Bluffdale – 14000 South – New Construction

Project Type – Capacity

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.

Project Cost – $ 4,181,500
Funds Request – $ 3,898,412
Bluffdale/ UDOT – Pony Express Realignment
Project Type – Reconstruction

Pony Express Road / PR Blvd – (0.75 miles)

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

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.

Project Cost – $2,987,600
Funds Request – $2,724,740
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.
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.
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.

**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
Herriman City – Herriman Blvd Ext. (12600 South) – New Construction

Project Type – Capacity

6800 West to 7300 West

Construct new roadway including sidewalk, curb and gutter.

Project Cost – $6,104,700
Funds Request – $3,000,000
Salt Lake County/ West Valley/ Kearns – 4700 South – Recon. w/ Minor Widen

Project Type – Reconstruction

4000 West to 5600 West – (2.01 miles)

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.

Project Cost – $16,367,300
Funds Request – $15,259,234
Magna Metro Township – 2700 South – Reconstruct w/ Minor Widening
Project Type – Reconstruct

8000 West to 8400 West – (0.5 miles)

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.

Project Cost – $2,192,500
Funds Request – $2,044,068
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.

Project Cost – $323,000
Funds Request – $287,148
Millcreek City – 1300 East - Reconstruction  
Project Type – Reconstruction  

3300 South to 3900 South – (0.9 miles)

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.

Project Cost – $ 7,245,400  
Funds Request – $ 6,754,886
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)

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.

Project Cost – $13,456,700
Funds Request – $5,956,700
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)

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.

Project Cost – $1,253,100
Funds Request – $1,168,265
South Jordan City – Bacchus Highway (SR-111) – Reconstruct w/ Minor Widening
Project Type – Reconstruction

10200 South to 10700 South – (0.6 miles)

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

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

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.

Project Cost – $406,500
Funds Request – $364,995
The intersection of 2700 West and 4700 South has been identified by UDOT as one of the top 3 most congested and dangerous intersections in Utah. Projected population and economic growth within the area will exacerbate the congestion and mobility issues. For several years UDOT and Taylorsville City have been working on designs to resolve the safety and capacity concerns. A design has been crafted to address those needs.

**Project Cost** – $10,000,000

**Funds Request** – $7,750,000
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.
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.
### 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.

<table>
<thead>
<tr>
<th>Project Cost</th>
<th>$ 49,184,700</th>
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<tbody>
<tr>
<td>Funds Request</td>
<td>$ 9,300,000</td>
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</table>
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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
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.
West Valley – 1300 West – Bike Lanes & Sidewalks
Project Type – Ped & Bike

3900 South to 3300 South – (1 mile)

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.

Project Cost – $ 4,558,000
Funds Request – $ 4,216,793
West Valley – 2400 South – New Construction
Project Type – Capacity

3200 West to 2700 West – (0.52 miles)

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.
West Valley – 3650 South – Reconstruct with Minor Widening
Project Type – Reconstruction

3200 West to 2700 West – (0.5 miles)

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.

Project Cost – $5,173,600
Funds Request – $4,823,347
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)

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

Project Cost – $4,519,800
Funds Request – $4,164,398
West Valley – Parkway Blvd. (2700 South) - Widening
Project Type – New Capacity

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

Mountain View Corridor to 6400 West – (0.5 miles)

Project Cost – $ 5,767,800
Funds Request – $ 5,344,689