

STP Projects Submitted for Consideration for the 2015-2020 Surface Transportation Program

Sort	City	Agency	Project Name	From Street	To Street	Project Improvement	Type of Project	Func Class	Length	Description	Tot Cost	Fed Fund	'09 ADT	'30 ADT	Sp Prior	Safety			Safety Score Total	Project Type Weight	Weighted Score	Pavement Condition/ Management Praactices					Benefit Cost				
																Accidents	Average Rate vs Expected Rate	Accident Severity/ Type				Management Plan (y/n)	Road Owner Coord w/UTA on Pave Design Needs for	Existing Cond	Last Year of Pave Main/Once	Last Year of Pavement Treatment	Pavement Mgmt. Score Total	Project Type Weight	Weighted Score	Federal Investment per User	User Investment
STP 22	Bluffdale	City of Bluffdale	Porter Rockwell Boulevard Fourth Segment	Approximately East Jordan Canal and 15800 South	0.5 miles north-east	New Construction	Capacity	Principal Arterial	0.46	Porter Rockwell Boulevard (PRB) will connect I-15 to Mountain View Corridor (MVC), to major freeways. MVC ends at PRB. The fourth segment is the last segment without the bridge. Once the bridge across the Jordan River is built, PRB will connect communities on the west side of south Salt Lake County and north Utah County to I-15 and the east side, easing the commute and relieving congestion on Bangerter HWY and I-15. PRB will also have pedestrian trails, bike and transit facilities for a multimodal transportation.	\$ 6,474,700	\$ 6,036,363	13000	28000	1	2	1	2	5	10	5.00	0.5	0.5	0.6	1.5	1.5	4.6	5	4.60	\$ 20	15
STP 23	Cottonwood Heights	Cottonwood Heights & Sandy City	Little Cottonwood Canyon Rd and Wasatch Blvd Int.	8600 South	9000 South	Intersections & Signals	Capacity	Principal Arterial	0.45	The Little Cottonwood Canyon (LCC) Road & Wasatch Blvd intersection project consists of improving traffic patterns by re-striping, adding traffic signals, and adding raised concrete medians to divide traffic. Wasatch Blvd NB lanes will be split for LT onto NB LCC Road and RT onto SB LCC Road approximately 50-ft south of the intersection by a raised concrete median. Traffic on SB LCC Road will be able to turn right onto SB Wasatch Blvd or continue on NB LCC road. Construction of an additional raised concrete median will not allow traffic on NB LCC Road to turn left onto SB Wasatch Blvd. Accel/decel & turn lanes will be constructed to accommodate these improvements along with providing a LT lane to Golden Hills Ave pockets.	\$ 826,300	\$ 770,359	30010	49000	3	3	4	2	9	10	9.00	0	0	0	0	#VALUE!	#VALUE!	5	#VALUE!	\$ 350	9
STP 24	Cottonwood Heights	Cottonwood Heights	Creek Road & Highland Drive Intersection	8072 South	8340 South	Intersections & Signals	Capacity	Principal Arterial	0.2	Add a second Left Turn pocket (12-ft wide x 144 LF each) and a second receiving lane for NB & SB Highland Drive traffic turning onto WB & EB on Creek Road. Add a raised concrete median (180 LF each) at inside lane of LT pockets. Widen west side of Highland Drive roadway, reconstruct sidewalk and concrete curb & gutter to accommodate new lane.	\$ 1,886,800	\$ 1,759,064	40250	77000	4	2	1	2	5	10	5.00	0.5	0	0.6	1.5	0	2.6	25	13.00	\$ 338	9
STP 25	Draper	Draper City	Lone Peak Parkway	12650 South	Golden Harvest Road (12950 South)	New Construction	Capacity	Minor Arterial	0.4	Lone Peak Parkway is a minor arterial located west of I-15 from 11400 S to 12300 S. The area south of 12300 S continues to develop but is serviced by indirect two-lane local roads to Bangerter Highway. Extending the parkway will increase safety, efficiency, and accessibility and provide an alternate route to I-15.	\$ 6,494,300	\$ 6,054,636	15800	16000	4	3	4	2	9	10	9.00	0.5	0.5	1	0.75	1.5	4.25	25	21.25	\$ 218	12
STP 26	Draper	Draper City	300 East	Pioneer Road (12400 South)	Carlquist Drive (13145 South)	Reconstruction	Reconstruct	Collector	0.8	Reconstruct and widen 300 East to provide a consistent three lane corridor with shoulders/bike lanes, curb, gutter and sidewalk.	\$ 5,379,000	\$ 5,014,842	11300	13000	2	0	0	0	0	10	0.00	0.5	0.5	0	0	0	1	5	1.00	#VALUE!	#VALUE!
STP 27	Draper	Draper City	1300 East, 13200 South to Highland Drive	13200 South	Highland Drive	Reconstruction	Reconstruct	Collector	0.5	Reconstruct and widen 1300 East to provide a consistent three lane corridor with shoulders/bike lanes, curb, gutter and sidewalks and improve the function of the intersections of 1300 East at Wayne World Drive (13800 South) and 1300 East at Highland Drive.	\$ 4,807,500	\$ 4,482,032	14800	18000	1	3	0	2	5	10	5.00	0.5	0	0.2	1.5	1.5	3.7	5	3.70	\$ 32	15
STP 28	Herriman	Herriman City	11800 S	Mountain View Corridor	5600 W	New Construction	Capacity	Principal Arterial	0.4	The 11800 S intersection with the MVC is a couplet which is not completed until this section of road is constructed. This road section reconnects the West (Herriman) side of 11800 S with the East (South Jordan, Riverton) side of 11800 S through the newly constructed intersection on the MVC.	\$ 3,051,200	\$ 2,844,634	16000	32-44 K	1	1	4	2	7	10	7.00	0.5	0.5	0.6	0	0	1.6	5	1.60	\$ 1,118	3
STP 29	Millcreek Township	UDOT Reg 2	I-215 East at 3300 South - Add lane Southbound	MP 1.67	MP 2.00	Widening	Operations	Highway/Freeway	0.33	The purpose of this project is to reduce merging conflicts and congestion. The southbound exit only lane will be converted to a through lane with a lane drop before the 3300 South on ramp.	\$ 4,522,600	\$ 4,216,420	84810	124000	3	2	4	2	8	10	8.00	0.5	0	1	1.5	0	3	25	15.00	\$ 320	9
STP 30	Murray City	Murray City	Cottonwood Street Phase 1	Vine Street	4800 South	New Construction	Other	Collector	0.37	The purpose of the project is to complete "Phase 1" construction on the proposed one-way couplet to improve connectivity and reduce pedestrian and auto travel distances between the planned Murray City Center District (MCCD), transit stations, neighborhoods and nearby arterials.	\$ 13,226,600	\$ 11,466,451	3000	9000	2	#DIV/0!	#DIV/0!	0	#DIV/0!	5	#DIV/0!	0	0.5	0	#VALUE!	#VALUE!	#VALUE!	5	#VALUE!	#VALUE!	#VALUE!
STP 31	Murray City	Murray City	Vine Street	1300 East	Van Winkle Expressway	Reconstruction	Reconstruct	Collector	0.96	Reconstruct and widens a portion of Vine Street from a 2 lane to a 3 lane collector. The project includes new curb and gutter, sidewalk and ADA improvements, drainage improvements, new pavement and bike lanes.	\$ 6,516,700	\$ 5,840,114	8900	16000	1	3	1	2	6	10	6.00	0.5	0.5	1	1.5	0.75	4.25	25	21.25	\$ 58	15
STP 32	Salt Lake City	Utah Transit Authority	Depot District Service Center (DDSC)	669 West 200 South	0	Transit Capital	Transit	NA	0	This concept report is for the CMAQ PORTION ONLY funds over a three year period (see budget sheet). The new DDSC is a 150 bus operations and maintenance facility to replace the Central garage which is over capacity, past its useful life, and does not allow for expansion or efficient provision of service.	\$ 30,000,000	\$ 12,000,000	n/a	n/a	1 & 2	3	4	2	9	10	9.00	0.5	0.5	1	1.5	0	3.5	25	17.50	\$ 370	9
STP 33	Salt Lake City	Salt Lake City Corporation	1300 East / Richmond Street Rehabilitation	I-80	3300 South	Reconstruction	Reconstruct	Principal Arterial	1.37	Rehabilitate a deteriorated street: replace isolated sections of curb and gutter, drive approaches, ADA pedestrian ramps, mill existing asphalt surface, stabilize base and install new asphalt surfacing, add bike lines, improve drainage, reconstruct concrete median islands, and install midblock Hawk pedestrian signals.	\$ 4,717,400	\$ 4,398,032	24090	67000	1	3	4	2	9	10	9.00	0.5	0.5	0.6	0	0	1.6	5	1.60	\$ 398	9
STP 34	Salt Lake City	Salt Lake City Corporation	1300 East Reconstruction	South Temple	400 South	Reconstruction	Reconstruct	Principal Arterial	0.6	Reconstruct a deteriorated arterial street to include removal and replacement of street pavement, curb and gutter and defective sidewalk, and upgrade of streetscape facilities including traffic signals, utilities, public way landscaping, and improve intersection lighting.	\$ 10,845,700	\$ 10,111,446	16615	24000	2	3	4	2	9	10	9.00	0.5	0.5	0.2	0.75	1.5	3.45	5	3.45	\$ 64	15
STP 35	Salt Lake County	Salt Lake County	900 East Safety & Reconstruction	3300 South	4500 South	Other STP	Other	Collector	1.75	Create a safer environment for all users including the construction of curb, gutter, sidewalk, ADA ramps, a bicycle facility, and the relocation of utility poles out of the asphalt, along 900 East from 3300 South to 4500 South. Reconstruction will be included if sufficient funds are allocated.	\$ 11,330,000	\$ 10,447,000	15840	23000	2	0	#DIV/0!	0	#DIV/0!	FALSE	#DIV/0!	0.5	0	0	0	0	0.5	FALSE	#DIV/0!	\$ 110	12

STP Projects Submitted for Consideration for the 2015-2020 Surface Transportation Program

Sort	Growth Principles/ Economic Improvements			Growth Principles/ Economic Improvements													Operation, TSM/ TDM, & ITS Improvements					Traffic Values			V/ C			Total											
	Cost Score Total	Project Type Weight	Weighted Score	Delay Reduction	Delay Score Total	Project Type Weight	Weighted Score	Alternative Modes Accom	Efforts to Preserve Corridor	Access Time Improved	Percent Freight	Daily VMT Reduction	Implements Vision (y/n)	Growth Principle Score Total	Project Type Weight	Weighted Score	Existing Average Daily Traffic	ADT Score Total	Project Type Weight	Weighted Score	Signal Phasing	Access Management	Intersection Imp.	ITS Components	Transit Infrastructure Imp	Operation Score Total	Project Type Weight	Weighted Score	Growth in Traffic Values	Traffic Growth	Traffic Score Total	Project Type Weight	Weighted Score	Existing Volume/ Capacity	V/C Score Total	Project Type Weight	Weighted Score	Total	Weighted Total
STP 22	15	15	15.00	0	0	10	0.00	1	6	0	1	3	4	15	25	15.00	4	4	5	4.00	2	0	2	0	0	4	15	4.00	36750	10	10	10	10.00	1	1	5	1.00	58.6	58.60
STP 23	9	15	9.00	4	4	10	4.00	2	0	0	2	3	4	11	25	11.00	1	1	5	1.00	0	2	0	0	0	2	15	2.00	200	0	0	10	0.00	0	0	5	0.00	#VALUE!	#VALUE!
STP 24	9	20	12.00	0	0	5	0.00	2	6	0	1	3	0	12	10	4.80	1	1	5	1.00	0	3	0	0	0	3	10	2.00	1700	0	0	10	0.00	0	0	5	0.00	32.6	37.80
STP 25	12	20	16.00	0	0	5	0.00	2	6	0	1	3	0	12	10	4.80	1	1	5	1.00	1	3	2	0	0	6	10	4.00	3200	2	2	10	2.00	1	1	5	1.00	47.25	59.05
STP 26	#VALUE!	15	#VALUE!	0	0	10	0.00	2	6	0	2	3	4	17	25	17.00	1	1	5	1.00	0	2	2	0	0	4	15	4.00	#VALUE!	#VALUE!	#VALUE!	10	#VALUE!	0	0	5	0.00	#VALUE!	#VALUE!
STP 27	15	15	15.00	0	0	10	0.00	0	6	0	3	3	0	12	20	9.60	5	5	5	5.00	0	0	1	1	0	2	20	2.67	39190	10	10	10	10.00	0	0	5	0.00	52.7	50.97
STP 28	3	15	3.00	0	0	10	0.00	1	2	0	1	3	4	11	25	11.00	0	0	5	0.00	1	3	2	1	2	9	15	9.00	6000	6	6	10	6.00	2	2	5	2.00	39.6	39.60
STP 29	9	20	12.00	0	0	5	0.00	2	2	0	1	3	4	12	10	4.80	0	0	5	0.00	1	0	0	1	0	2	10	1.33	7100	6	6	10	6.00	2	2	5	2.00	42	49.13
STP 30	#VALUE!	20	#VALUE!	0	0	5	0.00	2	6	0	1	3	4	16	25	16.00	5	5	5	5.00	0	0	0	0	3	3	20	4.00	#VALUE!	#VALUE!	#VALUE!	10	#VALUE!	2	2	5	2.00	#VALUE!	#VALUE!
STP 31	15	20	20.00	0	0	5	0.00	2	6	0	1	3	4	16	10	6.40	2	2	5	2.00	1	1	1	1	0	4	10	2.67	42910	10	10	10	10.00	2	2	5	2.00	59.25	70.32
STP 32	9	20	12.00	0	0	5	0.00	2	6	0	1	3	4	16	10	6.40	1	1	5	1.00	1	1	2	3	0	7	10	4.67	7385	6	6	10	6.00	0	0	5	0.00	51.5	56.57
STP 33	9	15	9.00	0	0	10	0.00	2	6	0	1	3	0	12	25	12.00	1	1	5	1.00	2	1	1	1	2	7	15	7.00	7160	6	6	10	6.00	2	2	5	2.00	47.6	47.60
STP 34	15	15	15.00	0	0	10	0.00	2	0	6	1	3	4	16	20	12.80	2	2	5	2.00	2	2	2	2	0	8	20	10.67	22000	10	10	10	10.00	1	1	5	1.00	64.45	63.92
STP 35	12	FALSE	#DIV/0!	0	0	FALSE	#DIV/0!	2	6	0	2	3	0	13	FALSE	#DIV/0!	0	0	FALSE	#DIV/0!	1	1	3	1	1	7	FALSE	#DIV/0!	36000	10	10	FALSE	#DIV/0!	0	0	FALSE	#DIV/0!	#DIV/0!	#DIV/0!

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STP 36	Sandy City	Sandy City	9270 S State Realignment	150 East	State Street	New Construction	Operations	Minor Arterial	0.15	The intersection of 9270 South at State Street is offset from the intersection of the ReAl Stadium collector street at 9250 South State Street. Sandy City wants to realign 9270 South between State Street and 150 East so it aligns with the ReAl Stadium collector at 9250 South, construct a new signal, and reclassify the new roadway to a minor collector.	\$ 3,453,000	\$ 3,203,756	22000	44000	2	3	0	2	5	10	5.00	0.5	0	0.6	1.5	1.5	4.1	5	4.10	\$ 447	9							
STP 37	Sandy City/Draper City	Sandy City/Draper City	Highland Drive EIS	9400 South	I-15	Study	NA	Principal Arterial	8.76	Funding for an EIS for the Highland Drive Corridor; 9400 South to I-15. Highland Drive is a proposed Major Arterial through the southeast valley. This facility is part of the WFR's Long Range Transportation Plan.	\$ 4,600,000	\$ 4,278,000	0	36000	1	1	4	2	7	10	7.00	0.5	0	1	1.5	0	3	5	3.00	\$ 250	12							
STP 38	South Jordan City	South Jordan City	2200 West	9400 South	11400 South	Widening	Capacity	Collector	1.43	2200 West is a minor collector road that stretches from West Jordan on the north and 11400 South on the south. Several areas on 2200 West are unimproved with only a single travel lane of pavement in each direction existing. This funding request is to improve but not limited to the roadway with curb and gutter, sidewalk, park strip, shoulder pavement, and center turn lane, irrigation and utility relocation, traffic safety measures, bike lanes, conduits, and traffic signal upgrade.	\$ 4,160,800	\$ 3,866,062	6000	8000	3	0	0	2	2	10	2.00	0.5	0	1	1.5	0	3	5	3.00	\$ 239	12							
STP 39	South Jordan City	South Jordan City	3200 West	10000 South	10400 South	Widening	Capacity	Collector	0.5	Several areas on 3200 West are unimproved with only a single travel lane of pavement in each direction existing. This funding request is to improve but not limited to the roadway with curb and gutter, sidewalk, park strip, shoulder pavement, and center turn lane, irrigation and utility relocation, traffic safety measures, bike lanes, and conduits.	\$ 2,039,600	\$ 1,888,467	3000	7000	2	3	4	2	9	10	9.00	0.5	0.5	0.6	1.5	1.5	4.6	25	23.00	\$ 50	15							
STP 40	South Jordan City	South Jordan City	3200 West	10431 South	10600 South	Widening	Capacity	Collector	0.236	Several areas on 3200 West are unimproved with only a single travel lane of pavement in each direction existing. This funding request is to improve but not limited to the roadway with curb and gutter, sidewalk, park strip, shoulder pavement, and center turn lane, irrigation and utility relocation, traffic safety measures, bike lanes, and conduits.	\$ 1,396,200	\$ 1,288,625	3000	5000	1	3	4	3	10	10	10.00	0.5	0.5	0.6	1.5	1.5	4.6	25	23.00	\$ 63	15							
STP 41	Taylorsville	Taylorsville City	Redwood Road Mobility and Beautification Enhancement - Phase 4	4700 South	5000 South	Other STP	Reconstruct	Principal Arterial	0.5	This project will improve access management and traffic flow along Redwood Road from 4700 South to 5000 South by limiting conflict points and increasing safety for motorists and pedestrians.	\$ 4,651,300	\$ 4,254,365	62295	75000	2	0	0	3	3	10	3.00	0.5	0.5	0.6	1.5	1.5	4.6	25	23.00	\$ 161	12							
STP 42	Taylorsville	Taylorsville City	Redwood Road Mobility and Beautification Enhancement - Phase 3b	4100 South	Bruin Blvd. (4445 South)	Other STP	Reconstruct	Principal Arterial	0.576	This project will improve access management and traffic flow along Redwood Road from 4100 South to Bruin Blvd by limiting conflict points and increasing safety for motorists and pedestrians.	\$ 4,837,000	\$ 4,427,493	46465	62000	1	0	0	3	3	10	3.00	0.5	0.5	0.6	1.5	1.5	4.6	25	23.00	\$ 188	12							
STP 43	West Jordan	City of West Jordan	7800 South	6200 W to MVC	MVC to 6700 W	Reconstruction	Reconstruct	Principal Arterial	0.5	The project will widen 7800 South from an existing two lane roadway to a full 5 lanes with shoulders from 6200 West to MVC and from MVC to 6700 West. Water utilities will be placed at City cost. Street lighting will be funded separately. Sidewalks, landscaping, curb and gutter, stiping and signage are included.	\$ 5,605,900	\$ 5,226,381	10000	30000	2	3	4	3	10	10	10.00	0.5	0	0.6	0	0	1.1	5	1.10	\$ 138	12							
STP 44	West Jordan	City of West Jordan	7800 South	4800 West	5490 West	Reconstruction	Reconstruct	Principal Arterial	0.8	The project will widen 7800 South from an existing two lane roadway to a full 5 lanes with shoulders from 4800 West to 5490 West. Water utilities will be placed at City cost. Street lighting will be funded separately. Sidewalks, landscaping, curb and gutter, stiping and signage are included.	\$ 6,521,800	\$ 6,080,274	10000	30000	1	0	0	2	2	10	2.00	0.5	0	0.2	1.5	1.5	3.7	5	3.70	#VALUE!	#VALUE!							
STP 45	West Valley City	UDOT Region 2	Redwood Road & 2320 South	Big Oak Drive (MP 55.8)	SR-201 Ramps (MP 56.1)	Intersections & Signals	Operations	Principal Arterial	0.25	The intersection is heavily congested during peak periods. The heavy volume of lefts turns, often blocks thru traffic. The purpose of the project is to improve the operation of the intersection by adding duel left turn lanes and a right turn lane.	\$ 9,178,200	\$ 8,486,913	23345	57500	2	3	4	2	9	10	9.00	0.5	0.5	1	1.5	1.5	5	25	25.00	\$ 236	12							
STP 46	West Valley City	West Valley City	3030 West 3500 South Signal Project	3030 West 3500 South	3100 West 3500 South	Intersections & Signals	Operations	Principal Arterial	0.1	This project will include the construction of a new High-T traffic signal at 3030 West 3500 South. This new signal will serve as the primary entrance to the Fairbourne Station development, and will allow for a time-saving re-route of the 3500 South MAX BRT Line.	\$ 1,658,800	\$ 1,546,499	39945	57-70k	3	3	4	2	9	10	9.00	0.5	0.5	1	1.5	1.5	5	25	25.00	#VALUE!	#VALUE!							
STP 47	West Valley City	West Valley City	4000 West Reconstruction Project	4100 South	4400 South	Reconstruction	Reconstruct	Collector	0.5	4000 West functions as a collector, connecting the communities of West Valley City, Taylorsville City, West Jordan City, and Kearns Township. The condition of this roadway has deteriorated significantly over time, and is in need of a complete reconstruction, together with safety improvements.	\$ 3,460,400	\$ 3,226,131	15711	12000	2	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!						
TOTALS											\$ 107,815,300	\$ 96,892,517																										

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STP 36	9	15	9.00	0	0	10	0.00	2	4	0	2	3	4	15	25	15.00	0	0	5	0.00	0	1	0	0	1	2	15	2.00	2000	2	2	10	2.00	0	0	5	0.00	37.1	37.10		
STP 37	12	15	12.00	0	0	10	0.00	2	6	0	2	3	4	17	25	17.00	0	0	5	0.00	0	1	0	0	1	2	15	2.00	4000	4	4	10	4.00	0	0	5	0.00	45	45.00		
STP 38	12	15	12.00	0	0	10	0.00	2	4	0	2	3	4	15	25	15.00	0	0	5	0.00	0	1	0	0	1	2	15	2.00	2000	2	2	10	2.00	0	0	5	0.00	36	36.00		
STP 39	15	20	20.00	0	0	5	0.00	2	6	0	1	3	4	16	10	6.40	5	5	5	5.00	0	3	0	0	3	6	10	4.00	12705	10	10	10	10.00	0	0	5	0.00	65.6	77.40		
STP 40	15	20	20.00	0	0	5	0.00	2	6	0	1	3	4	16	10	6.40	4	4	5	4.00	0	3	1	0	3	7	10	4.67	15535	10	10	10	10.00	2	2	5	2.00	68.6	80.07		
STP 41	12	20	16.00	0	0	5	0.00	2	2	0	2	3	4	13	10	5.20	1	1	5	1.00	2	2	1	1	1	7	10	4.67	20000	10	10	10	10.00	0	0	5	0.00	50.6	62.87		
STP 42	12	20	16.00	0	0	5	0.00	2	4	0	2	3	4	15	10	6.00	1	1	5	1.00	2	2	1	1	1	7	10	4.67	20000	10	10	10	10.00	1	1	5	1.00	53.6	64.67		
STP 43	12	15	12.00	0	0	10	0.00	2	0	2	3	3	0	10	20	8.00	2	2	5	2.00	2	0	1	1	0	4	20	5.33	34155	10	10	10	10.00	0	0	5	0.00	49.1	48.43		
STP 44	#VALUE!	15	#VALUE!	0	0	10	0.00	2	0	0	1	3	4	10	20	8.00	3	3	5	3.00	1	3	3	3	3	13	20	17.33	#VALUE!	#VALUE!	#VALUE!	10	#VALUE!	0	0	5	0.00	#VALUE!	#VALUE!		
STP 45	12	20	16.00	0	0	5	0.00	2	6	0	1	3	0	12	10	4.80	1	1	5	1.00	1	2	1	1	1	6	10	4.00	-3711	0	0	10	0.00	0	0	5	0.00	45	59.80		
STP 46	#VALUE!	20	#VALUE!	0	0	5	0.00	2	6	0	1	3	0	12	10	4.80	3	3	5	3.00	0	0	2	1	0	3	10	2.00	#VALUE!	#VALUE!	#VALUE!	10	#VALUE!	0	0	5	0.00	#VALUE!	#VALUE!		
STP 47	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!

CMAQ Projects Submitted for Consideration for the 2015-2020 Congestion Mitigation/ Air Quality Program

Sort	City	Agency	Project Name	From Street	To Street	Project Improvement	Type of Project	Func Class	Length	Description	Tot Cost	Fed Fund	'09 ADT	'30 ADT	Sp Prior
CMAQ 12	Bluffdale	City of Bluffdale	14600 South (SR140) Bicycle/Shoulder Lanes	Pony Express Road	UPRR Bridge over SR140	Bicycle	Capacity	Minor Arterial	1.1	To build bicycle/shoulder lanes on SR-140. SR-140 is an official cycling route and the only true east-west cycling connection, which also links north-south cycling traffic between Utah and Salt Lake Counties. The existing condition of this road are hazardous to pedestrians and bikers. Increasing traffic, deteriorating road contribute to the hazard. Attention for this transportation mode is needed to improve safety and air quality in Salt Lake County.	\$ 669,700	\$ 624,361	3815	12000	2
CMAQ 13	Cottonwood Heights	Gilson Engineering	Park and Ride Smart Boards	varies	varies	New Construction	Other	Principal Arterial	na	"Smart Boards" will be constructed at (2) existing park and ride lots, two (2) proposed park and ride lots, and one (1) east of the I-215 interchange along EB 6200 South at a location to be determined. Each of the park and ride lots will be equipped with radar to monitor vehicles that enter and leave the lot. Parking space availability data will be displayed on each of the Smart Boards installed and interconnected with the UDOT system. Besides the display at each of the Smart Board locations users will be able to access this data on computer and smart phone applications. This will allow users to efficiently locate a parking space closest to their destination without driving back and forth from lot to lot hoping to find a space. This will reduce travel time and associated emissions.	\$ 706,900	\$ 659,043	NA	NA	1
CMAQ 14	Cottonwood Heights	Salt Lake County	Hillsborough Pond Park & Ride Expansion	Wasatch Blvd	@Creek Rd	Park & Ride	Other	Principal Arterial	n/a	Improve parking capacity at the mouth of the canyons and reduce the number of trips up the canyons by providing enhanced transit and by either expanding or replacing the existing lot with a new lot	\$ 1,784,700	\$ 1,663,876	na	na	3
CMAQ 15	Salt Lake City	Salt Lake City Transportation	Sugar House Streetcar (S-Line) Double Track	500 East at ~2240 South	2216 South McClelland Street	Transit	Transit	NA	1	The Sugar House Streetcar currently operates on a single trackway that limits train frequency to 20-minute service. This project adds a second trackway, which will support 15-minute headways, mobility and transportation choices in one of Salt Lake City's fastest growing neighborhood and where road capacity cannot be added.	\$ 7,600,000				0
CMAQ 16	Salt Lake City	UDOT TRAFFIC OPERATIONS CENTER	10400 South Bangert VMS; NB and SB	10	10	ATMS or ITS	Operations	Highway/Freeway	0	This Variable Message Sign (VMS) will provide alternate route and general traveler information (travel times) for northbound and southbound traffic on Bangert that will increase their traveling options during heavy congestion. This area is currently experiencing heavy traffic delays during peak hours.	\$ 915,200	\$ 853,241	44725	163000	2
CMAQ 17	Salt Lake City	UDOT TRAFFIC OPERATIONS CENTER	I-80 FIBER AND ATMS DEVICES	104	113	ATMS or ITS	Operations	Highway/Freeway	9	This section of freeway experiences heavy congestion due to peak hour traffic and incidents. UDOT is essentially blind on this stretch of road. Installing the requested fiber and ATMS devices would help UDOT provide better traveler information to the public which will reduce vehicle delay.	\$ 1,217,600	\$ 1,135,168	21685	59000	3
CMAQ 18	Salt Lake City	UDOT TRAFFIC OPERATIONS CENTER	Southbound Foothill VMS	8	8	ATMS or ITS	Operations	Highway/Freeway	0	This Variable Message Sign (VMS) will provide alternate route and general traveler information (travel times) for southbound traffic on Foothill Drive that may either be going east or westbound on I-80 or southbound on I-215. This area is currently experiencing heavy traffic delays during peak hours.	\$ 462,900	\$ 431,562	42595	56000	1
CMAQ 19	Salt Lake City	Utah Transit Authority	Depot District Service Center (DDSC)	669 West 200 South	0	Transit Capital	Transit	NA	0	This concept report is for the CMAQ PORTION ONLY funds over a three year period (see budget sheet). The new DDSC is a 150 bus operations and maintenance facility to replace the Central garage which is over capacity, past its useful life, and does not allow for expansion or efficient provision of service.	\$ 20,000,000	\$ 8,000,000	n/a	n/a	1 & 2
CMAQ 20	Salt Lake City	Salt Lake City Transportation Division	Bike Share Program	600 West to 900 East	North Temple to 900 South	Bicycle	Other	NA	48.75	The Bike share program provides high-quality bicycles for commuters to link local destinations with regional transit. A network of bike share stations within a dense urban area provides a fast, flexible, and affordable transit option for the last mile of regional transit trips.	\$ 8,637,600	\$ 750,000	0	7000	0
CMAQ 21	Salt Lake City	UDOT Region Two	Victory Road Improvements - Bike Lanes	Beck Street (US-89)	500 North	Bicycle	Other	Principal Arterial	1.16	This project is needed to improve safety for bicyclists traveling on Victory Road (SR-186). This project will add a 7' bikelane in the downhill direction between Beck Street and 500 North and wide the existing uphill bike lane to 7'.	\$ 2,262,600	\$ 2,086,114	11930	14000	4
CMAQ 22	Salt Lake City / West Valley City UZA	Utah Transit Authority	Vanpool Management	0	0	TDM-Vans	Transit	NA	0	Manage the daily logistics and expenses of a 420+ vanpool program which reduces single occupancy vehicle usage. Oversight of the program includes managing each group's roster, payments, maintenance, and reporting riders and miles traveled to meet federal guidelines.	\$ 290,000	\$ 263,733			3
CMAQ 23	Salt Lake City / West Valley City UZA	Utah Transit Authority	Vanpool Management	0	0	TDM-Vans	Transit	NA	0	Manage the daily logistics and expenses of a 420+ vanpool program over three years. This will reduce single occupancy vehicle usage. Oversight of the program includes managing each group's roster, payments, maintenance, and reporting riders and miles traveled to meet federal guidelines.	\$ 870,000	\$ 791,199			3
CMAQ 24	Salt Lake City / West Valley UZA	Utah Transit Authority	Rideshare Management	0	0	TDM-Rideshare	Transit	NA	0	Provides carpool, vanpool, and other commuting matches. Provides non-commute matches for special event trips. Educate communities and others concerning alternative transportation options and promote those options that reduce single occupancy vehicle usage, improve mobility, enhance air quality, and conserve energy.	\$ 65,000	\$ 55,000			4
CMAQ 25	Salt Lake City / West Valley UZA	Utah Transit Authority	Rideshare Management	0	0	TDM-Rideshare	Transit	NA	0	Provides carpool, vanpool, and other commuting matches. Provides non-commute matches for special event trips. Educate communities and others concerning alternative transportation options and promote those options that reduce single occupancy vehicle usage, improve mobility, enhance air quality, and conserve energy.	\$ 195,000	\$ 165,000			4
CMAQ 26	Sandy	UDOT Region 2	9000 S & 15	Sandy Parkway (450 W)	Monroe St.	Intersections & Signals	Operations	Highway/Freeway	1	The 9000 S corridor is a major east-west thoroughfare that is congested during peak periods. The purpose of the project is to improve traffic operations. The project includes new EB/WB geometry, triple EB left turn and dual WB right turn lanes to NB on ramp, and WB aux lane through Monroe St that traps into the NB on ramp.	\$ 5,036,300	\$ 4,639,404	35960	60000	1
TOTALS											\$ 50,713,500	\$ 22,117,701			

TAP Projects Submitted for Consideration for the FY2015 Transportation Alternatives Program

Proj Num	Region	County	City	Agency	Project Name	From Street	To Street	Project Improvement	Project Objective	Length	Description	Tot Cost	Fed Fund	Sponsor Priority	Regional Priority	Fills Gap	Provides Access	Wasatch 2040	Add Safety	Sponsors Match	Innovative	Com Support	Diverse Users	Cost Per User	Cost per Mile	Capital Score	Regional Goals	Financial Feasibility	Safety/Connections	Com w/ Public	Plan Guide	Sponsors Match	Plan Total Score	Project Score	Right of Way								
7	2	Salt Lake	Cottonwood Heights	Cottonwood Heights	HAWK Pedestrian Crossing on Fort Union Blvd	At West Side of Mountview Park Entrance	Approx. 1600 East	Capital Improvement	Infrastructure-related Projects	0.1	Install a HAWK Pedestrian Crossing System on Fort Union Boulevard, west of the Mountview Park entrance (approx. 1600 East); including ADA accessible ramps on each side of street, traffic signs, and painted crosswalk.	206800	192800	2	5	10	15	0	10	1	5	5	5	8	1	65	0	0	8	25	0	0	1	34	0	65	0						
8	2	Salt Lake	Draper	Draper City	Vista Station Trails	Jordan River Parkway Trail	Draper UTA FrontRunner Station	Capital Improvement	On-road or Off-road Trail Facilities	1	The project will consist of two 1/2 mile multi-use trails which will provide a critical access loop from the Jordan River Parkway Trail to the new Frontrunner station, the recently completed eBay campus, Galena Hills Park, and the future high density development planned in the area.	504900	470718	3	10	10	15	0	10	1	5	5	5	6	3	70	0	8	0	25	10	10	1	54	0	70	5						
10	2	Salt Lake	Salt Lake City	Utah Transit Authority	Salt Lake Central Station Area Bike/Ped Improvements	various	0	Capital Improvement	Infrastructure-related Projects	0.25	The SL Central Station is a major transit hub connecting riders to TRAX, FrontRunner, Amtrak, and local & intercity bus service. Bike & pedestrian activity is concentrated in this area, as riders access the station from areas near downtown. Improvements could be made to enhance walkability and bikeability at this location.	278800	259925	5	10	10	15	0	8	1	5	0	5	6	1	61	0	8	0	12	0	0	1	21	0	61	15						
11	2	Salt Lake	Salt Lake City	Salt Lake City Transportation Division	Bike Share	600 West to 700 East	North Temple to 400 South	Capital Improvement	On-road or Off-road Trail Facilities	38	The Bike share program provides high-quality bicycles for commuters to link local destinations with regional transit. A network of bike share stations within a dense urban area provides a fast, flexible, and affordable transit option for the last mile of regional transit trips.	2001200	248178	0	5	10	15	0	6	15	5	5	5	6	5	77	0	0	15	0	0	0	15	30	0	77	15						
12	2	Salt Lake	Salt Lake City	Salt Lake City Transportation Division	North Temple Complete Street & Bike Connection - Plan/Study	North Temple at 400 West	3rd Avenue at Canyon Rd.	Planning/Study	Bike/ Ped - Plan/ Study	0.9	Develop a corridor plan for a complete street and separated family-friendly bikeway on North Temple through the heart of downtown Salt Lake—connecting west to the Grand Boulevard and east to Memory Grove/Avenues. The plan will also improve pedestrian crossings, bus stops, & bus shelters and consider a separate bus lane.	50000	37500	0	15	10	15	5	10	5	5	5	10	5	90	0	15	15	25	0	0	5	60	0	60	15							
13	2	Salt Lake	Sandy	Sandy	Sandy Canal Trail	11400 South 880 East	0	Capital Improvement	Infrastructure-related Projects	0.1	Install HAWK signal for crossing major arterial (11400 S)	199800	186274	3	10	10	15	0	8	1	5	5	5	8	1	68	0	8	15	12	0	0	1	36	0	68	15						
14	2	Salt Lake	Sandy	Sandy	Dry Creek Trail	0	0	Capital Improvement	Infrastructure-related Projects	0.1	Install 544 feet of trail to complete the trail between 10200 South to 10000 South	77300	72067	4	10	10	15	0	8	1	5	5	5	10	2	71	0	8	15	12	0	0	1	36	0	71	15						
15	2	Salt Lake	South Jordan City	South Jordan City	Welby Jacob Canal Trail	10400 South	10200 South	Capital Improvement	On-road or Off-road Trail Facilities	0.3	The purpose and need of the trail is to connect to two street terminus on 10200 South and 10400 South. It is anticipated that the trail will accommodate all types of uses such as jogging, running, walking, and biking. The trail improvements include but not limited to asphalt pavement, untreated base course, grading, and signs.	89200	81297	4	0	10	15	0	8	1	5	5	5	10	3	62	0	0	15	12	0	0	1	28	0	62	15						
16	2	Salt Lake	South Salt Lake	South Salt Lake City	Parley's Trail Crossing - Haven Avenue @ 300 West	300 West	300 West	Capital Improvement	On-road or Off-road Trail Facilities	0.24	This project will allow trail users to safely cross 300 West as part of the Parley's Trail regional trail system by installing pedestrian activated beacons on 300 West at Haven Ave., bike lanes from east of the existing TRAX crossing at Haven Ave. to 300 West, and installing a 10 foot wide trail along the west side of 300 West from Haven Ave. to Andy Avenue.	160100	239135	1	15	10	15	5	8	1	5	5	5	6	1	76	0	15	15	12	0	0	1	43	0	76	10						
17	2	Salt Lake	West Jordan	City of West Jordan	7800 South - Gardner Village Bridge	North side of 7800 South - East bank Jordan River	North side of 7800 South - West bank Jordan River	Capital Improvement	Infrastructure-related Projects	0.1	The current Jordan River Bridge at 7800 South does not accommodate pedestrian or bicycle traffic, and the need for this link to the TRAX station and Gardner Village, a regular tourist attraction in the Salt Lake Valley, is needed. Recent development has surrounded the area, and continues to increase. Also, at some point in the future, the vehicle bridge will need replacement, and having this alternative in place will help the public during the reconstruction of that facility.	668200	622963	3	15	10	15	5	10	1	5	5	5	4	1	76	0	15	15	25	0	0	1	56	0	76	15						
18	2	Salt Lake	West Valley City	West Valley City	Cross Towne Trail Extension	2700 West	3200 West	Capital Improvement	On-road or Off-road Trail Facilities	1	The Cross Towne Trail is an important transportation alternative in the central part of the Salt Lake Valley. The trail ultimately will run from the east boundary of the city to the west boundary. The facility provides critical connections to existing trails and transportation centers.	450700	402474	4	10	10	15	0	6	3	5	5	5	6	3	68	0	8	15	25	0	0	3	51	0	68	15						
19	2	Salt Lake	Salt Lake City	Salt Lake County Parks and Recreation	Parley's Trail - 2300 East Tunnel Crossing	2300 East Off-ramp from Interstate 80	2300 East Off-ramp from Interstate 80	Capital Improvement	On-road or Off-road Trail Facilities	0.08	Provide a grade separated crossing to prevent conflicts between high speed freeway off ramp and slower pedestrian and cycling traffic.	1224600	250000	1	10	10	15	0	6	15	5	5	5	6	1	78	0	8	15	25	0	0	15	63	0	78	15						
TOTAL												\$ 5,911,600	\$ 3,063,331																														