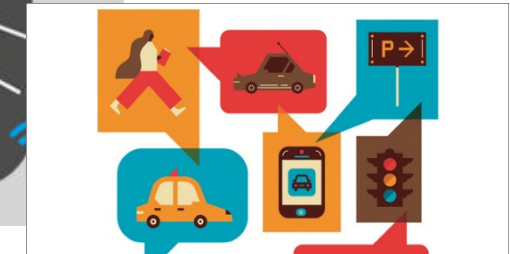
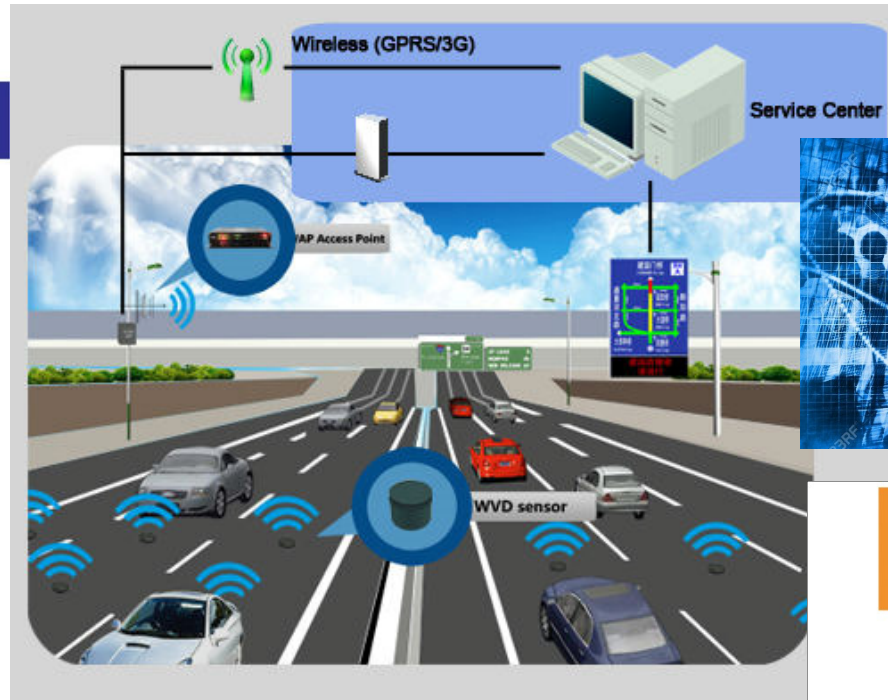


Multiple County – Smart Counties Data Collection

Project Type – Other

Establish Data Network to Understand Needs and Resources



**Project Cost –
\$ 1,153,000**

**Funds Request –
\$ 929,000**

This project stands to generate insights across data sets we haven't been able to understand before; from real time data and air quality to inter county economic activity. It will involve the rapid deployment of a sensor network at on/off ramps throughout our communities to understand the habits and trends of our citizens on our transportation corridors, within a few weeks. This is a new and highly innovative approach that involves combing data sets and leveraging data intelligence at the local, State and MPO level to provide concrete data metrics to support public policy.

Bluffdale City – 14600 South Railroad Bridge

Project Type – Widening

14600 South and Union Pacific Railroad Structure



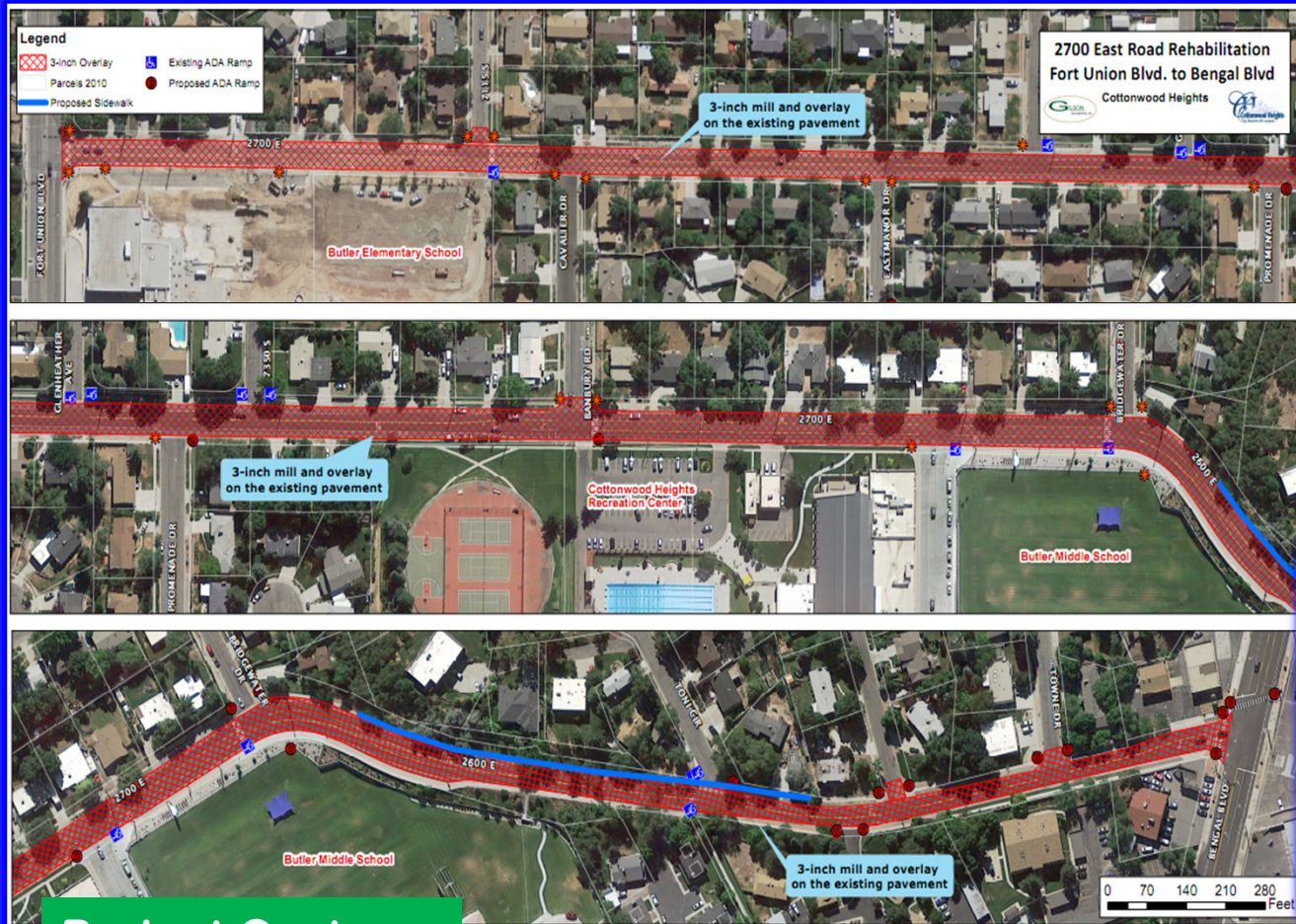
Project Cost –
\$ 5,835,900
Funds Request –
\$ 5,440,810

This project will widen the existing Union Pacific and UTA Railroad bridges over 14600 South to allow two lanes of traffic to safely move beneath it.

Cottonwood Heights – 2700 East Road Reconstruction

Project Type – Reconstruction

Fort Union Boulevard to Bengal Boulevard



**Project Cost –
\$ 2,275,600**

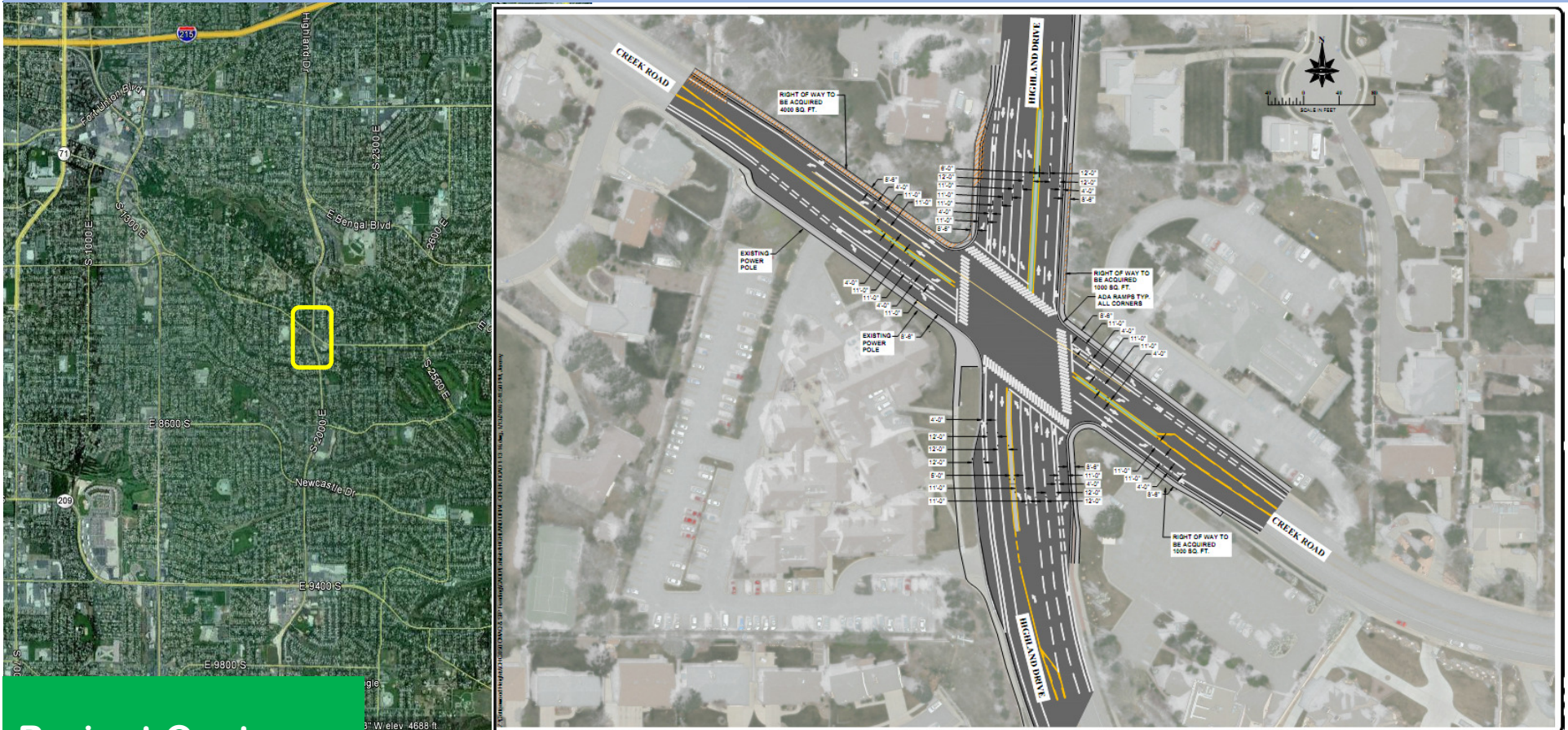
**Funds Request –
\$ 2,121,542**

The purpose of this project is primarily a pavement rehabilitation project milling off 3-inches of asphalt and an overlay of 3-inches on the existing pavement. This project also includes the construction of ADA ramps and sidewalk to improve pedestrian access.

Cottonwood Heights – Creek Road & Highland Drive – Intersection Improvements

Project Type – Intersections & Signals

8072 South to 8340 South



Project Cost –
\$ 2,771,100

**Funds Request –
\$ 2,583,497**

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

Draper – 1300 East – Reconstruction & Minor Widening

Project Type - Reconstruction

13200 South to Highland Drive

Project Cost –
\$ 6,049,700

Funds Request –
\$ 5,549,236



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

Draper – Lone Peak Parkway – Widening Project Type - Capacity

12650 South to 12300 South

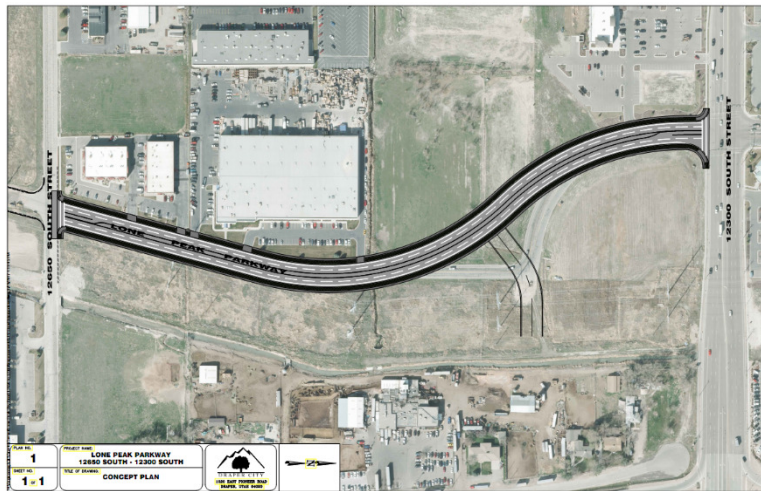
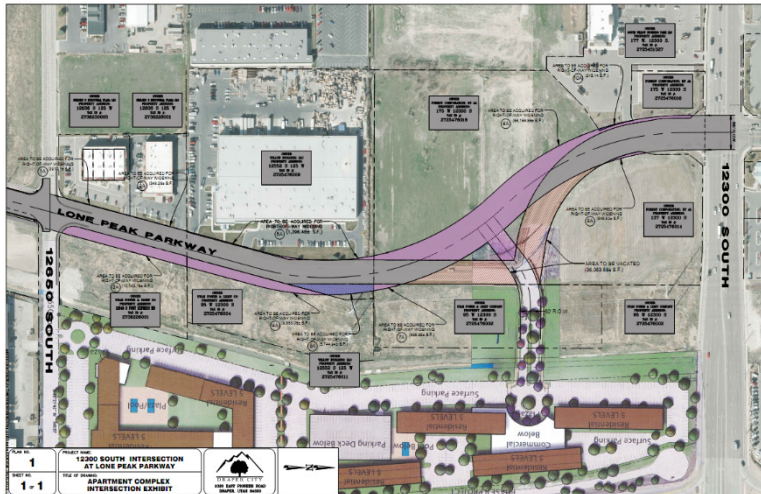
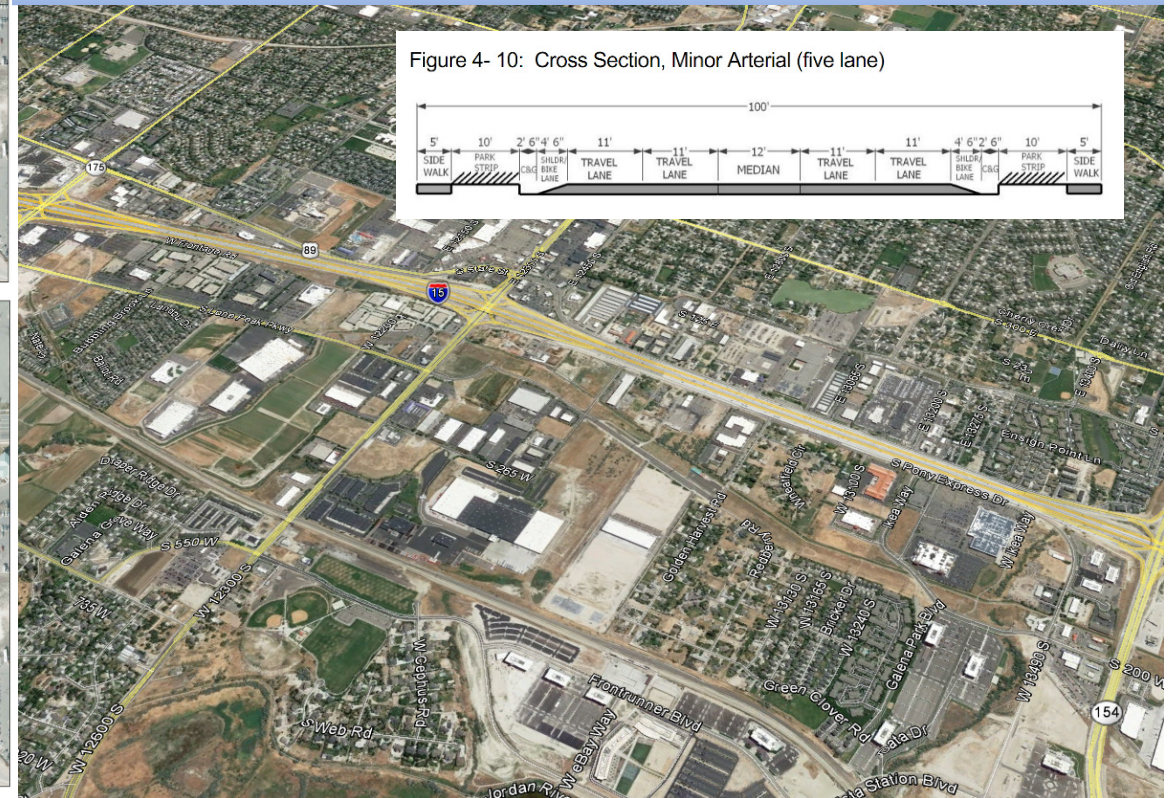
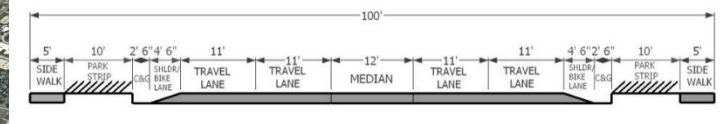


Figure 4- 10: Cross Section, Minor Arterial (five lane)



**Project Cost –
\$ 6,050,800**

**Funds Request –
\$ 4,826,797**

Lone Peak Parkway is a north/south minor arterial just west of I-15. Currently, Lone Peak Pkwy begins at the northern limits of Draper City at 11400 South and terminates at Golden Harvest Rd. The project under this request will reconstruct 0.4 miles of the existing road from 12650 S to 12300 S. This section has problematic geometry and is not wide enough to accommodate the planned 5-lane section. Lone Peak Pkwy is identified as a Highway Project in the WFRC Regional Transportation Plan

Draper – Lone Peak Parkway – New Construction

Project Type - Capacity

Ikea Way to Golden Harvest Road



Project Cost –
\$ 6,608,900

Funds Request –
\$ 4,709,420

Lone Peak Parkway is a north/south minor arterial, just west of I-15. Currently, Lone Peak Parkway begins at the northern limits of Draper City at 11400 South and terminates at Golden Harvest Rd. The project under this request will construct 0.4 miles of the five-lane planned extension from Ikea Way to Golden Harvest Road (12950 South), completing the minor arterial connection. .

Holladay City – 3900 South Reconstruction Project

Project Type – Reconstruction

I-215 to 2700 East

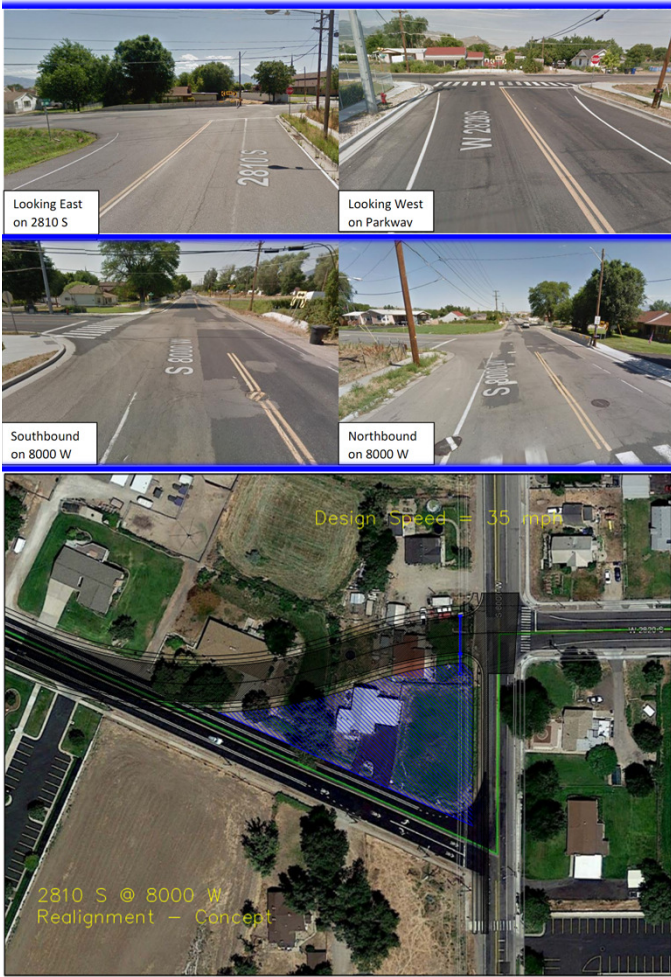


**Project Cost –
\$ 4,068,100**

**Funds Request –
\$ 3,792,690**

The proposed project enhances the road condition of 3900 S. providing safe travel to I-215 and other principal arterials, such as Highland Dr. and Wasatch Blvd. New curb and gutter will improve storm water management and new sidewalk, lighting, bicycle, and transit facilities will increase pedestrian safety, especially for students of Skyline and Olympus High Schools.

2810 South at 8000 West



**Project Cost –
\$ 2,000,900**

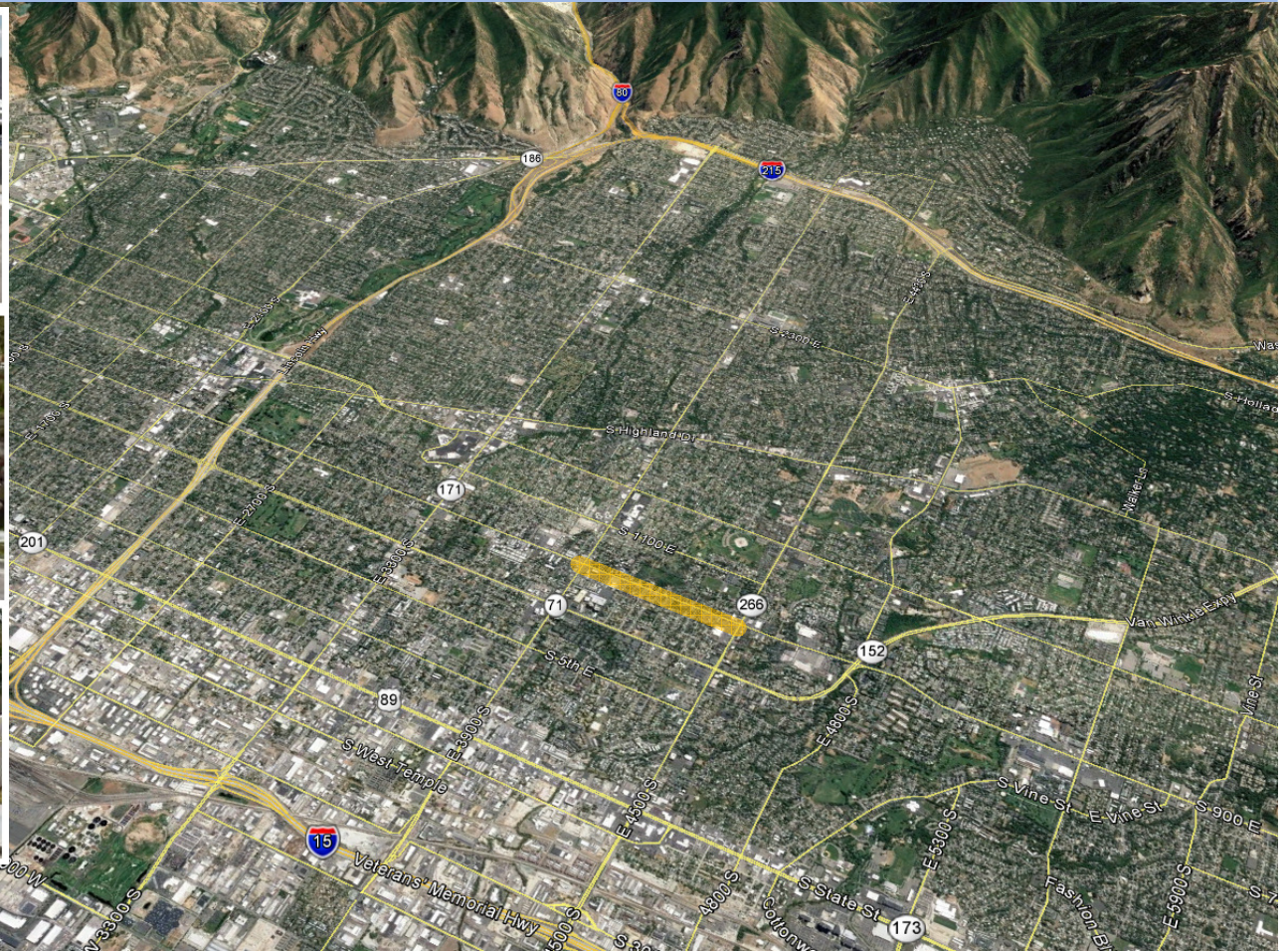
**Funds Request –
\$ 1,865,439**

This project will realign an offset intersection to improve safety and connectivity between Magna and West Valley. The project will also relocate a midblock school crossing and bring it to the new realignment.

Millcreek – 900 East – Reconstruction and Safety

Project Type – Reconstruction

3900 South to 4500 South



**Project Cost –
\$ 4,358,700**

**Funds Request
\$ 4,063,616**

Create a safer environment for all users including the construction of curb, gutter, sidewalk, ADA ramps, a bicycle facility, lighting and the relocation of utility poles out of the asphalt, along 900 East from 3900 South to 4500 South. Reconstruction will be included if sufficient funds are allocated.

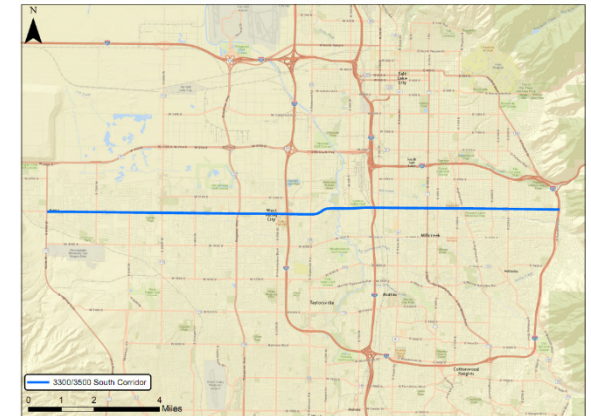
UTA – MAX BRT Transit Signal Priority (TSP)

Project Type – Transit

Wasatch Blvd to 8400 West



3300/3500 South Transit Corridor



**Project Cost –
\$ 512,300**

**Funds Request –
\$ 477,617**

UTA's BRT, the 35M is using dated hardware for transit signal priority (TSP). This project would replace the current infrared system with a more reliable GPS system along the 35M line. In addition, TSP would be added eastward from the Millcreek TRAX station along 3300 South, enabling BRT service to be extended.

12600 South to 13400 South



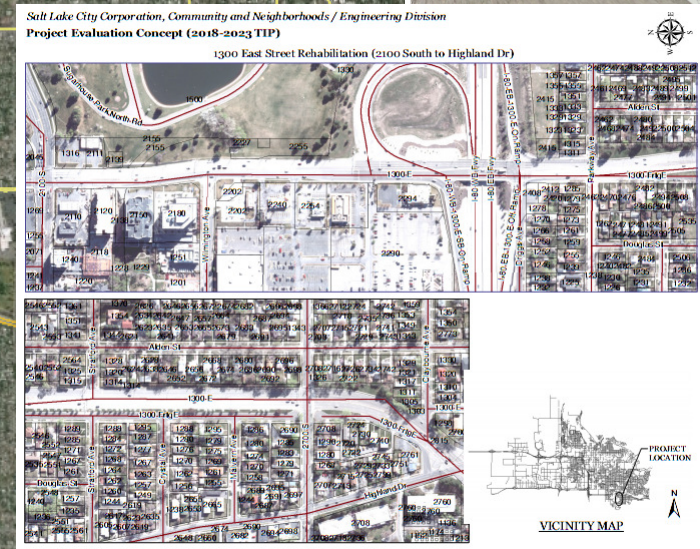
Construction of 4150 West from 12600 S to 13400 S, with a 4-lane concrete street, center running trax corridor, bike lanes, pedestrian trails or sidewalks, and traffic signals. This roadway will provide the north/south connection of 4150 West from 12600 South to 13400 South. Please see attached Traffic Study for the area..

Funds Request – \$ 6,615,485

Salt Lake City – 1300 East Reconstruction Segment 1

Project Type - Reconstruction

2100 South to Highland Drive



Project Cost –
\$ 3,901,300

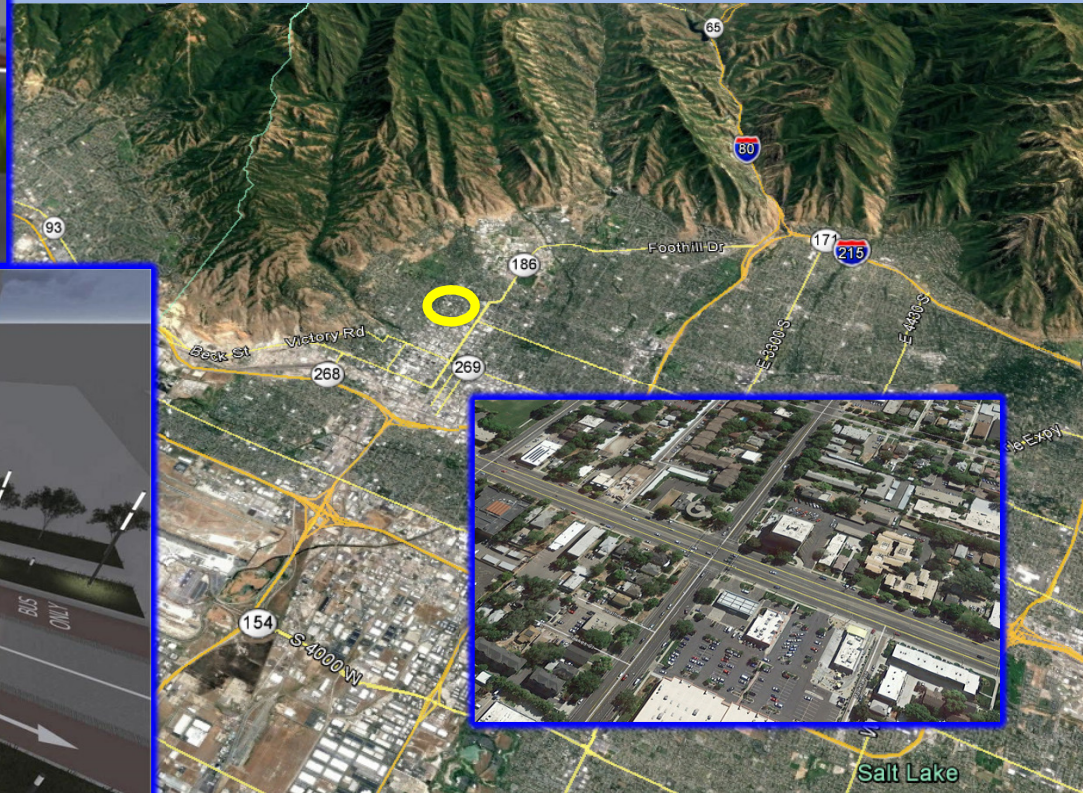
Funds Request –
\$ 3,548,613

This project encompasses pavement improvements for this deteriorated street, including removal and replacement of the pavement, curb and gutter, and pedestrian improvements. This project will evaluate incorporation of Complete Streets concepts and pedestrian safety improvements.

Salt Lake City – East Downtown Transit Hub

Project Type - Transit

Site TBD, Vicinity of 200 South and 700 East



**Project Cost –
\$ 6,967,900**

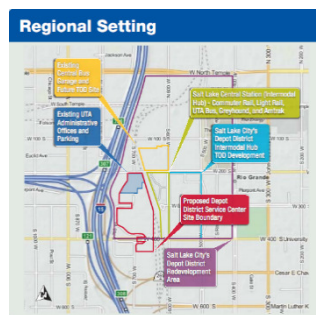
**Funds Request –
\$ 6,496,173**

This facility would provide a central city major transfer point along UTA's busiest transit corridor to support the transition to a grid-based frequent bus network as described in the Salt Lake City Transit Master Plan (adoption anticipated early 2017). This project meets the needs of the 200 South transit hub identified in the Regional Transportation Plan with an eastward shift in location to respond to analysis conducted for the SLC Transit Master Plan and the Downtown Plan.

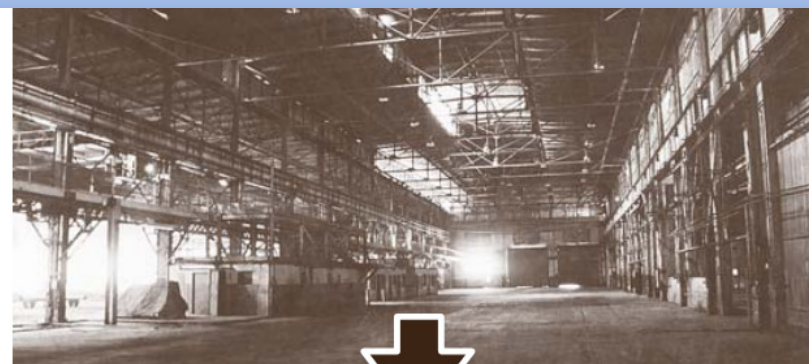
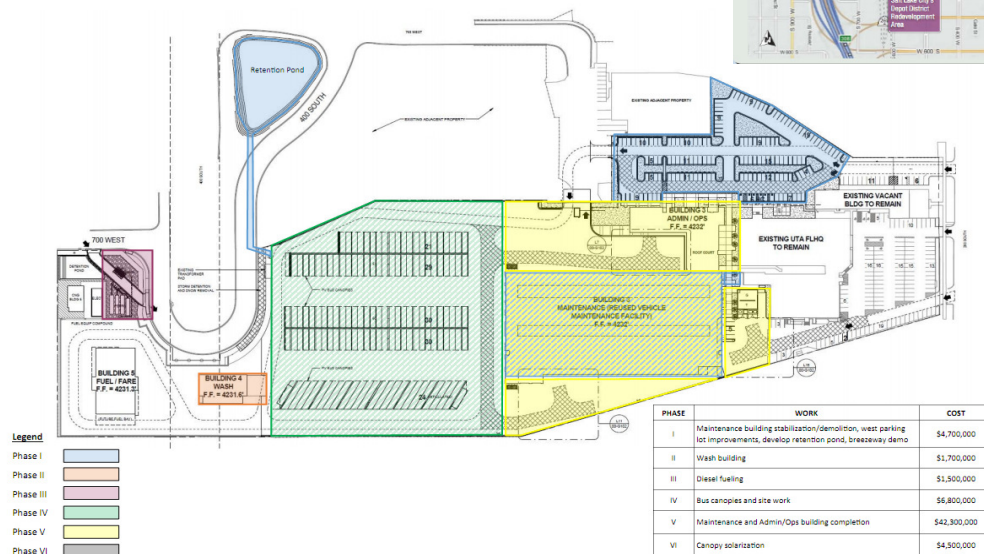


UTA/ Salt Lake City – Depot Clean Fuels Tech Center Project Type – Transit

New Construction - 669 West 200 South



Depot District Clean Fuels Tech Center Phasing Plan



Future Condition

The Depot District Clean Fuels Tech Center is needed to expand bus services in Salt Lake City and allow UTA to increase its fleet of clean fuel buses. Without the new facility, service increases and clean fuels bus fleet expansion are not possible due to capacity and infrastructure constraints of existing facilities. The project request amount covers a portion of Phase V of the construction. See attached Phasing Plan.

**Project Cost –
\$ 42,300,000**

**Funds Request –
\$ 5,000,000**

UTA – University of Utah Intermodal Project Type – Transit

South Campus & Light Rail Route



**Project Cost –
\$ 1,613,376**

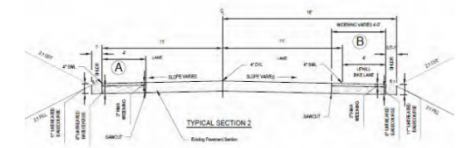
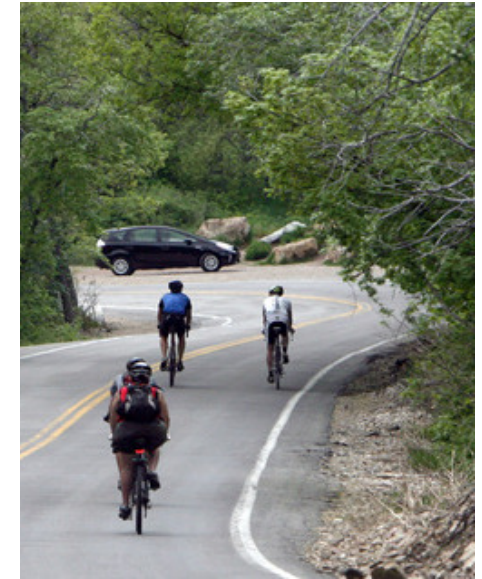
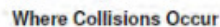
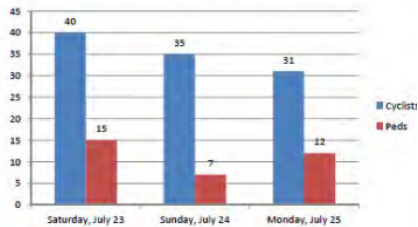
**Funds Request –
\$ 1,504,150**

U of U campus is well served by UTA local bus routes, TRAX, and other alternative modes. Lacking though, is a place that welcomes transit users to the campus in a centralized location where transfers between TRAX, local buses, campus shuttles, bike facilities, and car share can easily occur. An Intermodal Center is needed.

Salt Lake County – Millcreek Canyon Bike Lanes

Project Type – Bicycle and Pedestrian

Fee Gate to Winter Gate



**Project Cost –
\$ 1,883,000**

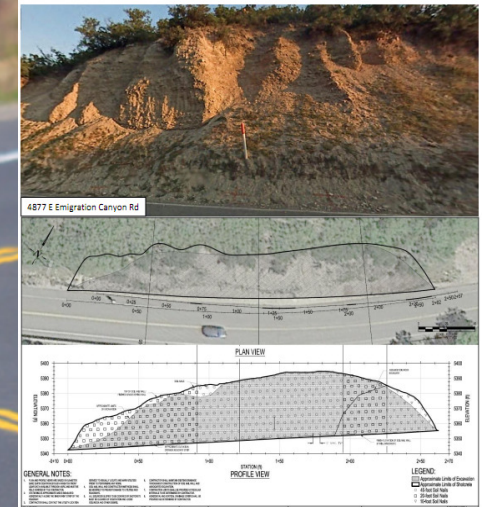
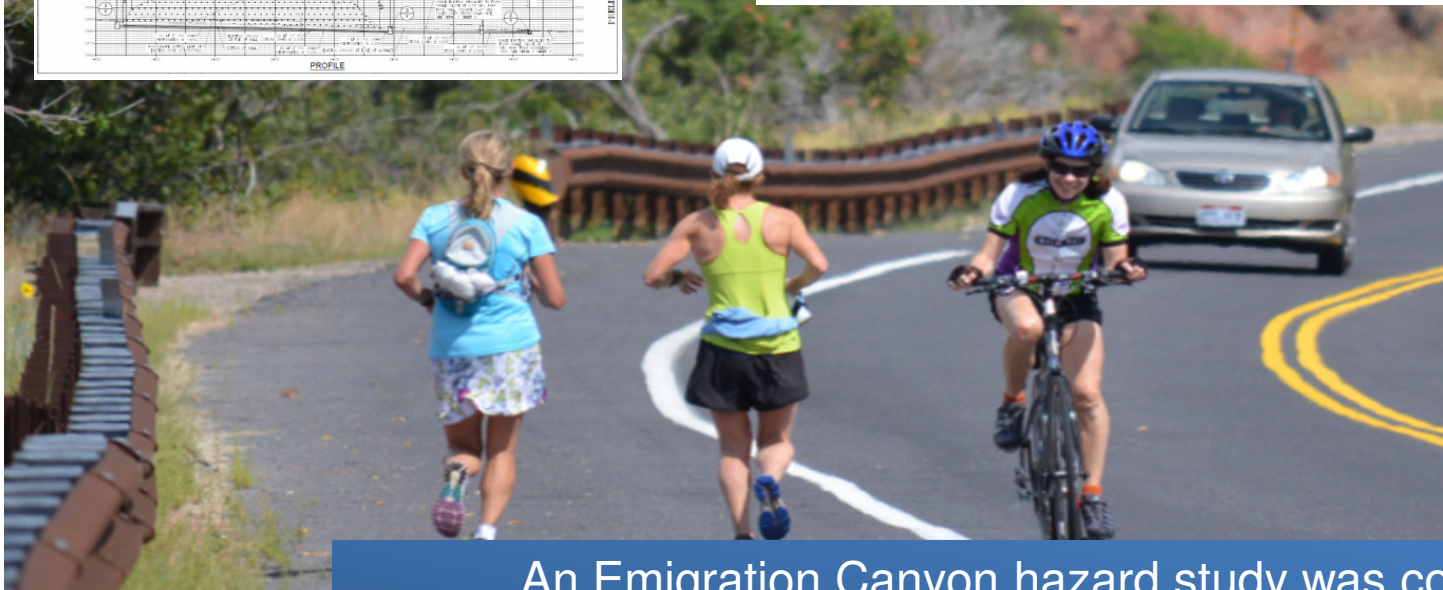
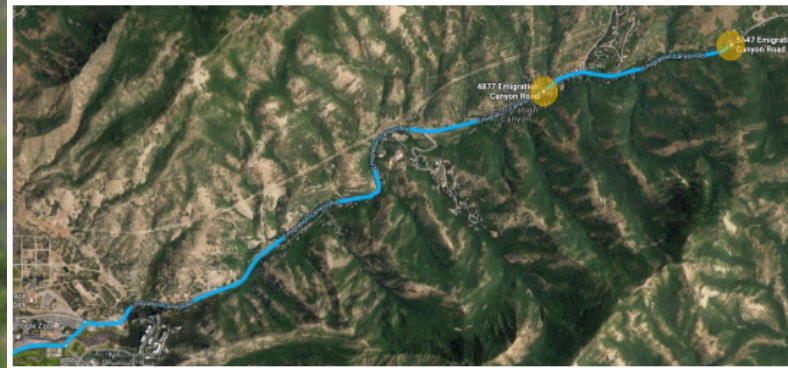
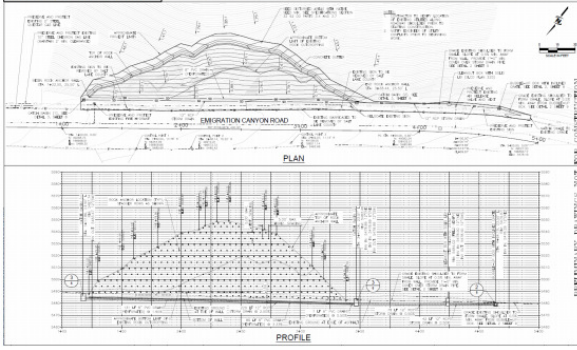
Funds Request – \$ 1,383,000

In 2012 Salt Lake County with the US Forest Service finished a study looking at transportation issues in Millcreek Canyon. The study determined that a solution to the transportation issues in the canyon would be the construction of an up-hill bicycle lane. This lane would alleviate the conflicts between vehicles and cyclists and pedestrians along the roadway.

Salt Lake County – Emigration Canyon Retaining Walls

Project Type – Safety

4877 East to 5646 East



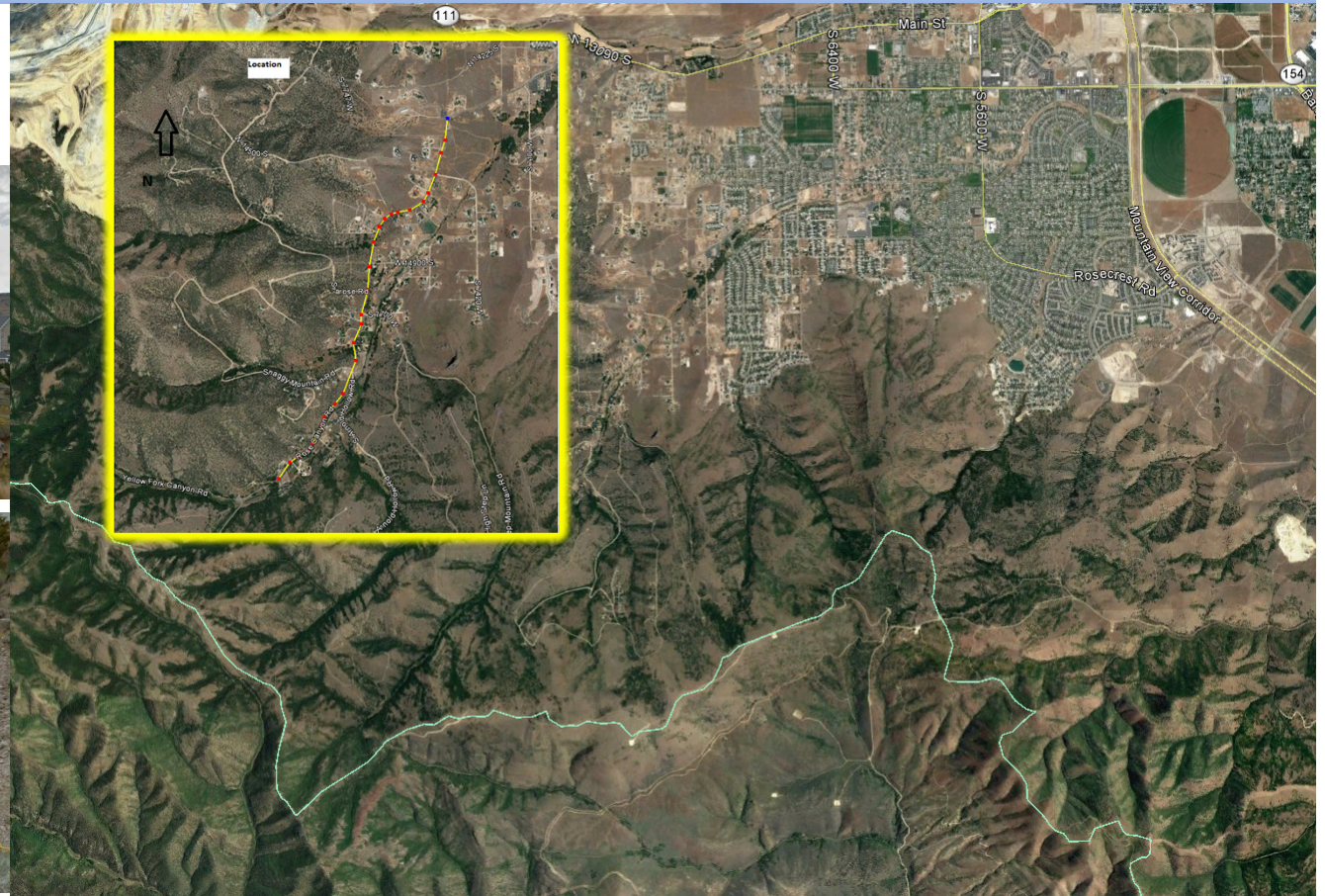
Project Cost –
\$ 4,792,100
Funds Request –
\$ 4,467,675

An Emigration Canyon hazard study was completed in 2016, identifying safety issues in the canyon. The County is in the process of spending \$1.0M to address some of these issues. However, additional funding is necessary to construct two retaining walls the report identifies as top safety priorities.

Salt Lake County – Rose Canyon Road Reconstruction

Project Type – Reconstruction

Yellow Fork Canyon to County Limit



**Project Cost –
\$ 6,773,500**

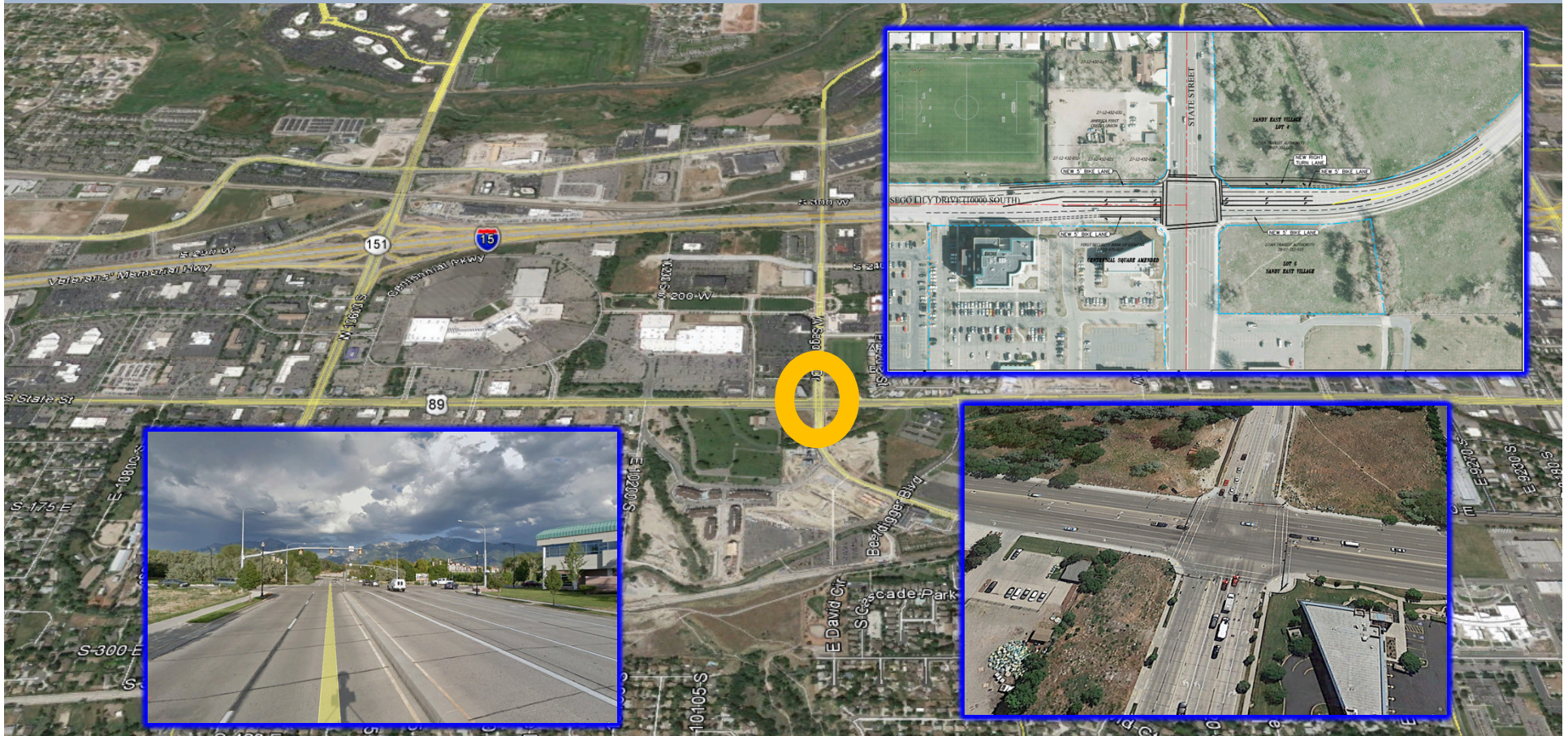
**Funds Request –
\$ 6,314,934**

This project reconstructs, widens, and resolves geometric and operational safety issues with a new paved surface for bikes and pedestrians, and an unpaved equestrian pathway. This provides for current and future growth of both local residential development and visitation to the Yellow Fork Canyon Regional Park.

Sandy City – Sego Lily Drive Intersection

Project Type – Intersections & Signals

Sego Lily Drive and State Street Intersection



Project Cost –
\$ 1,591,000
Funds Request –
\$ 1,389,127

State St. and 10000 S. is a choke point for bicycle traffic. This project will allow for bike lanes on 10000 South by widening the north side of the intersection. A right turn pocket will also be added for WB traffic. 10000 South is identified by UCATS, WFRC, Salt Lake County, and Sandy City as a priority bicycle route.

South Jordan City – Riverfront Parkway – Widening Project Type – Capacity

11050 South to 11400 South



Riverfront Parkway 11050 South to 11400 South - near intersection looking east



Riverfront Parkway 11050 South to 11400 South - looking south



Riverfront Parkway 11050 South to 11400 South - looking north



Riverfront Parkway 11050 South to 11400 South - looking north

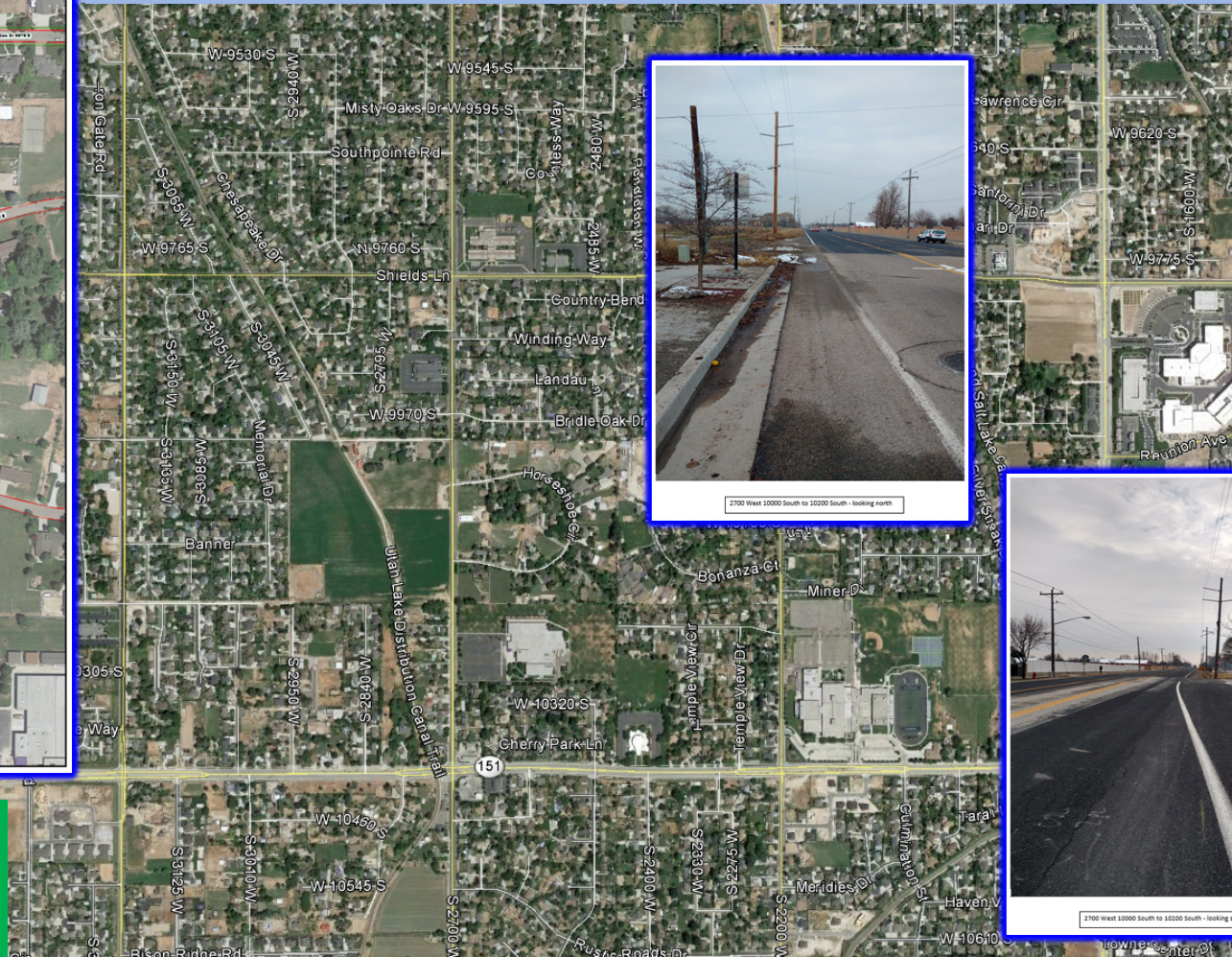


Project Cost –
\$ 1,840,900

Funds Request –
\$ 1,716,271

Widen from 3 lanes to 5 lanes including curb, gutter, sidewalk, park strip, intersection improvements, and also utilities and street lights if necessary.

10000 South to 10200 South



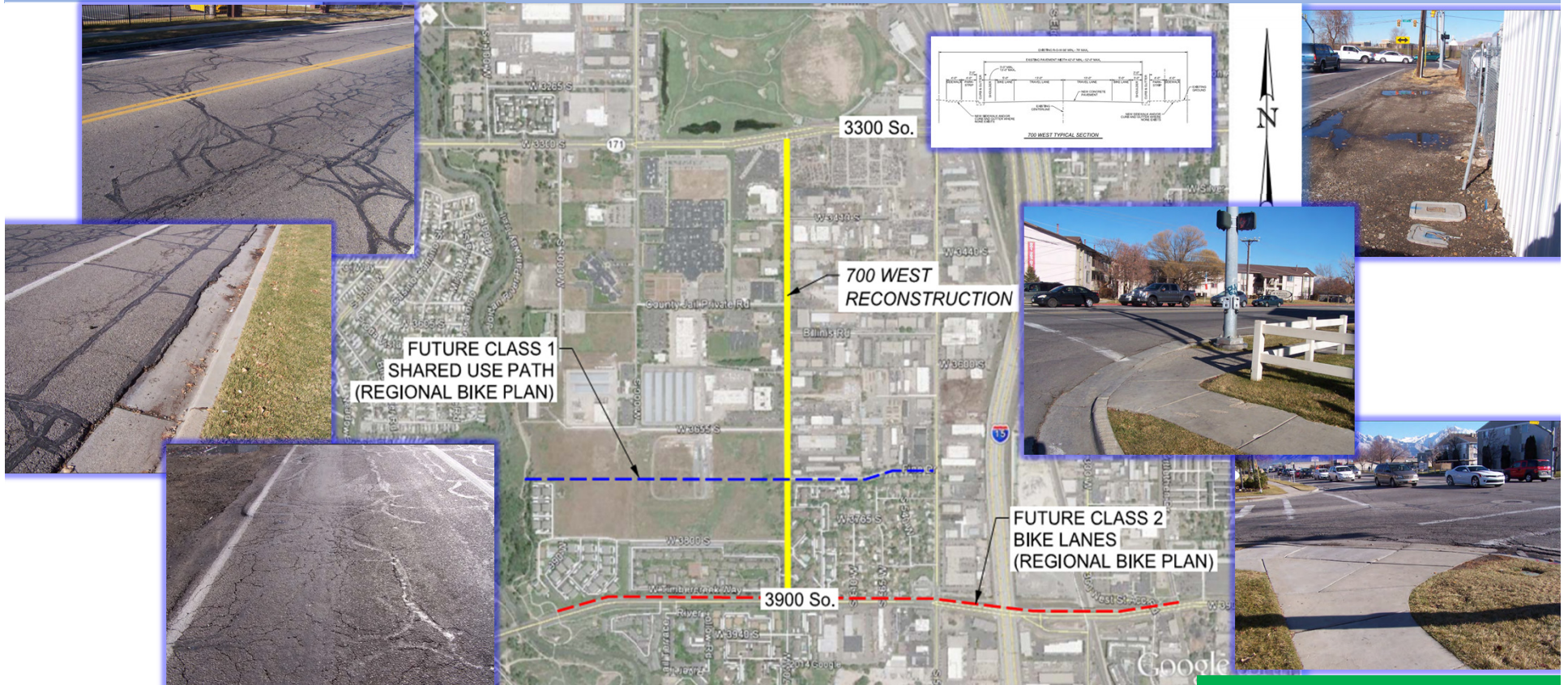
**Funds Request –
\$ 888,668**

Reconstruct roadway with minor widening to 3-lanes, including center turn lane. Also curb, gutter, sidewalk, park strips, shoulder pavement, and if necessary, streetlights and utilities.

South Salt Lake – 700 West – Reconstruct & Minor Widening

Project Type - Reconstruction

3300 South to Carlisle Street (3655 South)



700 West is a collector road that serves residential areas, the County Jail, the UTA headquarters, and other light industrial businesses. 700 West carries a high volume of trucks, causing accelerating pavement deterioration. This project will replace the failing asphalt pavement with concrete pavement, and upgrade pedestrian and drainage facilities by filling in sidewalk, curb and gutter; and add bike lanes.

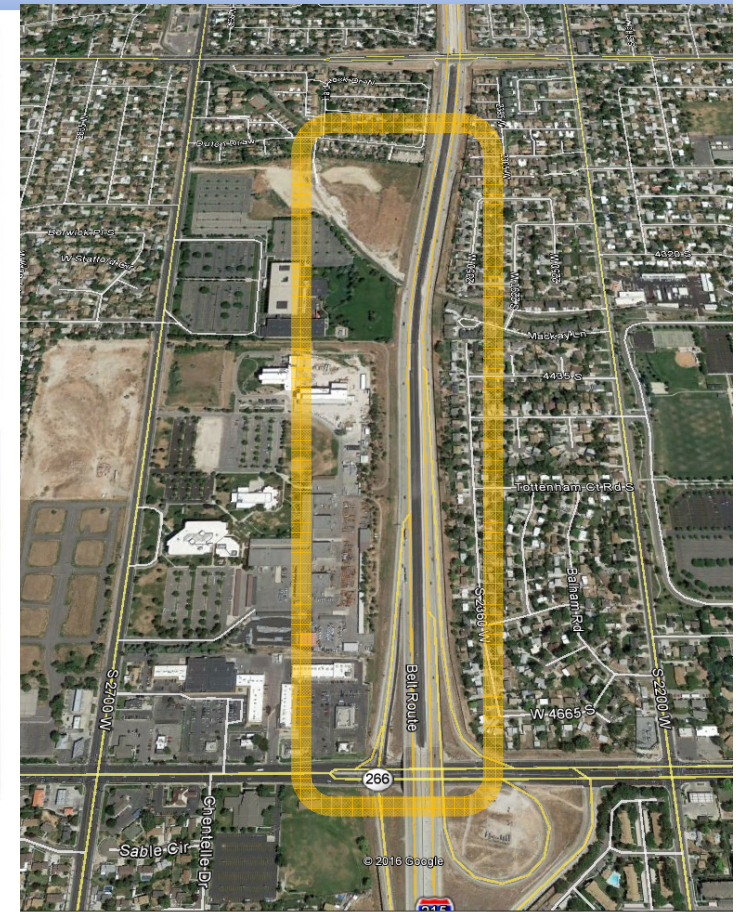
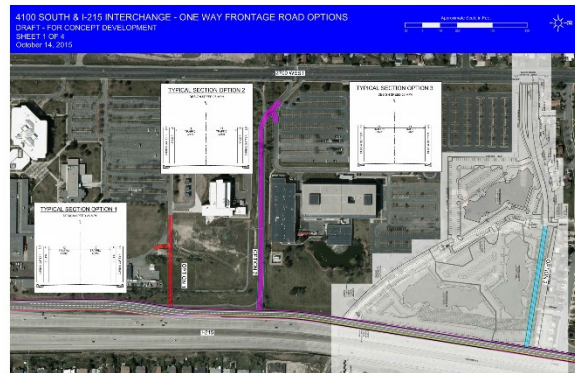
**Project Cost –
\$ 5,799,540**

**Funds Request –
\$ 5,400,255**

Taylorsville – I-215 Frontage Road – New Construction

Project Type – Capacity

4100 South to 4700 South and 2700 West Access



Project Cost –
\$ 8,845,569

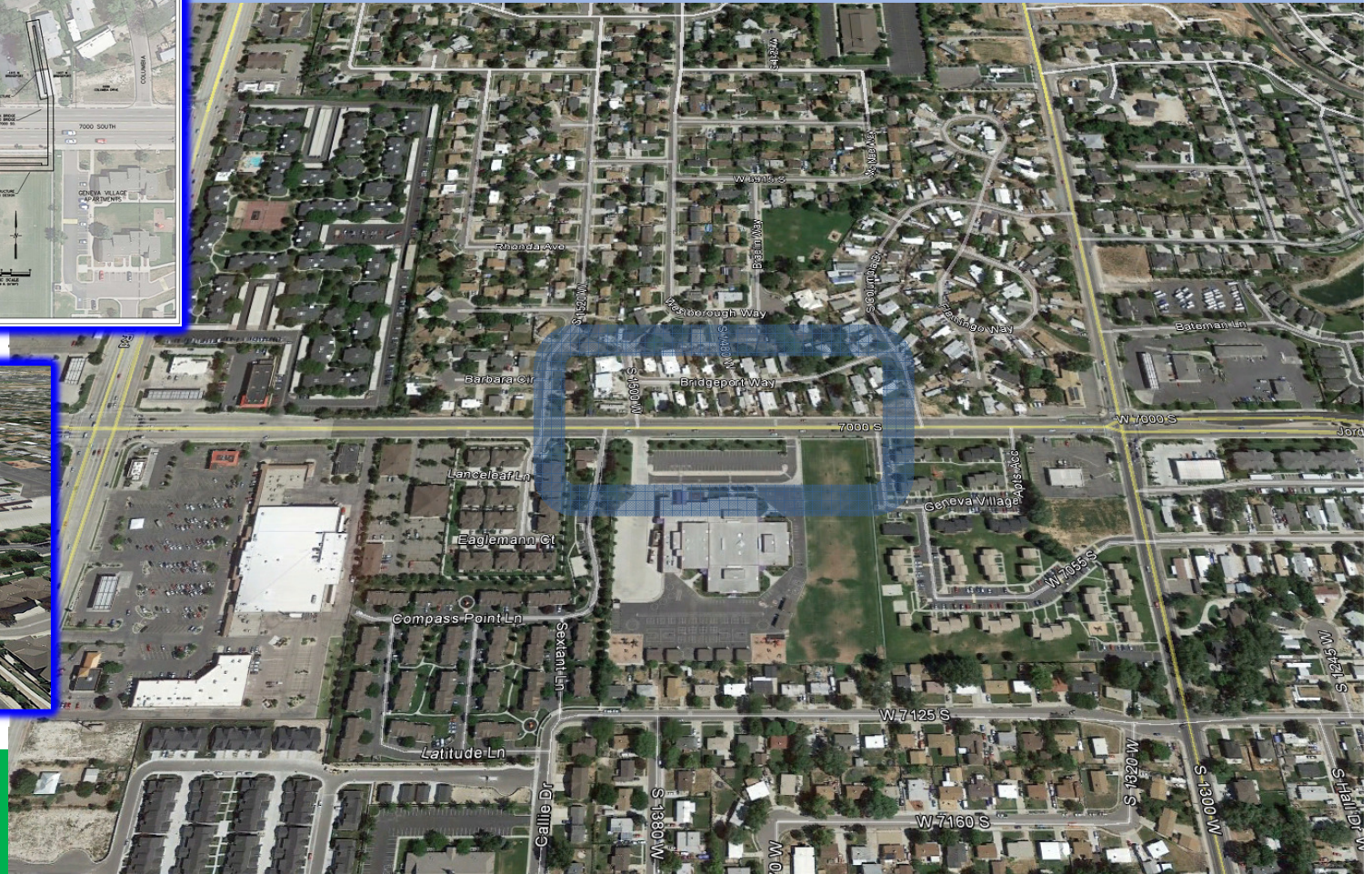
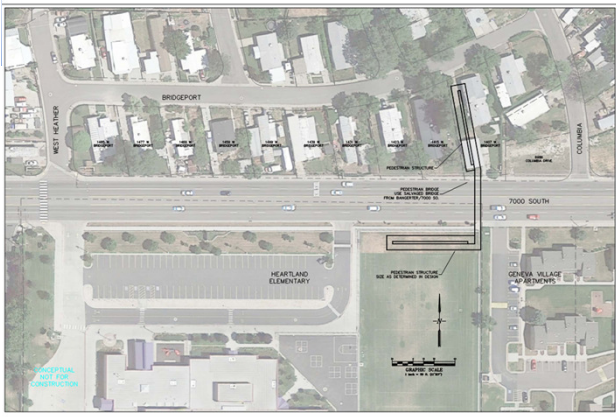
Funds Request –
\$ 5,000,000

Second Phase of the I-215 frontage road as listed in UDOT TIP. Improve traffic flow on I-215. Reduce congestion at on 4700 S at I-215, 2700 W and 3200 W. These intersection are ranked in top ten on congested intersections per UDOT. Will facilitate planned transit improvements, including a new BRT route.

West Jordan – 7000 South & 1500 West – New Construction

Project Type – Bicycle and Pedestrian

Pedestrian Bridge



Project Cost –
\$ 1,404,696

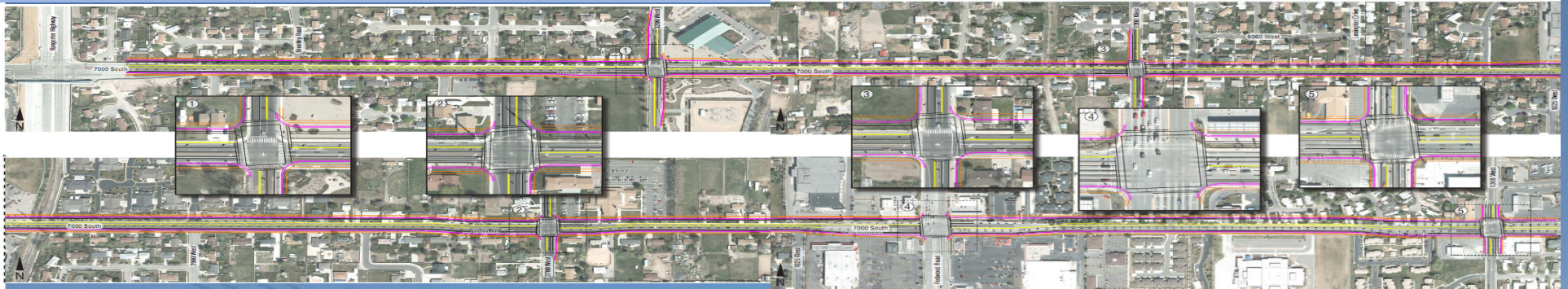
Funds Request –
\$ 1,302,692

7000 South is an arterial street with a mid block pedestrian crossing for school kids. This project hopes to relocate the existing pedestrian bridge at 7000 South and Bangerter Highway and use at this location.

West Jordan – 7000 South – Environmental Impact Statement

Project Type - Study

1300 West to Bangerter Highway (SR-154)



7000 South is an arterial street on the West side of Salty Lake Valley that is projected to carry up to 40,000 vehicles per day in 2040. Current Level of Service conditions at intersections range from LOS

**Project Cost –
\$ 2,145,232**

**Funds Request –
\$ 2,000,000**

5600 West to 6000 West

Project Cost –
\$ 12,000,000

Funds Request –
\$ 1,000,000

The image displays a technical drawing of a road layout, consisting of two parts: a plan view (top) and a longitudinal section view (bottom).

Plan View (Top): This view shows the horizontal alignment of the road. It includes a north arrow in the upper left corner. The road is depicted with centerlines, edge lines, and various structures such as bridges, culverts, and drainage systems. The surrounding terrain is indicated by contour lines.

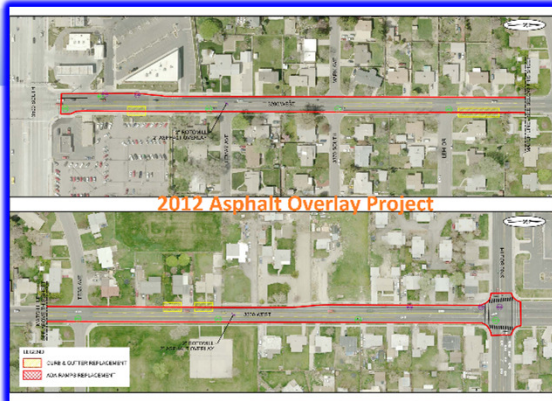
Longitudinal Section View (Bottom): This view shows the vertical profile of the road. The horizontal axis represents the stationing along the road, with markers for specific points. The vertical axis represents the elevation. The profile shows the road's grade, including slopes, curves, and vertical curves. Key features like bridges and culverts are shown in cross-section, with their elevations and structural details indicated.

8600 South is a major collector street on the west side of the Salt Lake Valley, and is projected to carry 15,000 to 25,000 VPD by the year 2030. This crossing connects to Ron Wood Park, a regional park for the entire west half of the City of West Jordan, serving approximately 50,000 residents. A major recreation center (\$45 to \$50 million) is slated to be built within this park in the next few years. This bridge is the essential connector for that project, and will provide the connectivity for existing residents living west of the MVC.

West Valley – 3200 West – Reconstruction

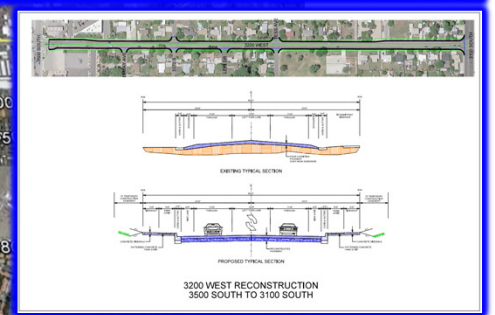
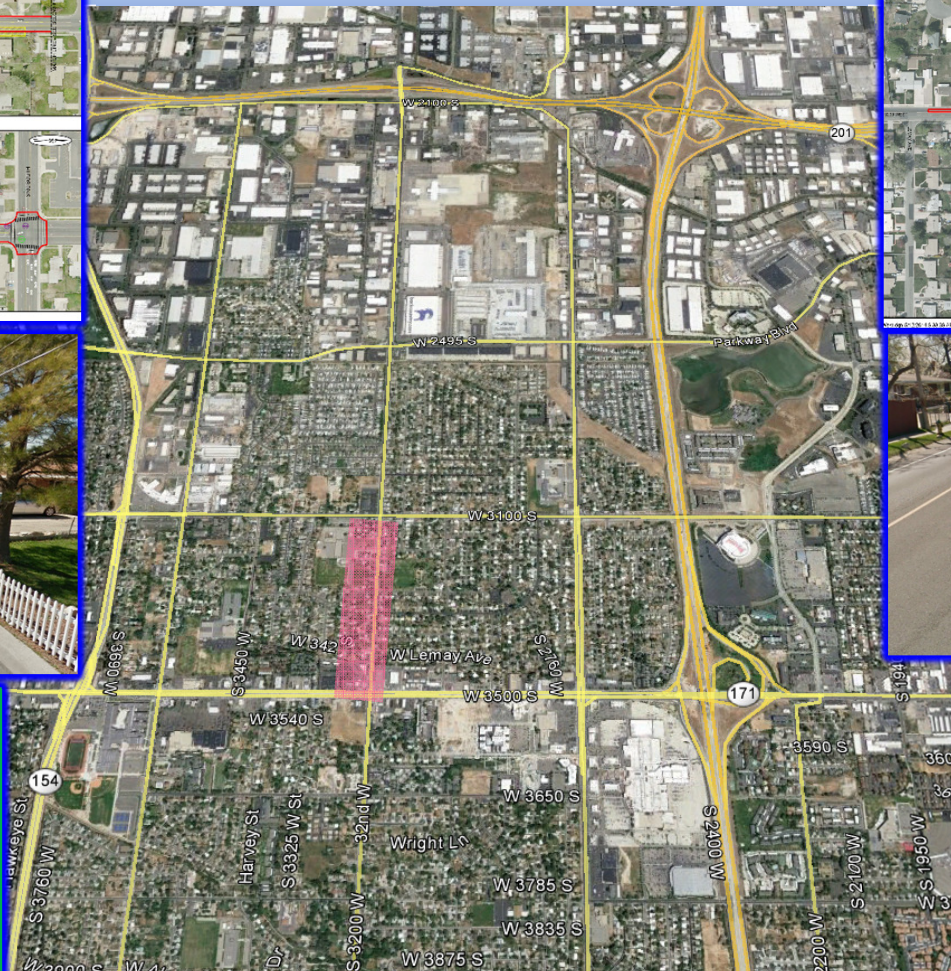
Project Type – Reconstruct

3500 South to 3100 South



**Project Cost –
\$ 3,760,200**

**Funds Request –
\$ 2,997,731**



The purpose of this project is to reconstruct the pavement and construct continuous sidewalk on 3200 W between 3500 S and 3100 S. 3200 W is a major collector, extending from South Jordan to Salt Lake City. It is an important north-south corridor for the city, providing access to many residential and commercial areas.