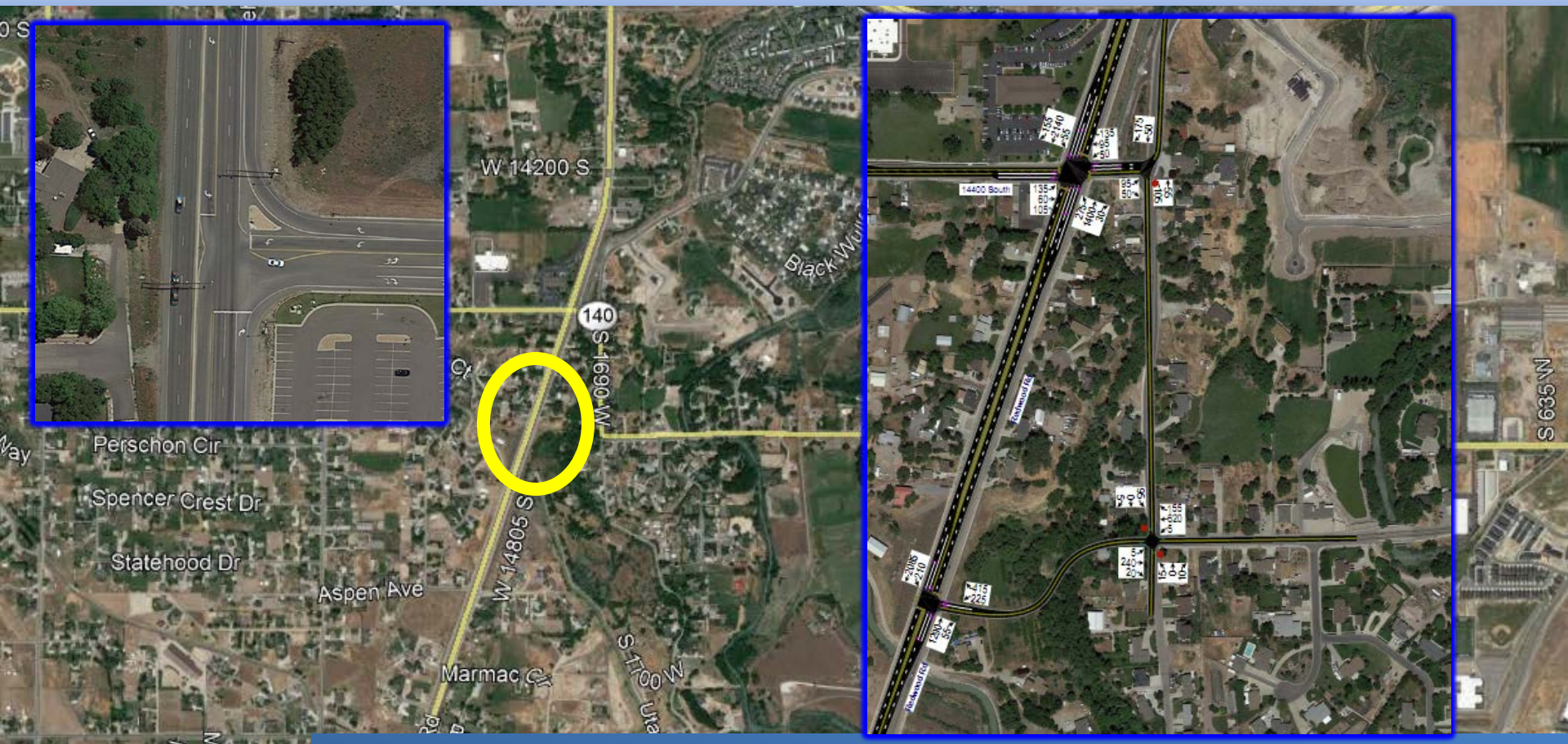
Bluffdale/ UDOT – 14600 South High-T Intersection
Project Type – Operations

14600 South and Redwood Road

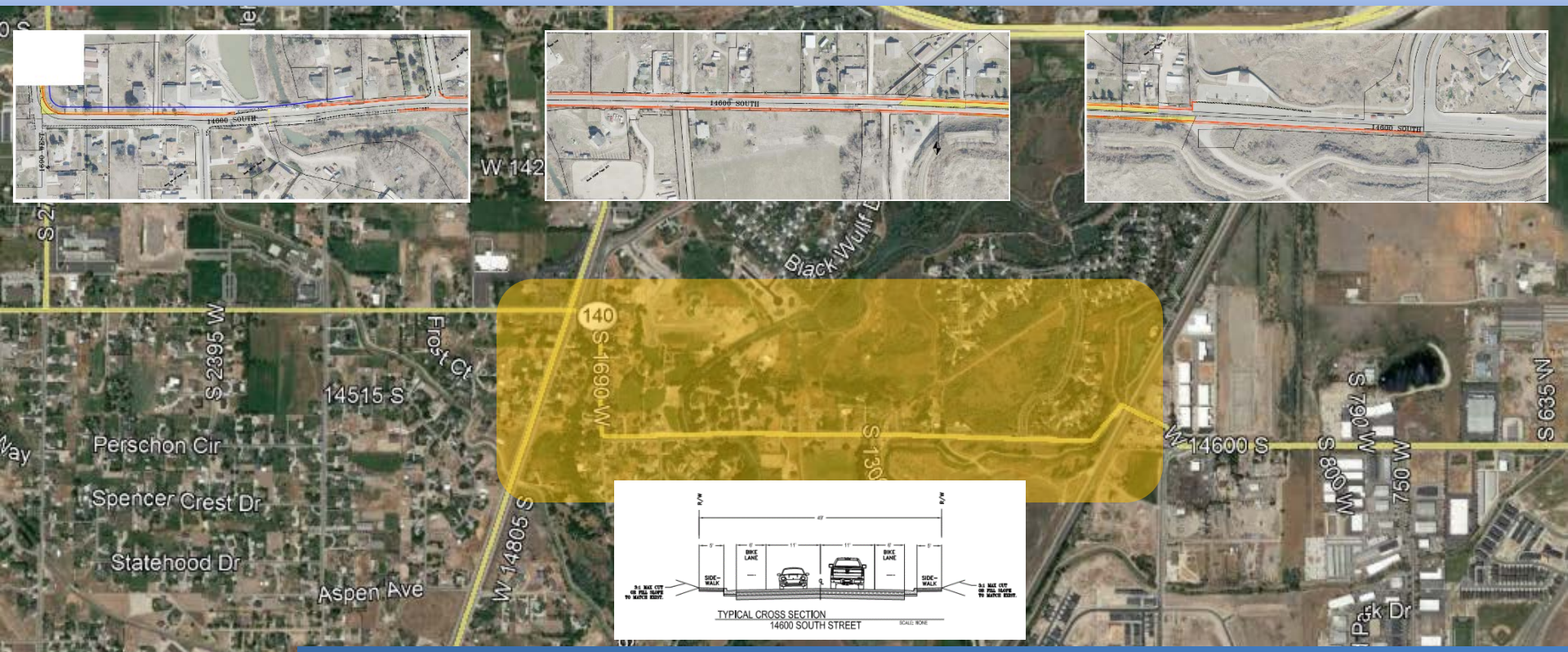


Project Cost – $ 600,000
Funds Request – $ 550,000

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.

Bluffdale City – 14600 South Sidewalk and Bike Lanes
Project Type – Bike and Ped

Redwood Road to Railroad Bridge

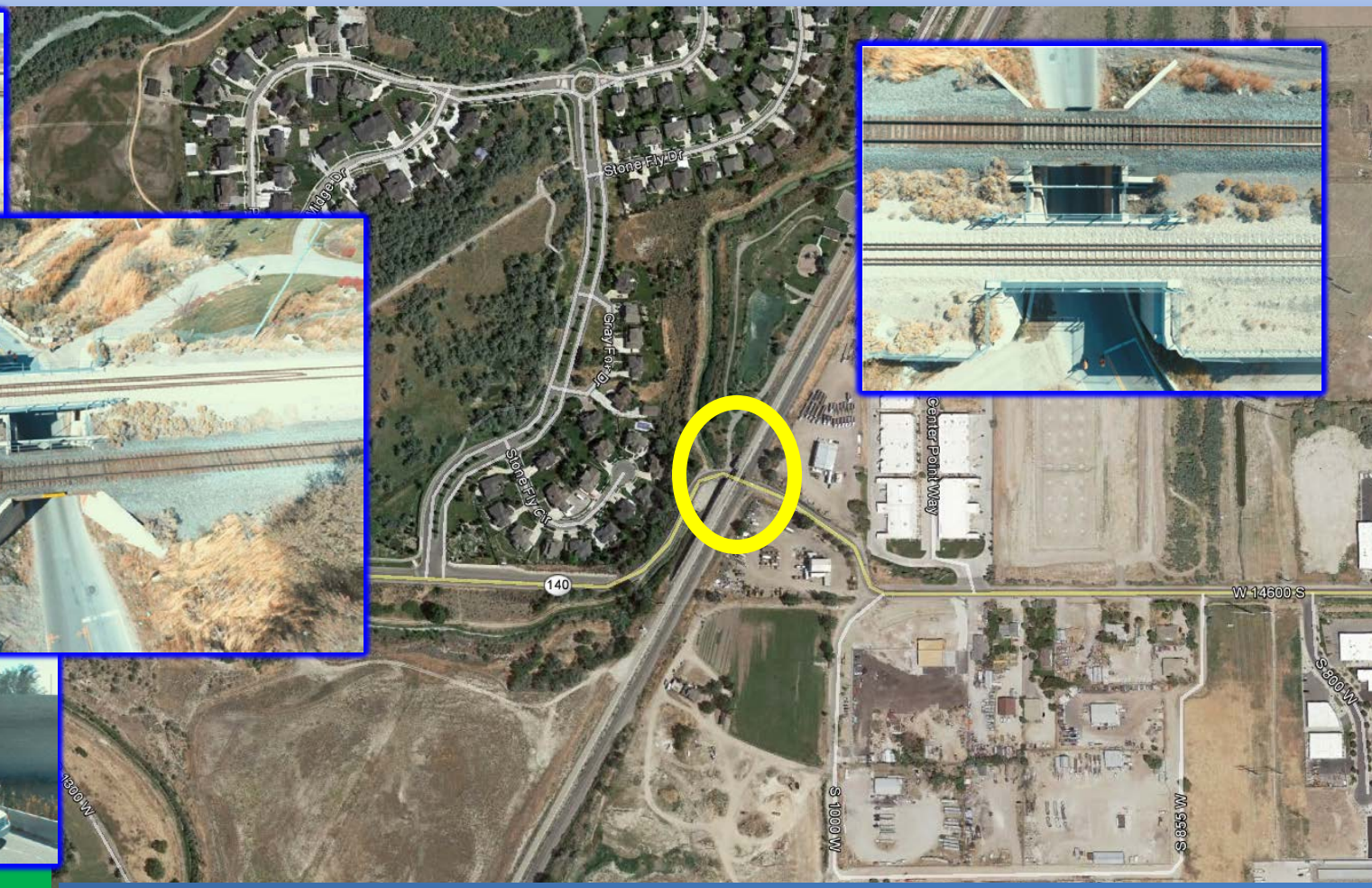


Project Cost – $ 1,142,000
Funds Request – $ 1,064,687

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.

Bluffdale City – 14600 South Railroad Bridge
Project Type – Study

14600 South and Union Pacific Railroad Structure

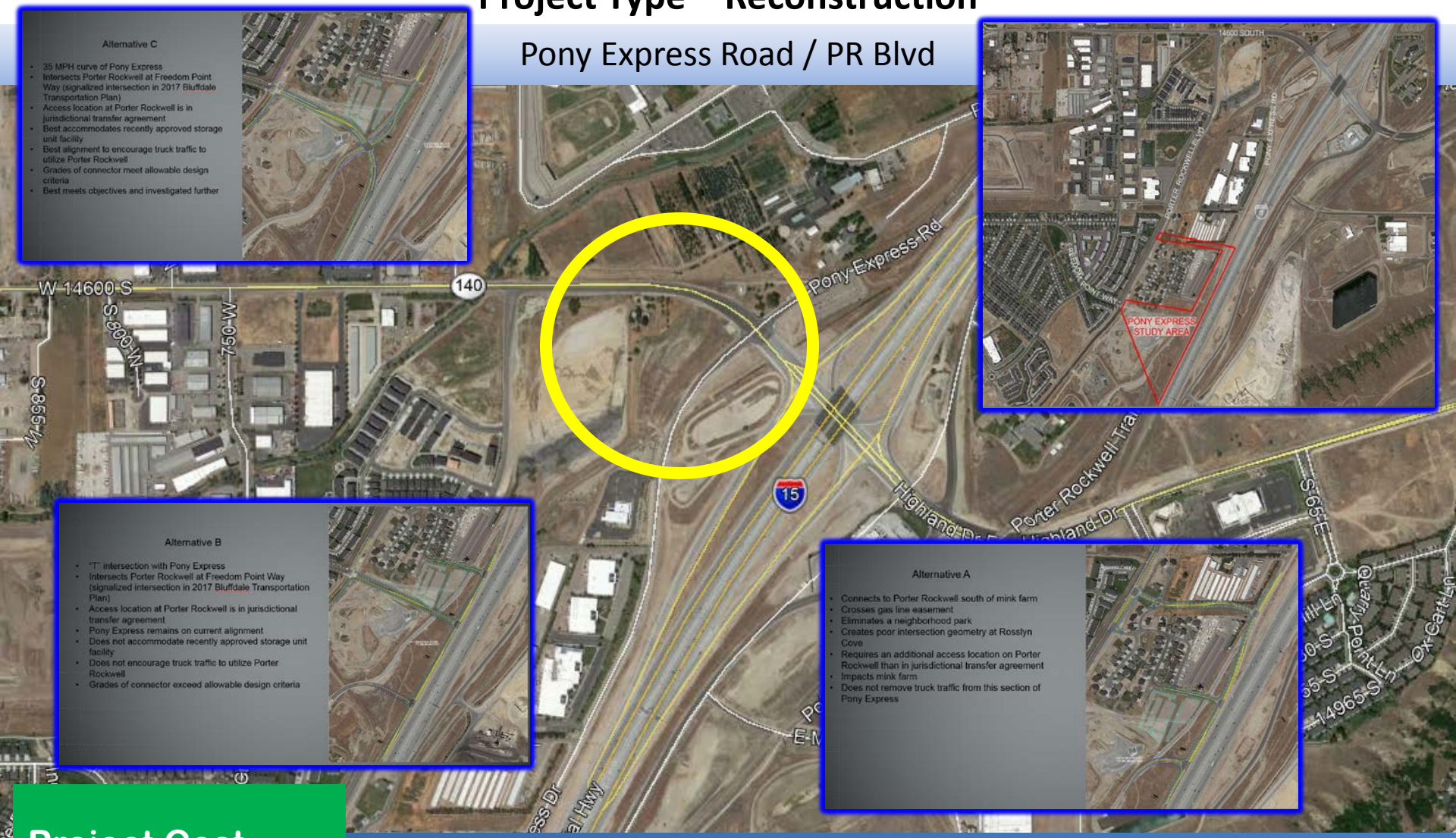


Project Cost – $ 128,600
Funds Request – $ 119,894

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.

Bluffdale/ UDOT – Pony Express Realignment
Project Type – Reconstruction

Pony Express Road / PR Blvd



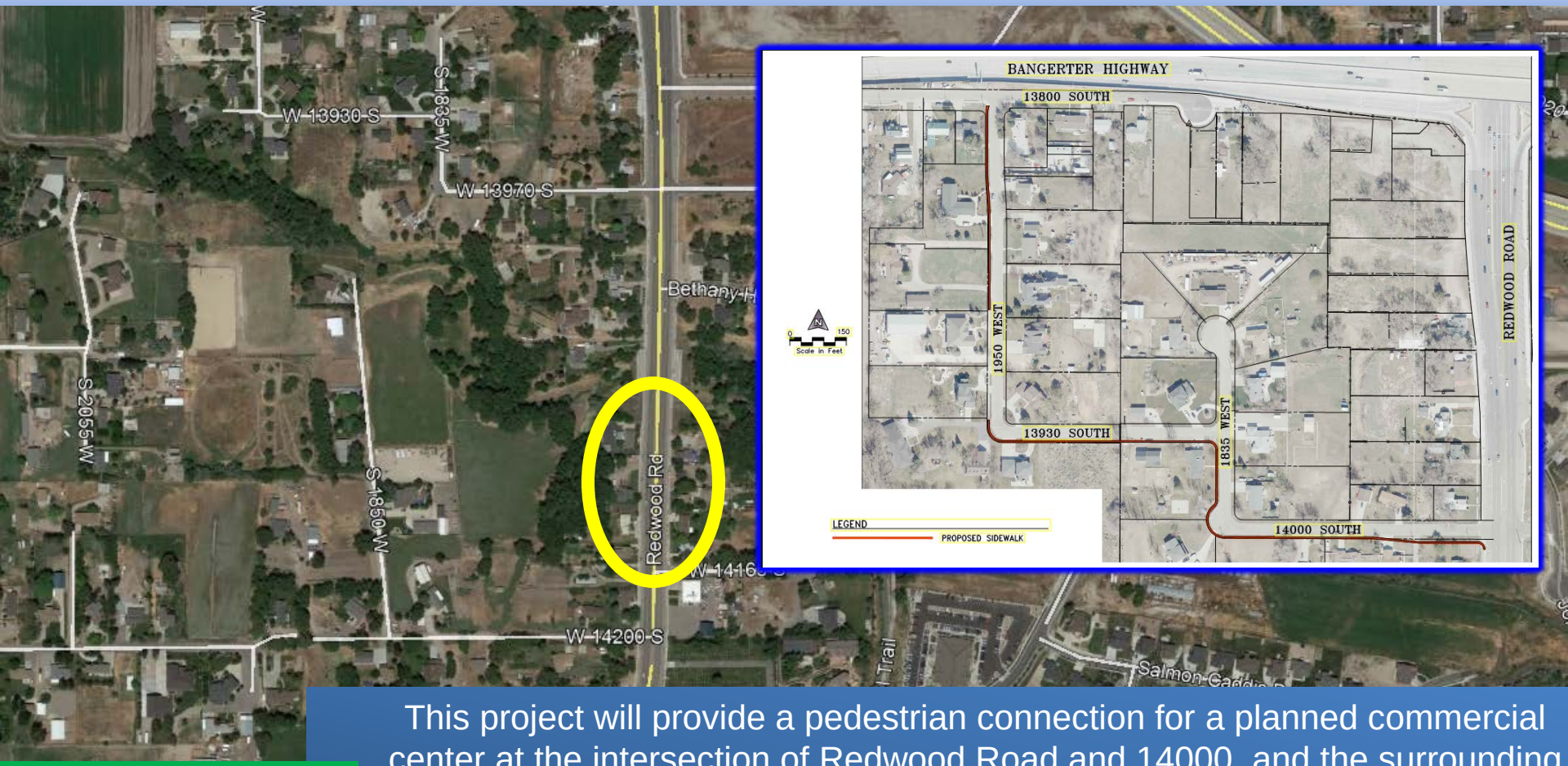
Project Cost – $ 5,335,900

Funds Request – $ 4,974,660

Realign Pony Express Road in Bluffdale to connect to Porter Rockwell Blvd. instead of 14600 South at the I-15 interchange. This will eliminate the existing Y-Intersection and divert most traffic accessing the I-15 interchange from the frontage road to Porter Rockwell Blvd.

Bluffdale City – 1950 West Sidewalk
Project Type – Bike and Ped

Intersection of Redwood Road and 14000, and the surrounding neighborhood

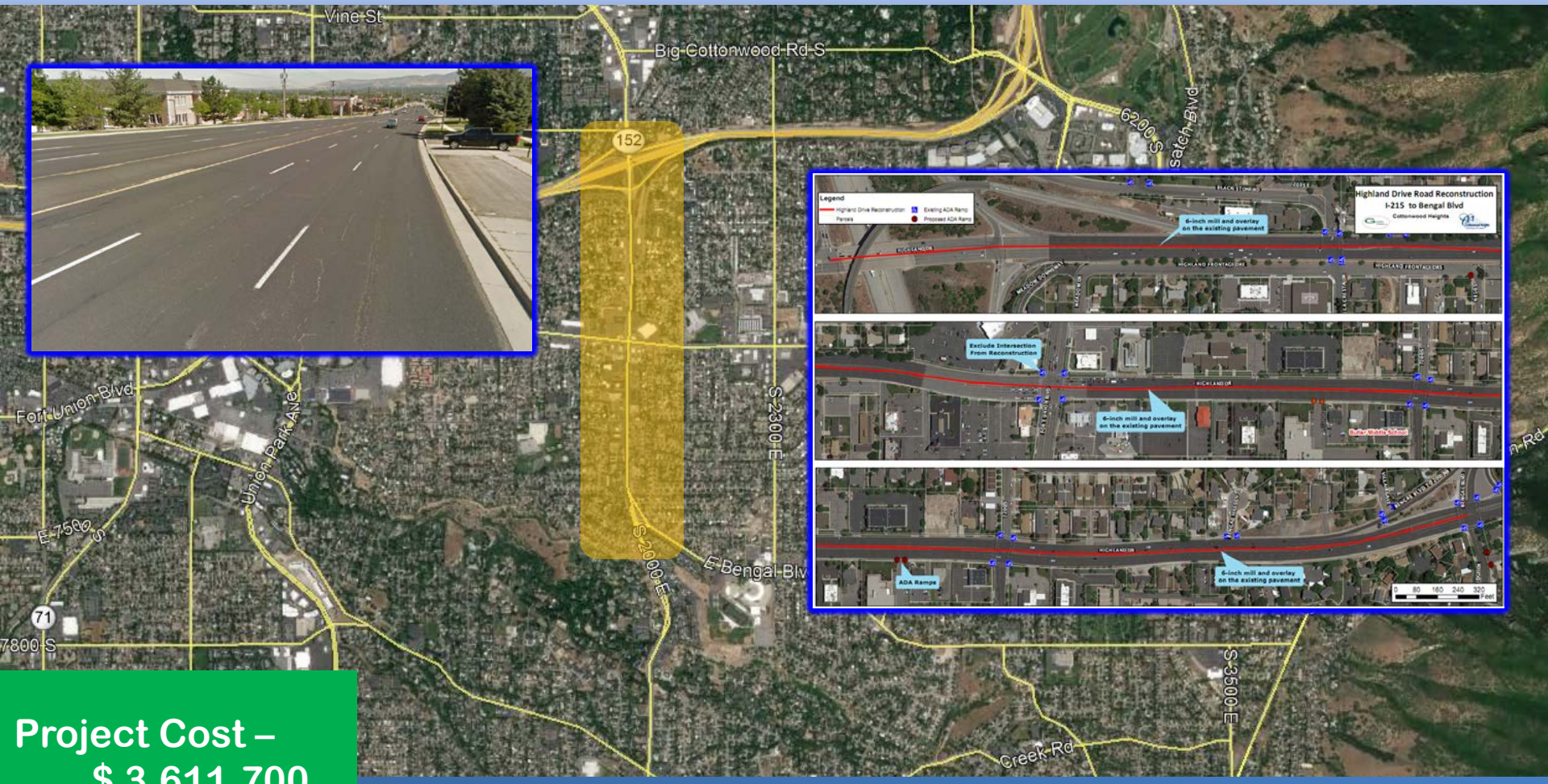


This project will provide a pedestrian connection for a planned commercial center at the intersection of Redwood Road and 14000, and the surrounding neighborhood. Currently, there is no sidewalk and pedestrians must use the road. This project will install sidewalks with park strip that will allow residents to safely walk to the planned commercial center. This will reduce the total number of vehicle trips and increase the separation of vehicles and pedestrians, thereby increasing safety.

Project Cost – $ 232,000
Funds Request – $ 205,911

Cottonwood Heights – Highland Drive – Reconstruction
Project Type – Reconstruction

I-215 to Bengal Blvd



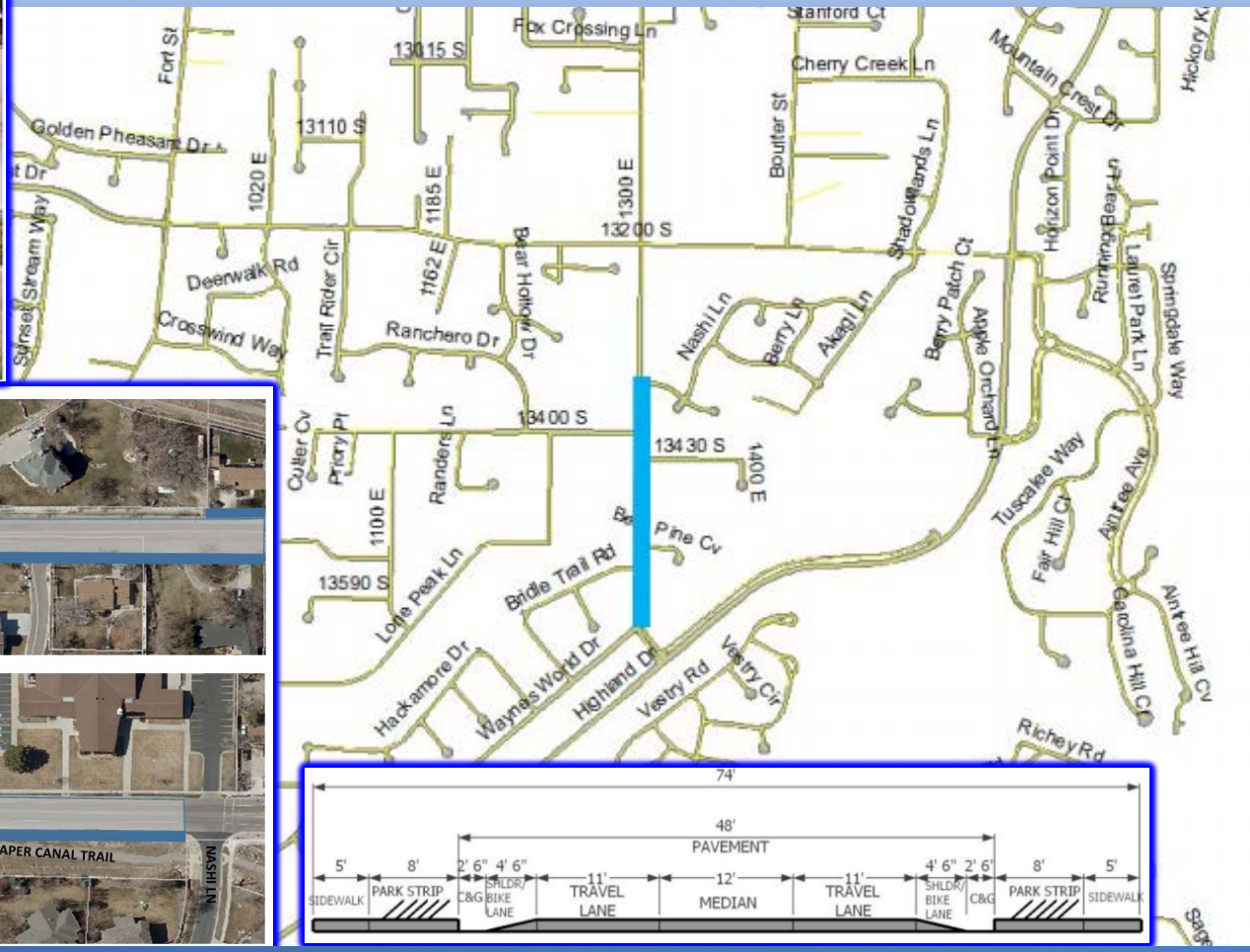
Project Cost –
$ 3,611,700

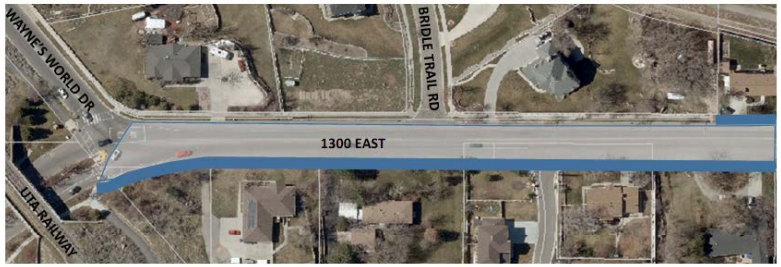
Funds Request –
$ 3,326,167

The purpose of this project is primarily a pavement rehabilitation project milling off 6 inches of asphalt and an overlay of 6 inches on the existing pavement. This project also includes the construction of ADA ramps and sidewalks to improve pedestrian access.

Draper – 1300 East – Reconstruction & Minor Widening
Project Type - Reconstruction

Wayne's World Drive to Nashi Lane





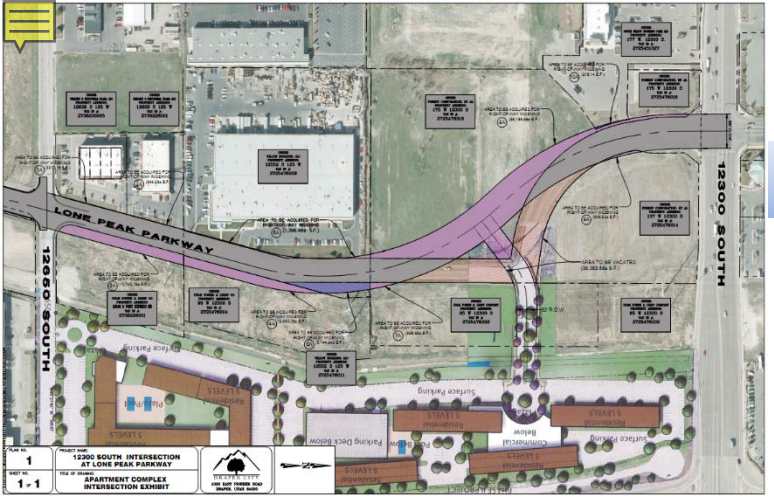
Project Cost – $ 3,600,000

Funds Request – $ 3,270,000

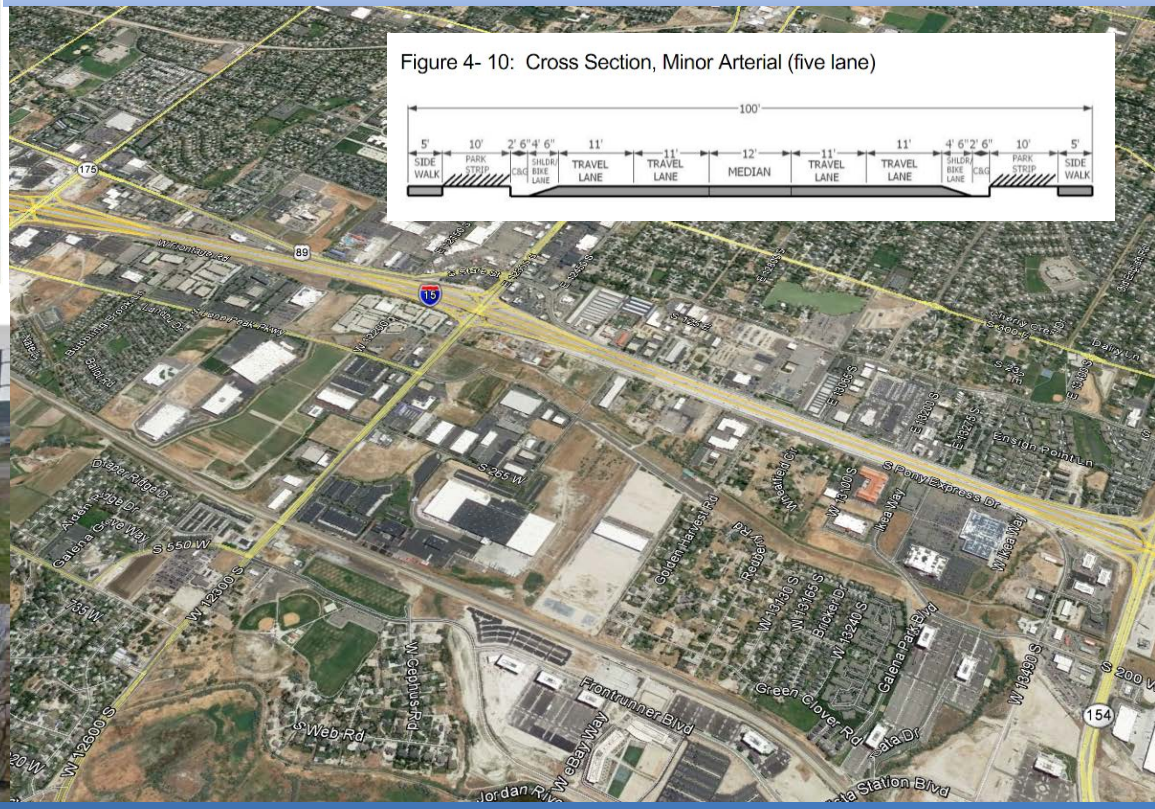
Reconstruct and widen 1300 East to provide a continuous 3 lane section with shoulders/bike lanes, curb, gutter, and sidewalks, and improve the function of the intersection at Wayne's World Drive (13800 South).

Draper – Lone Peak Parkway – Widening
Project Type - Capacity

12650 South to 12300 South



LONE PEAK PARKWAY; 12650 SOUTH TO 12300 SOUTH



Project Cost –
$ 6,100,000

Funds Request –
$ 4,870,000

Lone Peak Parkway is a north/south minor arterial just west of I-15. Currently, Lone Peak Pkwy begins at the northern limits of Draper City at 11400 South and terminates at Golden Harvest Rd. The project under this request will reconstruct 0.4 miles of the existing road from 12650 S to 12300 S. This section has problematic geometry and is not wide enough to accommodate the planned 5-lane section. Lone Peak Pkwy is identified in the WFRC Regional Transportation Plan.

Magna Metro Township – 8000 West – Sidewalk
Project Type – Bike and Ped

2600 South to 3100 South

Project Cost –
$ 1,346,700

Funds Request –
$ 1,255,528

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.

Millcreek City – 3300 South Sidewalk Safety
Project Type – Bike and Ped

2600 East to 2700 East

Project Cost – $ 429,500

Funds Request – $ 400,423

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).

Millcreek and Holladay Cities – 3900 South Improvements
Project Type – Reconstruction

2300 East to Wasatch Blvd

Figure 2: 3900 South (looking East) – Existing SW on South, Clear zone hazards on North.

Figure 3: 3900 South (Looking West) – No SW, Clear zone issues (open ditch structure).

Figure 4: 3900 South (Looking East) – Unimproved Bus stop with no SW either side. Width for bike lanes on existing pavement.

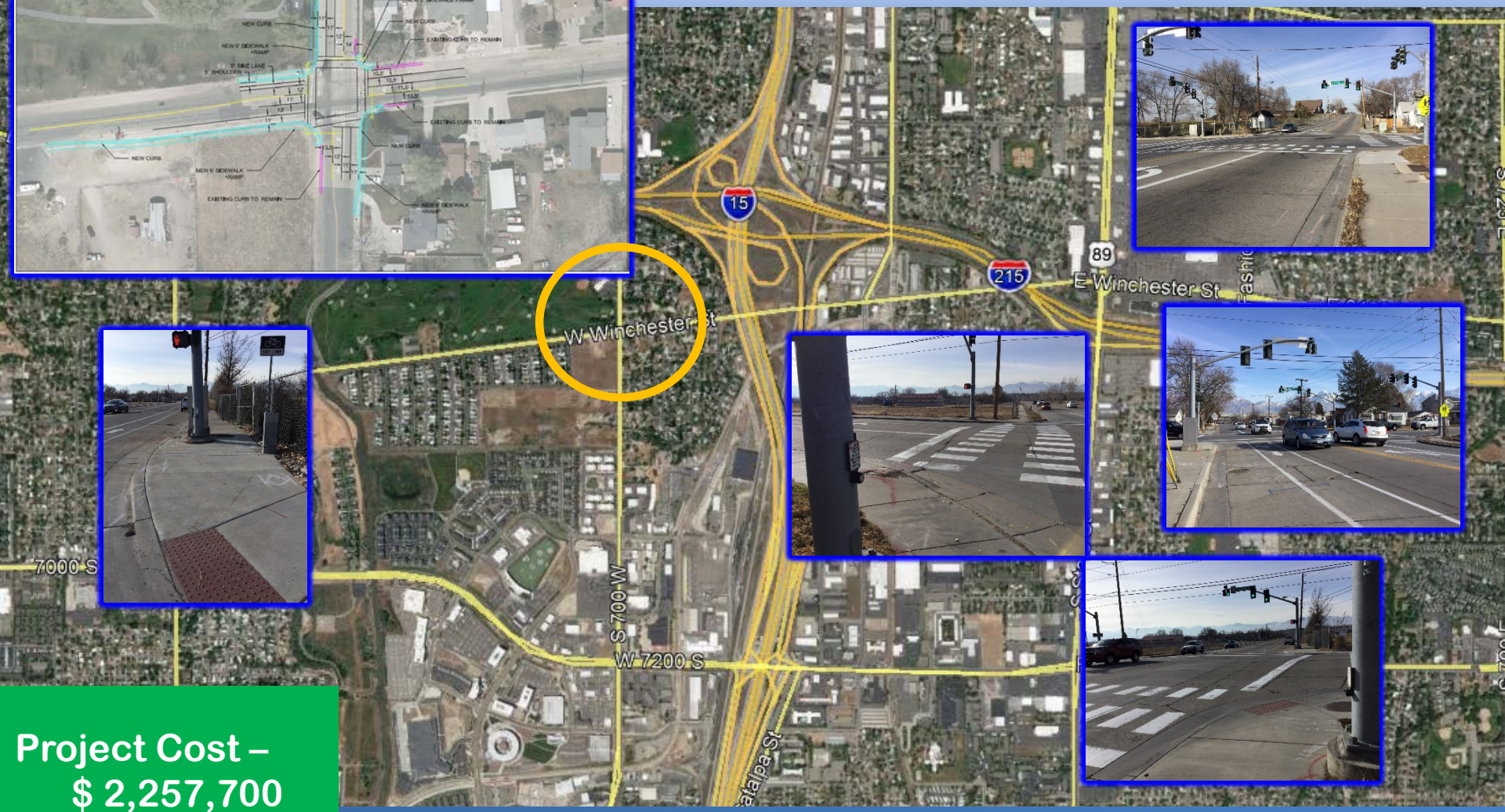
Project Cost – $ 8,652,500

Funds Request – $ 8,066,726

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.

Murray City – Winchester and 700 West Intersection
Project Type – Operations

700 West and Winchester Street



Project Cost –
$ 2,257,700

Funds Request –
$ 2,104,854

The purpose of this project is to improve safety and operation of the intersection by replacing an aging signal, widening lanes for right turns while improving curve radii and improving pedestrian access.

Salt Lake City – 1300 East Reconstruction Segment 2
Project Type - Reconstruction

2100 South to Southern Boundary

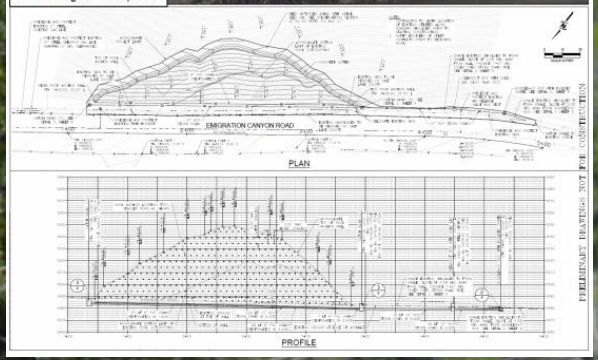
Project Cost –
$ 6,975,600

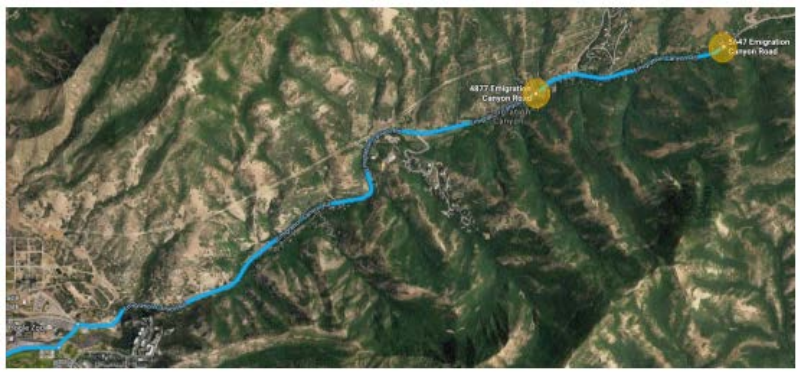
Funds Request –
$ 6,503,352

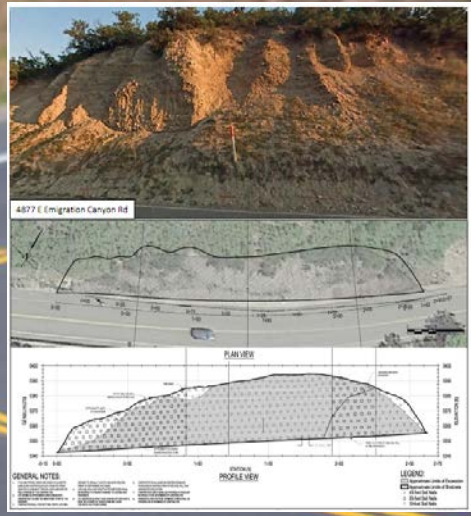
This project encompasses pavement improvements for this deteriorated street, including removal and replacement of the pavement, curb and gutter, and pedestrian improvements. This project will incorporate Complete Streets concepts to make pedestrian, bicycle, & transit safety improvements.

Salt Lake County – Emigration Canyon Retaining Walls
Project Type – Safety

4877 East to 5646 East







Project Cost – $ 4,739,500
Funds Request – $ 4,418,636

An Emigration Canyon hazard study was completed in 2016, identifying safety issues in the canyon. The County is in the process of spending $1.0M to address some of these issues. However, additional funding is necessary to construct two retaining walls the report identifies as top safety priorities.

Salt Lake County – Galaxie Drive & 1300 East - Intersection
Project Type – Intersections & Signals

8800 South to 8900 South

Project Cost – $ 552,000
Funds Request – $ 515,189

Unincorporated Salt Lake County is requesting at Galaxie Drive/1300 East a signal to improve safety and the function of the intersection in the Sandy Hills Community. Funding to install a signal at this intersection and removal of the median along 1300 East south of Galaxie Drive are the goals of the project.

Salt Lake County/ West Valley/ Kearns – 4700 South – Recon. w/ Minor Widen
Project Type – Reconstruction

4000 West to 5600 West

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

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.

Sandy City – Automall Drive Roundabout
Project Type – Intersection

11000 South

11000 South Automall Dr – looking East

Automall Drive at Canal Crossing –
Looking North to Costco Driveway intersection

Automall Drive and Costco Driveway – Looking North

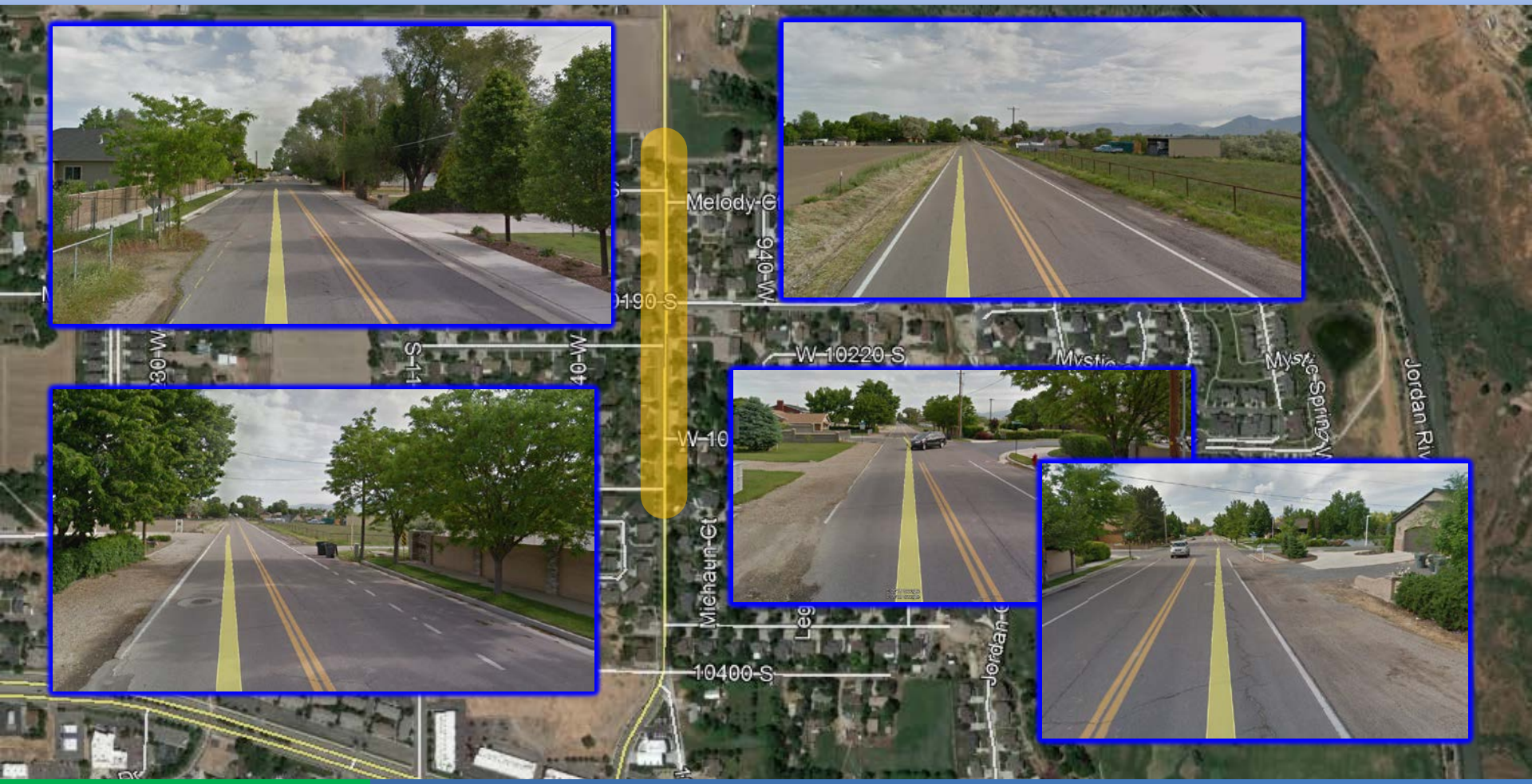
Automall Drive approaching State St – Looking East

Project Cost –
$ 5,356,300
Funds Request –
$ 4,980,626

Sandy City/JUB completed a modeling analysis of Automall Dr. from 11000 South to State St in August of 2017. The goal of the analysis was to examine existing conditions and provide improvement recommendations. An additional lane in each direction and a roundabout at the Costco intersection was the recommended proposal.

South Jordan City – 1000 West – Reconstruct w/ Minor Widening
Project Type – Reconstruction

10000 South to 10200 South

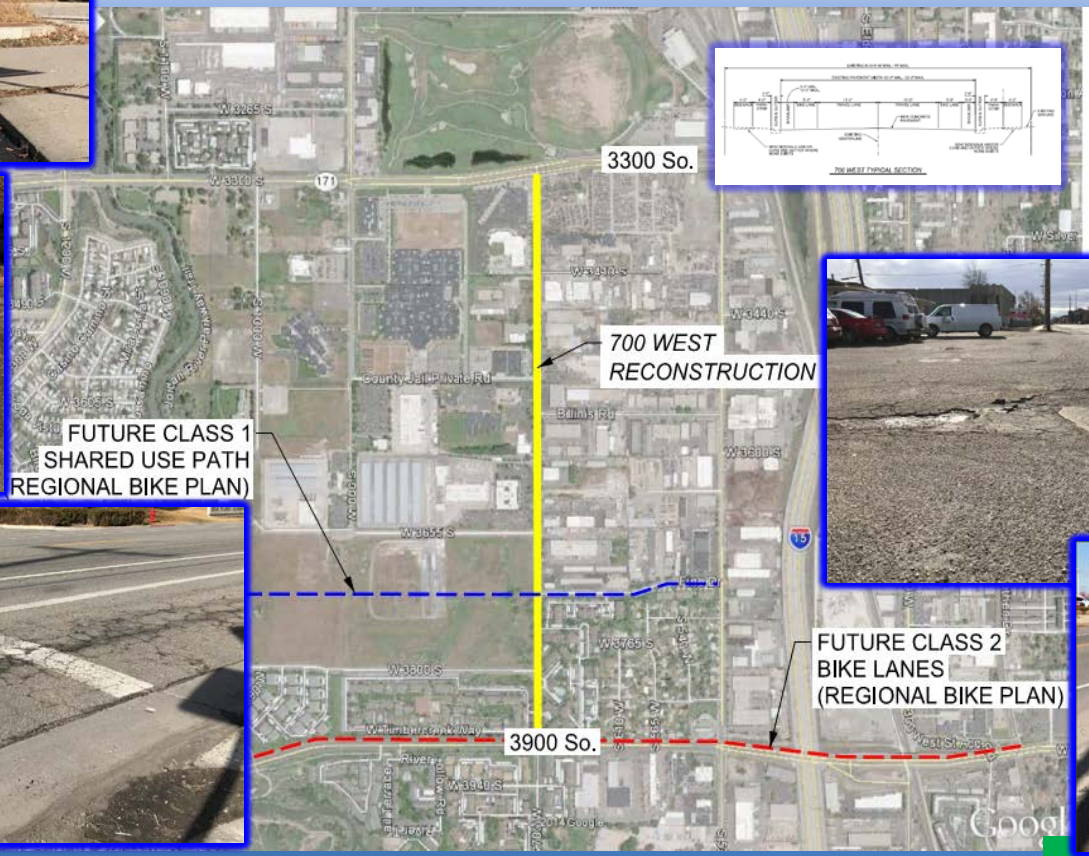


Project Cost – $ 1,217,300
Funds Request – $ 1,134,889

Reconstruct roadway with minor widening to 3-lanes, including center turn lane. Also curb & gutter, sidewalk, park strips, shoulder pavement, and if necessary, streetlights and utilities.

South Salt Lake – 700 West – Reconstruct & Minor Widening
Project Type - Reconstruction

3300 South to Carlisle Street (3655 South)



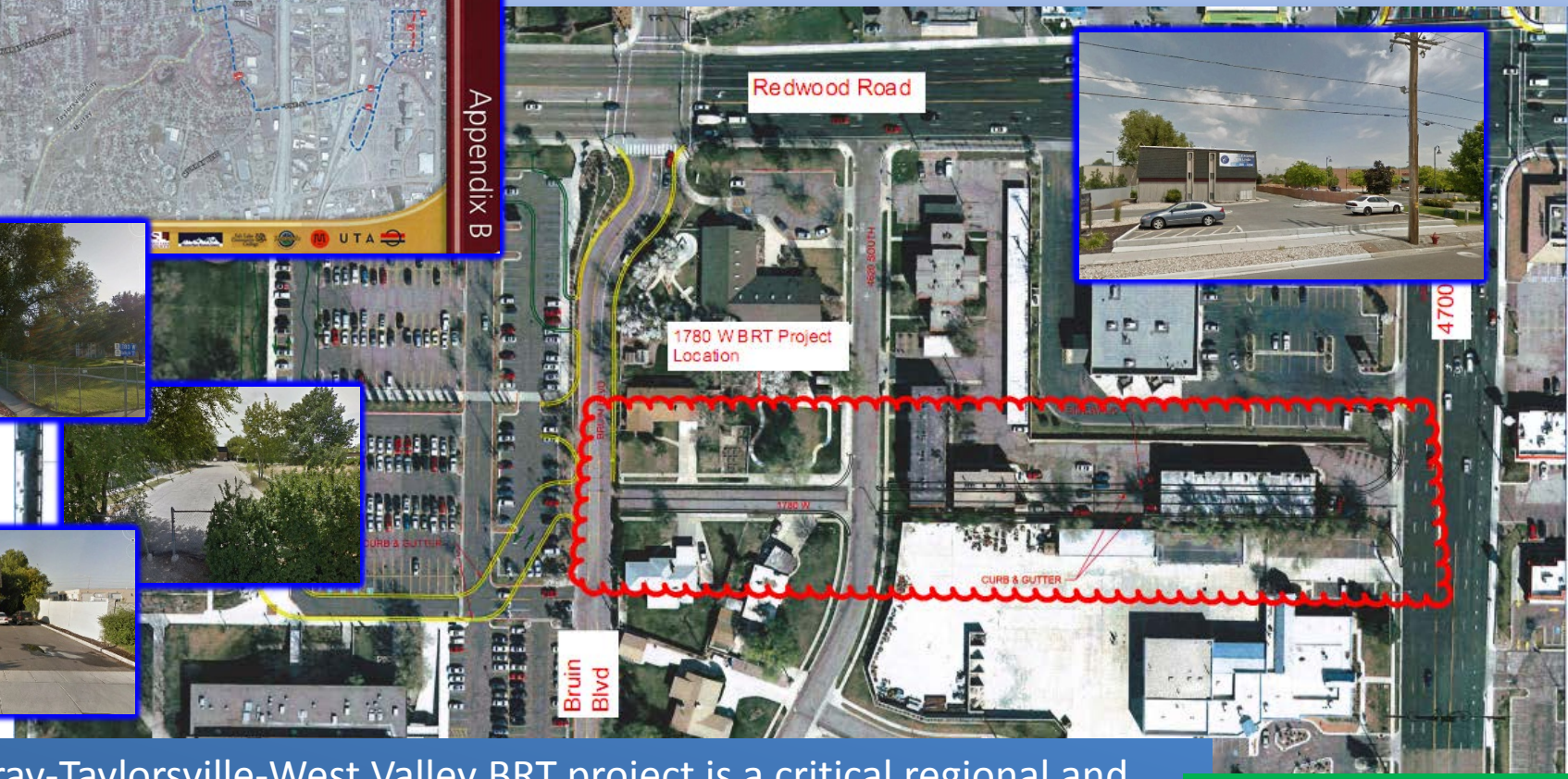
700 West is a collector road that serves residential areas, the County Jail, the UTA headquarters, and other light industrial businesses. 700 West carries a high volume of trucks, causing accelerating pavement deterioration. This project will replace the failing asphalt pavement with concrete pavement,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

Project Cost – $ 6,571,575

Funds Request – $ 6,118,032

Taylorsville City – 1780 BRT Connector Road
Project Type - Transit

Bruin Blvd to 4700 South



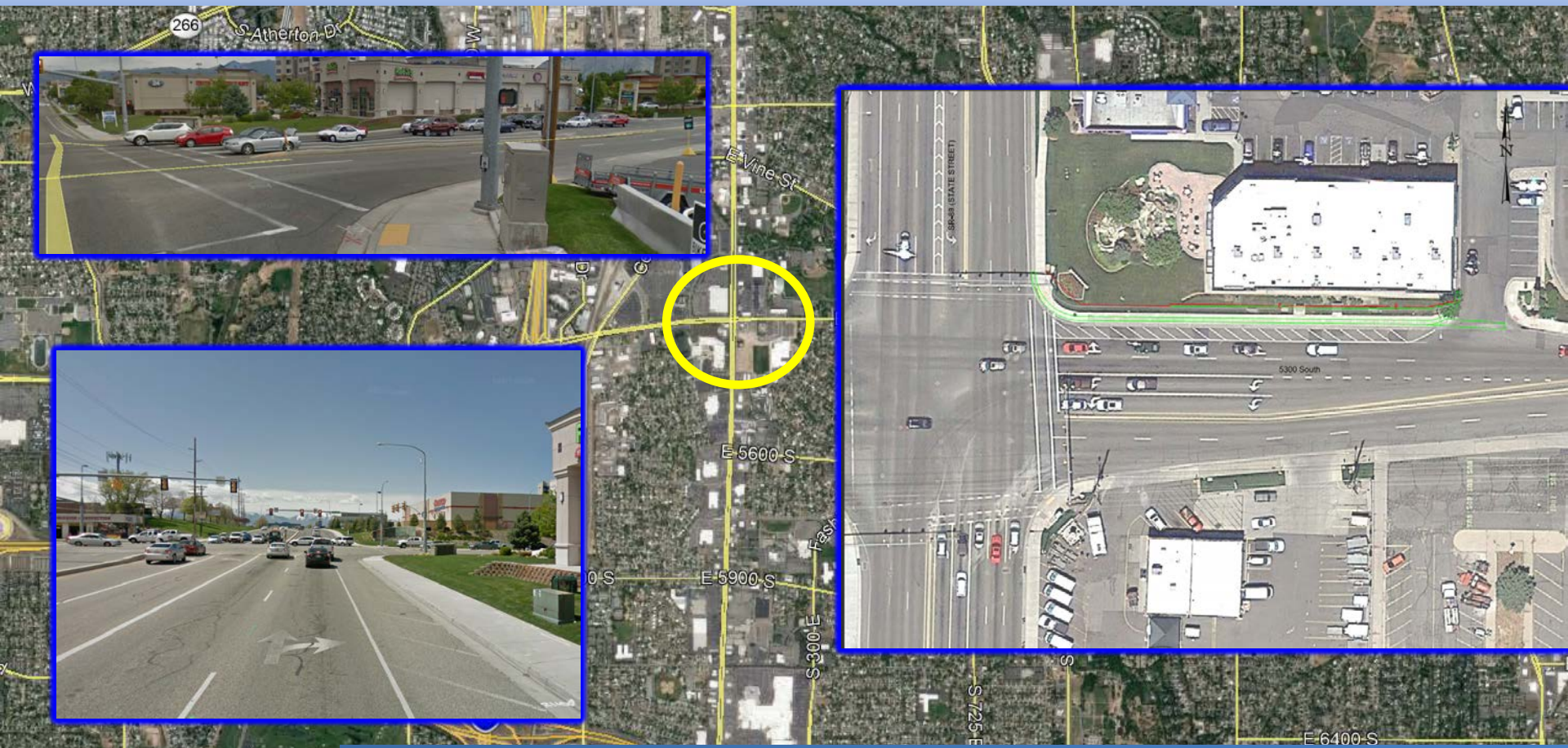
The Murray-Taylorsville-West Valley BRT project is a critical regional and local transit project for Salt Lake Valley. The Transit project's purpose is to provide a reliable, efficient transit system and connection between the Murray Central TRAX and FrontRunner stations, Taylorsville, Salt Lake Community 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.

Project Cost – $ 1,002,800

Funds Request – $ 655,220

UDOT/ Murray City – 5300 South - Intersection Improvements
Project Type – Operations

5300 South (SR-173) and State Street (SR-89)



Project Cost – $ 525,000
Funds Request – $ 489,458

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.

UDOT/ Murray City – State Street - Intersection Improvements
Project Type – Operations

State Street (SR-89) and Vine Street

Project Cost – $ 311,500
Funds Request – $ 290,411

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 lane.

UDOT/ Sandy City – Monroe - Intersection Improvements
Project Type – Operations

Monroe and 90th South (SR-209)

Project Cost – $ 6,145,100
Funds Request – $ 5,729,077

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.

UTA – University of Utah Hospital Stop Expansion
Project Type – Transit

U of U Bus Bays

Project Cost – $ 399,400

Funds Request – $ 372,361

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.

West Jordan – 7000 South & 1500 West – New Construction
Project Type – Bicycle and Pedestrian

Pedestrian Bridge

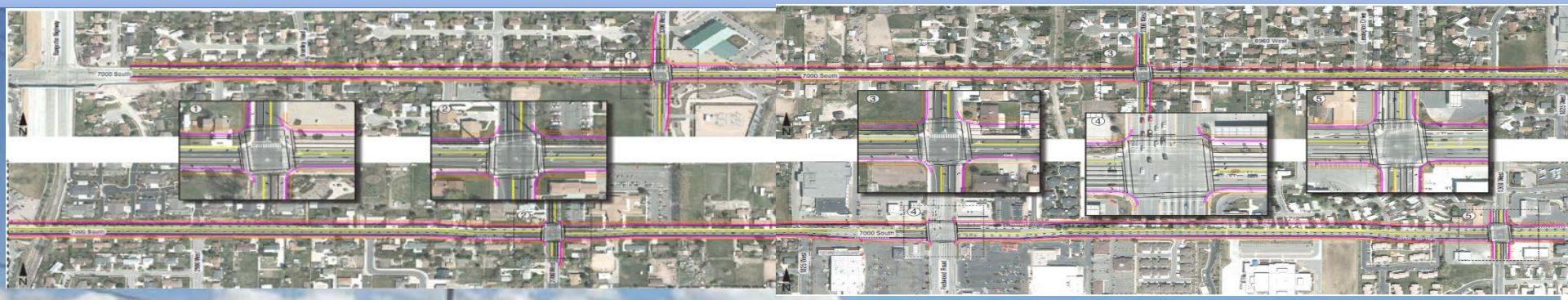
Project Cost –
$ 1,608,900

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.

West Jordan – 7000 South – Environmental Impact Statement
Project Type - Study

1300 West to Bangerter Highway (SR-154)



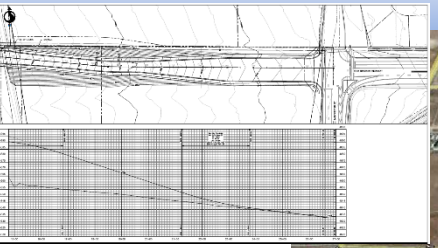
Presently there are 25,000 plus vehicles per day that use this important east -west arterial street. This traffic is projected to grow to up to 50,000 vehicles per day. This project will complete the NEPA documentation process to allow the future widening of 7000 South from an existing 4 and 5 lane roadway to a full 5 to 7 lanes with shoulders from 1300 West to SR-154.

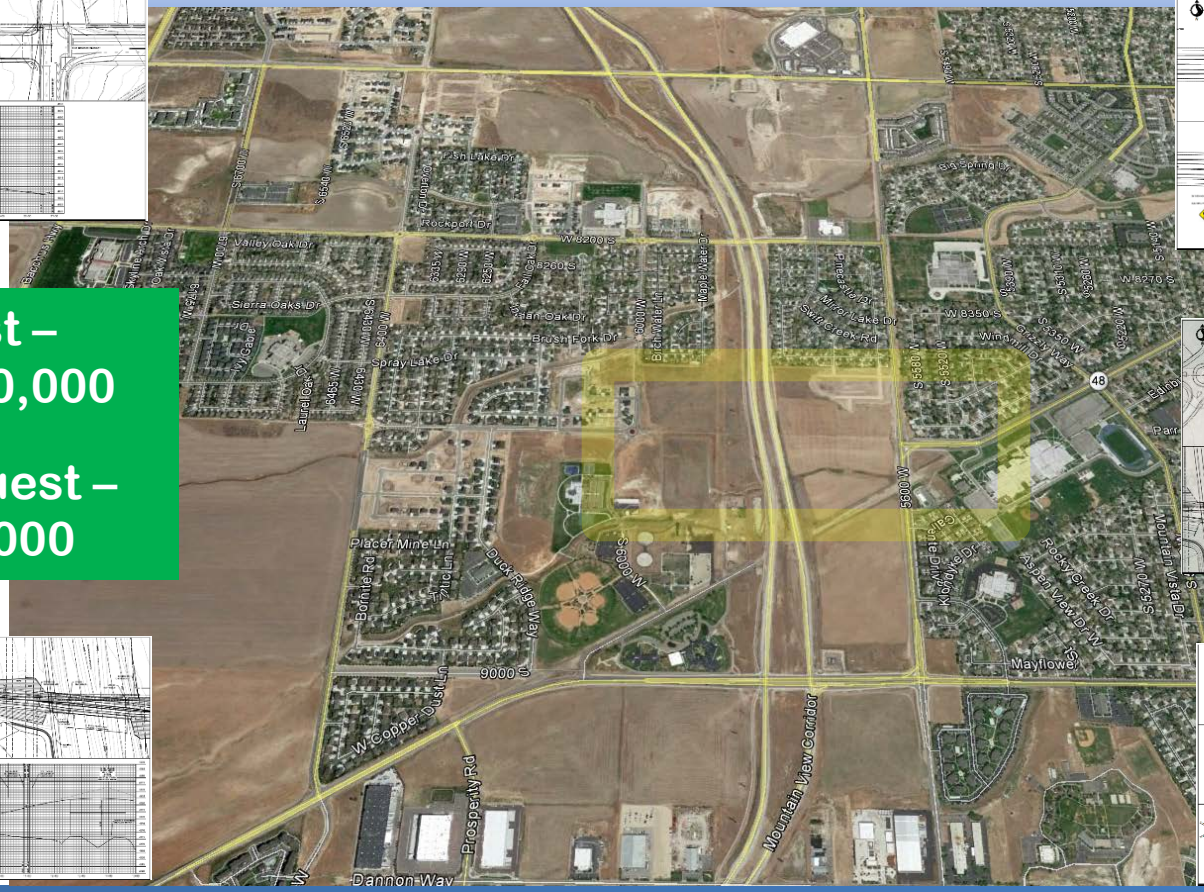
Project Cost –
$ 2,000,000

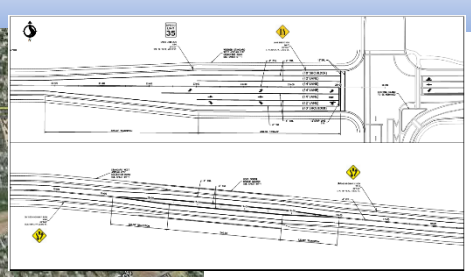
Funds Request –
$ 1,860,000

West Jordan – 8600 South Bridge over MVC – New Construction
Project Type – Capacity

5600 West to 6000 West

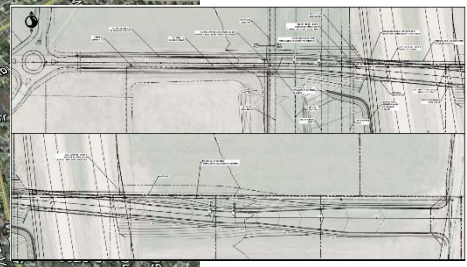


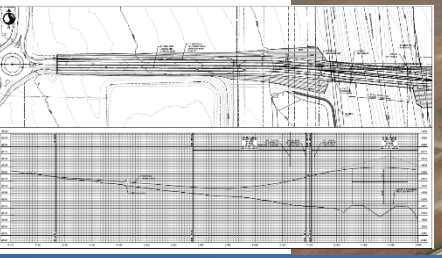


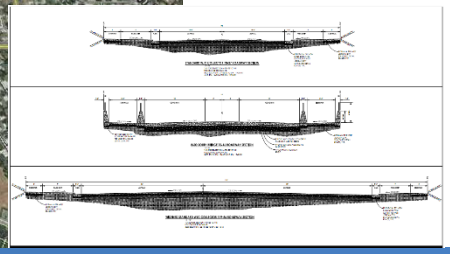


Project Cost –
$ 17,900,000

Funds Request –
$ 4,000,000



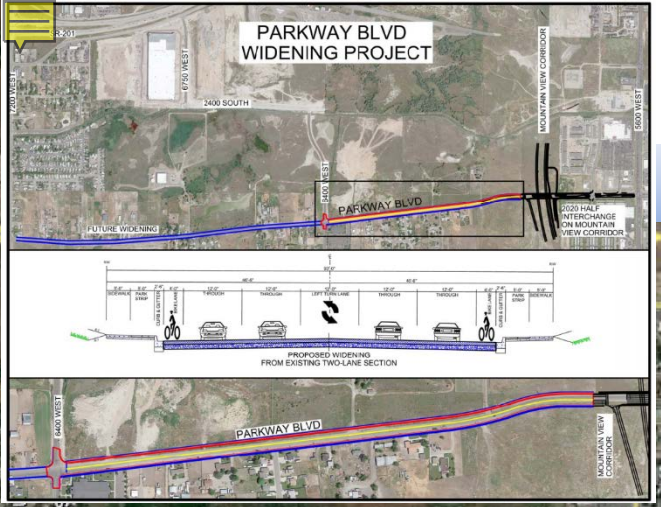




8600 South is a major collector street on the west side of the Salt Lake Valley, and is projected to carry 15,000 to 25,000 VPD by the year 2030. This crossing connects to Ron Wood Park, a regional park for the entire west half of the City of West Jordan, serving approximately 50,000 residents. A major 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.

West Valley – Parkway Blvd. (2700 South) - Widening
Project Type – New Capacity

Mountain View Corridor to 6400 West



Project Cost –
$ 5,392,000

Funds Request –
$ 4,994,331

Parkway Blvd is a collector between Magna and WVC, with 13,000 vpd. The road consists of a two-lane section with no shoulder/median. After the extension of Mountain View Corridor (MVC) to 5400 S.; 6400 W. to Parkway Blvd became a popular alternative route to SR-201 over 5600 W. In 2019, as part of the next phase of construction for MVC a half interchange will be built creating additional need for capacity.

UDOT – Connected Vehicle Infrastructure
Project Type – ATMS or ITS

Salt Lake City – Metro 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