1995

1995 Statewide Long Range Transportation Plan

UDOT Program Development

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Prepared for
the State of Utah

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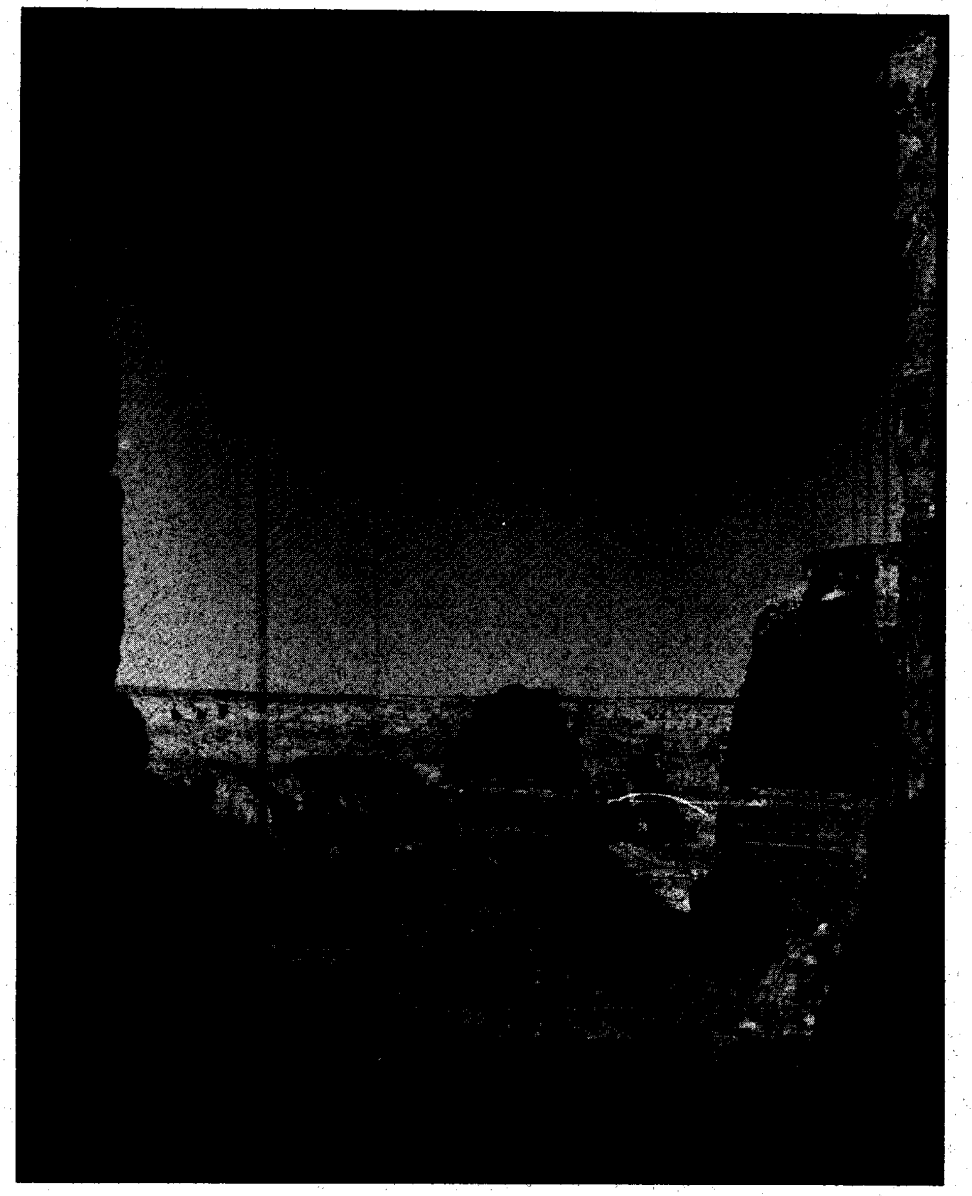

UDOT
GOING THE EXTRA MILE

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MISSION STATEMENT AND STRATEGIC GOALS

EARLY TRANSPORTATION PLANNING AND CONSTRUCTION

Road planning, financing and construction have been instrumental in the settlement, quality of life, and growth of Utah, and will be a leading factor to direct growth of the future.

The Salt Lake Valley was settled in 1847 by Mormon Pioneers, who promptly formed the State of Deseret and began petitioning Congress for admission into the Union. Congress formed the Utah Territory in 1851, which included parts of Idaho, Nevada, and into California. Utah was admitted into the Union in 1896 with its present boundaries.

The first State of Deseret General Assembly passed an ordinance January 15, 1850 establishing a State Road Commissioner to decide locations of new roads, to locate all roads by survey, and make contracts to build bridges, culverts, turnpikes and other fixtures necessary for a public road. In other words, he was responsible to plan and build a modern, state of the art (for 1850) transportation system.

The State of Deseret General Assembly also passed an ordinance February 1850 authorizing constructing the first two state roads; one running from Ogden to Provo, passing Temple Block, and the second running from Temple Block to the Tooele County seat. These roads were financed by requiring every able-bodied male person over the age of eighteen to provide one day's labor on the

road annually. The ordinance also provided that all taxable property in the state would be liable for a property tax to be used for road construction.

Innovative financing had to be used to develop a transportation system for this cash poor, growing territory. Toll franchises were awarded to individuals who would collect tolls on a stretch of road in a key canyon, a bridge across an otherwise impassible river, or even a ferry. The toll operator would assume the responsibility to construct a facility, operate and maintain it, and eventually turn it back to the territorial government. One notable franchisee was Parley P. Pratt, who held a toll road franchise on Big Canyon, later to be called Parley's Canyon.

As railroads were constructed, interest dropped in maintaining the transcontinental wagon roads that had been the life blood of the western migration. The completion of the transcontinental railroad at Promontory Point in May 1869 began a new era of transportation in the Utah Territory. The main thrust of highway effort changed to maintaining roads that serviced the rapidly developing railroad transportation network.

Wagon roads paralleling rail service fell into disrepair until the appearance of the automobile. The public wanted better, smoother, high speed roads between cities, and the Utah State Road Commission was formed in 1909 to provide state supervision and aid in road improvements. The need for high quality road improvements soon exceeded what property taxes could fund, so again innovative revenue sources were sought. The idea of a gas tax to provide primary funding for road improvements was borrowed from Oregon, and instituted in Utah in 1923.

Providing convenient access for tourist travel to Utah's scenic beauty has always been a challenge, especially in the less populated southern part of the state. In 1923, former Governor Maybe went so far as to seek private donations from automobile clubs in Southern California to help fund road construction providing visitor access to the National Parks.

Programs to promote safer travel have been part of highway development with the adoption of the Uniform Traffic Code in 1930, and requiring vehicle safety inspections in 1935. Concern over traffic safety moved to the forefront in 1938, following a tragic school bus-train accident in Salt Lake Valley.

Improving the public's traveling experience became part of the highway program in 1935 with a fledgling roadside landscaping program. Highway travelers began to enjoy snapshots of Utah's heritage when the Highway Department authorized a historical marker program in 1938. These programs are enjoyed by travelers today.

After several years' efforts to construct a nationwide road network, a road building program was begun in 1938 to rebuild and upgrade the safety of Utah's highway infrastructure. An early pavement management system was developed by the "Road Life Study" in 1939 helping better this newer generation of road pavements.

Long range transportation planning efforts began in 1947 under the direction of Governor Maw with the development of a twenty-year highway improvement program presented to the State Legislature.

Planning for future transportation, building a safer transportation network, and maintaining the existing system have long been the goals of Utah. Planning and foresight have been the pattern, while settling a new territory, developing a rail network, constructing an Interstate Highway System, and will continue to be at the forefront as Utah develops an intermodal transportation system into the Twenty-first Century.

UDOT MISSION STATEMENT

Today's mission of the Utah Department of Transportation, like that of yesteryear, is to **"Provide a quality transportation system that is safe, reliable, environmentally sensitive, and serves the needs of the traveling public, commerce and industry."**

INTERMODAL TRANSPORTATION STRATEGIC GOALS AND STRATEGIES

The Utah Department of Transportation has developed Strategic Goals and Strategies which will lead to a quality transportation system, and meet the

objectives of the mission statement. Eight Strategic Goals and Strategies for the transportation system deal with many factors affecting the transportation system. Safety, environmental sensitivity, intermodalism, freight transportation, public involvement, and system preservation are all addressed. These Strategic Goals and Strategies are:

1. **Preserve and develop the state highway infrastructure to provide users enhanced access to markets and services.**

   - Preserve pavement conditions, integrity of structures, and all other roadway amenities through effective highway maintenance and restoration cycles.

   - Assure that state highway construction is accomplished within established quality control and environmental specifications.

   - Support economic development through phased completion of projects in the Department's Transportation Improvement Program.

   - Improve rural access to markets and emergency services by completion of planned highway improvement projects and by providing enhanced highway information.

   - Support the planning of alternate transportation systems to reduce highway congestion.

   - Support efforts to strengthen Utah's tourism industry.

   - Promote transportation research and the implementation of state-of-the-art technology.

2. **Provide leadership to the planning and development of a balanced, multi-modal transportation system.**

   - Promote partnerships with government and community groups to strengthen the prioritization, funding, design, construction, and maintenance of transportation systems.

- Promote national highway related initiatives.

- Promote transportation alternatives eligible under the Federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

- Promote free flow of commerce.

- Foster multi-modal improvements through a Transportation Enhancements Program.

3. **Function as an environmentally sensitive organization by working with our partners to achieve a responsible balance between protecting Utah's environment and meeting customer needs.**

   - Establish and maintain effective partnerships and planning processes with other agencies, interest groups, and the public.

   - Increase our technical and policy commitment to ensure compliance with all environmental protection requirements.

   - Ensure that the Department is organized, equipped, and staffed to accommodate environmental considerations.

4. **Manage congestion of the state highway system so as to provide efficient movement of goods and the traveling public.**

   - Develop and implement a Management System to identify congested roadways and recommend projects and programs to enhance mobility.

   - Plan and implement alternative transportation systems to reduce highway congestion.

   - Plan and implement new technology to route traffic on the State Highway System.

   - Implement a statewide program of traffic signal coordination projects to minimize vehicle stops and delays.

5. **Improve surface transportation safety through coordinated design, construction, and maintenance effort to reduce fatalities, injuries, property damage, and hazardous materials incidents.**

   - Promote interdisciplinary/intermodal safety initiatives that integrate vehicles, drivers, and roadway crash countermeasures.

   - Promote applications of advanced technology resulting in safety benefits.

   - Support a safety program analysis and evaluation through a uniform and integrated data system.

   - Promote transportation safety programs through public education.

   - Maintain a comprehensive safety management system which assures highway safety at all locations and as part of all highway projects.

6. **Plan and conduct department functions so as to maximize funds available for highway infrastructure investment and maintenance support.**

   - Improve systems and processes in management and operations.

   - Promote performance and efficiency incentives that improve operations, support programs, and foster management accountability.

   - Cultivate indicators and measures that support department and division missions and demonstrate accomplishment.

   - Work with the state and local governments to promote balanced taxing and funding mechanisms to support the construction and maintenance of state and local transportation systems.

   - Foster an equitable public/private funding program to support selected transportation projects.

7. **Strengthen the management, safety, and efficiency of the truck transportation industry.**

- Promote joint efforts to plan and construct new ports-of-entry with improved enforcement, safety compliance, and permitting services.

- Participate in regional and national initiatives to improve motor carrier management and movement.

- Enhance the operational safety in the motor carrier industry.

8. **Develop and maintain interactive communications programs which encourage and promote mutual understanding of transportation issues with the public.**

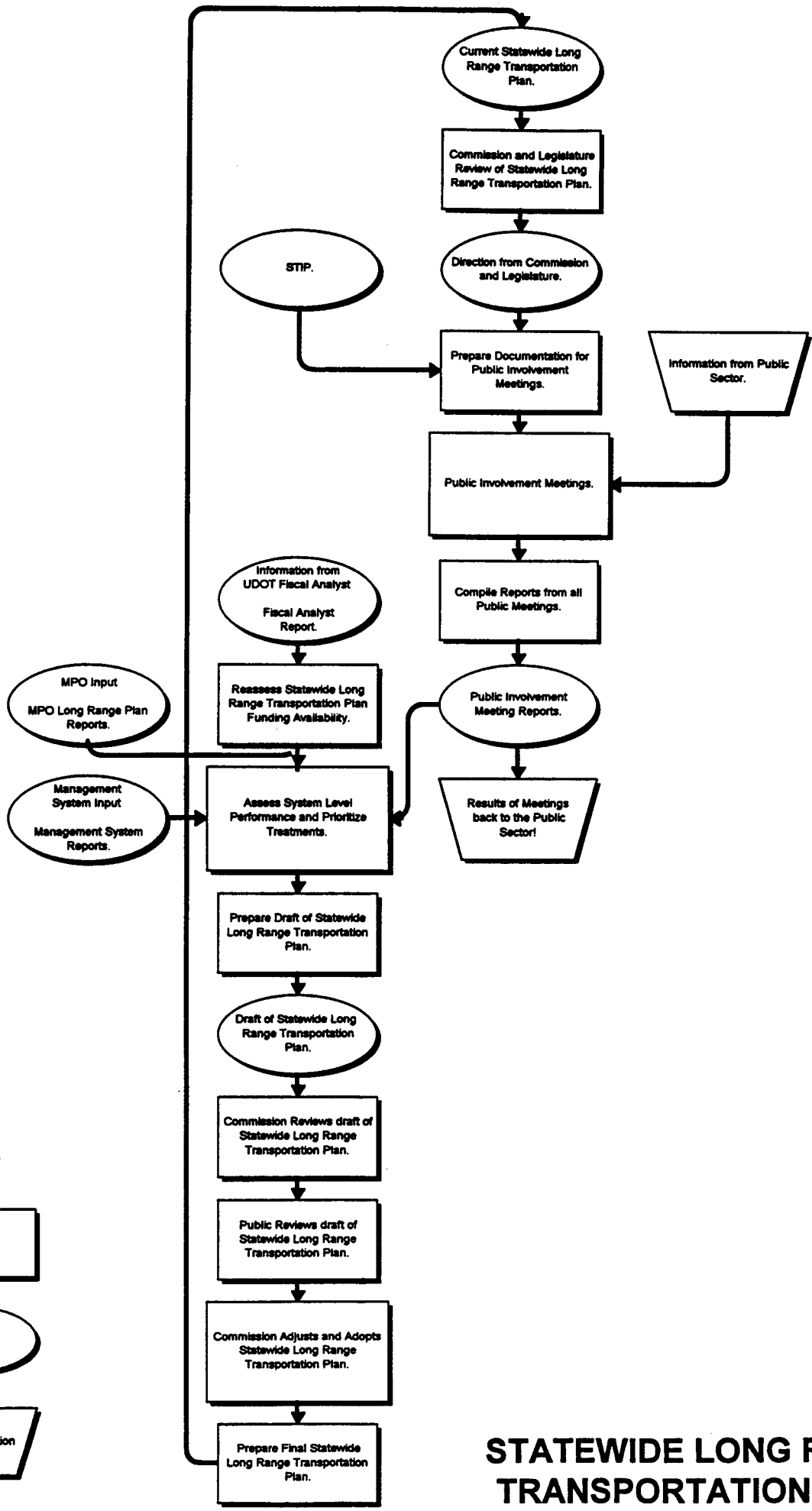
   - Provide the means for meaningful public involvement throughout the needs planning, project development, and highway construction processes.

   - Implement outreach programs designed to increase public awareness of Department functions and services.

STATEWIDE TRANSPORTATION PLANNING PROCESS

The Statewide Transportation Planning Process provides a coordinated, Multi-modal plan for improvements and improvement strategies to the state's transportation system for the next 20 years. The planning process is financially constrained and includes sufficient financial information to determine which projects and strategies can be implemented using forecasted revenues.

ISTEA requires twenty three specific factors be considered in the planning process. The factors are listed in the appendix, and the major plan component addressing the factor is identified.



STATEWIDE LONG RANGE TRANSPORTATION PLAN

Figure 1.1.

HIGHWAY TRANSPORTATION PLANNING

The Statewide Transportation Planning Process for highway transportation builds upon the planning processes previously used by UDOT. The previous planning process developed a three-tier list of capacity and system improvement projects from public and UDOT staff participation. Projects were ranked according to need into three priorities. Priority One projects were those needed within five years. Priority Two projects were needed in five to ten years, and Priority Three projects were those projects needed in ten to twenty years.

The Statewide Transportation Planning Process uses data collected from a series of Management Systems, corridor inventories, and other special studies combined with detailed public participation to develop strategies and projects to improve the transportation system over the next twenty years. The Statewide Transportation Plan is financially constrained, so strategies and project implementation can reasonably be expected to occur when projected. The Transportation Plans and Transportation Improvement Programs, prepared by the Metropolitan Planning Organizations, are among the documents used to prepare the Statewide Transportation Improvement Program (STIP). The process to develop the Statewide Long Range Transportation Plan is shown in Figure 1.1.

TRANSIT PLANNING

Since 1975, The Transit Unit of UDOT, has been a partner with the MPO's and rural multi-county planning districts, in the planning, development, and implementation of public and specialized transportation services for elderly persons and persons with disabilities. Beginning in 1978, the Transit Unit has worked with rural communities with public transit infrastructure planning and development, including maintenance facilities, rolling stock, and other capital investments.

UDOT has been a partner with UTA in the development of and solutions for the I-15 Corridor in the Salt Lake Valley, including adding lanes to the freeway systems and implementation of a Light Rail System.

Transit equipment and facility condition and needs are identified by existing systems monitoring processes. The soon-to-be implemented Public Transit Facilities & Equipment Management System (PTMS) will expand the process to include compilation of existing physical systems replacement costs.

The Utah Transit Authority (UTA) is the largest provider of public transit in Utah, serving Salt Lake, Davis, Utah and part of Weber counties. UTA, in cooperation with Wasatch Front Regional Council and Mountainland Association of Governments, is working to develop a program of transit service and facility improvements to enable them to meet goals of their long range plan.

Logan Transit District (LTD) serves Logan City, and parts of Cache county, and coordinates planning efforts through CMPO.

Park City Transit (PCT) serves Park City, and the surrounding area. PCT coordinates planning efforts through MAG.

Ute Transit serves parts of Duchesne county.

AVIATION PLANNING

Planning for aviation infrastructure in Utah is accomplished according to Federal Aviation Administration guidelines established by the FAA Advisory Circular 150/5050-5 and is described in the "Utah Continuous Airport System Plan" (UCASP), prepared in coordination with airport owners and operators. The UCASP documents all public airports within Utah, except those along the Wasatch Front, which are documented in the "Metropolitan Airport System Plan" (MASP). The MASP is maintained by the Wasatch Front Regional Council.

The objective of the aviation planning effort, as stated in the UCASP, is to maintain plans that are responsive to existing conditions and needs, thereby providing a safe, adequate and efficient air transportation system.

Goals identified in the aviation planning process include:

- Develop a statewide continuous airport plan consistent with local airport master plans, the Metropolitan Airport System Plan, and the National Plan of Integrated Airport Automated Systems.

- Develop a plan responsive to short, intermediate, and long term aviation needs.

- Maintain a Capital Improvement Program for each airport within the system.

- Maintain a Pavement Condition Index for each airport within the system.

- Establish an Airport Compliance Inventory for each airport within the system.

- Continue to establish wind stations and monitor wind data at selected sites.

- Continue to monitor aircraft operations at non-tower, public use airports.

- Continue to update airport information concerning airport general data, services and facilities.

- Continue to update airport maintenance and construction records.

An additional level of planning effort toward aviation is contained in the National Plan of Integrated Airport Systems (NPIAS). NPIAS is a national planning document which addresses more than 3,200 public use airports. It is intended to aid in providing public access to a safe and adequate national air transportation system through a system of primary commercial service, commercial service, reliever, and other (general aviation) airports.

RAIL PLANNING.

Rail planning in Utah differs from other modes of transportation planning. UDOT's role in rail transportation planning is to provide railroads, shippers and other interested parties an inventory of the existing rail system, identification of corridors scheduled for abandonment, identification of known problem areas, and identification of necessary new rail corridors; not to become involved in the daily operation of railroads.

The goal of the Utah State Rail Plan is to develop and maintain a rail system that is an integral part of the total multi-modal transportation system in the State, and to develop a surveillance system that will provide an early warning of potential rail transportation problems. This allows planning staff to coordinate

with private sector rail operators to study a particular problem and to develop suitable intermediate or long range solutions.

SUMMARY OF STIP PROCESS

The Statewide Transportation Improvement Plan (STIP) is developed through coordinated efforts of UDOT, metropolitan planning organizations, federal agencies, transportation providers, local governments, citizens and other interested parties.

The STIP serves two basic purposes: First, it documents to FHWA and FTA Utah's compliance with the requirements of ISTEA. It is the basis for approval of federal highway and transit funds. Second, it is UDOT's approved five year work plan for development of projects from concept development, environmental studies, right of way acquisition, and plan development through advertising for construction.

Projects included in the STIP are derived from several sources. Projects identified in approved TIPs, developed by MPOs, are included in the STIP. Exceptions are projects wholly funded by cities and counties within the metropolitan area. The Transportation System Capacity Projects list, and the Management Systems recommendations.

The Utah Transportation Commission adopted a system preservation strategy in the late 1980's, which identifies the first priority of UDOT to preserve the public's investment in the existing transportation system. When projects are programmed each year, restoration and preservation of deteriorating infrastructure receives highest priority in the STIP. Increased capacity and new construction projects are programmed from remaining funds.

PUBLIC INVOLVEMENT.

Public participation is key to developing an effective Statewide Transportation Plan. The main point of contact for early public participation and direction is separated into two somewhat overlapping areas. Major Users Groups include transportation users concerned with multiple aspects or regional interests of the transportation system and groups that provide a transportation system that ought to be coordinated and integrated with the

state highway system. The public and local officials are system users which focus more on the local transportation system and are encouraged to participate in several regional public meetings held annually throughout the state.

Major Users Groups. Long range planning, coordination and cooperation of other transportation providers and major transportation users, such as industry, federal and state agencies, and Indian Nations are sought at Major Users Group meetings. Major transportation users invited to these meetings include Utah Travel Council, Indian Nations within the State, major bus and trucking trade associations, bicycle and pedestrian interests, federal, state and local agencies, and other transportation system stake-holders. Topics discussed in the meetings include how the transportation system may better serve the needs of major users, and changes on user transportation needs.

Public Meetings. Comments and concerns from the public and local elected officials are gathered at a series of regional public meetings that are held annually throughout the State. Topics discussed include the State Highway System, local road system, Statewide Transportation Plan, and review of the Statewide Transportation Improvement Program.

Groups not traditionally involved in the planning process are specifically notified of the public meetings. These groups include neighborhood and regional groups concerned with transportation, local economic development, heritage preservation, or community involvement.

Representatives of Metropolitan Planning Organizations participate in the public meetings that include their Urbanized Area. This provides the opportunity to have the metropolitan planning process explained and encourages additional public participation for that process.

PUBLIC INVOLVEMENT FOR 1995

NEEDS MEETINGS

Public meetings to discuss Utah's transportation needs were held between October 4 and November 17, 1994, at Loa, Cannonville, Roy, Tremonton, Parowan, Milford, Oakley, Tooele, Duchesne, Blanding, and Green River. Notice

of the meetings was made by inviting mayors and county commission chairs, announcements in local newspapers and radio stations in the meeting area. The meetings were attended by 235 people, statewide.

The meetings focused on what system improvements occurred over the past year, and what improvements or changes are seen to be needed by the public and local elected officials. Summarized meeting comments were distributed to the Transportation Commission, UDOT Region directors, management system managers, and others.

MAJOR USERS MEETINGS

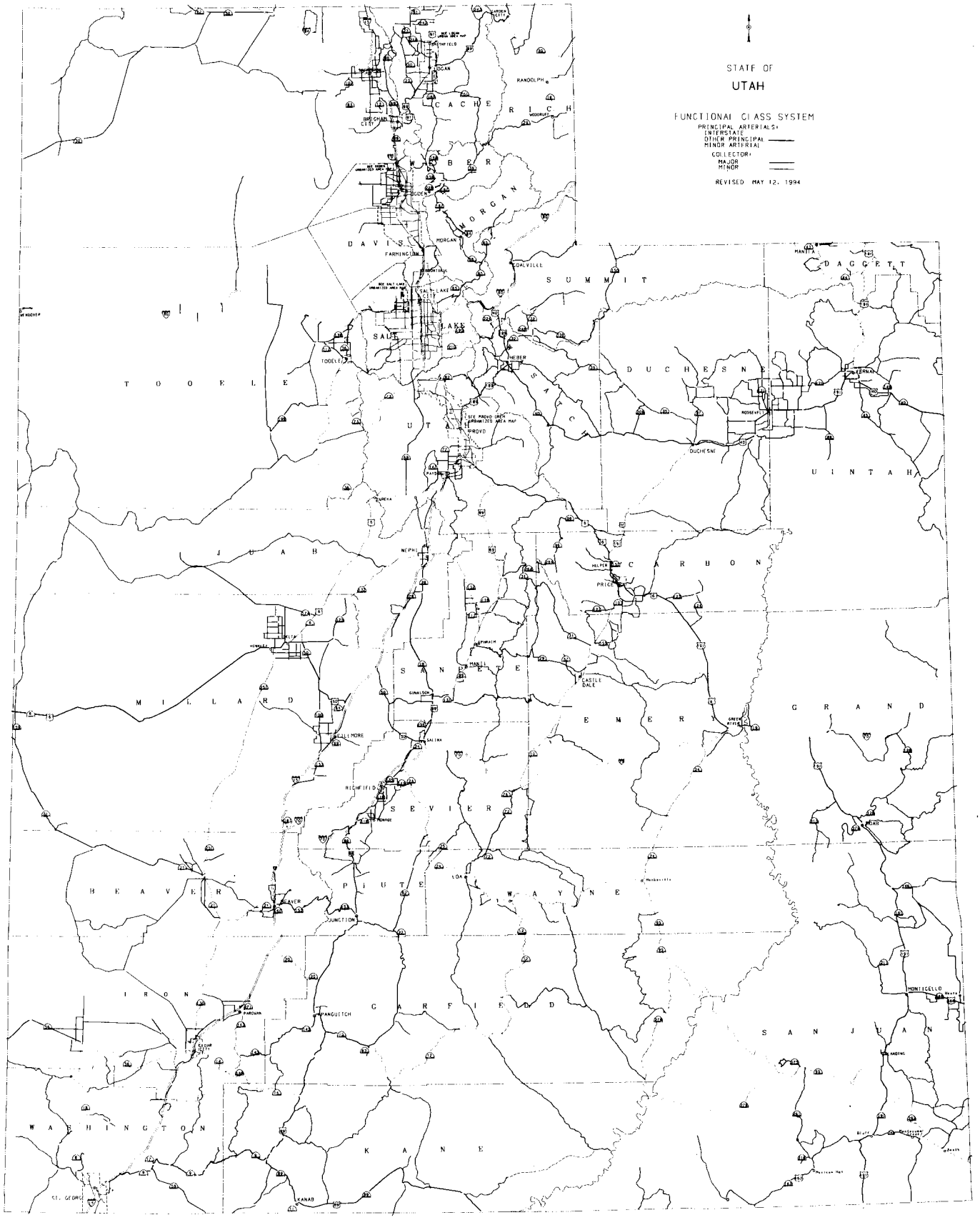
Major Users meetings were held on June 21 and September 27, 1994. Representatives of many of the major transportation stakeholders attended to discuss how the present transportation system affects their interests, and what improvements to the system are needed.

2

THE TRANSPORTATION SYSTEM IN UTAH

The transportation system in Utah is broad based, containing several different transportation modes. Highways are the road network that provides mobility to personal vehicles, the trucking industry, and transit services. The airport network in Utah provides commercial air service to several airports, and general aviation capabilities throughout the state. The rail industry provides movement for large quantities of freight, and limited passenger service. Pipelines in Utah are privately owned and serve the purpose of collecting, transporting and delivering bulk liquids or gas. Scheduled interstate passenger bus service is generally available to communities along the Interstate system, and US-40, east of Salt Lake City.

The state's highway system, identified by functional classification, is shown on Map 2.1, Functional Class System. Public and specialized transportation systems are shown on Map 2.2, Public & Special Transportation. Rail routes, airport locations and scheduled passenger bus routes are shown on Map 2.3, Multi Modal Map.


STATE OF
UTAH
FUNCTIONAL CLASS SYSTEM
PRINCIPAL ARTERIALS
INTERSTATE
OTHER PRINCIPAL
MINOR ARTERIAL
COLLECTORS
MAJOR
MINOR
REVISED MAY 12, 1994
CACHE
RICH
WEBER
MORGAN
DAVIS
SALT LAKE
SUMMIT
TOOELE
UTAH
WASATCH
DUCHESNE
UINTAH
DAGGETT
JUAB
MILLARD
SANPETE
CARBON
EMERY
GRAND
SEVIER
PIUTE
WAYNE
BEAVER
IRON
GARFIELD
SAN JUAN
WASHINGTON
KANE

HIGHWAYS

The road system in Utah is owned and maintained by various entities. Cities, counties, UDOT, various federal agencies, and Indian nations own and maintain more than 40,000 miles of road within the state. The roads range from an unimproved road in a National Forest, to I-15 in Salt Lake City.

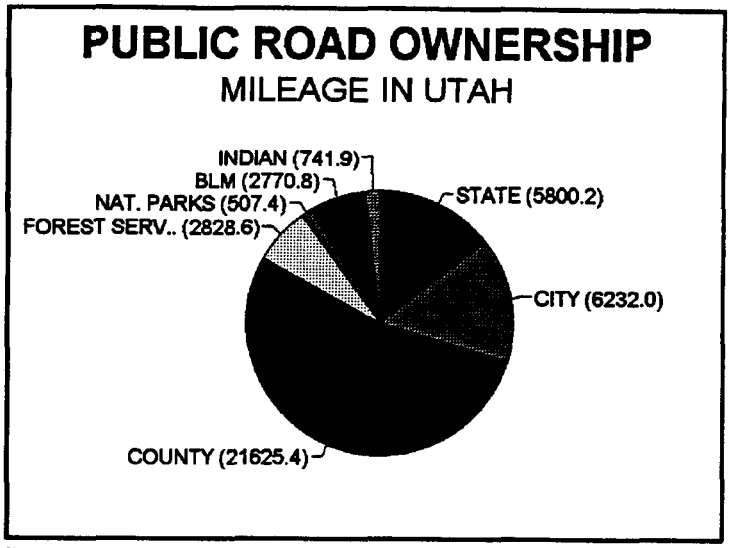


Figure 2.1 Public Road Ownership

Highways are grouped into categories, called **Functional Classes**, that help define the importance and characteristics of service that different roads provide in the transportation system. The functional class of a road is descriptive of its usage, and is determined by its location, use, population served, and other indicators. Functional class is used to help identify the relative importance of a route in standardized terms. For example, an urban interstate will have higher relative importance, when compared to a rural local road.

URBAN AND SMALL URBAN ROUTES

Definitions for the different Functional Classes are:

Principal Arterial - The Principle arterial should carry the major portion of trips entering and leaving an urban area, and most of through movements bypassing the central city area. This class is further separated into 1) Interstate; 2)

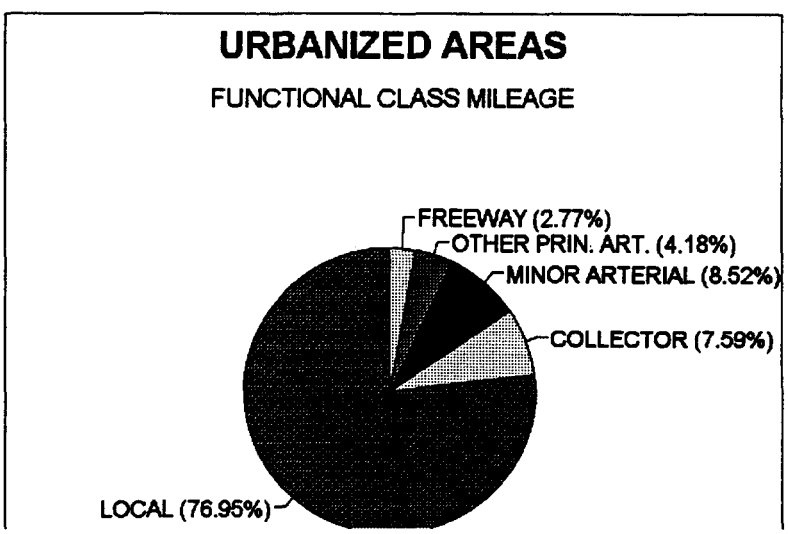


Figure 2.2 Urbanized and Functional Class Mileage

Expressways; and 3) Other Principal Arterials (with no control of access).

Minor Arterial Roads - Minor arterials interconnect to principal arterials, and provide a somewhat lower level of travel mobility than Principal Arterials. Minor Arterial roads provide more emphasis in providing land use access, rather than access to population centers.

Collector Roads - Collector Roads provide land use access, and traffic circulation within residential neighborhoods, and commercial/industrial areas.

Local Roads - Local Roads are those roads not identified as a higher classification road. They generally provide direct access to land usage.

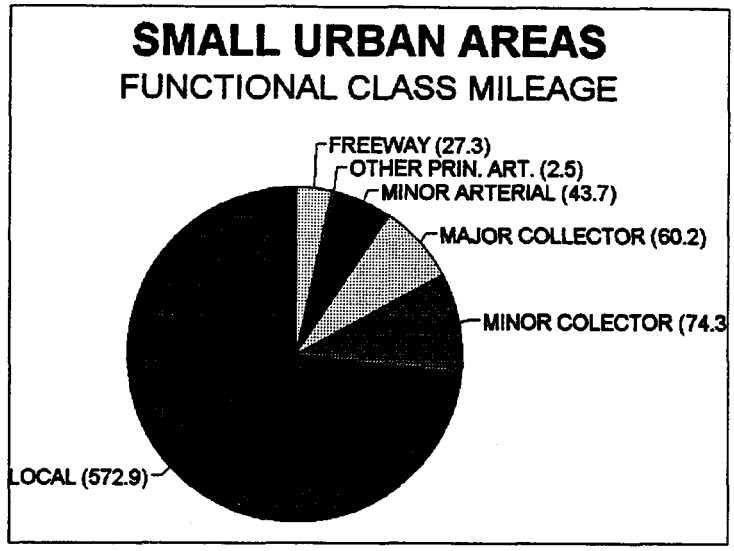


Figure 2.3 Small Urban Area Functional Class Mileage

RURAL ROUTES

Principal arterial - A network of connected network of continuous routes that serve corridor movements having substantial statewide or interstate travel. This class is further separated into 1) Interstate; and 2) Other Principal Arterials.

Minor Arterial Roads - Minor Arterials link cities and larger towns or attractions, forming an integrated network which provides interstate and intercounty service.

Major Collector Roads - Major Collector Roads provide

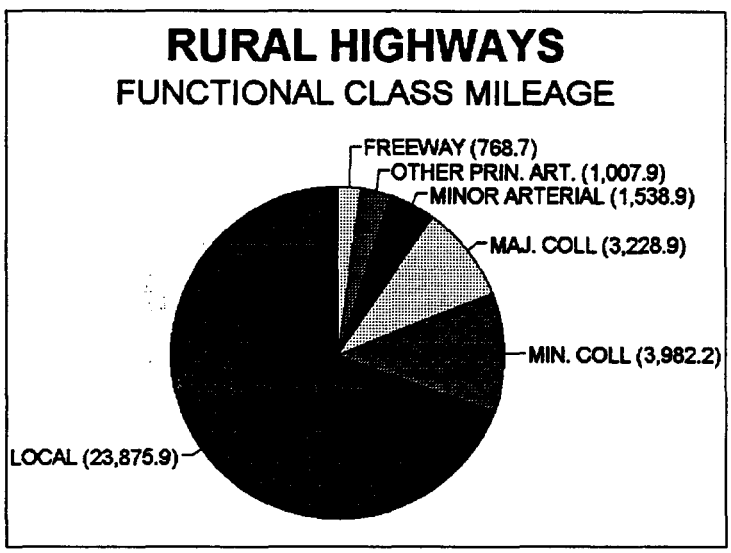


Figure 2.4 Rural Highways Functional Class Mileage

access to county seats not on an arterial route, and significant traffic generators such as important mining or agricultural areas, shipping points, and county parks.

Minor Collector Roads - Minor Collector roads provide service to the remaining small communities in the state. They generally are spaced to collect traffic from local roads allowing developed area to have reasonable access to collector roads.

Local Roads - Local Roads are those roads not identified as a higher classification road. They generally provide direct access to land usage.

PUBLIC TRANSPORTATION

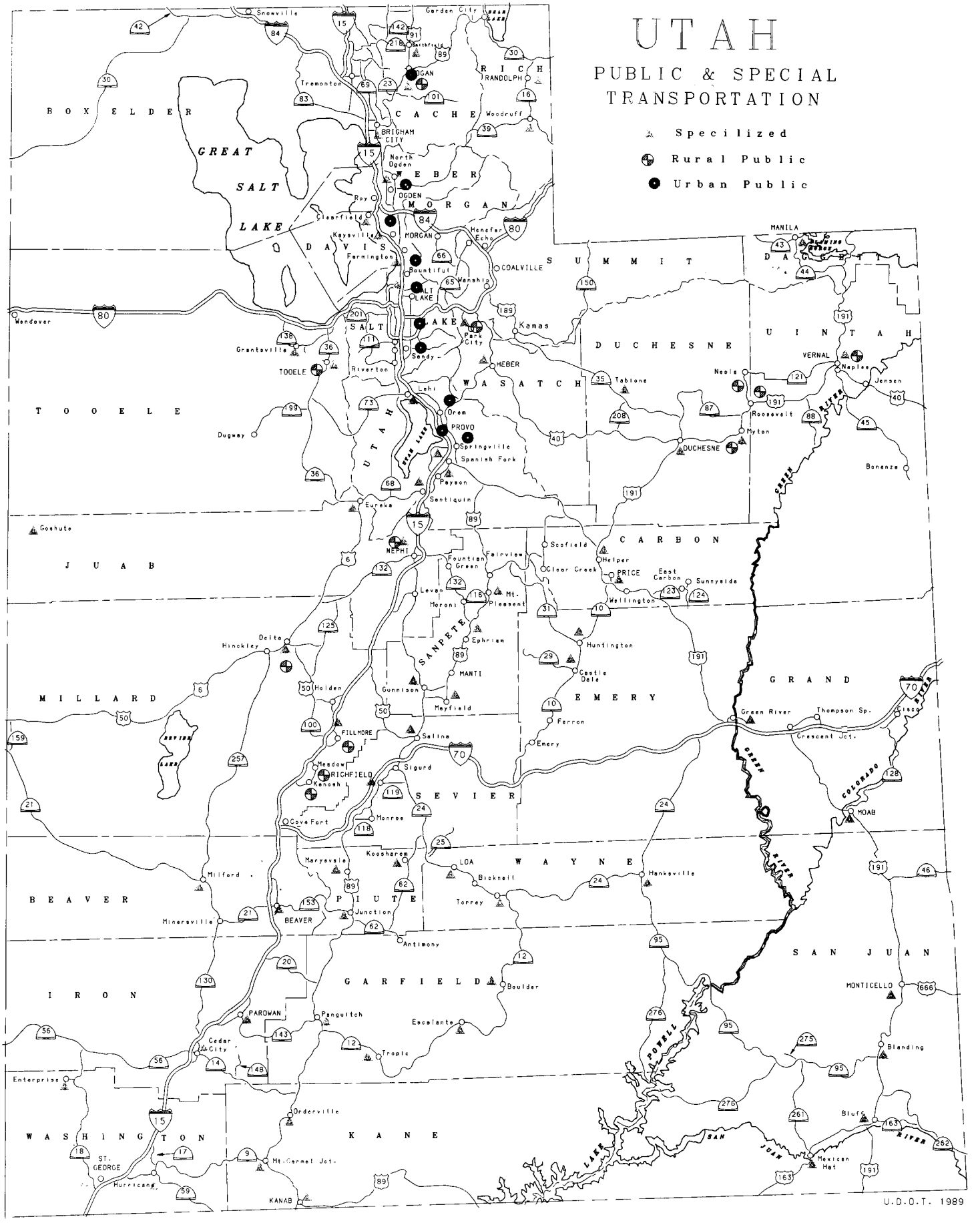
Public Transportation plays a key role in providing access and mobility for many people who cannot drive and is one tool for congestion and air quality mitigation. Map 2.3, Multi Modal Map shows the cities and towns in Utah that have access to public as well as specialized transportation services.

Utah has four operating public transit systems:

1) Utah Transit Authority(UTA), serving Davis, Salt Lake, Utah and Weber Counties with 400 revenue buses in 30 minute headway routes. UTA began service in 1972 and obtains operating revenue from fares, a local option sales tax, and federal capital and operating assistance. UTA provides an express service to Tooele City in Tooele County.

2) In 1978 Park City Transit began serving the residents and tourists of Park City, and today operates a no-fare system with a fleet of 17 buses, with a twenty minute headway winter service and reduced service during the summer months. Operating revenues include limited donations, local options sales tax, and business license and resort systems taxes.

3) Logan City Transit (LCT) began its no-fare service in 1991, and today, through a private contract with DAVE SYSTEMS, operates a fleet of 8 buses, providing service within the limits of Logan City on 30 minute head ways with financial support from the local option sales tax, and federal operating and capital assistance.


UTAH
PUBLIC & SPECIAL TRANSPORTATION
Specilized
Rural Public
Urban Public
BOX ELDER
CACHE
RICH
RANDOLPH
Tremonton
BRIGHAM CITY
Woodruff
Garden City
Snowville
GREAT SALT LAKE
WEBER
OGDEN
North Ogden
Roy
Clearfield
Kaysville
Farmington
DAVIS
MORGAN
Henefer
Echo
COALVILLE
SUMMIT
MANILA
Bountiful
Woods Cr
SALT LAKE
SALT LAKE
Wendover
Grantsville
TOOELE
Riverton
Sandy
Park City
HEBER
Kamas
WASATCH
DUCHESNE
UINTAH
VERNAL
Naples
Jensen
Neola
Tabiona
Roosevelt
Myton
DUCHESNE
Bonanza
GREEN RIVER
Dugway
Orem
PROVO
Springville
Spanish Fork
UTAH LAKE
Payson
Santaquin
Eureka
Goshute
JUAB
NEPHI
Fountain Green
Fairview
Scofield
Clear Creek
CARBON
Helper
PRICE
East Carbon
Sunnyside
Wellington
Levan
Moroni
Mt. Pleasant
Ephraim
SANPETE
MANTI
Huntington
Castle Dale
EMERY
Delta
Hinckley
MILLARD
Holden
Gunnison
Mayfield
Ferron
Emery
GRAND
Green River
Thompson Sp.
Crescent Jct.
Itaca
COLORADO RIVER
MOAB
FILLMORE
Meadow
Kanosh
RICHFIELD
Sigurd
Salina
SEVIER
Cove Fort
Monroe
Koosharem
Marysvale
Milford
BEAVER
Minersville
PIUTE
Junction
LOA
WAYNE
Bicknell
Torrey
Hanksville
Antimony
SAN JUAN
MONTICELLO
Blanding
Bluff
Mexican Hat
SAN JUAN RIVER
LAKE POWELL
GARFIELD
Boulder
Escalante
Tropic
Panguitch
PAROWAN
IRON
Cedar City
Enterprise
WASHINGTON
ST. GEORGE
Hurricane
Orderville
KANE
Mt. Carmel Jct.
KANAB
U.D.O.T. 1989

4) The Ute Indian Tribe operates a rural service in Uintah and Duchesne Counties with a fleet of five small buses using tribal funds and periodic capital assistance from federal programs. The program started in 1976 under the FHWA's Rural Public Transportation Demonstration Project, a precursor to the current FTA Section 18(5311) Rural Public Transportation Assistance Program.

PRIVATE NON-PROFIT TRANSPORTATION

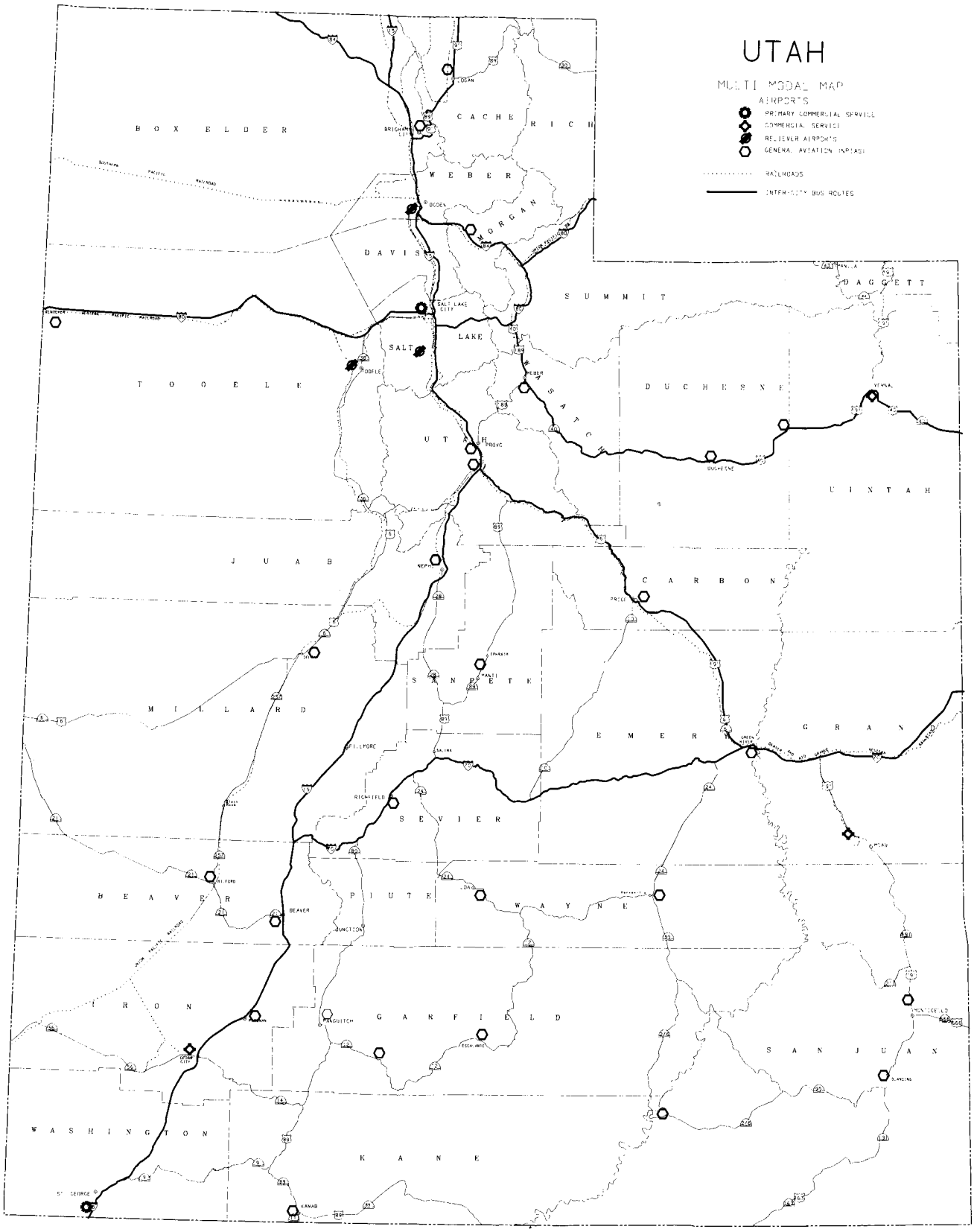
Beginning in the mid seventies, UDOT has been supporting and tracking organizations that serve the transportation needs of elderly persons and persons with disabilities. Today there are 41 agencies operating 69 vehicles purchased in part with FTA funds, administered by the UDOT Transit Unit, serving 69 cities and towns throughout Utah. Since 1975, 241 van/bus type vehicles have been purchased under this FTA program.

A unique project in Central Utah, Bethpaghe Mission West, operates six vehicles in the Six County Commissioners area. The program is a recipient of Rural Transit funding, is open to the general public, but primarily serves as a worker bus service for adult disabled clients throughout the region. The system does not utilize the local option sales tax so it is not a public transit district. It is shown on the map as a rural public transit system, however.
It is described here because of the clientele and ridership served.

At about the same time a vanpool no-interest loan program started in UDOT under direction from FHWA. Annually approximately 10 vans are started or replaced in cooperation with UTA, the broker for ridesharing along the Wasatch Front. It is estimated that over 200 vans have been procured under this no-interest loan program to date.

AVIATION.

Airports have been separated into four classes by FAA to assist them with distribution of Federal Aid for airports. The classifications are Primary Commercial Service, Commercial Service, Reliever, and Other (General Aviation). The NPIAS Airport locations as indicated on Map 2.3, Multi Modal Map.


UTAH
MULTI MODAL MAP
AIRPORTS
PRIMARY COMMERCIAL SERVICE
COMMERCIAL SERVICE
RELIEVER AIRPORTS
GENERAL AVIATION (PRIVATE)
RAILROADS
INTER-CITY BUS ROUTES
BOX ELDER
CACHE
RICH
WEBER
MORGAN
DAVIS
SUMMIT
DAGGETT
SALT LAKE
TOOELE
DUCHESNE
UTAH
WASATCH
UINTAH
JUAB
CARBON
SANPETE
MILLARD
EMERY
GRAND
SEVIER
BEAVER
PIUTE
WAYNE
IRON
GARFIELD
SAN JUAN
WASHINGTON
KANE
BRIGHAM CITY
OGDEN
SALT LAKE CITY
PROVO
DUCHESNE
VERNAL
PRICE
MANTI
EPHRAIM
NEPHI
FILLMORE
RICHFIELD
GREEN RIVER
MOAB
MONTICELLO
BLANDING
BEAVER
JUNCTION
PANGUITCH
CEDAR CITY
ST GEORGE
KANAB

- *Primary Commercial Service Airports* are publicly owned, enplane 10,000 passengers annually, and receive scheduled service. There are two Primary Commercial Service Airports in Utah; Salt Lake City International and Saint George City.

- *Commercial Service Airports* are publicly owned, enplane 2,500 or more passengers annually, and receive regular scheduled service. There are three Commercial Service Airports in the state; Cedar, Moab, and Vernal Cities.

- Reliever Airports may be either publicly or privately owned airports. Their function is to relieve congestion at a Commercial Service Airport and provide more general aviation access to the overall community. There are three Reliever Airports in the state; Salt Lake City Airport Number Two, Tooele and Ogden Cities.

- Other (General Aviation) Airports are all remaining airports. There are forty-seven Other (General Aviation) airports in the state, twenty-seven of which qualify to be included in the National Plan of Integrated Airport Systems (NPIAS).

RAIL TRANSPORTATION.

Utah is the westernmost inland point in the nation from which all major West Coast cities can be directly served by rail without the need to backhaul. This results in Salt Lake City and Ogden serving as two of the nations rail centers, making Utah truly the "Rail Crossroads of the West".

Common carrier railroads are categorized into three classes, based on yearly revenue. Class I railroads are those with annual revenue of $50 million and above; Class II are those with revenues from $10 to $50 million; and Class III are those with revenues below $10 million. Common carrier railroads in the state are shown on Map 2.3, Multi Modal Map.

Utah has eight operating railroads. Two are Class I interstate railroads; two are Class III in-state railroads; three are privately owned industrial railroads; and one is a recreational line. The interstate railroads are the Southern Pacific, and the Union Pacific. The instate railroads are the Salt Lake, Garfield & Western,

and the Utah Railway Company. The industrial railroads are owned and operated by Kennecott Copper Corporation, Geneva Steel, and Deseret Western Railway. The recreational railway is owned by the State of Utah and is operated as the Heber Valley Historic Railway.

The Southern Pacific currently (1992) operates on 710 mainline miles and the Union Pacific operates on 572 mainline miles. Combined, the two Class I interstate carriers hauled over 55 million tons of freight in 988,000 rail cars.

Amtrak provides interstate service toward Idaho, Denver and Los Angeles, and provided 101,586 passenger embarkation/disembarkations in 1993. Rail passenger usage in Utah is expected to decline because Amtrack is decreasing scheduled service by approximately 30% by the end of 1995.

PIPELINES

The pipeline transportation systems in Utah are limited, transporting phosphate (PO_4), carbon dioxide (CO_2), crude oil and gas. The pipeline systems are privately owned and operated, serving collection, transmission, and distribution needs of industry and utilities. There are 2,738 miles of gas pipeline, 2 inches or greater and 635 miles of crude oil pipeline, 3 inches or greater.

The collection system gathers a product from the production wells and transports it to a sales site. The product is then loaded onto trucks, or introduced into a transmission pipeline to be transported to the distribution system or processing. The distribution system delivers the product to the end user.

NON-MOTORIZED TRANSPORTATION

Non-motorized transportation can be separated into the two general categories of pedestrian and bicycle. Both of these transportation modes tend to be limited in trip length, but both are legitimate forms of transportation that need to be addressed in an intermodal planning effort.

Utah is currently developing a Statewide Bicycle and Pedestrian Plan, which will address long range goals and planning for non-motorized transportation.

PEDESTRIAN TRANSPORTATION

Pedestrian trips can be characterized as either a short single segment trip, or a segment of a longer, motorized vehicle trip. The trips may be from a vehicle to the destination, and back, or as a trip that is completely pedestrian.

The pedestrian transportation system consists primarily of sidewalks adjacent to roads and highways. The sidewalks are constructed as part of many new road projects, or as separate projects which add sidewalks where pedestrian safety has become a concern. The need for sidewalks serving urban schools has been on the decline in recent years because of increased school busing, but this seems to be changing. School districts in Davis County and Salt Lake Counties have reduced school bus funding, which is resulting in increasing numbers of school age children walking to school. This concern was discussed by citizens in the recent public meetings.

BICYCLE TRANSPORTATION

Utah has a growing segment of the population which is turning to bicycles as a form of transportation and recreation. People are seeing bicycles as part of a healthy life style as well as a desirable mode of "adult" transportation. Moab is recognized world wide as a mountain bike vacation destination. Utah is a cross road for cross country bicyclists, as well as motorized vehicles. The scenery of many of Utah's highways make a cross country bicycle trip a delight.

3

SOCIAL AND ECONOMIC PROFILE

Utah's population, and resulting transportation needs, are as diverse as the state's geology. Over 75 percent of the state's population resides on the Wasatch Front, between Provo and Ogden, while Utah's Dixie (Washington County) provides a winter retirement destination for people from Utah, the U.S. and Canada. The scenic wonders protected in State and National Parks, Forests and Recreation Areas were a destination for many of the 15.2 million visitors to Utah in 1994. Salt Lake City will be the host city for the 2002 Winter Olympic Games. The state is experiencing rapid growth. The state and local governments are actively seeking businesses from around the country to consider Utah when they are expand, or relocate. The September 1994 jobless rate in Utah was 3.5%, compared to 5.9% nationally. Utah is a pretty, as well as a great state.

The 1990 U.S. Census counted 1.7 million residents in the state, and the 1995 population is estimated to be 1.9 million. As can be seen in Figure 3.1, the 2015 population projection is 3.1 million, an 160%

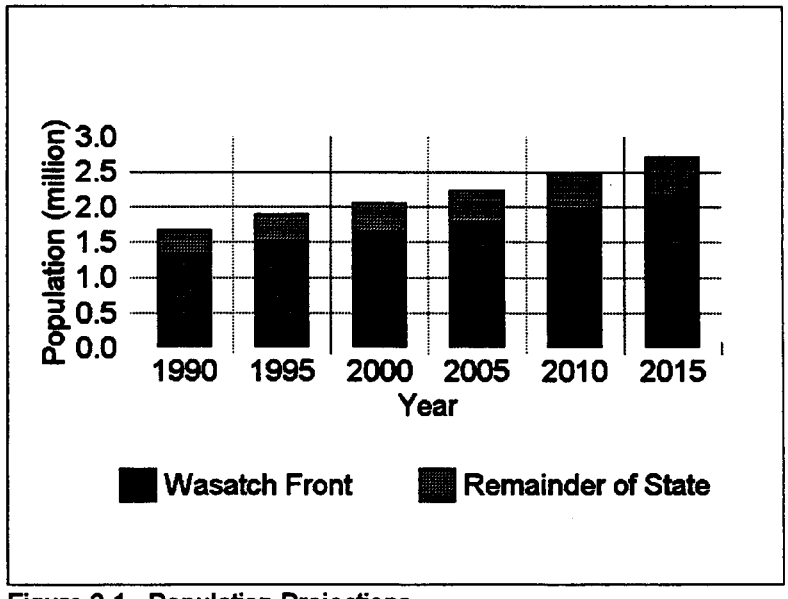


Figure 3.1 Population Projections

increase from 1995. The median age will increase from 25 years in 1995 to 29 years in 2015. The 1995 driving age population is 1.3 million, and is expected to increase 179% to 2.2 million.

The year 1995 saw 629,000 households in the state, while there will be 1,003,000 by the year 2015. Meanwhile, the average household size will shrink from 3.11 people per household in 1995, to 2.86 in 2015.

Employment will continue to grow throughout the state. There were 883,000 jobs in 1995, with 1,445,000 projected jobs in 2015, for an increase of 163%. The Services sector will account for the largest portion of these jobs at 28%, with Retail and Wholesale Trade making up almost 22%, as shown in Figure 3.2.

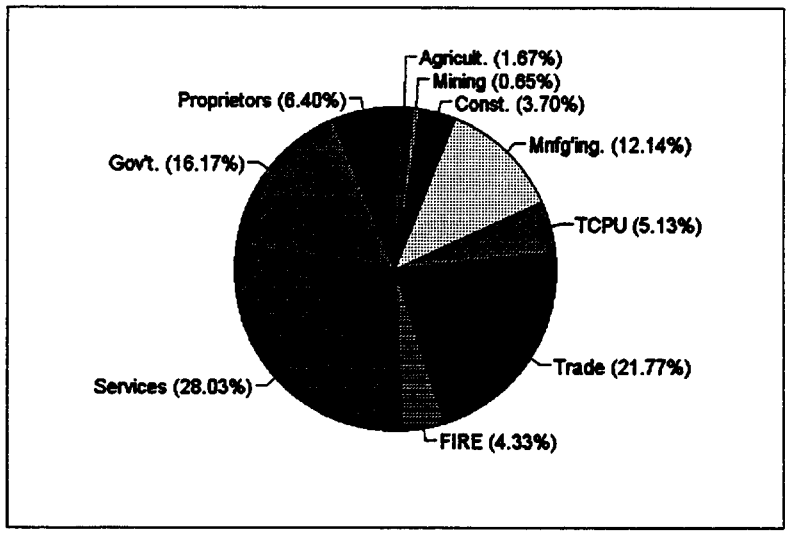


Figure 3.2 Employment Projections

Utah's 1994 total personal income is estimated to be $32.6 billion, up 8.7 percent from 1993, the last year figures are available. The state's per capita income has increased about $1,000, compared to a $600 increase nationally, from 1990 to 1994. Utah's per capita personal income continues to rank 48th in the nation. This low ranking can be partly explained by the state's young population, and the large percentage of younger people in the labor market. Utah also has a larger percentage of part time workers than the U.S. in general.

Gross State Product is the broadest measure of combined production that occurs within the state, and is the local parallel to the Gross Domestic Product. Utah's 1994 Gross State Product is estimated to be $43.0 billion. This is an increase of nearly 30 percent over the most recent U.S. Bureau of Economic Analysis estimate, released in 1991.

Commercial aviation activity forecasts at Salt Lake International Airport include an increase of 162% of total passenger originations from 4.4 million to

11.5 million by 2015. Total (revenue and non-revenue) passenger enplanements are projected to increase 177% from 8.8 million to 24.3 million by 2015. Total aircraft operations are projected to increase from 342,527 in 1994 to 667,000 in 2015.

General aviation growth has been projected to year 2002 in the Utah Continuous Airport System Plan. The projected aircraft operations at each airport vary, depending upon particular characteristics of each airport and the economic climate of each community. The aircraft operations projections are intended to be conservative as the data do not reflect unusual growth.

Travel, tourism and recreation is a growing segment of the state's economic activity. This industry is frequently described as to include the activities of persons traveling to, and staying in places outside of their usual environment. The travel may be for any purpose, but is generally limited to a length of stay of one year or less.

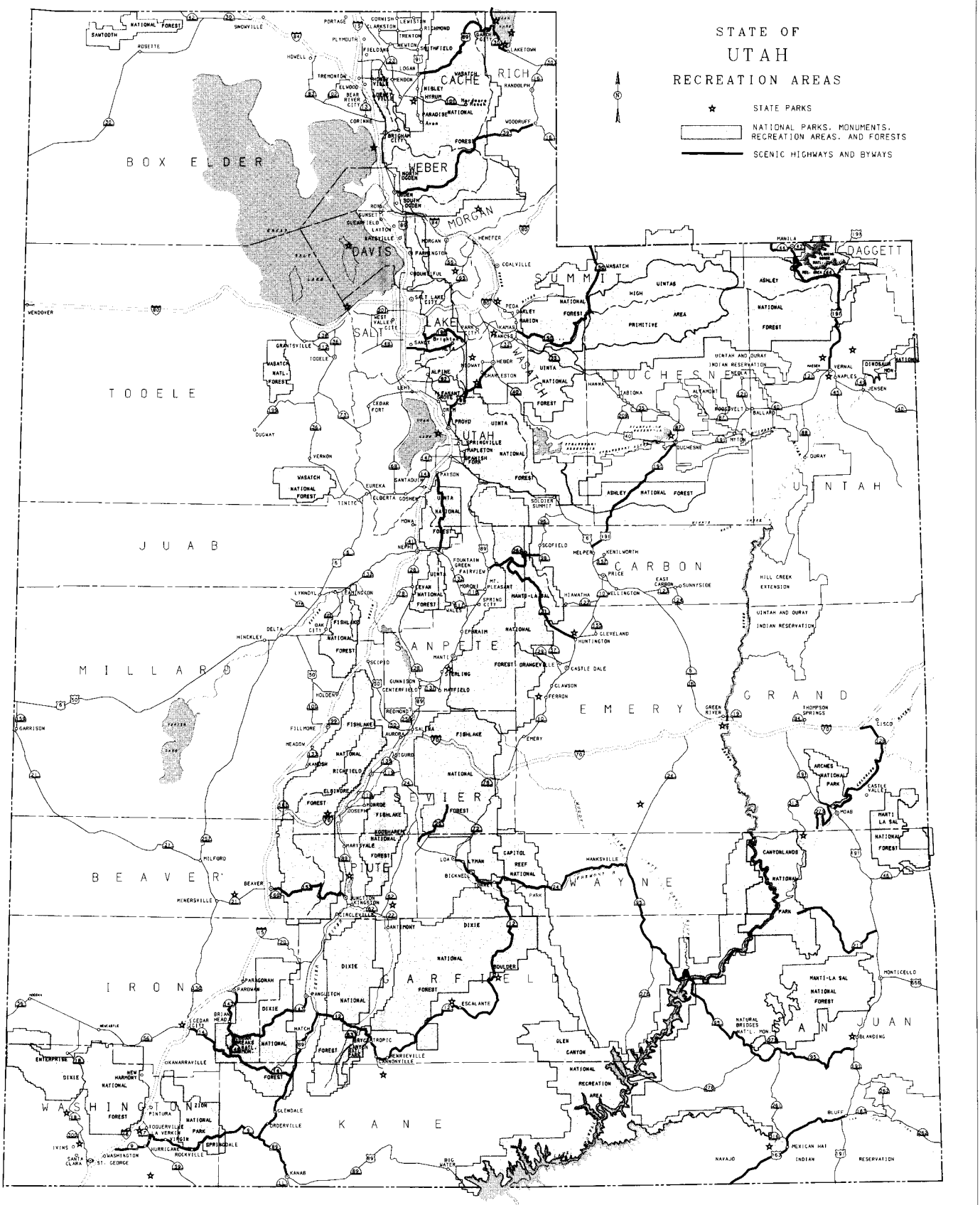
The state enjoys a great number of attractions for our visitors' enjoyment that include:

- Five national parks
- Six national monuments
- Seven national forests
- Forty-five state parks
- Two national recreation areas
- One national historic site
- Several ski resorts throughout the State
- Great Salt Lake
- A Triple A baseball team
- An NBA basketball team
- Major convention facilities
- LDS temple square
- Historic and prehistoric sites
- Mountains, deserts, rivers and fresh water lakes

The National Parks, Monuments, and US Forests are shown on Map 3.1, Recreations Areas.

Over 15 million out of state visitors came to or through Utah in 1994. Travelers in 1994 accounted for nearly 69,000 jobs. The $3.35 billion in

spending by travelers accounted for $247 million in direct tax impact for state and local governments.


STATE OF
UTAH
RECREATION AREAS
STATE PARKS
NATIONAL PARKS, MONUMENTS, RECREATION AREAS, AND FORESTS
SCENIC HIGHWAYS AND BYWAYS
BOX ELDER
CACHE
RICH
WEBER
MORGAN
DAVIS
SALT LAKE
TOOELE
SUMMIT
DAGGETT
DUCHESNE
UINTAH
UTAH
WASATCH
JUAB
MILLARD
SANPETE
CARBON
EMERY
GRAND
SEVIER
PIUTE
WAYNE
BEAVER
IRON
GARFIELD
KANE
WASHINGTON
SAN JUAN

4

REVENUE PROJECTIONS FOR THE TRANSPORTATION SYSTEM

Funding for the transportation system comes from many different sources, each with unique requirements and limitations for use. Surface transportation is funded by the U.S. Department of Transportation Federal Highway Trust Fund administered by FHWA, (transit through the Federal Transit Administration) and state funding (by way of user fees and legislative appropriations). Airports receive funding through local governments, user fees, and the Federal Aviation Trust Fund.

SURFACE TRANSPORTATION

The Utah Transportation Commission made the decision in 1990 to preserve existing highway pavements as first priority in order to prevent the loss of the investment in the State Highway System. This strategy has been supported by subsequent Commissions, and has resulted in the pavement condition (as measured by quality of ride) improving slightly system wide. The current preservation strategy is resulting in a decreasing number of highway projects which increase system capacity being constructed, due to funding constraints.

FUNDING SOURCES

Funding for the state surface transportation system is derived from the Federal Highway Trust fund, State Highway User Fees, and Special State Legislative Appropriations.

FEDERAL HIGHWAY TRUST FUND (Federal) funds are derived from the federal gas tax, and are appropriated to each state annually by Congress, Use of these funds require the state to provide matching funds. Federal funds have been divided into several categories, which are described below. Most categories have restrictions as to what work is eligible to be funded.

INTERSTATE MAINTENANCE (IM). Funds to be used for resurfacing, restoration and rehabilitation of the Interstate Highway System. These funds cannot be used to provide additional capacity on existing facilities, or for construction of new facilities.

NATIONAL HIGHWAY SYSTEM (NHS). Funds to be used on the National Highway System, a system of highways considered most important to interstate travel, national defense, connection with other modes of transportation, and are essential to international commerce. The system includes the current interstate highways and much of the old primary roads system.

SURFACE TRANSPORTATION PROGRAM (STP). Funds to be spent on any road that is functionally classified as Collector, or higher. These funds may be used on new construction or resurfacing. Transit projects may also be funded. Certain restrictions apply to this source of funding. Fifty percent of STP Funds are allocated to rural and urban areas based on population. Thirty percent can be used in any area of the state at the discretion of the Utah Transportation Commission. Ten percent must be used for highway safety projects, and the remaining ten percent must be used for Transportation Enhancement projects.

CONGESTION MANAGEMENT/AIR QUALITY (CMAQ). These funds are to be used for projects which can be shown to reduce traffic congestion and/or improve air quality in non-attainment areas. CMAQ funds are programmed by the MPOs in cooperation with UDOT.

BRIDGE REPLACEMENT (BR). These funds are for the replacement or rehabilitation of substandard bridges, both on and off the Federal Aid Highway System. Use of these funds are restricted to bridges spanning 20 feet or more, and listed on the Federal Register with a sufficiency rating of 80 or less for rehabilitation or 50 or less for replacement.

DEMONSTRATION (Demo). These are Congressionally authorized funds for construction of specific projects. No other use of funds is permitted.

STATE HIGHWAY USER FEES (State). After appropriations to other state agencies, seventy-five percent of these funds, less appropriations to other state agencies, are allocated to UDOT for construction and maintenance of the state system, while the remaining twenty-five percent are distributed to cities and counties as "B" and "C" Funds for use on the locally owned roads. State Highway User Fees are available from several sources, and include:

a. Motor Fuel Tax
b. Special Fuel Tax
c. Vehicle Registration Fees
d. Temporary permit Fees
e. Motor Vehicle Control Fees
f. Proportional Registration Fees
g. Highway Use Tax
h. Drivers License Fees
I. Special Transportation Permits
j. Safety Inspection Fees

A portion of these funds are also used by other agencies, such as the Utah Highway Patrol, state Tax Commission, and for travel/tourism development.

SPECIAL STATE LEGISLATIVE APPROPRIATIONS (Special State). The state legislature will appropriate, by legislative action, State General Funds to UDOT for use on specific projects and improvements. These funds are generally for specific projects, and will usually be made available only when extra-ordinary conditions exist, such as a surplus in General Fund, or for specific projects which are needed.

REVENUE PROJECTIONS.

Twenty year funding projections for the 1995 Statewide Long Range Transportation Plan are based on current revenue sources and levels. Sources of funding used in revenue projections are the Federal Highway Trust Fund, State Highway User Fees, and Special State Legislative Appropriations.

The projected growth rates are taken from historical trends, and, in the case of Special State Legislative Appropriations, the financial needs to complete certain projects crucial to the transportation system, such as the I-15 Reconstruction in Salt Lake Valley.

Appropriations from the Federal Highway Trust Fund are expected to grow at 2 percent from natural usage increase nationwide. This growth rate is based on current FHWA projections, using 1993 figures, the most current available. Federal gas tax increases are based on historic rate increases, which are anticipated to continue at the same annualized rate over the 20 year life of this plan. It has been assumed that no Federal Demonstration Funds will be appropriated during the life of this plan.

State User Fees have been projected to grow through statewide natural increase and state gas tax increases. Natural increase is anticipated to continue at 3 percent, which is higher than the nationwide rate of growth, but has been sustained in Utah for the past eight years. State gas tax has increased from 5 cents per gallon in the mid 1970's to 19 cents per gallon in 1995. It is projected that state gas tax will be increased the equivalent to 5 cents per gallon every five years through 2015. It is expected this level of state gas tax increase can be sustained with the public's increasing awareness of the need for continued transportation infrastructure rehabilitation and construction.

It is anticipated that the Utah State Legislature will appropriate $20 million annually from the General Fund for transportation infrastructure and system capacity improvements. Special State Legislative Appropriations for 1995 were approximately $55 million, but this should be considered a unique situation because of the rapidly growing state economy which resulted in much greater that expected tax revenues. Tax surpluses such as this are not anticipated to continue into even the near future.

REVENUE PROJECTIONS

YEARS	FEDERAL REVENUE	MOTOR FUEL TAX (INCLUDES 5 CENT PER GALLON INCREASE PER 5 YEARS)	OTHER USER FEES	SPECIAL LEGISLATIVE APPROPRIATIONS	TOTAL HIGHWAY FUNDS
		(MILLIONS OF DOLLARS)			
1995 - 2000	688.85	1,320.52	559.09	120.00	2,688.46
1995 - 2005	1,328.82	2,883.12	1079.26	220.00	5,493.21
1995 - 2010	2,035.41	4,995.93	1601.99	320.00	8,953.33
1995 - 2015	2,815.54	7,720.50	2187.44	420.00	13,143.48

Figure 4.1 Surface Transportation 20 Year Revenue Projections

EXPENDITURE FORECAST

Expenditure of transportation funds can be divided into three categories: 1) Fund Transfers to Other Agencies, 2) B and C (City and County) Funds, and 3) UDOT Programs & Operations, which include Administration & Support Services, Maintenance & Equipment, Committed Programs, and Capacity Improvements.

FUND TRANSFERS TO OTHER AGENCIES

Approximately 8 percent of State Highway User Fees are presently being transferred to other state agencies, including the Utah Highway Patrol, Division of Facilities and Maintenance for UDOT buildings, the Driver's License Division, Utah State Tax Commission, for travel development and for leaking underground storage tank repair. These transfers have been forecast to remain at the present level through 2015.

B AND C (CITY AND COUNTY) FUNDS

After transfers to other agencies, twenty-five percent of the State Highway User Fees are transferred to the "B and C Funds". The "B and C Funds" are used by cities and counties to construct and maintain locally owned road systems. These funds are distributed to cities and counties based on the number of road miles, population and land area in a particular jurisdiction. Forty-seven percent of the funds are allocated to cities, and the remaining funds are allocated to unincorporated areas of the counties. The 25%/75% disbursement ratio has been projected to remain constant through 2015.

UDOT PROGRAMS AND OPERATIONS

UDOT Programs and Operations are the day to day operations of operating, maintaining, and construction the state surface transportation system. It can be separated into Administration & Support Services, Maintenance & Equipment, Committed Programs, and Capacity Improvements.

ADMINISTRATION AND SUPPORT SERVICES

Support Services includes administrative and other costs which do not directly construct or maintain the system. Preconstruction Engineering (design) and Construction Engineering (construction inspection) costs are included in individual project costs. The funding level is expected to remain at the present ration of "UDOT Operations and Programs" funding.

MAINTENANCE AND EQUIPMENT

Maintenance & Equipment includes maintenance administration, equipment maintenance, and reactive maintenance. The funding level is expected to remain at the present ration of "UDOT Operations and Programs" funding.

COMMITTED PROGRAMS

Committed programs include Pavement Preservation, Structures Preservation, Traffic Operations and Safety, Ports-of Entry, Enhancements, Noise Wall Retrofits, Rest Area Improvements, and Congestion Mitigation and Air Quality (CMAQ).

Structures will continue to be funded at the current ratio of Preservation and Committed Program funding through 2015 in order to maintain structural integrity of highway bridges, and small structures.

Rest Area expenditures are forecast to be $4 million for each year, 1995 through the year 2005 at which time, the Rest Area Improvement Plan is scheduled to be completed. No expenditures are forecast after that time.

Transportation Enhancements, are expected to continue at 10 percent of the Surface Transportation Fund through 2015.

Ports-of-Entry expenditures are forecast to be $3 million for each year, 1995 through the year 2005, when the Ports-of-Entry expansion is scheduled to be completed. No capital improvement expenditures are forecast after that time.

Traffic Operations & Safety will continue to receive the highest priority possible, with funding allocated to systematically address the needed concerns. The funding is expected to remain at the present ration of "Preservation and Committed Programs" funding.

Pavement Preservation is expected to remain high priority, and will be funded to the level necessary to preserve this important strategic investment.

COMMITTED PROGRAMS EXPENDITURES

YEARS	STRUCTURES	REST AREAS	TRANS. ENHANCE-MENTS	PORTS OF ENTRY	TRAFFIC OPS. & SAFETY	PAVEMENT PRESERV.	CMAQ
			(MILLIONS OF DOLLARS)				
1995 - 2000	129.76	31.20	18.92	29.40	110.94	659.81	15.57
1995 - 2005	267.13	51.20	36.51	49.00	228.40	1,358.35	32.06
1995 - 2010	440.91	51.20	55.92	49.00	376.98	2,242.01	52.91
1995 - 2015	651.17	51.20	77.35	49.00	556.75	3,311.21	78.14

Figure 4.2 Committed Programs 20 Year Expenditures

CAPACITY IMPROVEMENTS

Capacity Improvements Projects are expected to be funded after pavement preservation is assured, or as funded by the Legislature through special appropriations.

EXPENDITURES OF TOTAL HIGHWAY FUNDS

YEARS	TRANSFERS TO OTHER AGENCIES	B & C FUNDS	ADMIN & SUPPORT SERVICES	MAINT & EQUIPMT	COMMITTED PROGRAMS	CAPACITY IMPRVMTS
			(MILLIONS OF DOLLARS)			
1995 - 2000	140.66	434.74	224.97	368.48	995.60	524.01
1995 - 2005	257.87	921.63	459.26	752.23	2,022.65	1,078.77
1995 - 2010	375.09	1,555.71	747.66	1,224.61	3,268.93	1,780.55
1995 - 2015	492.30	2,353.91	1,096.30	1,795.66	4,774.82	2,629.68

Figure 4.3 Surface Transportation 20 Year Expenditures

FTA TRANSIT FUNDING

Federal Transit Administered funds provide a valuable support to locally derived dollars in the operation of local transit service. These are annual Congressionally authorized and appropriated funds for areas over 50,000 population. The Federal Transit Administration contracts directly with UTA and Logan City for the Section 9 ear-marked funds, which for 1994, amounts to 16.8 million, and $355,000 respectively.

Other FTA program funds are authorized by Congress and distributed by competitive grant award on a formula basis. These funds include the Section 5310 Program for Elderly Persons and Persons With Disabilities, and the Section 5311 Program, Assistance for Rural Public Transit operations, in areas under 50,000 people. Park City, The Ute Tribe, and Bethpaghe Mission West utilize these rural funds. Statewide, $600,000 is available for this program currently, with $300,000 being the average over the life of the program.
This level of funding is far short of demand and would impact current users if a new start system emerged.

LOCAL TRANSIT FUNDING

Utah Transit Enabling Legislation was passed in 1972 which allows cities and towns to utilize one quarter of one percent sales tax for transit. The voters must authorize this by referendum including setting up a transit district. Annual transit sales tax collected by the State Tax Commission and returned to the entities for 1994 includes:

UTA Service District..... 41.2 million
Logan City Transit..... 1.1 million
Park City Transit..... 1.0 million

AVIATION FUNDING

The demand for FAA federal aid to airports exceeds the amount available. A priority system has been developed to evaluate projects on the basis of standardized criteria. Projects are ranked according to the airport classification and type of work.

Typical work projects eligible for FAA funding include the following:

- Land acquisition.
- Site preparation.
- Construction, alteration and reconstruction of runways, taxiways, aprons, and roads within the airport boundary.
- Installation of equipment.
- Safety equipment required for certification of an airport facility.
- Security equipment.
- Snow removal equipment.
- Limited terminal development at commercial service airports.
- Noise compatibility programs are also eligible to both public agencies and private entities that own or operate a public-use airport.
- Grants are not available for maintenance, the construction of hangers, automobile parking or for buildings, or parts of buildings, which are exclusive-use areas.

5

MANAGEMENT SYSTEMS.

ISTEA caused Utah to form a number of transportation management systems, with an overall objective of providing the tools to plan and develop a balanced transportation system that will serve industry and the traveling public well into the next century. Management Systems are systematic processes designed to be used as tools to aid decision makers in selecting cost effective strategies and processes that preserve and improve the transportation infrastructure.

PAVEMENT MANAGEMENT SYSTEM (PMS).

The purpose of PMS is to develop economic system strategies that preserve the existing highway pavement structure, and maximize safety and ride quality of highway pavement surfaces.

Goals of PMS are to provide network level analyses, project level analyses, and life cycle costs of strategies developed. Network level analysis develop the current system costs, and projected costs to maintain that system into the future. Project level analyses develop infrastructure investment strategies and develop a list of candidate projects that are consistent with the purpose of PMS, Life cycle costing is a tool that is used to prioritize candidate pavement preservation strategies to make best use of the state's limited financial resources.

Products developed by PMS that are used in developing the Statewide Transportation Plan and STIP include a prioritized list of projects, survey of the system's present condition, remaining service life analysis, predicted system performance, and rehabilitation strategies.

The current PMS schedule for preparing projects is:

Jan 95 Create reports from analysis and distribute list of candidate projects for the National Highway System.

Jan 96 Create reports from analysis and distribute list of candidate projects for rural arterials and other state routes.

Jan 96 Create reports from analysis and distribute list of candidate projects for rural counties and cities.

Jan 97 Create reports from analysis and distribute list of candidate projects for Salt Lake and Ogden Urbanized Areas (WFRC).

Jan 97 Create reports from analysis and distribute list of candidate projects for Provo and Orem Urbanized Area (MAG).

JAN 97 Create reports from analysis and distribute list of candidate projects for Cache Valley Urbanized Area (CMPO).

JAN 97 Create reports from analysis and distribute list of candidate projects for all small urban areas.

BRIDGE MANAGEMENT SYSTEM (BMS).

The BMS provides a rational evaluation of all highway bridges in the state. The BMS aids in providing a careful and systematic allocation of limited funds and the formulation of an efficient maintenance, repair and rehabilitation strategy, This allows for maximum benefits from limited funding. The system provides network level information and some project level data.

Computer models predicting deterioration and costs of actions are used to prepare network strategies and project level recommendations. Strategies and recommendations are distributed to the interested agencies (UDOT Regions and Divisions, MPOs, and local jurisdictions) for use in their planning efforts.

The BMS will be fully operational and able to provide network level strategies by October 1998.

SAFETY MANAGEMENT SYSTEM (SMS).

The SMS addresses safety strategies on all roads, except federally owned public roads. The SMS has a goal of reducing traffic accidents resulting in deaths, injuries and property damage by addressing five major areas. The areas are: 1) To coordinate and integrate safety programs into a comprehensive management approach for highway safety; 2) Identify and investigate hazardous or potentially hazardous highway safety problems; 3) Ensure early consideration of safety in all highway transportation programs and projects; 4) Identify safety needs of special user groups; and 5) routinely maintain and upgrade safety hardware.

The SMS will be fully operational by October 1, 1996.

CONGESTION MANAGEMENT SYSTEM (CMS).

The CMS supports the strategic goal to manage congestion on the state transportation system in order provide efficient movement of people and goods. The CMS will identify congestion in the rural, small urban, and urbanized areas of the state. Strategies, actions and projects will be developed in order to manage growth of congestion, and to minimize its growth in new areas.

CMS in the Salt Lake, Ogden and Provo urbanized areas will be fully operational by October 1, 1995. CMS in the Cache MPO, and small urban areas will be fully operational, providing program and project recommendations by October 1, 1996.

PUBLIC TRANSIT MANAGEMENT SYSTEM (PTMS).

The PTMS develops "condition inventories" of facility, equipment and rolling stock of public and specialized transit operations; aids in quality preventative maintenance practices; provides schedules for maintenance and replacement of major capital facilities, equipment and rolling stock;

determines associated costs of equipment and facilities; and identifies candidate projects or programs for consideration in local, regional and statewide policy and plan decision making.

The objectives of the PTMS include:

- Provide and maintain an updated public and specialized transportation equipment, facilities, and rolling stock inventory, condition of the inventory, and cost to replace the inventory.

- Provide the basis for future systems needs determinations and replacement investments in terms of predetermined measures.

- Ensure PTMS outputs assist UDOT, MPO's/AOG's and LTP's in the planning decision making process at the State, Region and local levels. Also, to ensure quality preventative maintenance practices, scheduling for maintenance and replacement of major capital facilities, equipment and rolling stock, and determine associated costs of those decisions.

- The PTMS is realized through a cooperative venture between State, Local Government entities, and public transportation providers throughout the state.

The PTMS will be operational by October 1, 1996.

INTERMODAL MANAGEMENT SYSTEM (IMS).

The IMS identifies intermodal facilities, strategies, and projects which improve movement of people and goods using various combinations of transportation modes. Developed strategies are to address both public and private infrastructure, but projects identified for the Statewide Transportation Plan are limited to projects for publicly owned facilities which increase the efficiency of moving people and goods. Project concepts identified for private infrastructure are forwarded to the appropriate industry concern for review and possible inclusion in their development plans.

The goal of the IMS is to identify improvement priorities for intermodal facilities that will take into account the need to balance three interrelated factors:

1) the convenient, rapid transfer of people and goods at intermodal connection points; 2) opportunities to allow the transportation user to select a preferred means of conveyance; and, 3) opportunities to improve the efficiency and effectiveness of the intermodal transportation system.

The IMS will be operational by October 1, 1996.

6

LOCAL PLANNING

The level of local planning that affects the transportation system varies throughout the state. Planning in the four urbanized areas of the state is generally locally driven by individual communities, but coordinated through the designated Metropolitan Planning Organization. Local planning efforts for the transportation system outside the urbanized areas are still locally driven, addressing local issues, but are much more loosely coordinated by the applicable regional planning district. There are seven regional planning districts in the state, as shown on Map 6.1, MPO's amd AOG's.

BEAR RIVER ASSOCIATION OF GOVERNMENTS

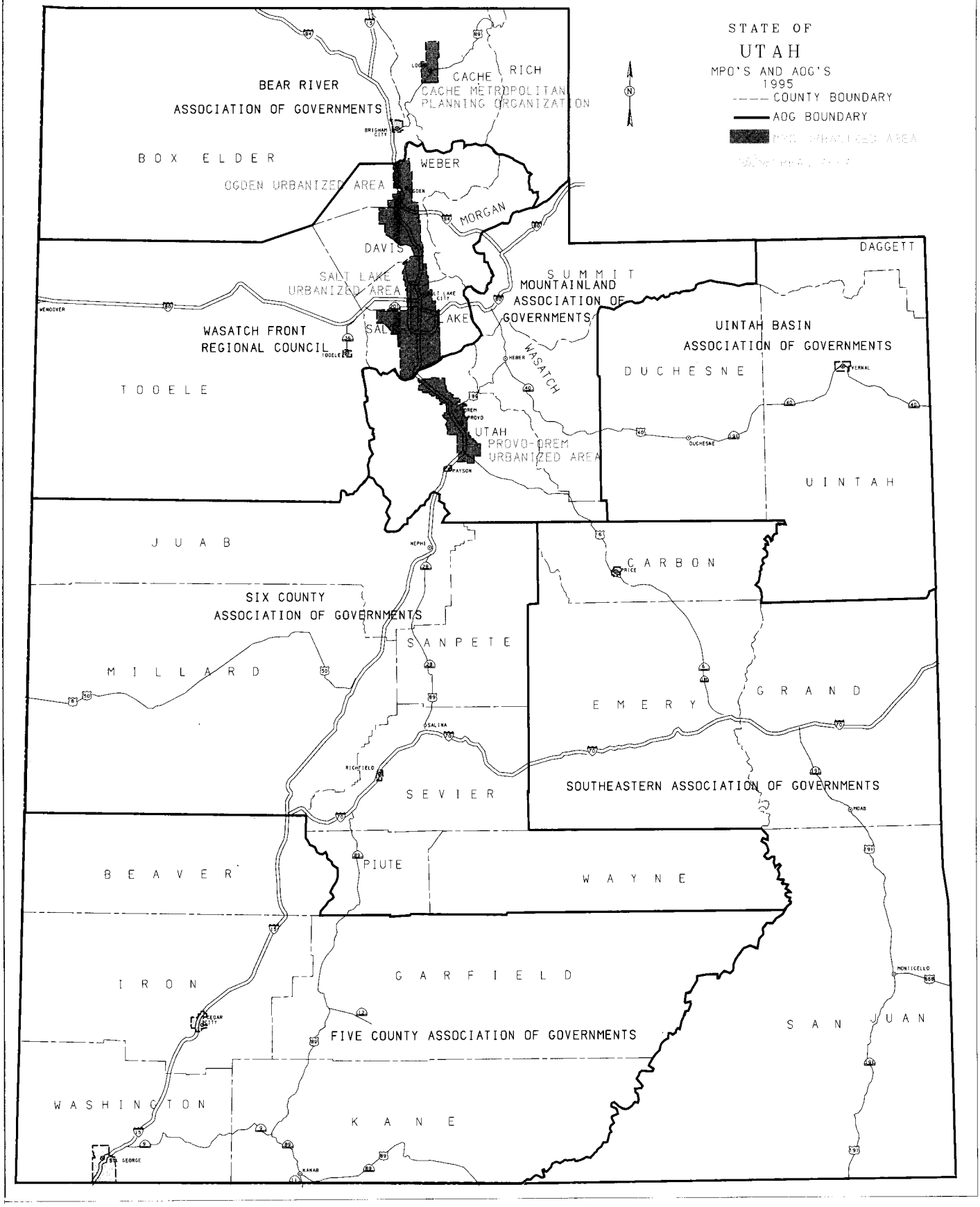
The Bear River Association of Governments provides planning assistance to the cities, towns and counties in Box Elder, Cache, and Rich counties. Planning services offered to member communities include:

-Provide training for local Planning Commissions and Boards of Adjustment.

-Provide technical assistance to prepare local General Plans and land use zoning ordinances.

-Conduct training in preparing Trail Plans. This includes preparation of Trail Plans, developing design guidelines, and identifying sources of funding.

-Conduct Infrastructure Inventories for local governments. Information included in the inventories, include water systems, sewer systems, recreation facilities, and transportation facilities within a local jurisdiction.


STATE OF
UTAH
MPO'S AND AOG'S
1995
COUNTY BOUNDARY
AOG BOUNDARY
MPO URBANIZED AREA
BEAR RIVER
ASSOCIATION OF GOVERNMENTS
CACHE RICH
CACHE METROPOLITAN
PLANNING ORGANIZATION
BOX ELDER
WEBER
OGDEN URBANIZED AREA
MORGAN
DAVIS
SALT LAKE
URBANIZED AREA
SUMMIT
MOUNTAINLAND
ASSOCIATION OF
GOVERNMENTS
DAGGETT
WASATCH FRONT
REGIONAL COUNCIL
TOOELE
UINTAH BASIN
ASSOCIATION OF GOVERNMENTS
DUCHESNE
WASATCH
UTAH
PROVO-OREM
URBANIZED AREA
UINTAH
JUAB
CARBON
SIX COUNTY
ASSOCIATION OF GOVERNMENTS
SANPETE
MILLARD
EMERY
GRAND
SEVIER
SOUTHEASTERN ASSOCIATION OF GOVERNMENTS
BEAVER
PIUTE
WAYNE
IRON
GARFIELD
SAN JUAN
FIVE COUNTY ASSOCIATION OF GOVERNMENTS
WASHINGTON
KANE

-Aid in administering the (Old 16.b.2) program to provide transportation to the elderly and disabled population. Services under this planning activity includes screening applications, for transportation submitted by local agencies, Reviewing vehicle maintenance, and reviewing vehicle usage in order to improve resource utilization.

FIVE COUNTY ASSOCIATION OF GOVERNMENTS

The Five County Association of Governments provides planning services to the cities, towns and counties in Beaver, Garfield, Iron, Kane, and Washington counties. Planning services provided include aid in developing general plans, general road plans and developing zoning ordinances for member communities and counties.

MOUNTAIN LAND ASSOCIATION OF GOVERNMENTS

Mountainland Association of Governments provides planning services to the cities, towns and counties in Summit, Utah and Wasatch counties. MAG is also the designated Metropolitan Planning Organization (MPO) responsible for long range planning for Provo-Orem Urbanized area.

The Mountainland Executive Council is the governing and final decision-making body of the Association. It is comprised exclusively of Mayors and County Commissioners from Summit, Utah, and Wasatch Counties.

The Physical Planning Committee is established by the Executive Council to, among other things, advise on all urban transportation planning matters and to supervise the Long-Range Plan. This committee reviews all plans and programs of the Long-Range Plan and directs staff functions. It is a sub-committee of the Executive Council and it is made up of elected officials, with the exception of a member of the Utah Transportation Commission, a member of the Transit board, and non-voting representatives from FHWA, UTA, and Division of Air Quality.

The Urban Technical Committee is established to advise the Physical Planning Committee on issues of a technical nature and to give suggestions to

the Long-Range Plan. The Technical Committee is comprised of engineers, planners and technicians who serve as staff to units of local, state and federal government. Because the committee is advisory in nature and serves as a forum for the discussion of transportation related technical issues, stringent membership and attendance rules are not in force. Local government units and other agencies or groups may appoint members to fit their needs and members can attend when issues of interest are discussed. Mountainland staff serves as liaison between the Technical and Policy Committees.

The Urban Planning Section of UDOT meets monthly with the Technical Committee, and the Physical Planning Committee, to communicate on issues involving state facilities such as corridor studies and ISTEA management systems. The management systems are developed in coordination with MAG, the leader on the CMS; and UDOT, the leader on all other ISTEA management systems.

SIX COUNTY ASSOCIATION OF GOVERNMENTS

The Six County Association of Governments provides planning services to the cities, towns and counties in the area covered by Sevier, Wayne, Sanpete, Piute, Millard and Juab counties by aiding in preparation of local general plans, and providing assistance in preparing local planning and zoning ordinances.

SOUTHEASTERN ASSOCIATION OF GOVERNMENTS

The Southeastern Association of Governments provides planning services to the cities, towns and counties in the area covered by Carbon, Emery, Grand, and San Juan counties by aiding in preparation of local general plans, and providing assistance in preparing local planning and zoning ordinances.

UINTAH BASIN ASSOCIATION OF GOVERNMENTS

The Uintah Basin Association of Governments assists the planning efforts of cities, towns and counties in the area covered by Daggett, Duchesne, and Uintah counties by aiding in preparation of local general plans, and compiling these into a consolidated general plan for the Uintah Basin area.

WASATCH FRONT REGIONAL COUNCIL

Wasatch Front Regional Council provides planning services to the cities, towns and counties in the area covered by Davis, Morgan, Salt Lake, Tooele, and Weber counties. WFRC is also the designated MPO for the Salt Lake and Ogden urbanized areas since 1973.

WFRC is governed by a board, consisting of 16 local elected officials from local governments in Salt Lake, Davis, Weber, Morgan, and Tooele Counties, who are appointed by the Councils of Governments in each of the counties. In addition, a Transportation Coordinating Committee (Trans Com), composed of elected officials from the local governments, and of representatives of the major transportation agencies in the area, including the UDOT, Division of Air Quality and Utah Transit Authority (UTA), has been established to act as a policy advisory body to WFRC. Technical Advisory Committees have also been organized in each urbanized area, to provide technical advice to Trans Com and WFRC, concerning transportation plans and programs for the area. The technical committees are made up of engineers and planners from each of the jurisdictions in Salt Lake, Davis, and Weber Counties, as well as from UDOT, Division of Air Quality, and UTA. An ongoing effort is also made to inform the public and solicit input through meetings, media information, a newsletter, and organized community groups.

Two main products are developed through the transportation planning process. The first is a Transportation Plan for the area which consists of a Long Range Element and six ISTEA management systems. The Long Range Element recommends highway, transit, bicycle and pedestrian improvements to meet the transportation needs of the area over a 20-year period. The management systems identify pavement, capacity, and other needs, and recommends actions to meet these needs. The second product is a Transportation Improvement Program (TIP). The TIP is a five-year capital improvement program for transportation projects, in the area, to implement the recommendations of the Transportation Plan. Both the Transportation Plan and the TIP must be approved by the WFRC. The Transportation Plan is updated on a regular basis at least every three years, while the TIP is approved annually.

UDOT, UTA, and other local, state, and federal agencies responsible for providing transportation facilities for the public, work with the regional council in preparing these plans and programs. The regional council also receives input from it's advisory committees and the public.

Citizen input is an important step in the development of plans and programs that meet the area's transportation needs while minimizing any negative environmental or social impact. The WFRC's transportation planning process provides for citizen review of their transportation plans and programs, through a public information program. This program includes the publication of newsletters, public meetings as needed, to discuss the development of plans and programs, the dissemination of information to the news media, including television, radio, and newspapers, and discussions with individuals and groups as requested. A policy on public involvement and review for plans and programs has been developed and approved by the regional council. This may be modified in the future. This policy actively seeks comments from organizations and individuals, about the proposed projects in the TIP.

CACHE METROPOLITAN PLANNING ORGANIZATION

The Cache MPO, or CMPO is a recently founded organization, established to plan transportation matters in the Cache County area. The organization is much the same as are the other MPO's. The communities represented in this organization are: Hyde Park, Logan, Millville, North Logan, Providence, and Smithfield.

The goals of the Cache MPO are to:

1) Improve interregional and intercity transportation,

2) Preserve the rural nature of the communities, while accommodating growth and,

3) Provide safe and efficient transportation facilities for all groups within the community (disabled, poor, young, old, private user, commercial user, etc.).

JOINT HIGHWAY COMMITTEE

The Joint Highway Committee (JHC) provides a forum where city and county representatives may interchange ideas and experiences relating to highway construction and maintenance; develop proposed state legislation that benefits the road systems in cities and counties; sponsor common training sessions related to road and highway administration; and recommend policy to administer Federal Highway programs, and administer Class B and Class C road funds. The JHC prioritizes local-government bridge projects, and prioritizes transportation project funding in non-urban and small urban areas, within certain funding categories.

Membership consists of thirty appointed members and several ex officio members. Two city and two county representatives are appointed from each of the following UDOT regions and districts: Region 1, Region 2, Region 3, Cedar District, Richfield District, and Price District. The remaining six members (three city and three county) are appointed at large to achieve a geographical balance. City representatives are appointed by the League of Cities and Towns, and the Utah Association of Counties appoints county representatives. Ex officio members include representatives from UDOT, the League of Cities and Towns, and the Utah association of Counties.

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STATEWIDE TRANSPORTATION SYSTEM GOALS

HIGHWAYS

The direction of Highway Transportation in Utah will follow the Strategic Goals Discussed in Chapter 2.

Preserve and develop the state highway infrastructure to provide users enhanced access to markets and services.

UDOT will continue the ongoing system preservation strategy, adopted by the Utah Transportation Commission in the late 1980's. The first priority will be to preserve the public's investment in the existing transportation system. Increased capacity and new construction projects are programmed from remaining funds available.

Provide leadership to the planning and development of a balanced, multi-modal transportation system.

UDOT will continue to develop a strong community and public involvement program in order to better strengthen prioritization, funding, design, construction and maintenance of multi-modal transportation systems.

Function as an environmentally sensitive organization by working with our partners to achieve a responsible balance between protecting Utah's environment and meeting customer needs.

UDOT will lead in the establishment of effective partnerships with other agencies, interest groups and the public to protect and enhance Utah's environment.

Manage congestion of the state highway system so as to provide efficient movement of goods and the traveling public.

UDOT will develop a Congestion Management System that will identify congested roadways, and develop strategies that will increase mobility and monitor changes.

Improve surface transportation safety through coordinated design, construction, and maintenance effort to reduce fatalities, injuries, property damage, and hazardous materials incidents.

UDOT will develop a Safety Management System that develops multi-discipline strategies and programs to increase transportation safety.

Plan and conduct department functions so as to maximize funds available for highway infrastructure investment and maintenance support.

UDOT will develop and implement strategies that improve operations efficiency and effectiveness.

Strengthen the management, safety, and efficiency of the truck transportation industry.

UDOT will actively improve ports-of-entry, operations by improving facilities, permitting services, and safety compliance enforcement.

Develop and maintain interactive communications programs which encourage and promote mutual understanding of transportation issues with the public.

UDOT will continue to develop an improved informational outreach program, addressing all aspects of the transportation system. This will include education programs concerning highway transportation safety, bicycle and pedestrian safety, transportation related environmental and cultural resource education. An equally important outreach will be to solicit input from all sectors of transportation

users on programs, strategies and projects developed to enhance the transportation system.

PUBLIC TRANSPORTATION

UDOT will maintain in cooperation with all MPO's, AOG's and Local Transit Provides (LTP's) the Public Transportation Facilities and Equipment Management System (PTMS), and administer FTA funds. The Transit team will also manage the FHWA Vanpool, no-interest loan Program in cooperation with UTA, State Energy Office, and other partners.

AVIATION.

The Utah Continuous Airport System Plan, 1993, identifies several items to be completed in order to provide a public aviation system. These items include construction projects funded through FAA resources, and the development of several Victor Airways to serve additional airports throughout the State.

The construction projects, through 1998, are shown in the 1993 Utah Continuous Airport System Plan.

Victor Airways are airway corridors specifically established for low altitude flights below 18,000 feet Mean Sea Level. Victor Airways are connected by VOR stations, and create a hub type network of airways which avoids all military operational, and military restricted areas, while providing established access to airports. Victor Airways are to be established between the following airports:

- Blanding, UT and Page AZ.
- Blanding, UT and Bryce Canyon, UT, through Halls Crossing.
- Fairfield, UT and Bryce Canyon, UT, Through Richfield.
- Moab, UT and Vernal, UT.
- Price, UT and Moab, UT.
- Price, UT and Cedar City, UT, through Richfield.
- St. George, UT and Page, AZ.

NON-MOTORIZED TRANSPORTATION

The goals for Utah's non-motorized transportation system is to provide the opportunity for a safe, quality bicycle and pedestrian transportation experience, that will serve the needs of the traveling public. This includes:

1. Develop a statewide bicycle and pedestrian friendly transportation network that can be used for transportation trips.

2. Provide facilities, amenities, and awareness programs to increase the total number of trips made by bicycling and walking.

3. Reduce the percentage of bicyclists and pedestrians killed or injured in traffic crashes.

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APPENDIX

A. ISTEA Planning Factors.
B. ISTEA Coordination Factors.
C. Needed Capacity Improvement Projects Not Yet Included in STIP.

A. PLANNING FACTORS

FHWA rules for the Statewide Planning Process require that, at a minimum, several factors be explicitly considered, analyzed as appropriate, and be reflected in the planning process. The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation problems, land use, employment, economic development, environmental, and housing and community development objectives, the extent of overlap between factors, and other circumstances statewide or in subareas of the State. The required factors are identified below.

1. The transportation needs (strategies and other results) identified through the management systems.

2. Any Federal, State, or local energy use goals, objectives, programs, or requirements.

3. Strategies for incorporating bicycle transportation facilities and pedestrian walkways into appropriate projects throughout the State.

4. International border crossings and access to ports, airports, intermodal transportation facilities, major freight distribution routes and scenic areas, monuments, and historic sites, and military installations.

5. The transportation needs of non-metropolitan areas (areas outside of MPO planning boundaries) are defined through a process that includes consultation with local elected officials with jurisdiction over transportation.

6. Any metropolitan area plan developed pursuant to U.S.C. 134 and section 8 of the Federal Transit Act, 49 U.S.C. app 1607.

7. Connectivity between metropolitan planning areas withing the State and with metropolitan planning areas in other States.

8. Recreation travel and tourism.

9. Any State plan developed pursuant to the Federal Water Pollution Control Act, , 33 U.S.C. 1251 et seq. (And in addition to plans pursuant to the Costal zone Management Act).

10. Transportation system management and investment strategies designed to make most efficient use of existing transportation facilities (including consideration of all transportation modes).

11. The overall social, economic, energy, and environmental effects of transportation decisions (including housing and community development effects and effects on the human, natural and manmade environments).

12. Methods to reduce traffic congestion and to prevent traffic congestion from developing in areas where it does not yet occur, including methods which reduce motor vehicle travel, particularly single-occupant motor vehicle travel.

13. Methods to expand and enhance appropriate transit services and to increase the use of such services (including commuter rail).

14. The effect of transportation decisions on land use and land development, including the need for consistency between transportation decision making and the provisions of all applicable short-range and long-range land use and development plans (analysis should include projections of economic, demographic, environmental, protection, growth management and land use activities consistent with development goals and transportation demand projections.

15. Strategies for identifying and implementing transportation enhancements where applicable throughout the State.

16. The use of innovative mechanisms for financing projects, including value capture pricing, tolls, and congestion pricing.

17. Preservation of rights-of-ways for construction of future transportation projects, including identification of unused rights-of-way which may be needed for future transportation corridors, identification of those corridors for which action is needed to prevent destruction or loss (including strategies for preventing loss of rights-of-way).

18. Long-range needs of the State transportation system for movement of persons and goods.

19. Methods to enhance the efficient movement of commercial motor vehicles.

20. The use of life cycle-costs in the design and engineering of bridges, tunnels and pavements.

21. The coordination of transportation plans and programs developed for metropolitan areas of the State under 23 U.S.C. 134 and section 8 of the Federal Transit Act with the statewide transportation plan, and developed programs, and reconciliation of such plans and programs as necessary to ensure connectivity within transportation systems.

22. Investment strategies to improve adjoining State and local roads that support rural economic growth and tourism development, Federal agency renewable resource management, and multipurpose land management practices, including recreation development.

23. The concerns of Indian tribal governments having jurisdiction over lands within the boundaries of the state.

B. ISTEA COORDINATION FACTORS

FHWA rules for the Statewide Planning Process require the planning process be full coordinated by requiring certain areas of coordination occur. The degree of coordination should be based on the scale and complexity of many issues including transportation problems, land use, employment, economic, environmental, and housing and community development objectives. The required areas of coordination are identified below.

1. Data collection, data analysis and evaluation of alternatives for a transit, highway, bikeway, scenic byway, recreational trail, or pedestrian program with any such activities for the other programs.

2. Plans, such as the statewide transportation plan with programs and priorities for transportation projects, such as the STIP.

3. Data analysis used in development of plans and programs, (for example, information resulting from traffic data analysis, data and plans regarding employment and housing availability, data and plans regarding land use control and community development) with land use projections, with data analysis on issues that are part of public involvement relating to project implementation, and with data analyses done as part of the establishment and maintenance of management systems.

4. Consideration of intermodal facilities with land use planning, including land use activities carried out by local, regional, and multi state agencies.

5. Transportation planning carried out by the State with transportation planning carried out by Indian tribal governments, Federal Agencies, and local governments, MPOs, large scale public and private transportation providers, operators of major intermodal terminals and multi state businesses.

6. Transportation planning carried out by the State with significant transportation related actions carried out by other agencies for recreation, tourism, and economic development and for the operation of airports, ports, rail terminals and other intermodal transportation facilities.

7. Public involvement carried out for the statewide planning process with public involvement carried out for the metropolitan planning process.

8. Public involvement carried out for planning with public involvement carried out for project development.

9. Transportation planning carried out by the State with Federal, State, and local environmental resource planning that substantially affects transportation actions.

10. Transportation planning with financial planning.

11. Transportation planning with analysis of potential planning for coordination.

12. Transportation planning with analysis of social, economic, employment, energy, environmental, and housing and community development effects of transportation actions.

13. Transportation planning carried out by the State to meet the requirements of 23 U.S.C. 135 with transportation planning to meet other Federal requirements including the State rail plan.

C. TRANSPORTATION SYSTEM CAPACITY PROJECTS LIST.

A list of needed projects, whose primary purpose in to improve system capacity has been compiled. Projects were extracted from the "Utah Highway Needs Inventory", and from UDOT Staff. Comments from the Statewide Highway Needs Meetings, held in 1993 and 1994 were forwarded to UDOT Region and District Directors who then included identified projects to be included in the Needed Capacity Projects list.

These projects have not yet been included in the STIP because on financial constraints.

Estimated project costs were updated to 1995 construction costs, and Preliminary Engineering (design) and Construction Engineering (inspection) were included.

No attempt has been made to prioritize or rank these projects according to either need or estimated year of construction.

TRANSPORTATION SYSTEM CAPACITY PROJECTS

BEAVER

S.R. 0
MILFORD BYPASS
CONSTRUCT NEW TWO LANE HIGHWAY
Beg MP 75.3 Length 3.00 **6.75** Million

S.R. 21
MILLARD/BEAVER COUNTY LINE TO LUND ROAD
WIDENING & STRUCTURAL OVERLAY
Beg MP 30.9 Length 10.30 **4.05** Million

S.R. 21
LUND ROAD TO RP 48.9 (WEST OF MILFORD)
WIDENING & STRUCTURAL OVERLAY
Beg MP 41.2 Length 7.70 **3.38** Million

S.R. 21
RP 48.9 TO RP 59.7
WIDENING & STRUCTURAL OVERLAY
Beg MP 48.9 Length 10.80 **4.05** Million

S.R. 21
RP 59.7 TO NEVADA WASH BRIDGE (NEAR MILFORD)
WIDENING & STRUCTURAL OVERLAY
Beg MP 59.7 Length 12.80 **4.73** Million

S.R. 21
NEVADA WASH BRIDGE (NEAR MILFORD) TO SR-130 (IN MINERSVILLE)
WIDENING & STRUCTURAL OVERLAY
Beg MP 72.5 Length 17.90 **16.20** Million

S.R. 153
SR-160 (MAIN STREET IN BEAVER) TO RP 4.0
RECONSTRUCTION
Beg MP 0.0 Length 4.00 **3.04** Million

S.R. 153
RP 4.0 TO RP 10.0 (ENTRANCE TO KENTS LAKE)
RECONSTRUCTION
Beg MP 4.0 Length 6.00 **8.78** Million

S.R. 153
RP 10.0 (ENTRANCE TO KENTS LAKE) TO RP 19.0 (ROAD TO WEST VILLAGE)
RECONSTRUCTION
Beg MP 10.0 Length 9.00 **13.50** Million

S.R. 257
SR-21 (IN MILFORD) TO MILLARD/BEAVER COUNTY LINE
WIDEN/STRUCTURAL OVERLAY
Beg MP 0.0 Length 12.55 **13.50** Million

BOX ELDER

S.R. 13
1ST NORTH TO 10TH NORTH (IN BRIGHAM)
RECONSTRUCT, WIDEN, & NEW CURB & GUTTER
Beg MP 1.8 Length 1.50 **2.03** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

BOX ELDER

S.R. 13
I-15 TO CORINNE
WIDENING & RESURFACING
Beg MP 5.8 Length 2.40 **2.47** Million

S.R. 13
CORINNE TO ELWOOD
CRACK & SEAT, WIDEN & OVERLAY
Beg MP 8.2 Length 9.50 **5.40** Million

S.R. 30
NEVADA STATE LINE TO GROUSE CREEK JCT.
WIDENING & RESURFACING
Beg MP 0.0 Length 8.70 **4.86** Million

S.R. 30
GROUSE CREEK JCT. TO RP 29.6
WIDENING & RESURFACING
Beg MP 8.7 Length 20.90 **11.29** Million

S.R. 30
RP 29.6 TO MUDDY RANCH ROAD (WEST OF ROSETTE)
WIDENING & RESURFACING
Beg MP 29.6 Length 8.80 **4.75** Million

S.R. 30
MUDDY RANCH ROAD (WEST OF ROSETTE) TO SR-42 (CURLEW JCT)
WIDENING & RESURFACING
Beg MP 38.4 Length 35.60 **19.22** Million

S.R. 30
I-15 TO SR-38
WIDENING
Beg MP 97.1 Length 3.86 **4.05** Million

S.R. 38
SR-13 (IN BRIGHAM CITY) TO SR-30 (IN COLLINSTON)
WIDENING & RESURFACING
Beg MP 0.0 Length 19.12 **9.59** Million

S.R. 83
THIOKOL CHECKING STATION TO THIOKOL ROAD
REHABILITATION & UPGRADING OF INTERSECTIONS
Beg MP 17.4 Length 7.20 **1.49** Million

S.R. 83
THIOKOL TO I-84 (EAST OF BLUE CREEK RESERVOIR)
WIDENING & RESURFACING
Beg MP 24.6 Length 7.10 **4.05** Million

S.R. 102
SR-82 TO SR-13 (IN TREMONTON)
MINOR WIDENING AND OVERLAY
Beg MP 16.5 Length 1.00 **0.95** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

BOX ELDER\CACHE
S.R. 30
SR-38 TO SR-23 (WEST OF LOGAN)
RECONSTRUCTION & WIDEN TO 12.2 M
Beg MP 101.0 Length 7.80 **5.40** Million

CACHE
S.R. 0
LOGAN BYPASS
NEW CONSTRUCTION
Beg MP 0.0 Length 3.00 **4.59** Million

S.R. 23
SR-91 (IN WELLSVILLE) TO SR-30 (WEST OF LOGAN)
WIDENING & RESURFACING
Beg MP 0.0 Length 10.00 **6.75** Million

S.R. 23
SR-30 (WEST OF LOGAN) TO IDAHO STATE LINE
WIDENING & RESURFACING
Beg MP 10.0 Length 20.00 **13.50** Million

S.R. 30
SR-23 (WEST OF LOGAN) TO 6TH WEST (IN LOGAN)
RECONSTRUCT TO 40' WIDTH
Beg MP 108.8 Length 6.90 **4.39** Million

S.R. 61
SR-23 (IN CORNISH) TO SR-91 (WEBSTER JCT; EAST OF LEWISTON)
WIDENING & RESURFACING
Beg MP 0.0 Length 7.30 **3.38** Million

S.R. 89
SR-91 (IN LOGAN) TO TONY GROVE ROAD
RECONSTRUCTION
Beg MP 372.1 Length 21.65 **81.00** Million

S.R. 89
LOGAN CANYON: TONY GROVE ROAD TO FRANKLIN BASIN ROAD
RECONSTRUCTION
Beg MP 393.7 Length 3.30 **5.40** Million

S.R. 91
SMITHFIELD NORTH CITY LIMITS TO IDAHO STATE LINE
RECONSTRUCT & WIDEN TO 4 LANES
Beg MP 34.9 Length 10.50 **28.35** Million

S.R. 101
SR-23 (IN WELLSVILLE) TO SR-165 (IN HYRUM)
WIDENING & RESURFACING
Beg MP 0.0 Length 5.90 **2.70** Million

S.R. 142
CENTER STREET (IN CLARKSTON) TO 200 WEST (IN TRENTON)
WIDENING, RESURFACING & DRAINAGE
Beg MP 5.0 Length 5.00 **2.70** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

CACHE

S.R. 142
CUB RIVER BRIDGE TO SR-91 (IN RICHMOND)
WIDENING & RESURFACING
Beg MP 15.1 Length 2.20 **1.35** Million

S.R. 165
BRIDGER STREET (IN PARADISE) TO HYRUM SOUTH CITY LIMITS
WIDENING & RESURFACING
Beg MP 0.0 Length 4.30 **6.08** Million

S.R. 165
HYRUM TO NIBLEY
RECONSTRUCT & WIDEN TO 20.2 M
Beg MP 4.3 Length 2.30 **5.40** Million

S.R. 218
SR-23 (IN NEWTON) TO SR-91 (IN SMITHFIELD)
WIDENING, RESURFACING & DRAINAGE
Beg MP 0.0 Length 8.20 **8.10** Million

S.R. 237
1000 NORTH (IN LOGAN) TO SR-91 (IN HYDE PARK)
WIDENING, RESURFACING, CURB AND GUTTER
Beg MP 1.0 Length 4.40 **6.08** Million

CARBON

S.R. 6
KENILWORTH ROAD (NEAR CREEKSIDE)
RECONSTRUCTION
Beg MP 1.4 Length 3.60 **5.40** Million

S.R. 6
COLTON TO RP 235.0 (NEAR HELPER)
RECONSTRUCTION TO 4 LANES
Beg MP 222.3 Length 12.70 **114.75** Million

S.R. 6
HELPER INTERCHANGE
RECONSTRUCTION
Beg MP 232.9 Length 0.02 **16.20** Million

S.R. 6
RP 235.0 (NEAR HELPER) TO BRIDGE OVER SR-55 (IN PRICE)
INTERCHANGE & RESURFACING
Beg MP 235.0 Length 5.16 **9.45** Million

S.R. 6
BRIDGE OVER SR-55 (IN PRICE) TO 600 EAST (IN WELLINGTON)
RECONSTRUCTION & WIDENING
Beg MP 240.2 Length 7.44 **10.80** Million

S.R. 10
SR-122 (HIAWATHA JCT) TO 100 SOUTH (IN PRICE)
UPGRADING TO 4 LANES
Beg MP 61.0 Length 7.70 **20.25** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

CARBON

S.R. 96
SR-264 (NEAR CLEAR CREEK) TO SR-6 (NEAR COLTON)
REHABILITATION, WIDENING & CHIP SEALING
Beg MP 3.0 Length 19.80 **8.02** Million

S.R. 122
HIAWATHA POST OFFICE TO SR-10 (SOUTH OF PRICE)
RECONSTRUCTION
Beg MP 0.0 Length 9.40 **10.80** Million

S.R. 124
EMERY/CARBON COUNTY LINE TO COLUMBIA ROAD
WIDENING & OVERLAY
Beg MP 2.5 Length 3.62 **2.03** Million

DAGGET

S.R. 43
WYOMING STATE LINE TO SR-44
RECONSTRUCTION
Beg MP 0.0 Length 8.00 **6.75** Million

DAVIS

S.R. 0
WEST DAVIS HIGHWAY
NEW CONSTRUCTION
Beg MP 0.0 Length 22.00 **148.50** Million

S.R. 15
WOODSCROSS TO PARRISH LANE
CONCRETE RECONSTRUCTION
Beg MP 318.5 Length 3.83 **131.90** Million

S.R. 15
SOUTH LAYTON INTERCHANGE
NEW CONSTRUCTION FOR FULL INTERCHANGE (EXIT 332)
Beg MP 332.0 Length 1.00 **20.25** Million

S.R. 37
2000 WEST (IN SUNSET) TO WEBER/DAVIS COUNTY LINE
WIDENING & RESURFACING
Beg MP 2.2 Length 3.70 **5.00** Million

S.R. 68
500 SOUTH (IN BOUNTIFUL): REDWOOD ROAD TO I-15
DRAINAGE, WIDENING TO 4 LANES, CURB AND GUTTER
Beg MP 67.0 Length 1.80 **8.10** Million

S.R. 68
500 SOUTH (IN BOUNTIFUL): FROM I-15 TO 200 WEST
INTERSECTION IMPROVEMENTS
Beg MP 68.8 Length 0.70 **2.70** Million

S.R. 89
MOUNTAIN ROAD: I-15 TO HARRISON BLVD.
REHABILITATE AND ADD EXPRESSWAY FEATURE
Beg MP 334.7 Length 12.30 **48.60** Million

DAVIS

S.R. 105
PARRISH LANE: I-15 TO SR-106 (IN CENTERVILLE)
WIDENING & RESURFACING
Beg MP 0.0 Length 0.70 **0.81** Million

S.R. 106
GLOVERS LANE TO SHEPPARD LANE (IN NORTH FARMINGTON)
SHOULDER WIDENING & RESURFACING
Beg MP 7.3 Length 3.00 **1.89** Million

S.R. 107
SR-110 TO SR-108 (IN WEST POINT)
WIDENING & RESURFACING
Beg MP 0.0 Length 2.50 **3.38** Million

S.R. 107
SR-108 (IN WEST POINT) TO SR-126 (IN CLEARFIELD)
WIDENING, CURB AND GUTTER & RESURFACING
Beg MP 2.5 Length 2.00 **2.30** Million

S.R. 108
ANTELOPE DRIVE: SR-232 TO I-15 (IN LAYTON)
WIDENING, RESURFACING, CURB AND GUTTER, 4 LANES
Beg MP 0.0 Length 0.80 **3.48** Million

S.R. 108
ANTELOPE DRIVE: SR-126 TO MAIN STREET (IN CLEARFIELD)
WIDENING/BRIDGE & SAFETY IMPROVEMENTS
Beg MP 1.4 Length 1.29 **1.62** Million

S.R. 108
CLEARFIELD MAIN TO WEST POINT
RECONSTRUCT & WIDEN TO 4 LANES
Beg MP 2.7 Length 3.58 **8.91** Million

S.R. 193
SR-126 TO SR-232
RECONSTRUCTION
Beg MP 0.0 Length 2.18 **4.05** Million

S.R. 273
CHERRY HILL TO DAVIS HIGH SCHOOL
RECONSTRUCTION & WIDEN TO 4 LANES
Beg MP 0.0 Length 1.50 **4.05** Million

DAVIS/WEBER

S.R. 15
GLOVER LANE TO SR-91 (IN BRIGHAM CITY)
ADDITION OF LANES
Beg MP 325.3 Length 39.20 **297.00** Million

DAVIS\WEBER

S.R. 108
WEST POINT TO SR-126 (MIDLAND DRIVE)
RECONSTRUCTION AND WIDEN TO 4 LANES
Beg MP 6.3 Length 7.32 **27.00** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

DUCHESNE

S.R. 40
ROOSEVELT MAIN STREET
RECONSTRUCTION
Beg MP 110.8 Length 1.90 **2.70** Million

S.R. 87
SR-35 TO MOUNTAIN HOME ROAD
ADDITION OF A PASSING LANE & REHABILITATION
Beg MP 5.9 Length 9.70 **2.70** Million

S.R. 87
MOUNTAIN HOME ROAD TO RP 26.3 (NEAR UPALCO)
ADDITION OF SHOULDERS & RECONSTRUCTION
Beg MP 15.6 Length 10.70 **6.75** Million

S.R. 191
RP 188.0 TO RP 200.0 (INDIAN CANYON)
RECONSTRUCTION
Beg MP 188.0 Length 12.00 **16.20** Million

EMERY

S.R. 10
SEVIER\EMERY COUNTY LINE TO BRIDGE OVER MUDDY CREEK
RECONSTRUCTION
Beg MP 7.6 Length 8.32 **10.80** Million

S.R. 10
FERRON 200 N. STREET
REALIGN INTERSECTION
Beg MP 27.0 Length 0.20 **0.14** Million

S.R. 10
FERRON CITY LIMITS TO ROCK CREEK (SOUTH OF CASTLEDALE)
RECONSTRUCTION, WIDENING & ALIGNMENT
Beg MP 28.2 Length 7.40 **6.75** Million

S.R. 10
CASTLEDALE BYPASS
UPGRADING TO 4 LANES
Beg MP 37.7 Length 1.02 **2.70** Million

S.R. 10
HUNTINGTON BYPASS
UPGRADING TO 4 LANES
Beg MP 46.3 Length 2.50 **2.84** Million

S.R. 10
SR-31 JUNCTION
RECONSTRUCT INTERSECTION (INCLUDE LEFT TURN LANE)
Beg MP 47.6 Length 0.02 **0.68** Million

S.R. 24
GREASEWOOD WASH BRIDGE TO I-70
WIDENING, OVERLAY AND WIDEN BRIDGE
Beg MP 157.5 Length 3.80 **2.70** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

EMERY

S.R. 29
ROCK FALL TO LAND FILL AREA
RECONSTRUCTION
Beg MP 3.6 Length 4.90 **6.75** Million

S.R. 29
RP 17.8 TO 21.0 +-
EXTEND CULVERTS AND FLATTEN SHOULDERS
Beg MP 17.8 Length 3.20 **2.70** Million

S.R. 31
SANPETE/EMERY COUNTY LINE TO CRANDELL ROAD
RECONSTRUCTION
Beg MP 18.6 Length 14.42 **16.71** Million

S.R. 31
CRANDELL ROAD TO FOREST BOUNDARY
SHOULDER WIDENING & RESURFACING
Beg MP 33.0 Length 4.30 **4.05** Million

S.R. 31
FOREST BOUNDARY TO SR-10 (NEAR HUNTINGTON)
RECONSTRUCTION
Beg MP 37.3 Length 9.70 **11.96** Million

S.R. 155
RP 0.0 (SR-10 JCT) TO RP 10.74 (SR-10 JCT)
EXTEND CULVERTS AND FLATTEN SLOPES
Beg MP 0.0 Length 10.74 **4.05** Million

S.R. 303
GOBLIN VALLEY STATE PARK ROAD
RIGHT-OF-WAY & CONSTRUCTION OF A NEW ROAD
Beg MP 0.0 Length 1.30 **2.84** Million

EMERY/CARBON

S.R. 10
RP 48.8 TO SR-122 (HIAWATHA JCT)
FLATTEN SHOULDERS
Beg MP 48.8 Length 12.20 **4.05** Million

EMERY\CARBON

S.R. 6
WELLINGTON TO SR-70
WIDENING OF FOUR LANES/REHABILITATION + INTERCHANGE
Beg MP 250.0 Length 50.84 **66.07** Million

GARFIELD

S.R. 12
RP 37.5 TO RP 41.0 (NORTH OF HENRIEVILLE)
RELOCATION, RECONSTRUCTION
Beg MP 37.5 Length 3.50 **6.75** Million

S.R. 12
RP 41.0 (NORTH OF HENRIEVILLE) TO UPPER VALLEY
MINOR WIDENING, RELOCATION & RECONSTRUCTION
Beg MP 41.0 Length 3.80 **3.94** Million

GARFIELD

S.R. 12
UPPER VALLEY TO ESCALANTE
MINOR WIDENING
Beg MP 44.8 Length 14.47 **7.56** Million

S.R. 12
HEAD OF ROCKS VIEW AREA TO NEW HOME BENCH
MINOR WIDENING
Beg MP 69.8 Length 14.00 **7.43** Million

S.R. 89
3-MILE CREEK (NORTH OF PANGUITCH) TO SR-20 (ORTON JCT)
REHABILITATION OR RECONSTRUCTION
Beg MP 132.2 Length 9.60 **13.50** Million

GRAND

S.R. 128
SR-191 (NORTH OF MOAB) TO CASTLE VALLEY ROAD
RECONSTRUCTION
Beg MP 0.0 Length 15.60 **31.59** Million

S.R. 128
RP 10.8
CURVE TAKEN OUT
Beg MP 10.3 Length 1.00 **1.35** Million

S.R. 128
CASTLE VALLEY ROAD TO COLORADO RIVER BRIDGE
RECONSTRUCTION
Beg MP 15.6 Length 14.20 **19.17** Million

S.R. 128
RP 22.7 TO RP 25.0
BUILD SCENIC TURNOUTS
Beg MP 22.7 Length 2.30 **0.68** Million

S.R. 191
300 NORTH (IN MOAB) TO COLORADO RIVER BRIDGE
WIDENING & OVERLAY
Beg MP 126.1 Length 2.37 **2.16** Million

S.R. 191
RP 126.4 (IN MOAB) TO COLORADO RIVER BRIDGE
CONSTRUCT BICYCLE LANE
Beg MP 126.4 Length 2.02 **0.27** Million

S.R. 191
500 WEST (IN MOAB)
REALIGN INTERSECTION
Beg MP 127.1 Length 0.02 **0.14** Million

S.R. 191
COLORADO RIVER BRIDGE TO VALLEY CITY WASH BRIDGE
RECONSTRUCTION TO 4 LANES
Beg MP 128.4 Length 23.28 **67.50** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

GRAND

S.R. 191
ARCHES NATIONAL PARK
MOVE INTERSECTION
Beg MP 130.9 Length 0.02 **0.54** Million

S.R. 191
VALLEY CITY WASH BRIDGE TO I-70 (CRESCENT JCT)
RECONSTRUCTION, WIDEN BRIDGE & ADD 1 NEW BRIDGE
Beg MP 151.7 Length 5.50 **5.20** Million

IRON

S.R. 14
SALT CREEK TO COAL CREEK
WIDEN/STRUCTURAL OVERLAY
Beg MP 2.0 Length 5.00 **4.63** Million

S.R. 14
RP 7.0 TO RP 17.0
WIDEN/STRUCTURAL OVERLAY
Beg MP 7.0 Length 10.00 **8.10** Million

S.R. 14
RP 10.0
INTERCHANGE RECONSTRUCTION
Beg MP 9.5 Length 1.00 **16.20** Million

S.R. 14
RP 13.0
NEW INTERCHANGE CONSTRUCTION
Beg MP 12.5 Length 1.00 **20.25** Million

S.R. 14
RP 17.0 TO SR-148
WIDENING & OVERLAY
Beg MP 17.0 Length 0.90 **1.07** Million

S.R. 14
SR-148 TO KANE/IRON COUNTY LINE
WIDENING & OVERLAY
Beg MP 17.9 Length 4.60 **6.75** Million

S.R. 15
NORTH CEDAR CITY INTERCHANGE
RECONSTRUCT INTERCHANGE
Beg MP 61.7 Length 1.30 **16.20** Million

S.R. 20
SR-15 TO RP 10.0
WIDEN/STRUCTURAL OVERLAY
Beg MP 0.0 Length 10.00 **8.10** Million

S.R. 56
RP 20.0 (WEST OF BERYL JCT.) TO OLD IRON TOWN ROAD
WIDENING & OVERLAY
Beg MP 20.0 Length 20.90 **6.75** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

IRON

S.R. 56
OLD IRON TOWN ROAD TO RP 48.0
RECONSTRUCTION ON NEW ALIGNMENT
Beg MP 40.9 Length 7.10 **7.47 Million**

S.R. 56
RP 48.0 TO RP 55.0
WIDEN/STRUCTURAL OVERLAY
Beg MP 48.0 Length 7.00 **6.75 Million**

S.R. 56
RP 55.0 TO IRON SPRINGS ROAD (WEST OF CEDAR)
WIDENING & OVERLAY
Beg MP 55.0 Length 0.90 **0.34 Million**

S.R. 56
RP 56.0 (NEAR IRON SPRINGS ROAD) TO COLLEGE DRIVE (IN CEDAR CITY)
WIDEN/RECONSTRUCT
Beg MP 56.0 Length 4.00 **11.88 Million**

S.R. 130
I-15 TO RP 3.0
WIDEN/RECONSTRUCT/DRAINAGE
Beg MP 0.0 Length 3.00 **8.91 Million**

S.R. 130
RP 3.0 TO RP 6.0
RECONSTRUCTION/DRAINAGE
Beg MP 3.0 Length 3.00 **8.10 Million**

S.R. 130
I-15 TO MIDVALLEY ROAD (SOUTHEAST OF ENOCH)
RECONSTRUCTION
Beg MP 6.4 Length 2.30 **2.70 Million**

S.R. 130
RP 26.3 TO BEAVER/IRON COUNTY LINE
WIDEN/STRUCTURAL OVERLAY/DRAINAGE
Beg MP 26.3 Length 10.70 **9.45 Million**

S.R. 143
RP 3.0 TO RP 19.0
WIDEN/STRUCTURAL OVERLAY
Beg MP 3.0 Length 16.00 **18.90 Million**

S.R. 148
SR-14 TO CEDAR BREAKS NATIONAL MONUMENT
WIDENING
Beg MP 0.0 Length 2.50 **1.35 Million**

S.R. 271
SR-274 (IN PAROWAN) TO I-15 (IN PARAGONAH)
RECONSTRUCTION
Beg MP 0.0 Length 5.60 **3.38 Million**

TRANSPORTATION SYSTEM CAPACITY PROJECTS

IRON/GARFIELD

S.R. 20
DISTRICT BOUNDARY TO SR-89 (ORTON JCT)
WIDENING, SLOPE FLATTENING, AND OVERLAY
Beg MP 10.0 Length 10.00 **4.73** Million

JUAB

S.R. 0
YUBA LAKE STATE PARK
CONSTRUCTION OF A NEW ACCESS ROAD
Beg MP 0.0 Length 1.00 **0.95** Million

S.R. 6
EUREKA MAIN STREET
RECONSTRUCTION
Beg MP 139.6 Length 0.93 **2.70** Million

S.R. 41
NEPHI MAIN STREET
RECONSTRUCTION
Beg MP 1.1 Length 1.62 **5.40** Million

S.R. 132
RP 25.0 TO SR-41 (IN NEPHI)
RECONSTRUCTION
Beg MP 25.0 Length 8.31 **13.50** Million

S.R. 132
SR-41 (IN NEPHI) TO SANPETE/JUAB COUNTY LINE
WIDENING AND PASSING LANES
Beg MP 33.3 Length 8.64 **13.50** Million

KANE

S.R. 9
EAST ENTRANCE OF ZION PARK TO RP 49.0
MINOR WIDENING
Beg MP 44.2 Length 4.80 **3.38** Million

S.R. 14
IRON/KANE COUNTY LINE TO SR-89
MINOR WIDENING & OVERLAY
Beg MP 22.5 Length 18.50 **6.75** Million

S.R. 89
100 NORTH (IN KANAB) TO KANAB CREEK BRIDGE
RECONSTRUCTION
Beg MP 65.1 Length 3.60 **5.40** Million

MILLARD

S.R. 6
CRYSTAL PEAK ROAD (RP 36.6) TO MARJAM PASS WEST OF DELTA
RECONSTRUCTION
Beg MP 36.6 Length 19.70 **10.80** Million

S.R. 6
DELTA MAIN STREET
RECONSTRUCTION/DRAINAGE
Beg MP 88.0 Length 2.00 **8.21** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

MILLARD

S.R. 6
RP 99.0 TO RP 101.0 (SOUTHWEST OF LYNNDYL)
SHOULDER WIDENING
Beg MP 99.0 Length 2.00 **1.35** Million

S.R. 15
DOG VALLEY THROUGH BAKER CANYON
RECONSTRUCTION (STUDY ON CURRENT STIP)
Beg MP 138.6 Length 5.40 **0.68** Million

S.R. 21
ANTELOPE RESERVOIR ROAD TO BEAVER/MILLARD COUNTY LINE
WIDENING & OVERLAY
Beg MP 20.5 Length 10.40 **3.38** Million

S.R. 50
SR-6 (IN DELTA) TO SR-100
WIDEN/STRUCTURAL OVERLAY
Beg MP 0.0 Length 18.22 **16.20** Million

S.R. 50
SR-64 (IN HOLDEN) TO I-15
RECONSTRUCTION
Beg MP 27.1 Length 3.20 **2.03** Million

S.R. 50
RP 48.7 (EAST OF SCIPIO) TO SEVIER/MILLARD COUNTY LINE
ADDITION OF A PASSING LANE
Beg MP 48.7 Length 1.20 **1.35** Million

S.R. 100
RP 5.0 (NEAR FILLMORE) TO SR-50
RECONSTRUCTION
Beg MP 5.0 Length 12.00 **11.34** Million

S.R. 125
RP 5.0 TO RP 19.5 (LEAMINGTON PASS ROAD)
WIDEN/STRUCTURAL OVERLAY
Beg MP 5.0 Length 14.50 **16.20** Million

S.R. 125
RP 19.5 (LEAMINGTON PASS ROAD) TO SR-132
MINOR WIDENING & OVERLAY
Beg MP 19.5 Length 2.60 **2.16** Million

S.R. 132
SR-6 (IN LYNNDYL) TO JUAB/MILLARD COUNTY LINE
SHOULDER WIDENING & PAVEMENT REHABILITATION
Beg MP 0.0 Length 8.60 **4.05** Million

S.R. 161
I-70 TO I-15
WIDEN/STRUCTURAL OVERLAY
Beg MP 0.0 Length 3.09 **2.70** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

MILLARD

S.R. 257
BEAVER/MILLARD COUNTY LINE TO RP 23.0
REALIGN/RECONSTRUCT
Beg MP 12.6 Length 10.45 **27.00** Million

S.R. 257
RP 23.0 TO RP 39.0 (NEAR ROAD TO BIG SAGE RESEVOIR)
RECONSTRUCTION
Beg MP 23.0 Length 16.00 **4.39** Million

S.R. 257
RP 39.0 (NEAR ROAD TO BIG SAGE RESEVOIR) TO SEVIER RIVER BRIDGE (S. OF
REALIGN/RECONSTRUCTION
Beg MP 39.0 Length 27.40 **72.90** Million

MORGAN

S.R. 84
SR-89 TO MORGAN
RECONSTRUCT TO CURRENT STANDARDS
Beg MP 87.7 Length 16.20 **67.50** Million

PIUTE

S.R. 89
MARYSVALE CANYON
PASSING LANES
Beg MP 181.0 Length 4.00 **2.30** Million

RICH

S.R. 89
SR-30 (IN GARDEN CITY) TO IDAHO STATE LINE
WIDENING & RESURFACING
Beg MP 412.0 Length 3.80 **5.13** Million

SALT LAKE

S.R. 0
20TH EAST EXTENSION TO 9400 SOUTH (IN HOLLADAY & SANDY)
NEW CONSTRUCTION ON NEW ALIGNMENT
Beg MP 0.0 Length 4.75 **135.00** Million

S.R. 0
20TH EAST (IN SANDY): 9400 SOUTH TO I-15
NEW CONSTRUCTION
Beg MP 4.8 Length 4.95 **74.25** Million

S.R. 15
UTAH/SALT LAKE COUNTY LINE TO 12300 SOUTH (IN DRAPER)
ADD LANES, CONCRETE REHAB. & JOINT REPAIRS
Beg MP 288.7 Length 5.20 **47.25** Million

S.R. 15
11400 SOUTH INTERCHANGE
NEW CONSTRUCTION
Beg MP 294.9 Length 1.00 **0.00** Million

S.R. 15
10800 SOUTH TO 500 NORTH (IN SALT LAKE)
REHAB, ADD LANES & REBUILD INTERCHANGES
Beg MP 296.7 Length 15.50 **1,350.00** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

SALT LAKE

S.R. 48
FROM SR-111 TO 9000 SOUTH (IN WEST JORDAN)
UPGRADING 2 LANES TO 4 LANES
Beg MP 3.7 Length 1.50 **2.70** Million

S.R. 48
9000 SOUTH TO 5100 WEST (IN WEST JORDAN)
UPGRADING 2 LANES TO 4 LANES
Beg MP 5.2 Length 1.50 **2.70** Million

S.R. 48
5100 WEST TO 4000 WEST (IN WEST JORDAN)
UPGRADING 2 LANES TO 4 LANES
Beg MP 6.7 Length 1.60 **4.05** Million

S.R. 48
4000 WEST TO REDWOOD ROAD (IN WEST JORDAN)
UPGRADING 2 LANES TO 4 LANES
Beg MP 8.3 Length 2.50 **6.75** Million

S.R. 68
REDWOOD ROAD (IN RIVERTON): 14400 SOUTH TO 12600 SOUTH
UPGRADING 2 LANES TO 4 LANES
Beg MP 40.0 Length 2.30 **9.45** Million

S.R. 68
REDWOOD ROAD (IN SOUTH JORDAN): 12600 SOUTH TO 10400 SOUTH
UPGRADING 2 LANES TO 6 LANES
Beg MP 42.3 Length 2.70 **12.15** Million

S.R. 68
REDWOOD ROAD; 10400 SOUTH TO 9000 SOUTH
RECONSTRUCT TO 4 LANES
Beg MP 45.0 Length 1.80 **7.02** Million

S.R. 68
REDWOOD ROAD (W.V.C.): 3500 SOUTH TO 2500 SOUTH
UPGRADING 4 LANES TO 6 LANES
Beg MP 54.3 Length 1.30 **3.33** Million

S.R. 68
REDWOOD ROAD (W.V.C.): 2500 SOUTH TO 2100 SOUTH
RECONSTRUCTION
Beg MP 55.6 Length 0.67 **1.71** Million

S.R. 68
REDWOOD ROAD (S.L.C.): 2100 SOUTH TO 1300 SOUTH
RECONSTRUCTION
Beg MP 56.3 Length 1.03 **2.70** Million

S.R. 68
REDWOOD ROAD (S.L.C.): 1300 SOUTH TO NORTH TEMPLE
RECONSTRUCTION
Beg MP 57.3 Length 2.12 **5.40** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

SALT LAKE

S.R. 68
REDWOOD ROAD (S.L.C.): 1000 NORTH TO 2400 NORTH
UPGRADING 2 LANES TO 4 LANES
Beg MP 60.8 Length 1.70 **4.46** Million

S.R. 68
REDWOOD ROAD: 2400 NORTH (S.L.C.) TO DAVIS/SALT LAKE COUNTY LINE
UPGRADING 2 LANES TO 4 LANES
Beg MP 62.5 Length 0.30 **1.76** Million

S.R. 71
12400 SOUTH (IN RIVERTON): REDWOOD ROAD TO I-15
UPGRADING 2 LANES TO 4 LANES
Beg MP 0.0 Length 2.60 **8.78** Million

S.R. 71
12400 SOUTH (IN DRAPER): FROM I-15 TO 700 EAST
UPGRADING 2 LANES TO 4 LANES
Beg MP 2.6 Length 1.00 **4.05** Million

S.R. 71
700 EAST (IN DRAPER): 12400 SOUTH TO 11400 SOUTH
UPGRADING 2 LANES TO 4 LANES
Beg MP 3.6 Length 1.30 **4.05** Million

S.R. 71
700 EAST (IN SANDY): 11400 SOUTH TO 10600 SOUTH
UPGRADING 2 LANES TO 4 LANES
Beg MP 4.9 Length 0.90 **3.38** Million

S.R. 71
7TH/9TH EAST (IN SANDY): 10600 SOUTH TO 9400 SOUTH
WIDENING TO 4 LANES, OVERLAYING & SIGNALS
Beg MP 5.8 Length 1.50 **9.45** Million

S.R. 71
9TH EAST (IN MURRAY): 7200 SOUTH TO 6600 SOUTH
UPGRADING 4 LANES TO 6 LANES
Beg MP 10.3 Length 0.60 **3.38** Million

S.R. 71
9TH EAST (IN MURRAY): 6600 SOUTH TO 5900 SOUTH
UPGRADING 4 LANES TO 6 LANES
Beg MP 10.9 Length 0.80 **4.05** Million

S.R. 71
9TH EAST (IN MURRAY): 5900 SOUTH TO VAN WINKLE EXPRESSWAY
UPGRADING 4 LANES TO 6 LANES
Beg MP 11.7 Length 1.60 **8.10** Million

S.R. 71
700/900 EAST INTERSECTION WITH VAN WINKLE EXPRESSWAY
NEW INTERSECTION CONSTRUCTION
Beg MP 13.3 Length 0.10 **20.25** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

SALT LAKE

S.R. 71
7TH/9TH EAST (IN MURRAY): VAN WINKLE EXPRESSWAY TO 4500 SOUTH
UPGRADING 6 LANES TO 8 LANES
Beg MP 13.3 Length 0.80 **2.70** Million

S.R. 71
700 EAST (IN HOLLADAY): 4500 SOUTH TO 3900 SOUTH
UPGRADING 6 LANES TO 8 LANES
Beg MP 14.1 Length 0.90 **2.70** Million

S.R. 71
700 EAST (IN HOLLADAY): 3900 SOUTH TO 3300 SOUTH
UPGRADING 6 LANES TO 8 LANES
Beg MP 15.0 Length 0.90 **2.70** Million

S.R. 71
7TH EAST (S.L.C.): 2100 SOUTH TO 1700 SOUTH
INTERSECTION IMPROVEMENTS & ISLAND WORK
Beg MP 17.6 Length 0.60 **1.35** Million

S.R. 71
7TH EAST (S.L.C.): 1700 SOUTH TO 1300 SOUTH
INTERSECTION IMPROVEMENTS & ISLAND WORK
Beg MP 18.2 Length 0.50 **1.35** Million

S.R. 71
7TH EAST (S.L.C.): 1300 SOUTH TO 800 SOUTH
INTERSECTION IMPROVEMENTS & ISLAND WORK
Beg MP 18.7 Length 0.70 **1.35** Million

S.R. 71
7TH EAST (S.L.C.): 800 SOUTH TO 400 SOUTH
INTERSECTION IMPROVEMENTS & ISLAND WORK
Beg MP 19.4 Length 0.60 **1.35** Million

S.R. 80
FROM I-15 TO 1300 EAST (S.L.C.)
ADD LANES & REBUILD STRUCTURES
Beg MP 122.6 Length 3.40 **101.25** Million

S.R. 80
1300 EAST TO PARLEY'S CANYON (S.L.C.)
ADD LANES & REBUILD STRUCTURES
Beg MP 126.0 Length 4.00 **114.75** Million

S.R. 89
STATE STREET (SANDY): 10600 SOUTH TO 9400 SOUTH
RECONSTRUCT TO SIX LANES WITH TURNING LANE, FIX VERTICAL CURVE
Beg MP 310.5 Length 1.49 **0.00** Million

S.R. 89
STATE STREET: 9000 SOUTH TO 7200 SOUTH
RECONSTRUCTION
Beg MP 312.5 Length 2.30 **0.00** Million

SALT LAKE

S.R. 89
STATE STREET: 4500 SOUTH TO 2700 SOUTH
RECONSTRUCTION
Beg MP 318.5 Length 2.60 **0.00** Million

S.R. 89
STATE STREET (S.L.C.): 2700 SOUTH TO 2100 SOUTH
RECONSTRUCTION
Beg MP 321.1 Length 0.90 **0.00** Million

S.R. 89
STATE STREET (S.L.C.): 2100 SOUTH TO 1700 SOUTH
RECONSTRUCTION
Beg MP 322.0 Length 0.50 **0.00** Million

S.R. 89
STATE STREET (S.L.C.): 1700 SOUTH TO 900 SOUTH
RECONSTRUCTION
Beg MP 322.5 Length 1.20 **0.00** Million

S.R. 89
STATE STREET (S.L.C.): 900 SOUTH TO NORTH TEMPLE
RECONSTRUCTION
Beg MP 323.7 Length 1.50 **0.00** Million

S.R. 111
8400 WEST: SR-48 TO 4100 SOUTH (IN MAGNA)
UPGRADING 2 LANES TO 4 LANES
Beg MP 0.0 Length 8.10 **20.25** Million

S.R. 151
10600 SOUTH (SOUTH JORDAN): REDWOOD ROAD TO I-15
RECONSTRUCTION TO 4 LANES, STRUCTURES
Beg MP 0.0 Length 2.30 **6.75** Million

S.R. 152
VANWINKLE EXPRESSWAY (IN HOLLADAY): 900 EAST TO 6200 SOUTH
RECONSTRUCTION TO 6 LANES
Beg MP 0.0 Length 2.65 **13.10** Million

S.R. 154
BANGERTER HIGHWAY: I-15 TO 9000 SOUTH
CONSTRUCT NEW 4 LANE HIGHWAY
Beg MP 0.0 Length 10.30 **60.75** Million

S.R. 171
3500 SOUTH (W.V.C.): SR-111 (IN MAGNA) TO 5600 WEST
UPGRADING 2 LANES TO 4 LANES
Beg MP 0.0 Length 3.50 **8.59** Million

S.R. 171
3500 SOUTH: 5600 WEST TO 4000 WEST (IN WEST VALLEY CITY)
RECONSTRUCTION
Beg MP 3.5 Length 2.00 **5.40** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

SALT LAKE

S.R. 171
3500 SOUTH: 4000 WEST TO 2700 WEST (IN WEST VALLEY CITY)
RECONSTRUCTION
Beg MP 5.5 Length 1.50 **7.56** Million

S.R. 171
3300 SOUTH (S.L.C.): STATE STREET TO 700 EAST
RECONSTRUCTION
Beg MP 10.7 Length 0.90 **0.00** Million

S.R. 171
3300 SOUTH (S.L.C.): 700 EAST TO HIGHLAND DRIVE
RECONSTRUCTION
Beg MP 11.6 Length 1.08 **0.00** Million

S.R. 171
3300 SOUTH (S.L.C.): HIGHLAND DRIVE TO 2300 EAST
RECONSTRUCTION
Beg MP 12.7 Length 1.38 **0.00** Million

S.R. 171
3300 SOUTH (S.L.C.): 2300 EAST TO I-215
RECONSTRUCTION
Beg MP 14.1 Length 1.56 **0.00** Million

S.R. 172
5600 WEST: 9000 SOUTH TO I-80 (IN SALT LAKE CITY)
UPGRADE FROM 2 LANES TO 4 LANES
Beg MP 0.0 Length 9.17 **117.45** Million

S.R. 173
5400 SOUTH (W.V.C.): SR-111 TO 5600 WEST
UPGRADING 2 LANES TO 4 LANES
Beg MP 0.0 Length 2.60 **8.10** Million

S.R. 173
5400 SOUTH (IN KEARNS): 5600 WEST TO 4800 WEST
UPGRADING 4 LANES TO 6 LANES
Beg MP 2.6 Length 1.10 **4.05** Million

S.R. 173
5400 SOUTH (IN KEARNS): 4800 WEST TO 4015 WEST
UPGRADING 4 LANES TO 6 LANES
Beg MP 3.7 Length 0.90 **4.05** Million

S.R. 173
5400 SOUTH (IN KEARNS & MURRAY): REDWOOD ROAD TO 700 WEST
UPGRADING 4 LANES TO 6 LANES
Beg MP 7.1 Length 1.50 **6.75** Million

S.R. 173
5300 SOUTH (IN MURRAY): 700 WEST TO I-15
UPGRADING 4 LANES TO 6 LANES
Beg MP 8.6 Length 0.50 **1.62** Million

SALT LAKE

S.R. 181
1300 EAST (IN HOLLADAY): VAN WINKLE EXPRESSWAY TO 4500 SOUTH
UPGRADING 2 LANES TO 4 LANES
Beg MP 0.0 Length 1.10 **2.70** Million

S.R. 181
1300 EAST (IN HOLLADAY): 4500 SOUTH TO 3900 SOUTH
UPGRADING 2 LANES TO 4 LANES
Beg MP 1.1 Length 0.80 **2.03** Million

S.R. 181
1300 EAST: 3900 SOUTH TO 3300 SOUTH (IN SALT LAKE CITY)
UPGRADING 2 LANES TO 4 LANES
Beg MP 1.9 Length 0.90 **2.03** Million

S.R. 181
1300 EAST (S.L.C.): 3300 SOUTH TO 2100 SOUTH
RECONSTRUCTION
Beg MP 2.8 Length 1.80 **4.10** Million

S.R. 186
400 SOUTH (S.L.C.): STATE STREET TO 1300 EAST
CONCRETE RECONSTRUCTION
Beg MP 5.6 Length 1.90 **0.00** Million

S.R. 186
400 SOUTH (S.L.C.): 1300 EAST TO SUNNYSIDE
RECONSTRUCTION
Beg MP 7.5 Length 1.50 **0.00** Million

S.R. 195
2300 EAST (S.L.C.): 3300 SOUTH TO I-80
RECONSTRUCTION
Beg MP 1.8 Length 0.80 **1.30** Million

S.R. 201
2100 SOUTH: I-80 TO SR-202 (IN SALT LAKE COUNTY)
RECONSTRUCTION
Beg MP 0.0 Length 3.66 **29.47** Million

S.R. 201
2100 SOUTH: SR-202 TO 5600 WEST (IN SALT LAKE COUNTY)
RECONSTRUCTION
Beg MP 3.7 Length 7.24 **57.93** Million

S.R. 202
GARFIELD CUTOFF: SR-201 TO I-80 (NEAR SALTAIR RESORT)
RECONSTRUCTION
Beg MP 0.0 Length 1.80 **3.24** Million

S.R. 209
9400 SOUTH (IN SANDY): 700 EAST TO 1300 EAST
RECONSTRUCTION TO 4 LANES
Beg MP 8.8 Length 1.42 **6.08** Million

SALT LAKE

S.R. 209
9400 SOUTH (IN SANDY): 2340 EAST TO SANDY EAST CITY LIMITS
RECONSTRUCTION TO 4 LANES
Beg MP 11.1 Length 1.20 **4.20** Million

S.R. 209
9400 SOUTH: SANDY EAST CITY LIMITS TO SR-210
RECONSTRUCTION TO 4 LANES
Beg MP 12.3 Length 2.30 **9.99** Million

S.R. 210
WASATCH BLVD. (IN HOLLADAY): 7000 SOUTH TO DANISH ROAD
RECONSTRUCTION TO 4 LANES
Beg MP 0.0 Length 2.20 **8.10** Million

S.R. 210
WASATCH BLVD. (IN HOLLADAY): DANISH ROAD TO SR-209
RECONSTRUCTION
Beg MP 2.2 Length 1.70 **8.10** Million

S.R. 215
4500 SOUTH INTERCHANGE (IN SALT LAKE CITY)
CONSTRUCT NEW INTERCHANGE
Beg MP 3.3 Length 0.40 **20.66** Million

S.R. 215
I-215 NORTHBOUND OFF RAMP TO I-80/REDWOOD ROAD
WIDEN TO 2 LANES
Beg MP 21.5 Length 0.20 **0.74** Million

S.R. 266
4700 SOUTH (IN TAYLORSVILLE): I-215 TO REDWOOD ROAD
UPGRADING 4 LANES TO 6 LANES
Beg MP 0.0 Length 0.80 **2.70** Million

S.R. 266
4500 SOUTH (IN MURRAY): REDWOOD ROAD TO I-15
UPGRADING 4 LANES TO 6 LANES
Beg MP 0.8 Length 2.00 **8.10** Million

S.R. 266
4500 SOUTH (IN MURRAY): I-15 TO STATE STREET
UPGRADING 4 LANES TO 6 LANES
Beg MP 2.8 Length 0.70 **5.40** Million

S.R. 266
4500 SOUTH (S.L.C.): 900 EAST TO 1300 EAST
UPGRADING 2 LANE TO 4 LANES
Beg MP 4.7 Length 0.60 **2.03** Million

S.R. 266
4500 SOUTH (S.L.C.): 1300 EAST TO HIGHLAND DRIVE
UPGRADING 2 LANE TO 4 LANES
Beg MP 5.3 Length 0.70 **2.03** Million

SALT LAKE
S.R. 266
4500 SOUTH (S.L.C.): HIGHLAND DRIVE TO 2300 EAST
UPGRADING 2 LANE TO 4 LANES
Beg MP 6.0 Length 0.90 **2.30** Million

SALT LAKE/DAVIS
S.R. 15
RP 312.2 (IN SALT LAKE) TO WOODSCROSS
REHAB, ADD LANES & REBUILD INTERCHANGES
Beg MP 312.2 Length 6.30 **216.96** Million

SAN JUAN
S.R. 46
SR-191 (LASAL JCT) TO LASAL POST OFFICE
RECONSTRUCTION, WIDENING & OVERLAY
Beg MP 0.0 Length 9.05 **1.62** Million

S.R. 46
LASAL POST OFFICE TO COLORADO STATE LINE
RECONSTRUCTION & REALIGNMENT
Beg MP 9.1 Length 12.65 **10.80** Million

S.R. 95
ZEKES HOLE: RP 111.7 TO SR-191
IMPROVE ALIGNMENT & GRADE
Beg MP 111.7 Length 10.11 **6.75** Million

S.R. 163
ARIZONA STATE LINE TO MEXICAN HAT POST OFFICE ROAD
RECONSTRUCTION
Beg MP 0.0 Length 21.40 **14.85** Million

S.R. 191
RECAPTURE RESERVOIR ROAD TO DEVIL'S CANYON CAMPGROUND
RECONSTRUCTION & ADDITION OF PASSING LANES
Beg MP 55.3 Length 4.70 **6.75** Million

S.R. 191
SR-666 JCT
RECONSTRUCT INTERSECTION
Beg MP 72.0 Length 0.02 **1.35** Million

S.R. 191
RP 80.8 TO RP 81.1
REALIGN ROAD
Beg MP 80.8 Length 0.30 **1.62** Million

S.R. 191
RP 97.0
BUILD A TURN LANE
Beg MP 97.0 Length 0.02 **0.14** Million

S.R. 191
MULE SHOE TO KANE SPRING WASH BRIDGE
RECONSTRUCTION
Beg MP 108.3 Length 2.30 **2.70** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

SAN JUAN

S.R. 261
SALT WASH SWITCH BACKS
REALIGN
Beg MP 7.4 Length 2.24 **5.40** Million

S.R. 262
MONTEZUMA TO COLORADO STATE LINE
REHABILITATION & RECONSTRUCTION
Beg MP 0.0 Length 18.90 **12.15** Million

S.R. 262
MONTEZUMA CREEK TO ANETH
SHOULDER WIDENING, GEOMETRICS & OVERLAY
Beg MP 23.0 Length 8.00 **12.15** Million

S.R. 316
GOOSENECKS STATE RESERVE TO SR-261 (NEAR MEXICAN HAT)
RECONSTRUCTION
Beg MP 0.0 Length 3.60 **2.70** Million

SANPETE

S.R. 31
SR-89 (IN FAIRVIEW) TO RP 3.0
MINOR WIDENING & OVERLAY
Beg MP 0.0 Length 3.00 **2.70** Million

S.R. 89
SEVIER/SANPETE COUNTY LINE TO SR-256
RECONSTRUCTION
Beg MP 199.4 Length 1.20 **1.35** Million

S.R. 89
SR-256 TO CENTERFIELD SOUTH CITY LIMITS
RECONSTRUCTION
Beg MP 200.6 Length 5.00 **46.04** Million

S.R. 89
CENTERFIELD SOUTH CITY LIMITS TO 300 SOUTH (IN GUNNISON)
RECONSTRUCTION
Beg MP 205.6 Length 2.30 **2.03** Million

S.R. 89
SR-28 (IN GUNNISON) TO SR-137 (SOUTH OF STERLING)
ROADWAY REALIGNMENT AND WIDENING
Beg MP 208.5 Length 6.50 **8.10** Million

S.R. 116
SR-132 (IN MORONI) TO SR-89 (IN MT. PLEASANT)
WIDENING & OVERLAY
Beg MP 0.0 Length 7.00 **4.05** Million

S.R. 117
SR-89 (NEAR SPRING CITY) TO SR-89 (IN MT. PLEASANT)
WIDENING & OVERLAY
Beg MP 7.2 Length 5.05 **2.70** Million

SANPETE

S.R. 132
SR-116 (IN MORONI) TO SR-89 (PIGEON HOLLOW JCT)
WIDENING & OVERLAY
Beg MP 55.9 Length 7.30 **4.05** Million

S.R. 137
SR-89 (IN GUNNISON) TO SR-89 (IN STERLING)
MINOR WIDENING & OVERLAY
Beg MP 0.0 Length 11.30 **6.75** Million

SEVIER

S.R. 10
FREMONT JCT TO EMERY\SEVIER COUNTY LINE
RECONSTRUCTION
Beg MP 0.2 Length 7.35 **10.80** Million

S.R. 24
SIGURD NORTH CITY LIMITS TO SIGURD SOUTH CITY LIMITS
DECELERATION & TURN LANES
Beg MP 7.9 Length 2.71 **0.95** Million

S.R. 24
RP 22.6 TO OAK SPRINGS
MINOR WIDENING & OVERLAY
Beg MP 22.6 Length 11.40 **3.11** Million

S.R. 50
SALINA MAIN STREET
RECONSTRUCTION
Beg MP 58.9 Length 0.40 **4.05** Million

S.R. 70
SIGURD INTERCHANGE (PROPOSED)
NEW CONSTRUCTION
Beg MP 46.5 Length 1.00 **4.05** Million

S.R. 72
POST HOLLOW WASH TO SR-70 (FREMONT JCT)
RECONSTRUCTION
Beg MP 34.2 Length 1.39 **2.03** Million

S.R. 89
I-70 TO SALINA
WIDENING TO 4 LANES
Beg MP 192.5 Length 1.70 **4.59** Million

S.R. 89
SALINA MAIN STREET
RECONSTRUCTION; STORM SEWER
Beg MP 194.2 Length 1.70 **2.03** Million

S.R. 118
CENTER STREET (IN MONROE) TO SR-258
WIDENING & OVERLAY
Beg MP 5.6 Length 4.00 **4.05** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

SEVIER

S.R. 119
RICHFIELD EAST CITY LIMITS TO GLENWOOD JCT
MINOR WIDENING, SLOPE FLATTENING & OVERLAY
Beg MP 0.0 Length 4.20 **4.05** Million

S.R. 260
SR-24 TO SR-50
WIDENING, SLOPE FLATENING & OVERLAY
Beg MP 0.0 Length 4.05 **2.03** Million

SEVIER/SANPETE

S.R. 256
SR-89 (IN SALINA) TO SR-89 (IN AXTELL)
SLOPE FLATTENING, MINOR WIDENING & OVERLAY
Beg MP 0.0 Length 5.60 **3.38** Million

SUMMIT

S.R. 32
SR-150 (IN KAMAS) TO I-80 (NEAR WANSHIP)
RECONSTRUCTION
Beg MP 12.6 Length 16.32 **21.60** Million

S.R. 35
SR-189 (IN FRANCIS) TO WOLF CREEK PASS
WIDENING, ALIGNING & RESURFACING
Beg MP 0.0 Length 9.50 **5.40** Million

S.R. 80
KIMBALL JCT INTERCHANGE
RECONSTRUCT INTERCHANGE
Beg MP 144.5 Length 1.20 **20.25** Million

S.R. 80
SILVER CREEK INTERCHANGE
REBUILD TO CURRENT STANDARDS
Beg MP 147.3 Length 0.70 **20.25** Million

S.R. 248
PARK CITY TO SR-40
RECONSTRUCTION
Beg MP 0.0 Length 3.30 **7.83** Million

TOOELE

S.R. 0
TOOELE BYPASS (SR-36)
NEW CONSTRUCTION
Beg MP 52.7 Length 4.30 **5.40** Million

S.R. 36
RP 20.2 (SOUTH OF VERNON) TO RP 37.7
REHABILITATION, WIDENING & OVERLAY
Beg MP 20.2 Length 17.50 **9.45** Million

S.R. 36
RP 40.0 TO RP 48.7 (IN STOCKTON)
RECONSTRUCTION
Beg MP 40.0 Length 8.70 **4.73** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

TOOELE

S.R. 36
TOOELE ARMY DEPOT TO TOOELE SOUTH CITY LIMITS
UPGRADING 2 LANES TO 4 LANES
Beg MP 51.5 Length 1.20 **2.70** Million

S.R. 36
TOOELE SOUTH CITY LIMITS TO TOOELE NORTH CITY LIMITS
WIDENING TO 4 LANES
Beg MP 52.7 Length 4.30 **10.80** Million

S.R. 36
TOOELE NORTH CITY LIMITS TO SR-138 (MILLS JCT)
RECONSTRUCTION TO 4 LANES
Beg MP 57.0 Length 6.00 **5.40** Million

S.R. 36
SR-138 (MILLS JCT) TO I-80
WIDENING TO 4 LANES
Beg MP 63.0 Length 3.00 **8.57** Million

S.R. 73
SR-36 (NEAR ST. JOHN) TO UTAH/TOOELE COUNTY LINE
SHOULDER WIDENING & REHABILITATION
Beg MP 0.0 Length 15.80 **6.75** Million

S.R. 138
GRANTSVILLE MAIN STREET
RECONSTRUCTION
Beg MP 9.0 Length 3.15 **20.25** Million

UINTAH

S.R. 40
VERNAL MAIN STREET: 500 WEST TO 500 EAST
CONCRETE INTERSECTIONS, CURB AND GUTTER, ETC.
Beg MP 145.1 Length 1.00 **2.70** Million

S.R. 40
VERNAL EAST CITY LIMITS TO SR-149 (IN JENSEN)
LANE LEVELING,SHOULDER WIDENING
Beg MP 147.2 Length 11.30 **5.40** Million

S.R. 88
RANDLETT ROAD (NORTH OF OURAY) TO SR-40 (IN DUCHESNE)
WIDENING & REHABILITATION
Beg MP 9.9 Length 7.00 **1.35** Million

S.R. 121
DUCHESNE/UINTAH COUNTY LINE TO LEETON ROAD
RECONSTRUCTION
Beg MP 12.8 Length 4.60 **2.70** Million

S.R. 121
500 WEST (IN VERNAL)
INTERSECTION RECONSTRUCTION
Beg MP 39.7 Length 0.02 **0.27** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

UINTAH

S.R. 191
RP 204.0 (NORTH OF VERNAL) TO BRUSH CREEK ROAD
RECONSTRUCTION ON NEW ALIGNMENT
Beg MP 204.0 Length 8.00 **10.80** Million

UTAH

S.R. 0
UTAH LAKE STATE PARK
RECONSTRUCTION OF ACCESS ROAD & FACILITIES
Beg MP 0.0 Length 0.50 **2.30** Million

S.R. 6
I-15 TO SR-89 MOARK CONNECTOR (EAST OF SPANISH FORK)
RECONSTRUCTION TO 4 LANES
Beg MP 173.0 Length 4.07 **10.80** Million

S.R. 6
SR-89 MOARK CONNECTOR (EAST OF SPANISH FORK) TO CASTILLA
RECONSTRUCTION TO 4 LANES
Beg MP 177.1 Length 4.93 **20.25** Million

S.R. 6
CHICKEN HOLLOW ROAD TO REST AREA (NEAR SKYVIEW)
RECONSTRUCTION TO 4 LANES
Beg MP 189.0 Length 15.00 **67.50** Million

S.R. 6
REST AREA (NEAR SKYVIEW) TO COLTON
RECONSTRUCTION TO 4 LANES
Beg MP 204.0 Length 18.30 **60.75** Million

S.R. 15
BRIDGE OVER SR-156 (IN SPANISH FORK) TO UNIVERSITY AVE. (IN PROVO)
RECONSTRUCTION & SAFETY MODIFICATIONS
Beg MP 260.0 Length 3.20 **7.09** Million

S.R. 15
SOUTH UNIVERSITY AVE INTERCHANGE (IN PROVO)
RECONSTRUCT INTERCHANGE AND ADD LANES
Beg MP 263.2 Length 2.90 **54.00** Million

S.R. 15
UNIVERSITY AVE. TO CENTER STREET (IN PROVO)
CONCRETE RECONSTRUCTION AND ADD LANES
Beg MP 266.1 Length 2.60 **27.00** Million

S.R. 15
1200 SOUTH INTERCHANGE (IN OREM)
CONCRETE RECONSTRUCTION
Beg MP 271.6 Length 0.53 **33.75** Million

S.R. 15
NORTHBOUND OFF RAMP TO UTAH VALLEY COMMUNITY COLLEGE
CONSTRUCTION OF NEW RAMP
Beg MP 272.4 Length 0.20 **0.68** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

UTAH

S.R. 15
PLEASANT GROVE INTERCHANGE
NEW CONSTRUCTION
Beg MP 277.0 Length 1.00 **20.25** Million

S.R. 15
1100 WEST INTERCHANGE (IN LEHI)
RECONSTRUCTION
Beg MP 284.4 Length 1.00 **2.70** Million

S.R. 52
800 NORTH (IN OREM): I-15 TO SR-189
RECONSTRUCTION TO SIX LANES
Beg MP 0.5 Length 4.03 **20.25** Million

S.R. 68
RP 22.2 TO RP 30.0 (SOUTH OF IRECO CHEMICAL PLANT)
RECONSTRUCTION
Beg MP 22.2 Length 7.80 **9.45** Million

S.R. 68
RP 30.0 (SOUTH OF IRECO CHEMICAL PLANT) TO SR-73
RECONSTRUCTION
Beg MP 30.0 Length 2.68 **2.70** Million

S.R. 68
SR-73 TO SALT LAKE/UTAH COUNTY LINE
RECONSTRUCTION
Beg MP 32.7 Length 3.31 **5.40** Million

S.R. 73
TOOELE/UTAH COUNTY LINE TO RP 21.0 (IN FAIRFIELD)
SHOULDER WIDENING & REHABILITATION
Beg MP 15.8 Length 5.20 **1.76** Million

S.R. 73
SR-68 TO I-15 (LEHI)
RECONSTRUCTION
Beg MP 36.3 Length 4.33 **13.50** Million

S.R. 74
740 NORTH (IN AMERICAN FORK) TO SR-92 (IN HIGHLAND)
WIDENING, ACCEL./DECEL. LANES & TURN LANES
Beg MP 1.0 Length 2.90 **4.05** Million

S.R. 89
SANPETE/UTAH COUNTY LINE TO THISTLE CREEK BRIDGE (NEAR THISTLE)
SAFETY MODIFICATIONS,OVERLAY & WIDENING
Beg MP 264.1 Length 13.90 **9.45** Million

S.R. 89
MOARK JUNCTION TO RP 283.0
RECONSTRUCTION
Beg MP 279.9 Length 3.07 **8.10** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

UTAH

S.R. 89
OREM STATE STREET; 100 NORTH TO 1000 NORTH
RECONSTRUCT WITH CONCRETE
Beg MP 295.7 Length 0.90 **13.50** Million

S.R. 89
OREM STATE STREET: 1000 NORTH TO 2000 NORTH
CONCRETE RECONSTRUCTION
Beg MP 296.6 Length 1.64 **13.50** Million

S.R. 89
RP 300 TO RP 301 (IN PLEASANT GROVE)
WIDEN STRUCTURE AND ROADWAY
Beg MP 300.0 Length 1.00 **4.05** Million

S.R. 92
ALPINE LOOP: SUNDANCE SKI RESORT TO SR-189
RECONSTRUCTION
Beg MP 24.0 Length 3.10 **4.05** Million

S.R. 114
900 WEST (IN PROVO) TO I-15
WIDENING 2 LANES TO 4 LANES/RECONSTRUCTION
Beg MP 0.4 Length 0.64 **2.70** Million

S.R. 114
RP 1.0 TO RP 8.5 (GENEVA ROAD)
RECONSTRUCTION
Beg MP 1.0 Length 7.50 **16.20** Million

S.R. 146
SR-89 TO SR-92
RECONSTRUCTION
Beg MP 0.0 Length 5.34 **13.50** Million

S.R. 180
I-15 TO SR-89
WIDENING
Beg MP 0.0 Length 0.99 **1.35** Million

S.R. 214
I-15 TO SR-6 (EAST OF SPANISH FORK)
RECONSTRUCT TO 4 LANES
Beg MP 0.0 Length 4.20 **27.00** Million

S.R. 265
SR-114 TO SR-189 (BYU DIAGONAL)
CONCRETE RECONSTRUCTION TO SIX LANES
Beg MP 0.0 Length 4.32 **27.00** Million

WASATCH

S.R. 0
WASATCH MOUNTAIN STATE PARK
CONSTRUCTION OF A NEW ACCESS ROAD
Beg MP 0.0 Length 3.20 **3.04** Million

WASATCH

S.R. 40
MIDWAY INTERCHANGE RP 13.1
CONSTRUCT NEW INTERCHANGE
Beg MP 12.6 Length 1.00 **13.50** Million

S.R. 40
HEBER CITY MAIN STREET
CONCRETE RECONSTRUCTION
Beg MP 17.6 Length 1.63 **13.50** Million

S.R. 40
HEBER CITY LIMITS TO STRAWBERRY RESERVOIR CAMPGROUND ROAD
RECONSTRUCTION
Beg MP 19.2 Length 15.52 **33.75** Million

S.R. 113
SR-189 (IN CHARLESTON) TO SR-224 (IN MIDWAY)
WIDENING AND OVERLAY
Beg MP 0.0 Length 3.90 **3.38** Million

S.R. 113
SR-224 (IN MIDWAY) TO HEBER CITY WEST LIMITS
WIDENING & SHOULDER REHABILITATION
Beg MP 3.9 Length 2.40 **1.08** Million

S.R. 189
WILDWOOD TO DEER CREEK RESERVOIR
RECONSTRUCTION (SURFACING)
Beg MP 14.0 Length 4.50 **13.50** Million

S.R. 189
WILDWOOD TO DEER CREEK RESERVOIR
RECONSTRUCTION (GRADE & DRAIN)
Beg MP 14.0 Length 4.50 **54.00** Million

S.R. 189
DEER CREEK RESERVOIR TO CHARLESTON
RECONSTRUCT TO STANDARDS
Beg MP 18.5 Length 6.70 **50.72** Million

S.R. 189
CHARLESTON TO SR-40 (IN HEBER CITY)
RECONSTRUCTION
Beg MP 25.2 Length 4.00 **13.50** Million

WASHINGTON

S.R. 9
700 W. (IN HURRICANE) TO SR-17 (IN LAVERKIN)
WIDENING, CURB AND GUTTER
Beg MP 8.4 Length 4.15 **6.75** Million

S.R. 9
SR-17 (IN LAVERKIN) TO RP 18.0 (WEST OF VIRGIN CITY)
REGRADING, RECONSTRUCTION & OVERLAY
Beg MP 12.5 Length 5.50 **5.40** Million

WASHINGTON

S.R. 9
ROCKVILLE TO BLACK CANYON WASH (NEAR SPRINGDALE)
SHOULDER WIDENING, OVERLAY & PLANT MIX SEAL COAT
Beg MP 28.0 Length 4.30 **5.40** Million

S.R. 15
ST. GEORGE PORT OF ENTRY (OFF RAMPS NORTH BOUND AND SOUTH BOUND)
RECONSTRUCT
Beg MP 0.8 Length 0.27 **0.95** Million

S.R. 15
WASHINGTON INTERCHANGE
INTERCHANGE RECONSTRUCTION
Beg MP 10.0 Length 1.00 **16.20** Million

S.R. 15
WASHINGTON INTERCHANGE (PROPOSED)
NEW CONSTRUCTION
Beg MP 12.5 Length 1.00 **54.00** Million

S.R. 15
SR-17 (ANDERSON JCT) TO SNOWFIELD INTERCHANGE
RECONSTRUCTION
Beg MP 27.3 Length 6.30 **16.20** Million

S.R. 15
SNOWFIELD INTERCHANGE TO IRON/WASHINGTON COUNTY LINE
RECONSTRUCTION
Beg MP 33.6 Length 8.60 **4.05** Million

S.R. 15
RP 34.0 TO RP 37.0
TRUCK LANE ADDITION ON NORTH BOUND SIDE
Beg MP 34.0 Length 3.00 **2.03** Million

S.R. 17
SR-9 (IN LAVERKIN) TO RP 2.8
WIDEN/STRUCTURAL OVERLAY
Beg MP 0.0 Length 2.80 **2.16** Million

S.R. 17
RP 2.8 (IN LAVERKIN) TO I-15
RECONSTRUCTION
Beg MP 2.8 Length 3.30 **8.10** Million

S.R. 18
RP 3.5 TO RP 12.0
TRUCK LANE/BIKE PATH/STRUCTURAL OVERLAY
Beg MP 3.5 Length 8.50 **6.75** Million

S.R. 18
RP 12.0 TO RP 25.0
WIDENING & ADDITION OF PASSING AND BIKE LANES
Beg MP 12.0 Length 13.00 **3.77** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

WASHINGTON

S.R. 18
RP 25.0 TO RP 31.0
WIDEN/STRUCTURAL OVERLAY/TRUCK LANE
Beg MP 25.0 Length 6.00 **8.10** Million

S.R. 18
RP 31.0 TO RP 42.0
WIDEN/STRUCTURAL OVERLAY/TRUCK LANE
Beg MP 31.0 Length 11.00 **14.85** Million

S.R. 18
RP 42.0 TO SR-56
WIDEN/STRUCTURAL OVERLAY/DRAINAGE
Beg MP 42.0 Length 9.00 **8.10** Million

S.R. 34
ST. GEORGE BLVD.: SR-18 (BLUFF STREET) TO SR-15
WIDEN/RECONSTRUCTION/DRAINAGE
Beg MP 0.0 Length 2.15 **3.78** Million

S.R. 59
ARIZONA STATE LINE TO HURRICANE BENCH
RECONSTRUCTION
Beg MP 0.0 Length 21.00 **10.80** Million

S.R. 59
HURRICANE BENCH TO SR-9
APPROACH RECONSTRUCTION
Beg MP 21.0 Length 1.20 **2.70** Million

WAYNE

S.R. 12
TEASDALE JCT. TO SR-24 (EAST OF TORREY)
WIDENING & ALIGNMENT IMPROVEMENT
Beg MP 119.0 Length 4.70 **4.73** Million

S.R. 24
PIUTE/WAYNE COUNTY LINE TO SR-72 (IN LOA)
SCARIFYING, WIDENING & OVERLAY
Beg MP 37.2 Length 14.70 **3.38** Million

S.R. 24
INTERSECTION OF SR-72
DECELERATION & TURN LANES
Beg MP 51.9 Length 0.01 **0.14** Million

S.R. 24
INTERSECTION OF BICKNELL AIRPORT ROAD
DECELERATION & TURN LANES
Beg MP 58.9 Length 0.02 **0.14** Million

S.R. 24
TORREY WEST CITY LIMITS TO RP 72.0 (NEAR CAPITOL REEF PARK)
WIDENING & OVERLAY
Beg MP 68.5 Length 3.50 **4.05** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

WAYNE

S.R. 24
CAPITOL REEF PARK EAST BOUNDARY TO FREMONT RIVER
MINOR WIDENING & OVERLAY
Beg MP 89.0 Length 6.20 **3.38** Million

S.R. 72
SR-24 (IN LOA) TO MILL MEADOW RESERVOIR ROAD
RECONSTRUCTION
Beg MP 0.0 Length 7.00 **9.45** Million

WEBER

S.R. 26
RIVERDALE ROAD: SR-126 TO BRIDGE OVER I-15
REALIGNMENT WITH 5200 SOUTH
Beg MP 0.0 Length 0.40 **2.70** Million

S.R. 26
RIVERDALE ROAD: INTERSECTION SR-204 (WALL AVENUE)
INTERSECTION RECONSTRUCTION, CONCRETE
Beg MP 3.0 Length 0.02 **0.68** Million

S.R. 39
SR-166 TO HARDWARE RANCH ROAD
WIDENING, REPAVING & REPLACEMENT OF GUARDRAIL
Beg MP 19.2 Length 16.90 **1.76** Million

S.R. 53
I-15 TO 800 WEST CROSSING (IN OGDEN)
FULL RECONSTRUCTION OF INTERCHANGE
Beg MP 0.0 Length 0.50 **13.50** Million

S.R. 53
24TH STREET VIADUCT STRUCTURE (IN OGDEN)
WIDENING TO 4 LANES
Beg MP 0.5 Length 1.00 **8.10** Million

S.R. 53
24TH STREET VIADUCT STRUCTURE (IN OGDEN)
RECONSTRUCTION TO INTERSECT WITH WALL AVE.
Beg MP 1.5 Length 0.10 **5.74** Million

S.R. 79
SR-126 TO SR-108 (MIDLAND DRIVE)
NEW CONSTRUCTION, NEW ALIGNMENT
Beg MP -2.0 Length 2.00 **8.10** Million

S.R. 79
30TH/31ST STREETS (IN OGDEN): REEVES TO WASHINGTON BLVD.
RECONSTRUCTION
Beg MP 2.4 Length 0.40 **10.07** Million

S.R. 79
30TH STREET(IN OGDEN): WASHINGTON BLVD. TO HARRISON BLVD.
RECONSTRUCTION TO 4 LANES, CURB AND GUTTER
Beg MP 3.0 Length 1.20 **5.40** Million

TRANSPORTATION SYSTEM CAPACITY PROJECTS

WEBER

S.R. 89
WASHINGTON BOULEVARD: 40TH STREET TO 28TH STREET
RECONSTRUCTION WITH CONCRETE SURFACE, CURB AND GUTTER
Beg MP 350.3 Length 1.50 **6.75** Million

S.R. 104
WILSON LANE: SR-126 TO I-15
RECONSTRUCT & WIDEN TO 4 LANES
Beg MP 0.0 Length 0.60 **2.36** Million

S.R. 126
SR-39 (IN ROY) TO SR-89 (NEAR BOX ELDER COUNTY LINE)
WIDENING, PMS COAT, SIGNALS, CURB AND GUTTER
Beg MP 14.3 Length 7.10 **12.02** Million

S.R. 134
SR-37 TO PLAIN CITY CANAL CROSSING
WIDENING, INTERSECTION IMPROVEMENTS & RESURFACING
Beg MP 0.0 Length 9.70 **6.75** Million

S.R. 204
WALL AVENUE AND RIVERDALE ROAD INTERSECTION
RECONSTRUCTION WITH CONCRETE
Beg MP 0.0 Length 0.50 **0.68** Million

S.R. 235
2550 NORTH (IN OGDEN): SR-89 TO WASHINGTON BLVD.
WIDEN, REALIGN & SIGNALIZE INTERSECTIONS
Beg MP 3.1 Length 1.80 **5.40** Million