Bluffdale City – Porter Rockwell Boulevard – Fourth Segment
Project Type – New Construction

East Jordan Canal and 15800 South- .5 miles North-East on new road alignment

Porter Rockwell Boulevard (PRB) will connect I-15 to Mountain View Corridor (MVC), to major freeways. MVC ends at PRB. The fourth segment is the last segment without the bridge. Once the bridge across the Jordan River is built, PRB will connect communities on the west side of south Salt Lake County and north Utah County to I-15 and the east side, easing the commute and relieving congestion on Bangerter HWY and I-15. PRB will also have pedestrian trails, bike and transit facilities for a multimodal transportation.

Project Cost – $ 6,474,700
Funds Request – $ 6,036,363
The Little Cottonwood Canyon (LCC) Road & Wasatch Blvd intersection project consists of improving traffic patterns by re-striping, adding traffic signals, and adding raised concrete medians to divide traffic. Wasatch Blvd NB lanes will be split for LT onto NB LCC Road and RT onto SB LCC Road approximately 50-ft south of the intersection by a raised concrete median. Traffic on SB LCC Road will be able to turn right onto SB Wasatch Blvd or continue on SB LCC road. Construction of an additional raised concrete median will not allow traffic on NB LCC Road to turn left onto SB Wasatch Blvd. Accel/decel & turn lanes will be constructed to accommodate these improvements along with providing a LT lane to Golden Hills Ave. pockets.
Cottonwood Heights – Creek Road & Highland Drive – Intersection Improvements
Project Type – Intersections & Signals
8072 South to 8340 South

Add a second Left Turn pocket (12-ft wide x 144 LF each) and a second receiving lane for NB & SB Highland Drive traffic turning onto WB & EB on Creek Road. Add a raised concrete median (180 LF each) at inside lane of LT pockets. Widen west side of Highland Drive roadway, reconstruct sidewalk and concrete curb & gutter to accommodate new lane.

Project Cost – $1,886,800
Funds Request – $1,759,064
Lone Peak Parkway is a minor arterial located west of I-15 from 11400 S to 12300 S. The area south of 12300 S continues to develop but is serviced by indirect two-lane local roads to Bangerter Highway. Extending the parkway will increase safety, efficiency, and accessibility and provide an alternate route to I-15.
Draper – 300 East – Reconstruction & Minor Widening
Project Type - Reconstruction

Pioneer Road (12400 South) to Carlquist Drive (13145 South)

Project Cost – $ 5,379,000
Funds Request – $ 5,014,842

Reconstruct and widen 300 East to provide a consistent three lane corridor with shoulders/bike lanes, curb, gutter and sidewalk.
Draper – 1300 East – Reconstruction & Minor Widening
Project Type - Reconstruction

13200 South to Highland Drive

Reconstruct and widen 1300 East to provide a consistent three lane corridor with shoulders/bike lanes, curb, gutter and sidewalks and improve the function of the intersections of 1300 East at Waynes World Drive (13800 South) and 1300 East at Highland Drive.

Project Cost – $4,807,500
Funds Request – $4,482,032
The 11800 S intersection with the MVC is a couplet which is not completed until this section of road is constructed. This road section reconnects the West (Herriman) side of 11800 S with the East (South Jordan, Riverton) side of 11800 S through the newly constructed intersection on the MVC.
The purpose of this project is to reduce merging conflicts and congestion. The southbound exit only lane will be converted to a through lane with a lane drop before the 3300 South on ramp.
The purpose of the project is to complete "Phase 1" construction on the proposed one-way couplet to improve connectivity and reduce pedestrian and auto travel distances between the planned Murray City Center District (MCCD), transit stations, neighborhoods and nearby arterials.
Murray City – Vine Street – Reconstruction & Minor Widening
Project Type – Reconstruction
1300 East to Van Winkle Expressway

Reconstruct and widens a portion of Vine Street from a 2 lane to a 3 lane collector. The project includes new curb and gutter, sidewalk and ADA improvements, drainage improvements, new pavement and bike lanes.

Project Cost – $6,516,700
Funds Request – $5,840,114
The new DDSC is a 150 bus operations and maintenance facility to replace the Central garage which is over capacity, past its useful life, and does not allow for expansion or efficient provision of service.
Salt Lake City – 1300 East / Richmond Street Rehabilitation
Project Type - Reconstruction

I-80 to 3300 South

Rehabilitate a deteriorated street: replace isolated sections of curb and gutter, drive approaches, ADA pedestrian ramps, mill existing asphalt surface, stabilize base and install new asphalt surfacing, add bike lines, improve drainage, reconstruct concrete median islands, and install midblock Hawk pedestrian signals.

Project Cost – $4,717,400
Funds Request – $4,398,032
Salt Lake City – 1300 East Reconstruction
Project Type - Reconstruction

South Temple to 400 South

Project Cost – $10,845,700
Funds Request – $10,111,446

Reconstruct a deteriorated arterial street to include removal and replacement of street pavement, curb and gutter and defective sidewalk, and upgrade of streetscape facilities including traffic signals, utilities, public way landscaping, and improve intersection lighting.
Create a safer environment for all users including the construction of curb, gutter, sidewalk, ADA ramps, a bicycle facility, and the relocation of utility poles out of the asphalt, along 900 East from 3300 South to 4500 South. Reconstruction will be included if sufficient funds are allocated.

Project Cost – $11,330,000
Funds Request – $10,447,000
The intersection of 9270 South at State Street is offset from the intersection of the ReAL Stadium collector street at 9250 So & State. Sandy wants to realign 9270 So between State Street and 150 East so that it aligns with the Stadium collector at 9250 So and construct a new signal for traffic control & Safety.
Funding for an EIS for the Highland Drive Corridor; 9400 South to I-15. Highland Drive is a proposed Major Arterial through the southeast valley. This facility is part of the WFRC’s Long Range Transportation Plan.
South Jordan City – 2200 West – Reconstruct & Minor Widening
Project Type – Reconstruction

9400 South to 11400 South

2200 West is a minor collector road that stretches from West Jordan on the north and 11400 South on the south. Several areas on 2200 West are unimproved with only a single travel lane of pavement in each direction existing. This funding request is to improve but not limited to the roadway with curb and gutter, sidewalk, park strip, shoulder pavement, and center turn lane, irrigation and utility relocation, traffic safety measures, bike lanes, conduits, and traffic signal upgrade.

Project Cost – $ 4,160,800
Funds Request – $ 3,866,062
Several areas on 3200 West are unimproved with only a single travel lane of pavement in each direction existing. This funding request is to improve but not limited to the roadway with curb and gutter, sidewalk, park strip, shoulder pavement, and center turn lane, irrigation and utility relocation, traffic safety measures, bike lanes, and conduits.
Several areas on 3200 West are unimproved with only a single travel lane of pavement in each direction existing. This funding request is to improve but not limited to the roadway with curb and gutter, sidewalk, park strip, shoulder pavement, and center turn lane, irrigation and utility relocation, traffic safety measures, bike lanes, and conduits.

Project Cost – $1,396,200
Funds Request – $1,288,625
This project will improve access management and traffic flow along Redwood Road from 4700 So to 5000 So by limiting conflict points and increasing safety for motorists and pedestrians.
Taylorsville – Redwood Road Mobility and Beautification – Phase 3b
Project Type – Other STP

4100 South to Bruin Blvd (4445 South)

Project Cost – $4,837,000
Funds Request – $4,427,493

This project will improve access management and traffic flow along Redwood Road from 4100 South to Bruin Blvd by limiting conflict points and increasing safety for motorists and pedestrians.
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. Sidewalks, landscaping, curb and gutter, striping and signage are included.
West Jordan – 7800 South Reconstruct & Minor Widening
Project Type - Reconstruction

4800 West to 5490 West

Project Cost – $ 6,510,800
Funds Request – $ 6,080,274

The project will widen 7800 South from an existing two lane roadway to a full 5 lanes with shoulders from 4800 West to 5490 West. Water utilities will be placed at City cost. Street lighting will be funded separately. Sidewalks, landscaping, curb and gutter, striping and signage are included.
The intersection is heavily congested during peak periods. The heavy volume of lefts turns, often blocks thru traffic. The purpose of the project is to improve the operation of the intersection by adding duel left turn lanes and a right turn lane.
This project will include the construction of a new High-T traffic signal at 3030 West 3500 South. This new signal will serve as the primary entrance to the Fairbourne Station development, and will allow for a time-saving re-route of the 3500 South MAX BRT Line.

Project Cost – $1,658,800
Funds Request – $1,546,499
West Valley – 4000 West Reconstruct & Minor Widening

Project Type - Reconstruction

4100 South to 4400 South

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 – $ 3,460,400

Funds Request – $ 3,226,131
West Valley – 4100 South Reconstruction
Project Type - Reconstruction

Bangerter Highway to 4400 West

4100 South is an arterial corridor that extends the entire length of the city and is an essential transportation facility for West Valley City. This project would reconstruct the pavement, and allow the road to continue to serve as a critical transportation asset for the west side of the Salt Lake Valley.

Project Cost – $4,346,900
Funds Request – $3,994,346