

SECTION V

SALT LAKE/ WEST VALLY AND THE OGDEN/ LAYTON URBANIZED AREAS

Surface Transportation Program (STP)

Program Tables and
Project Descriptions

2015 – 2020 Transportation Improvement Program (TIP)

SALT LAKE/ WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM
URBAN AREA SURFACE TRANSPORTATION PROGRAM

											Print Date:	1-Oct-14						
County	Sponsor	Route	Project Number	PIN	Project Information	Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated as of Dec '13	Estimated Funding and Phasing (Fiscal Year)					Concept Development			
					Location/ Limits					Concept/ Type of Improvement	2014	2015	2016	2017	2018	2019	2020	
SALT LAKE/ WEST VALLEY URBAN AREA																		
Salt Lake	West Jordan	48	F-0048(22)8	6587	7800 South & Airport Road	Intersection & Roadway Capacity Improvements	2007	\$ 1,177,732	\$ 1,098,000	\$ 1,098,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Jordan	68	F-0068(54)48	7204	Redwood Road & 8200 South	Intersection Improvements	2008	\$ 1,194,000	\$ 1,309,000	\$ 503,443	\$ 805,557	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	UDOT/ Midvale	89	S-0089(173)316	7001	State Street (US-89); 6400 South to 8000 South	Road - Asphalt Pavement Reconstruction/Widen	2010	\$ 24,000,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	UTA/SLC	186	F-0186(11)	7648	Bus Replacement	NT Fund - Exchange; To Replacement Buses	2007	\$ 65,000,000	\$ 5,780,604	\$ 5,780,604	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Sandy	LC35	STP-LC35(154)	5282	10600 South; 1200 East to 1750 East	Road - Asphalt Pavement Reconstruction/Widen	2005	\$ 9,161,000	\$ 7,753,000	\$ 5,468,279	\$ 2,284,721	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	SL City	LC35	F-LC35(184)	6621	1300 South; 500 West to 700 West	Bridge - Rehabilitation		\$ 11,041,296	\$ 10,293,800	\$ 1,445,997	\$ 8,847,803	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	W. Valley	LC35	STP-LC35(155)	5284	1200 West Connector Road; 3100 South to 3300 South	Road - New Construction	2005	\$ 2,300,000	\$ 2,979,000	\$ 2,978,999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Herriman	LC35	F-LC35(181)	7635	5600 West; 13100 South to 11800 South (was Herriman Parkway - approx. 12600 South)	New Construction	2007	\$ 9,325,000	\$ 4,500,000	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Riverton	LC35	F-LC35(199)	8104	13400 South; 4000 West to 4570 West	Reconstruct and Widen/ Intersection Relocation & Signal Improvements	2009	\$ 8,486,000	\$ 7,319,000	\$ 7,319,000	\$ 41,954	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Murray	2102	F-LC35(201)	8108	5900 South; State Street to 700 West	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2009	\$ 5,100,000	\$ 4,639,000	\$ 577,501	\$ 946,999	\$ 2,064,500	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Cottonwood Heights	2116	F-LC35(202)	8110	Fort Union Boulevard and Highland Drive Intersection	Intersection Improvements	2009	\$ 4,798,000	\$ 4,232,000	\$ 1,305,219	\$ 565,781	\$ 1,361,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	
Salt Lake	South Salt Lake	2284	F-LC35(203)	8112	300 East; 3300 South to 3900 South	Reconstruct with Drainage Improvements, Curb, Gutter and Sidewalk Improvements	2009	\$ 5,326,000	\$ 8,325,000	\$ 976,771	\$ 1,233,229	\$ 1,770,000	\$ 3,345,000	\$ 1,000,000	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake County	195	F-0195(5)	8114	2300 East (SR-195) Phase I; I-80 to 3900 South	Reconstruct & Widen including Safety Improvements	2009	\$ 9,826,077	\$ 8,225,043	\$ 2,030,549	\$ 1,856,551	\$ 3,245,000	\$ 1,092,943	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Jordan	172	F-0172(20)	8100	5600 West (SR-172); 6300 South to 7000 South	Reconstruct & Widen	2009	\$ 7,413,000	\$ 5,750,000	\$ 1,262,664	\$ 2,708,485	\$ 1,778,850	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	UTA			11984	Salt Lake Central Bus Maintenance Facility	Relocate, Replace, and Expand the Bus Maintenance Facility	2013	\$ 56,400,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	
Salt Lake	UTA		Newproject-0027()	8599	Transit Oriented Development (TOD) @ 10000 South TRAX Station	Replace 11 acres of surface parking with two parking structures	2010	\$ 13,500,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	
Salt Lake	Cottonwood Heights		Newproject-0008()	8565	Highland Drive & I-215 ; I-215 Westbound On-Ramp to La Cresta	Provide a right turn only lane for southbound Highland Dr west onto La Cresta and on-ramp for WB I-215	2010	\$ 1,828,000	\$ 1,661,000	\$ -	\$ 510,000	\$ 1,151,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Valley City		Newproject-004()	8557	6200 South; 6100 West to SR-111	New Construction	2010	\$ 6,655,000	\$ 5,463,000	\$ 10,000	\$ -	\$ 990,000	\$ 1,005,000	\$ 2,000,000	\$ 1,458,000	\$ -	\$ -	
Salt Lake	Taylorsville		Newproject-002()	8553	4700 South I-215 Area; 2200 West to 2700 West	Feasibility Study	2010	\$ 137,262	\$ 124,265	\$ 124,265	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

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URBAN AREA SURFACE TRANSPORTATION PROGRAM

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					Location/ Limits	Concept/ Type of Improvement					2014	2015	2016	2017	2018	2019	2020	
SALT LAKE/ WEST VALLEY URBAN AREA																		
Salt Lake	WFRC	Var	F-R299(50)	7223	Project Planning Support - Salt Lake County	Planning - Urban Transportation	2003	\$ 2,018,867	\$ 2,680,816	\$ 1,048,000	\$ 260,000	\$ 260,000	\$ 260,000	\$ 260,000	\$ 260,000	\$ 260,000	\$ 260,000	
Salt Lake	WFRC	Var	F-R299(50)	11985	Project Planning Support - Salt Lake County	Planning Assistance Program	2003	\$ 429,046	\$ 260,000	\$ -	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Salt Lake County & Salt Lake City	Var	F-R299(83)	7208	ATMS/ ITS	Upgrade 330 intersections to IP Format and Install new Signal Controllers	2008	\$ 1,643,000	\$ 1,085,000	\$ 1,025,530	\$ 60,486	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Sandy	209	F-0209(25)7	10004	9000 South & 700 West	Intersection Improvements and additional lanes of traffic	2011	\$ 4,760,000	\$ 4,123,000	\$ 2,739,470	\$ 13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	South Jordan City	LC35	F-R299(137)	10005	4800 West; Skye Drive (9800 South) to 10200 South	Construction of New Roadway, Curb & Gutter, Sidewalk, Park Strip, & Roadway Improvements	2011	\$ 6,568,000	\$ 6,058,000	\$ 3,637,356	\$ 2,420,643	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	UDOT	154	F-0154(67)6	10006	SR-154 (Bangerter Hwy) & 13400 South	Intersection Improvements - Construct Continuous Flow Intersection (CFI)	2011	\$ 7,276,000	\$ 3,780,000	\$ 3,780,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Draper		F-R299(138)	10007	1300 East; Pioneer Road (12400 South) to 13200 South	Reconstruct & Widen	2011	\$ 3,641,000	\$ 3,179,000	\$ 539,690	\$ 1,010,310	\$ -	\$ 710,000	\$ 1,419,000	\$ -	\$ -	\$ -	
Salt Lake	UDOT	172	F-0172(22)6	10008	SR-172 at SR-201	Intersection Improvements - Convert existing Structure over SR-201 into a Diverging Diamond Interchange (DDI)	2011	\$ 4,422,000	\$ 4,006,000	\$ -	\$ 10,000	\$ 500,000	\$ 1,496,000	\$ 2,000,000	\$ -	\$ -	\$ -	
Salt Lake	West Jordan		F-R299(139)	10009	5600 West; 7800 South to 8600 South	New Construction and Widening	2011	\$ 5,378,000	\$ 4,666,000	\$ -	\$ 10,000	\$ 500,000	\$ 1,250,000	\$ 1,906,000	\$ 1,000,000	\$ -	\$ -	
Salt Lake	South Salt Lake		F-R299(140)	10010	300 East (Phase II); Helm Ave to 3900 So	Reconstruct with Drainage Improvements, Curb, Gutter and Sidewalk Improvements	2011	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	Draper		F-R299(141)	10011	13800 South; Bangerter Hwy to 300 East	Widen Intersection to Accommodate two through lanes and dual left turn lanes	2011	\$ 3,370,000	\$ 2,926,000	\$ 10,000	\$ 250,000	\$ -	\$ 1,000,000	\$ 1,666,000	\$ -	\$ -	\$ -	
Salt Lake	Bluffdale		F-LC35(241)	11986	Porter Rockwell Blvd (Fifth Segment); Redwood Road to 0.46 miles east	New Construction	2013	\$ 5,234,000	\$ 4,770,000	\$ -	\$ -	\$ 10,000	\$ -	\$ 2,000,000	\$ 1,760,000	\$ 1,000,000	\$ -	
Salt Lake	Draper		F-LC35(215)	11086	Highland Drive & Minutemand Drive	Intersection Improvements	2012	\$ 1,975,000	\$ 1,725,000	\$ -	\$ 10,000	\$ -	\$ 500,000	\$ 500,000	\$ 715,000	\$ -	\$ -	
Salt Lake	Murray		F-LC35(242)	11987	Vine Street; 900 East to 1300 East	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 5,081,000	\$ 4,000,000	\$ -	\$ -	\$ 10,000	\$ -	\$ 250,000	\$ 1,740,000	\$ 2,000,000	\$ -	
Salt Lake	Salt Lake City		F-2076(1)	11083	1300 East; 1300 South to 2100 South	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2012	\$ 11,099,000	\$ 4,067,700	\$ -	\$ 10,000	\$ -	\$ -	\$ 401,834	\$ 3,990,000	\$ -	\$ -	
Salt Lake	Salt Lake County		F-2240(2)0	11085	4700 South; 4000 West to 5600 West	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2012	\$ 7,930,150	\$ 7,375,040	\$ -	\$ 10,000	\$ -	\$ 365,040	\$ 2,365,040	\$ 5,000,000	\$ -	\$ -	
Salt Lake	Taylorsville		F-0068 (73)52	11082	Redwood Road; Bruin Blvd (4445 So.) to 4700 South	Access Management and Safety Improvements	2012	\$ 3,091,000	\$ 2,778,000	\$ -	\$ 10,000	\$ -	\$ -	\$ 1,000,000	\$ 1,768,000	\$ -	\$ -	
Salt Lake	UDOT		F-0154 (72)1	11087	Bangerter Hwy (SR-154) & 200 West	Intersection Improvements	2012	\$ 988,000	\$ 884,000	\$ -	\$ -	\$ -	\$ 884,000	\$ -	\$ -	\$ -	\$ -	

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					Location/ Limits					Concept/ Type of Improvement	2014	2015	2016	2017	2018	2019	2020	
SALT LAKE/ WEST VALLEY URBAN AREA																		
Salt Lake	UDOT/ Taylorsville		F-LC35 (243)	11988	4700 South Separated Right Turn Lane to Southbound I-215	Widen Current Roadway to include freeflow Right-turn Lane	2013	\$ 2,774,000	\$ 2,470,000	\$ -	\$ -	\$ -	\$ 1,250,000	\$ 1,220,000	\$ -	\$ -	\$ -	
Salt Lake	UTA/ U of U		F-LC35 (220)	11098	University of Utah Central Campus Electrified Shuttle Route	New Construction	2012	\$ 838,000	\$ 665,000	\$ 10,000	\$ 355,000	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Jordan		F-R299(142)	10012	7000 South - SR-154 (Bangarter Hwy) to SR-68 (Redwood Road)	Feasibility Study	2011	\$ 199,000	\$ 183,000	\$ -	\$ 183,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Salt Lake	West Jordan		New	11989	9000 South; 4800 West to 5300 West	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 4,047,000	\$ 3,175,000	\$ -	\$ -	\$ -	\$ 1,260,000	\$ 1,915,000	\$ -	\$ -	\$ -	
Salt Lake	Bluffdale	Var	New	13112	Porter Rockwell Blvd (Forth Segment); East Jordan Canal and 15800 South to 0.5 miles east	New Construction	2014	\$ 6,474,700	\$ 6,036,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 2,500,000	\$ 3,036,363	
Salt Lake	Herriman	Var	New	13113	11800 South; Mountain View Corridor to 5600 West	New Construction	2014	\$ 3,051,200	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 1,000,000	\$ 750,000	
Salt Lake	Sandy	Var	New	13114	9270 South & State Street; 150 East to State Street	Intersection Improvements and Signal Installation	2014	\$ 3,453,000	\$ 3,203,756	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 400,000	\$ 1,500,000	\$ 1,293,756	
Salt Lake	Taylorsville	68	New	13115	Redwood Road; 4100 South to Bruin Blvd (4445 So.)	Access Management and Safety Improvements	2014	\$ 4,837,000	\$ 4,427,493	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 2,000,000	\$ 2,177,493	
Salt Lake	South Jordan	Var	New	13116	3200 West; 10431 South to 10600 South	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2014	\$ 1,396,200	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 250,000	\$ 740,000	\$ -	
Salt Lake	West Valley City	Var	New	13117	4100 South; Bangarter Highway to 4400 West	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2014	\$ 4,346,900	\$ 3,994,346	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 484,346	\$ 1,000,000	\$ 2,500,000	
Funds Apportioned											\$15,730,000	\$15,730,000	\$15,730,000	\$15,730,000	\$15,730,000	\$15,730,000	\$15,730,000	
Funds Available					Table was updated on		New Project					\$22,893,327	\$15,905,469	\$21,695,119	\$20,977,136	\$20,310,693	\$15,215,347	\$14,945,347
Funds Scheduled					21-Nov-13			Project Completed	Amount Oblig Fiscal Year	\$ 11,846,711	\$ 22,717,858	\$ 13,940,350	\$ 16,447,983	\$ 19,902,874	\$ 20,825,346	\$ 16,000,000	\$ 10,017,612	
Balance								Total Obligated	\$ 60,541,243	\$ 175,469	\$1,965,119	\$5,247,136	\$4,580,693	(\$514,653)	(\$784,653)	\$4,927,735		

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					Location/ Limits	Concept/ Type of Improvement					2014	2015	2016	2017	2018	2019	2020	
OGDEN/ LAYTON URBAN AREA																		
Davis	UDOT	37	F-0037(4)0	6552	1800 North (SR-37); I-15 to 2000 West (SR-108)	1800 North Environmental Impact Statement (EIS)	2007	\$ 31,148,000	\$ 2,236,308	\$ 1,652,611	\$ 583,697	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	UDOT	39	CM-0039(12)4	4400	Wall Ave 12th Street, Ogden	Intersection - Improvements	2005	\$ 8,700,000	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	UDOT	68	STP-0068(16)68	4178	500 South; 1100 West to I-15	Road - Widen to Five Lanes	2000	\$ 12,953,985	\$ 12,076,998	\$ 12,076,998	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Pleasant View/ North Ogden	LC57	F-LC57(18)	6568	Skyline Drive in Pleasant View	Preliminary Engineering & ROW Acquisition	2007	\$ 7,542,000	\$ 3,433,500	\$ 9,323	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,424,177	\$ -	
Davis	Clinton	LC11	F-LC57(20)	7196	800 North; 1000 West to 2000 West	Intersection Improvements & Roadway Reconstruction and Widening	2008	\$ 9,060,000	\$ 7,162,000	\$ 3,511,865	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	West Bountiful	LC11	F-R199(68)	8137	400 North; 800 West to 1100 West	Reconstruct	2009	\$ 2,427,350	\$ 2,390,744	\$ 2,572,542	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	South Ogden	3354	F-R199(70)	8141	40th Street; Washington Blvd. to Gramercy Avenue	Reconstruct and Widen	2009	\$ 7,562,000	\$ 7,500,000	\$ -	\$ 510,000	\$ -	\$ 3,490,000	\$ 3,500,000	\$ -	\$ -	\$ -	
Davis	Woods Cross	1410	F-R199(71)	8143	1500 South & Redwood Road Intersection	Intersection Improvements & Signal Installation	2009	\$ 1,039,000	\$ 944,000	\$ 1,119,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Washington Terrace	LC57	Newproject-006()	8559	Adams Avenue; City Limits to US-89	Reconstruct	2010	\$ 5,290,000	\$ 4,964,287	\$ 400,889	\$ 4,563,398	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Kaysville	LC11	Newproject-001()	8551	200 North; 900 West to Flint Street	Reconstruct	2010	\$ 2,925,000	\$ 2,727,000	\$ 2,680,334	\$ 46,666	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Davis	Farmington	225	Newproject-001()	8591	Park Lane (SR-225) at Clark Lane and 1100 West	Reconstruct	2010	\$ 3,064,000	\$ 2,719,145	\$ 2,719,145	\$ 2,639	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Var	WFRC	Var	STP-LC57(10)	11049	Project Planning Support - Weber/ Davis County, 7223	Planning - Urban Transportation	2003	\$ 1,991,988	\$ 1,857,130	\$ 1,017,130	\$ 140,000	\$ 140,000	\$ 140,000	\$ 140,000	\$ 140,000	\$ 140,000	\$ 140,000	
Davis	Woods Cross	1410	F-LC11(46)	10015	1500 South Phase II; Redwood Road (SR-68) to 1450 West	Reconstruct/ Widen	2011	\$ 3,131,000	\$ 2,794,000	\$ 2,264,557	\$ 13,202	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	West Haven	37	F-LC57(22)	10016	4000 South (SR-37); 3500 West to 3900 West	Reconstruct/ Widen	2011	\$ 3,870,000	\$ 3,551,000	\$ -	\$ -	\$ -	\$ -	\$ 1,801,000	\$ 1,750,000	\$ -	\$ -	
Box Elder	Brigham City		F-LC03(18)	11991	1100 West & SR-91	New Signalized Intersection Construction	2013	\$ 3,631,000	\$ 1,500,000	\$ -	\$ 10,000	\$ -	\$ 290,000	\$ 1,200,000	\$ -	\$ -	\$ -	
Davis	West Point/ Clearfield		F-LC11(54)	11997	300 North; 1000 West to 2000 West	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 2,971,000	\$ 2,500,000	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,490,000	\$ -	
Weber	Harrisville		F-R199(133)	11091	Washington Blvd & Larsen Lane	Intersection Improvements	2012	\$ 669,000	\$ 534,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 534,000	\$ -	\$ -	
Davis	UDOT	I-15	F-I15-7(301)313	10944	I-15; I-215 (No Salt Lake) to US-89 (Farmington)	I-15; South Davis Operational Upgrades	2013	\$ 121,000,000	\$ 22,830,999	\$ 510,000	\$ 14,881,999	\$ 7,439,000	\$ -	\$ -	\$ -	\$ -	\$ -	

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OGDEN/ LAYTON URBAN AREA																		
Davis	UTA		F-R199(131)	11099	D&RGW Rail Trail; Centerville to Farmington	New Construction	2012	\$ 1,020,000	\$ 500,000	\$ 413,975	\$ 86,025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Var	WFRC	Var	F-LC11 (50)	11990	Project Planning Support -Weber & Davis County	Planning Assistance Program	2003	\$ 429,046	\$ 140,000	\$ -	\$ 140,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Weber	Harrisville		F-LC57 (26)	11993	Larsen Lane; North Harrisville Road to Washington Blvd	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 3,748,000	\$ 3,000,000	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ 750,000	\$ 2,240,000	\$ -	
Davis	Sunset		F-LC11 (53)	11996	800 North; Main St (SR-126) to 450 West	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2013	\$ 2,547,000	\$ 2,258,000	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ 1,250,000	\$ 998,000	\$ -	
Davis	Fruit Heights	Var	New	13120	Nicholls Road/ US-89 Grade Searation	Preliminary Engineering & ROW Acquisition	2014	\$ 1,081,100	\$ 1,007,910	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,007,910	
Davis	Kaysville	Var	New	13121	200 North & Angel Street Intersection	Intersection - Improvements	2014	\$ 3,271,900	\$ 3,050,392	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 240,000	\$ 500,000	\$ 2,300,392	
Davis	North Salt Lake	Var	New	13122	Center Street; Legacy Parkway to Redwood Road	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2014	\$ 1,938,300	\$ 1,778,176	\$ -	\$ -	\$ -	\$ 1,778,176	\$ -	\$ -	\$ -	\$ -	
Weber	UDOT/ West Haven & Roy	108	New	13123	Midland Drive (SR-108); 4800 South to 4275 South	Road - Widen to Five Lanes	2014	\$ 20,588,000	\$ 3,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700,000	\$ 2,500,000	
Weber	West Haven	Var	New	13124	4700 West; 4200 South to 4800 South	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk and an area of New Construction	2014	\$ 3,870,700	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 2,000,000	
Funds Apportioned											\$8,470,000	\$8,470,000	\$8,470,000	\$8,470,000	\$8,470,000	\$8,470,000	\$8,470,000	
Funds Available					Table was updated on	New Project	Funding Removed					\$22,896,056	\$10,378,430	\$11,249,430	\$10,011,254	\$8,333,824	\$11,139,824	\$9,617,647
Funds Scheduled					21-Nov-13		Project Completed	Amount Oblig Fiscal Year	\$ 3,262,146	\$ 20,987,626	\$ 7,599,000	\$ 5,708,176	\$ 6,641,000	\$ 5,664,000	\$ 9,992,177	\$ 7,948,302		
Balance								Total Obligated	\$ 44,393,807	\$ 1,908,430	\$2,779,430	\$1,541,254	(\$136,176)	\$2,669,824	\$1,147,647	\$1,669,345		

2015 – 2020 Transportation Improvement Program (TIP)

SALT LAKE/ SALT LAKE\ WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM
URBAN AREA SURFACE TRANSPORTATION PROGRAM

Print Date: 1-Oct-14

County	Sponsor	Route	Project Number	PIN	Project Information	Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated as of Dec '13	Estimated Funding and Phasing (Fiscal Year)					Concept Development	
					Location/ Limits					Concept/ Type of Improvement	2014	2015	2016	2017	2018	2019
OGDEN/ LAYTON URBAN AREA																
OGDEN/ LAYTON LOCAL PROJECTS EXCHANGED																
Davis	North Salt Lake	LC11	F-LC11(45)	10013	1100 North Street; Redwood Road to 110 East	Reconstruct/ Widen	2011	\$ 5,512,000	\$ 2,512,000	\$ -	\$ 2,135,200					
Weber	Ogden City	LC57	F-LC57(21)	10014	Harrison Blvd. (South); 7th Street to 2nd Street	Reconstruct/ Widen	2011	\$ 6,446,000	\$ 4,500,000	\$ -	\$ 3,825,000					
Weber	Ogden		New	11995	Harrison Blvd./ 2nd Street/ Sheridan Drive	Intersection Realignment/ Improvements	2013	\$ 3,118,000	\$ 2,500,000	\$ -	\$ 2,125,000					
Davis	West Point	LC11	F-LC11(47)	10017	3000 West; 300 North to 1300 North	Reconstruct with minor widening, shoulders, Curb, Gutter and Sidewalk	2011	\$ 3,709,000	\$ 3,341,000	\$ -	\$ 2,839,850					
Davis	Syracuse		New	11090	3000 West; 700 South to Bluff Road	Reconstruct with minor widening, shoulders, Curb, Gutter and Sidewalk	2012	\$ 4,079,000	\$ 3,699,000	\$ -	\$ 3,144,150					
Weber	Hooper		New	11089	4300 West; 6000 South (Hooper) to 2300 North (Clinton)	New Construction	2012	\$ 3,860,000	\$ 3,495,000	\$ -	\$ 2,970,750					
Davis	Clinton		New	11992	3000 West; 1400 North to 2300 North	Reconstruct with minor widening, shoulders, Curb, Gutter and Sidewalk	2013	\$ 3,492,000	\$ 2,784,000	\$ -	\$ 2,366,400					
Funds Apportioned								\$ 22,831,000		\$ 19,406,350						
Funds Available						Table was updated on	New Project			\$ 19,406,350		(\$0)				
Funds Scheduled						21-Nov-13	Project Completed		Total	\$ 19,406,350	\$ -					
Balance										(\$0)	(\$0)					

Salt Lake/ West Valley Urbanized Area

Projects

7800 SOUTH & AIRPORT ROAD – PIN 6587
Intersection & Roadway Capacity Improvements
PROJECT COMPLETE

PROJECT DESCRIPTION

Sponsor:	West Jordan	Average Weekday	Current (2006)	Projected (2030)
Type of Work:	Improve Intersection & Additional Westbound Lane	Daily Traffic (AWDT):	9,660	30,000
Functional Classification:	Minor Arterial			
Route Identification:	F-0048(22)8	Facility Widths:	Existing	Proposed
Length:	0.125 miles (0.20 km)	Roadway	30'-40'	81'
Year added to TIP:	2007	ROW	66'	106'

The project will add a 2nd through lane in the westbound direction at Airport Road. During the PM peak period traffic backs up as far as ¼ mile because of the lack of a 2nd through lane. The project will require additional right of way on 7800 South on the south side of the street. The intersection is currently All-way stop controlled. A traffic signal is warranted and proposed. This is the highest accident rate intersection in the city.

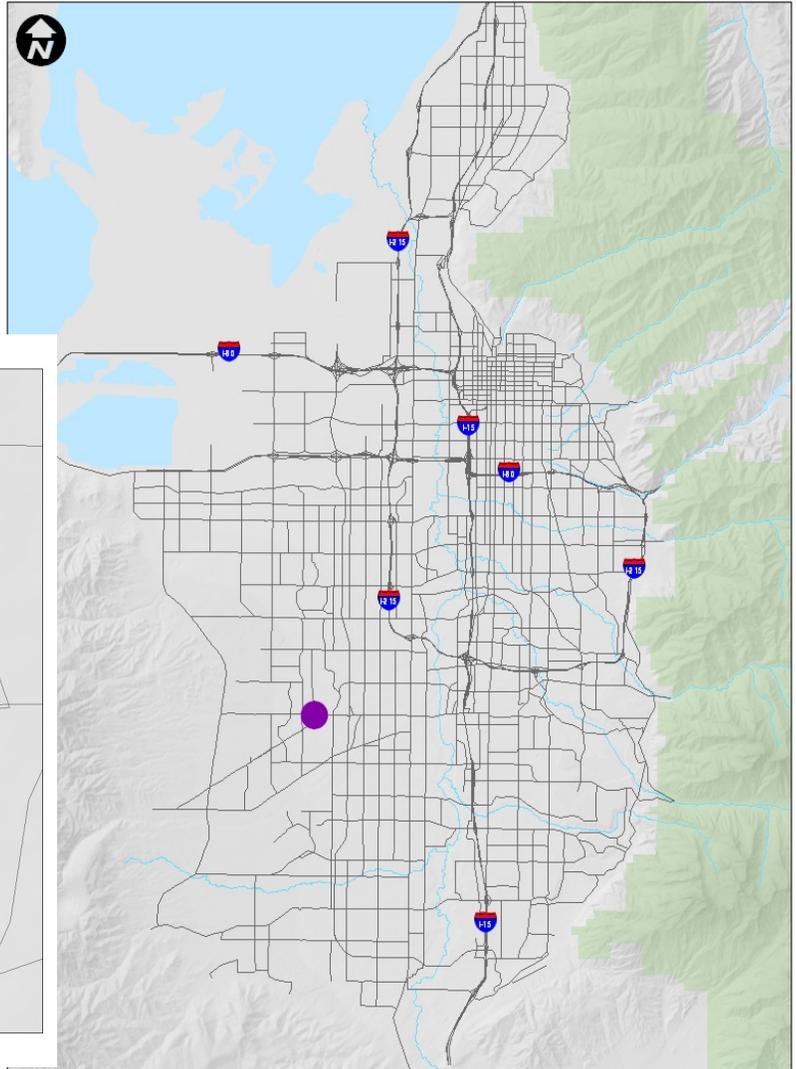
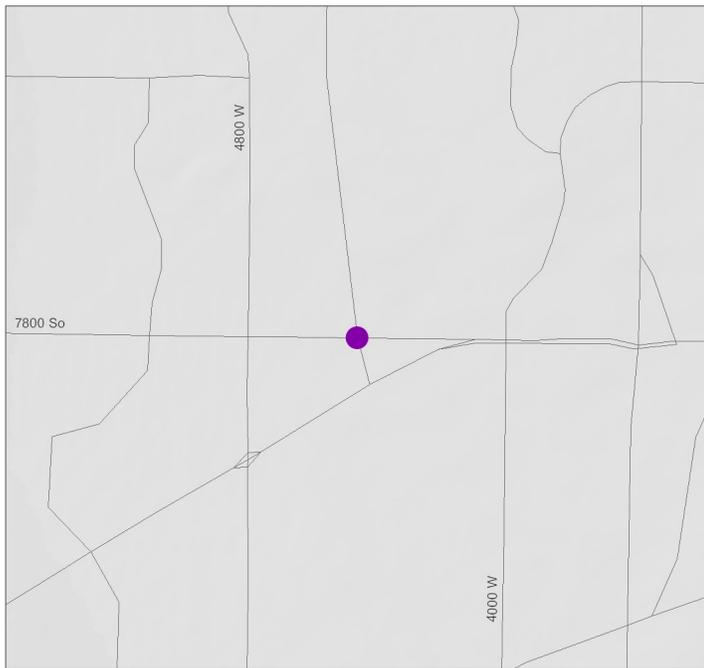
The 7800 South roadway on the south end of the Airport is one-way westbound only changing to a two-way road west of Airport Road. A traffic signal is warranted at this intersection. There is right-of way along 7800 south to include two westbound through lanes between 4000 West and 5200 West. This will greatly reduce the delays in the corridor.

PROJECT COST

Estimated Total Cost:	\$ 1,177,732
Federal Funds Available:	\$ 1,098,000
Federal Funds Already Obligated:	\$ 1,098,000
Federal Funds Available:	\$ 0.00

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	West Jordan City



REDWOOD ROAD & 8200 SOUTH – PIN 7204

**Intersection Improvements
PROJECT UNDER CONSTRUCTION**

PROJECT DESCRIPTION

Sponsor:	West Jordan	Average Weekday	Current (2005)	Projected (2030)
Type of Work:	Intersection Improvements	Daily Traffic (AWDT):		
		Redwood Road	34,000	55,000
		8200 South	4,656	8,000
Functional Classification:	Minor Arterial / Local	Facility Width	Existing	Proposed
Route Identification:	F-0068(54)48	Roadway (I-15)	40'	66'
Length:	0.076 miles	ROW (I-15)	56' – 66'	96'
Year added to TIP:	2008			

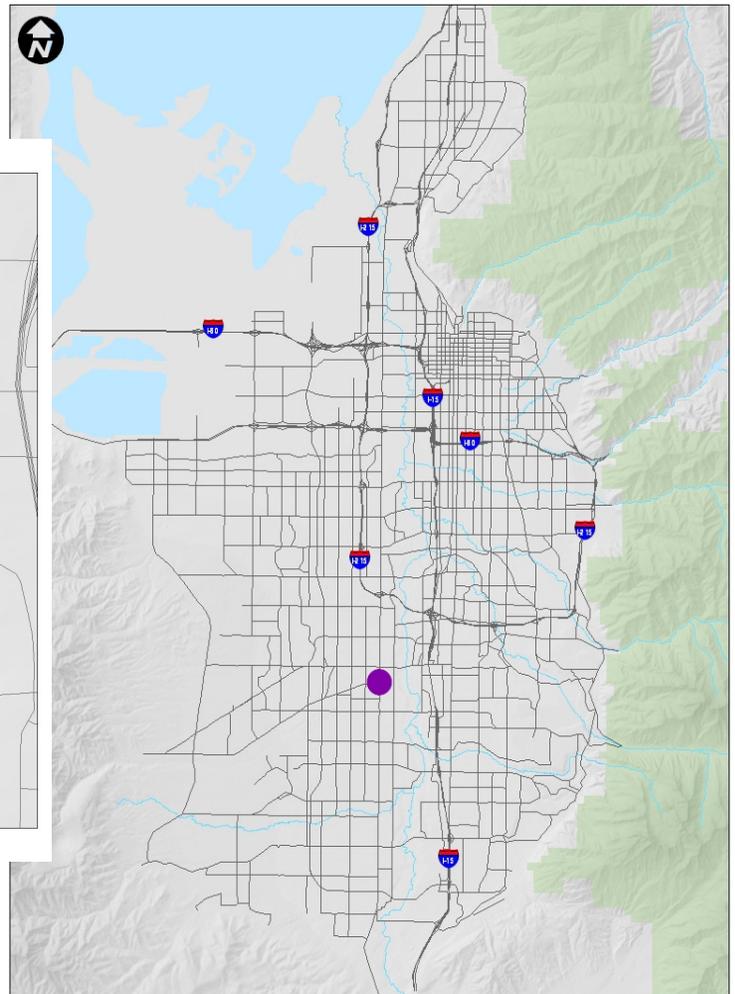
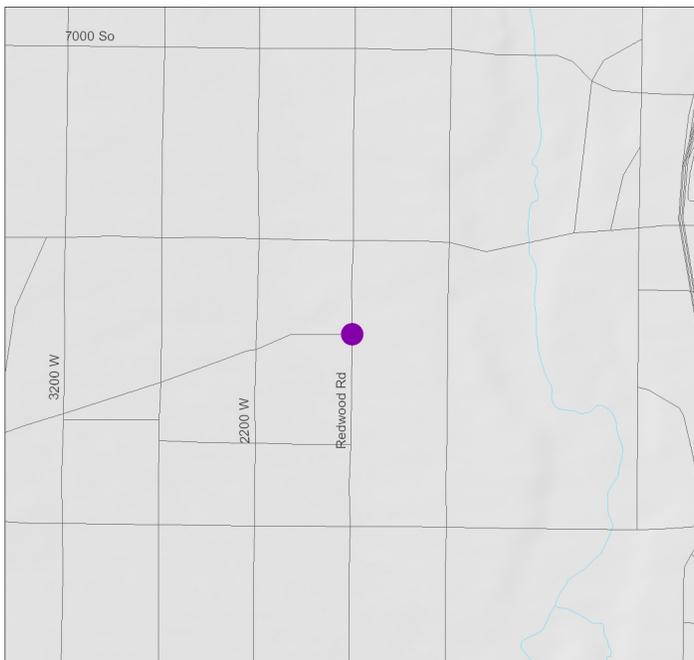
This project will realign one of the cross streets and provide a signal at the intersection. 8200 South Street and Sugar Factory Road is a poor offset tee intersection that causes traffic to perform dangerous head-on maneuvers in order to make left-hand turns off of Redwood Road onto the two local cross streets. This location is currently approved for a signal under a corridor agreement with UDOT Region 2, after warrants are met for the intersection. The request for funding includes right-of-way for the realignment, new curb, gutter, and sidewalk, new ADA ramps, and funding for a traffic signal.

PROJECT COST

Estimated Total Cost:	\$ 1,494,000
Federal Funds to be Obligated:	\$ 1,309,000
Federal Funds Obligated :	\$ 503,443
Federal Funds Available FY 2014:	\$ 805,557

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	West Jordan



2015 – 2020 Transportation Improvement Program (TIP)

STATE STREET (US-89); 6400 SOUTH TO 8000 SOUTH – PIN 7001
Roadway – Asphalt Pavement Reconstruction/ Widen
PROJECT COMPLETE

PROJECT DESCRIPTION

Sponsor:	UDOT/ Midvale	Average Weekday	Current (2007)	Projected (2030)
Type of Work:	Reconstruct/Widen	Daily Traffic (AWDT):	23,895	41,000
Functional Classification:	Minor Arterial	Facility Width	Existing	Proposed
Route Identification:	S-0089(173)316	Roadway	60'	84' – 96'
Length:	3 miles	ROW (I-15)	72'-100'	101'-113'
Year added to TIP:	2010			

The purpose of the project is to reduce congestion on SR-89 (State Street) between 6400 South and 9000 South by increasing capacity (a distance of 3 miles) by improving the existing 5-lane/ 6-lane cross-section on State St. to a 7-lane cross-section (3 travel lanes in each direction and a two-way left-turn lane, 2-ft shoulders, curb and gutter, and a 6-ft sidewalk on each side. The project will eliminate the bottleneck, correct safety deficiencies, correct intersection geometrics, and improve the existing storm-drain system.

PROJECT COST

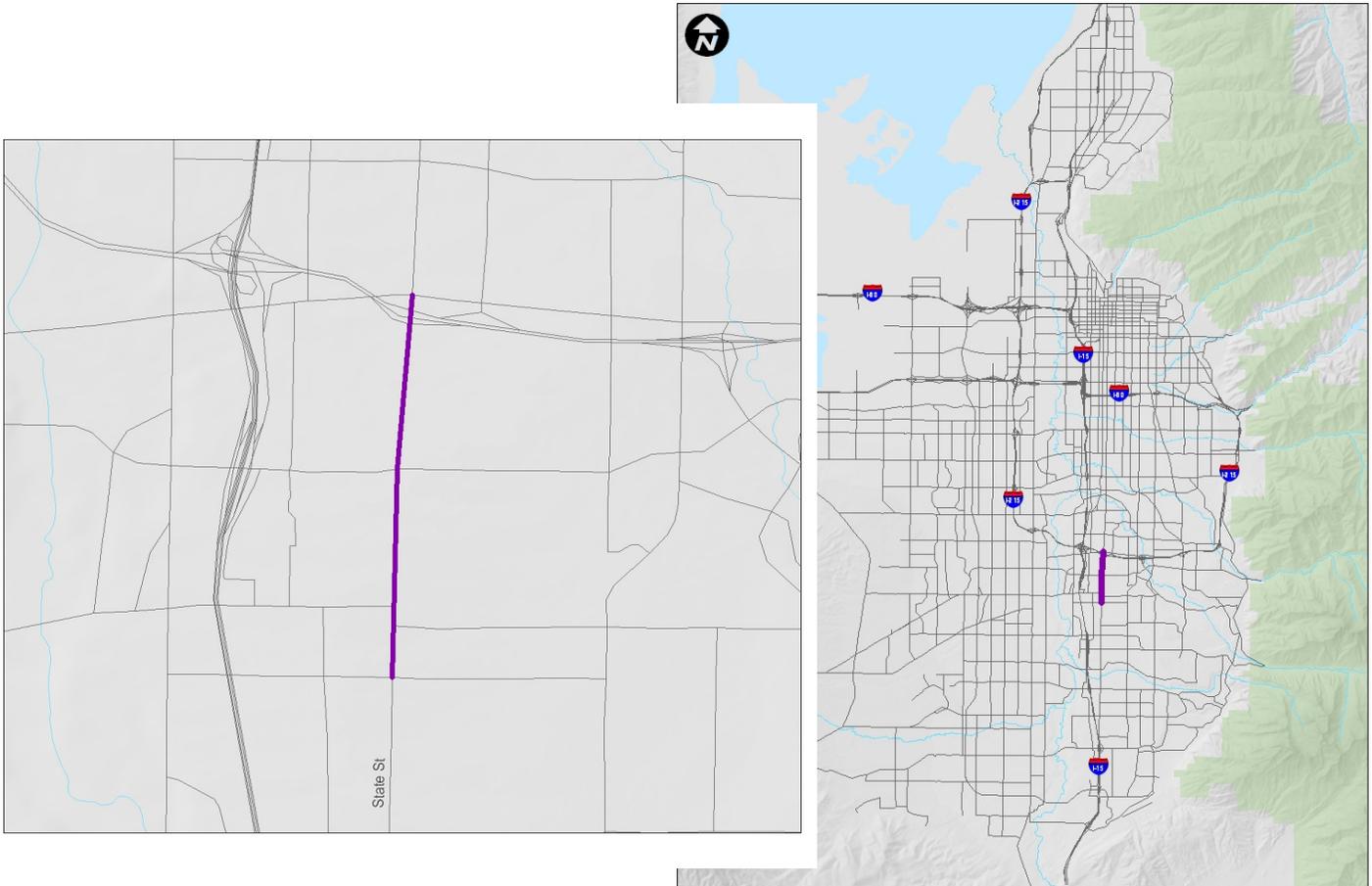
Estimated Total Cost:	\$ 24,000,000
Federal Funds to be Obligated:	\$ 5,000,000
Federal Funds Obligated :	\$ 5,000,000
Federal Funds Available:	\$ - 0 -

SOURCE OF FUNDS

Federal: Surface Transportation Program	
State General Funds	
Non-Federal: UDOT	

Other Funds Programmed

State Highway Construction Program	\$ 7,000,000	State General Fund HB-242	\$ 1,000,000
STP-Flexible (Any Area) Statewide	\$ 5,000,000	Equity Bonus/ Minimum Guarantee	\$ 5,000,000



10600 SOUTH – 1200 EAST to 1750 EAST – PIN 5282
Widening & Reconstruction
PROJECT COMPLETE

PROJECT DESCRIPTION

Sponsor:	Sandy City	Average Weekday	Current (2010)	Projected (2030)
Type of Work:	Widening & Reconstruction	Daily Traffic (AWDT):	9,000	14,000
Functional Classification:	Minor Arterial			
Route Identification:	STP-LC35 (154)	Facility Width	Existing	Proposed
Length:	.54 miles (.869 km)	Roadway	40-84'	60'
Year added to TIP:	2005	ROW	40-84'	84'

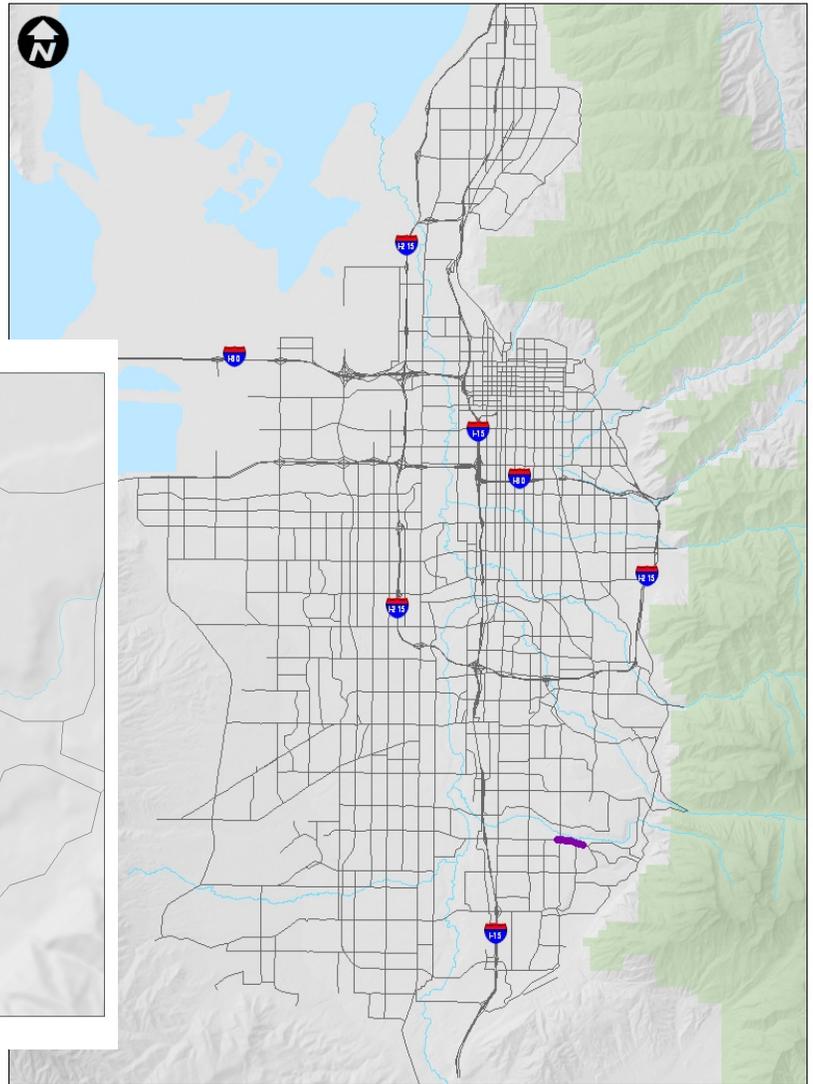
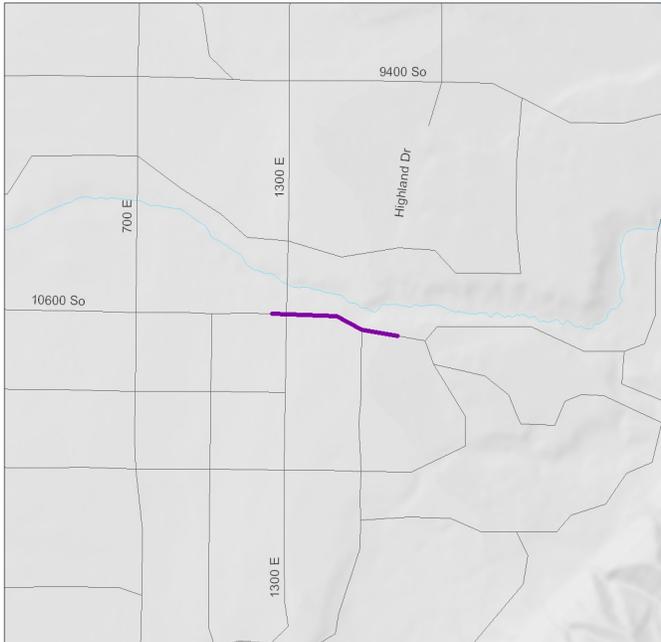
This project consists of widening 10600 South/Dimple Dell Road from 1200 East to approximately 1750 East to an arterial roadway with a 5-lane cross section (2-through lanes in each direction with a center shared turn lane). The 1700 East intersection would be improved to 2-through lanes in both directions and an exclusive right turn lane for eastbound and exclusive left turn lane for westbound. These improvements are needed to provide a safe and effective east/west transportation facility for many modes of travel including passenger cars, trucks, transit vehicles, bicycles, and pedestrians.

PROJECT COST

Estimated Total Cost:	\$ 9,161,000
Federal Funds to be Obligated:	\$ 7,753,000
Federal Funds Obligated to Date:	\$ 5,871,159
Federal Funds Available FY 2014:	\$ 1,881,841

SOURCE OF FUNDS

Federal: Surface Transportation Program
 Non-Federal: Sandy City



1300 SOUTH; 500 WEST TO 700 WEST – PIN 6621
Bridge Rehabilitation

PROJECT DESCRIPTION

Sponsor:	Salt Lake City	Average Weekday	Current (2004)	Projected (2030)
Type of Work:	Bridge Rehabilitation	Daily Traffic (AWDT):	16,000	23,000
Functional Classification:	Minor Arterial			
Route Identification:	F-LC35(184)	Facility Width	Existing	Proposed
Length:	.29 miles (.47 km)	Roadway	54'	54'
Year added to TIP:	2007	ROW	75' – 100'	75' – 100'

This project would provide structural rehabilitation and seismic retrofit of the 1300 South viaduct. Major work would involve replacement of the deteriorated bridge deck, pre-stressed concrete girder repair, bent column and pier cap strengthening, improved pedestrian safety and ADA access, and street light and traffic signal upgrades.

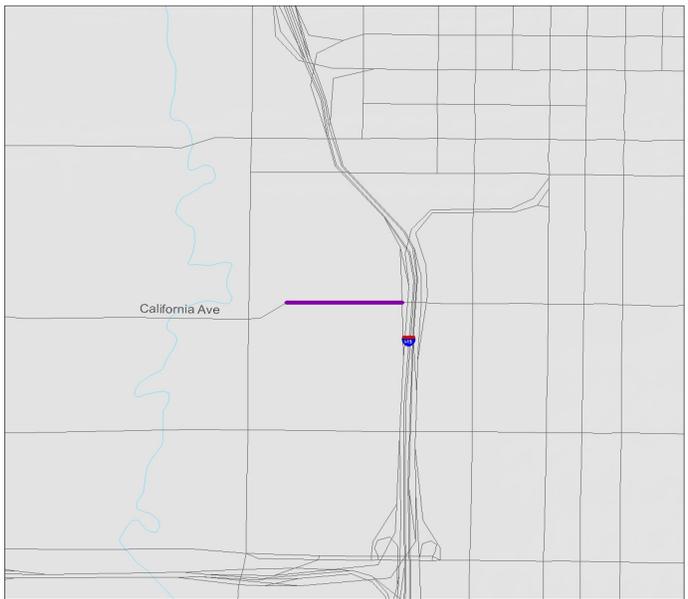
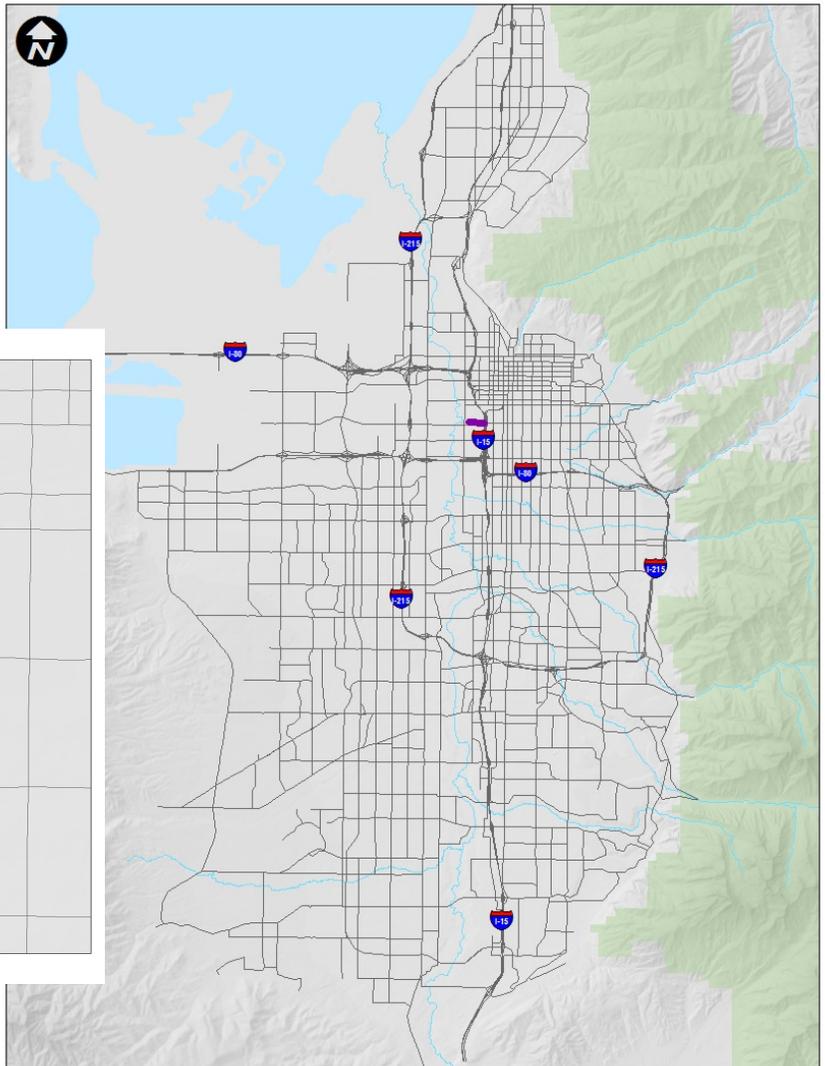
Project involves the rehabilitation and reconstruction of the existing 1300 South viaduct; no additional travel or turn lanes will be constructed.

PROJECT COST

Estimated Total Cost:	\$ 11,041,296
Federal Funds to be Obligated:	\$ 10,293,800
Federal Funds Obligated to Date:	\$ 1,445,997
Federal Funds Available FY 2014:	\$ 8,847,803

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Salt Lake City



1200 WEST CONNECTION – 3100 SOUTH to 3300 SOUTH – PIN 5284

New Construction

CONSTRUCTION COMPLETE

PROJECT DESCRIPTION

Sponsor:	West Valley	Average Weekday	Current (2004)	Projected (2030)
Type of Work:	New Construction	Daily Traffic (AWDT):	15,000 (modeled)	19,000
Functional Classification:	Collector			
Route Identification:	STP-LC35 (155)	Facility Width	Existing	Proposed
Length:	.33 miles (.531 km)	Roadway	N/A	54'
Year added to TIP:	2005	ROW	N/A	90-96'

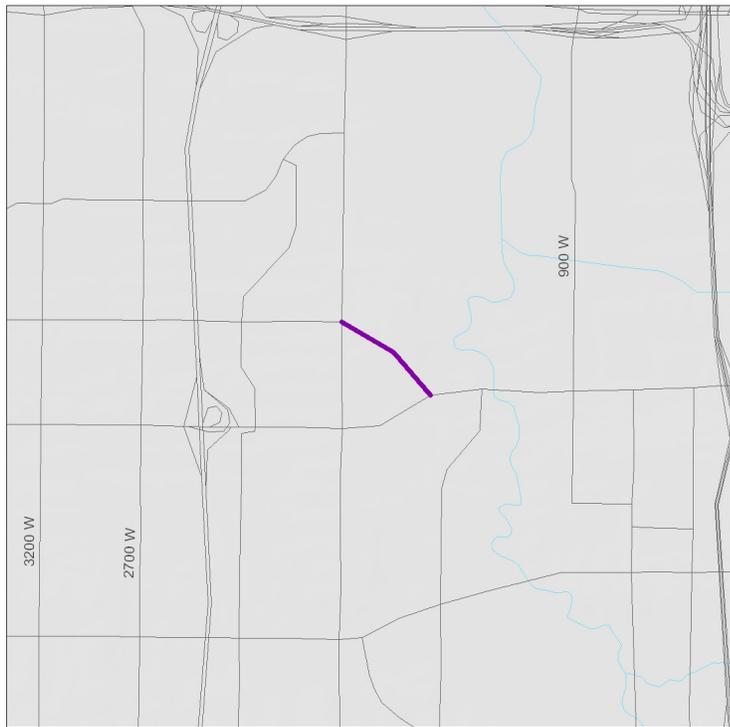
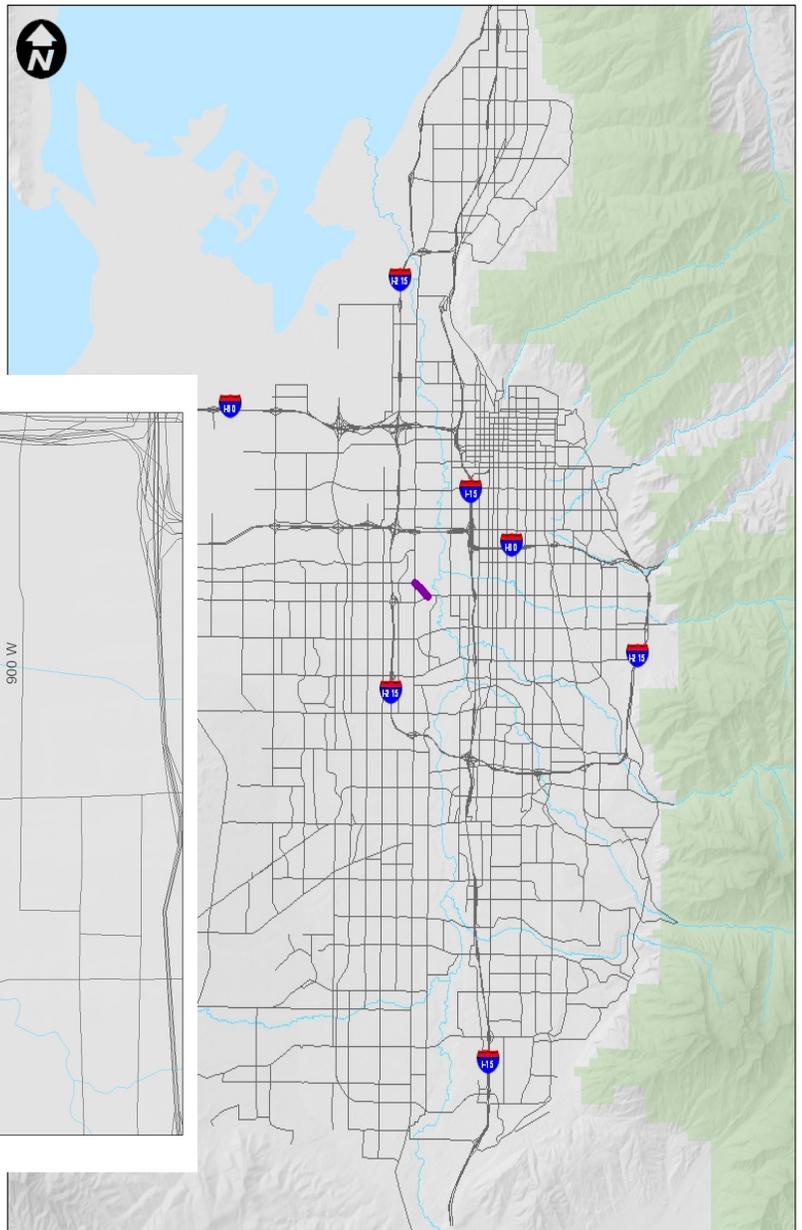
Construct a new roadway connection from 3300 South to 3100 South at approximately 1200 West. The roadway will be built with 4-travel lanes, center median, street lighting, bike lanes, sidewalk, curb, and gutter. At 3300 South, a signal will be constructed at approximately 1375 West and an island built at 1400 West to prohibit left turning movements to and from the south.

PROJECT COST

Estimated Total Cost:	\$ 3,287,305
Federal Funds to be Obligated:	\$ 2,979,000
Federal Funds Obligated to Date:	\$ 2,978,999
Federal Funds Available:	\$ 0.00

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	West Valley City



5600 WEST: 13100 SOUTH TO 11800 SOUTH – PIN 7635

New Construction

CONSTRUCTION COMPLETE

PROJECT DESCRIPTION

Sponsor:	Herriman City	Average Weekday	Current (2004)	Projected (2030)
Type of Work:	New Construction	Daily Traffic (AWDT):	8,000	16,000
Functional Classification:	Collector			
Route Identification:	F-LC35(197)	Facility Width	Existing	Proposed
Length:	1.0 miles (1.61 km)	Roadway	0'	56'
Year added to TIP:	2007	ROW	0' -100'	106'

The original construction of 5600 West was to be from Herriman Main Street to the future Herriman Parkway (approximately 12600 South). With the construction of the Mountain View Corridor and the favorable construction climate, the limits for the project were extended from Herriman Parkway to 11800 South. 5600 West will include a travel lane in each direction, center turn lane, and nine foot shoulders on either side. Project improvements will include storm drain, curb, gutter, and sidewalk.

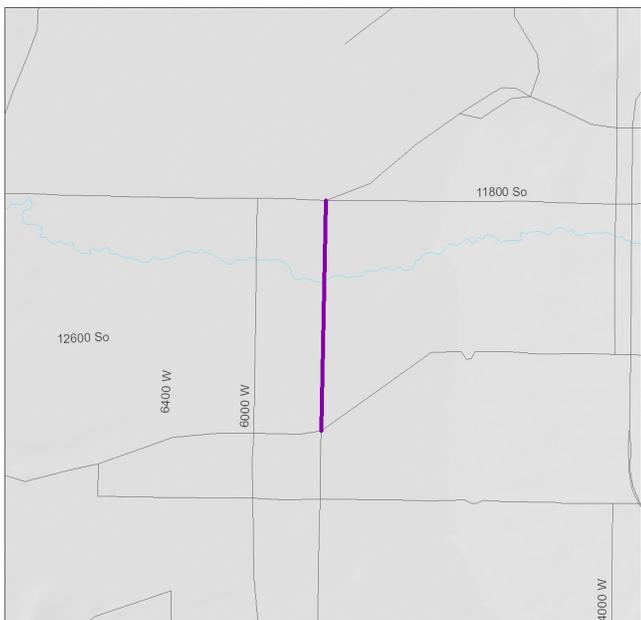
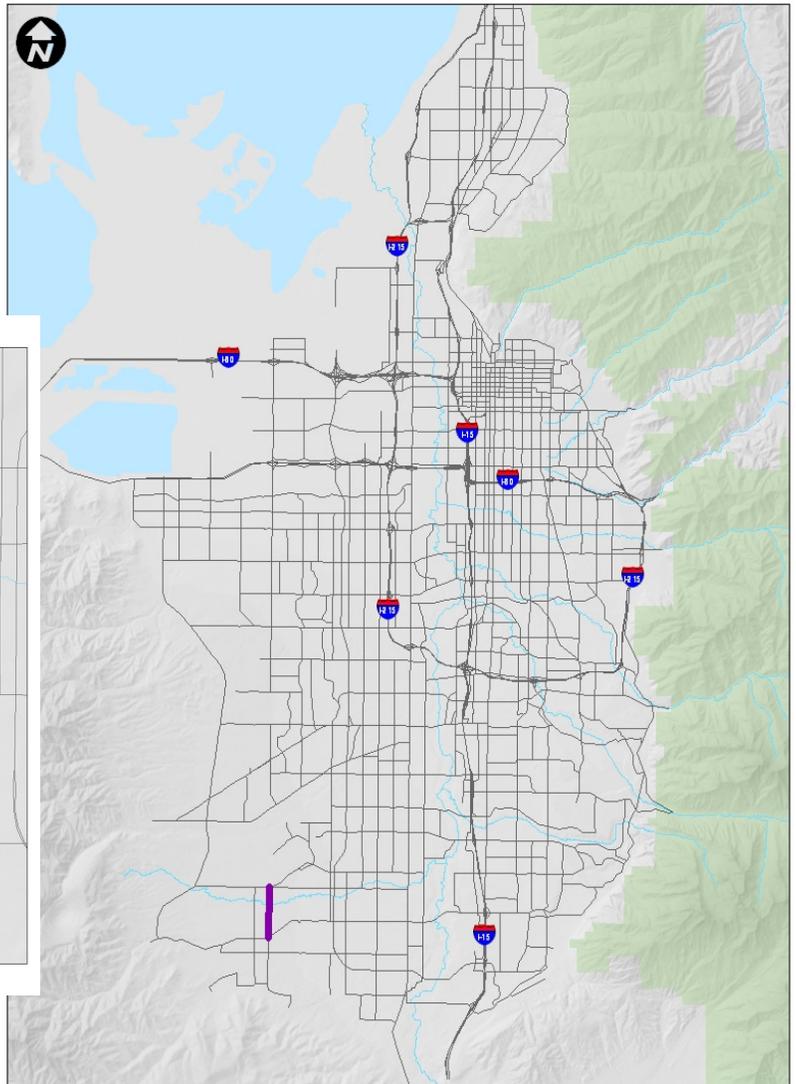
This project will provide regional connectivity from the 12600 South Corridor and locations in central and northern Herriman. It will also provide connectivity for the Mountain View Corridor facility due to the design of the 11800 South intersection and the Mountain View Corridor facility.

PROJECT COST

Estimated Total Cost:	\$ 9,325,000
Federal Funds to be Obligated:	\$ 4,500,000
Federal Funds Obligated to Date:	\$ 4,500,000
Federal Funds Available:	\$ 0.00

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Herriman City



13400 SOUTH; 4000 WEST to 4570 WEST – PIN 8104
Road Reconstruction and Widening/ Intersection Relocation and Signal Improvements
CONSTRUCTION COMPLETE

PROJECT DESCRIPTION

Sponsor:	Riverton	Average Weekday	Current (2007)	Projected (2030)
Type of Work:	Reconstruct and Widen & Intersection Improvements	Daily Traffic (AWDT):	26,000	61,000
Functional Classification:	Minor Arterial	Facility Width	Existing	Proposed
Route Identification:	F-LC35(199)	Roadway	64'	112'
Length:	0.70 miles	ROW	66'	124'
	Year added to TIP:	2009		

The widening of 13400 South is essential to Riverton, Herriman, and the operation of Mountain View Freeway. It is the primary arterial leading from Herriman and is a direct freeway-to freeway connection to I-15 via Bangerter Highway for Mountain View Corridor. The roadway is a connection to the Herriman City Center and will provide access to a proposed 200+ acre Regional Commercial Center in Riverton. The roadway will be a limited access facility and includes construction of two signalized intersections, bike lanes, and transit accommodations.

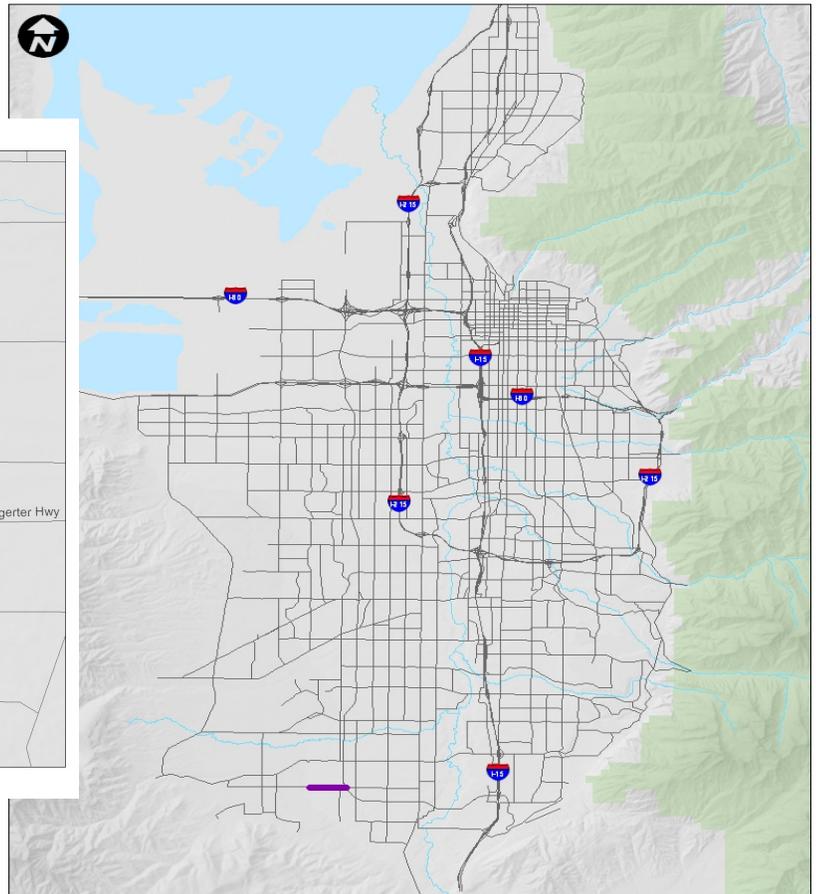
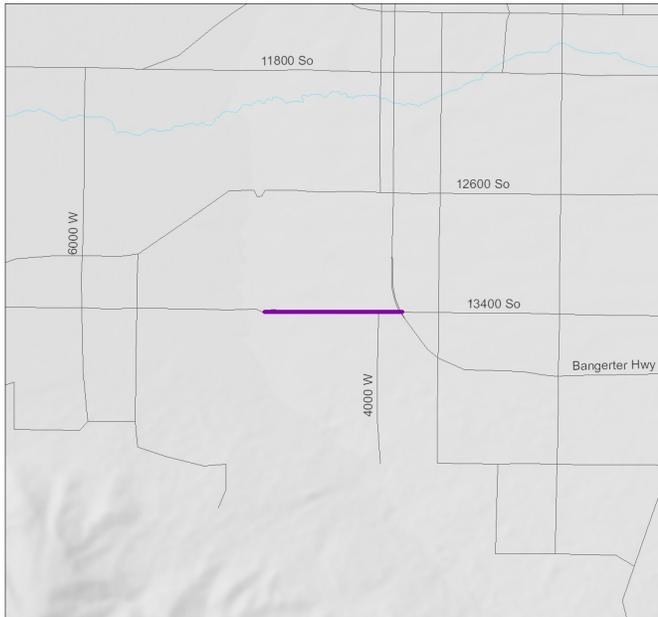
This project will also realign 4000 West at 13400 South and relocate the 4150 West intersection. This will provide a greater separation between the new intersection and Bangerter Highway. The project will facilitate future intersection improvements at Bangerter and reduce congestion. The relocated signal will be synchronized with Bangerter and the 4570 West intersection

PROJECT COST

Estimated Total Cost:	\$	7,985,295
Federal Funds to be Obligated:	\$	7,421,295
Federal Funds Obligated :	\$	7,329,000
Federal Funds Available:	\$	0.00

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Riverton City



2015 – 2020 Transportation Improvement Program (TIP)

5900 SOUTH; STATE STREET TO 700 WEST – PIN 8108
Roadway Reconstruction

PROJECT DESCRIPTION

Sponsor:	Murray	Average Weekday	Current (2007)	Projected (2030)
Type of Work:	Reconstruction	Daily Traffic (AWDT):	11,270	16,000
Functional Classification:	Collector	Facility Width	Existing	Proposed
Route Identification:	F-LC35(201)	Roadway	42'	42'
Length:	1.1 miles	ROW	64'	64'
Year added to TIP:	2009			

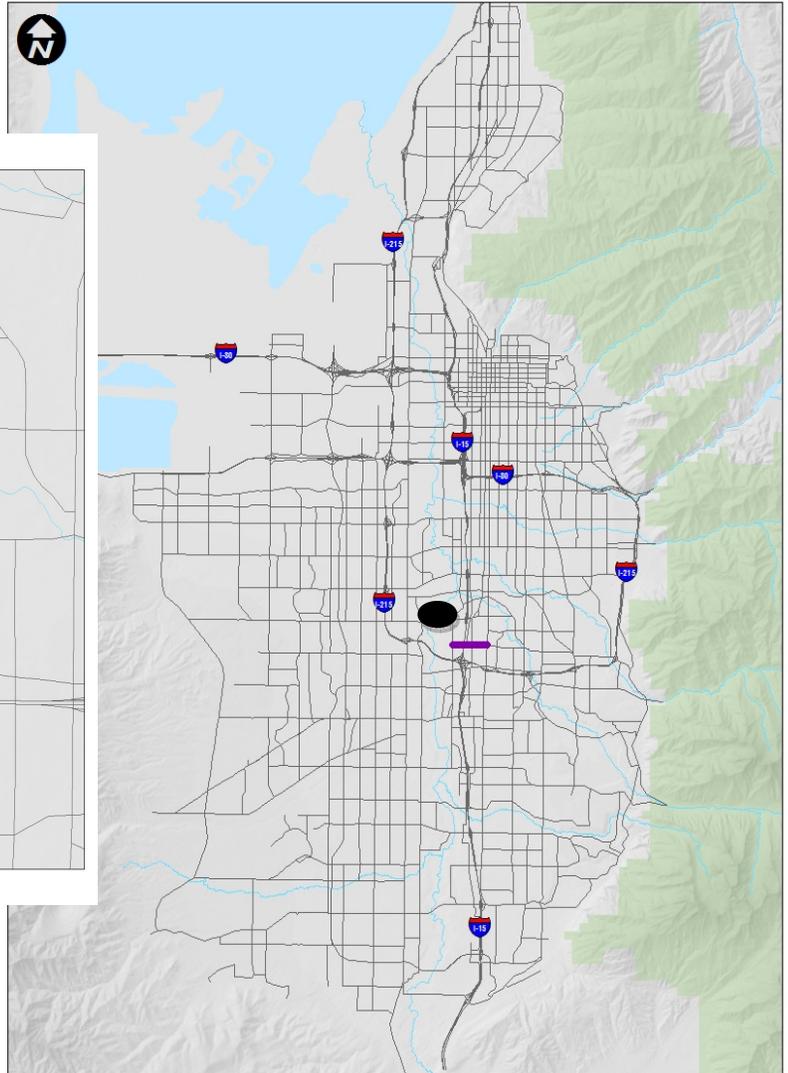
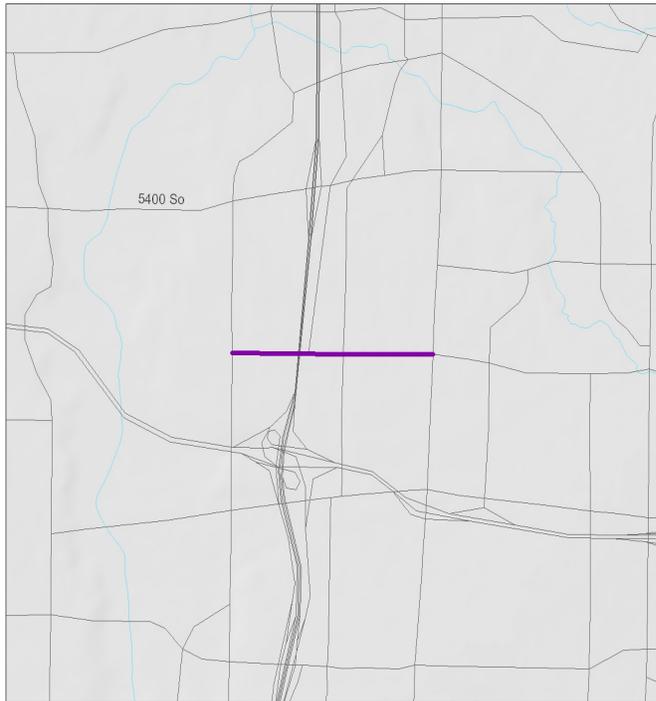
This project will rebuild the road section. It will include some replacement of deteriorated storm drain, ADA ramp upgrades, minor sidewalk and curb and gutter repairs, and conduit for interconnecting the traffic signals.

PROJECT COST

Estimated Total Cost:	\$ 5,100,000
Federal Funds to be Obligated:	\$ 4,639,000
Federal Funds Obligated :	\$ 408,450
Federal Funds Available FY 2014:	\$ 1,166,050
Federal Funds Available FY 2015:	\$ 2,064,500
Federal Funds Available FY 2016:	\$ 1,000,000

SOURCE OF FUNDS

Federal: Surface Transportation Program
 Non-Federal: Murray City



FORT UNION BOULEVARD AND HIGHLAND DRIVE INTERSECTION – PIN 8110
Intersection Improvements

PROJECT DESCRIPTION

Sponsor:	Cottonwood Heights	Average Weekday	Current (2007)	Projected (2030)
Type of Work:	Intersection Improvements	Daily Traffic (AWDT):	68,000	85,000
Functional Classification:	Minor/ Principal Art	Facility Width	Existing	Proposed
Route Identification:	F-LC35(202)	Roadway	150'	165'
Length:	0.25 miles	ROW	160'	180'
Year added to TIP:	2009			

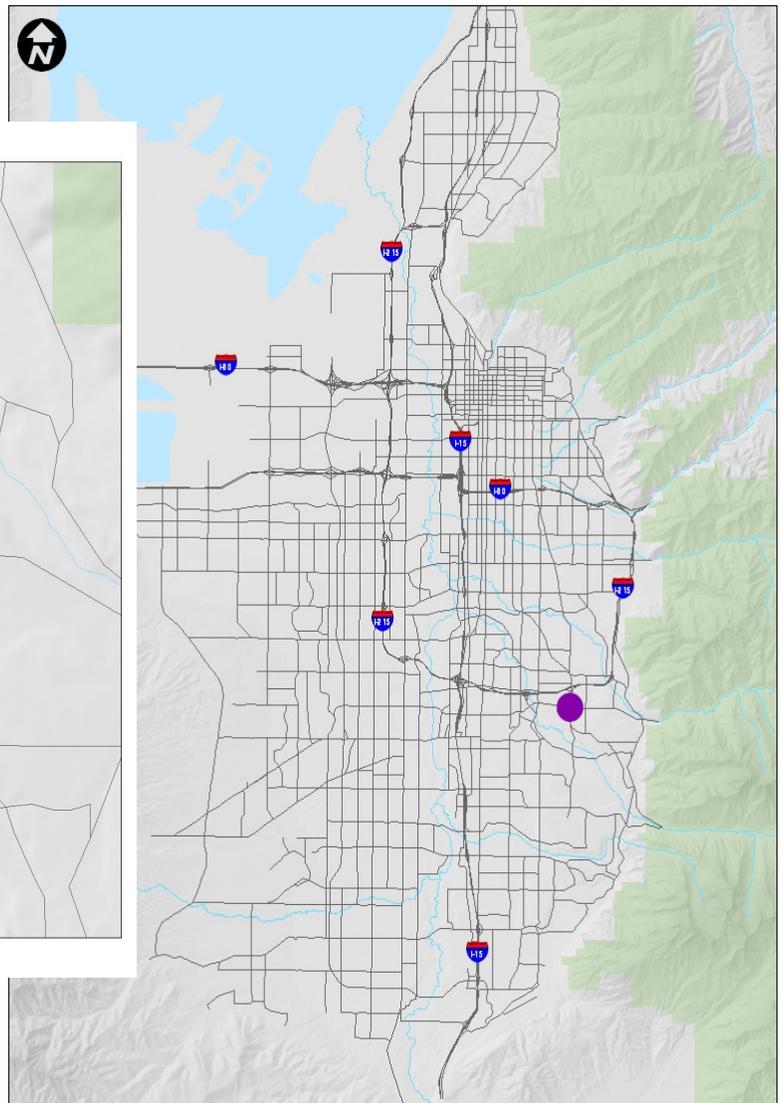
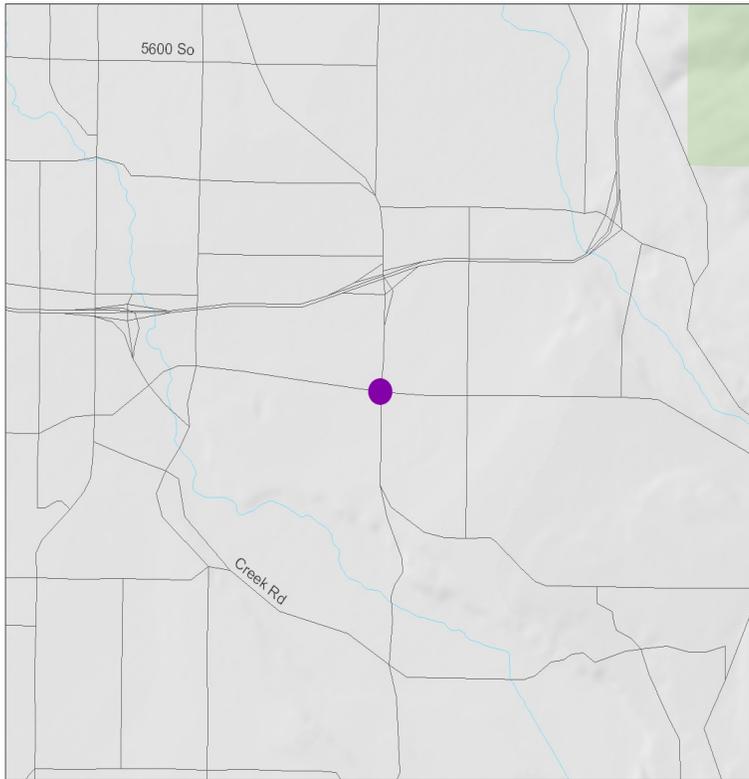
Increase capacity of intersection by adding dual left turn lanes in each direction except EB Ft. Union. Medians installed on all legs of the intersections will reduce conflict points and improve safety and efficiency. UTA bus stop would be relocated farther from intersection and a bus turn out would be installed.

PROJECT COST

Estimated Total Cost:	\$ 4,798,000
Federal Funds to be Obligated:	\$ 4,232,000
Federal Funds Obligated :	\$ - 0 -
Federal Funds Available FY 2014:	\$ 1,871,000
Federal Funds Available FY 2015:	\$ 2,361,000
Federal Funds Available FY 2016:	\$ 1,000,000

SOURCE OF FUNDS

Federal: Surface Transportation Program
 Non-Federal: Cottonwood Heights City



2015 – 2020 Transportation Improvement Program (TIP)

300 EAST; 3300 SOUTH TO 3900 SOUTH – PIN 8112
Roadway Reconstruction

PROJECT DESCRIPTION

Sponsor:	South Salt Lake	Average Weekday	Current (2007)	Projected (2030)
Type of Work:	Reconstruction	Daily Traffic (AWDT):	11,000	15,950
Functional Classification:	Collector	Facility Width	Existing	Proposed
Route Identification:	F-LC35 (203)	Roadway	40'	40'
Length:	0.94 miles	ROW	64'	64'
Year added to TIP:	2009			

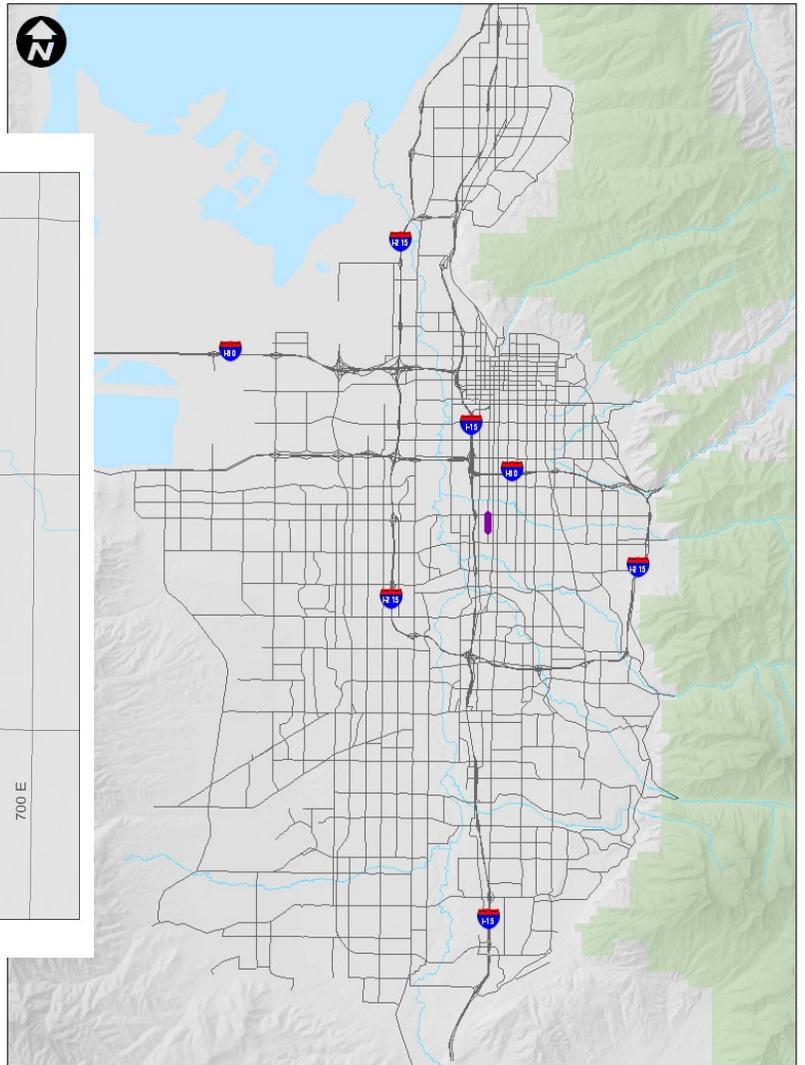
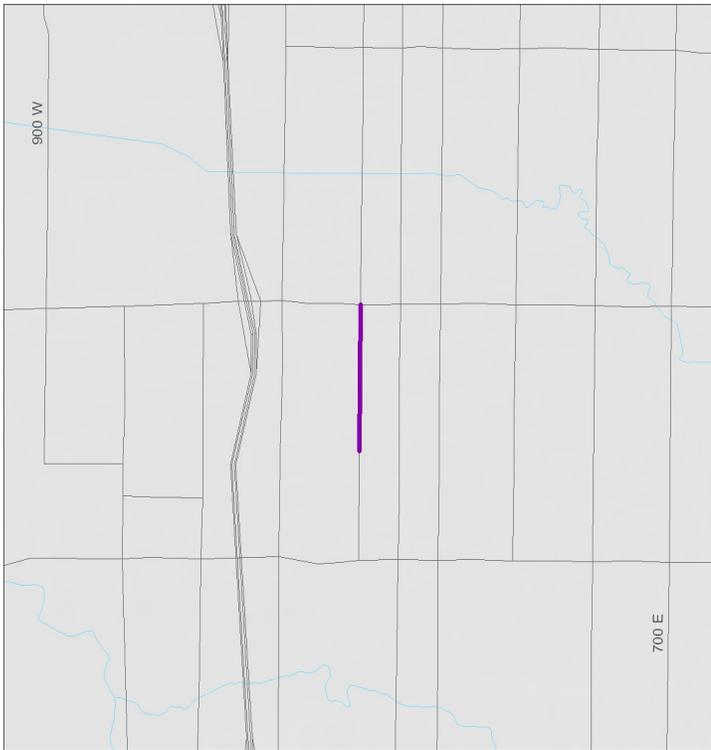
The 300 East Reconstruction Project will consist of removing the existing 0.88 miles of asphalt pavement and replacing it with new concrete or asphalt pavement, upgrading the existing drainage system on 300 East and a few spot replacements of curb, gutter and sidewalk, where necessary. Phase I and Phase II of 300 East were combined into this PIN.

PROJECT COST

Estimated Total Cost:	\$	9,326,000
Federal Funds to be Obligated:	\$	8,325,000
Federal Funds Obligated :	\$	498,781
Federal Funds Available FY 2014:	\$	1,711,219
Federal Funds Available FY 2015:	\$	1,770,000
Federal Funds Available FY 2016:	\$	3,345,000
Federal Funds Available FY 2016:	\$	1,000,000

SOURCE OF FUNDS

Federal: Surface Transportation Program
 Non-Federal: South Salt Lake City



2015 – 2020 Transportation Improvement Program (TIP)

2300 EAST (SR-195); I-80 TO 3900 SOUTH – PIN 8114
Reconstruct & Widen including Safety Improvements

PROJECT DESCRIPTION

Sponsor:	Salt Lake County	Average Weekday	Current (2007)	Projected (2030)
Type of Work:	Reconstruct & Widen	Daily Traffic (AWDT):	20,000	21,000
Functional Classification:	Minor Arterial	Facility Width	Existing	Proposed
Route Identification:	F-0195(5)	Roadway	38'	44'
Length:	2 miles	ROW	60'	60'
Year added to TIP:	2009			

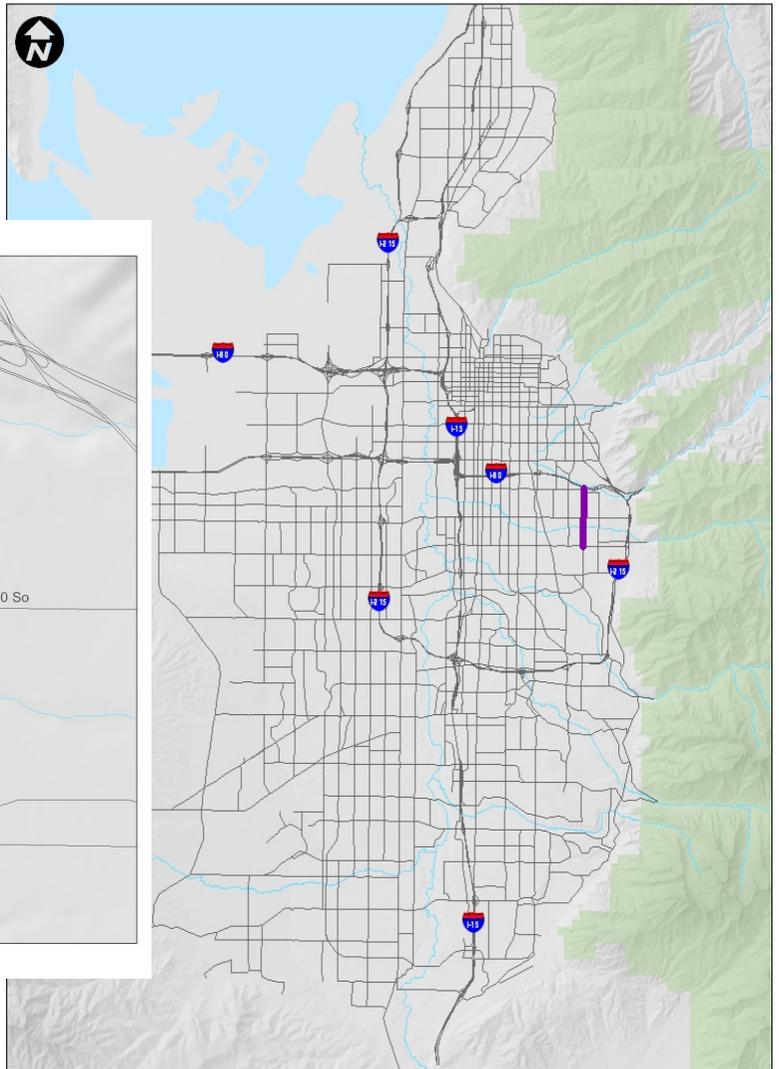
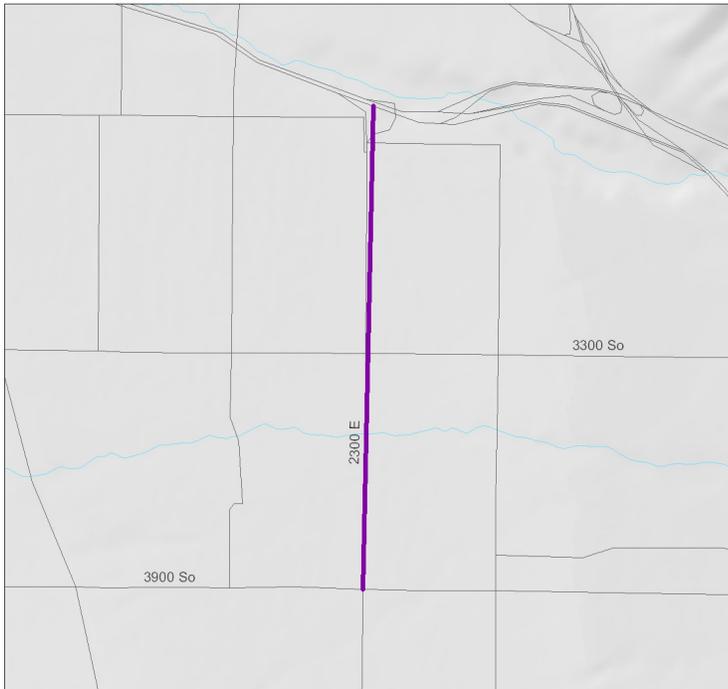
Reconstruct the pavement and construct curb, gutter, sidewalk, ADA ramps, and bike lanes along 2300 East from I-80 to 3900 South. This project will also move power poles further away from the travel-way, increase pedestrian safety and create a Complete Street for all users. Minimal widening may be necessary.

PROJECT COST

Estimated Total Cost:	\$	14,102,000
Federal Funds to be Obligated:	\$	8,225,043
Federal Funds Obligated :	\$	2,030,549
Federal Funds Available FY 2014:	\$	1,856,551
Federal Funds Available FY 2015:	\$	3,245,000
Federal Funds Available FY 2016:	\$	1,092,943

SOURCE OF FUNDS

Federal: Surface Transportation Program
 Non-Federal: Salt Lake County



2015 – 2020 Transportation Improvement Program (TIP)

5600 WEST (SR-172); 6300 SOUTH TO 7000 SOUTH – PIN 8100
Reconstruct & Widen

PROJECT DESCRIPTION

Sponsor:	West Jordan	Average Weekday	Current (2007)	Projected (2030)
Type of Work:	Reconstruct & Widen	Daily Traffic (AWDT):	12,000	18,000
Functional Classification:	Principal Arterial	Facility Width	Existing	Proposed
Route Identification:	F-0172(20)	Roadway	42'	81'
Length:	0.87 miles	ROW	54'	106'
Year added to TIP:	2009			

Widening of 5600 West from 6300 South to 7000 South. Project will include additional right of way, relocating utilities, completing the storm drain system, and adding curb and gutter to the west side of 5600 West.

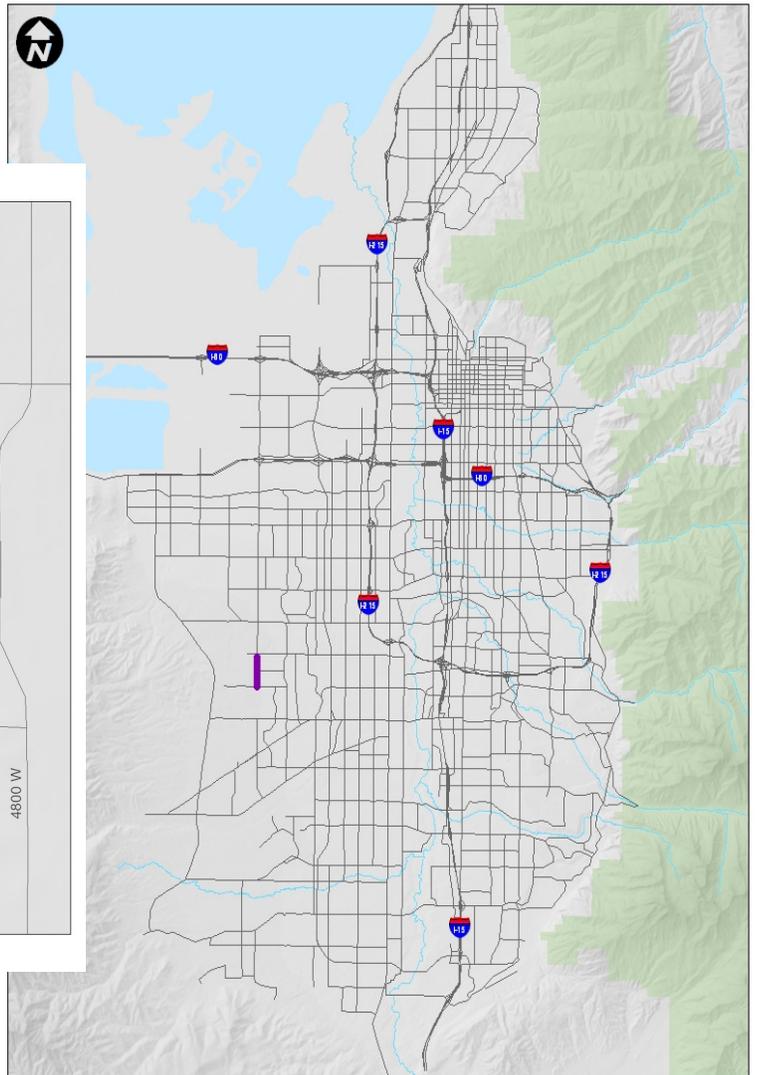
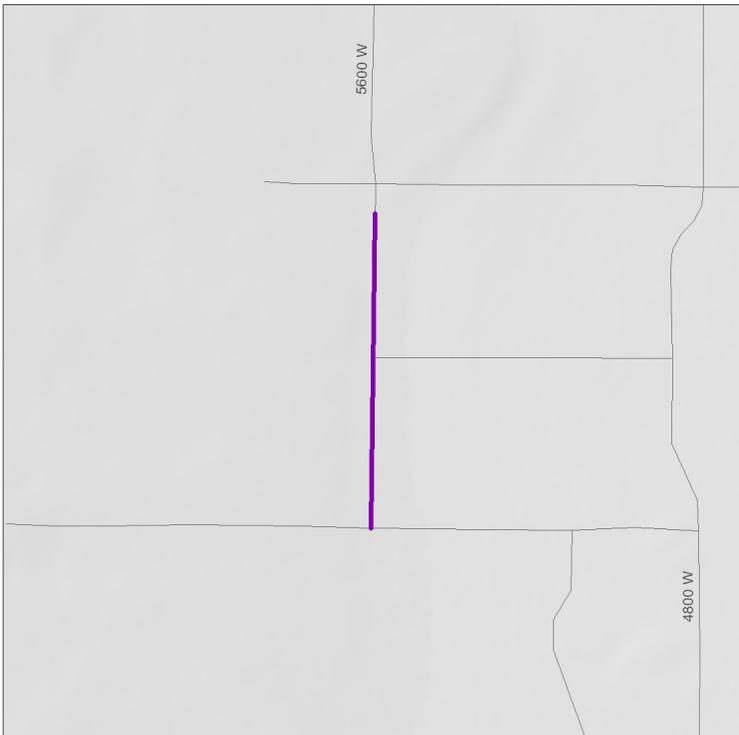
PROJECT COST

Estimated Total Cost:	\$ 6,663,000
Federal Funds to be Obligated:	\$ 5,750,000
Federal Funds Obligated :	\$ 408,677
Federal Funds Available FY 2014:	\$ 3,346,323
Federal Funds Available FY 2015:	\$ 1,995,000

SOURCE OF FUNDS

Federal: Surface Transportation Program

Non-Federal: West Jordan



SALT LAKE CENTRAL BUS MAINTENANCE FACILITY – PIN 11984
Relocate, Replace, and Expand the Bus Maintenance Facility

PROJECT DESCRIPTION

Sponsor: UTA
 Type of Work: New Construction
 Year added to TIP: 2013

The current Central Bus Garage is already over-capacity, and several routes that would run from downtown operate out of our Meadowbrook facility. The existing garage was constructed in 1972, and is severely outdated. Constructing the new Salt Lake Transit Center will allow UTA the bus expansion capacity to provide more service in concert with population increases in the area; and allow additional expansions in accordance with the Long Range Transportation Plan and its associated travel models. This would be impossible in the existing garage. The Salt Lake Transit Center will be a state-of-the-art facility, incorporating LEED and sustainable design features, reducing energy use and increasing operational efficiency.

UTA will construct a facility that will meet existing and future transit ridership demand through the year 2040. It will provide the maintenance and storage needs of an expanding bus fleet powered by alternative fuels needed to serve Utah's growing demands for more and cleaner transit. The Salt Lake Central Bus Maintenance Facility will provide UTA with a leadership role in the use of alternative fuels while ensuring inner-city development through technological innovation, environmental responsibility and global competitiveness in the bus components of a mass transit system in a major metropolitan area dealing with rapid population growth.

PROJECT COST

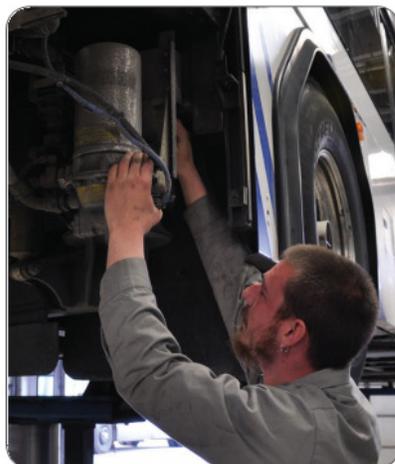
Estimated Total Cost: \$ 56,400,000
 Federal Funds to be Obligated: \$ 3,000,000
 Federal Funds Obligated : \$ - 0 -
 Federal Funds Available FY 2019: \$ 3,000,000

SOURCE OF FUNDS

Federal: Surface Transportation Program
 Non-Federal: UTA



Regional Setting



* The Executive Office of the President's Council of Economic Advisers estimates that one job-year is created for every \$92,000 of government spending. (Estimates of Job Creation from the American Recovery and Reinvestment Act of 2009, May 2009, Section II, pp 4-6)

**TRANSIT ORIENTED DEVELOPMENT (TOD) – PIN 8599
@ 10000 SOUTH TRAX STATION
Replace 11 Acres of Surface Parking with two Parking Structures**

PROJECT DESCRIPTION

Sponsor:	UTA	Route Identification:	NEWPROJECT-0027()
Type of Work:	Construct Two Parking Structures	Length:	0.25 miles
Year added to TIP:	2010		

UTA in partnership with multiple cities and private developers is planning transit oriented communities which will further economic development in the region, and provide transportation, pollution reduction, land conservation, energy conservation, economic, and job creation benefits to the region. The STP funds requested will provide initial seed money to fill the market gap between the cost of denser, smart growth development and surface parked sprawl. UTA can leverage federal funds with private developer funds to create sustainable communities, maximize the investment already made in the transit system, and reduce future pressure on the road system. The TOD outlined in this funding request in Sandy is expected to generate \$1,412,700 in increased annual farebox revenue for UTA (reducing future tax subsidies), and result in 5,958,375 vehicle miles saved annually. This request for parking deck funds will help fund the gap between smart growth infrastructure and surface parked sprawl.

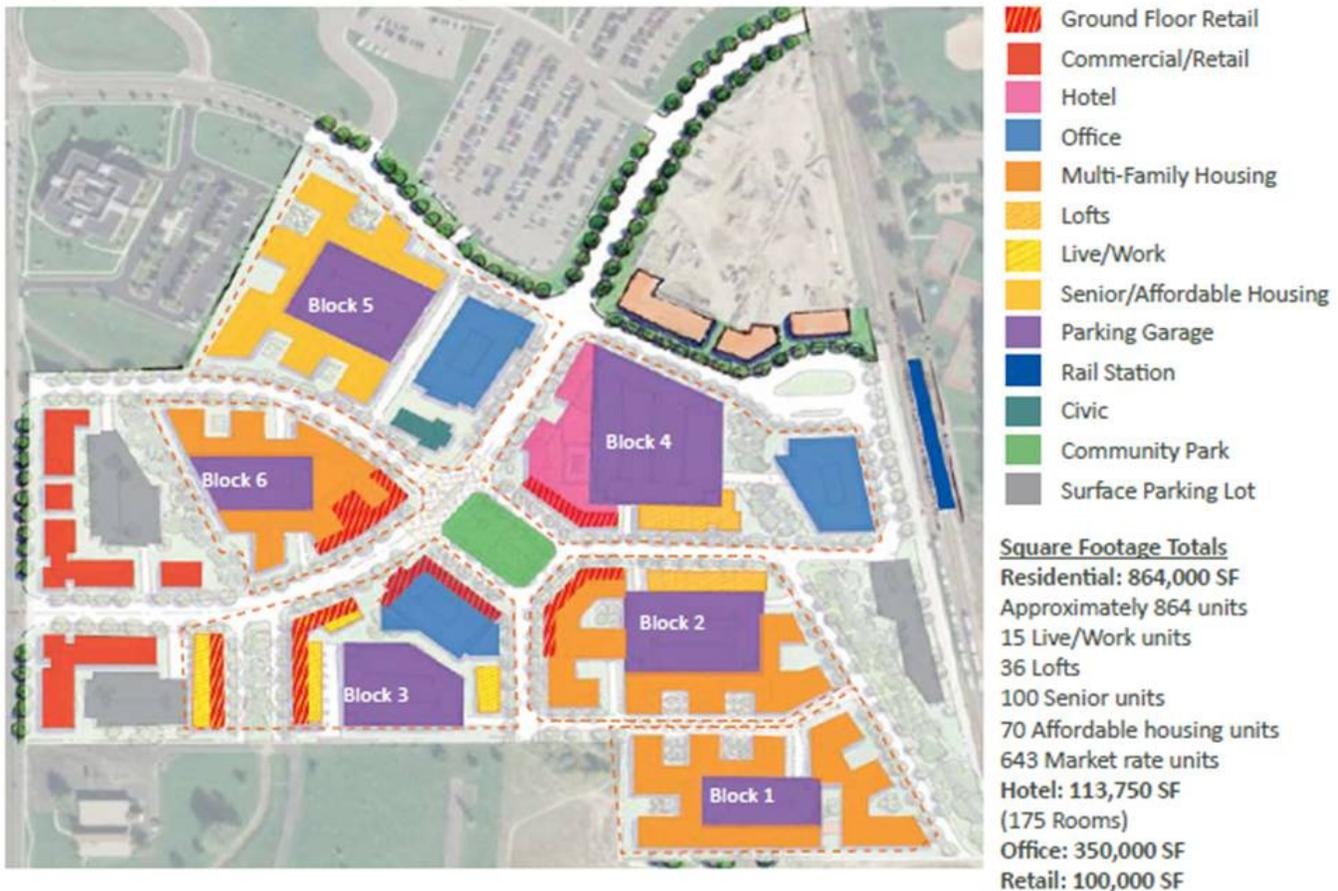
PROJECT COST

Estimated Total Cost:	\$ 13,500,000
Federal Funds to be Obligated:	\$ 2,000,000
Federal Funds Obligated :	\$ - 0 -
Federal Funds Available FY 2017:	\$ 1,000,000
Federal Funds Available FY 2014:	\$ 1,000,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Utah Transit Authority

Proposed Program for TOD Site, North.



HIGHLAND DRIVE & I-215; I-215 WESTBOUND ON-RAMP TO LA CRESTA – PIN 8565
Construct a Turn Lane and Controlled Access

PROJECT DESCRIPTION

Sponsor:	Cottonwood Heights	Average Weekday	Current (2008)	Projected (2030)
Type of Work:	Construct Access & Turn Lane	Daily Traffic (AWDT):	50,000	67,000
Functional Classification:	Principal Arterial	Facility Width	Existing	Proposed
Route Identification:	NewProject-0008()	Roadway	46'	58'
Length:	0.50 miles	ROW	54'	64'
		Year added to TIP:	2010	

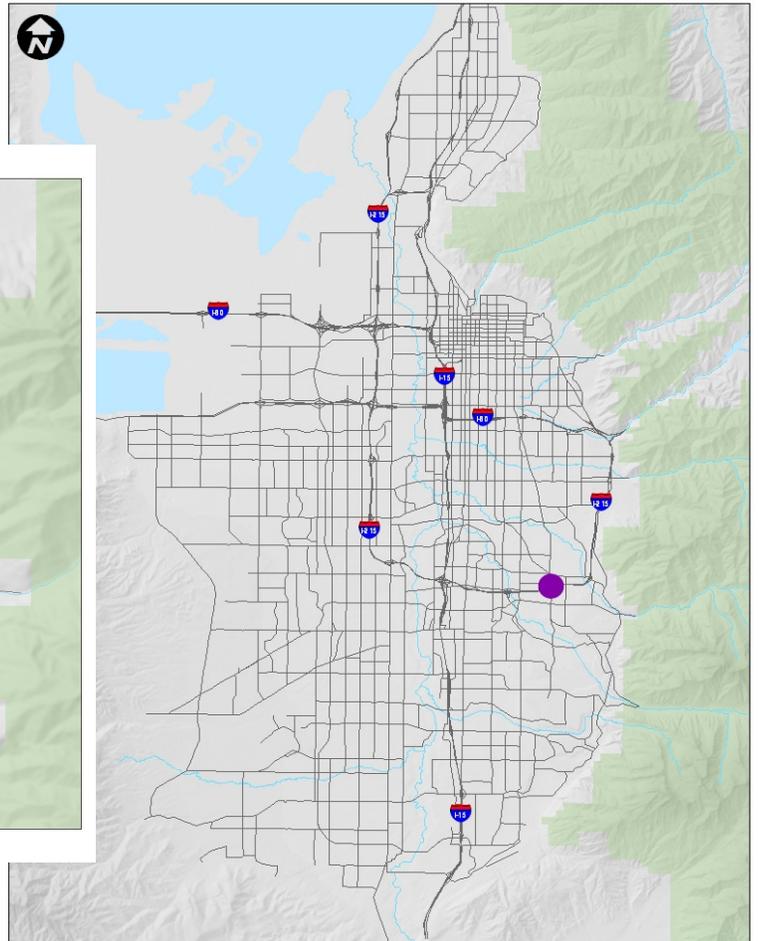
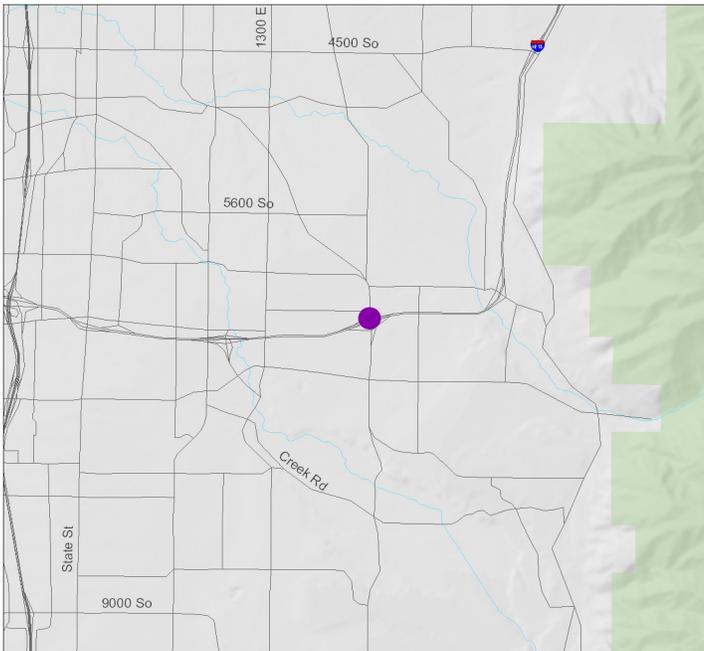
This project will improve congested traffic conditions on Highland Drive by improving the roadway in three locations. 1) Adding a dedicated right turn lane onto La Cresta Drive. 2) Restriping the I-215 Westbound onramp to accommodate an additional lane. 3) Constructing a new access onto I-215 Westbound. During peak hours, cars accessing I-215 Westbound backup past the Blackstone/Highland Dr. intersection and block traffic on adjacent streets attempting to access Highland Drive. Currently cars must enter I-215 WB via a single lane. Restriping Highland Drive will provide additional capacity onto the freeway and reduce the existing delay. Constructing an additional onramp onto I-215 WB will provide a second option for vehicles travelling northbound on Highland Drive. The intersection could easily accommodate a new left turn lane onto WB I-215 with the addition of a dedicated left turn signal at the intersection.

PROJECT COST

Estimated Total Cost:	\$	1,828,000
Federal Funds to be Obligated:	\$	1,661,000
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2014:	\$	510,000
Federal Funds Available FY 2015:	\$	1,151,000

SOURCE OF FUNDS

Federal: Surface Transportation Program
 Non-Federal: Cottonwood Heights



6200 SOUTH; 6100 WEST TO SR-111 – PIN 8557
New Construction

PROJECT DESCRIPTION

Sponsor:	West Valley City	Average Weekday	Current (2008)	Projected (2030)
Type of Work:	New Construction	Daily Traffic (AWDT):	4,250	25,000
Functional Classification:	Minor Arterial	Facility Width	Existing	Proposed
Route Identification:	NewProject-004()	Roadway	0'	44'
Length:	1.24 miles	ROW	0'	114'
		Year added to TIP:	2010	

The road will be built with 44' of ACP, with 3-12' lanes and 2-4' bike lanes. The road will connect to the Mountain View Corridor (MVC). The ultimate ROW for the road is 114', with 89' of asphalt, providing 7 lanes, plus bike lanes. The project proposed for STP funds is scaled down to the narrow width to make it economical, and to connect to SR-111.

6200 South is a major east-west transportation corridor for the middle section of the Salt Lake Valley, with 18,000 vpd at 5600 West. The proposed extension of 6200 South to SR-111 is on Phase I of the Regional Transportation Plan. UDOT will build an intersection at 6200 South on the Mountain View Corridor during Phase I of construction of the highway, which has already begun.

Current travel time from 5600 West at 6200 South to SR-111 at 6200 South is 10 minutes. The project will make travel times less than 3-1/2 minutes. New residential development has come west of SR-111 in recent years. The project is necessary to be able to provide adequate emergency response times to development along SR-111.

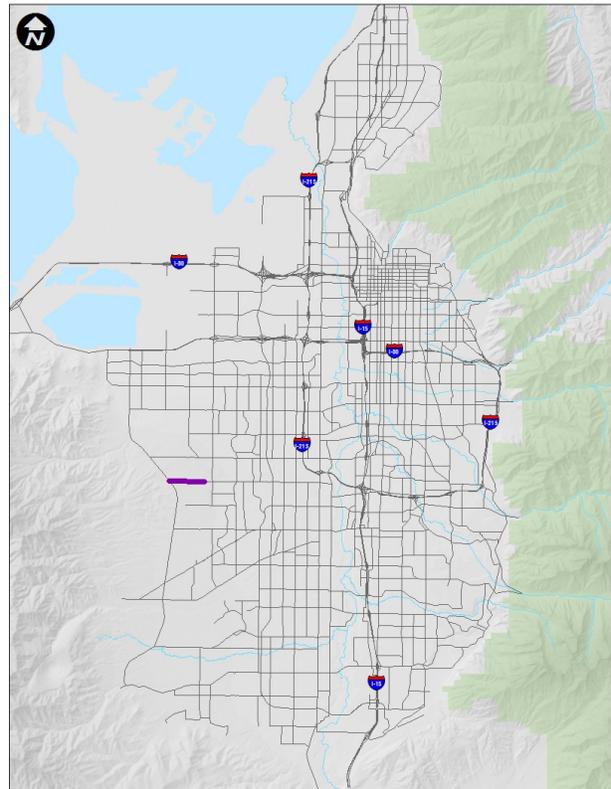
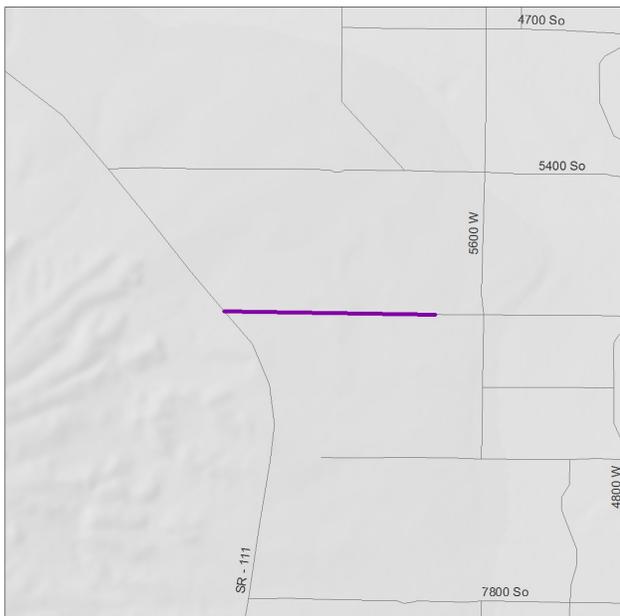
6200 South will provide an important connection on the west side of the valley, and will improve mobility for residents and emergency services.

PROJECT COST

Estimated Total Cost:	\$	6,655,000
Federal Funds to be Obligated:	\$	5,463,000
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2014:	\$	10,000
Federal Funds Available FY 2015:	\$	990,000
Federal Funds Available FY 2016:	\$	1,005,000
Federal Funds Available FY 2017:	\$	2,000,000
Federal Funds Available FY 2017:	\$	1,458,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	West Valley City



2015 – 2020 Transportation Improvement Program (TIP)

4700 SOUTH I-215 AREA; 2200 WEST TO 2700 WEST – PIN 8553
Feasibility Study

PROJECT DESCRIPTION

Sponsor:	Taylorsville City	Average Weekday	Current (2008)	Projected (2030)
Type of Work:	New Construction	Daily Traffic (AWDT):	40,000	53,000
Functional Classification:	Principal Arterial	Facility Width	Existing	Proposed
Route Identification:	NewProject-002()	Roadway	82'	96'
Length:	0.05 miles	ROW	106'	114'
		Year added to TIP:	2010	

Currently, 4700 South between 2200 West and 2700 West has three lanes of traffic in both directions and a center two-way left turn lane. Midway between 2200 and 2700 West are I-215 freeway on-ramps and off-ramps. This area needs to be studied to determine mitigation solutions. Intersections are congested during peak hours. This interchange serves Salt Lake Community College (Taylorsville Redwood Campus).

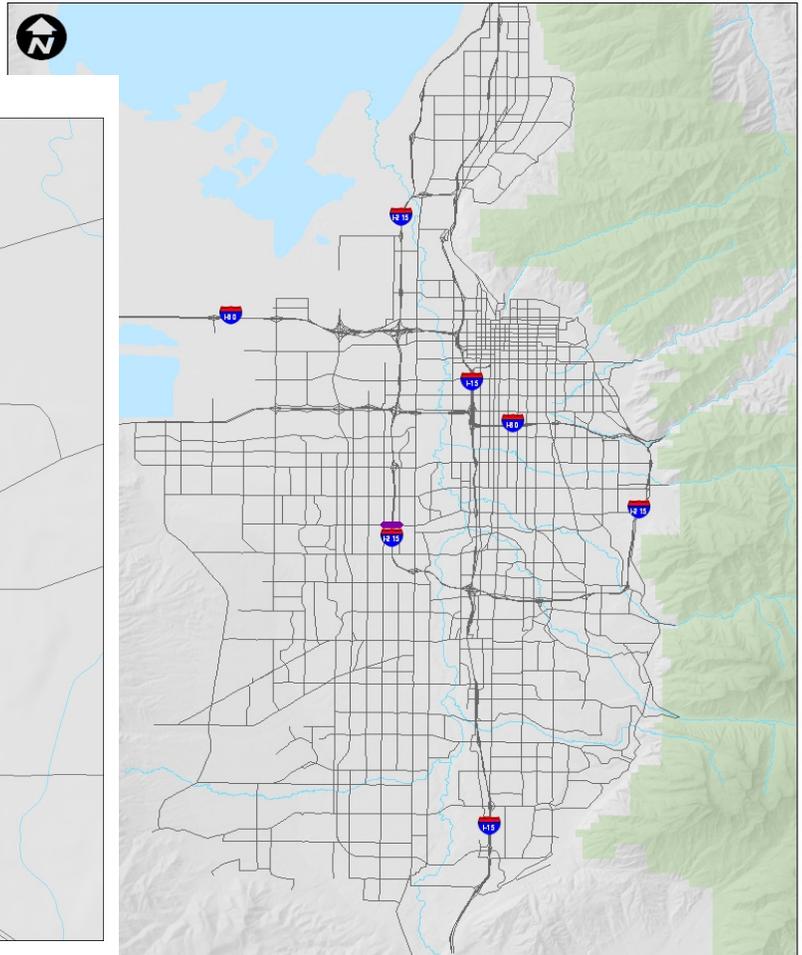
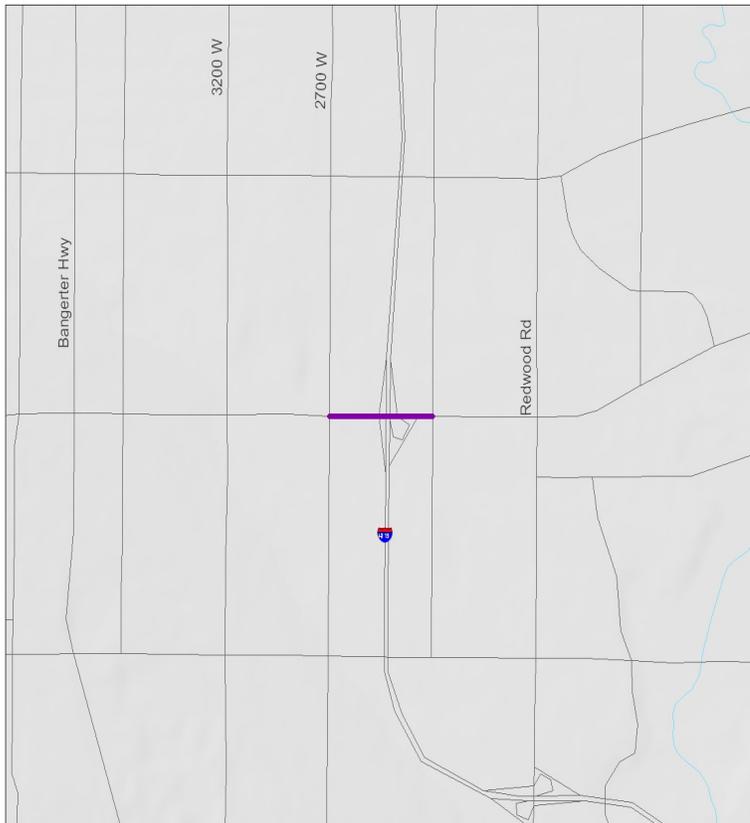
Traffic counts show 4700 S. to be a major connector of I-215 and Bangerter Highway. Currently, vehicular traffic on 4700 South between 2700 West and I-215 exceeds the volume of the roadway at peak hours (level F). A study is desired to determine if expansion of the roadway would result in a level of service C. Acquisition of land may present controversy from land owners. The study will help determine alternatives resulting in the best solution for land owners.

PROJECT COST

Estimated Total Cost:	\$	137,000
Federal Funds to be Obligated:	\$	124,265
Federal Funds Obligated:	\$	124,265
Federal Funds Available:	\$	- 0 -

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Taylorsville



**SALT LAKE CITY & COUNTY TRAFFIC
SIGNALS – PIN 7208
Upgrade Traffic Signals Connected to CommuterLink**

PROJECT DESCRIPTION

Sponsor: Salt Lake City & Salt Lake County
Type of Work: Upgrade Intersection Signals

Functional Classification: Collector / Minor & Principal Arterials

Project Identification: F-R299(83)

Year added to TIP: 2008

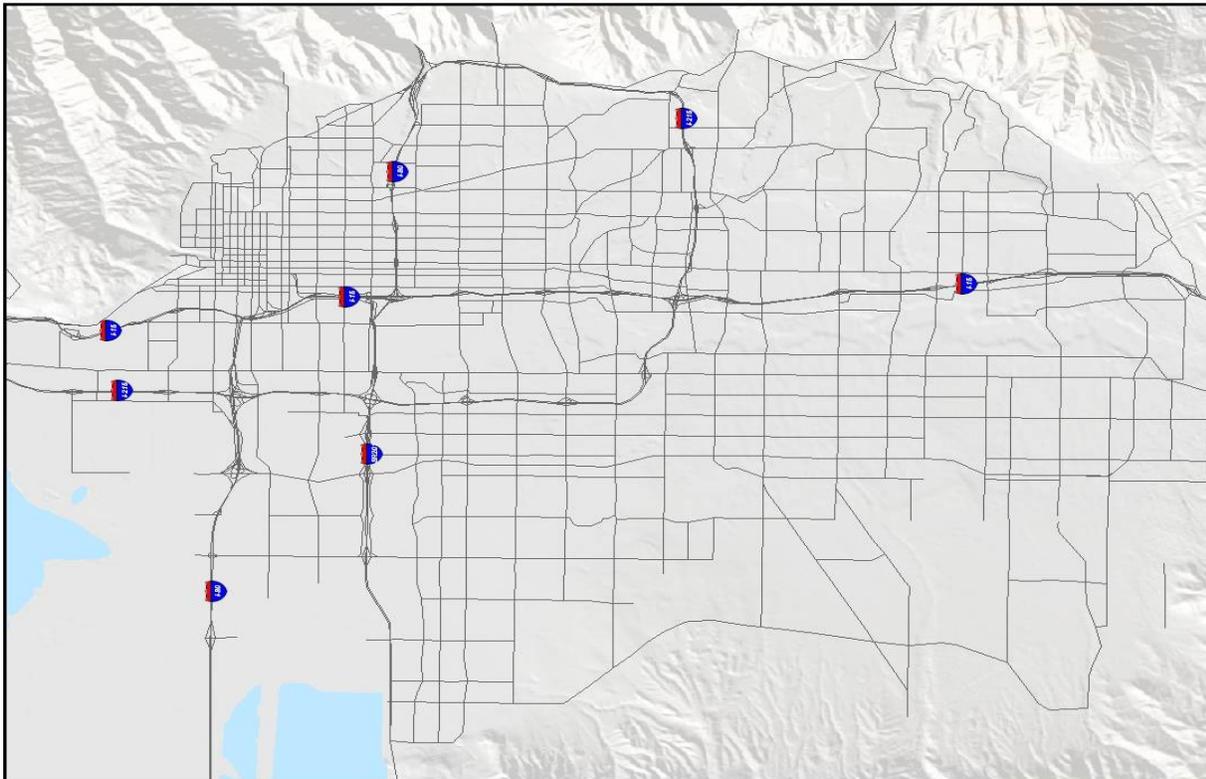
The total project is to convert 330 intersections to the IP format and install new signal controllers. The reason for the traffic signal upgrade and conversion is of an occasional problem with the old controllers causing the traffic signals to go into flash and lose all the controller memory. The problem is due to the data module (EEPROM) in the old controller becoming fried because of the old network protocol. The City and County have minimized the occurrences of this by converting the system to a new network protocol called NTCIP. New controllers do not have EEPROM's and are manufactured to connect to the signal network via IP/Ethernet connection using the NTCIP protocol. This feature allows the controllers to be connected directly to the IP/Ethernet switch in the cabinet and bypass the outdated and now unsupported digi switches currently in use. If the entire network is not converted to the IP/Ethernet and install new signal controllers the above problems will continue to happen with the old controller EEPROM's. Also, outdated signal equipment means that the devices will no longer be supported by the manufactures' past the warranty period. No support means no revisions to software or other controller functions that become outdated. When this happens controllers tend to fail more frequently sending the traffic signal into flashing mode, thus increasing delay to the motorists.

PROJECT COST

Estimated Total Cost: \$ 1,658,000
Federal Funds to be Obligated: \$ 1,085,000
Federal Funds Obligated : \$ 1,025,530
Federal Funds Available FY 2014: \$ 60,486

SOURCE OF FUNDS

Federal: Surface Transportation Program
Non-Federal: Salt Lake City and
Salt Lake County



9000 SOUTH and 700 WEST – PIN 10004
Widen, Reconstruct and Intersection Improvements

PROJECT DESCRIPTION

Sponsor:	Sandy	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	Intersection Improvements & Reconstruct and Widen	Daily Traffic (AWDT):	47,265	72,000
Functional Classification:	Principal Arterial	Facility Width	Existing	Proposed
Route Identification:		Roadway	86'	96'
Length:	0.40 miles	ROW	180'	180'
		Year added to TIP:	2011	

The intersection at 9000 South and 700 west will be widened to allow three thru lanes of traffic on 9000 South and dedicated right turn lanes on 700 West. This project will also correct the intersection geometry of 700 West, mitigate the slope hazard on the north-west corner thus improving traffic efficiency and safety for both pedestrian and vehicular traffic.

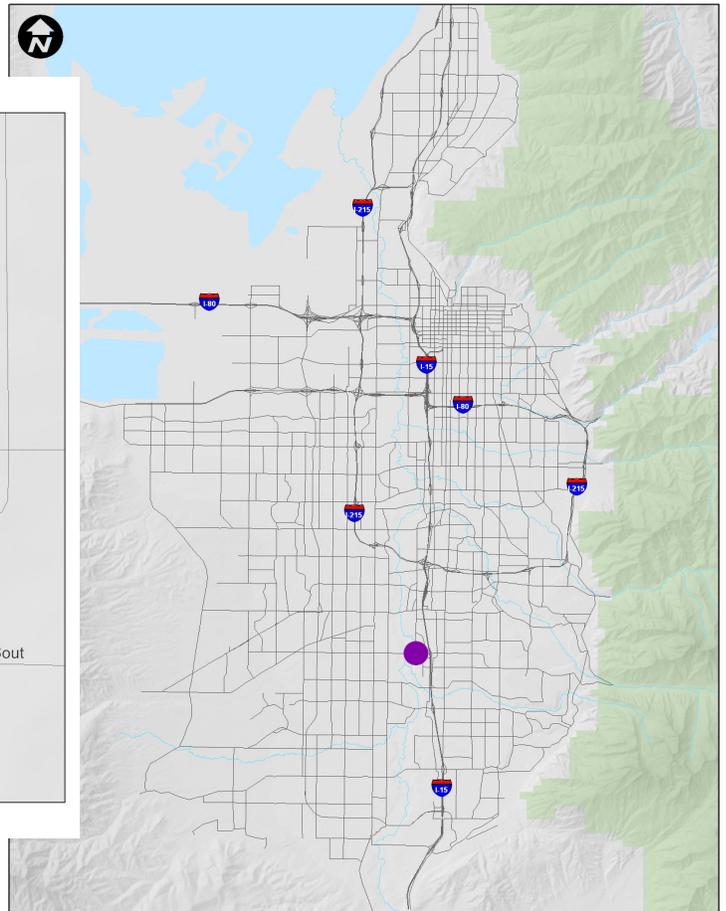
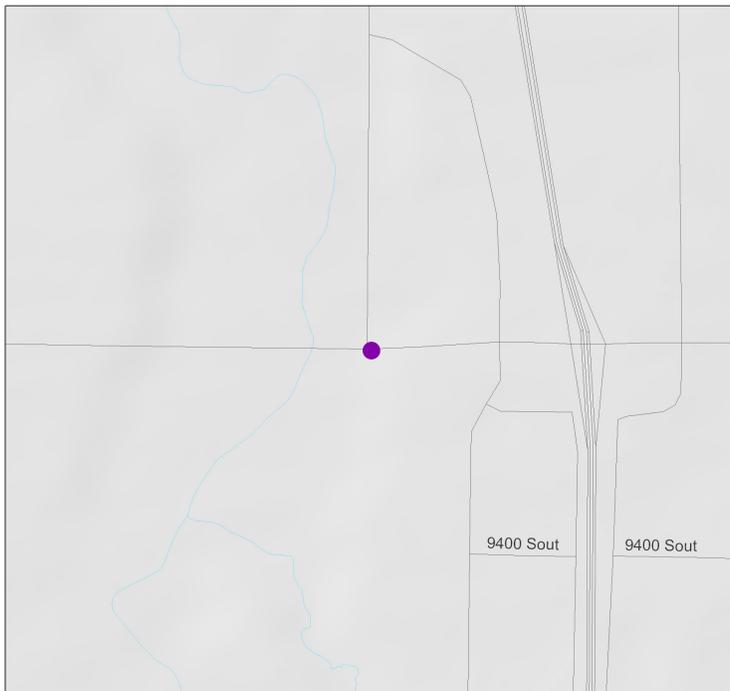
The existing intersection is inadequate in both capacity and safety for the projected traffic growth on these facilities. This project will add a third thru lane on 9000 South from 450 West to the Jordan River Bridge. Exclusive right turn lanes will be added to three of the four legs at 700 West and sidewalks will be constructed where necessary. This will improve both pedestrian and bus modes of travel, as there are two bus stops at unimproved locations. The intersection of 700 West will be widened, alleviating an existing misalignment and removing a slope hazard in the northwest corner. The design will also require that the existing manmade ditch at the northwest corner be filled and the power poles be relocated inside the improvements along the same horizontal location.

PROJECT COST

Estimated Total Cost:	\$	4,760,000
Federal Funds to be Obligated:	\$	4,123,000
Federal Funds Obligated :	\$	442,843
Federal Funds Available FY 2015:	\$	1,383,529

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Sandy City



2015 – 2020 Transportation Improvement Program (TIP)

4800 WEST; SKYE DRIVE (9800 South) to 10200 SOUTH – PIN 10005
New Construction

PROJECT DESCRIPTION

Sponsor:	South Jordan City	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	New Construction	Daily Traffic (AWDT):	- 0 -	16,000
Functional Classification:	Collector	Facility Width	Existing	Proposed
Route Identification:		Roadway	0'	58'
Length:	0.75 miles	ROW	0'	85'
		Year added to TIP:	2011	

4800 West is a proposed major collector from 10200 South which is included as part of South Jordan’s Daybreak Subdivision and connecting into the existing roadway at 9800 South (Skye Drive). This project will construct a new roadway, install curb & gutter, sidewalk, park strips, Bingham Creek bridge, and street lights.

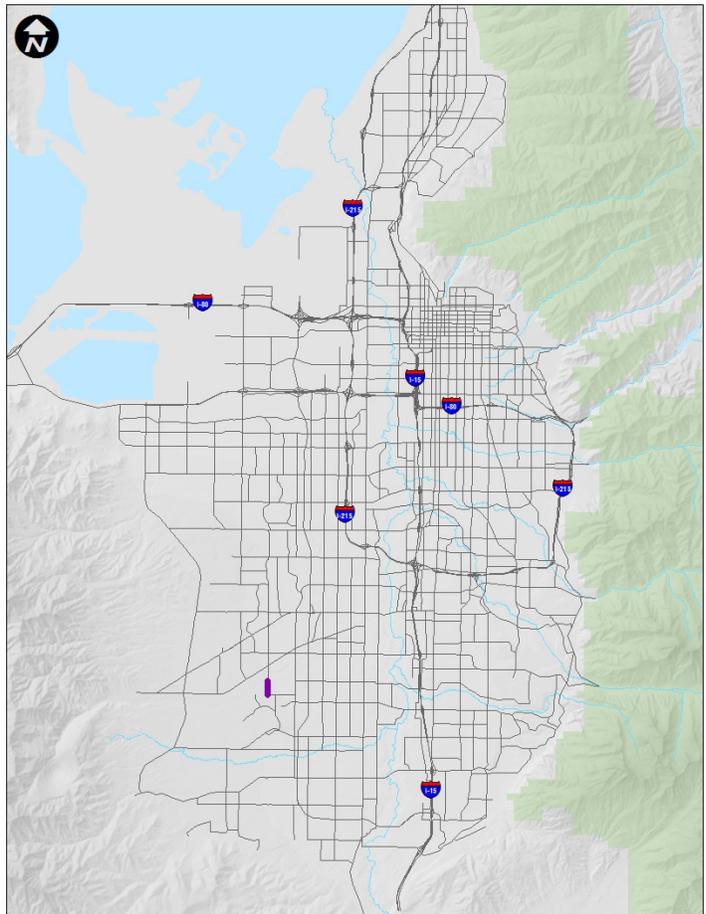
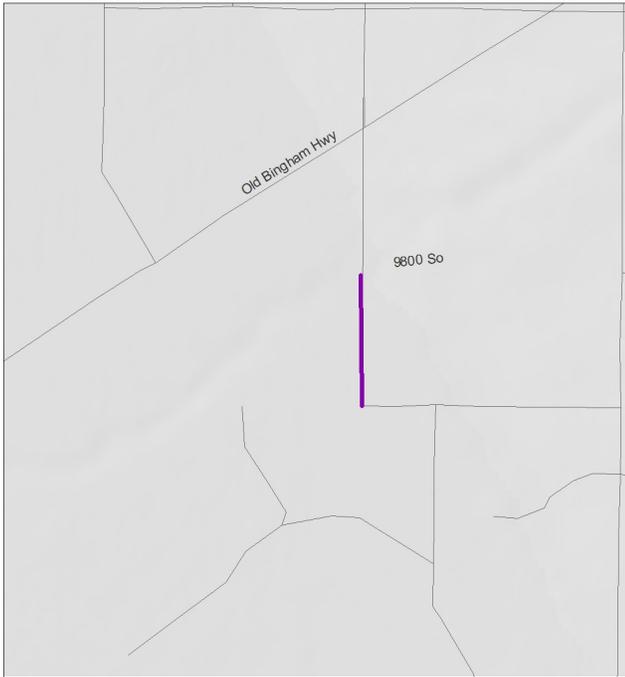
With UTA’s Mid-Jordan Light Rail opening and a station located at 4800 West and Old Bingham Highway, this will be an important link to portions of the South Jordan Community that wish to use this station, in particular residents of Daybreak Development. In addition to the traffic improvements, Salt Lake County is anxious for this connection as they are planning to develop the Welby Pit into a regional park and this connection is absolutely critical to make this facility happen.

PROJECT COST

Estimated Total Cost:	\$	6,568,000
Federal Funds to be Obligated:	\$	6,058,000
Federal Funds Obligated :	\$	10,000
Federal Funds Available FY 2015:	\$	250,000
Federal Funds Available FY 2016:	\$	1,798,000
Federal Funds Available FY 2017:	\$	2,000,000
Federal Funds Available FY 2018:	\$	2,000,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	South Jordan City



SR-154 (Bangerter Highway) and 13400 SOUTH – PIN 10006
Intersection Improvements – Construct Continuous Flow Intersection (CFI)

PROJECT DESCRIPTION

Sponsor:	UDOT	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	Intersection Improvements -	Daily Traffic (AWDT):	32,315	97,000
	Construct Continuous Flow Intersection (CFI)			
Functional Classification:	Principal Arterial	Facility Width	Existing	Proposed
Route Identification:		Roadway	106'	120'
Length:	0.758 miles	ROW	187'	187'
		Year added to TIP:	2011	

The scope of this project consists of converting Bangerter Highway and 13400 South to a Continuous Flow Intersection (CFI). This two way CFI will be applied only on Bangerter Highway. The pedestrian bridge on the south side of Bangerter Highway will not be impacted and the Rose Creek culvert will also not be impacted.

A CFI layout will improve the mobility of east/west traffic including the heavy eastbound to southbound traffic movement observed in the A.M. peak. Currently this intersection operates at a level of service (LOS) E, and is within a few seconds of delay of operating in a LOS F. The major concerns at this intersection are caused primarily by heavy turning movements northbound to westbound, southbound to westbound, and eastbound to southbound. Converting this intersection to a CFI will allow the cycle time currently assigned to the protected left turn movements to be reassigned to provide capacity for other traffic movements. The department has previously installed time of day lane assignments for the eastbound traffic to better serve the existing traffic needs; the installation of the CFI will provide additional capacity that will be needed to handle ongoing development and the impacts of the Mountain View Corridor.

PROJECT COST

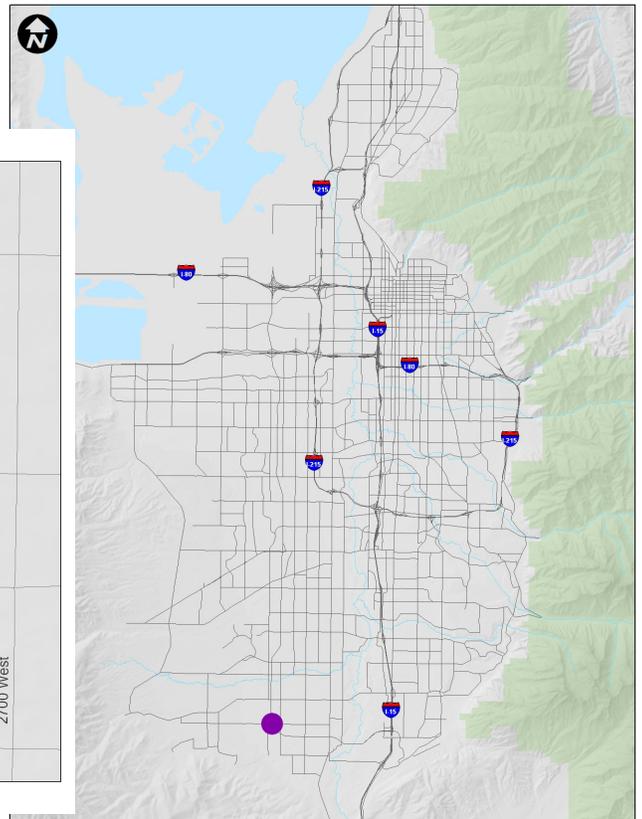
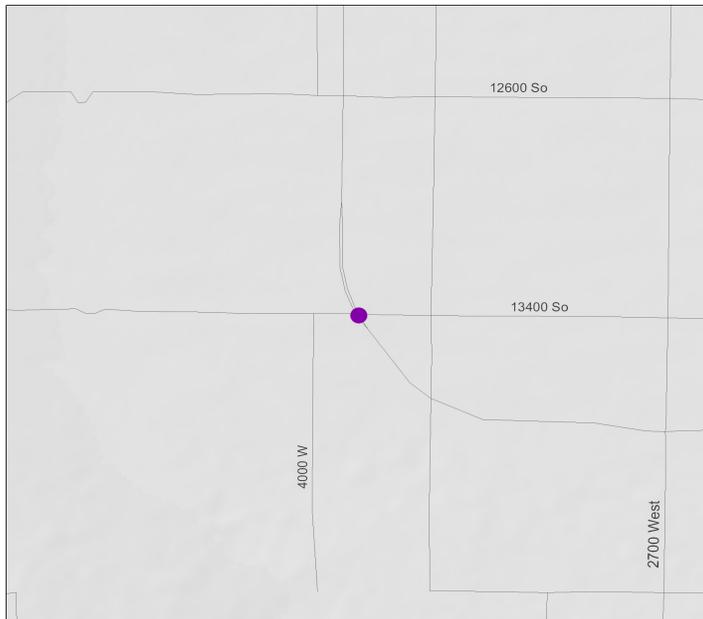
Estimated Total Cost:	\$ 6,568,000
Federal Funds to be Obligated:	\$ 3,780,000
Federal Funds Obligated:	\$ 3,780,000
Federal Funds Available:	\$ - 0 -

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	UDOT

Other Funding:

Federal Funds; Equity Bonus/ Minimum Guarantee	\$ 3,123,025
Congestion Mitigation/ Air Quality	\$ 35,000



1300 EAST; PIONEER ROAD (12400 South) to 13200 SOUTH – PIN 10007
Reconstruct and Widen

PROJECT DESCRIPTION

Sponsor:	Draper City	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	Reconstruction	Daily Traffic (AWDT):	12,100	15,000
Functional Classification:	Minor Arterial	Facility Width	Existing	Proposed
Route Identification:		Roadway	36'	43'
Length:	0.5 miles	ROW	68'	74'
		Year added to TIP:	2011	

Reconstruction and widening of 1300 East will provide a consistent three lane corridor with shoulders/ bike lanes, curb, gutter and sidewalks.

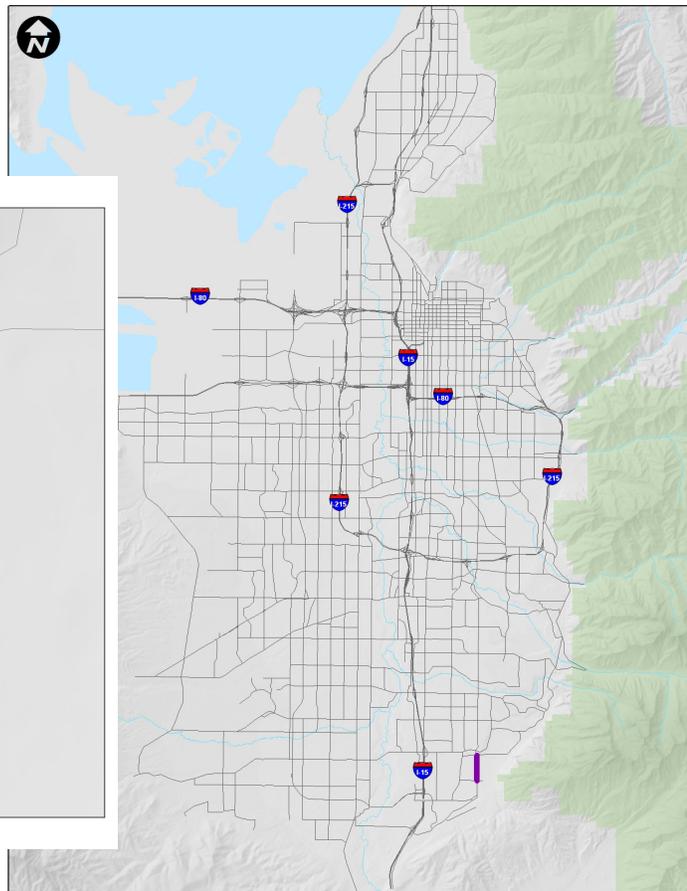
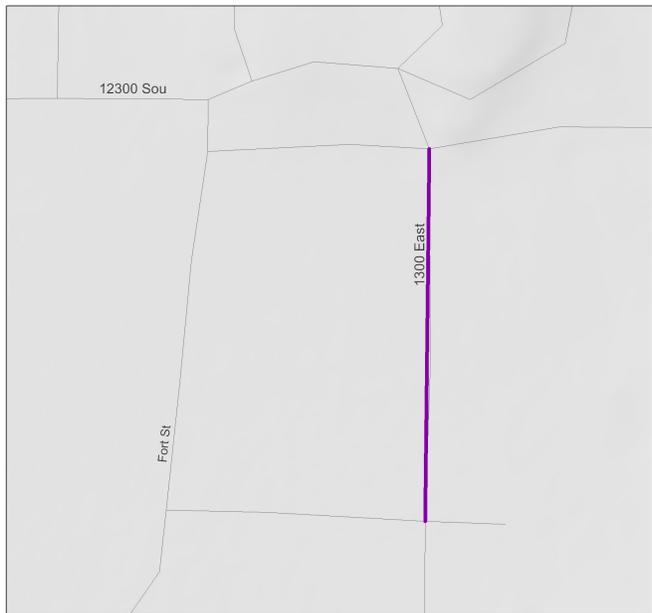
1300 East is a north/ south major collector providing a contiguous alternate route along the eastern foothills of the Salt Lake Valley between neighboring communities. The current configuration of 1300 East from Pioneer Road to 13200 South is inconsistent varying from two to three lanes with intermittent curb, gutter and sidewalk. This section of road has increased peak hour traffic congestion incidents. The extension of the light rail into Draper with a planned station on Pioneer Road will likely add more traffic to the 1300 East corridor. In addition, the schools located in the area contribute to increased vehicle and pedestrian traffic. Adding the center continuous left turn lane and reconstructing this section of road will provide a safer travel corridor for vehicles, bicyclists and pedestrians.

PROJECT COST

Estimated Total Cost:	\$	3,641,000
Federal Funds to be Obligated:	\$	3,179,000
Federal Funds Obligated :	\$	539,690
Federal Funds Available FY 2014:	\$	10,310
Federal Funds Available FY 2016:	\$	1,210,310
Federal Funds Available FY 2017:	\$	1,419,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Draper City



5600 WEST (SR_172) at SR-201 – PIN 10008
Intersection Improvements – Convert existing Structure over SR-201 into a Diverging Diamond Interchange (DDI)

PROJECT DESCRIPTION

Sponsor:	UDOT	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	Intersection Improvements	Daily Traffic (AWDT):	59,350	164,000
Functional Classification:	Principal Arterial	Facility Width	Existing	Proposed
Route Identification:		Roadway	85'	85'
Length:	0.5 miles	ROW	125'	125'

Year added to TIP: 2011

This project will convert the existing 5600 West (SR-172) structure over SR-201 into a Diverging Diamond Interchange. Some widening will be required but not on the structure. For westbound SR-201 to 5600 West, the outside lane of SR-201 will be converted to an Exit Only lane and will have 3 left turn lanes to SB 5600 West. An additional lane will be added to NB 5600 West to the EB SR-201 on ramp.

Currently, the westbound SR-201 ramps have an LOS C for AM peak and an LOS D for PM peak. During the PM peak, the ramp queue has been observed as backing beyond the 1500 ft long ramp and obstructing the flow of westbound SR-201. The eastbound ramp has an LOS D for AM peak and an LOS C for PM peak. During the AM peak, the ramp queue was observed as long as 1099 feet, while the entire ramp is about 1700 ft long. A Diverging Diamond Interchange will reduce the queues on the ramps, improve traffic flow on the major route, and will work at LOS C or better for both AM and PM.

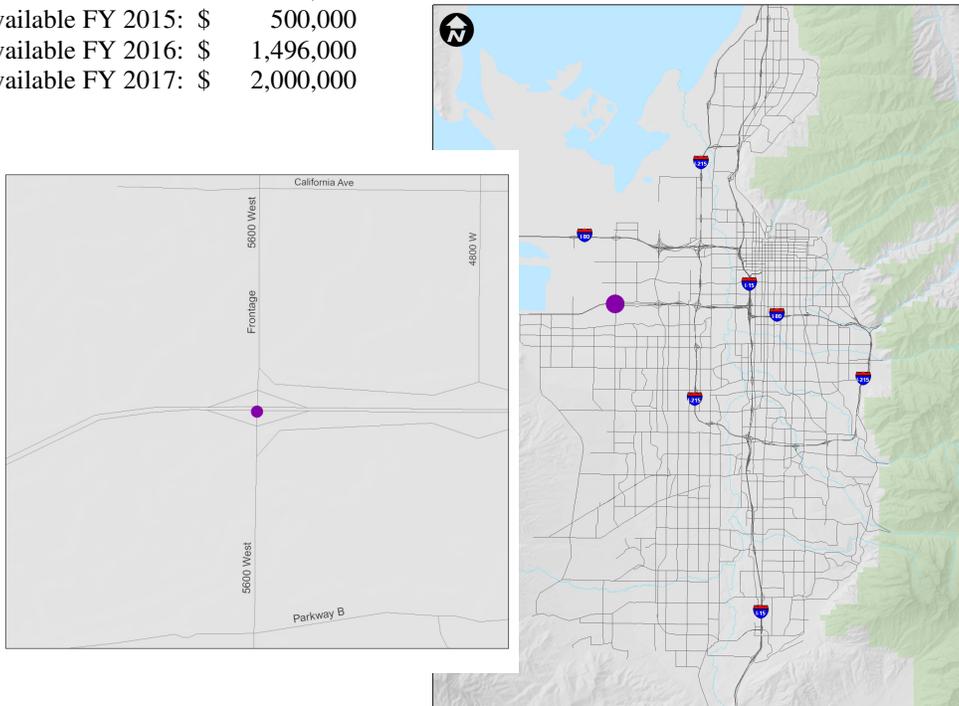
With several intersections located close together on 5600 West near SR-201, congestion from one can result in backing into another. A Diverging Diamond Interchange will improve the efficiency and capacity of 5600 West, and also eliminate left turns onto SR-201 and the associated queues and backing from those queues. With the improvements, the intersections and freeway should have a LOS C-D through 2020.

PROJECT COST

Estimated Total Cost:	\$	4,422,000
Federal Funds to be Obligated:	\$	4,006,000
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2014:	\$	10,000
Federal Funds Available FY 2015:	\$	500,000
Federal Funds Available FY 2016:	\$	1,496,000
Federal Funds Available FY 2017:	\$	2,000,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	UDOT



2015 – 2020 Transportation Improvement Program (TIP)

5600 WEST; 7800 SOUTH to 8600 SOUTH – PIN 10009
New Construction and Widening

PROJECT DESCRIPTION

Sponsor:	West Jordan	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	New Construction and Widening	Daily Traffic (AWDT):	12,400	23,000
Functional Classification:	Principal Arterial	Facility Width	Existing	Proposed
Route Identification:		Roadway	81'	81'
Length:	1 miles	ROW	106'	106'
		Year added to TIP:	2011	

The project will complete 5600 West from 7800 South to 8600 South, adding to a half-width dead end street (920' feet existing), and placing a 5 lane arterial street per the West Jordan Transportation Master Plan. Water and sewer utilities will be placed at City cost. Roadway drainage, lighting, curb and sidewalk completion, landscaping are included in the project.

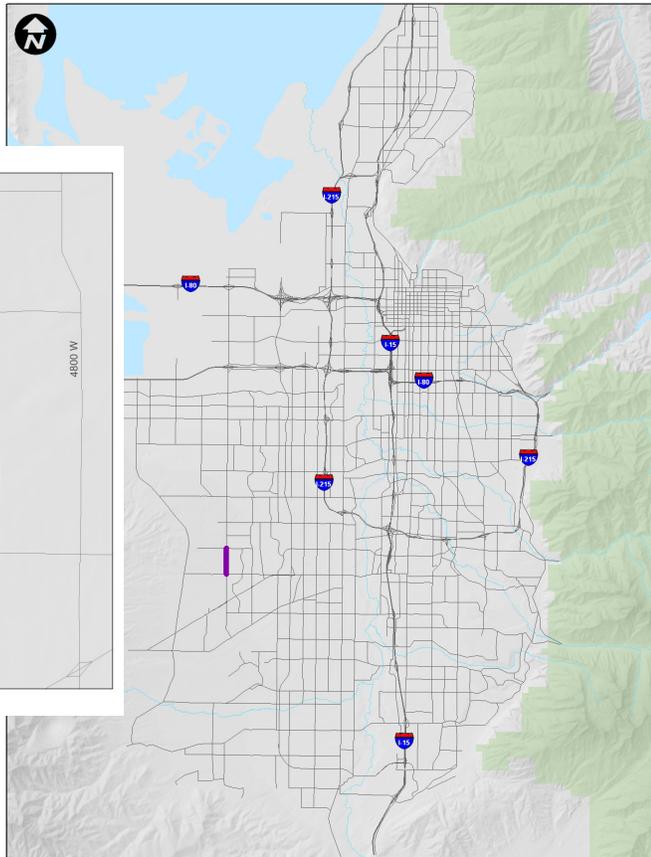
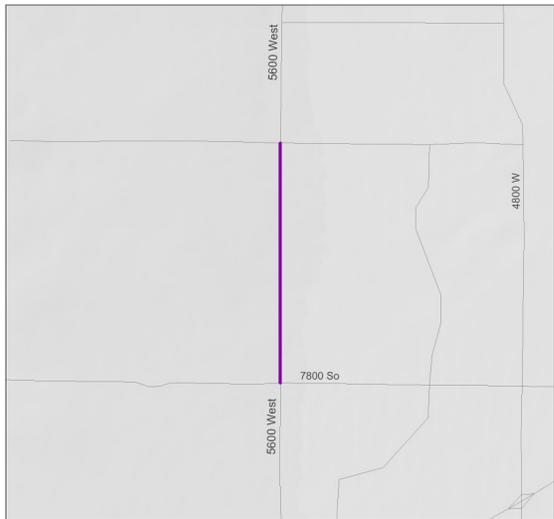
This road section is needed for Mountain View Corridor’s plans to provide bus rapid transit or future light rail service. The City is pursuing corridor preservation funds for the required property at this time. Appraisals have been completed, and if funds are approved, properties will be purchased this year. Moreover, completion of this road will minimize damage to the collector street network (5200 West or Grizzly Way) that is occurring due to the heavy trucks trying to find a north-south route through the City. 5600 West is also a State route from 6200 South to the north, and could become the same to the south at least to 9000 South due to BRT and other considerations with the Mountain View Corridor.

PROJECT COST

Estimated Total Cost:	\$	5,378,000
Federal Funds to be Obligated:	\$	4,916,000
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2014:	\$	10,000
Federal Funds Available FY 2015:	\$	500,000
Federal Funds Available FY 2016:	\$	1,250,000
Federal Funds Available FY 2017:	\$	1,906,000
Federal Funds Available FY 2018:	\$	1,000,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	West Jordan



13800 SOUTH; BANGERTER HIGHWAY TO 300 EAST – PIN 10011
Widen and Improve Intersection

PROJECT DESCRIPTION

Sponsor:	Draper City	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	Widen and	Daily Traffic (AWDT):	6,000	14,000
	Intersection Improvements			
Functional Classification:	Collector	Facility Width	Existing	Proposed
Route Identification:		Roadway	41'	65'
Length:	0.25 miles	ROW	86'	100'
		Year added to TIP:	2011	

This project will widen the intersection at 13800 South and Bangerter Highway to accommodate two through lanes and dual left turn lanes, alleviating congestion and moving more vehicles through the signal phase.

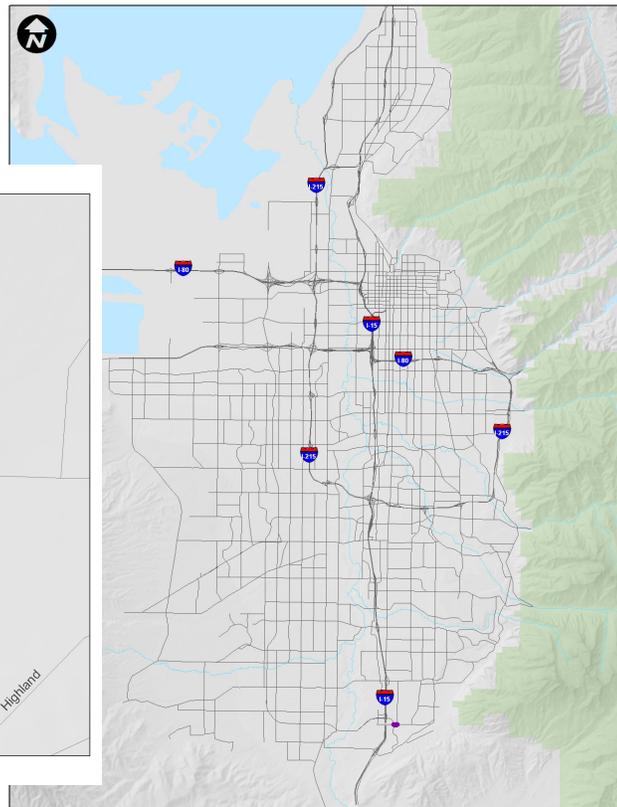
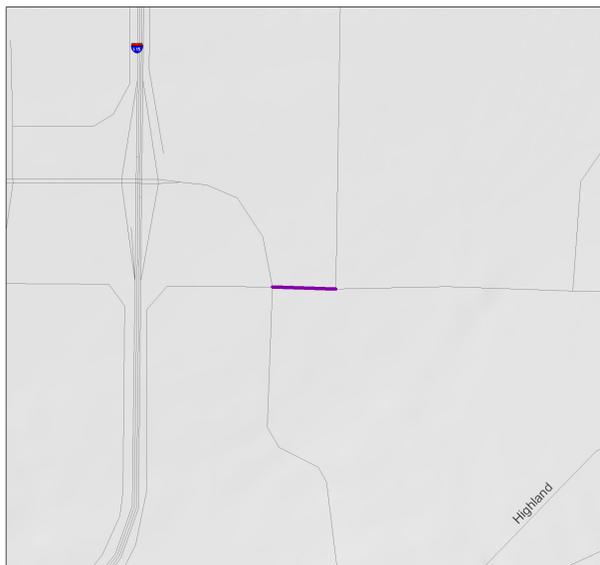
13800 South is a major east/west collector that provides access to both I-15 and Bangerter Highway. The intersection of 13800 South and Bangerter Highway/ Bangerter Parkway services both commercial and residential traffic. Development is emerging in this area. A new restaurant opened this past year northwest of the intersection; a residential development is under construction on 13800 South just east of the intersection; plus, application for a convenience store on Bangerter Parkway is in the process. The single left turn lane configuration is insufficient to handle the increasing traffic volumes. As determined in Draper City’s Master Transportation Plan, dual left turn lanes are required from eastbound 13800 South to Bangerter Highway as well as dual left turn lanes from southbound Bangerter Highway to eastbound 13800 South. The dual left turn lanes will allow more vehicles to travel through the intersection during each cycle and alleviate the intersection congestion.

PROJECT COST

Estimated Total Cost:	\$	3,370,000
Federal Funds to be Obligated:	\$	2,926,000
Federal Funds Obligated :	\$	10,000
Federal Funds Available FY 2014:	\$	250,000
Federal Funds Available FY 2016:	\$	1,000,000
Federal Funds Available FY 2017:	\$	1,666,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Draper City



PORTER ROCKWELL BLVD (FIFTH SEGMENT); REDWOOD ROAD TO 0.46 MILES EAST – PIN 11986
New Construction

PROJECT DESCRIPTION

Sponsor:	Bluffdale City	Average Weekday	Current (2011)	Projected (2030)
Type of Work:	New Construction	Daily Traffic (AWDT):	0	28,000
Functional Classification:	Principal Arterial	Facility Width	Existing	Proposed
Route Identification:		Roadway	0'	76'
Length:	0.46 mile	ROW	0'	120'
Year added to TIP:	2013			

This project extends Porter Rockwell Boulevard to the east, through Camp Williams Road to where a new bridge is planned to span over the Jordan River, Union Pacific and Front Runner rail roads. Segments five and four and the bridge in between will complete the east-west corridor connecting I-15 to the Mountain View Corridor. This boulevard is an essential component for mobility in south Salt Lake County, providing congestion relief to I-15 and Bangerter Highway. The Bonneville Shoreline trail and new transit network are part of this corridor completion.

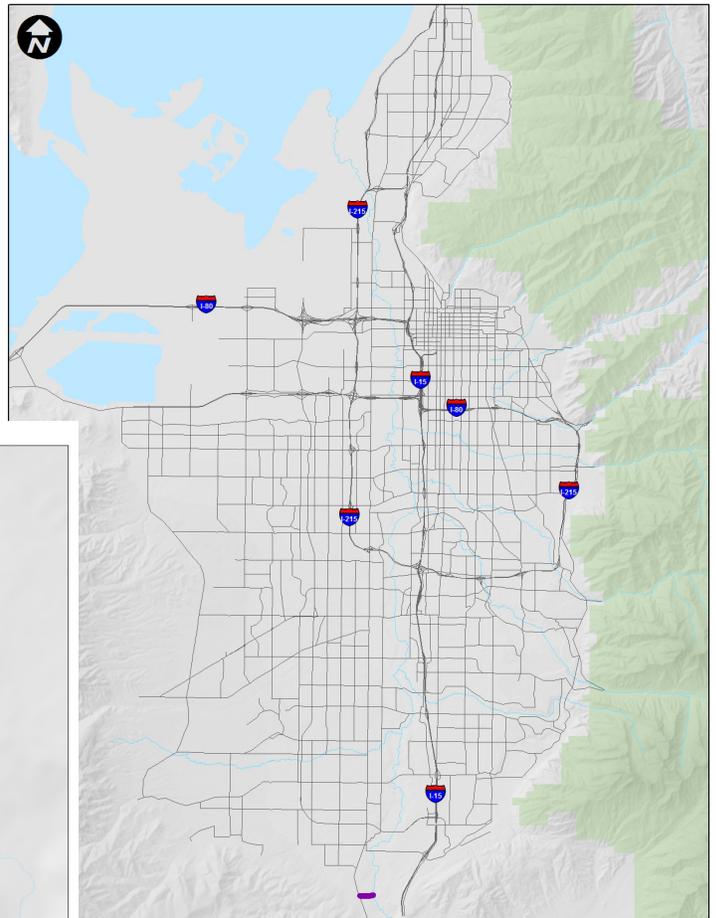
Segment 5 is one of the six segments of this three mile regional arterial facility. Two segments have been built (one and six) and the second segment design is almost complete and is scheduled for construction in the coming months. Porter Rockwell is essential for east-west mobility in the south Salt Lake County. WFRC 2030 traffic count projections show 28,000 ADT on this road. A new 500 acre (3,500 units) development broke ground in 2012 and another large development is in the approval/planning stage. Commercial developments are anticipated next to segment 5. The Utah Data Center has been completed at the south end of Bluffdale on Camp Williams Road. The City of Bluffdale is working with landowners and developers to complete segments two and three and preserve the right of way (ROW). Most of segment 5 ROW has been secured. The City is working to secure the remaining ROW.

PROJECT COST

Estimated Total Cost:	\$	5,234,000
Federal Funds to be Obligated:	\$	4,770,000
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2014:	\$	10,000
Federal Funds Available FY 2017:	\$	250,000
Federal Funds Available FY 2018:	\$	2,010,000
Federal Funds Available FY 2018:	\$	2,500,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Bluffdale City



HIGHLAND DRIVE & MINUTEMAN DRIVE – PIN 11086
Intersection Improvements

PROJECT DESCRIPTION

Sponsor:	Draper City	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	Reconstruct & Widen	Daily Traffic (AWDT):	3,900	21,000
Functional Classification:	Minor Arterial	Facility Width	Existing	Proposed
Route Identification:		Roadway	48'	65'
Length:	1 mile	ROW	100'	100'
Year added to TIP:	2012			

This project will widen and reconstruct the intersection, install curb, gutter and sidewalk, and provide widened shoulders to improve safety and efficiency for both bicycles and vehicle traffic.

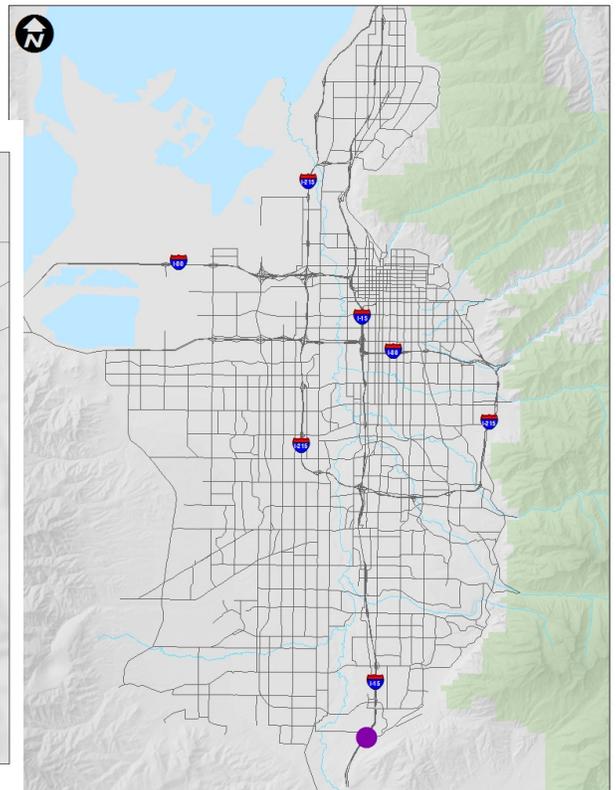
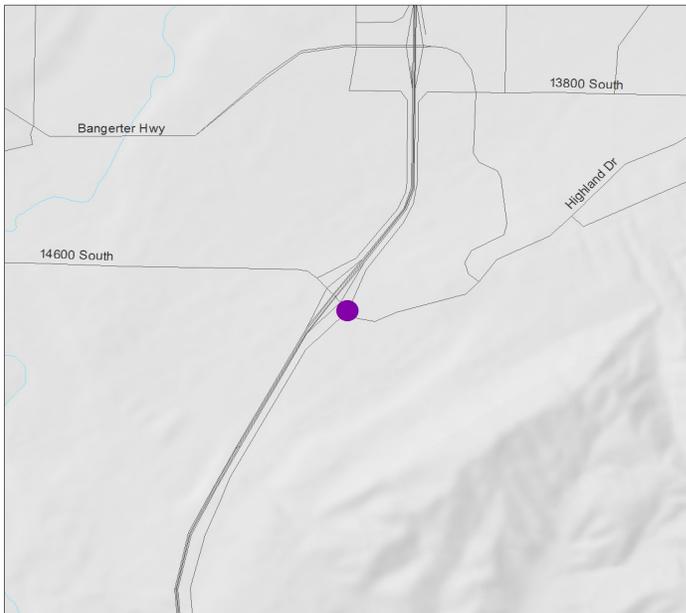
As a major access to I-15, the intersection of Highland Drive and Minuteman Drive is insufficient to handle the increasing traffic volumes, including the high truck volume. As determined in Draper City’s Master Transportation Plan, Highland Drive traffic volumes will warrant a five-lane roadway. Currently, at this location, Highland Drive is a two-lane roadway with a left turn lane at the signalized intersection, but no curb, gutter or sidewalk. Minuteman Drive, the interstate frontage road, is a two-lane roadway. The proposed project will widen the intersection to the master planned width, providing sidewalks, curb and gutter on Highland Drive that will connect to the existing improvements 700 feet away. The widened striped shoulders will improve safety for both bicycle and vehicle traffic. The project will also help alleviate the traffic congestion at this location.

PROJECT COST

Estimated Total Cost:	\$	1,975,000
Federal Funds to be Obligated:	\$	1,725,000
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2014:	\$	10,000
Federal Funds Available FY 2016:	\$	500,000
Federal Funds Available FY 2017:	\$	500,000
Federal Funds Available FY 2018:	\$	715,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Draper City



VINE STREET; 900 EAST TO 1300 EAST - 11987
Reconstruct with Minor Roadway Improvements

PROJECT DESCRIPTION

Sponsor:	Murray	Average Weekday	Current (2011)	Projected (2030)
Type of Work:	Reconstruct & Minor Roadway Improvements	Daily Traffic (AWDT)	8,000	13,000
Functional Classification:	Major Collector	Facility Width	Existing	Proposed
Route Identification:		Roadway	42'	56'
Length:	0.64 mile	ROW	66'	80'
Year added to TIP:	2013			

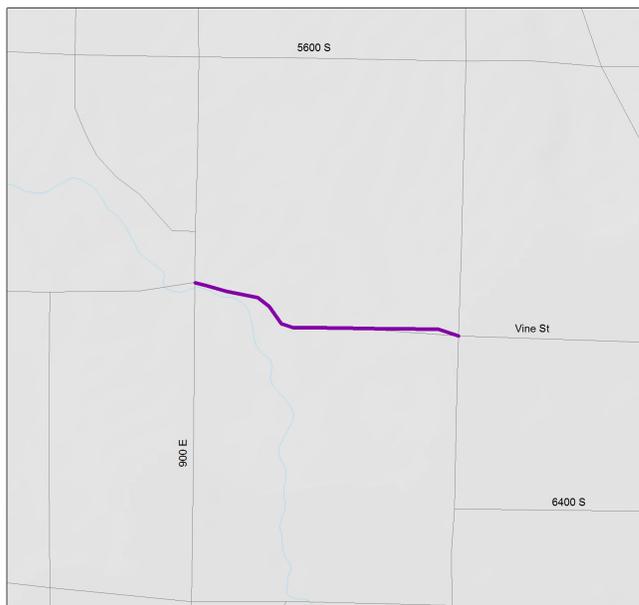
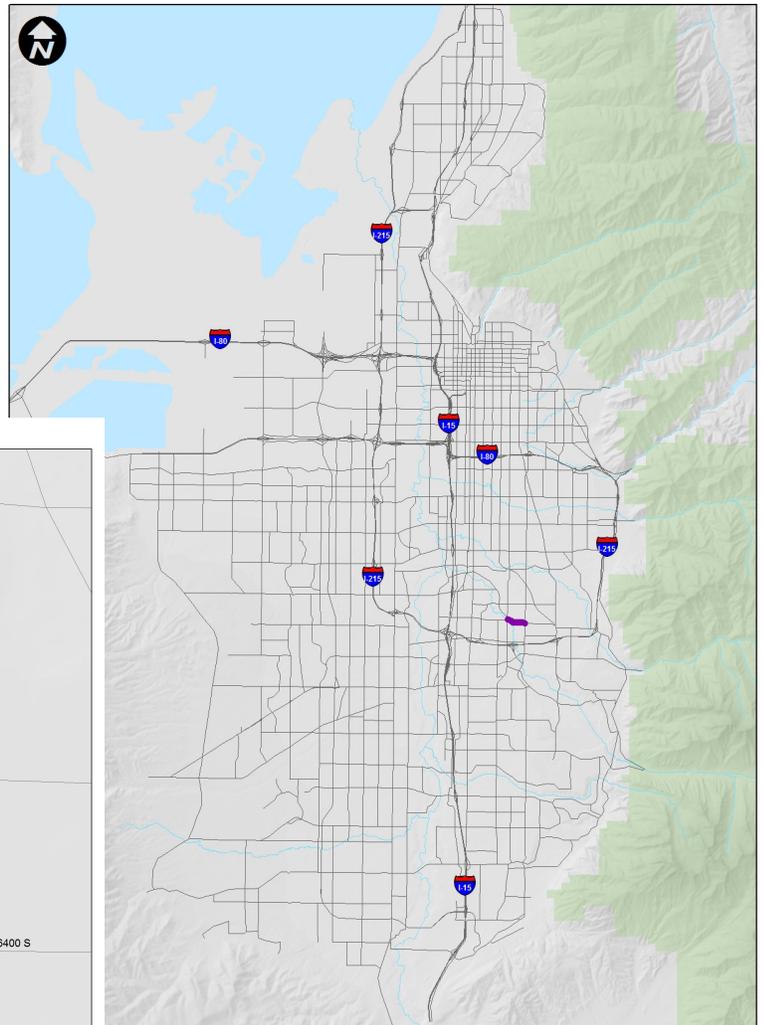
This project will reconstruct and widen a portion of Vine Street from a 2 lane to a 3 lane collector. The project includes new curb and gutter, sidewalk and ADA improvements, drainage improvements, new pavement and bike lanes. Vine Street functions as a major east-west collector in Murray providing regional access to 900 East, 1300 East, Van Winkle and I-215. The roadway has been partially widened but does not have continuous sidewalk, curb and gutter and shoulders, which makes it unsafe for pedestrians and other users. The goal is to provide a safe and efficient "complete roadway" for multiple modes of travel including pedestrians and bicycles. To accommodate the widening, an existing power line will need to be relocated. Murray will use County Corridor Preservation funds and/ or City funds to acquire the needed right-of-way and will utilize internal Power Department resources to procure materials and work with Rocky Mountain Power to relocate the power line in advance of the project funding and construction.

PROJECT COST

Estimated Total Cost:	\$	5,081,000
Federal Funds to be Obligated:	\$	4,000,000
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2014:	\$	10,000
Federal Funds Available FY 2017:	\$	250,000
Federal Funds Available FY 2018:	\$	1,740,000
Federal Funds Available FY 2019:	\$	2,000,000

SOURCE OF FUNDS

Federal: Surface Transportation Program
 Non-Federal: Murray City



1300 EAST; 1300 SOUTH TO 2100 SOUTH – PIN 11083
Reconstruct and Minor Roadway Improvements

PROJECT DESCRIPTION

Sponsor:	Salt Lake City	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	Reconstruct & Minor Roadway Improvements	Daily Traffic (AWDT):	25,000	29,000
Functional Classification:	Minor Arterial	Facility Width	Existing	Proposed
Route Identification:		Roadway	36- 42'	36- 42'
Length:	1.1 mile	ROW	66'	66'
Year added to TIP:	2012			

This project will reconstruct a deteriorated street; replace curb and gutter, drive approaches, and ADA pedestrian ramps. The project will also mill the existing asphalt surface from the concrete pavement, stabilize that material and install new asphalt surfacing, improve drainage (replacement and new piping and inlet structures) and upgrade traffic and pedestrian signals and intersection lighting.

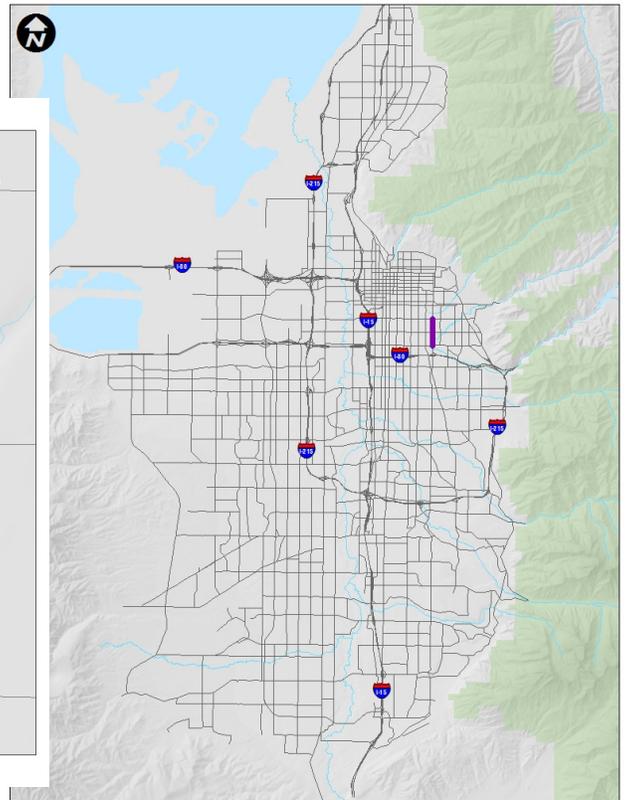
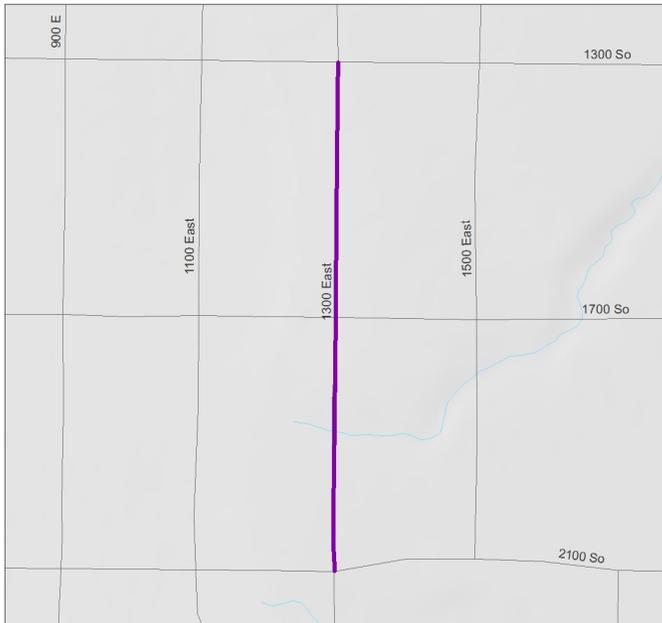
1300 East is an essential north/south arterial street with traffic from the University of Utah to I-80; Westminster College; and neighborhoods on the east side of Salt Lake City. Improving the deteriorated deep 70 year old curb and gutter to a standard section, improving the cross slope, and removing the pipe drive approaches will reduce street maintenance costs; improve the street appearance; allow considerations of bike lanes from 1700 S. to 2100 S.; and improve safety to drivers, pedestrians and transit users. The City has recently replaced sidewalks and ramps; added intersection pedestrian countdown timers and push buttons; and installed mid-block Hawk pedestrian signals. Signals are coordinated, and include ITS components, but each signalized intersection will be evaluated for upgrading. The funding will be used to continue the needed improvements to bring the street to current standards. Utah State Road Commission transferred 1300 E (500 S-3300 S) to SLC in 2007.

PROJECT COST

Estimated Total Cost:	\$	11,099,000
Federal Funds to be Obligated:	\$	4,067,700
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2014:	\$	10,000
Federal Funds Available FY 2017:	\$	67,700
Federal Funds Available FY 2018:	\$	3,990,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Salt Lake City



4700 SOUTH; 4000 WEST TO 5600 WEST – PIN 11085
Reconstruct with Minor Widening

PROJECT DESCRIPTION

Sponsor:	Salt Lake County	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	Reconstruct & Minor Widening	Daily Traffic (AWDT):	24,875	36,000
Functional Classification:	Principal Arterial	Facility Width	Existing	Proposed
Route Identification:		Roadway	55'	55'
Length:	2 miles	ROW	80'	80'
Year added to TIP:	2012			

This project will improve 4700 South with minor widening for a uniform cross section, pavement reconstruction and elimination of a sever center crown. The project will also install curb, gutter and sidewalk, and provide turn lanes at all intersections.

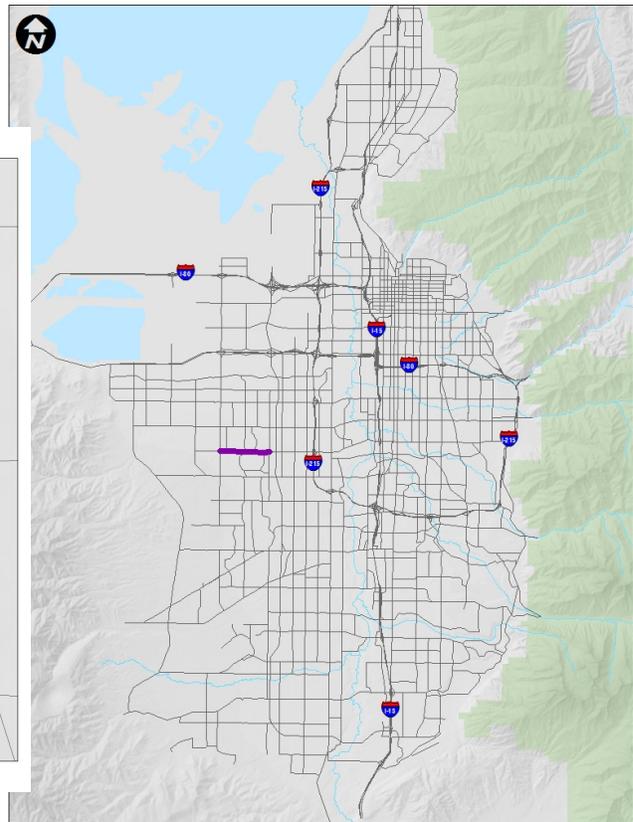
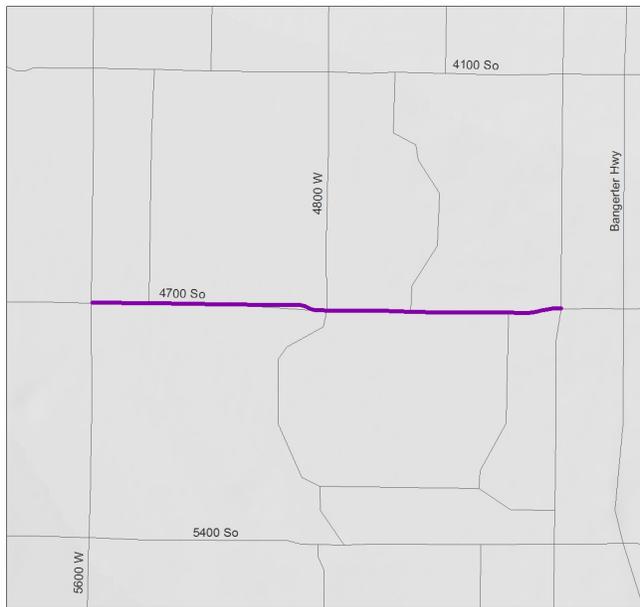
4700 South is on the Regional Transportation Plan (RTP), the County’s General Plan and Capital Facility Plan, all of which show a need for improvement. This residential, commercial, and industrial area connects commercial nodes to West Valley City on both ends. There is a major pedestrian safety issue including one location where pedestrians are forced to walk in a traffic lane at the canal crossing where 4700 South divides near 4015 W. This stretch of roadway has intermittent sidewalk, no bicycle lanes and is a major bus route, all of which create an unsafe environment. A road safety audit, completed last year, recommends many of the improvements proposed. Salt Lake County has a complete street policy where all users of the road are considered, which will be implemented on this roadway. This area is developing into a walkable community with park like facilities, and the roadway improvements need to reflect it.

PROJECT COST

Estimated Total Cost:	\$	7,930,150
Federal Funds to be Obligated:	\$	7,375,040
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2014:	\$	10,000
Federal Funds Available FY 2017:	\$	365,040
Federal Funds Available FY 2018:	\$	2,000,000
Federal Funds Available FY 2019:	\$	5,000,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Salt Lake County



REDWOOD ROAD; BRUIN BOULEVARD (4445 SOUTH) TO 4700 SOUTH – PIN 11082
Access Management and Safety Improvements

PROJECT DESCRIPTION

Sponsor:	Taylorville	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	Access Management and Safety Improvements	Daily Traffic (AWDT):	46,605	62,000
Functional Classification:	Minor Arterial	Facility Width	Existing	Proposed
Route Identification:		Roadway	80'	80'
Length:	0.42 mile	ROW	106'	106'
Year added to TIP:	2012			

This project will improve access management and traffic flow along Redwood Road from Bruin Blvd to 4700 South by limiting conflict points and increasing safety for motorists and pedestrians.

Redwood Road is an arterial with a significant amount of traffic, and this section of the roadway is within a commercial area with a high number of accesses. Taylorville City completed a safety improvement project on Redwood Road a few years ago, and the City wants to extend those improvements from 4100 South to Bruin Blvd. The City’s goals for this project are:

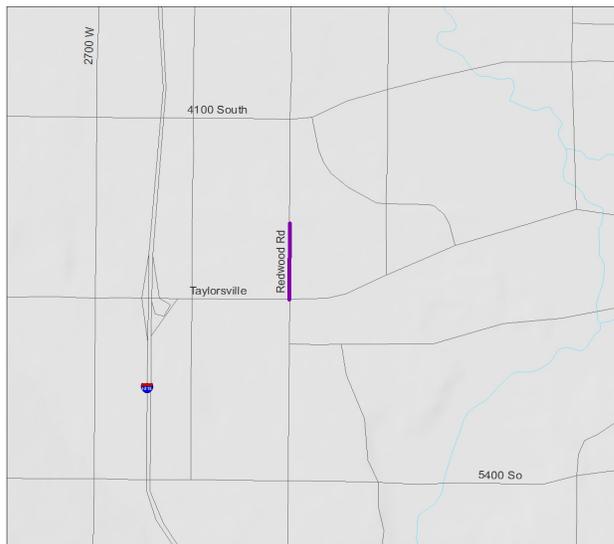
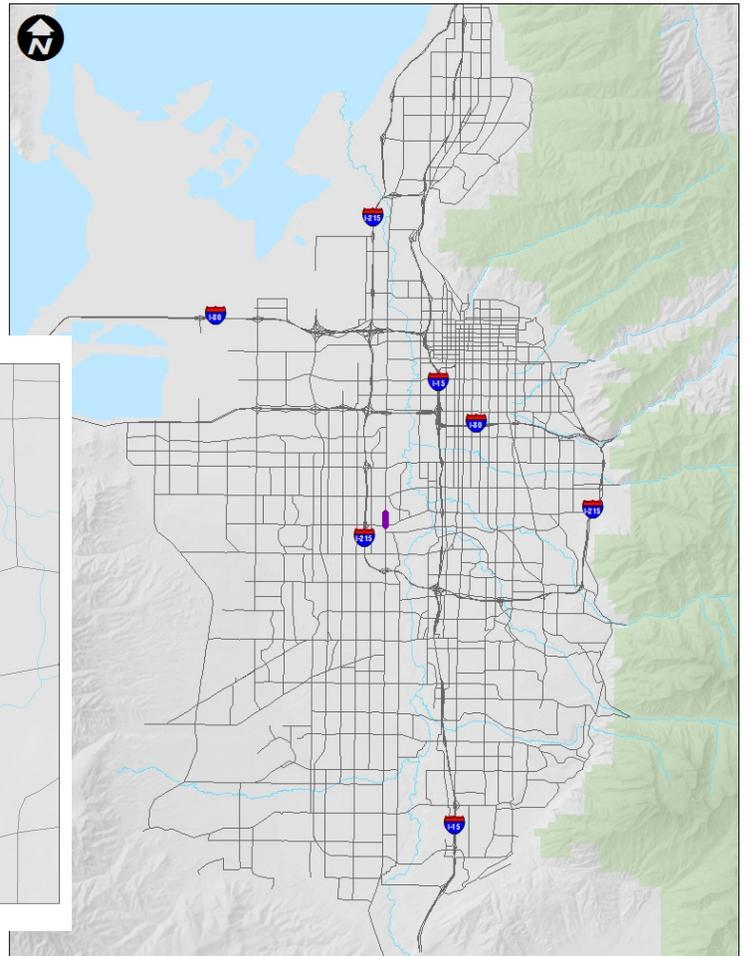
- Improve vehicle safety by minimizing accidents using raised medians and right turn pockets;
- Improve safety by consolidating accesses and improving flow at driveways;
- Improve pedestrian safety and comfort with wider park strips and sidewalks;
- Improve aesthetics using landscaping; and
- Improve safety of UTA bus stops by providing pedestrian buffers, benches, and shelters.

PROJECT COST

Estimated Total Cost:	\$	3,091,000
Federal Funds to be Obligated:	\$	2,778,000
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2014:	\$	10,000
Federal Funds Available FY 2017:	\$	1,000,000
Federal Funds Available FY 2018:	\$	1,768,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Taylorville City



BANGERTER HIGHWAY (SR-154) & 200 WEST – PIN 11087
Intersection Improvements

PROJECT DESCRIPTION

Sponsor:	UDOT	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	Intersection Improvements	Daily Traffic (AWDT):	39,085	86,000
Functional Classification:	Principal Arterial	Facility Width	Existing	Proposed
Route Identification:		Roadway	120'	120'
Length:	0.4 mile	ROW	310'	310'
Year added to TIP:	2012			

This project will install an additional through lane on Bangerter Highway across 200 West Street that feeds into the left turn lanes at the I-15 interchange east of 200 West Street. This project will require the reconfiguring of the concrete raised island.

This project will convert existing pavement space from median islands to storage for left turning vehicles waiting to enter northbound I-15. At the present time the median on Bangerter Highway at 200 West contains two striped island areas, two left turn lanes and a concrete raised median island. This project will reconfigure the concrete raised island and convert the painted median islands into left turn/through lanes. These proposed improvements would add an additional 900 feet of storage capacity at this location. Currently waiting vehicles regularly back out of the existing left turn pockets in the evening peak and block the existing through lanes of traffic. A similar concept was applied at the eastbound approach to the 90th South I-15 interchange and has been very successful.

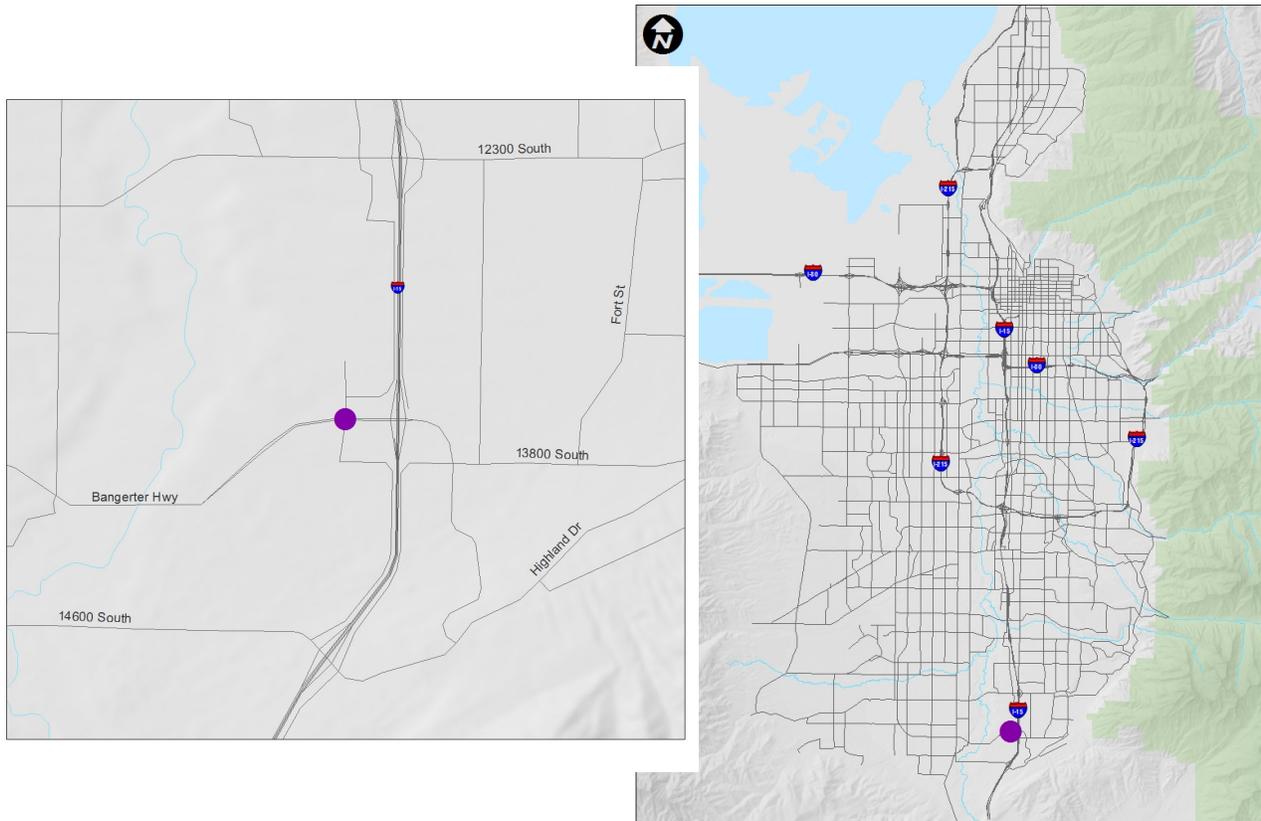
Project analysis indicates that this change will save between 200 to 299 vehicle hours of delay each day.

PROJECT COST

Estimated Total Cost:	\$	988,000
Federal Funds to be Obligated:	\$	884,000
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2014:	\$	884,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	UDOT



2015 – 2020 Transportation Improvement Program (TIP)

4700 SOUTH SEPARATED RIGHT TURN LANE TO SOUTHBOUND I-215 - 11988
Widen Current Roadway to Include Free-flow Right Turn Lane

PROJECT DESCRIPTION

Sponsor:	UDOT/ Taylorsville	Average Weekday	Current (2011)	Projected (2030)
Type of Work:	Reconstruct & Minor Roadway Improvements	Daily Traffic (AWDT)	39,000	53,000
Functional Classification:	Principal Arterial	Facility Width	Existing	Proposed
Route Identification:		Roadway	92'	115'
Length:	0.3 mile	ROW	134'	140'
Year added to TIP:		2013		

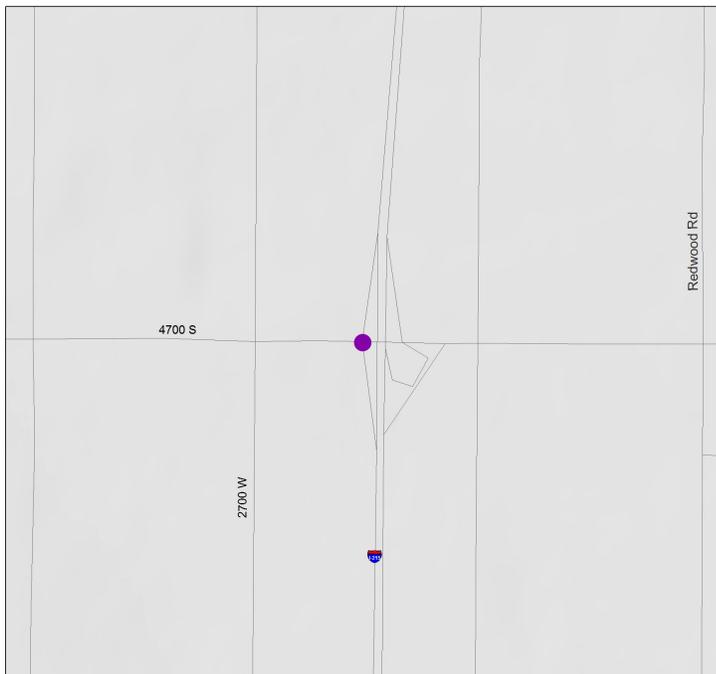
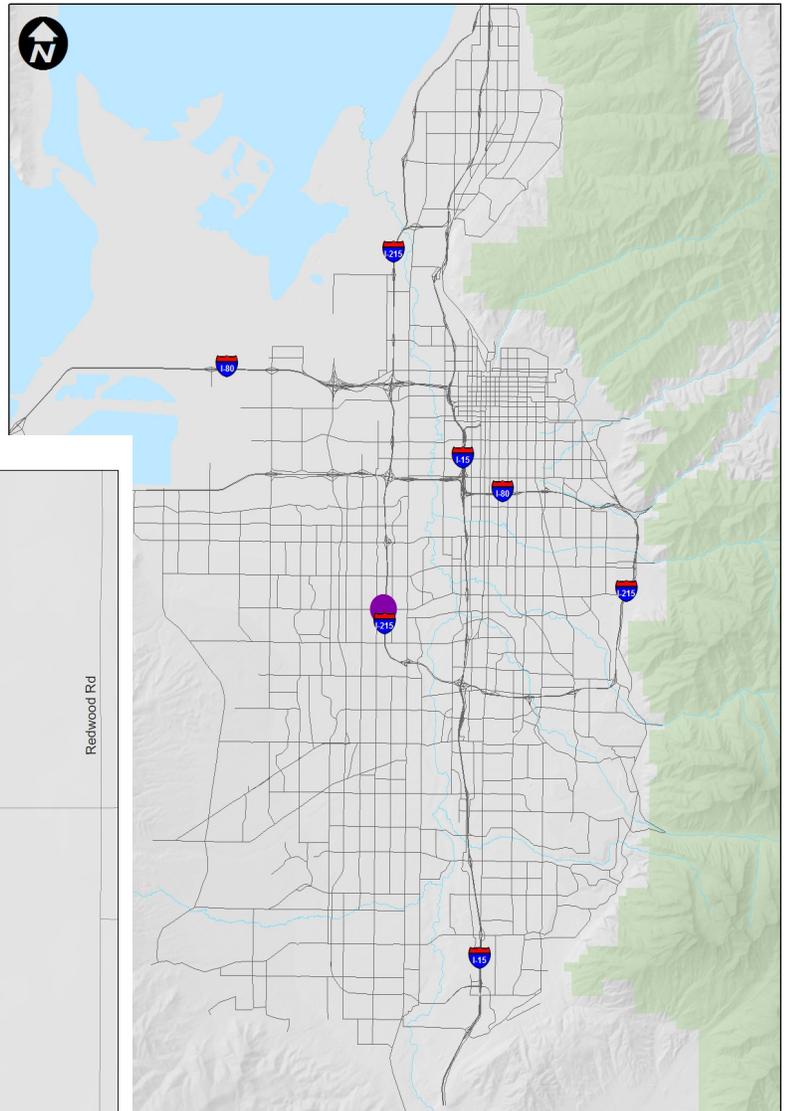
This project will widen the current roadway to the south by 12' to provide a free flowing right turn lane from eastbound 4700 South to the southbound I-215 on-ramp. This improvement will reduce congestion and delay at the intersection of 4700 South and the I-215 southbound on-ramp, for eastbound and westbound traffic on 4700 South turning southbound onto I-215. It will also reduce delay for eastbound traffic on 4700 South turning northbound onto I-215.

PROJECT COST

Estimated Total Cost:	\$	2,774,000
Federal Funds to be Obligated:	\$	2,470,000
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2014:	\$	10,000
Federal Funds Available FY 2017:	\$	250,000
Federal Funds Available FY 2018:	\$	1,000,000
Federal Funds Available FY 2019:	\$	1,210,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	UDOT/ Taylorsville City



UNIVERSITY OF UTAH CENTRAL CAMPUS SHUTTLE – PIN 11098
Electrified Shuttle Route – New Construction

PROJECT DESCRIPTION

Sponsor:	UTA & U of U	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	New Construction	Ridership	300	2,400
Functional Classification:	Transit Route	Facility Width	Existing	Proposed
Route Identification:		Roadway	0'	24'
Length:	0.17 mile	ROW	36'	36'
Year added to TIP:	2012			

UTA/UofU recently received a TIGGER grant for an electric shuttle demonstration project. The TIGGER grant will fund the electric-powered shuttle and charging station. The Surface Transportation Program funds will construct the roadway. The new shuttle will run through campus on a new roadway. The roadway will be used for ped/bike/shuttle only, no other vehicles will be allowed on this roadway. The new roadway/shuttle will provide transit connections from TRAX to the center of campus.

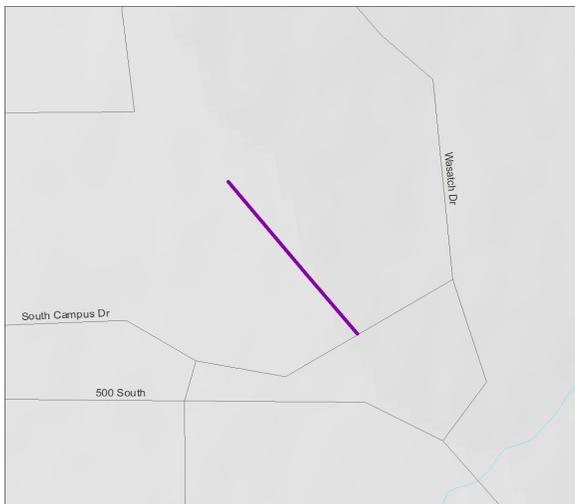
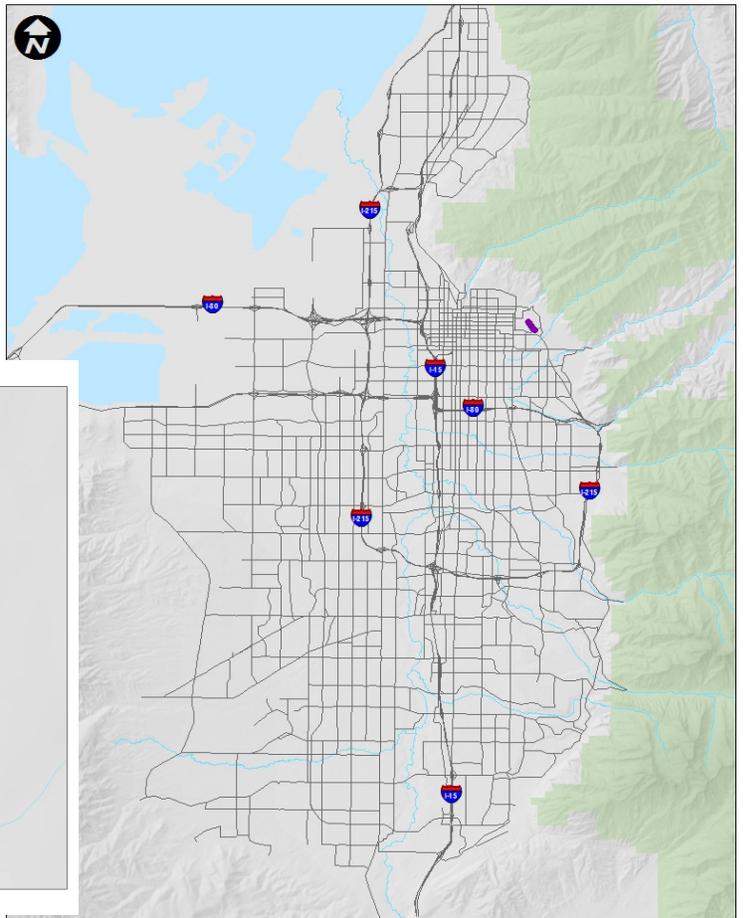
The U of U provides shuttle service on its campus for faculty, staff, students, visitors, and patients of its hospitals and clinics. Initial design of the campus emphasized pedestrian access with no motor vehicle roadway through its central core. However, growth of the campus has made it impossible to efficiently move an increasing population. Shuttle routes circumnavigate the campus when it would be much more efficient for people movers to intersect through its interior. The University anticipates that the electric-vehicles (zero emissions) traveling through campus will supplant its current diesel powered fleet traveling around its periphery. The University as a whole is dedicated to minimizing the use of single occupant vehicles and maximizing the use of mass transit. The new route through campus, along with the electric bus demonstration project, will attract new transit users to the shuttle system as well as to UTA’s system.

PROJECT COST

Estimated Total Cost:	\$	838,000
Federal Funds to be Obligated:	\$	665,000
Federal Funds Obligated :	\$	10,000
Federal Funds Available FY 2014:	\$	355,000
Federal Funds Available FY 2015:	\$	300,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	UTA & University of Utah



7000 SOUTH; BANGERTER HIGHWAY (SR-154) TO REDWOOD ROAD (SR-68) – PIN 10012
Feasibility Study

PROJECT DESCRIPTION

Sponsor:	West Jordan	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	Feasibility Study	Daily Traffic (AWDT):	24,570	40,000
Functional Classification:	Minor Arterial	Facility Width	Existing	Proposed
Route Identification:		Roadway	55'	81'
Length:	2 miles	ROW	80'	106'
		Year added to TIP:	2011	

A right of way and alignment study is necessary for this reach of 7000 South Street to determine the best alignment for future widening of this roadway. Currently there are four lanes, one westbound, two eastbound, a center turn lane, and very limited shoulders (3'). The study will help determine the best alignment for the future widening based upon all impacts to residents and property.

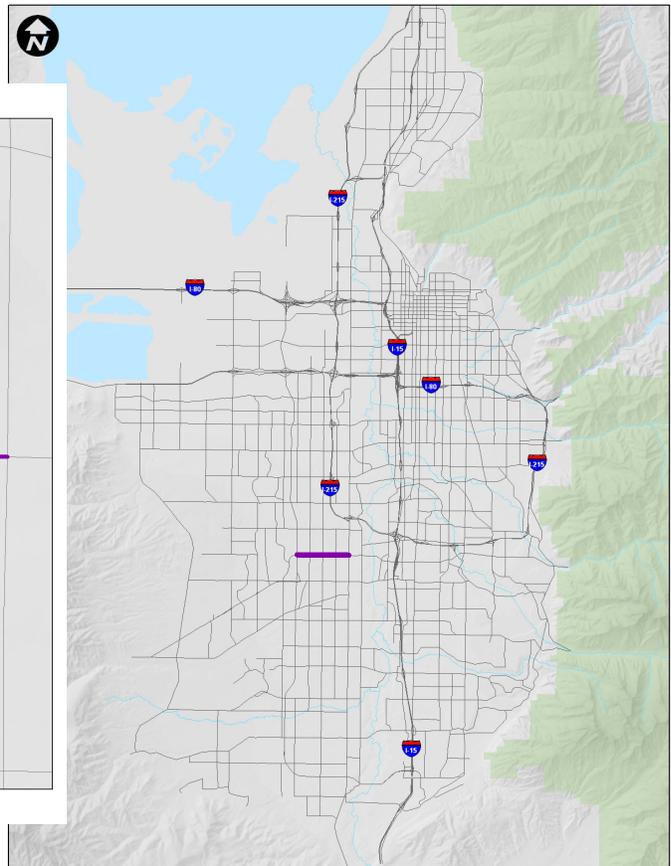
The City has struggled with the need to expand 7000 South for more than ten years but, without funding to move ahead, plans have stalled. The City attempted to improve conditions some years ago by restriping the road into its current configuration by eliminating all on street parking. There are approximately 65 properties on both the north and south sides of the street that would be affected by any widening in the future. The City desires to conduct this alignment study as ground work to any environmental plans and as a guide to allow willing sellers to sell property to the City that would be needed for the future expansion.

PROJECT COST

Estimated Total Cost:	\$	199,000
Federal Funds to be Obligated:	\$	183,000
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2014:	\$	183,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	West Jordan



2015 – 2020 Transportation Improvement Program (TIP)

9000 SOUTH; 4800 WEST TO 5300 WEST - 11989
Reconstruct with Minor Roadway Improvements

PROJECT DESCRIPTION

Sponsor:	West Jordan	Average Weekday	Current (2011)	Projected (2030)
Type of Work:	Reconstruct & Minor Roadway Improvements	Daily Traffic (AWDT)	13,000	36,000
Functional Classification:	Principal Arterial	Facility Width	Existing	Proposed
Route Identification:		Roadway	81'	81'
Length:	0.7 mile	ROW	106'	106'
Year added to TIP:	2013			

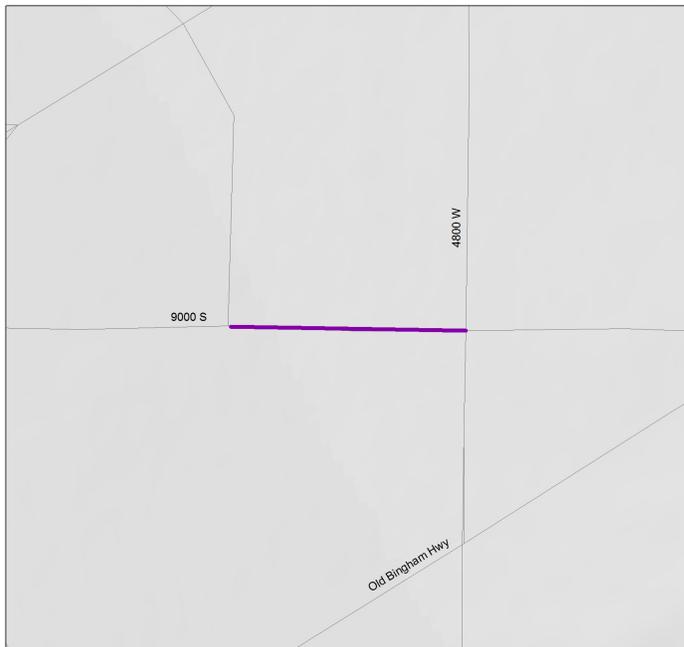
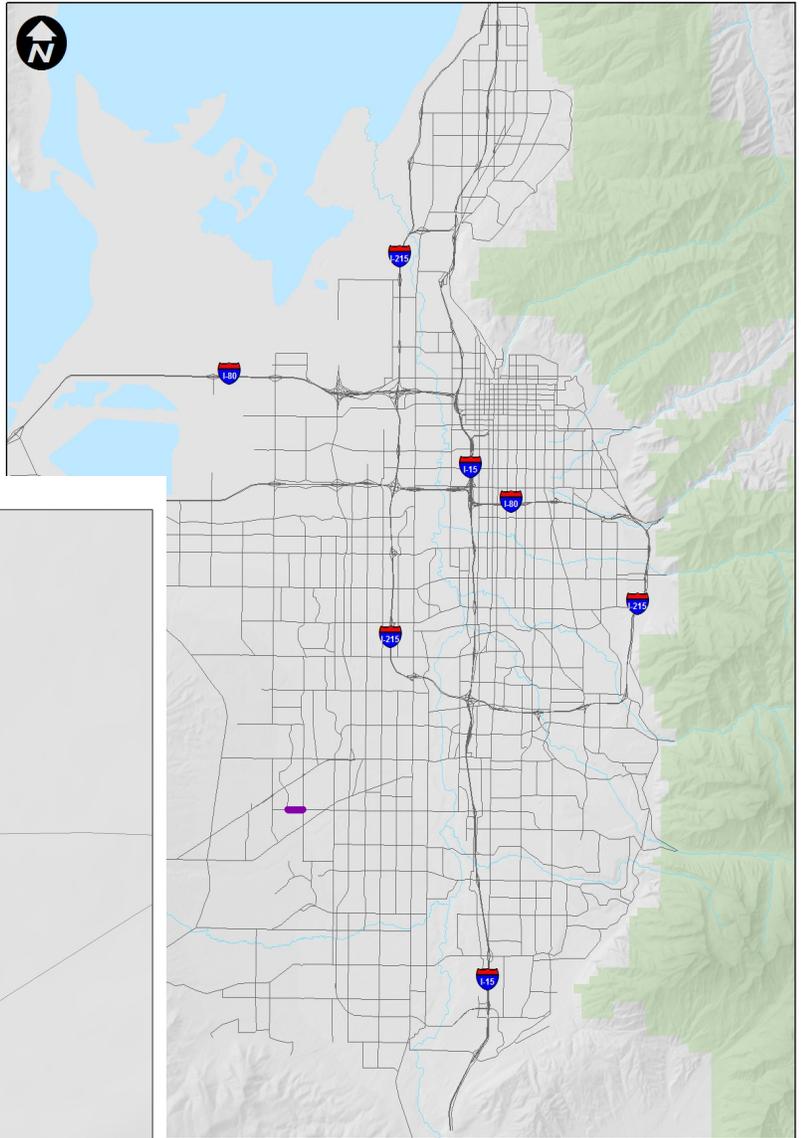
This section of 9000 South was built at a time when traffic projections were showing much less traffic than current projections. Also, the percentage of trucks has greatly increased over the past 15 years due to increased development in the nearby Bagley Industrial Park. This section of road needs to be replaced for both the increased volume, and percentage of truck traffic. The section now links Mountain View Corridor and Bangerter Highway. Moreover, this roadway will service the Boeing facility in the Bingham Business Park.

PROJECT COST

Estimated Total Cost:	\$	4,047,000
Federal Funds to be Obligated:	\$	3,175,000
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2014:	\$	10,000
Federal Funds Available FY 2017:	\$	250,000
Federal Funds Available FY 2018:	\$	1,000,000
Federal Funds Available FY 2019:	\$	1,915,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	West Jordan City



**PORTER ROCKWELL BLVD (FOURTH SEGMENT);
EAST JORDAN CANAL AND 15800 SOUTH TO 0.5 MILES EAST– PIN 13112**
New Construction
NEW PROJECT

PROJECT DESCRIPTION

Sponsor:	Bluffdale City	Average Weekday	Current (2011)	Projected (2030)
Type of Work:	New Construction	Daily Traffic (AWDT):	0	28,000
Functional Classification:	Principal Arterial	Facility Width	Existing	Proposed
Route Identification:		Roadway	0'	76'
Length:	0.46 mile	ROW	0'	120'
Year added to TIP:	2014			

This project extends Porter Rockwell Boulevard to the east, to where a new bridge is planned to span over the Jordan River, Union Pacific and Front Runner rail roads. Segment four and the bridge are the last two sections in the roadway to have funding identified and will complete the east-west corridor connecting I-15 to the Mountain View Corridor. This boulevard is an essential component for mobility in south Salt Lake County, providing congestion relief to I-15 and Bangerter Highway. The Bonneville Shoreline trail and new transit network are part of this corridor completion.

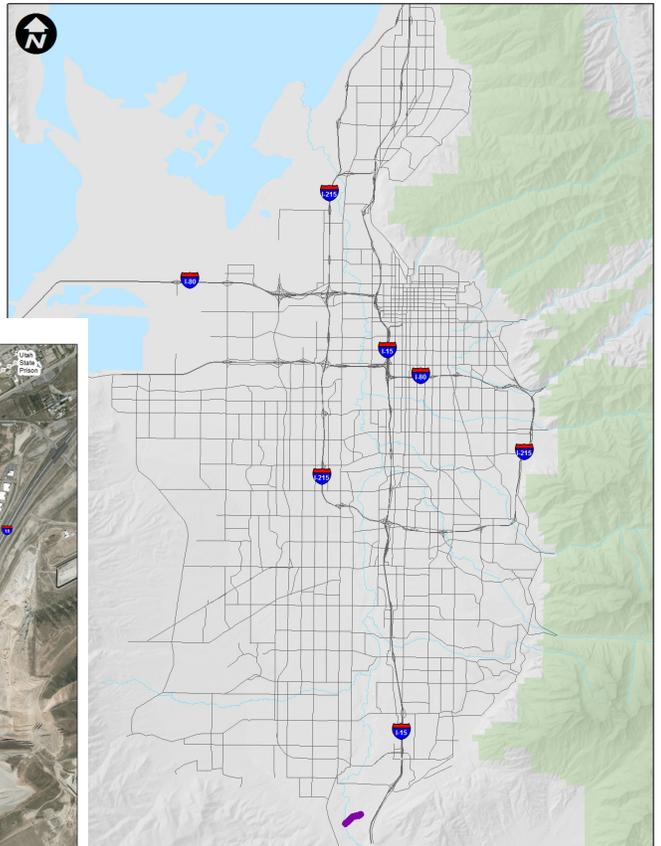
Segment 4 is one of the six segments of this three mile regional arterial facility. Two segments have been built (one and six) and the second and third segments are in design, the second segment is almost complete and is scheduled for construction in the coming months. Porter Rockwell is essential for east-west mobility in the south Salt Lake County. WFRC 2030 traffic count projections show 28,000 ADT on this road. A new 500 acre (3,500 units) development broke ground in 2012 and another large development is in the approval/planning stage. Commercial developments are anticipated next to segment 5. The Utah Data Center has been completed at the south end of Bluffdale on Camp Williams Road. The City of Bluffdale is working with landowners and developers to complete segments two and three and preserve the right of way (ROW). Most of segment 5 ROW has been secured. The City is working to secure the remaining ROW.

PROJECT COST

Estimated Total Cost:	\$	6,474,700
Federal Funds to be Obligated:	\$	6,036,363
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2018:	\$	500,000
Federal Funds Available FY 2019:	\$	2,500,000
Federal Funds Available FY 2020:	\$	3,036,363

SOURCE OF FUNDS

Federal: Surface Transportation Program
Non-Federal:



11800 SOUTH; MOUNTAIN VIEW CORRIDOR TO 5600 WEST – PIN 13113

**New Construction
NEW PROJECT**

PROJECT DESCRIPTION

Sponsor:	Herriman City	Average Weekday	Current (2011)	Project (2030)
Type of Work:	New Construction	Daily Traffic (AWDT):		
		Redwood Road:	16,000	44,000
Functional Classification:	Principal Arterial	Facility Widths:	Existing	Proposed
Route Identification:	NEWPROJ(13113)	Roadway	0'	81'
Length:	0.4 miles (0.64 km)	ROW	0'	106'
Year added to TIP:	2014			

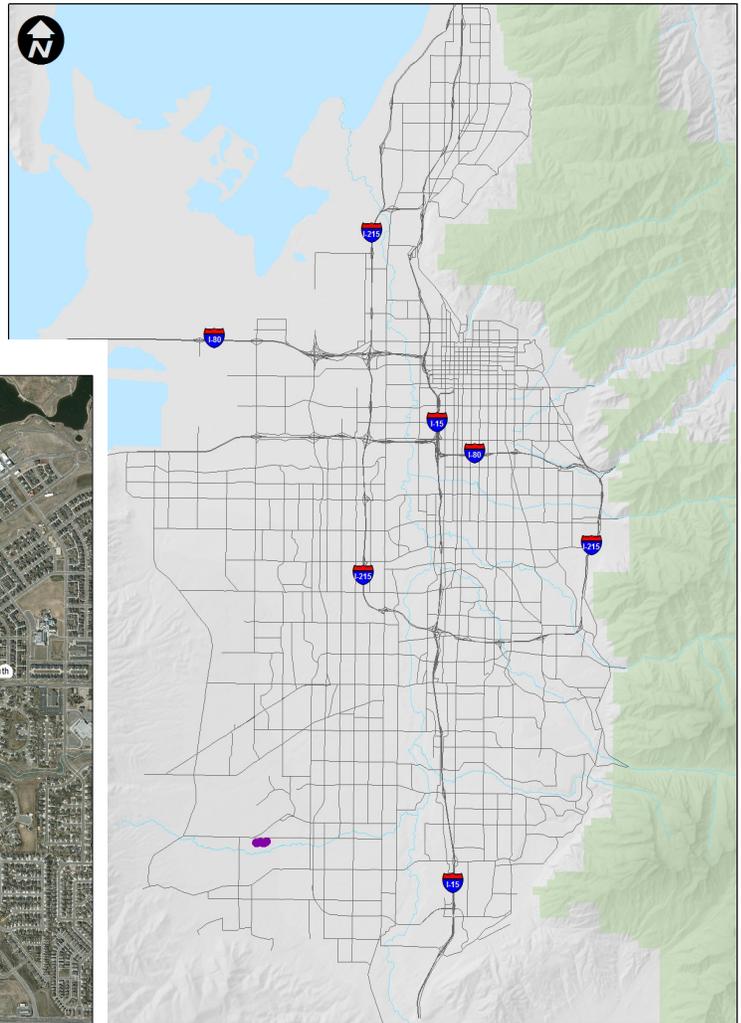
This road section is key to gaining the designed transportation utility from millions of dollars already spent in roadway construction on Mountain View and 5600 W. This is a relatively small section of road that finishes the connection of 11800 S, 5600 W, and Mountain View. The 11800 S intersection with 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.

PROJECT COST

Estimated Total Cost:	\$	3,051,200
Federal Funds Available:	\$	2,000,000
Federal Funds Already Used	\$	- 0 -
Federal Funds Available FY 2018:	\$	250,000
Federal Funds Available FY 2019:	\$	1,000,000
Federal Funds Available FY 2020:	\$	750,000

SOURCE OF FUNDS

Federal: Surface Transportation Program
Non-Federal:



9270 SOUTH & STATE STREET – PIN 13114
Intersection Improvements and Signal Installation
New Project

PROJECT DESCRIPTION

Sponsor:	Sandy City	Average Weekday	Current (2011)	Projected (2020)
Type of Work:	Intersection Improvements	Daily Traffic (AWDT):	14,500	23,000
Functional Classification:	Minor Arterial			
Route Identification:	NewProj(13114)	Facility Width:	Existing	Proposed
Length:	0.15 miles (0.24 km)	Roadway	37'	37'
Year added to TIP:	2014	ROW	62'	62'

The intersection of 9270 South at State Street is offset from the intersection of the ReAL Stadium collector street at 9250 South State Street. This project would realign 9270 South between State Street and 150 East so it aligns with the ReAL Stadium collector at 9250 South and construct a new signal.

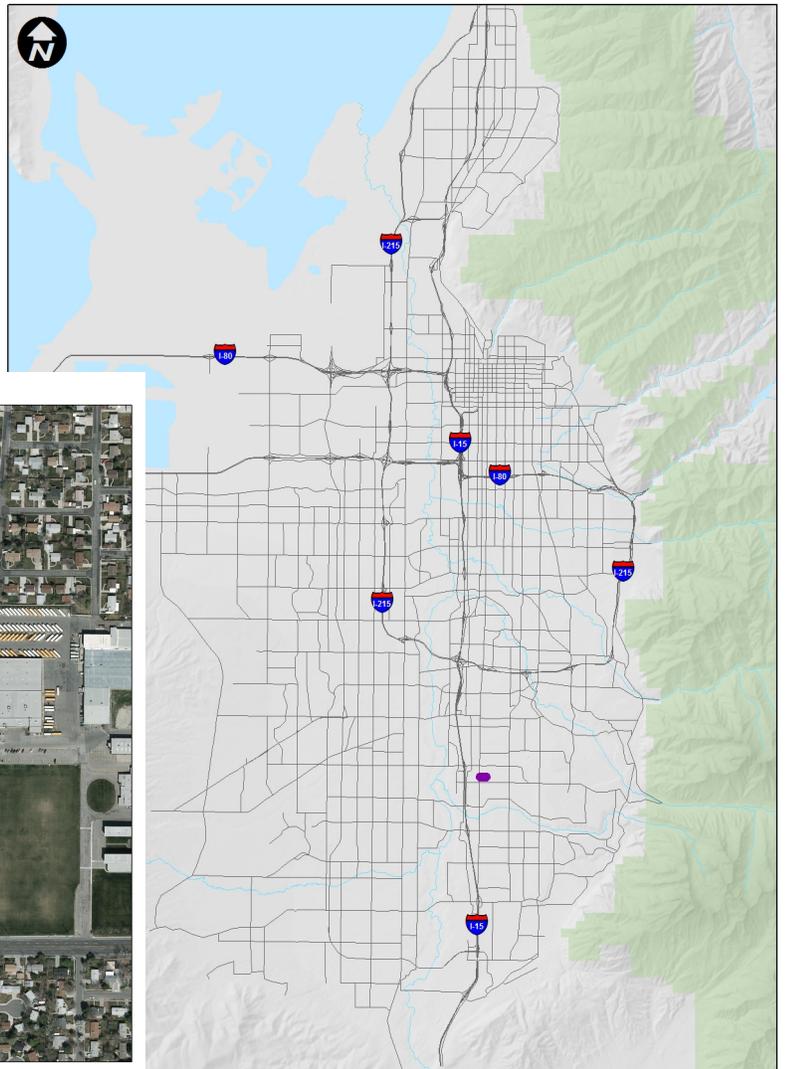
This project provides improved safety, access management, event management, and corridor flow. It takes two offset T-intersections (9200 South and 9270 South), and realigns them with a signal. This allows improved access, circulation, and safety. Currently the un-signalized full access point has an average of 2.2 injury accidents a year, and 8.2 total incidents. This also creates full access for Rio Tinto Stadium, improving circulation in the area. Currently this is right-in/right-out. An existing pedestrian only signal installed at this location would be upgraded to a full traffic signal.

PROJECT COST

Estimated Total Cost:	\$ 3,453,000
Federal Funds Available:	\$ 3,203,756
Federal Funds Already Used	\$ - 0 -
Federal Funds Available FY 2016:	\$ 10,000
Federal Funds Available FY 2018:	\$ 400,000
Federal Funds Available FY 2019:	\$ 1,500,000
Federal Funds Available FY 2020:	\$ 1,293,756

SOURCE OF FUNDS

Federal: Surface Transportation Program
 Non-Federal:



REDWOOD ROAD; 4100 SOUTH TO BRUIN BLVD (4445 So) – PIN 13115
Access Management and Safety Improvements
New Project

PROJECT DESCRIPTION

Sponsor:	Taylorville City	Average Weekday	Current (2011)	Projected (2030)
Type of Work:	Access Management & Safety Improvements	Daily Traffic (AWDT):	46,465	62,000
Functional Classification:	Principal Arterial			
Route Identification:	NewProj(13115)	Facility Width:	Existing	Proposed
Length:	0.576 miles (0.93 km)	Roadway	80'	106'
Year added to TIP:	2014	ROW	80'	106'

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..

Redwood Road is an arterial with a significant amount of traffic, and this section of the roadway is within a commercial area with a high number of accesses. Taylorville City completed a safety improvement project on Redwood Road a few years ago, and the City wants to extend those improvements from 4100 South to Bruin Blvd. A portion of this project has been programmed for funding (Bruin Blvd to 4700 South). Funding this portion of Phase 3 will complete funding from 4100 South to 4700 South. The City’s goals for this project are:

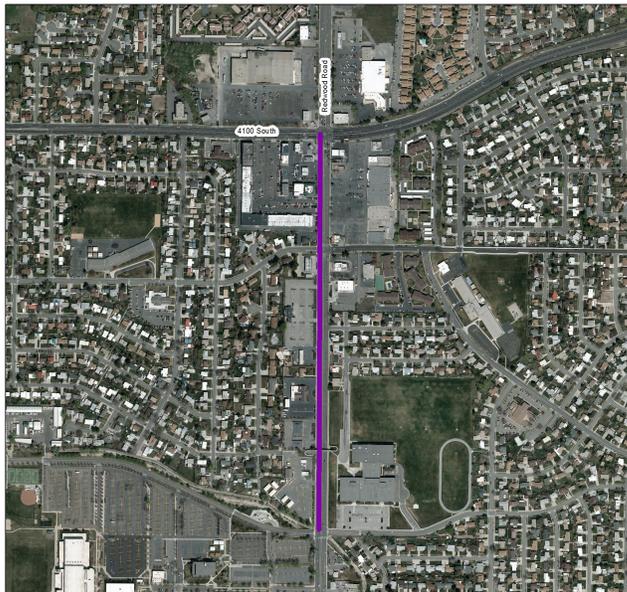
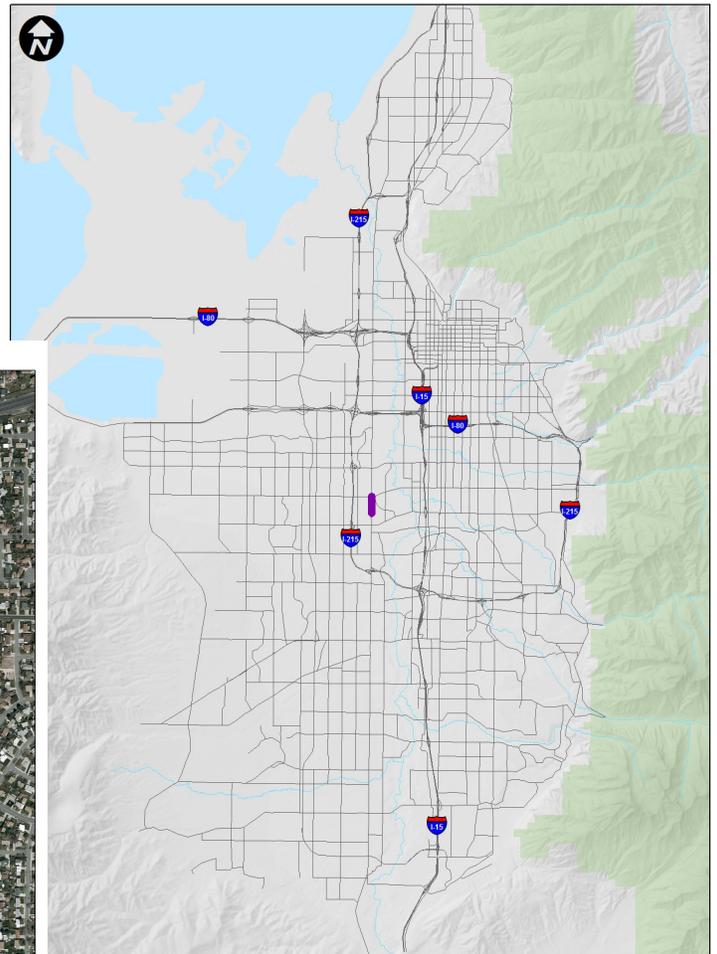
- Improve vehicle safety by minimizing accidents using raised medians and right turn pockets;
- Improve safety using access management by consolidating accesses and improving flow at driveways;
- Improve pedestrian safety and comfort with wider park strips and sidewalks;
- Improve aesthetics using landscaping; and
- Improve safety of UTA bus stops by providing pedestrian buffers, benches, and shelters.

PROJECT COST

Estimated Total Cost:	\$ 4,837,000
Federal Funds Available:	\$ 4,427,493
Federal Funds Already Used	\$ - 0 -
Federal Funds Available FY 2018:	\$ 250,000
Federal Funds Available FY 2019:	\$ 2,000,000
Federal Funds Available FY 2020:	\$ 2,177,493

SOURCE OF FUNDS

Federal: Surface Transportation Program
 Non-Federal:



3200 WEST – 10431 SOUTH to 10600 South – PIN 13116
Reconstruction with Minor Widening
New Project

PROJECT DESCRIPTION

Sponsor:	South Jordan City	Average Weekday	Current (2011)	Projected (2030)
Type of Work:	Reconstruct & Minor Widening	Daily Traffic (AWDT):	3,000	5,000
Functional Classification:	Collector			
Route Identification:	NewProj(13116)	Facility Width	Existing	Proposed
Length:	.236 miles (0.38 km)	Roadway	36'	44'
Year added to TIP:	2014	ROW	66'	71'

The proposed improvements for this roadway will improve safety for motorists, cyclists, and pedestrians traveling the width of the City, between West Jordan on the north and Riverton on the south. Due to the increase in residential subdivisions adjacent to this roadway in the last several years, we expect a higher volume of vehicles as compared to the past. By widening the roadway, this corridor will be safer for pedestrians and cyclists providing continuous sidewalk and widened shoulder pavement.

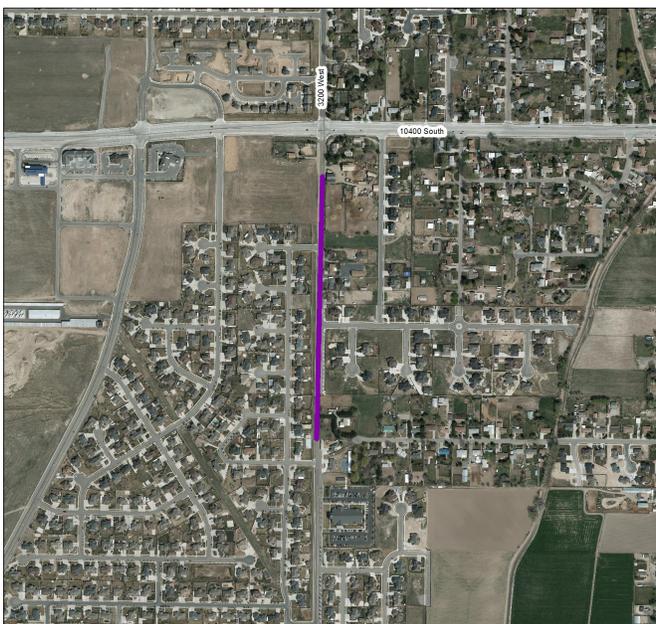
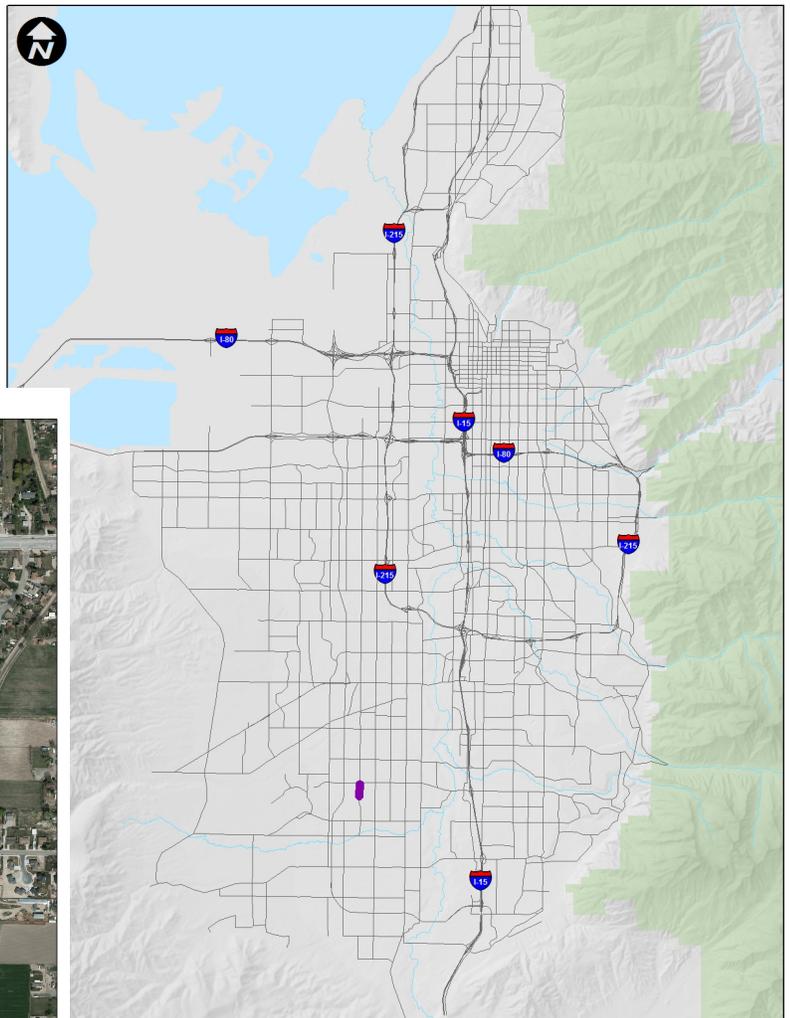
2200 West is a minor collector road that stretches from West Jordan on the north and 11400 South on the south. Several areas on 2200 West are unimproved with only a single travel lane of pavement in each direction existing. This funding request is to improve but not limited to the roadway with curb and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

PROJECT COST

Estimated Total Cost:	\$ 1,396,200
Federal Funds to be Obligated:	\$ 1,000,000
Federal Funds Already Used	\$ - 0 -
Federal Funds Available FY 2016:	\$ 10,000
Federal Funds Available FY 2018:	\$ 250,000
Federal Funds Available FY 2019:	\$ 740,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	South Jordan City



2015 – 2020 Transportation Improvement Program (TIP)

4100 SOUTH; BANGERTER HIGHWAY to 4400 WEST – PIN 13117
Reconstruction with Minor Widening
New Project

PROJECT DESCRIPTION

Sponsor:	West Valley City	Average Weekday	Current (2011)	Projected (2030)
Type of Work:	Reconstruct & Minor Widening	Daily Traffic (AWDT):	30,580	43,000
Functional Classification:	Minor Arterial			
Route Identification:	NewProj(13117)	Facility Width	Existing	Proposed
Length:	.75 miles (1.21 km)	Roadway	55'	80'
Year added to TIP:	2014	ROW	55'	80'

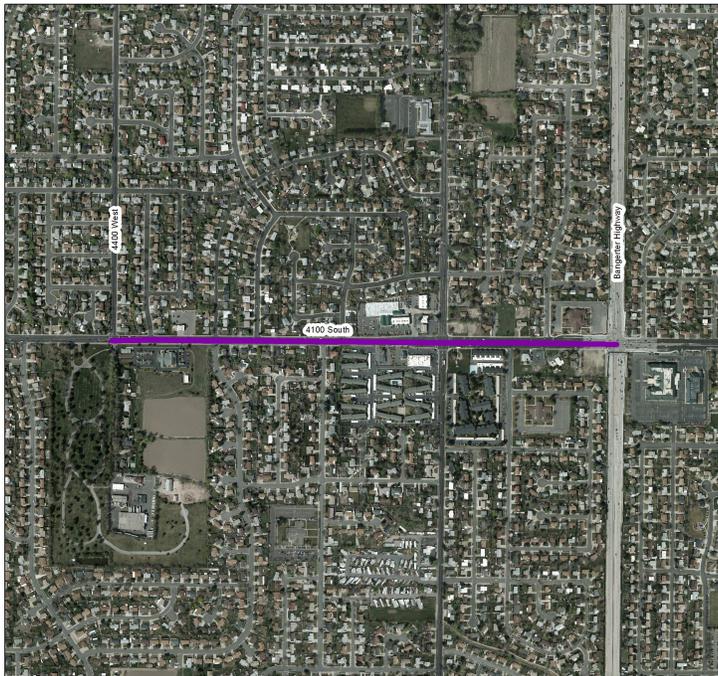
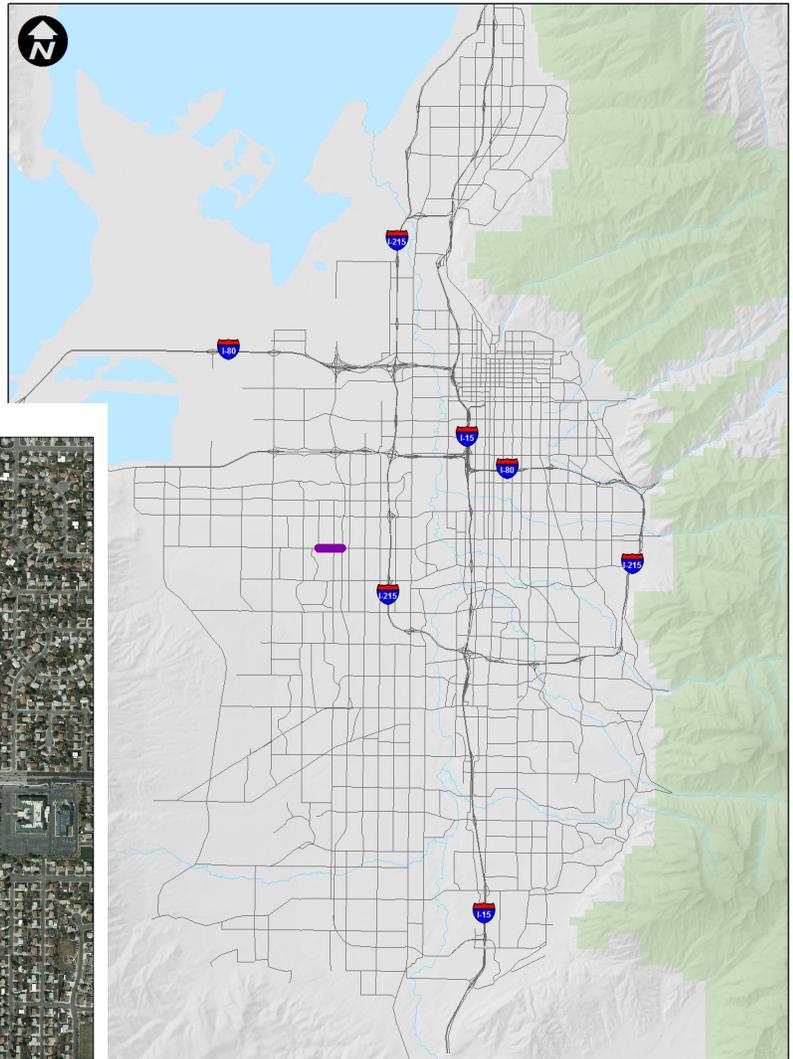
This project would reconstruct only the asphalt pavement, and would allow the roadway to continue to serve the needs of the residents on the east and west sides of the valley. 4100 South is a critical arterial roadway through West Valley City, and the Salt Lake Valley, extending from the east side I-215 belt route, to SR-111. With over 30,000 vehicles per day, it is the highest volume local road in the entire city. In 2016, the Mountain View Corridor will be extended north, and will terminate at 4100 South. The roadway was widened over 16 years ago with STP funds, but the pavement was not reconstructed at that time, and has deteriorated significantly over the years, in spite of the regular maintenance.

PROJECT COST

Estimated Total Cost:	\$ 4,346,900
Federal Funds to be Obligated:	\$ 3,994,346
Federal Funds Already Used	\$ - 0 -
Federal Funds Available FY 2016:	\$ 10,000
Federal Funds Available FY 2018:	\$ 484,346
Federal Funds Available FY 2019:	\$ 1,000,000
Federal Funds Available FY 2020:	\$ 2,500,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	West Valley City



Ogden/ Layton Urbanized Area

Projects

1800 NORTH (SR-37); I-15 TO 2000 WEST (SR-108) – PIN 6552
1800 North Environmental Impact Statement

PROJECT DESCRIPTION

Sponsor:	UDOT Region One	Average Weekday	Current (2005)	Projected (2030)
Type of Work:	Preliminary Engineering, Environmental Document & ROW Acquisition	Daily Traffic (AWDT):	14,620	36,000

Functional Classification:	Minor Arterial	Facility Width	Existing	Proposed
Route Identification:	F-0037(4)0	Roadway	45'	58'
Length:	.4 miles (0.64 km)	ROW	66'	165'
Year added to TIP:	2007			

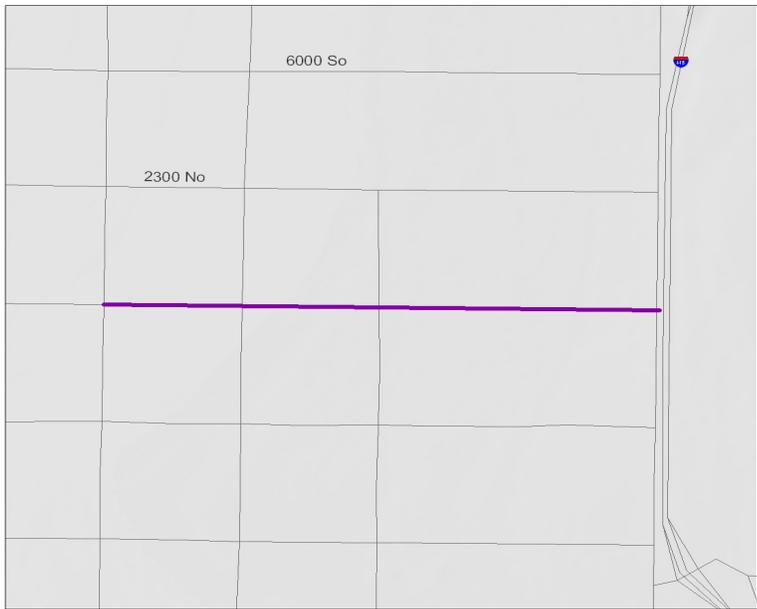
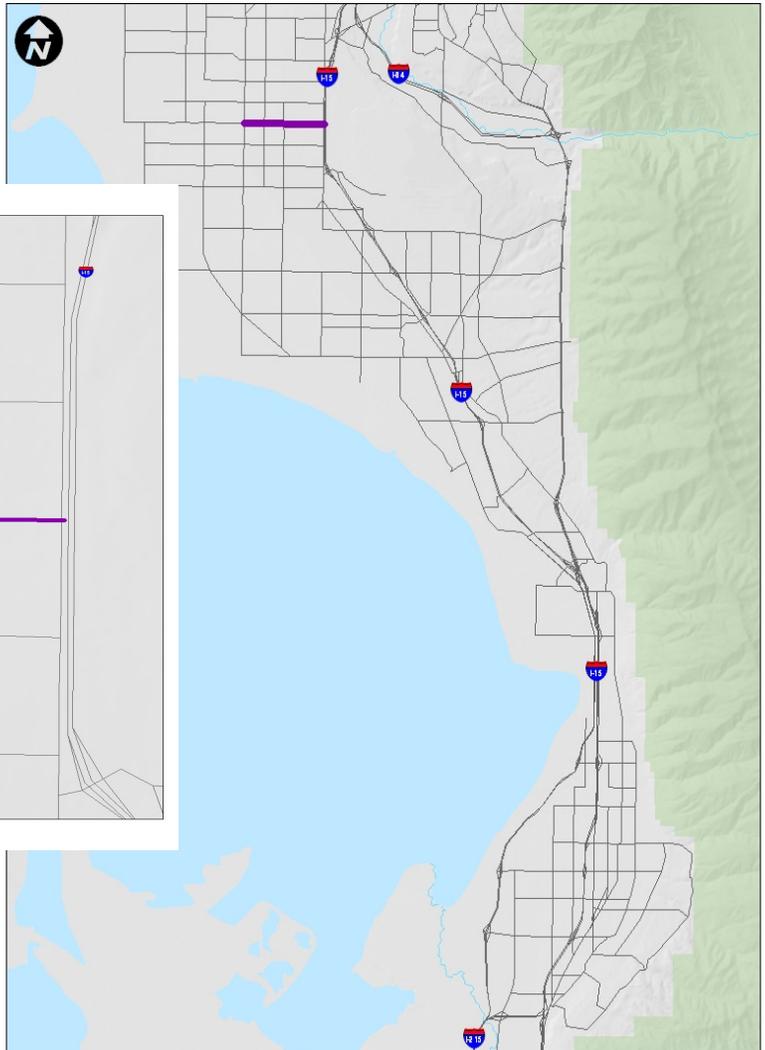
The proposed project is to construct a grade separated railroad crossing over the UP and UTA railroad tracks and identify the feasibility of an interchange on I-15 at 1800 North. The proposed rail road crossing will accommodate a four lane roadway on 1800 North in conformance with the Regional Transportation Plan, and also accommodate pedestrian traffic with walkways on each side of the roadway. This funding will accomplish the completion of the environmental document, preliminary engineering, and initiate right-of-way.

PROJECT COST

Estimated Total Cost:	\$ 31,148,000
Federal Funds to be Obligated:	\$ 1,700,000
Federal Funds Obligated to Date:	\$ 1,652,611
Federal Funds Available FY 2015:	\$ 583,697

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	UDOT Region One



**WALL AVENUE- WALL AVENUE and 12th STREET – PIN 4400
& 12th STREET RECONSTRUCTION from WASHINGTON BLVD to I-15
Intersection and Roadway Widening Improvements
PROJECT COMPLETED**

PROJECT DESCRIPTION

This project will improve the safety and operational characteristics of the intersection. The improvements will include providing double left turns, improving intersection geometry, and improve the right turn movements. This intersection has been perceived by the locals and reported in the press as one of the most dangerous intersections in the area.

Reduced emissions estimate (kg/day): 105.83 CO, 3.64 VOC, 11.82 Nox.
This equates to around 33.4 tons / year.

PROJECT COST

Estimated Total Cost: \$ 28,500,000
Federal Funds Available: \$ 4,125,000
Federal Funds Already Used: \$ 2,000,000

Average Weekday		
Daily Traffic (AWDT):	Current	Projected
Wall Ave	23,825	38,500
12 th Street	24,003	44,000

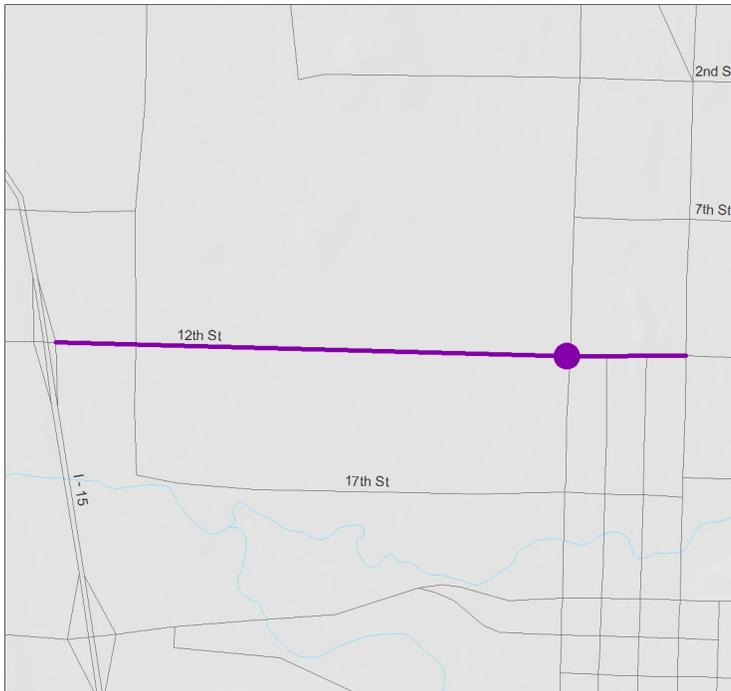
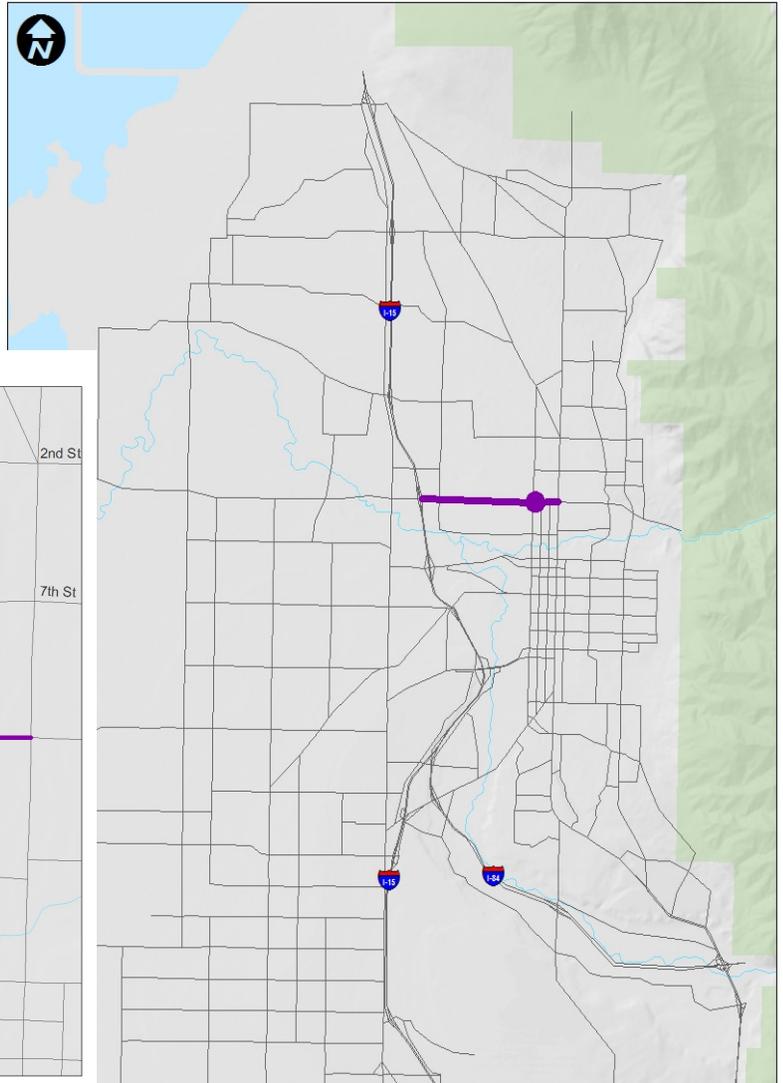
Other Funds Programmed

Congestion Mitigation/ Air Quality \$ 1,990,000
National Highway System \$ 17,340,000
Local Government \$ 2,048,000

Year added to TIP: 2005

SOURCE OF FUNDS

Federal: Congestion Mitigation/Air Quality
Non-Federal: Utah Department of Transportation (UDOT)



500 SOUTH – REDWOOD ROAD TO I-15 – PIN 4178
Widening from 2 to 5 Lanes
ARRA FUNDS INCLUDED IN THIS PROJECT
PROJECT COMPLETED

PROJECT DESCRIPTION

Sponsor:	UDOT	Average Weekday	Current (2003)	Projected (2030)
Type of Work:	Widening	Daily Traffic (AWDT):	14,000	21,000
Functional Classification:	Minor Arterial			
Project Identification:	STP-0068(16)68	Facility Width	Existing	Proposed
	STP-0068(57)68			
	STP-0068(58)68			
Length:	1.0 miles (1.61 km)	Roadway	28'	75'
Year added to TIP:	2003	Right of Way	80'-100'	100'

This project is intended to widen the existing road to provide two through lanes in each direction and a center median. A sidewalk on both sides will also be constructed with the project for the entire length. An additional 20-foot of right-of-way will need to be acquired east of the railroad tracks crossing at 800 West to I-15. A new storm drain system, sidewalk, and street lighting will also need to be included in construction. This project will alleviate some congestion problems in the area.

PROJECT COST

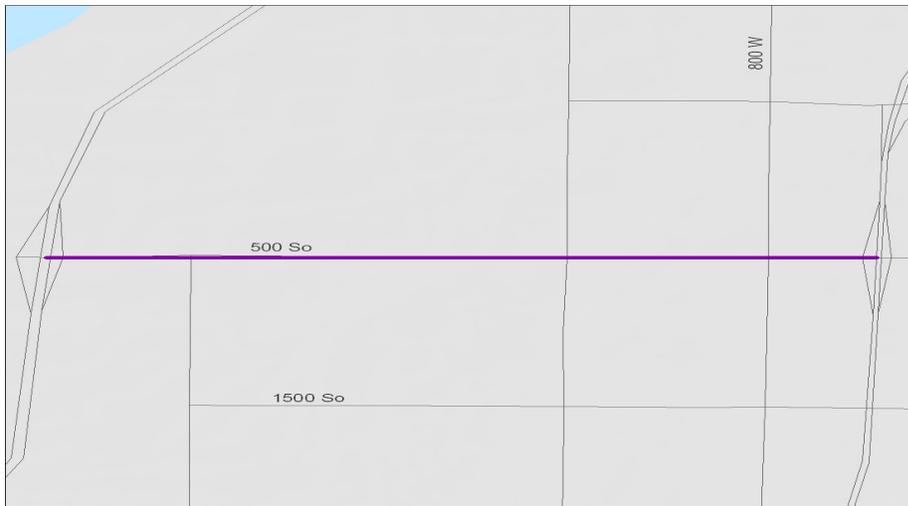
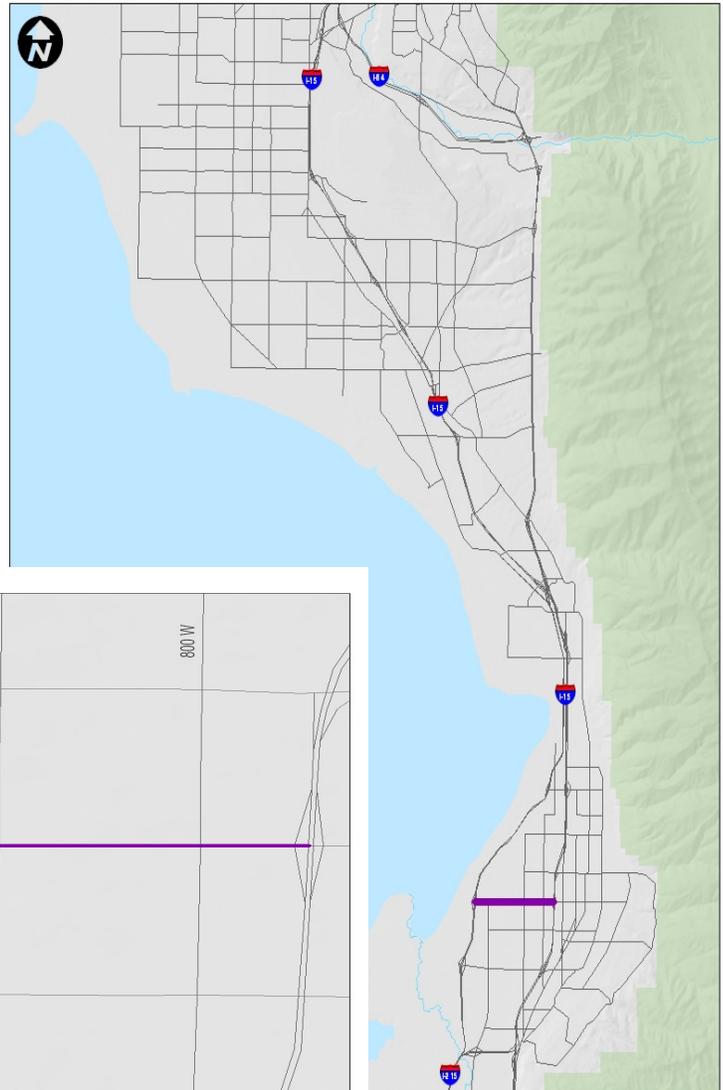
Estimated Total Cost:	\$ 25,819,339
STP Federal Funds Available:	\$ 12,077,000
Federal Funds Advanced Const.:	\$ 5,863,485
Federal Funds Obligated:	\$ 12,076,998

Other Funds Programmed

Local Government Betterment	\$ 1,215,356
Critical Highway Need Funds	\$ 5,426,000
Equity Bonus (Min Guarantee)	\$ 1,574,001
State Signals Funds	\$ 200,000
Critical Highway Need Funds	\$ 5,426,000
ARRA Enhancement	\$ 450,000
ARRA Statewide	\$ 4,000,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-federal:	UDOT



SKYLINE DRIVE IN PLEASANT VIEW – PIN 6568
Preliminary Engineering & ROW Acquisition

PROJECT DESCRIPTION

Sponsor:	Pleasant View	Average Weekday	Current (2004)	Projected (2030)
Type of Work:	Reconstruction	Daily Traffic (AWDT):	N/A	4,000
Functional Classification:	Collector			
Route Identification:	F-LC57(18)	Facility Width	Existing	Proposed
Length:	7.12 miles (11.46 km)	Roadway	0' – 48'	50'
Year added to TIP:	2007	ROW	0' – 80'	84'

Skyline Drive connects Highway 89 to the Upper Weber Valley. Portions have been completed or approved for completion by development. Survey and layout work by the City have been ongoing on undeveloped portions of the road.

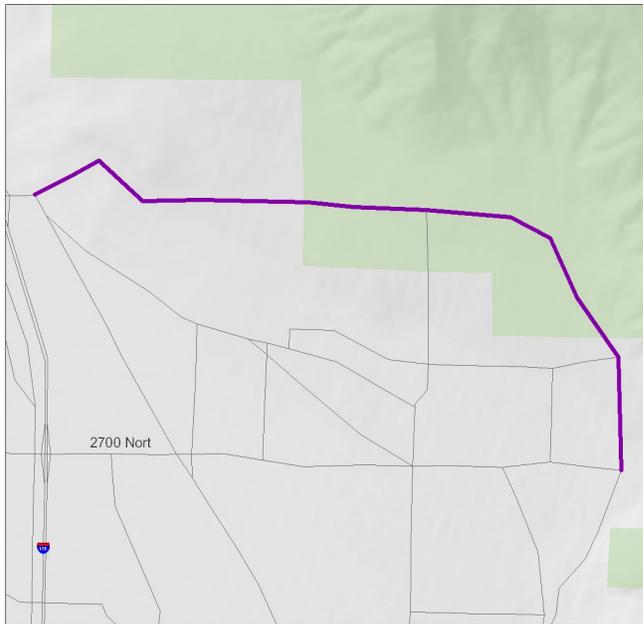
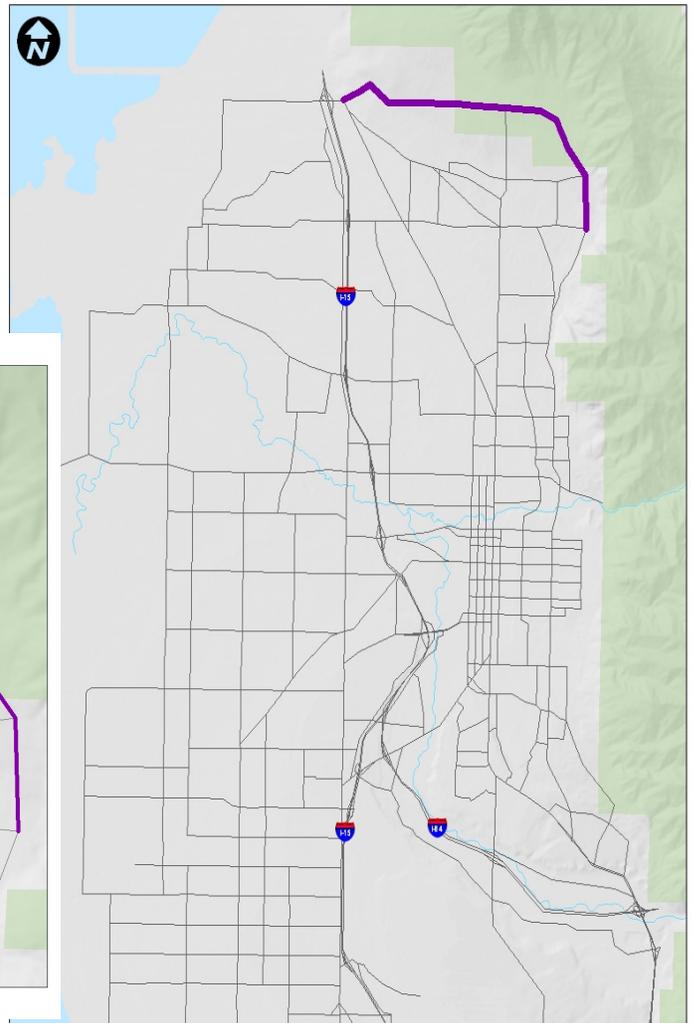
The extension of Skyline Drive will: (1) provide better access to local, collector and arterial roadways within the region and city; (2) divert an accident prone trucking route away from sensitive residential areas and a school zone ; (3) reconfigure and eliminate the problematic intersection at Pleasant View Drive and Hwy 89; and (4) provide better access for emergency service personnel from the proposed fire station on Skyline Drive . In undeveloped areas the proposed extension of Skyline Drive will be limited to a 28 foot pavement section placing the burden of utilities and frontage improvements on future development while providing the existing residents with improved access and safety. New driveway connections to Skyline Drive will be limited to help provide better access management.

PROJECT COST

Estimated Total Cost:	\$	7,542,000
Federal Funds to be Obligated:	\$	3,433,500
Federal Funds Obligated to Date:	\$	10,000
Federal Funds Available FY 2018:	\$	3,424,177

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Pleasant View/ North Ogden



800 NORTH (PHASE I & II); 1000 WEST TO 2000 WEST – PIN 7196
Reconstruction/ Widening & Intersection Improvements
CONSTRUCTION COMPLETED

PROJECT DESCRIPTION

Sponsor:	Clinton City	Average Weekday	Current (2007)	Projected (2030)
Type of Work:	Reconstruction/ Widening	Daily Traffic (AWDT):	5,200	7,000
Functional Classification:	Collector			
Route Identification:	F-LC57(20)	Facility Width	Existing	Proposed
Length:	.5 miles (0.8 km)	Roadway	24' – 32'	42'
Year added to TIP:	2008	ROW	66'	66'

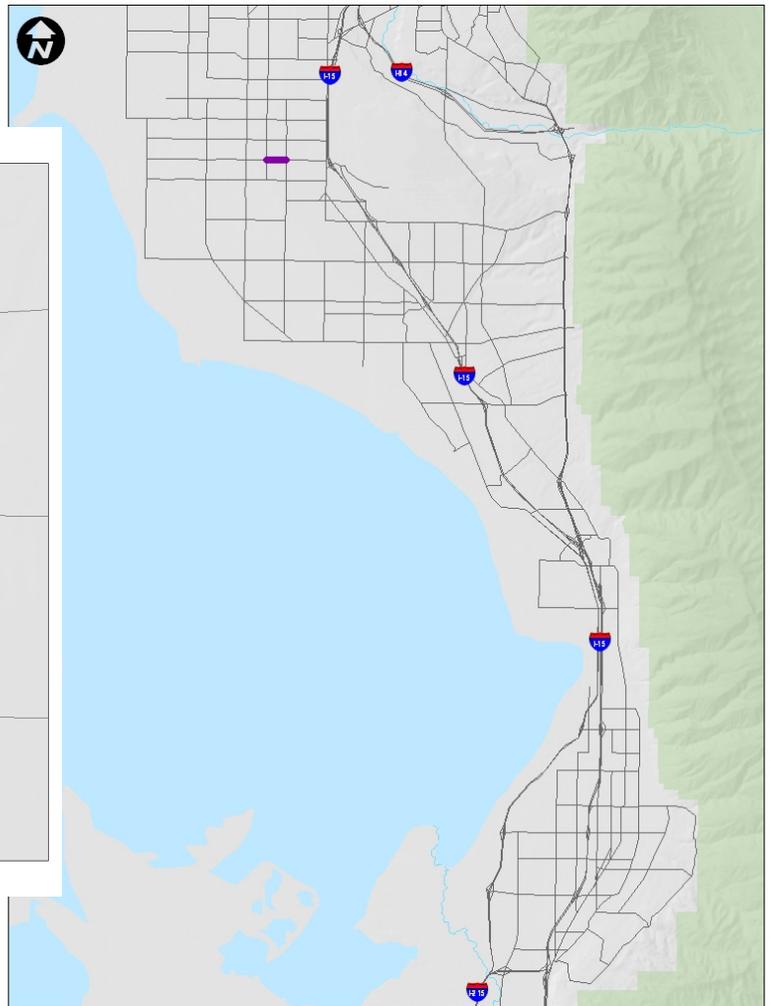
This project widens 800 North from 1000 West to 2000 West and constructs a signalized intersection at 1000 West and 800 North. The cities of West Point, Clearfield, and Clinton contribute to the traffic on 800 North and traffic volumes are reaching the capacity of the present 25 foot wide 2 lane roadway. The project widens the roadway to a 3 lane facility providing two 12 foot travel lanes, a 12 foot two way left turn median, and shoulders/ bike lanes for a total paved width of 42 feet. In addition curb and gutter, 4.5 foot park strips, 4 foot sidewalks and storm drainage facilities are included in the project. The combined shoulder/ bike lane is in conformance with the Clinton City master plan and has the support of both West Point and Clearfield cities. On-street parallel parking is not to be allowed so that the shoulder can function as a bike lane and emergency pullout area for motorists.

PROJECT COST

Estimated Total Cost:	\$ 9,112,000
Federal Funds to be Obligated:	\$ 7,162,000
Federal Funds Obligated to Date:	\$ 5,011,865
Federal Funds Available FY 2014:	\$ 2,150,135

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Clinton City



**400 NORTH; 800 WEST TO 1100 WEST – PIN 8137
Reconstruction**

PROJECT DESCRIPTION

Sponsor:	West Bountiful City	Average Weekday	Current (2007)	Projected (2030)
Type of Work:	Reconstruction	Daily Traffic (AWDT):	4,000	8,000
Functional Classification:	Collector	Facility Width	Existing	Proposed
Route Identification:	F-R199(68)	Roadway	32'	45'
Length:	.5 miles (0.8 km)	ROW	66'	66'
Year added to TIP:	2009			

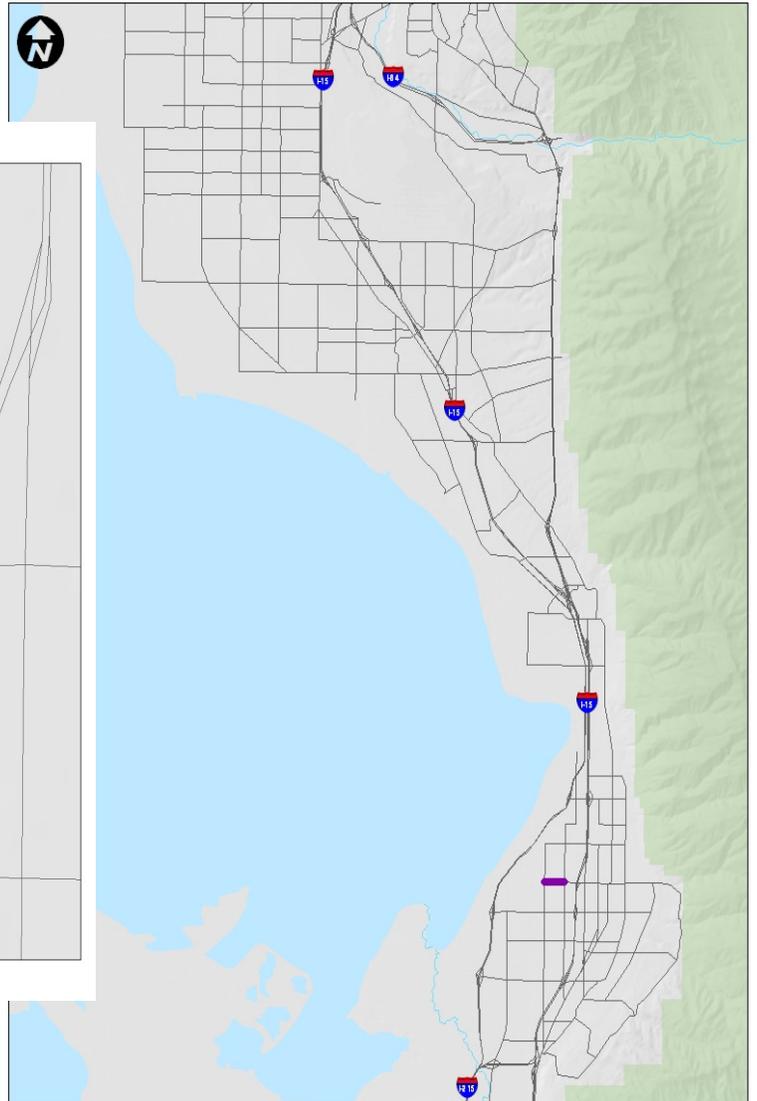
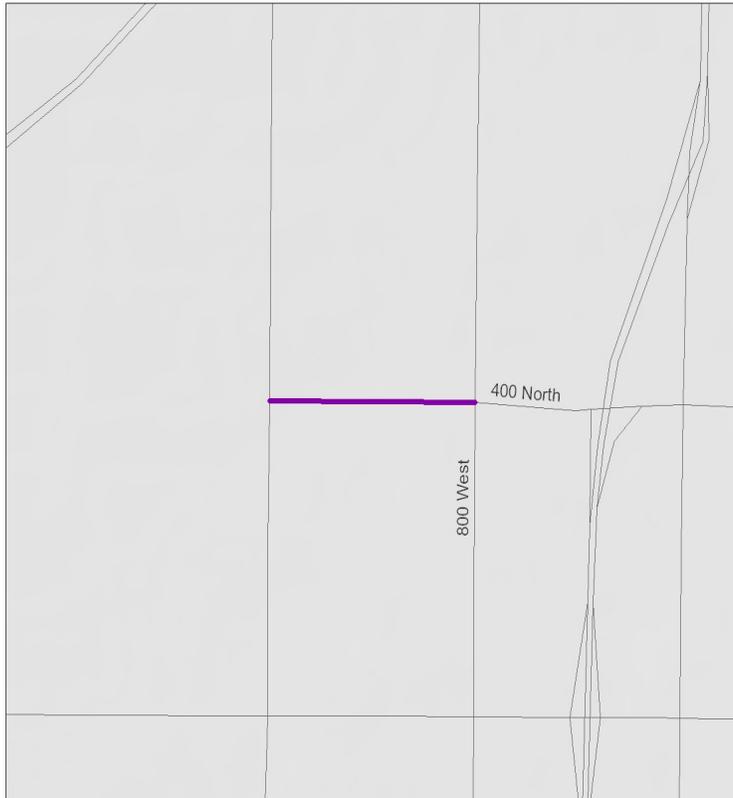
This project will provide improvements along 400 North, from 800 West to 1100 West. These improvements include complete reconstruction of the roadway and the installation of new curb, gutter, and sidewalk. The current condition of the roadway is very poor and any maintenance work is only a temporary band aid to hold the road together until the reconstruction can be completed.

PROJECT COST

Estimated Total Cost:	\$ 2,427,350
Federal Funds to be Obligated:	\$ 2,572,542
Federal Funds Obligated to Date:	\$ 2,572,542
Federal Funds Available:	\$ - 0 -

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	West Bountiful City



40TH STREET; WASHINGTON BLVD TO GRAMERCY AVENUE – PIN 8141
Reconstruction and Widen

PROJECT DESCRIPTION

Sponsor:	South Ogden	Average Weekday	Current (2007)	Projected (2030)
Type of Work:	Reconstruct & Widen	Daily Traffic (AWDT):	21,035	31,000
Functional Classification:	Minor Arterial			
Route Identification:	F-R199 (70)	Facility Width	Existing	Proposed
Length:	.74 miles (1.19 km)	Roadway	50'	60'
Year added to TIP:	2009	ROW	62'	84'

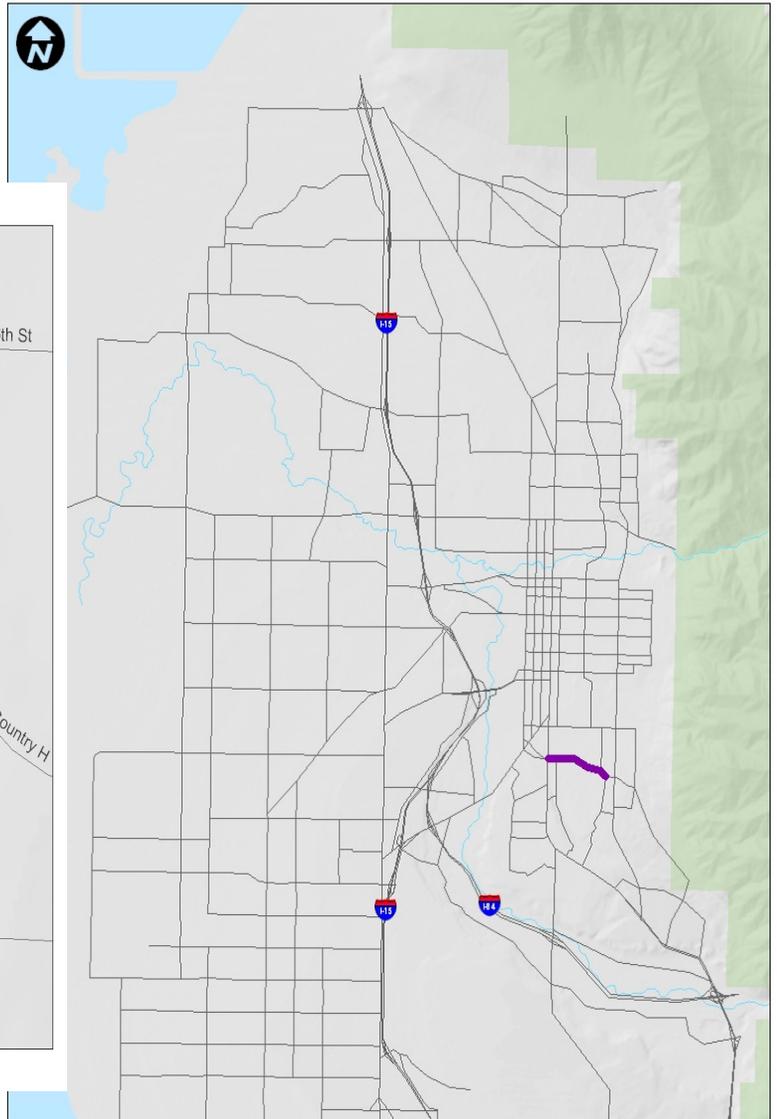
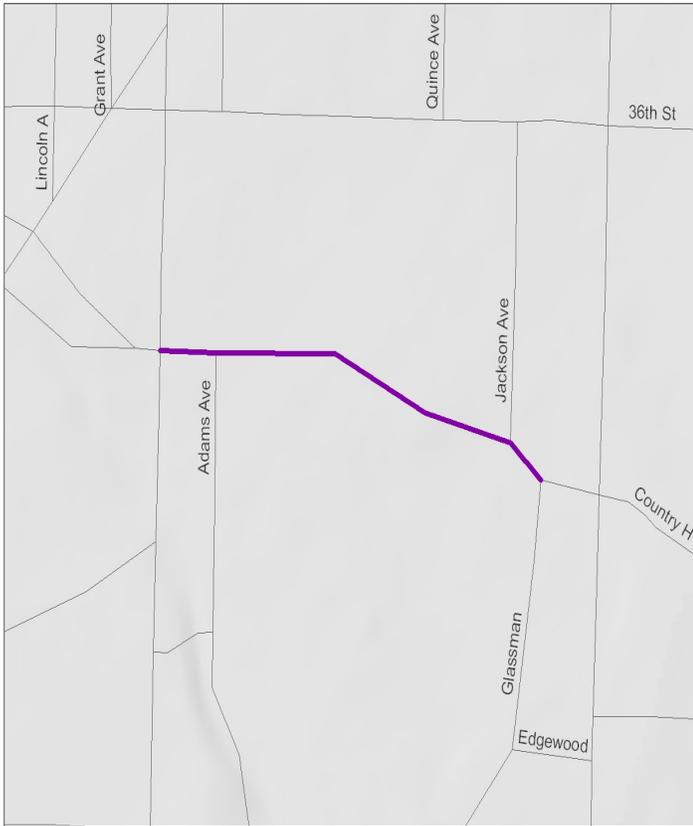
The purpose of the proposed project is to widen 40th Street by 10 feet from Adams Ave. to Gramercy Ave. and re-stripe from Washington Blvd. to Gramercy Ave. to accommodate a five lane cross-section. This will eliminate a bottleneck and greatly improve east-west traffic. This road serves as a main access to Weber State University, McKay-Dee Hospital and eastern Weber County.

PROJECT COST

Estimated Total Cost:	\$ 7,562,000
Federal Funds to be Obligated:	\$ 7,500,000
Federal Funds Obligated to Date:	\$ - 0 -
Federal Funds Available FY 2014:	\$ 510,000
Federal Funds Available FY 2016:	\$ 3,490,000
Federal Funds Available FY 2017:	\$ 3,500,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	South Ogden City



1500 SOUTH & REDWOOD ROAD – PIN 8143
Intersection Improvements & Signal Installation

PROJECT DESCRIPTION

Sponsor:	Woods Cross City	Average Weekday	Current (2007)	Projected (2030)
Type of Work:	Intersection Improvements	Daily Traffic (AWDT):		
		1500 South	1,945	4,000
		Redwood Rd	8,930	24,000
Functional Classification:	Collector / Minor Arterial			
Route Identification:	F-R199(71)	Facility Width	Existing	Proposed
Length:	.20 miles (0.32 km)	Roadway	26'	40'
Year added to TIP:	2009	ROW	40'	64'

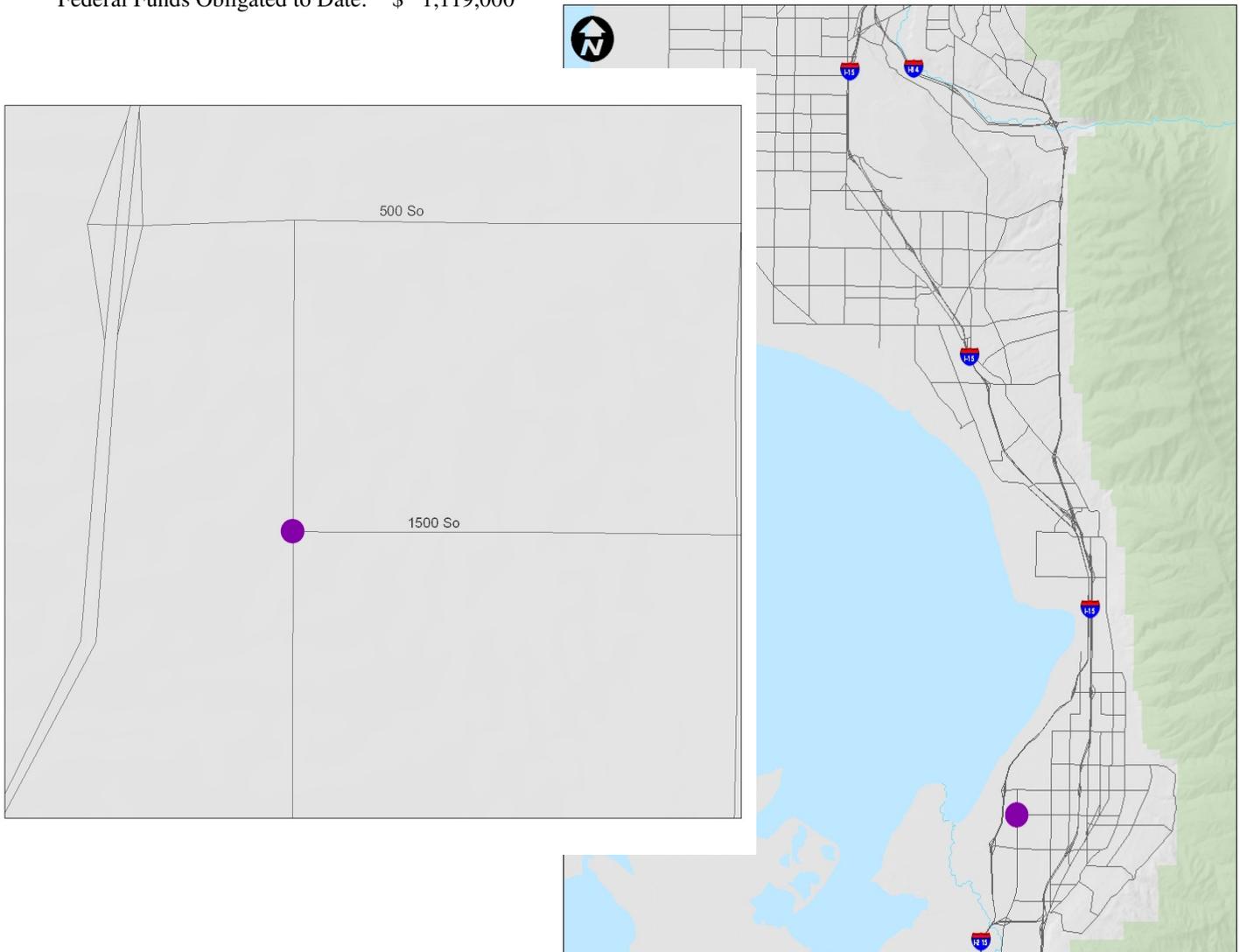
This project is the installation of a traffic signal and improvements at the intersection of 1500 South and Redwood Road. There are several large commercial businesses along 1500 South. The increased truck traffic causes delays at the intersection as the commercial vehicles access 1500 South and travel to Redwood Road.

SOURCE OF FUNDS

PROJECT COST

Estimated Total Cost:	\$ 1,039,000
Federal Funds to be Obligated:	\$ 1,119,000
Federal Funds Obligated to Date:	\$ 1,119,000

Federal:	Surface Transportation Program
Non-Federal:	Woods Cross City



**ADAMS AVENUE; CITY LIMITS TO US-89 – PIN 8559
Reconstruction**

PROJECT DESCRIPTION

Sponsor:	Washington Terrace	Average Weekday	Current (2007)	Projected (2030)
Type of Work:	Reconstruction	Daily Traffic (AWDT):		
		Adams Ave	13,418	18,000
Functional Classification:	Minor Arterial			
Route Identification:	NEWPROJECT-006()	Facility Width	Existing	Proposed
Length:	.564 miles	Roadway	56'	60'
Year added to TIP:	2010	ROW	80'	80'

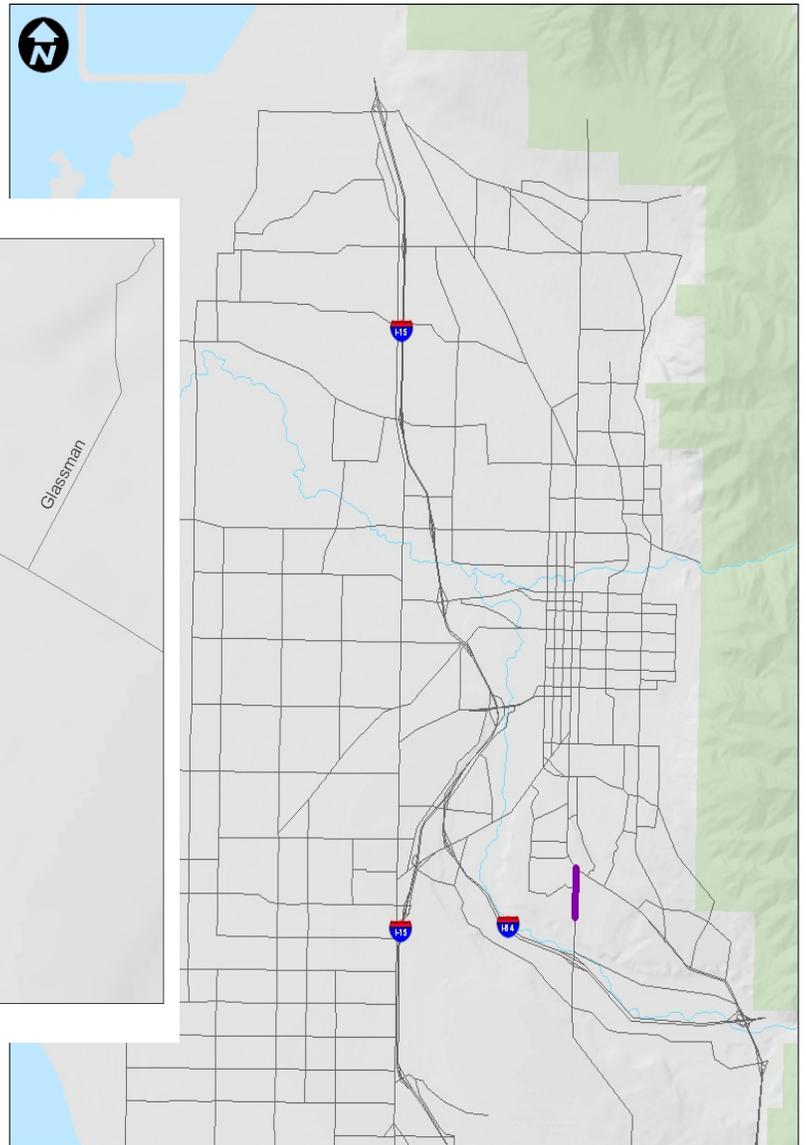
This project consists of a full depth reconstruction of Adams Ave, a potential major arterial, roadway realignment, removal and replacement of defective handicap access ramps, curb, gutter, and sidewalk sections as well as storm drainage, access control and other street improvements.

PROJECT COST

Estimated Total Cost:	\$ 5,290,000
Federal Funds to be Obligated:	\$ 4,964,287
Federal Funds Obligated to Date:	\$ 400,889
Federal Funds Available FY 2014:	\$ 1,493,287
Federal Funds Available FY 2015:	\$ 2,061,000
Federal Funds Available FY 2016:	\$ 1,000,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Washington Terrace



200 NORTH: 900 WEST TO FLINT STREET – PIN 8551
Reconstruction

PROJECT DESCRIPTION

Sponsor:	Kaysville	Average Weekday	Current (2007)	Projected (2030)
Type of Work:	Reconstruction	Daily Traffic (AWDT):		
		200 North	11,000	15,000
Functional Classification:	Minor Arterial			
Route Identification:	NEWPROJECT-001()	Facility Width	Existing	Proposed
Length:	.4 miles	Roadway	60'	60'
Year added to TIP:	2010	ROW	80'	80'

200 North was identified as a critical east-west corridor in UDOT's Davis Weber East-West Transportation Study. It was also identified as an important corridor on the I-15 corridor study in 2005. Four of the key factors that make 200 North unique and important are: 1) Access to I-15; 2) Access to Hwy 89; 3) A future connection to the West Davis Corridor; and 4) Grade separated crossing over the UPRR/UTA tracks.

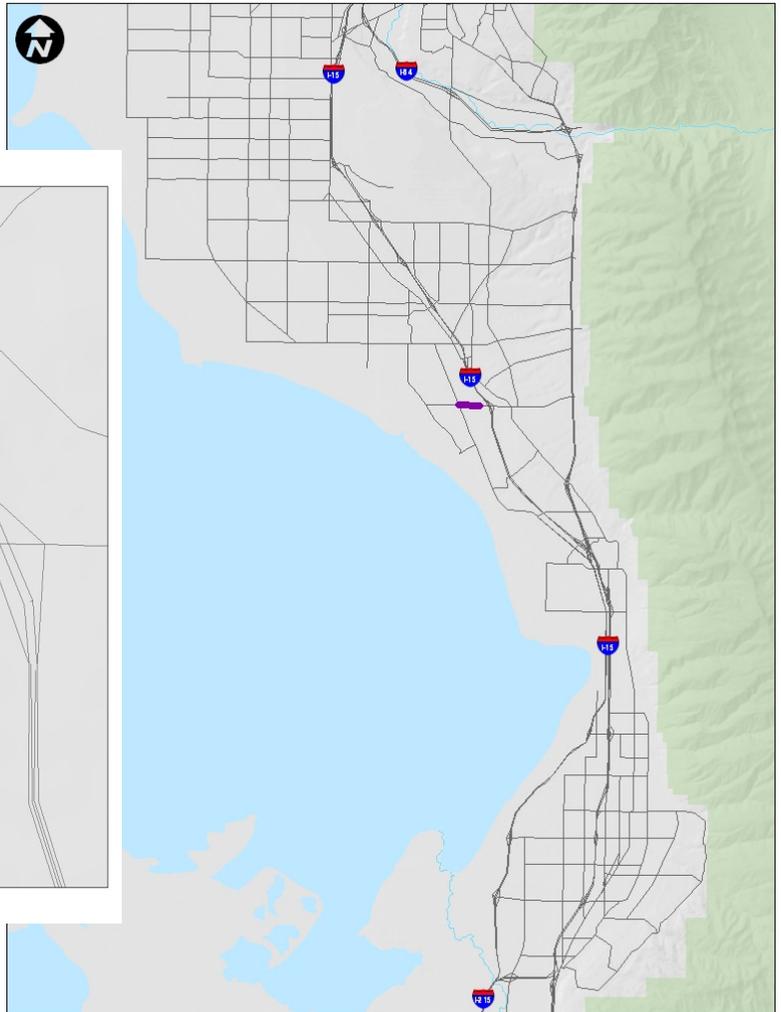
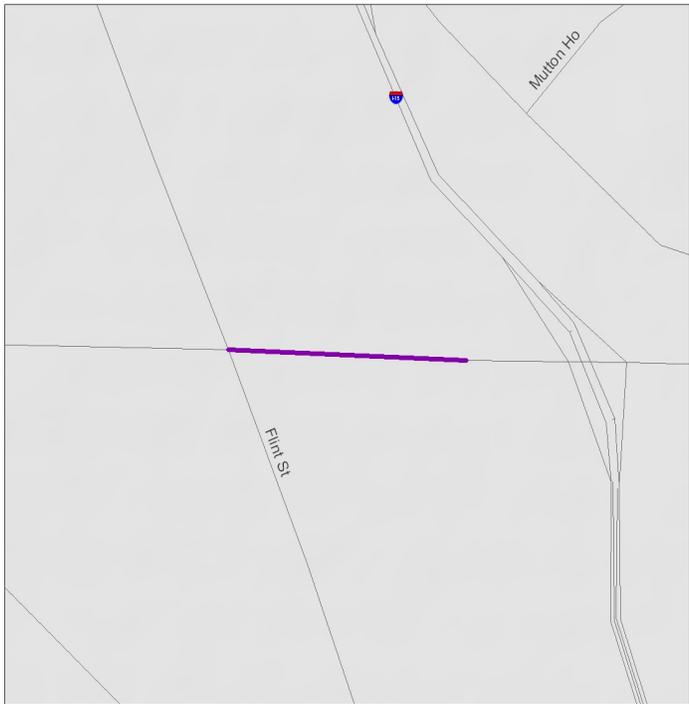
The existing pavement structure has reached the end of its life and needs to be reconstructed. Additionally, increasing traffic on 200 North has exacerbated safety and mobility issues at the intersection of Flint Street and 200 North. A signal will be added at the intersection to address these issues.

SOURCE OF FUNDS

Federal: Surface Transportation Program
 Non-Federal: Kaysville

PROJECT COST

Estimated Total Cost:	\$ 2,925,000
Federal Funds to be Obligated:	\$ 2,727,000
Federal Funds Obligated to Date:	\$ 545,396
Federal Funds Available FY 2013:	\$ 2,181,605



PARK LANE (SR-225) AT CLARK LANE AND 1100 WEST – PIN 8591
Reconstruction/ Re-Alignment

PROJECT DESCRIPTION

Sponsor:	Farmington	Average Weekday	Current (2007)	Projected (2030)
Type of Work:	Reconstruction	Daily Traffic (AWDT):		
		Park Lane	7,510	14,000
Functional Classification:	Minor Arterial			
Route Identification:	NEWPROJECT-0022()	Facility Width	Existing	Proposed
Length:	.5 miles	Roadway	78'	78'
Year added to TIP:	2010	ROW	106'	106'

The purpose of this project is to help mitigate future traffic volumes on Park Lane and give drivers alternate access routes to and from Farmington City. Park Lane presently provides the major arterial connection between large residential areas, commercial areas, commuter rail terminal, I-15 and SR89. It is anticipated that the future opening of Station Park Commercial Center in Farmington along with high density housing north and west of the commercial center will greatly expand the current traffic volumes. These developments will bring Park Lane to a LOS "F". This proposed project will keep the LOS above D and provide improved access to the proposed SR67.

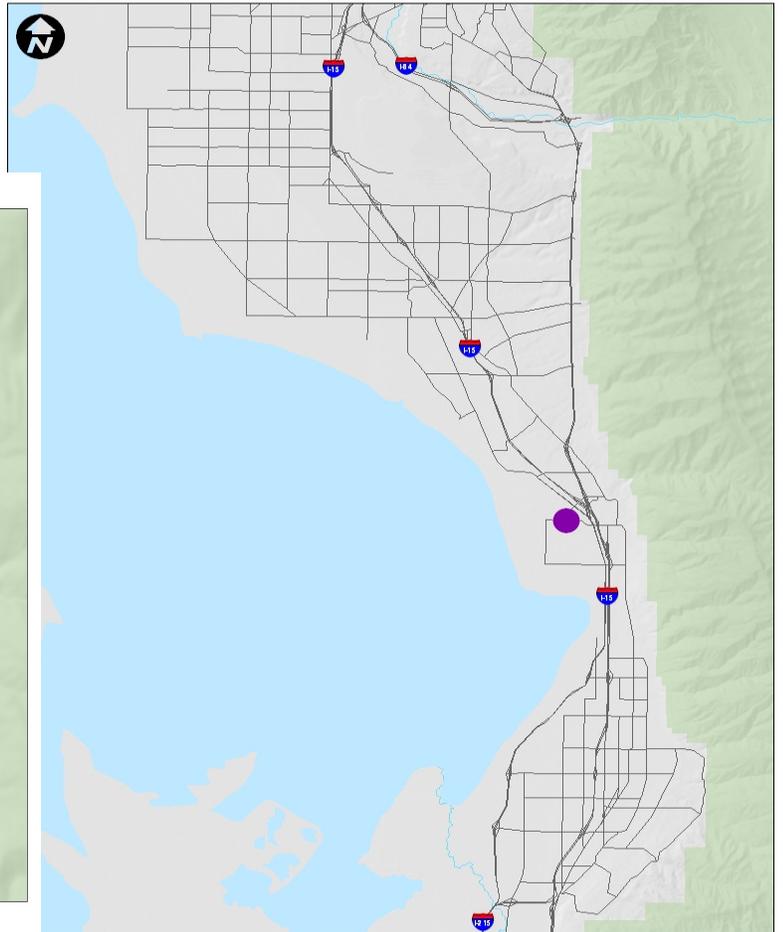
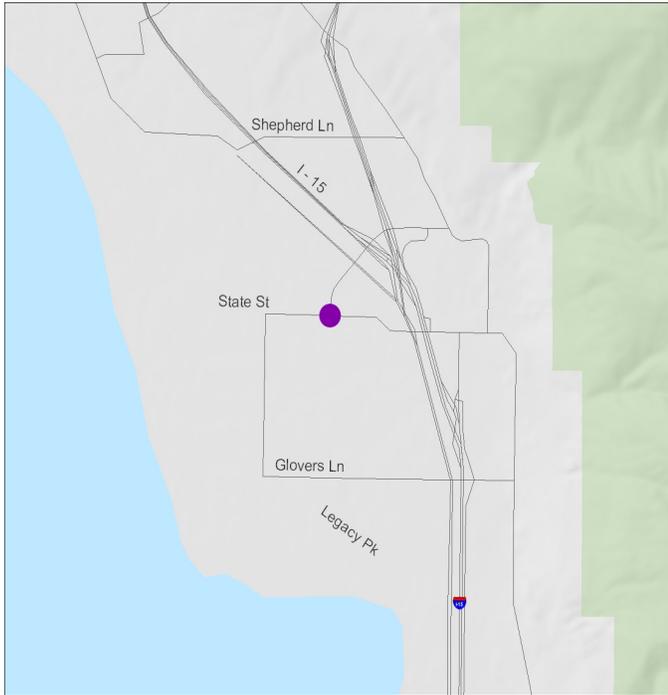
The project consists of rerouting a section of SR-225(Park Lane) to intersect Clark Lane further west of its current location. Scope also consists of the realignment of 1100 West. City intends to acquire right of way through land trades and credits on impact fees.

PROJECT COST

Estimated Total Cost:	\$ 3,064,000
Federal Funds to be Obligated:	\$ 2,719,145
Federal Funds Obligated to Date:	\$ 396,228
Federal Funds Available FY 2014:	\$ 2,322,917

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Farmington



1500 SOUTH PHASE II; REDWOOD ROAD (SR-68) TO 1450 WEST – PIN 10015
Reconstruct and Widen

PROJECT DESCRIPTION

Sponsor:	Woods Cross	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	Reconstruct & Widen	Daily Traffic (AWDT):	3,433	7,000
Functional Classification:	Collector	Facility Width	Existing	Proposed
Route Identification:		Roadway	26'	40'
Length:	0.51 miles	ROW	66'	66'
Year added to TIP:	2011			

This project will widen 1500 South between 1450 West and Redwood Road, to add turn lanes, and reconstruct the existing asphalt street section. This project includes safety improvements by improving access conditions, and adding a center turn-lane at intersections for improved truck accessibility.

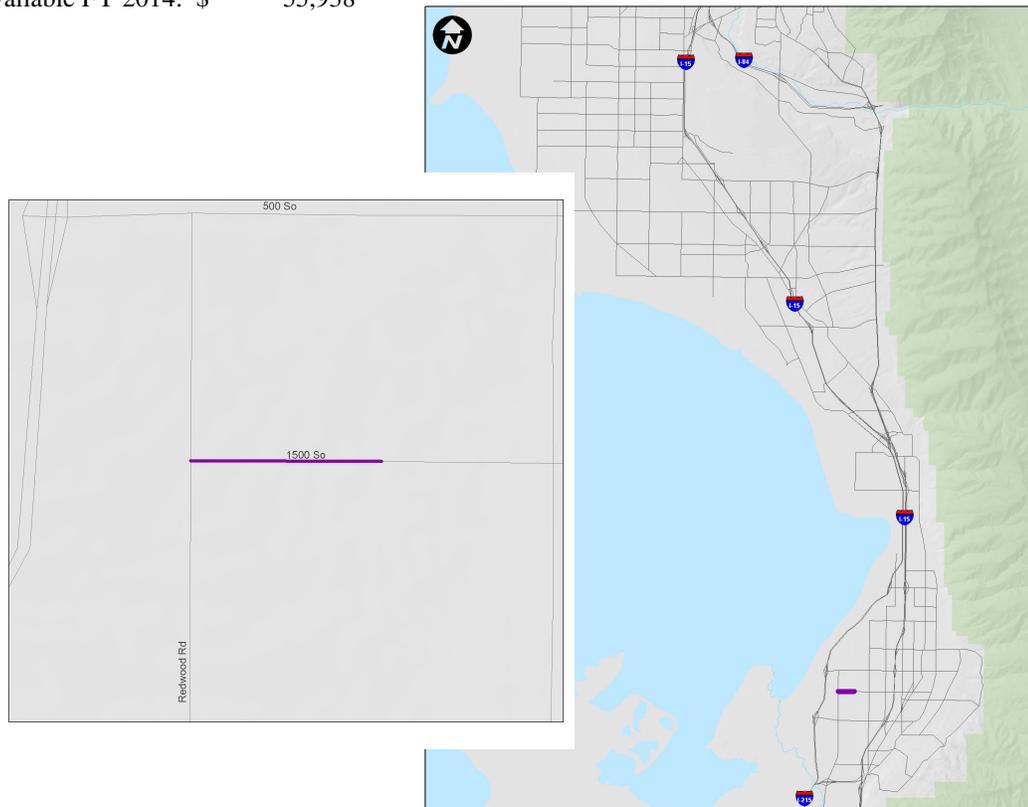
Woods Cross is proposing the widening of 1500 South between Redwood Road and 1450 West. The project would connect and extend the improvements to the intersection at Redwood Road and 1500 South, a project currently listed on the STP program. The City owns all of the right-of-way and the environmental document for this project is included in the document for the intersection project. Design and construction will be able to move forward without delays. 1500 South has become a vital corridor linking Woods Cross and Bountiful Cities. It is the only east-west corridor through the cities without an interchange fat I-15. Traffic on Redwood Road and Legacy Highway use 1500 South to bypass the congested interchange on 500 South & I-15. There are several large commercial trucking businesses along 1500 South which increase traffic, posing a number of safety and mobility issues for the residences and businesses located along 1500 South.

PROJECT COST

Estimated Total Cost:	\$	3,131,000
Federal Funds to be Obligated:	\$	2,138,696
Federal Funds Obligated :	\$	2,082,758
Federal Funds Available FY 2014:	\$	55,938

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Woods Cross City



**4000 SOUTH (SR-37); 3500 WEST TO 3900 WEST – PIN 10016
Reconstruct and Widen**

PROJECT DESCRIPTION

Sponsor:	West Haven	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	Reconstruct & Widen	Daily Traffic (AWDT):	6,995	14,000
Functional Classification:	Collector	Facility Width	Existing	Proposed
Route Identification:	SR-37	Roadway	27'	50'
Length:	0.5 miles	ROW	80'	80'
Year added to TIP:	2011			

The project includes reconstructing and widening. 4000 South is owned and maintained by UDOT. West Haven City does not collect impact fees for 4000 South but will provide a percentage of the project cost through the local match because of the overall benefit for the City.

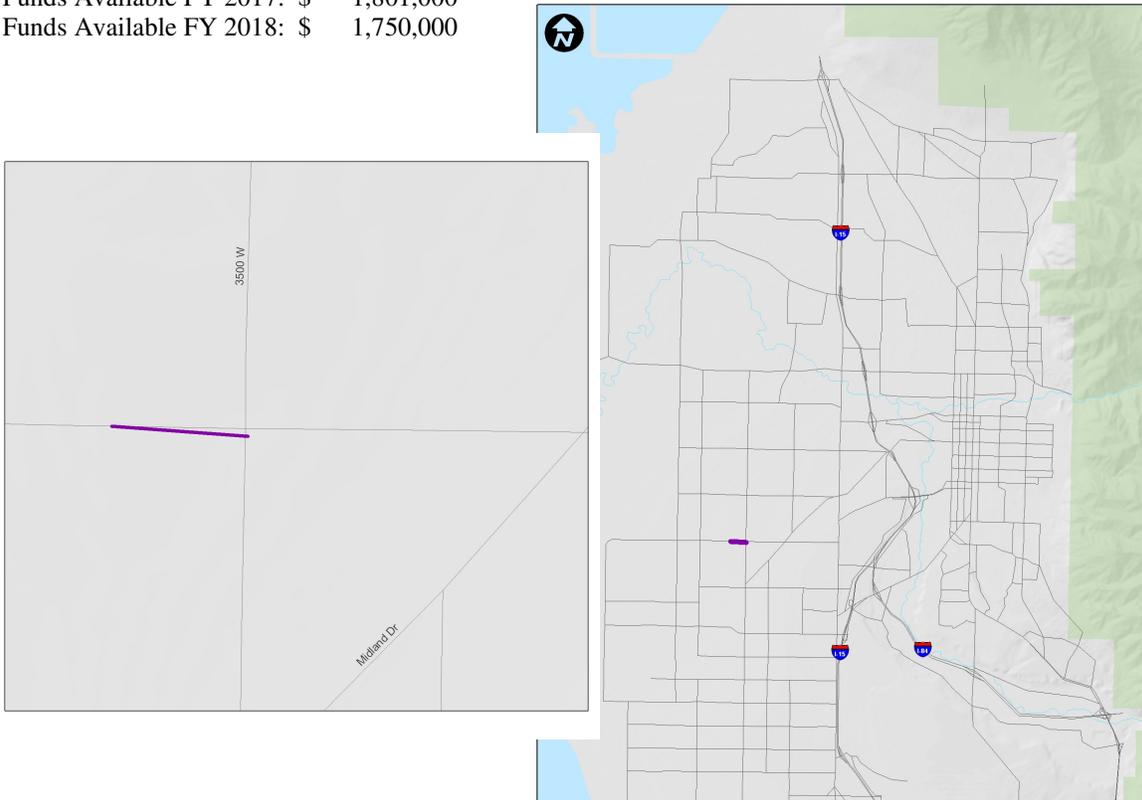
SR-37 (4000 South) is a major east-west corridor through West Haven. West Haven and other northern communities are experiencing growth and to provide for the growth UDOT warranted improving the intersection of 3500 west and SR-37. Those improvements have been completed to a three-lane system. Now the needed improvements are to widen SR-37 to a minimum of three lanes and provide for pedestrian safety. The project will improve public safety by improving vehicle transportation and providing for pedestrian and school traffic. Currently there is no continuous middle turn lane and no pedestrian shoulder. The storm drain system partially consists of a large open ditch approximately two feet off the edge of asphalt. Vehicles that need shoulder room end up in the ditch every year and the conditions are unsafe.

PROJECT COST

Estimated Total Cost:	\$	3,870,000
Federal Funds to be Obligated:	\$	3,551,000
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2017:	\$	1,801,000
Federal Funds Available FY 2018:	\$	1,750,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	West Haven City



WASHINGTON BOULEVARD & LARSEN LANE – PIN 11091
Intersection Improvements

PROJECT DESCRIPTION

Sponsor:	Harrisville	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	Intersection Improvements	Daily Traffic (AWDT):	13,535	18,000
Functional Classification:	Minor Arterial	Facility Width	Existing	Proposed
Route Identification:		Roadway	28'	60'
Length:	0.133 mile	ROW	66'	84'
Year added to TIP:	2012			

This project will realign the intersection of Washington Boulevard and Larsen Lane. The existing intersection will be realigned, widened, and the traffic signal on Washington Boulevard would be relocated. New right-of-way will be purchased.

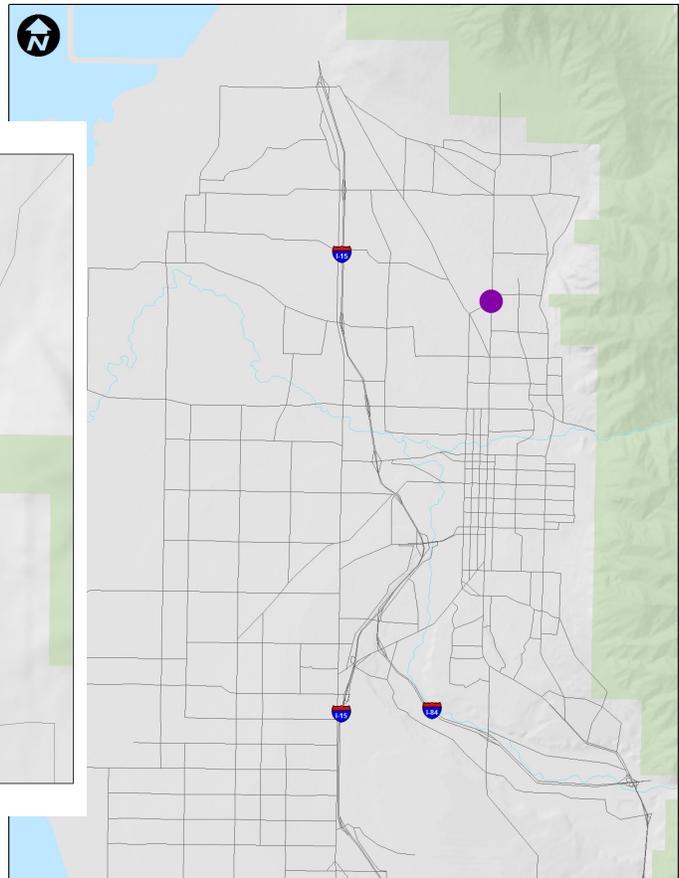
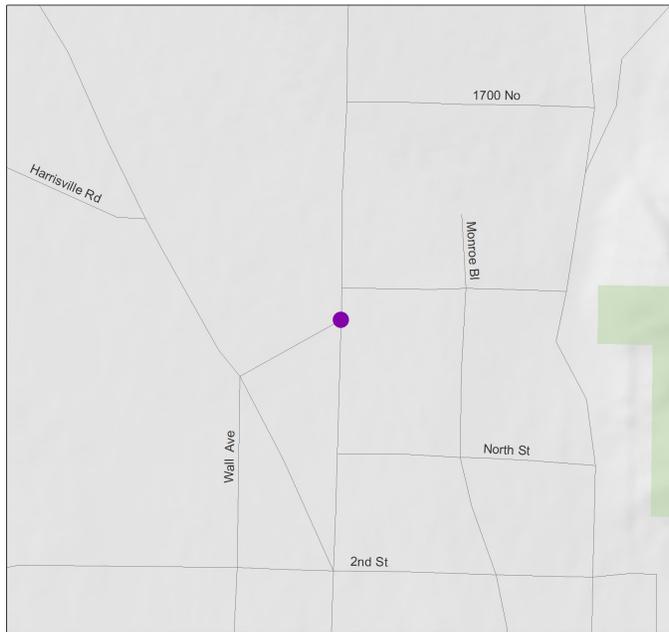
Larsen Lane intersects Washington Boulevard at a skewed angle and has limited turning movements. The widening and realignment of Larsen Lane would provide better turning movements and decrease the time vehicles experience waiting at this particular intersection. It is expected that Larsen Lane will develop into a commercial area and there will be a significant increase in traffic. The current intersection is not designed to handle the future traffic. The widening and realignment will help traffic to maintain an acceptable level of service. Harrisville has met with UDOT and surrounding property owners regarding this project and has received their approval.

PROJECT COST

Estimated Total Cost:	\$	669,000
Federal Funds to be Obligated:	\$	534,000
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2014:	\$	10,000
Federal Funds Available FY 2016:	\$	250,000
Federal Funds Available FY 2017:	\$	274,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Harrisville



D&RGW RAIL/ TRAIL; CENTERVILLE TO FARMINGTON – PIN 11099
New Construction

PROJECT DESCRIPTION

Sponsor:	UTA	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	New Construction	Daily Traffic (AWDT):	N/A	N/A
Functional Classification:	Bike/ Ped Trail	Facility Width	Existing	Proposed
Route Identification:		Roadway	0'	10'
Length:	3 miles	ROW	66'	66'
Year added to TIP:	2012			

This project will complete the last segment of the D&RGW rail/ trail project from Centerville to Farmington providing linkages to the Legacy Parkway Trail to the east and the Jordan River Trail to the south.

The D&RGW rail corridor is owned by UTA. When complete, the project will provide over 23 continuous miles of 10' wide paved class 1 trail facility. All segments of the trail have been constructed with the exception of three miles through Farmington and Centerville Cities. All previous project funding has been through CMAQ funds administered by WFRC and UDOT's Local Government Program.

This last segment would complete the project and provide linkages to the Legacy Parkway Trail and the Jordan River Trail. At "full build out" the trail system would provide connections to Weber and Ogden Canyons as well as serve as a north-south backbone to which local municipalities could tie to, for example Kays Creek trail in Layton and Farmington Creek Trail in Farmington. It is anticipated that VMT will decrease, air quality will increase, and bike modal share will increase. Anecdotal accounts of recreational use show constant activity throughout the day and year-round by pedestrians and bicyclists alike. The trail was the site of several "National Trail Day" celebrations on 6/4/2011 from Roy to Farmington.

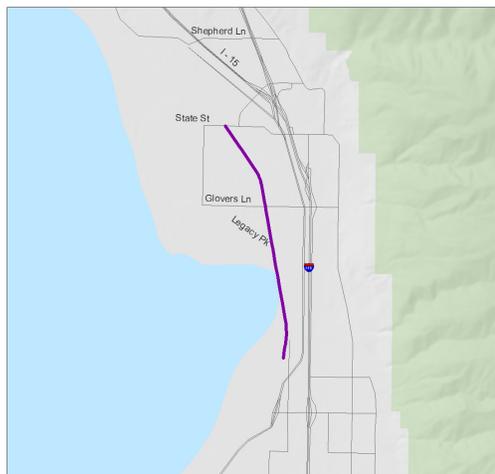
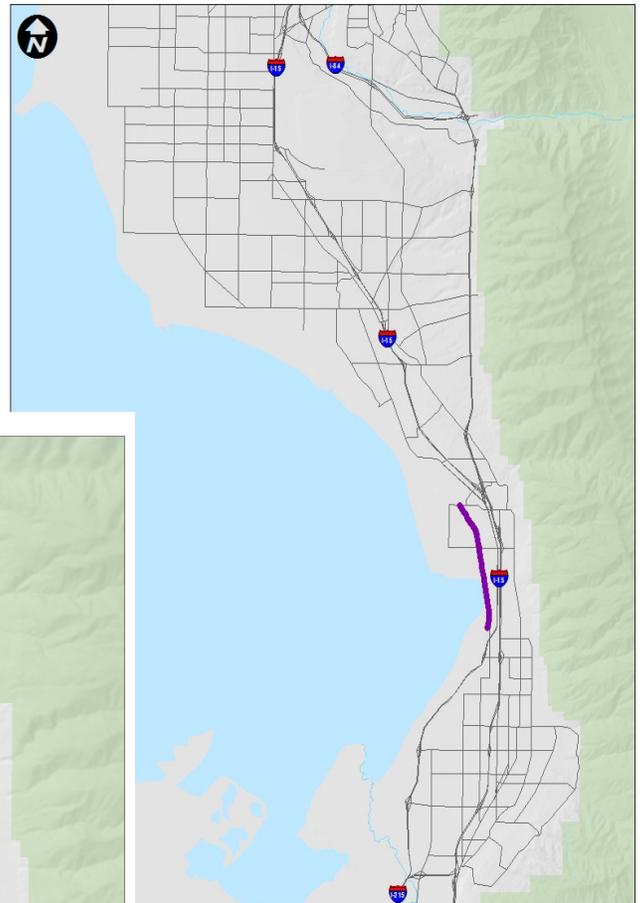
PROJECT COST

Estimated Total Cost:	\$	1,020,000
Federal Funds to be Obligated:	\$	500,000
Federal Funds Obligated :	\$	413,975
Federal Funds Available FY 2014:	\$	86,025

Other Funding:
 STP - Transportation Enhancement Program funds of \$ 220,200

SOURCE OF FUNDS:

Federal: Surface Transportation Program
 Non-Federal: Farmington City, Centerville City,
 Davis County and UTA



1100 WEST & SR-91 - 11991
New Signalized Intersection Construction

PROJECT DESCRIPTION

Sponsor:	Brigham City	Average Weekday	Current (2011)	Projected (2030)
Type of Work:	New Construction	Daily Traffic (AWDT):	18,000	40,000
Functional Classification:	Collector	Facility Width	Existing	Proposed
Route Identification:		Roadway	0'	80'
Length:	0.19 mile	ROW	0'	106'
Year added to TIP:	2013			

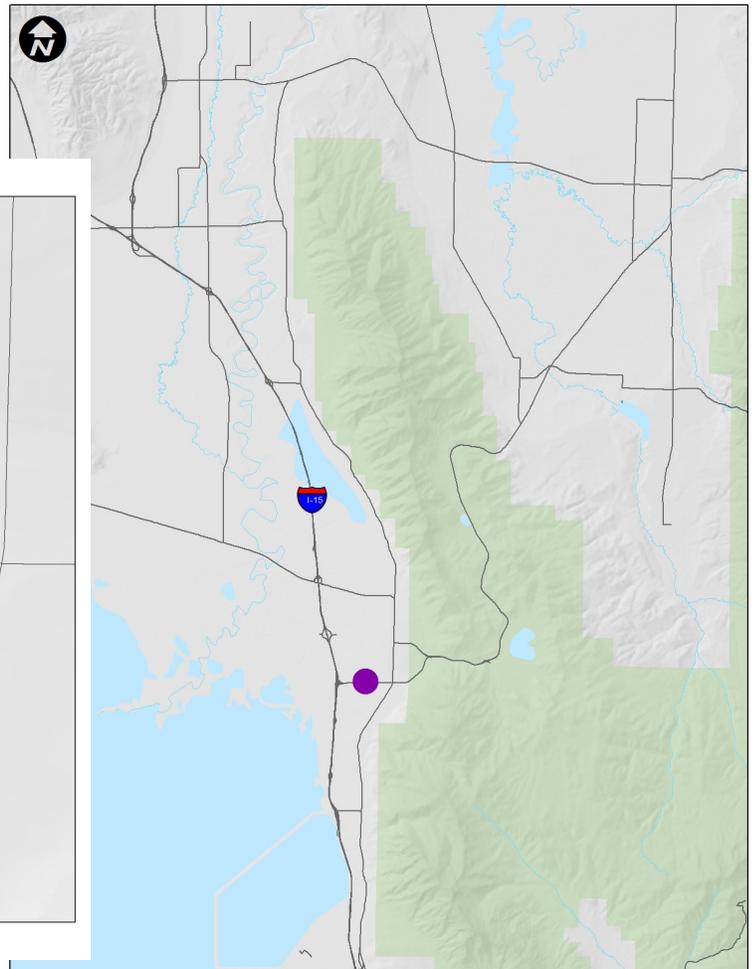
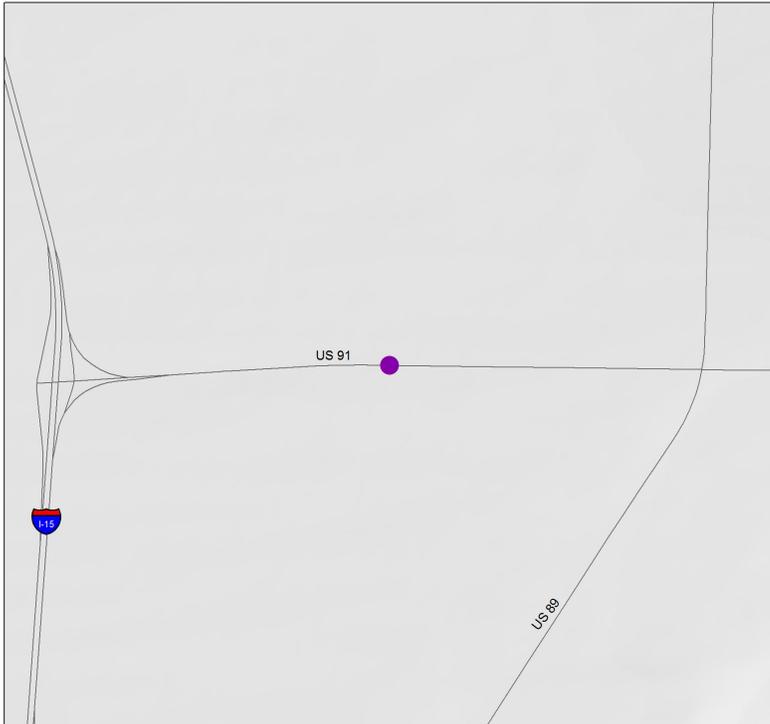
The project is to construct a new signalized intersection on US-91 at 1100 West in Brigham City. The intersection will provide access to adjacent landowners and is part of a planned north/south corridor between SR-13 in Brigham City and SR-315 in Willard. It includes construction of 500'± of roadway on each side of US-91. The project will facilitate existing and future traffic flow in the area. Currently, the only north/south corridor east of I-15 is US-89. The proposed intersection will create a location for a redundant corridor to cross US-91. The corridor and intersection have been on Brigham City's Master Plans for many years and have been recommended by studies. Much of the design, property access, and permitting have been completed and the project has funding support from the City. The project is supported by adjacent communities, as well.

PROJECT COST

Estimated Total Cost:	\$	3,631,000
Federal Funds to be Obligated:	\$	1,500,000
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2014:	\$	10,000
Federal Funds Available FY 2016:	\$	290,000
Federal Funds Available FY 2017:	\$	1,200,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Brigham City



LARSEN LANE; NORTH HARRISVILLE ROAD TO WASHINGTON BOULEVARD - 11993
Reconstruct and Minor Widening

PROJECT DESCRIPTION

Sponsor:	Harrisville City	Average Weekday	Current (2011)	Projected (2030)
Type of Work:	Reconstruct & Minor Widening	Daily Traffic (AWDT):	10,000	18,000
Functional Classification:	Minor Arterial	Facility Width	Existing	Proposed
Route Identification:		Roadway	28'	60'
Length:	1 mile	ROW	66'	84'
Year added to TIP: 2013				

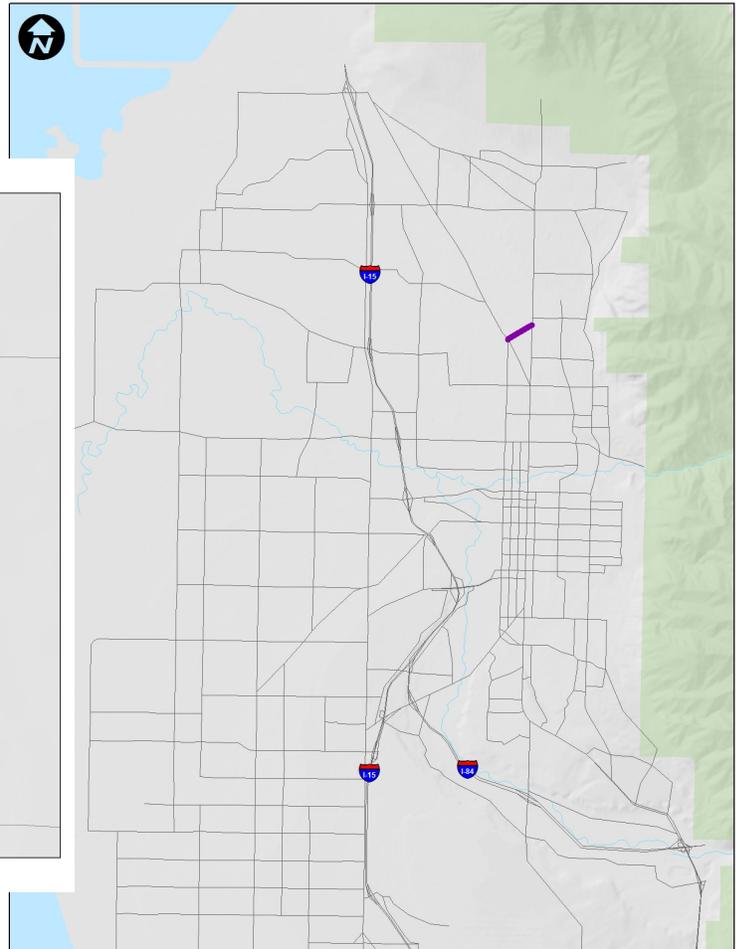
Larsen Lane is an important and convenient arterial road that connects Highway 89 and Wall Avenue with Washington Boulevard. There has been a lot of growth in this area including Walmart and Deseret Industries shopping centers. There still remains a lot of open land in the area for continued growth. The June 2010 report from LTAP ranks the level of service at LOS D and approaching E for Larsen Lane. The project will add a center turn lane. This project will require additional right-of-way at the intersection of Washington Boulevard and slope easements. Drainage improvements will be made and curb, gutter and sidewalk will be added through the length of the project.

PROJECT COST

Estimated Total Cost:	\$ 3,748,000
Federal Funds to be Obligated:	\$ 3,000,000
Federal Funds Obligated :	\$ - 0 -
Federal Funds Available FY 2014:	\$ 10,000
Federal Funds Available FY 2017:	\$ 250,000
Federal Funds Available FY 2018:	\$ 500,000
Federal Funds Available FY 2019:	\$ 2,240,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Harrisville City



2015 – 2020 Transportation Improvement Program (TIP)

800 NORTH; MAIN STREET (SR-126) TO 450 WEST - 11996
Reconstruct and Minor Roadway Improvements

PROJECT DESCRIPTION

Sponsor:	Sunset City	Average Weekday	Current (2011)	Projected (2030)
Type of Work:	Reconstruct & Minor Roadway Improvements	Daily Traffic (AWDT):	10,000	13,000
Functional Classification:	Collector	Facility Width	Existing	Proposed
Route Identification:		Roadway	40'	40'
Length:	0.4 mile	ROW	60'	60'
Year added to TIP:		2013		

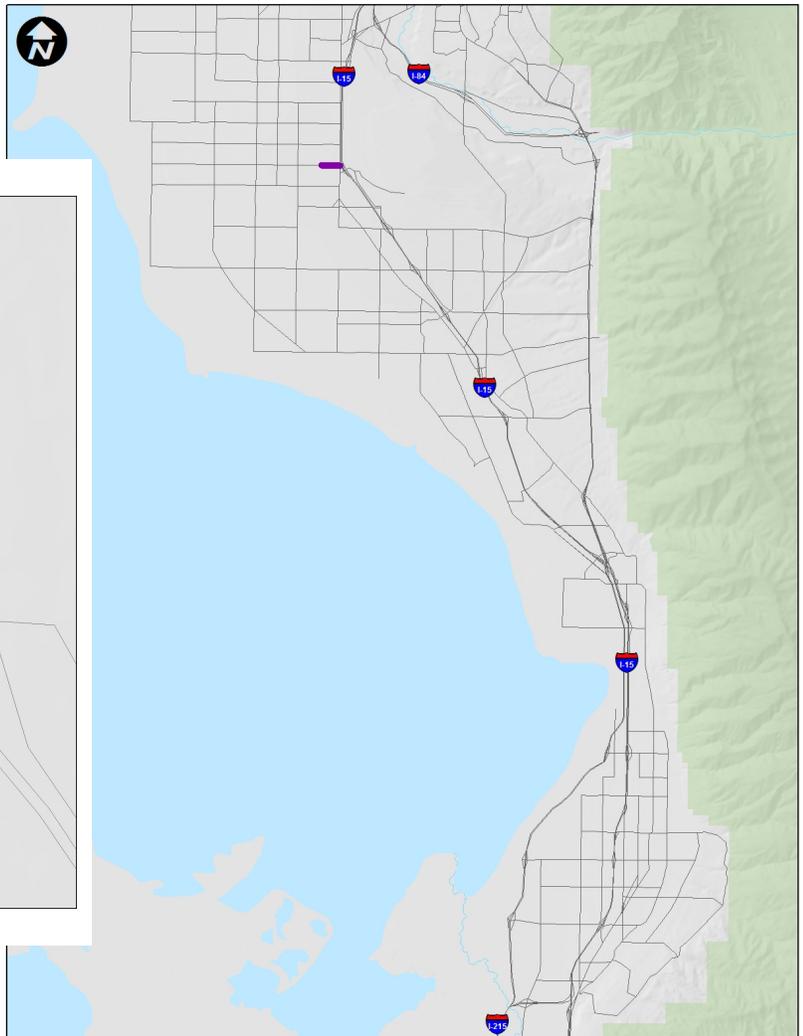
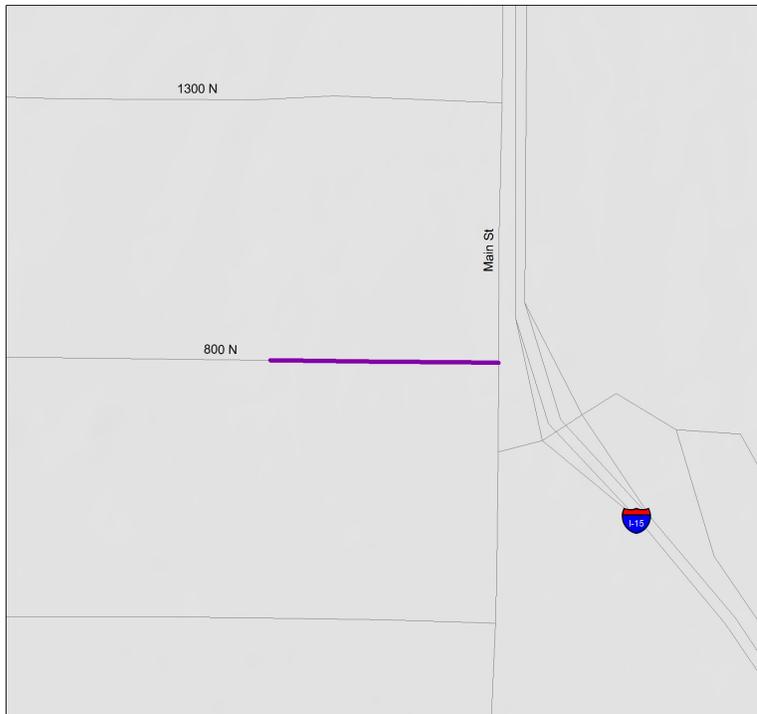
The collector roadway of 800 North Street serves the transportation needs of several surrounding cities that include but are not limited to Clearfield City, Syracuse City, West Point City and Clinton City residents. The scope of the project entails removal and replacement of curb & gutter, sidewalk, subbase reconstruction, roadbase and bituminous asphalt roadway surface improvements, installation of sidewalk and handicap ramps, improvements to the storm water drainage and collection along the roadway and restriping the roadway centerline along with roadway painted messages.

PROJECT COST

Estimated Total Cost:	\$	2,547,000
Federal Funds to be Obligated:	\$	2,258,000
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2014:	\$	10,000
Federal Funds Available FY 2017:	\$	250,000
Federal Funds Available FY 2018:	\$	1,000,000
Federal Funds Available FY 2019:	\$	998,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Sunset City



300 NORTH; 1000 WEST TO 2000 WEST - 11997
Reconstruct and Minor Widening

PROJECT DESCRIPTION

Sponsor:	West Point/ Clearfield	Average Weekday	Current (2011)	Projected (2030)
Type of Work:	Reconstruct & Minor Widening	Daily Traffic (AWDT):	12,000	13,000
Functional Classification:	Collector	Facility Width	Existing	Proposed
Route Identification:		Roadway	30'	42'
Length:	1.0. mile	ROW	66'	66'
Year added to TIP:	2013			

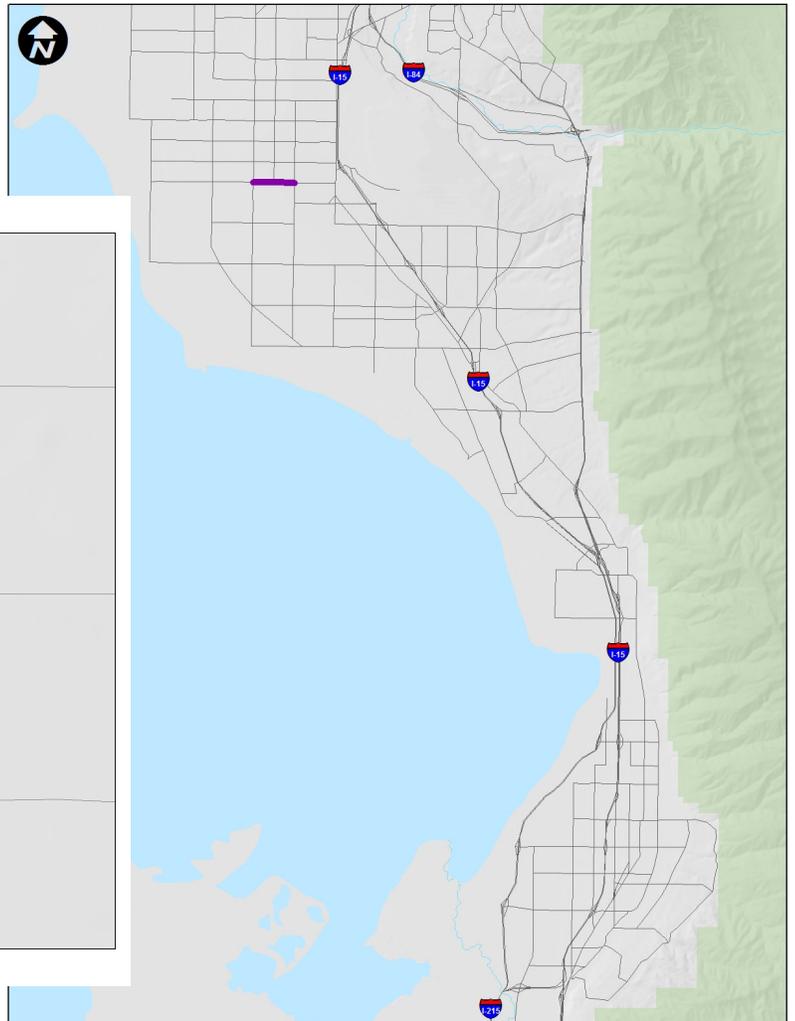
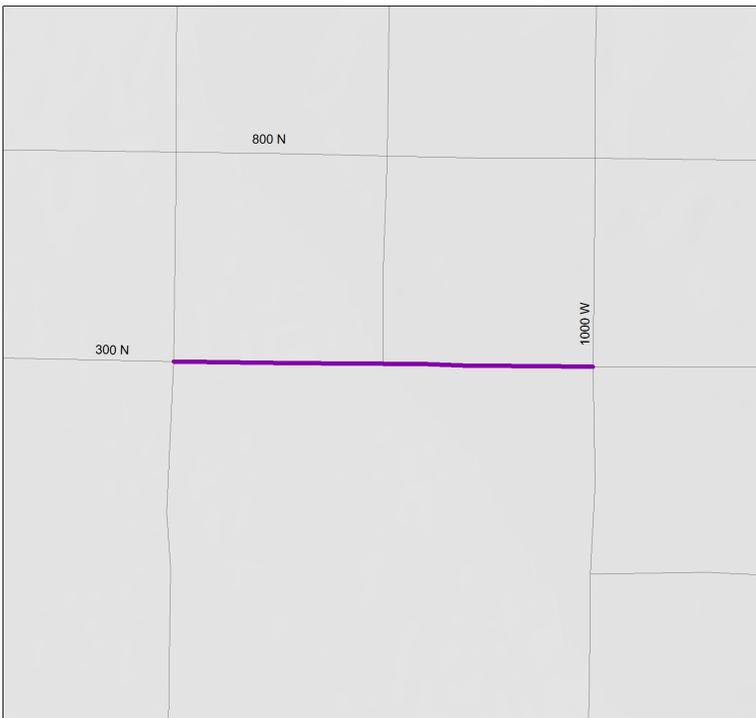
This project will widen the road to a three lane section and install curb, gutter and sidewalk. It will also provide turn lanes at all intersections. West Point City and Clearfield City have made an agreement to take over the ownership and maintenance of 300 North (SR-107) once SR-193 is extended to 2000 West. UDOT will not make any repairs or widen the road before giving it to the cities. It will be necessary to reconstruct sections and to widen the entire facility to accommodate current traffic volumes. 300 North is the main corridor into West Point City at the present time. It carries a great deal of traffic commuting to Hill Air Force Base and to I-15.

PROJECT COST

Estimated Total Cost:	\$	2,971,000
Federal Funds to be Obligated:	\$	2,500,000
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2014:	\$	10,000
Federal Funds Available FY 2017:	\$	250,000
Federal Funds Available FY 2018:	\$	1,000,000
Federal Funds Available FY 2019:	\$	1,240,000

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	West Point/ Clearfield



I-15; SOUTH DAVIS OPERATIONAL UPGRADES - 10944
I-15; I-215 (North Salt Lake) to US-89 (Farmington)
Minor Widening

PROJECT DESCRIPTION

Sponsor:	West Point/ Clearfield	Average Weekday	Current (2011)	Projected (2030)
Type of Work:	Reconstruct & Minor Widening	Daily Traffic (AWDT):	12,000	13,000
Functional Classification:	Collector	Facility Width	Existing	Proposed
Route Identification:		Roadway	30'	42'
Length:	1.0. mile	ROW	66'	66'
Year added to TIP: 2013				

This project phase will construct northbound Express Lanes on I-15 from US-89 entrance ramp in North Salt Lake to Glovers Lane in Farmington. It will also reconstruct and improve the interchanges and the cross streets at 2600 South (Woods Cross/ North Salt Lake) and 500 South (Bountiful), as well as construct new structures at 2600 South, 1500 South, 500 South, and 400 North. The project goals will minimize construction related delays to Interstate 15 and adjacent roadways, Improve I-15 mainline by adding Express Lanes, improve the interchanges and structures as mentioned above. Improvements will also include pedestrian and bicycle facility upgrades and safety concerns

PROJECT COST

Estimated Total Cost:	\$ 121,000,000
Federal Funds to be Obligated:	\$ 20,319,000
Federal Funds Obligated :	\$ 510,000
Federal Funds Available FY 2014:	\$ 4,882,000
Federal Funds Available FY 2017:	\$ 17,439,000

SOURCE OF FUNDS

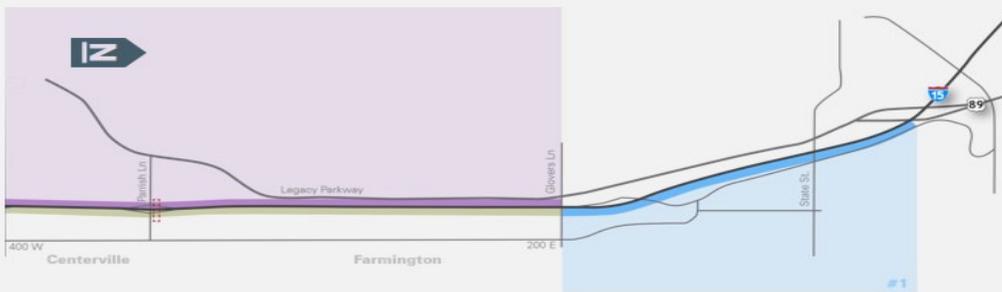
Federal:	Surface Transportation Program
Non-Federal:	Transportation Investment Fund (TIF) and Other Various Funding Sources

PROJECT OVERVIEW MAP



Base Bid

- Express Lanes
- Bridge Replacement
 - 2600 S
 - 1500 S
 - 500 S
 - 400 N
- 2600 S Interchange
- 500 S Interchange



Optional Award Items

- #1 Auxiliary Lane
- #2 Express Lanes
- #3 Express Lanes
- #4 Express Lanes
- #5 Pedestrian Bridge at Parrish Lane and Sidewalk Improvements at 500 S

NICHOLLS ROAD/ US-89 GRADE SEPARATION – PIN 13120
Preliminary Engineering & ROW Acquisition
New Project

PROJECT DESCRIPTION

Sponsor:	Fruit Heights	Average Weekday	Current (2011)	Projected (2030)
Type of Work:	Preliminary Engineering & ROW Acquisition	Daily Traffic (AWDT):	1,285	4,000
		US-89	32,285	81,000
Functional Classification:	Collector			
Route Identification:	NewProj(13120)	Facility Width	Existing	Proposed
Length:	.25 miles (0.40 km)	Roadway	78'	78'
Year added to TIP:	2014	ROW	170'	170'

This project includes the construction of a grade separation of Nicholls Road at US-89 with US-89 going over the top of Nicholls Road. The request is for funds for right-of-way acquisition, preliminary engineering, and public information services.

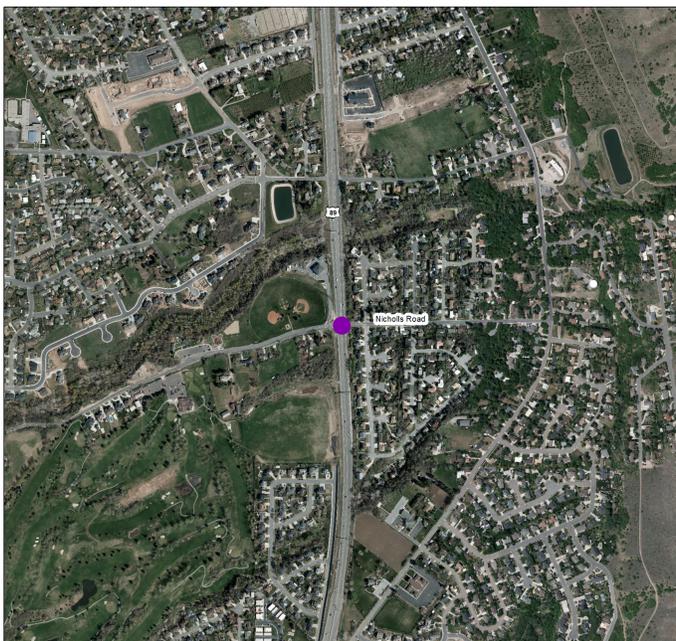
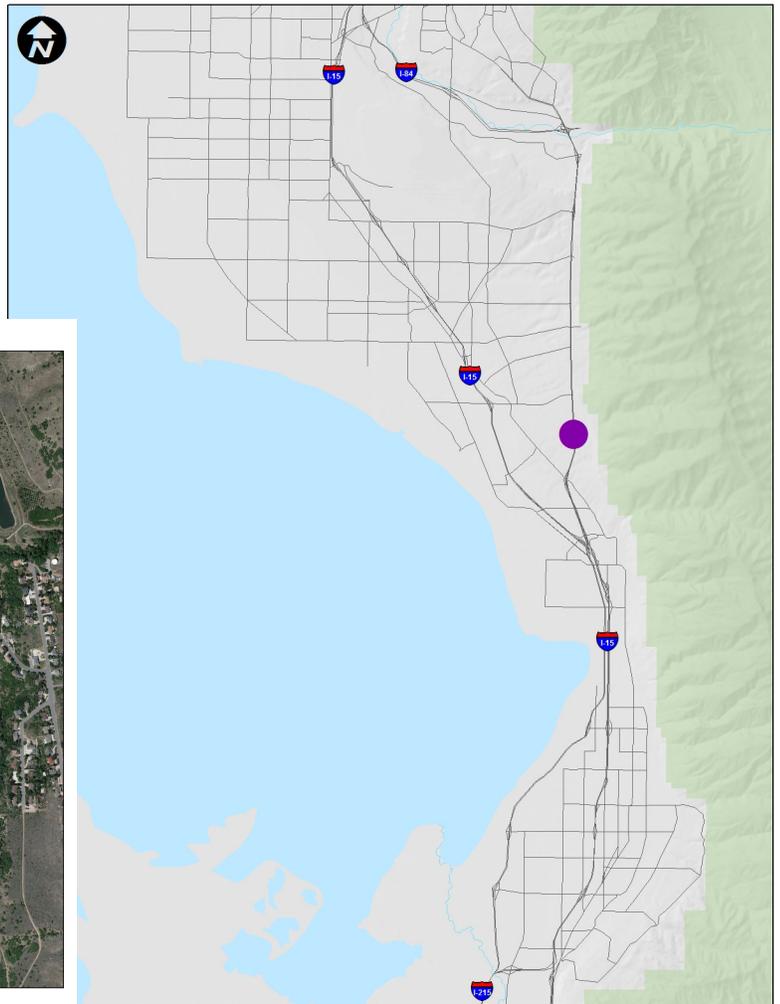
US-89 geographically splits Fruit Heights City in half. The most recent EIS for US-89 shows the only crossings in the future, at the existing Main St. interchange and the future 400 N. interchange (the North and South ends of the City). The majority of the residents in Fruit Heights live East of US-89. Not having a crossing at Nicholls Rd. would greatly compromise the response times of emergency services. Also, one of the City's major assets is Nicholls Park, located west of US-89 on Nicholls Rd. Although the park currently has many great facilities, the City is developing a master plan that will increase the amenities and use of the park for their residents. Because Fruit Heights is a small community, having no crossing at the heart of the City will have lasting impacts on the services, character, development and cohesiveness of the City's residents as a whole. A crossing at Nicholls Rd. under or over US-89 is the number one long-term concern amongst citizens.

PROJECT COST

Estimated Total Cost:	\$ 1,081,100
Federal Funds to be Obligated:	\$ 1,007,910
Federal Funds Already Used	\$ - 0 -
Federal Funds Available FY 2020:	\$ 1,007,910

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	Fruit Heights City



200 NORTH & ANGEL STREET – PIN 13121
Intersection – Improvements
New Project

PROJECT DESCRIPTION

Sponsor:	Kaysville City	Average Weekday	Current (2011)	Projected (2030)
Type of Work:	Intersection Improvements	Daily Traffic (AWDT):		
		200 North	3,885	15,000
Functional Classification:	Minor Arterial	Facility Width	Existing	Proposed
Route Identification:	NewProj(13120)	Roadway	33'	55'
Length:	25 miles (0.40 km)	ROW	80'	80'
Year added to TIP:	2014			

This project will construct a signalized intersection, widen each leg of the intersection and improve the intersection geometry which will significantly improve the safety and mobility of this heavily traveled arterial street.

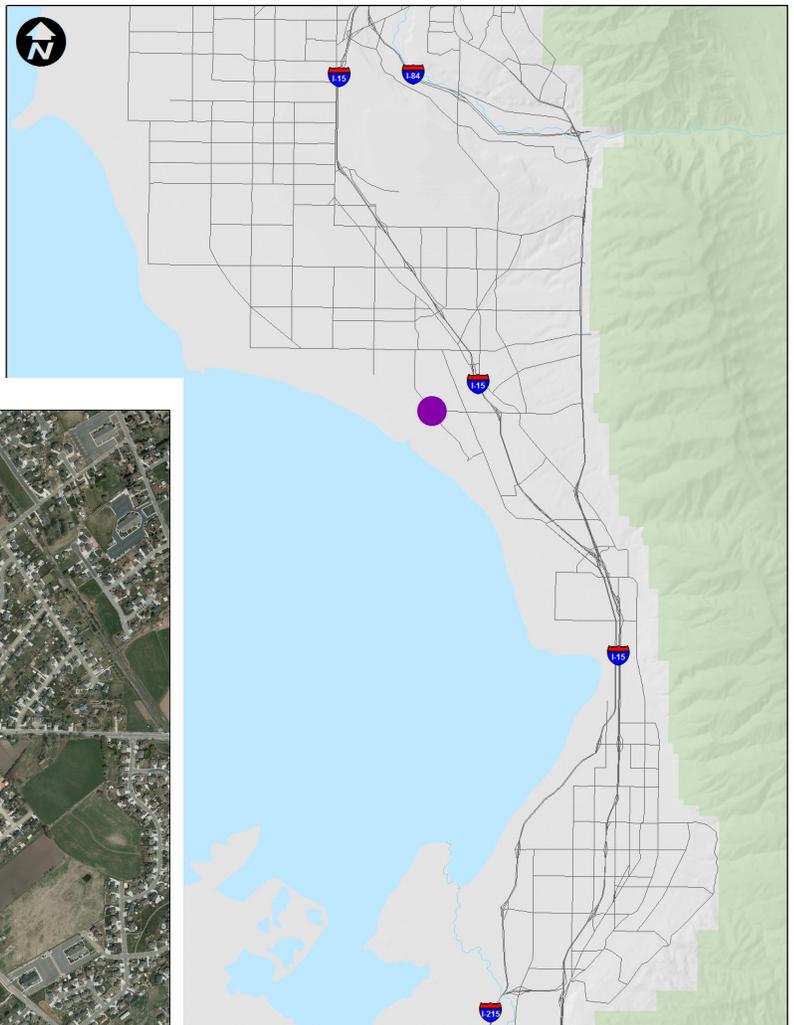
200 North was identified as a critical east-west corridor in UDOT's Davis Weber East-West Transportation Study. It was also identified as an important corridor on the I-15 corridor study in 2005. Four of the key factors that make 200 North unique and important are: 1) Access to I-15; 2) Access to Hwy 89; 3) A future connection to the West Davis Corridor; and 4) Grade separated crossing over the UPRR/UTA tracks.

PROJECT COST

Estimated Total Cost:	\$	3,271,900
Federal Funds to be Obligated:	\$	3,050,392
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2016:	\$	10,000
Federal Funds Available FY 2018:	\$	240,000
Federal Funds Available FY 2019:	\$	500,000
Federal Funds Available FY 2020:	\$	2,300,392

SOURCE OF FUNDS

Federal: Surface Transportation Program
 Non-Federal: Kaysville City



CENTER STREET; LEGACY PARKWAY TO REDWOOD ROAD – PIN 13122
Reconstruct and Minor Widening
New Project

PROJECT DESCRIPTION

Sponsor:	North Salt Lake	Average Weekday	Current (2011)	Projected (2030)
Type of Work:	Reconstruct & Minor Widening	Daily Traffic (AWDT):	6,200	14,500
Functional Classification:	Collector			
Route Identification:	NewProj(13122)	Facility Width	Existing	Proposed
Length:	.35 miles (0.56 km)	Roadway	25'	44' – 57'
Year added to TIP:	2014	ROW	80'	80'

This project will reconstruct and widen a narrow, irregular cross section road to a three lane facility with shoulders, curb, gutters and sidewalk an include a trail project that was funded with Transportation Alternative Program (TAP) funds.

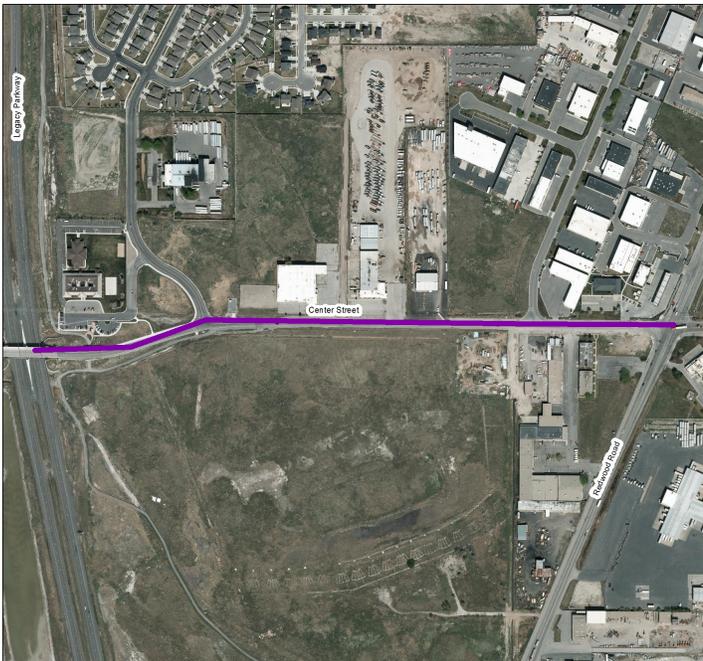
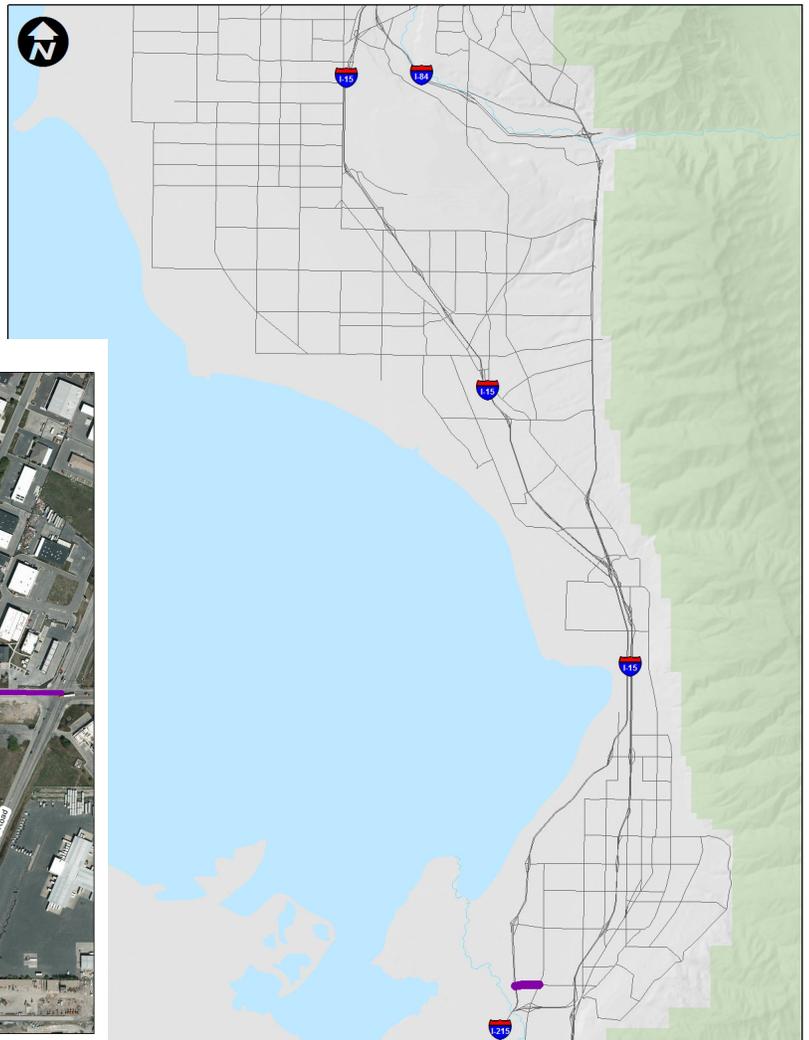
This project will serve the needs of the City's growing areas west of Redwood Road south of Center Street. These areas are experiencing both residential and non-residential growth. Future demands include am and pm peak hour commuter trips as well as significant increases in commercial and freight vehicle trips. Center Street has historically had low traffic volumes, but now needs widening and upgrading to accommodate this planned growth. This project will also be an enhancement to and will work in concert with additional planned improvements within this corridor such as upgrades to the intersection of Redwood Road and Center Street and the completion of the west side of Redwood Road between Center Street and I-215. All of these efforts are intended to better accommodate projected increases in traffic volumes within this area of North Salt Lake.

PROJECT COST

Estimated Total Cost:	\$ 1,938,300
Federal Funds to be Obligated:	\$ 1,778,176
Federal Funds Already Used	\$ - 0 -
Federal Funds Available FY 2016:	\$ 1,778,176

SOURCE OF FUNDS

Federal:	Surface Transportation Program
Non-Federal:	North Salt Lake



2015 – 2020 Transportation Improvement Program (TIP)

MIDLAND DRIVE (SR-108); 4800 SOUTH to 4275 SOUTH – PIN 13123
Widen and Reconstruct

PROJECT DESCRIPTION

Sponsor:	UDOT/ West Haven/ Roy	Average Weekday	Current (2011)	Projected (2030)
Type of Work:	Widen and Reconstruct	Daily Traffic (AWDT):	18,800	32,000
Functional Classification:	Principal Arterial	Facility Width	Existing	Proposed
Route Identification:	NewProj(13123)	Roadway	45'	86'
Length:	0.89 mile (1.43 km)	ROW	66'	110'
Year added to TIP:	2014			

The purpose of this project is to reduce roadway congestion, improve safety, and enhance transit, pedestrian, and bicycle facilities. (see SR-108 EIS). Additionally, this project provides increased east-west, and north-south capacity.

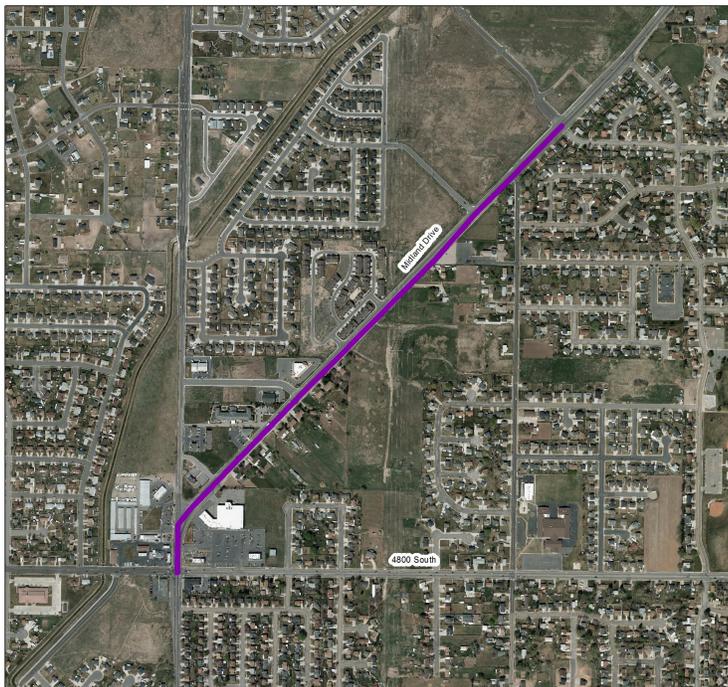
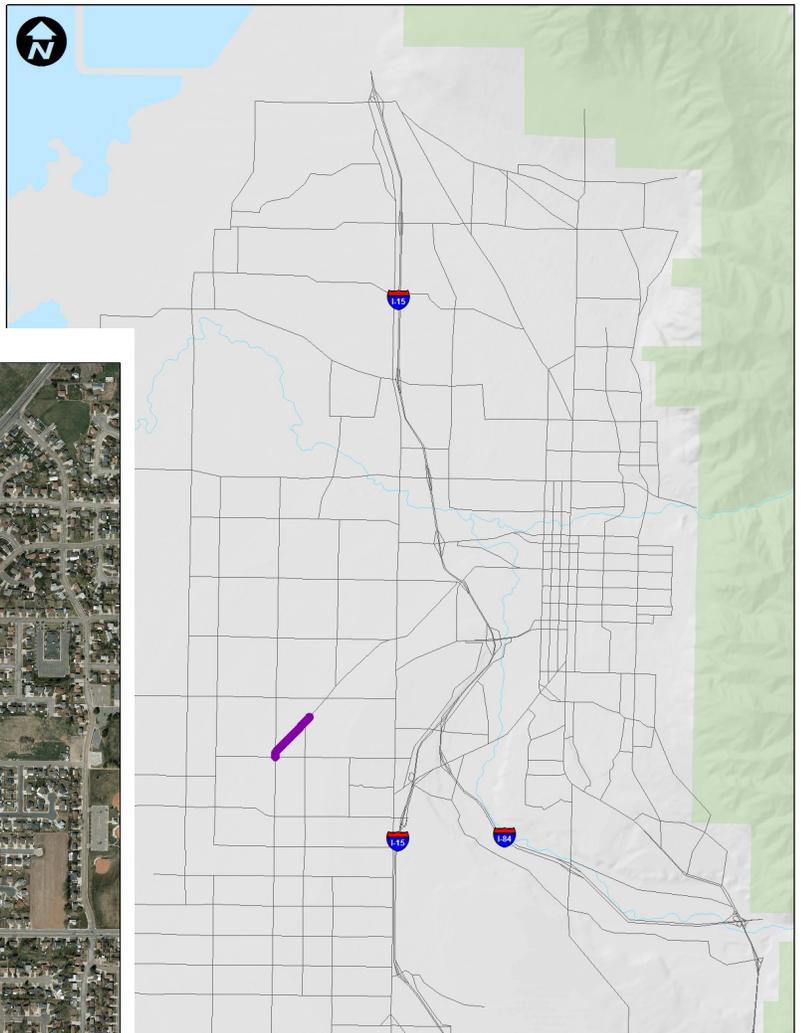
The 2008 EIS for SR-108 identified a need to widen to five lanes. Since then, Hinckley Drive was extended to and widened a portion of Midland Drive (SR-108), and the FrontRunner station was opened on 4000 South to the east of Midland Drive. Not only does widening this segment of SR-108 (Midland Dr) fulfill the need to increase capacity for north-south traffic, but the local jurisdictions have indicated to UDOT their desire to provide funding from local sales tax as well.

PROJECT COST

Estimated Total Cost:	\$	20,588,000
Federal Funds to be Obligated:	\$	3,200,000
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2019:	\$	700,000
Federal Funds Available FY 2020:	\$	2,500,000

SOURCE OF FUNDS

Federal: Surface Transportation Program
 Non-Federal: Utah Department of Transportation



4700 WEST; 4200 SOUTH TO 4800 SOUTH – PIN 13124
Reconstruct and Minor Widening
New Project

PROJECT DESCRIPTION

Sponsor:	West Haven	Average Weekday	Current (2011)	Projected (2030)
Type of Work:	Reconstruct & Minor Widening	Daily Traffic (AWDT):	4,250	7,727
Functional Classification:	Collector			
Route Identification:	NewProj(13122)	Facility Width	Existing	Proposed
Length:	.73 miles (1.17 km)	Roadway	24'	50'
Year added to TIP:	2014	ROW	80'	80'

This project will reconstruct and widen the existing portion of 4700 West from 4200 South to 4700 South and construct a new three lane facility from 4700 South to 4800 South. These improvements will include shoulders, curb, gutter, and sidewalk and will implement bike and pedestrian facilities along the shoulders. This collector street is a critical link the city network to provide access, mobility, and emergency response improvements.

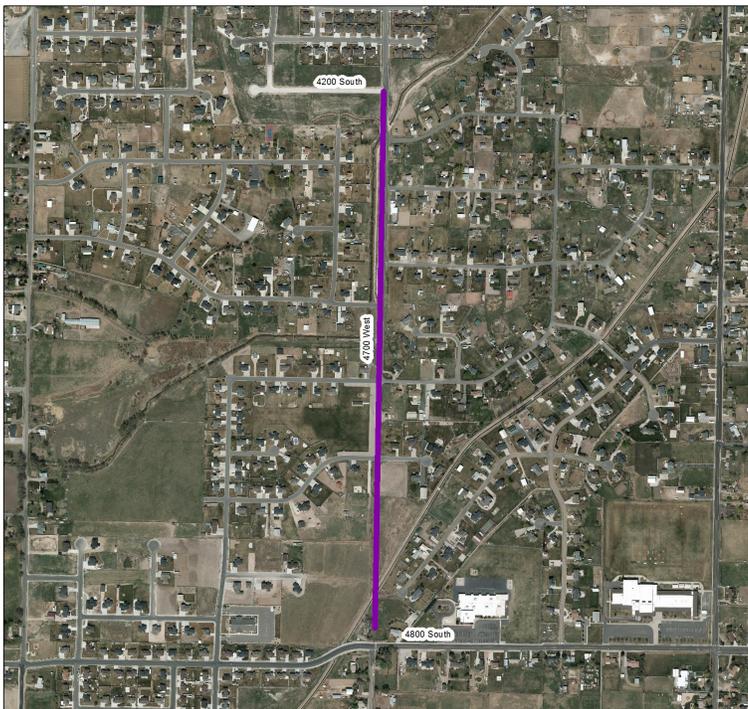
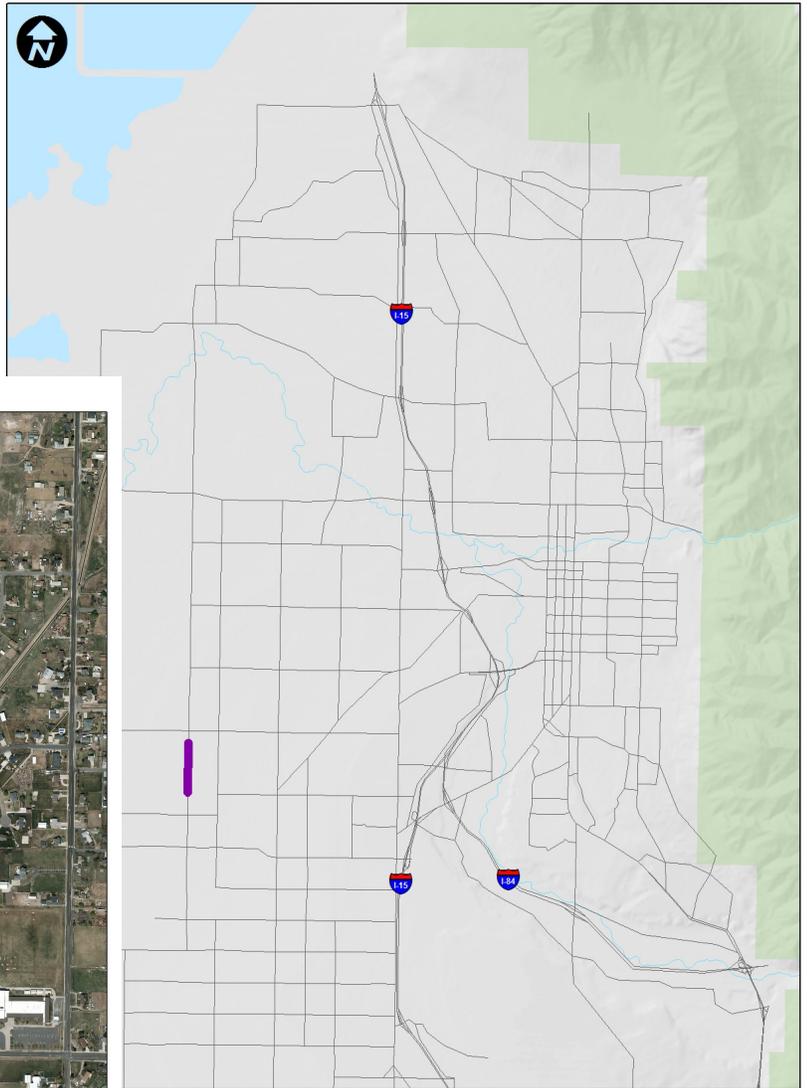
West Haven and the surrounding communities are experiencing growth this project will provide for a needed collector and corridor towards the west side of Weber County. The project will improve public safety by improving vehicle transportation and providing for pedestrian and school traffic.

PROJECT COST

Estimated Total Cost:	\$	3,870,700
Federal Funds to be Obligated:	\$	2,500,000
Federal Funds Obligated :	\$	- 0 -
Federal Funds Available FY 2019:	\$	500,000
Federal Funds Available FY 2020:	\$	2,000,000

SOURCE OF FUNDS

Federal: Surface Transportation Program
 Non-Federal: West Haven City



Ogden/ Layton Urbanized Area

Funding Exchange Projects

These next 7 projects are good examples of the efforts from WFRC, Local Government, and UDOT coming up with innovative funding strategies and ways to partner and construct Local government projects avoiding unnecessary delays and getting the most out of the limited resources.

The concept to exchange federal funds with State funds and focus the Federal funds (to minimize the number of project requiring the additional requirements) is not a new concept and has been discussed & considered for many years, even to the point that there were studies performed and analysis done by the State and local agencies to determine the cost of using federal funds. In 2008 a policy was approved by the Transportation Commission which would; . . .

- The exchange rate will be \$0.85 state funds for \$1.00 federal funds.
- A local match minimum of 10 percent of total project costs is required. If flexible match is offered, the details will be included in the agreement with value not to exceed UDOT average prices.
- A cooperative agreement between the local government and the UDOT will be executed for each project detailing the funds exchange.
- A UDOT Project Manager (PM) will be assigned to the project. Charges for UDOT PM activities will be minimal and controlled.
- The construction standard will be AASHTO standards or in accordance with state law.
- Required project documentation and performance reporting (certifications) will be detailed as part of the agreement. On-site inspection at project completion is optional.
- Local governments will follow their bid process in awarding contracts on ‘funds exchange’ projects.
- The exchange of funds, if approved, will be transacted in the year in which federal-aid funds are available. It is anticipated that the source of state funds available for exchange will come from the Pavement Preservation program.
- It is the intent of the UDOT that the local entity be responsible for all aspects of the project and that the UDOT does not give any assurances or guarantees regarding the quality of work.
- Funds will be disbursed on a reimbursement basis. Invoices are submitted to and approved by the UDOT PM according to the cooperative agreement.

1100 NORTH STREET; REDWOOD ROAD TO 110 EAST – PIN 10013
Reconstruct and Widen

PROJECT DESCRIPTION

Sponsor:	North Salt Lake	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	Reconstruction	Daily Traffic (AWDT):	11,500	17,250
Functional Classification:	Minor Collector	Facility Width	Existing	Proposed
Route Identification:		Roadway	24'	43'
Length:	1.02 miles	ROW	66'	66'
		Year added to TIP:	2011	

This is a street widening and reconstruction project along 1100 North Street from Redwood Road to east of the UPRR tracks at 110 East. The street, which currently has only 2 lanes, will be widened to accommodate a third lane for left turns. The asphalt width will increase from 24 feet to 43 feet. Project will also include the construction of curb, gutter and sidewalks.

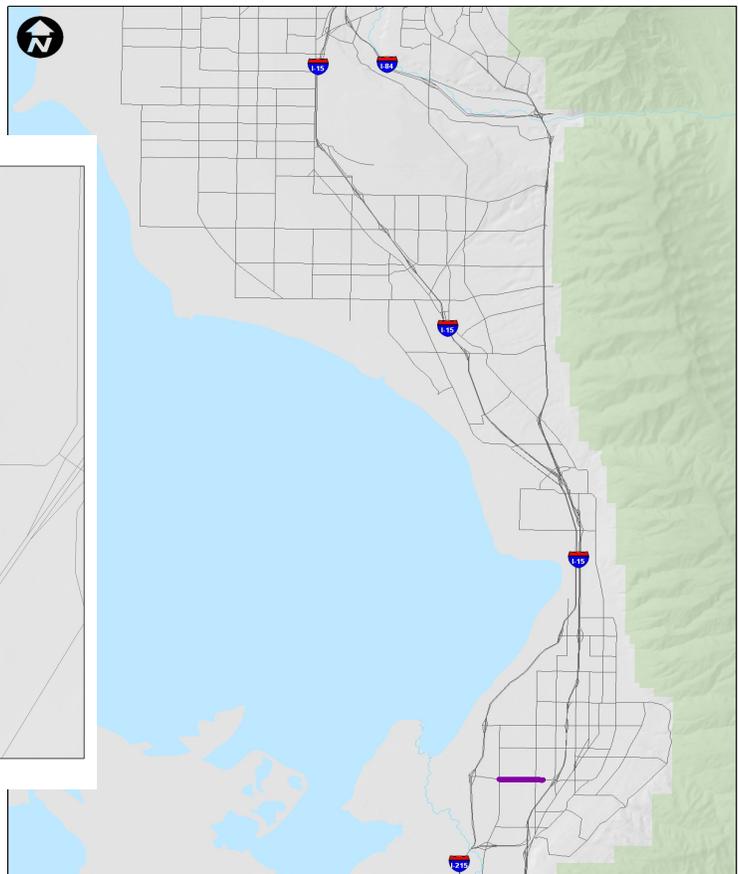
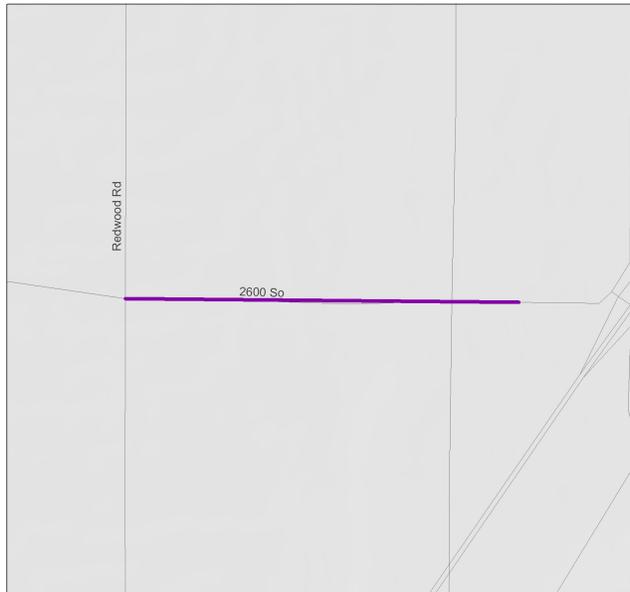
This project lies in the industrial park area of North Salt Lake. To the east is an I-15 interchange, Woods Cross High School, car dealerships, a K-Mart, a Smiths grocery store, and several other businesses and restaurants. To the west is the recently constructed Foxboro development with several thousand residents. Currently only a small portion of 1100 North has curb and gutter and sidewalk. There is no safe place for pedestrians to walk as portions of the street are only 24 feet wide. This project is necessary for both increased vehicular and pedestrian traffic. The City of North Salt Lake will be paying for more than 50% of the project costs to help stretch the limited funding resources.

PROJECT COST

Estimated Total Cost:	\$	5,512,000
Federal Funds Programmed:	\$	2,512,000
State Funds Exchanged:	\$	2,135,200
Funds Available FY 2014:	\$	2,135,200

SOURCE OF FUNDS

Federal Funds Exchanged: Surface Transportation Program
 Matching Funds: City of North Salt Lake



**HARRISON BOULEVARD (South); 7TH STREET TO 2ND STREET – PIN 10014
Reconstruct and Widen**

PROJECT DESCRIPTION

Sponsor:	Ogden City	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	Reconstruction & Widen	Daily Traffic (AWDT):	12,445	16,000
Functional Classification:	Collector	Facility Width	Existing	Proposed
Route Identification:		Roadway	36'	52'
Length:	0.581 miles	ROW	66'	74'
		Year added to TIP:	2011	

This project would reconstruct Harrison Boulevard beginning at 7th Street north to 2nd Street and anticipate this project would involve excessive crown reduction, roadway realignment, pavement widening, right of way acquisition, repair/ replacement of existing curb and gutter, and sidewalk. This project will also include intersection modification at 7th Street, and adjust existing utilities where necessary.

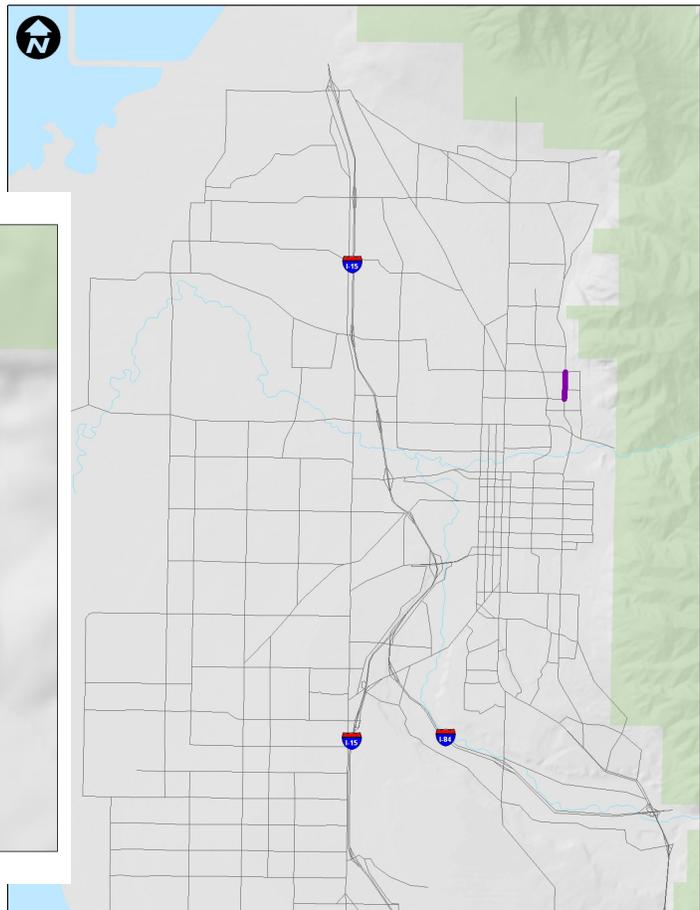
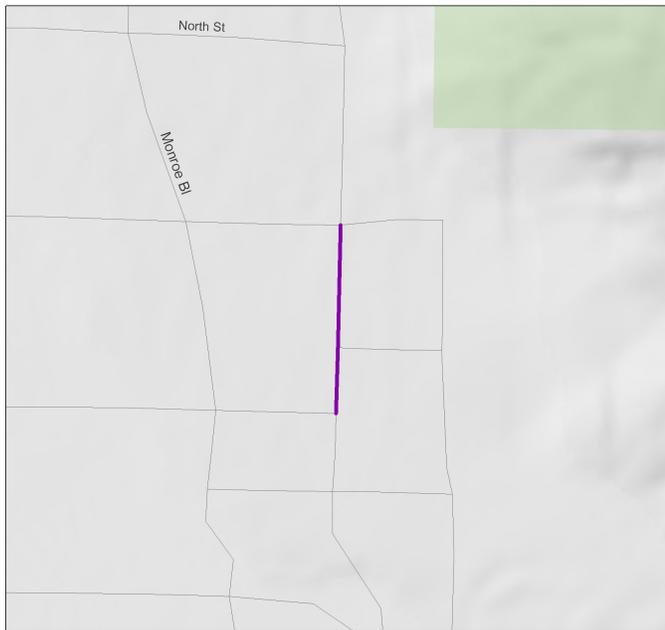
The Ogden City area will place a greater emphasis on the use of Harrison Blvd. due to the projected increase of traffic along this corridor and the increased need for an east-bench North/South facility. This project will also address the signal at 7th Street, the concerns of the cross slope, access needs, and roadway drainage. Improvements to the existing transit, bicycle and pedestrian systems will also be included.

PROJECT COST

Estimated Total Cost:	\$ 6,446,000
Federal Funds Programmed:	\$ 4,500,000
State Funds Exchanged:	\$ 3,825,000
Funds Available FY 2014:	\$ 3,825,000

SOURCE OF FUNDS

Federal Funds Exchanged: Surface Transportation Program
Matching Funds: Ogden City



2015 – 2020 Transportation Improvement Program (TIP)

HARRISON BOULEVARD/ 2ND STREET/ SHERIDAN DRIVE - 11995
Intersection Realignment/ Improvements

PROJECT DESCRIPTION

Sponsor:	Ogden City	Average Weekday	Current (2011)	Projected (2030)
Type of Work:	Intersection Improvements	Daily Traffic (AWDT):	10,000	13,000
Functional Classification:	Collector	Facility Width	Existing	Proposed
Route Identification:		Roadway	36'	56'
Length:	0.2 mile	ROW	66'	79'
Year added to TIP:	2013			

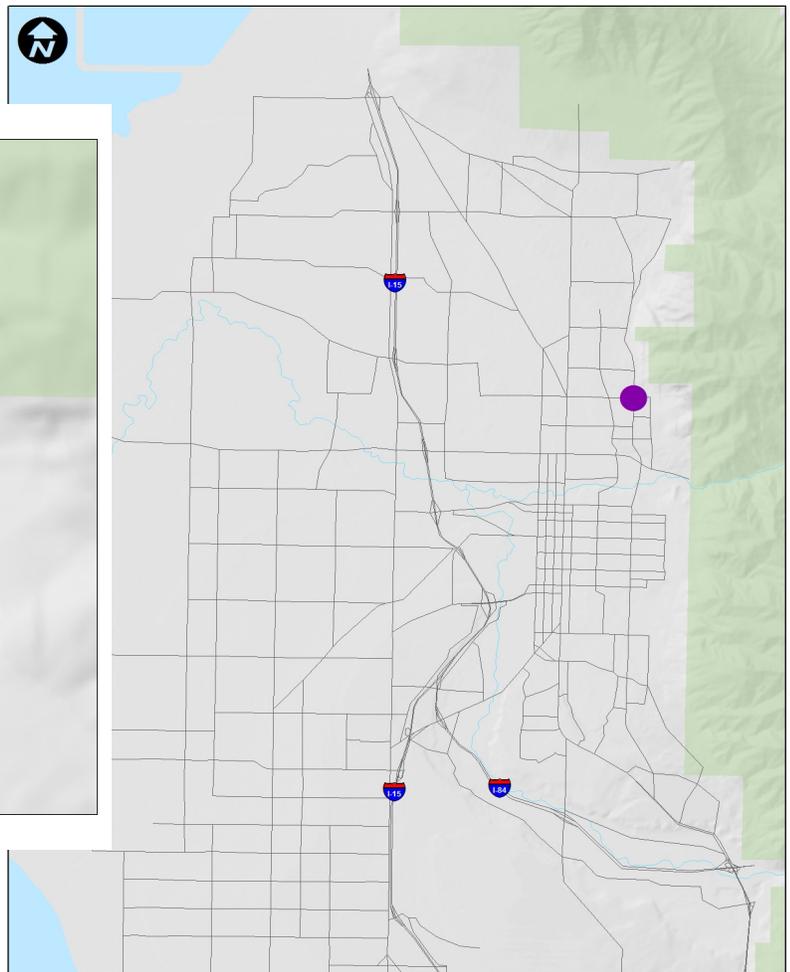
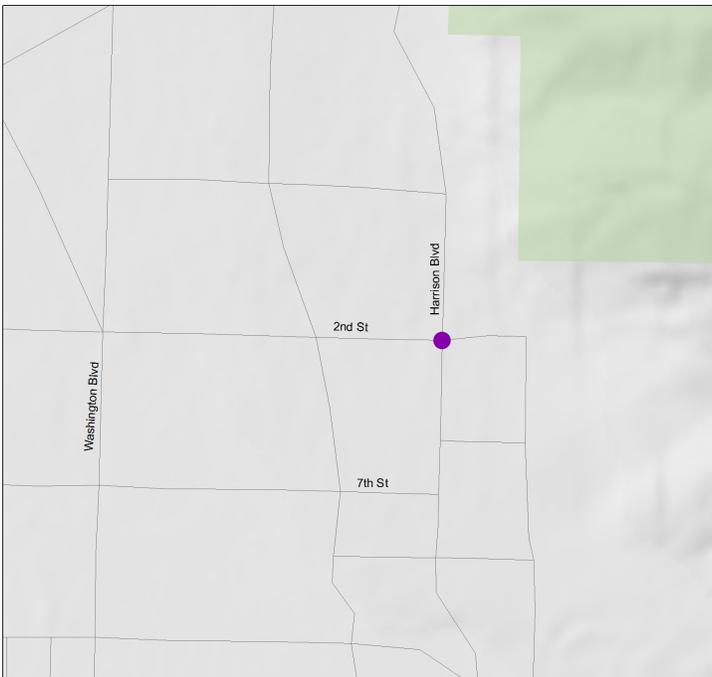
The intersection is comprised of offset T intersections between 2nd and Sheridan. A signalized intersection is desirable for pedestrians (elementary and middle school nearby) and to provide gaps for traffic primarily off 2nd Street. From a larger transportation perspective, this project is desirable because there are not many convenient E/W collection options to motorists on Harrison. Locally, this signal is desirable because it would correct short spaced offset "T" intersections, address access management near the intersection and allow for the reduced speed zone school crossing on Harrison to be removed and the supervised crossing to take place at the signal.

PROJECT COST

Estimated Total Cost:	\$	3,118,000
Federal Funds Programmed:	\$	2,500,000
State Funds Exchanged:	\$	2,125,000
Funds Available FY 2014:	\$	2,125,000

SOURCE OF FUNDS

Federal Funds Exchanged: Surface Transportation Program
 Matching Funds: Ogden City



3000 WEST; 300 NORTH TO 1300 NORTH – PIN 10017
Reconstruct and Widen

PROJECT DESCRIPTION

Sponsor:	West Point	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	Reconstruct & Widen	Daily Traffic (AWDT):	4,321	11,000
Functional Classification:	Collector	Facility Width	Existing	Proposed
Route Identification:		Roadway	27'	42'
Length:	1 mile	ROW	66'	66'
		Year added to TIP:	2011	

This project will improve 3000 West to a three lane road and install curb, gutter and sidewalk, and provide turn lanes at all intersections.

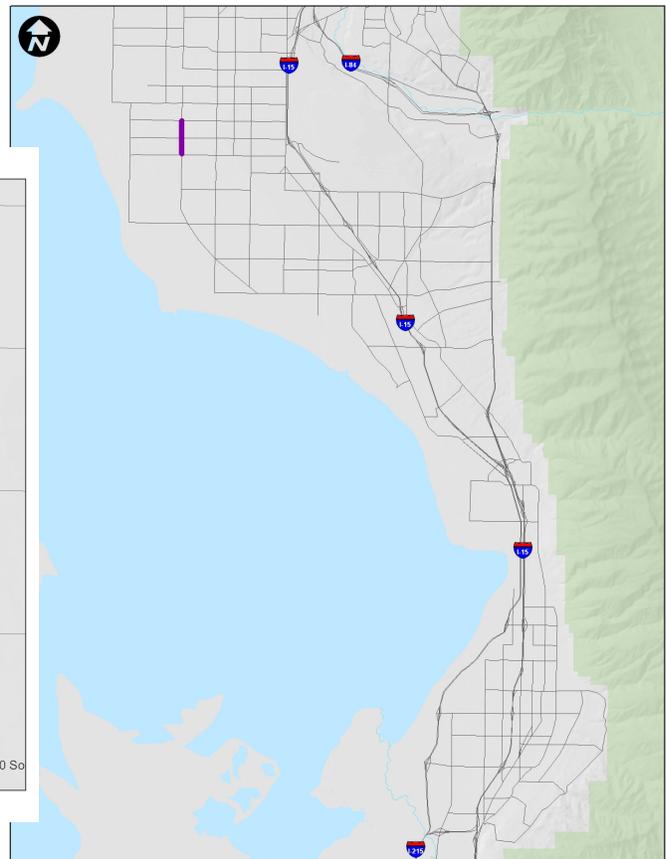
West Point is projected to be one of the fastest growing communities in the next decade in the recent study by the Wasatch Front Regional Council. The project location is quickly becoming a main north/ south connection between Syracuse, West Point, and Clinton. When the roadway is constructed into Weber County, 3000 West will be one of the major north-south facilities for western Davis and Weber residents. This section of 3000 West serves as access to an elementary school and West Point Junior High, both of which create significant traffic impacts. Recently, a traffic signal was installed at the intersection of 300 North and 3000 West due to the increasing traffic volumes. The roadway widening and improvements can fit within the existing right-of-way, which makes this a very cost effective project.

PROJECT COST

Estimated Total Cost:	\$ 3,709,000
Federal Funds Programmed:	\$ 3,341,000
State Funds Exchanged:	\$ 2,839,850
Funds Available FY 2014:	\$ 2,839,850

SOURCE OF FUNDS

Federal Funds Exchanged: Surface Transportation Program
 Matching Funds: West Point City



3000 WEST; 700 SOUTH TO BLUFF ROAD – PIN 11090
Reconstruct and Widen

PROJECT DESCRIPTION

Sponsor:	Syracuse	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	Reconstruct & Widen	Daily Traffic (AWDT):	4,000	9,000
Functional Classification:	Collector	Facility Width	Existing	Proposed
Route Identification:		Roadway	24'	41'
Length:	0.45 mile	ROW	66'	66'
Year added to TIP:	2012			

This project will widen 3000 West between 700 South and the Bluff Road, add shoulders, and reconstruct the existing asphalt street section. This project includes safety improvements by improving access conditions, and adding a center turn-lane at intersections for improved mobility.

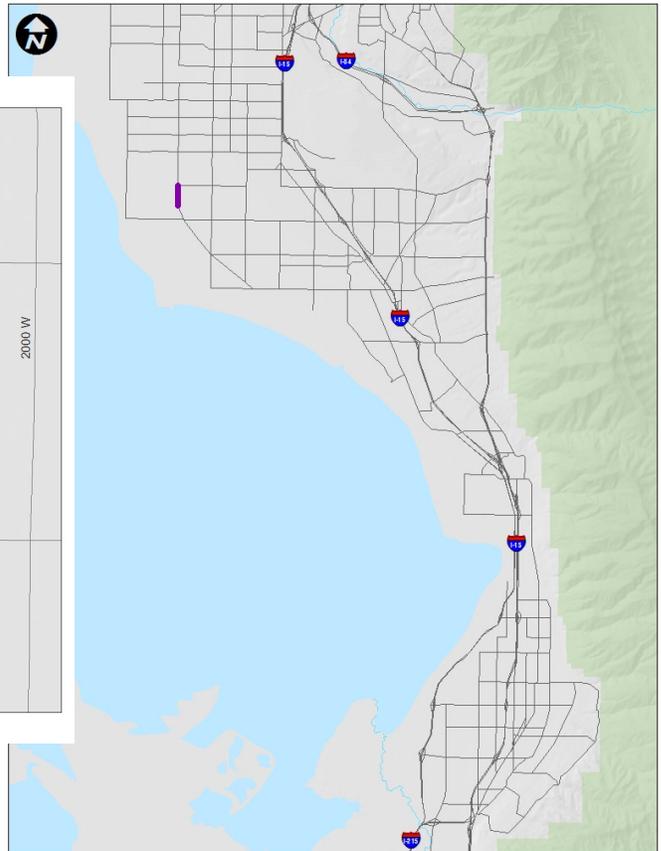
This section of 3000 West is another critical link furthering the revitalization and safety of this important corridor. This project consists of reconstructing a half mile section of 3000 West from 700 South to the Bluff Road improving access conditions and adding a center turn-lane. Upgrading this portion of 3000 West will initiate the final leg of reconstruction of this historical road. Having long been an alternate route for commuters traveling to Antelope Drive to access I-15, this road is experiencing tremendous growth. As SR108 continues to be more congested travelers are looking for a better less crowded corridor and are finding it in 3000 West. Reconstruction of this corridor would provide relief to SR 108 and allow for a much needed alternative travel route.

PROJECT COST

Estimated Total Cost:	\$ 4,079,000
Federal Funds Programmed:	\$ 3,699,000
State Funds Exchanged:	\$ 3,144,150
Funds Available FY 2014:	\$ 3,144,150

SOURCE OF FUNDS

Federal Funds Exchanged: Surface Transportation Program
 Matching Funds: Syracuse City



2015 – 2020 Transportation Improvement Program (TIP)

4300 WEST; 6000 SOUTH (Hooper) to 2300 NORTH (Clinton) – PIN 11089
New Construction

PROJECT DESCRIPTION

Sponsor:	Hooper	Average Weekday	Current (2009)	Projected (2030)
Type of Work:	New Construction	Daily Traffic (AWDT):	4,000	9,000
Functional Classification:	Collector	Facility Width	Existing	Proposed
Route Identification:		Roadway	0'	42'
Length:	0.53 mile	ROW	0'	66'
Year added to TIP: 2012				

This project will construct a new roadway connecting 4300 West in Hooper to 3000 West in Clinton from 6000 South to 2300 North. This project is in phase 1 of the RTP. Also included is a bridge over the Layton Canal on 2300 North.

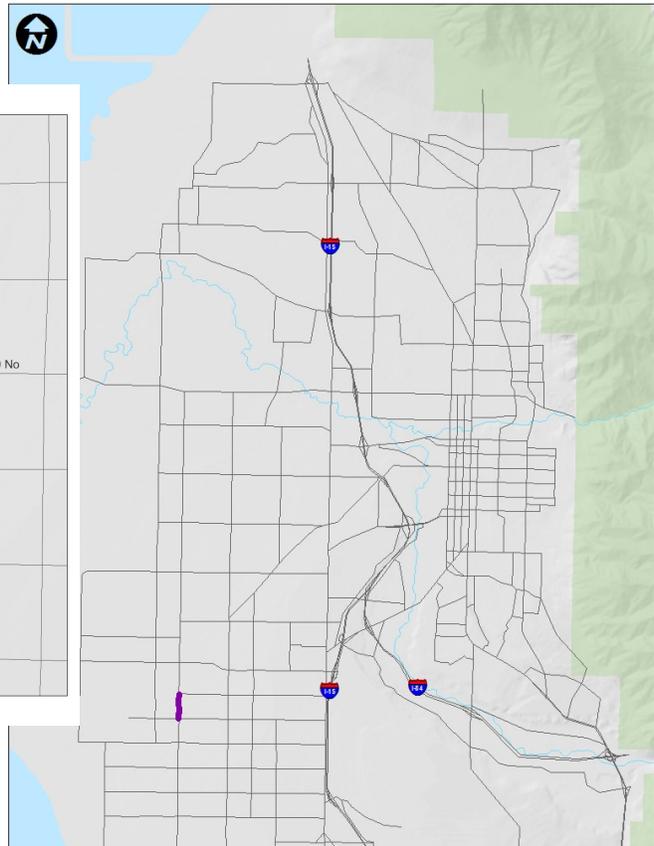
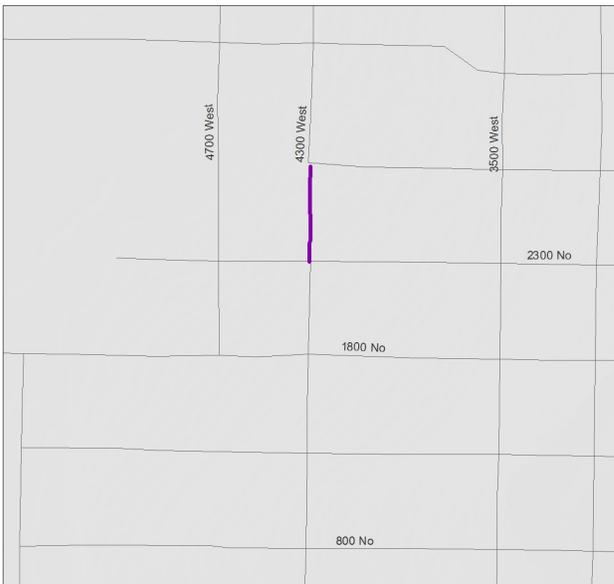
This project, is the final link to developing a critically needed north/south alternative transportation route. The project listed is Phase 1 of the RTP, consists of a half mile section of unconstructed road along 4300 West in Hooper between 6000 South and 2300 North. The corridor is a vital corridor connecting Syracuse, West Point, Clinton, Hooper, and Roy. It extends 9 miles throughout Davis and Weber Counties (3000 West in Davis County and 4300 West in Weber County). Historically Western Weber and Davis County have only had one real north/south route, that being SR 108 which is a very heavily traveled corridor, consistently congested during peak travel times. Connection of this corridor would provide relief to SR 108 and allow for a needed alternative route of travel. Clinton, West Point, and Syracuse are all working to improve the corridor. Also included in this project is the replacement of a narrow bridge across the Layton Canal on 2300 North.

PROJECT COST

Estimated Total Cost:	\$	3,860,000
Federal Funds Programmed:	\$	3,495,000
State Funds Exchanged:	\$	2,970,750
Funds Available FY 2014:	\$	2,970,750

SOURCE OF FUNDS

Federal Funds Exchanged: Surface Transportation Program
 Matching Funds: Hooper City



3000 WEST; 1400 NORTH TO 2300 NORTH - 11992
Reconstruct and Minor Roadway Improvements

PROJECT DESCRIPTION

Sponsor:	Clinton City	Average Weekday	Current (2011)	Projected (2030)
Type of Work:	Reconstruct & Minor Roadway Improvements	Daily Traffic (AWDT):	4,000	9,000
Functional Classification:	Collector	Facility Width	Existing	Proposed
Route Identification:		Roadway	32'	42'
Length:	1 mile	ROW	66'	66'
Year added to TIP:		2013		

This project will improve 3000 West to a three lane road and install curb, gutter and sidewalk, and provide turn lanes at all intersections. 3000 West is a vital corridor and the most logical alternate to ease congestion on SR-108. This project will complete the full reconstruction of the road. The funds to construct the sidewalks and landscaping improvements will be provided by the City, over and above the local match requirement. By doing these improvements on their own, the STP project will not require any additional construction or slope easements. The value of these improvements and easements are estimated at \$600,000. This savings will be used to extend the project so that it connects to the West Point and Hooper Projects that are currently on the STIP. This will allow this corridor to be completed in one project rather than two.

PROJECT COST

Estimated Total Cost:	\$ 3,492,000
Federal Funds Programmed:	\$ 2,784,000
State Funds Exchanged:	\$ 2,366,400
Funds Available FY 2014:	\$ 2,366,400

SOURCE OF FUNDS

Federal Funds Exchanged: Surface Transportation Program
 Matching Funds: Clinton City

