

## APPENDIX N

### HIGHWAY PROJECT DESCRIPTIONS

#### Salt Lake Area Projects - Completed, Deleted, Modified, Or Under Construction

4. **California Avenue from I-215 to Bangerter Highway** – was deleted from the previous RTP.
5. **California Avenue from Bangerter Highway to 4800 West** – was deleted from the previous RTP.
- 7a. **I-80 between State Street and 1300 East** – is complete.
233. **I-80 Interchange East Bound Connecting to I-215 on the Westside** – is complete.
9. **SR-201 from 3200 West to Mountain View Corridor** – is complete.
234. **SR-201 from SR-202 to I-80** – is under construction to be widened from 2 to 4 lanes.
295. **Western East / West Study** – is complete.
14. **3500 South from 2700 West to 4000 West** – is complete.
18. **4500 South from 2700 East to 2300 East** – was deleted from the previous RTP.
297. **4500 South from I-215 to 2700 East** – was deleted from the previous RTP.
19. **4500 South from I-15 to State Street** – is complete.
239. **5400 South from I-15 to the Bangerter Highway** – was deleted from the previous RTP.
300. **7000 South / 7200 South from State Street to I-15** – was deleted from the previous RTP.
27. **7800 South from Bangerter Highway to the New Bingham Highway** – is complete.
25. **New Bingham Highway from 5600 West to 9000 South** – was deleted from the previous RTP.
243. **10600 South / 10400 South from I-15 to Redwood Road** – is complete.
34. **10400 South / 10800 South from Bangerter Highway to 4800 West** – is complete.
- 37a. **11400 South from State Street to 700 West** – is complete.
38. **11400 South from 700 West to Redwood Road** – is complete.
39. **11400 South from Redwood Road to Bangerter Highway** – is complete.
- 40a. **11400 South from Bangerter Highway to 4800 West** – is complete.



- 40b. **11400 South from 4800 West to Valdania Street (5200 West) – is complete.**
- 43. **12600 South from 4800 West to 6000 West – is complete.**
- 44. **Mountain View Corridor / Bangerter Highway Connector from the Mountain View Corridor to the Bangerter Highway – was deleted from the previous RTP.**
- 251. **14400 South from 4800 West to 5600 West – is complete.**
- 84. **8400 West from SR-201 to 3500 South – was deleted from the previous RTP.**
- 255b. **6400 West from 13000 South to 13400 South – is complete.**
- 77. **5600 West from 4400 South to 6200 South – is complete.**
- 259. **5600 West from 13400 South to 14400 South – is complete.**
- 260. **4800 West from California Avenue to SR-201 – was deleted from the previous RTP.**
- 262. **4800 West from Parkway Boulevard (2700 South) to 3500 South – was deleted from the previous RTP.**
- 263. **4800 West from 9000 South to Sky Drive – is complete.**
- 75. **Gladiola Ave (3400 / 3200 West) from 500 South to California Avenue – was deleted from the previous RTP.**
- 265. **3200 West from Parkway Boulevard to 3500 South – was deleted from the previous RTP.**
- 54a. **I-215 from SR-201 to 4700 South – is complete.**
- 101a. **Redwood Road from Bangerter Highway to Porter Rockwell Road – is complete.**
- 101b. **Redwood Road from Porter Rockwell Road to the Utah County Line – is complete.**
- 71. **900 West / Fine Street from 3300 South to 700 West – was deleted from the previous RTP.**
- 70. **Bingham Junction Boulevard from 7000 South to 7800 South – is complete.**
- 88. **I-15 from I-215 to the Beck Street – is complete.**
- 50. **I-15 from Beck Street to 600 North – is complete.**
- 292. **I-15 (Northbound) at 10600 South – is complete.**
- 36. **I-15 Interchange at 11400 South – is complete.**
- 59a. **700 East from Carnation Drive (10142 South) to 11400 South – is complete.**



- 61. **900 East from Van Winkle Expressway to Fort Union Boulevard** – was deleted from the previous RTP.
- 68. **Wasatch Boulevard from 7000 South to North Little Cottonwood Road** – was deleted from the previous RTP.
- 69. **Wasatch Boulevard from North Little Cottonwood Road to Little Cottonwood Road** – was deleted from the previous RTP.

#### **Ogden - Layton Area Projects - Completed, Deleted, Modified, Or Under Construction**

- 304. **North Davis East / West Study** – is complete.
- 129. **1800 North in Clinton from Western Davis Corridor to 5000 West** – was deleted from the previous RTP.
- 272. **Syracuse Road (SR 108) from I-15 to Main Street in Clearfield** – was deleted from the previous RTP.
- 135. **Syracuse Road (SR 108) from 1000 West to 2000 West** – is complete.
- 144. **700 South / 900 South in Layton from I-15 to Flint Street in Layton** – is complete.
- 90a. **Parrish Lane in Centerville from I-15 to the 1250 West** – is complete.
- 92a. **500 South from I-15 to Redwood Road** – is complete.
- 294. **North Legacy Connector Study** – is underway as part of the Western Davis Corridor Environmental Impact Statement.
- 156. **2700 West in Layton from Layton Parkway to the North Legacy Corridor** – was deleted from the previous RTP.
- 304. **Sheep Road Study** – was deleted from the previous RTP.
- 169. **I-15 from Hill Field Road (SR 232) to US 89** – is complete.
- 148. **I-15 Interchange at South Layton Interchange** – is complete.
- 150. **Main Street from 400 West to 200 North** – is complete.
- 151. **Fort Lane in Layton from Main Street to Gordon Avenue (1000 North)** – is complete.
- 91. **Bountiful Boulevard from Eaglewood to Beck Street** – was deleted from the previous RTP.
- 306. **Western Weber East / West Study** – is complete.
- 186a. **Hinckley Drive from 1900 West (SR-126) to Midland Drive** – is complete.



- 189. **5600 South Connection from I-15 to South Weber Drive** – was deleted from the previous RTP.
- 298. **North Legacy Corridor from 1200 South to I-15** – was deleted from the previous RTP.
- 170a. **North Legacy Corridor from the 1200 South to 4000 South** – was deleted from the previous RTP.
- 286. **1100 West in Pleasant View from Skyline Drive to 4000 North** – was deleted from the previous RTP.
- 291. **1100 West in Pleasant View from Pleasant View Drive to US-89** – was deleted from the previous RTP.
- 204. **Riverdale Road (SR 26) from I-84 to Washington Boulevard** – is complete.
- 201. **Wall Avenue from 2700 North to US 89** – was deleted from the previous RTP.
- 203. **Harrison Boulevard from 24<sup>th</sup> Street to Country Hills** – was deleted from the previous RTP.

#### **Salt Lake County, East-West Facilities**

- S-1. Sports Complex Boulevard (2400 North) from I-215 East Frontage Road to Redwood Road** – will be constructed as 2 lanes with a center turn lane on a 66 ft. right-of-way before 2020. No bike facility is planned.
- S-2. 700 South / 500 South from 5600 West to 2700 West** – will be widened from 2 to 4 lanes with a center turn lane on an 99 ft. right-of-way between 2031 and 2040. A Class 2 bike facility will be provided.
- S-3. California Avenue from the Mountain View Corridor to 4800 West** – will be widened from 2 to 4 lanes with a center turn lane on a 110 ft. right-of-way between 2031 and 2040. A Class 2 priority bike facility will be provided.
- S-4. I-80 between 1300 East and I-215 (East)** - will be widened from 6 to 8 lanes between 2021 and 2030 on a 328 ft. of right-of-way. The project may include sound walls. A Class 1 priority bike facility will be provided.
- S-5. I-80 between I-215 (East) and the Summit County Line** - will be widened from 3 eastbound lanes to 4 eastbound lanes between 2031 and 2040 on a 328 ft. of right-of-way. The project may include sound walls. A Class 3 bike facility will be provided.
- S-6. 2100 South between I-15 and 1300 East** – will include operational improvements before 2020. A Class 2 bike facility will be provided.
- S-7. SR-201 from I-80 (West) to SR-111 Bypass** – will be widened from 4 to 6 lanes between 2031 and 2040 on a 300 ft. right-of-way. A Class 1 priority bike facility will be provided along segments of the project.



- S-8. SR-201 from SR-111 Bypass to the Mountain View Corridor** – will be widened from 4 to 6 lanes between 2021 and 2030 on a 300 ft. right-of-way. A Class 1 priority bike facility will be provided.
- S-9. SR-201 from the Mountain View Corridor to I-15** – will be widened from 6 lanes to 6 lanes plus High Occupancy Toll (HOT) lanes between 2021 and 2030 on a 300 ft. right-of-way. No bike facility is planned.
- S-10. Parkway Boulevard (2700 South) from 7200 West to 5600 West** – will be widened from 2 to 4 lanes between 2031 and 2040 on an 86 ft. right-of-way. A Class 2 bike facility will be provided.
- S-11. 3300 South / 3500 South from I-215 (West) to Highland Drive** – will include operational improvements before 2020. A Class 1 or 2 bike facility will be provided along segments of the project.
- S-12. 3500 South from SR-111 Bypass to 7200 West** – will be widened from 2 lanes to 4 lanes with a center turn lane on a 100 ft. right-of-way between 2031 and 2040. A Class 2 or 3 bike facility will be provided.
- S-13. 3500 South from 7200 West to the Mountain View Corridor** – will be widened from 2 lanes to 4 lanes with a center turn lane on a 100 ft. right-of-way between 2021 and 2030. No bike facility is planned.
- S-14. 3500 South from the Mountain View Corridor to 4000 West** – will be widened from 4/2 to 6 lanes with a center turn lane on a 100 ft. right-of-way before 2020. No bike facility is planned.
- S-15. 4100 South from SR-111 to the Mountain View Corridor** – will be widened from 2 to 4 lanes with a center turn lane on a 99 ft. of right-of-way between 2031 and 2040. A Class 2 priority bike facility will be provided.
- S-16. 4700 South from 6400 West to the 4000 West** – will be widened from 2 lanes to 4 lanes with a center turn lane on a 110 ft. right-of-way between 2021 and 2030. A Class 3 bike facility will be provided.
- S-17. 4700 South from 4000 West to 2700 West** – will be widened from 4 to 6 lanes with a center turn lane on a 110 ft. right-of-way before 2020. A Class 3 bike facility will be provided.
- S-18. 4500 South / 4700 South from Redwood Road to I-15** – will be widened from a 4 to a 6 lane expressway with a median on a 150 ft. right-of-way between 2031 and 2040. A Class 3 bike facility will be provided along segments of the project.
- S-19. 4500 South from 900 East to 2300 East** – will be widened from a 2 to a 4 lane with a center turn lane on a 110 ft. right-of-way between 2031 and 2040. A Class 2 or 3 bike facility will be provided.
- S-20. 5400 South from SR-111 to the Mountain View Corridor** – will be widened from 2 to 4 lanes with a center turn lane on a 99 ft. right-of-way between 2021 and 2030. A Class 2 priority bike facility will be provided.



- S-21. 5400 South from SR-111 to the Mountain View Corridor** – will be widened from 4 to 6 lanes with a center turn lane on a 123 ft. right-of-way between 2031 and 2040. A Class 2 priority bike facility will be provided.
- S-22. 5400 South from the Mountain View Corridor to the Bangerter Highway** – will be widened from 4 to 6 lanes with a center turn lane on a 110 ft. right-of-way before 2020. A Class 2 or 3 priority bike facility will be provided.
- S-23. 5400 South from 5600 West to the Bangerter Highway** – will include operational improvements before 2020. A Class 2 or 3 priority bike facility will be provided.
- S-24. 5400 South from Redwood Road to I-15** – will include operational improvements before 2020. A Class 3 priority bike facility will be provided along segments of the project.
- S-25. 6200 South from SR-111 to the Mountain View Corridor** – will be constructed as a 4 lane facility with a center turn lane on a 110 ft. right-of-way before 2020. A Class 1 or 2 bike facility will be provided.
- S-27. 6200 South from the Mountain View Corridor to 5600 West** – will be widened and constructed to a 4 lane facility with a center turn lane on a 110 ft. right-of-way before 2020. A Class 2 bike facility will be provided.
- S-28. 7000 South from the Bangerter Highway to Redwood Road** – will be widened from 3 to 4 lanes with a center turn lane on a 99 ft. right-of-way between 2021 and 2030. A Class 2 bike facility will be provided.
- S-29. 7000 South / 7200 South from Redwood Road to Bingham Junction Boulevard** – will be widened from 4 to 6 lanes with a center turn lane on a 110 ft. right-of-way between 2031 and 2040. A Class 1 or 2 bike facility will be provided.
- S-30. 7000 South / 7200 South from Bingham Junction Boulevard to I-15** – will be widened from 4 to 6 lanes with a center turn lane on a 110 ft. right-of-way before 2020. A Class 1 bike facility will be provided.
- S-31. Fort Union Boulevard from Union Park Boulevard to 3000 East** – will include operational improvements before 2020. A Class 2 bike facility will be provided.
- S-32. 7800 South from SR-111 to New Bingham Boulevard** – will be widened from 2 to 4 lanes with a center turn lane on a 120 ft. right-of-way before 2020. A Class 2 priority bike facility will be provided.
- S-34. 9000 South from SR-111 to 5600 West** – will construct a 4 lane facility with a center turn lane on an 110 ft. right-of-way before 2020. A Class 2 bike facility will be provided.
- S-35. 9000 South from 5600 West to the Bangerter Highway** – will be widened from 4 to 6 lanes with a center turn lane on a 123 ft. right-of-way between 2031 and 2040. A Class 2 priority bike facility will be provided.
- S-36. 9000 South from the Bangerter Highway to I-15** – will be widened from 4 to 6 lanes with a center turn lane on a 123 ft. right-of-way between 2021 and 2030. A Class 1 or 2 bike facility will be provided.



- S-37. 10200 South from SR-111 to the Mountain View Corridor** – will be widened from 2 to 4 lanes with a center turn lane on a 110 ft. right-of-way before 2020. A Class 2 bike facility will be provided.
- S-38. 10400 South / 10800 South from SR-111 to the Mountain View Corridor** – will be constructed as a 4 lane facility with a center turn lane on a 110 ft. right-of-way between 2021 and 2030. No bike facility is planned.
- S-39. 10400 South / 10800 South from the Mountain View Corridor to 4800 West** – will be constructed as a 4 lane facility with a center turn lane on a 110 ft. right-of-way before 2020. A Class 1 bike facility will be provided along segments of the project.
- S-40. 10600 South / 10400 South from the Bangerter Highway to I-15** – will include operational improvements before 2020. A Class 2 bike facility will be provided along segments of the project.
- S-41. 10600 South from 1300 East to Highland Drive** – will be widened from 2 to 4 lanes with a center turn lane on an 86 ft. right-of-way before 2020. A Class 1 bike facility will be provided.
- S-42. 11800 South from SR-111 to 5600 West** – will be widened from 2 to 4 lanes with a center turn lane on a 99 ft. right-of-way between 2021 and 2030. A Class 2 priority bike facility will be provided.
- S-43. 11400 South from 11800 South / 5600 West to Valdania Street (5200 West)** – will be widened from 2 to 4 lanes with a center turn lane on a 110 ft. right-of-way before 2020. A Class 2 priority bike facility will be provided.
- S-45. 11400 South from 1300 East to Highland Drive** – will be widened from 2 to 4 lanes with a center turn lane on a 99 ft. right-of-way between 2031 and 2040. A Class 3 priority bike facility will be provided along segments of the project.
- S-46. Herriman Parkway (12600 South) from 8000 West to 6000 West** – will be constructed as a 4 lane facility on a 110 ft. right-of-way between 2031 and 2040. A Class 1 or 2 bike facility will be provided.
- S-47. 12600 South from the Mountain View Corridor to the Bangerter Highway** – will be widened from 4 to 6 lanes with a center turn lane and parking on a 100 ft. right-of-way between 2021 and 2030. A Class 2 priority bike facility will be provided.
- S-48. 12300 South / 12600 South from Redwood Road to 700 East** – will be widened from 4 to 6 lanes with a center turn lane on a 100 ft. right-of-way between 2021 and 2030. A Class 2 priority bike facility will be provided.
- S-49. Riverton Boulevard from 4570 West to 13400 South** – will be constructed as a 4 lane facility with a center turn lane on an 89 ft. right-of-before 2020. No bike facility is planned.
- S-50. 13400 South from 8000 West to the Mountain View Corridor** – will be widened and constructed to a 4 lane facility with a center turn lane on a 100 ft. right-of-way between 2031 and 2040. A Class 2 or 3 bike facility will be provided along segments of the project.





- S-51. 13400 South from the Mountain View Corridor to the Bangerter Highway –** will be widened from 4 to 6 lanes with a center turn lane on 100 ft. right-of-way before 2020. A Class 2 bike facility will be provided.
- S-52. Juniper Crest from 4800 West to the Mountain View Corridor –** will be constructed as a 6 lane facility with a center turn lane on a 110 ft. right-of-way before 2020. A Class 2 bike facility will be provided.
- S-53. Juniper Crest / 14400 South from the Mountain View Corridor to 3600 West –** will be constructed as 2 lanes with a center turn lane on an 86 ft. right-of-way before 2020. A Class 2 or 3 priority bike facility will be provided.
- S-54. Traverse Ridge Road from Highland Drive to Mike Weir Drive –** will be widened from 2 to 4 lanes on a 99 ft. right-of-way between 2031 and 2040. A Class 2 bike facility will be provided.
- S-55. Porter Rockwell Road from Redwood Road to 14600 South –** will be constructed as 4 lanes with a center turn lane on a 167 ft. right-of-way before 2020. A Class 1 or 2 priority bike facility will be provided.

#### **Salt Lake County, North-South Facilities**

- S-56. SR-111 Bypass from SR-201 to SR-111 –** will be widened and constructed to a 4 lane facility with a center turn lane on a 150 ft. right-of-way between 2031 and 2040. A Class 3 bike facility will be provided along segments of the project.
- S-57. SR-111 from 5400 South to 11800 South –** will be widened from 2 to 4 lanes on a 106 ft. right-of-way between 2021 and 2030. A Class 2 priority bike facility will be provided.
- S-58. 8000 West from 11800 South to 13400 South –** will be constructed as 4 lanes with a center turn lane on a 106 ft. right-of-way between 2031 and 2040. No bike facility is planned.
- S-59. 7200 West from SR-201 to 3500 South –** will be widened from 2 to 4 lanes with a center turn lane on an 86 ft. right-of-way before 2020. A Class 3 bike facility will be provided.
- S-61. Mountain View Corridor from SR-201 to 4100 South –** will be constructed as a 4 lane arterial on a 328 ft. right-of-way before 2020. A Class 1 priority bike facility will be provided along segments of the project.
- S-62. Mountain View Corridor from 4100 South to 5400 South –** will be constructed as a 4 lane arterial on a 328 ft. right-of-way before 2020. A Class 1 priority bike facility will be provided.
- S-63. Mountain View Corridor from 5400 South to Redwood Road –** will be constructed as a 4 lane arterial on a 328 ft. right-of-way before 2020. A Class 1 priority bike facility will be provided along segments of the project.
- S-64. Mountain View Corridor from Redwood Road to the Utah County Line –** will be constructed as a 4 lane arterial on a 328 ft. right-of-way between 2021 and 2030. No bike facility is planned.





- S-66. Mountain View Corridor from SR-201 to 4100 South** – will be widened to a 6 lane freeway with grade separated interchanges on a 328 ft. right-of-way between 2021 and 2030. A Class 1 priority bike facility will be provided along segments of the project.
- S-67. Mountain View Corridor from 4100 South to 5400 South** – will be widened to a 6 lane freeway with grade separated interchanges on a 328 ft. right-of-way between 2021 and 2030. A Class 1 priority bike facility will be provided.
- S-68. Mountain View Corridor from 5400 South to 9000 South** – will be widened to a 6 lane freeway with grade separated interchanges on a 328 ft. right-of-way between 2021 and 2030. A Class 1 priority bike facility will be provided along segments of the project.
- S-69. Mountain View Corridor from 9000 South to 10200 South** – will be widened to a 6 lane freeway with grade separated interchanges on a 328 ft. right-of-way between 2031 and 2040. No bike facility is planned.
- S-70. Mountain View Corridor from 10200 South to Redwood Road** – will be constructed as a 6 lane freeway with grade separated interchanges between the frontage roads on a 328 ft. right-of-way between 2031 and 2040. A Class 1 priority bike facility will be provided along segments of the project.
- S-71. Mountain View Corridor from Redwood Road to the Utah County Line** – will be widened to a 6 lane freeway with grade separated interchanges on a 328 ft. right-of-way between 2021 and 2030. No bike facility is planned.
- S-72. Mountain View Corridor from SR-201 to the Utah County Line** – will be widened to include a high occupancy vehicle (HOV) lane freeway on a 328 ft. right-of-way between 2031 and 2040. A Class 1 priority bike facility will be provided along segments of the project.
- S-73. 5600 West from I-80 to SR-201** – will be widened from 2 to 4 lanes with a center turn lane on a 150 ft. right-of-way before 2020. A Class 2 priority bike facility will be provided.
- S-74. 5600 West from 2700 South to 6200 South** – will include operational improvements before 2020. A Class 2 bike facility will be provided along segments of the project.
- S-75. 5600 West from 6200 South to New Bingham Highway** – will be widened and constructed to 4 lanes with a center turn lane on a 100ft. right-of-way before 2020. A Class 2 bike facility will be provided.
- S-76. 5600 West from 6200 South to New Bingham Highway** – will include operational improvements between 2021 and 2030. A Class 2 bike facility will be provided.
- S-77. 5600 West from New Bingham Highway to Old Bingham Highway** – will be widened from 2 to 4 lanes with a center turn lane on a 100 ft. right-of-way between 2021 and 2030. A Class 2 priority bike facility will be provided.
- S-78. 5600 West from Old Bingham Highway to 10400 South / 10800 South** – will be constructed as a 4 lane facility with a center turn lane on an 86 ft. right-of-way before 2020. No bike facility is planned.



- S-79. 5600 West from 11800 South to 13100 South** – will be constructed as a 2 lane facility with a center turn lane on an 86 ft. right-of-way before 2020. A Class 2 bike facility will be provided.
- S-80. 5600 West Connection from 5600 West to 11800 South** – will be constructed as a 2 lane facility with a center turn lane on a 66 ft. right-of-way before 2020. A Class 2 bike facility will be provided.
- S-81. 4800 West from SR-201 to Lake Park Boulevard (2700 South)** – will be constructed as a 2 lane facility with a center turn lane on an 86 ft. right-of-way between 2021 and 2030. A Class 3 priority bike facility will be provided.
- S-82. 4800 West from Skye Drive to the Mountain View Corridor** – will be constructed as a 2 lane facility with a center turn lane on a 86 ft. right-of-way before 2020. A Class 2 bike facility will be provided along segments of the project.
- S-83. 4570 West from 12600 South to 13400 South** – will be construct as a 2 lane facility with a center turn lane on an 89 ft. right-of-way before 2020. No bike facility is planned.
- S-84. 4200 West / Riverton Boulevard from 13400 South to 14400 South** – will be constructed as a 4 lane facility with a center turn lane on an 89 ft. right-of-way before 2020. No bike facility is planned.
- S-85. 4150 West from 12600 South to Riverton Boulevard** – will be constructed as a 2 lane facility with a center turn lane on a 66 ft. right-of-way before 2020. No bike facility is planned.
- S-86. 3600 West from 13400 South to 14400 South** – will be widened from 2 to 4 lanes with a center turn lane on an 86 ft. right-of-way between 2031 and 2040. A Class 3 priority bike facility will be provided.
- S-87. 3200 West from California Avenue to 1820 South** – will be connected to Gladiola Avenue as a 4 lane facility with a center turn lane on a 99 ft. right-of-way between 2021 and 2030. A Class 2 bike facility will be provided.
- S-88. 3200 West from 1820 South to Parkway Boulevard (2700 South)** – will be connected to Gladiola Avenue as a 4 lane facility with a center turn lane on a 110 ft. right-of-way between 2021 and 2030. A Class 2 bike facility will be provided.
- S-89. I-215 from 2100 North to I-80** – will be widened from 6 to 8 lanes on a 328 ft. right-of-way between 2031 and 2040. No bike facility is planned.
- S-90. I-215 Frontage Road from 2700 South to 4100 South** – will be constructed as a 1 lane frontage road facility on both sides of I-215 on a 66 ft. right-of-way before 2020. No bike facility is planned.
- S-91. Redwood Road from I-215 (North) to 1000 North** – will be widened from 2 to 4 lanes with a center turn lane on a 110 ft. right-of-way between 2031-2040. A Class 2 bike facility will be provided.
- S-92. Redwood Road from SR-201 to 4700 South** – will include operational improvements before 2020. A Class 1 bike facility will be provided along segments of the project.



- S-93. Redwood Road from 9000 South to the Bangerter Highway** – will be widened from 4 to 6 lanes with a center turn lane on a 100 ft. right-of-way between 2031 and 2040. A Class 2 priority bike facility will be provided along segments of the project.
- S-94. Redwood Road from 9000 South to 11400 South** – will include operational improvements before 2020. A Class 2 priority bike facility will be provided along segments of the project.
- S-95. Redwood Road from 12600 South to the Bangerter Highway** – will be widened from 2 to 4 lanes with a center turn lane on a 100 ft. right-of-way before 2020. A Class 2 priority bike facility will be provided along segments of the project.
- S-96. Redwood Road from the Bangerter Highway to Porter Rockwell Road** – will be widened from 4 to 6 lanes with a center turn lane on a 100 ft. right-of-way between 2031 and 2040. A Class 2 priority bike facility will be provided.
- S-97. 1200 West from 3100 West to 3300 South** – will be constructed as a 4 lane facility and a center turn lane on an 86 ft. right-of-way before 2020. A Class 3 bike facility will be provided.
- S-98. Bingham Junction Boulevard from 7800 South to 8400 South** – will be constructed as a 2 lane facility and a center turn lane on an 86 ft. right-of-way before 2020. A Class 2 bike facility will be provided.
- S-99. Galena Park Boulevard from 12300 South to 13490 South** – will be constructed as a 4 lane facility and a center turn lane on an 89 ft. right-of-way before 2020. A Class 1 or 3 bike facility will be provided.
- S-100. Lone Peak Parkway from 11400 South to 12300 South** – will be widened from 2 to 4 lanes on an 99 ft. right-of-way between 2031 and 2040. A Class 2 bike facility will be provided.
- S-101. Lone Peak Parkway from 12300 South to the Bangerter Highway** – will be constructed as a 4 lane facility and a center turn lane on a 99 ft. right-of-way before 2020. A Class 1 or 2 bike facility will be provided.
- S-103. I-15 Collectors from 10000 South to 106000 South** – will be constructed as 1 lane collector distributor along I-15 on a 66 ft. right-of-way between 2021 and 2030. No bike facility is planned.
- S-104. I-15 from 12300 South to the Bangerter Highway** – will be widened from 7 lanes and an HOV lane to 8 lanes and an HOV lane on 328 ft. of right-of-way before 2020. No bike facility is planned.
- S-105. I-15 from the Bangerter Highway to the Utah County Line** – will be widened from 6 or 7 lanes and an HOV lane to 8 lanes and an HOV lane on 328 ft. of right-of-way before 2020. No bike facility is planned.
- S-106. I-15 from the Bangerter Highway to the Utah County Line** – will be widened from 8 lanes and an HOV to 10 lanes and an HOV lane on 328 ft. of right-of-way between 2021 and 2030. No bike facility is planned.



- S-107. Cottonwood Street from 4500 South to Vine Street** – will be constructed as a 2 lane facility and a center turn lane on an 89 ft. right-of-way between 2021 and 2030. No bike facility is planned.
- S-108. State Street from 600 South to I-215** – will include operational improvements between 2021 and 2030. A Class 2 priority bike facility will be provided along segments of the project.
- S-109. State Street from I-215 to 12300 South** – will include operational improvements before 2020. No bike facility is planned.
- S-110. State Street from 6200 South to 9000 South** – will be widened from 4 to 6 lanes with a center turn lane on a 100 ft. right-of-way before 2020. No bike facility is planned.
- S-111. 900 East from 3300 South to 4500 South** – will include operational improvements before 2020. A Class 2 priority bike facility will be provided.
- S-112. 900 East / 700 East from Fort Union Boulevard to 9400 South** – will be widened from 4 to 6 lanes with a center turn lane on a 123 ft. right-of-way between 2031 and 2040. A Class 2 or 3 priority bike facility will be provided.
- S-113. 700 East from 11400 South to 12300 South** – will be widened from 2 to 4 lanes with a center turn lane on a 110 ft. right-of-way before 2020. A Class 2 priority bike facility will be provided.
- S-114. Union Park Boulevard / 1300 East from Fort Union Boulevard to 7800 South** – will include operational improvements before 2020. A Class 1 bike facility will be provided along segments of the project.
- S-115. Highland Drive from Murray Holladay Boulevard to Van Winkle Expressway** – will include operational improvements between 2021 and 2030. No bike facility is planned.
- S-116. 2000 East from Fort Union Boulevard to 9400 South** – will be widened from 4 to 6 lanes with a center turn lane on a 123 ft. right-of-way between 2031 and 2040. A Class 2 priority bike facility will be provided.
- S-117. Highland Drive from 9400 South to 9800 South** – will be widened from 2 to 4 lanes with a median on a 114 ft. right-of-way between 2021 and 2030. A Class 2 priority bike facility will be provided.
- S-118. Highland Drive from 9800 South to the Draper City Limits** – will be constructed as a 4 lane facility with a median on a 114 ft. right-of-way between 2031 and 2040. A Class 2 priority bike facility will be provided.
- S-119. Highland Drive from the Draper City Limits to 14600 South** – will be widened from 2 to 4 lanes with a median on a 114 ft. right-of-way between 2031 and 2040. A Class 2 priority bike facility will be provided.
- S-120. Highland Drive Connection from Traverse Ridge Road to 13800 South** – will be widened from 2 to 4 lanes with a median on a 1114 ft. right-of-way between 2031 and 2040. A Class 2 bike facility will be provided.



**S-121. 500 South / Foothill Boulevard from 1300 East to 2300 East** – will include operational improvements before 2020. A Class 2 or 3 bike facility will be provided along segments of the project.

**S-122. Foothills Drive from 2300 East to I-80** – will be widened from 4 to 6 lanes on a 100 ft. right-of-way between 2031 and 2040. A Class 1 or 2 priority bike facility will be provided along segments of the project.

### **Salt Lake County, Spot Facilities**

**S-123. SR-201 Interchange at I-80** – will be upgraded between 2021 and 2030. A Class 2 priority bike facility will be provided.

**S-124. SR-201 Interchange at SR-111 Bypass** – will be constructed between 2031 and 2040. A Class 3 priority bike facility will be provided.

**S-125. SR-201 Interchange at 8400 West** – will be constructed between 2021 and 2030. A Class 2 or 3 priority bike facility will be provided.

**S-126. SR-201 Interchange at 7200 West** – will be constructed between 2021 and 2030. A Class 3 priority bike facility will be provided.

**S-127. SR-201 Interchange at I-215** - will complete a fully directional freeway to freeway interchange between 2031 and 2040. No bike facility is planned.

**S-128. SR-111 Railroad Structure at 4300 South**– will be reconstructed to allow SR-111 to be widened to 4 lanes before 2020. A Class 2 priority bike facility will be provided.

**S-130. 5600 West Railroad Crossing at 750 South**– will be constructed to provide a grade separated crossing on 5600 West at the existing railroad crossing to 4 lanes before 2020. A Class 2 priority bike facility will be provided.

**S-131. 4800 West Overpass at SR-201** – will construct a 2 lane overpass between 2021 and 2030. A Class 2 or 3 priority bike facility will be provided.

**S-133. Bangerter Highway Interchange at SR-201** – will be upgraded between 2031 and 2040. No bike facility is planned.

**S-140. Bangerter Highway Interchange at 6200 South** – will be constructed as a new interchange, converting Bangerter Highway to a freeway between 2031 and 2040. A Class 2 bike facility will be provided.

**S-141. Bangerter Highway Interchange at 7000 South** – will be constructed as a new interchange, converting Bangerter Highway to a freeway between 2031 and 2040. A Class 2 bike facility will be provided.

**S-142. Bangerter Highway Interchange at 7800 South** – will be constructed as a new interchange, converting Bangerter Highway to a freeway before 2020. A Class 2 priority bike facility will be provided.



- S-143. Bangerter Highway Interchange at 9000 South** – will be constructed as a new interchange, converting Bangerter Highway to a freeway between 2031 and 2040. A Class 2 bike facility will be provided.
- S-144. Bangerter Highway Interchange at 9800 South** – will be constructed as a new interchange, converting Bangerter Highway to a freeway between 2031 and 2040. A Class 2 priority bike facility will be provided.
- S-145. Bangerter Highway Interchange at 10400 South** – will be constructed as a new interchange, converting Bangerter Highway to a freeway between 2031 and 2040. A Class 2 bike facility will be provided.
- S-146. Bangerter Highway Interchange at 11400 South** – will be constructed as a new interchange, converting Bangerter Highway to a freeway between 2031 and 2040. A Class 2 priority bike facility will be provided.
- S-147. Bangerter Highway Interchange at 12600 South** – will be constructed as a new interchange, converting Bangerter Highway to a freeway between 2031 and 2040. A Class 2 priority bike facility will be provided.
- S-148. Bangerter Highway Interchange at 13400 South** – will be constructed as a new interchange, converting Bangerter Highway to a freeway between 2021 and 2030. A Class 2 or 3 bike facility will be provided.
- S-149. Bangerter Highway Interchange at 2700 West** – will be constructed as a new interchange, converting Bangerter Highway to a freeway between 2031 and 2040. No bike facility is planned.
- S-150. Bangerter Highway Interchange at Redwood Road** – will be constructed as a new interchange, converting Bangerter Highway to a freeway between 2031 and 2040. A Class 2 priority bike facility will be provided.
- S-151. Bangerter Highway Interchange at 600 West** – will be constructed as a new interchange, converting Bangerter Highway to a freeway before 2020. No bike facility is planned.
- S-152. Bangerter Highway Interchange at I-15** – will be upgraded to a freeway to freeway interchange between 2021 and 2030. No bike facility is planned.
- S-154. I-215 Interchange at 5400 South** – will be constructed between 2031 and 2040. A Class 3 priority bike facility will be provided.
- S-155. I-215 Interchange at Redwood Road (South)** – will be upgraded between 2031 and 2040. No bike facility is planned.
- S-156. I-15 Interchange at 100 South (HOV Ramps)** – will be constructed to provide HOV on and off ramps between 2031 and 2040. No bike facility is planned.
- S-157. I-15 Interchange at I-215 (South)** – will be constructed between 2031 and 2040. No bike facility is planned.





- S-158. 13800 South Overpass at I-15** – will construct a 2 lane overpass between 2031 and 2040. A Class 2 priority bike facility will be provided.
- S-160. I-15 Interchange at 14600 South** – will be upgraded between 2021 and 2030. A Class 2 priority bike facility will be provided.
- S-161. I-80 Interchange at I-215 / Foothill Drive** – will be upgraded between 2021 and 2030. A Class 1 or 3 priority bike facility will be provided.
- S-163. Whitepine Chutes Section of Little Cottonwood Canyon Road** - a snowshed will be constructed over this roadway to protect it from avalanches between 2031 and 2040. This project will help ensure safety and access to ski resorts and the town of Alta. A Class 2 priority bike facility will be provided.

### Davis County, East-West Facilities

- D-1. 1800 North from the West Davis Corridor to 2000 West** – will be widened from 2 to 4 lanes and a center turn lane on a 100 ft. right-of-way between 2021 and 2030. A Class 2 priority bike facility will be provided.
- D-2. 1800 North from 2000 West to SR-126** – will be widened from 2 to 4 lanes and a center turn lane on a 100 ft. right-of-way before 2020. A Class 2 priority bike facility will be provided.
- D-3. SR-193 Extension from the West Davis Corridor to 2000 West** – will be constructed as 4 lanes with a center turn lane on a 110 ft. right-of-way between 2021 and 2030. A Class 2 priority bike facility will be provided.
- D-4. SR-193 Extension from 2000 West to State Street** – will be constructed as 4 lanes with a center turn lane on a 110 ft. right-of-way before 2020. A Class 2 priority bike facility will be provided.
- D-6. SR-193 from I-15 to US-89** – will include operational improvements before 2020. A Class 2 priority bike facility will be provided.
- D-7. Syracuse Road (SR-127) from the West Davis Corridor to 2000 West** – will be widened from 2 to 4 lanes with a center turn lane on a 110 ft. right-of-way before 2020. A Class 2 priority bike facility will be provided.
- D-8. Antelope Drive from Oak Forest Drive (2500 East) to US-89** – will be constructed as a 2 lane facility on an 86 ft. right-of-way to before 2020. A Class 2 priority bike facility will be provided.
- D-9. Gordon Avenue (1000 North) from Fairfield Road to 1600 East** – will be widened from 2 to 4 lanes on an 86 ft. of right-of-way between 2021 and 2030. No bike facility is planned.
- D-10. Gordon Avenue (1000 North) from 1600 East to US-89** – will be constructed to be a 4 lane facility on an 86 ft. right-of-way between 2021 and 2030. No bike facility is planned.





- D-11. Hill Field Road Extension from 3650 West to 2200 West in Layton** – will be widened from 2 to 4 lanes on a 110 ft. of right-of-way between 2031 and 2040. No bike facility is planned.
- D-12. Layton Parkway from the West Davis Corridor to Flint Street** – will be constructed as a 4 lane facility with a center turn lane on an 86 ft. right-of-way before 2020. No bike facility is planned.
- D-13. 200 North in Kaysville from the West Davis Corridor to I-15** – will be widened from 2 to 4 lanes with a center turn lane on a 99 ft. right-of-way between 2031 and 2040. A Class 2 priority bike facility will be provided.
- D-14. 2600 South / 1100 North from Redwood Road to I-15** – will include operational improvements before 2020. A Class 2 priority bike facility will be provided.
- D-15. Center Street from Redwood Road to US-89** – will include operational improvements before 2020. A Class 1 priority bike facility will be provided.

#### **Davis County, North-South Facilities**

- D-16. West Davis Corridor from the Weber County Line to Syracuse Road** – will be constructed as a 4 lane freeway on a 320 ft. right-of-way between 2021 and 2030. A Class 1 priority bike facility will be provided.
- D-17. West Davis Corridor from Syracuse Road to I-15 / US-89 / Legacy Parkway** – will be constructed as a 4 lane freeway on a 320 ft. right-of-way before 2020. A Class 1 priority bike facility will be provided.
- D-18. West Davis Corridor from the Weber County Line to Syracuse Road** – will preserve a 320 ft. right-of-way before 2020.
- D-19. 3000 West from 6000 South (Weber County) to 2300 North** – will be constructed as a 2 lane facility with a center turn lane on a 75 ft. right-of-way before 2020. A Class 2 priority bike facility will be provided.
- D-20. 2000 West (SR-108) from the Weber County Line to Syracuse Road** – will be widened from 2 to 4 lanes with a center turn lane on a 110 ft. right-of-way before 2020. A Class 2 priority bike facility will be provided.
- D-21. 2000 West from Syracuse Road (SR-108) to the West Davis Corridor** – will be widened from 2 to 4 lanes with a center turn lane on a 99 ft. right-of-way between 2031 and 2040. A Class 2 priority bike facility will be provided.
- D-22. 3650 West (Layton) from 700 North to Gentile Street** – will be constructed as a 2 lane facility with a center turn lane on a 66 ft. right-of-way between 2031 and 2040. No bike facility is planned.
- D-23. 2700 West (Layton) from Gordon Avenue to Layton Parkway** – will be constructed as a 4 lane facility with a center turn lane on a 99 ft. right-of-way between 2031 and 2040. No bicycle facility is planned.



- D-24. Redwood Road from 500 South to 2600 South** – will be widened from 2 to 4 lanes with a center turn lane on a 110 ft. right-of-way between 2021 and 2030. A Class 2 priority bike facility will be provided.
- D-25. I-15 from the Weber County Line to Hill Field Road (SR-232)** – will be widened from 6 lanes to 6 lanes plus HOV lanes on a 328 ft. right-of-way before 2020. No bike facility is planned.
- D-26. I-15 from US-89 in Farmington to I-215** – will be widened from 8 lanes to 8 lanes plus HOV lanes on a 328 ft. of right-of-way before 2020. No bike facility is planned.
- D-28. US-89 from I-84 to Antelope Drive** – will be widened from 4 to 6 lanes on a 150 ft. right-of-way between 2021 and 2030. A Class 2 priority bike facility will be provided.
- D-29. US-89 from Antelope Drive to I-15 in Farmington** – will be widened from 4 to 6 lanes on a 150 ft. right-of-way between 2031 and 2040. A Class 2 priority bike facility will be provided along segments of the project.

### Davis County, Spot Facilities

- D-30. 1800 North Overpass at 500 West Rail Road Crossing** – will be constructed to provide a grade separated crossing on 1800 North at the existing railroad crossing to 4 lanes before 2020. A Class 2 priority bike facility will be provided.
- D-31. I-15 Interchange at 1800 North** – will be constructed before 2020. A Class 2 priority bike facility will be provided.
- D-32. I-15 Interchange at 650 North** – will be upgraded between 2031 and 2040. No bike facility is planned.
- D-33. I-15 Interchange at Syracuse Road** – will be upgraded between 2031 and 2040. A Class 2 priority bike facility will be provided.
- D-35. I-15 Interchange at Hill Field Road** – will be upgraded between 2021 and 2030. No bike facility is planned.
- D-36. I-15 Interchange at Shepard Lane** – will be constructed before 2020. Class 2 priority bike facility will be provided.
- D-37. I-15 Interchange at Parrish Lane** – will be upgraded between 2031 and 2040. A Class 2 priority bike facility will be provided.
- D-38. I-15 Interchange at 400 North / 500 West** – will be upgraded between 2031 and 2040. Class 2 or 3 priority bike facility will be provided.
- D-39. I-15 Interchange at 500 South** – will be upgraded between 2031 and 2040. A Class 2 priority bike facility will be provided.
- D-40. I-15 Interchange at 2600 South** – will be upgraded between 2031 and 2040. A Class 2 priority bike facility will be provided.



- D-41. 2600 South / 1100 North Overpass at 1150 West Rail Road Crossing** – will be constructed to provide a grade separated crossing on 2600 North / 1100 North at the existing railroad crossing between 2021 and 2030. A Class 2 priority bike facility will be provided.
- D-42. Legacy Parkway Interchange at Center Street** – will be constructed between 2031 and 2040. A Class 1 priority bike facility will be provided.
- D-45. Interchange on US-89 at Antelope Drive** – will be constructed before 2020. A Class 2 priority bike facility will be provided.
- D-46. Interchange on US-89 at Gordon Avenue** – will be constructed between 2021 and 2030. A Class 2 priority bike facility will be provided.
- D-47. Interchange on US-89 at Oakhills Dr (SR-109)** – will be constructed between 2021 and 2030. A Class 2 priority bike facility will be provided.
- D-48. Interchange on US-89 at 400 North in Fruit Heights** – will be constructed before 2020. A Class 2 priority bike facility will be provided.
- D-49. Nicholl's Road Overpass at US-89** – will be constructed to provide a grade separated crossing on Nicholl's Road over US-89 between 2031 and 2040. No bike facility is planned.

#### **Weber County, East-West Facilities**

- W-1. Skyline Drive (North) from US-89 to 450 East** – will be constructed to a 2 lane facility and a center turn lane on an 86 ft. right-of-way before 2020. A Class 3 priority bike facility will be provided.
- W-2. Skyline Drive (North) from 450 East to 2600 North** – will be constructed to a 2 lane facility and a center turn lane on an 86 ft. right-of-way between 2021 and 2030. A Class 3 priority bike facility will be provided.
- W-3. 1700 North from US-89 to 400 East** – will be constructed to a 2 lane facility and a center turn lane on a 66 ft. right-of-way between 2031 and 2040. A Class 1 bike facility will be provided.
- W-4. Larsen Lane from US-89 / Wall Avenue to 400 East** – will be widened from 2 to 4 lanes and a center turn lane on an 89 ft. right-of-way between 2031 and 2040. No bike facility is planned.
- W-5. Pioneer Road (400 North) from I-15 to 1200 West** – will be re-striped from 2 to 4 lanes and a center turn lane on a 110 ft. right-of-way before 2020. A Class 2 priority bike facility will be provided.
- W-6. 1200 South from SR-67 (North Legacy Corridor) to 4700 West** – will be widened from 2 to 4 lanes on a 110 ft. right-of-way between 2031 and 2040. A Class 2 priority bike facility will be provided.



- W-7. 1200 South from 4700 West to I-15** – will be widened from 2 to 4 lanes on a 110 ft. right-of-way between 2021 and 2030. A Class 2 priority bike facility will be provided.
- W-8. 20<sup>th</sup> Street from Wall Avenue to Harrison Boulevard** – will include operational improvements before 2020. No bike facility is planned.
- W-9. 21<sup>st</sup> Street from Wall Avenue to Adams Avenue** – will include operational improvements before 2020. No bike facility is planned.
- W-10. 24<sup>th</sup> Street from I-15 to Lincoln Avenue** – will be widened from 2 to 4 lanes on a 110 ft. right-of-way between 2021 and 2030. A Class 3 priority bike facility will be provided.
- W-11. 2550 South from I-15 to 3500 West** – will be widened from 2 to 4 lanes on an 86 ft. right-of-way between 2031 and 2040. A Class 3 priority bike facility will be provided.
- W-12. Country Hills Drive from Adams Avenue to Gramercy Avenue** – will be widened from 2 to 4 lanes with a center turn lane on a 99 ft. right-of-way before 2020. A Class 2 priority bike facility will be provided.
- W-13. 4000 South (SR-37) from SR-67 (North Legacy Corridor) to 1900 West (SR-126)** – will be widened from 2 to 4 lanes with a center turn lane on a 110 ft. right-of-way between 2021 and 2030. A Class 3 priority bike facility will be provided.
- W-14. Midland Drive (SR-108) from 3500 West to 1900 West (SR-126)** – will be widened from 2 to 4 lanes with a center turn lane on a 110 ft. right-of-way before 2020. A Class 3 priority bike facility will be provided.
- W-16. Riverdale Road (SR-26) from 1900 West (SR-126) to I-84** – will be widened from 4 to 6 lanes with a center turn lane on a 120 ft. right-of-way before 2020. A Class 3 bike facility will be provided.
- W-17. 5600 South / 5500 South from 5900 West in Hooper to 3500 West** – will be widened from 2 to 4 lanes with a center turn lane on an 86 ft. right-of-way between 2021 and 2030. A Class 3 priority bike facility will be provided.
- W-18. 5600 South from 3500 West to 1900 West (SR-126)** – will be widened from 2 to 4 lanes with a center turn lane on a 99 ft. right-of-way between 2021 and 2030. A Class 2 or 3 priority bike facility will be provided.

### **Weber County, North-South Facilities**

- W-19. SR-67 (North Legacy Corridor) from I-15 (North) to 4000 South** – will preserve a 220 ft. right-of-way before 2020.
- W-20. SR-67 (North Legacy Corridor) from 4000 South to the Davis County Line** – will preserve a 220 ft. right-of-way before 2020.
- W-21. SR-67 (North Legacy Corridor) from 4000 South to 5500 South** – will be constructed as a 4 lane freeway on a 220 ft. right-of-way between 2031 and 2040. A Class 1 priority bike facility will be provided.



- W-22. SR-67 (North Legacy Corridor) from 5500 South to the Davis County Line** – will be constructed as a 4 lane freeway on a 220 ft. right-of-way between 2021 and 2030. A Class 1 priority bike facility will be provided.
- W-23. 4700 West from 1200 South to 4000 South** – will be widened from 2 to 4 lanes with a center turn lane on a 110 ft. right-of-way between 2031 and 2040. A Class 1 or 2 bike facility will be provided along segments of the project.
- W-24. 4700 West from 4600 South to 4800 South** – will be constructed as 2 lanes with a center turn lane on a 66 ft. right-of-way before 2020. No bike facility is planned.
- W-25. 3500 West from 1200 South to Midland Drive** – will include operational improvements between 2021 and 2030. A Class 3 priority bike facility will be provided.
- W-26. 3500 West (SR-108) from Midland Drive to the Davis County Line** – will be widened from 2 to 4 lanes with a center turn lane on a 110 ft. right-of-way before 2020. A Class 3 priority bike facility will be provided.
- W-27. 1900 West / 2000 West (SR-126) from 2700 North to 1200 South** – will be widened from 2 to 4 lanes with a center turn lane on a 120 ft. right-of-way between 2031 and 2040. A Class 3 priority bike facility will be provided.
- W-28. 1900 West (SR-126) from Riverdale Road to 5600 South** – will be widened from 4 to 6 lanes with a center turn lane on a 113 ft. right-of-way before 2020. A Class 3 priority bike facility will be provided.
- W-29. I-15 from the Box Elder County Line to 2700 North** – will be widened from 4 to 6 lanes on a 328 ft. of right-of-way between 2031 and 2040. No bike facility is planned.
- W-30. I-15 from I-84 to the Davis County Line** – will be widened from 6 lanes to 6 lanes plus HOV lanes on a 328 ft. right-of-way before 2020. No bike facility is planned.
- W-31. 600 West from Elberta Drive to 2600 North** – will include operational improvements between 2021 and 2030. A Class 3 bike facility will be provided.
- W-32. Adams Avenue from US-89 / Washington Boulevard to the Washington Terrace City Limits** – will be widened from 2 to 4 lanes and a center turn lane on a 99 ft. right-of-way between 2021 and 2030. No bike facility is planned.
- W-33. 450 East / 400 East from 3300 North to 2600 North** – will be widened from 2 to 4 lanes on an 89 ft. right-of-way before 2020. A Class 3 bike facility will be provided.
- W-34. Monroe Boulevard from 3100 North to 1300 North** – will be constructed as a 2 or 4 lane facility and a center turn lane on an 86 ft. right-of-way between 2031 and 2040. A Class 3 bike facility will be provided along segments of the project.
- W-35. Harrison Boulevard from 2600 North to 12<sup>th</sup> Street** – will include operational improvements between 2021 and 2030. A Class 3 priority bike facility will be provided along segments of the project.



- W-36. Harrison Boulevard from 12<sup>th</sup> Street to Country Hills Drive** – will include operational improvements before 2020. A Class 2 priority bike facility will be provided along segments of the project.
- W-37. Harrison Boulevard from Country Hills Drive to US-89** – will be widened from 4 to 6 lanes on a 123 ft. right-of-way between 2031 and 2040. A Class 2 priority bike facility will be provided along segments of the project.
- W-38. US-89 from Harrison Boulevard to I-84** – will be widened from 4 to 6 lanes on a 120 ft. right-of-way between 2021 and 2030. A Class 2 priority bike facility will be provided.
- W-39. Skyline Drive from Fern Drive to 4600 South and the Ogden City Limits to Eastwood Boulevard** – will be constructed as 2 lanes with a center turn lane on an 80 ft. right-of-way before 2020. A Class 3 priority bike facility will be provided.

### **Weber County, Spot Facilities**

- W-41. I-15 Interchange at 24<sup>th</sup> Street** – will be upgraded between 2021 and 2030. A Class 3 priority bike facility will be provided.
- W-42. I-15 Interchange at Riverdale Road (SR-26)** – will be upgraded before 2020. No bike facility is planned.
- W-43. I-15 Interchange at 5600 South** – will be upgraded between 2031 and 2030. A Class 2 or 3 bike facility will be provided.
- W-44. US-89 Interchange at I-84** – will be upgraded between 2031 and 2030. A Class 2 priority bike facility will be provided.

### **Salt Lake County Unfunded Projects, East-West Facilities**

- S-26. 6200 South from SR-111 to Mountain View Corridor** – will be widened from 4 to 6 lanes with a center turn lane and parking on a 110 ft. right-of-way if future funds are identified. A Class 1 or 2 bike facility will be provided.
- S-33. New Bingham Highway from 10200 South to 9000 South** – will be widened from 2 to 4 lanes with a center turn lane and parking on a 110 ft. right-of-way if future funds are identified. No bike facility is planned.
- S-44. 11400 South from Bangerter Highway to I-15** – will be widened from 4 to 6 lanes with a center turn lane and parking on a 123 ft. right-of-way if future funds are identified. A Class 2 priority bike facility will be provided.

### **Salt Lake County Unfunded Projects, North-South Facilities**

- S-60. Mountain View Corridor from I-80 to SR-201** – will be constructed as a 4 lanes arterial road on a 328 ft. right-of-way if future funds are identified. No bike facility is planned.





- S-65. Mountain View Corridor from I-80 to SR-201** – will be widened from 4 to 6 lanes with interchanges on a 328 ft. right-of-way if future funds are identified. No bike facility is planned.
- S-102. 600 West from Bangerter Highway to 14600 South** – will be constructed as 2 lanes with a center turn lane on a 70 ft. right-of-way if future funds are identified. No bike facility is planned.

### **Salt Lake County Unfunded Projects, Spot Facilities**

- S-129. I-80 Interchange at 5600 West** – will be upgraded if future funds are identified. A Class 2 priority bike facility will be provided.
- S-132. Bangerter Highway Interchange at California Avenue** – will be constructed as a new interchange, converting Bangerter Highway to a freeway if future funds are identified. A Class 2 priority bike facility will be provided.
- S-134. Bangerter Highway Interchange at Lake Park Boulevard (2700 South)** – will be constructed as a new interchange, converting Bangerter Highway to a freeway if future funds are identified. A Class 1 bike facility will be provided.
- S-135. Bangerter Highway Interchange at 3100 South** – will be constructed as a new interchange, converting Bangerter Highway to a freeway if future funds are identified. A Class 3 bike facility will be provided.
- S-136. Bangerter Highway Interchange at 3500 South** – will be constructed as a new interchange, converting Bangerter Highway to a freeway if future funds are identified. No bike facility is planned.
- S-137. Bangerter Highway Interchange at 4100 South** – will be constructed as a new interchange, converting Bangerter Highway to a freeway if future funds are identified. A Class 2 priority bike facility will be provided.
- S-138. Bangerter Highway Interchange at 4700 South** – will be constructed as a new interchange, converting Bangerter Highway to a freeway if future funds are identified. A Class 3 bike facility will be provided.
- S-139. Bangerter Highway Interchange at 5400 South** – will be constructed as a new interchange, converting Bangerter Highway to a freeway if future funds are identified. A Class 3 priority bike facility will be provided.
- S-153. 2700 West Overpass at SR-201** – will be constructed as a 2 lane overpass if future funds are identified. A Class 2 priority bike facility will be provided.
- S-159. 14600 South Railroad Structure at the Denver & Rio Grande Western** – will be reconstructed and realigned to allow 14600 South to be widened to a full 2 lanes if future funds are identified. A Class 2 priority bike facility will be provided.
- S-162. I-215 Interchange at 4500 South (East)** – will be upgraded if future funds are identified to provide on and off ramps in the northbound direction. A Class 2 bike facility will be provided.





### Davis County Unfunded Projects, East-West Facilities

- D-5. SR-193 Extension from 2000 West to I-15** – will be widened from 4 to 6 lanes and a center turn lane and parking on a 120 ft. right-of-way if future funds are identified. A Class 2 priority bike facility will be provided.

### Davis County Unfunded Projects, North-South Facilities

- D-27. Fairfield Road Extension** – will be constructed as 2 lanes with a center turn lane on a 66 ft. right-of-way if future funds are identified. A Class 2 bike facility will be provided along segments of the project.

### Davis County Unfunded Projects, Spot Facilities

- D-34. 1200 North Overpass (Layton) at I-15** – will be constructed as a 4 lane overpass if future funds are identified connecting Main Street in Layton to the Layton Hills Mall area. The exact location will need further study. No bike facility is planned.
- D-43. I-215 Interchange at the Legacy Parkway** – will be constructed if future funds are identified to provide access from southbound Legacy Parkway to eastbound I-215 and from westbound I-215 to northbound Legacy Parkway. Future studies will also need to consider the connection to Redwood Road. A Class 1 priority bike facility will be provided.
- D-44. I-215 Interchange at I-15 / US-89** – will be constructed if future funds are identified to provide access from eastbound I-215 to southbound I-15 and from northbound I-15 to westbound I-215, and to and from US-89. No bike facility is planned.

### Weber County Unfunded Projects, East-West Facilities

- W-15. 4400 South from 1900 West (SR-126) to Cozy Dale Drive (1300 West)** – will include operational improvements if future funds are identified. A Class 3 priority bike facility will be provided.

### Weber County Unfunded Projects, Spot Facilities

- W-40. I-15 Interchange at US-89 (Pleasant View)** – will be constructed as a new interchange if future funds are identified to connect to Skyline Drive (North), SR-67 (North Legacy Parkway), I-15, and US-89. A Class 2 priority bike facility will be provided.

