

2017-2022 TIP Board Modification

Trans Com
November 10, 2016

Ben Wuthrich
Wasatch Front Regional Council

2017-2022 Transportation Improvement Program (TIP) (Amendment Two)

Board Modification

Funding Exchange

Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	Kaysville	200 North	13121	200 North & Angel Street Intersection	Intersection Improvements	STP_URB_O/L (STP - Urban Area Ogden/ Layton (WFRC))	\$3,271,900	\$3,040,393	Exchanged Funding	\$2,584,334	2017
						ST_GF_TIF (General Fund - Transportation Investment Fund)					

This project will construct the signalized intersection and provide roadway improvements at the intersection. By exchanging the \$2,584,334 of State funds for the \$3,040,393 of federal funds, Kaysville City will be able to advance this project on a shorter timeline.

Change in Scope

Salt Lake/ West Valley Urban Area

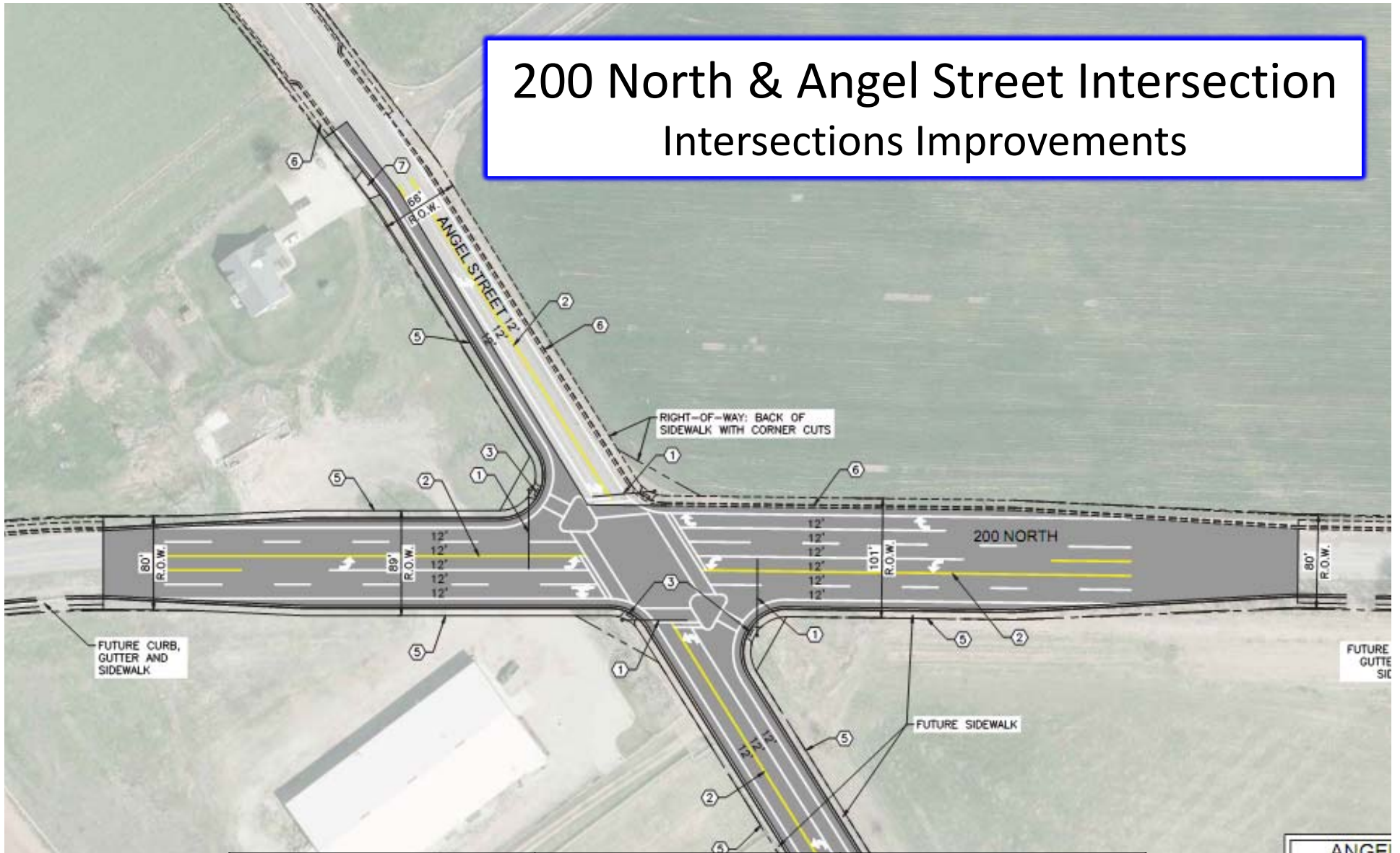
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	SR-209	13458	9400 South (SR-209); 2200 East to Little Cottonwood Canyon	Pavement Rehabilitation and Barrier Replacement and Repair	STP_FLX_ST (STP Flexible (Any Area) Statewide)	\$3,500,000	\$3,400,000	Scope Change - No Funding Adjustments	Same	2017
						Eq_Bonus(MG) (Equity Bonus/ Minimum Guarantee)		\$100,000			

Region Two requests to move the project from the 2017 Pavement Rehabilitation Program to the Asset Management Program to include additional scope of work. The change would allow for the needed repair and replacement of barrier, which type of work falls outside the pavement rehabilitation program. \$150,000 of the existing funds programmed will be required for the barrier work.

Tooele	Tooele County	Mormon Trail Road	13887	Mormon Trail Road, Phase II; (MP 11.847 to Rush Valley)	Full-depth reclamation of roadway	STP_Rural (STP-Rural (Non Urban))	\$3,020,000	\$3,020,000	Scope Change - No Funding Adjustments	Same	2017
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The original project was to reconstruct 1 mile of the Mormon Trail Road Phase II. The proposed change to the project scope would provide a full-depth reclamation of 7 miles of the road. (Full-depth reclamation is a pavement rehabilitation technique in which the full flexible pavement section and a predetermined portion of the underlying materials are uniformly pulverized and blended together to produce a homogeneous stabilized base course (SBC)).

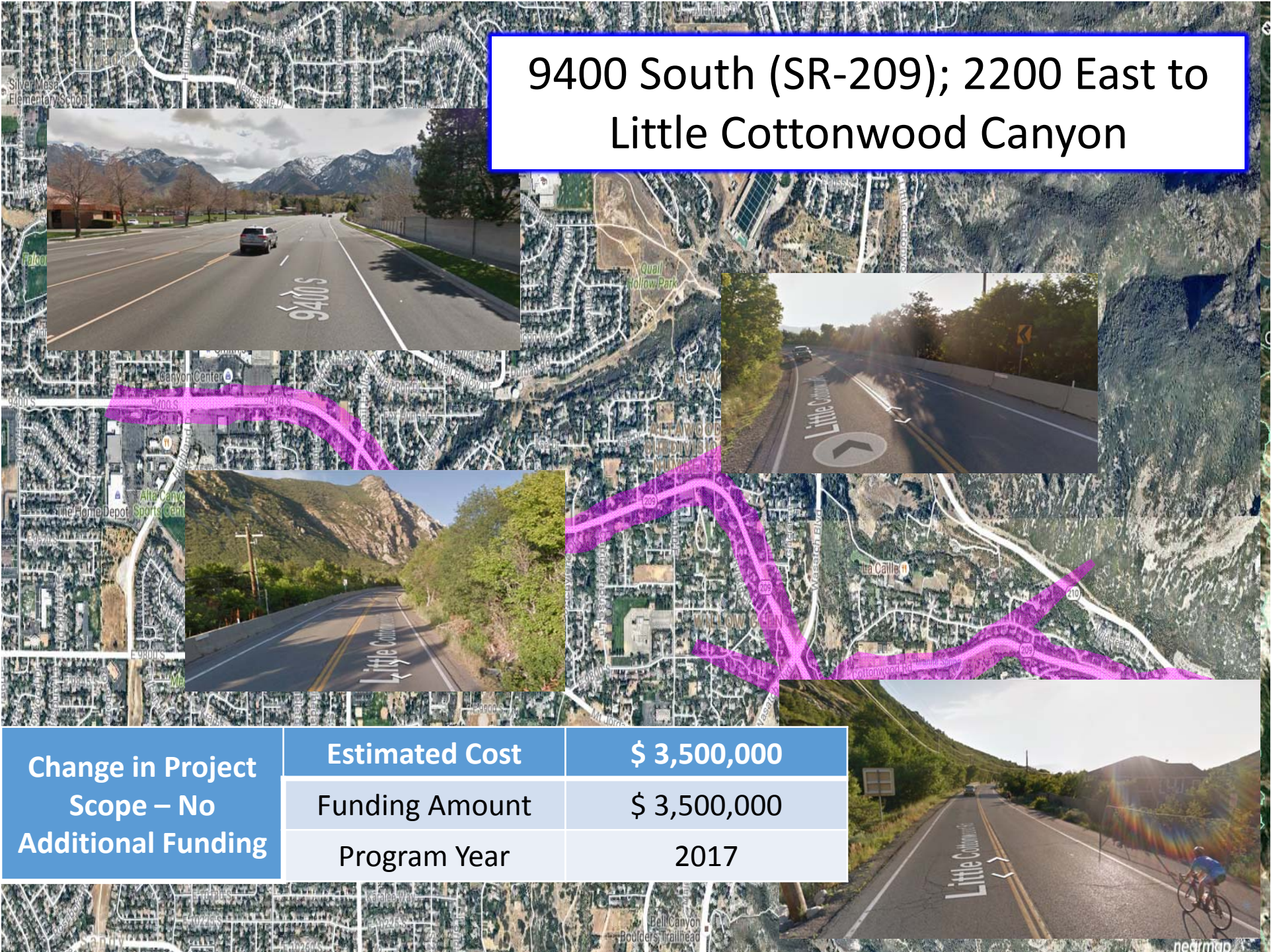
200 North & Angel Street Intersection Intersections Improvements



Request for Funding Exchange	Estimated Cost	\$ 3,271,900
	Federal Funding	\$ 3,040,393
	Exchanged Funding	\$ 2,584,334

ANGEL	
NUMBER	
1	INS
2	COI SEC
3	COI
4	COI 4'

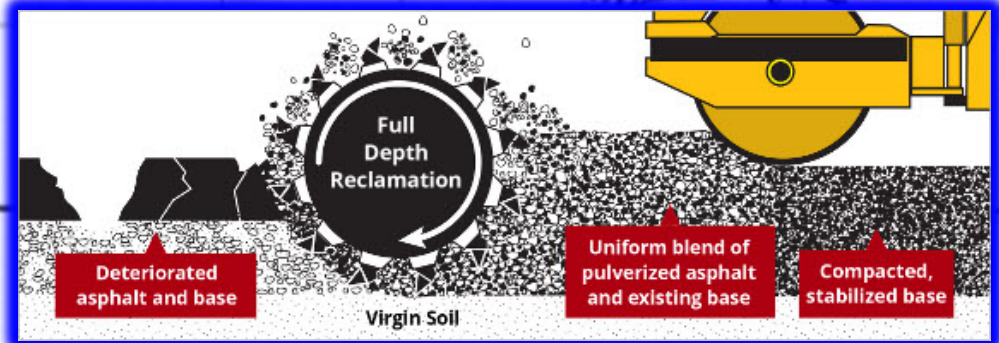
9400 South (SR-209); 2200 East to Little Cottonwood Canyon



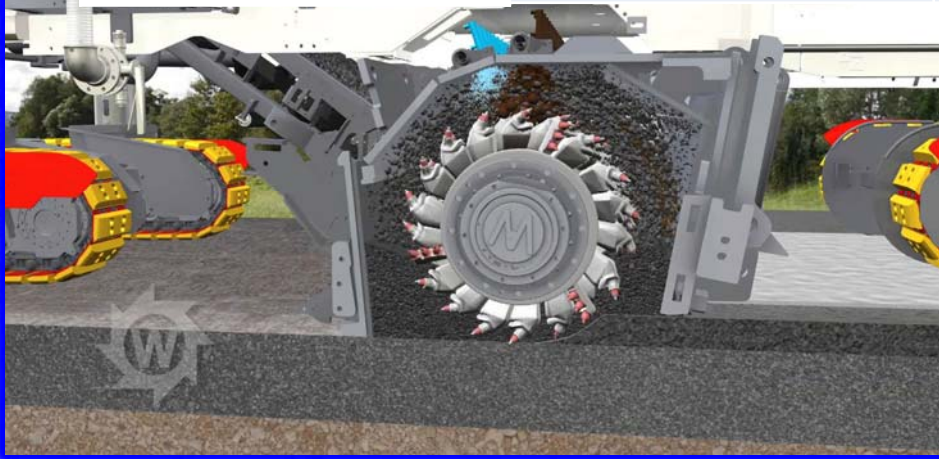
Change in Project Scope – No Additional Funding	Estimated Cost	\$ 3,500,000
	Funding Amount	\$ 3,500,000
	Program Year	2017

Mormon Trail Road, Phase II; (MP 11.847 to Rush Valley)

Bituminous Surfacing	Pulverized		Stabilized	New Surfacing
Granular Base				Stabilized
Subgrade	Subgrade	Subgrade	Subgrade	Subgrade
Existing road	Pulverization to desired depth	Removal of excess material (if necessary) and shaping	Add agents/select material, mixing, reshaping and compaction	Final surface treatment
Start				Finish



Change in Project Scope – No Additional Funding	Estimated Cost	\$ 3,020,000
	Funding Amount	\$ 3,020,000
	Program Year	2017



2017-2022 Transportation Improvement Program (TIP) (Amendment Two)

Board Modification

Change in Scope

Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	Redwood Road	New	Redwood Road; 4700 South to 3100 South	Pavement rehabilitation and repair to drainage facilities	STP_FLX_ST (STP Flexible (Any Area) Statewide)	\$2,600,000	\$2,600,000	<i>Scope Change - No Funding Adjustments</i>	\$2,600,000	2017

Region Two requests to move the project from the 2018 Pavement Rehabilitation Program to the Asset Management Program to include additional scope of work. The change would allow for the needed repair to drainage facilities, which type of work falls outside the pavement rehabilitation program.

Salt Lake	UDOT	SR-201	New	SR-201; I-80 to 9200 West	Pavement preservation and repair to drainage facilities	STP_FLX_ST (STP Flexible (Any Area) Statewide)	\$2,000,000	\$2,000,000	<i>Scope Change - No Funding Adjustments</i>	\$2,000,000	2017
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Region Two requests to move the project from the 2018 Pavement Preservation Program to the Asset Management Program to include additional scope of work. The change would allow for the needed repair to drainage facilities, which type of work falls outside the pavement rehabilitation program.

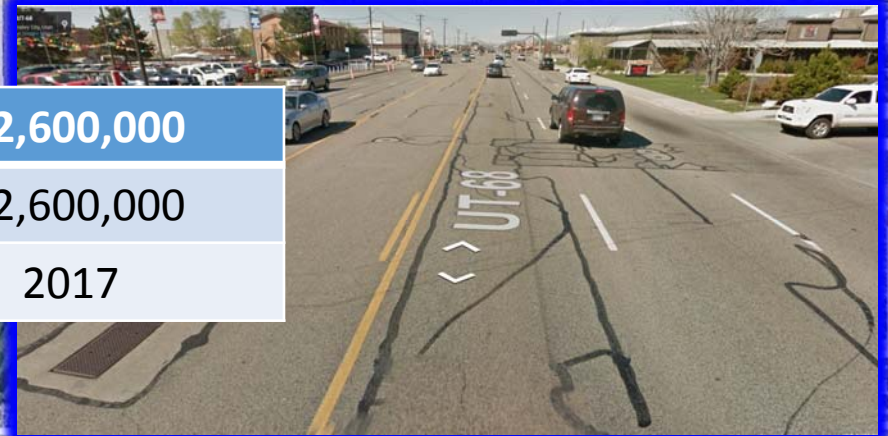
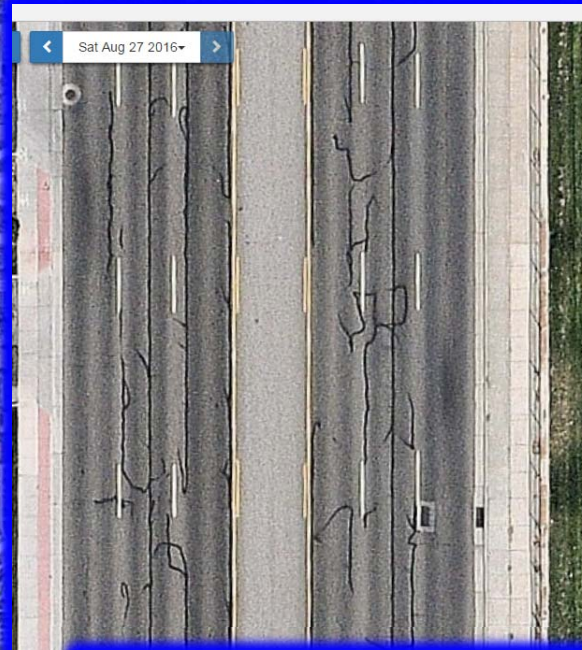
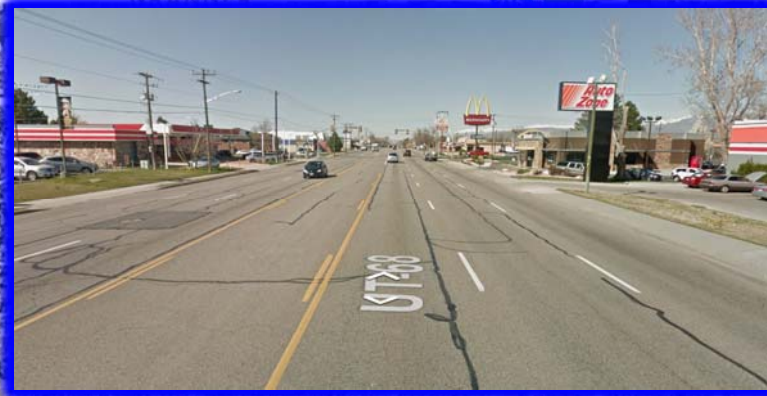
Change in Scope and Additional Funding

Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Tooele	UDOT	SR-36	11508 11509	SR-36; MP 6 to MP 18	Low Volume Rehabilitation (Purple Book Program)	ST_PVMT_LV2 (State Construction - Pavement Preservation - Low Volume Roads)	\$5,800,000	\$4,200,000	<i>Scope Change - Additional Funding</i>	\$1,600,000	2017
						Region 2 - Unprogrammed Balance Pavement Program					

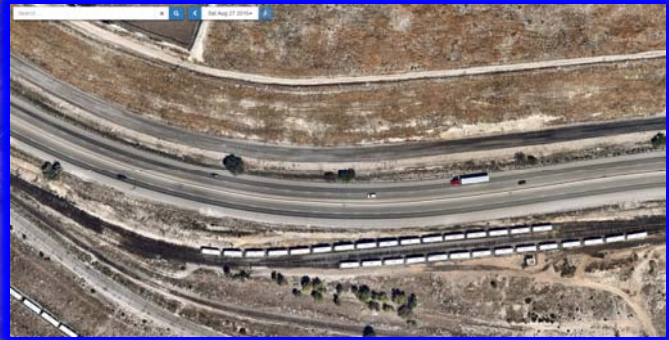
Region Two would like to combine these two projects SR-36; (MP 6 to MP 12) and (MP 12 to MP 18) and build them together. In addition, the Region would like to add \$1.4 million from the unprogrammed balance in their Pavement Program to the project due to a change in the necessary pavement treatment.

Redwood Road; 4700 South to 3100 South Pavement rehabilitation and drainage repair

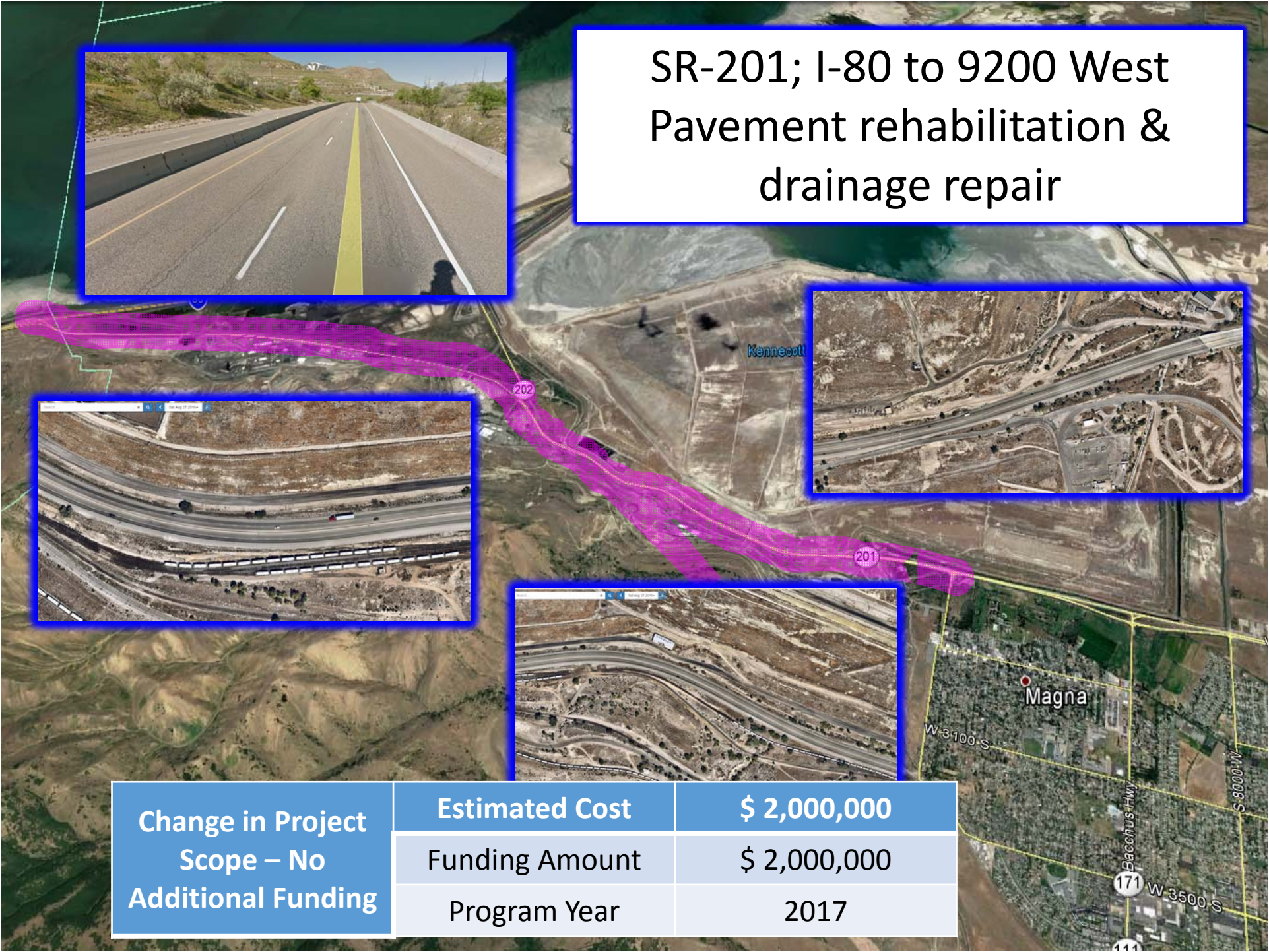


Change in Project Scope – No Additional Funding	Estimated Cost	\$ 2,600,000
	Funding Amount	\$ 2,600,000
	Program Year	2017

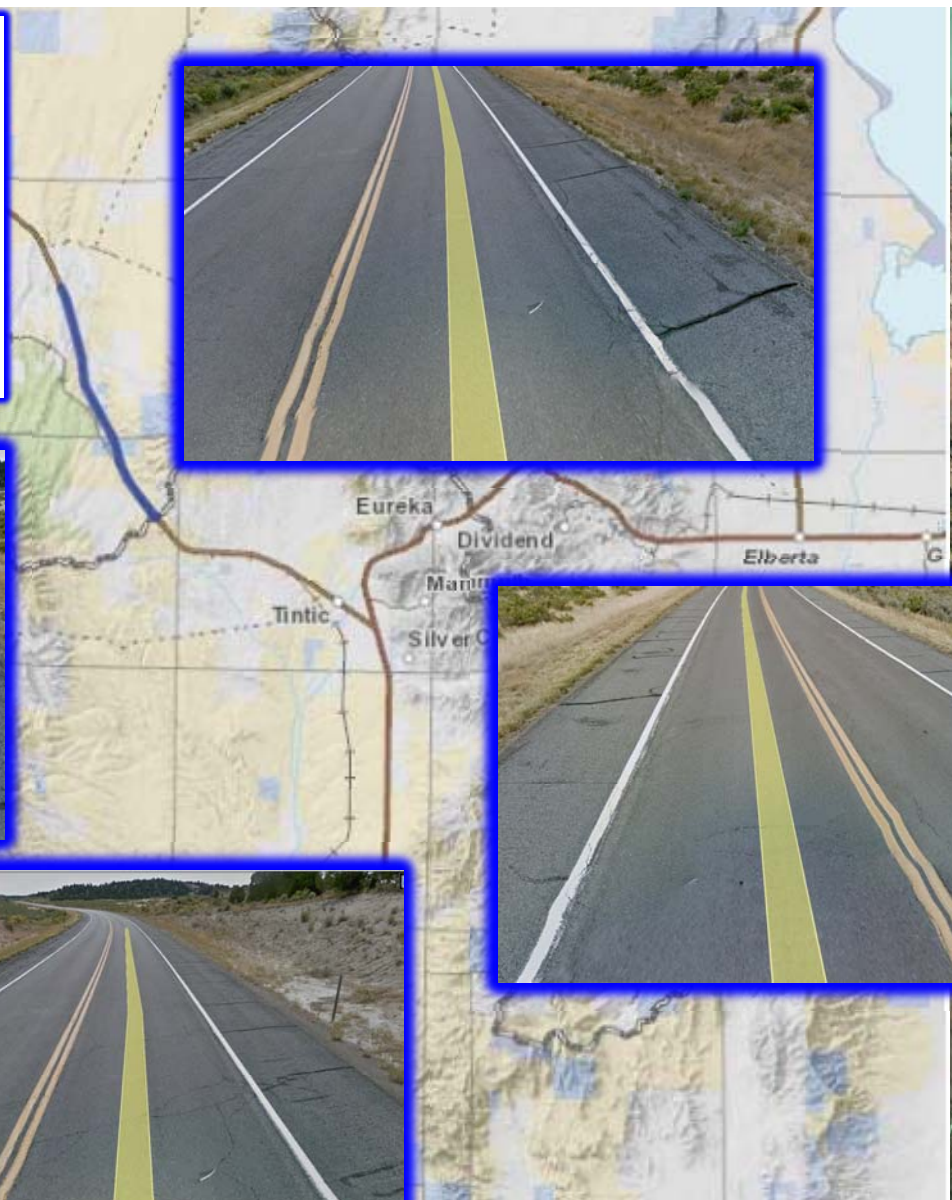
SR-201; I-80 to 9200 West Pavement rehabilitation & drainage repair



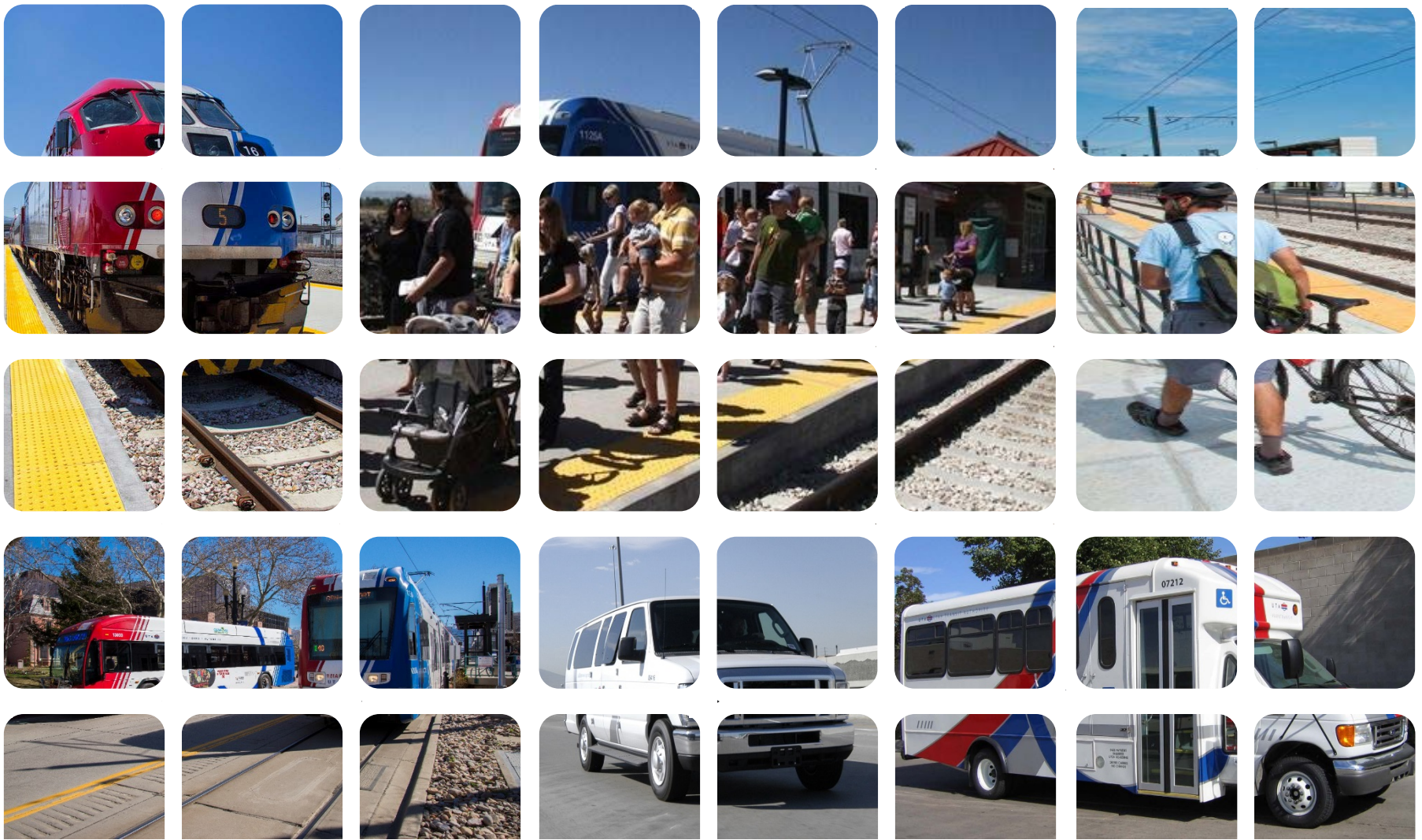
Change in Project Scope – No Additional Funding	Estimated Cost	\$ 2,000,000
	Funding Amount	\$ 2,000,000
	Program Year	2017



SR-36; MP 6 to MP 18
Low Volume
Rehabilitation
(Purple Book Program)



Change in Project Scope – <i>with</i> Additional Funding	Estimated Cost	\$ 5,800,000
	Additional Funding	\$ 1,600,000
	Program Year	2017

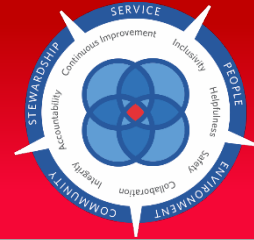


2017 UTA Goals and Budget

WFRC—Transcom

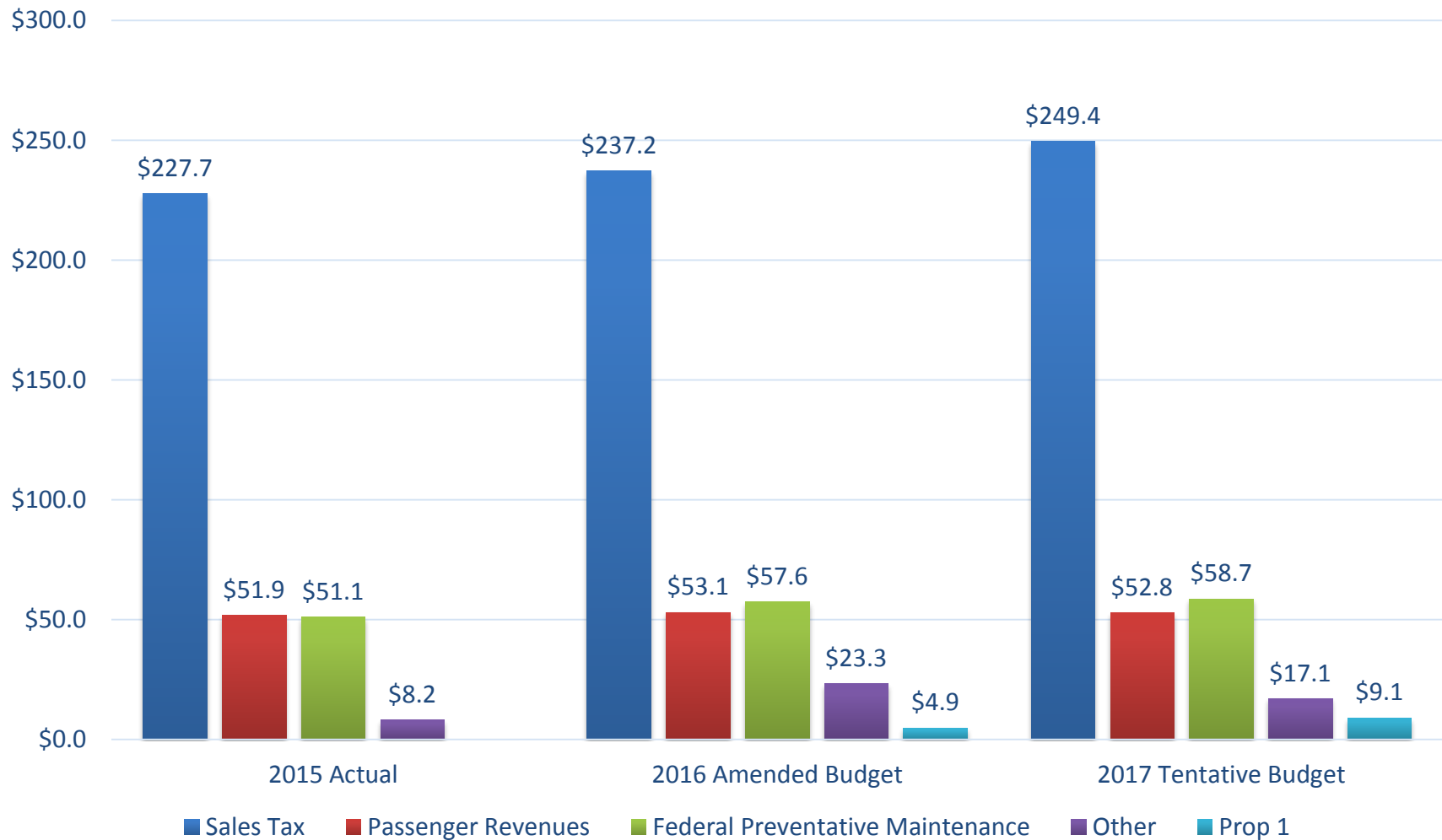
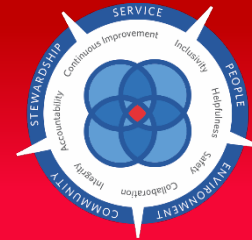
November 10, 2016

Outline

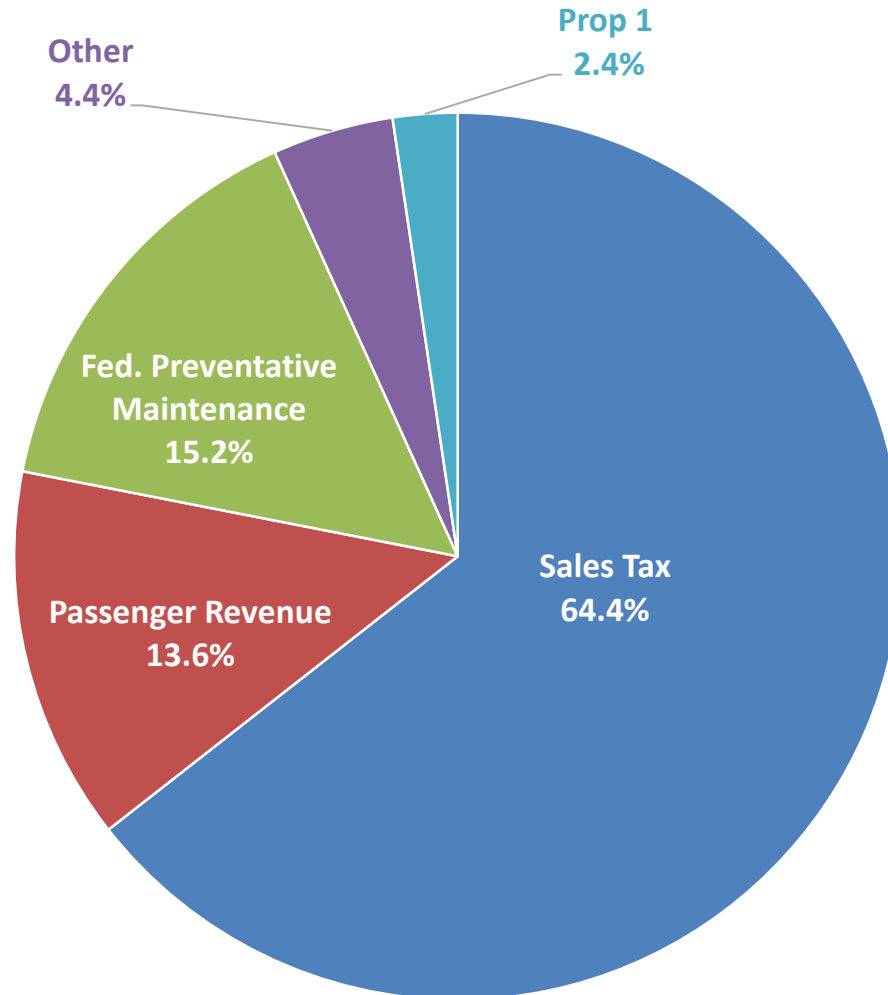


- Revenue
- Strategic priorities and goals
- Operating capital expenses
- Schedule and next steps

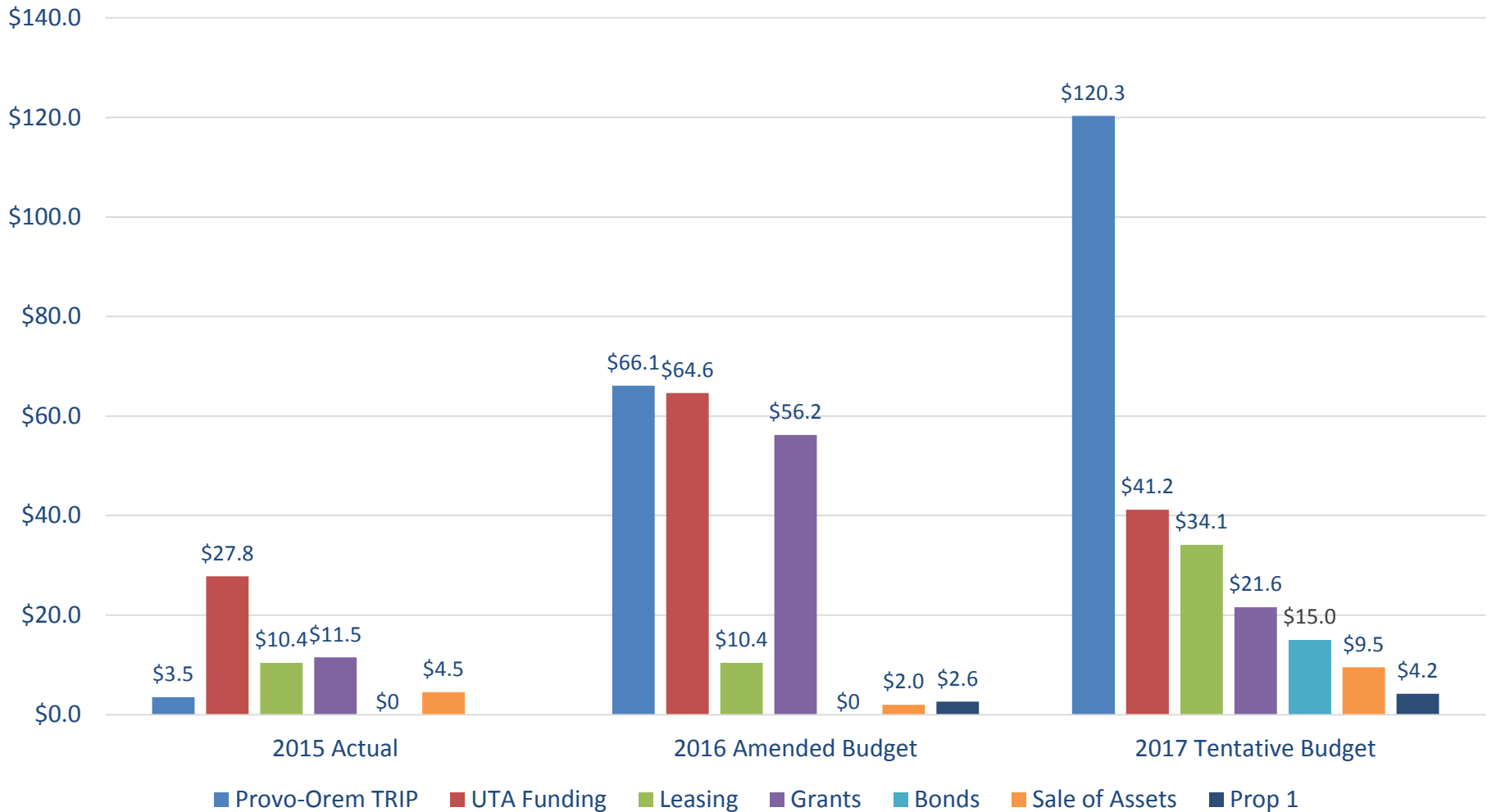
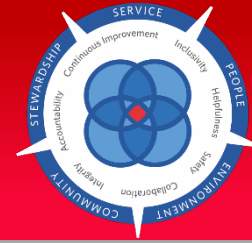
Tentative Budget Summary (Operating Revenue in Millions)



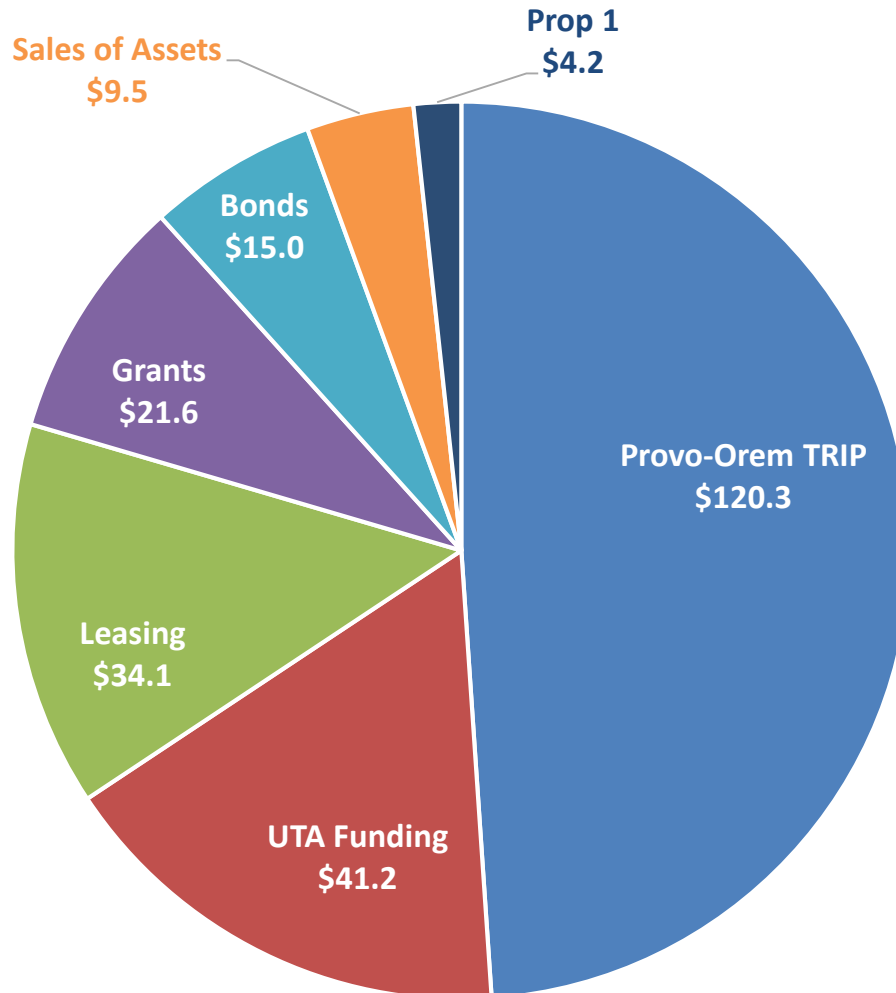
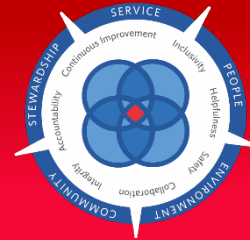
Tentative Budget Summary (Operating Revenue by Percentage)



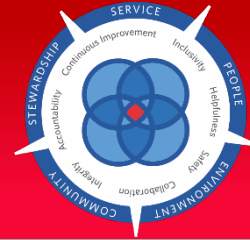
Tentative Budget Summary (Capital Revenue in Millions)



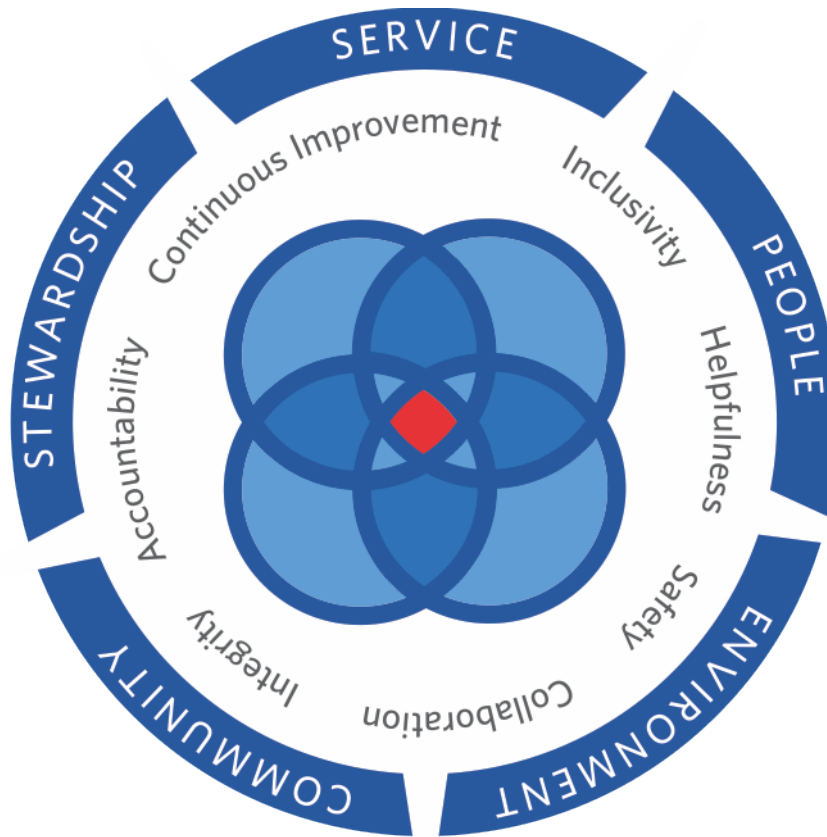
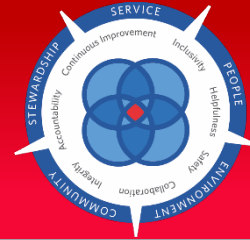
Tentative Budget Summary (Capital Revenue in Millions)



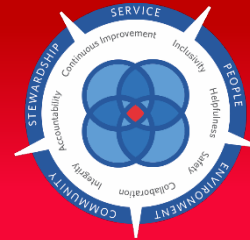
Goal Setting Process



Our True Norths

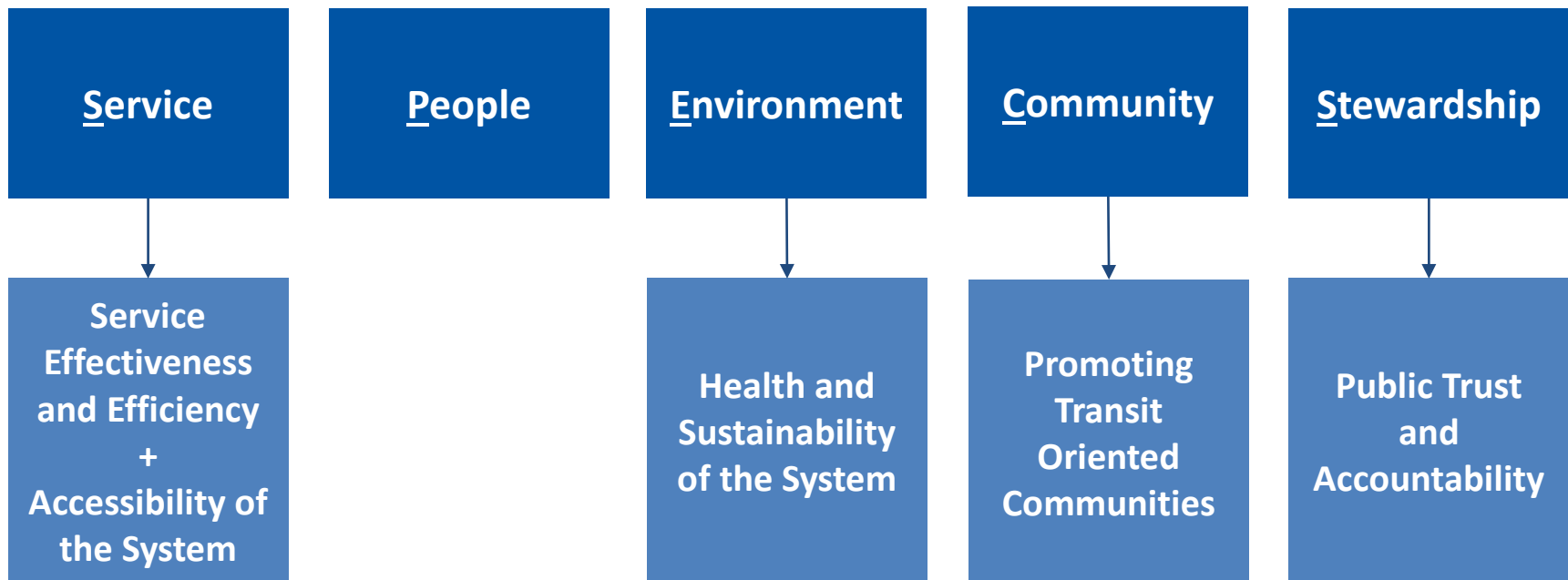


- S**ervice
- P**eople
- E**nvironment
- C**ommunity
- S**tewardship



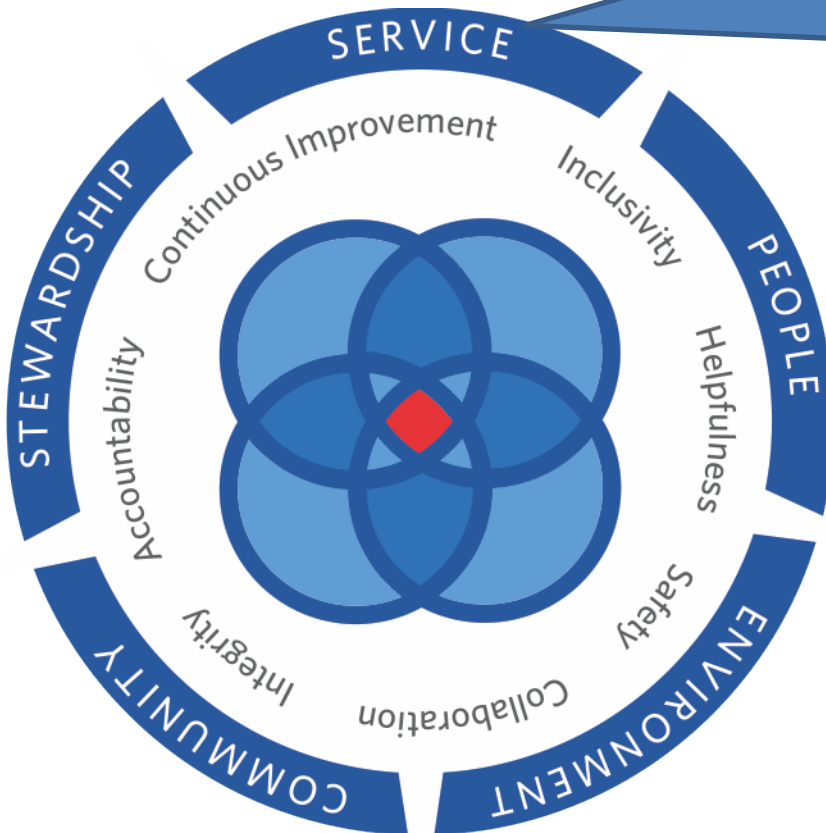
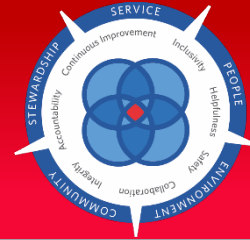
True North & Board Objective Alignment

The current tentative budget is designed to align with the True North values and 2017 UTA goals.



Board Objectives & True North Alignment

Service

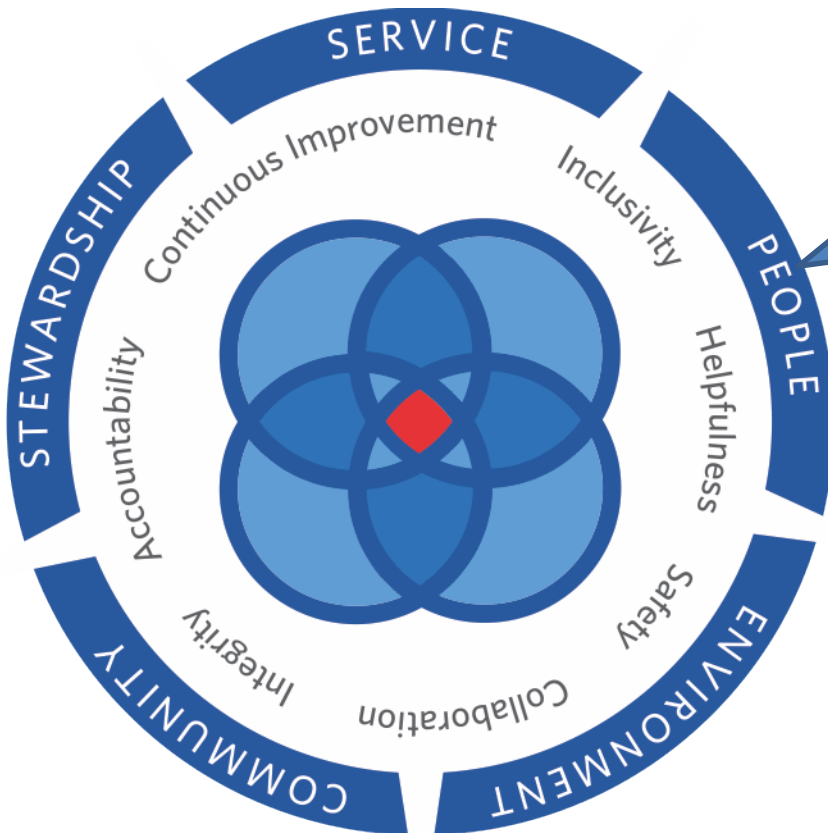
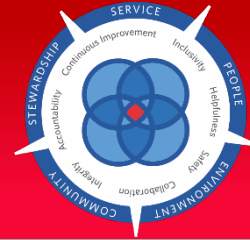


Service Effectiveness and Efficiency

- Davis/Weber County service increases:
 - Miles and hours
 - New routes
 - More than 100 amenities
- Additional ski service
- New Service Standards (and metrics)

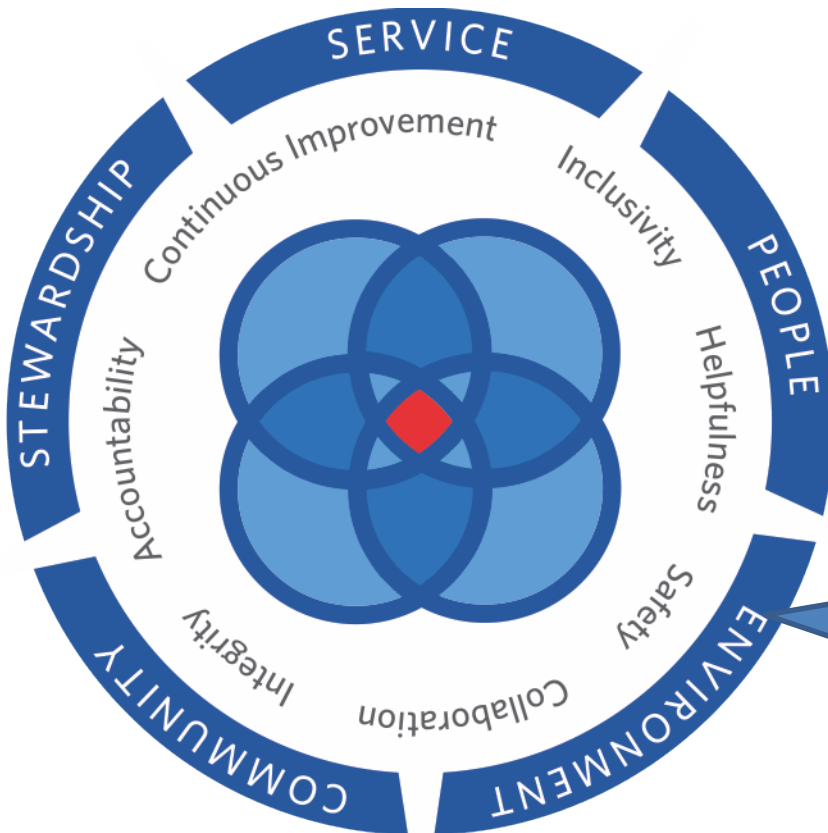
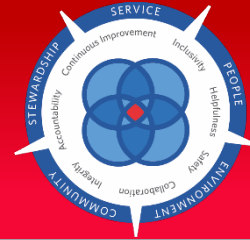
Board Objectives & True North Alignment

People



- Enterprise alignment
- Additional training resources including
 - \$379,000 contractual
 - 5 FTE
- Merit pay increase, health insurance increase & 16% pension contribution

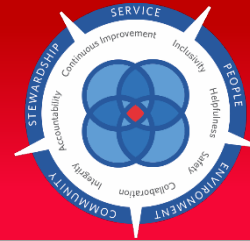
Board Objectives & True North Alignment Environment



Health and Sustainability of the System

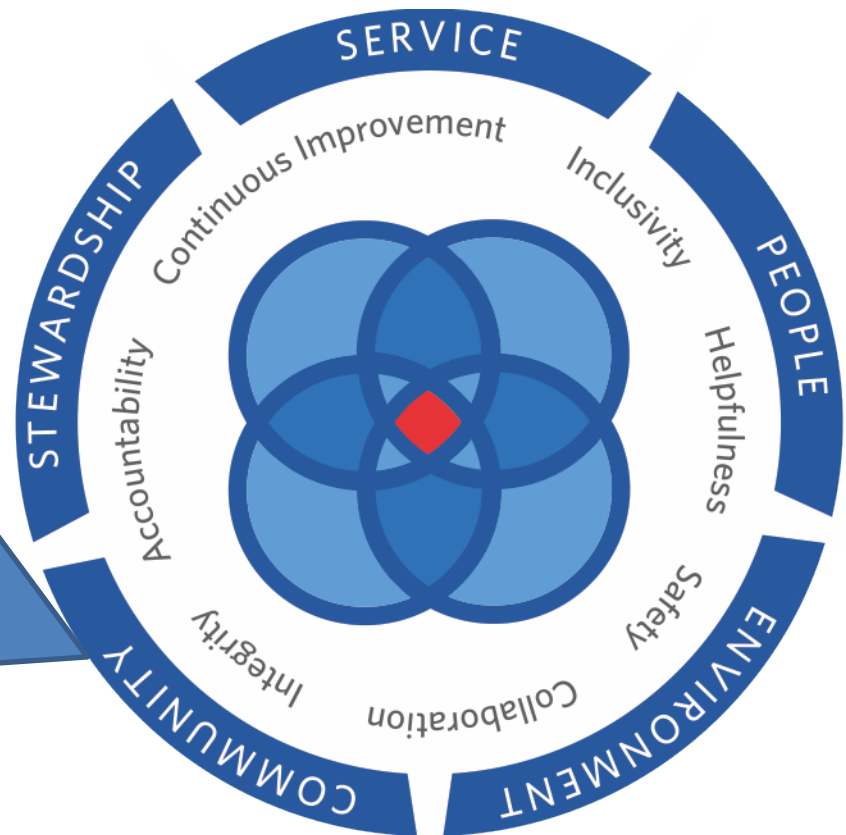
- Replace 59 1999-2001 buses
- Purchase of new electric buses

Board Objectives & True North Alignment Community



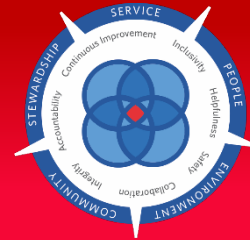
Promoting Transit Oriented Communities

- Measure and report changes in annual public perception survey results
- Increase public outreach and communication efforts
- Begin construction of TIGER grant projects
- Continue implementation of Prop 1 service improvements
- TOD policy “reset”
- Provo-Orem TRIP
- Cooperative partnerships, such as the Transportation and Land Use Connection Grant Program



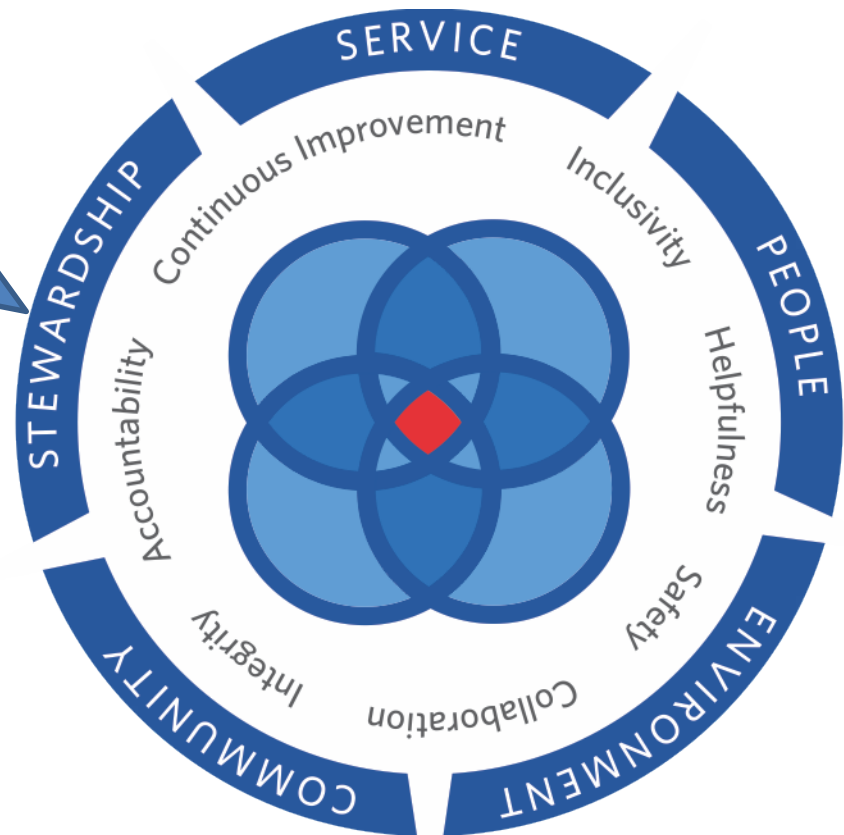
Board Objectives & True North Alignment

Stewardship

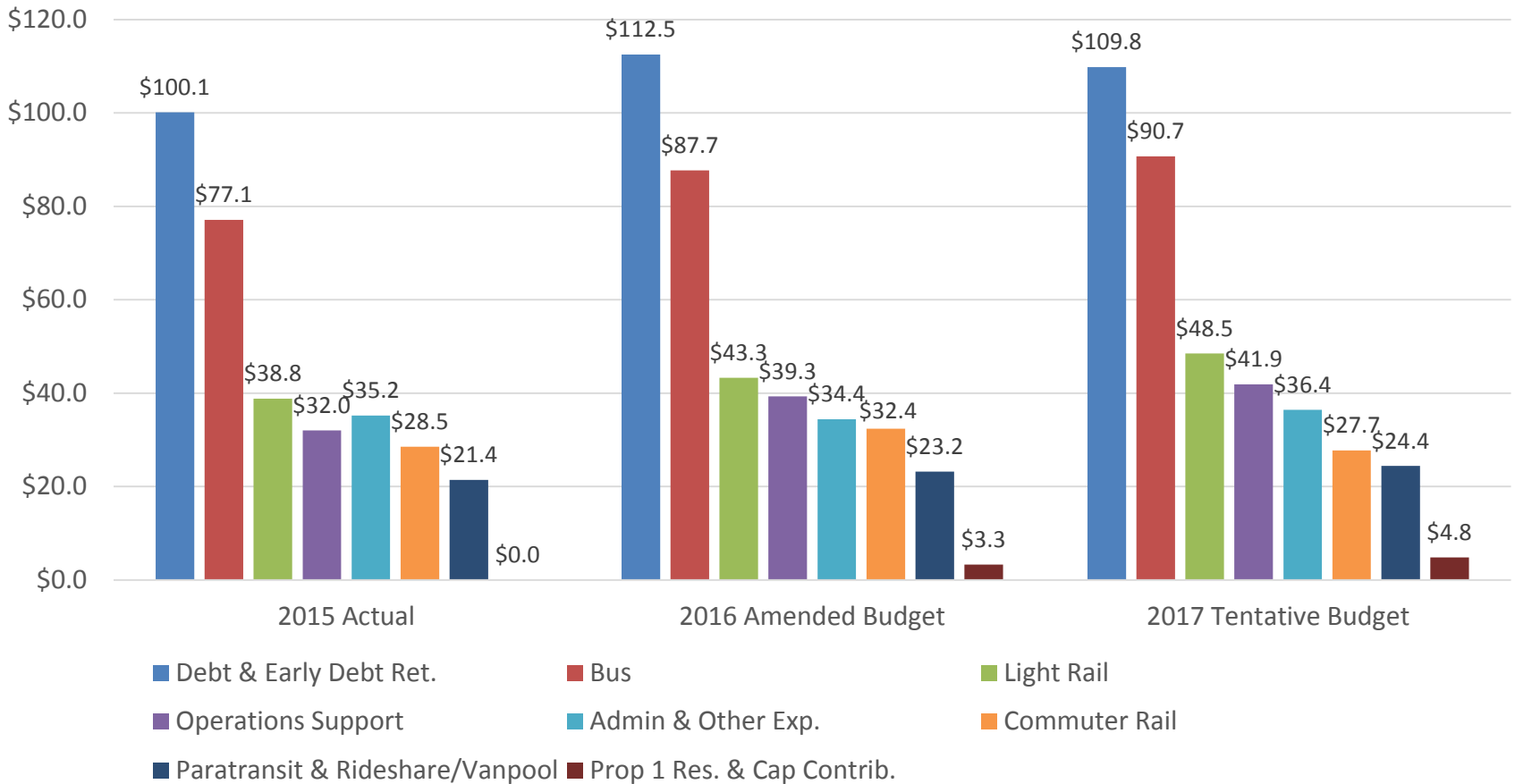
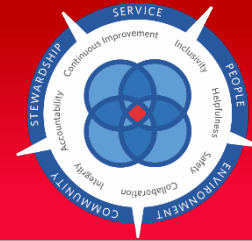


Public Trust and Accountability

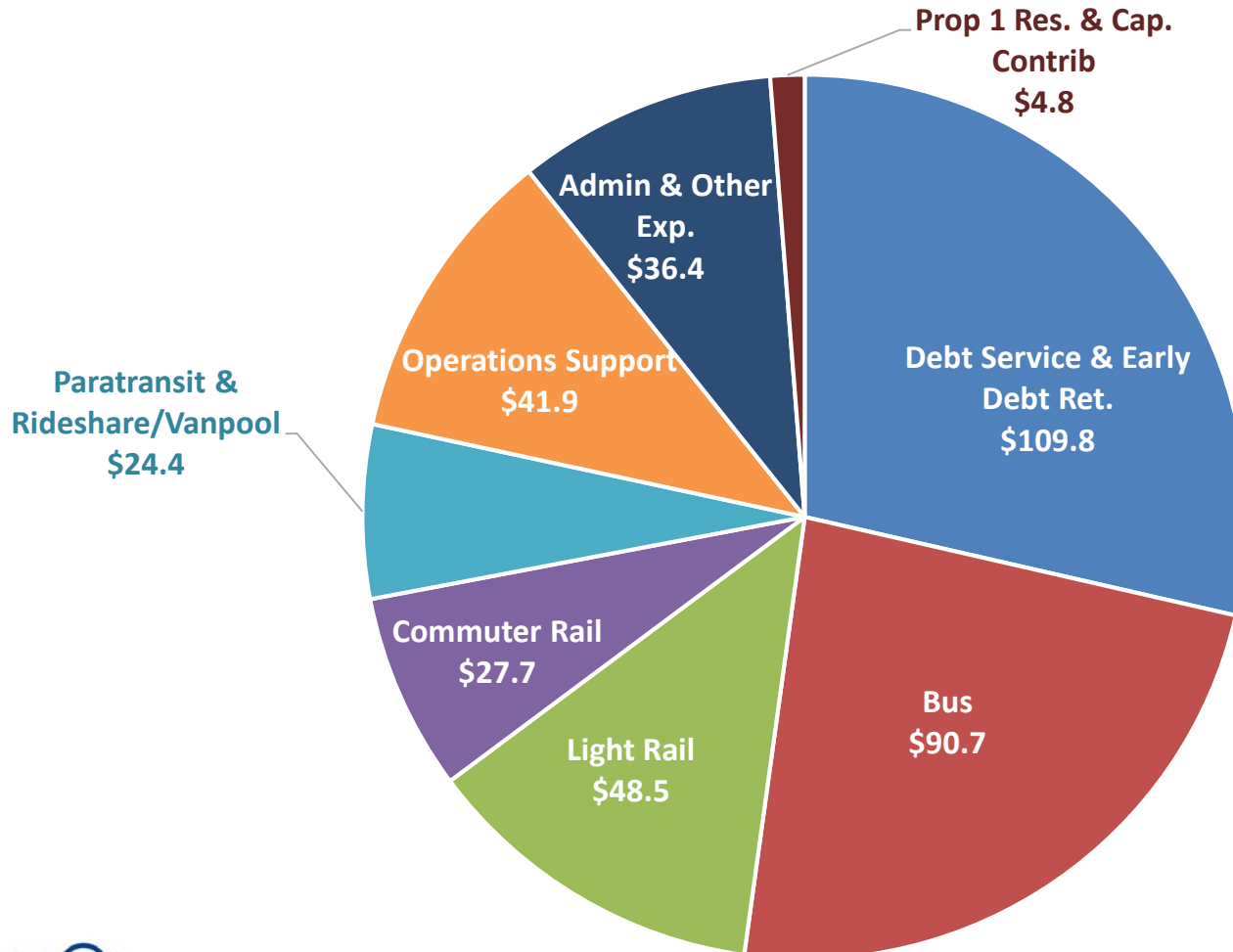
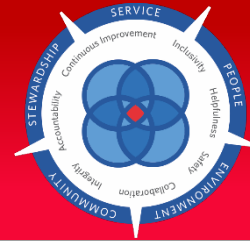
- Improved public access to board process, including live video streaming of board meetings
- Overhaul of TRAX SD vehicles
- Upgrades to rail grade crossings
- Positive train control



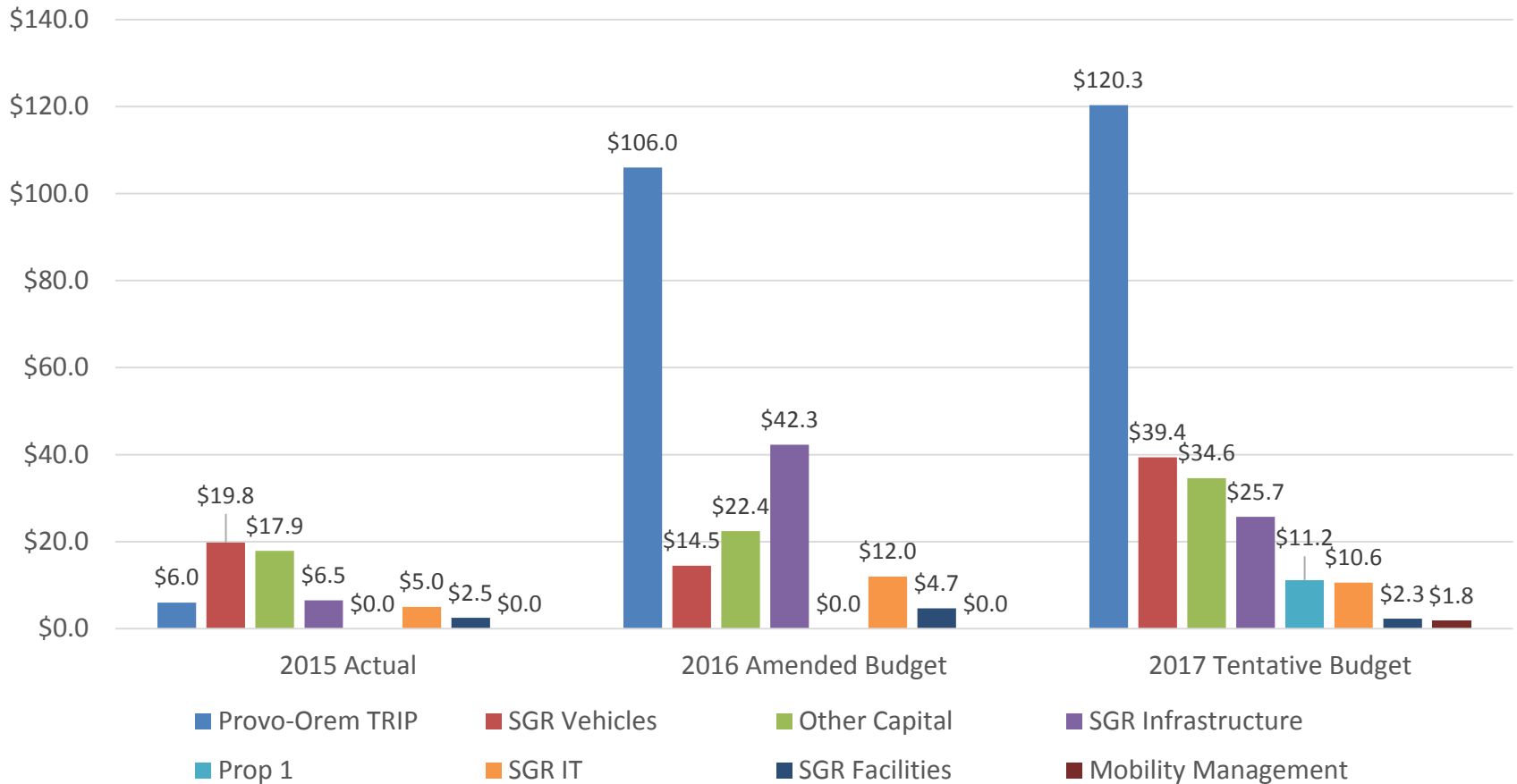
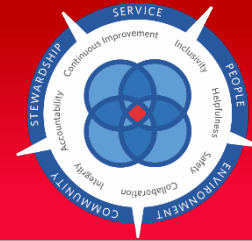
Tentative Budget Summary (Operating Expense in Millions)



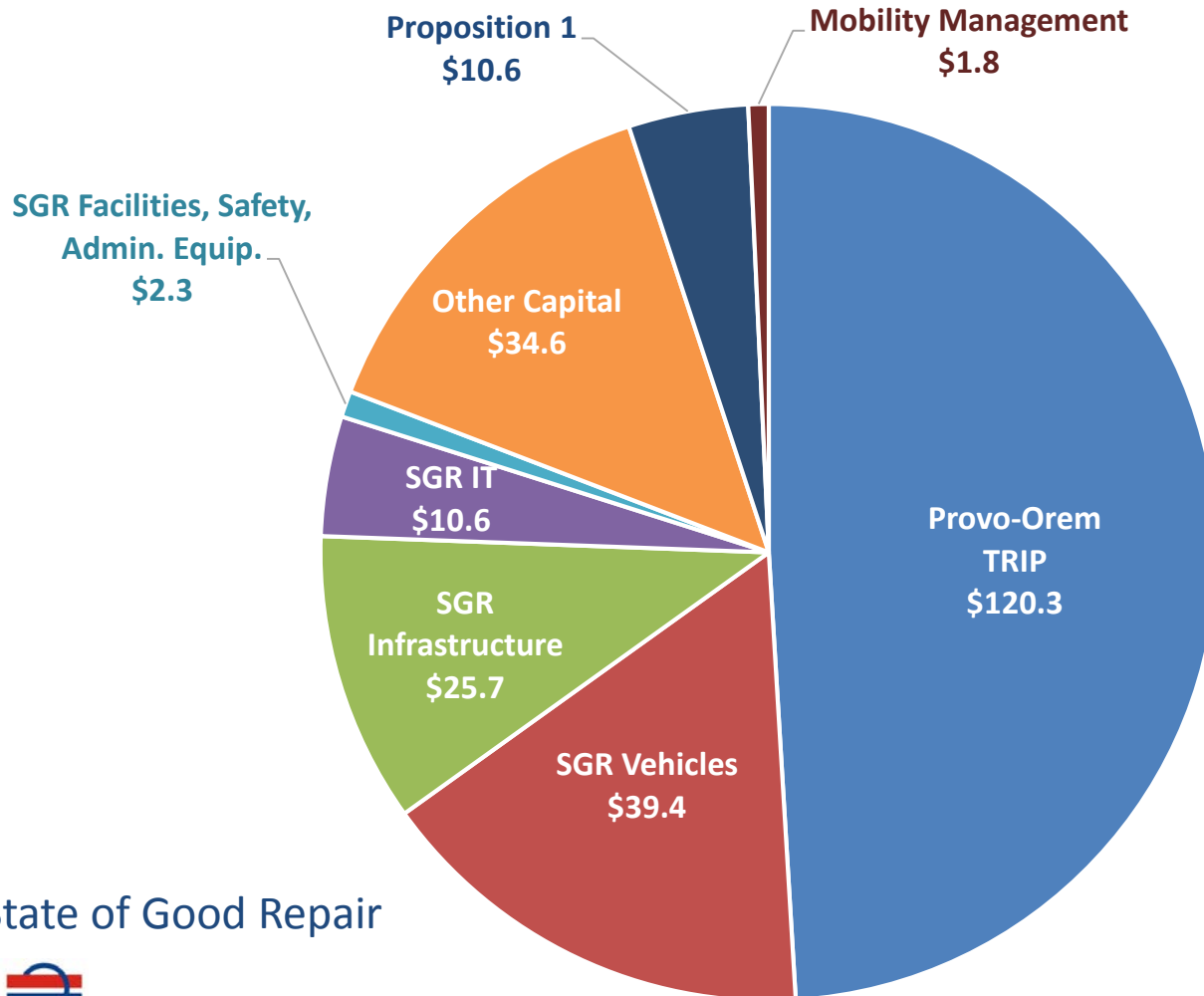
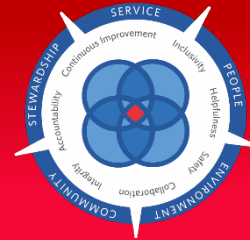
Tentative Budget Summary (Operating Expense in Millions)



Tentative Budget Summary (Capital Expense in Millions)



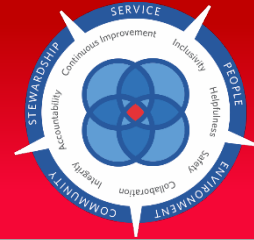
Tentative Budget Summary (Capital Expense in millions)



SGR = State of Good Repair

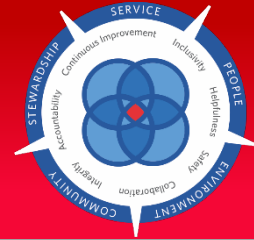


Schedule & Next Steps



- November 16: UTA Public hearing on tentative budget
- December 21: UTA Board considers final budget

Thank You



Thank you!

Trans Com Presentation

November 10, 2016

Statewide TIF Priorities

September 2016 Draft

Statewide TIF Priorities

September 2016

Region	UP Project ID	Project Name	UP Phase	Prioritization Score Range	Cost Estimate
Widen Existing					
2	S-186	I-15; Northbound, 9000 South to I-215 Braided Ramp or Frontage Road	1	70-79	\$ 100,000,000
2	S-186	I-15; Managed Lanes	1	70-79	\$ 130,000,000
1	D-2 / D-30	SR-37; 1800 North, SR-108 (2000 W) to SR-126 (Main St.); Overpass @ 500 West Rail Crossing	1	60-69	\$ 105,000,000
2	S-73	SR-172; (S600 West) SR-201 to I-80	1	50-59	\$ 45,000,000
2	2015025	SR-248; MP 0 to MP 2.1, from SR-224 to Richardson Flats	1	50-59	\$ 9,870,000
1	D-20	SR-108; 300 North to SR-37 (1800 North)	1	40-49	\$ 60,000,000
New Facilities					
3	MAG8	SR-85; (MVC) SR-73 to 2100 N Saratoga Springs; Frontage Rd.	1	90-100	\$ 30,000,000
1	D-17	West Davis Corridor; SR-127 (Antelope Drive) to I-15 / US-89 / Legacy Parkway	1	70-79	\$ 600,000,000
2	S-55	Porter Rockwell; New bridge over the Jordan River	1	70-79	\$ 50,000,000
4	DMPO1-47/49	SR-7; [Southern Parkway], Sand Hollow to SR-9 (RTP has the two projects - mid point 3000 So.)	1	60-69	\$ 75,000,000
2		SR-201; Extension to SR-36		60-69	\$ 100,000,000
2		Midvalley Highway; Phase 1, two-lane limited access arterial, SR-138 to I-80	2	40-49	\$ 34,400,000
Upgrade Existing At-Grade Intersections					
2	S-140	SR-154; (Bangor Highway Interchange) @ 6200 South	3	80-89	\$ 64,000,000
2	S-145	SR-154; (Bangor Highway Interchange) @ 10400 South	1	80-89	\$ 46,200,000
2	S-147	SR-154; (Bangor Highway Interchange) @ 12600 South	2	80-89	\$ 49,200,000
2	S-144	SR-154; (Bangor Highway Interchange) @ 9800 South	2	70-79	\$ 43,100,000
2	S-138	SR-154; (Bangor Highway Interchange) @ 4700 South	3	70-79	\$ 44,300,000
	MAG24	US-89; State St/University Rowdy; Orem; New Grade Separated Intersection	4	20-29	4 25,000,000
	DMPO1-43	SR-9; South Parkway Extension VI; Interchange at Telegraph & SR-9	4	20-29	4 18,000,000
2	S-148	SR-154; (Bangor Highway Interchange) @ 13400 South	2	70-79	\$ 43,200,000
New Interchanges on Existing Freeways					
	MAG-36	I-15; Provo North Interchange; New Interchange	4	20-29	4 100,000,000
2	201534	I-80; MP 94.5; Midvalley Highway Interchange	1 & 2	50-59	\$ 40,000,000
4	DMPO1-47	SR-7; Sand Hollow Interchange	1	20-29	\$ 7,100,000
1	D-31	I-15; SR-37 (1800 North) Interchange	1	50-59	\$ 90,000,000
3	MAG51	I-15; Orem 800 S/UVU Interchange	2	40-49	\$ 60,000,000
Upgrade Existing Interchanges					
2	2015033	I-80; at MP 144.3; Kimball Junction	1	70-79	\$ 19,000,000
2	S-186	I-15; Northbound, 10600 South Interchange Improvement		70-79	\$ 8,000,000
4	DMPO2-34	I-15; Initial SR-9 Interchange Modifications, Exit 16	2	60-69	\$ 37,000,000
2	S-196	I-80; Interchange @ State Street	1	60-69	\$ 54,700,000
2	201532	I-80; at MP 98.7; (SR-35 Interchange)	1	60-69	\$ 38,000,000
	DMPO1-49	I-15; SR-9 at MP 4 and Lane Widening from MP 4-5; Bingham Rd.	4	60-69	4 25,598,000
3	MAG-23	I-15; Payson Main St Interchange; Interchange Modification, Possibly add Connections to Main St and SR-198	1	40-49	\$ 100,000,000
	D-62	I-15; Interchange @ Redwood Road (North)	4	40-49	4 18,000,000
1	W-41	I-15; Interchange @ 24th Street	1	40-49	\$ 80,000,000
1	D-63/D-50	I-15; SR-193 (700 South); Includes widening of 700 South	1	60-69	\$ 80,000,000
1	D-32	I-15; SR-103 (650 North)	2	90-99	\$ 55,000,000
1	W-43/W-54	I-15; SR-97 (5600 South); Includes widening of 5600 South	2	60-69	\$ 150,000,000
Passing Lanes					
3	2015058	US-189; Wallsburg to Charleston	1	60-69	\$ 46,000,000
4	2015147	I-15; Add NB/SB Climbing lanes from MP 135.0 to MP 142.5; Cove Fort to Baker Canyon	1	50-59	\$ 37,000,000
3	2015059	US-6; MP 195.0 to MP 197.0; SF Canyon Widening Sheep Creek to Mill Fork (to existing 5 lanes)	1	50-59	\$ 23,000,000
4	2015208	I-15; Add NB climbing lane, MP 180.2 to MP 184; US-50 turn-off to Scipio Pass	2	40-49	\$ 22,575,000
	201540/SR-150	US-6; Connecting Passing Lanes; MP 266 to MP 300	4	40-49	4 10,000,000
4	Multiple	US-191; Passing Lanes MP 26 to MP 93; Bluff to Needles Overlook Rd., 3 Locations	1	30-39	\$ 6,000,000
3	2015062	US-40; EB Passing Lane East of Fruitland	3	40-49	\$ 9,400,000
4	Multiple	US-89; Initial Phase Passing Lanes & Slow Moving Vehicle Turnouts, MP 0 to MP 63; State line to Kanab	1	27 to 59	\$ 15,000,000
4	Multiple	US-89; Initial Phase Passing Lanes & Slow Moving Vehicle Turnouts, MP 64 to MP 141; Kanab to SR-20	1	27 to 59	\$ 15,000,000
Studies					
2		I-80 / I-215 East Interchange (Environmental Study)			\$ 5,000,000
2		600 West; 14600 South To Bangor Hwy (Corridor Study)			\$ 300,000
1		Shepard Lane Interchange (Environmental Study)			\$ 2,000,000
3		I-15; Provo North Interchange (Environmental Study)			\$ 2,000,000
	4	Springville/Spanish Fork Interchange (Environmental Study)			4 3,000,000
4		SR-9; I-15 to Southern Parkway (Environmental Study)			\$ 2,000,000
1		I-15; SR-193 (700 South) (Environmental Study)			\$ 3,000,000
1		I-15; SR-97 (5600 South) (Environmental Study)			\$ 3,000,000

Transportation Investment Fund (TIF) Categories

Widen Existing

New Facilities

Upgrade Existing At-Grade Intersection

New Interchanges on Existing Freeways

Upgrade Existing Interchange

Passing Lanes

Studies

Widen Existing

Region	UP Project ID	Project Name	UP Phase	Prioritization Score Range	Cost Estimate
Widen Existing					
2	S-186	I-15; Northbound, 9000 South to I-215 Braided Ramp or Frontage Road	1	70-79	\$ 100,000,000
2	S-186	I-15; Managed Lanes	1	70-79	\$ 130,000,000
1	D-2 / D-30	SR-37; 1800 North, SR-108 (2000 W) to SR-126 (Main St.), Overpass @ 500 West Rail Crossing	1	60-69	\$ 105,000,000
2	S-73	SR-172; (5600 West) SR-201 to I-80	1	50-59	\$ 45,000,000
2	2015025	SR-248; MP 0 to MP 2.1, from SR-224 to Richardson Flats	1	50-59	\$ 9,870,000
1	D-20	SR-108; 300 North to SR-37 (1800 North)	1	40-49	\$ 60,000,000

New Facilities

New Facilities					
3	MAG8	SR-85; (MVC) SR-73 to 2100 N Saratoga Springs, Frontage Rd.	1	90-100	\$ 30,000,000
1	D-17	West Davis Corridor; SR-127 (Antelope Drive) to I-15 / US-89 / Legacy Parkway	1	70-79	\$ 600,000,000
2	S-55	Porter Rockwell; New bridge over the Jordan River	1	70-79	\$ 50,000,000
4	DMPO1-47/49	SR-7; (Southern Parkway), Sand Hollow to SR-9 (RTP has the two projects - mid point 3000 So.)	1	60-69	\$ 75,000,000
2		SR-201; Extension to SR-36		60-69	\$ 100,000,000
2		Midvalley Highway; Phase 1, two-lane limited access arterial, SR-138 to I-80	2	40-49	\$ 34,400,000

Upgrade Existing At-Grade Intersection

Upgrade Existing At-Grade Intersections

Upgrade Existing At-Grade Intersections					
2	S-140	SR-154; (Bangerter Highway Interchange) @ 6200 South	3	80-89	\$ 64,000,000
2	S-145	SR-154; (Bangerter Highway Interchange) @ 10400 South	1	80-89	\$ 46,200,000
2	S-147	SR-154; (Bangerter Highway Interchange) @ 12600 South	2	80-89	\$ 49,200,000
2	S-144	SR-154; (Bangerter Highway Interchange) @ 9800 South	2	70-79	\$ 43,100,000
2	S-138	SR-154; (Bangerter Highway Interchange) @ 4700 South	3	70-79	\$ 44,300,000
3	MAG21	US-89; State ST/University PKWY, Orem, New Grade Separated Intersection	±	70-79	\$ 75,000,000
4	BMPO1-43	SR-9; South Parkway Segment VI, Interchange at Telegraph & SR-9	±	70-79	\$ 15,000,000
2	S-148	SR-154; (Bangerter Highway Interchange) @ 13400 South	2	70-79	\$ 43,200,000

New Interchanges on Existing Freeways

New Interchanges on Existing Freeways					
3	MAG 15	I-15; Provo North Interchange, New Interchange	1	70-79	\$ 100,000,000
2	201534	I-80; MP 94.5, Midvalley Highway Interchange	1 & 2	50-59	\$ 40,000,000
4	DMPO1-47	SR-7; Sand Hollow Interchange	1	20-29	\$ 7,100,000
1	D-31	I-15; SR-37 (1800 North) Interchange	1	50-59	\$ 90,000,000
3	MAG51	I-15; Orem 800 S/UVU Interchange	2	40-49	\$ 60,000,000

Upgrade Existing Interchanges

Upgrade Existing Interchanges					
2	2015033	I-80; at MP 144.2, Kimball Junction	1	70-79	\$ 19,000,000
2	S-186	I-15; Northbound, 10600 South Interchange Improvement		70-79	\$ 8,000,000
4	DMPO2-34	I-15; Initial SR-9 Interchange Modifications, Exit 16	2	60-69	\$ 37,000,000
2	S-196	I-80; Interchange @ State Street	1	60-69	\$ 54,700,000
2	201532	I-80; at MP 98.7, (SR-36 Interchange)	1	60-69	\$ 38,000,000
4	DMPO1-10	I-15; SPUI at MP 4 and Lane Widening from MP 4-5, Bingham Rd.	1	50-59	\$ 26,500,000
3	MAG-23	I-15; Payson Main St Interchange, Interchange Modification, Possibly add Connections to Main St and SR-198	1	40-49	\$ 100,000,000
1	D-67	I-215; Interchange @ Redwood Road (North)	1	40-49	\$ 18,000,000
1	W-41	I-15; Interchange @ 24th Street	1	40-49	\$ 80,000,000
1	D-63/D-50	I-15; SR-193 (700 South), includes widening of 700 South	1	60-69	\$ 80,000,000
1	D-32	I-15; SR-103 (650 North)	2	90-99	\$ 55,000,000
1	W-43/W-54	I-15; SR-97 (5600 South), includes widening of 5600 South	2	60-69	\$ 150,000,000

Passing Lanes

Passing Lanes					
3	2015058	US-189; Wallsburg to Charleston	1	60-69	\$ 46,000,000
4	2015147	I-15; Add NB/SB Climbing lanes from MP 135.0 to MP 142.5, Cove Fort to Baker Canyon	1	50-59	\$ 37,000,000
3	2015059	US-6; MP 195.0 to MP 197.0, SF Canyon Widening Sheep Creek to Mill Fork (to existing 5-lanes)	1	50-59	\$ 23,000,000
4	2015208	I-15; Add NB climbing lane, MP 180.2 to MP 184, US-50 turn-off to Scipio Pass	2	40-49	\$ 22,575,000
4	201549/51/50	US-6; Connecting Passing Lanes MP 256 to MP 300	1	40-49	\$ 10,000,000
4	Multiple	US-191; Passing Lanes MP 26 to MP 93, Bluff to Needles Overlook Rd., 3 Locations	1	30-39	\$ 6,000,000
3	2015062	US-40; EB Passing Lane East of Fruitland	3	40-49	\$ 9,400,000
4	Multple	US-89; Initial Phase Passing Lanes & Slow Moving Vehicle Turnouts, MP 0 to MP 63, State line to Kanab	1	27 to 59	\$ 15,000,000
4	Multple	US-89; Initial Phase Passing Lanes & Slow Moving Vehicle Turnouts, MP 64 to MP 141, Kanab to SR-20	1	27 to 59	\$ 15,000,000

Studies

Studies				
2		I-80 / I-215 East Interchange (Environmental Study)		\$ 5,000,000
2		600 West; 14600 South To Bangerter Hwy (Corridor Study)		\$ 300,000
1		Shepard Lane Interchange (Environmental Study)		\$ 2,000,000
3		I-15; Provo North Interchange (Environmental Study)		\$ 2,000,000
2		Springville/Spanish Fork Interchange (Environmental Study)		\$ 2,000,000
4		SR-9; I-15 to Southern Parkway (Environmental Study)		\$ 2,000,000
1		I-15; SR-193 (700 South) (Environmental Study)		\$ 3,000,000
1		I-15; SR-97 (5600 South) (Environmental Study)		\$ 3,000,000



Region Two

Unfunded Needs

Widening of Existing Facilities

- ▶ I-15 NB; Braided Ramp - 90th South to I-215
- ▶ I-15; Managed Lanes
- ▶ SR-172; 5600 West- SR-201 to I-80
- ▶ SR-248; MP 0 to MP 2.1; SR-224 to Richardson Flats



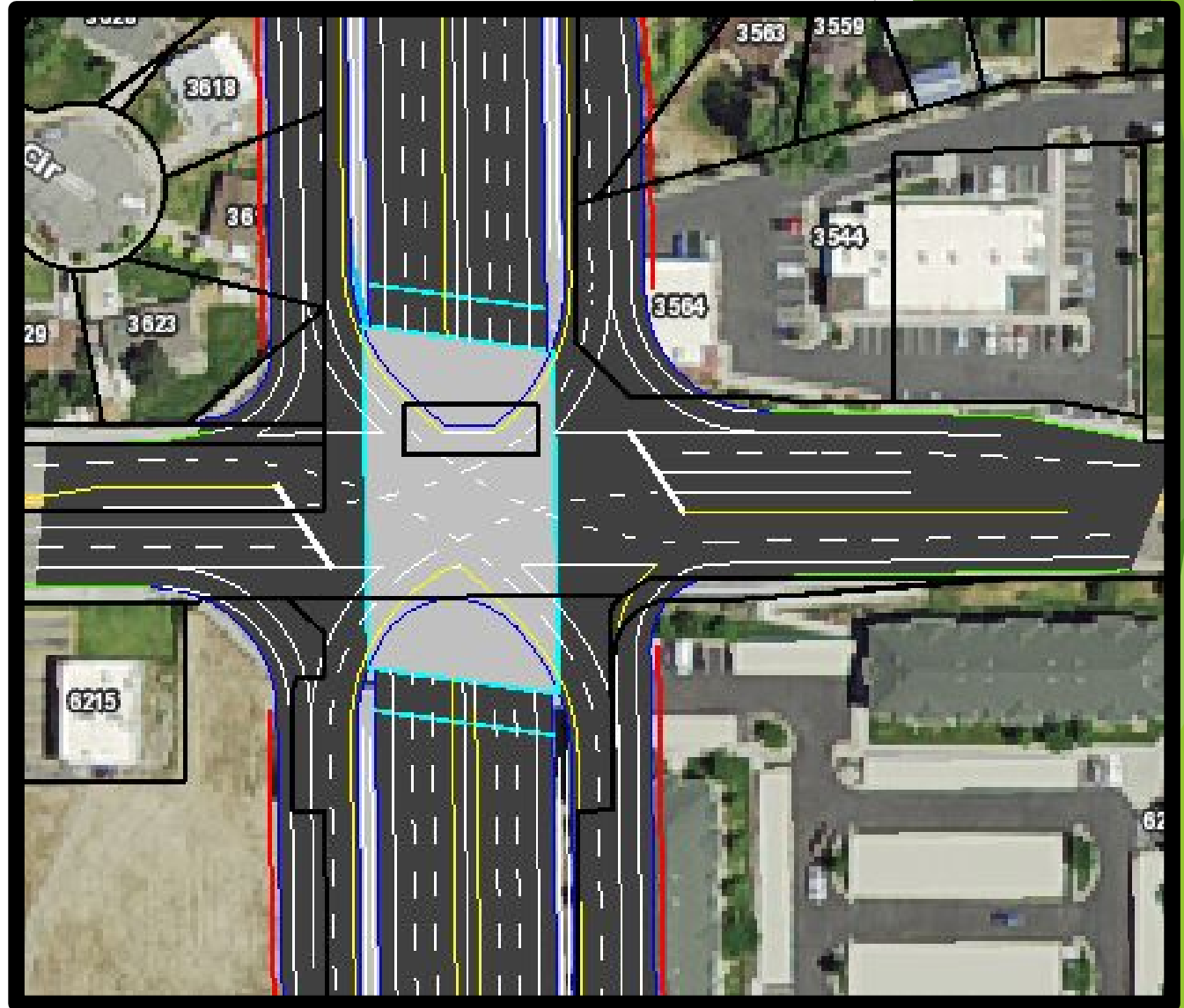
New Facilities

- ▶ SR-201
Extension to
SR-36
- ▶ Porter
Rockwell; New
Bridge over
Jordan River
- ▶ Midvalley Hwy;
Phase 1; SR-138
to I-80



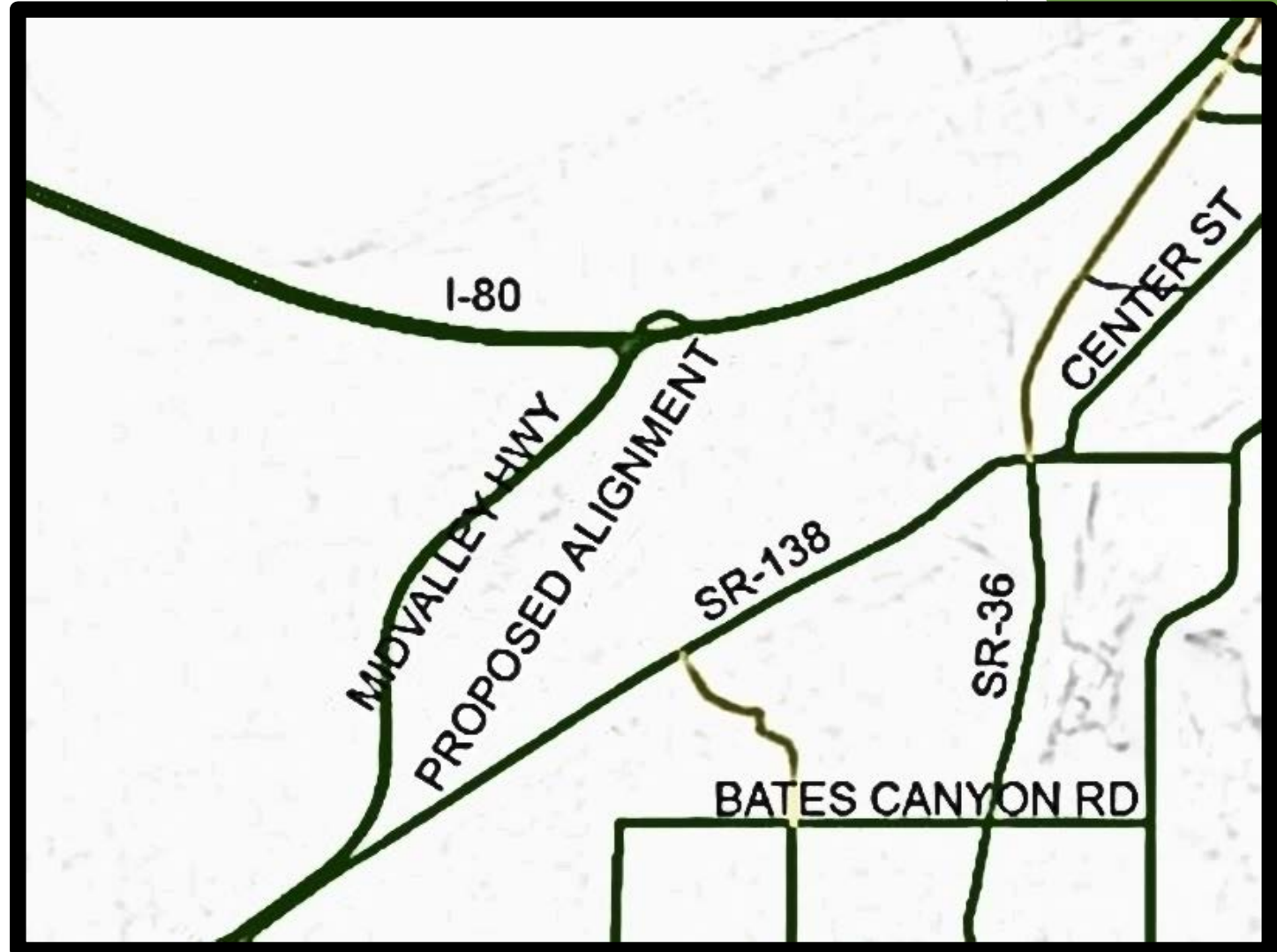
Upgrade Existing At-Grade Interchanges

- ▶ SR-154; Bangerter Highway Interchanges
 - ▶ 6200 South
 - ▶ 10400 South
 - ▶ 12600 South
 - ▶ 9800 South
 - ▶ 4700 South
 - ▶ 13400 South



New Interchange on Existing Freeways

- ▶ I-80; MP 94.5 - Midvalley Highway Interchange



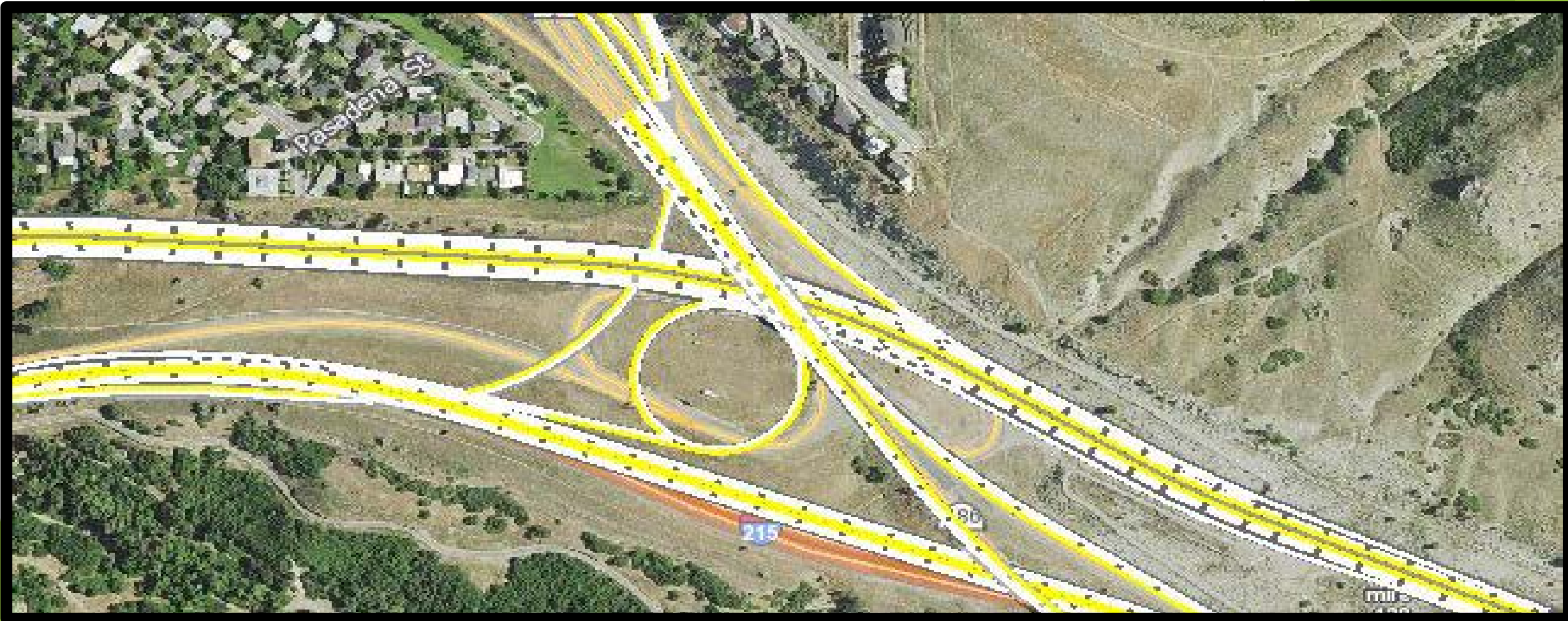
Upgrade Existing Interchanges

- ▶ I-80; Kimball Junction
- ▶ I-80; State Street
- ▶ I-80; SR-36
- ▶ I-215 SB to SR-201 WB Ramp
- ▶ SR-201 WB to I-215 SB Ramp
- ▶ I-215 NB to SR-201 EB Ramp
- ▶ SR-201 EB to I-215 NB Ramp



Studies

- I-80/I-215 East/Foothill Blvd Interchange (Environmental Study)
- 600 West; 14600 South to Bangerter Hwy (Corridor Study)



Questions?