening	\$52
Utah	MAG	US-89	US-89 (State Street) in Orem, from 1800 North to 100 East in American Fork	4.6	Widening	\$53
Utah	MAG	US-189	US-189 (University Avenue) in Provo, from 5200 North to 800 North in Orem	0.6	Widening	\$5
Utah	MAG	US-189	US-189 (University Ave) in Provo, from 900 South to SR-265 (University Pkwy)	1.8	Widening/Re-stripe	\$20

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UTAH'S UNIFIED TRANSPORTATION PLAN MAJOR CAPACITY IMPROVEMENT PRIORITIES

PHASE ONE 2007-2015

COUNTY	PLANNING JURISDICTION	ROUTE ¹	PROJECT NAME AND LOCATION	LENGTH	IMPROVEMENT TYPE	ESTIMATED COST ² IN MILLIONS
Utah	MAG	SR-265	SR-265 (University Parkway) in Orem, from US-89 (State) to University Ave in Provo	1.9	Widening	\$31
Utah	MAG	US-6	US-6 (Main Street) in Santaquin, from I-15 to 500 West	1.1	Widening	\$15
Utah	MAG		Bus Rapid Transit, from Orem to Provo	9.0	Bus Rapid Transit	\$80
Utah	MAG		Commuter Rail Transit, from Provo to Salt Lake County Line	22.0	Commuter Rail Transit	\$350
Utah	MAG		Intercity Bus Transit Connectors, throughout Utah County	n/a	Enhanced Bus Transit	n/a
Washington	DMPO	I-15	I-15 in SG, Dixie Drive Split Interchange, C & D Roads and Dixie Drive Extension	1.0	New Construction	\$39
Washington	DMPO		Brigham Road Round-a-bouts in St George at mile post 4 and Frontage Road	0.3	Reconstruction	\$6
Washington	DMPO	SR-18	SR-18 in St George, from South Bend Flyover at Sunset Boulevard	0.3	New Construction	\$13
Washington	DMPO	I-15	I-15 Bluff Interchange in St George at mile post 6	0.3	Interchange Upgrade	\$19
Washington	DMPO	SR-212	SR-212 (Telegraph Street) in Washington, from 500 West to 300 East	1.0	Widening	\$6
Washington	DMPO		Southern Parkway in St George, from River Road to Airport Interchange	7.0	New Construction	\$48
Washington	DMPO	I-15	I-15 in Washington, from mile post 13 to 16	3.0	Widening	\$18
Washington	DMPO		300 East in Washington, from Telegraph Street to Virgin River Bridge	0.5	Reconstruction	\$3
Washington	DMPO		1000 East in St George, from Redhills Parkway to Industrial Road	1.0	New Construction	\$2
Weber	WFRC		40th South, from Adams Avenue to Gramercy Avenue	1.0	Widening	\$9
Weber	WFRC	SR-108	SR-108 (3500 West), from SR-108 (Midland Drive) to Davis County Line	1.6	Widening	\$18
Weber	WFRC	SR-108	SR-108 (Midland Drive), from Hinckley Drive to 3500 West	1.8	Widening	\$20
Weber	WFRC	SR-26	SR-26 (Riverdale Road), from SR-126 to Washington Boulevard	3.7	Widening	\$70
Weber	WFRC		Skyline Drive (North), from 2600 North to US-89	5.6	New Construction	\$37
Weber	WFRC	SR-108	Hinckley Drive, from SR-126 (1900 West) to SR-108 (Midland Drive)	0.7	New Construction	\$25
Weber	WFRC		Weber State Line, from Ogden Intermodal Center to McKay-Dee Hospital	4.5	Bus Rapid Transit	\$41
Phase One Total						\$10,416

PHASE TWO 2016-2025

COUNTY	PLANNING JURISDICTION	ROUTE ¹	PROJECT NAME AND LOCATION	LENGTH	IMPROVEMENT TYPE	ESTIMATED COST ² IN MILLIONS
Box Elder	UDOT	I-15	I-15, from Box Elder/Weber County to Brigham City's south Interchange	12.4	Widening	\$131
Cache	UDOT	SR-30	SR-30, from SR-23 to 1400 West in Logan	6.3	Widening	\$33
Cache	CMPO		200 East, from 300 South in Logan to 100 North in Providence	0.6	New Construction	\$5
Cache	CMPO		200 East, from 100 North in Providence to Mill Road in Millville	2.3	Widening/New Construction	\$18
Cache	CMPO		100 East, from 400 North to 300 South in Logan	0.9	Widening	\$7
Cache	CMPO	SR-101	SR-101, from Center Street in Wellsville to US-89/91	1.1	New Construction	\$9
Cache	CMPO	SR-101	SR-101, from US-89/91 to 200 West in Hyrum	3.3	Widening/New Construction	\$43
Cache	CMPO		1400 West (Future SR), from US-89/91 to SR-218	11.8	Widening/New Construction	\$156
Cache	CMPO		600 West, from SR-30 (400 North) in Logan to US-89/91	2.3	Widening	\$18
Cache	CMPO	SR-238	SR-238, from 100 North in Providence to 200 South in Millville	2.2	Widening	\$29
Cache	CMPO	SR-237	SR-237, from US-91 to 400 East in Hyde Park	1.0	Road Widening	\$8
Cache	CMPO		200 West, from 2500 North in Logan to 600 South in Smithfield	3.2	New Construction	\$42
Cache	CMPO	US-89/91	US-89/91, from 3200 South to 2500 North	8.0	Spot Improvements	\$14
Carbon/Emery	UDOT	SR-10	SR-10, from SR-155 to US-6	18.5	Widening	\$98
Davis	WFRC	I-15	I-15 Interchange, at 1800 North	n/a	New Construction	\$63
Davis	WFRC	I-15	I-15 Interchange, at Hill Field Road	n/a	Interchange Upgrade	\$27
Davis	WFRC	US-89	US-89 Interchange, at Antelope Drive	n/a	New Construction	\$63
Davis	WFRC	US-89	US-89 Interchange, at Gordon Avenue	n/a	New Construction	\$63
Davis	WFRC	US-89	US-89 Interchange, at SR-109 (Oakhills Drive)	n/a	New Construction	\$63
Davis	WFRC		Gordon Avenue (1000 North), from 1600 East to US-89	1.3	New Construction	\$25
Davis	WFRC		Antelope Drive, from Oak Forest Drive (2500 East) to US-89	0.3	New Construction	\$6
Davis	WFRC		200 South in Syracuse, from 2000 West to North Legacy Corridor	1.4	New Construction	\$33
Davis	WFRC	SR-273	200 North in Kaysville, from I-15 to North Legacy Corridor	2.1	Widening/Re-stripe	\$1
Davis	WFRC	SR-37	1800 North in Clinton, from 2000 West to 5000 West	3.0	Widening	\$35
Davis	WFRC		700 South/900 South in Layton, from I-15 to 2700 West in Layton	3.1	New Construction	\$60
Davis	WFRC	I-15	I-15, from 500 South in Davis County to I-215	3.5	Widening	\$315
Davis	WFRC	I-15	I-15, from Weber County Line to SR-232 (Hill Field Road)	6.3	Widening	\$567

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UTAH'S UNIFIED TRANSPORTATION PLAN MAJOR CAPACITY IMPROVEMENT PRIORITIES

PHASE TWO 2016-2025

COUNTY	PLANNING JURISDICTION	ROUTE ¹	PROJECT NAME AND LOCATION	LENGTH	IMPROVEMENT TYPE	ESTIMATED COST ² IN MILLIONS
Davis	WFRC		North Legacy Corridor, from Weber County Line to I-15/US-89	16.3	New Construction	\$582
Davis	WFRC		South Davis Farmington Line, from Parrish Lane to Lagoon	6.5	Enhanced Bus Transit	\$13
Davis	WFRC		North Redwood Line, from North Temple to Bountiful East Bench	10.8	Enhanced Bus Transit	\$25
Grand	UDOT	SR-191	SR-191, from Colorado River Bridge to Arches (existing 4-lanes)	2.1	Widening	\$11
Iron/Washington	UDOT	I-15	I-15, from Hurricane (Exit 16) to Ranch Exit 33	17.5	Widening	\$279
Morgan	UDOT	SR-66	SR-66, from south of Morgan City to I-84	1.6	Widening	\$8
Salt Lake	WFRC	SR-201	SR-201 Overpass, at 4800 West	n/a	New Construction	\$18
Salt Lake	WFRC	SR-201	SR-201 Interchange, at 7200 West	n/a	New Construction	\$63
Salt Lake	WFRC	SR-201	SR-201 Interchange, at 8400 West	n/a	New Construction	\$63
Salt Lake	WFRC	SR-154	Bangerter Highway Interchange, at I-15	n/a	Interchange Upgrade	\$90
Salt Lake	WFRC	SR-154	Bangerter Highway Interchange, at SR-68 (Redwood Road)	n/a	New Construction	\$63
Salt Lake	WFRC	SR-154	Bangerter Highway Interchange, at 2700 West	n/a	New Construction	\$63
Salt Lake	WFRC	SR-154	Bangerter Highway Interchange, at 13400 South	n/a	New Construction	\$63
Salt Lake	WFRC		Mountain View Corridor Interchange, at 13400 South	n/a	New Construction	\$63
Salt Lake	WFRC	I-15	I-15 Interchange, at 100 South (HOV Ramps only)	n/a	New Construction	\$63
Salt Lake	WFRC	I-15	I-15 Interchange, at 14600 South	n/a	Interchange Upgrade	\$27
Salt Lake	WFRC	SR-140	14600 South, D&RGW RR Structure	n/a	Reconstruction	\$36
Salt Lake	WFRC		11400 South, from 4800 West to 11800 South	1.0	New Construction	\$24
Salt Lake	WFRC	SR-48	7800 South, from Mountain View Corridor to SR-111	1.4	Widening	\$30
Salt Lake	WFRC		5600 West, from SR-48 (New Bingham Highway) to Old Bingham Highway	1.5	Widening	\$26
Salt Lake	WFRC	SR-111	8400 West, from SR-201 to 3500 South	1.5	Widening	\$26
Salt Lake	WFRC	SR-68	SR-68 (Redwood Road), from 12600 South to SR-154 (Bangerter Highway)	1.5	Widening	\$26
Salt Lake	WFRC		Highland Drive, from 10600 South to Draper City Limit	1.5	New Construction	\$35
Salt Lake	WFRC	I-15	I-15, from 12300 South to SR-154 (Bangerter Highway)	1.6	Widening	\$144
Salt Lake	WFRC		Connector, from Mountain View Corridor to SR-154 (Bangerter Highway)	0.9	Widening	\$70
Salt Lake	WFRC		9000 South, from Mountain View Corridor to SR-111	1.7	New Construction	\$41
Salt Lake	WFRC		4100 South, from Mountain View Corridor to 7200 West	1.8	Widening	\$22
Salt Lake	WFRC		6200 South, from 5600 West to SR-111	1.8	Widening/New Construction	\$42
Salt Lake	WFRC		9000 South, from Old Bingham Highway to Mountain View Corridor	1.8	New Construction	\$24
Salt Lake	WFRC	SR-71	SR-71 (12300 South/12600 South), from 700 East to 700 West	2.0	Widening	\$26
Salt Lake	WFRC		5600 West, from 7000 South to SR-48 (New Bingham Highway)	2.1	New Construction	\$49
Salt Lake	WFRC	SR-266	4500 South/4700 South, from I-15 to SR-68 (Redwood Road)	2.1	Widening	\$49
Salt Lake	WFRC	SR-151	10600 South/10400 South, from I-15 to SR-68 (Redwood Road)	2.2	Widening	\$47
Salt Lake	WFRC	SR-210	Wasatch Boulevard, from 7000 South to North Little Cottonwood Road	2.2	Widening	\$43
Salt Lake	WFRC		4700 South, from 4000 West to 6400 West	2.3	Widening	\$33
Salt Lake	WFRC		11400 South, from SR-68 (Redwood Road) to SR-154 (Bangerter Highway)	2.4	Widening	\$38
Salt Lake	WFRC		11800 South, from 5600 West to SR-111	2.4	Widening	\$32
Salt Lake	WFRC		Mountain View Corridor, from Porter Rockwell Road to Utah County Line	2.8	New Construction	\$267
Salt Lake	WFRC	I-215	I-215, from I-80 (West Side) to SR-201	2.8	Widening	\$126
Salt Lake	WFRC	SR-48	7800 South, from SR-154 (Bangerter Highway) to Mountain View Corridor	2.8	Widening	\$55
Salt Lake	WFRC	SR-71	900 East/700 East, from Fort Union Boulevard to 9400 South	3.0	Widening/Re-stripe	\$1
Salt Lake	WFRC	SR-171	3500 South, from Mountain View Corridor to 8400 West	3.3	Widening	\$56
Salt Lake	WFRC		12600 South, from 4800 West to 8000 West	3.5	New Construction	\$81
Salt Lake	WFRC	I-15	I-15, from SR-154 (Bangerter Highway) to Utah County Line	3.9	Widening	\$351
Salt Lake	WFRC		Mountain View Corridor, from 13400 South to Porter Rockwell Road	4.0	New Construction	\$381
Salt Lake	WFRC	SR-209	9000 South, from I-15 to SR-154 (Bangerter Highway)	4.1	Widening	\$72
Salt Lake	WFRC		11400 South, from SR-154 (Bangerter Highway) to 4800 West	4.9	Widening	\$77
Salt Lake	WFRC		10400 South/10800 South, from SR-154 (Bangerter Highway) to SR-111	5.0	New Construction	\$118
Salt Lake	WFRC	SR-173	5400 South, from I-15 to Mountain View Corridor	6.8	Widening	\$115
Salt Lake	WFRC	SR-111	SR-111, from 5400 South to 11800 South	8.5	Widening	\$112
Salt Lake	WFRC		Highland Drive, from Traverse Ridge Road to 14600 South	0.8	Widening	\$11
Salt Lake	WFRC		9000 South, from SR-154 (Bangerter Highway) to Old Bingham Highway	0.7	Widening	\$9

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UTAH'S UNIFIED TRANSPORTATION PLAN MAJOR CAPACITY IMPROVEMENT PRIORITIES

PHASE TWO 2016-2025

COUNTY	PLANNING JURISDICTION	ROUTE ¹	PROJECT NAME AND LOCATION	LENGTH	IMPROVEMENT TYPE	ESTIMATED COST ² IN MILLIONS
Salt Lake	WFRC		Highland Drive, from Sego Lily to 10600 South	0.6	New Construction	\$50
Salt Lake	WFRC		South Temple/Foothill BRT Line, from Salt Lake CRT Station to Foothill Drive and Parley's Way	6.6	Bus Rapid Transit	\$109
Salt Lake	WFRC		Fort Union Line, from Murray CRT Station to Fort Union	4.4	Bus Rapid Transit	\$52
Salt Lake	WFRC		3900 South Line, from 3900 South TRAX Station to Wasatch Drive	8.8	Bus Rapid Transit	\$30
Salt Lake	WFRC	US-89	State Street Line, from North Temple to Murray CRT Station	8.0	Bus Rapid Transit	\$146
Salt Lake	WFRC		1300 East (South) Line, from Fort Union to 12400 South	6.9	Bus Rapid Transit	\$80
Salt Lake	WFRC		4700 South Line, from 3900 South TRAX Station to Valley Fair Mall	2.6	Bus Rapid Transit	\$38
Statewide	UDOT		Interchanges, Statewide	n/a	New Construction	\$105
Statewide	UDOT		Passing Lanes, Statewide	n/a	New Construction	\$175
Summit	UDOT	SR-48	SR-248, from Park City (existing 4-lanes) to Wasatch/Summit Line	8.2	Widening	\$44
Utah	UDOT	US-6	US-6, from US-89 in Spanish Fork to Diamond Fork Canyon	10.7	Widening	\$180
Utah	UDOT	US-6	US-6, from US-89 (end of 4-lanes) through Red Narrows	6.4	Widening	\$200
Utah	MAG	SR-74	SR-74 (Alpine Highway), from SR-92 to Canyon Crest Road	1.0	Widening	\$16
Utah	MAG		Elk Ridge Drive, from Gooseneat Drive in Elk Ridge to SR-198 in Salem	2.0	Widening	\$32
Utah	MAG		Expressway Lane, from SR-51 in Spanish Fork to US-89 in Mapleton	1.9	New Construction	\$63
Utah	MAG	SR-198	SR-198, from Elk Ridge Drive in Salem to 100 West in Payson	2.0	Widening	\$35
Utah	MAG	SR-73	SR-73, from Ranches Parkway to Eagle Mountain Boulevard	3.0	Widening	\$42
Utah	MAG	I-15	I-15 Freeway Median Lanes, from Spanish Fork to Payson	8.8	Median Lanes	\$76
Utah	MAG		Mountain View Corridor, North/South to Saratoga Springs	2.9	New Construction	\$351
Utah	MAG	SR-52	SR-52 (800 North) in Orem, from 1000 East to US-189 (University Ave) in Provo	1.0	Widening	\$38
Utah	MAG	SR-115	SR-115 (Main Street) in Payson, from I-15 to 100 North	0.7	Widening	\$17
Utah	MAG		Pony Express Parkway, 2300 West in Lehi to 1000 South/AF Main Street	3.3	Widening	\$68
Utah	MAG		2230 North in Provo, from Provo Canyon Road to 900 East	0.5	Widening	\$6
Utah	MAG		Airport Road in Provo, from I-15/US-189 (University Ave) Interchange to Center St	3.0	New Construction	\$57
Utah	MAG	US-89	US-89 in Mapleton, from 1600 South in Springville to Expressway Lane	1.1	Widening	\$16
Utah	MAG	SR-180	SR-180 (500 East) in AF, from I-15 to East Lake Parkway	0.3	Widening	\$4
Utah	MAG		Commuter Rail Transit, from Provo to Payson	17.0	Commuter Rail Transit	\$430
Washington	UDOT	SR-9	SR-9, from I-15 to 520 West in Hurricane	9.2	Widening	\$147
Washington	DMPO		Mall Drive Bridge and legs in St George	1.0	New Construction	\$41
Washington	DMPO		Washington Fields Road in Washington, from Virgin River to 3650 South	2.0	Widening	\$17
Washington	DMPO		Red Hills Parkway in St George, from Green Springs to St George City Limits	0.5	Widening	\$5
Washington	DMPO		Riverside Drive in St George, from Convention Center Drive to 3050 East	6.0	Widening	\$51
Washington	DMPO	SR-18	SR-18 in St George, from St George Boulevard to Red Hills Drive Intersection	2.0	Widening	\$23
Washington	DMPO		Airport Terminal Road in St George to Southern Parkway	2.0	New Construction	\$17
Washington	DMPO		Western Corridor North in Ivins, from Old Highway 91 to Snow Canyon Parkway	3.0	New Construction	\$26
Washington	DMPO	SR-18	SR-18 in St George, grade separated Interchange with Red Hills Drive	0.5	Interchange Upgrade	\$7
Washington	DMPO		Old Highway 91, from Main Street in Ivins to Shivwit Reservation	3.0	Widening	\$26
Washington	DMPO		Buena Vista in Washington, from Main Street to mile post 13 at I-15	2.0	Widening	\$17
Washington	DMPO	I-15	I-15 in SG, Dixie Drive Split Interchange, C & D Roads and Dixie Drive Extension	1.0	New Construction	\$81
Washington	DMPO		1450 South in St George, from River Road to 3000 East	2.0	Widening	\$17
Washington	DMPO	SR-18	SR-18 in St George, from Red Hills Drive to Winchester Hills	6.0	Widening	\$60
Washington	DMPO	I-15	I-15 in St George, Brigham Road Eastbound flyover, at mile post 4 Interchange	1.0	New Construction	\$18
Washington	DMPO	I-15	I-15 in St George, Interchange reconstruction at mile post 8	0.5	Reconstruction	\$25
Washington	DMPO		400 East in St George, Underpass at I-15	0.3	New Construction	\$16
Washington	DMPO		Traffic Control Center in St George with ITS	n/a	New Construction	\$20
Washington	DMPO		Southern Parkway in St George, from I-15 to Airport	n/a	Interchange Upgrade	\$123
Washington	DMPO		Western Corridor in St George, from mile post 2 to Old Highway 91	10.0	New Construction	\$86
Washington	DMPO		3000 East in St George, from 700 South to 2450 South	2.0	Widening	\$17
Weber	UDOT	SR-158	SR-158, from SR-39 to Elkridge	6.3	Widening	\$33
Weber	WFRC	I-15	I-15 Interchange, at 24th South	n/a	Interchange Upgrade	\$63
Weber	WFRC	I-15	I-15 Interchange, at SR-26 (Riverdale Road)	n/a	Interchange Upgrade	\$27
Weber	WFRC	US-89	US-89 Interchange, at Uintah/I-84	n/a	Interchange Upgrade	\$225

Continued On Next Page

¹Unidentified routes are either local projects, interchanges, passing lanes, or future state routes. ²Estimated cost is in millions and is inflated to the middle of phase one - 2012, phase two - 2021, and phase three - 2028. Projects costs are planning level estimates and will change as projects are further developed.

UTAH'S UNIFIED TRANSPORTATION PLAN MAJOR CAPACITY IMPROVEMENT PRIORITIES

PHASE TWO 2016-2025

COUNTY	PLANNING JURISDICTION	ROUTE ¹	PROJECT NAME AND LOCATION	LENGTH	IMPROVEMENT TYPE	ESTIMATED COST ² IN MILLIONS
Weber	WFRC	SR-53	24th South, from I-15 to Wall Avenue	1.6	Widening	\$59
Weber	WFRC	US-89	US-89, from I-84 to SR-203 (Harrison Boulevard)	2.0	Widening	\$96
Weber	WFRC	SR-97	5600 South, from SR-126 (1900 West) to 3500 West	2.0	Widening	\$77
Weber	WFRC	I-15	I-15, from I-84 to Davis County Line	2.8	Widening	\$252
Weber	WFRC	SR-97	5500 South/5600 South, from 3500 West to 5900 West in Hooper	3.1	Widening	\$41
Weber	WFRC	SR-39	SR-39 (12th South), from I-15 to North Legacy Corridor	4.8	Widening	\$63
Weber	WFRC	SR-203	SR-203 (Harrison Boulevard), from 24th South to US-89	4.8	Widening	\$63
Weber	WFRC		North Legacy Corridor, from Davis County Line to SR-39 (12th South)	6.5	New Construction	\$197
Phase Two Total						\$10,617

PHASE THREE 2026-2030

COUNTY	PLANNING JURISDICTION	ROUTE ¹	PROJECT NAME AND LOCATION	LENGTH	IMPROVEMENT TYPE	ESTIMATED COST ² IN MILLIONS
Cache	CMPO		Canyon Road in Logan, from 300 North to 300 South	0.9	Widening	\$16
Cache	CMPO		1200 West, from 3200 South in Nibley to 300 North in Hyrum	2.4	Widening	\$25
Cache	CMPO		1200 West in Nibley, from US-89/91 to 3200 South	1.6	New Construction	\$17
Cache	CMPO		3100 North, from 1200 East in North Logan to US-91 (Main Street) in Hyde Park	1.5	Widening/New Construction	\$16
Cache	CMPO		100 West in Logan, from 600 South to SR-165	1.2	New Construction	\$13
Cache	CMPO		600 South in Smithfield, from 800 West to the east Smithfield Boundary	3.1	Widening	\$33
Cache	CMPO		100 North in Providence, from SR-165 to 300 East	1.3	Widening	\$22
Cache	CMPO	SR-239	SR-239, from 200 West to 1000 West	1.0	Widening	\$18
Cache	CMPO		Airport Road, from 1000 West to 3400 North	2.2	Widening	\$39
Cache	CMPO		600 East, from US-89 to 2500 North	2.7	Widening	\$28
Cache	CMPO		Highway Crossing, from Park Avenue to 1700 South	0.5	Widening	\$5
Cache	CMPO		200 West, from 500 North to 2500 North	2.6	New Construction	\$28
Carbon/Emery	UDOT	US-6	US-6, from I-70 to Wellington	51.4	Widening	\$365
Carbon/Utah/Wasatch	UDOT	US-6	US-6, from Helper (existing 4-lanes) to Soldier Summit	24.8	Widening	\$177
Davis	WFRC	I-215	I-215 Interchange, at Legacy Parkway	0.0	Interchange Upgrade	\$116
Davis	WFRC	I-215	I-215 Interchange, at I-15	0.0	Interchange Upgrade	\$116
Davis	WFRC	I-15	I-15 Interchange, at 500 South	0.0	Interchange Upgrade	\$35
Davis	WFRC		Hill Field Road Extension, from 2200 West in Layton to 3200 West in Layton	1.0	New Construction	\$31
Davis	WFRC		2700 West in Layton, from Hill Field Road Extension to North Legacy Corridor	1.4	New Construction	\$42
Davis	WFRC	SR-68	SR-68 (Redwood Road), from 500 South in Davis County to 2600 South	1.7	Widening	\$30
Davis	WFRC	SR-108	SR-108 (Syracuse Road), from I-15 to Main Street in Clearfield	2.0	Widening	\$34
Davis	WFRC	I-15	I-15, from US-89 in Farmington to 500 South in Davis County	7.1	Widening	\$825
Davis	WFRC	US-89	US-89, from I-15 in Farmington to I-84	10.6	Widening	\$260
Davis	WFRC		North Legacy Corridor, from Weber County Line to I-15/US-89	16.3	Widening	\$333
Davis	WFRC		South Davis Line upgrades, from Salt Lake City CBD to Parrish Lane	11.7	Bus Rapid Transit	\$67
Iron	UDOT	SR-130	SR-130, from I-15 to north of Enoch	3.0	Widening	\$21
Salt Lake	WFRC	SR-201	SR-201/I-215 Interchange and Auxiliary Lanes	n/a	Interchange Upgrade	\$116
Salt Lake	WFRC		California Avenue, from 4800 West to Mountain View Corridor	1.0	Widening	\$17
Salt Lake	WFRC		4800 West, from 9000 South to 11800 South	3.5	New Construction	\$88
Salt Lake	WFRC		13400 South, from 6400 West to Mountain View Corridor	3.0	Widening	\$68
Salt Lake	WFRC		2700 West Overpass, over SR-201	n/a	New Construction	\$23
Salt Lake	WFRC		I-80 to I-215 Ramp (Parley's), from I-80 Eastbound to I-215 Southbound	0.5	Widening	\$35
Salt Lake	WFRC		6400 West, from 12600 South to 13400 South	1.0	New Construction	\$25
Salt Lake	WFRC		Highland Drive Connection, from Traverse Ridge Road to 13800 South	1.8	Widening	\$31
Salt Lake	WFRC		California Avenue, from I-215 to SR-154 (Bangerter Highway)	2.1	Widening	\$36
Salt Lake	WFRC		California Avenue, from SR-154 (Bangerter Highway) to 4800 West	0.8	Widening	\$14
Salt Lake	WFRC	SR-48	SR-48 (New Bingham Highway), from 5600 West to SR-111	2.3	Widening	\$50
Salt Lake	WFRC	SR-173	5400 South, from Mountain View Corridor to SR-111	2.4	Widening	\$53
Salt Lake	WFRC	SR-48	7000 South/7200 South, from State Street to SR-68 (Redwood Road)	2.6	Widening	\$49

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UTAH'S UNIFIED TRANSPORTATION PLAN MAJOR CAPACITY IMPROVEMENT PRIORITIES

PHASE THREE 2026-2030

COUNTY	PLANNING JURISDICTION	ROUTE ¹	PROJECT NAME AND LOCATION	LENGTH	IMPROVEMENT TYPE	ESTIMATED COST ² IN MILLIONS
Salt Lake	WFRC	SR-266	4500 South, from 2700 East to 900 East	2.7	Widening	\$55
Salt Lake	WFRC	SR-71	900 East, from Van Winkle Expressway to Fort Union Boulevard	3.0	Widening	\$61
Salt Lake	WFRC		Mountain View Corridor, from I-80 to SR-201	3.1	New Construction	\$381
Salt Lake	WFRC		2000 East, from Fort Union Boulevard to 9400 South	3.1	Widening	\$53
Salt Lake	WFRC		5600 West, from 11800 South to 14400 South	3.2	New Construction	\$81
Salt Lake	WFRC	SR-201	SR-201, from Mountain View Corridor to 8400 West	3.3	Widening	\$230
Salt Lake	WFRC		Porter Rockwell Road, from I-15 to Mountain View Corridor	3.4	New Construction	\$135
Salt Lake	WFRC	I-80	I-80, from 1300 East to Parley's Canyon	3.5	Widening	\$407
Salt Lake	WFRC	SR-68	SR-68 (Redwood Road), from 9000 South to SR-71 (12600 South)	4.5	Widening	\$87
Salt Lake	WFRC		Highland Drive, from Draper City Limit to Traverse Ridge Road	5.0	Widening	\$150
Salt Lake	WFRC		5400 South (West) Line, from Murray CRT Station to 5600 West	8.1	Bus Rapid Transit	\$96
Salt Lake	WFRC	SR-68	Redwood Road Line, from North Temple to Mid-Jordan TRAX Line	11.6	Bus Rapid Transit	\$203
Salt Lake	WFRC		1300 East (North) Line, from University of Utah to Fort Union Boulevard	10.2	Bus Rapid Transit	\$177
Salt Lake	WFRC		Southwest Downtown Line, 900 South TRAX Station to Salt Lake Intermodal Center	0.8	Light Rail Transit	\$43
Salt Lake	WFRC		400 South Direct TRAX Link, from TRAX Line at Main Street to Salt Lake Intermodal	1.0	Light Rail Transit	\$118
Salt Lake	WFRC		North Utah County Connector Line, from 12400 South to Utah County Line	6.9	Light Rail Transit	\$416
Salt Lake	WFRC		Sugarhouse Line, from 2100 South TRAX Station to Highland Drive	2.2	Streetcar	\$127
Statewide	UDOT		Interchanges, Statewide	n/a	New Construction	\$79
Statewide	UDOT		Passing Lanes, Statewide	n/a	New Construction	\$170
Summit	UDOT	SR-32	SR-32, from Kamas to Oakley	8.5	Widening	\$60
Tooele	UDOT	SR-138	SR-138, from SR-112 in Grantsville to SR-36 at Mills Junction	8.2	Widening	\$59
Utah	MAG	SR-73	SR-73, from Eagle Mountain Boulevard to Cedar Fort	4.0	Widening	\$63
Utah	MAG		Pleasant Grove Boulevard, from I-15 to 2000 West in Pleasant Grove	0.5	Widening	\$8
Utah	MAG		Light Rail Transit, from Salt Lake County Line to Lehi	4.0	Light Rail Transit	\$243
Wasatch	UDOT	US-189	US-189, from Deer Creek Dam to US-40	10.6	Widening	\$75
Washington	UDOT	SR-18	SR-18, from Snow Canyon/Red Hills Parkway to Diamond Valley	8.8	Widening	\$62
Washington	UDOT	SR-59	SR-59, from Big Plain Junction to SR-9	1.6	Widening	\$11
Washington	DMPO		Southern Parkway in St George, from I-15 to Airport	n/a	Interchange Upgrade	\$123
Washington	DMPO		Southern Parkway in Washington, from Airport Road to near Sand Hollow	n/a	Interchange Upgrade	\$140
Washington	DMPO		Southern Parkway, Eastbound Flyover in St George at mile post 2	0.5	New Construction	\$35
Washington	DMPO		Western Corridor in St George, from mile post 2 to Old US 91	10.0	New Construction	\$110
Washington	DMPO		Pioneer Parkway in St George, from Lava Flow Drive to Red Mountain Drive	1.5	Widening	\$19
Washington	DMPO	I-15	I-15 Corridor, from mile post 0 to mile post 13	13.0	Widening	\$200
Weber	UDOT	SR-39	SR-39, from Wasatch National Forest Boundary to Pine View Dam	4.8	Widening	\$34
Weber	UDOT	SR-39	SR-39, from Pine View Dam to mouth of South Fork	8.2	Widening	\$58
Weber	WFRC	SR-37	SR-37 (4000 South), from SR-126 (1900 West) to North Legacy Corridor	3.9	Widening	\$57
Weber	WFRC		5600 South Connection, from I-15 to South Weber Drive	1.2	New Construction	\$25
Weber	WFRC		Monroe Boulevard, from 1300 North to 2700 North	2.0	New Construction	\$49
Weber	WFRC	I-15	I-15, from Box Elder County Line to 2700 North	2.2	Widening	\$256
Weber	WFRC		North Legacy Corridor, from Davis County Line to 5500 South	0.8	Widening	\$16
Weber	WFRC		North Legacy Corridor from SR-39 (1200 South) to I-15	8.5	New Construction	\$352
Weber	WFRC		West Davis/Weber Line, from Clearfield FrontRunner to Roy	12.4	Enhanced Bus Transit	\$37
Phase Three Total						\$8,478

¹Unidentified routes are either local projects, interchanges, passing lanes, or future state routes. ²Estimated cost is in millions and is inflated to the middle of phase one - 2012, phase two - 2021, and phase three - 2028. Projects costs are planning level estimates and will change as projects are further developed.

UTAH'S UNIFIED TRANSPORTATION PLAN MAJOR CAPACITY IMPROVEMENT PRIORITIES

UNFUNDED PHASE

COUNTY	PLANNING JURISDICTION	ROUTE ¹	PROJECT NAME AND LOCATION	LENGTH	IMPROVEMENT TYPE	ESTIMATED COST ³ IN MILLIONS
Box Elder	UDOT	SR-30	SR-30, from I-15 to SR-38 in Collinston	4.3	Widening	\$14
Box Elder	UDOT	SR-13	SR-13, from I-15 to SR-38	2.9	Widening	\$13
Box Elder	UDOT	SR-13	SR-13, from Corinne east to I-15	2.5	Widening	\$9
Box Elder	UDOT	SR-82	SR-82, from Main Street to SR-13	1.2	Widening	\$7
Cache	CMPO		1200 East, 400 North to 200 South in Smithfield	6.0	Widening	\$27
Cache	CMPO		1700 South, US-89 to 3200 South	0.9	Widening/New Construction	\$4
Cache	CMPO		Bus Rapid Transit, Smithfield to Utah State University to Hyrum	23.7	Bus Rapid Transit	\$29
Davis	WFRC	I-15	I-15 Interchange, at Lund Lane	n/a	New Construction	\$35
Davis	WFRC	SR-127	SR-127 (Syracuse Road), from 2000 West to North Legacy Corridor	1.0	Widening	\$16
Davis	WFRC		200 North in Kaysville, from SR-273 to US-89	1.6	Widening	\$10
Davis	WFRC	SR-68	SR-68 (Redwood Road), from I-215 to Salt Lake County Line	0.8	Widening	\$6
Duchesne	UDOT	SR-121	SR-121, from US-40 to mile post 5 in Roosevelt	5.0	Widening	\$15
Grand	UDOT	US-191	US-191, from south of San Juan/Grand County to existing 4-lane just south of Moab	8.1	Widening	\$24
Grand	UDOT	US-191	SR-191, from US-313 (existing 4-lanes) to I-70	20.5	Widening	\$61
Iron	UDOT	I-15	I-15, from Ranch Exit 33 to the north Cedar Interchange	29.1	Widening	\$262
Iron	UDOT	I-15	I-15, from north Cedar Interchange to SR-20	31.7	Widening	\$285
Iron	UDOT	SR-56	SR-56, from west of Cedar City to downtown Cedar City	6.1	Widening	\$18
Iron	UDOT	SR-143	SR-143, from I-15 to Parowan	3.2	Widening	\$10
Kane	UDOT	SR-11	SR-11, from Arizona/Utah State Line to Kanab	3.0	Widening	\$9
Salt Lake	WFRC	I-215	I-215 Interchange, at 3900 South or 4500 South (Eastside)	n/a	Interchange Upgrade	\$35
Salt Lake	WFRC		11400 South, from 1300 East to Highland Drive	1.1	Widening/New Construction	\$7
Salt Lake	WFRC		California Avenue, from Mountain View Corridor to 7200 West	1.5	New Construction	\$20
Salt Lake	WFRC		7200 West, from SR-201 to 3500 South	1.5	Widening	\$11
Salt Lake	WFRC	SR-68	SR-68 (Redwood Road), from Davis County Line to 1000 North	2.2	Widening	\$18
Salt Lake	WFRC		13400 South, from 8000 West to 6400 West	0.9	Widening	\$9
Salt Lake	WFRC		Fort Union Boulevard, from 1300 East to 3000 East	3.6	Widening	\$31
Salt Lake	WFRC		7200 West, from I-80 to SR-201	3.6	New Construction	\$47
Salt Lake	WFRC		6400 West, from 5800 South to 12600 South	10.5	New Construction	\$111
Salt Lake	WFRC		600 North Line, from South Davis Line to 2200 West	3.6	Bus Rapid Transit	\$29
Salt Lake	WFRC	SR-68	SR-68 (Redwood Road) south Line, from Mid-Jordan TRAX Line to Draper CRT Station	8.6	Bus Rapid Transit	\$18
Salt Lake	WFRC		I-215 (East) Line, from Parley's Way to Fort Union	10.5	Bus Rapid Transit	\$77
Salt Lake	WFRC		200 South Line, from Salt Lake Intermodal Center to 700 East	2.0	Bus Rapid Transit	\$65
Salt Lake	WFRC		South Temple Streetcar Line, from Main Street to University of Utah	2.7	Streetcar	\$67
Salt Lake	WFRC		3500 South Streetcar Line, from West Valley TRAX Line to 7200 West	5.5	Streetcar	\$137
Salt Lake/Summit	UDOT	I-80	I-80, from mouth of Parley's to Silver Creek Junction	17.5	Widening	\$157
Sevier	UDOT	US-89	US-89, from I-70 to SR-50 in Salina	1.8	Widening	\$5
Statewide	UDOT		Interchanges, Statewide	n/a	New Construction	\$61
Tooele	UDOT	I-80	I-80, from SR-36 to SR-201	2.9	Widening	\$146
Tooele	UDOT	SR-138	SR-138, from Wal-Mart Distribution Center to SR-112 in Grantsville	5.2	Widening	\$16
Tooele	UDOT	SR-112	SR-112, from Sheeps Lane to Tooele Boulevard	3.2	Widening	\$10

Continued On Next Page

UTAH'S UNIFIED TRANSPORTATION PLAN MAJOR CAPACITY IMPROVEMENT PRIORITIES

UNFUNDED PHASE

COUNTY	PLANNING JURISDICTION	ROUTE ¹	PROJECT NAME AND LOCATION	LENGTH	IMPROVEMENT TYPE	ESTIMATED COST ² IN MILLIONS
Utah	UDOT	US-40	US-40, from Vernal to SR-149	10.9	Widening	\$33
Utah	MAG	I-15	I-15, from Provo to Spanish Fork	11.4	Reconstruction	\$456
Utah	MAG		Foothill Drive in Saratoga Springs, from 1000 South in Lehi to Redwood Road	8.0	New Construction	\$61
Utah	MAG	SR-198	SR-198, from 100 South in Payson to I-15 in Santaquin	5.4	Widening	\$35
Utah	MAG	SR-51	SR-51, from Expressway Lane in Spanish Fork to Main Street in Springville	2.7	Widening	\$17
Utah	MAG	I-15	I-15 Main Street Interchange, in Santaquin	n/a	Interchange Upgrade	\$27
Utah	MAG	I-15	I-15 Center Street Interchange, in Spanish Fork	n/a	New Construction	\$27
Utah	MAG	I-15	I-15, from Spanish Fork to Payson	8.8	Reconstruction	\$399
Utah	MAG		Lake Mountain Boulevard, from SR-73 to Eagle Mountain Boulevard	5.0	New Construction	\$39
Utah	MAG		Mountain View Corridor, East/West in Saratoga Springs to Lehi	3.4	New Construction	\$323
Utah	MAG		800 East in Orem, from 800 North to 800 South	2.0	Widening	\$36
Utah	MAG		Orem 800 South/Provo 3700 North, from Orem 1200 West to University Avenue in Provo	3.0	Widening	\$29
Utah	MAG		Pony Express Parkway in EM, from Ranches Parkway to Lake Mountain Boulevard	4.1	Widening	\$27
Utah	MAG		Provo 800/820 North, from SR-114 (Geneva Road) to US-189 (University Avenue)	1.9	Widening	\$37
Utah	MAG	SR-68	SR-68 (Redwood Road) in SS, from Centennial Boulevard to Foothill Drive	3.7	Widening	\$25
Utah	MAG		Spanish Fork Center Street, from US-6 to I-15 connecting to Utah County 7300 South	1.1	Widening	\$15
Utah	MAG	SR-74	AF 100 East/SR-74 (Alpine Highway), from AF Main Street to SR-92	5.1	Widening	\$38
Utah	MAG		East Lake/Lehi 1000 South Expressway, from Orem to Saratoga Springs	14.3	Widening	\$123
Utah	MAG	SR-73	SR-73 Expressway in SS/EM, from Ranches Parkway to Mountain View Corridor	2.5	Widening	\$101
Utah	MAG	SR-92	SR-92 Expressway Lehi/Highland; I-15 to Highland 6000 West	4.0	Widening	\$142
Utah	MAG	I-15	I-15/Springville 1600 South Interchange	n/a	New Construction	\$27
Utah	MAG	I-15	I-15/Utah County 12400 South Interchange	n/a	New Construction	\$35
Utah	MAG		Springville 1600 South, from Spanish Fork Main Street to US-89 in Springville	2.5	Widening	\$32
Utah	MAG		Utah County 12400 South in Santaquin, from SR-198 to Utah County 4800 West	1.5	Widening	\$12
Utah	MAG		3110 West in Provo, from Center Street to SR-114 (Geneva Road)	1.8	New Construction	\$27
Utah	MAG		Commuter Rail Transit, from Payson to Santaquin	5.0	Commuter Rail Transit	\$13
Wasatch	UDOT	US-40	US-40, from US-189 to Daniels Road (mouth of canyon)	9.8	Widening	\$29
Wasatch	UDOT	SR-113	SR-113, from Midway to US-40	2.4	Widening	\$7
Wasatch	UDOT	SR-113	SR-113, from US-189 to Midway Main Street	3.9	Widening	\$12
Wasatch	UDOT	SR-222	SR-222, from Midway Main Street to Burgi Lane	1.9	Widening	\$6
Washington	UDOT	SR-17	SR-17, from La Verkin to I-15 (Toquerville)	6.1	Widening	\$18
Washington	UDOT	SR-18	SR-18, from Diamond Valley to Veyo	7.5	Widening	\$23
Washington	UDOT		Southern Parkway from Dixie MPO Boundary to SR-9	3.9	New Construction	\$76
Washington	DMPO	SR-18	SR-18 in St George, from St George Boulevard to Main Street	2.0	Widening	\$13
Washington	DMPO		Great Northern Corridor in St George, from Red Hills Parkway to mile post 13 on I-15	8.0	New Construction	\$38
Washington	DMPO	SR-18	SR-18, from Red Hills Parkway to four miles north	4.0	Widening	\$14
Washington	DMPO		Bus Rapid Transit, St George to Hurricane	13.0	Bus Rapid Transit	\$26
Weber	WFRC	SR-134	4700 West, from 4000 South to 5100 South	1.3	New Construction	\$16
Weber	WFRC		1200 West, from Pioneer Road (400 North) to 12th Street	1.6	Widening	\$13
Weber	WFRC	SR-134	2600 North/2700 North, from I-15 to 3500 West	2.0	Widening	\$19
Weber	WFRC		3500 West, from 1200 South to SR-108 (Midland Drive)	4.6	Widening	\$38
Weber	WFRC		2550 South, from I-15 to 3500 West	3.0	Widening	\$21
Weber	WFRC	SR-126	SR-126 (1900 West), from 1200 South to 2700 North	4.3	Widening	\$47
Weber	WFRC		Box Elder County, CRT Extension from Pleasant View to Box Elder County Line	5.3	Commuter Rail Transit	\$240
Unfunded Phase Total						\$4,723

End of List

¹Unidentified routes are either local projects, interchanges, passing lanes, or future state routes.

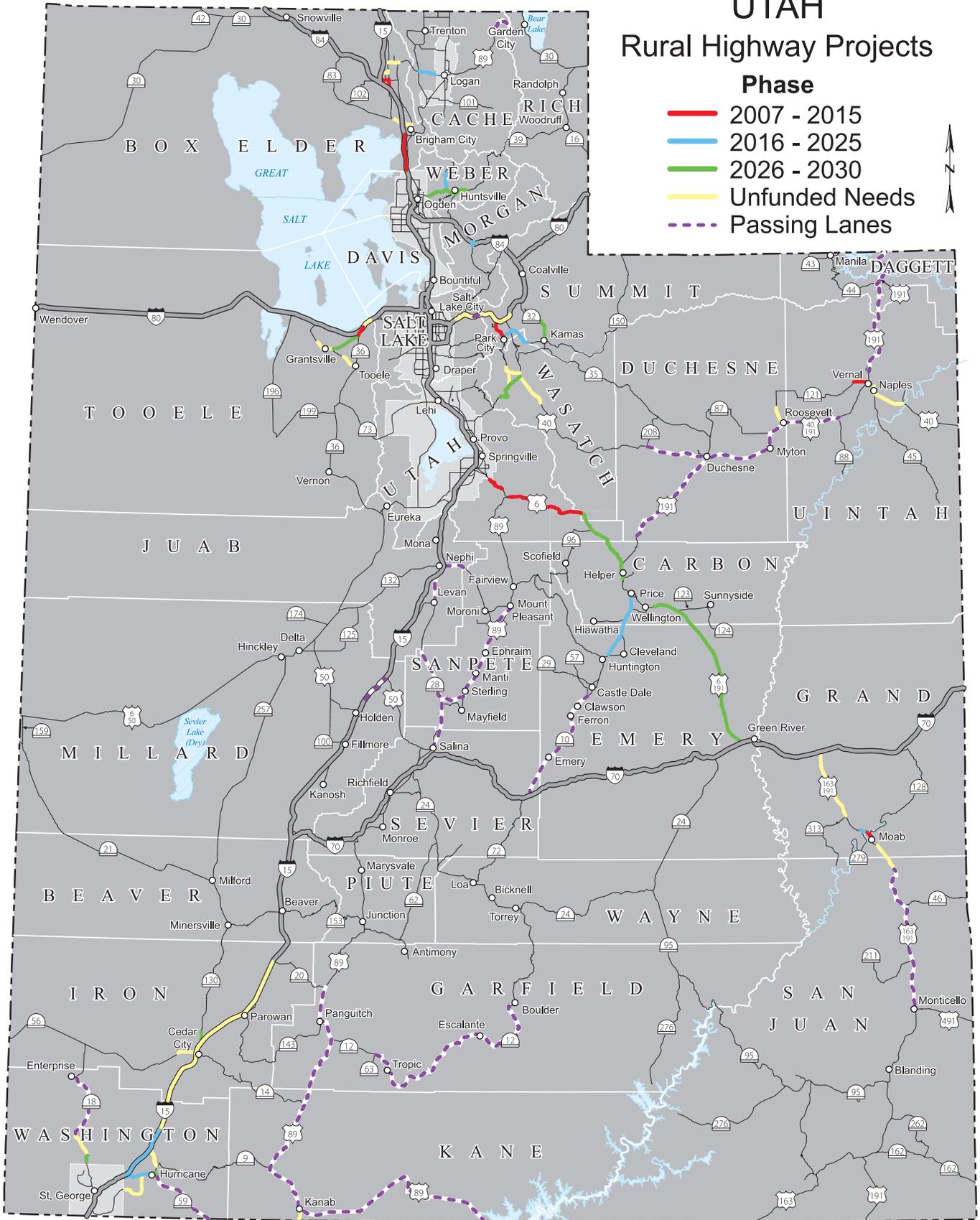
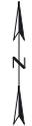
²Unfunded phase cost is in 2006 dollars and will increase due to inflation. Refer to local plans for further details.

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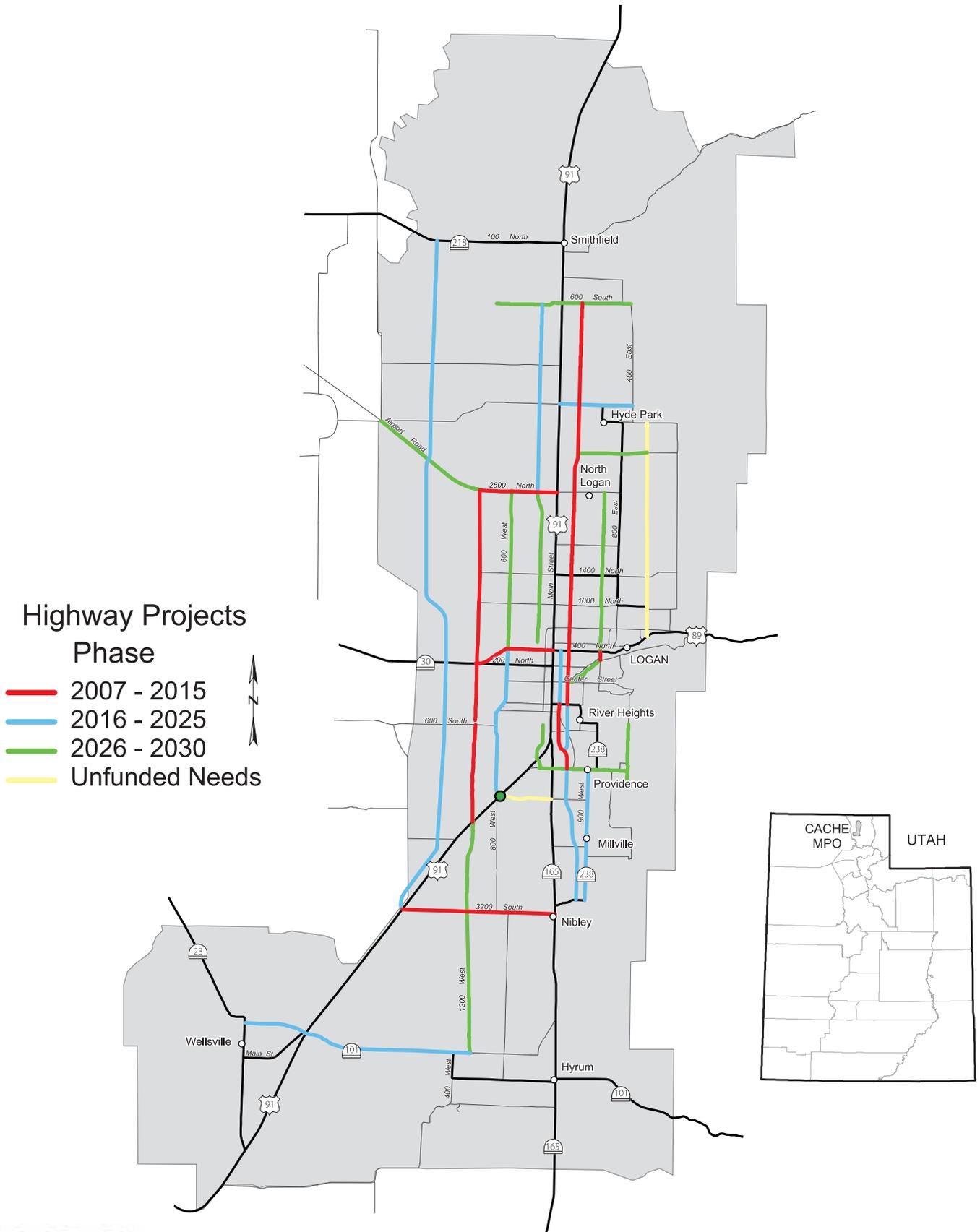
Rural Highway Projects

Phase

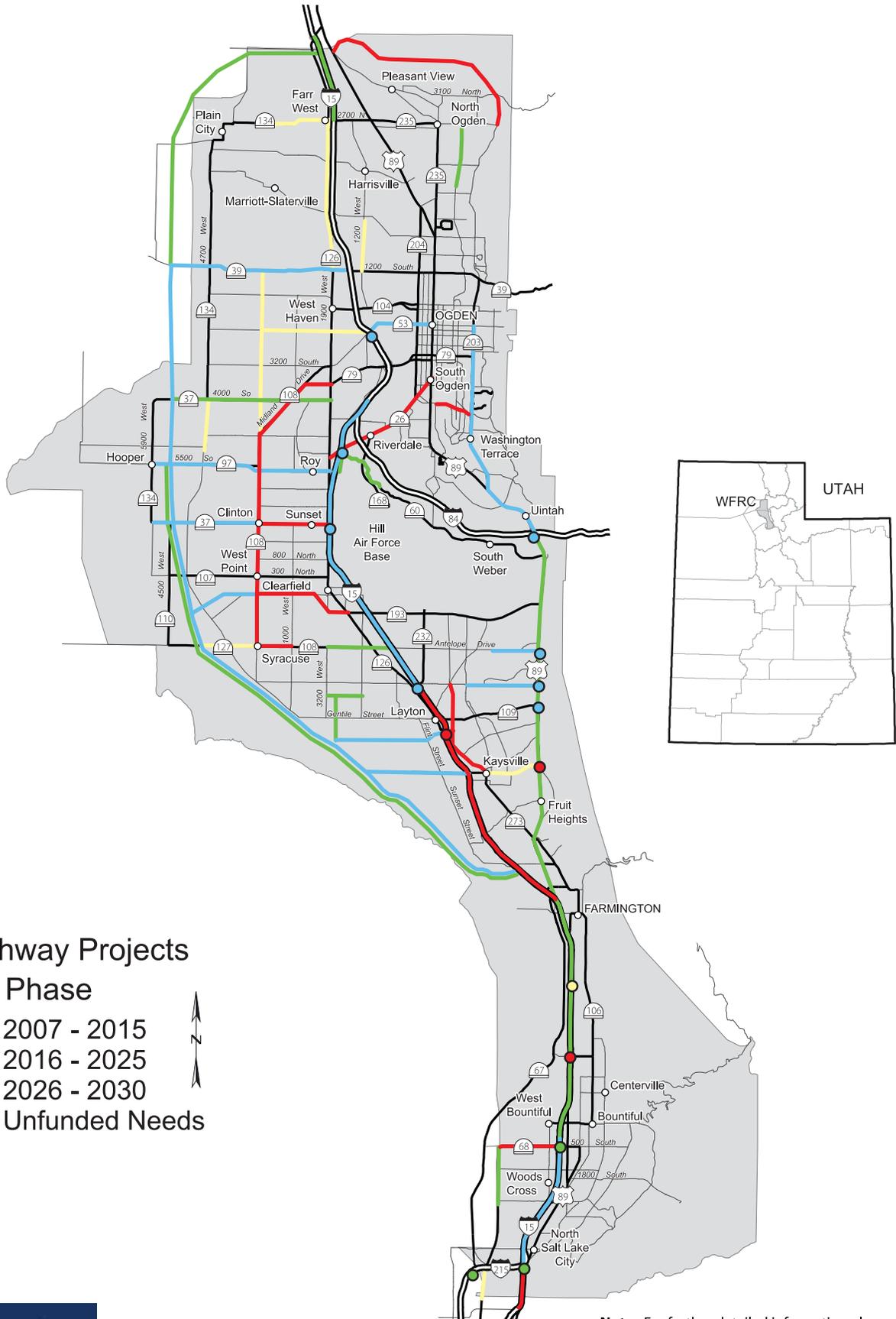
- 2007 - 2015
- 2016 - 2025
- 2026 - 2030
- Unfunded Needs
- - - Passing Lanes



CACHE MPO

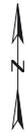


Wasatch Front Regional Council Ogden/Layton Area



Highway Projects Phase

- 2007 - 2015
- 2016 - 2025
- 2026 - 2030
- Unfunded Needs

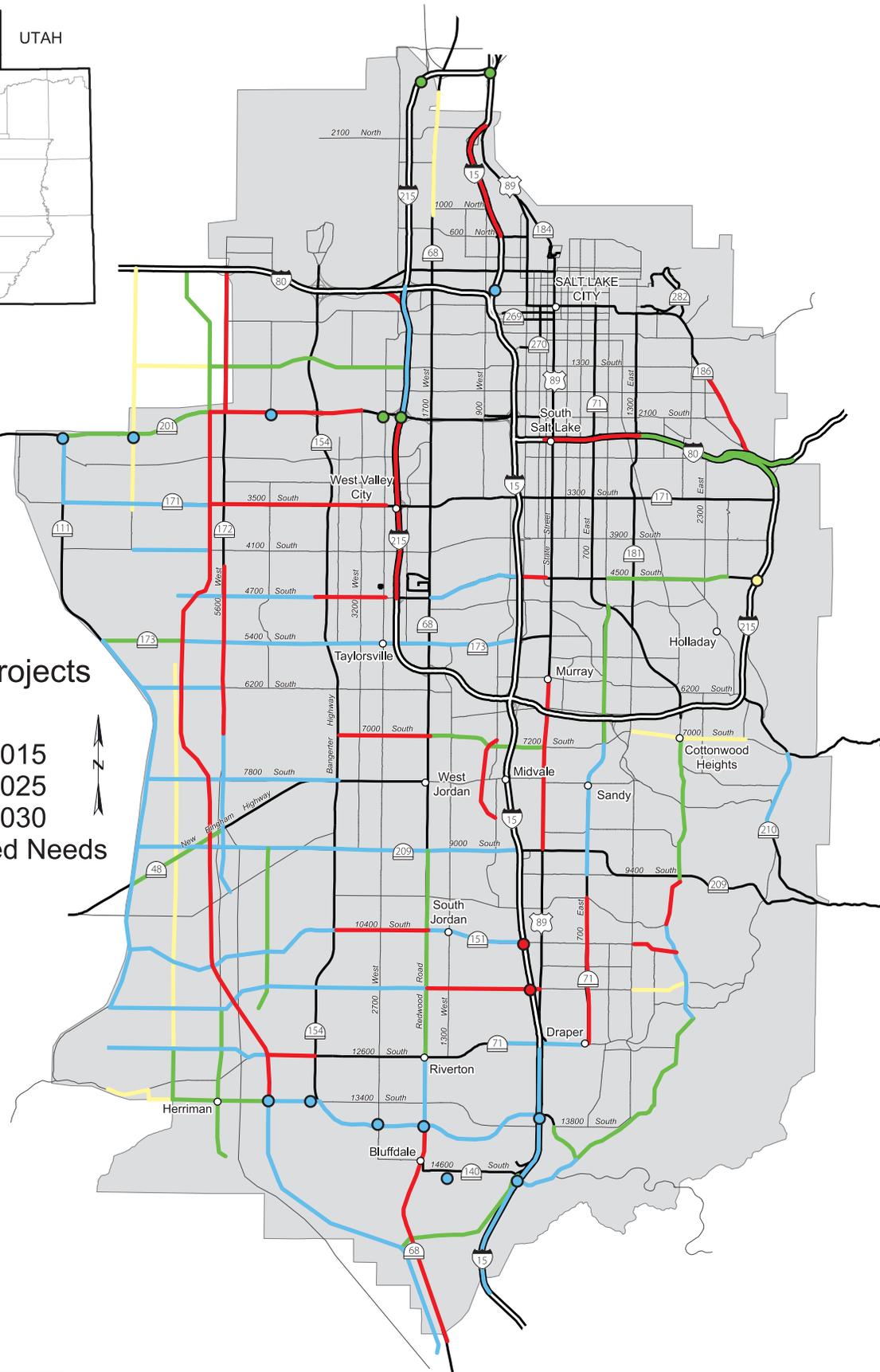


Note: For further detailed information please refer to the Wasatch Front Regional Transportation Plan 2007-2030, which can be found at www.wfrc.org.

Wasatch Front Regional Council Salt Lake Area

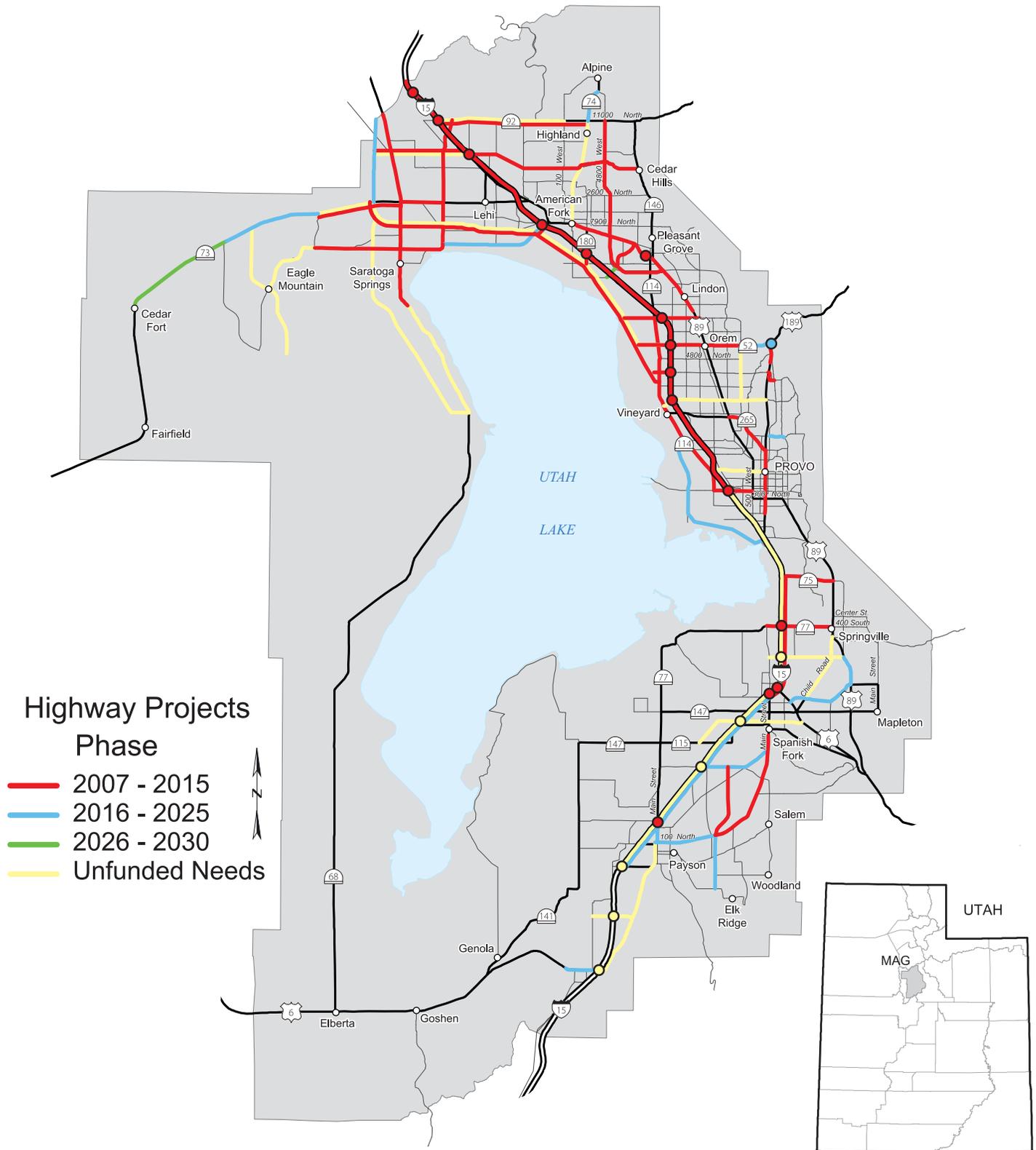


- Highway Projects**
- Phase**
- 2007 - 2015
 - 2016 - 2025
 - 2026 - 2030
 - Unfunded Needs

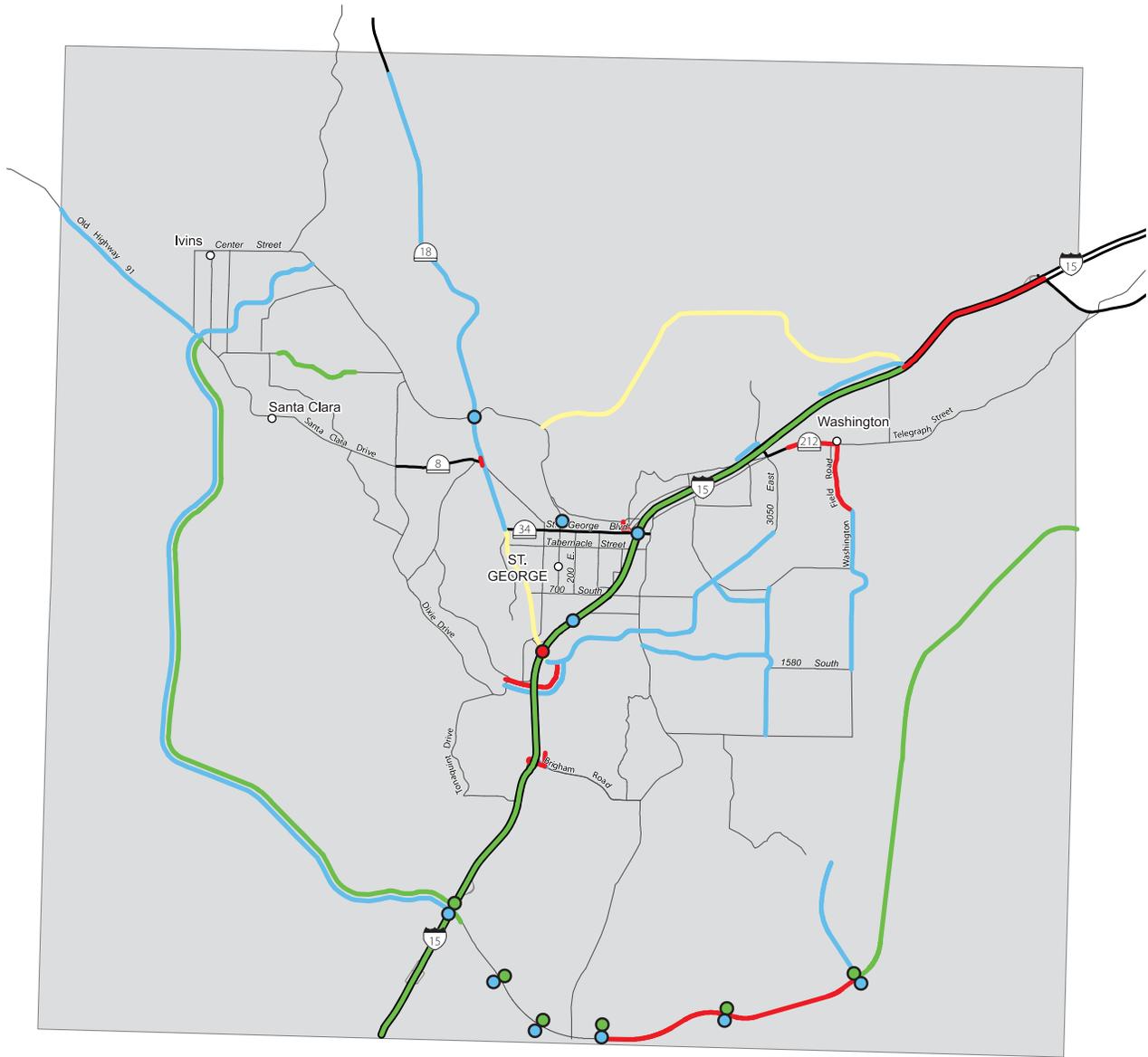


Note: For further detailed information please refer to the Wasatch Front Regional Transportation Plan 2007-2030, which can be found at www.wfrc.org.

Mountainland Association of Governments Utah Valley Area



DIXIE MPO



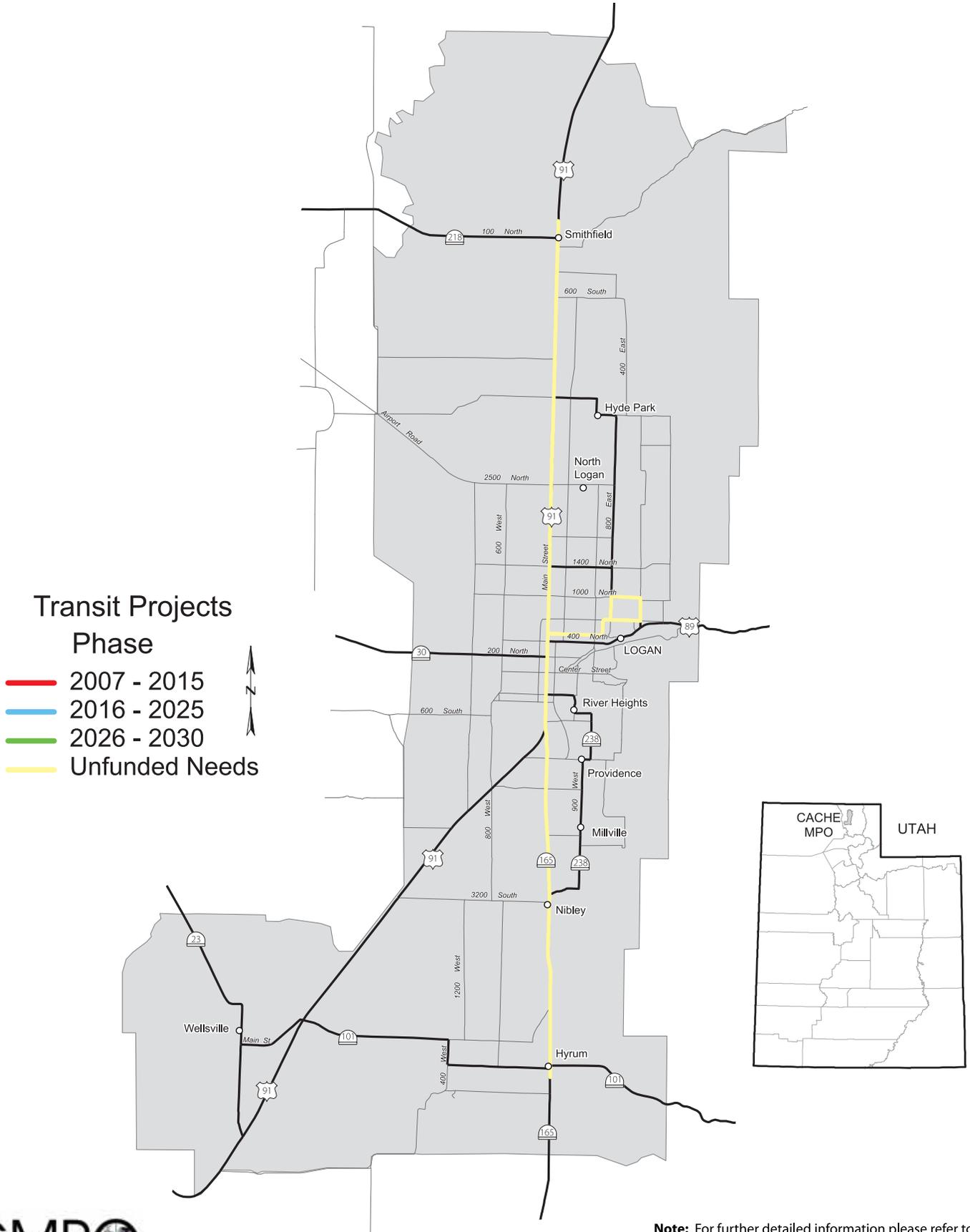
Highway Projects

- Phase
- 2007 - 2015
 - 2016 - 2025
 - 2026 - 2030
 - Unfunded Needs

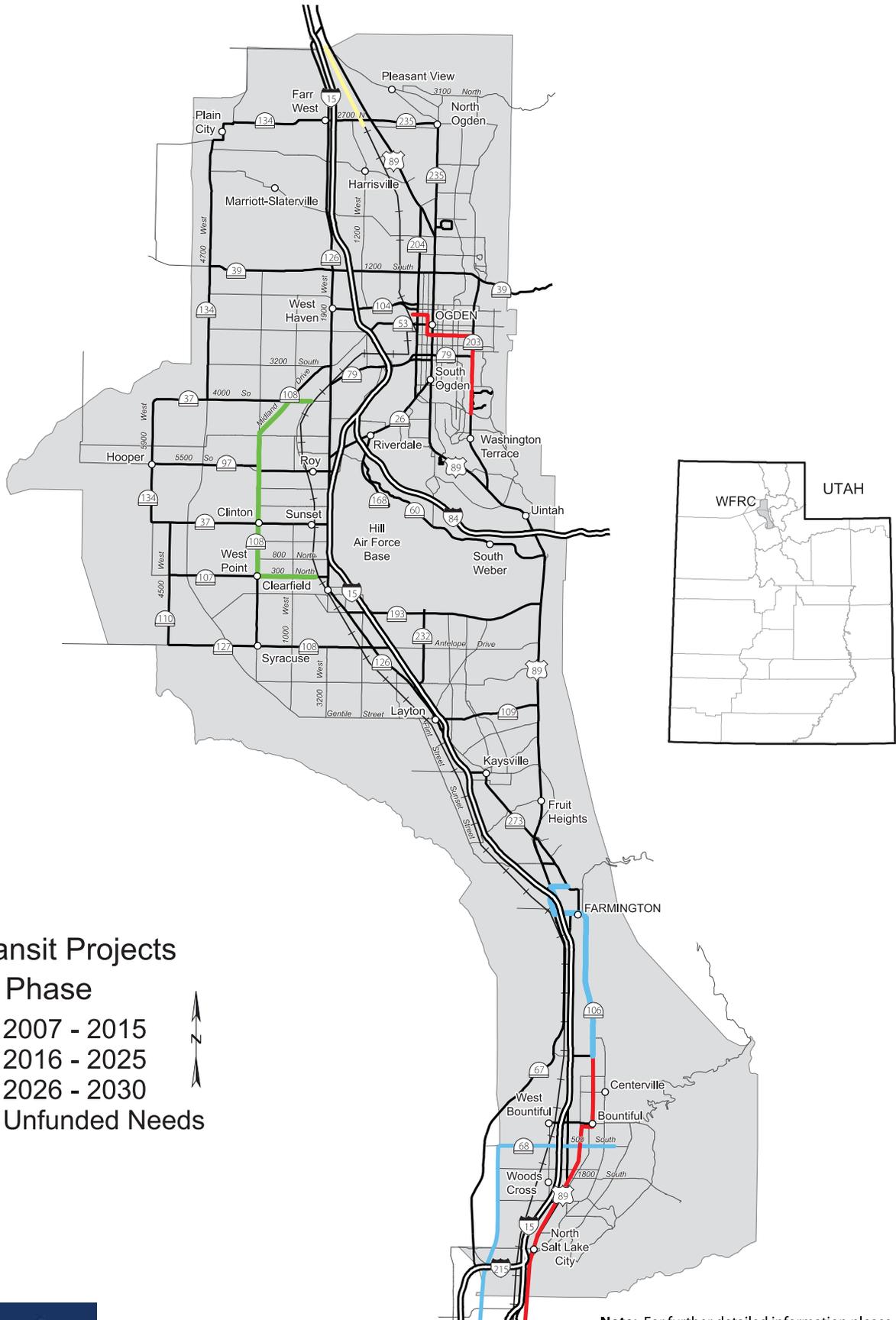


Note: For further detailed information please refer to the Dixie MPO 2007-2030 Regional Transportation Plan, which can be found at www.dixiempo.org.

CACHE MPO



Wasatch Front Regional Council Ogden/Layton Area

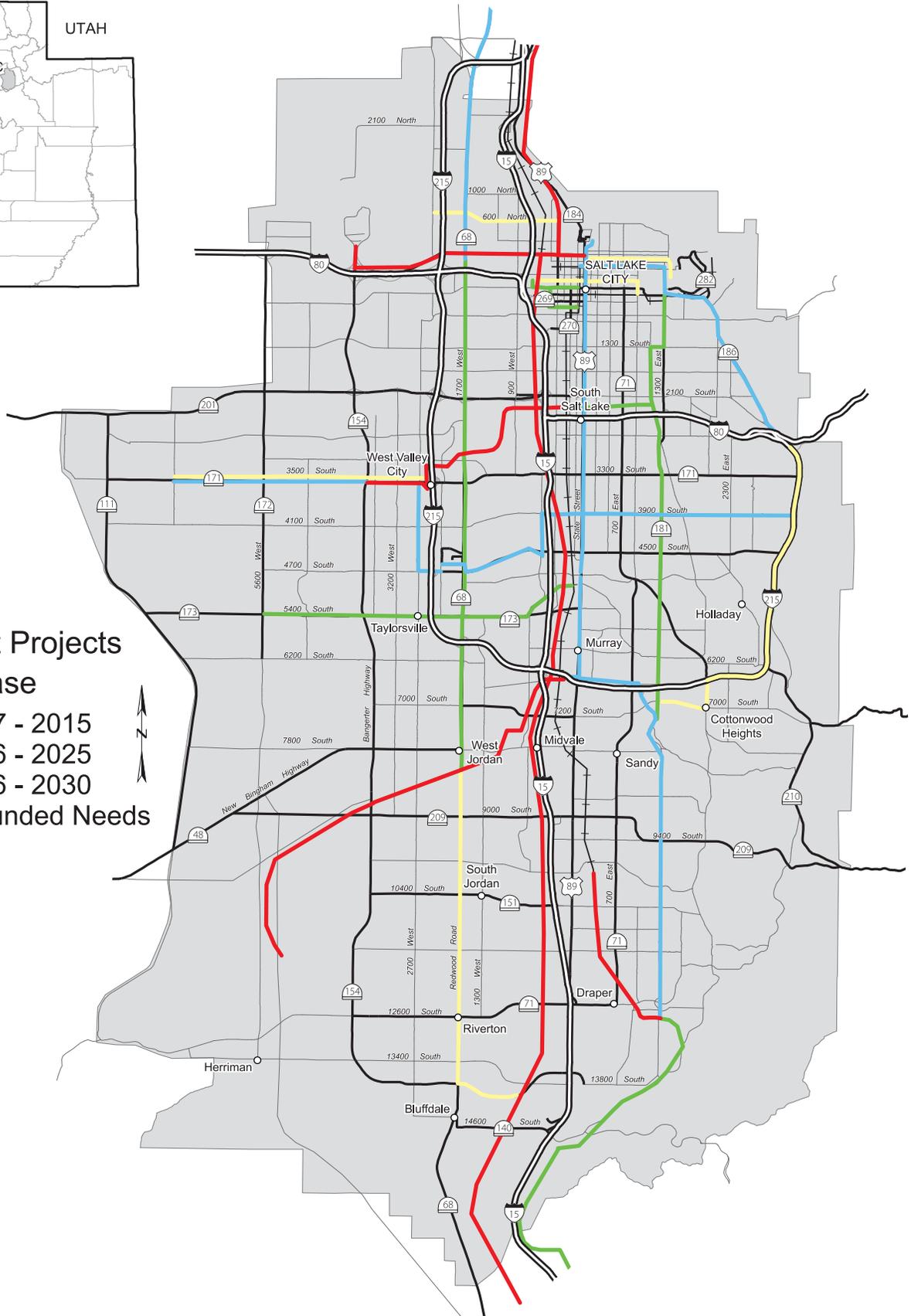
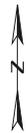


Note: For further detailed information please refer to the Wasatch Front Regional Transportation Plan 2007-2030, which can be found at www.wfrc.org.

Wasatch Front Regional Council Salt Lake Area

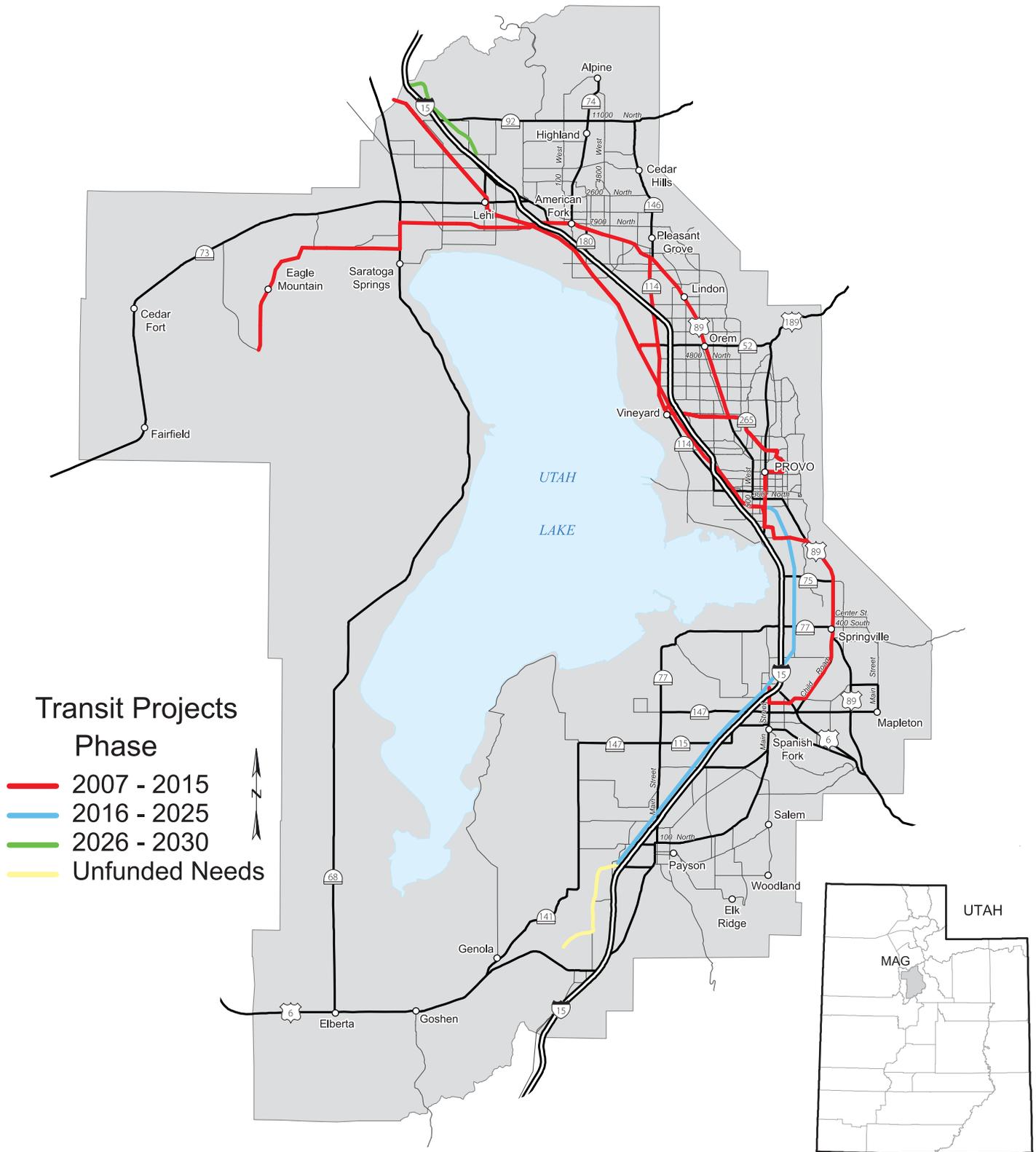


- Transit Projects**
- Phase**
- 2007 - 2015
 - 2016 - 2025
 - 2026 - 2030
 - Unfunded Needs

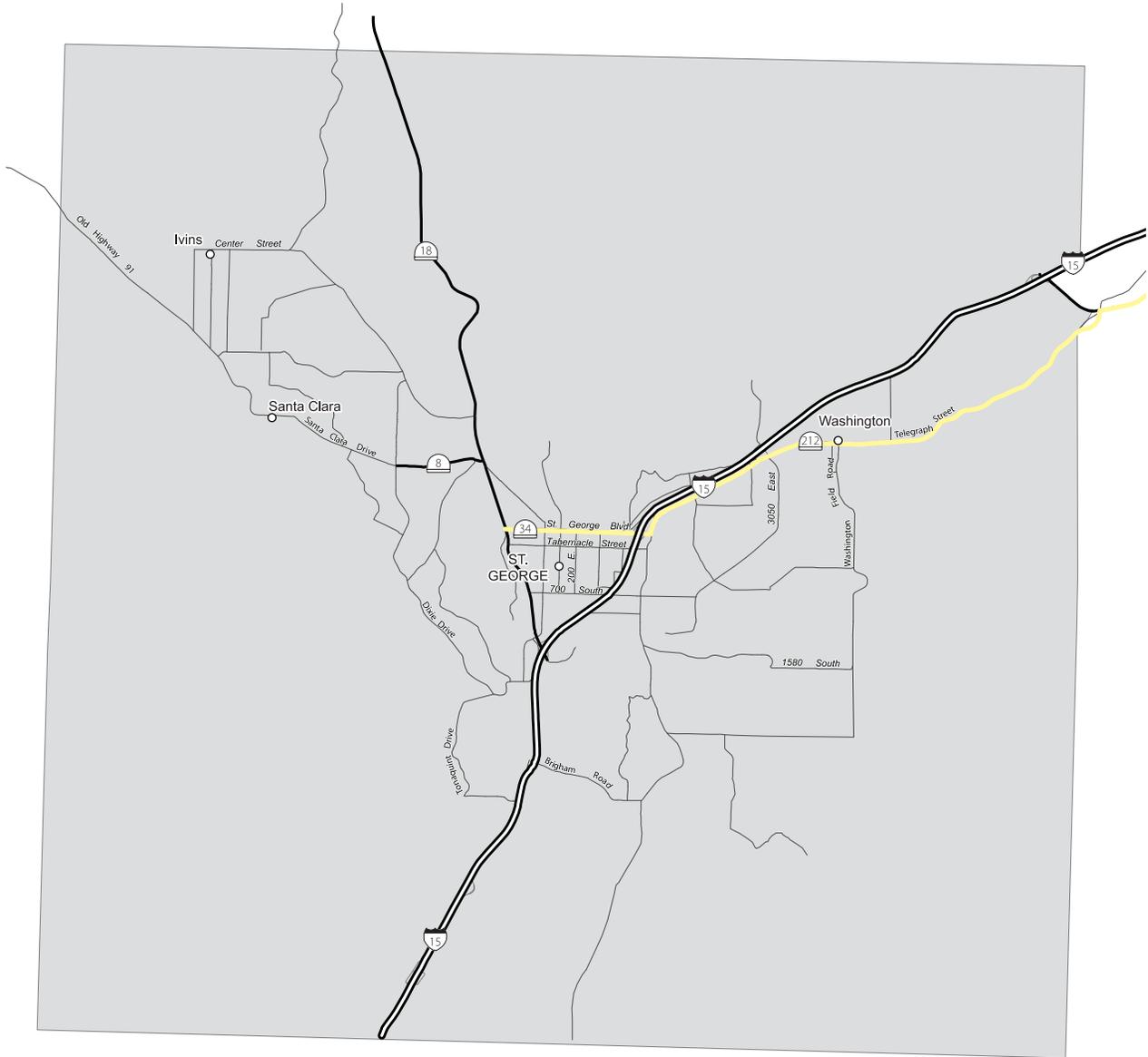


Note: For further detailed information please refer to the Wasatch Front Regional Transportation Plan 2007-2030, which can be found at www.wfrc.org.

Mountainland Association of Governments Utah Valley Area



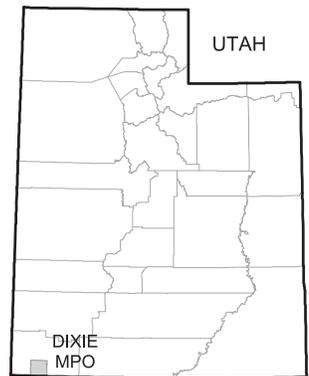
DIXIE MPO



Transit Projects

Phase

- 2007 - 2015
- 2016 - 2025
- 2026 - 2030
- Unfunded Needs



Note: For further detailed information please refer to the Dixie MPO 2007-2030 Regional Transportation Plan, which can be found at www.dixiempo.org.

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