

Utah Department of Transportation

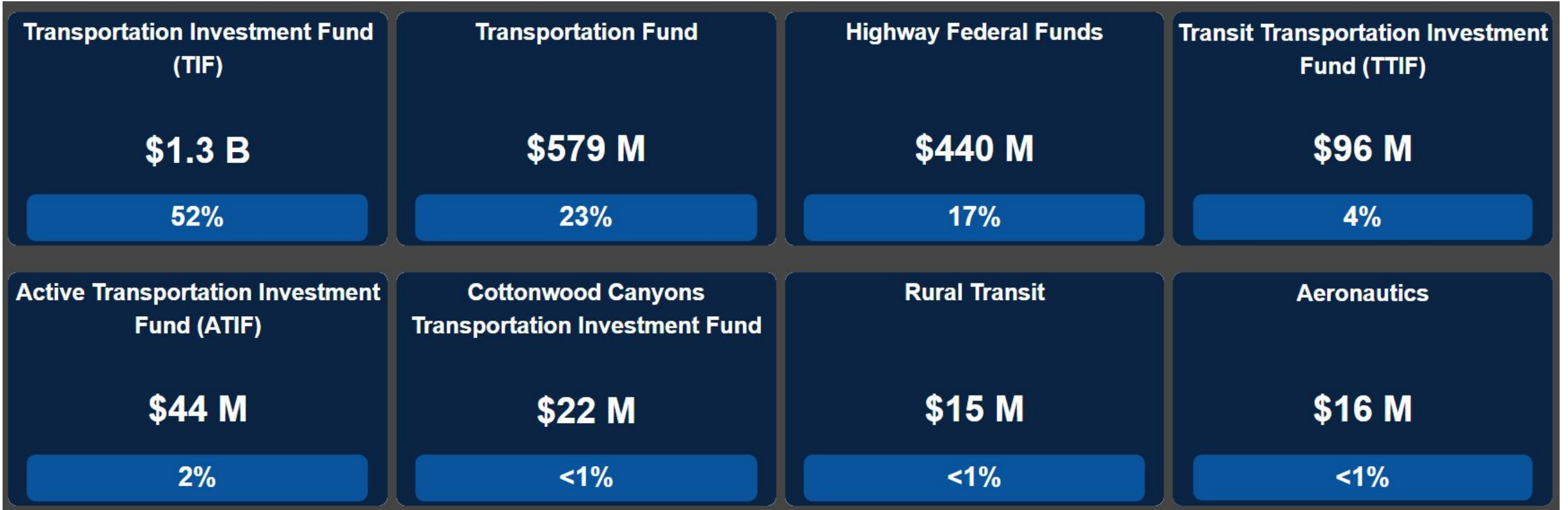
Executive Appropriations Committee

Project Update

May 19, 2026

UDOT Administered Funds

FY27 UDOT Funding \$2.6B



Projects Overview

- UDOT Total Program
 - ~1900 Projects
 - ~\$16.7B
- Highlights:
 - 17 Highway Projects
 - \$8.3B



Capacity Project Delivery Overview

UDOT/MPOs



Utah's Unified
Transportation
Plan

Plan

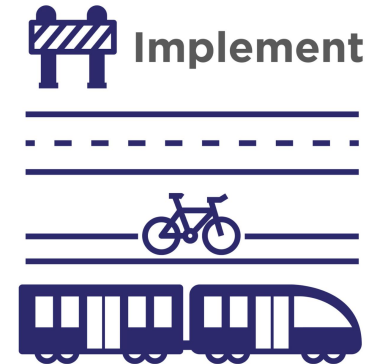
Transportation Commission



STIP

Rank & Fund









UDOT



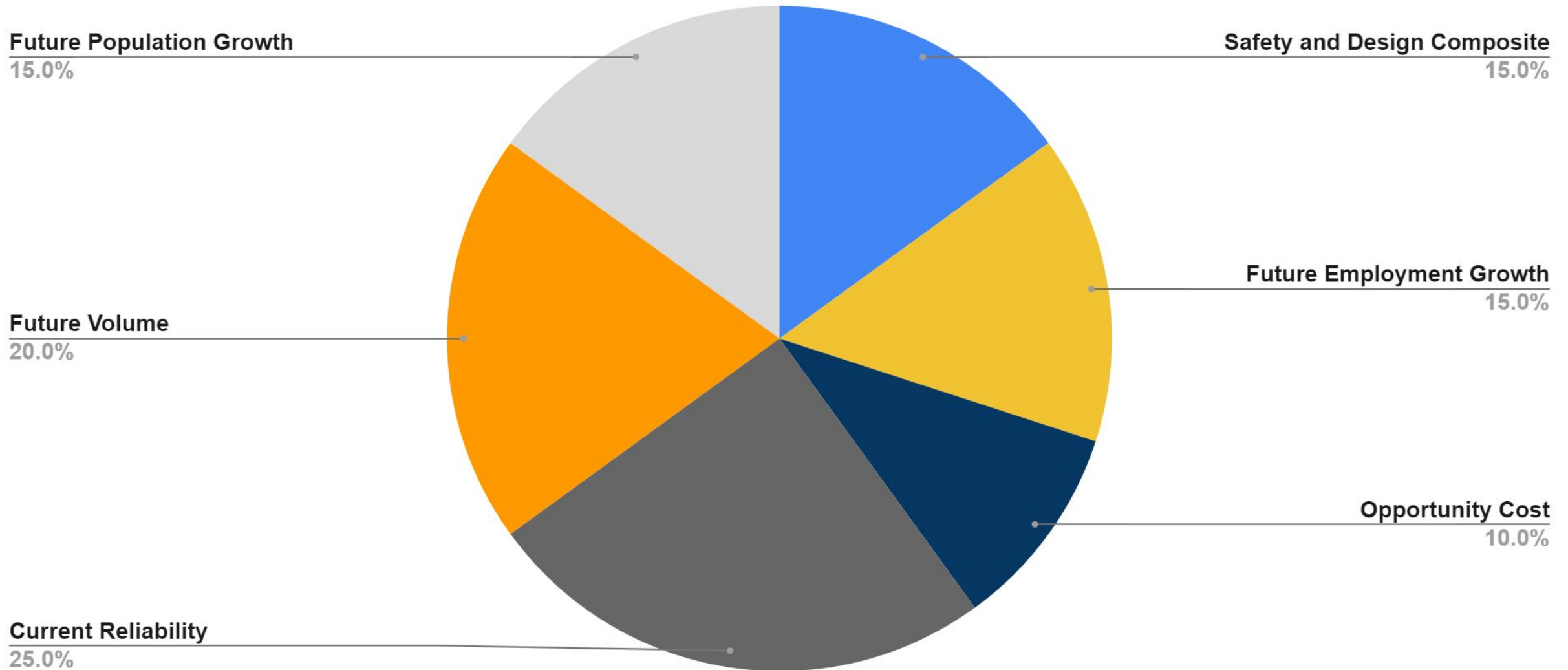
Implement

Study
Design
Build
Operate
Maintain

How We Prioritize

Prioritization Models	Utah's Transportation Vision (UVision) Quality of Life Framework			
	 Good Health	 Strong Economy	 Better Mobility	 Connected Communities
 TIF Highway	- Safety and Design Composite	- Future Employment Growth - Opportunity Cost	- Current Reliability - Future Volume	- Future Population Growth
 TIF Active	- Safety and Access Composite	- Active Transportation Demand	- Mode Shift Potential	- Network Connectivity Composite
 TTIF Transit	- Safety and Security Composite	- Transit Propensity - Opportunity Cost	- System Ridership	- Future Population and Employment Density
 TTIF First and Last Mile	- Safety and Access Composite	- Active Transportation Demand	- Transit Ridership	- Destination Connectivity Composite

TIF Highway Measures Weighting



Project Updates

I-15 Reconstruction; Farmington to Salt Lake City



PROJECT OVERVIEW

UDOT will expand I-15 to five general purpose lanes plus one Express Lane in each direction from Farmington to Salt Lake City. The project will also include new and separate walking and biking paths to connect existing pedestrian facilities along and across the freeway.

BENEFITS

The project will improve Utahns' quality of life by better accommodating all users – those who walk, bike, take transit and drive – and increase safe access across I-15 in each community.

FUNDING

I-15 Project Funding

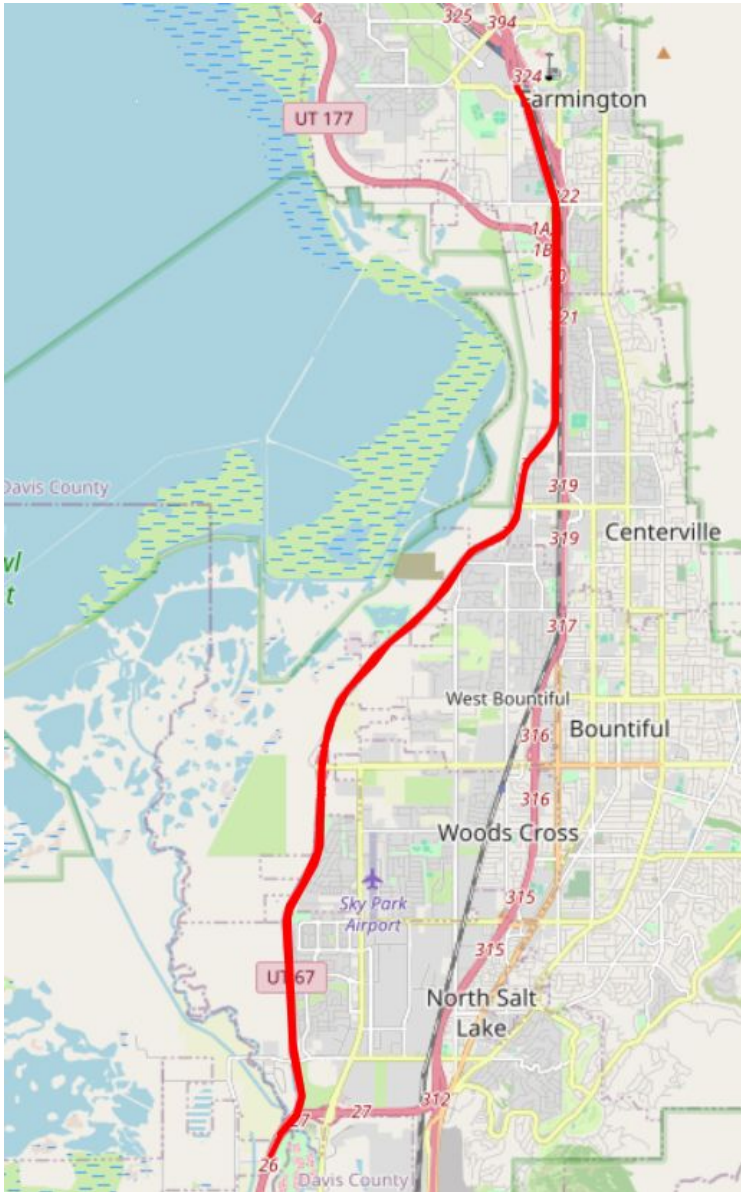
\$2.96 Billion

SCHEDULE *(subject to change)*

Design Build Selection: 2026

Construction: 2027-2031

SR-67 Widening



PROJECT OVERVIEW

This project involves adding a 3rd lane to Legacy Parkway.

BENEFITS

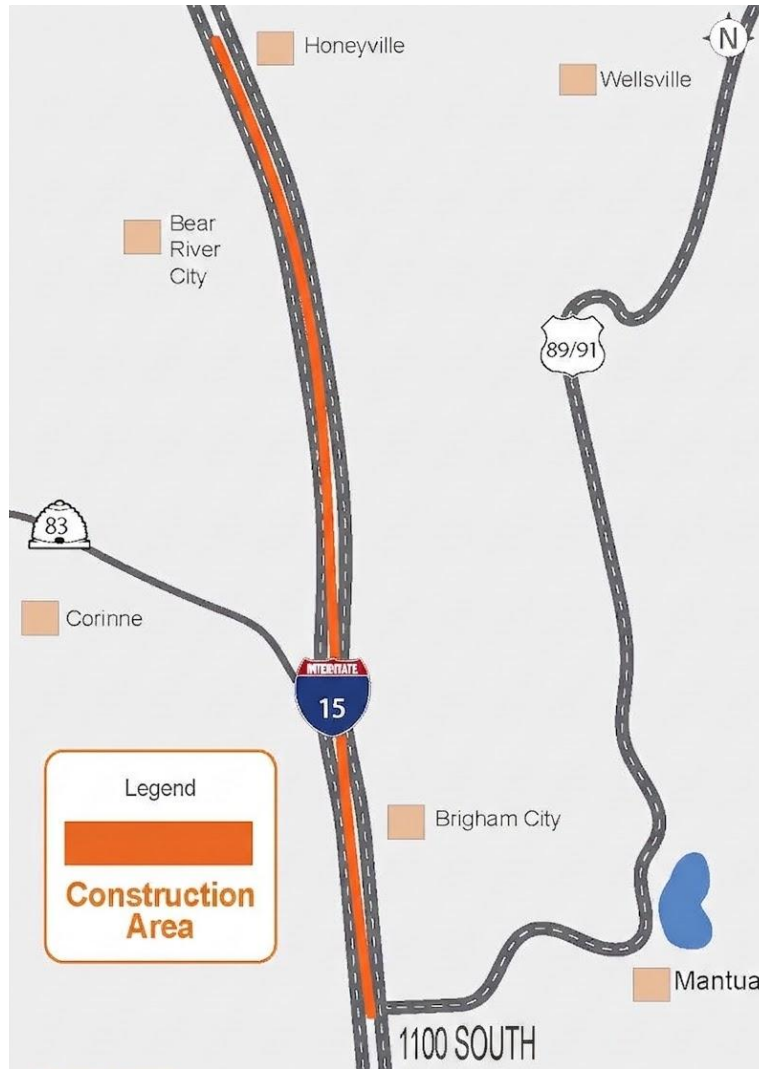
This project will be improving safety, decrease congestion and allow more capacity for a parallel route to I-15 during construction and incidents.

FUNDING	
SR-67 Widening	\$65 Million
Total Cost	\$65 Million

SCHEDULE *(subject to change)*

- Construction 2026-2027

I-15; US-91 to SR-240 Widening



PROJECT OVERVIEW

This project involves widening I-15 in Box Elder County, from 1100 South to Honeyville from a 2 lane to a 3 lane freeway(13 miles). Also the replacement of the aging structures at the interchange over SR-13 and the railroad tracks. This bridge replacement will then allow updating the I-15 vertical curve to meet standards.

BENEFITS

With current volumes of traffic reaching over 30,000 AADT an increase of 30% in the last 10 years, the additional lanes will provide opportunities for slower moving trucks to move out of the way of the other vehicles. The large percent trucks on the road compare to passenger vehicles is over 32%. This project will help alleviate congestion while providing improvements to meet the long range plan.

FUNDING	
I-15; US-91 to SR-240 Widening	\$152 Million
Total Cost	\$152 Million

SCHEDULE *(subject to change)*

- Environmental/Design: 2025-2026
- Construction: 2027-2028

I-84/ US-89 Interchange Reconstruction



PROJECT OVERVIEW

The Utah Department of Transportation (UDOT) intends to reconstruct the I-84/US-89 Interchange. This project will reconstruct the interchange into a SPUI. This project will also reconstruct 2 structures over the Weber River. As well as replace 2 Railroad Bridges and new RR alignment to accommodate the widening.

BENEFITS

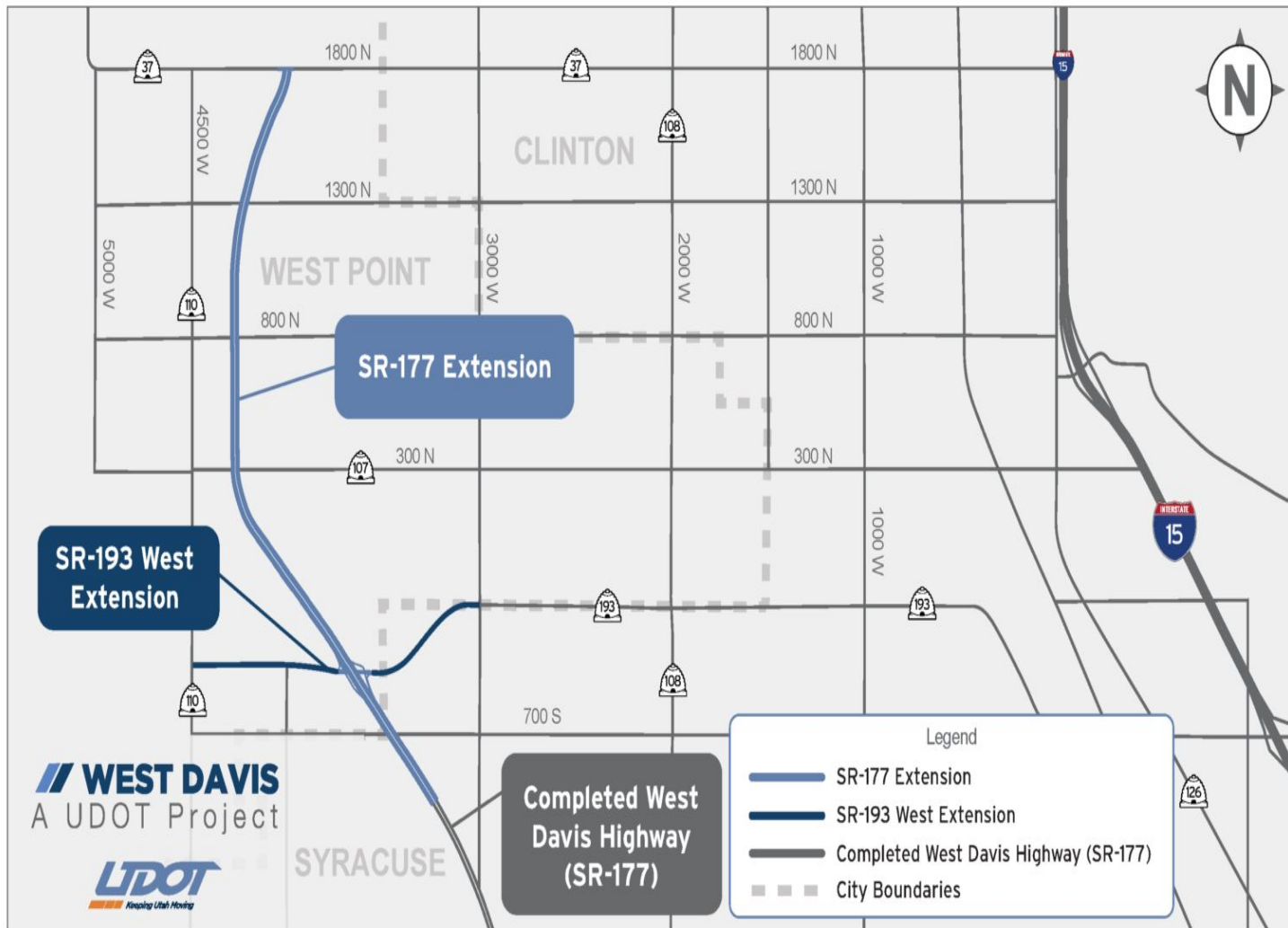
With current volumes at this interchange reaching over 50,000 AADT the traffic can back up for more than a mile on northbound US-89. This project will improve safety and mobility at this interchange. Including access to local businesses and separation from the US-89 traffic.

FUNDING	
I-84/ US-89 Interchange Reconstruction	\$250 Million
Total Cost	\$250 Million

SCHEDULE *(subject to change)*

- Design 2026
- Construction 2027-2029

SR-177; SR-193 to 1800 N.



PROJECT OVERVIEW

This project involves extending SR-177 (West Davis Freeway) to 1800 North through West Point and Clinton. This project will provide a divided freeway and also accommodating pedestrians via trails and sidewalks.

BENEFITS

This project will be building according to the Long Range Plan by alleviating congestion on I-15, providing alternate routes, and providing for future growth in the area.

FUNDING

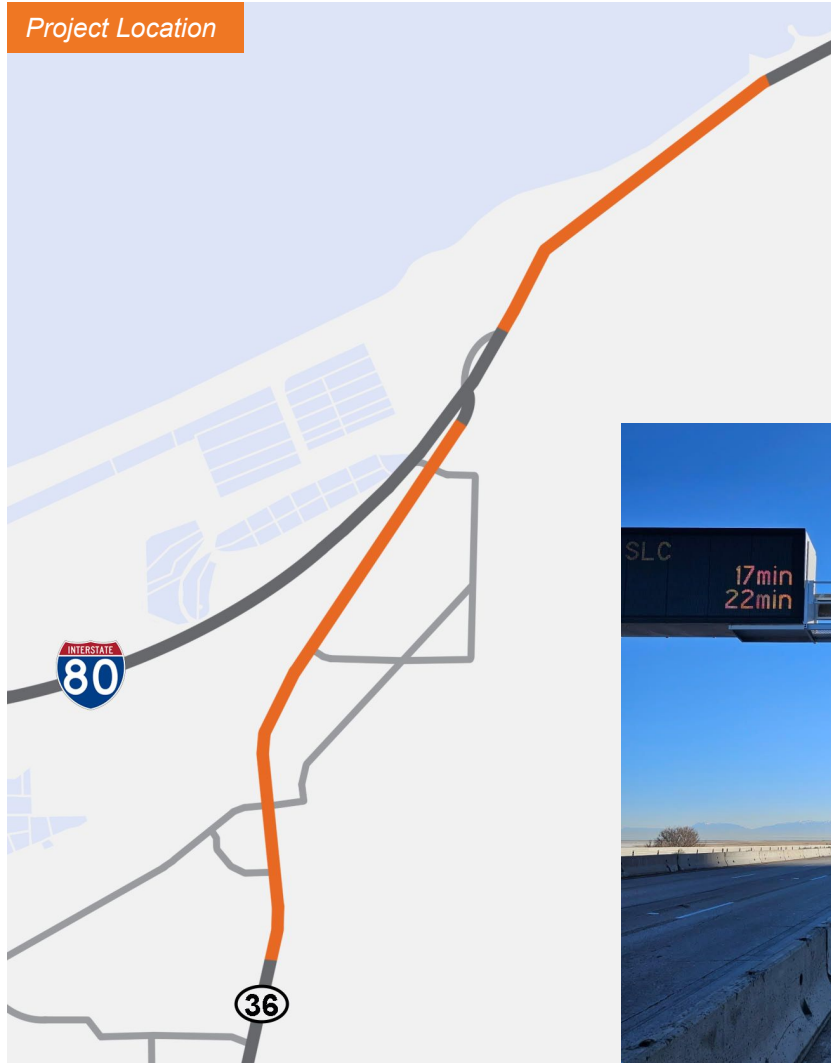
SR-177; SR-193 to 1800 N.	\$55 Million
Total Cost	\$55 Million

SCHEDULE *(subject to change)*

- Construction 2026-2027

I-80 EB Auxiliary Lane and SR-36 NB Lane

Project Location



I-80 Auxiliary Lane

PROJECT OVERVIEW

The purpose of this project is to provide an auxiliary lane on I-80 EB from Exit 99 in Tooele to the SR-201 on-ramp and an additional NB lane on SR-36 from Stansbury Parkway to the I-80 EB on-ramp.

BENEFITS

Will Improve mobility by increasing traffic flow out of Tooele County by eliminating the weave onto I-80 and providing 50% more capacity of the roadway.

SCHEDULE *(subject to change)*

- Construction Started: **2025**
- Construction Completion: **Summer of 2026**

FUNDING

Transportation Investment Fund (TIF)	\$33M
Total Cost	\$33M

Bangerter Highway, 4100 South to Parkway Blvd

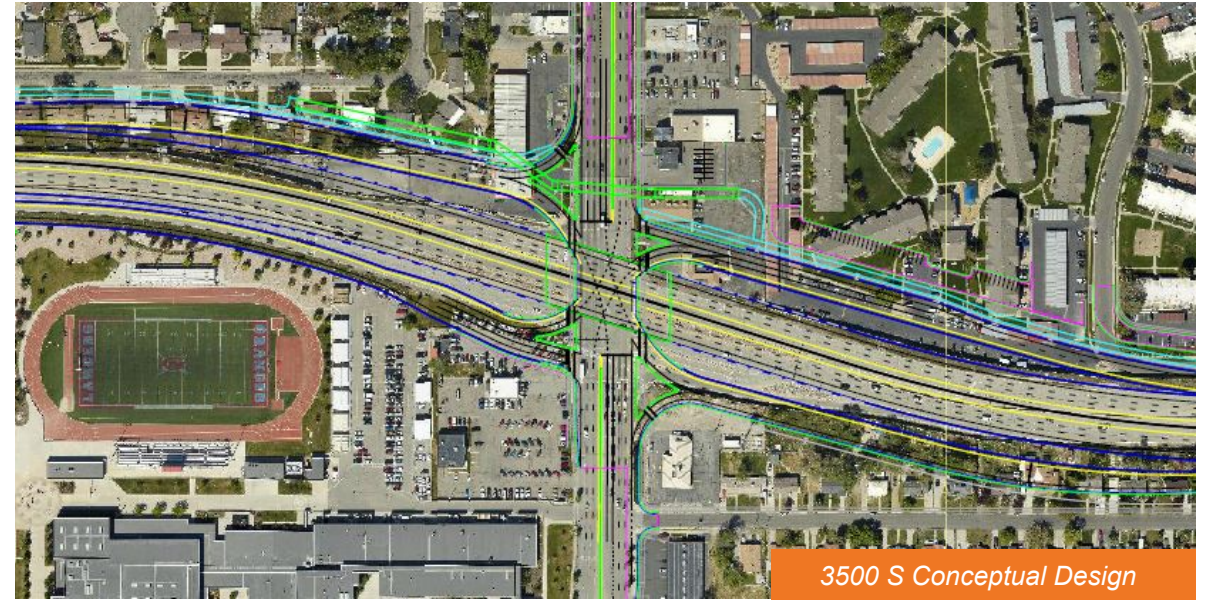


PROJECT OVERVIEW

This project will be converting signalized intersections into interchanges at 4100 South, 3500 South, 3100 South and Parkway Blvd (2700 South). As well as building a shared use path along Bangerter Highway.

SCHEDULE *(subject to change)*

- Design Starts: **2026**
- Construction Starts: **2027**



BENEFITS

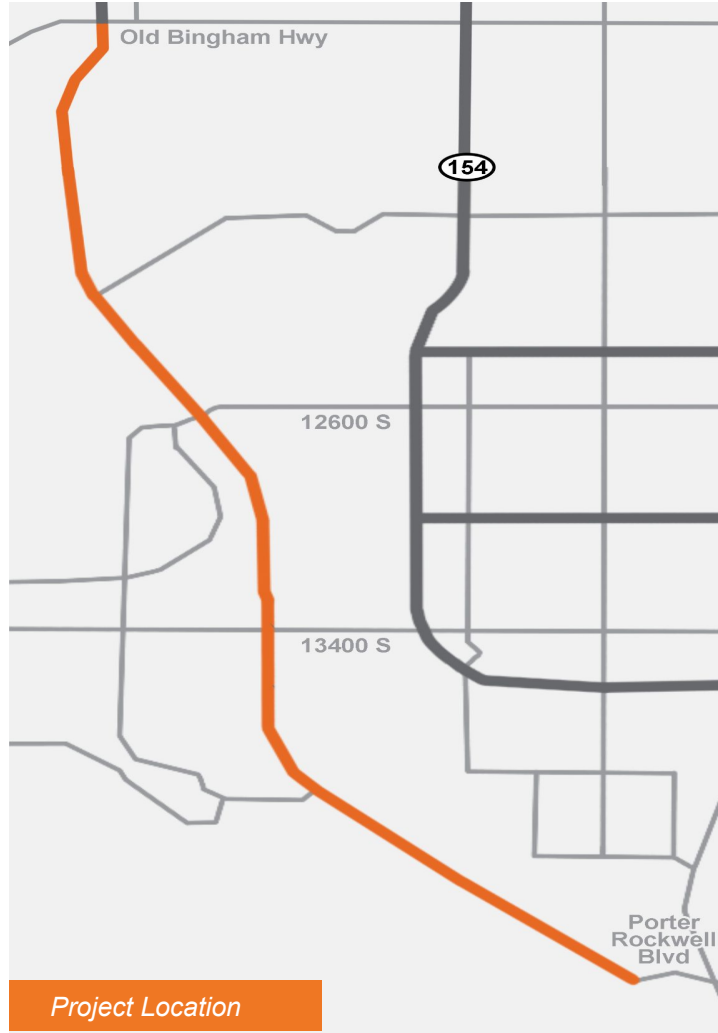
When completed, these freeway-style interchanges will reduce travel times on Bangerter Hwy, improve east-west traffic delays by over 50%, decrease demand on I-215 West, connect communities, and improve overall safety.

By completing these interchanges Bangerter Highway travelers will have free-flow, uninterrupted traffic from Parkway Blvd (2700 South) to I-15 junction.

FUNDING

Transportation Investment Fund (TIF)	\$1,050,000,000
Total Cost	\$1,050,000,000

Mountain View Corridor, Old Bingham Hwy to Porter Rockwell (Salt Lake County)



Project Overview

Mountain View Corridor between Old Bingham Hwy and Porter Rockwell Blvd is currently a two lane divided highway with signalized intersections and biking and walking trails.

This project will add freeway lanes in the median of the corridor providing grade separated interchanges and converting the existing roadway into a frontage road system.

BENEFITS

- Improve mobility by providing a freeway type facility in southwest Salt Lake County. This will provide more travel options and reduce congestion.
- Improve safety by providing grade separated interchanges eliminating conflict points for high-speed commuters.



FUNDING	
Transportation Investment Fund (TIF)	\$1,003,383,216
Total Cost	\$1,003,383,216

SCHEDULE *(subject to change)*

- Environmental/Design Starts: **2023**
- Construction Starts: **2027**

PIN: 12413 COMPLETED
Mountain View Corridor
2100 N to Porter Rockwell (Design Build)
Construction: Spring 2024 - Winter 2025
Funding: \$466.35M FY 2022-2026

PIN: 13420 Under Construction
2100 N Freeway
MVC to I-15 (Design Build)
PM NTP: June 2024
RFP: April 2025
Construction: Spring 2026 - Fall 2028
Funding: \$621.32M FY 2024-2027

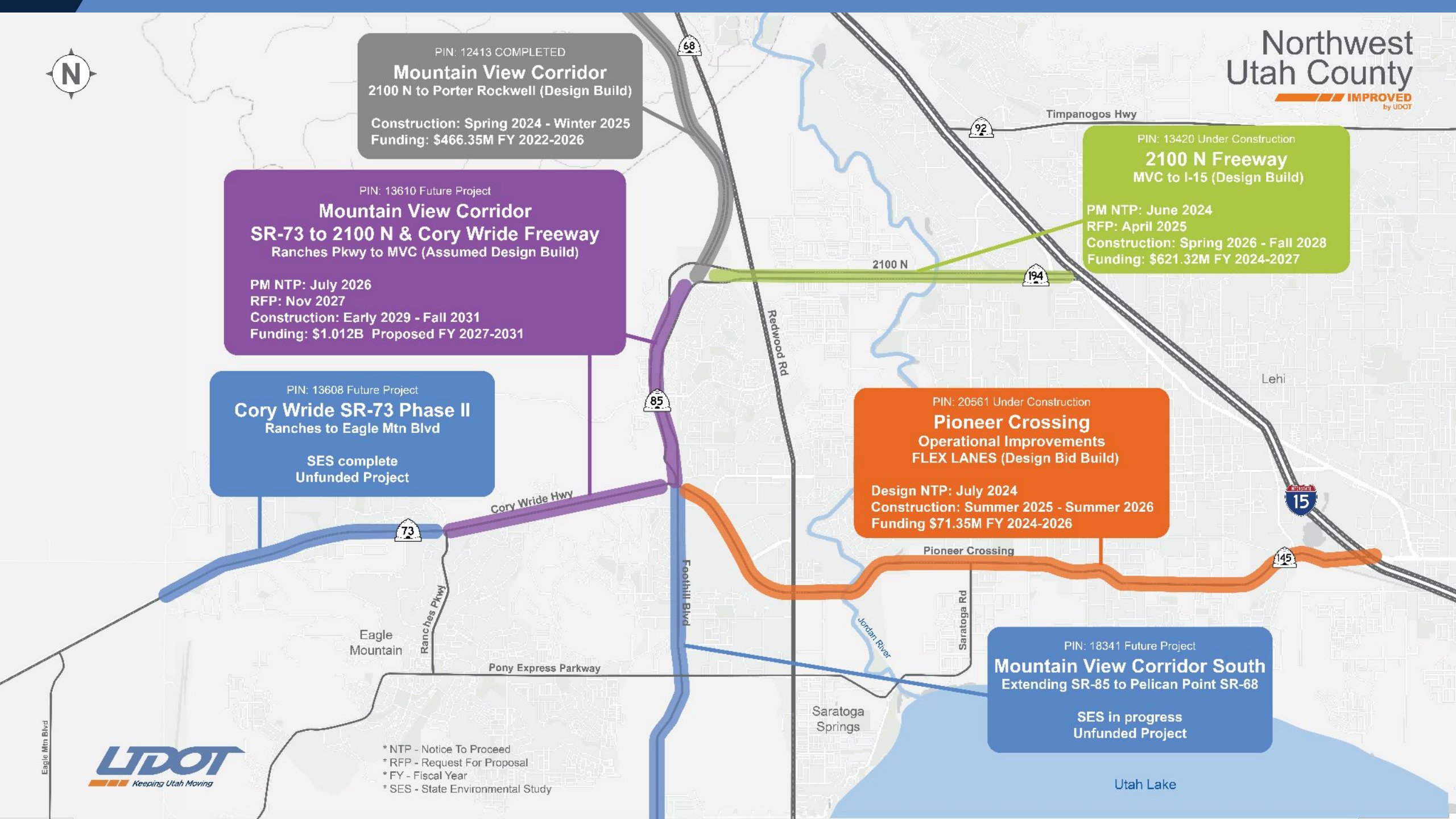
PIN: 13610 Future Project
Mountain View Corridor
SR-73 to 2100 N & Cory Wide Freeway
Ranches Pkwy to MVC (Assumed Design Build)
PM NTP: July 2026
RFP: Nov 2027
Construction: Early 2029 - Fall 2031
Funding: \$1.012B Proposed FY 2027-2031

PIN: 13608 Future Project
Cory Wide SR-73 Phase II
Ranches to Eagle Mtn Blvd
SES complete
Unfunded Project

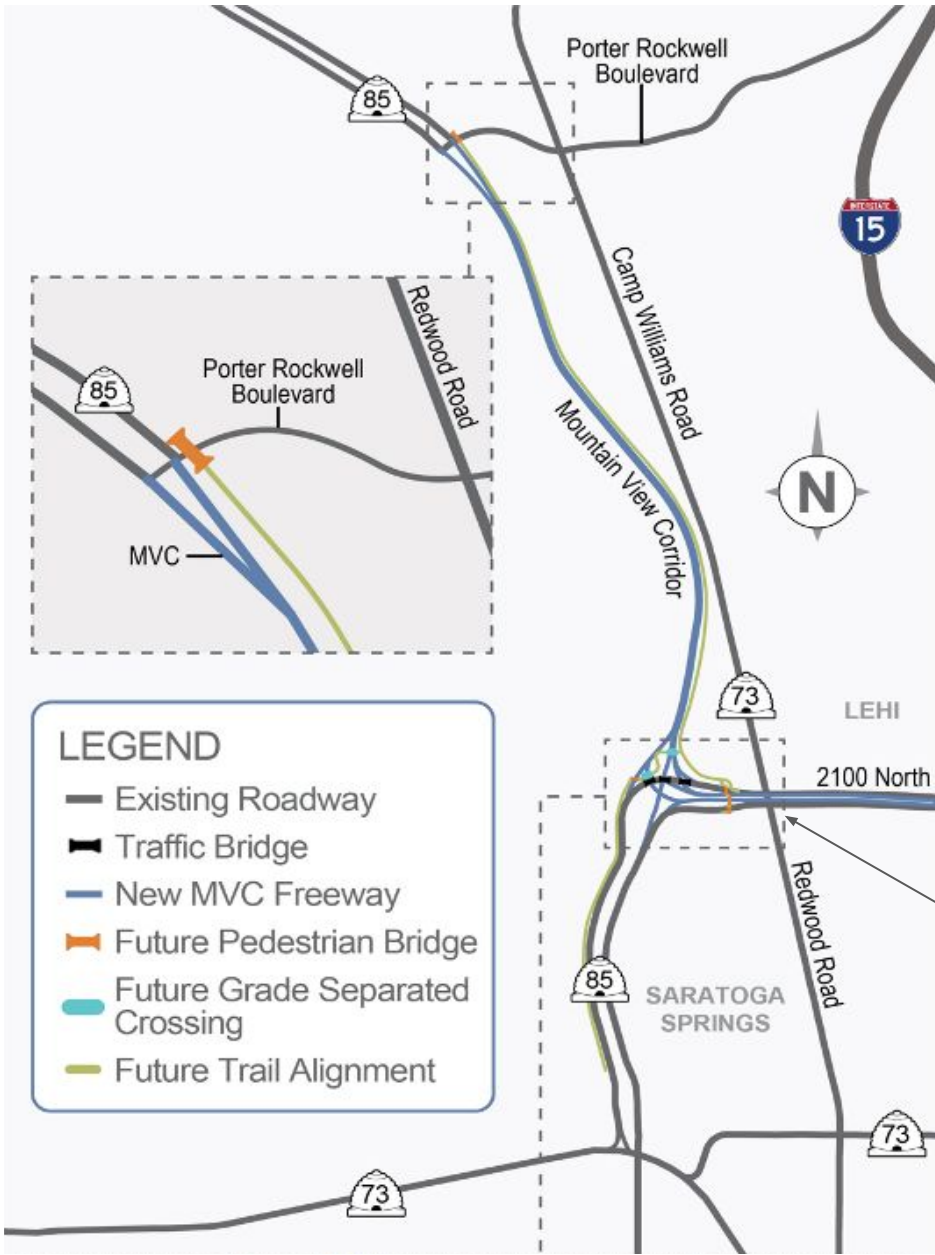
PIN: 20561 Under Construction
Pioneer Crossing
Operational Improvements
FLEX LANES (Design Bid Build)
Design NTP: July 2024
Construction: Summer 2025 - Summer 2026
Funding \$71.35M FY 2024-2026

PIN: 18341 Future Project
Mountain View Corridor South
Extending SR-85 to Pelican Point SR-68
SES in progress
Unfunded Project

* NTP - Notice To Proceed
* RFP - Request For Proposal
* FY - Fiscal Year
* SES - State Environmental Study



Mountain View Corridor; 2100 North to Porter Rockwell (Utah County)



PROJECT OVERVIEW

UDOT constructed the final four miles of Mountain View Corridor (MVC) between Utah and Salt Lake Counties, connecting the frontage roads at 2100 North into Porter Rockwell Boulevard in Herriman. Improvements include:

- 4-miles of new roadway
- A four-leg intersection at Porter Rockwell Boulevard
- Upgraded the intersection at Redwood Rd/2100 North to an interchange (Originally funded and scoped with PIN 13420 - 2100 N Freeway)
- Additions to wildlife fencing
- A multi-use trail

This is the first freeway segment of MVC constructed, with future northern segments to follow.

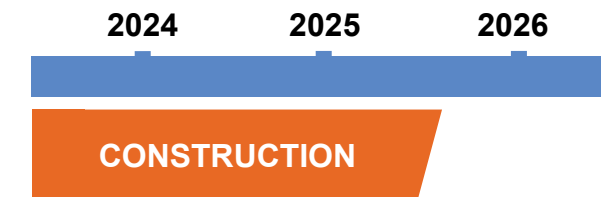


BENEFITS

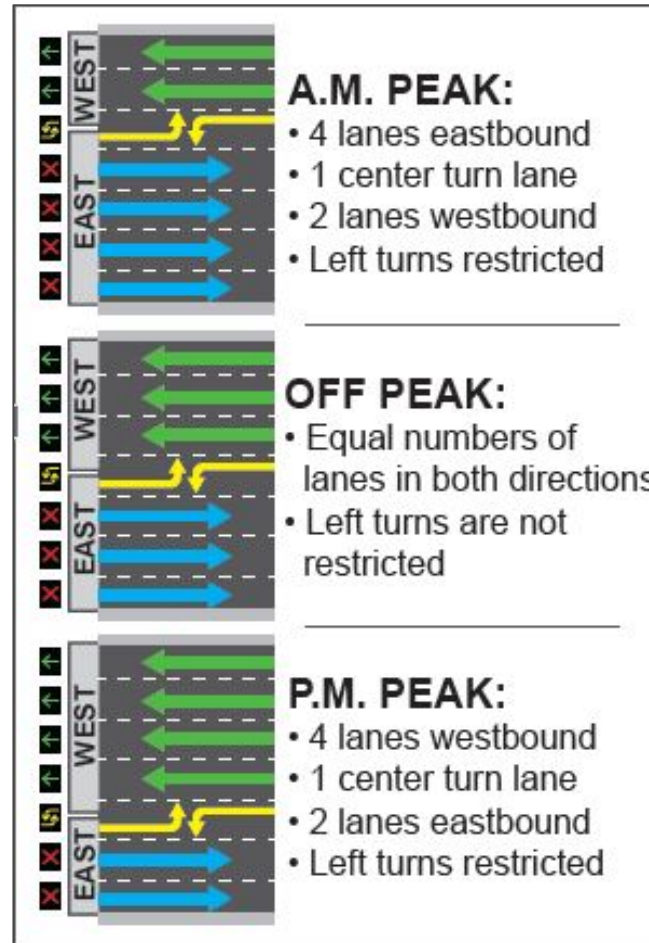
Connecting Salt Lake County to SR-73 will help reduce congestion on Redwood Road and I-15 around the Point of the Mountain by providing an alternative freeway connection for traffic traveling between Northwest Utah County and Salt Lake County.

FUNDING	
UDOT TIF	\$426.3 M
Total Cost	\$426.3 M

SCHEDULE *(subject to change)*



Pioneer Crossing; Flex Lanes



PROJECT OVERVIEW

The Pioneer Crossing Flex Lanes project is in active construction and is on track to finish by end of 2026.

Pioneer Crossing experiences heavy directional traffic during peak hours. To address these traffic issues, the existing shoulders and center median are being removed between I-15 and Redwood Road to allow for an additional travel lanes. A lane control system will be installed to dynamically utilize the new travel lanes in the peak direction of travel during the peak hours.

FUNDING SOURCES

State	\$71.3 M
Total Cost	\$71.3 M

BENEFITS

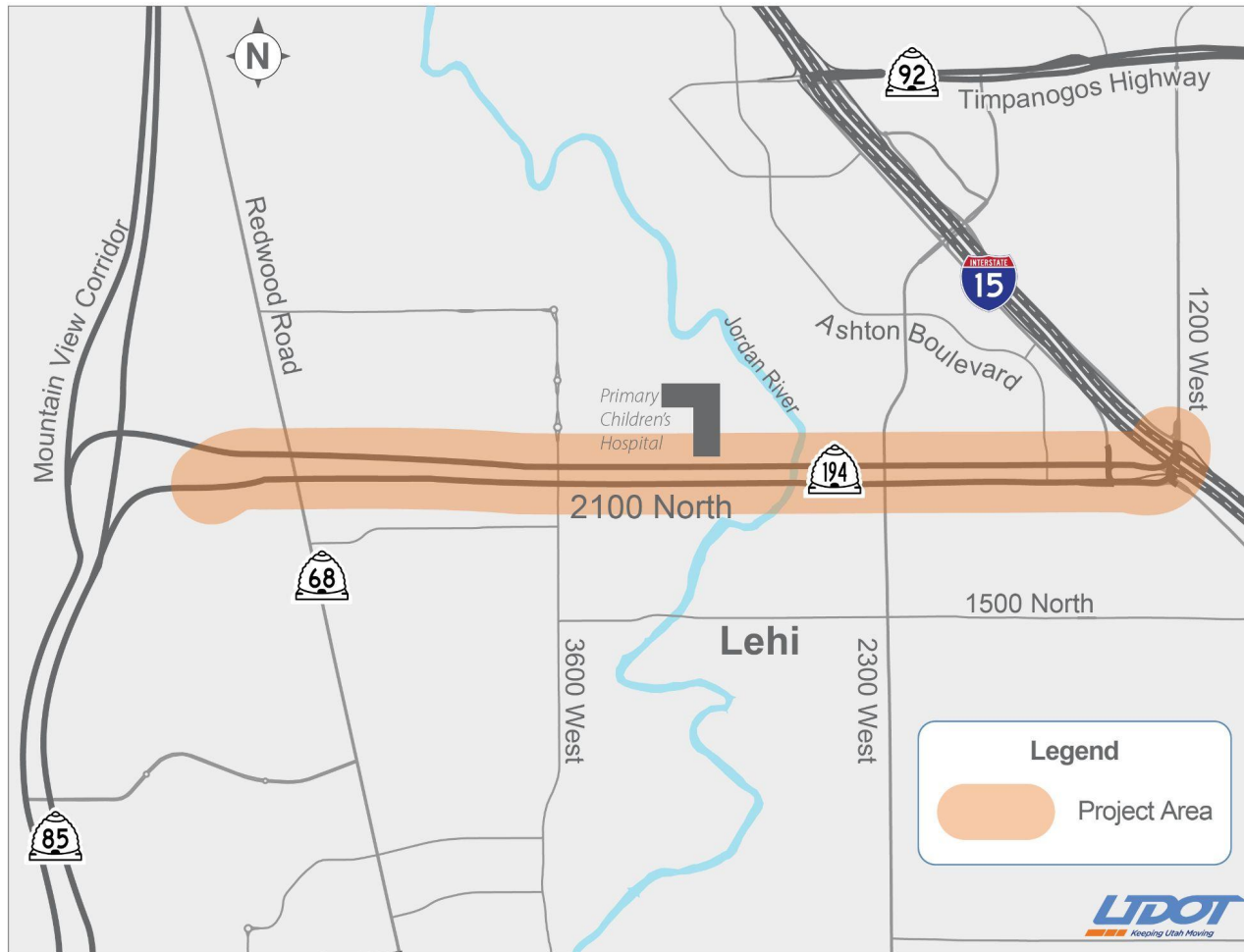
Pioneer Crossing currently carries between 52,000 and 58,000 ADT on a corridor that is designed to accommodate 35,000 ADT. This results in six hours of congestion throughout the day along the corridor.

When completed and combined with other planned projects in the northwest Utah County area, it will reduce traffic congestion for years to come. It is expected that Pioneer Crossing will reach capacity between 2037 - 2042.

Schedule *(subject to change)*



SR-194, Lehi 2100 North Freeway



PROJECT OVERVIEW

As part of a phased approach of the Mountain View Corridor (MVC), UDOT plans to connect to the north-south MVC freeway by building the freeway along 2100 North in Lehi with I-15.

The freeway project will include three lanes in each direction, slip ramps for access between the freeway and frontage roads with grade separations at local cross streets, and a system to system interchange at I-15.

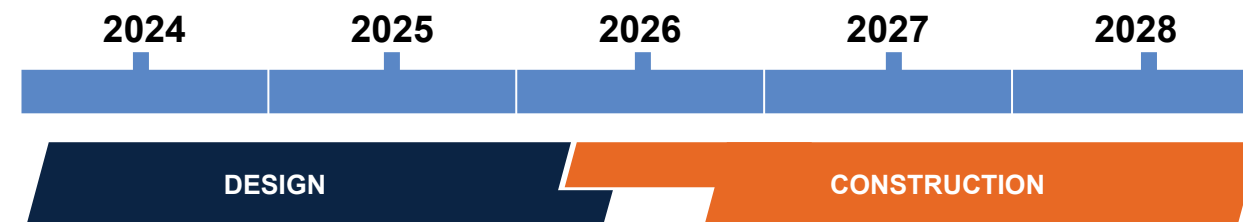
This is a design build project. Construction began in early 2026.

BENEFITS

Extending the freeway connection along 2100 North between Mountain View Corridor and I-15 will help improve east-west mobility between the two freeways in Northwest Utah and Salt Lake Counties and help to disperse traffic more efficiently for drivers traveling to communities within the central Utah Valley area.

CURRENT FUNDING	
UDOT TIF	\$621.3 M
Total Cost	\$621.3 M

SCHEDULE *(subject to change)*



Mountain View Corridor and Cory Wride Freeway

PROJECT OVERVIEW

As part of the phased approach to extend Mountain View Corridor (MVC) into Utah County, this project will extend the freeway south from 2100 North to SR-73. Work will include freeway lanes with grade separations at local roads with grade separated ramps at both 2100 North and SR-73.

In coordination with the long range plan to meet the demand and growth of the area, the Cory Wride Freeway project has also been funded. This project will convert SR-73 (Cory B Wride Memorial Highway) from MVC to Ranches Parkway into an expressway with frontage roads.

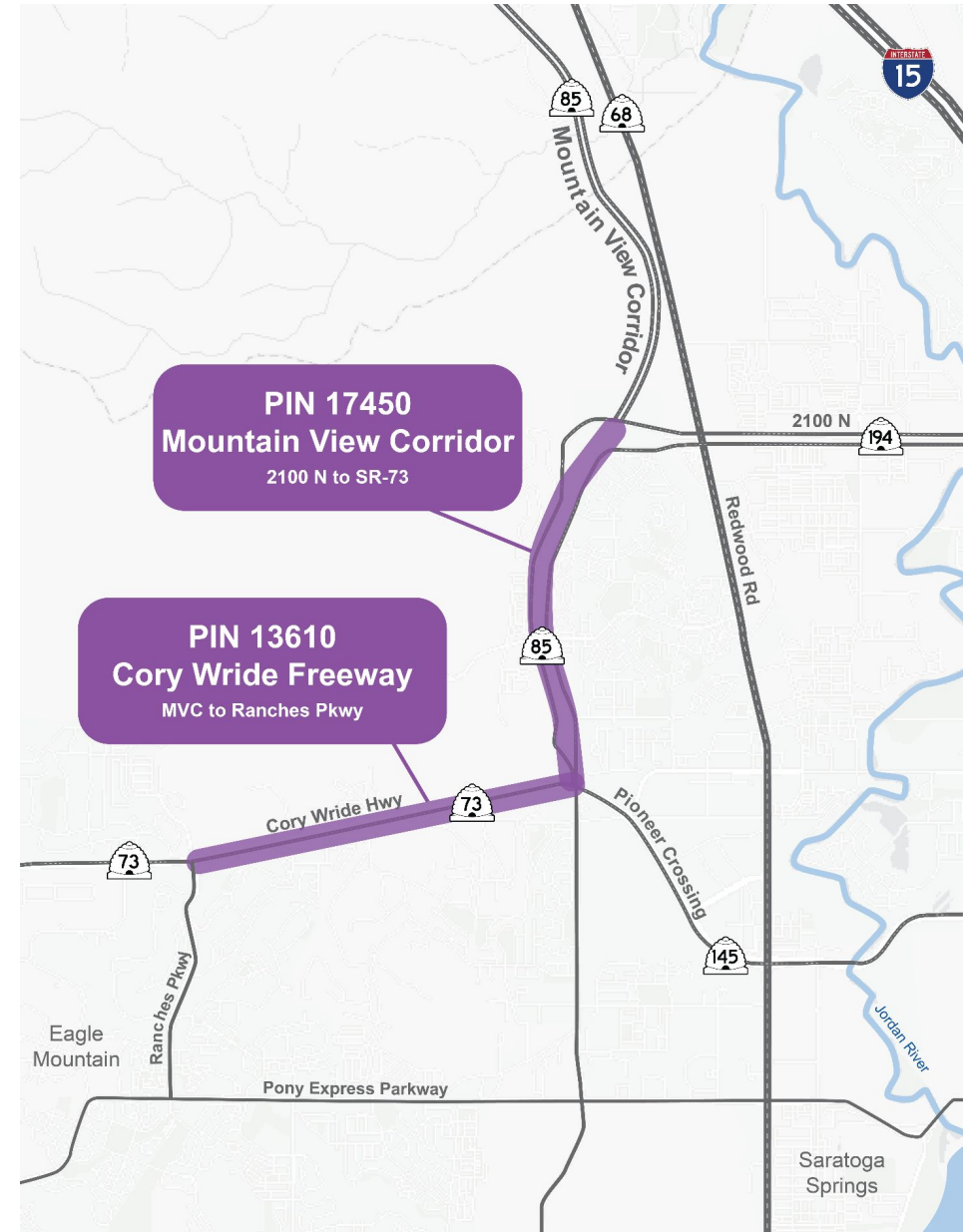
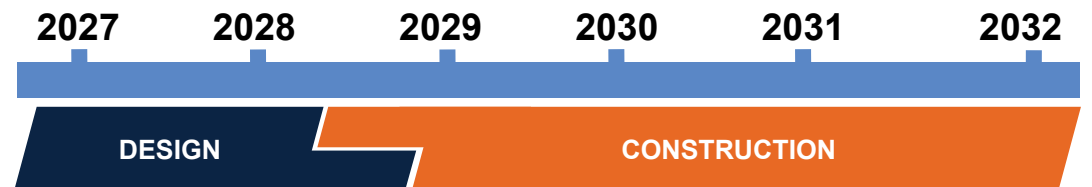
These projects together will include a system interchange at MVC and SR-73.

BENEFITS

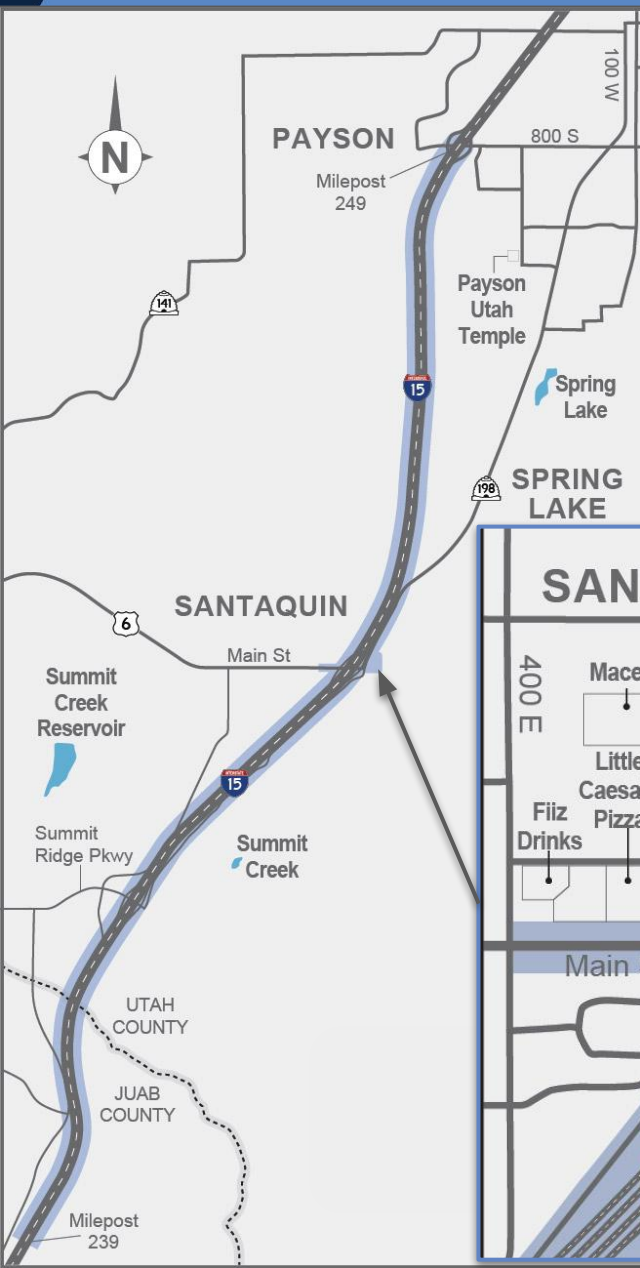
Extending the freeway connections from Salt Lake County to SR-73 and into Eagle Mountain will help reduce congestion on Redwood Road and I-15 by providing an alternative freeway connection for traffic traveling between Northwest Utah County and Salt Lake County.

FUNDING	
Mountain View Corridor	\$553 M
Cory Wride Freeway	\$459 M
Total Cost	\$1.012 B

SCHEDULE *(subject to change)*

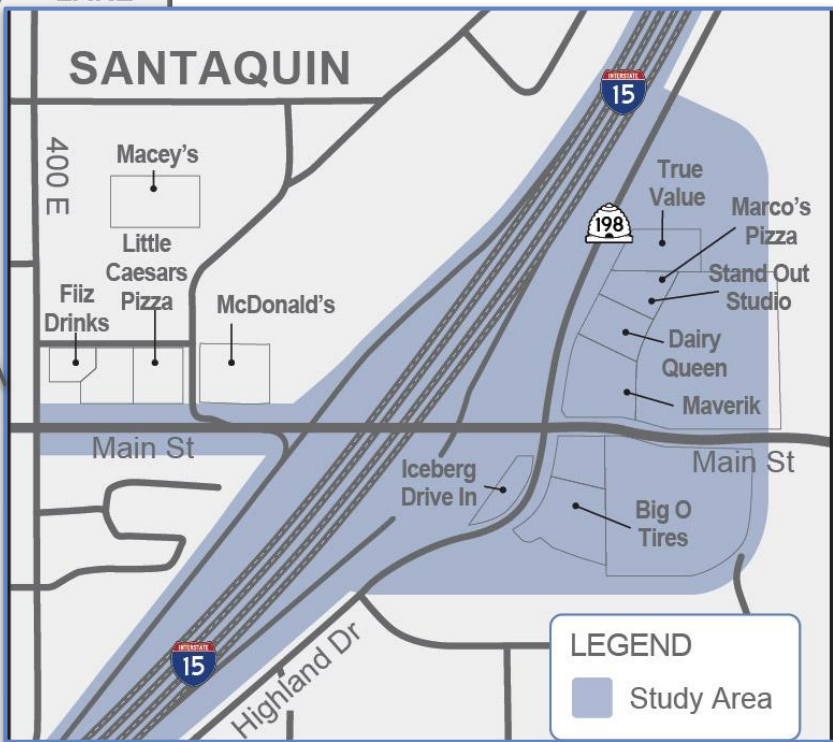


I-15, Payson to Santaquin



PROJECT OVERVIEW

The Utah Department of Transportation (UDOT) has initiated a design/build project that will widen I-15 to three lanes in each direction of travel from MP 239-249, repair or replace 28 bridges and reconstruct the Santaquin Main Street Interchange.



BENEFITS

The project will address current and future traffic conditions within the project limits. Potential benefits include:

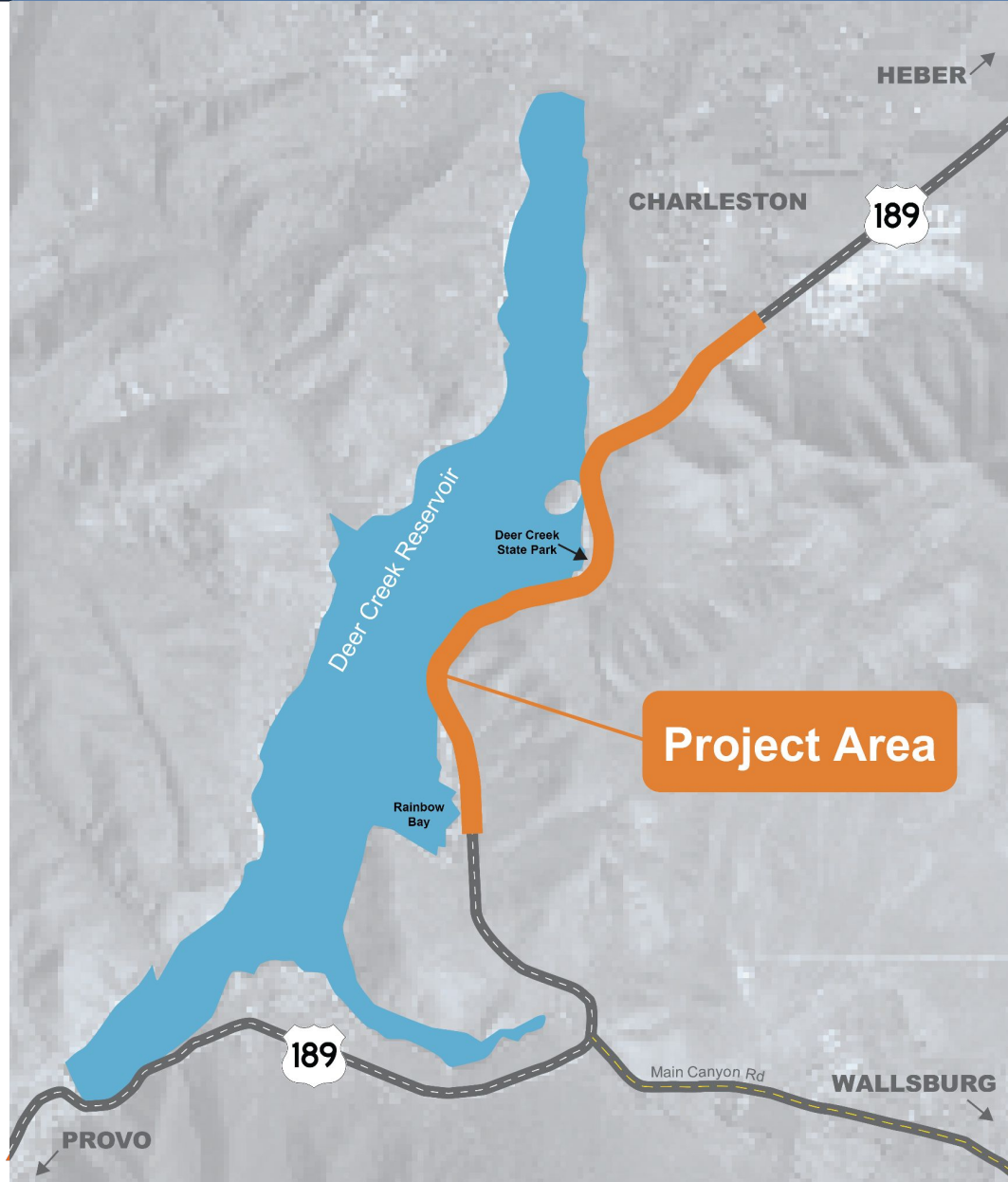
- Higher Level of Service on I-15 and the I-15 Main Street interchange
- Increased safety for drivers and pedestrians
- Improved access to area businesses, homes and schools

CONCEPT FUNDING ESTIMATE	
TIF Funds	\$296.6M
Total Cost	\$296.6M

SCHEDULE *(subject to change)*



US-189, Widening; Wallsburg to Charleston, Wasatch County



PROJECT OVERVIEW

UDOT is constructing US-189 improvements near Deer Creek Reservoir, from Rainbow Bay to Charleston. The primary improvements include:

- Widening US-189 to include two travel lanes in each direction, for the northbound and southbound traffic.
- Intersection and roadway curvature safety improvements.
- Significant hillside excavation.
- Signalizing the US-189 and SR-113 intersection.
- Enhancing the Island Beach Day Use Area entrance.
- Installing wildlife protection measures.

BENEFITS

Widening the highway improves capacity, and enhance mobility and safety by providing additional lanes for drivers to safely pass slower moving vehicles. This project is part of a continued phased approach to widen US-189 to four lanes through the canyon.

FUNDING

UDOT TIF	\$105 M
Total Cost	\$105 M

SCHEDULE *(Subject to Change)*

ENVIRONMENTAL STUDY: Spring 2022 to Early 2024

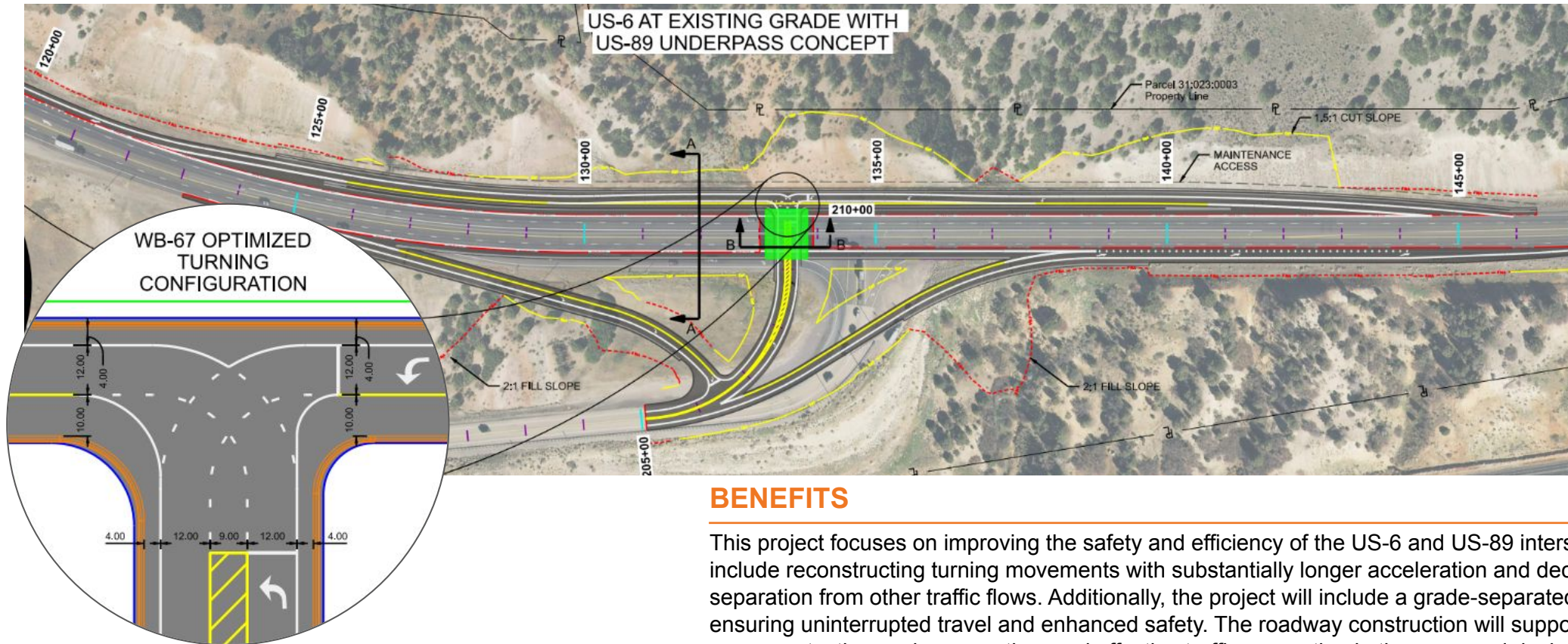
DESIGN: Summer 2023 to Winter 2025

CONSTRUCTION: Fall 2025 to Fall 2027

US-6 & US-89; Thistle Safety Project

PROJECT OVERVIEW

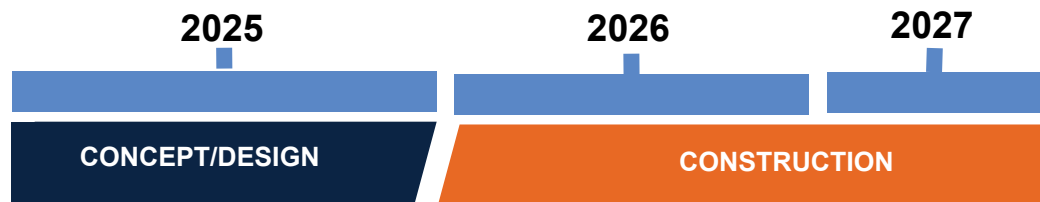
Create a grade separated structure for US-89 and US-6 intersection to provide safety and increase traffic flow capacity.



BENEFITS

This project focuses on improving the safety and efficiency of the US-6 and US-89 intersection. Key improvements include reconstructing turning movements with substantially longer acceleration and deceleration lanes, providing positive separation from other traffic flows. Additionally, the project will include a grade-separated crossing for US-89 traffic, ensuring uninterrupted travel and enhanced safety. The roadway construction will support these enhanced turning movements, the grade-separation, and effective traffic separation in the proposed designs.

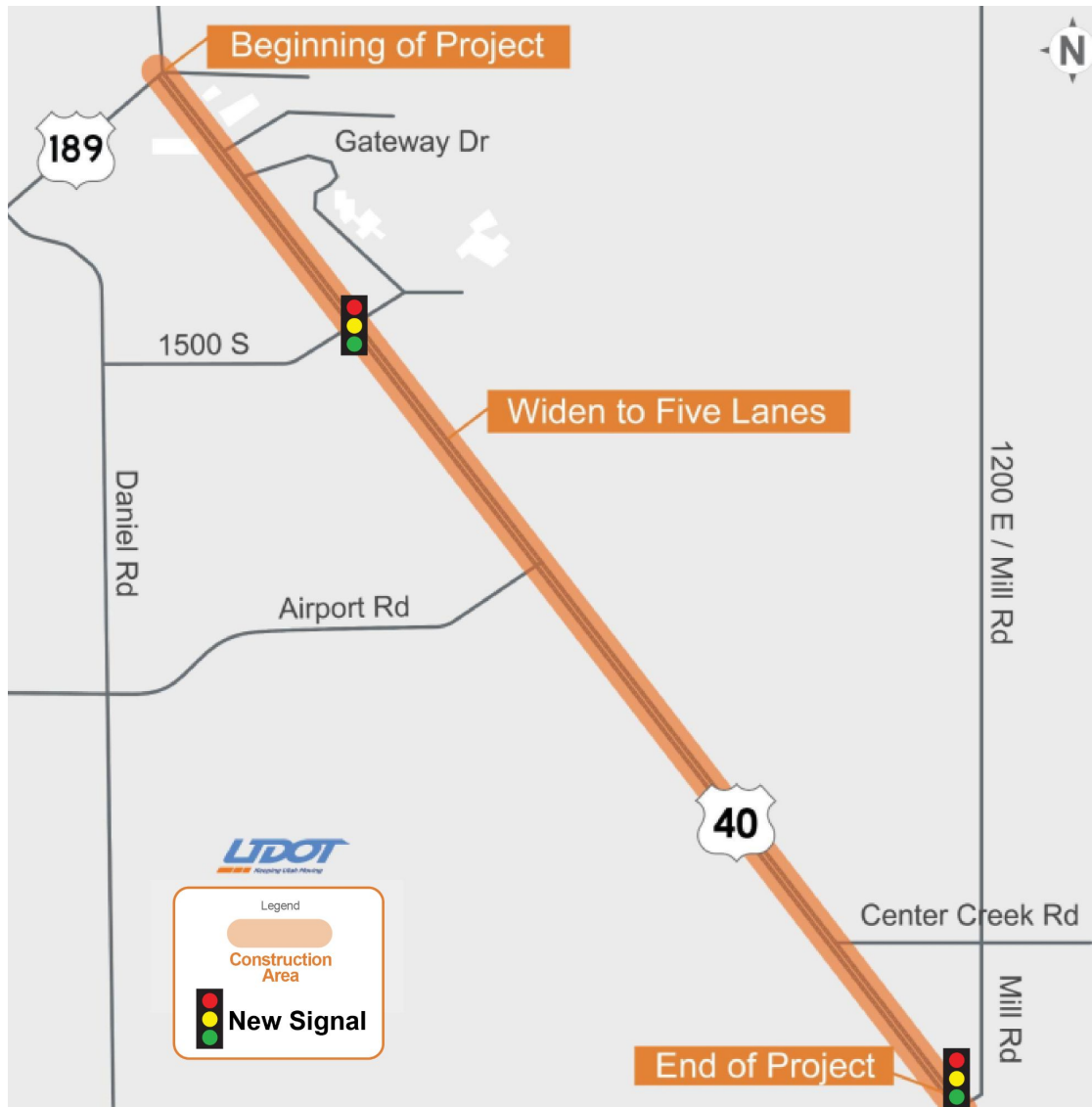
SCHEDULE *(subject to change)*



FUNDING

Design/Environmental	\$4.45M
Construction	\$30.3M
Total Cost	\$34.75M

US-40; US-189 to Center Creek, Heber City



PROJECT OVERVIEW

The project aims to improve the capacity along US-40 by widening the roadway to 5 lanes with wider shoulders from US-189 to Mill Rd. In addition, there are plans to enhance intersections, such as installing a signal at Mill Rd. The project also includes the construction of a new sidewalk, trail and curb, and gutter to enhance safety and accessibility for pedestrians and cyclists.

These improvements are vital to meet the increasing transportation demands and respond to economic development in the region.

BENEFITS

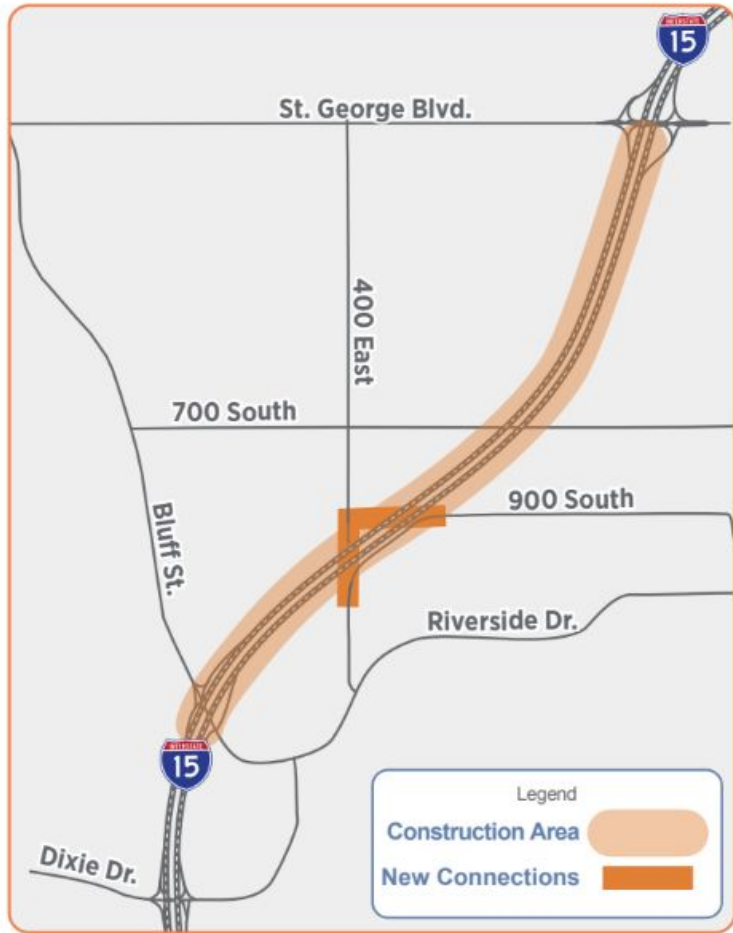
The expansion of lanes on US-40 in Heber City will boost capacity in this fast-growing area. Furthermore, the addition of wider shoulders, curb and gutter, pedestrian facilities and auxiliary lanes will enhance safety.

FUNDING	
UDOT TIF	\$24.2 M
Total Cost	\$24.2 M

SCHEDULE *(subject to change)*



I-15, Milepost 6-8



PROJECT OVERVIEW

Transportation Investment Fund

This project will add an additional travel lane in each direction and upgrade structures along the segment to accommodate increasing I-15 volumes and provide better clearances for local street crossings. Key elements include:

- I-15 roadway widening and profile change between Exits 6 & 8.
- New structure at 100 South and 700 South.
- New structure and local crossing at 400 East and 900 South

BENEFITS

The widening will extend continuous 3-lane travel in each direction on I-15 through a 10-mile urban center from Exit 6 to Exit 16.

The I-15 profile grade will be raised to provide two new local crossings at 400 East and 900 South. The local crossings will be routed under the interstate.

The new configuration will help eliminate congestion and accommodate future growth.

SCHEDULE *(subject to change)*

FUNDING	
Project Funds	\$107,089,400
Additional Funds	\$67,910,600
Total Cost *	\$175 Million



FrontRunner 2X

PROJECT BENEFITS

15 MIN.
Peak Service
Current: 30 min.

30 MIN.
All-Day Service
Current: 60 min.



FREQUENCY

2x current service, increases capacity and convenience.



TRAVEL TIME

Trips on FrontRunner will be **17% faster** than I-15 during peak hours by 2050.



CONNECTING FAMILIES

More transit options to sports arenas, museums, and religious venues.



RIDERSHIP INCREASE

Ridership will increase **53%** with FrontRunner 2X improvements.

PROJECT OVERVIEW

The FrontRunner 2X Project will add more capacity to the region's commuter rail system to support the transit demands of continued population and economic growth along the Wasatch Front. The FrontRunner 2X project will increase train frequency and travel reliability.

26.1 Miles of Added Double Track	11 Double Track Sections	1 Realigned Section
10 New Trainsets	1 New Maintenance Facility	1 New Station



FRONT RUNNER 2X





LOWER TRAFFIC
KEEP RIGHT

WEST Parley's Way

EXIT 1
WEST
Foothill Drive

WEST Parley's Way

EXIT 104
REST STOP
Starbucks
McDonald's
Wendy's
Subway

HOSPITALS
EXIT 1

LTDOT
Keeping Utah Moving