

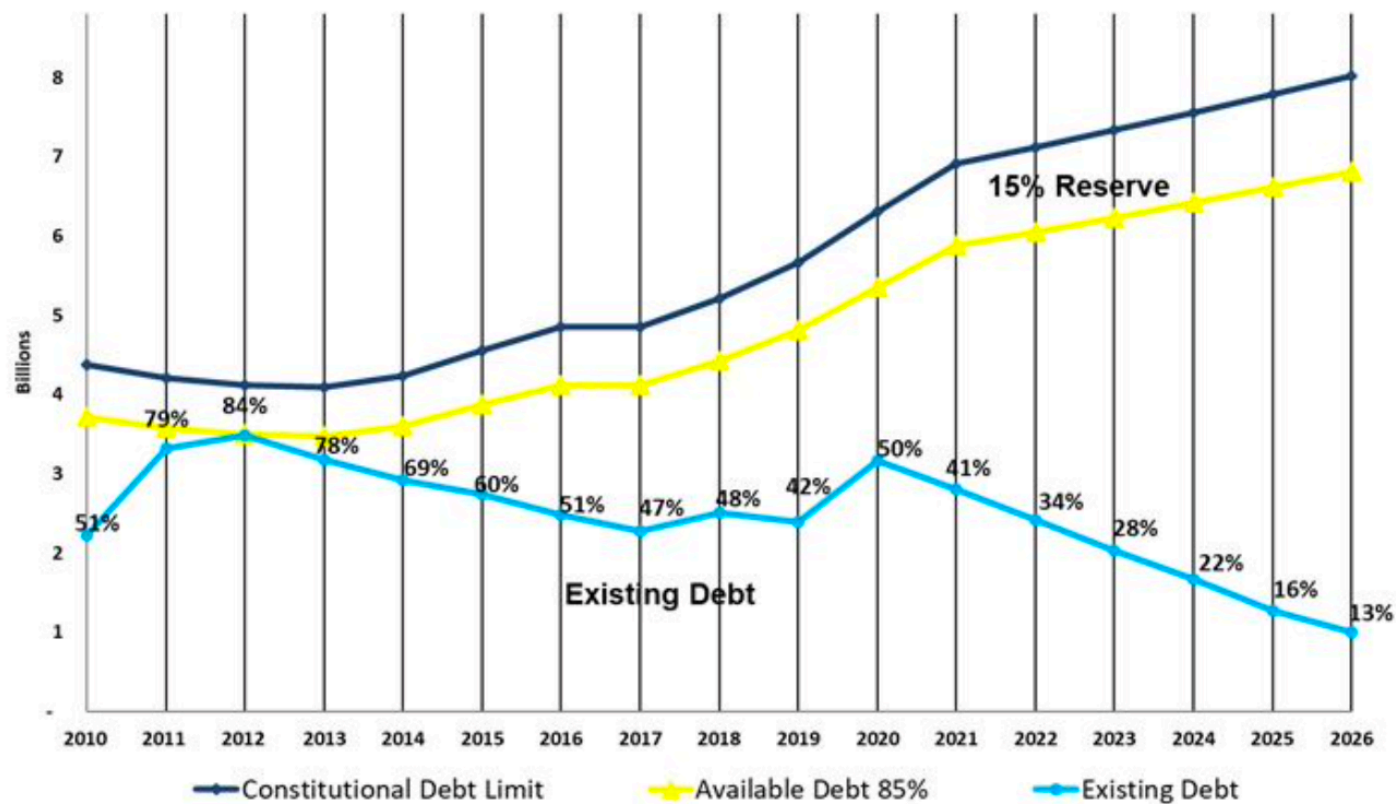


## Bonding Graphs

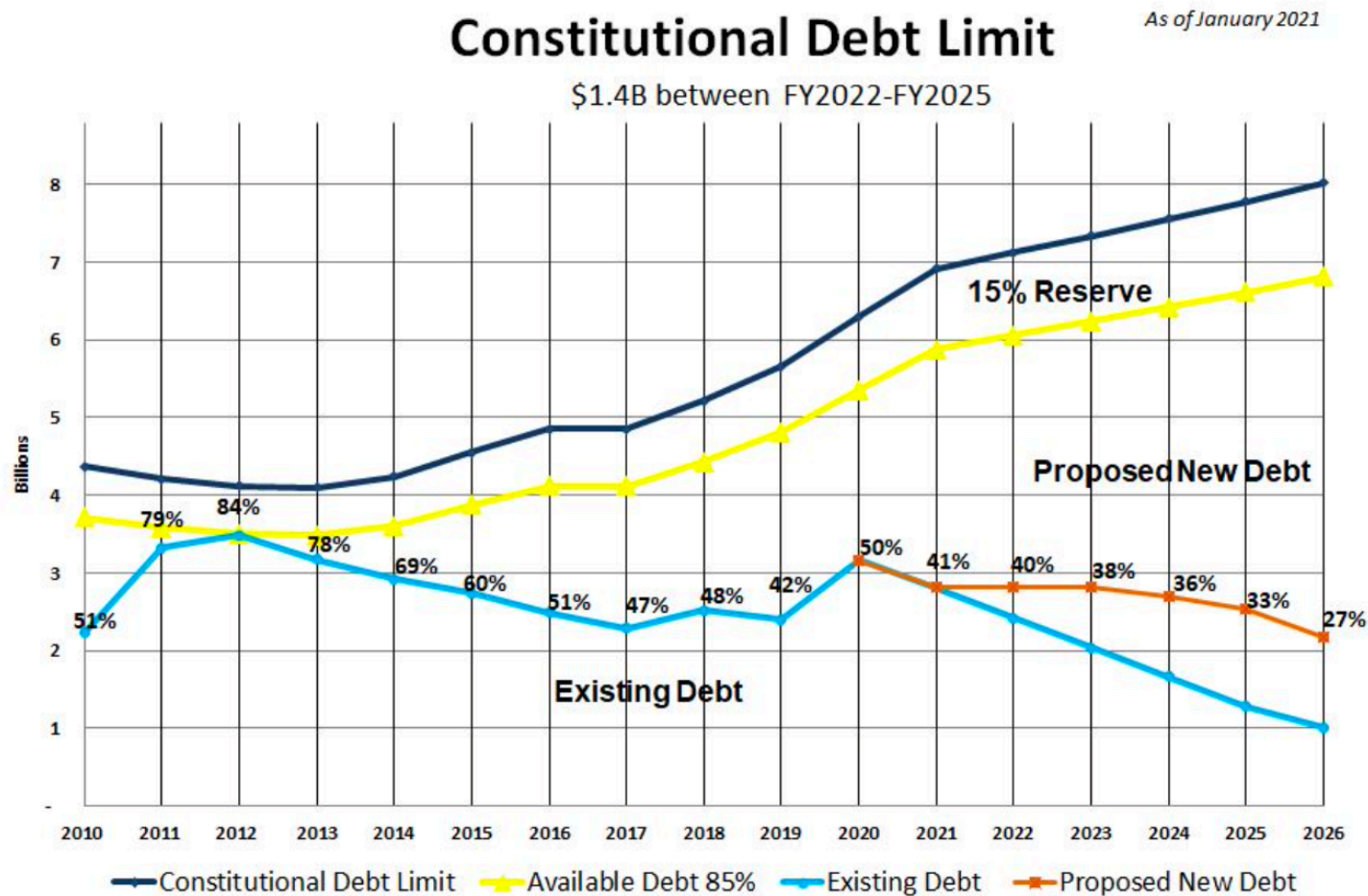
# Current TIF Program

## Constitutional Debt Limit

As of January 2021



# \$1.4B Bond Issuance over 4 years



# TIF - Estimated Project Expenditures

This is a combination of what has already been programmed and what would be available to program

	Estimated FY2021	Estimated FY2022	Estimated FY2023	Estimated FY2024	Estimated FY2025	Estimated FY2026	Estimated FY2027	Estimated FY2028	Estimated FY2029
Estimated Project Expenditures <b>without</b> bonding	\$878,084,150	\$608,253,827	\$514,665,693	\$526,301,496	\$672,908,567	\$782,088,698	\$854,878,486	\$886,262,410	\$937,166,967
Estimated Project Expenditures <b>WITH</b> bonding <b>\$1.15B over 4 yrs with</b> <b>\$656.3M cash</b>	\$978,084,150	\$997,403,827	\$987,815,693	\$862,301,496	\$838,908,567	\$800,088,698	\$795,878,486	\$802,262,410	\$854,166,967





# **Bonding Priorities**

## TIF \$1.4B Bond and Revenue Thru FY2029

### Assumptions:

- Program all of estimated revenue thru FY29 plus bond proceeds
- \$1.15 Billion for Roads out of TIF
- Inflation at 5% for 4 years included in program total
- Ranked projects 1, 4 and 8 are not ready to be funded (Managed Motorways and Logan Main St.)
- Corridor analysis for funding order - environmental and operations considered

### **New Ranked Highway Projects**

(recommend to Transportation Commission for funding)

MPO Area (Urban):		
Region	Rtk #	Project
2	2	I-15 CD System Bangerter Highway to 9000S
3	3	MVC from 2100 N to Porter Rockwell
2	5	I-15 (NB) Widening from I-215 S to 600 South
2	6	Bangerter Highway @9800 South and @ 4700 S
3	7	State Street, Pleasant Grove 200 S to American Fork 500 W Widen to 7 Lanes
1	9	I-15 Reconstruction; 600 N to Farmington
2	10	Multiple Bangerter Interchanges & One Way Frontage Roads from SR-201 to 4100 South and California Ave Interchange
1	11	SR-108; SR-37 to 4275 South
2	12	MVC Freeway; Old Bingham to Porter Rockwell

Non-MPO Area:		
Region	Rtk #	Project
3	1	US 40 - 189 to Center Creek
4	2	SR-9 Passing Lane
2	3	SR-201 Extension to SR-36 (modify to: 1-80 Aux. Lane MP98 to MP101 and SR-36 NB and SB)
4	4	I-15 SB Widen, MP 38-43

### TTIF - \$200m bond plus program through FY25

Projects (earmarks)	Amount
Frontrunner Strategic Doubletrack	
Mid Valley Bus Rapid Transit	
Point of Mountain Transit Environmental Study	
UTA & Sharp-Tintic Railroad Consolidation	
<b>Total</b>	<b>\$ 220,000,000</b>

Assumptions:

- \$5m revenue per year from UTA for bond pay

### Rail Restricted Account - \$30m bond

Projects (earmarks)	Amount
Forest St. Rail Bridge	
<b>Total FY22:</b>	<b>\$ 30,000,000</b>

Assumptions:

- 80% of revenue available for bond payback
- UDOT estimate of \$60m




# Cash Funding

Road Projects Earmarked Using Cash		
Region		Project
3	16	Vineyard Connector Main St. to 1600 N
3	25	Geneva Road - University Parkway to 1800 South
1	29	I-15: SR-97 Interchange (5600 South)
2	32	U-111; Herriman Parkway to 11800 S (2 lane)
4	47	I-15 Widening MP 10 to 13 + Milepost 11 Interchange
3	51	R3 Orem 1600 N, Orem 1200 W to State Street
4	62	I-15 Lane Widening from MP 6-8
3		Spanish Fork full widening of 1600 S/2700 N from Spanish Fork Main to SR51
3	77	US-6; MP 195.0 to MP 197.0, SF Canyon Widening Sheep Creek to Mill Fork
4	80	I-15 NB MP 43 to MP 56
4	82	SR 132; Passing Lane MP 41.1 to MP 43.7 & MP 43 to 45.1
4		East Zion SR-9 Improvements
4		Toquerville Parkway
3		Saratoga Springs - Foothill Blvd. Env. Study
Total Cash (Roads)		\$ 621,300,000

State Parks, Trails, Outdoor Rec		
STATEWIDE		New State Parks - Utah Raptor State Park and Lost Creek State Park
STATEWIDE		Enhancements to existing State Parks
STATEWIDE		15 UDOT Active Transportation Projects
STATEWIDE		Additional Funding to ORR Grants
Total Cash (Outdoor Rec)		\$ 140,000,000

Transit Projects Earmarked Using Cash		
		Frontrunner Strategic Doubletrack
		UTA Depot District
		Rail Station in Vineyard
	Total Transit	\$ 101,600,000



Total Cash Projects		
Cash — Roads	\$	621,300,000
Cash — Outdoor Rec	\$	140,000,000
Cash — Transit	\$	101,600,000
<b>Total Cash Projects</b>	<b>\$</b>	<b>862,900,000</b>





## PROJECT OVERVIEW

Vineyard Connector is a proposed north-south corridor located west of I-15 connecting Geneva Road (S.R. 114) in Vineyard to Pioneer Crossing (S.R. 145) in Lehi. The area continues to grow exponentially with commercial, industrial, and residential development, including a UVU satellite campus.

UDOT and Vineyard City are working together on a potential interim project to extend Vineyard Connector from the terminus at Main Street north to 1600 North. Work would include: an improved at-grade rail crossing at 1600 N; one lane in each direction, and box culverts for pedestrian crossings. This project would complement Vineyard City's efforts in building their town center, rail consolidation, and the construction of UTA's FrontRunner station. Design and construction of the remaining Vineyard Connector segments are unfunded but are identified as being needed in Phase 1 of MAG's 2050 regional transportation plan.

## BENEFITS

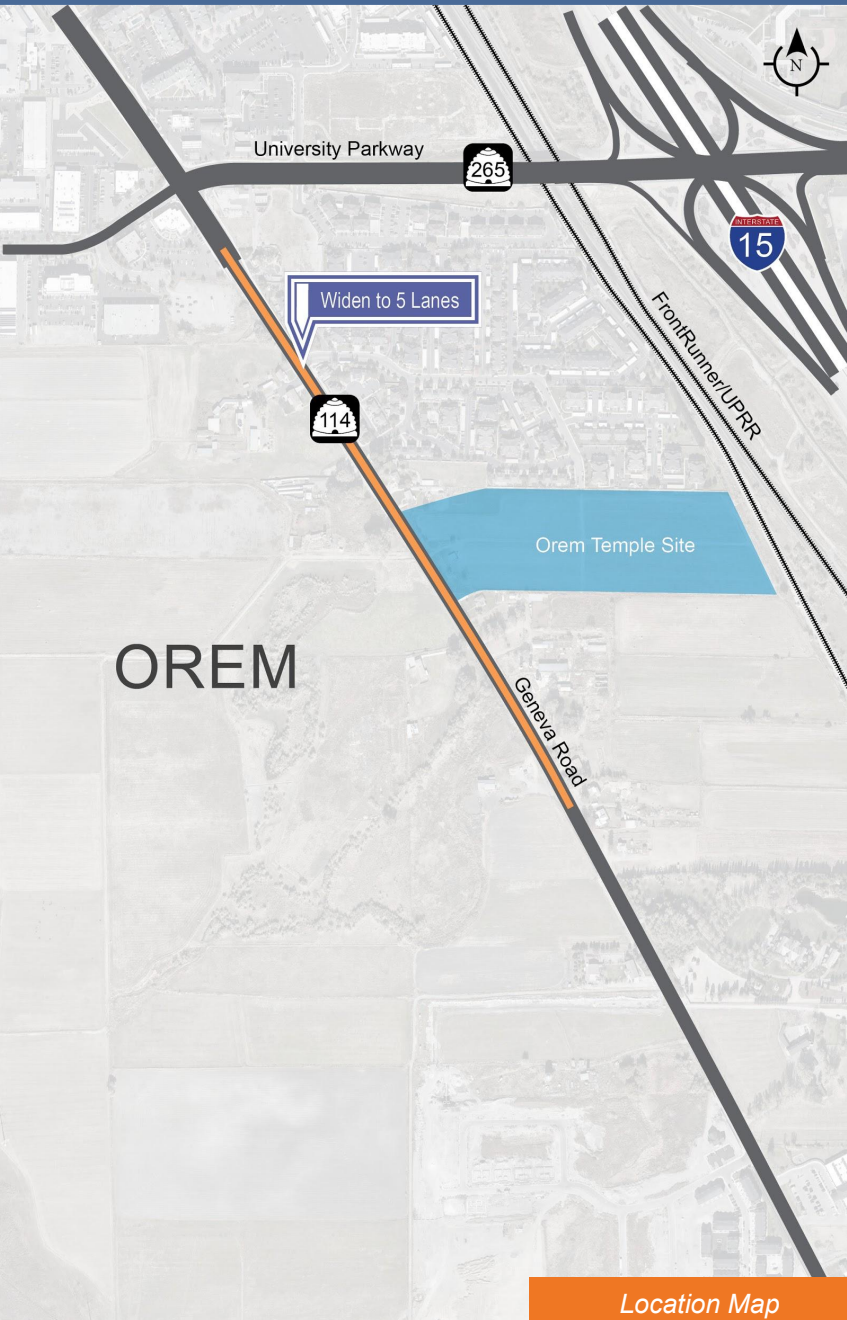
Building the two lane road would enhance regional mobility by providing additional access between 1600 N and 800 North and the FrontRunner station currently planned within the Vineyard Town Center.

## FUNDING

UDOT (TIF or TS)	\$15 M
<b>Total Cost</b>	<b>\$15 M</b>

## SCHEDULE *(subject to change)*

Schedule would be determined if project is funded.



## PROJECT OVERVIEW

With the announcement of the Orem, Utah Temple, the Utah Department of Transportation (UDOT) developed a preliminary design to better understand the right-of-way impacts and cost estimate to widen a segment of Geneva Road (S.R. 114) from University Parkway to approximately one-mile south to accommodate the projected increase traffic in the area. The southern limits of this widening is anticipated to be where the future Lakeview Parkway is expected to tie into Geneva Road. With this project, Geneva Road would be widened to five lanes (two lanes in each direction with center turn lane) a 10-foot trail, and eight-foot parkstrip in the along the east side of the road.

UDOT's design concept is estimated at \$15 million. **MAG is discussing this project in the context of a potential bond at \$25 million.**

This project is number 25 on the UDOT priority list for statewide funding needs.

## BENEFITS

If constructed, these improvements would enhance mobility for the projected increase in traffic and improve safety for drivers accessing the area.

### Construction Estimates

UDOT Cost Estimate	\$15 M
MAG/Orem City Cost Estimate	\$25 M

## SCHEDULE *(subject to change)*

Schedule will be determined if project is funded





## PROJECT OVERVIEW

UDOT prepared an Environmental Assessment (EA) to analyze transportation improvements along 5600 South (SR-97) in Roy, Weber County, Utah, and modifications to the 5600 South and Interstate 15 (I-15) interchange. The 5600 South interchange would be reconstructed to a new, more efficient SPU design and would include 5600 South at the 1900 West intersection (SR-126) to the Roy Gate of Hill Air Force Base. The new interchange would also incorporate and maintain access to the Riverdale Road (SR-26) NB exit ramp and Freeway Park Drive (frontage road).

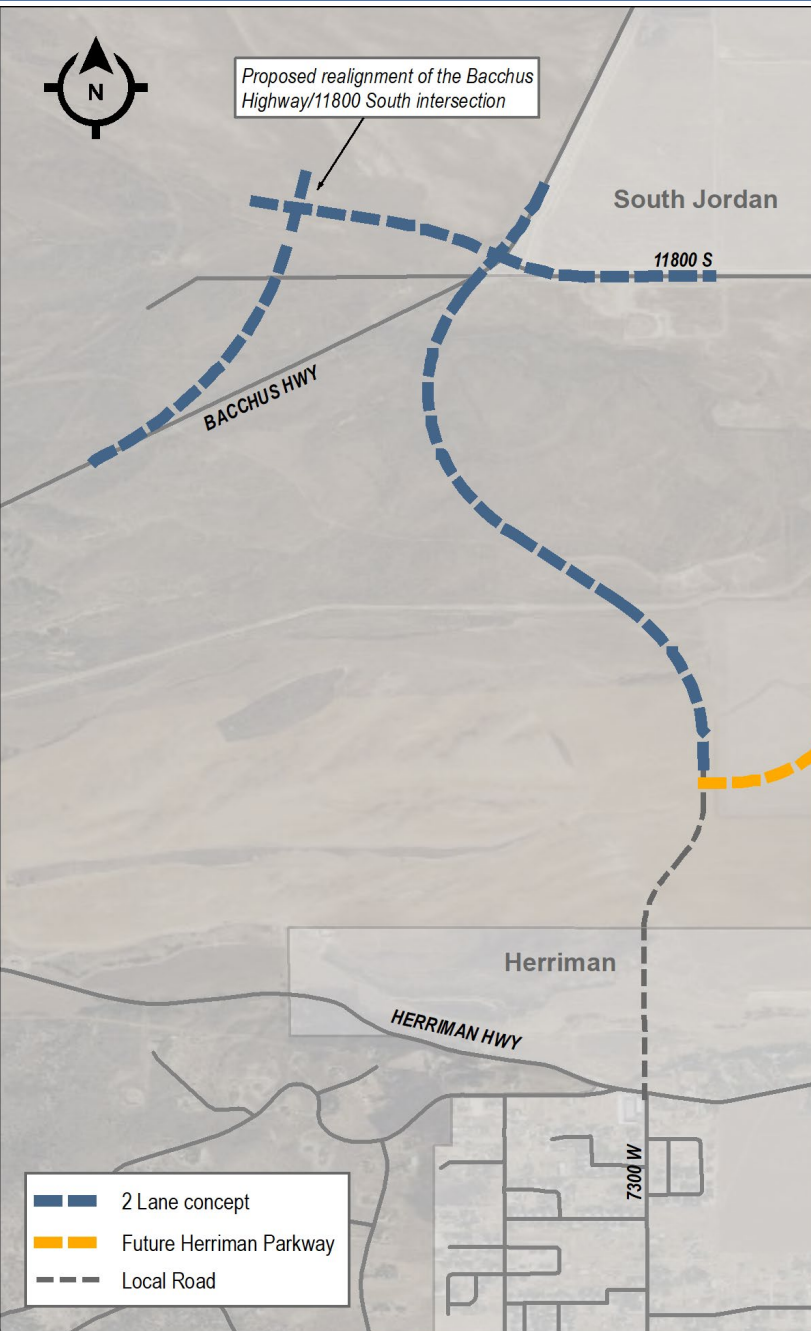
## BENEFITS

This project identifies a transportation solution to accommodate future (2050) travel demand, including current and future development and job growth at Hill Air Force Base, and improve safety conditions at the I-15/5600 South interchange.

FUNDING	
I-15, 5600 South (SR-97) Interchange	\$162 M (est 2021) Not funded
<b>Total Cost</b>	<b>\$162 M</b>

## SCHEDULE *(subject to change)*





## PROJECT OVERVIEW

UDOT, local agencies and stakeholders are evaluating conceptual alignments for an extension of the 7300 West corridor in Salt Lake County, between South Jordan Parkway and Herriman Highway (13320 South). The facility would serve the rapidly growing southwest portion of the County, as well as several regionally significant land use areas designated in Wasatch Front Regional Council's *Wasatch Choice 2050 Plan*.

This concept between Herriman Parkway and the 11800 South includes:

- Two 12-foot lanes with 8-foot shoulders
- A 12-foot-wide multi-use trail
- A 140-foot right-of-way for future widening
- A new intersection layout at 11800 South & Bacchus Highway
- The total length of new construction is approximately 3.2 miles.

## BENEFITS

The project would improve regional multimodal connectivity, including freight, transit and active transportation. In addition, the corridor would provide the foundation for a future grid network—necessary to support the residential and employment growth planned in southwest Salt Lake County.

FUNDING (2-Lane Concept)	
7300 West Cost Estimate (2025 Dollars)	\$ 47,843,000
<b>Total Cost (2025 Dollars)</b>	<b>\$ 47,843,000</b>





### PROJECT OVERVIEW

The Toquerville Parkway is a proposed new corridor that is located on the west side of the City of Toquerville. It would parallel State Route 17 and will be approximately 4.5 miles in length. Phase 1 of the Parkway would be built as a two lane section for vehicular traffic and shoulders wide enough to accommodate active transportation.

### FUNDING

Total Cost

\$16,000,000

### BENEFITS

The Parkway would allow for additional growth both residential & commercial. Additionally it would provide relief and redundancy to SR-17 which continues to increase in traffic due to the growth of tourism at Zion National Park other recreational attractions.

Once built, the City and the State would agree to a jurisdictional transfer of the existing SR-17 with the newly built Toquerville Parkway.

### SCHEDULE *(subject to change)*

2021 (6 to 8 Months)

2022 (12 to 16 Months)

Months

Months

CONCEPT/DESIGN

CONSTRUCTION

# I-15; Widen MP 10.9 to 13.65 & Exit 11 Interchange

## Washington County



### PROJECT OVERVIEW

Transportation Investment Fund  
Widen Existing Facility and New Interchange on Existing Freeway

I-15 MP 10.8 to 13.6 Northbound and Southbound  
Add an Interchange at Exit 11

### BENEFITS

Widen I-15 to 3 lanes in each direction to increase capacity and add Interchange at Exit 11. This section of interstate is highly congested during different periods of each day because it is a two lane section. The traffic levels on Exit 10 have increased significantly over the past decade causing significant queing and delays.

The widening would reduce congestion in this section of the interstate and the new interchange would reduce Congestion at the existing Exit 10.

Additionally, active transportation will utilize this new interchange, linking Development north of the interstate to Washington City south of the interstate.

### FUNDING

Total Cost

\$48 Million

### SCHEDULE *(subject to change)*

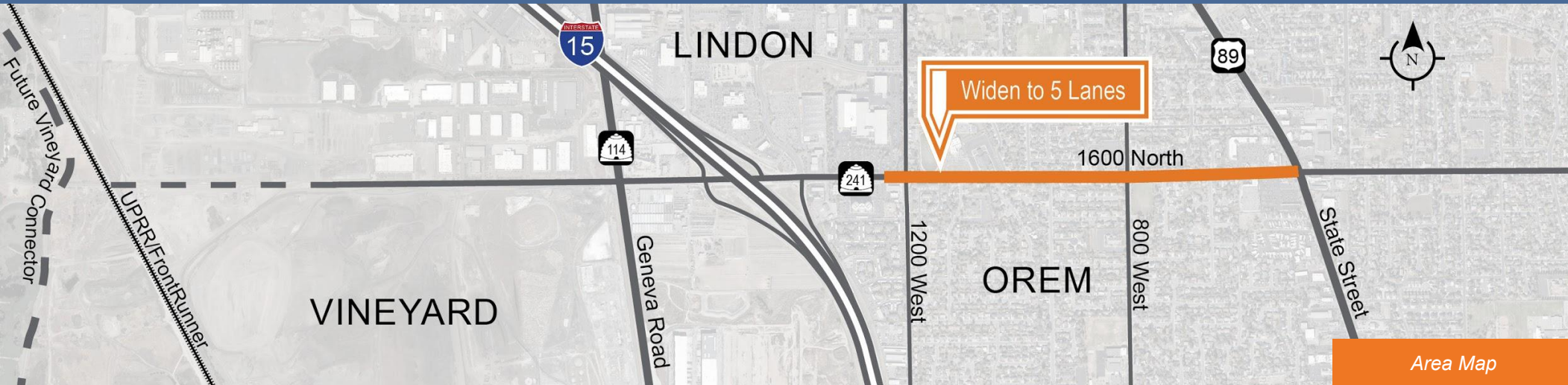
6 – 8 Months

12 -14 Months

CONCEPT/DESIGN

CONSTRUCTION





## PROJECT OVERVIEW

This project proposes to widen a section of 1600 North in Orem to five lanes with an active transportation path from 1200 West to State Street. Since 1998, 1600 North Corridor has been on phase I of the Regional Transportation Plan. On November 15, 2019, the Utah Transportation Commission approved the Jurisdictional Transfer of this corridor to UDOT at the request of Orem City and Lindon City. In the 2019 Legislative Session, \$4 million was identified for right-of-way acquisition, design and construction costs related to this corridor.

This project is number 51 on the UDOT priority list for statewide funding needs. **MAG is discussing this project in the context of a potential bond at \$40 million.**

**SCHEDULE** (subject to change)

## BENEFITS

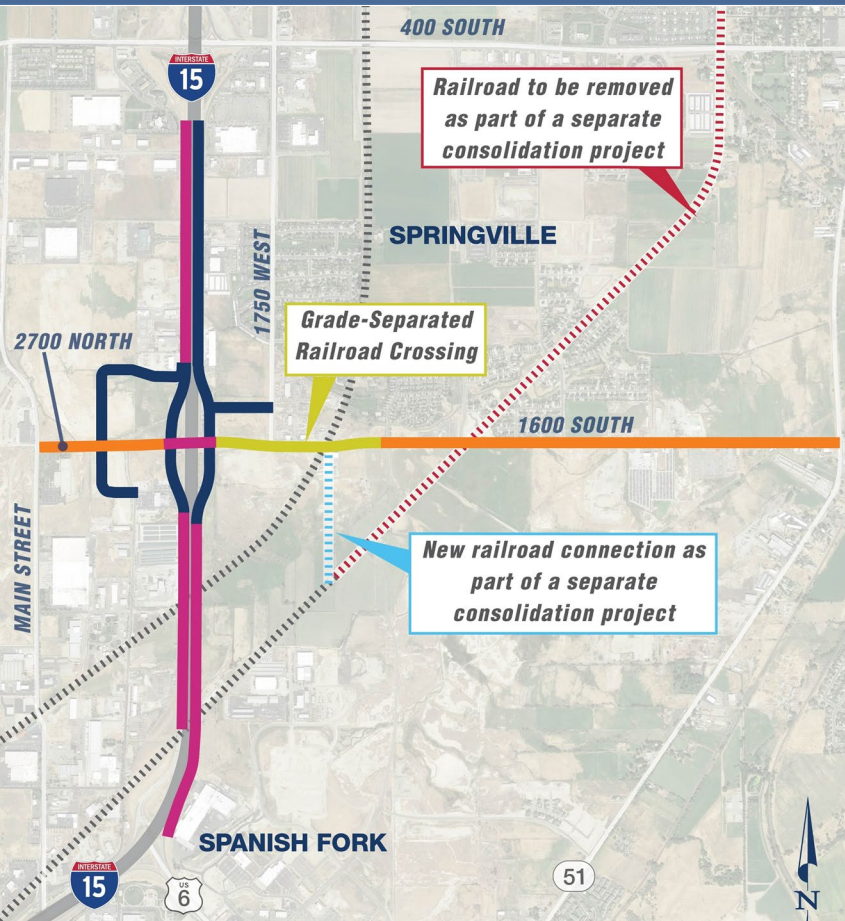
A widened 1600 North will improve mobility in the area and better accommodate traffic as the area continues to grow.

### CONSTRUCTION ESTIMATE

Environmental Study, preliminary design and ROW (TIF)	\$4 M
Unfunded	\$36 M
<b>Total Cost</b>	<b>\$40 M</b>

Construction Schedule to be determined if project is funded





## PROJECT OVERVIEW

The Utah Department of Transportation (UDOT) is completing an Environmental Study for a new interchange on I-15 at 1600 South in Springville/2700 North in Spanish Fork. The new interchange will provide I-15 freeway access and relieve congestion at the 400 South Interchange in Springville and on U.S. 6 in Spanish Fork. The Environmental Study has identified a phasing implementation with forward compatibility to meet travel demand in the area.

### Base Solution — \$32M (funded)

- Construct a diamond interchange at 1600 South/2700 North
- Use the existing structure over I-15 with lane reconfigurations
- Realign frontage roads in the NW, SW, and NE quadrants
- Install a new traffic signal at 1750 West
- Crossing arms at RR may cause vehicles to back onto I-15, due to RR switching
- Widen shoulders on 1600 South/2700 North to provide one travel lane in each direction and four-foot shoulders to accommodate active transportation
- Construct a northbound auxiliary lane between 1600 South/2700 North and the 400 South Interchange
- 80% forward compatibility with the 2050 Ultimate Solution
- Meets 2030 traffic needs

### Base Solution (\$32M) plus the RR Grade-Separation (\$30M) — Total \$62M (funded)

- Construct a grade-separated RR crossing on 1600 South to accommodate the ultimate five-lane section
- Widen 1600 South/2700 North to the ultimate five-lane section between the I-15 Interchange and the RR structure
- Construct business access roads adjacent to the RR structure
- 80% forward compatibility with the 2050 Ultimate Solution

### Base Solution (\$32M), RR Grade-Separation (\$30M), plus 1600 South/2700 North Widening (\$18M) — Total \$80M

- Widen 1600 South/2700 North from SF Main Street to S.R. 51 to provide two travel lanes in each direction, a center median, ten-foot shoulders, curb and gutter, sidewalk, and a ten-foot multi-use trail, except over the existing I-15 bridge which will have one travel lane in each direction, a center median, shoulders, and existing active transportation facilities
- 90% forward compatibility with the 2050 Ultimate Solution

### Ultimate Solution — \$150M

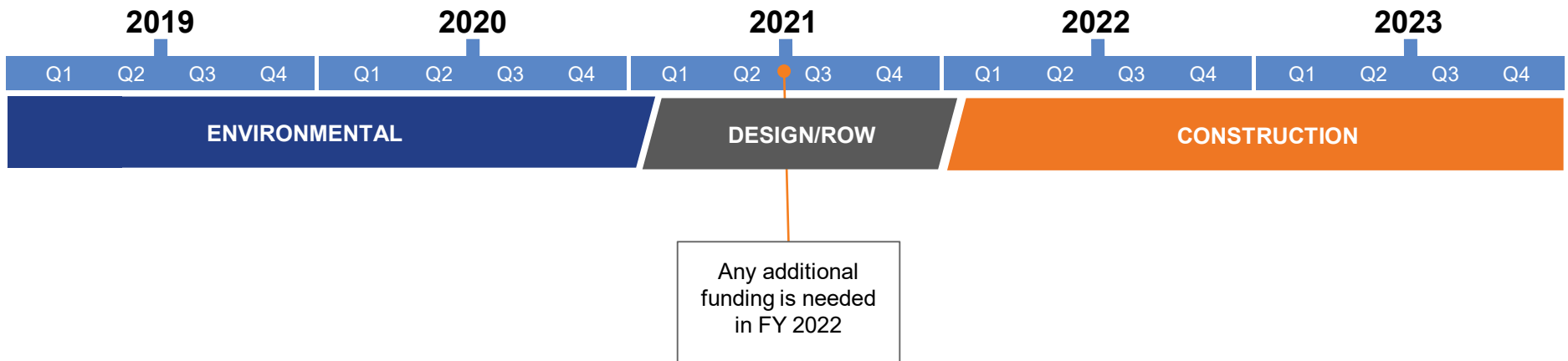
- Construct a SPUI over I-15 to provide two travel lanes in each direction, two turning lanes onto the I-15 on-ramps and from the I-15 off-ramps, twelve-foot shoulders, sidewalk, and a 10.5-foot multi-use trail
- Construct northbound and southbound auxiliary lanes between 1600 South/2700 North and the U.S. 6 Interchange
- Construct a southbound auxiliary lane between 1600 South/2700 North and the 400 South Interchange
- Meets 2050 traffic needs

### FUNDING PLAN

- Existing funding for the project includes: \$6.1M(FY20), \$10M(FY22) and \$15.9M(FY23) and \$30M (FY24) for the bridge over the Union Pacific/UTA rail line for a total of \$62M.
- The schedule shown below is the soonest that the project can be delivered. In order to meet this schedule, the availability of some of the existing funds would need to be advanced. The funding plan would be as follows: \$6.1M(FY20), \$5M(FY21) for right-of-way and design, \$20.9M(FY22) for construction for a total of \$32M. Any additional funding is needed in FY22.

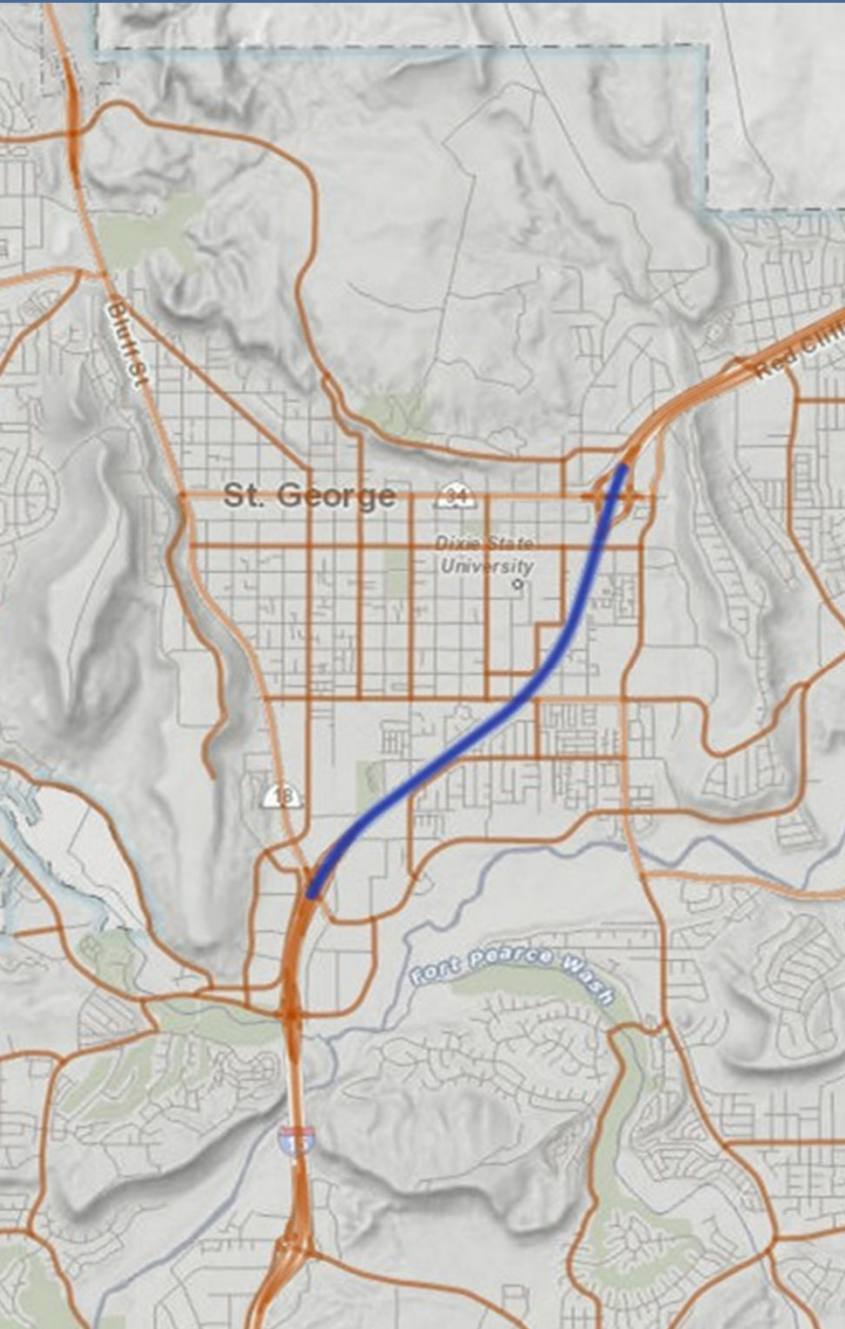
### PROJECT SCHEDULE

This schedule represents the implementation of the Base Solution with the Railroad Grade-Separation (total \$62M). Other options can be added to the current project schedule within the presented timeline, if additional funding becomes available in FY 2022.



# I-15; Widening from Exit 6 to Exit 8 & Exit 7

## Washington County



### PROJECT OVERVIEW

Transportation Investment Fund  
Widen Existing Facility

I-15 MP 6.3 to 8.8 Northbound and Southbound  
New Interchange at 700 South (Exit 7)

### BENEFITS

Widen I-15 to 3 lanes in each direction to increase capacity and inline structures at 100 S. and 700 S.

The existing roadway is two lanes causing congestion continues to increase through this section of the corridor. Traffic in Washington County continues to increase dramatically causing a bigger issue. The addition of the new interchange would provide another access to St. George City, relieving Exits 6 and 8.

The local government is highly interested in this interchange and would provide support where they are able. It would provide relief to Local surrounding roads by providing closer access to the interstate.

### FUNDING

Total Cost

\$65 Million

### SCHEDULE *(subject to change)*

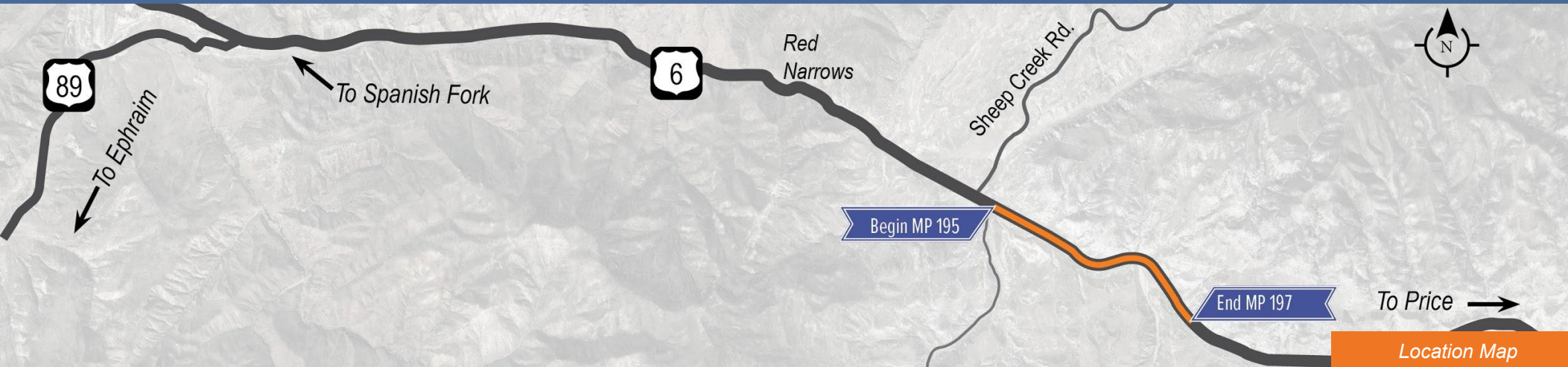
6 -8 Months

12- 14 Months

CONCEPT/DESIGN

CONSTRUCTION





### PROJECT OVERVIEW

UDOT proposes to widen a two-mile segment of U.S. 6 in Spanish Fork Canyon in the area of Sheep Creek. The highway is a major freight corridor with 42 percent of the traffic volume coming from semi-trucks driving the corridor. It is also a main route connecting the Wasatch Front to various recreational destinations in southeastern Utah. During the past eight years, there have been 95 crashes in this area. This project will fill a gap in the existing passing areas between mileposts 195 and 197. Connecting the two roadway sections where passing lanes already exist will provide a longer, continuous stretch of road for drivers to pass slower moving vehicles safely.

### BENEFITS

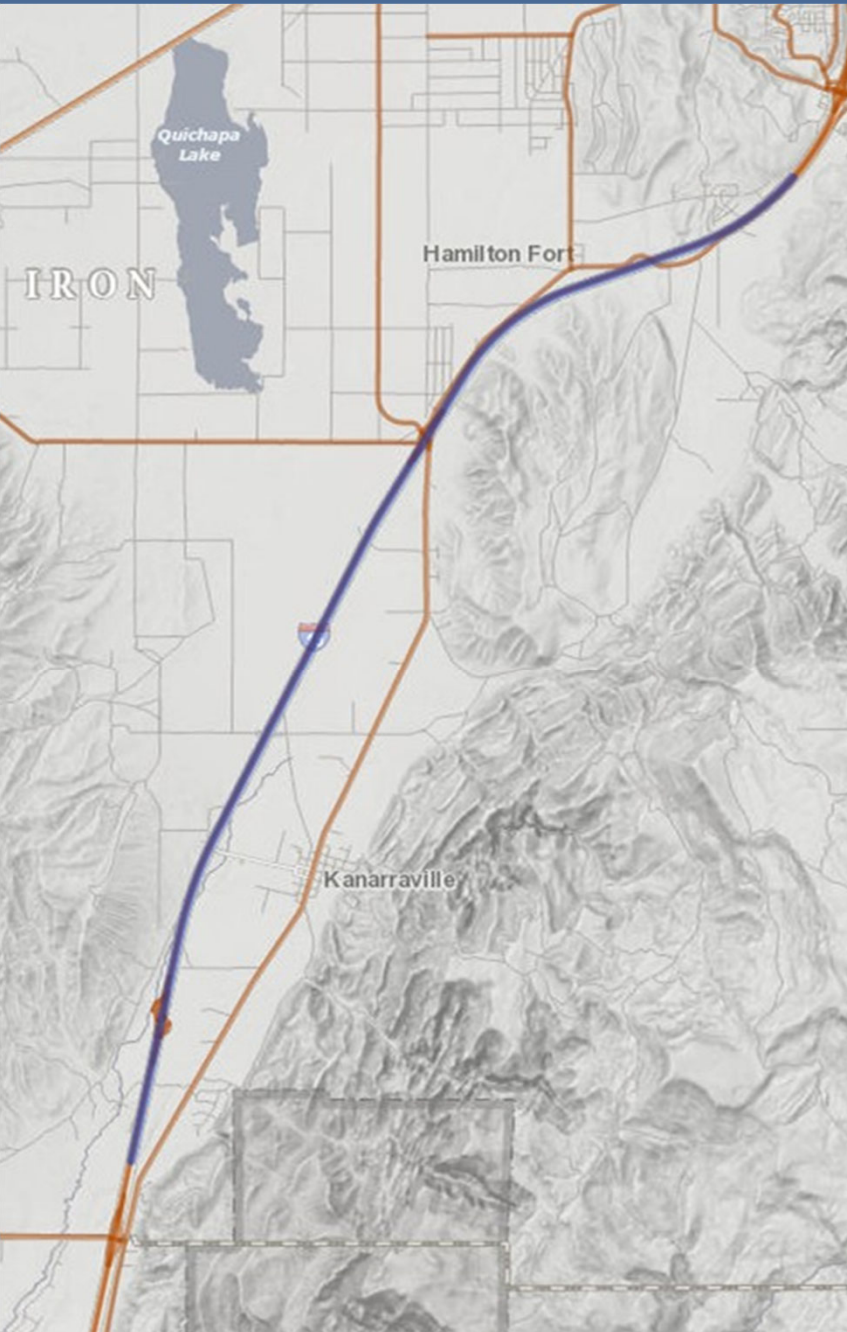
Connecting these passing lanes will improve mobility and capacity and enhance safety by providing additional roadway length ( for a total length of 7.6 miles for eastbound and 6.9 miles westbound) for drivers to safely pass slower moving vehicles traveling through Spanish Fork Canyon.

### PROJECT ESTIMATE

UDOT	\$37 M
<b>Total Cost</b>	<b>\$37 M</b>

### SCHEDULE *(subject to change)*

Schedule will be determined once project is funded



### PROJECT OVERVIEW

Transportation Investment Fund

Widen Existing Facility

I-15 MP 43.0 to 56.0 Northbound

### BENEFITS

Widen I-15 to 3 lanes Northbound to increase capacity and add 1 inline structure. The widening would tie into the existing 3 lane section at milepost 43 which was widened in 2020.

The widening would help reduce congestion and improve safety on Region 4's most used corridor.

### FUNDING

Total Cost

\$39 Million

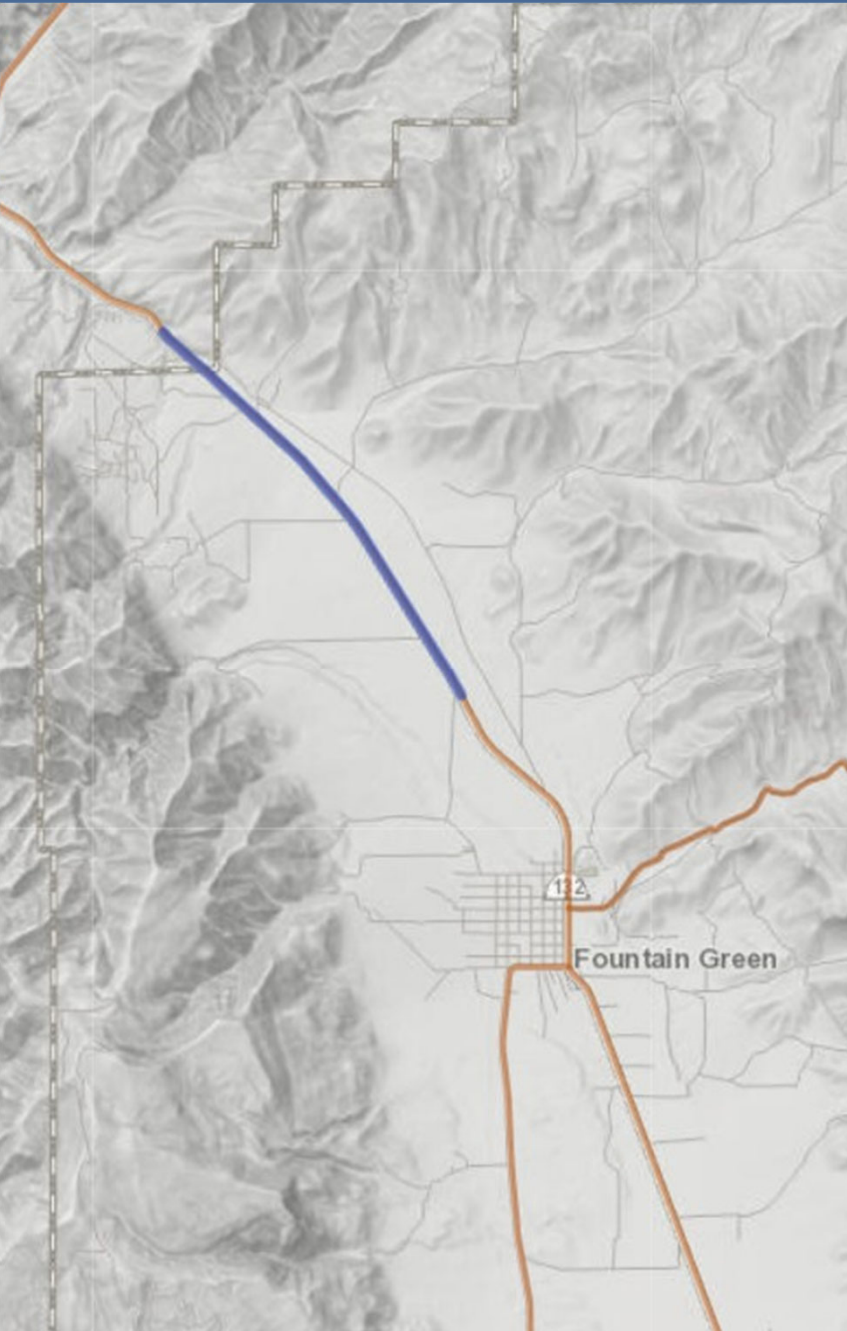
### SCHEDULE *(subject to change)*

6-8 Months

9 -12 Months

CONCEPT/DESIGN

CONSTRUCTION



## PROJECT OVERVIEW

Transportation Investment Fund  
Construct Passing Lanes and Shoulder Widening

SR-132 MP 41.3 to 45.3 Westbound and Eastbound

## BENEFITS

Increase safety of travel in both Westbound and Eastbound directions

## FUNDING

Total Cost

\$6 Million

## SCHEDULE *(subject to change)*

5 – 6 Months

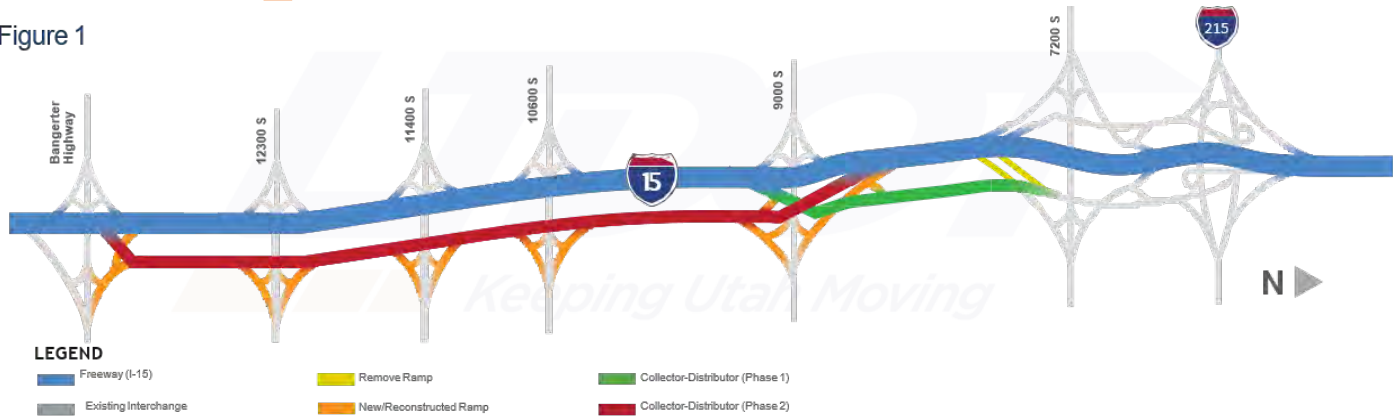
8 -10 Months

CONCEPT/DESIGN

CONSTRUCTION



Figure 1



## Project Overview

This project will complete a Collector-Distributor from Bangert Highway to 9400 South. This Collector-Distributor will provide a safer and more efficient transition for motorists entering and exiting I-15 between Bangert and I-215.



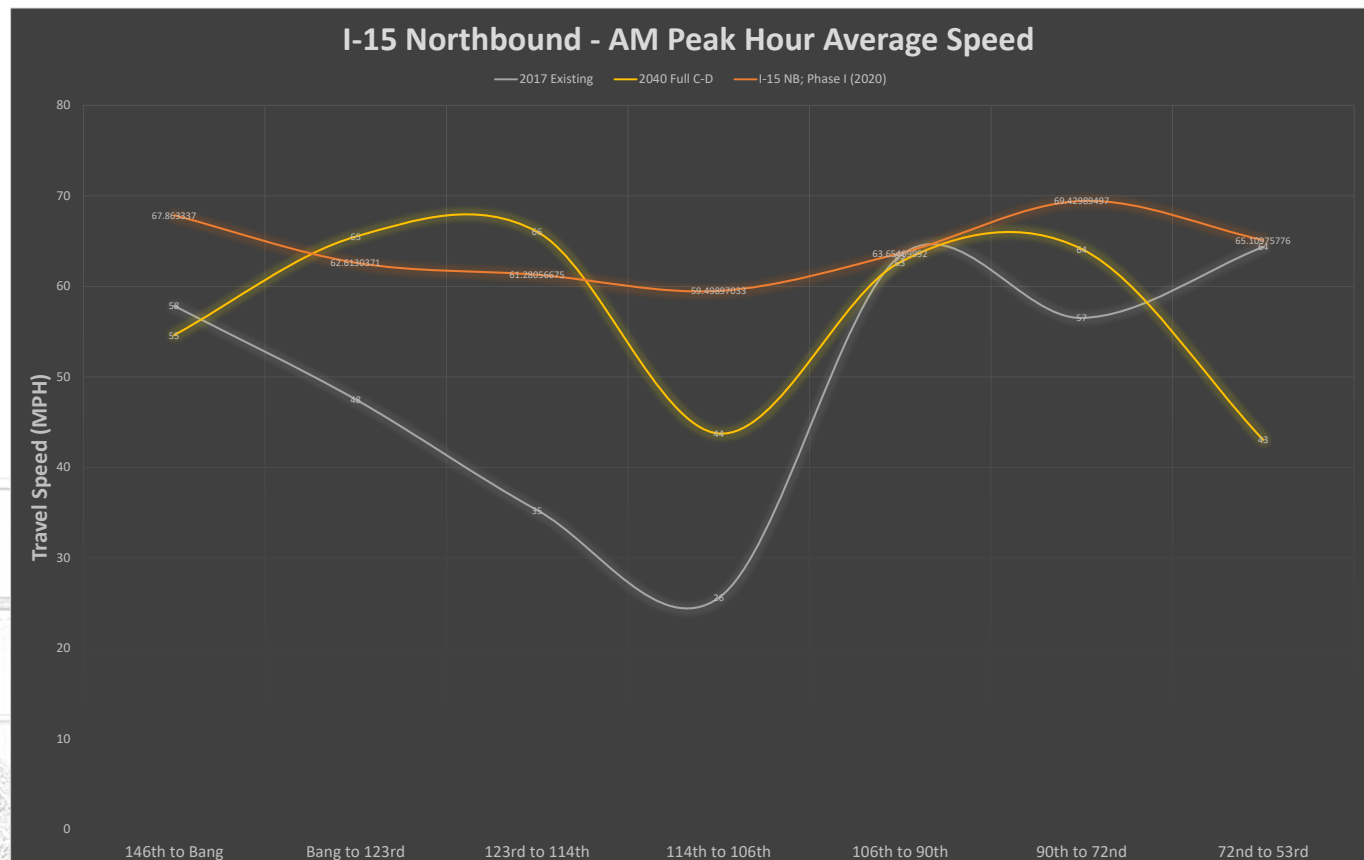
## Benefits

- Increase mobility
- Reduce congestion along I-15
- Improve overall safety



## Funding Estimate

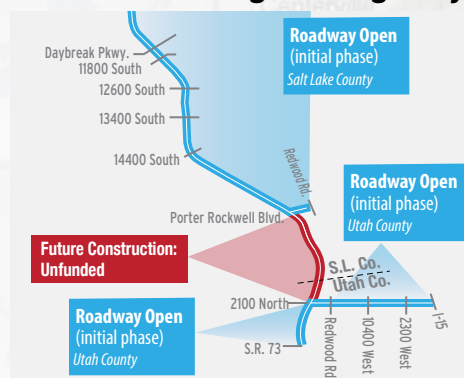
Total Cost: **\$225M**





# Mountain View Corridor Porter Rockwell Boulevard to 2100 North Utah County

## Mountain View Corridor South of Old Bingham Highway



## SCHEDULE

- Regional Transportation Plan Phase 1 (2019-2030)
  - Need Identified/Prioritized for Funding

## ESTIMATED COST

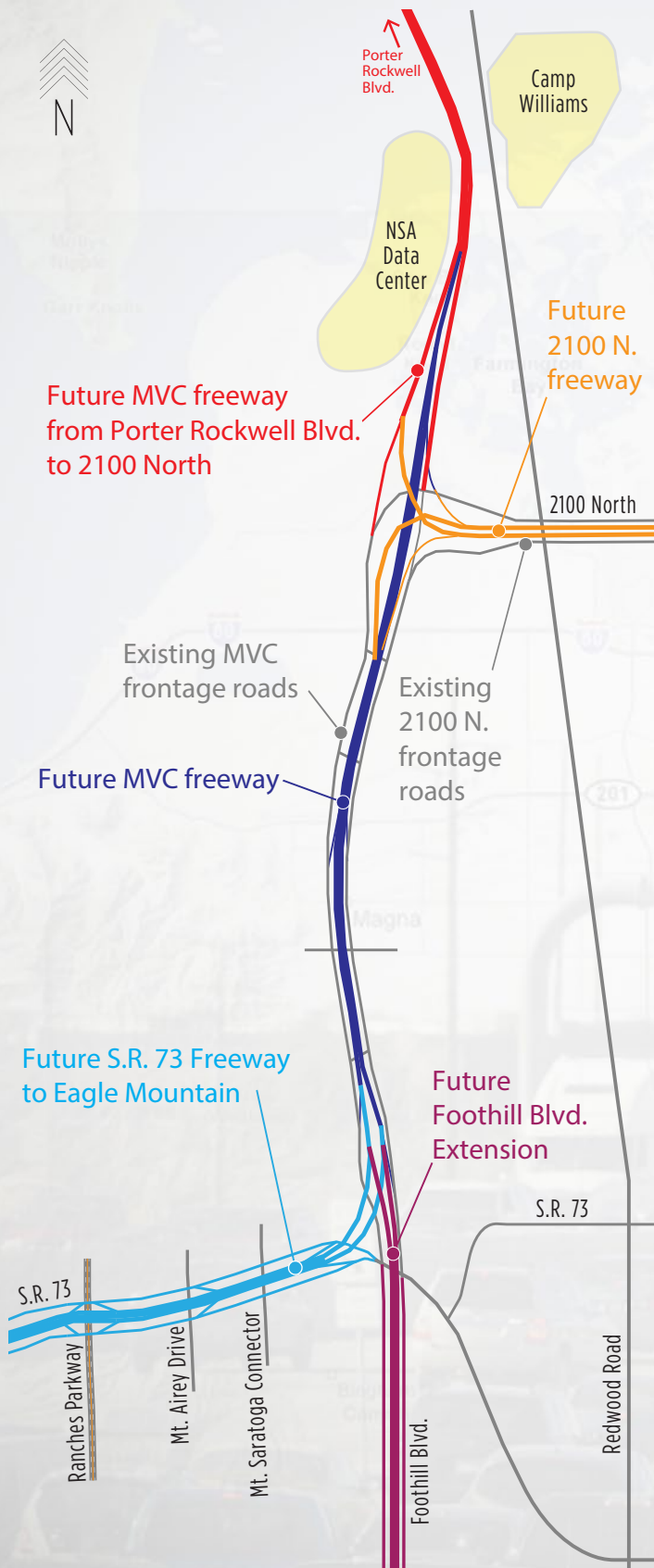
**\$304 Million** (Porter Rockwell Blvd. to 2100 North)

## KEY INSIGHTS

- The MVC segment from 2100 North to Porter Rockwell Blvd is currently unfunded. This future segment will connect the open sections of MVC in Utah County and Salt Lake County to help alleviate congestion.
- MVC in Utah County currently consists of two lanes in each direction for a total of 6 miles from I-15 at 2100 North to S.R. 73.
- Phase 1 Transit on 5600 West in Salt Lake County or Phase 1 Roadway from Porter Rockwell Blvd. to 2100 North in Lehi must be in place in order to convert intersections to interchanges to achieve a fully functioning freeway.
- Mountain View Corridor will eventually be a 35-mile freeway from I-80 in Salt Lake County to S.R. 73 in Utah County.
- The S.R. 73 SES called for a freeway with frontage roads from MVC to Eagle Mountain.

## CURRENT ACTIVITIES

- Property Acquisition
- Environmental Permits





## Project Overview

This project will improve mobility on I-15 NB between I-215 and 600 N by adding:

- An additional lane of traffic.
- A flyover ramp from northbound I-15 to eastbound I-80.
- A single lane braided ramp between 1300 S on-ramp and westbound I-80 off-ramp.
- An auxiliary lane between I-215 on-ramp and 5400 S off-ramp.



## Benefits

- Reduces 2040 AM peak queue by 4 miles
- Improves the weaving between 1300 South & 600 South
- Improves weaving on I-80 EB between I-15 merge and State St
- Improves 2040 AM peak average speeds by 50%



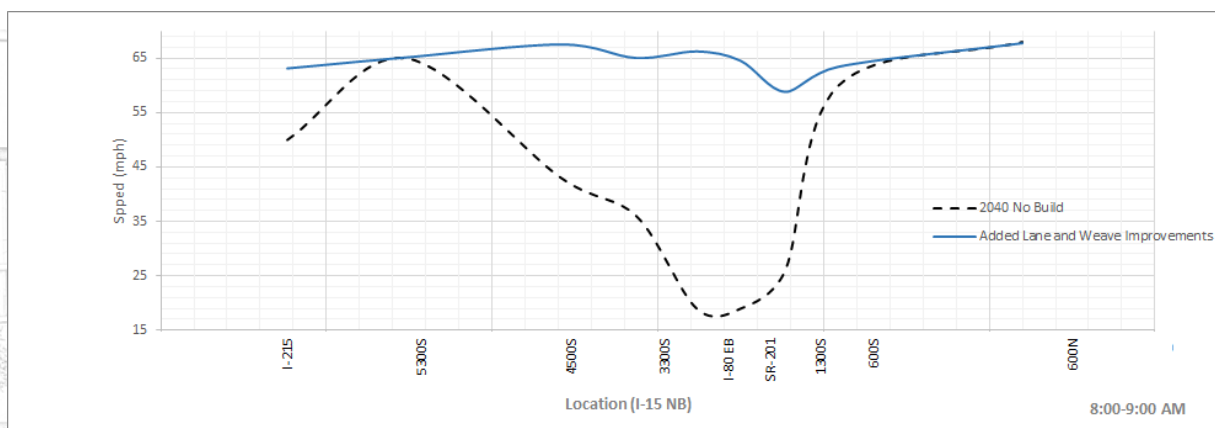
## Schedule

- Regional Transportation Plan Phase 1 (2019-2030)
- Need Identified/Prioritized for Funding



## Funding Estimate

Total Cost: **\$300M**

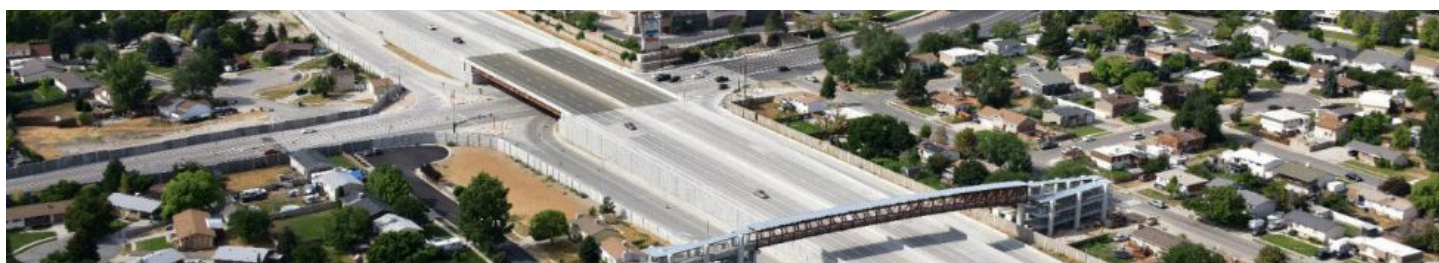




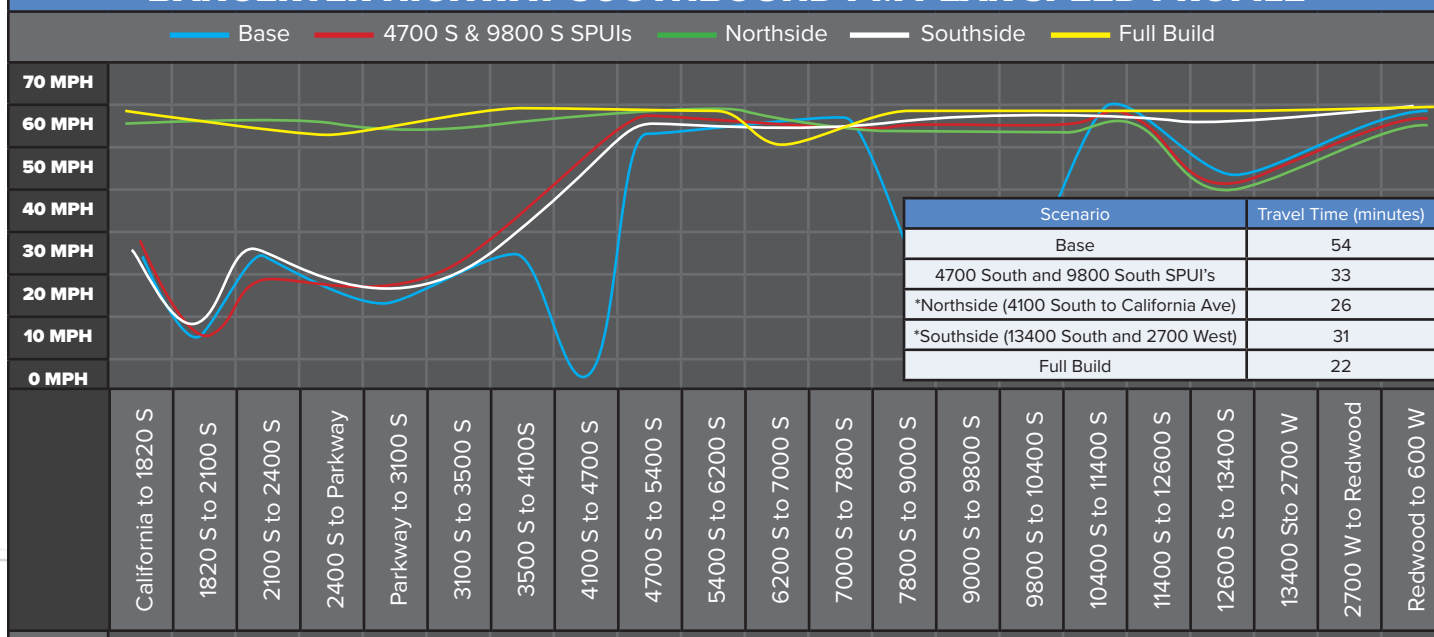


## Project Overview

UDOT is evaluating improvements on the west side of the Salt Lake Valley in an effort to improve east/west mobility. The conversion of intersections into freeway-style interchanges on Bangerter Highway provides additional capacity to the east/west arterials by providing more signal green time. There are several remaining intersections on Bangerter Highway that need to be grade-separated. UDOT has evaluated project factors such as travel times, safety impacts, projected volumes, and regional delay time savings to prioritize the construction sequence of the interchanges. Due to the proximity of the intersections on the north end, the recommendation is to construct this segment from 4100 South to California Avenue as one project. Completing Bangerter as a freeway reduces traffic volumes on I-215; I-15; Mountain View Corridor and Redwood Road.



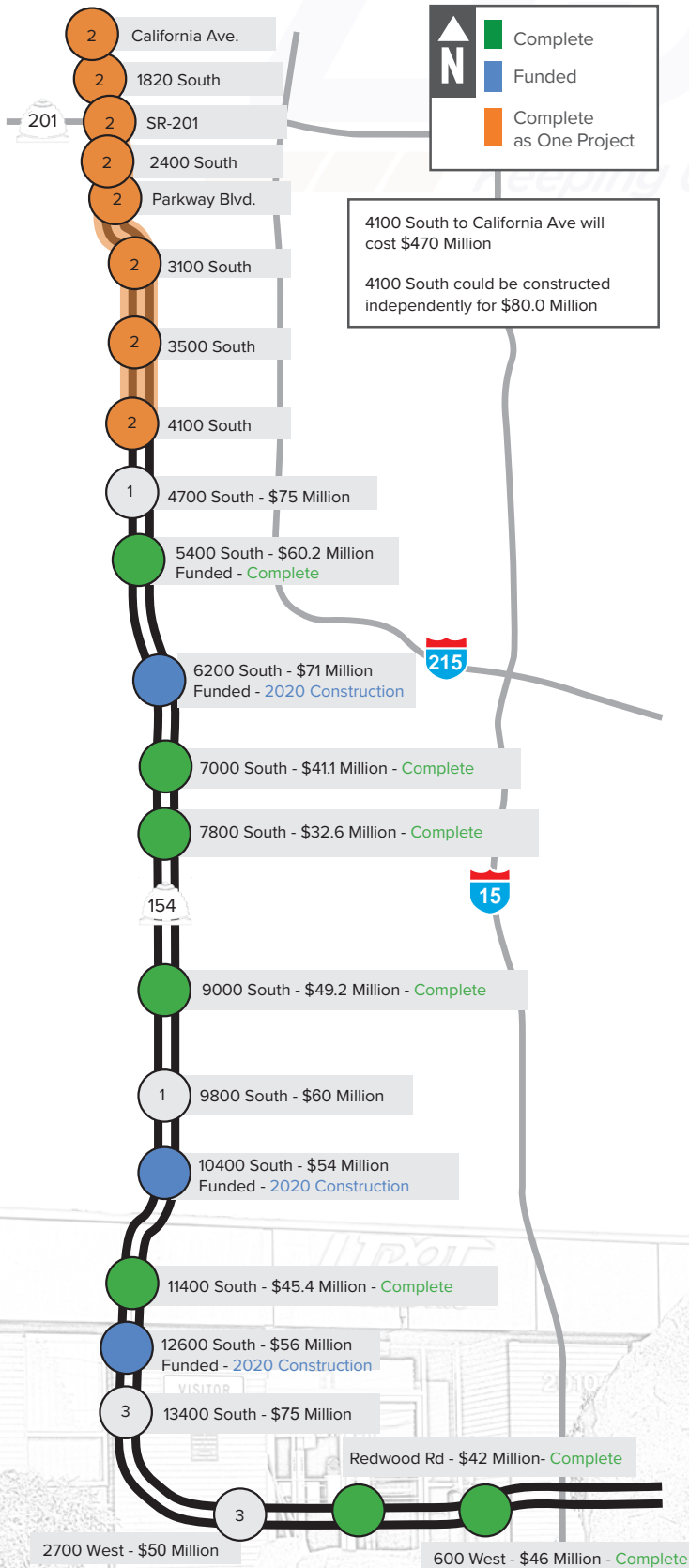
### BANGERTER HIGHWAY SOUTHBOUND PM PEAK SPEED PROFILE



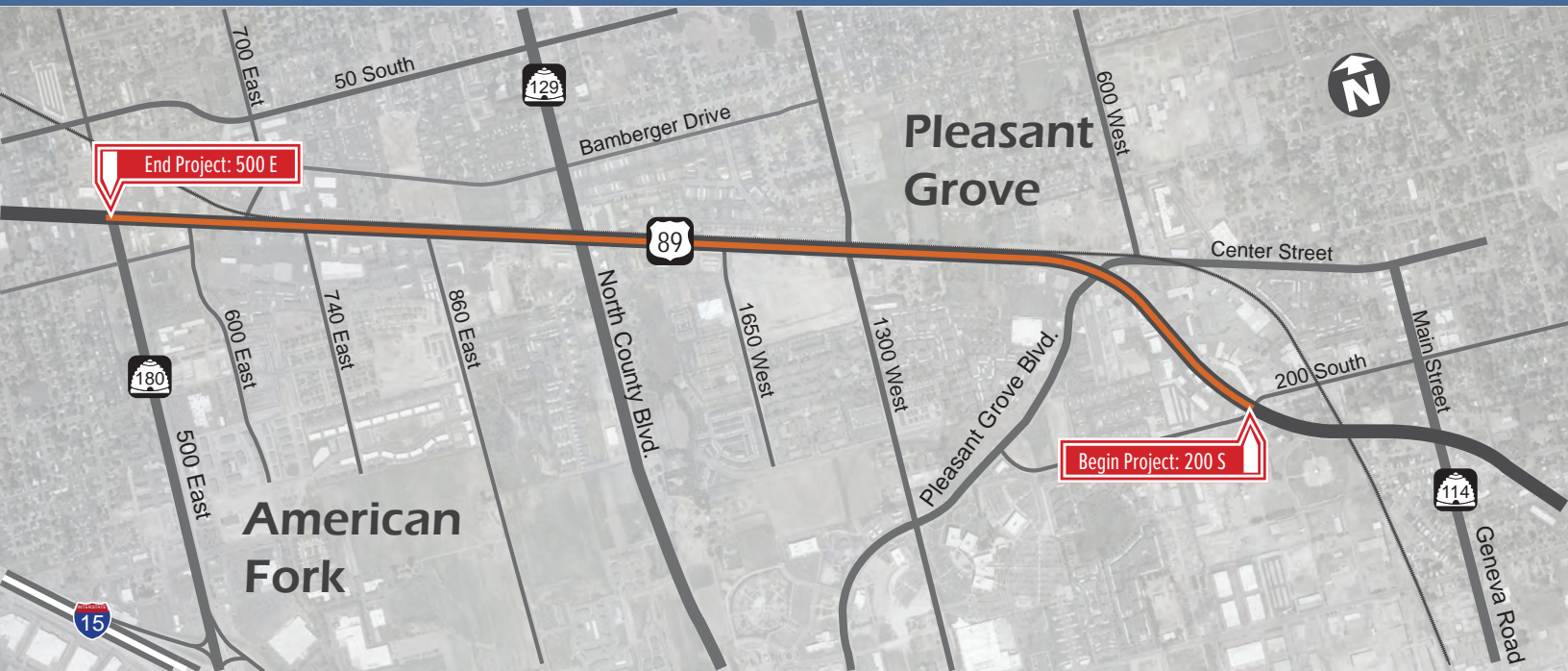
\*Includes completed SPUIs at 4700 S & 9800 S

### VOLUME EFFECT ON ADJACENT FACILITIES WITH BANGERTER FREEWAY (2024)

Facility	I-80	SR-201	3500 S	4700 S	5400 S	7200 S	9000 S	10600 S	12300 S	13400 S
MVC	(1,580)	(2,080)	(2,920)	(2,250)	(2,250)	(2,010)	(3,300)	(2,360)	(5,140)	
Bangerter	33,420	43,500	60,920	42,230	28,430	21,610	34,620	20,390	16,920	
I-215	(17,890)	(23,180)	(24,530)	(6,800)	(6,800)	N/A	N/A	N/A	N/A	
Redwood	(900)	(790)	(2,210)	(1,850)	(3,070)	(2,390)	(4,630)	(1,120)	(1,140)	
I-15	(1,960)	(1,960)	(3,800)	2,330	(2,390)	(3,570)	(3,480)	(2,100)	(2,120)	







## PROJECT OVERVIEW

State Street (U.S. 89) is the only regional alternate route to I-15. As a result, the road is highly used and regularly congested. UDOT plans to eliminate the bottleneck in this area by widening State Street to three lanes in each direction from 220 South in Pleasant Grove to 500 East in American Fork. The project will also add turning lanes at most intersections and buffered bicycle lanes along the corridor. Other improvements include: drainage, filling gaps in sidewalk, and improving the railroad crossing at 700 East in American Fork. The project team is currently completing design work and acquiring right-of-way.

This project is shovel-ready, but due to significant cost increases in right-of-way and utility relocations, it lacks the needed funds to build the project. Once funded, construction is planned to last one year.

## SCHEDULE

**2018 - 2021**

DESIGN AND RIGHT-OF-WAY ACQUISITION

**2023**

ANTICIPATED  
CONSTRUCTION

## BENEFITS

When completed, this project will increase capacity and improve mobility by reducing congestion, expanding the active transportation options for the area, and eliminating the traffic bottleneck that exists in Pleasant Grove.

## FUNDING

FUNDING		
Current Funds	Federal	\$19.5M
	State	\$275K
Total Current		\$19.8M
2023 Funds	Railroad Safety	\$800K
	HSIP	\$4.6M
Total 2023		\$5.4M
Funding Needed		\$16.5M
Total Cost:		\$41.7M

# I-15 Reconstruction 600 North to Farmington

1



## Project Overview

This would be the first complete reconstruction since I-15 was constructed through this area in the 1970's. The project would reconstruct the freeway, add capacity, and rebuild most existing interchanges. Currently \$10 million is allocated for an environmental study in 2025.

## Funding

**ESTIMATE:**  
**\$1,600,000,000**

**(2025 ENVIRONMENTAL  
STUDY: \$10,000,000)**

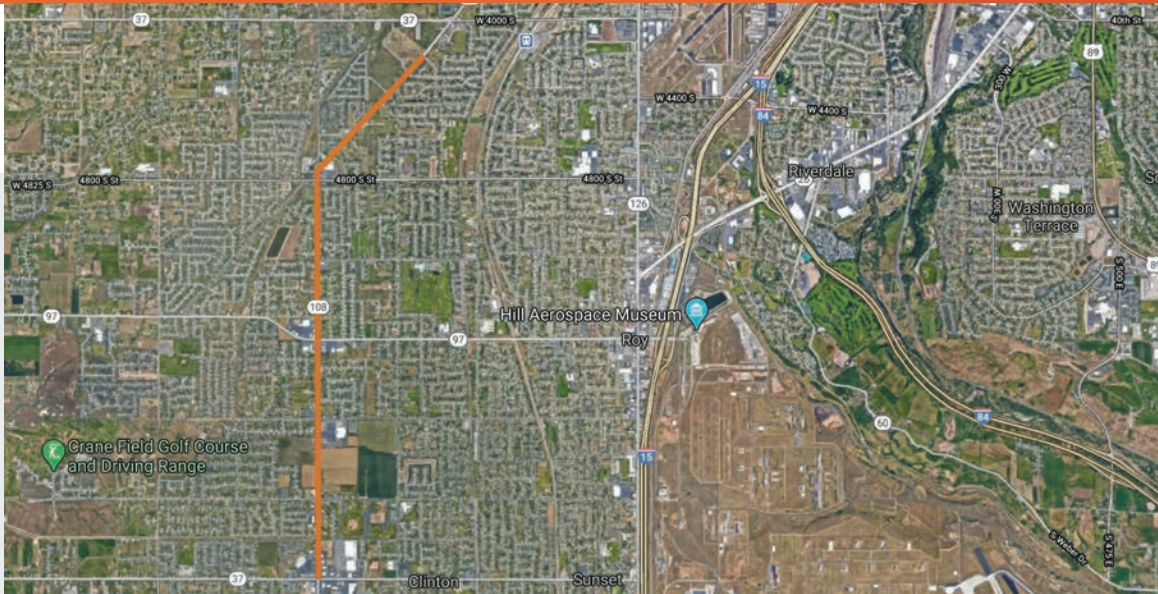
## Schedule

2021	2022	2023	2024	2025 Environmental Study
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# SR-108; SR-37 to 4275 South

1

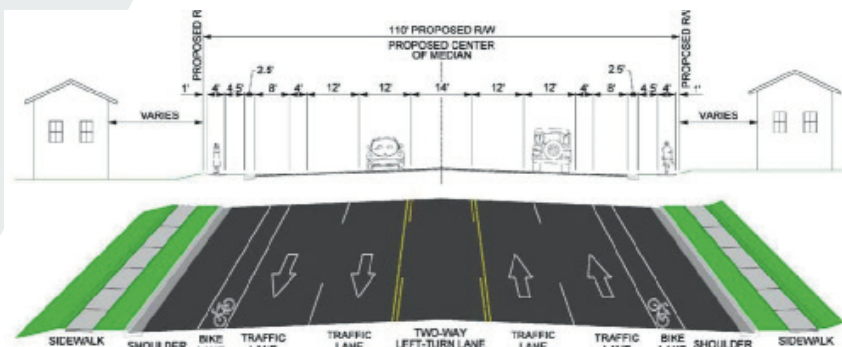


## Project Overview

This project is another phase of the larger project to widen SR-108. This project will create five lanes from 1800 North in Clinton to 4275 South in Roy. This project includes bike lanes and shoulder improvements.

## Funding

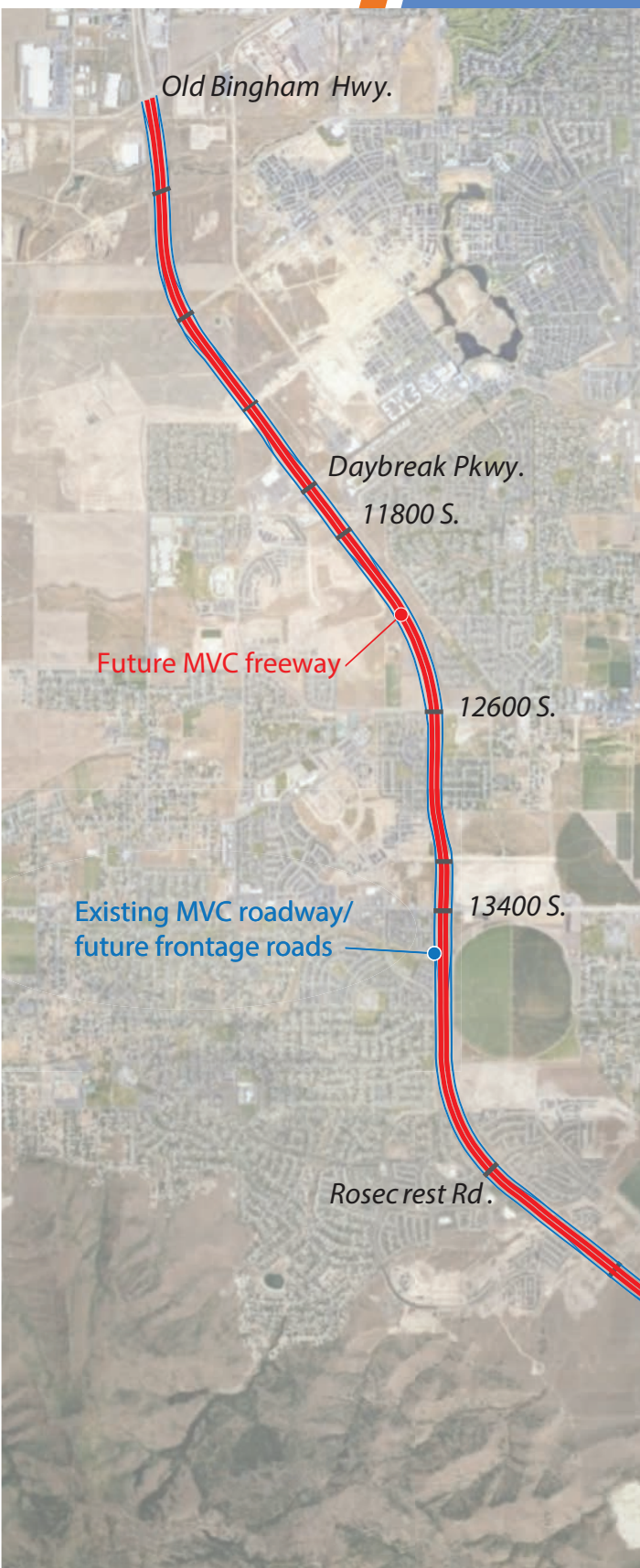
STATE	\$84,000,000
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## Schedule







## Project Overview

- Old Bingham Hwy to Porter Rockwell Blvd is currently two lanes in each direction with signalized intersections and biking and walking trails.
- Phase 1 Transit on 5600 West or Phase 1 Roadway from Porter Rockwell Blvd. to 2100 North in Utah County must be in place before converting existing intersections to interchanges and adding freeway lanes.
- Phase 2 will add freeway lanes in the median and the existing lanes will become frontage roads.
- Mountain View Corridor will eventually be a 35-mile freeway from I-80 in Salt Lake County to S.R. 73 in Utah County.



## Funding Estimate (Freeway Portion)

Total Cost: **\$400M**







## PROJECT OVERVIEW

U.S. 40 is the primary corridor connecting the Uinta Basin to the Wasatch Front through the Heber Valley. As the population continues to increase, there is more demand to provide sufficient room for drivers needing to turn into neighborhoods and business along the highway. With this project, UDOT proposes to enhance safety and increase capacity by widening U.S. 40 between 1500 South and Center Creek Road to improve the shoulder areas and add a center turn lane. These improvements would create a consistent roadway cross section between the U.S. 189/U.S. 40 intersection and Center Creek Road.

## BENEFITS

Extending the center turn lane through this area will improve safety by providing a consistent roadway cross section with shoulder areas and giving drivers sufficient space to pull out of the travel lane when needing to turn left to access businesses and properties along U.S. 40.

## FUNDING

FUNDING	
Federal	\$8.8 M
<b>Est. Cost:</b>	<b>\$8.8M</b>

## SCHEDULE

Schedule would be determined once project is funded.

## Overview

## Schedule

## Budget





### PROJECT OVERVIEW

The Utah Department of Transportation (UDOT) has identified three potential projects in northeast Tooele County to alleviate both recurring congestion and incident related congestion. The projects would add an auxiliary lane to eastbound I-80 and an additional lane to SR-36 from Stansbury Park to Lakepoint.

### Benefits

The I-80 Eastbound Auxiliary Lane would improve safety and is estimated to reduce the large delays drivers experience during lane closure incidents by up to 80%.

The SR-36 Widening projects will reduce the regular congestion on SR-36 between I-80 and Stansbury Park by 40-60%.

FUNDING	
I-80 Eastbound Auxiliary Lane	\$10M
SR-36 Southbound Widening	\$7M
SR-36 Northbound Widening	\$13M
<b>Total Cost</b>	<b>\$30M</b>



### PROJECT OVERVIEW

Transportation Investment Fund

Widen existing facility to 3 lanes Southbound. Replace 2 inline structures.

I-15 MP 38 to 43 Southbound

### BENEFITS

Improve safety of travel by providing an additional lane. This lane will provide relief for traffic traveling at normal speed by allowing slower truck traffic to use the outside line to get to the top of the Black Ridge.

### FUNDING

Total Cost

\$28 Million

### SCHEDULE *(subject to change)*

5 – 6 Months

10 – 12 Months

CONCEPT/DESIGN

CONSTRUCTION