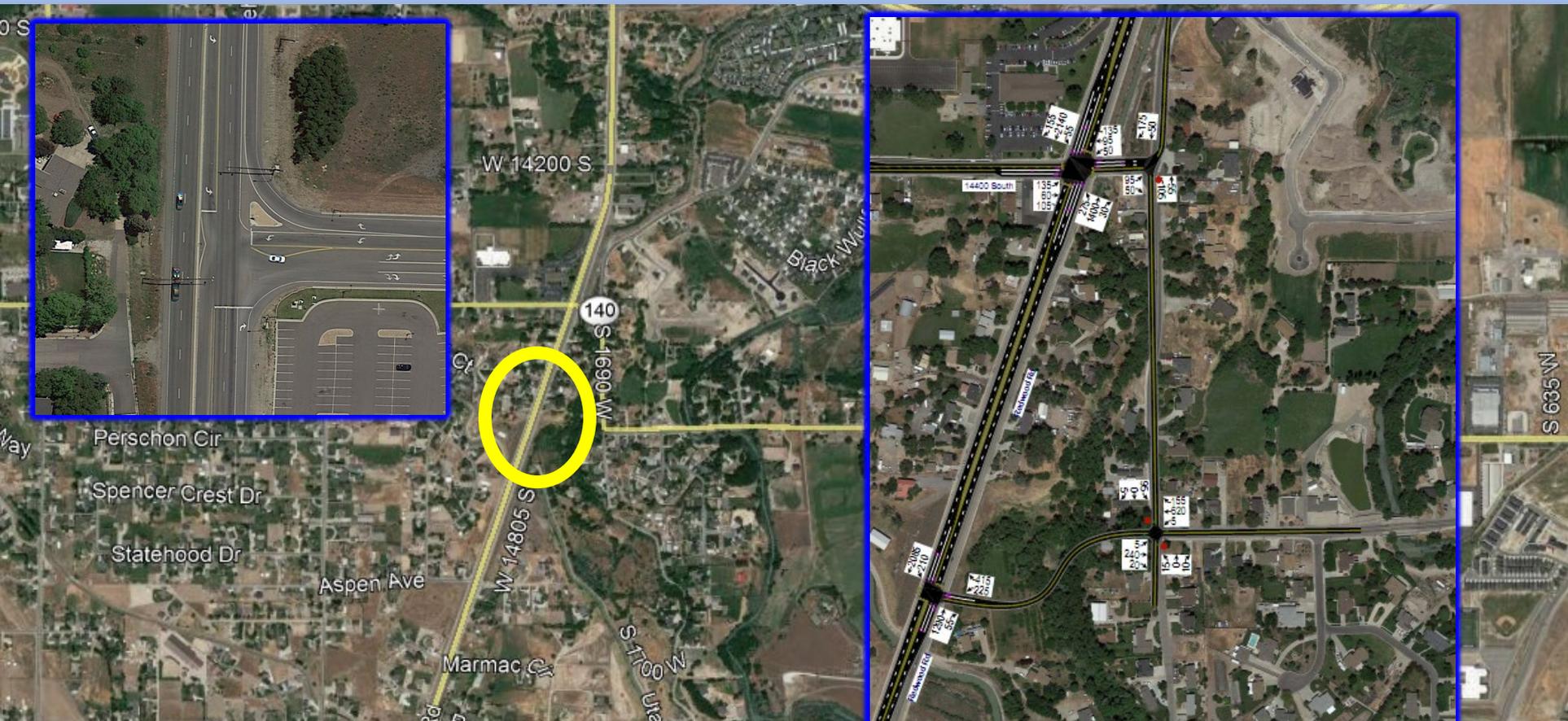


Bluffdale/ UDOT – 14600 South High-T Intersection

Project Type – Operations

14600 South and Redwood Road



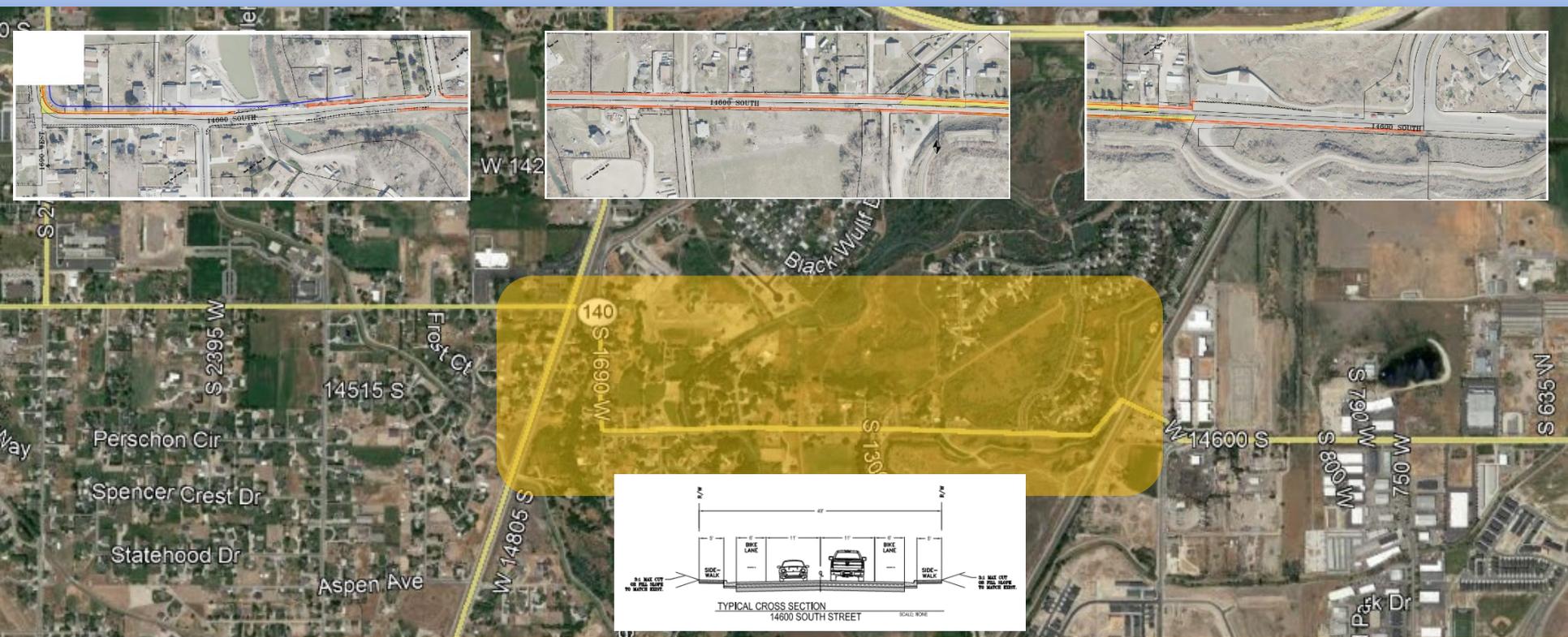
Project Cost –
\$ 600,000
Funds Request –
\$ 550,000

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



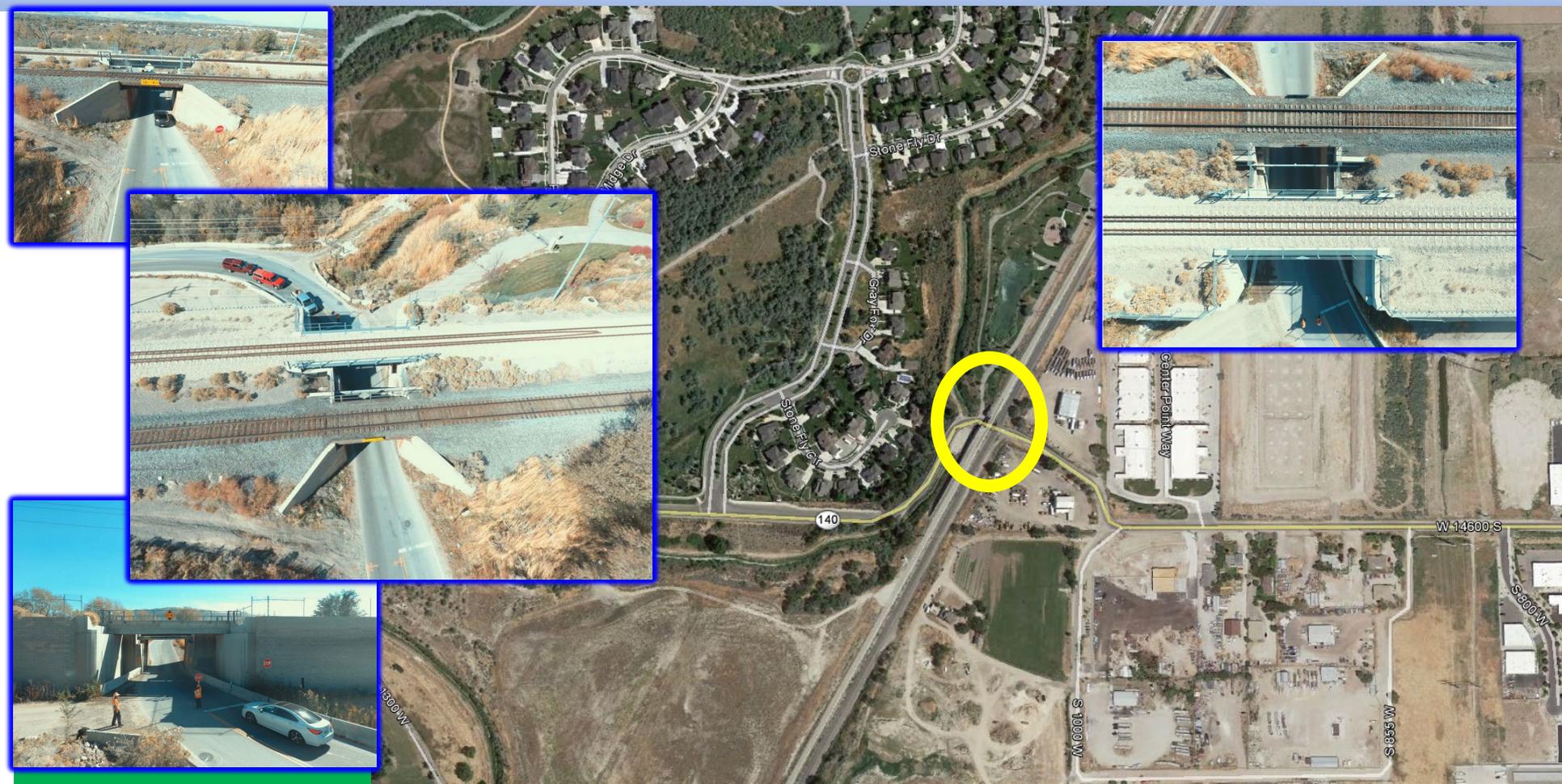
14600 South is a main east/west thorough way in Bluffdale City. The section of roadway between Redwood Road and the railroad trestle consists of two travel lanes with limited curb, sidewalk and gutter. To improve the level of service the City intends to widen the roadway, add bicycle lanes and sidewalk, 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.

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

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

Alternative C

- 35 MPH curve of Pony Express
- Intersects Porter Rockwell at Freedom Point Way (signalized intersection in 2017 Bluffdale Transportation Plan)
- Access location at Porter Rockwell is in jurisdictional transfer agreement
- Best accommodates recently approved storage unit facility
- Best alignment to encourage truck traffic to utilize Porter Rockwell
- Grades of connector meet allowable design criteria
- Best meets objectives and investigated further



Alternative B

- "T" intersection with Pony Express
- Intersects Porter Rockwell at Freedom Point Way (signalized intersection in 2017 Bluffdale Transportation Plan)
- Access location at Porter Rockwell is in jurisdictional transfer agreement
- Pony Express remains on current alignment
- Does not accommodate recently approved storage unit facility
- Does not encourage truck traffic to utilize Porter Rockwell
- Grades of connector exceed allowable design criteria



Alternative A

- Connects to Porter Rockwell south of mink farm
- Crosses gas line easement
- Eliminates a neighborhood park
- Creates poor intersection geometry at Rosslyn Cove
- Requires an additional access location on Porter Rockwell than in jurisdictional transfer agreement
- Impacts mink farm
- Does not remove truck traffic from this section of Pony Express

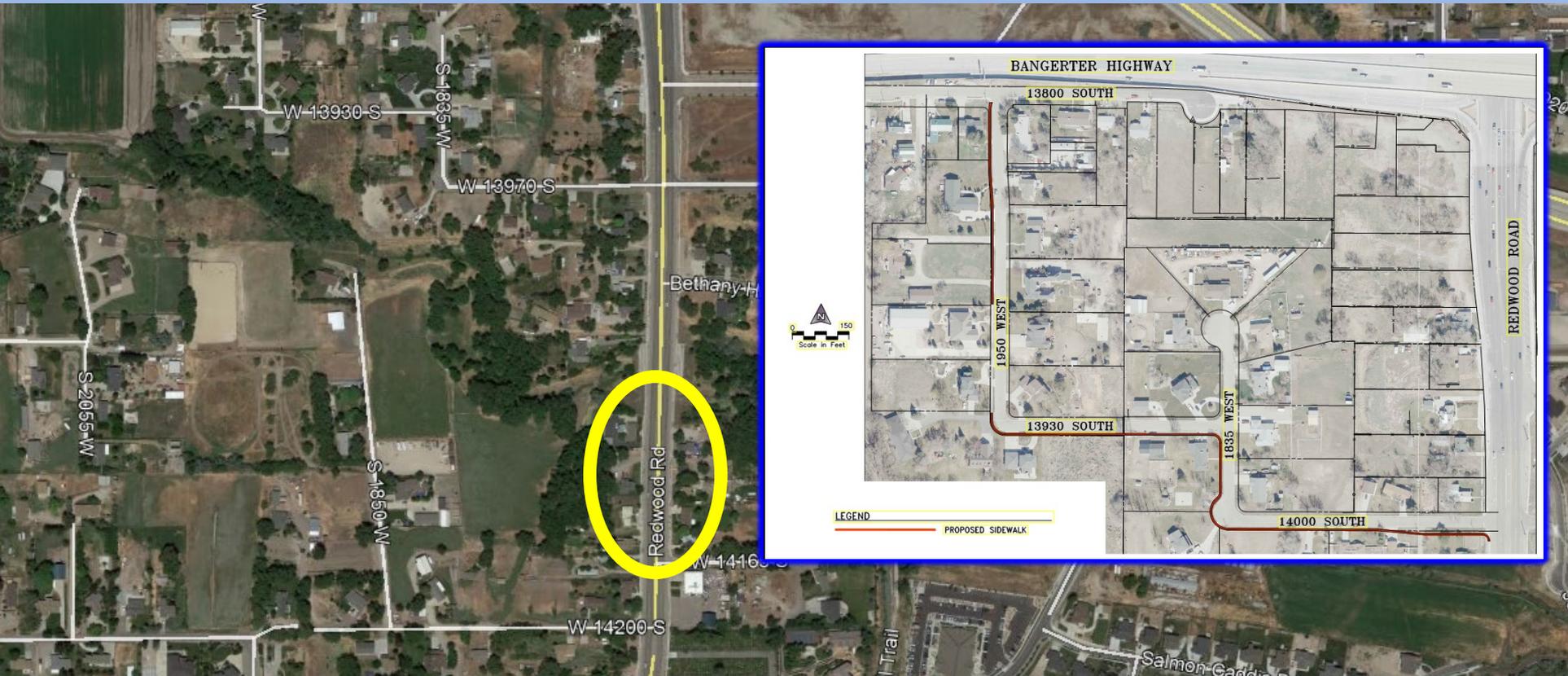


Project Cost –
\$ 5,335,900
Funds Request –
\$ 4,974,660

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



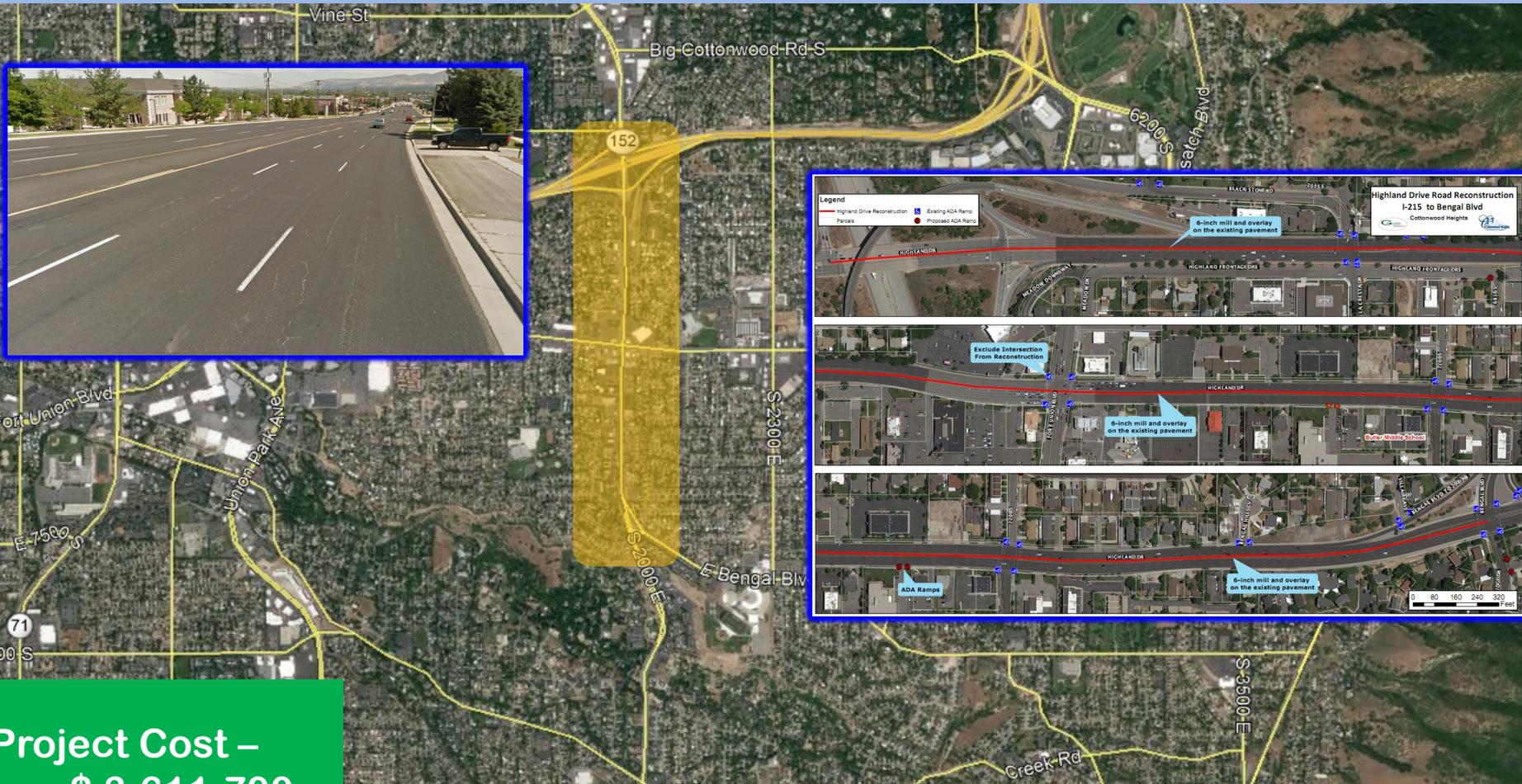
This project will provide a pedestrian connection for a planned commercial center at the intersection of Redwood Road and 14000, and the surrounding neighborhood. Currently, there is no sidewalk and pedestrians must use the road. This project will install sidewalks with park strip that will allow residents 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).

Magna Metro Township – 8000 West – Sidewalk

Project Type – Bike and Ped

2600 South to 3100 South



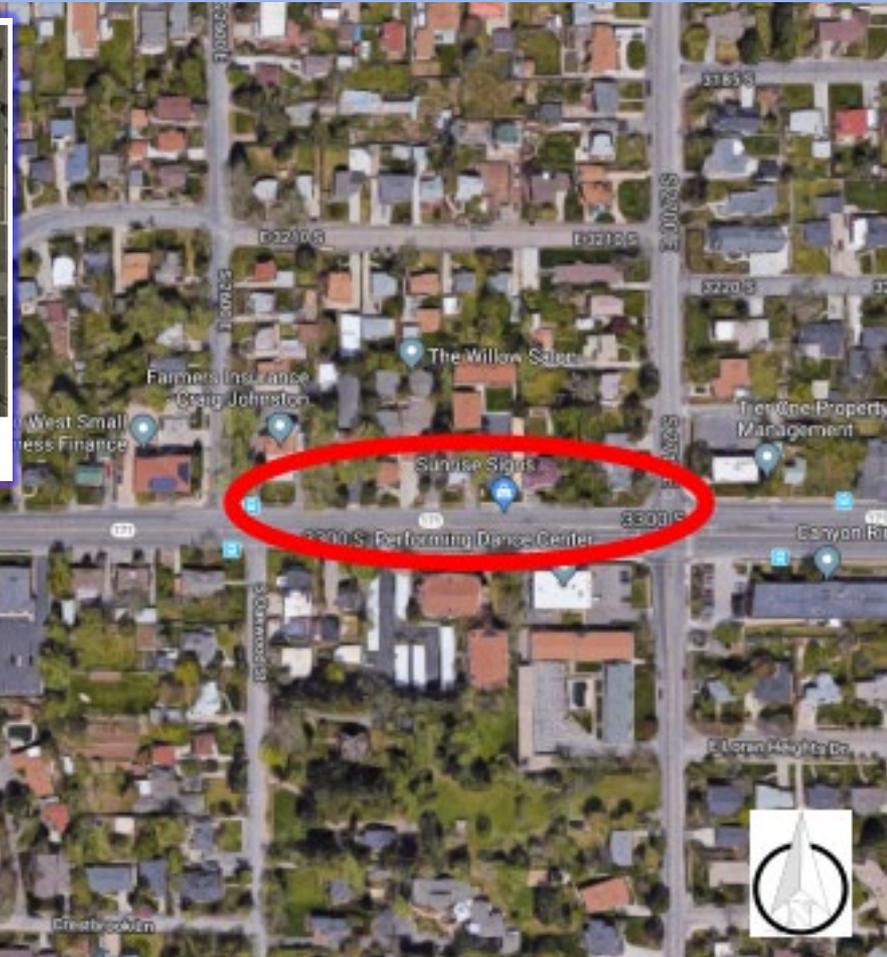
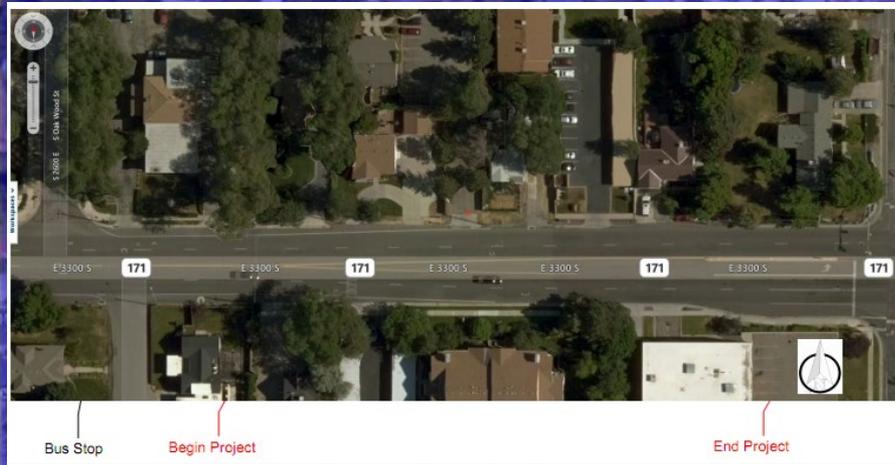
Project Cost –
\$ 1,346,700

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

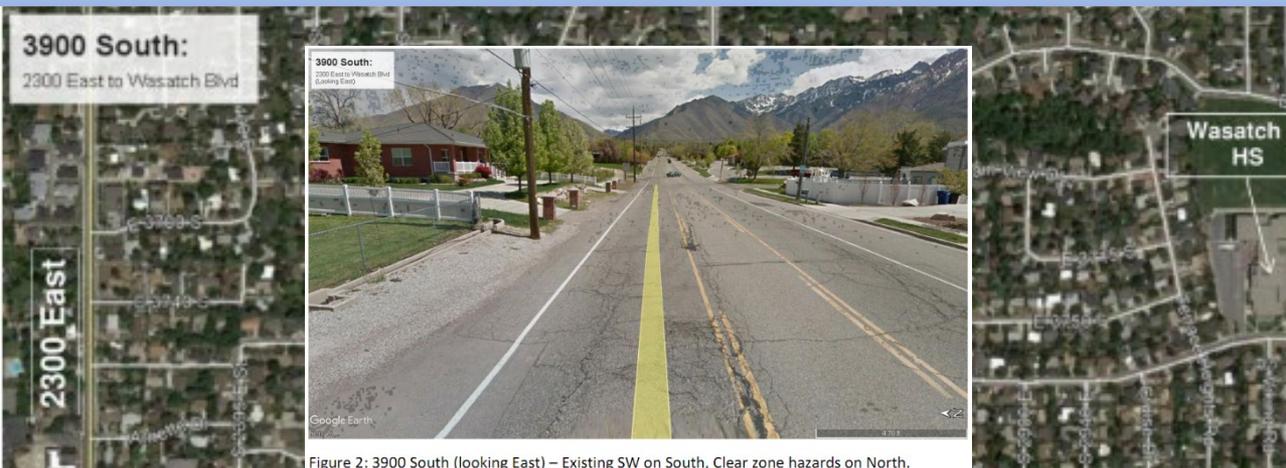


Figure 2: 3900 South (looking East) – Existing SW on South, Clear zone hazards on North.



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

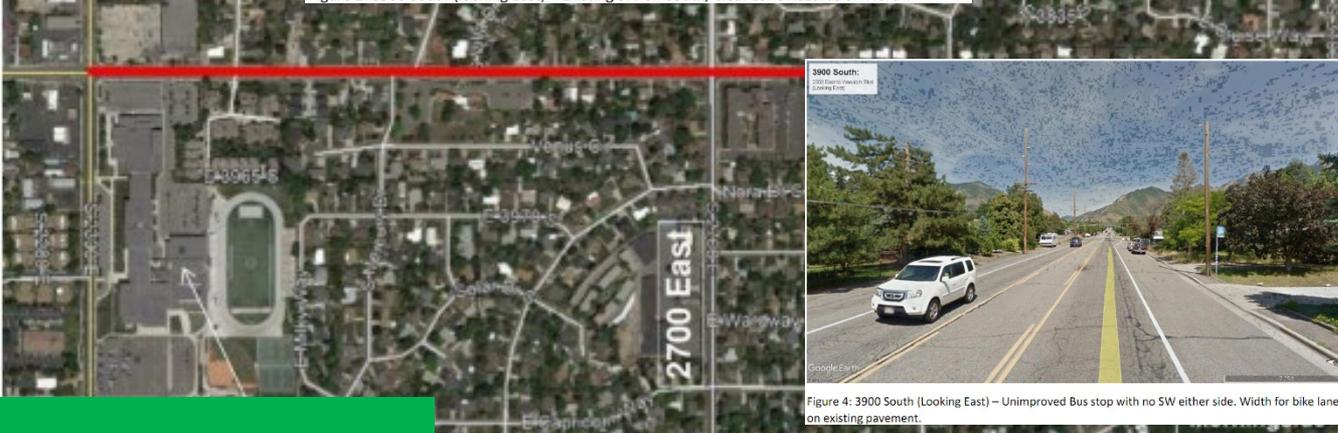


Figure 4: 3900 South (Looking East) – Unimproved Bus stop with no SW either side. Width for bike lanes on existing pavement.



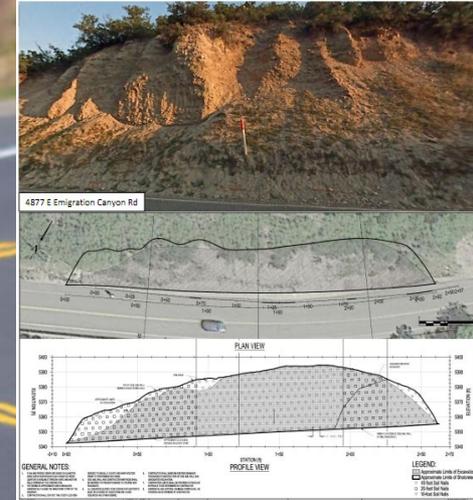
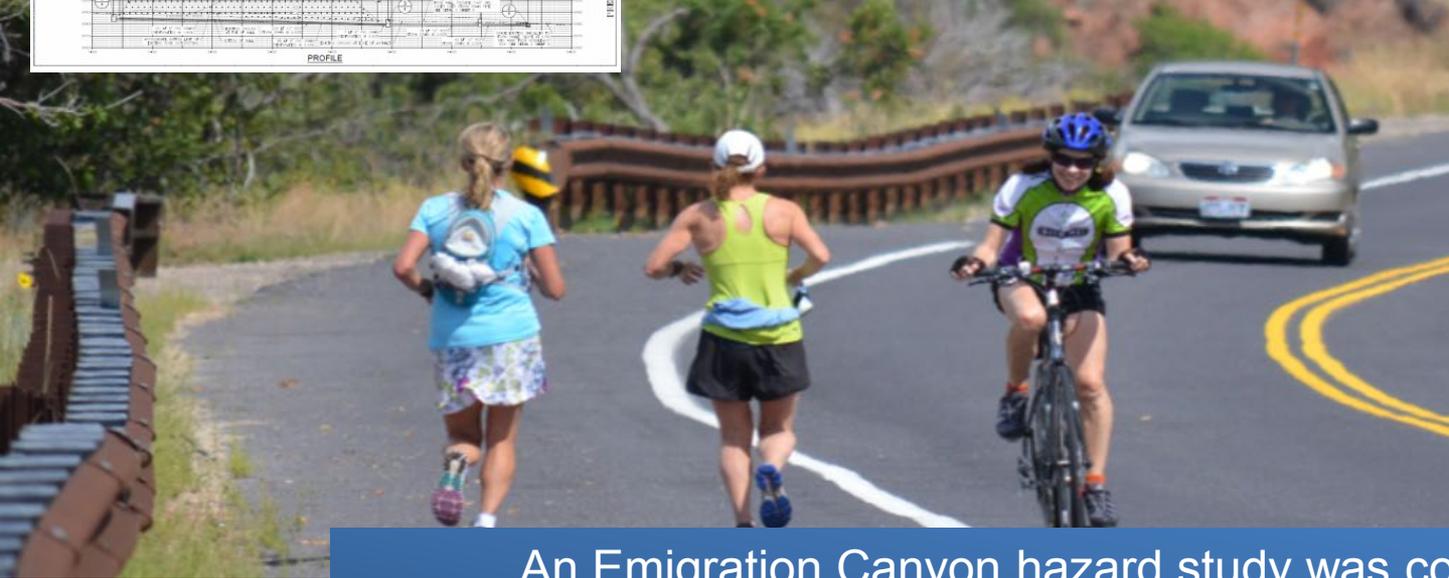
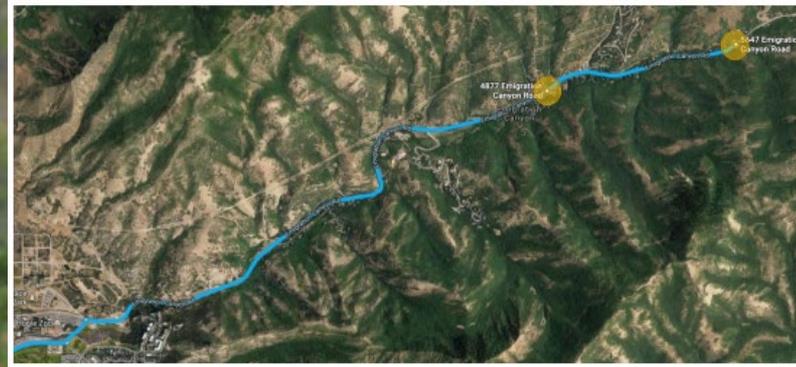
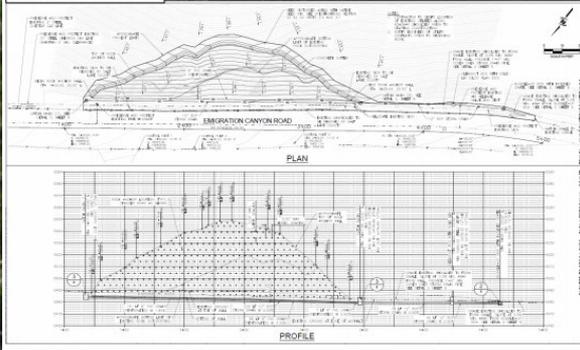
Project Cost –
\$ 8,652,500

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.

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



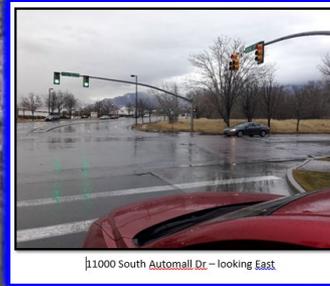
Unincorporated Salt Lake County is requesting at Galaxie Drive/1300 East a signal to improve safety and the function of the intersection in the Sandy Hills Community. Funding to install a signal at this intersection and removal of the median along 1300 East south of Galaxie Drive are the goals of the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

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

Sandy City – Automall Drive Roundabout

Project Type – Intersection

11000 South



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.

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

South Jordan City – 1000 West – Reconstruct w/ Minor Widening

Project Type – Reconstruction

10000 South to 10200 South

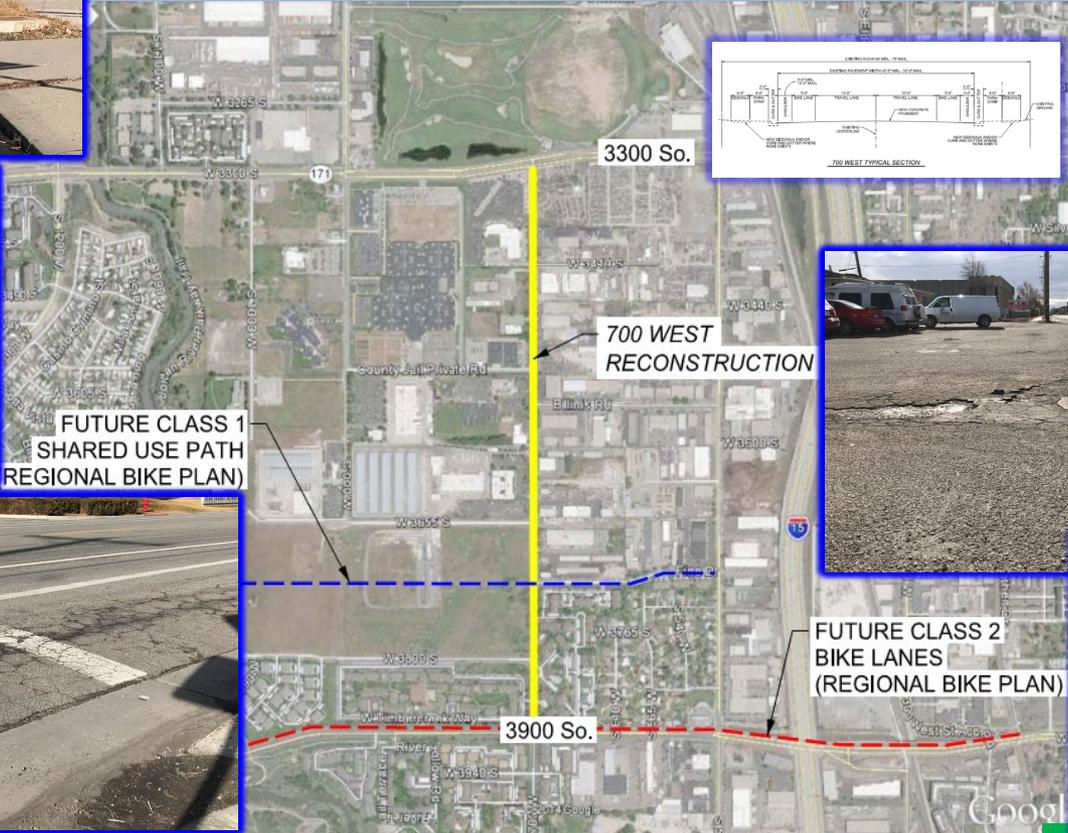


Project Cost –
\$ 1,217,300
Funds Request –
\$ 1,134,889

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.

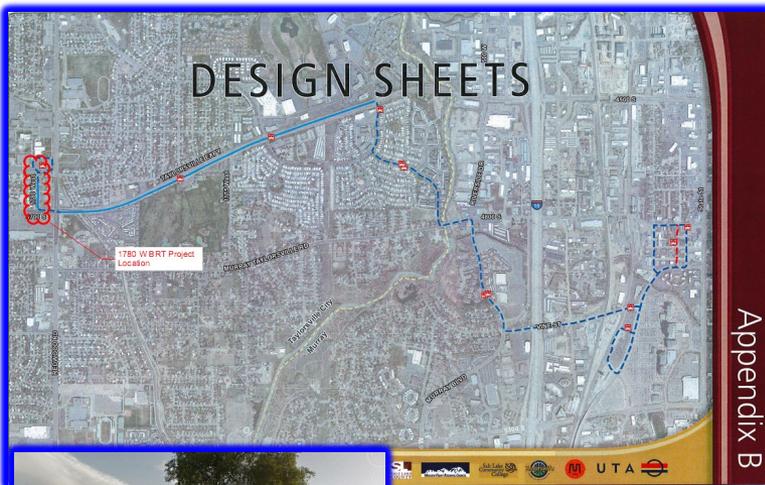
**Project Cost –
\$ 6,571,575**

**Funds Request –
\$ 6,118,032**

Taylorville City – 1780 BRT Connector Road

Project Type - Transit

Bruin Blvd to 4700 South



The Murray-Taylorville-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, Taylorville, 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.

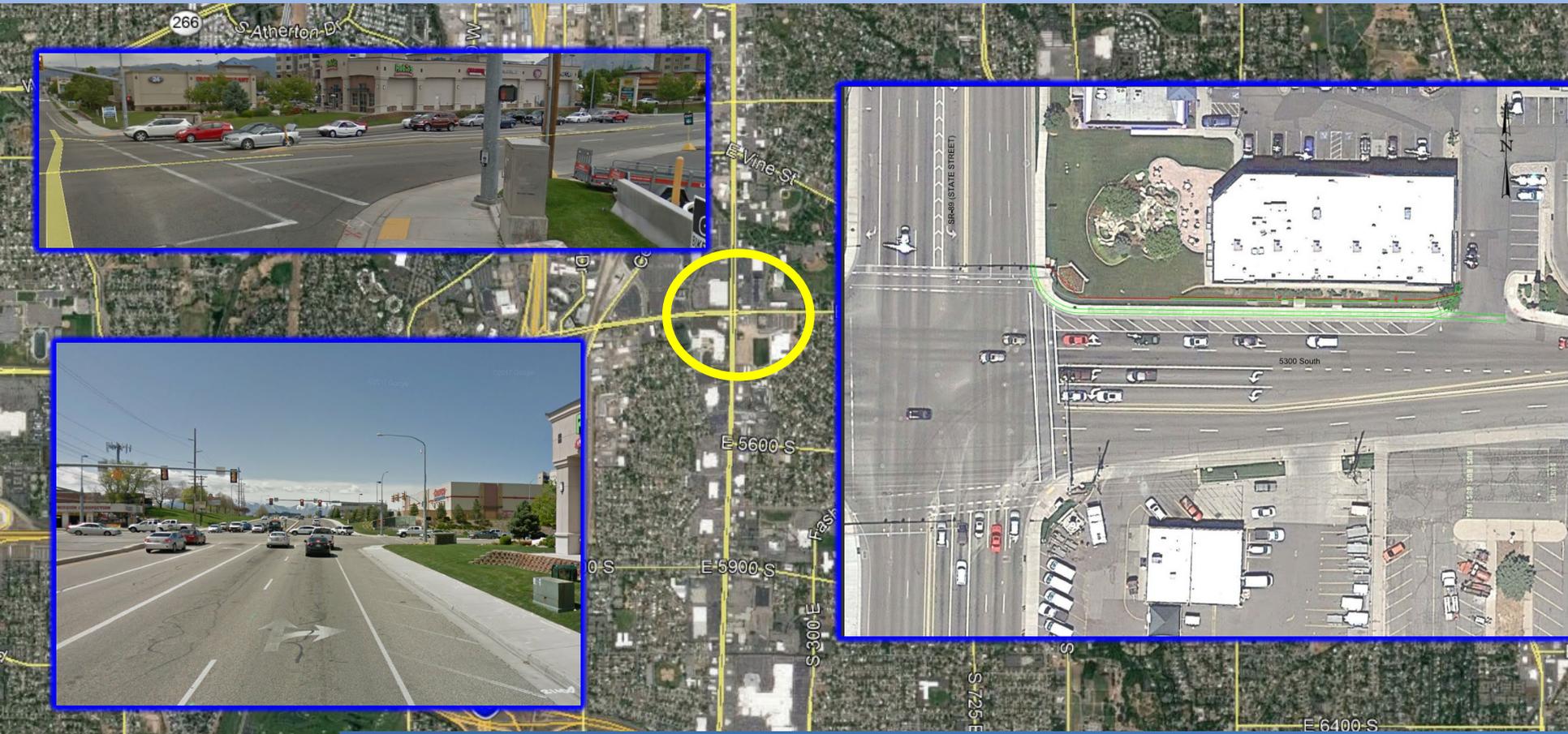
**Project Cost –
\$ 1,002,800**

**Funds Request –
\$ 655,220**

UDOT/ Murray City – 5300 South - Intersection Improvements

Project Type – Operations

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



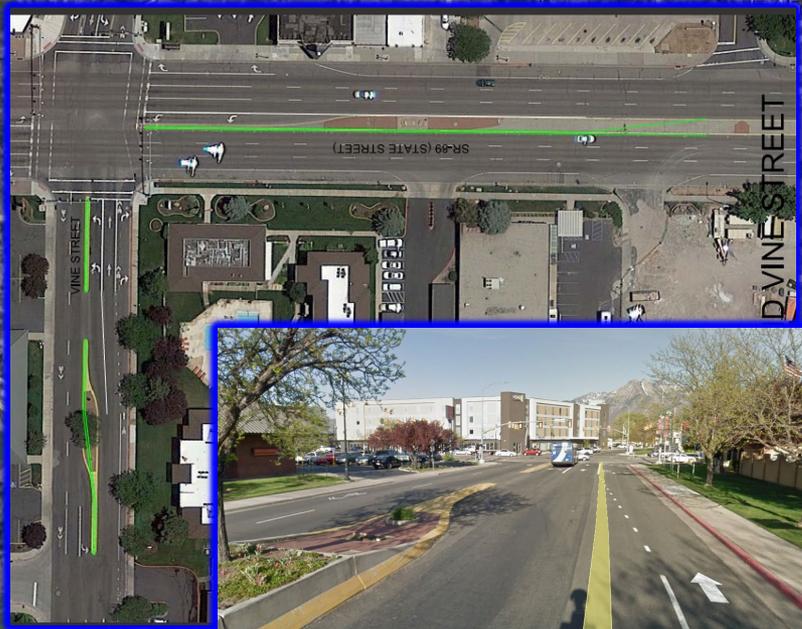
Project Cost –
\$ 525,000
Funds Request –
\$ 489,458

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)



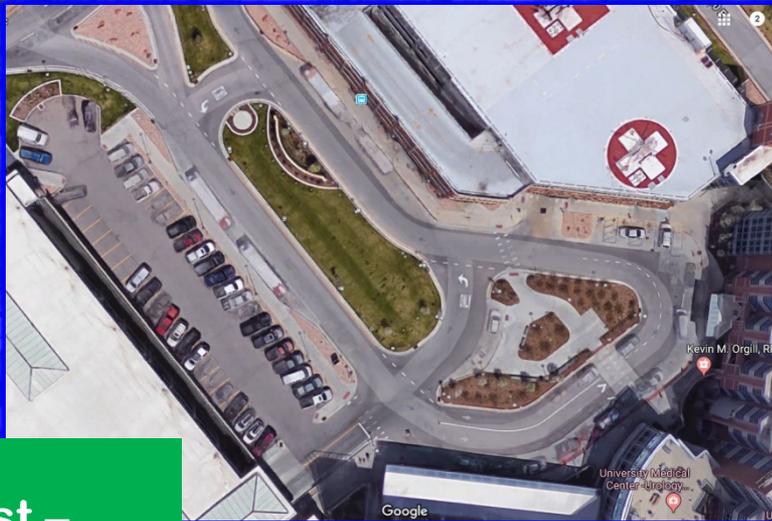
Project Cost –
\$ 6,145,100
Funds Request –
\$ 5,729,077

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.

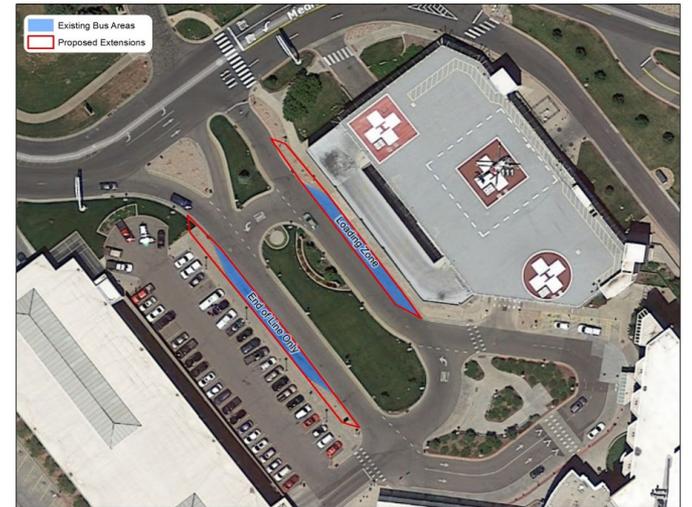
UTA – University of Utah Hospital Stop Expansion

Project Type – Transit

U of U Bus Bays



University of Utah Hospital Loop - Proposed Bus Area Improvements



**Project Cost –
\$ 399,400**

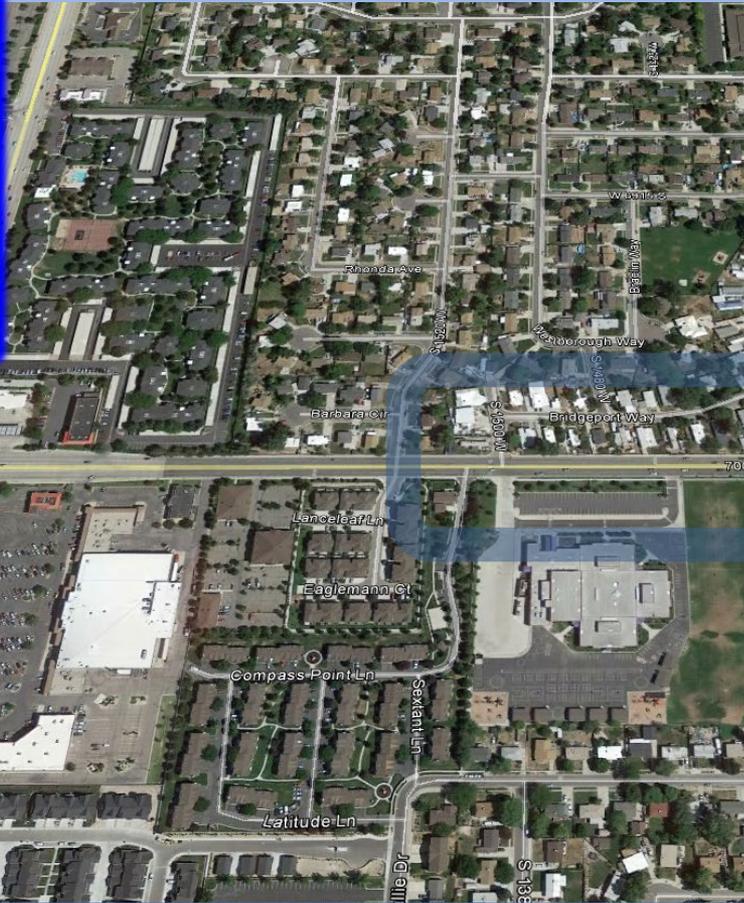
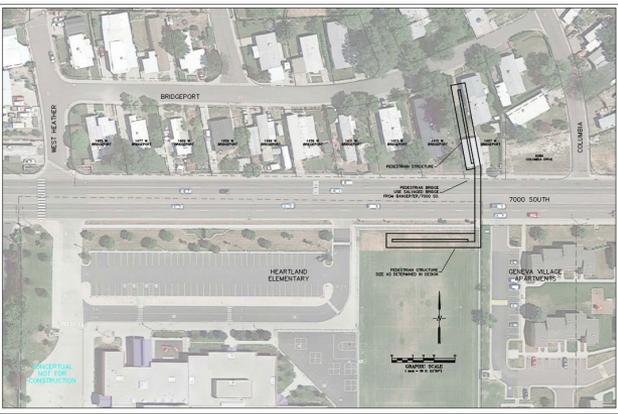
**Funds Request –
\$ 372,361**

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



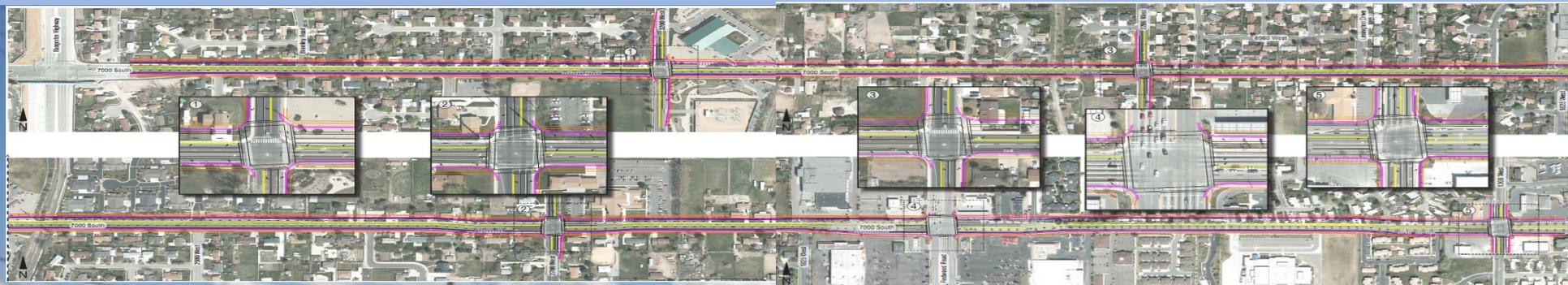
Project Cost –
\$ 1,608,900

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.

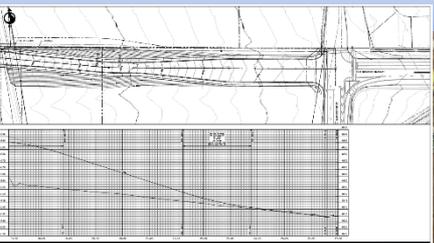
**Project Cost –
\$ 2,000,000**

**Funds Request –
\$ 1,860,000**

West Jordan – 8600 South Bridge over MVC – New Construction

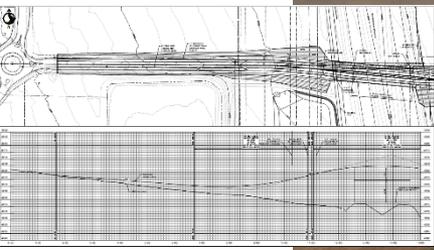
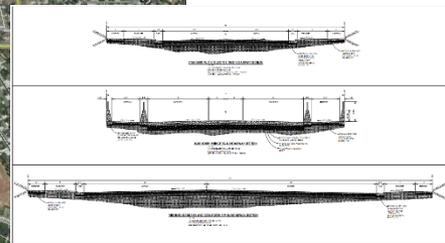
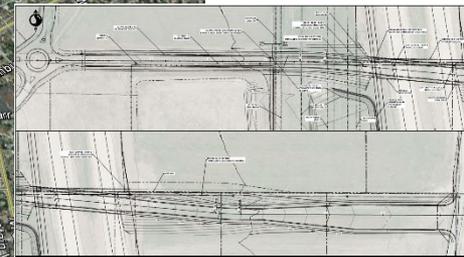
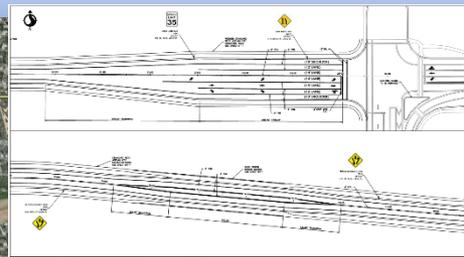
Project Type – Capacity

5600 West to 6000 West



**Project Cost –
\$ 17,900,000**

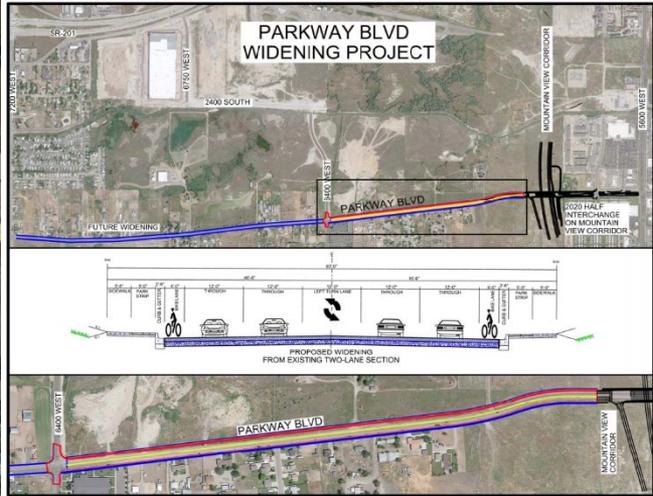
**Funds Request –
\$ 4,000,000**



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



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.

Project Cost –
\$ 5,392,000

Funds Request –
\$ 4,994,331

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**