Transportation Improvement Program
The TIP
Transportation Improvement Program is . . .

1. Six Year Program of Highway & Transit
   • Four Years Funded - Two Years Concept

2. In the Urban Areas
   • Salt Lake/ West Valley - Ogden/ Layton

3. Funded by
   • Federal, State, & Local Programs

4. For All Cities, Counties, UDOT & UTA
Transportation Improvement Program will . . .

1. Implement the Long Range Plans
   • Highway, Transit, & Active Transportation Projects for the Region

2. Help Meet the Short Range Needs
   • Of the Wasatch Front Area

3. Provide for the Maintenance
   • Of the Existing Transportation System
Transportation Improvement Program’s Dynamics...

1. Periodic Modifications due to
   • Project Timing & Funding Amounts

2. Modifications Require Board Action
   • WFRC or Trans Com as Delegated

3. Updated Annually with
   • New Projects/ Funding Strategies
Transportation Improvement Program - Today . . .

4a. Report on Approved Board Modification
   • WFRC – March 22, 2018

4b. Approve New Board Modification
   • To the 2018-2023 TIP

4cde. Review New Projects
   • To Be Included in the Draft Programs
   • STP, CMAQ, and TAP
   • for the Draft 2019-2024 TIP
4a - Report on 2018-2023 TIP Board Modification #5

Regional Council Meeting
March 22, 2018
# 2018-2023 Transportation Improvement Program (TIP) (Amendment Five)

## Board Modification

### Scope Adjustments and Additional Funding

<table>
<thead>
<tr>
<th>County Sponsor Facility PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weber UDOT and North Ogden 450/400 East 14842</td>
<td>450 East/ 400 East; 2600 North to Elberta Drive</td>
<td>Widen existing roadway from 3-lane to 5-lane including improvements to curb, gutter, and sidewalks</td>
<td>STP_URB_O/L (Surface Transportation Program (STP) - Ogden/ Layton Urban Area)</td>
<td>$13,786,000</td>
<td>Additional Funding</td>
<td>$3,600,000</td>
<td></td>
<td>2017 - 2019</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>STP_FLX_ST (STP Flexible (Any Area) Statewide)</td>
<td>$13,786,000</td>
<td>Additional Funding</td>
<td>$2,000,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Local Funds (Weber Area Council of Government (WACOG) Funds)</td>
<td>$2,650,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Local Funds (North Ogden City Funds)</td>
<td>$2,070,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Davis UDOT SR-60 15154</td>
<td>South Weber Drive (SR-60); Riverdale Road (SR-26) to 1150 West (SR-168)</td>
<td>Pavement Rehabilitation and Sidewalk Construction</td>
<td>STP_FLX_ST (STP Flexible (Any Area) Statewide)</td>
<td>$1,006,790</td>
<td>Additional Funding</td>
<td>$675,000</td>
<td></td>
<td>2018</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>STP_URB_O/L (Surface Transportation Program (STP) - Ogden/ Layton Urban Area)</td>
<td>$1,006,790</td>
<td>Additional Funding</td>
<td>$3,000,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

In addition to the widening and improvements to 450 E/ 400 East and the intersection at Elberta Drive, UDOT has a project to widen and improve the intersection at Washington Blvd (450 E/ 400 East) and 2600 North, adding dual turn lanes and traffic flow improvements by widening and aligning all legs of the intersection with the adjacent City streets. In addition, North Ogden has a city project to widen and improve 2600 North east of the intersection adding an additional EB and WB lane to the City Hall and the Library. When UDOT was performing the latest studies in preparation for the project to begin, it was determined that unless more turning movement capacity (dual lefts on all legs) was part of the scope, the project would not benefit from the programmed improvements. Thus, this project needs to add a left turn lane in each direction and with the additional funding now, UDOT will advance construct all of the projects at the same time in 2019 to eliminate duplicate efforts, minimize impacts, and improve traffic management and safety for the surrounding area by constructing at one time rather than several different projects.

The existing pavement on this section of road has deteriorated faster than expected and while rehabilitating the road Region One desires to add scope to this project by extending the sidewalk under the I-84 structure on the east side of SR-60, contingent upon the execution of a betterment agreement with Riverdale City. A sidewalk currently exists on the west side of SR-60. The proposed additional funding will come from Region One's 2017 Pavement Rehabilitation Program.

### Salt Lake/ West Valley Urban Area

<table>
<thead>
<tr>
<th>County Sponsor Facility PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake UDOT Little Cottonwood Canyon 16902</td>
<td>Little Cottonwood Canyon</td>
<td>Environmental Impact Study, Phase II - Scope and Funding Addition</td>
<td>ST_TIF (State Transportation Investment Funds)</td>
<td>$5,000,000</td>
<td></td>
<td>$2,000,000</td>
<td></td>
<td>2018</td>
</tr>
</tbody>
</table>

Phase I began the environmental impact study (EIS) process up through Alternatives Development. This phase of the study is scheduled to be completed by August, 2018. Phase II will complete the EIS process from Alternatives Development through the final Record Of Decision (ROD). Funding in the amount of $3,000,000 is requested from the Recreational Hotspot - Transportation Investment Fund (TIF) Program.
<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>SR-68</td>
<td>16424</td>
<td>Redwood Road (SR-68); 9000 South to 12600 South</td>
<td>Restripe Redwood Road from 5 Lanes to 7 Lanes - Eliminate Choke Point</td>
<td>STP_FLX_ST (STP Flexible (Any Area) Statewide)</td>
<td>$2,000,000</td>
<td>$0</td>
<td>New Project</td>
<td>$2,000,000</td>
<td>2018</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Because the roadway width is already sufficient, this project scope will only include grinding off the existing striping and re-striping to a 7 lane configuration. It does not include any work beyond the existing curb and gutter on either side of the street. The estimate includes the grinding, the replacement of the pavement markings at the existing intersections, repair of areas where the pavement is distressed, several utility access adjustments, and both the air and noise analysis for the environmental document. The available funds will come from Region Two's de-obligation funds (funds that are returned to the Regions because of project cost savings and favorable bids).

| Tooele  | UDOT    | SR-138   | 15578  | SR-138, Stansbury Park Underpass Partnership                                      | Construct Pedestrian/ Bicycle Underpass                                                    | STP_TAP_ST (Converted TAP Funds to STP)                                                | $1,800,000             | $0                     | New Project | $400,000    | 2018 |
|         |         |          |        |                                                                                  |                                                                                              |                                                                                |                        |                        |            |              |      |
|         |         |          |        |                                                                                  |                                                                                              |                                                                                |                        |                        |            |              |      |

This project will construct a tunnel under SR-138 to address a growing safety concern with school kids and other pedestrians crossing in this area of increasing density and population. This project is a local government partnership with a total project value of ~$1.8 Million. Funding is requested from Transportation Alternative Program funds.
4b - 2018-2023 TIP
Board Modification

Trans Com Meeting
April 19, 2018
### Project Scope Change

#### Salt Lake/ West Valley Urban Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>Salt Lake City</td>
<td>Var</td>
<td>13631</td>
<td>Bike Share Expansion</td>
<td>- Original Scope - Construct Additional Bike Docking Stations and Purchase Additional Bikes</td>
<td>TAP_URB_WFRC (Transportation Alternatives Program - (WFRC))</td>
<td>$150,000</td>
<td>$150,000</td>
<td>No Funding Increase</td>
<td>$150,000</td>
<td>2018</td>
</tr>
</tbody>
</table>

This request is to enable SLC Bike Share to use some of the TAP funds to purchase a rebalancing vehicle in addition to the construction of the new bike stations and the purchasing of additional bicycles. The existing vehicle used by SLC Bike Share is an old renovated repurposed UTA van and is long overdue for replacement. The existing vehicle is experiencing mechanical issues and is too small to adequately perform the duties required for rebalancing the bike share stations. The vehicle holds approximately eight bicycles, and is responsible for aiding bike share staff in rebalancing 33 stations and over 300 bicycles in the system. This poses a hardship on staff time and budget constraints, as many of the stations need upwards of 10 to 15 bicycles removed and reallocated at peak times.

### New Project

#### Ogden / Layton Urbanized Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Box Elder</td>
<td>UDOT</td>
<td>I-84</td>
<td>16666</td>
<td>I-84; Fence Repairs in Box Elder County</td>
<td>Replace damaged or missing fence along I-84</td>
<td>STP_FLX_ST (STP Flexible (Any Area) Statewide)</td>
<td>$900,000</td>
<td>0</td>
<td>New Funding</td>
<td>$900,000</td>
<td>2018</td>
</tr>
</tbody>
</table>

There are several locations along I-84 in Box Elder County between milepost 20 and milepost 42 where the fence placed with the original construction of the Interstate has fulfilled its service life. Many of these sections potentially allow both wildlife and livestock to enter the right of way. The proposed improvements will replace the existing fence with new fence in coordination with Utah Division of Wildlife Resources (DWR) the fence will be replaced with Deer Fence in prioritized locations. The requested funds will come from Region One's Transportation Solutions Program's unfunded balance.

### Additional Funding

#### Ogden / Layton Urbanized Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weber</td>
<td>UDOT</td>
<td>SR-134</td>
<td>12508</td>
<td>SR-134 (2700 North); Interchange Modifications</td>
<td>Construct additional lanes on 2700 North</td>
<td>HISP (Highway Safety Improvement Program)</td>
<td>$8,200,000</td>
<td>$6,200,000</td>
<td>Additional Funding</td>
<td>$2,000,000</td>
<td>2018</td>
</tr>
</tbody>
</table>

The funded scope of the project is to provide additional lanes on SR-134 to help increase operations around the SR-134 and I-15 Interchange. Operations are improved by adding an additional lane east and west bound on SR-134 from I-15 to Rulon White. The additional funds will provide a mill and fill to remove the existing seal coat and place a new one that aligns with the proposed lane lines. The additional funding would come from the Region One’s 2018 Transportation Solutions Program’s unfunded balance.
Bike Share Expansion

Expand the Scope to Include a Rebalancing Vehicle
- No Additional Funds
Box Elder County – I-84; Fence Repairs

Replace/ Repair Missing or Damaged Fence between MP 20 and MP 42

New Funding $900,000

Total Project Cost Estimate $900,000

Project will replace damaged or missing fence to prevent wildlife and livestock to enter the right of way
SR-134 (2700 North); Interchange Modifications

Project will construct additional lanes on 2700 North and Improve Operations around the Interchange

Additional Funding
$2,000,000

Total Project Cost Estimate
$8,200,000
## 2018-2023 Transportation Improvement Program (TIP) (Amendment Six)

**Board Modification**

### Ogden / Layton Urbanized Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Davis</td>
<td>UDOT</td>
<td>I-15</td>
<td>16124</td>
<td>I-15; 200 North Kaysville Southbound Ramp</td>
<td>Widen the South-bound on Ramp</td>
<td>NHPP, IM (National Highway Performance Program - Interstate Maintenance)</td>
<td>$850,000</td>
<td>$500,000</td>
<td>Additional Funding</td>
<td>$350,000</td>
<td>2018</td>
</tr>
</tbody>
</table>

The Region request approval to add funding to the I-15; 200 North Kaysville South Bound Ramp Meter project. The additional funds are needed to provide sufficient ramp widening to provide adequate storage for the ramp meters to avoid backing onto 200 North. The requested funds are available from unprogrammed balance in the Region One Transportation Solutions Program.

### Salt Lake/ West Valley Urban Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>SR-154</td>
<td>12566</td>
<td>Bangerter Highway Interchanges at (5400 South, 7000 South, 9000 South, and 11400 South)</td>
<td>Replace existing signalized intersections with grade-separated interchanges</td>
<td>L_Betterment (Local Government - Betterment CO-OP), ST_TIF (State Transportation Investment Funds)</td>
<td>$214,171,462</td>
<td>$201,371,462</td>
<td>Additional Funding</td>
<td>$12,800,000</td>
<td>2018</td>
</tr>
</tbody>
</table>

The current funding allocated for this project was based on replacing existing four signalized intersections at 5400 South, 7000 South, 9000 South and 11400 South with freeway-type Interchanges. The cost of the project increased is based on (1) current real estate market value – Right-of-way acquisitions have increased by $6M and (2) construction costs due to complexity of the four interchanges dealing with utilities. (i.e. The Bureau of Reclamation (BOR) 78-inch water aqueduct and the high transmission Rocky Mountain Power lines) totalling more than $6.8 million. The request for the additional funding will come from unprogrammed Transportation Investment Funds (TIF).

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>SR-68</td>
<td>11203</td>
<td>SR-68; Redwood Road, Bangerter Highway to 12600 South</td>
<td>Widen to a 7-lane facility</td>
<td>L_Betterment (Local Government - Betterment CO-OP), ST_CONCPT_D2 (Region Two Concept Funds), ST_Signals (State Construction - Signal Program), ST_TIF (State Transportation Investment Funds)</td>
<td>$47,563,060</td>
<td>$37,863,060</td>
<td>Additional Funding</td>
<td>$9,700,000</td>
<td>2018</td>
</tr>
</tbody>
</table>

This project was originally scoped and funded as a 5-lane cross section. Based on the traffic analysis during the project design, 7 lanes were ultimately needed to accommodate the projected increased capacity needs on Redwood Road. It was also determined that 2 intersections would need to be re-aligned and signalized for safety reasons and were included with the project. The project cost increase was a result of the expanded project scope and right of way negotiations extending the construction of the project into 2018.
Davis County – I-15; 200 North Kaysville
Southbound Ramp Widening

New Funding
$ 350,000
*****
Total Project Cost Estimate $ 850,000

The additional funds are need to provide sufficient ramp widening to provide adequate storage for the ramp meters to avoid backing onto 200 North.
Salt Lake County – Porter Rockwell Blvd (Seg. 5)

Located at Redwood Road to 0.46 miles east

Additional Funding
$800,000

Total Project Cost Estimate
$5,916,379
Salt Lake County – Bangerter Highway Interchanges

Located at 5400 South, 7000 South, 9000 South, 11400 South

Cost Increase due to ROW and Utilities

Additional Funding $12,800,000

Total Project Cost Estimate $214,171,462
Salt Lake County – SR-68; Redwood Road
Bangerter Highway to 12600 South
Widen to a 7-Lane Facility

Additional Funding
$ 9,700,000

*****

Total Project Cost Estimate $ 47,563,060

The additional funds are necessary due to additional ROW, Project Pushed into 2018, and Intersection Improvements Including Signalization and Re-alignment
### Additional Funding

#### Ogden / Layton Urbanized Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weber</td>
<td>UDOT</td>
<td>I-84</td>
<td>14264</td>
<td>1-84 bridges over the Weber River and UPRR Project</td>
<td>Bridge Replacement</td>
<td>NHPP_BR (National Highway Performance Program - Bridge On)</td>
<td>$36,000,000</td>
<td>$16,800,000</td>
<td>New Funding</td>
<td>$19,200,000</td>
<td>2021-2023</td>
</tr>
</tbody>
</table>

This project was approved for $16,800,000 in 2020. A feasibility study was recently completed for these two bridges to determine best strategy for replacement. The outcome of the study indicated a need for more funding. This Request is to increase the project value to $36,000,000, and to cash flow the funding over three years; $5,000,000 in 2021 for design, $15,500,000 in 2022 for first year of construction, and $15,500,000 in 2023 for the second construction season. The additional funding is available from unprogrammed efficiency balance within the Structures program, $6.58 million, and $1.55 million from the Statewide Transportation Solutions program.

#### Statewide

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Var</td>
<td>UDOT</td>
<td>Var</td>
<td>9369</td>
<td>The Bridge Inspection Program Various Locations across the State</td>
<td>The Bridge Inspection Program</td>
<td>STP_FLX_ST (STP Flexible (Any Area) Statewide)</td>
<td>$10,269,673</td>
<td>$0</td>
<td>New Funding</td>
<td>$2,200,000</td>
<td>2018-2021</td>
</tr>
</tbody>
</table>

Request to add $400,000 for each of the years 2018 through 2021 to account for an increase in inspection costs due to inflation and due to additional condition-based-inspection requirements. Additionally, request to add an additional $600,000 in the year 2019 for the Underwater Bridge Inspection Program which is required by FHWA every five years. This would add a total of $2.2 million to this program.

| Var    | UDOT    | Var      | 9615 | The Structural Load Rating Maintenance Program Various Locations across the State | The Structural Load Rating Maintenance Program | NHPP_BR (National Highway Performance Program - Bridge On) | $1,330,000 | $400,000 | New Funding | $900,000 | 2019-2021 |

Request to add $300,000 for each of the years 2019 through 2021 to account for additional load ratings needed for emergency vehicles as mandated by FHWA and additional load ratings that are necessary as bridge conditions change due to aging. This would add a total of $900,000 to this program.
Morgan County – I-84 bridges over the Weber River and UPRR Project

Bridge Replacement

Initially Programmed for 2020 – Study Indicated

Additional Work – Additional Funding

Over 3 Years 2021, 2022, 2023

Design – Construction

Additional Funding

$19,200,000

Total Project Cost

Estimate $36,000,000
The Bridge Inspection Program - Statewide

Additional Funding
$2,200,000
Total Program
$10,269,673
The Structural Load Rating Maintenance Program - Statewide

Additional Funding
$900,000
Total Program
$1,330,000
## Project Scope Change

### Ogden/ Layton Urban Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weber</td>
<td>UDOT</td>
<td>SR-53</td>
<td>14263</td>
<td>24th Street (SR-53) - Viaduct Rehabilitation in Ogden Project</td>
<td>24th Street Viaduct Rehabilitation</td>
<td>ST_Bridge (State Construction Bridge Program)</td>
<td>$9,550,000</td>
<td>$12,152,000</td>
<td>Funding Reduction</td>
<td>$7,377,000 2019-2020</td>
</tr>
</tbody>
</table>

This project was approved for $26,300,000 in 2020. The original scope included a complete deck replacement. A recently completed feasibility study determined that a deck replacement is not necessary and the rehabilitation could be completed in a less expensive manner. Request is to reduce total project value to $9,550,000, (a reduction of $16.75 Million); with $1,000,000 in 2019 for design and $8,550,000 in 2020 for construction. $1.55 million of the cost will be for an ADA ramp on the east side of the structure, using Statewide 2020 Transportation Solutions funds.

### Salt Lake/ West Valley Urban Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>SR-266</td>
<td>13800</td>
<td>Jordan River Bridge at SR-266 (4500 South) Project</td>
<td>Originally programmed to be Rehabilitated Recommended that the Bridge needs to be evaluated for replacement</td>
<td>NHPP_BR (National Highway Performance Program - Bridge On)</td>
<td>$0</td>
<td>$720,000</td>
<td>Remove from Program</td>
<td>$720,000 2018</td>
</tr>
</tbody>
</table>

This rehabilitation project was funded for 2019 with $720,000. Due to continued deterioration, this bridge needs to be evaluated for replacement rather than rehabilitation. Request is to remove from the STIP and evaluate for a replacement project in the appropriate year.

## New Project

### Salt Lake/ West Valley Urban Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>I-80</td>
<td>New</td>
<td>1-80 at Glendale Ave</td>
<td>Sound Barrier</td>
<td>2018 State Legislative Session House Bill 2</td>
<td>$1,700,000</td>
<td>$0</td>
<td>New Funding</td>
<td>$1,700,000 2018</td>
</tr>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>I-80</td>
<td>New</td>
<td>5600 West (SR-172) &amp; Paulette Ave</td>
<td>Sound Barrier</td>
<td>2018 State Legislative Session House Bill 3</td>
<td>$550,000</td>
<td>$0</td>
<td>New Funding</td>
<td>$550,000 2018</td>
</tr>
</tbody>
</table>

During the 2018 State Legislative Session, House Bill 2 and 3 (New Fiscal Year Supplemental Appropriations Act, and Appropriations Adjustments), were passed. In these Bills it included language to use Transportation Funds to fund the following projects:
Initially the Viaduct was to have a deck replacement but a feasibility study determined that a deck rehabilitation would correct the issues. Funding would improve the pedestrian access on the East end.
Salt Lake Co - Jordan River Bridge at SR-266 (4500 South)

Originally funded with $720,000 for Bridge Rehabilitation

Recommended to remove for re-evaluation to consider replacement in the appropriate year
Salt Lake County – Construct Sound Barrier

Funded with House Bill 2

Located at I-80 at Glendale Avenue

New Project Funding - $1,700,000
Salt Lake County – Intersection Improvements

Funded with House Bill 3

Located at 5600 West (SR-172) & Paulette Avenue

New Project Funding - $550,000
Weber County – Intersection Improvements

Funded with House Bill 3

Located at Along SR-134 (2700 North) – Adjacent to Canal

New Project Funding - $ 850,000
4c - Surface Transportation Program (STP)
4d - Congestion Mitigation/ Air Quality (CMAQ)
4e - Transportation Alternative Program (TAP)

Project Recommendations for the 2019 - 2024 TIP

Trans Com

April 19, 2018
Process for New Projects & The Draft TIP

- **SEPT / OCT**
  - Letters of Intent

- **NOV / DEC / JAN**
  - Project Evaluation Concept Reports

- **FEB / MAR**
  - Project Reviews and Evaluations

- **APR / MAY**
  - Draft Projects / Draft Programs

- **JUNE**
  - Draft TIP

- **JULY**
  - Public Comment

- **AUG**
  - Review and Approve TIP

- **SEPT**
  - FHWA and FTA Review / Approve TIP

- **OCT**
  - TIP / STIP Approved
Ogden/Layton Urban Area

Funding Levels

50 - Total Projects' Estimated Cost $294,889,700

<table>
<thead>
<tr>
<th></th>
<th>STP</th>
<th>CMAQ</th>
<th>TAP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Requested</td>
<td>$109,903,076</td>
<td>$13,857,382</td>
<td>$5,334,812</td>
</tr>
<tr>
<td>Available</td>
<td>$17,437,053</td>
<td>$3,648,415</td>
<td>$591,516</td>
</tr>
</tbody>
</table>
Salt Lake/ West Valley Urban Area

<table>
<thead>
<tr>
<th>Funding Levels</th>
<th>STP</th>
<th>CMAQ</th>
<th>TAP</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Requested</td>
<td>$90,153,643</td>
<td>$18,067,271</td>
</tr>
<tr>
<td></td>
<td>Available</td>
<td>$30,758,457</td>
<td>$4,781,317</td>
</tr>
</tbody>
</table>

51 - Total Projects’ Estimated Cost $137,696,075
The Evaluation Process

- Letters of intent, concept reports, field reviews:
  All provide data for project evaluation and scoring
- Other relevant professional considerations...
- Provide information and recommendations to the Technical Advisory Committees (TACs) to prioritize projects
- TACs recommend projects to Trans Com
Resources for Project Selection

• Distribution of Project Scores, such as:
  – Congestion
  – Access
  – Pavement condition
  – Safety
  – Emissions / Air quality

• Other relevant professional considerations, such as:
  – Field Review Comments
  – Equity of Funding
  – Sponsor’s Project History
  – Project Synergy
  – Project Timing Efficiencies
  – Complete Systems
  – Project Costs
Resources for Project Selection

• Distribution of Project Scores, such as:
  – Congestion
  – Access
  – Pavement condition
  – Safety
  – Emissions / Air quality

• Other relevant professional considerations, such as:
  – Field Review Comments
  – Equity of Funding
  – Sponsor’s Project History
  – Project Synergy
  – Project Timing Efficiencies
  – Complete Systems
  – Project Costs
<table>
<thead>
<tr>
<th>Project Number</th>
<th>Project Name</th>
<th>City</th>
<th>Agency</th>
<th>Project Area</th>
<th>From Street</th>
<th>To Street</th>
<th>Project Improvement</th>
<th>Project Objective</th>
<th>Length</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1979 North Widening</td>
<td>Plain City</td>
<td>Plain City Recreation</td>
<td>300 North</td>
<td>300 South</td>
<td>sidewalk to sidewalk</td>
<td>sidewalk to sidewalk</td>
<td>0.311</td>
<td>The proposed project is to add a shoulder and curb, gutter and sidewalk for pedestrian use and to provide a walking route to the elementary school.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Park Avenue Sidewalk</td>
<td>Ogden</td>
<td>Ogden City</td>
<td>Garfield Avenue</td>
<td>36th Street</td>
<td>Park Avenue to School Road</td>
<td>sidewalk to sidewalk</td>
<td>0.241</td>
<td>Currently, there are 266 single family residences within the south of Wasatch Elementary that are tributary to the proposed sidewalk. It is rare to see sidewalk missing in such close proximity to an Elementary. This project would also be appreciated by residents with disabilities the elderly and be of use for WSU students.</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>State Street and Clark Lane Pedestrian Crosswalks</td>
<td>Farrington City</td>
<td>Farrington City Recreation</td>
<td>State Street and Clark Lane</td>
<td>School Road to School Road</td>
<td>Pedestrian Crosswalk</td>
<td>Pedestrian Crosswalk</td>
<td>0.026</td>
<td>Install 2 pedestrian signals in existing mid-block crosswalks. There has been 1 pedestrian fatality at State Street and 400 W. Location two has seen a large increase in pedestrian and vehicle traffic near the Davis County Legacy Event Center. The project is needed to increase safety for pedestrians at these crosswalks.</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Eageridge Drive Sidewalk</td>
<td>Davis City</td>
<td>Davis City Recreation</td>
<td>Eageridge Drive</td>
<td>porch</td>
<td>sidewalk to sidewalk</td>
<td>sidewalk to sidewalk</td>
<td>0.381</td>
<td>There is a missing segment of sidewalk on the south side of Eageridge Dr between Parkview and Orchard Dr, which has historically been an unclear walking route to Orchard Elementary for students living south of Eageridge. There is a major conflict between vehicular traffic and pedestrians. There is a need to connect the two areas of existing sidewalk and provide a safe route for school children to travel to and from school. Currently, students walking to and from school in the project area are forced to walk in the street.</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Adams Avenue Sidewalk</td>
<td>South Ogden City</td>
<td>South Ogden City Recreation</td>
<td>Adams Avenue</td>
<td>800 South</td>
<td>sidewalk to sidewalk</td>
<td>sidewalk to sidewalk</td>
<td>0.281</td>
<td>The purpose of this project is to connect two areas of existing sidewalk and provide a safe route for school children to travel to and from school. Currently, students walking to and from school in the project area are forced to walk in the street.</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>East Park Lane</td>
<td>Farrington City</td>
<td>Farrington City Recreation</td>
<td>East Park Lane</td>
<td>N/A</td>
<td>sidewalk to sidewalk</td>
<td>sidewalk to sidewalk</td>
<td>0.009</td>
<td>The north side of SR 225 is fully improved from Main St. to Lappen Dr. Except for a 100' gap which requires asphalt, curb &amp; gutter, sidewalk and additional ROW at 326 West Park Lane. The project will purchase ROW on the north side to install the improvements at a later date.</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Burch Creek Road Project</td>
<td>South Ogden City</td>
<td>South Ogden City Recreation</td>
<td>Burch Creek Road</td>
<td>U.S. Highway</td>
<td>sidewalk to sidewalk</td>
<td>sidewalk to sidewalk</td>
<td>0.723</td>
<td>To provide safe routes of travel for school children as they walk to and from the Junior High School. Currently, the students walk in the street and are in close proximity to traffic.</td>
<td></td>
</tr>
</tbody>
</table>
Surface Transportation Program (STP) Funds

<table>
<thead>
<tr>
<th>Funding Levels</th>
<th>Ogden/Layton</th>
<th>Salt Lake/West Valley</th>
</tr>
</thead>
<tbody>
<tr>
<td>$-</td>
<td>$17,407,398</td>
<td>$30,422,980</td>
</tr>
</tbody>
</table>

- 7 Projects
- 14 Projects
Farmington City – SR-106 (Main Street) – Reconstruct & Minor Widening
Project Type – Reconstruction
Park Lane to Shepard Lane

Recommended Funding $1,851,921

The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (Farmington Main Street) between Park Lane and Shepard Lane on the west side of the road. The project will include storm drain, curb and gutter, sidewalk and pavement widening to allow for standard shoulder width.
The Ogden/Weber State University BRT will provide premium service between the Ogden intermodal and WSU/McKay Dee Hospital. The BRT will have 13 stations and operate on exclusive lanes from 30th and Harrison to the Dee Events Center. The O/M of this line comes from funds currently used on route 603 and Prop 1 sales tax.
This project will construct a new road connecting the proposed Shepard Lane interchange on I-15 to the West Davis Corridor and Sunset Drive. This new roadway will provide mobility and access to these two major transportation corridors. With this being a new roadway, 200 North in Kaysville was used for the traffic data.
South Ogden – 40th Street & Chimes View – Reconstruct w/ Minor Widening

Project Type – Reconstruction
Riverdale Road to Washington Blvd

Recommended Funding $ 4,000,000

Project Cost – $ 4,745,200
Funds Request – $ 4,423,950

40th Street is a regional east-west corridor in Weber County that carries traffic to and from Weber State University, McKay Dee Hospital and shopping opportunities in Riverdale, South Ogden and Ogden City. The lower sections that will be improved as a part of this project are necessary in order for this corridor to be able to accommodate the increasing traffic.
North Salt Lake – Main Street - Reconstruction
Project Type – Reconstruction
Center Street to 350 North

This portion of Main Street is very old and is in desperate need of attention. Patching of the potholes has become a constant task and the asphalt is failing. The project is also needed to accommodate increased future traffic, as significant and rapid redevelopment is occurring in and around this neighborhood.

Recommended Funding $ 1,223,364

Project Cost – $ 1,312,200
Funds Request – $ 1,223,364
Brigham City – 1200 West Box Elder Creek Bridge - Widening
Project Type – Reconstruction

550 North to 650 North

To widen an existing bridge on 1200 West over Box Elder Creek that will accommodate increasing traffic volumes from growing industrial and commercial uses. The project is part of planned improvements for 1200 West which will provide a north/south corridor between SR-13 in Brigham City and SR-315 in Willard.

Recommended Funding $ 1,582,113

Project Cost – $ 1,750,000
Funds Request – $ 1,582,113
UDOT – Connected Vehicle Infrastructure
Project Type – ATMS or ITS
Ogden/ Layton Urbanized Area

Connected Vehicles are about to fundamentally alter traffic management capabilities by allowing the communication of vehicles to vehicles and vehicles to infrastructure via short range radio. This initial project will continue to develop connected vehicle technology using vehicle to infrastructure systems to help maintain bus schedules. This technique is intended to allow a bus that is behind schedule to request an extended green light cycle in order to help the bus maintain schedule.

Project Cost – $1,200,000
Funds Request – $1,124,000
Recommended Funding $ 950,000
The purpose of this project is to widen Monroe and SR-209 to provide dual left turn lanes in all directions. This improvement would allow for less congestion by removing turning movements from the thru lanes and by clearing the left turn queue more efficiently.
Presently there are 25,000 plus vehicles per day that use this important east-west arterial street. This traffic is projected to grow to up to 50,000 vehicles per day. This project will complete the NEPA documentation process to allow the future widening of 7000 South from an existing 4 and 5 lane roadway to a full 5 to 7 lanes with shoulders from 1300 West to SR-154.
Draper – 1300 East – Reconstruction & Minor Widening
Project Type - Reconstruction

Wayne’s World Drive to Nashi Lane

Reconstruct and widen 1300 East to provide a continuous 3 lane section with shoulders/bike lanes, curb, gutter, and sidewalks, and improve the function of the intersection at Wayne's World Drive (13800 South).

Project Cost – $3,600,000
Funds Request – $3,270,000

Recommended Funding $3,270,000
Salt Lake County/ West Valley/ Kearns – 4700 South – Recon. w/ Minor Widen
Project Type – Reconstruction

The project is needed to meet capacity needs, by improving capacity at the intersections, railroad crossings, reconstructing and widening canal bridges, and to reconstruct the existing pavement with its various deficiencies.

4000 West to 5600 West

Project Cost – $16,367,300
Funds Request – $15,259,234

Recommended Funding $ 4,500,000
Salt Lake City – 1300 East Reconstruction Segment 2  
Project Type - Reconstruction  
2100 South to Southern Boundary

This project encompasses pavement improvements for this deteriorated street, including removal and replacement of the pavement, curb and gutter, and pedestrian improvements. This project will incorporate Complete Streets concepts to make pedestrian, bicycle, & transit safety improvements.

Recommended Funding $ 4,300,000

Project Cost – $ 6,975,600
Funds Request – $ 6,503,352
South Salt Lake – 700 West – Reconstruct & Minor Widening
Project Type - Reconstruction
3300 South to Carlisle Street (3655 South)

700 West is a collector road that serves residential areas, the County Jail, the UTA headquarters, and other light industrial businesses. 700 West carries a high volume of trucks, causing accelerating pavement deterioration. This project will replace the failing asphalt pavement with concrete pavement, and upgrade pedestrian and drainage facilities by filling in sidewalk, curb and gutter; and add bike lanes.

Recommended Funding $ 4,000,000

Project Cost – $6,571,575
Funds Request – $6,118,032
This project is to install a new High-T intersection at Redwood Road and 14600 South where the City is planning to extend 14600 South. Currently, the intersection of 14400 South and Redwood Road is functioning at a level service F and has large delays and significant safety issues due to the poor sight distance and geometry of the 14400 South and its connection to 1690 West and Loumis Parkway being less than 300 feet.

Recommended Funding $ 550,000

Project Cost – $ 600,000
Funds Request – $ 550,000
West Jordan – 7000 South & 1500 West – New Construction
Project Type – Bicycle and Pedestrian

Pedestrian Bridge

Recommended Funding $ 1,499,977

Project Cost – $ 1,608,900
Funds Request – $ 1,499,977

Heartland Elementary School needs to have a pedestrian bridge for the safety of children crossing 7000 South, which is slated to expand from its present 4 lane configuration to a 7 lane configuration in the future. This project will salvage a bridge span from 10600 South and 1300 West to save on project costs.
Magna Metro Township – 8000 West – Sidewalk
Project Type – Bike and Ped
2600 South to 3100 South

Construct sidewalk, curb and gutter on the west side of 8000 West from the existing sidewalk at about 2600 South to the 3100 South intersection.

Recommended Funding $ 1,255,528

Project Cost – $ 1,346,700
Funds Request – $ 1,255,528
Bluffdale City – 14600 South Railroad Bridge
Project Type – Study

14600 South and Union Pacific Railroad Structure

Recommended Funding $ 119,894

Perform an engineering study of alternatives to replace the existing one-lane railroad crossing on 14600 South with a crossing that meets future geometry and aligns with 14600 South.

Project Cost – $ 128,600
Funds Request – $ 119,894
Millcreek and Holladay Cities – 3900 South Improvements

Project Type – Reconstruction

2300 East to Wasatch Blvd

Recommended Funding $ 4,000,000

Create a safer environment for all users including the construction of curb, gutter, sidewalk, ADA ramp, enhanced bus stops, a bicycle facility, lighting and the relocation of utility poles out of asphalt, eliminate open ditch and pipe irrigation/storm drainage along 3900 South from 2300 East to Wasatch Blvd.

Project Cost – $ 8,652,500

Funds Request – $ 8,066,726
The Murray-Taylorsville-West Valley BRT project is a critical regional and local transit project for Salt Lake Valley. The Transit project’s purpose is to provide a reliable, efficient transit system and connection between the Murray Central TRAX and FrontRunner stations, Taylorsville, Salt Lake Community College and the West Valley Central TRAX Station. As part of the overall BRT project 1780 W will allow the BRT to better access SLCC from 4700 S.
West Jordan – 8600 South Bridge over MVC – New Construction
Project Type – Capacity

5600 West to 6000 West

Project Cost – $ 17,900,000
Funds Request – $ 4,000,000
Recommended Funding $ 700,000

8600 South is a major collector street on the west side of the Salt Lake Valley, and is projected to carry 15,000 to 25,000 VPD by the year 2030. This crossing connects to Ron Wood Park, a regional park for the entire west half of the City of West Jordan, serving approximately 50,000 residents. A major recreation center ($45 to $50 million) is slated to be built within this park in the next few years. This bridge is the essential connector for that project, and will provide the connectivity for existing residents living west of the MVC.
The U of U is a large transit trip generator in Salt Lake City and the Hospital is one of the most used stops. Currently there are limited bays for buses. This project would extend bays and allow more buses to serve the area simultaneously.

UTA – University of Utah Hospital Stop Expansion
Project Type – Transit
U of U Bus Bays

Recommended Funding $ 372,361

Project Cost – $ 399,400
Funds Request – $ 372,361
**Congestion Mitigation/ Air Quality (CMAQ) Funds**

- **5 Projects**
  - Programmed: $3,616,754

- **8 Projects**
  - Programmed: $4,770,861
UTA - Vanpool Management
Project Type - Transit

Various Areas in the Ogden/ Layton Urbanized Area

Manage the daily logistics/expenses of a 400+ vanpool program reducing single occupancy vehicle usage. This includes customer service, managing accounts/rosters, adding/removing participants, driver training, customer accounting, maintenance logistics, community education/marketing, and Federal/local reporting requirements.

Project Cost – $ 140,000
Funds Request – $ 130,522

Recommended Funding $ 130,522
UTA – Transportation Demand Management - Rideshare
Project Type - Transit
Various Areas in the Ogden/Layton Urbanized Area

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.

**Project Cost – $35,000**

**Funds Request – $31,232**

**Recommended Funding $31,232**
Additional green time is not available at this intersection. Dual left turn lanes can serve more traffic with less left turn green time on Skyline Dr. The existing auxiliary lane on US-89 is too short to make the lane attractive to drivers. Extending the auxiliary lane an additional 500 feet creates a more attractive lane, which evens out lane utilization through the intersection, improving operations.
Ogden City – Polk Avenue Sidewalk Project
Project Type – Safe Routes to School
Franklin Avenue to 36th Street

Currently, there are 266 single family residences within the south of Wasatch Elementary that are tributary to the proposed sidewalk. It is rare to see sidewalk missing in such close proximity to an Elementary. This project would also be appreciated by residents with disabilities, the elderly and WSU students.

Recommended Funding $ 555,000

Project Cost – $ 595,302
Funds Request – $ 555,000
UDOT / Ogden – Dual Left Turn Lanes - Intersection Improvement
Project Type – Operations
Wall Ave (SR-204) at 20th Street (SR-104)

Project Cost – $ 2,700,000
Funds Request – $ 2,500,000

Recommended Funding $ 1,500,000

This project is to help improve traffic operations for NB traffic on Wall Ave to turn left onto 20th St which connects to I-15
UTA - Vanpool Management
Project Type - Transit
Various Areas in the Salt Lake/ West Valley Urbanized Area

Manage the daily logistics/expenses of a 400+ vanpool program reducing single occupancy vehicle usage. This includes customer service, managing accounts/rosters, adding/removing participants, driver training, customer accounting, maintenance logistics, community education/marketing, and Federal/local reporting requirements.

Project Cost – $290,000
Funds Request – $270,367

Recommended Funding $270,367
UTA – Locomotive Rebuild
Project Type – Transit

Rebuild 5 Locomotive Prime Mover Engines

Project Cost – $1,000,000
Funds Request – $932,300

Reduce particulate matter emissions and the formation of ozone in Salt Lake County. The rebuilding of 5 locomotive prime mover engines to EPA's standard of Tier 2+ would reduce the total emissions of criteria air pollutants (i.e. NOx, HC, CO and PM) by 10,751 kg annually.

Recommended Funding $ 932,300
UTA – Transportation Demand Management - Rideshare
Project Type - Transit
Various Areas in the Salt Lake/ West Valley Urbanized Area

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.

Project Cost – $ 60,000
Funds Request – $ 55,938

Recommended Funding $ 55,938
Salt Lake City – Bike Share Program
Project Type – Bicycle
Salt Lake City Proper

The bike share program provides an option for commuters to link local destinations with regional transit via bicycle and reduce short car trips in the downtown area. GREENbike works to improve the community's health and reduce carbon emissions and vehicle miles traveled by providing alternatives to automobile trips, and is the most successful small (less than 50 stations) bike share program in the country. In 2016, GREENbike users removed nearly 741,000 lbs of CO2 by biking instead of driving.

Project Cost – $ 593,900
Funds Request – $ 553,693

Recommended Funding $ 400,000
The purpose of this project is to extend the left turn lanes for the EB to NB and NB to WB movements. This is a busy intersection and significant redevelopment is planned in the area. Extending the turn pockets will reduce congestion by removing turning traffic from thru lanes.
The purpose of this project is to add a WB to NB right turn lane at 5300 S and SR-89 (State Street). This is one of the busiest intersections in Murray and congestion is a problem throughout the day. The right turn lane will reduce congestion by removing right turn traffic from the thru lane.
14600 South is a main east/west thorough way in Bluffdale City. The section of roadway between Redwood Road and the railroad trestle consists of two travel lanes with limited curb, sidewalk and gutter. To improve the level of service the City intends to widen the roadway, add bicycle lanes and sidewalk, curb and gutter. This will help accommodate a wide range of users and provide a safe mode of transport for pedestrians. The addition of the bicycle lanes will promote outdoor activities and decrease automobile pollution.
Holladay City – Highland Drive Intersection Improvement
Project Type – Operations

Highland Drive and 4500 South

Project Cost – $2,597,900
Funds Request – $2,328,792

Recommended Funding $1,200,000

The proposed project includes changing an existing single left hand turn lane to a dual left hand turn for vehicles traveling from westbound 4500 S. to southbound Highland Dr. The project will also add a new right hand turn lane on northbound Highland Dr. to eastbound 4500 S. ROW, utility relocation, and curb and gutter improvements are also planned.
Transportation Alternatives Program (TAP) Funds

<table>
<thead>
<tr>
<th>Funding Levels</th>
<th>1</th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$571,041</td>
<td>$990,577</td>
</tr>
</tbody>
</table>

- **1** Programmed: 3 Projects
- **2** Programmed: 4 Projects
The proposed project is to add a shoulder and curb, gutter and sidewalk for pedestrian use and to provide a walking route to the elementary school.

Plain City – 1975 North Widening – Construct Sidewalk
Project Type – Safe Routes to School

3775 West to 3525 West

Project Cost – $1,142,300
Funds Request – $1,064,966

Recommended Funding $300,000
Install 2 pedestrian signals in existing mid-block crosswalks. There has been 1 pedestrian fatality at State Street and 400 W. Location two has seen a large increase in pedestrian and vehicle traffic near the Davis County Legacy Event Center. The project is needed to increase safety for pedestrians at these crosswalks.

**Recommended Funding $ 200,000**

**Project Cost – $ 318,100**

**Funds Request – $ 296,565**

There has been 1 pedestrian fatality at State Street and 400 W. Location two has seen a large increase in pedestrian and vehicle traffic near the Davis County Legacy Event Center. The project is needed to increase safety for pedestrians at these crosswalks.
The north side of SR 225 is fully improved from Main St. to Lagoon Dr. except for a 100' gap which requires asphalt, curb & gutter, sidewalk, and additional ROW at 326 West Park Lane. The project will improve the street on the north side, and provide pedestrian access from Lagoon Dr. to the bus stops on SR 106.
Cottonwood Heights – 2700 East Sidewalk Project

Project Type – Safe Routes to School

Major sidewalk gap exists on the east side of 2600 East between South of Toni Circle (7635 S.) to Bridgewater Drive (7655 S.). Existing crossing is at a dangerous location on 2600 East. Proposed sidewalk will relocate crossing to safer location.

Project Cost – $415,400

Funds Request – $363,038

Recommended Funding $363,038
Salt Lake County – Kearns Metro Township – Northwest Ave Sidewalk
Project Type – Safe Routes to School

5415 South to 5570 South

Project Cost – $208,000
Funds Request – $193,918

Construct sidewalk, curb, and gutter on the west side of Northwest Avenue from 5415 S to existing sidewalk at about 5570 S. Sidewalk will improve safety of access for students walking from the southeast quadrant of Kearns to the railroad crossing at 5415 S and on to Kearns High School and Kearns Olympic Park and Oval.

Recommended Funding $193,918
UTA – Bus Bike Rack Expansion
Project Type – Capital Improvement

All 2006-2012 model year UTA buses have racks that hold two bikes. System-wide, this is about 145 buses. These are often filled and biking passengers are turned away. New UTA buses have racks that accommodate three bikes. These funds will pay for 35 (the estimated number of these buses attributable to the Ogden Layton Urbanized Area) 3 spot racks to replace existing 2 spot racks on current fleet.

Project Cost – $ 91,200
Funds Request – $ 85,026

Recommended Funding $ 33,198
Construct sidewalk, curb and gutter on the north side of 3300 S. There is little to no shoulder and pedestrians are often seen walking in the travel lane. Sidewalk here is identified as a critical need in the Walk Millcreek Plan (2015) and 3300 S Sidewalk Safety Study (2016).