

2950 West to 3600 West – (0.75 miles)



This project will extend 14000 South to 3600 West to create an east-west collector to serve the redeveloping area of 2700 West between Bangerter Highway and 14400 South. Extending the facility to the west will connect the surrounding residential areas with the developing area and allow the surrounding area to access the regional park. Also allowing access to the shopping area at 13400 South and Bangerter Highway.

Bluffdale/ UDOT – Pony Express Realignment

Project Type – Reconstruction

Pony Express Road / PR Blvd – (0.75 miles)

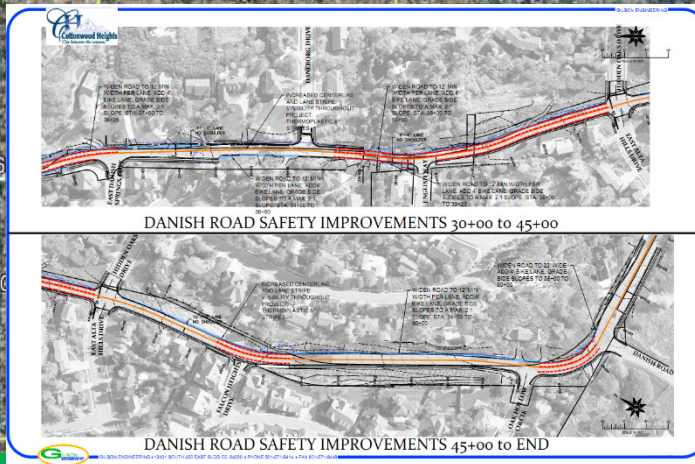
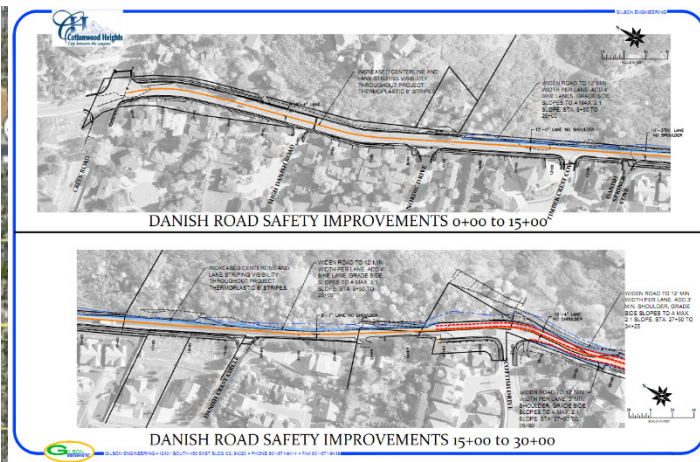


Project Cost –
\$ 5,806,400
Funds Request –
\$ 5,413,307

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.

Cottonwood Heights – Danish Road – Minor Widening Project Type – Reconstruction

Creek Road to Oak Hollow Circle



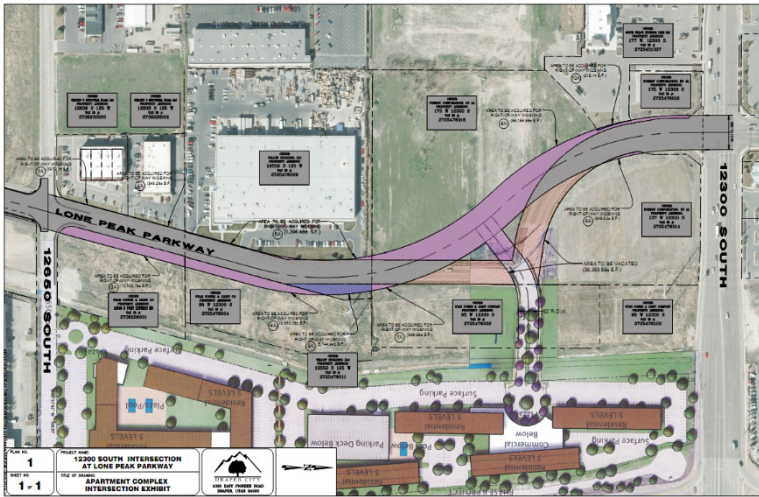
**Project Cost –
\$ 2,987,600**

**Funds Request –
\$ 2,724,740**

Danish Road is a major east/west connector road, connecting Wasatch Blvd to Bengal Blvd in Cottonwood Heights. This Project will widen the existing roadway to improve vehicular and pedestrian safety, install sidewalk, curb and gutter, and Type II bike lanes

Draper – Lone Peak Parkway – Widening Project Type - Capacity

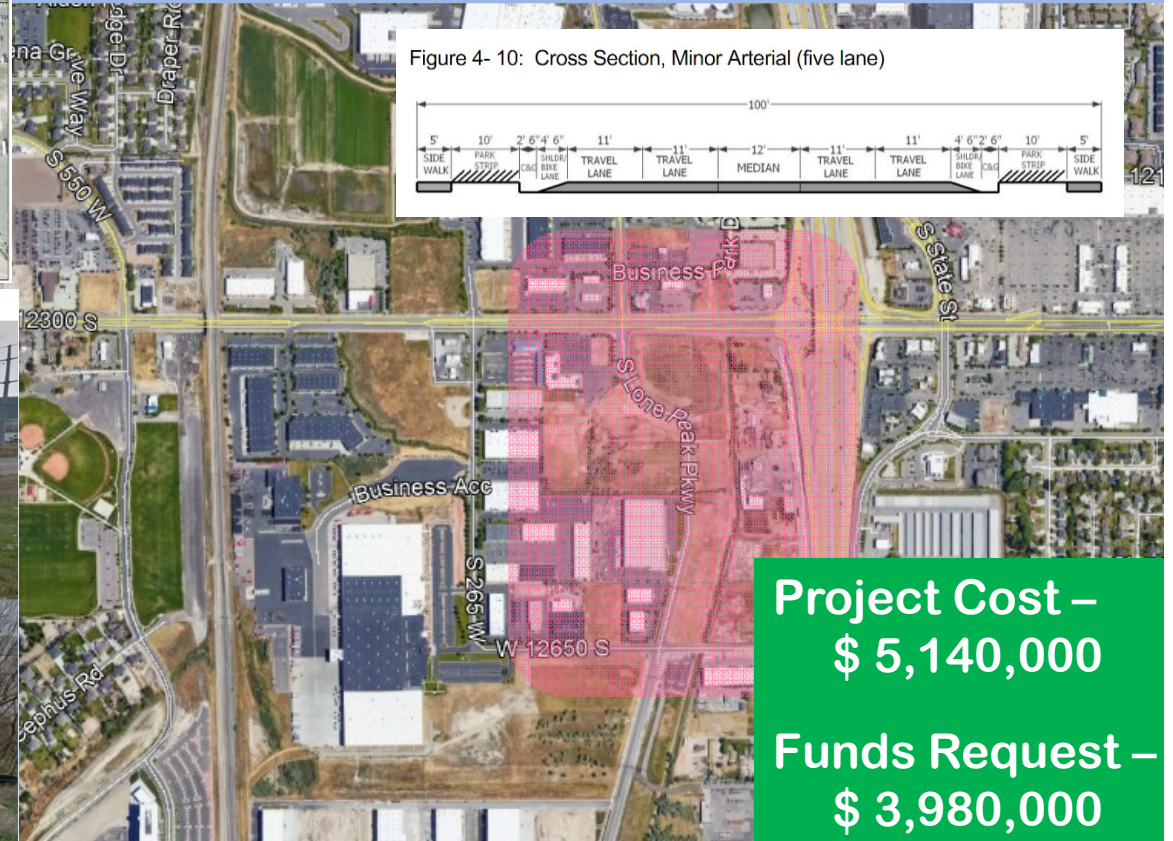
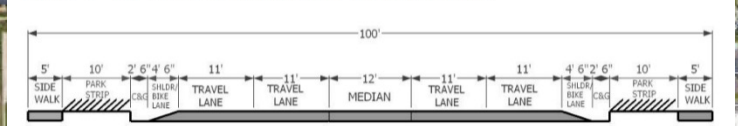
12650 South to 12300 South – (0.4 miles)



LONE PEAK PARKWAY; 12650 SOUTH TO 12300 SOUTH



Figure 4- 10: Cross Section, Minor Arterial (five lane)



**Project Cost –
\$ 5,140,000**

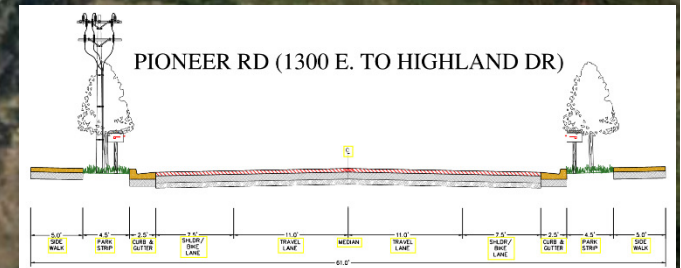
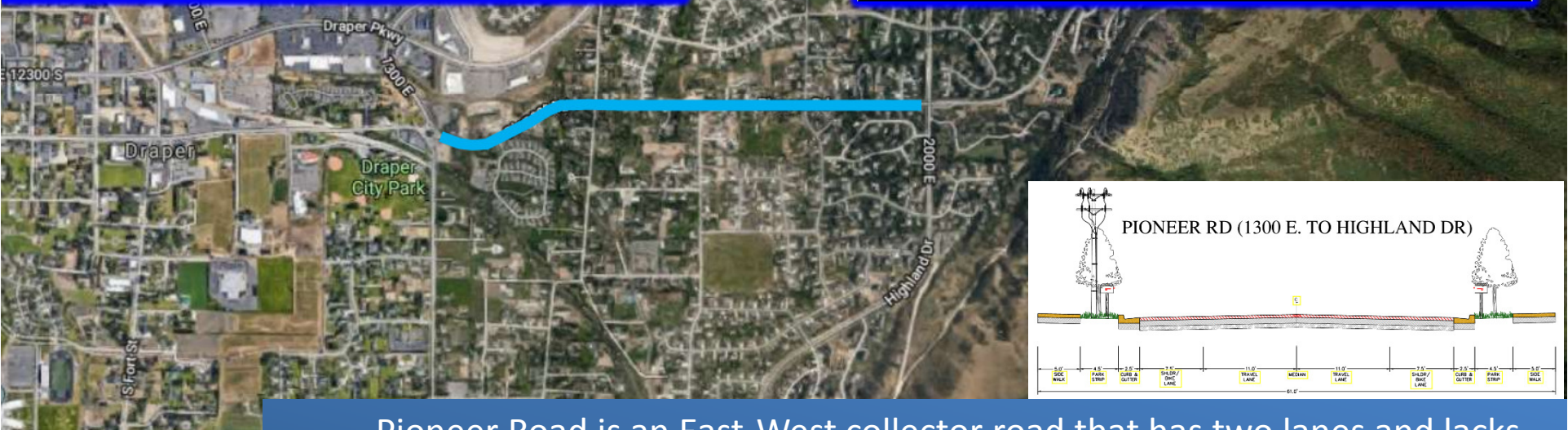
**Funds Request –
\$ 3,980,000**

Lone Peak Parkway is a north/south minor arterial just west of I-15. Currently, Lone Peak Parkway begins at the northern limits of Draper City at 11400 South and terminates at Bangerter Highway. The existing 0.4 mile segment of Lone Peak Parkway from 12650 South to 12300 South has a problematic alignment and is too narrow to accommodate the planned 5-lane section. With recent development in the area, and connection of Lone Peak Pkwy all the way to Bangerter Hwy, widening is more urgently needed. Draper City has already budgeted for and initiated right of way acquisition for this project. Lone Peak Parkway is identified as a Phase 1 project in the RTP from Bangerter Hwy to 11400 South.

Draper – Pioneer Road – Reconstruction & Minor Widening

Project Type - Reconstruction

1300 East to Highland Drive – (1 mile)



**Project Cost –
\$ 7,600,000**

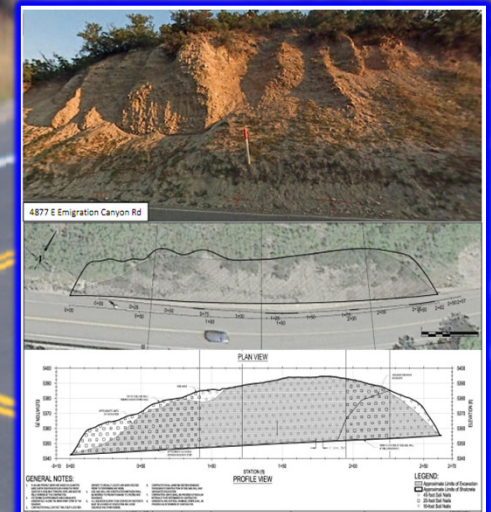
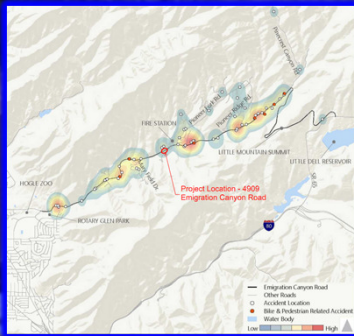
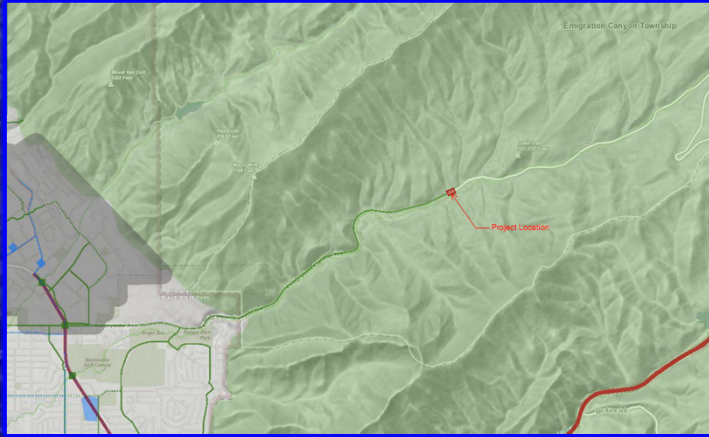
**Funds Request –
\$ 7,000,000**

Pioneer Road is an East-West collector road that has two lanes and lacks continuous curb and gutter. Consequently there are frequent flooding issues. It is also designated as a safe walking route to nearby schools but does not have continuous sidewalks. The proposed project would reconstruct and widen this section of road to include two travel lanes, paved shoulders, curb and gutter, park strips, and sidewalks. This will provide a safe corridor for all users.

Emigration Metro – Emigration Canyon Slope Mitigation – 4909 E

Project Type – Reconstruction

4858 East to 4909 East (Emigration Canyon Road) – (0.06 miles)



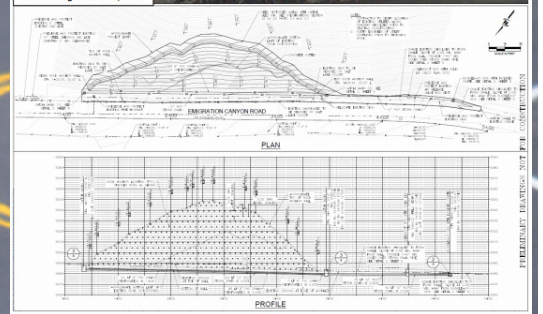
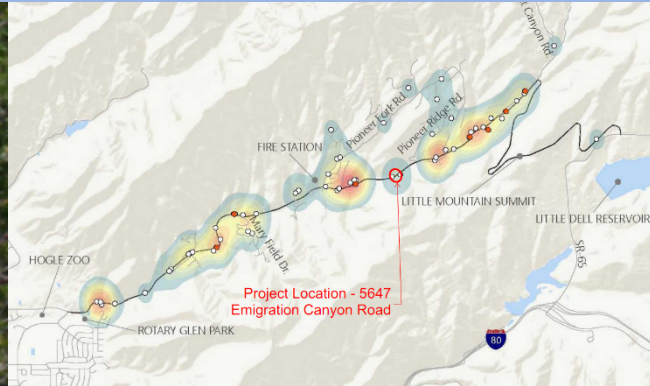
**Project Cost –
\$ 3,093,100**
**Funds Request –
\$ 2,783,790**

The purpose of the project is to provide safer access for pedestrians, bike users, and vehicle operators. Rocks and debris fall from the existing cliff face, which roll out into the road creating dangers for road users. The project provides slope stabilization to reduce these hazards on this frequently used bike network.

Emigration Metro – Emigration Canyon Slope Mitigation – 5647 E

Project Type – Reconstruction

5647 East to 5696 East (Emigration Canyon Road) – (0.06 miles)



**Project Cost –
\$ 3,028,100**
**Funds Request –
\$ 2,725,290**

The purpose of the project is to provide safer access for pedestrians, bike users, and vehicle operators. Rocks and debris fall from the existing cliff face, which roll out into the road creating dangers for road users. The project provides slope stabilization to reduce these hazards on this frequently used bike network.

6800 West to 7300 West

6800 West to 7300 West



Construct new roadway including sidewalk, curb and gutter.

4000 West to 5600 West – (2.01 miles)

4000 West to 5600 West – (2.01 miles)



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.

8000 West to 8400 West – (0.5 miles)

This figure is an aerial map of a residential area, likely in a suburban neighborhood. A yellow highlighted road segment runs diagonally from the upper left towards the center. The map shows various streets, including W-2665 S, S-6080 W St, W-2860, S-2002 W, W-2700 S, S-7740 W, W-7700, Damron Cir, K Ln, Cir, W-330 W, and W-2660 S. Five inset photographs are placed over the map, each showing a street view from a different location. The photographs show a two-lane road with a yellow center line, surrounded by trees and residential properties. The first photo (top left) shows a road with a yellow center line and a grassy area on the left. The second photo (top right) shows a road with a yellow center line and a grassy area on the right. The third photo (bottom left) shows a road with a yellow center line and a grassy area on the left. The fourth photo (bottom center) shows a road with a yellow center line and a grassy area on the right. The fifth photo (bottom right) shows a road with a yellow center line and a grassy area on the right.

Funds Request – \$ 2,044,068

<p>Project Cost – \$ 2,192,500</p> <p>Funds Request – \$ 2,044,068</p>	<p>The installation of sidewalk on the north side of 2700 S from 8000 W to 8400 W. There is an elementary school off 2700 S between 8000 W and 8400 W and there is no existing sidewalk on the north side of 2700 S. Installing sidewalk in this area is would increase the pedestrian safety near the elementary school.</p>
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UDOT/ Midvale City – 7200 South – Intersection Improvements

Project Type – Operations

7200 South and 300 West



Project Cost –
\$ 323,000

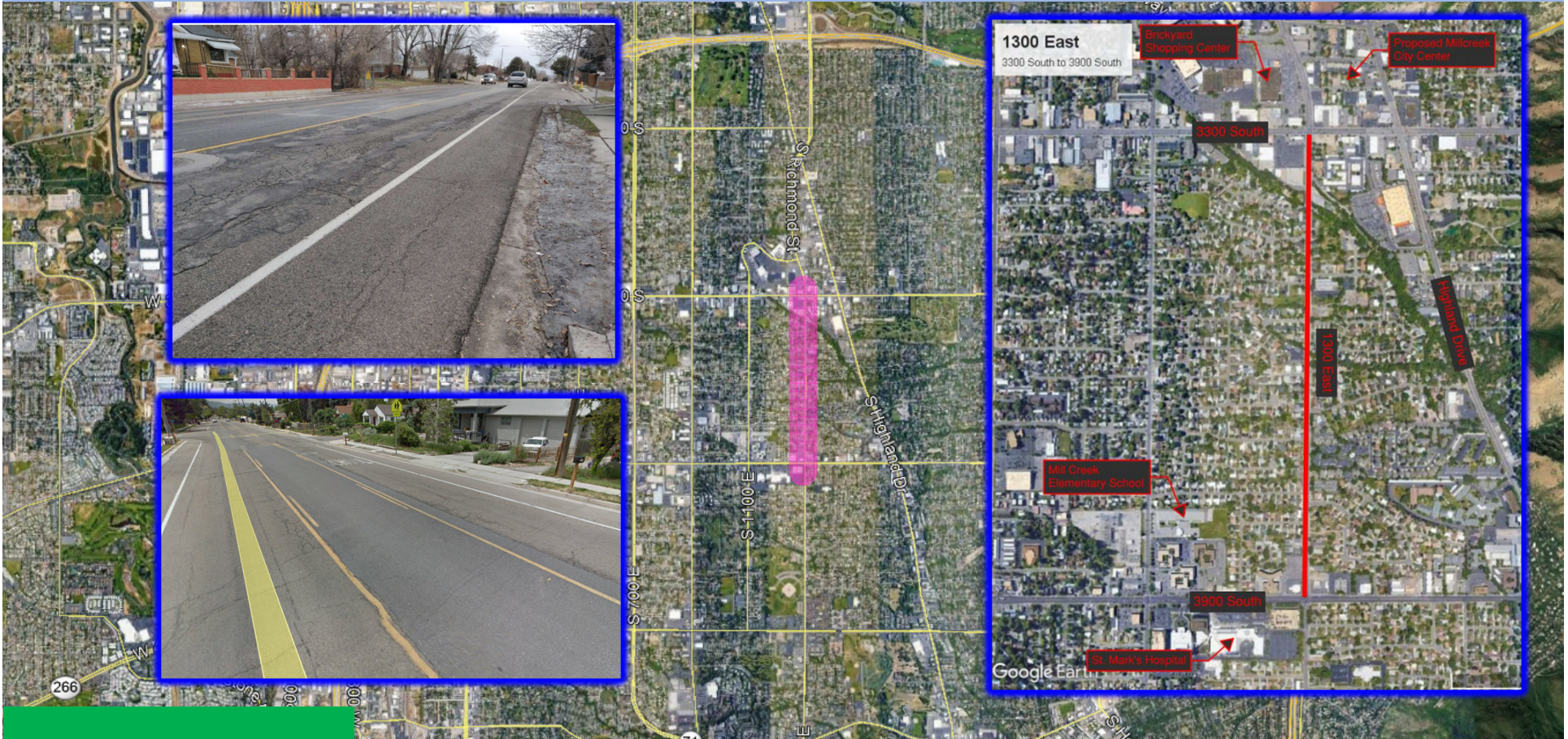
Funds Request –
\$ 287,148

There is a waterway on the south leg of the intersection which impacts the flow of traffic leaving the area. The scope would be to improve traffic flow by removing the waterway and connecting the drainage system via pipes and inlets across the intersection leg.

Millcreek City – 1300 East - Reconstruction

Project Type – Reconstruction

3300 South to 3900 South – (0.9 miles)



Project Cost –
\$ 7,245,400

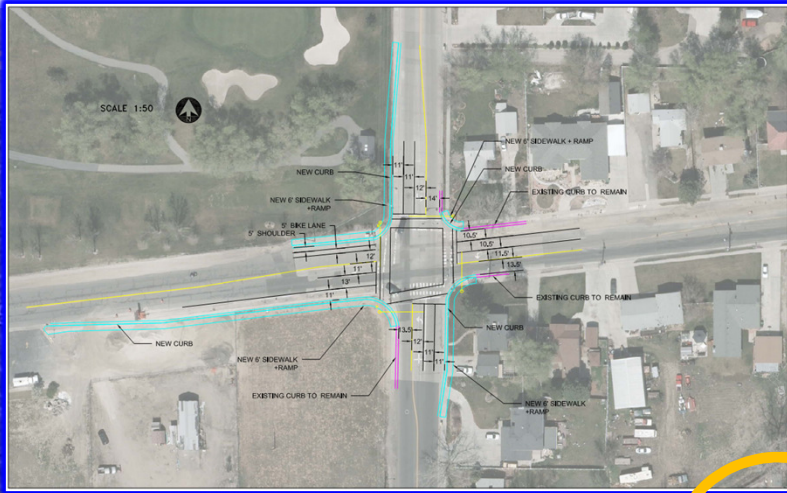
Funds Request –
\$ 6,754,886

1300 East is a major North/South corridor through the East side of the Salt Lake Valley. This project will create a safer environment for all users including the construction of curb, gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain along 1300 East from 3300 South to 3900 South.

Murray City – Winchester and 700 West Intersection

Project Type – Operations

700 West and Winchester Street



Project Cost –
\$ 2,753,900

Funds Request –
\$ 2,567,461

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 – 2100 South - Reconstruction

Project Type - Reconstruction

700 East to 1300 East – (0.9 miles)



Project Cost –
\$ 13,456,700

Funds Request –
\$ 5,956,700

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.

Sandy City – Automall Drive Roundabout

Project Type – Intersection

11000 South to State Street – (0.355 miles)



Automall Drive and Costco Driveway – Looking North



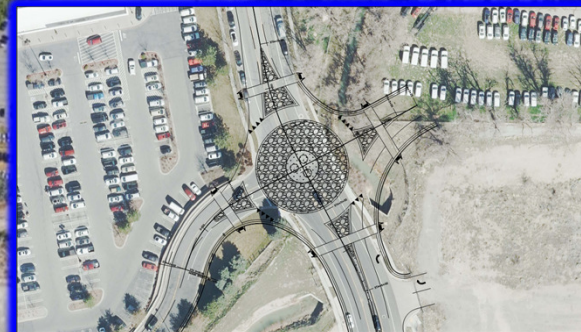
Automall Drive at Canal Crossing –
Looking North to Costco Driveway intersection



Automall Drive approaching State St – Looking East



11000 South Automall Dr – looking East



Project Cost –
\$ 5,954,100
Funds Request –
\$ 5,509,986

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 – (0.25 miles)



Project Cost – \$ 1,253,100
Funds Request – \$ 1,168,265

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 Jordan City – Bacchus Highway (SR-111) – Reconstruct w/ Minor Widening

Project Type – Reconstruction

10200 South to 10700 South – (0.6 miles)



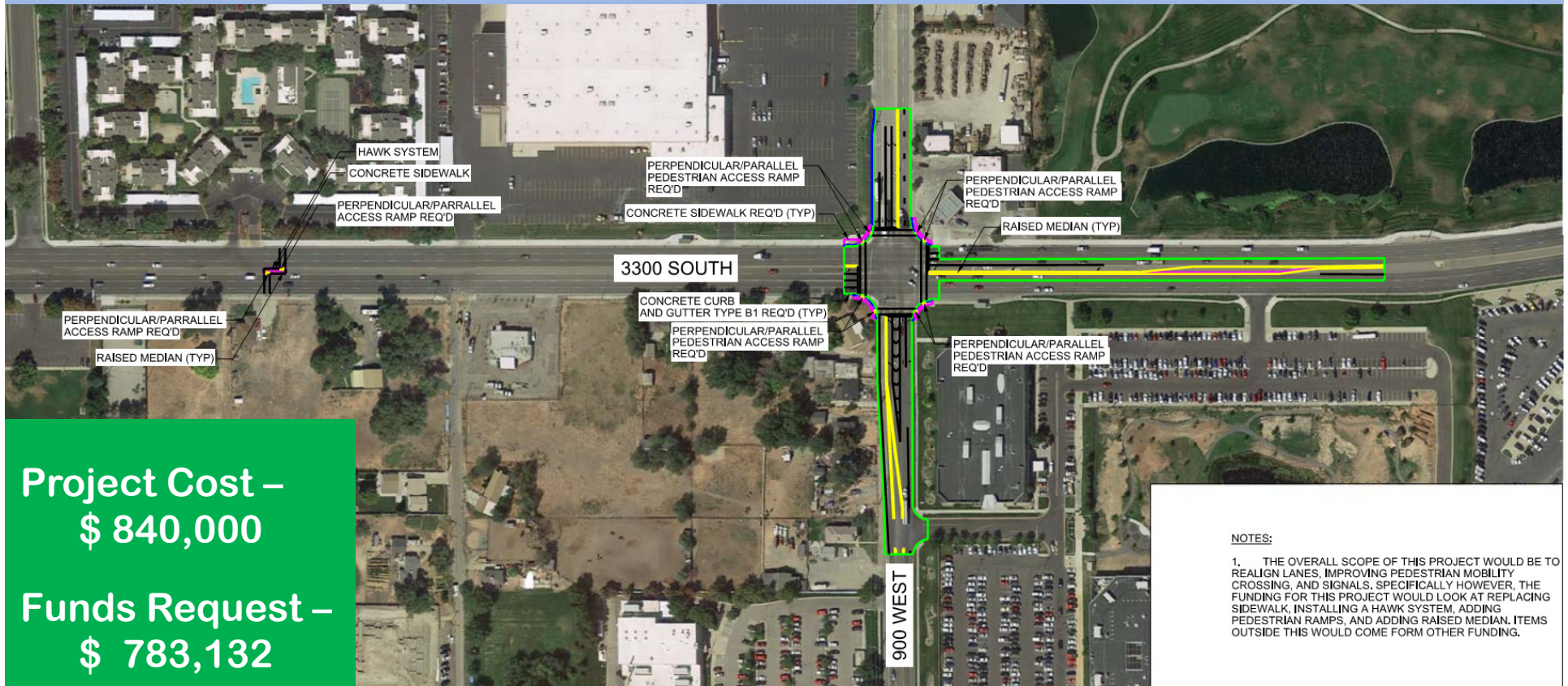
Project Cost –
\$ 2,301,300
Funds Request –
\$ 2,145,502

Reconstruct roadway with minor widening and improve the geometry to minimize the vertical curve to increase sight distance to the intersection of 10200 South.

UDOT/ South Salt Lake – 3300 South – Intersection Improvements

Project Type - Pedestrian

3300 South and 900 West



The overall scope for this project is to realign lanes, improve pedestrian mobility crossing, and upgrade and install signals. Specifically however, the funding that would be applied to the scope of this project would look at replacing sidewalk, installing a HAWK System, adding pedestrian ramps, and adding raised medians. The anticipated opening of the new Homeless Resource Center at 3380 S. and 1000 W. necessitates these improved pedestrian safety facilities. Other items outside this would come from other funding sources.

UDOT/ Taylorsville – 5400 South – Intersection Improvements

Project Type - Operations

5400 South and 1900 West – (0.1 mile)



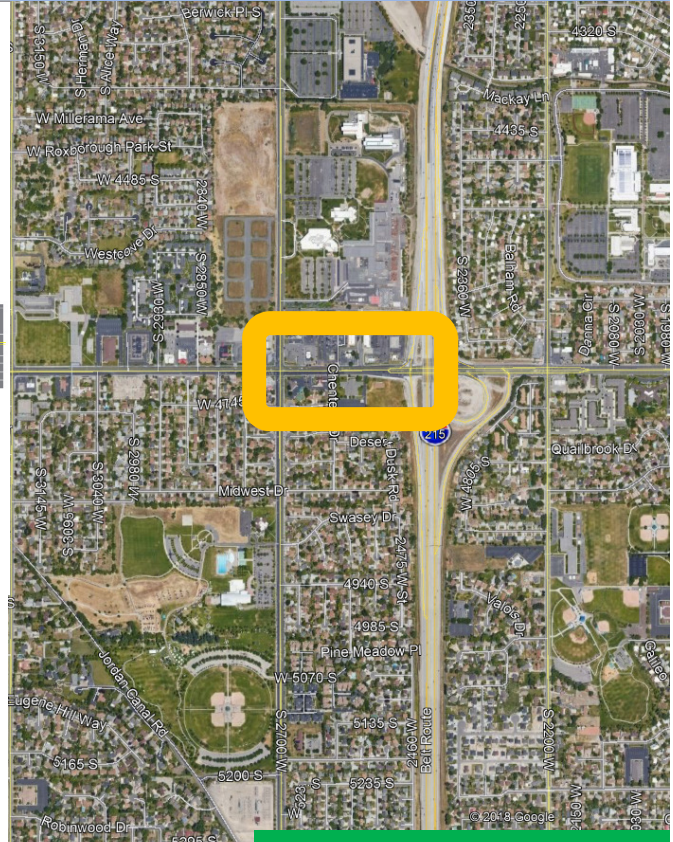
Project Cost –
\$ 406,500

Funds Request –
\$ 364,995

There is a waterway on the north leg of the intersection which impacts the flow of traffic leaving the area. The scope would be to improve traffic flow by removing the waterway and connecting the drainage system via pipes and inlets across the intersection leg.

4700 South and 2700 West – (0.879 miles)

**New Auxiliary Lane from I-215 to 2700 W
(right turn onto 2700 W)**



**Project Cost –
\$ 10,000,000**

**Funds Request –
\$ 7,750,000**

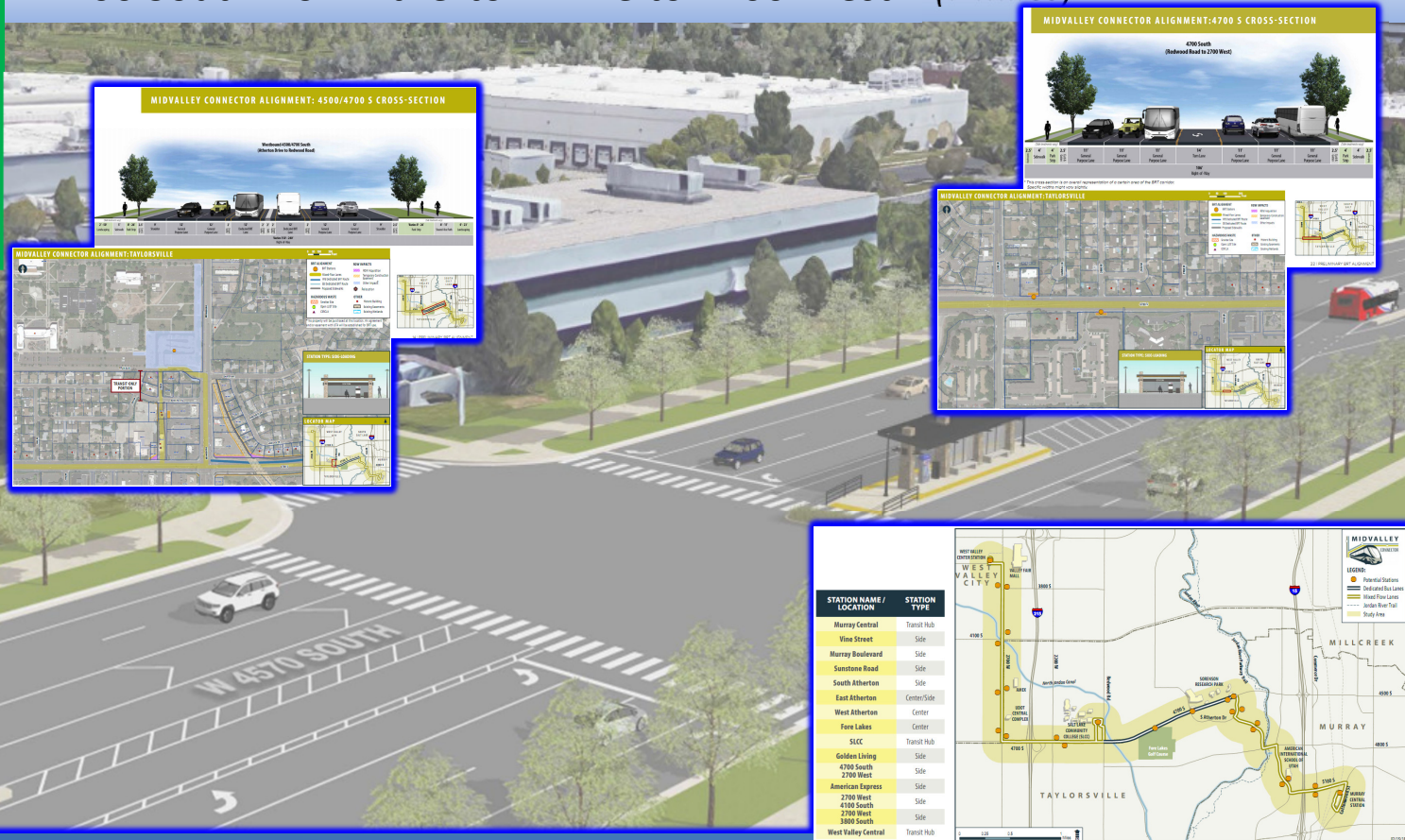
Taylorsville City – Midvalley Connector BRT – Bus Service

Project Type - Tranist

**Project Cost –
\$ 40,400,000**

**Funds Request –
\$ 6,520,000**

4700 South from Atherton Drive to 2700 West – (7 miles)

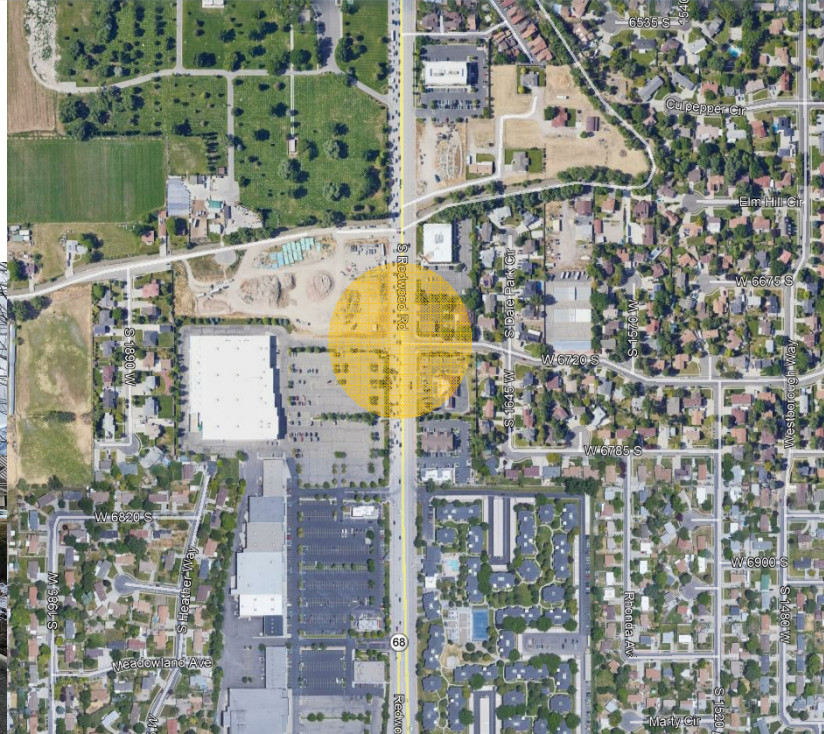


The purpose of the Midvalley Connector BRT is to provide a local and regional connection for destinations from the Murray Central TRAX station to the West Valley Central TRAX Station; Improve transit service frequency, visibility, and reliability to attract riders; Increase mobility and provide an alternative mode of transportation for future population and travel demand growth; and to enhance the local economy by encouraging redevelopment and improving accessibility to existing and planned developments.

West Jordan – 6720 South – Intersections & Signals

Project Type - Operations

6720 South & Redwood Road – (0.1 miles)



This project is for intersection signal improvement on Redwood Road (State Corridor) as part of West Jordan's corridor agreement with the State Department of Transportation. Presently there are 35,000 plus vehicles per day that use this important north south principle arterial street. This traffic is projected to grow to up to 50,000 vehicles per day. This intersection will require a signal shortly. A warrant study will be requested from the State as soon as an under construction subdivision is completed on the east side of the street.

**Project Cost –
\$ 1,328,400**

**Funds Request –
\$ 1,238,467**

West Jordan – 7000 South – Widening Project Type – New Capacity

1300 West to Bangerter Highway (SR-154) – (2.5 miles)



The project will widen this facility from 5 lanes to 7 lanes to address the future traffic volumes which are projected to exceed 50,000 per day. The project will complete an important east-west link across the valley connect important regional facilities such as U-111, MVC, SR-154, and I-15. Water, sewer, and storm drain utilities will be placed at City cost. This project will allow full flow of the East-West traffic for the west half of the Salt Lake Valley from I-15 to Bangerter Highway, and is a key element of the Regional Transportation Plan.

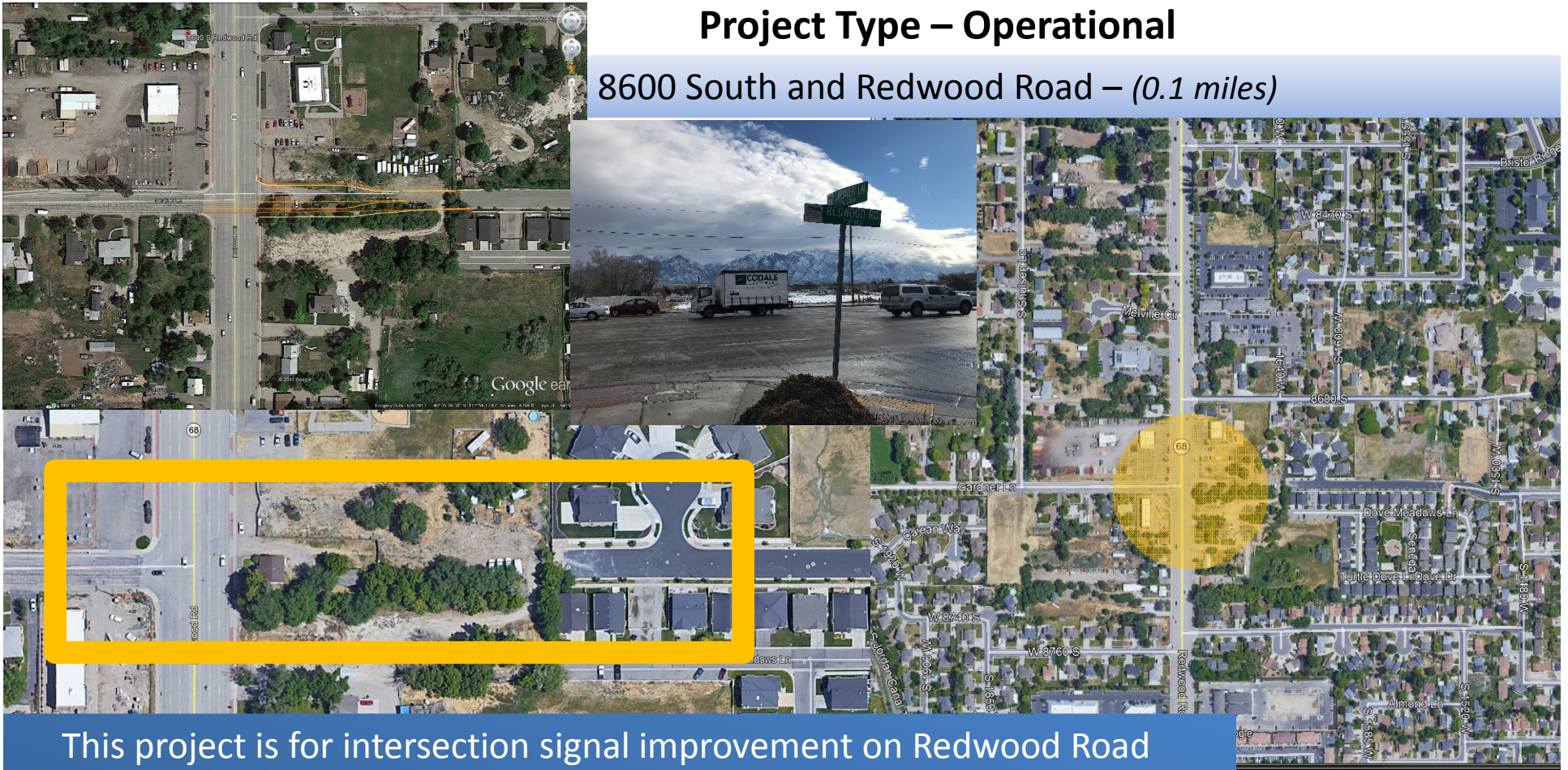
**Project Cost –
\$ 49,184,700**

**Funds Request –
\$ 9,300,000**

West Jordan – 8600 South – Intersections & Signals

Project Type – Operational

8600 South and Redwood Road – (0.1 miles)



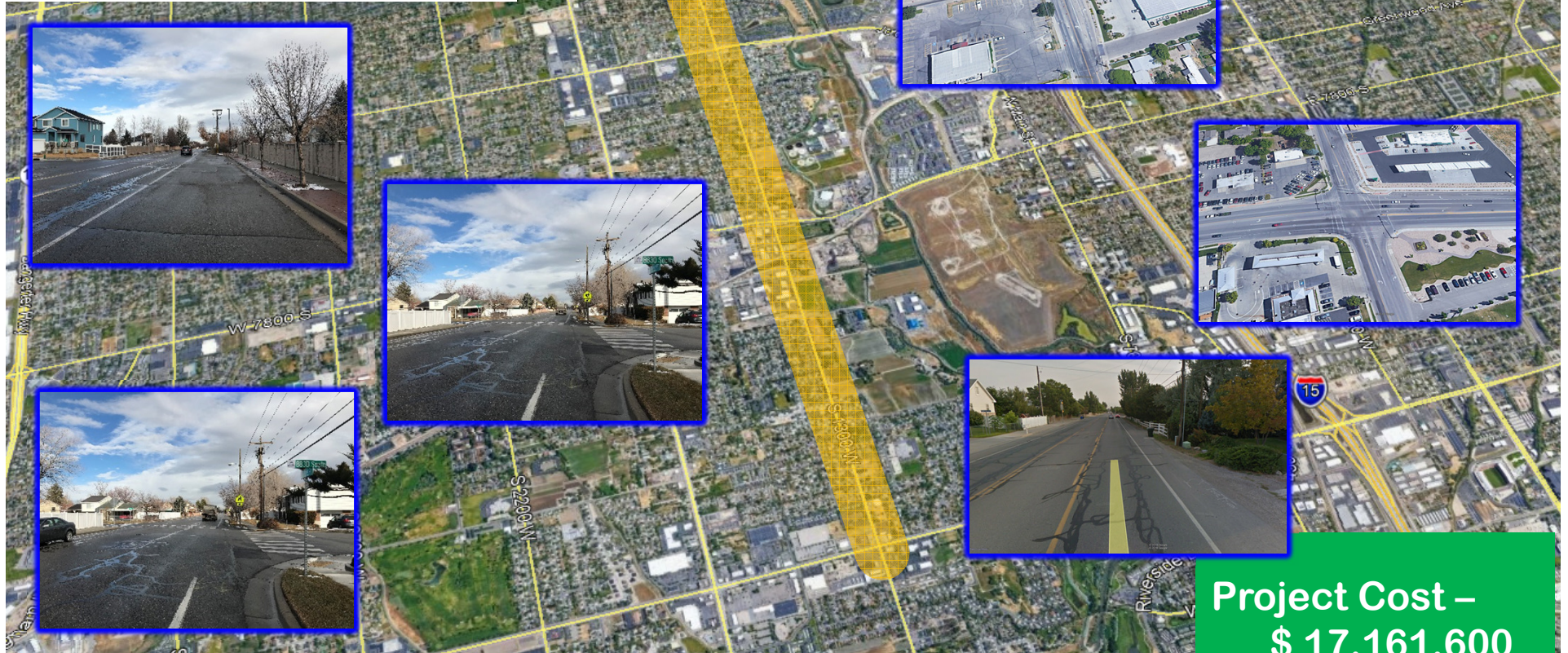
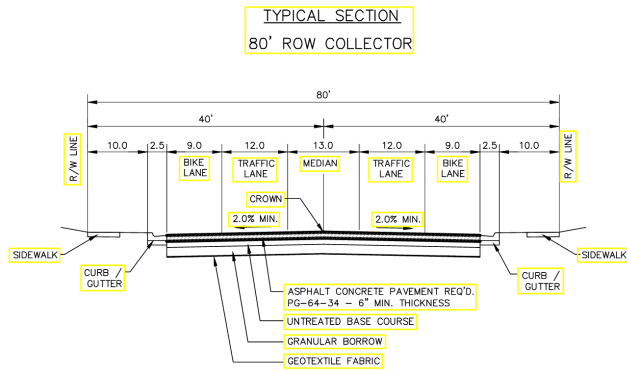
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Project Cost –
\$ 1,328,400

Funds Request –
\$ 1,238,467

West Jordan – 1300 West – Reconstruct and Widen Project Type – Capacity

9400 South to 6600 South– (3.452 miles)



Widen to 80 -foot right of way corridor, adding a two way left turn on 1300 West and right turn lanes at 7000 South, 7800 South, and 8600 South. A potential "high T" intersection will be evaluated at Winchester Street (6685 S.). Bike lanes will be added through the entire alignment.

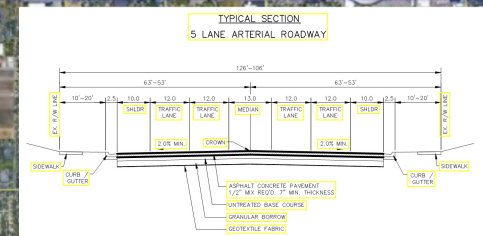
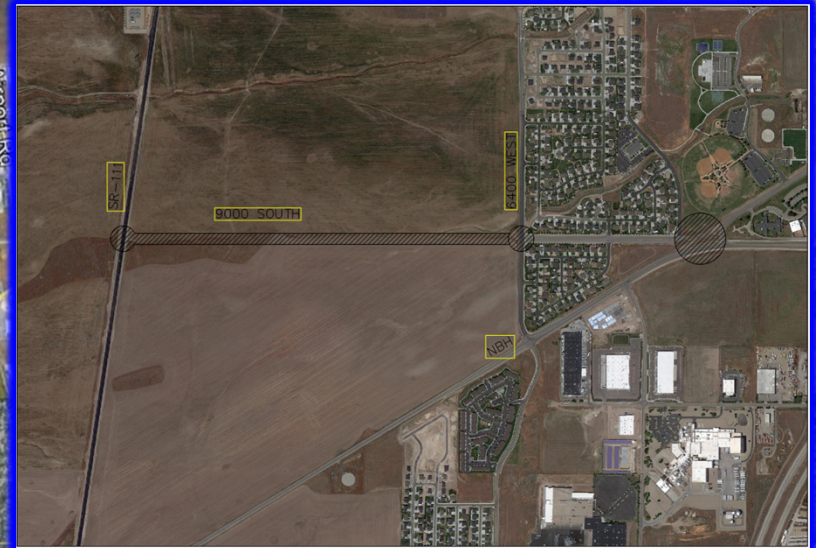
Project Cost –
\$ 17,161,600

Funds Request –
\$ 4,800,000

West Jordan – 9000 South – New Construction

Project Type – Capacity

New Bingham Highway to Sr-111 – (1.2 miles)



The project is for design and construction for a 126 foot arterial street running from NBH to SR-111. There is development pressure in this area presently and the need for this roadway will be immediate if concept plans are approved. This roadway is master planned as a major east west arterial for the City.

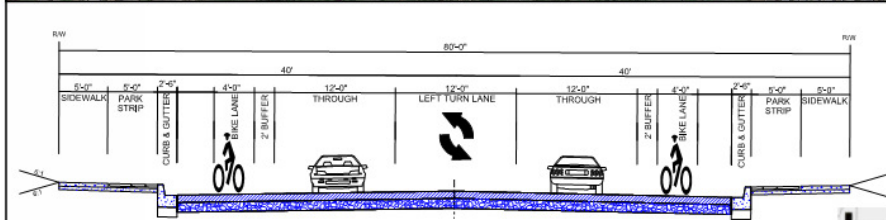
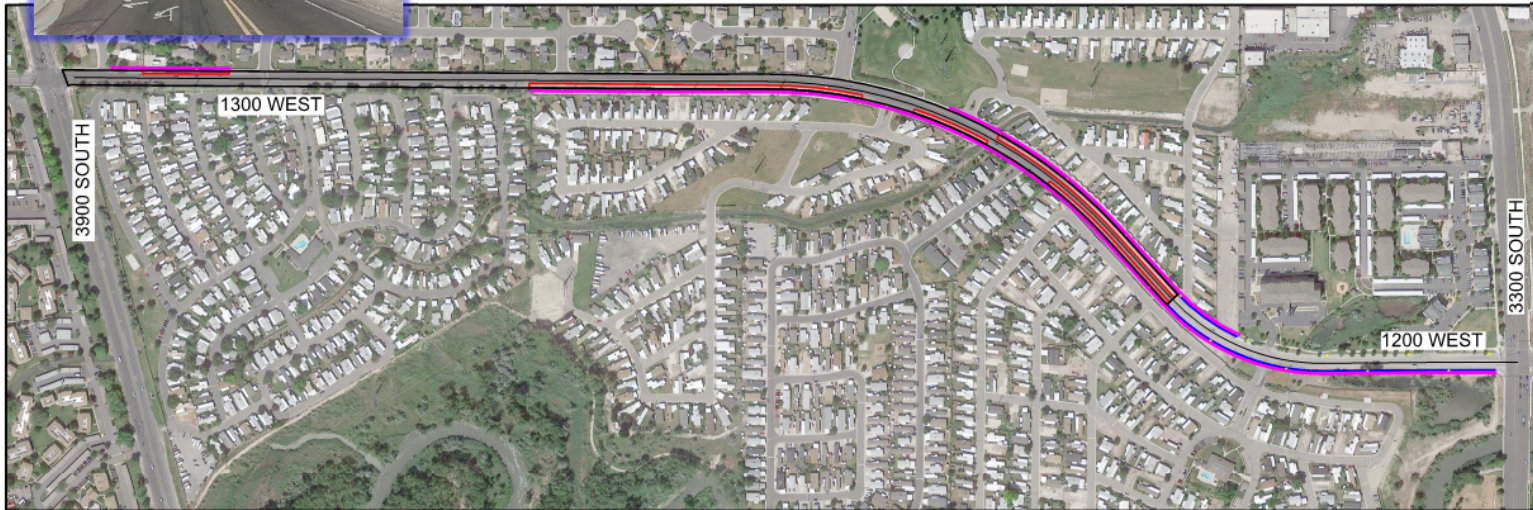
Project Cost –
\$ 15,527,400

Funds Request –
\$ 3,000,000

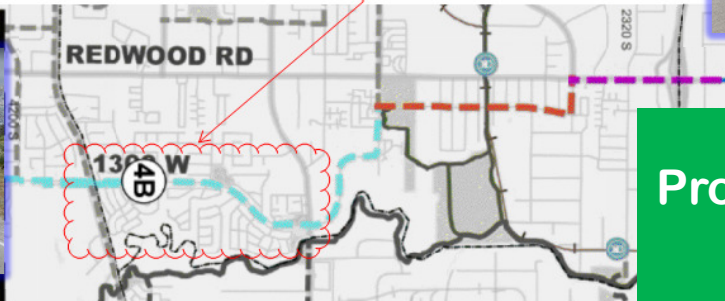
West Valley – 1300 West – Bike Lanes & Sidewalks

Project Type – Ped & Bike

3900 South to 3300 South– (1 mile)



1300 WEST IDENTIFIED AS A NORTH-SOUTH BIKE ROUTE IN UDOT WESTSIDE BICYCLE CONNECTIVITY STUDY TO CONNECT UTAH-SALT LAKE AND DAVIS COUNTIES.



**Project Cost –
\$ 4,558,000**

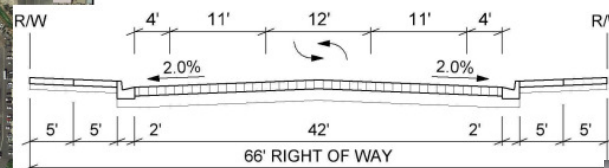
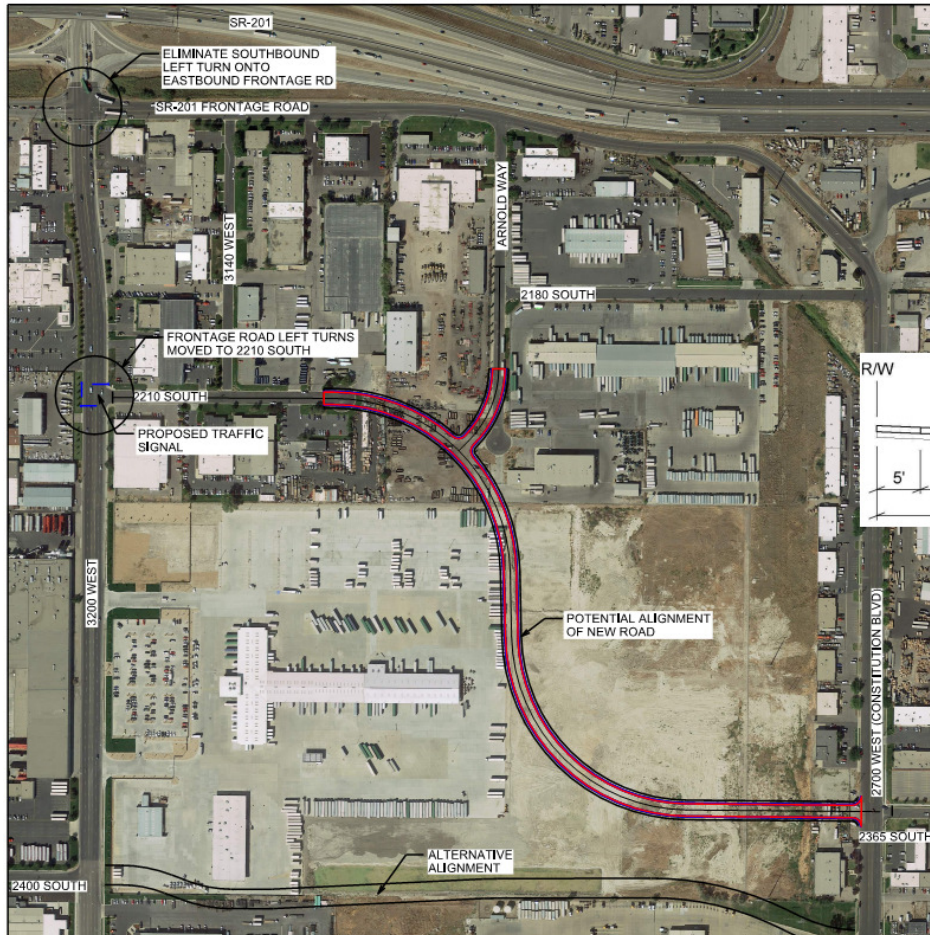
**Funds Request –
\$ 4,216,793**

The project widens shoulders and adds buffered bike lanes on a corridor identified as a bike connection between Utah and Davis Counties, and improves pedestrian safety with the addition of sidewalks..

West Valley – 2400 South – New Construction

Project Type – Capacity

3200 West to 2700 West – (0.52 miles)



WEST VALLEY CITY 2400 SOUTH CONNECTION

PROPOSED NEW ROADWAY CONNECTING 3200 WEST TO 2700 WEST
NEAR 2400 SOUTH AS SHOWN ON THE REGIONAL TRANSPORTATION PLAN

2400 South is an important collector to the region, as it provides relief to the heavily congested SPUI at 3200 West and SR-201. This road also provides an important connection between 3200 West and 2700 West in a heavily used industrial area.

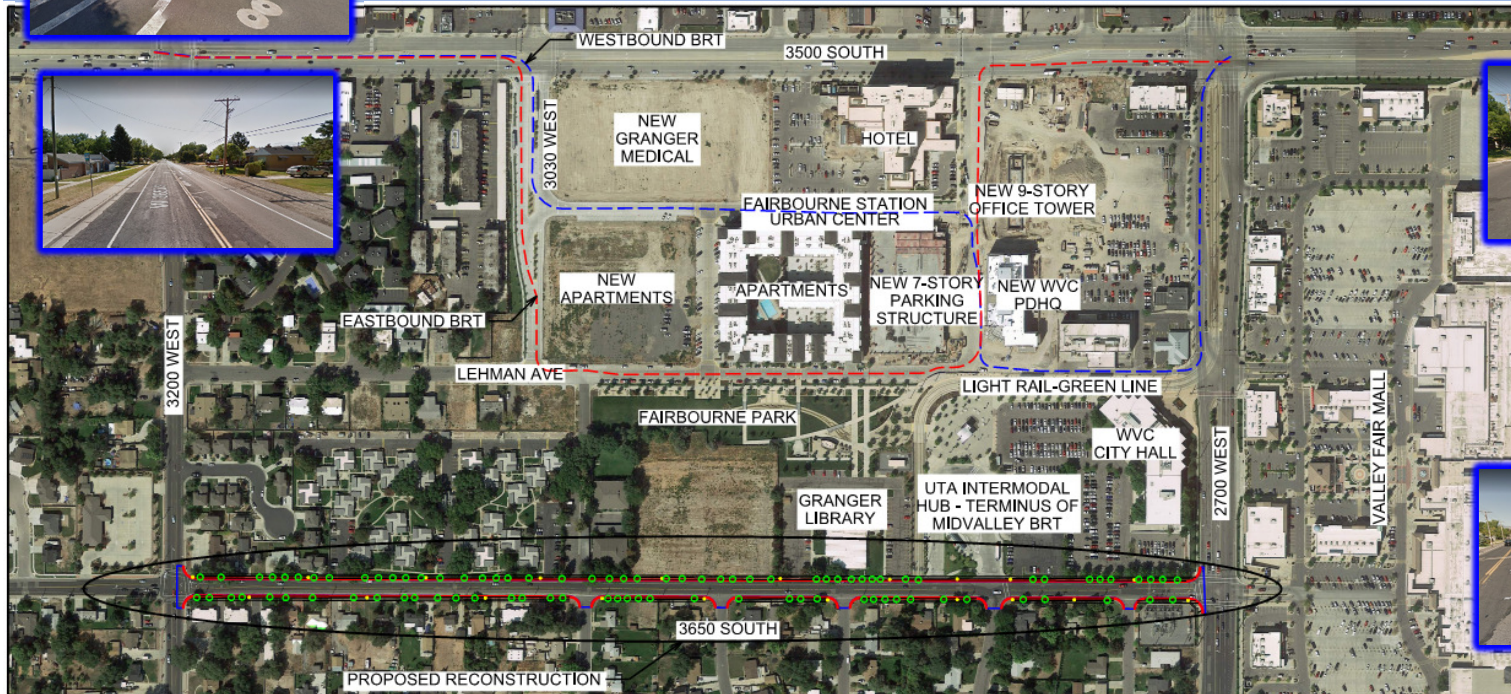
**Project Cost –
\$ 7,825,000**

**Funds Request –
\$ 7,295,248**

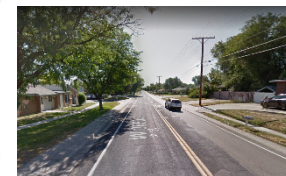
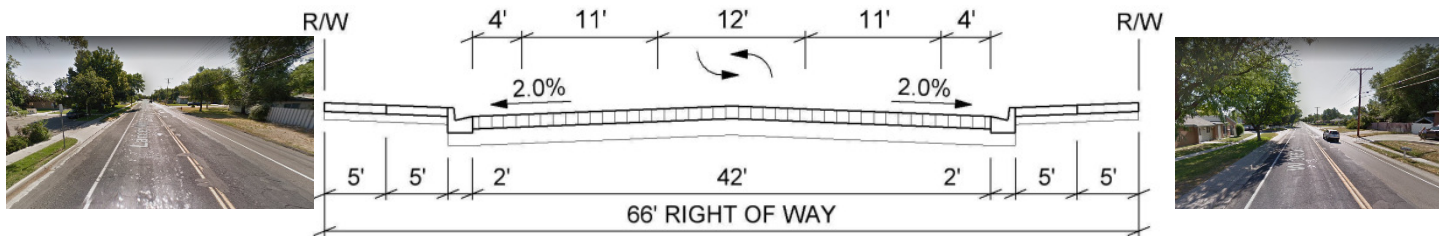
West Valley – 3650 South – Reconstruct with Minor Widening

Project Type – Reconstruction

3200 West to 2700 West – (0.5 miles)



WEST VALLEY CITY - 3650 SOUTH RECONSTRUCTION PROJECT



Project Cost –
\$ 5,173,600

Funds Request –
\$ 4,823,347

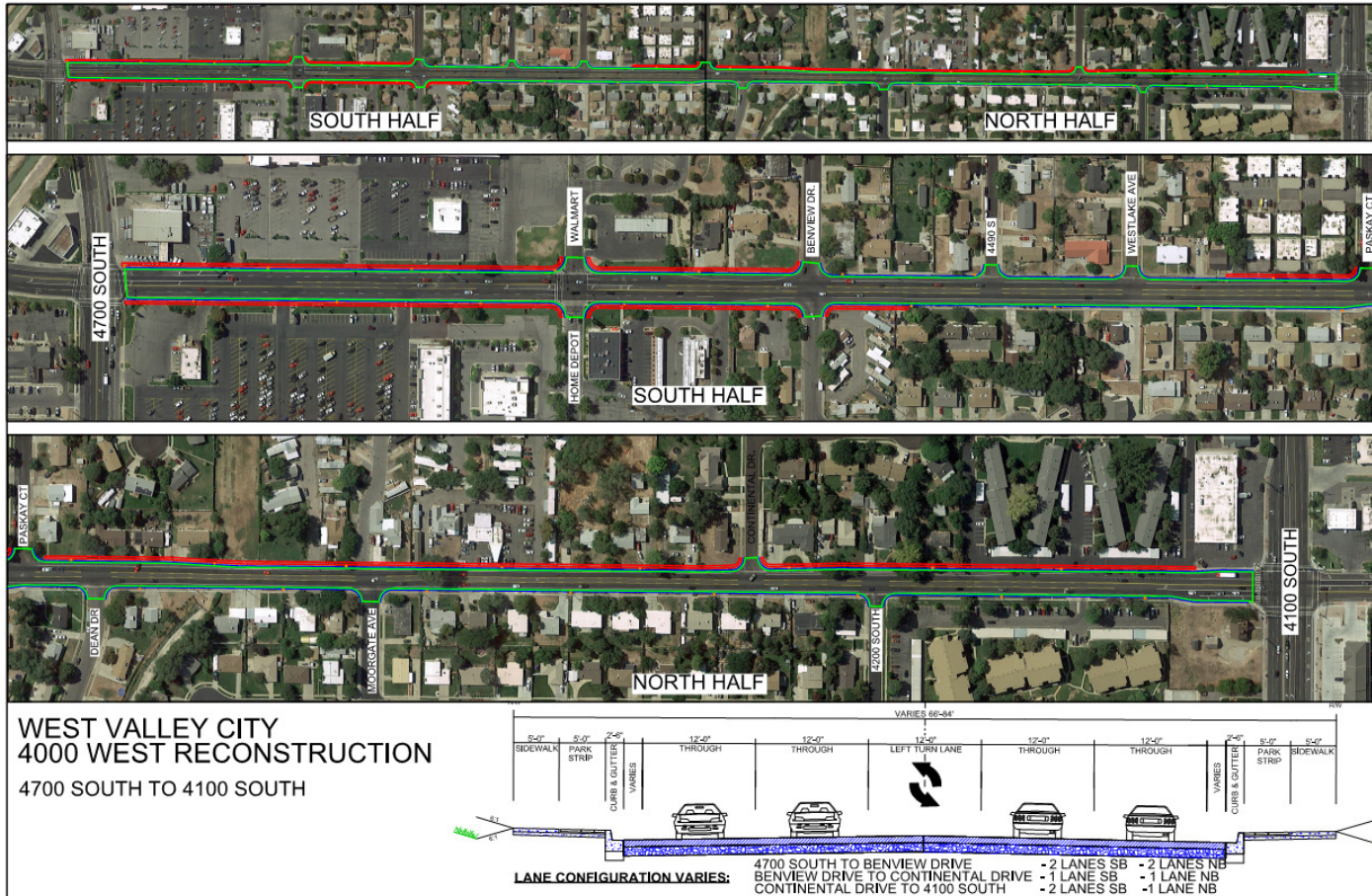
3650 South is an important collector into the very busy West Valley Intermodal Hub. The road condition is very poor, and safety and mobility for all modes would be greatly improved by reconstructing the road.



West Valley – 4000 West – Reconstruct with Minor Widening

Project Type – Reconstruction

4100 South to 4700 South – (1 mile)



4000 West functions as a collector, connecting the communities of West Valley City, Taylorsville City, West Jordan City, and Kearns Township. The condition of this roadway has deteriorated significantly over time, and is in need of a complete reconstruction, together with safety improvements.



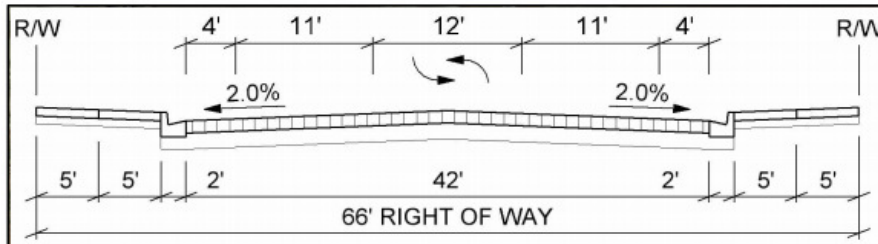
**Project Cost –
\$ 10,732,700**

**Funds Request –
\$ 10,006,096**

West Valley – MVC Frontage Road (5900 West) – New Construction

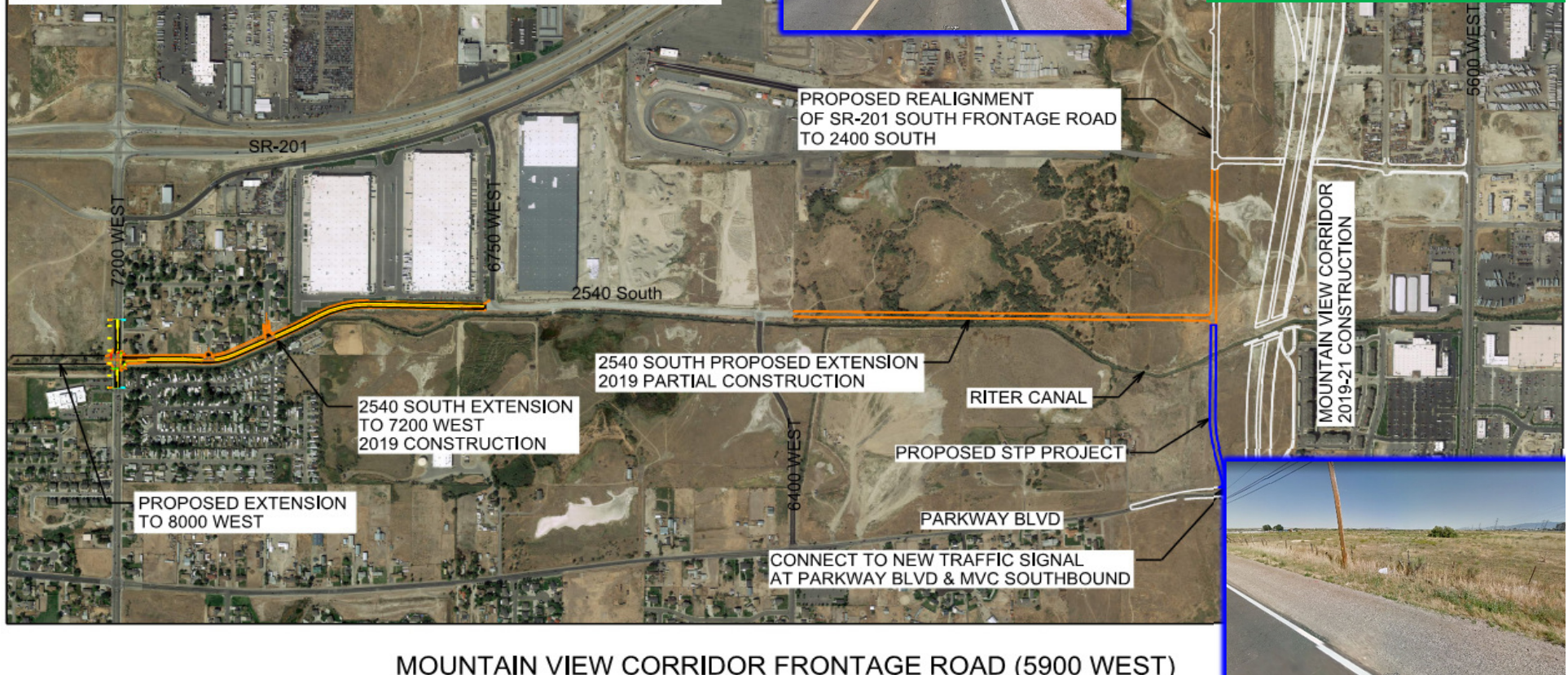
Project Type – Capacity

Parkway Blvd (2700 South) to 2400 South – (0.5 miles)



Project Cost –
\$ 4,519,800

Funds Request –
\$ 4,164,398



MOUNTAIN VIEW CORRIDOR FRONTAGE ROAD (5900 WEST)

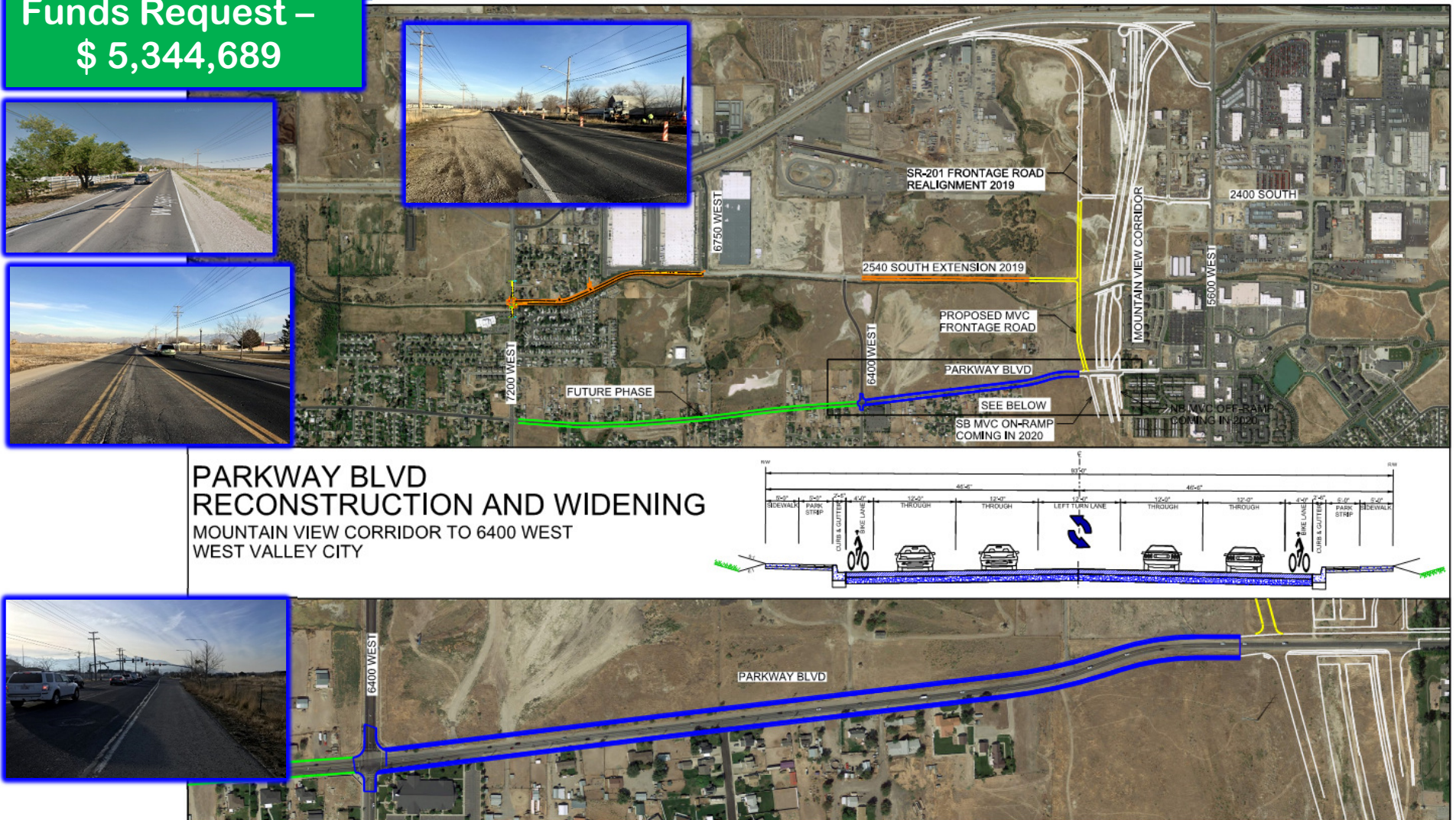
Provide connectivity between the industrial areas north of the Riter Canal to Parkway Blvd (2700 S) and Mountain View Corridor.

**Project Cost –
\$ 5,767,800**

**Funds Request –
\$ 5,344,689**

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

Mountain View Corridor to 6400 West – (0.5 miles)



The purpose of this project is to build additional capacity to meet current and future traffic demand on Parkway Blvd.