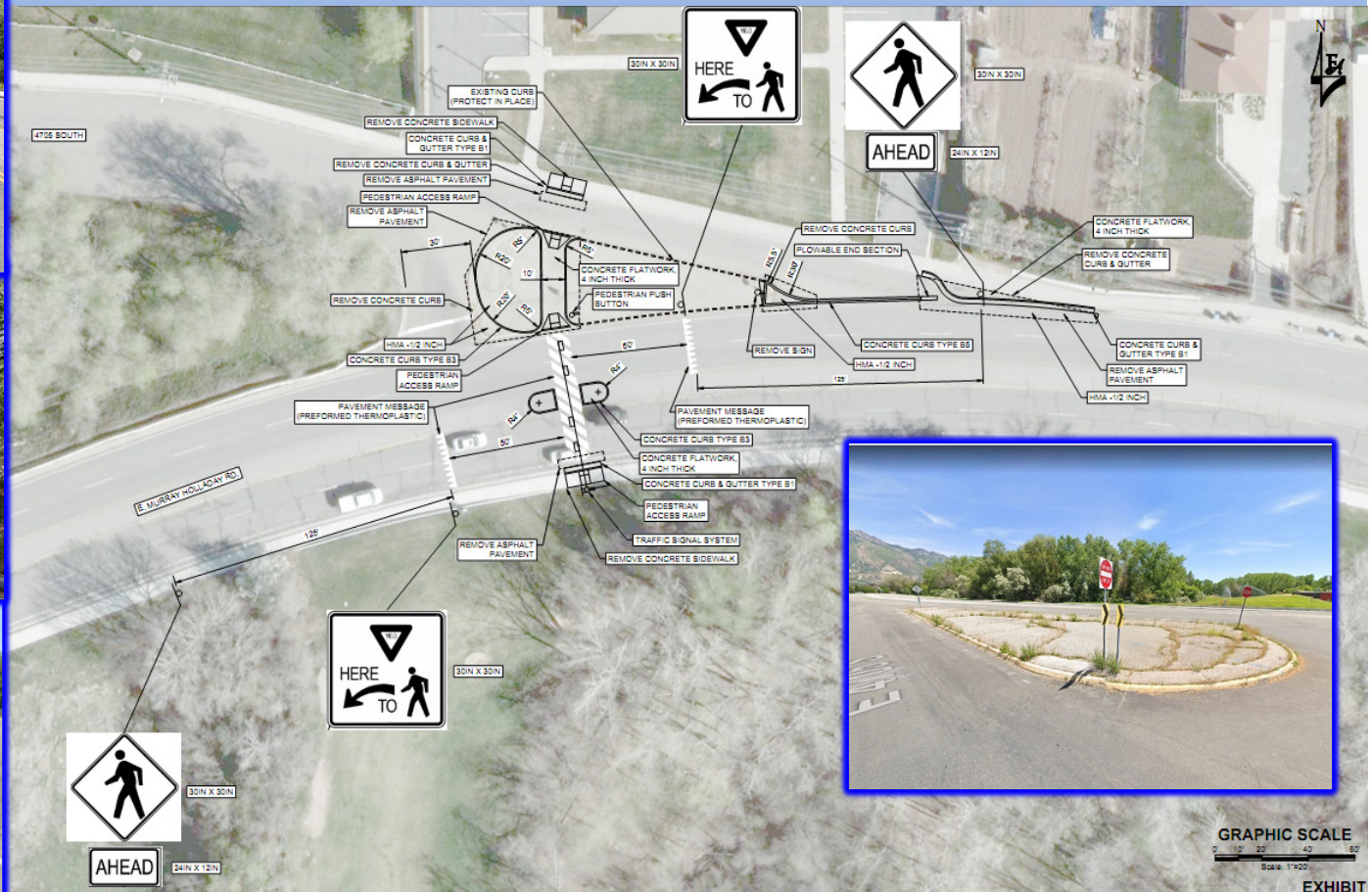


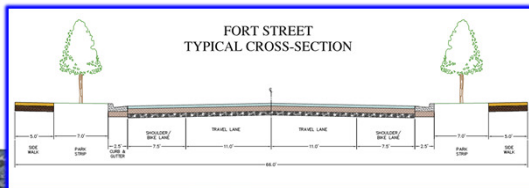
STP & TAP

Murray Holladay Road and 4705 South – (0.04 miles)



Project Cost – \$ 417,200
Funds Reques \$ 388,956

Realigning Murray Holladay Road at 4705 South to a T-intersection and adding a new full traffic stop pedestrian crossing will improve safe routes to school; enhance access to the Mt Olympus Senior Center, Creekside Park, Holladay Lions Recreational Center, and Big Cottonwood Park; and improve transit connections.



Draper – Fort Street – Reconstruction & Minor Widening

Project Type - Reconstruction

13200 South 13800 South – (0.83 mile)



Project Cost –
\$ 5,441,000

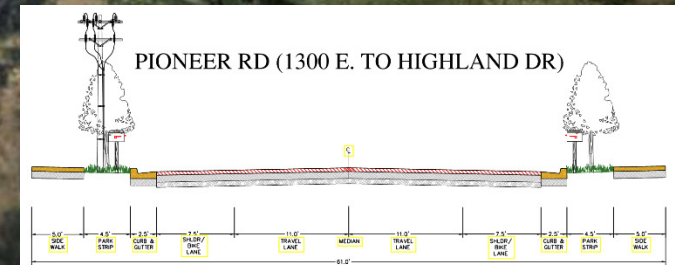
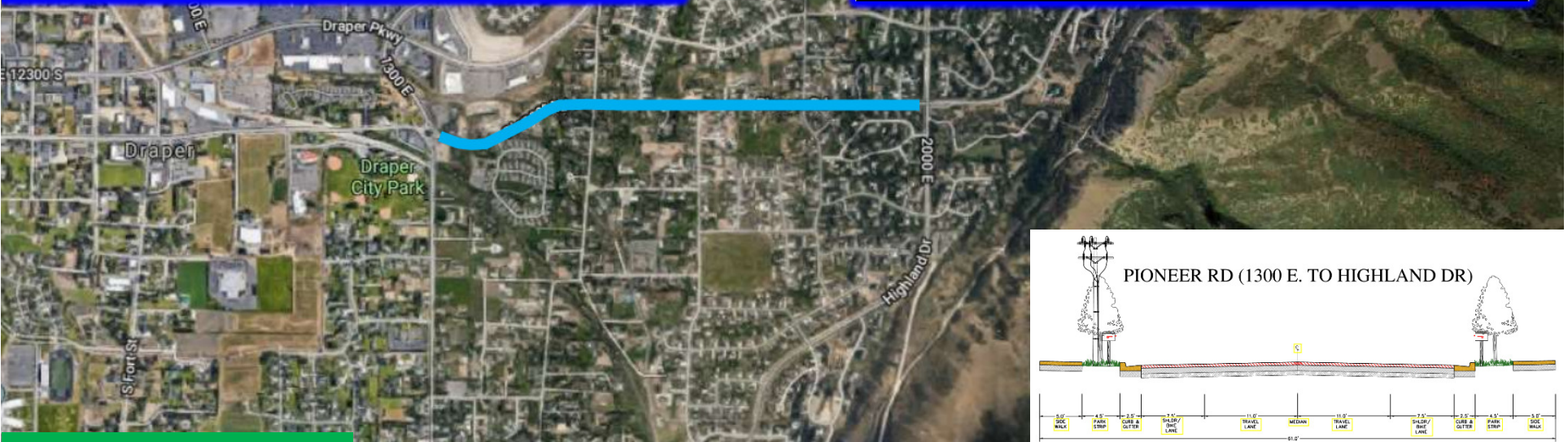
Funds Request –
\$ 4,981,745

Fort Street runs through the heart of old Draper, as such it is only two lanes without continuous curb and gutter. It is 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 bike lanes, curb and gutter, park strips, and sidewalk. This will provide a safer travel corridor for all road users and will also improve drainage.

Draper – Pioneer Road – Reconstruction & Minor Widening

Project Type - Reconstruction

1300 East to Highland Drive – (1 mile)



Project Cost –
\$ 7,608,500

Funds Request –
\$ 5,883,745

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.

**Project Cost –
\$ 8,000,000**
**Funds Request –
\$ 3,000,000**

UTA – Point of the Mountain – Environmental & Design Project Type - Other

Lehi City to Draper City – (8 miles)

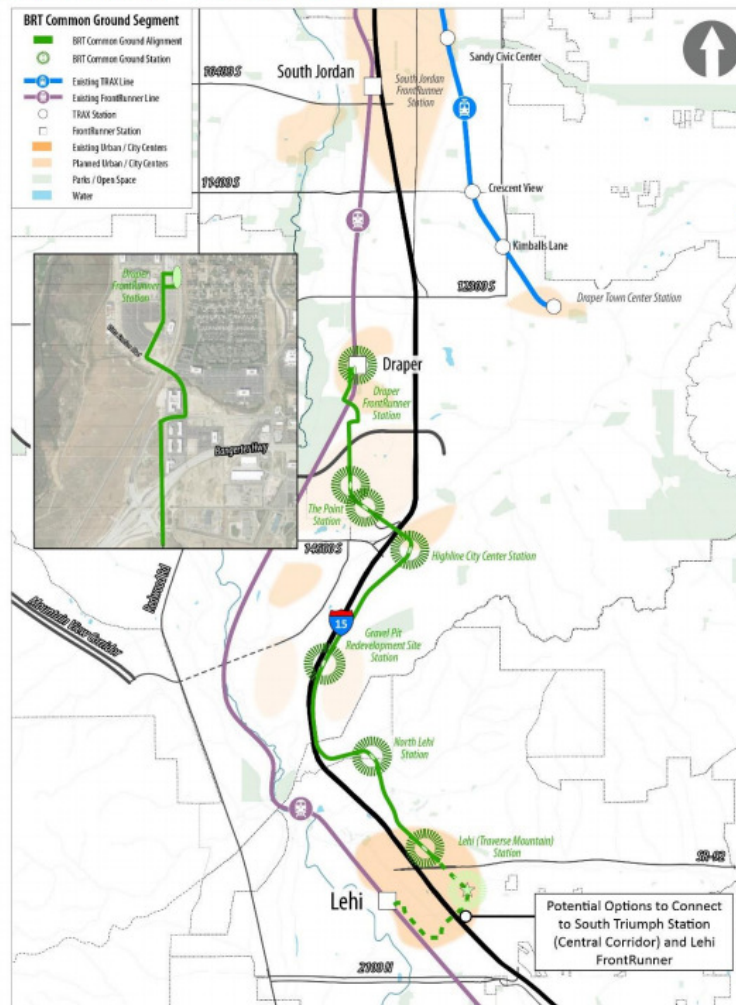
POINT OF THE MOUNTAIN TRANSIT STUDY

Preferred Alternative Recommendation – December 2020

Key Findings for the Preferred Alternative

A high quality, 6- to 7-station, 8-mile Bus Rapid Transit (BRT) project is proposed that connects Draper FrontRunner to Traverse Mountain (Lehi) to support the major economic development and mobility goals for the Point of the Mountain area. The project is proposed because:

- Most of the highest growth, highest economic development centers in the Point of the Mountain area would be served by the Preferred Alternative.
- The current pace of growth and development in the corridor calls for the Preferred Alternative to be developed as quickly as possible to maximize economic development and transit-oriented development opportunities.
- The Preferred Alternative would effectively connect with other existing or planned regional transit services, including FrontRunner and the proposed Central Corridor Transit project.
- The Preferred Alternative would retain the ability to make other priority investments for the Point of the Mountain area.
- The Preferred Alternative is projected to meet current and long-term future travel demands.
- A “gold standard” Bus Rapid Transit has the same or better transit and economic performance as a rail alternative, but would be more economical to construct and quicker to implement.

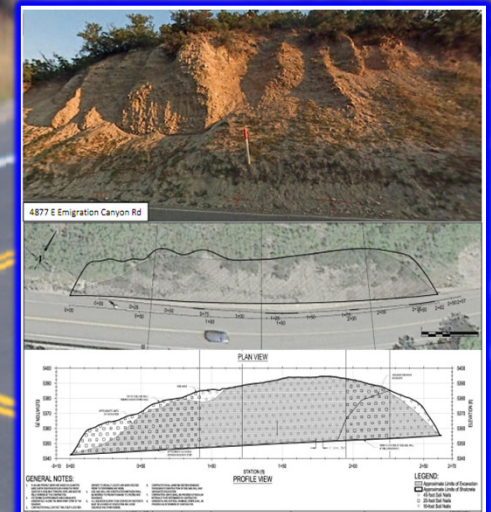
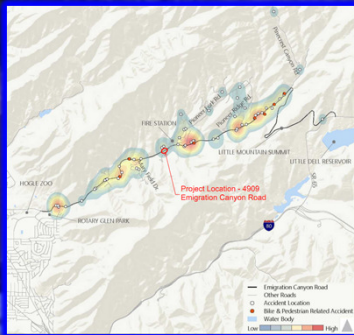
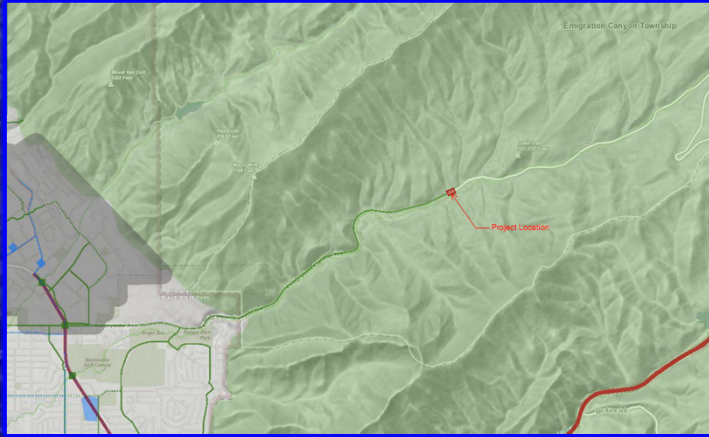


Environmental and conceptual engineering for a proposed gold standard Bus Rapid Transit (BRT) route that will connect Draper FrontRunner to Lehi Traverse Mountain to support the major economic development and mobility goals for the Point of the Mountain area.

Emigration Metro – Emigration Canyon Slope Mitigation – 4909 E

Project Type – Reconstruction

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



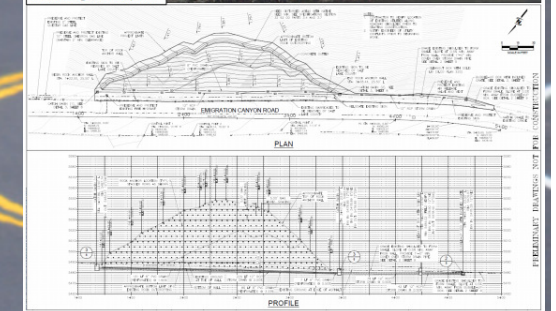
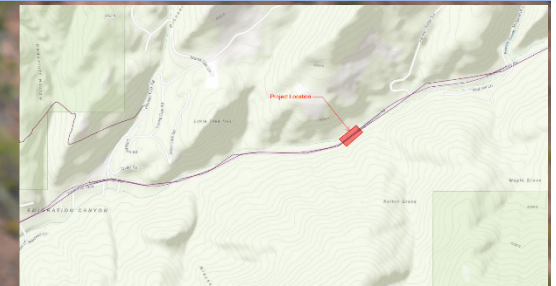
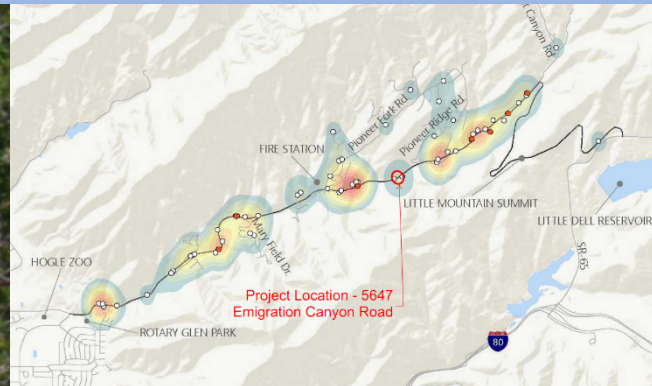
**Project Cost –
\$ 3,401,100**
**Funds Request –
\$ 3,170,846**

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 –
\$ 3,536,800
Funds Request –
\$ 3,297,359

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.

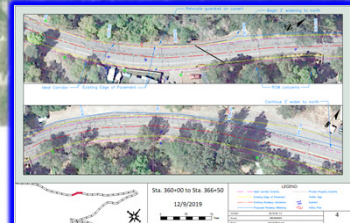
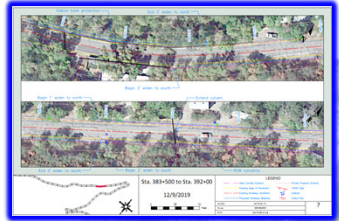
Emigration Metro – Emigration Canyon Road - Safety Improvements

Project Type – Other

6265 Emigration Canyon to 9698 Emigration Canyon – (0.947 miles)

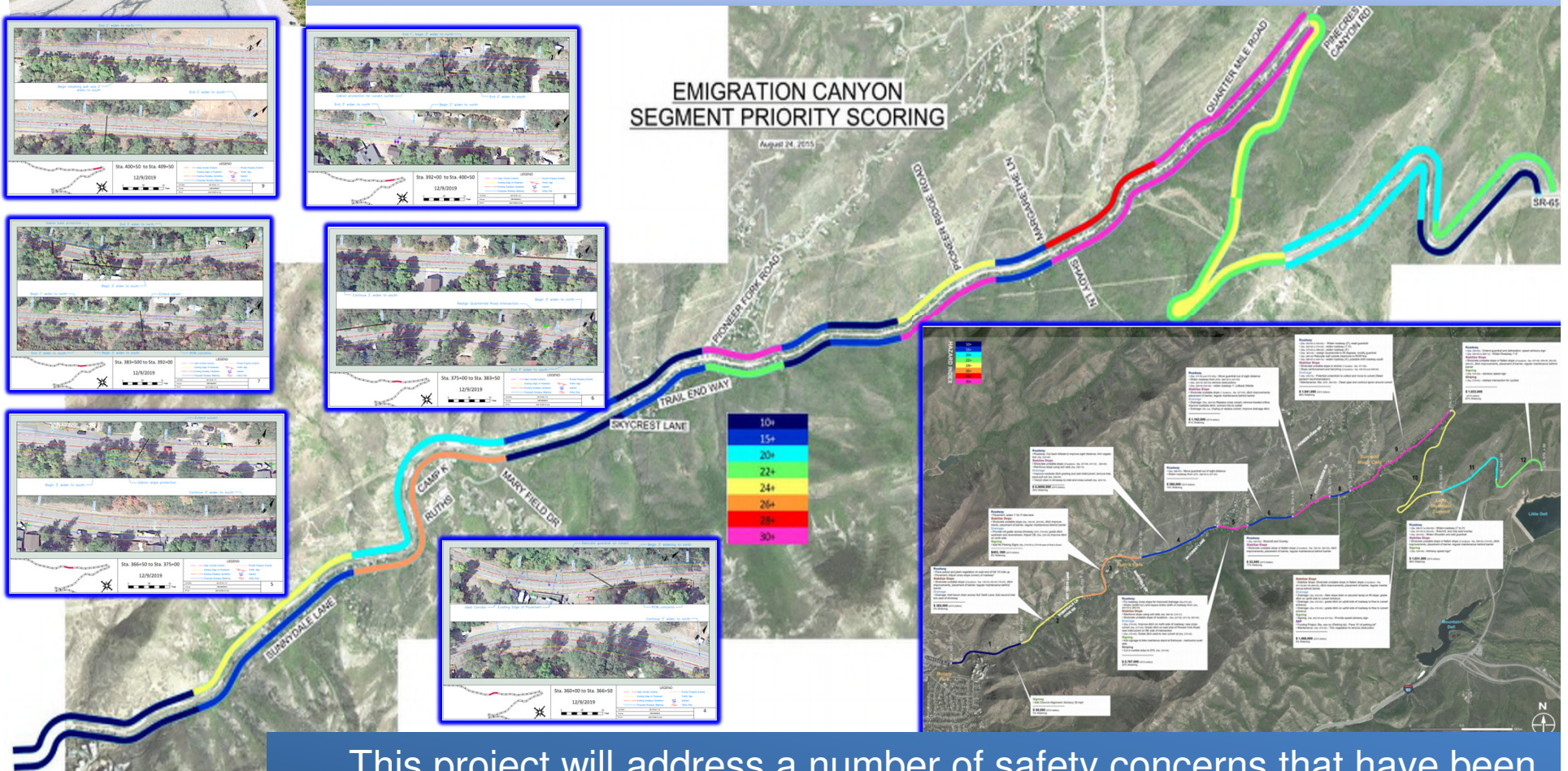
EMIGRATION CANYON SEGMENT PRIORITY SCORING

August 24, 2015



Project Cost –
\$ 4,785,400
Funds Request –
\$ 4,461,428

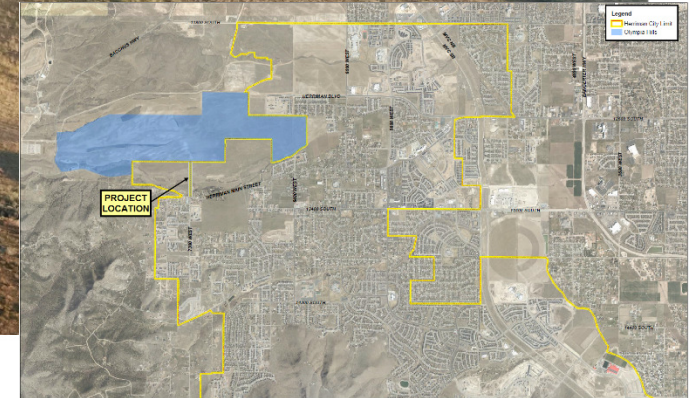
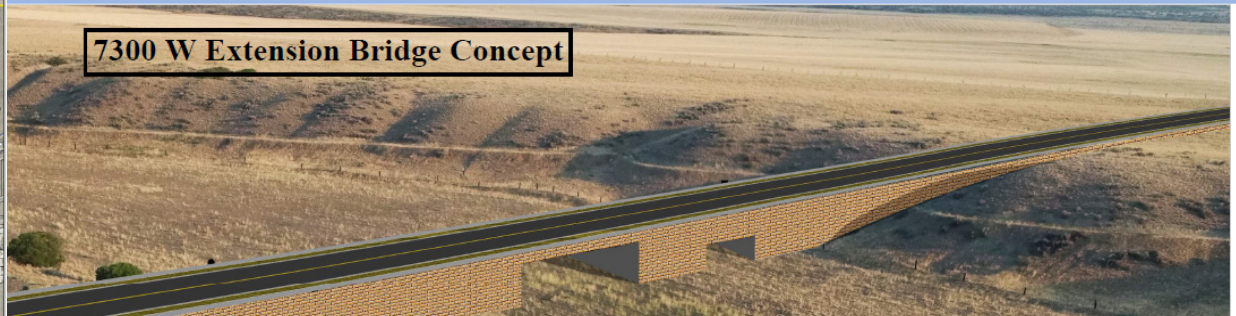
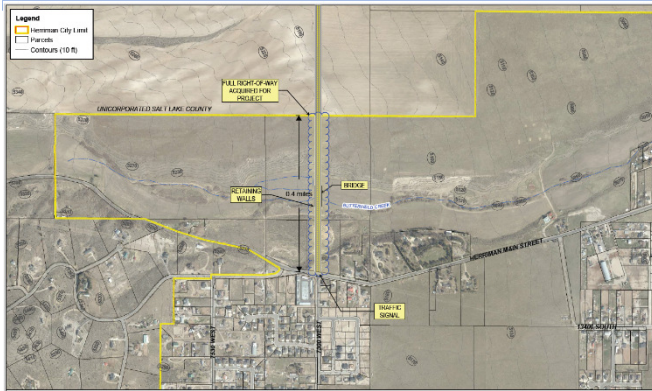
This project will address a number of safety concerns that have been identified in the Emigration Canyon Corridor Study by widening selected sections of Emigration Canyon Road that are currently suffering from geometric deficiencies and traffic issues that affect both vehicular and bicyclists.



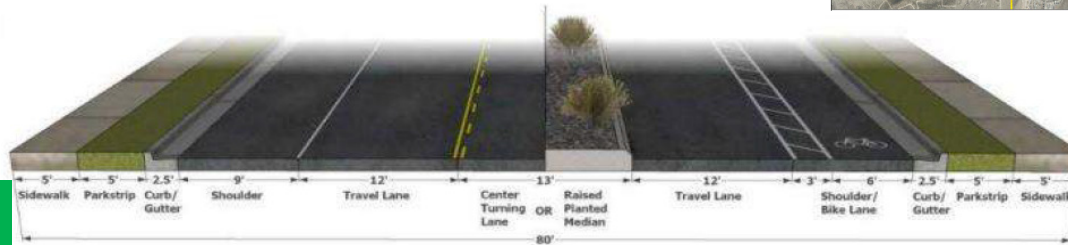
Herriman City – 7300 West Extension – New Construction

Project Type – Capacity

13000 South to 13300 South – (0.36 miles)



7300 W Extension Cross Section



Project Cost –
\$ 10,330,700

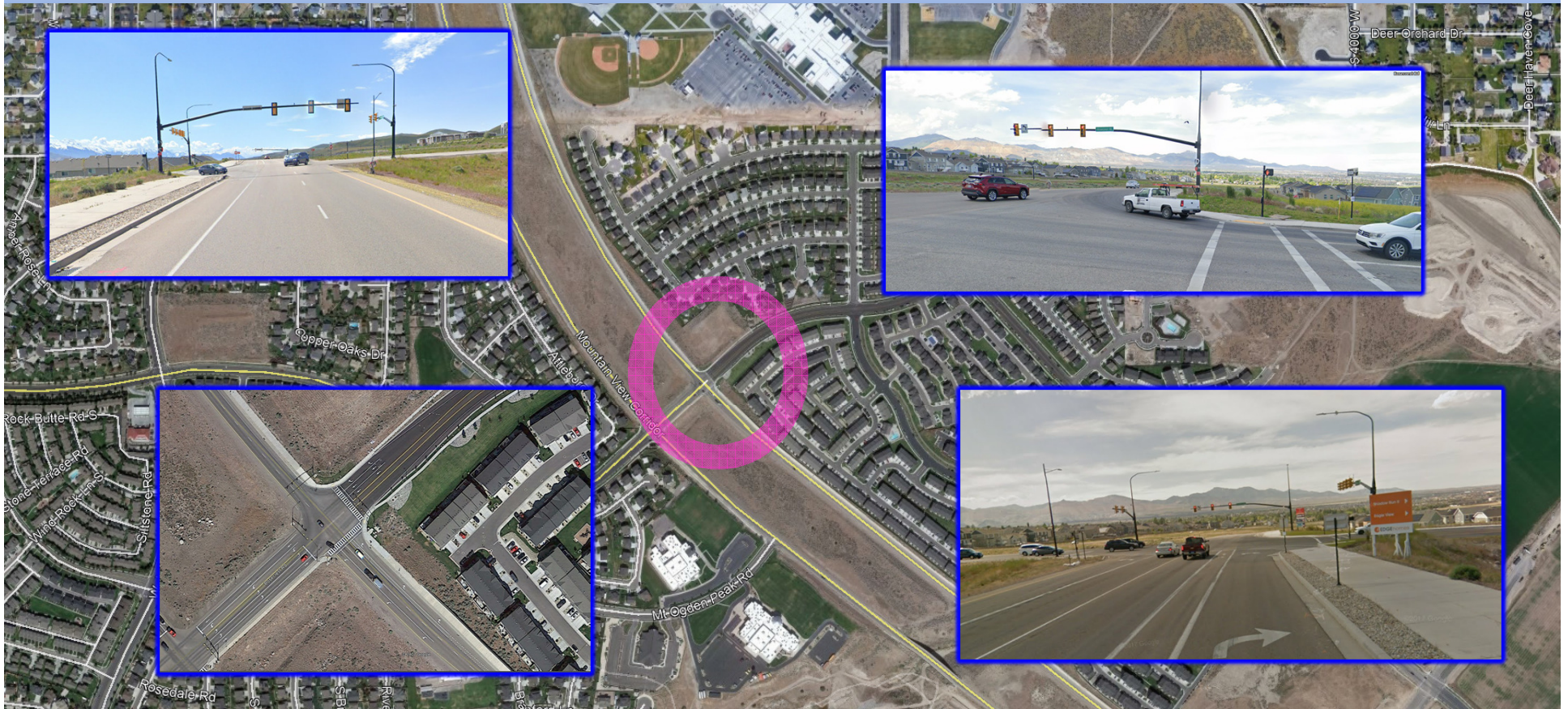
Funds Request –
\$ 8,830,700

This project is to construct a new roadway extension of 7300 W from Herriman Highway (13000 South) to 13300 South. It will be a Major Collector with 80' ROW. This project will include several structures. ROW has already been acquired by the City.

UDOT/ Herriman City – Mountain View Corridor – Acceleration Lane

Project Type – Operations

Rosecrest Road to Approx. 1300' Northbound – (0.25 miles)



Project Cost –
\$ 1,599,600

Funds Request –
\$ 1,486,646

The project will provide a free right turn movement and extend an acceleration ramp for right turning traffic from Rosecrest to northbound Mountain View Corridor. Currently there are delays in the westbound movement from Rosecrest to the northbound movement to Mountain View Corridor. This project will reduce the delays thus improving air quality impacts, reduce idle times and improve capacity.

Kearns – Cougar Lane – Widening Project Type – Operations

Niagara Way to Kearns High Drive – (0.12 miles)



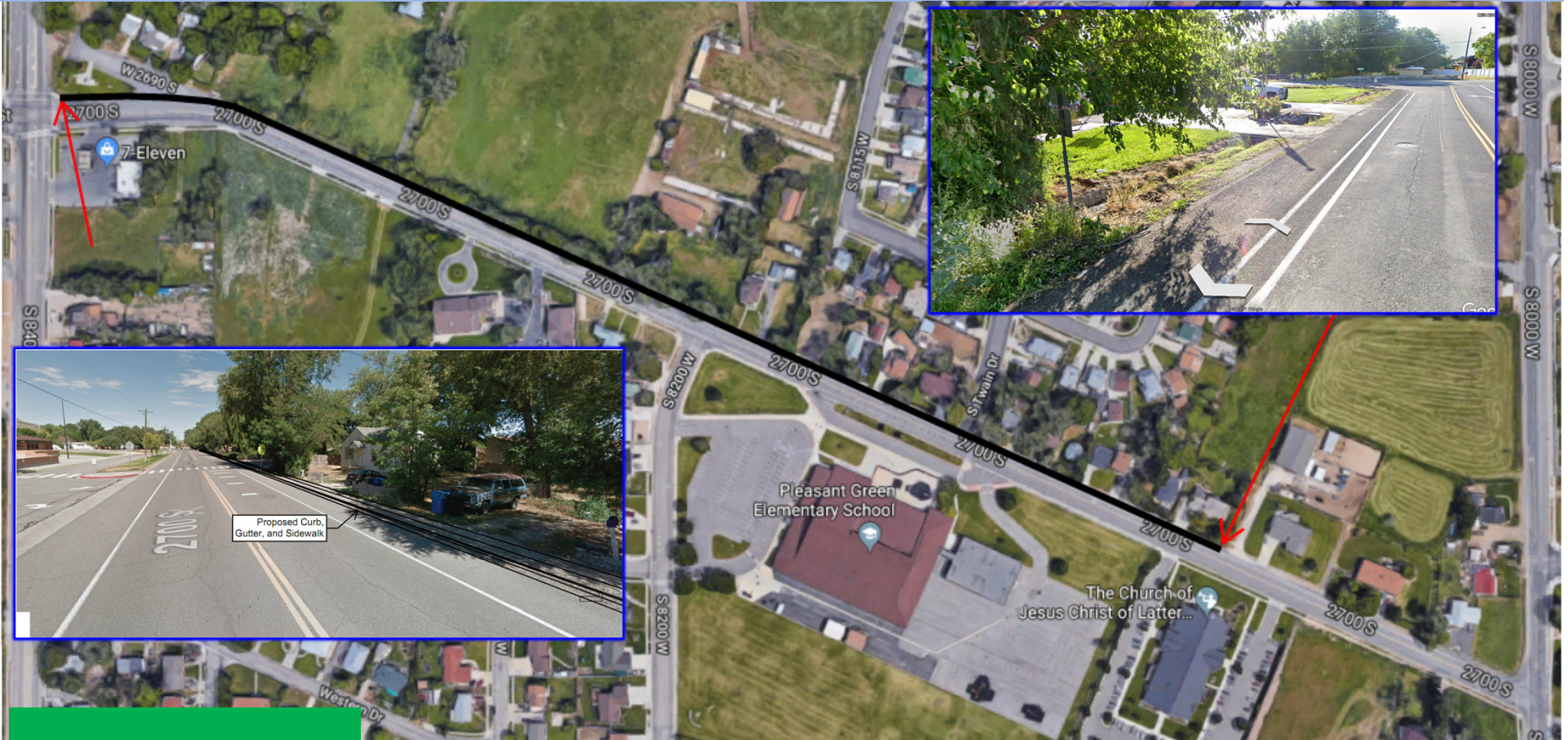
**Project Cost –
\$ 2,804,000**

**Funds Request –
\$ 2,614,169**

The project would extend the second southbound lane on Cougar Lane from Niagara Way to Kearns High Drive. Cougar Lane would be widened through this section to accommodate a second travel lane and maintain the existing bike lane.

Magna Metro Township – 2700 South – Curb, Gutter, & Sidewalk Project Type – Reconstruction

8000 West to 8400 West – (1 mile)



**Project Cost –
\$ 2,114,700**

**Funds Request –
\$ 1,971,535**

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.

Millcreek City – 1300 East - Reconstruction

Project Type – Reconstruction

3300 South to 3900 South – (0.9 miles)



Project Cost –
\$ 12,020,900

Funds Request –
\$ 11,207,085

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 – 5600 South – Reconstruction

Project Type – Reconstruction

900 East to Van Winkle – (0.89 miles)



**Project Cost –
\$ 10,140,900**

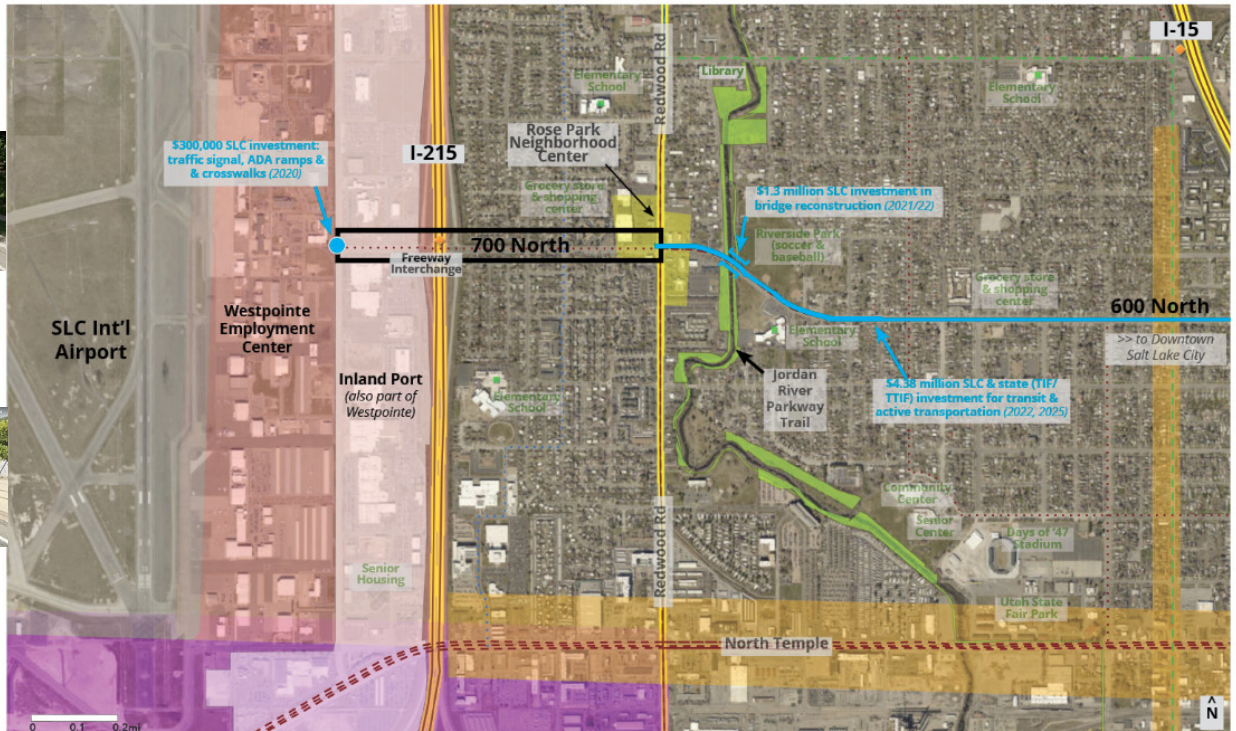
**Funds Request –
\$ 9,407,746**

This roadway from 900E to 1300E lacks continuous sidewalks and has an open ditch. The minimum right-of-way width of 66-feet with varied sections up to 80-feet. The project will create a uniform corridor with new pavement, curb and gutter, bike lanes, sidewalk, and storm drain. 1300 E to Van Winkle will be a mill and pave.

Salt Lake City – 700 North – Safety & Reconstruction

Project Type – Reconstruction

2200 West to Redwood Road (1700 West) – (0.74 miles)



Project Cost –
\$ 4,680,600

Funds Request –
\$ 3,000,000

A Salt Lake City corridor transformation and rebuild of 700 North will increase user safety and mobility and increase connectivity for low income residents and I-215 commuters to opportunities clustered on 2200 West, the airport, and Inland Port. The new design accommodates increased truck traffic and active transportation.

UTA\ Salt Lake City – Downtown SLC TRAX Extension – Study

Project Type – Other

200 West & 1300 South to 400 West & 200 South – (1.7 miles)



Provides an alternative alignment for light rail in a key congested segment

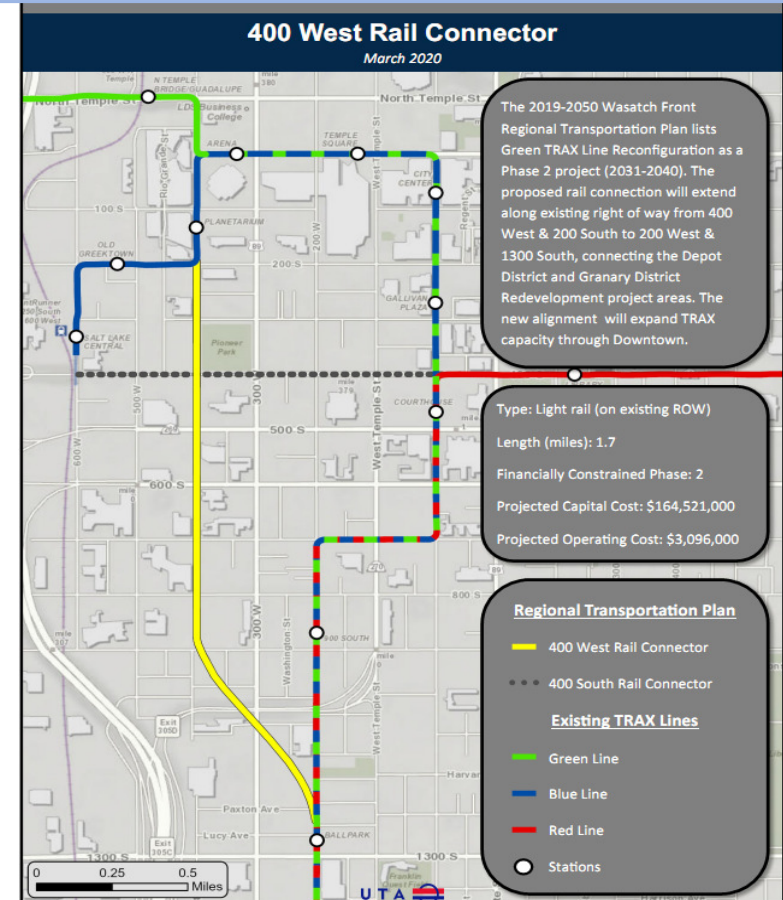


Creates a faster route to the Salt Lake City International Airport

Strongly supports the redevelopment of a former industrial area

Fosters economic development

Provides access to new opportunities



**Project Cost –
\$ 1,300,000**

**Funds Request –
\$ 1,211,990**

Environmental and conceptual engineering for a proposed rail connection that will extend along existing right of way from 400 West & 200 South to 200 West & 1300 South, connecting the Depot District and Granary District Redevelopment project areas. The new alignment will expand TRAX capacity through Downtown.

UDOT TOC – Salt Lake County – Traffic Signal Priority/ Preemption

STP & CMAQ

Project Type – ATMS or ITS

Corridors (4700 So. (SR-266), 5400 So. (SR-173), and 7200 So. (SR-48))– (20 miles)



Project Cost –
\$ 790,000

Funds Request –
\$ 736,517

This project will expand connected vehicle technology to additional key corridors in the Salt Lake Metro Area. This technology has proven effective in optimizing transit movement and snowplow operations on multiple corridors in Salt Lake and Utah counties. This project will further expand benefits to freight movement.

7800 South and 1300 East– (0.262 miles)

[illegible]

**Project Cost –
\$ 1,995,700**

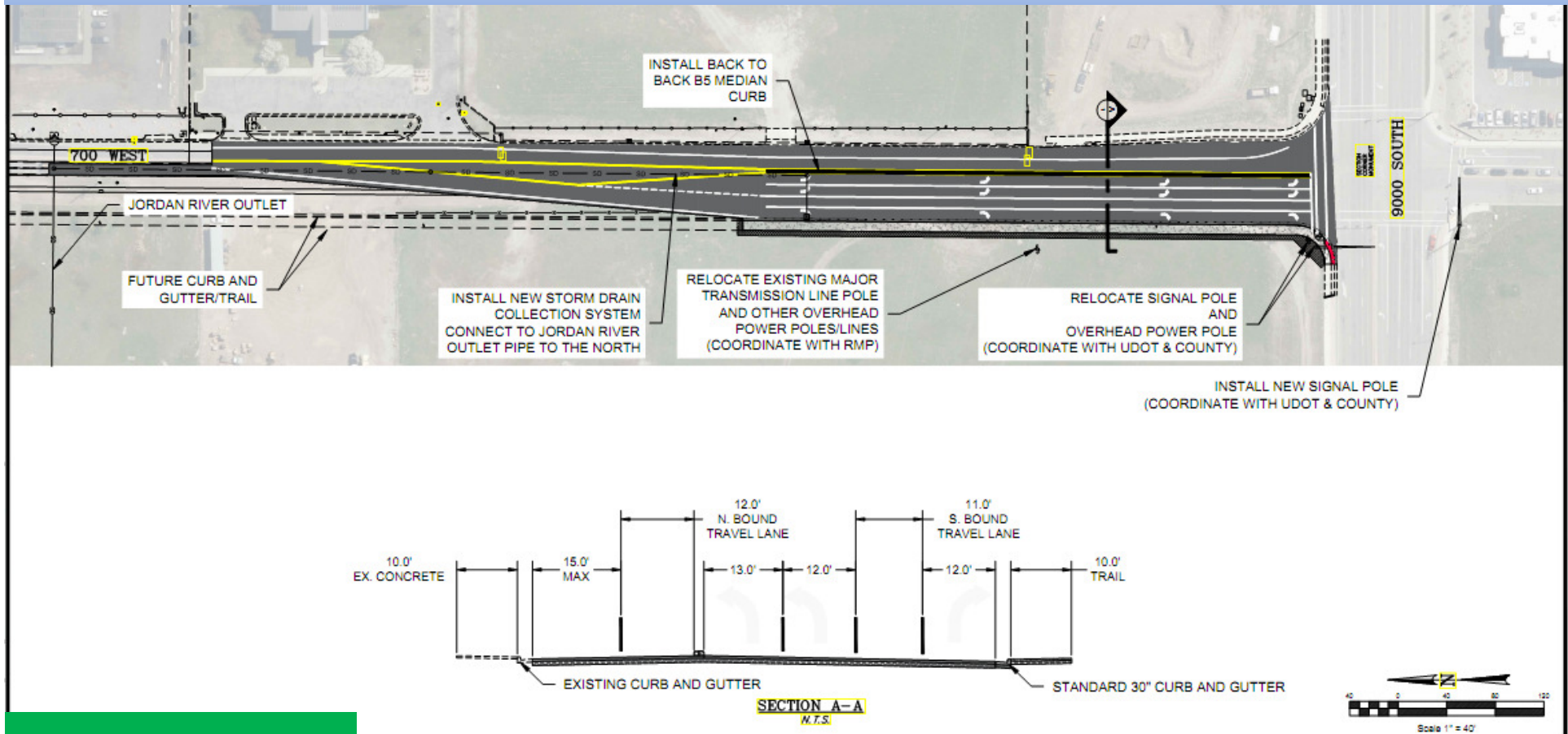
**Funds Request –
\$ 1,825,630**

Sandy\ Midvale – 9000 South 700 West – Intersection Improvements

STP & CMAQ

Project Type – Operations

9000 South to 8800 South – dual left turn lanes – (0.27 miles)



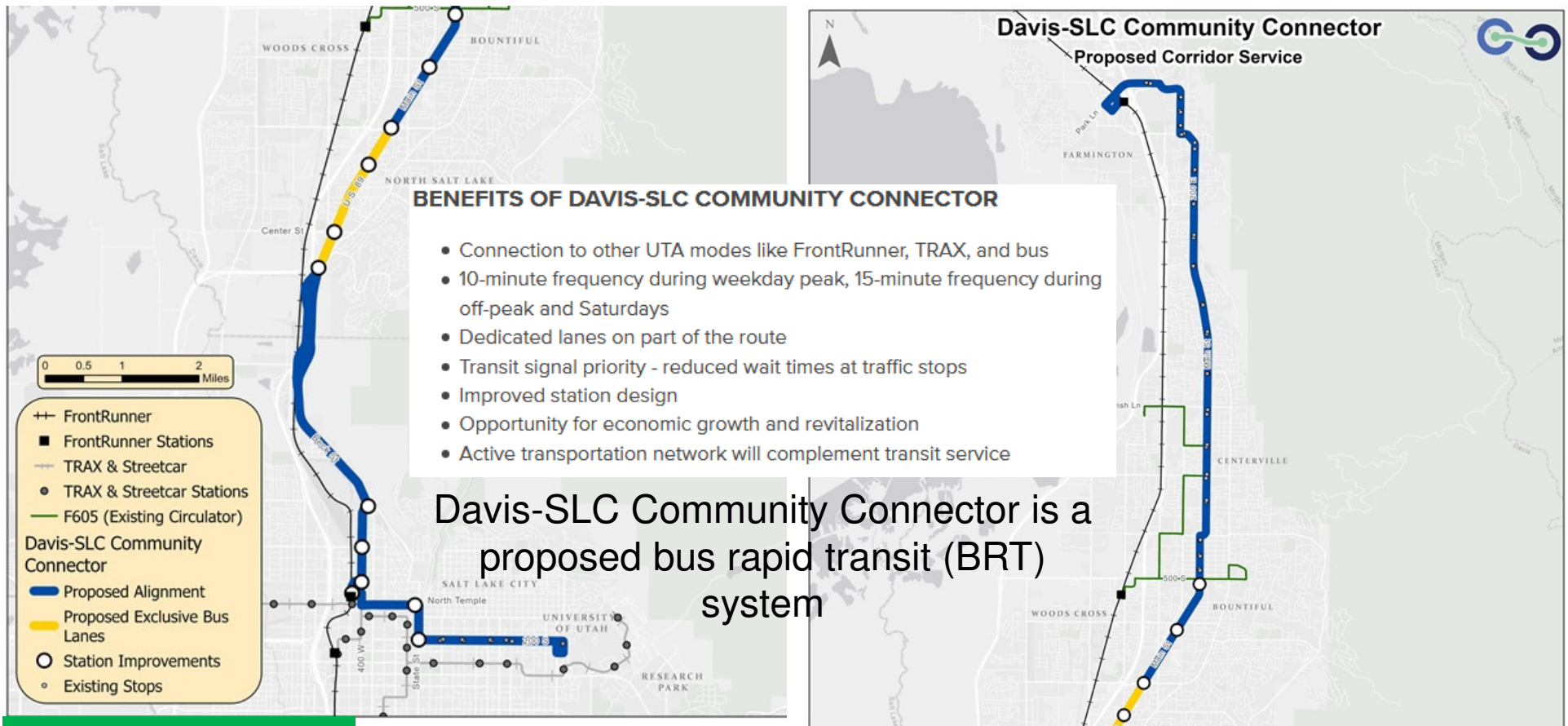
Project Cost –
\$ 6,831,560
Funds Request –
\$ 5,729,729

Project would construct southbound dual left turn lanes at the 700 West & 9000 South intersection. 700 West has and will continue to see heavily increasing traffic demands with existing and planned future developments in Sandy and Midvale Cities. Classified as a major collector road, 700 West currently sees an ADT of 8,820.

UTA – Davis - Salt Lake City Community Connector

Project Type – Transit

Davis County to Salt Lake City



**Project Cost –
\$ 4,700,000**

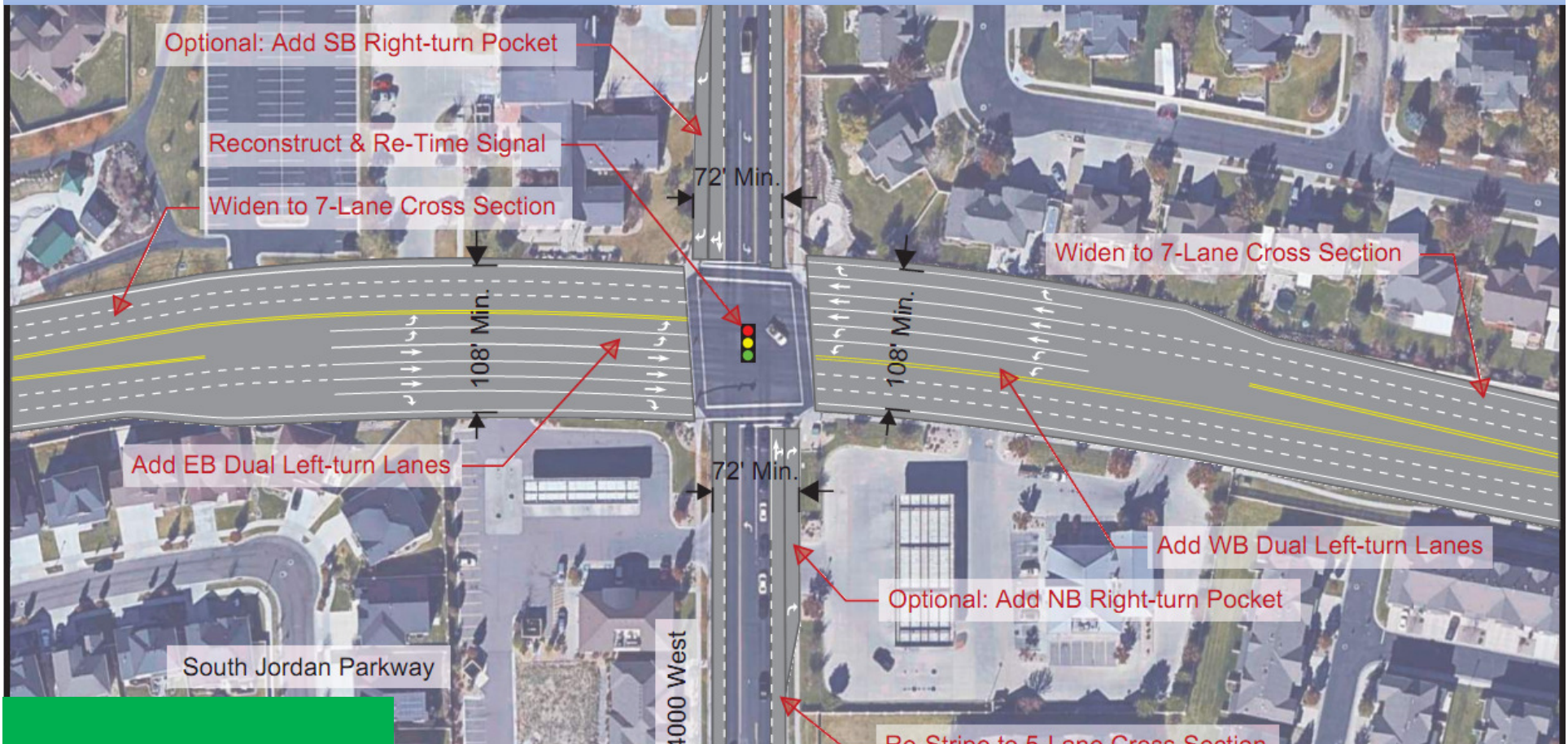
**Funds Request –
\$ 1,500,000**

The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for final design.

South Jordan – 4000 West – Intersection Improvements

Project Type - Operations

4000 West & South Jordan Parkway – (.5 miles)



Project Cost –
\$ 5,346,800

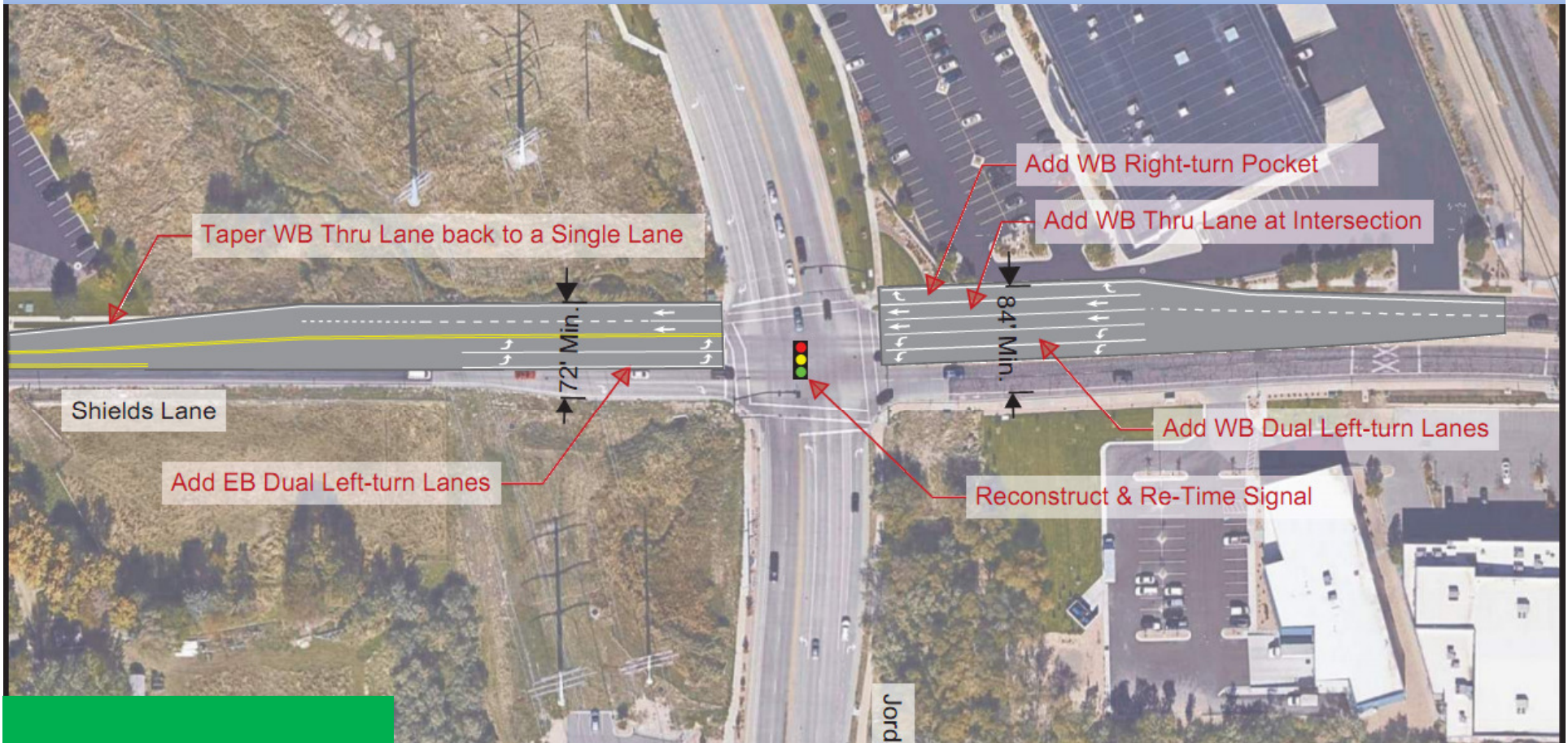
Funds Request –
\$ 4,984,822

Project is needed to meet current needs and will reduce delay/increase capacity of the intersection by adding more through lanes in each direction and dual lefts for EB/WB traffic. This project was identified in the Trans. Master Plan and the intersection is currently operating at a LOS D in the PM peak.

South Jordan – Jordan Gateway – Intersection Improvements

Project Type - Operations

Jordan Gateway & Shield's Lane– (.5 miles)



Project Cost –
\$ 3,881,900

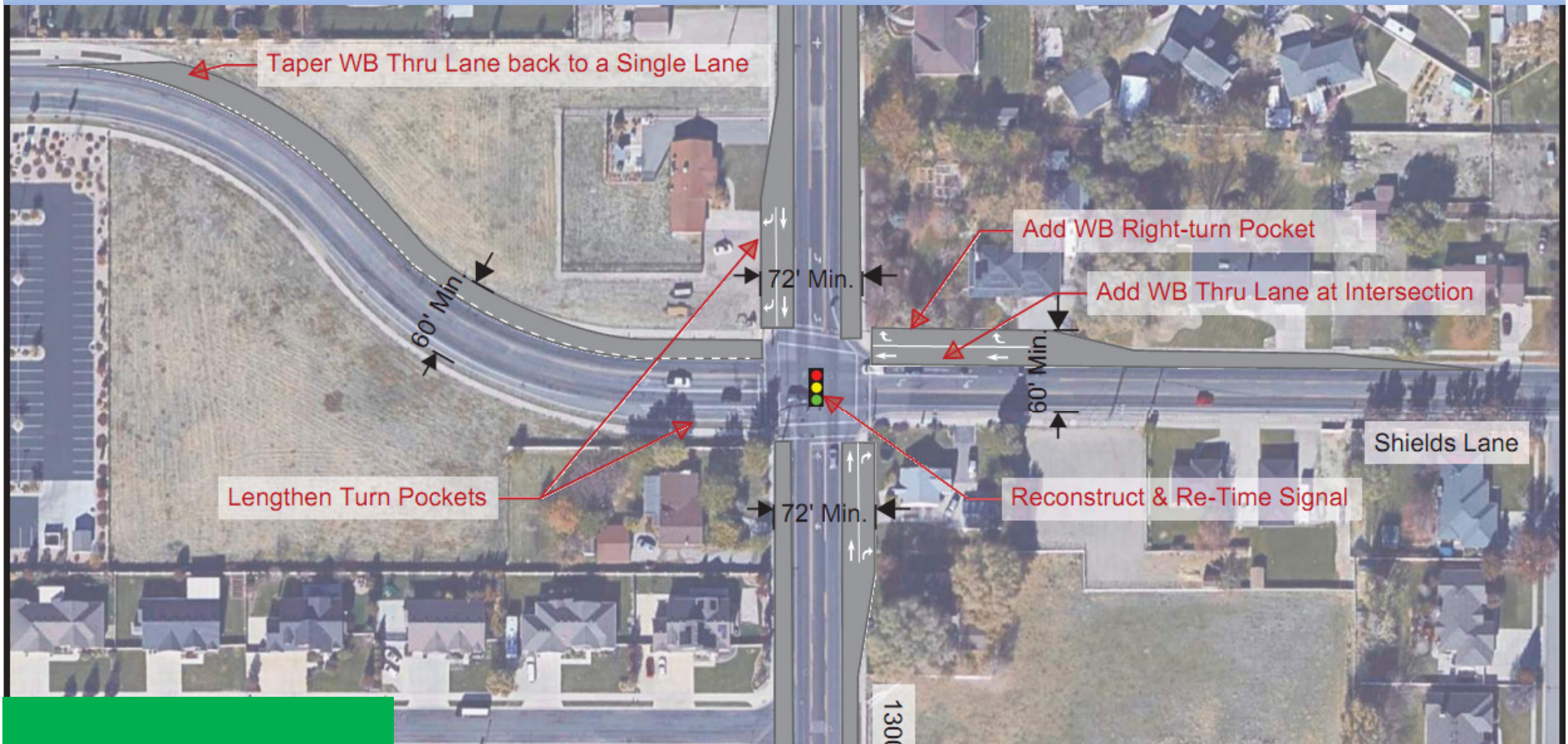
Funds Request –
\$ 3,619,095

Project is needed to meet current needs and will reduce delay/increase capacity of the intersection by adding a through lanes to the WB approach, right turn lane to WB approach and dual lefts for EB/WB approaches. This project will support the continued growth on the west side of South Jordan City.

South Jordan – 1300 West – Intersection Improvements

Project Type - Operations

1300 West and Shield's Lane – (.5 miles)



Project Cost –
\$ 3,775,900

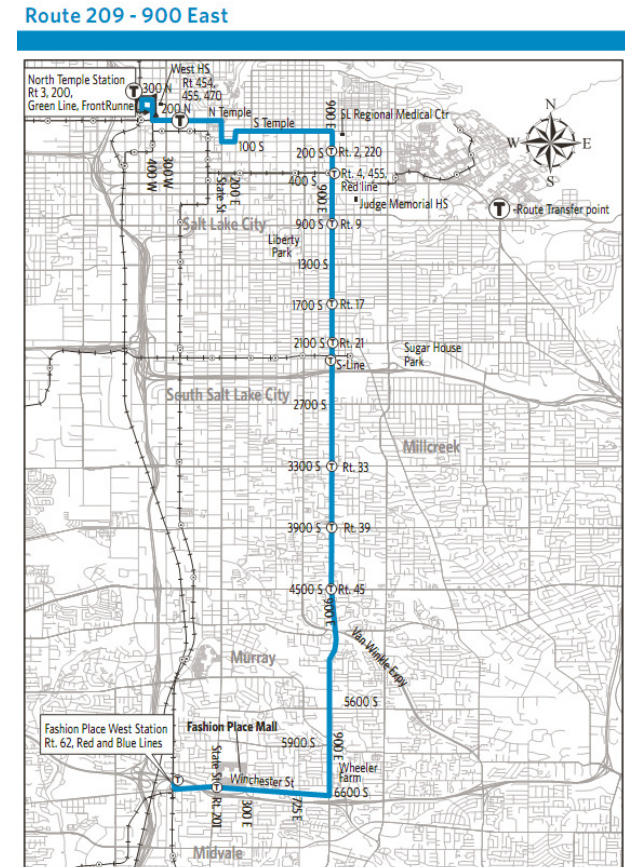
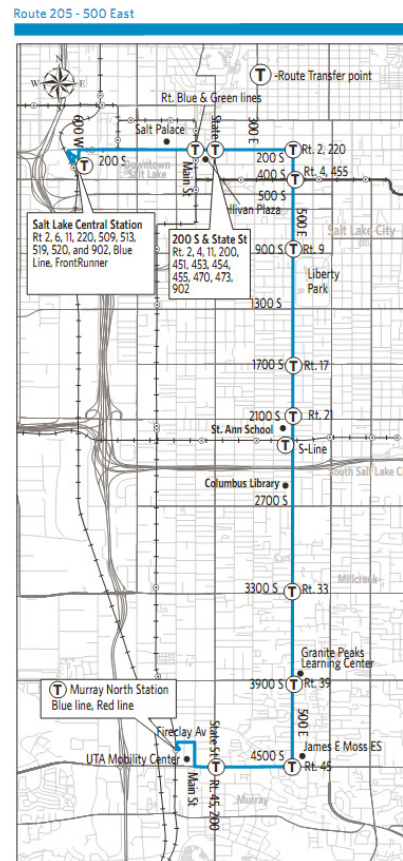
Funds Request –
\$ 3,520,272

Project is needed to meet current needs and will reduce delay/increase capacity of the intersection by adding through lanes to three approaches and adding a right turn pocket to the westbound approach. This project was identified in the Trans. Master Plan and the intersection is currently operating at a LOS E in the PM peak.

UTA – Salt Lake\ West Valley Area – Bus Stop Improvement Program

Project Type – Transit

UTA Bus Stops Program - 5th and 9th East Corridors



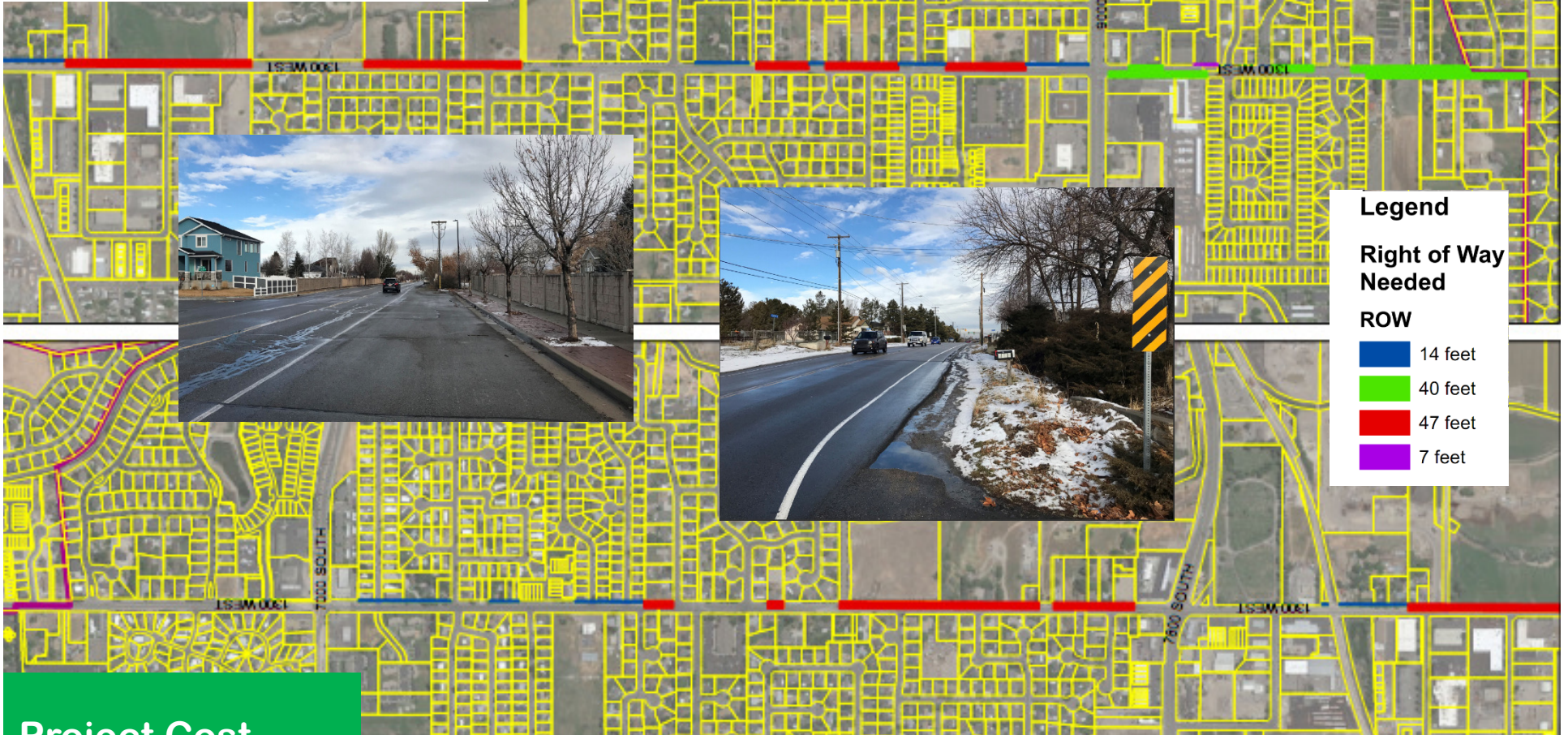
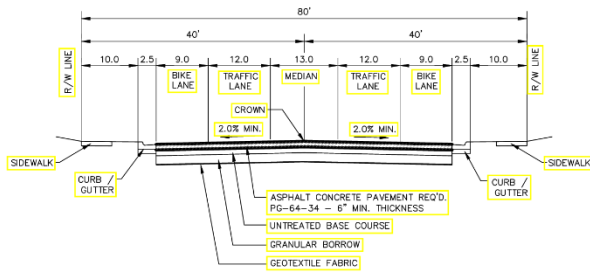
Project Cost –
\$ 686,500

Funds Request –
\$ 640,024

UTA's Master Wayfinding and Bus Stop Improvement Plan will make the bus stop system more recognizable and improve many stops which are still out of ADA compliance. This grant will facilitate implementation of the plan, upgrading more bus stops. The focus for this request is on the 900 and 500 East corridors in SL County.

West Jordan – 1300 West – Reconstruct & Widen Project Type – Reconstruction

6600 South to 9400 South – (3.542 miles)



Legend	
Right of Way Needed	
ROW	
■	14 feet
■	40 feet
■	47 feet
■	7 feet

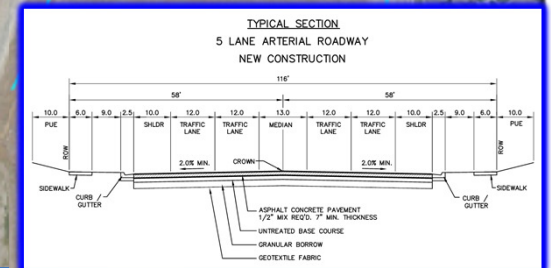
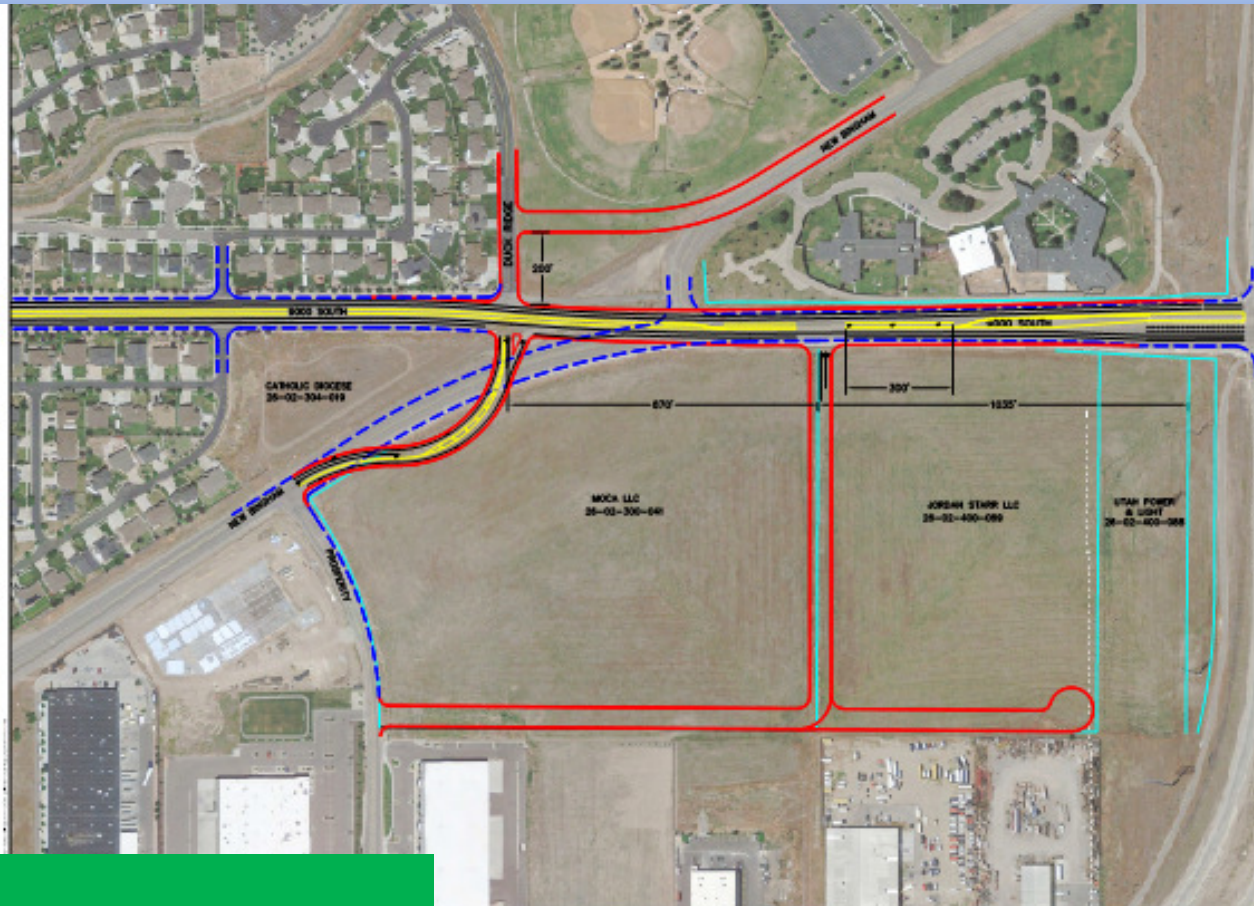
**Project Cost –
\$ 25,000,000**

**Funds Request –
\$ 4,000,000**

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.

West Jordan – 9000 South – New Construction Project Type – Capacity

6400 West to New Bingham Highway – (0.53 miles)



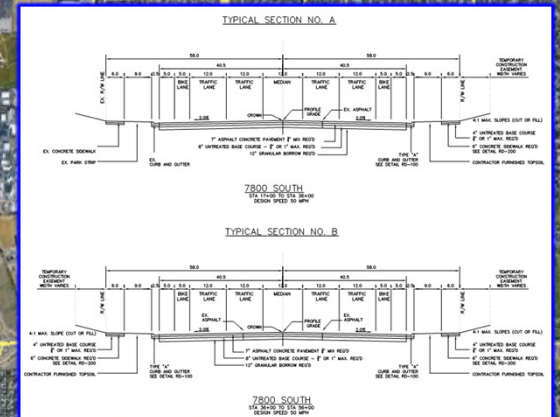
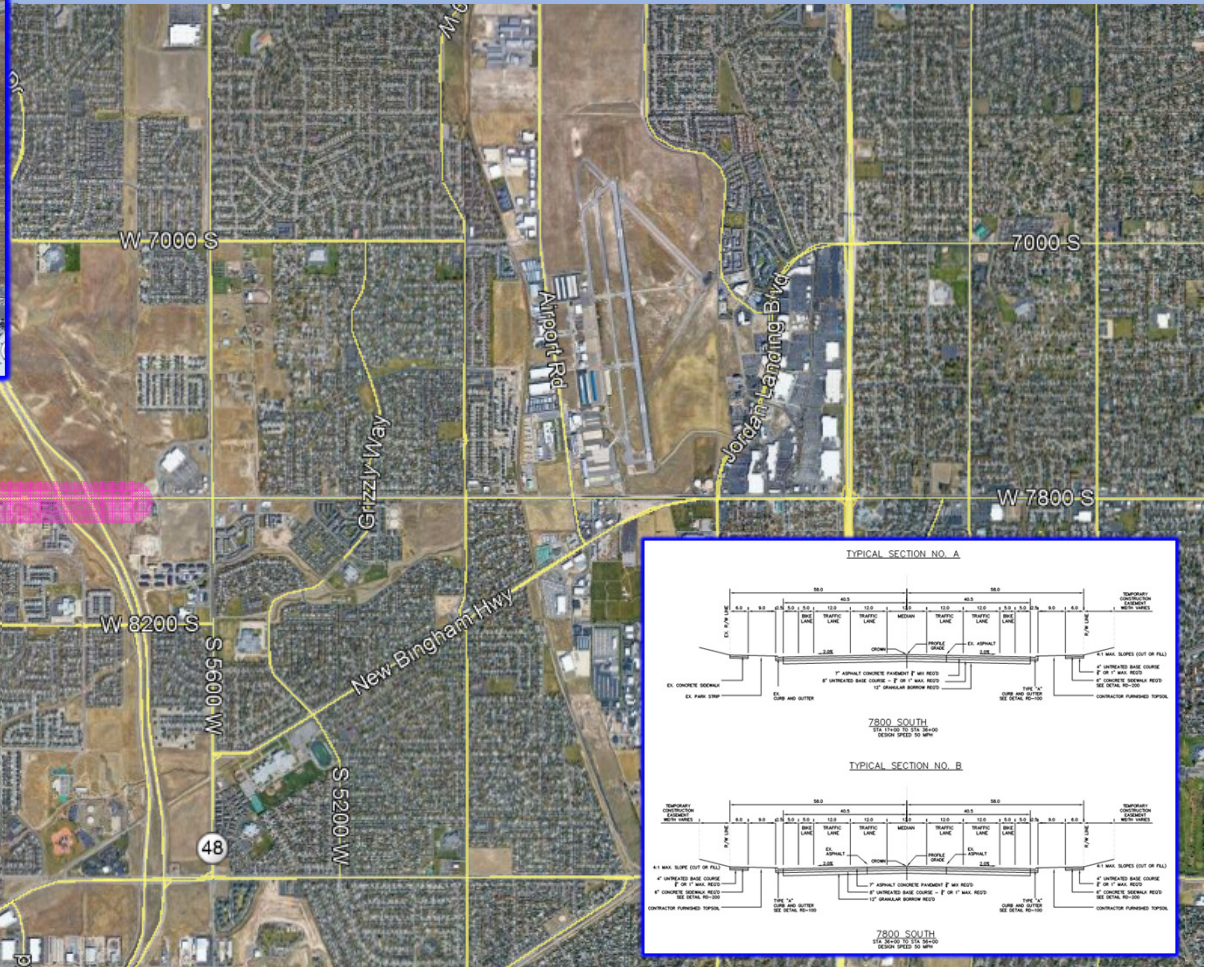
**Project Cost –
\$ 8,353,500**

**Funds Request –
\$ 3,000,000**

The project will connect 9000 South from 6400 West to its proposed connection at 6200 West (NBH). 9000 South current alignment proceeds west from MVC curving southward towards Coppertone. New alignment will continue the grid pattern to SR-111. A new intersection at 9000 South and Duck Ridge will be created.

West Jordan – 7800 South – Widening Project Type – Capacity

Mountain View Corridor to U - 111 – (1.3 miles)



**Project Cost –
\$ 5,234,500**

**Funds Request –
\$ 2,000,000**

The project will widen 7800 South from an existing two lane roadway to a full 5 lanes with shoulders from 6200 West to MVC and from MVC to 6700 West. Water utilities will be placed at City cost. Street lighting will be funded separately.

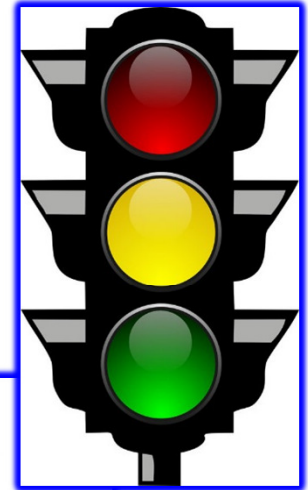
UDOT TOC – Area Signal Timing & Optimization

Project Type – Operations

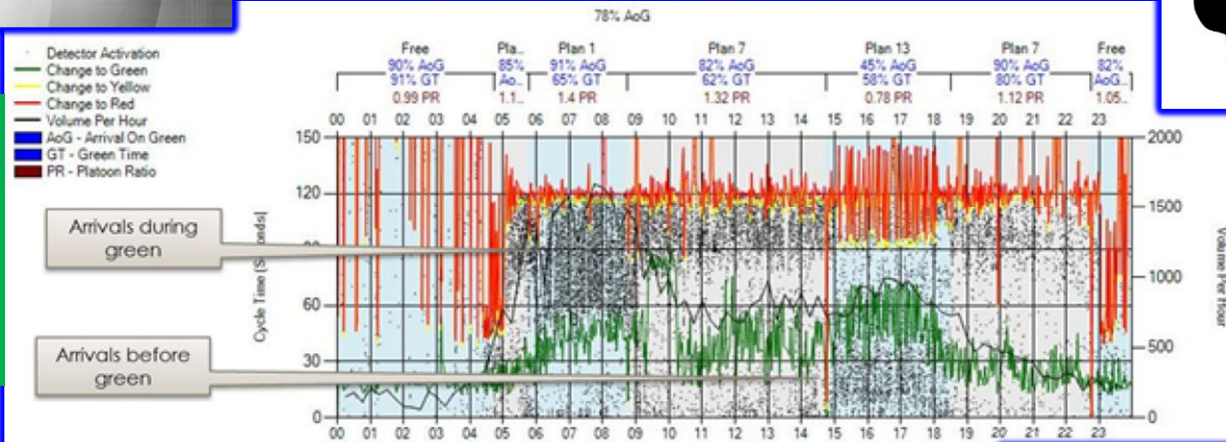
New Bingham Hwy at 5600 West to 7800 South at Redwood Road – (4.74 miles)

SYNCHRONIZATION BENEFITS

- TRAVEL TIME ↓ 20%
- DELAYS ↓ 43%
- STOPS ↓ 41%
- FUEL USE ↓ 10%
- AIR QUALITY ↑



**Project Cost –
\$ 600,000**
**Funds Request –
\$ 559,380**



The UDOT TMD is applying for CMAQ and STP funds for traffic signal operations. These proposed traffic signal optimization projects would retiming signalized intersections across multi-jurisdictional boundaries. Optimizing traffic signal operations reduce air pollution by reducing vehicle delay at signalized intersections.



UTA – Salt Lake Area - On-Route Electric Bus Charging Infrastructure

STP & CMAQ

Project Type - Transit

West Salt Lake Hub and Park n Ride at Wasatch Blvd & 3900 South



**Project Cost –
\$ 2,681,540**

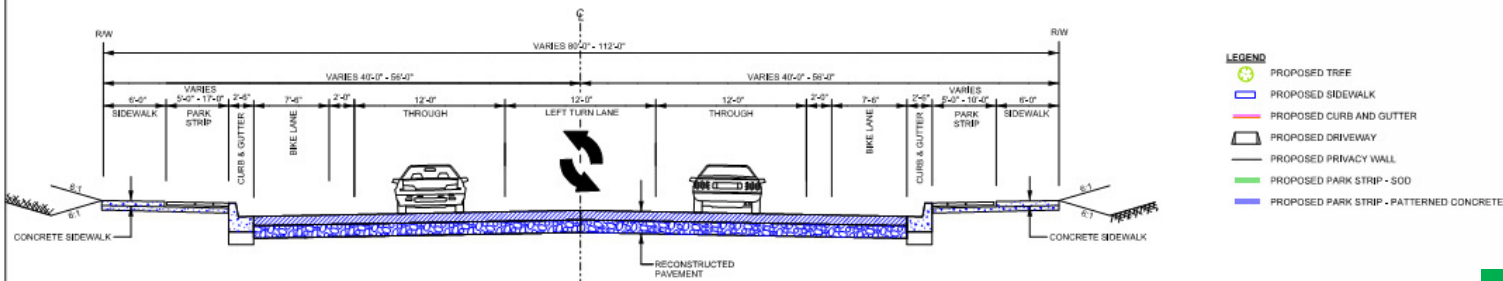
**Funds Request –
\$ 2,500,000**

Two on-route chargers at key hubs in UTA's SL County system. Last round of CMAQ funding awarded chargers at the proposed West SLC hub and Wasatch and 3900 South. The next two chargers would likely be at the West Valley Hub and a second charger at the Wasatch site. All four chargers support buses funded by the VW settlement.

West Valley – 2700 West – Reconstruct and Bike Lanes

Project Type – Reconstruction

3100 South to 2700 South – (0.5 miles)

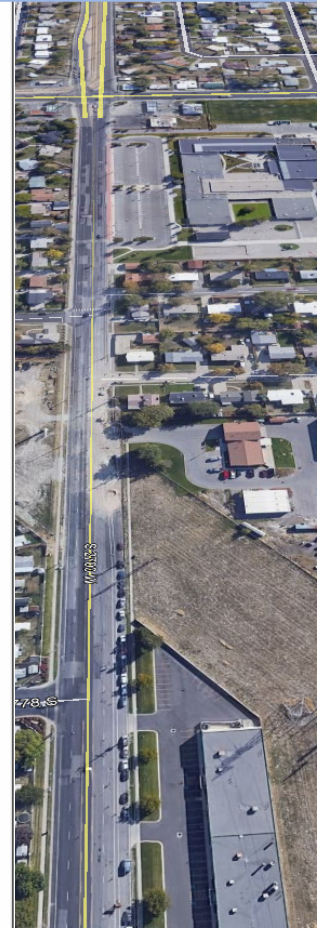


2700 WEST RECONSTRUCTION PROJECT

This project is necessary to improve accessibility and safety for pedestrians and bicyclists. The roadway will be narrowed and the bike lanes, park strip and sidewalks will be widened.

Project Cost –
\$ 7,523,300

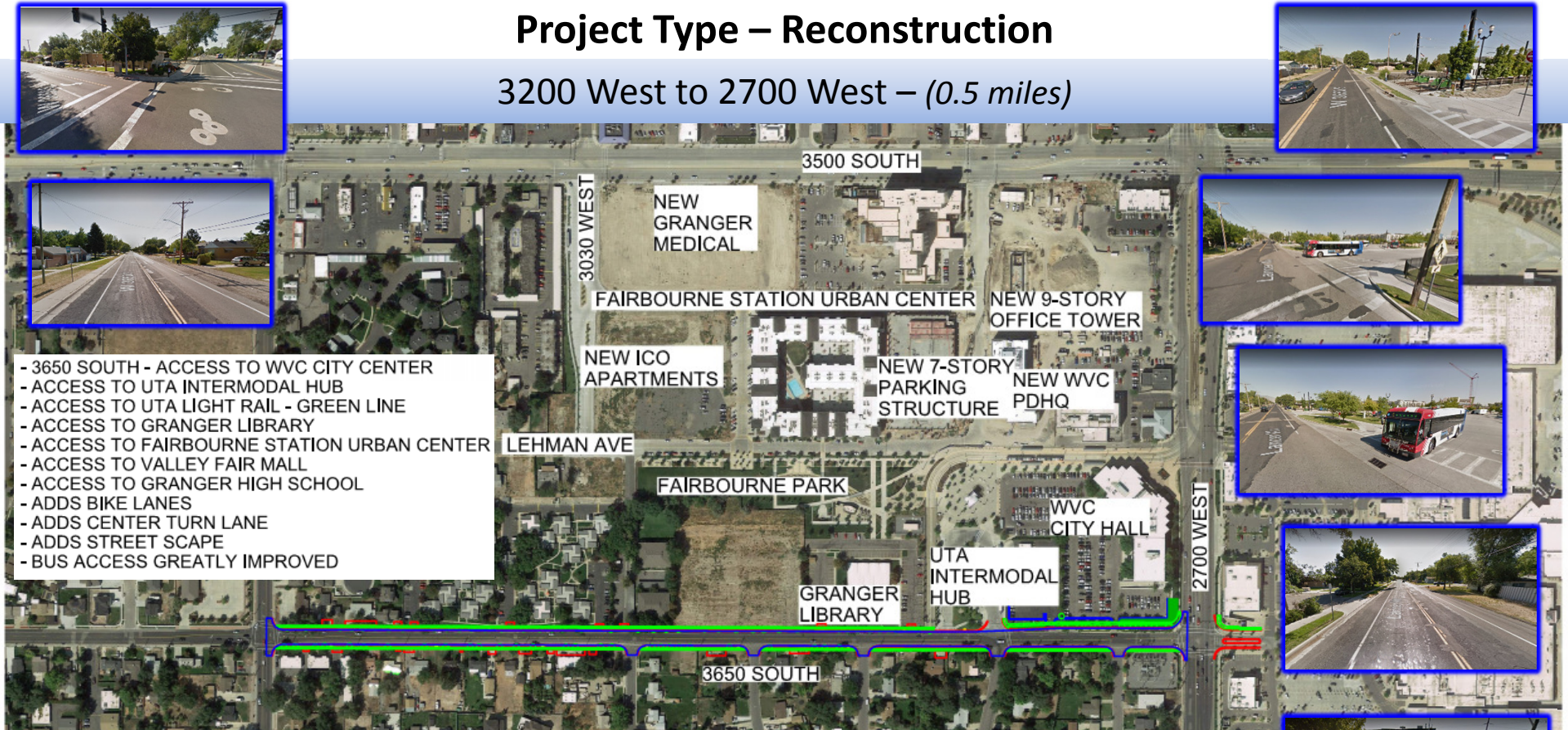
Funds Request –
\$ 7,013,973



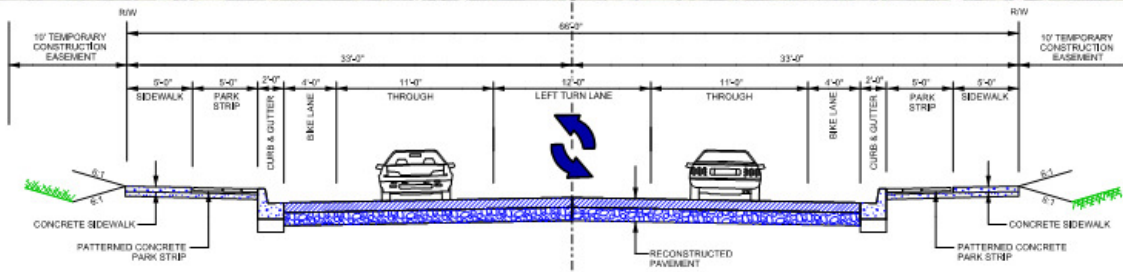
West Valley – 3650 South – Reconstruct with Minor Widening

Project Type – Reconstruction

3200 West to 2700 West – (0.5 miles)



- 3650 SOUTH - ACCESS TO WVC CITY CENTER
- ACCESS TO UTA INTERMODAL HUB
- ACCESS TO UTA LIGHT RAIL - GREEN LINE
- ACCESS TO GRANGER LIBRARY
- ACCESS TO FAIRBOURNE STATION URBAN CENTER
- ACCESS TO VALLEY FAIR MALL
- ACCESS TO GRANGER HIGH SCHOOL
- ADDS BIKE LANES
- ADDS CENTER TURN LANE
- ADDS STREET SCAPE
- BUS ACCESS GREATLY IMPROVED



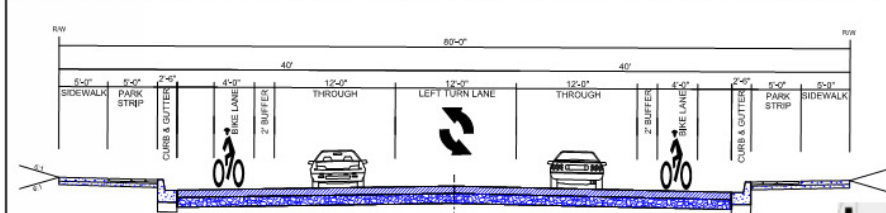
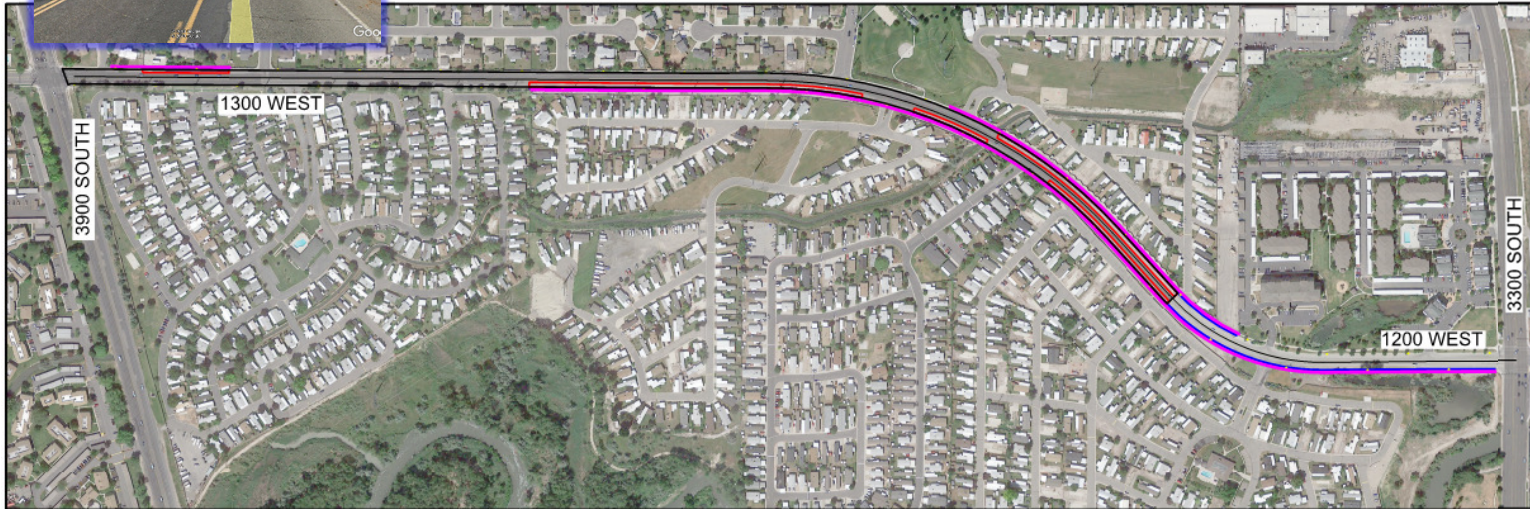
Project Cost –
\$ 6,726,900

Funds Request –
\$ 3,701,489

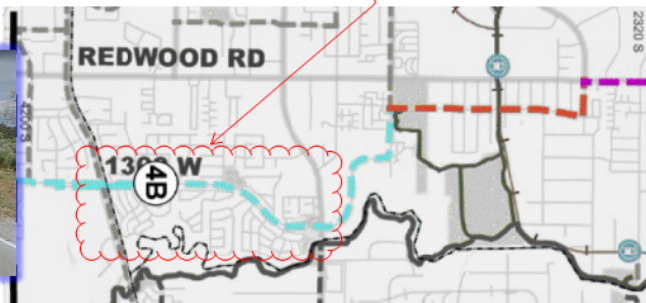
3650 South is an important collector into the very busy West Valley Intermodal Hub. The road condition is very poor, and safety and mobility for all modes would be greatly improved by reconstructing the road.

West Valley – 1300 West – Bike Lanes & Sidewalks Project Type – Ped & Bike

3900 South to 3300 South– (1.07 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 –
\$ 5,067,200**

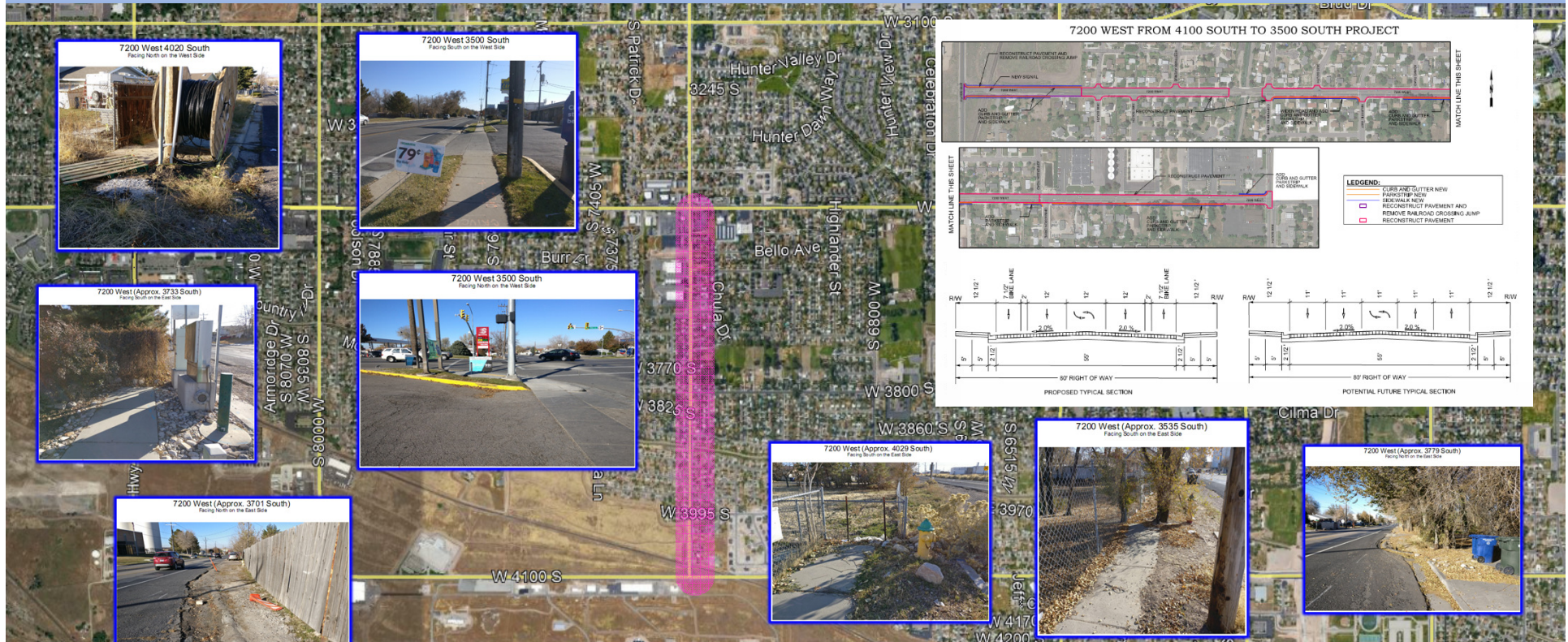
**Funds Request –
\$ 4,724,151**

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/ Magna – 7200 West – Reconstruct w/ Minor Widening

Project Type – Reconstruct

3500 South to 4100 South – (1 mile)



**Project Cost –
\$ 11,582,800**

**Funds Request –
\$ 10,798,644**

7200 West is a three-lane minor arterial, serving both Magna and West Valley City and provides connectivity to two major East-West corridors (3500 South and 4100 South). Project will reconstructed and improve shoulder, curb, gutter, and sidewalk were necessary and the road profile at the railroad crossing. This will be a partnership project between Magna Metro Township and West Valley City to improve safety, mobility and user experience.