

BEST TASTING DRINKING WATER



Kris Nilsen
City Engineer
West Bountiful City



AGENDA

DRINK WATER THE WEST BOUNTIFUL WAY

Drinking Water Study

Drinking Water Storage

Drinking Water Distribution

Drinking Water Sources

Stone Creek Well

400 North Well

Best Tasting Water Awards

Public Works Staff at West Bountiful City

WEST BOUNTIFUL CITY



West Bountiful City (WBC)

Kris Nilsen West Bountiful City Engineer

- WBC has an area of 3.25 square miles
 - number 205 out of 326, so one of the small cities
- Population of around 6,000
 - Number 90 out of 329, so many cities have less population
 - WBC is 60% built out with some 780 acres undeveloped.
- City area includes South Side of 500 West
 - Area between I-15 and Legacy
 - And some area on the West side of Legacy
- City of WBC incorporated in 1962
 - Town of WBC incorporated in 1948
- 800 West street is the historical area and referred to as "Onion Street"
 - Named Onion Street because all the framers in the area that produced onions had to haul their onions to this street, to the pickup station for the Bamberger Railroad
- WBC has an area of 3.25 square miles
 - number 205 out of 326, so one of the smaller cities by area



WBC Public Water System

The City Owns and Operates the Culinary Public Water System that serves the City.

The Water Source for the system comes from Two Wells, a connection to WBWCD and an emergency connection to Bountiful City

WBC water rights (from Wasatch Front Aquifer)

1,000 acre-feet (3.12 cfs) (1400 gpm)

highest use was 915 AC-Ft in 2013

Since, with conservation the city

used 759 AC-FT in 2022



THE WBC WAY OF WATER

I been the City Engineer at West Bountiful City for almost a little over 2.5 years.

I have been drinking water for 52 years and so far, water has only two tastes to me, good or bad.

But apparently there is a method for judging water taste, I am not familiar with the method for judging water taste, I am only familiar with the West Bountiful Way of providing Water with Excellent Taste.

I will now walk you through the West Bountiful Way.





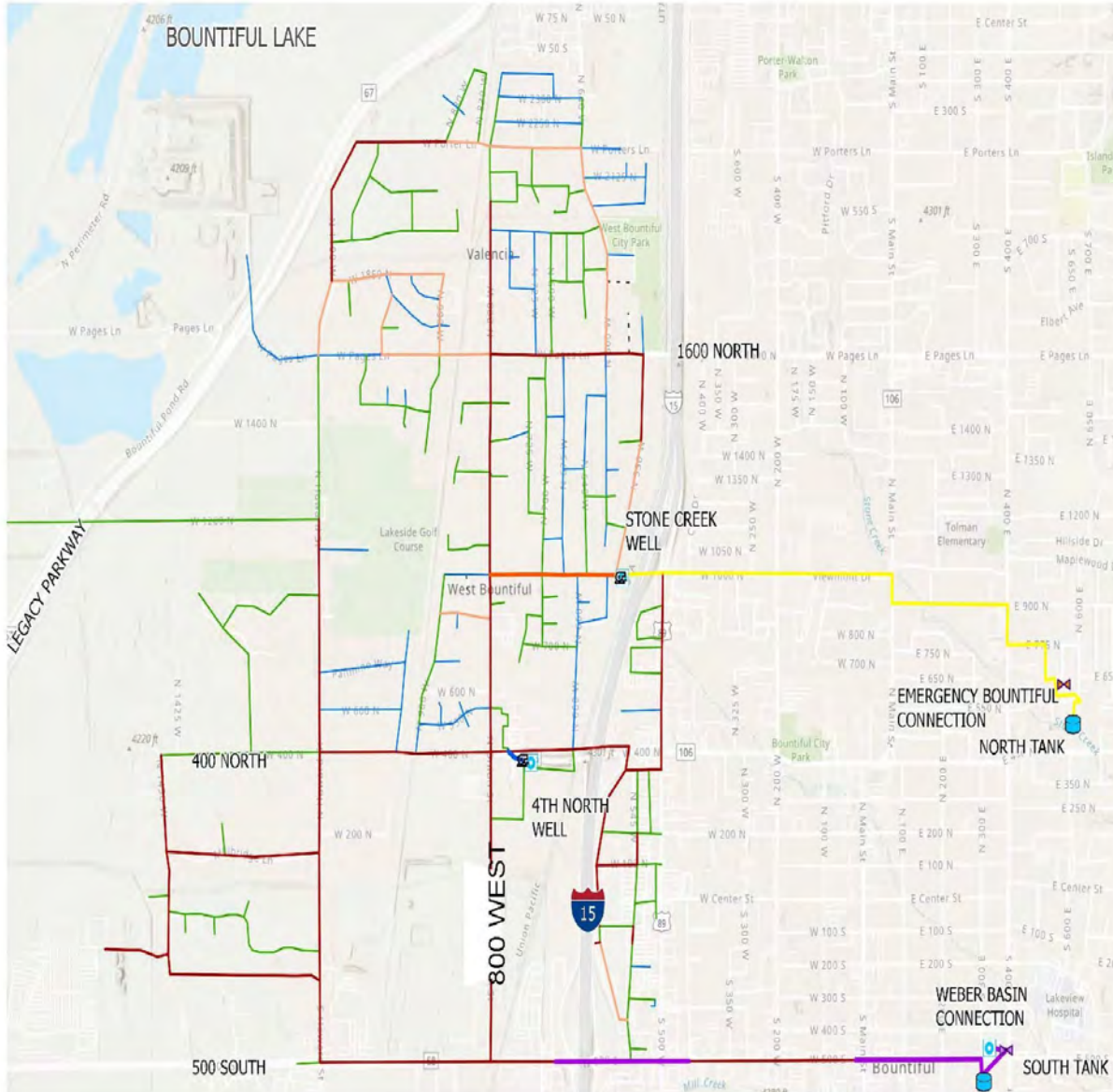
WATER STUDY

System Components

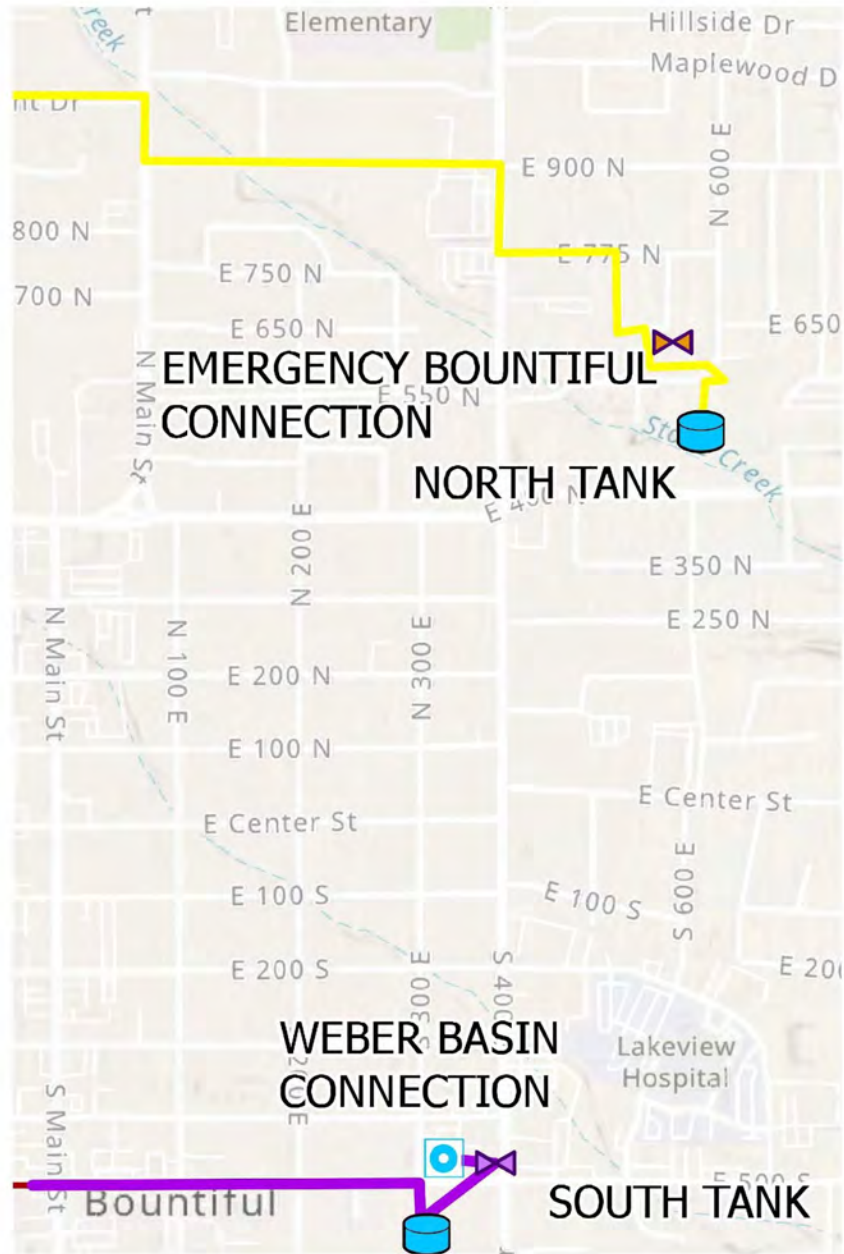
Storage

Distribution

Source



A complete study will provide information on the health and capability of the water system. The study needs to identify the existing and future needs for Storage, Distribution and Source.



STORAGE

WBC has two tanks, both located in Bountiful City.

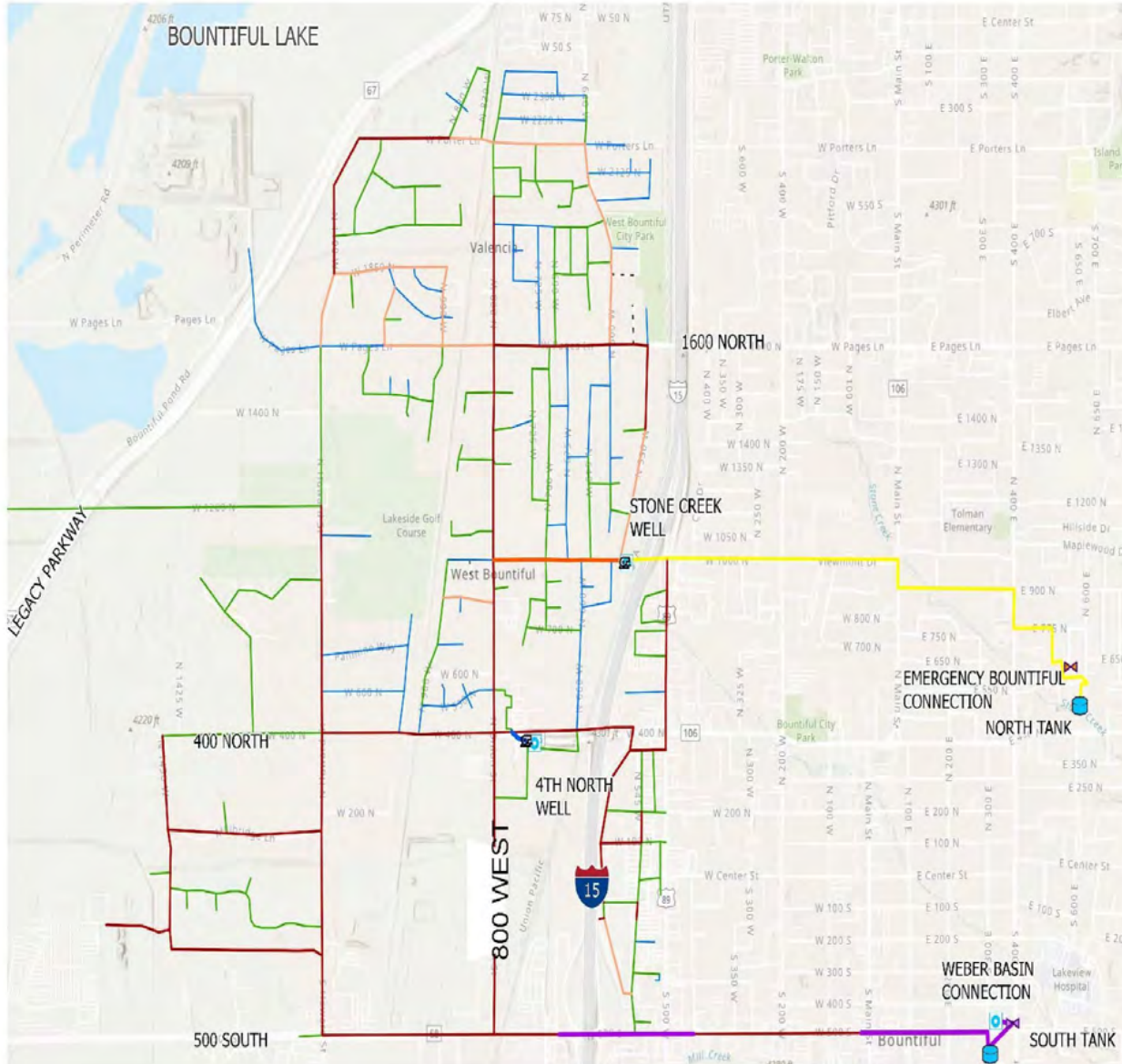
North tank is 1.5 MG

South tank is 1 MG

The elevation at the tank sites provide all the pressure for the system, no pumps.

Pressure range is 45 to 120 psi, most of the system is 60 psi or more.

DISTRIBUTION



Most of the original system was installed in 1962, now at the age 61, these pipes and fittings are continually breaking, as would be expected.

WBC started replacing the system in 2002 with a project each year.

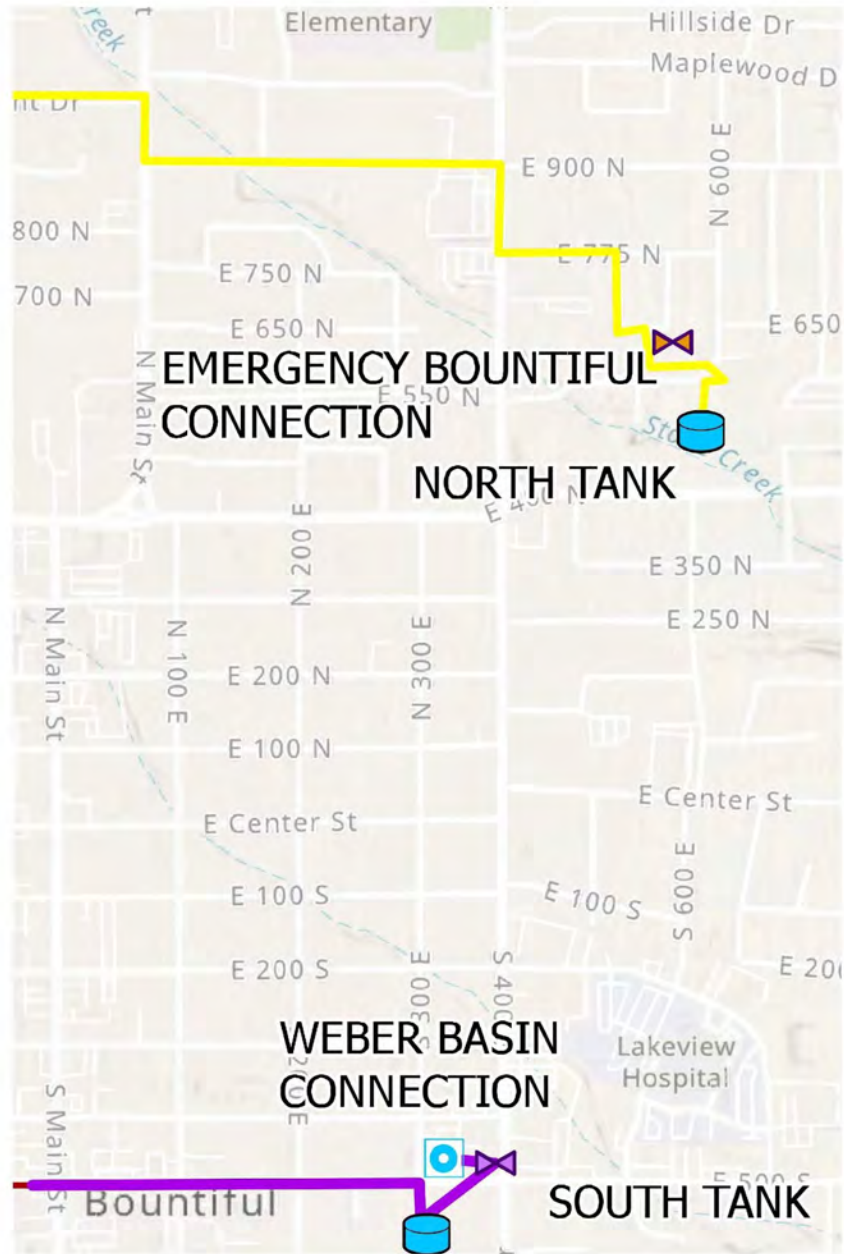
Approximately 60% of the 1962 system has been replaced.

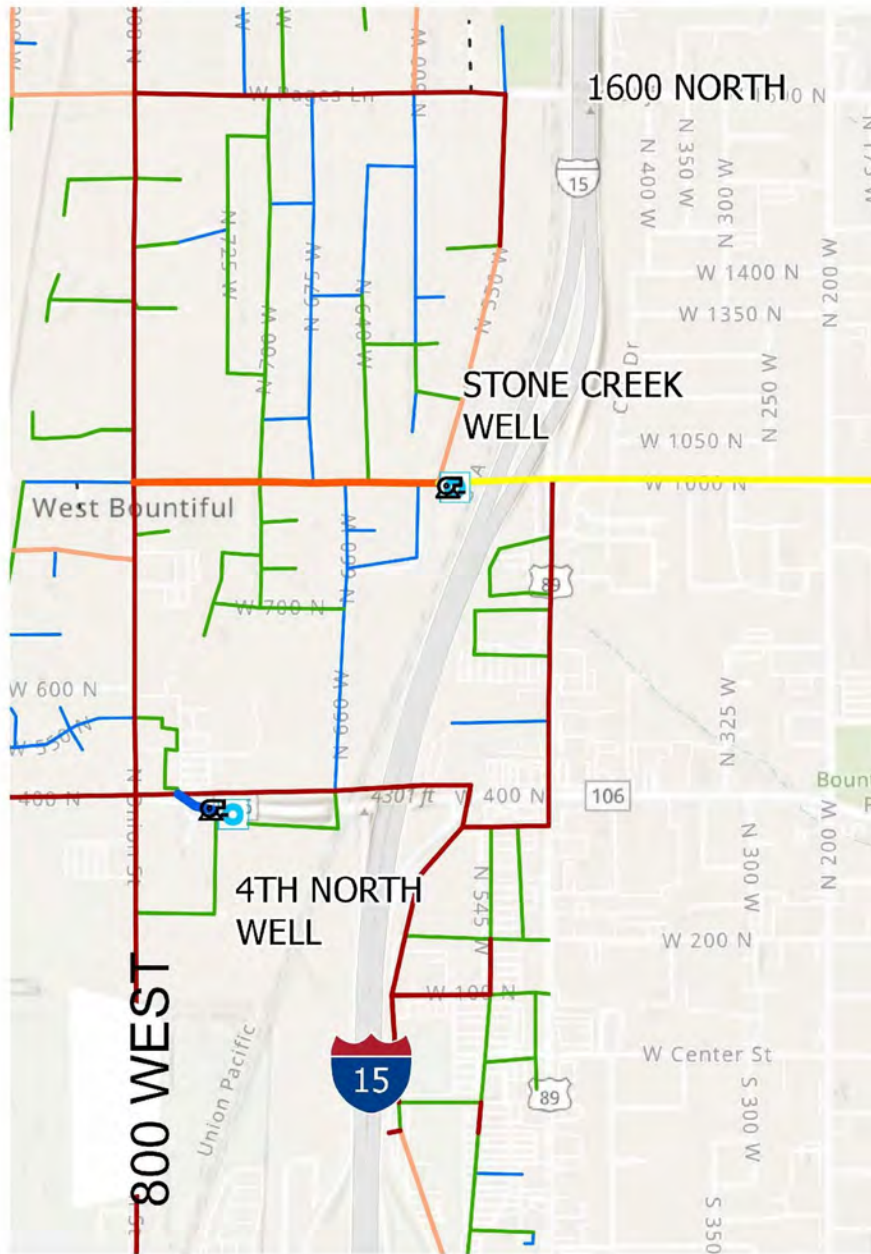
SOURCE'S PURCHASED

WBC currently purchases
70% of its drinking water
from WBWCD (750 AC-FT)

WBC has an emergency use
connection to the Bountiful
System.

Both located in Bountiful
near WBC tanks





SOURCE'S FROM WELL'S

WBC has two wells in use

Stone Creek Well

Completed in 1999 (500 gpm max)

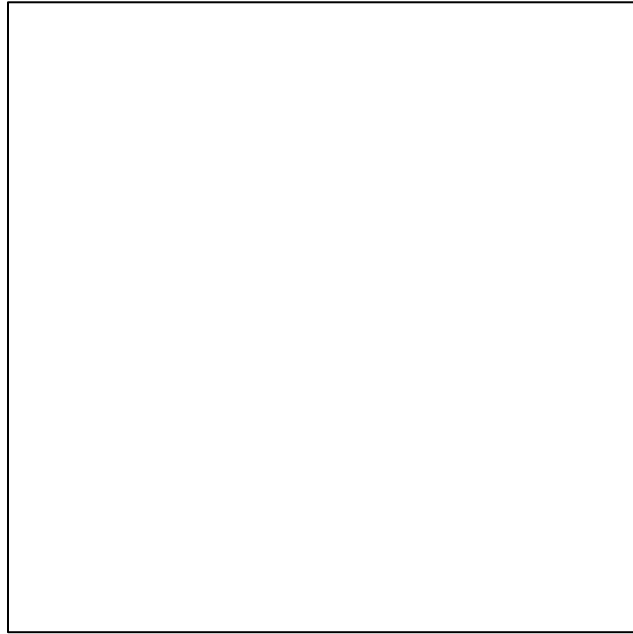
Operates at 250 gpm, 580 feet deep
418 feet to bowl

400 North Well

Completed in 2023 (1000 gpm max)

Operates at 800 gpm, 730 feet deep
502 feet to bowl

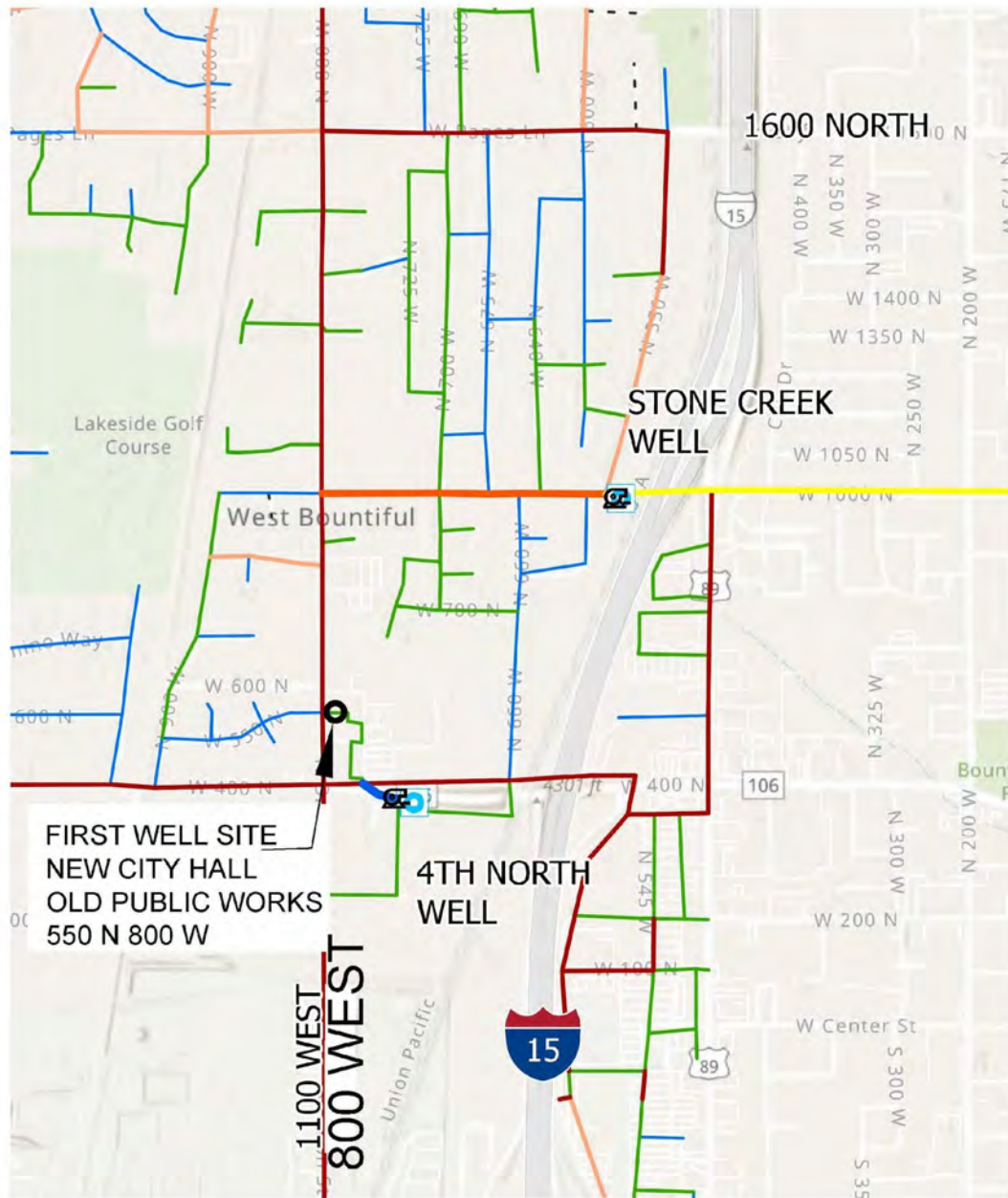
CITY HALL ON ONION STREET (800 WEST) ABANDONED WELL



FIRST PUBLIC WELL NOW ABANDONED

Located near the reception desk in the new City Hall, it was the old Public Works Site

City Hall was built in 2005
Around 2014 the City,
Noticed doors would not shut
Noticed a high spot in the floor by reception desk.



WBC WELL'S

Public Works performs maintenance and testing of the Public Water System, and the maintenance of the wells is a big part of their time and effort.

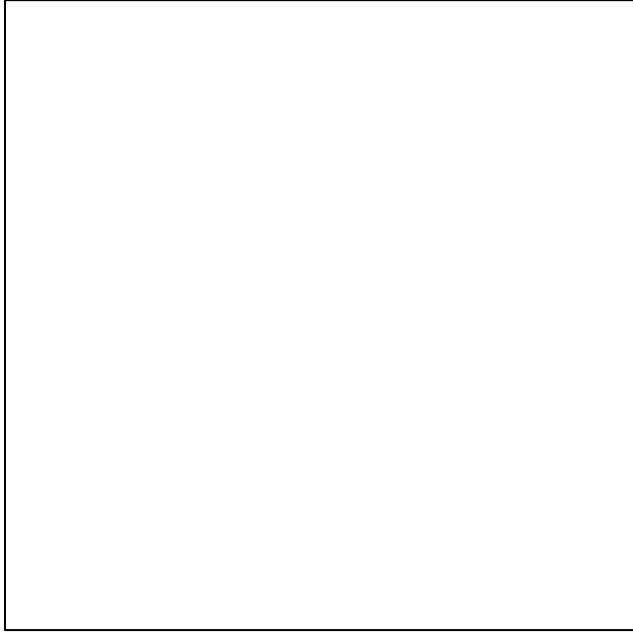
The City Staff work diligently to maintain a safe and functioning system and are proud of the Excellent Taste and Quality.

The City Staff has entered the city water three times in past contests at the RWAU Conference for best tasting water in Utah. The WBC water has earned a trophy three times by placing first twice in 2015 and 2021, and second in year 2022.

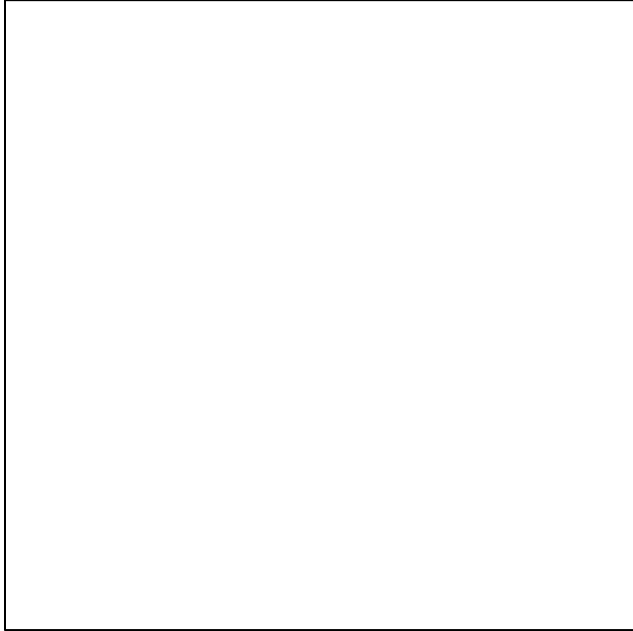
We will get back to this at the end of the presentation



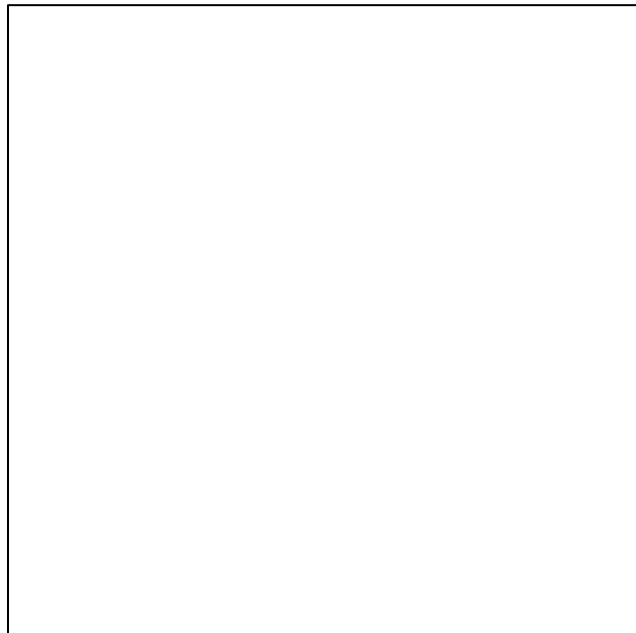
STONE CREEK WELL PU



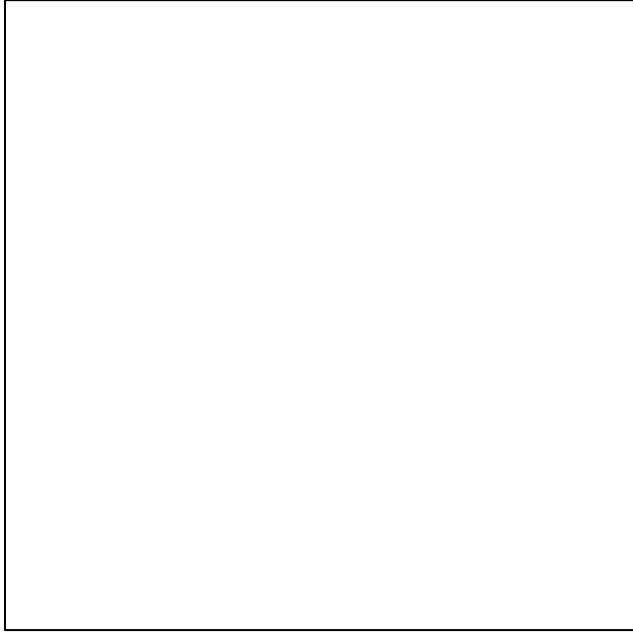
STONE CREEK WELL



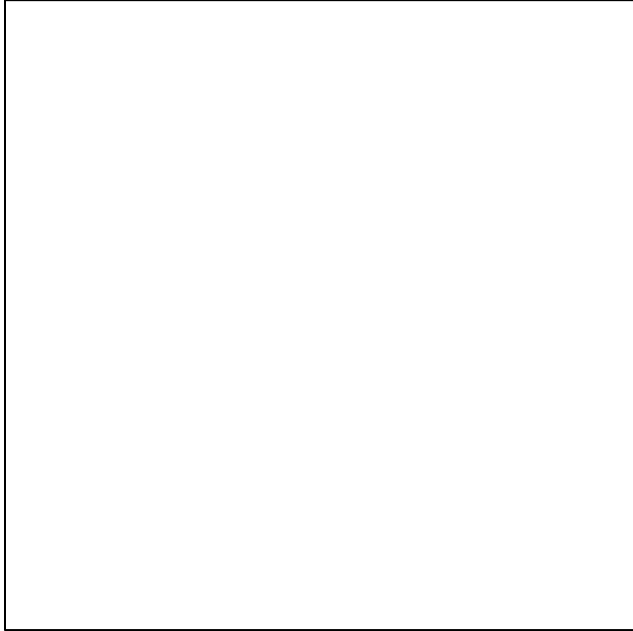
400 NORTH WELL SITE (WELL HEAD)



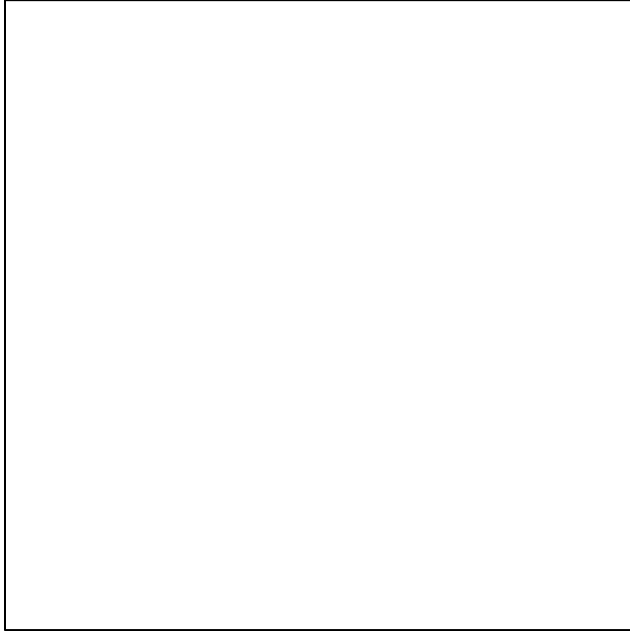
400 NORTH WELL



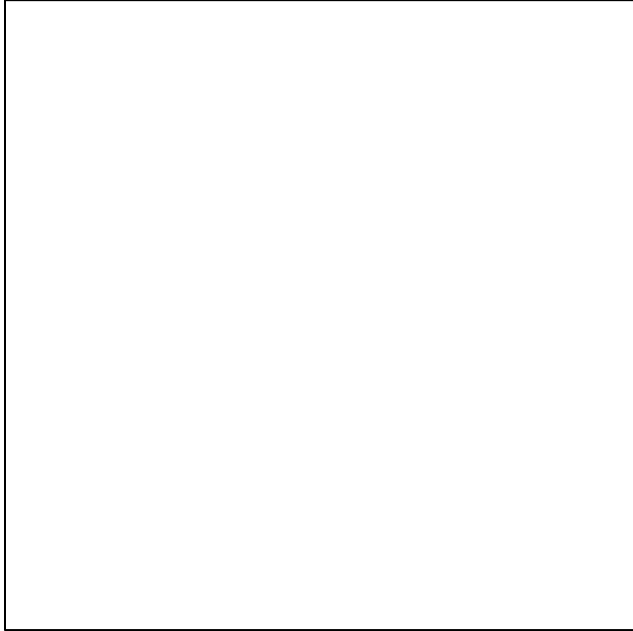
400 NORTH WELL



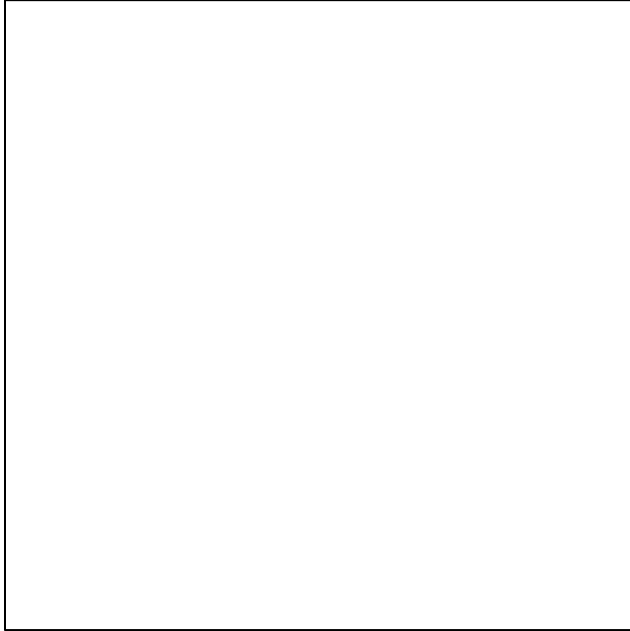
400 NORTH WELL



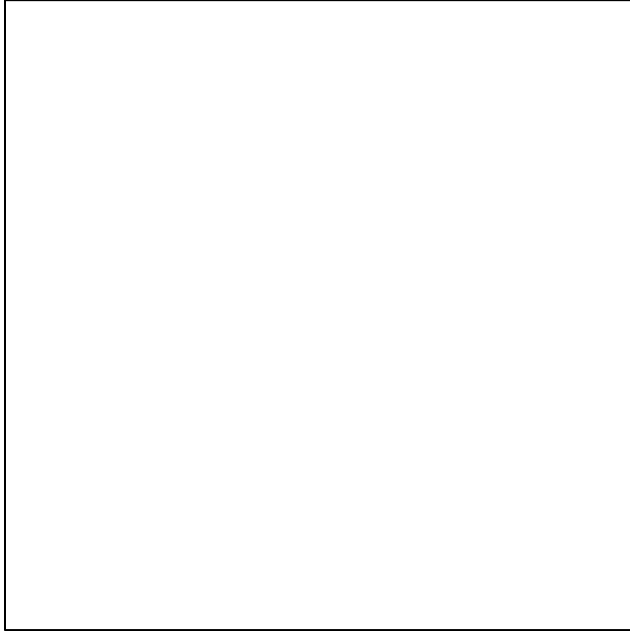
400 NORTH WELL



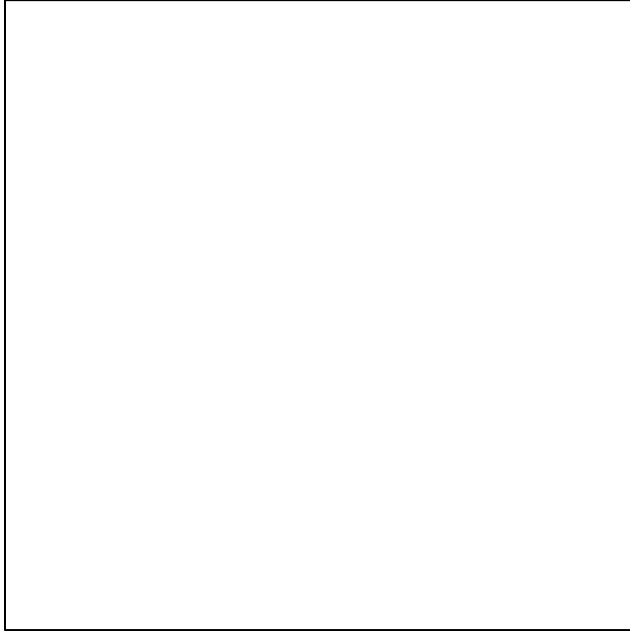
400 NORTH WELL



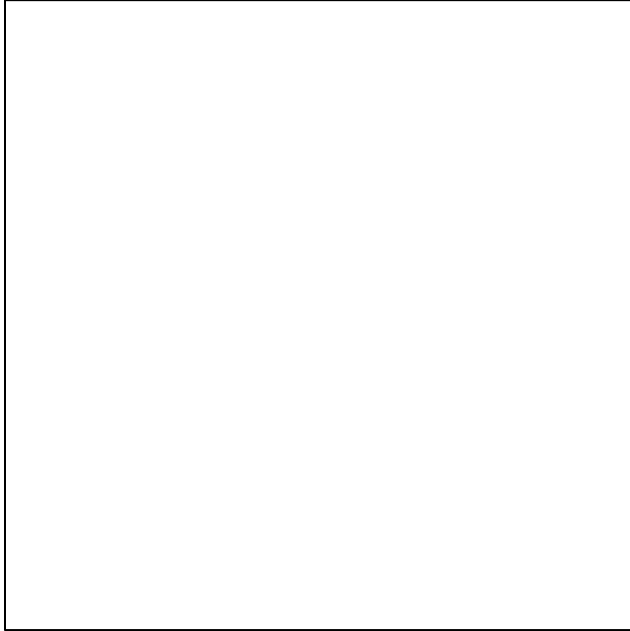
400 NORTH WELL



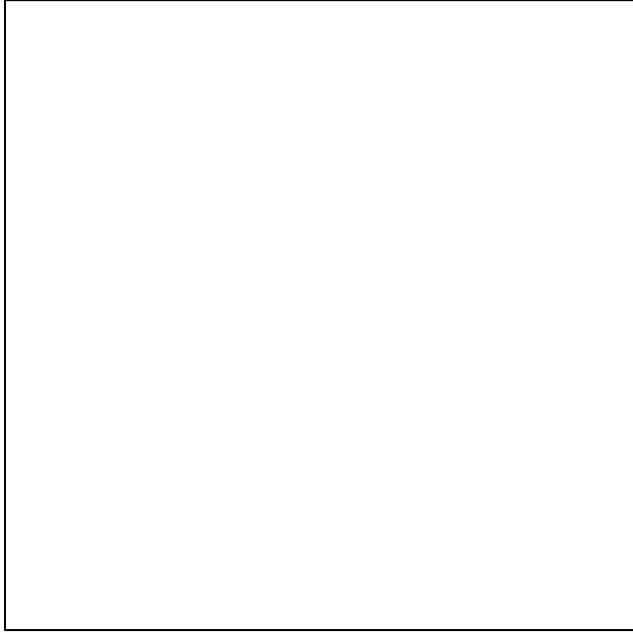
400 NORTH WELL



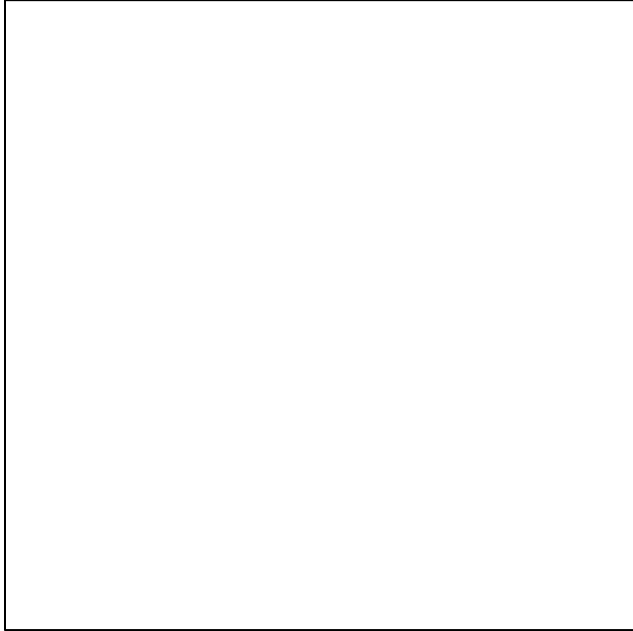
400 NORTH WELL



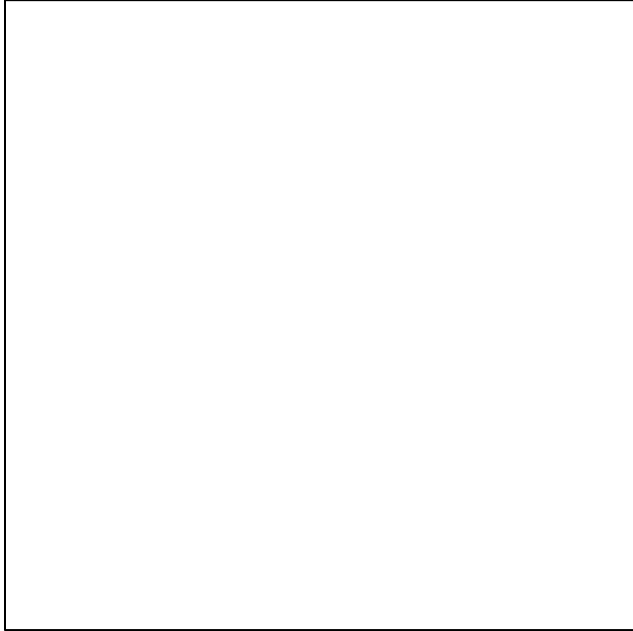
400 NORTH WELL SOUTH SIDE



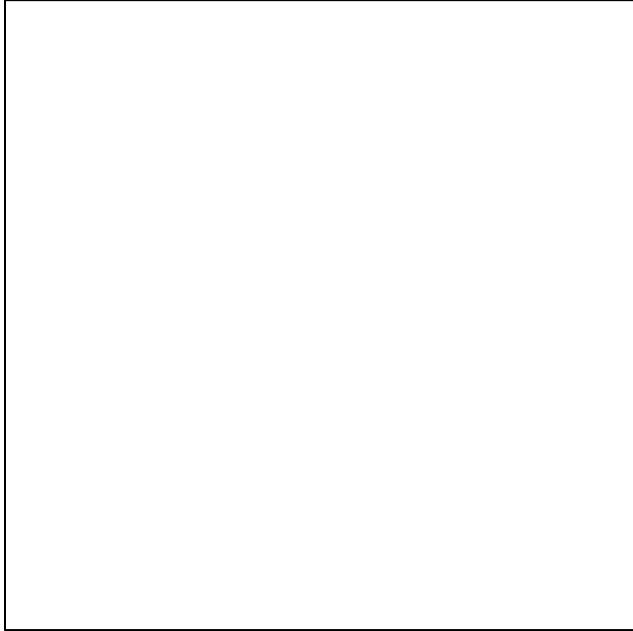
400 NORTH WELL WEST SIDE



PEAK DAY DEMAND



ANNUAL WATER SOURCE





BEST TASTING WATER AWARDS

The City and Staff take great pride in the drinking water that is produced in WBC

The City does not usually encourage or fund large celebrations, except for the 4th of July celebration,

Mostly because It takes allot of resources with planning and public safety

But in this case with the City winning the best tasting water, we all thought it was a big deal.

See what you think,

BEST TASTING WATER COMPETITIONS

ENTERED AT RURAL WATER ASSOCIATION OF UTAH CONFERENCE

STONE CREEK WELL—2015 - 1ST PLACE --STATE OF UTAH



BEST TASTING WATER COMPETITIONS

ENTERED AT RURAL WATER ASSOCIATION OF UTAH CONFERENCE

400 NORTH WELL--2021 - 1ST PLACE --STATE OF UTAH





BEST TASTING WATER AWARDS

With this last award, I also want to introduce you to the Public Works Staff that make the best tasting water a real thing in the everyday life of all the West Bountiful Citizens.

BEST TASTING WATER COMPETITIONS

ENTERED AT RURAL WATER ASSOCIATION OF UTAH CONFERENCE

400 NORTH WELL 2022 - 2nd PLACE -- STATE OF UTAH

WBC WATER STAFF

Steve Maughan - PWD
Blake Anderson - Water Director
Jake Taylor - Water
Drew Howard - Streets
Rocky Miller - Parks
Kaeden McFarland - Grounds



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THANK YOU

WEST BOUNTIFUL CITY

Kris Nilsen

KNilsen@WBCity.org

WBCity.org

**Weber County to Box Elder County Corridor Preservation
Project Update - December 2021**

Property Acquisition Status

Legend:

- UTA Corridor
- + Existing UTA Owned Track
- - - Utah Idaho Central Railroad

Acquisition Status Labels:

- Carol Woodward Reeder In Negotiations
- Raylene Nelson, JT / Roger M. Nelson, ETAL In Negotiations
- Willard Land LLC In Negotiations Waiting for utility agreements
- Utah Idaho Central Corridor UTA Owned
- UTA Owned
- UTA Owned
- UTA Owned
- MMF Investments Offer Pending
- No Name Investments LTD Appraisal/Environ. Review
- Terry M Deru In Negotiations
- Trisha A He In Closin
- Willard Bay Crossing LLC In Negotiations
- Nelson Inte Appraisa

Approved Amount Paid

12th Street to Weber County Border– (7 miles)

Weber County to Box Elder County Corridor Preservation

Project Update - December 2021

The Brigham City Transit Corridor Study was completed in 2007. The study examined options for a transit link between Ogden and Brigham. The report concluded that commuter rail was the best mode to connect the two communities. Just after the corridor study was completed, Box Elder County passed a sales tax to support the development of the extension of commuter rail to Box Elder County. The Regional Transportation Plan identifies the need to preserve right of way for this future project. For the past two and a half years, Utah Transit Authority (UTA) has been working to advance corridor preservation efforts.

- UTA is acquiring a 50-foot right of way adjacent to Union Pacific from willing sellers
- The project corridor extends from 12th Street in Ogden to Forest Street in Brigham City
- Box Elder County's 2nd quarter sales tax is dedicated to this project
- Weber County awarded Ogden and UTA \$3M for corridor preservation
- UTA has a surveyor on the project team to complete right of way work, including preparing deeds for acquisitions

Approved Amount Programmed \$2 ,000,000

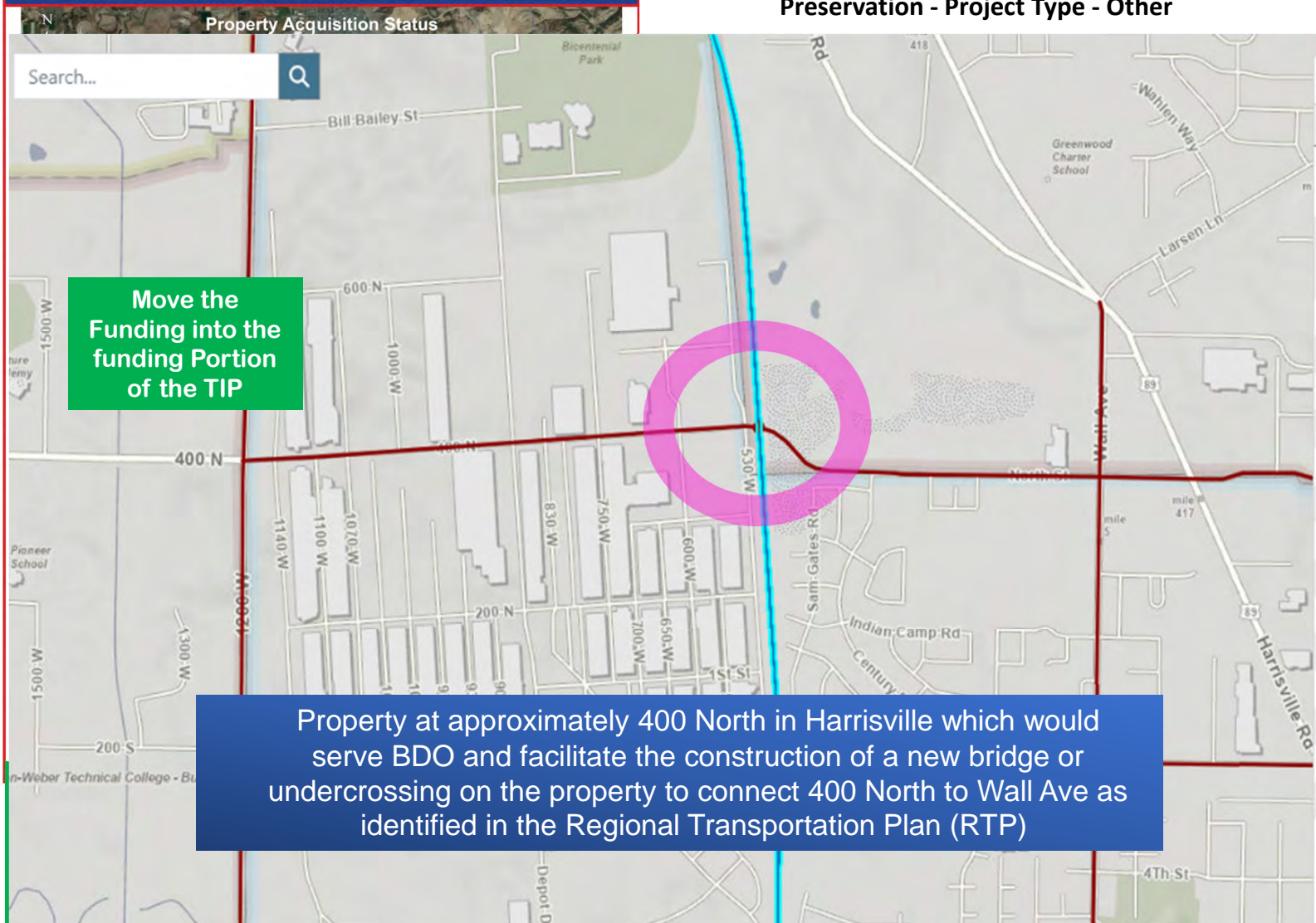
- The Utah Ideal Central (UIC) Railroad corridor is an abandoned right of way which formerly provide train service between Ogden, Brigham City, Logan, and Idaho
- The UIC runs directly adjacent to Union Pacific's main line for about 2.75 miles (north of the Box Elder County line)
- UTA purchased of this portion of the UIC from UDOT

**Funds Request –
\$ 5,000,000**

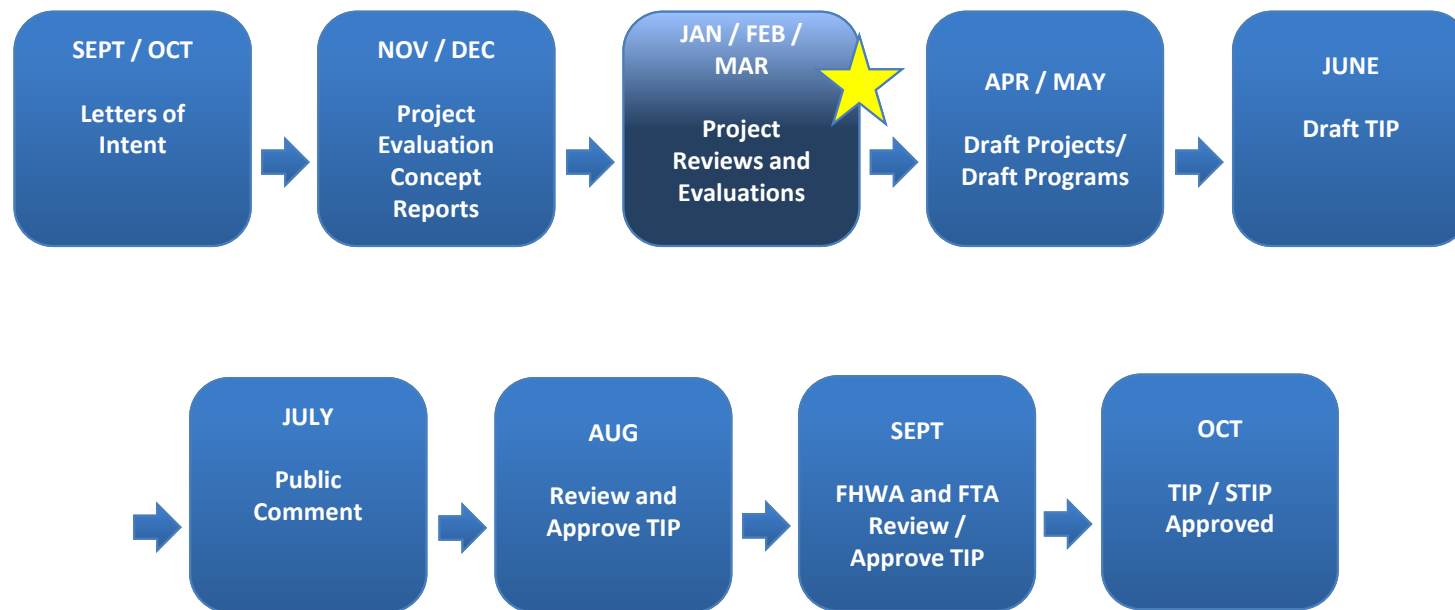
The land around the corridor is rapidly developing. Preserving the right of way now will reduce the impacts and costs of a future transit project. Improved transit service is desired by residents in Box Elder County. Corridor preservation is included as a phase one project in the regional transportation plan.

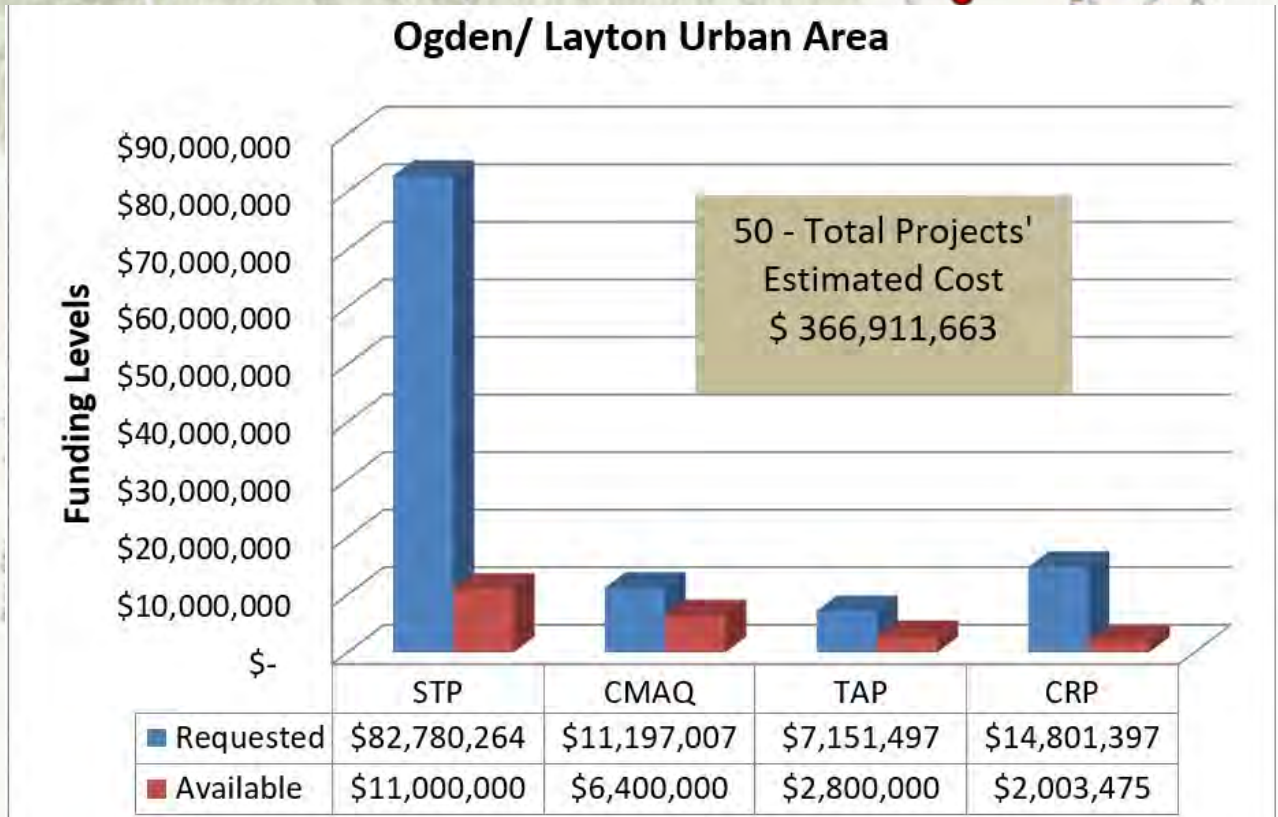
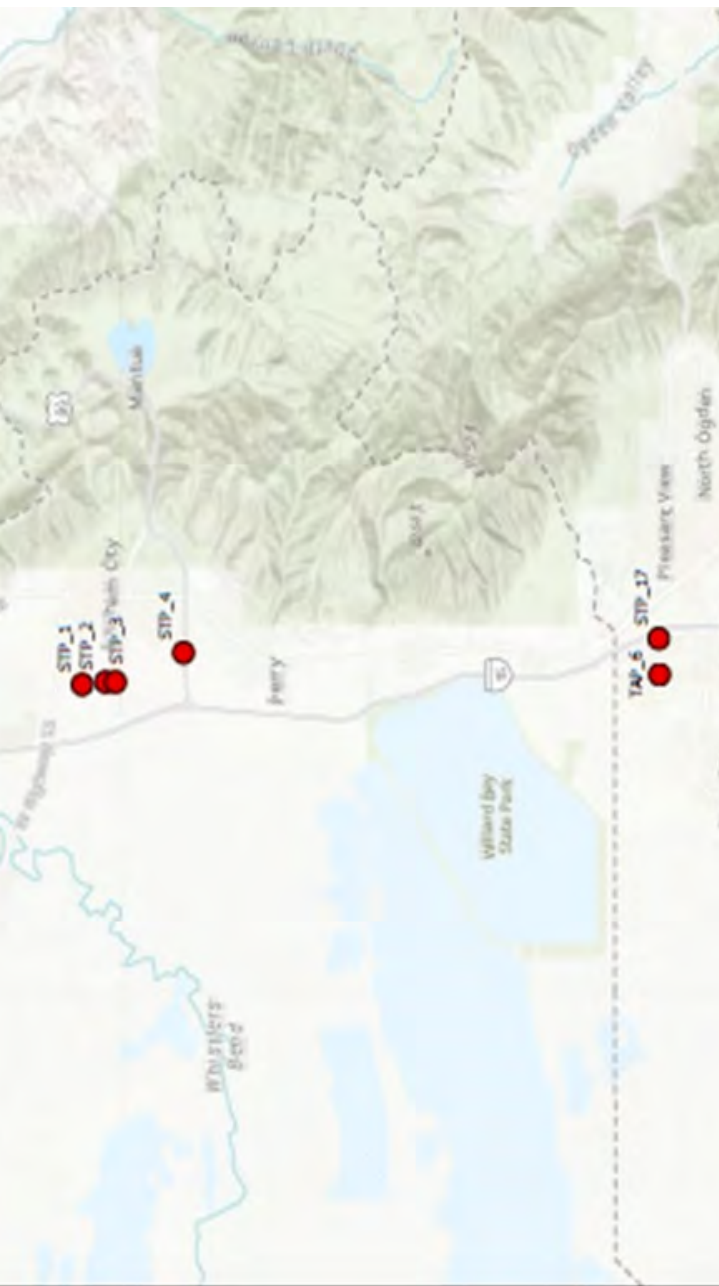
Weber County to Box Elder County Corridor Preservation
Project Update - December 2021

**UTA – Frontrunner Right of Way Preservation – Corridor
Preservation - Project Type - Other**

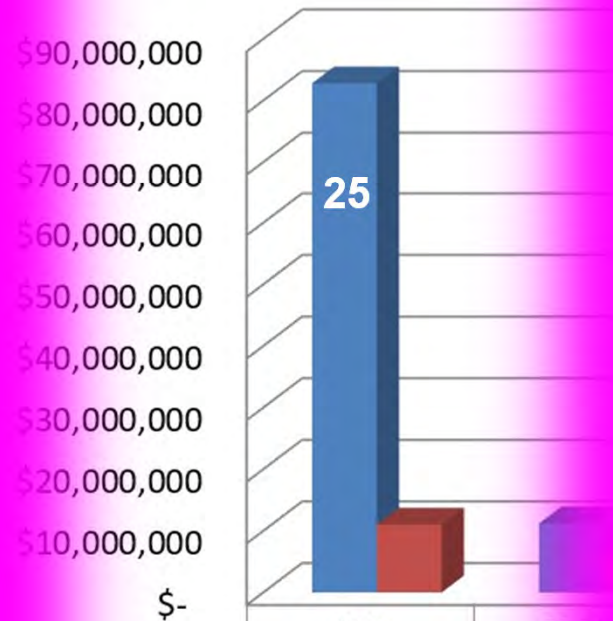


Process for New Projects & The Draft TIP



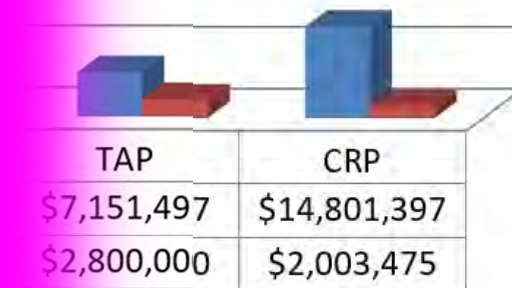


Ogden/ Layton Urban Area



Requested	\$82,780,264	\$11,197,000
Available	\$11,000,000	\$6,400,000

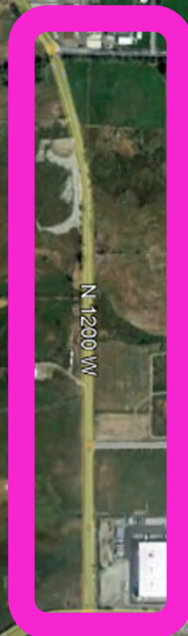
25 - Total Projects'
Estimated Cost
\$ 366,911,663



Requested	\$7,151,497	\$14,801,397
Available	\$2,800,000	\$2,003,475

Brigham City – 1200 West Roadway – Widening Project Type – Capacity

600 North to Industrial Way – (0.68 miles)



**Project Cost –
\$ 8,895,400**

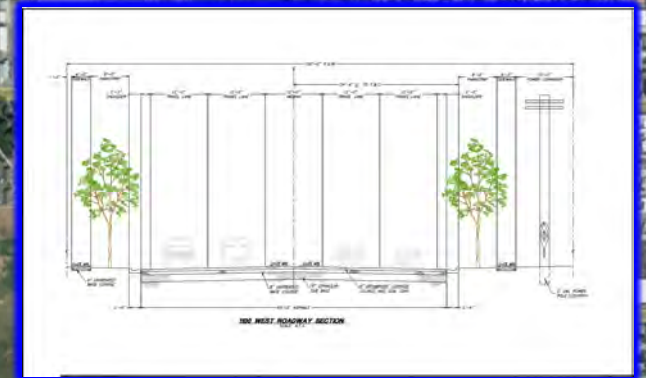
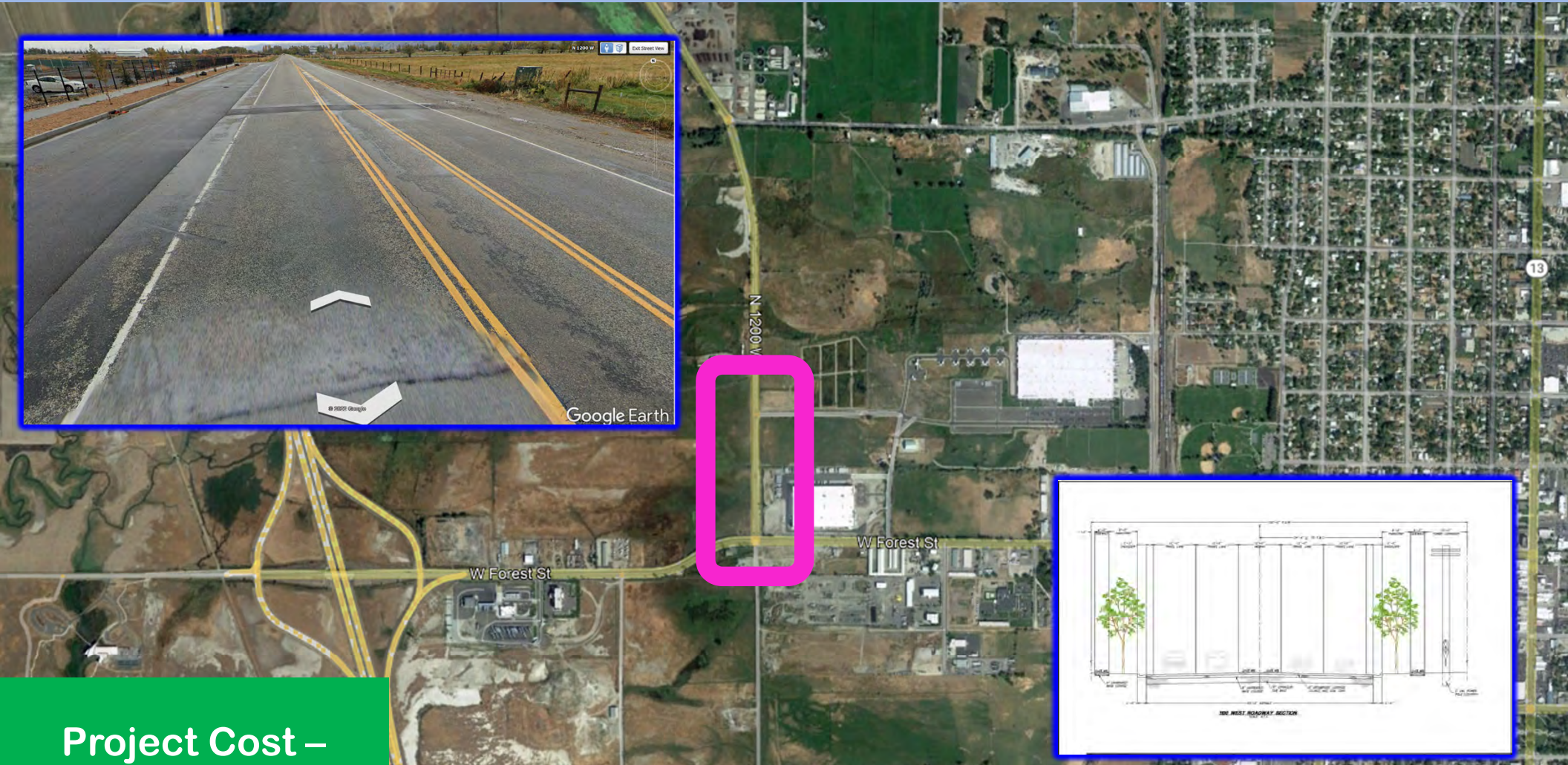
**Funds Request –
\$ 6,547,911**

Project will widen 1200 West from 2-lanes to a 5-lane facility between 600 North and Industrial Way. The purpose of the project is to further the corridor between the SR-13 and Forest Street and provide an alternative north/south transportation facility. The city has secured the necessary right-of-way.

Brigham City – 1200 West Roadway Extension – Widening

Project Type – Capacity

Forest Street to Industrial Way – (0.335 miles)



**Project Cost –
\$ 2,495,000**

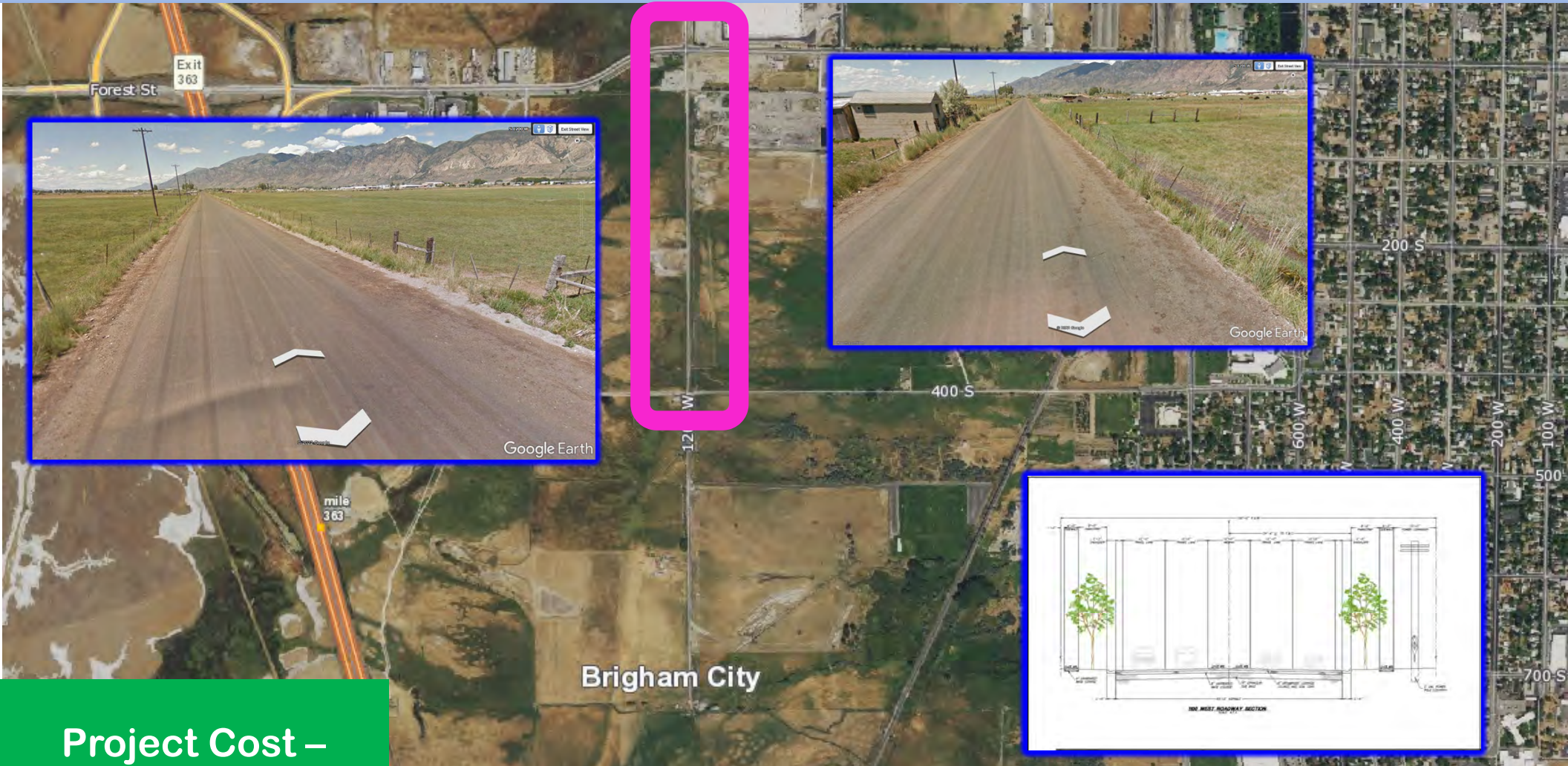
**Funds Request –
\$ 579,264**

Project will widen 1200 West from a 2-lane to a 5-lane facility between Forest Street and Industrial Way. The purpose of the project is to further the corridor between the SR-13 and Forest Street and provide an alternative north/south transportation facility. The city has secured the necessary right-of-way.

Brigham City – 1200 West Roadway Widening – New Construction

Project Type – Capacity

Forest Street to 400 South – (0.729 miles)



**Project Cost –
\$ 6,944,300**

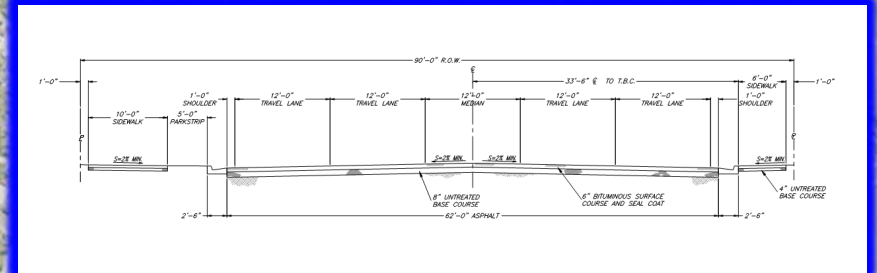
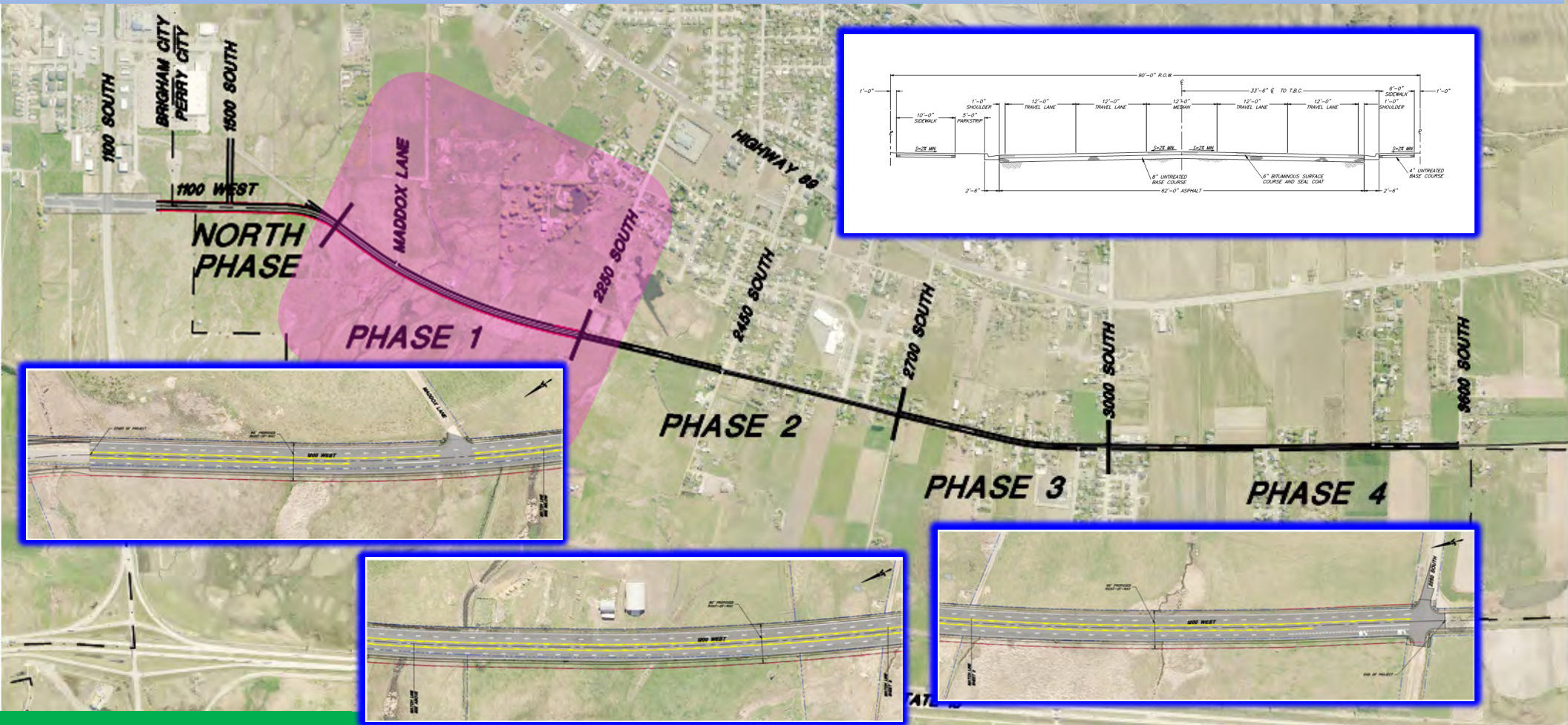
**Funds Request –
\$ 5,158,035**

Project will widen 1200 West from 2-lanes to 5-lanes between Forest Street and 400 South. The purpose of the project is to further the corridor between the 1100 West / SR-91 intersection and Forest Street and provide an alternative north/south transportation facility. The city is in the process of purchasing and securing the necessary right-of-way.

Perry City – 1200 West Roadway Widening Phase I – Widening

Project Type – New Capacity

1600 South to 2250 South – (0.521 miles)



Project Cost –
\$ 5,564,500

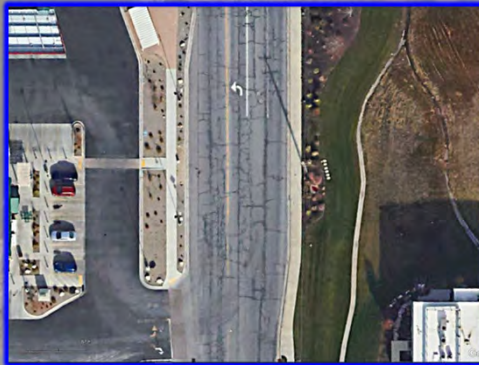
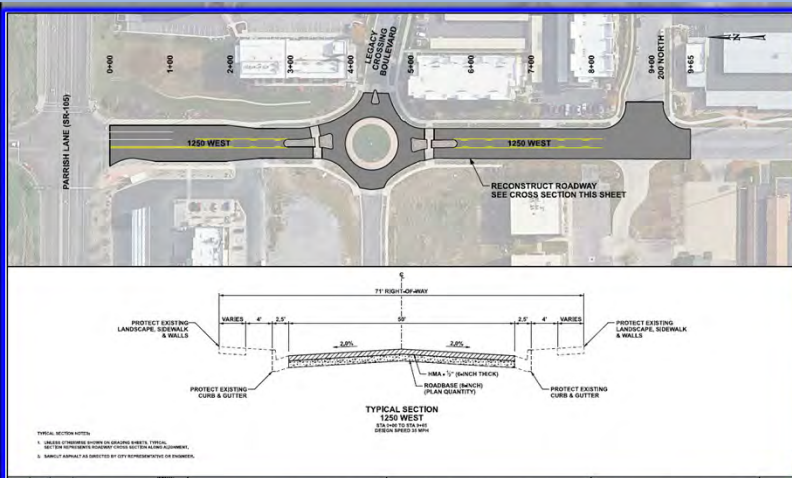
Funds Request –
\$ 3,459,660

This project proposes to extend 1100 West from 1100 South intersection to Perry's 1200 West Corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.

Centerville City – 1250 West – Reconstruct

Project Type – Reconstruction

Parrish Lane (SR-105) to 200 North – (0.18 miles)



LEGACY HIGHWAY (SR-67)

1250 WEST

500 NORTH

PARRISH LANE (SR-105)

INTERSTATE-15

400 EAST

200 NORTH

75 NORTH

PROJECT LOCATION

**Project Cost –
\$ 752,100**

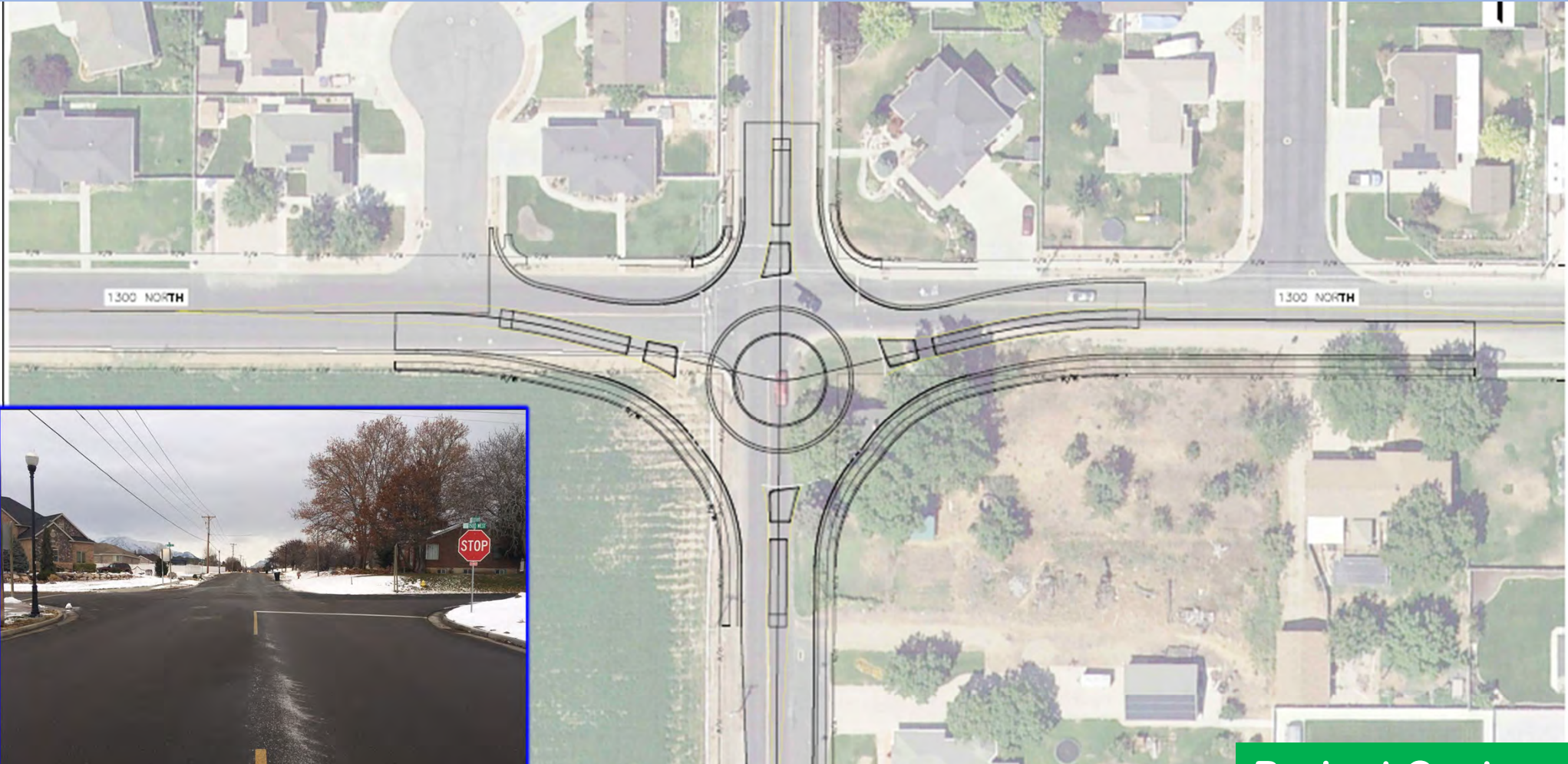
**Funds Request –
\$ 503,907**

This stretch of road deteriorates quickly, this project will address the deficiencies and rebuild the road. We are anticipating higher truck traffic in this area in the near future with new development planned just to the south of this project.

Clinton – 1300 North/ 1500 West – Round-about

Project Type – Operations

1300 North & 1500 West



The 1300 N 1500 W intersection is a four-way stop controlled intersection. The intersection sight distances are inadequate, and shoulders are undeveloped. The project would remove the obstructions and construct a roundabout at the intersection to improve traffic flow and enhance pedestrian safety and mobility.

**Project Cost –
\$ 2,780,800**

**Funds Request –
\$ 1,800,000**

Farmington City – SR-106 (200 East) – Reconstruct & Minor Widening

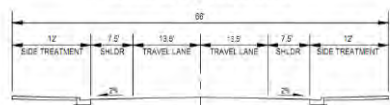
Project Type – Reconstruction

Glovers Lane to Lund Lane – (0.88 miles)

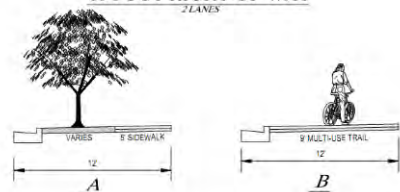
Figure 3: SR – 106 (200 East) Existing Conditions



MAJOR COLLECTOR



66-FOOT RIGHT-OF-WAY
2 LANES



SIDE TREATMENTS

Figure 1: SR – 106 (200 East) Existing Conditions



Figure 5: SR – 106 (200 East) Existing Conditions



Figure 4: SR – 106 (200 East) Existing Conditions



Figure 2: SR – 106 (200 East) Existing Conditions



Project Cost –
\$ 3,916,100

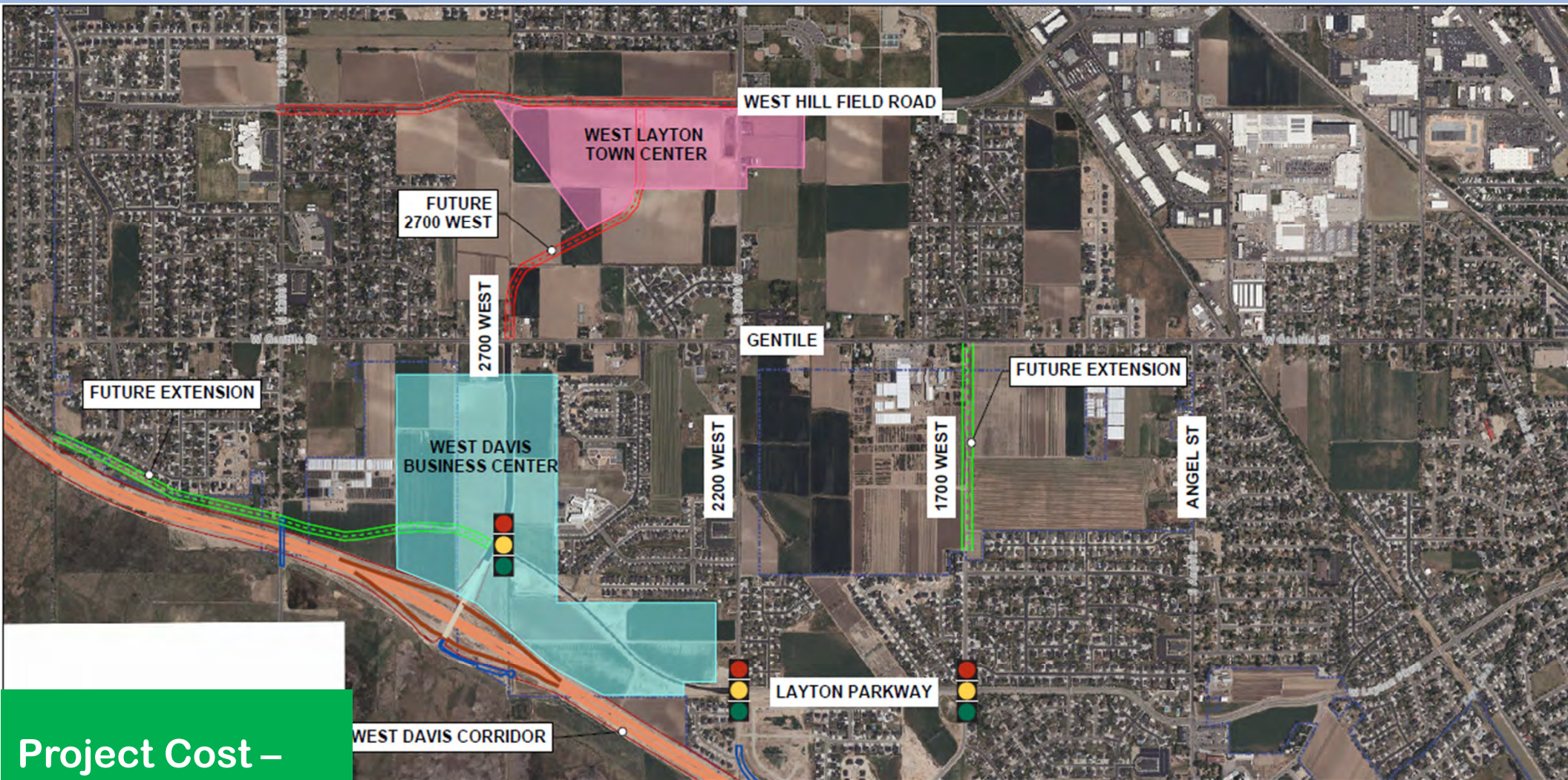
Funds Request –
\$ 3,650,980

The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (200 East Street) between Glovers Lane and Lund Lane on the east side of the road. The project includes acquiring right of way, storm drain, curb and gutter, sidewalk, retaining walls, and pavement widening.

Layton – Layton Parkway Signal Project - Traffic Signal

Project Type – Operations

1700 West to 2700 West – (1 mile)



**Project Cost –
\$ 825,000**

**Funds Request –
\$ 725,000**

Layton is proposing the construction of three traffic signals along Layton Parkway at the following intersections: 1700 West, 2200 West and 2700 West. This project would support the City's population growth and UDOT's West Davis Corridor. The signalized intersections would reduce delay and improve the operational capacity.

North Salt Lake – Center Street Widening & AT Facilities

Project Type – Bike & Pedestrian

Foxboro Drive to Jordan River Trail



The Jordan River Trail has been extended to Center Street, and there is a need to create active transportation connections from that trail to other trail systems and bike lanes. This project will make those connections in addition to widening the road in anticipation of future development on the west side of the river.

**Project Cost –
\$ 593,400**

**Funds Request –
\$ 504,390**

UDOT TOC – I-84 – Freeway Variable Message Sign

Project Type – ATMS or ITS

Install VMS Sign West of US 89



Install a new Variable Message Sign and CCTV camera on I84 EB to warn travelers of traffic incidents ahead and off load at the US 89 interchange if needed.

Project Cost –
\$ 800,000
Funds Request –
\$ 745,840

UDOT TOC – Surface Street Variable Message Signs

Project Type – ATMS or ITS

On SR-193 WB East of I-15 / On SR-193 EB West of I-15 – (0.43 miles)



Install (2) Surface Street Variable Message Signs on SR-39 (12th Str) to warn travelers of traffic incidents and impact to travel time on I-15 prior to entering the Interstate. A possible suggested alternate route would be 1900 West (SR-126) to by pass the incident.

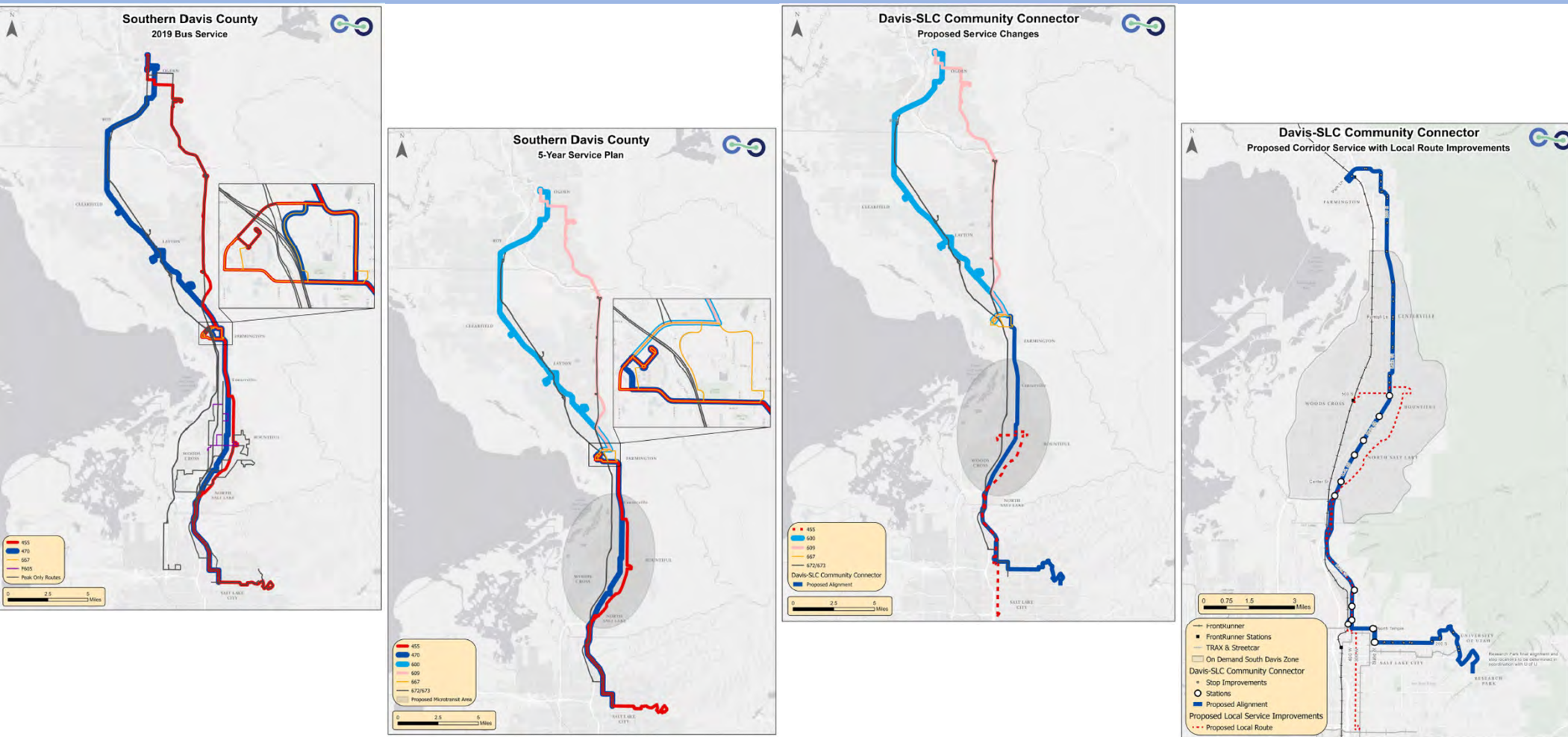
**Project Cost –
\$ 650,000**

**Funds Request –
\$ 605,995**

UTA – Davis – Salt Lake Connector Construction

Intersections Improvement - Project Type – Operations

Davis County to Salt Lake City



The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for construction.

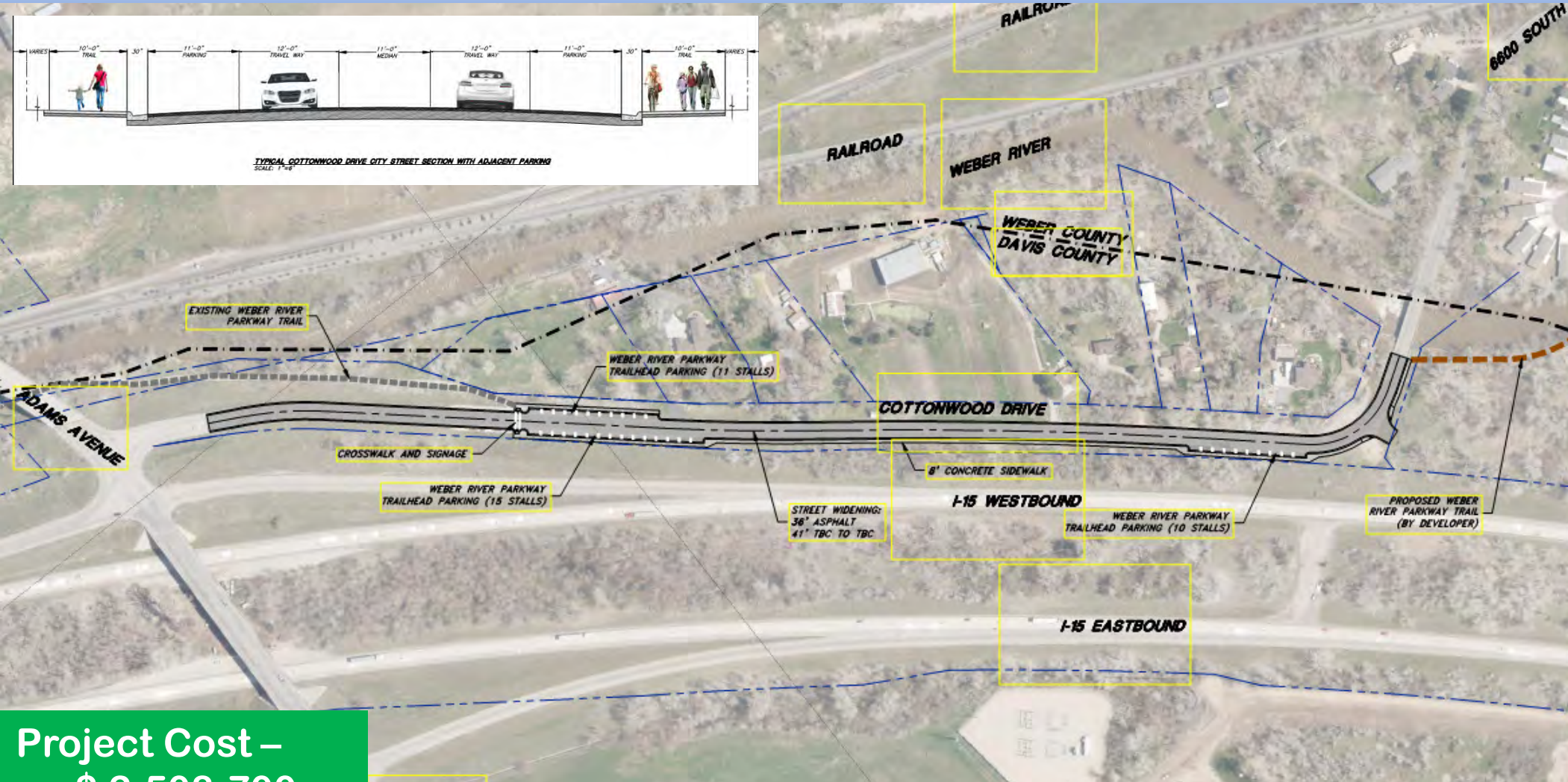
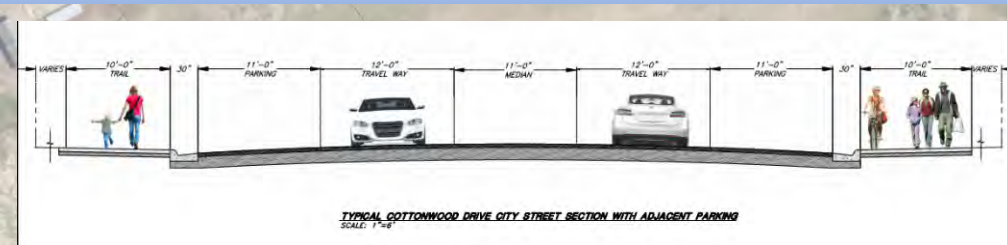
**Project Cost –
\$ 75,597,183**

**Funds Request –
\$ 5,000,000**

South Weber City – Cottonwood Roadway Reconstruct w/ Minor Widening

Project Type – Reconstruction

I-84 to Weber River Bridge Crossing – (0.53 miles)



Project Cost –
\$ 2,508,700

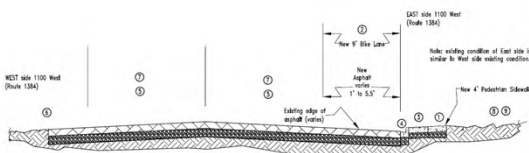
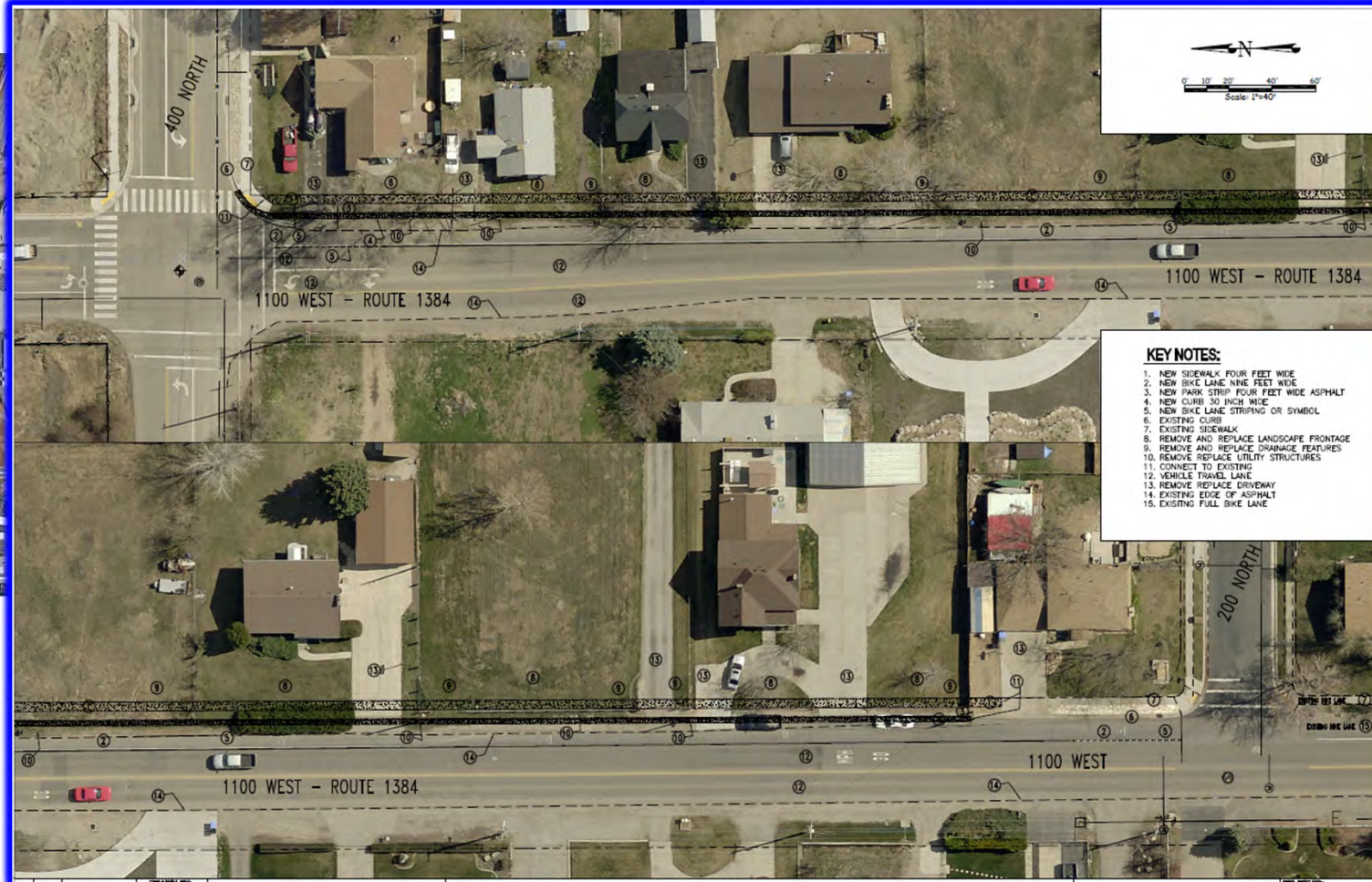
Funds Request –
\$ 2,222,324

The project will reconstruct and widen the existing asphalt roadway and install curb, gutter, and sidewalk. (trail) The new trail will connect the existing Weber River Parkway Trail system to the south and trail systems south to I-84 and the US-89 junction existing trailheads.

West Bountiful – 1100 West – Roadway Improvements w/ Minor Widening

Project Type – Reconstruction

200 North to 400 North - (0.15 miles)



**Project Cost –
\$ 1,225,000**

**Funds Request –
\$ 753,224**

Roadway improvement include widening 1100 West to a uniform cross section with sidewalk, curb, gutter and bike lanes, eliminating the gap between West Bountiful and the Woods Cross FrontRunner Station and Striping 1100 West to 500 South for Bike Lanes providing safety to bicyclist, pedestrians, an vehicles.

West Point – 700 South – Reconstruct/ Minor Widening Project Type - Reconstruction

3500 West to 4000 West – (0.5 miles)



**Project Cost –
\$ 4,170,600**

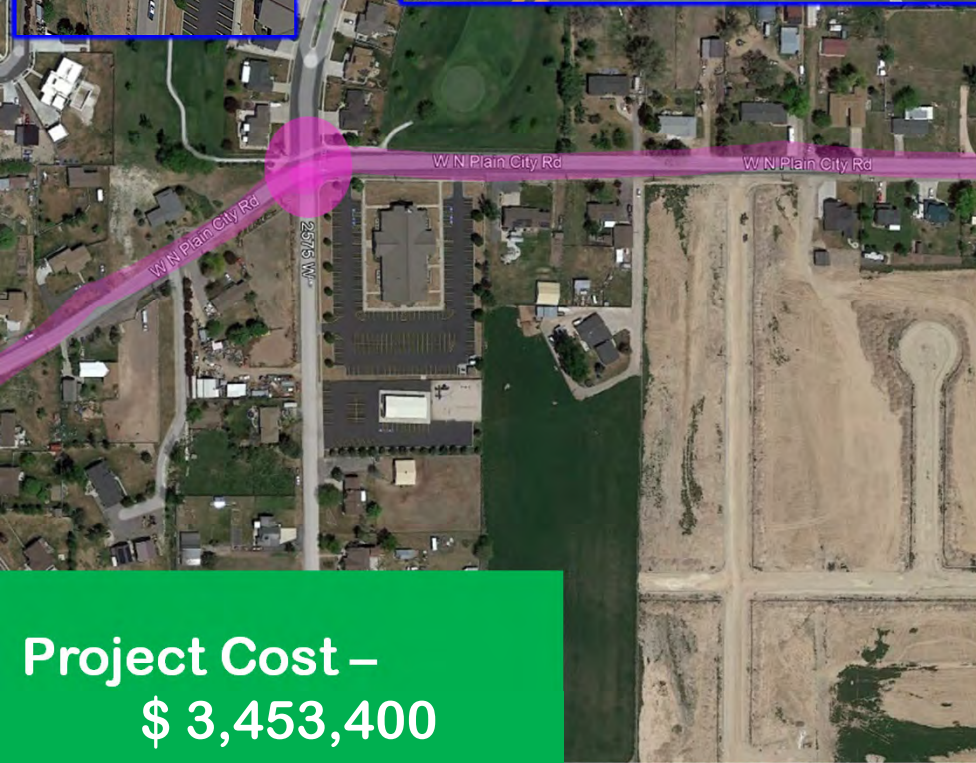
**Funds Request –
\$ 2,955,950**

This road is adjacent to the new off ramp of the West Davis Highway near SR193. It is currently a very narrow two lane section with high traffic volumes. With the West Davis Highway soon to be completed the traffic volumes will increase significantly. This road needs to be widened to a three lane section.

Farr West City – 3300 North – Round-about/ Road Widening – Phase I

Project Type - Reconstruction

3300 North between 2700 West and 2575 West – (0.231 miles)



Google

Project Cost –
\$ 3,453,400

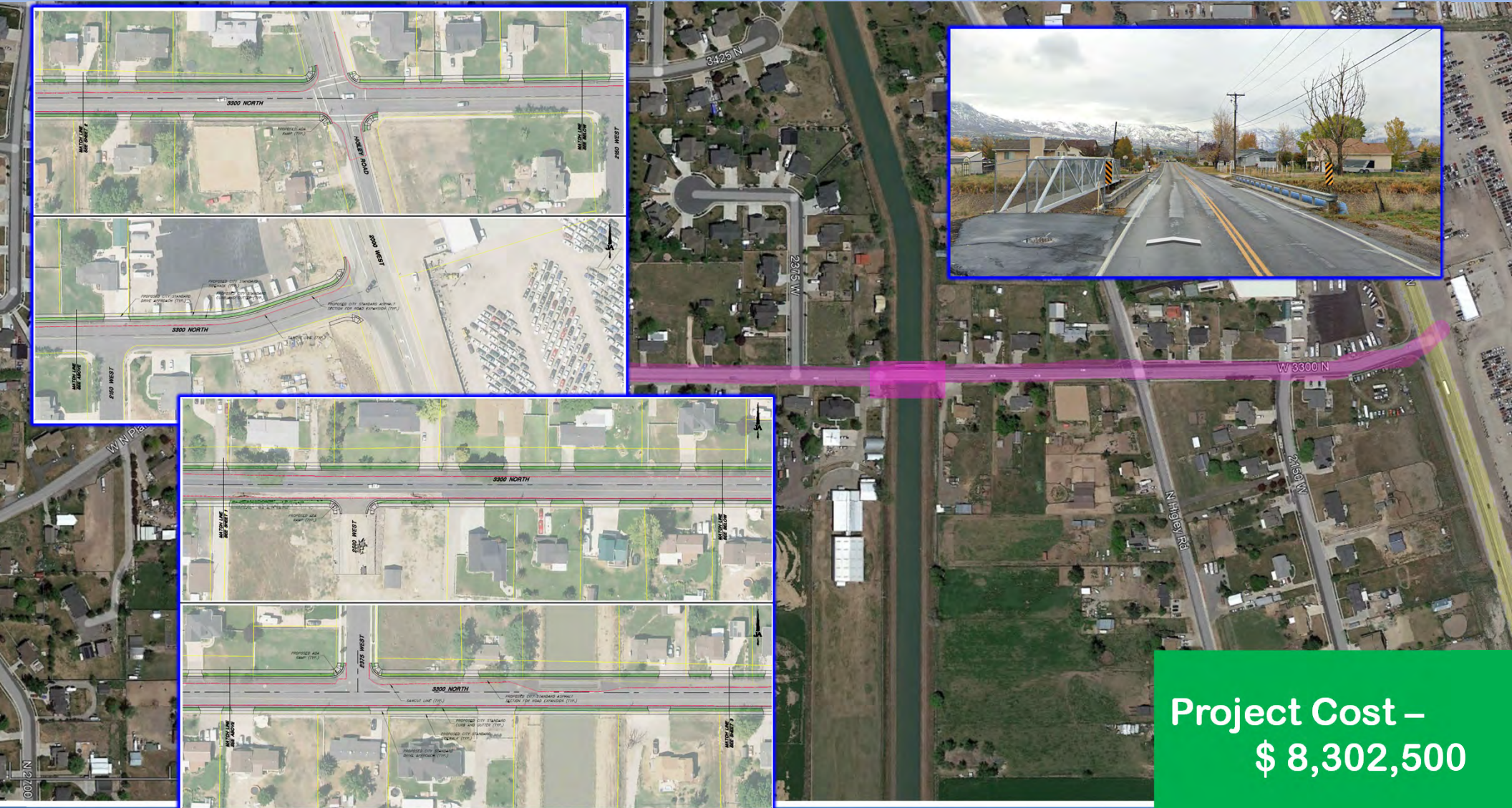
Funds Request –
\$ 2,403,842

Phase 1 of this project will improve the 3300 North corridor from the western city limit at 2700 West to 2575 West and will improve the 2575 West 3300 North intersection with a new roundabout.

Farr West City – 3300 North – Road Widening – Phase II

Project Type – Reconstruct w/ Minor Widening

3300 North between 2575 West to 2000 West (SR-126) – (0.581 miles)



Project Cost –
\$ 8,302,500

Funds Request –
\$ 3,894,683

The project will improve and widen the 3300 North corridor from 2575 West to 2000 West (S.R. 126). This includes a replacing a bridge structure across the Willard Canal.

Harrisville City – 750 West Phase I – Reconstruct w/ Minor Widening
Project Type - Reconstruction

West Harrisville Road to US-89 – (0.804 miles)



Project Cost –
\$ 6,784,300

Funds Request – \$ 6,245,757

The project will improve the 750 West corridor from West Harrisville Road to US-89 from the narrow 2 lane road to the full city standard collector road with Shoulder, Curb, Gutter, and Sidewalk.

Harrisville City – 750 West Phase II – Widening Project Type - Reconstruction

West Harrisville Road to US-89 – (0.485 miles)



**Project Cost –
\$ 2,461,100**

**Funds Request –
\$ 2,215,238**

The project will improve the 750 West corridor from West Harrisville Road to US-89 from the narrow 2 lane road to the full city standard collector road with Shoulder, Curb, Gutter, and Sidewalk.

Washington Blvd to Monroe Blvd – (0.748 miles)



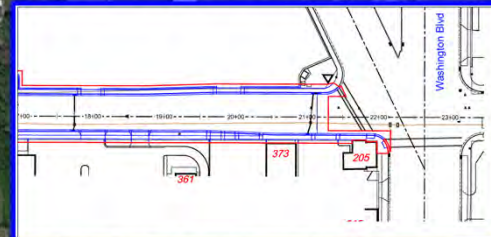
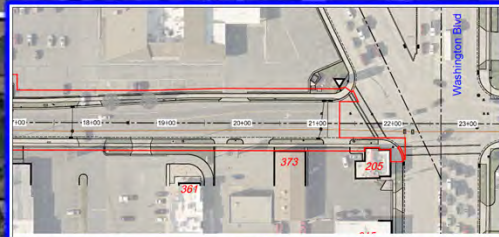
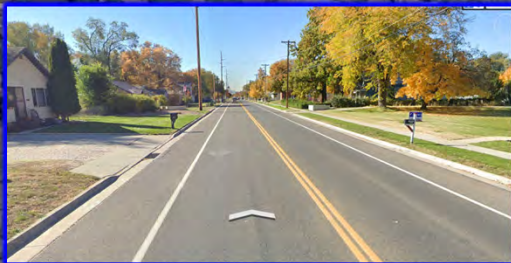
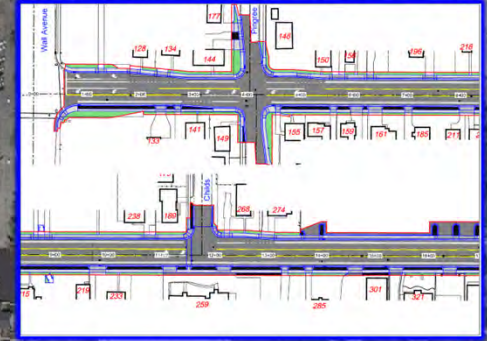
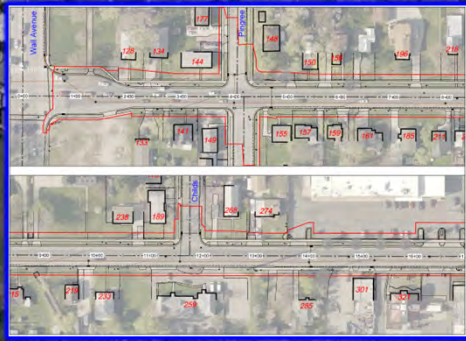
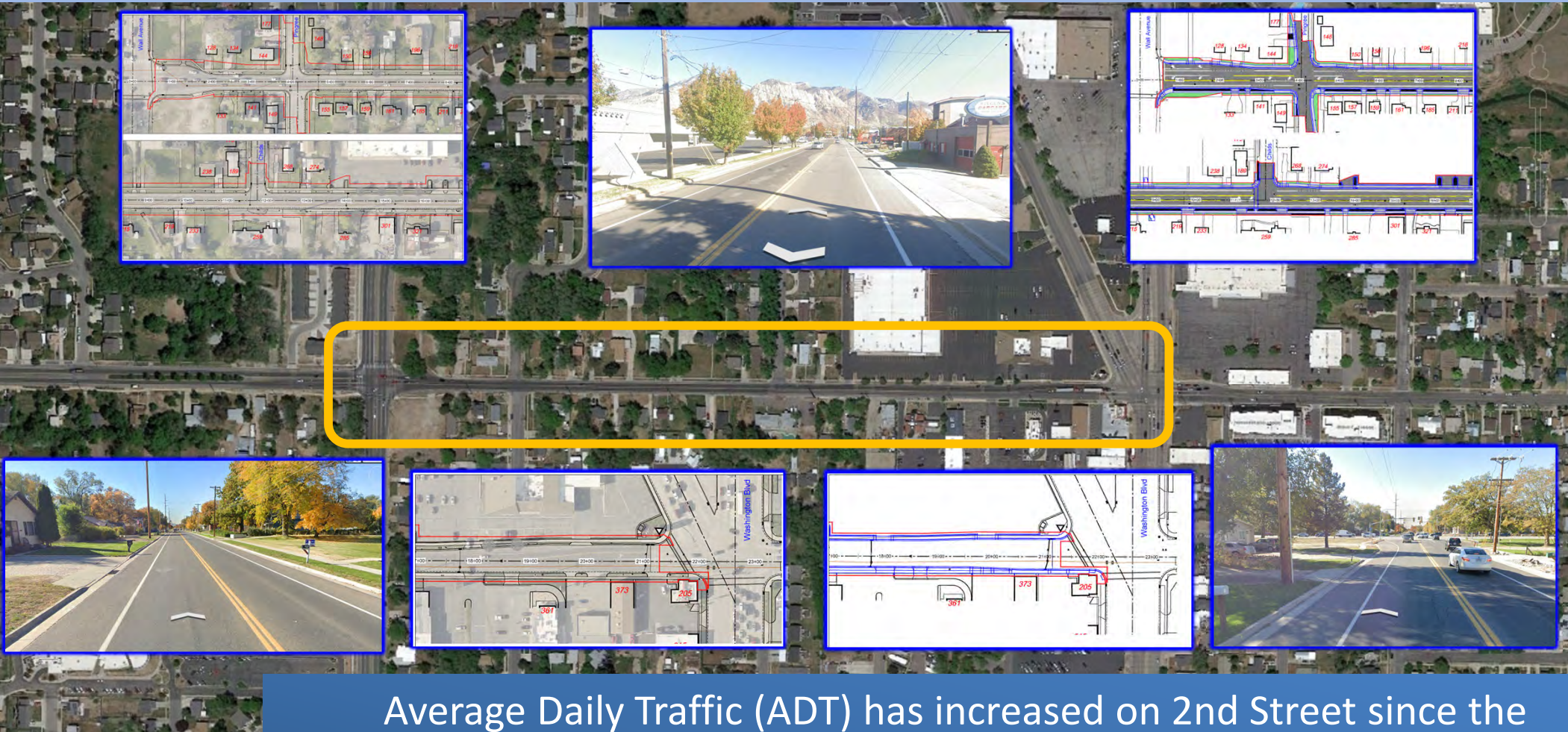
Project Cost –
\$ 7,549,500

Funds Request –
\$ 7,038,399

Ogden City – 2nd Street – Reconstruction Phase II w/ Minor Widening

Project Type - Reconstruction

Wall Avenue to Washington Blvd – (0.426 miles)



Average Daily Traffic (ADT) has increased on 2nd Street since the intersection of 2nd Street/Harrison Blvd in 2017. Structurally, the pavement is distressed and is rated as poor. Severe cross-slopes, deep gutters and antiquated storm drain inlets are out of standard and are liabilities. Missing sidewalk, insufficient space for bike lanes and small queues at signalized intersections are also issues.

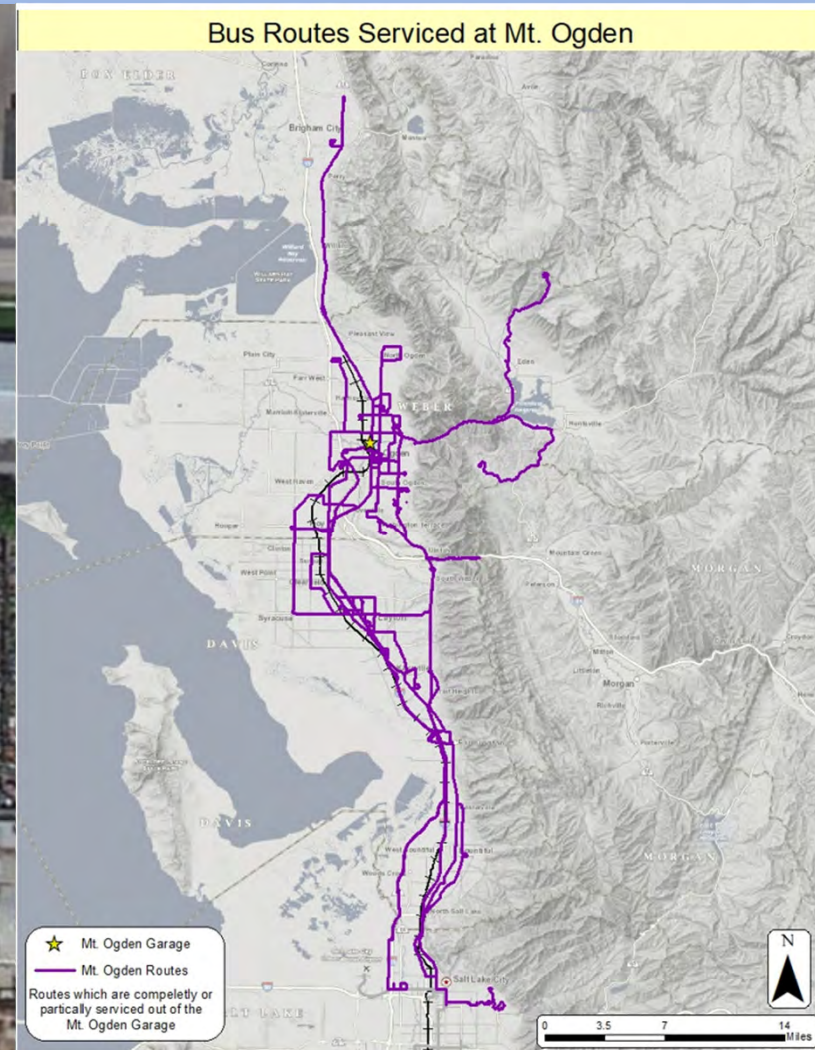
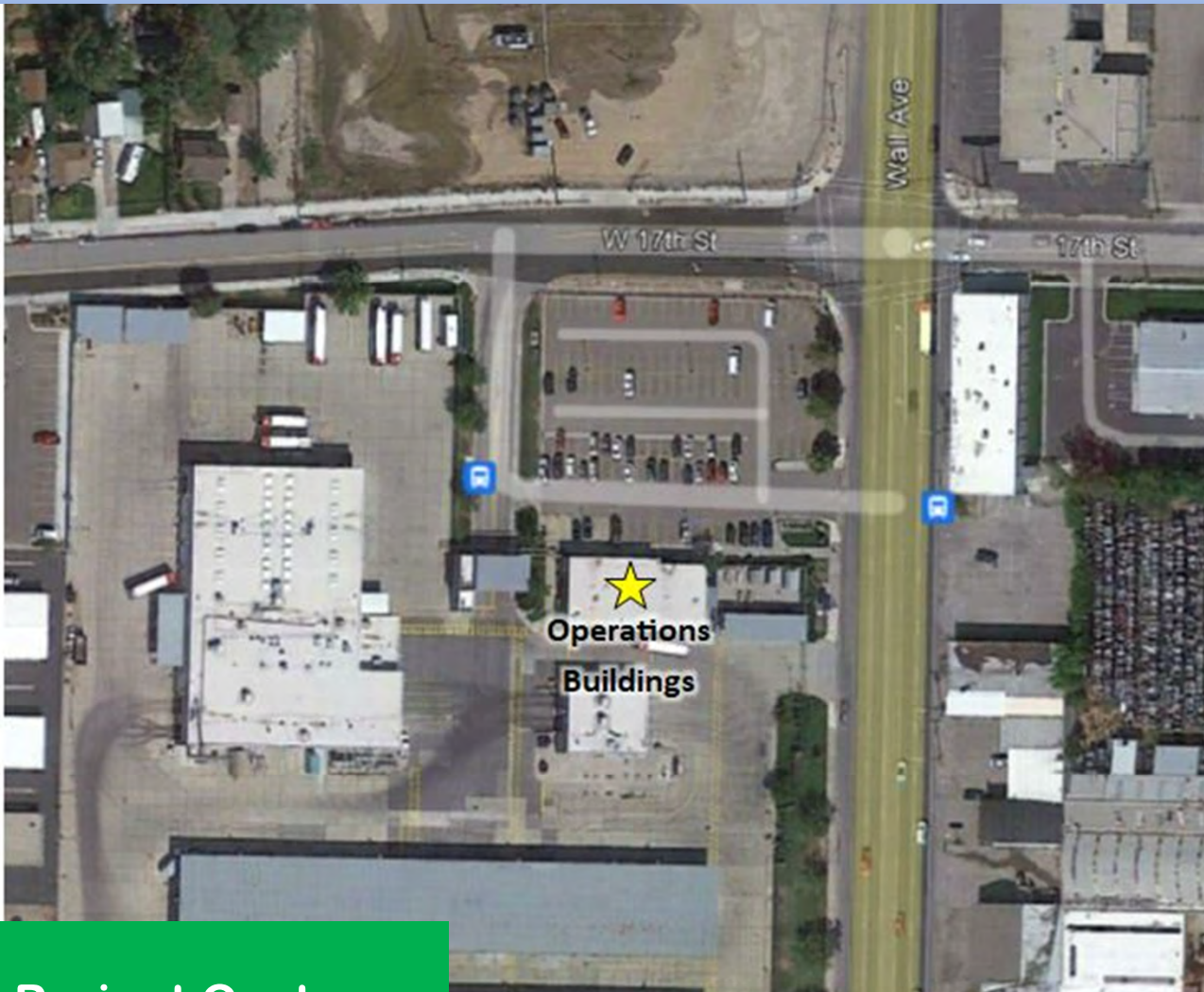
**Project Cost –
\$ 5,101,800**

**Funds Request –
\$ 4,756,408**

UTA – Ogden – Mt. Ogden Facility Expansion

Project Type – Transit

135 West & 17th Street – (0.01 miles)



**Project Cost –
\$ 15,000,000**

**Funds Request –
\$ 5,000,000**

This project expands the 35+ yr old Mt. Ogden admin bldg. Expansion is needed for current service and future increases in Box Elder, Weber, and Davis Counties. This expands the admin building to 25,000 - 30,000 sf and makes site improvements. The project is larger than last year so

**Project Cost –
\$ 1,500,000**

**Funds Request –
\$ 1,398,450**

UTA – Ogden-On-Route Electric Bus Charging Infrastructure

Project Type - Transit

A network of high-power on-route chargers at key locations



UTA is working to acquire more all-electric buses. It is anticipated that there will be a fleet of electric buses for the future Ogden/WSU BRT. To support the all-day operation of the vehicles, on-route charging is needed to extend range. A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range.

UDOT TOC – Surface Street Variable Message Signs

Project Type – ATMS or ITS

On SR-39 WB East of I-15 / On SR-39 EB West of I-15 – (0.43 miles)



Install (2) Surface Street Variable Message Signs on SR193 (E700S) to warn travelers of traffic incidents and impact to travel time on I-15 prior to entering the Interstate. A possible suggested alternate route would be State Street to by pass the bottleneck or incident.

**Project Cost –
\$ 650,000**

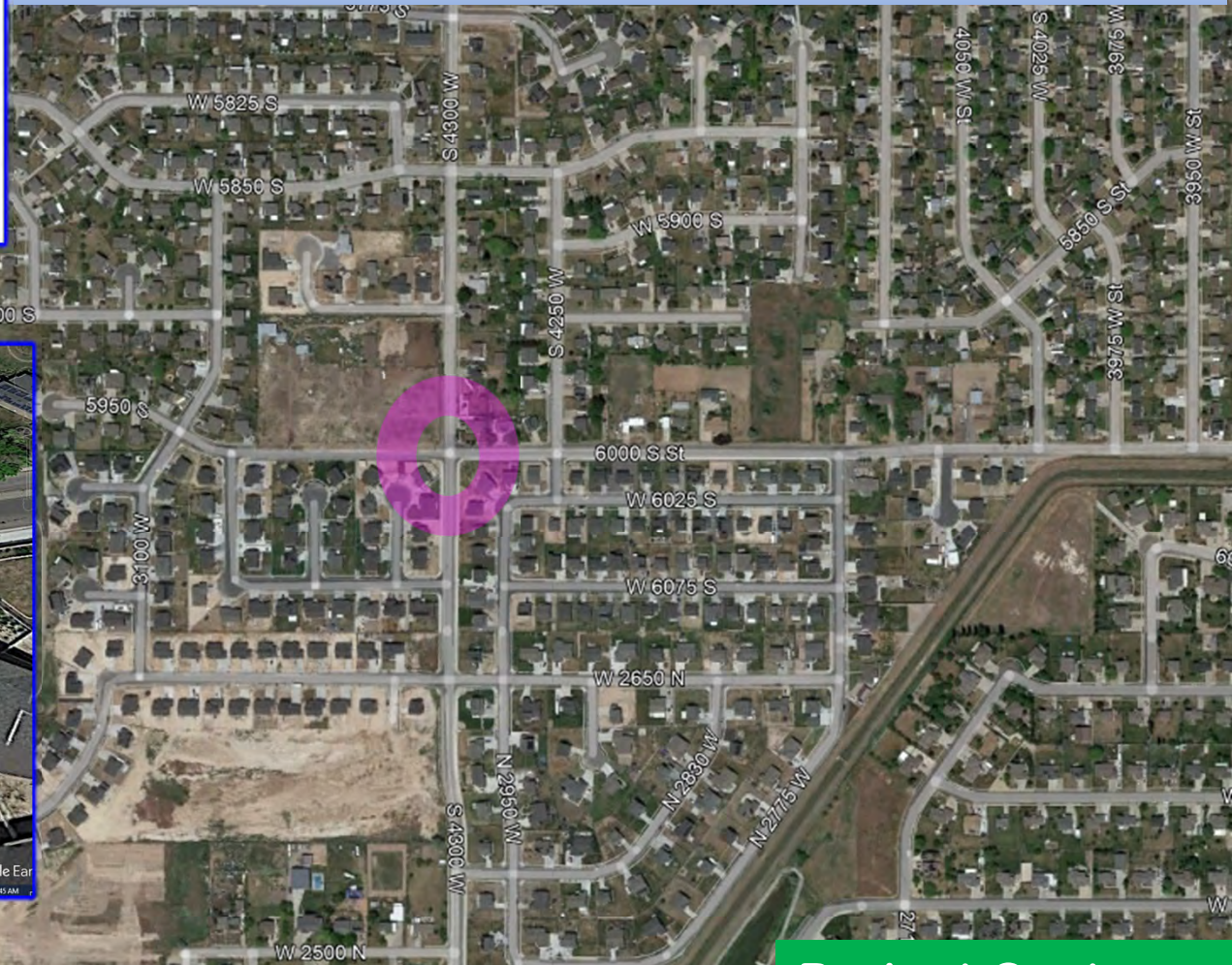
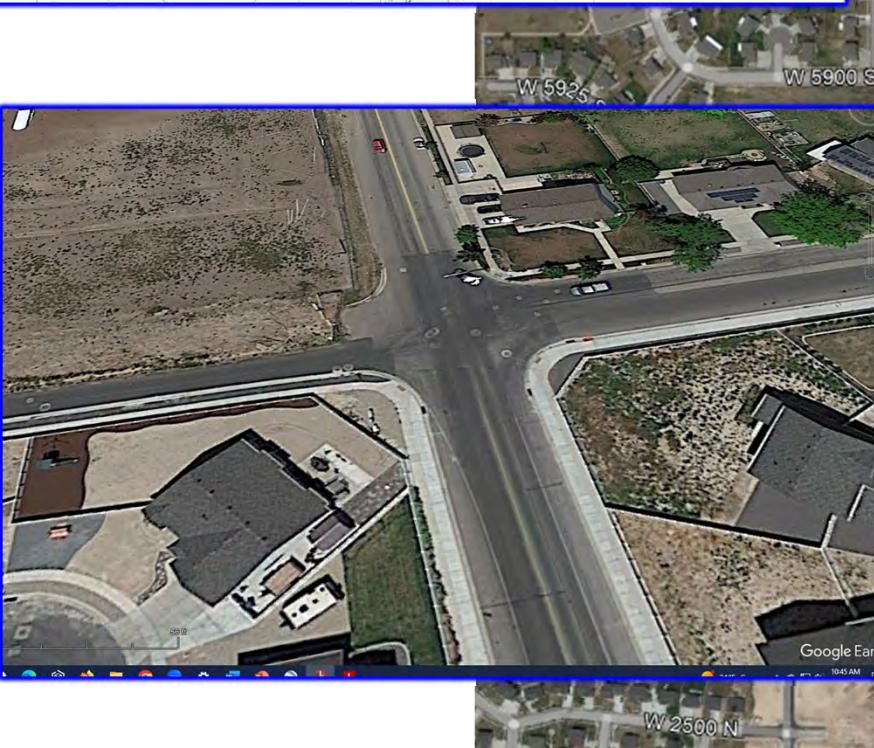
**Funds Request –
\$ 605,995**



Roy – 4300 West/ 6000 South – Round-about

Project Type – Operations

4300 West & 6000 South



The proposed project includes the construction of a roundabout at the intersection of 6000 South and 4300 West. This busy intersection connects multiple cities in Weber and Davis Counties. The project will include property acquisition, roadway improvements, sidewalk, bicycle facilities, drainage, and lighting improvements.

**Project Cost –
\$ 1,350,000**

**Funds Request –
\$ 1,258,605**

Weber County – 12th Street - Reconstruct & Minor Widening

Project Type – Reconstruction

10000 West to 7100 West – (2 miles)



Project Cost –
\$ 10,396,714

Funds Request –
\$ 9,641,745

Currently there is no continuous turning lane or shoulder. This is the last phase of the proposed widening from the end of the previous phase to Little Mountain. By improving the shoulder and drainage, pedestrian use will be safer.

Surface Transportation Program (STP) Project Evaluation for FFY 2029 Funding

																	Access to Opportunities (ATO)						Facility Condi				
Suggested Funding	ROW	Unique Proj ID	County	City	Agency	Funding	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Project Priority	Number of Jobs	Number of Households	Improvements to Access	Score Total	Project Type Weight	Weighted Score	Equity Focus Area	Management Plan (y/n)	Road Owner Coord w/UTA on Pave Design	Existing Cond
\$ 150,000	1	O_STP_15	Davis	West Bountiful	Reconstruction	STP	1100 West street Widening and Curb/Gutter	200 N / 1100 W	400 N / 1100 W	0.15	\$ 1,225,000	\$ 753,224	\$ 439,519	Collector	Reconstruct	Improves surface drainage with curb/gutter, inlets and piping. Improves pedestrian and vehicle safety with asphalt widening. Completes alt. transportation route to the Woods Cross Frontrunner Station. This project completes the final 0.15 miles of infrastructure on the east side of 1100 west from 500 South to 400 North.	1	0	0	7	7	10	4.67	N	0.5	0	1.5
	2	O_STP_23	Weber	Ogden	Reconstruction	STP	2nd Street Reconstruction Phase 2	Wall Avenue	Washington Boulevard	0.426	\$ 5,101,800	\$ 4,756,408	\$ 345,392	Collector	Reconstruct	Average Daily Traffic (ADT) has increased on 2nd Street since the intersection of 2nd Street/Harrison Blvd in 2017. Structurally, the pavement is distressed and is rated as poor. Intersection lane lengths and spacing are substandard; there is insufficient space for bike lanes and clear zone is also problematic.	3	3	1	4	8	10	5.33	Y	0.5	0.5	1.5
\$ 500,000	3	O_STP_5	Davis	Centerville	Reconstruction	STP	1250 W Project	Highway 105 (Parrish Ln)	200 North	0.18	\$ 752,100	\$ 503,907	\$ 248,193	Collector	Reconstruct	This stretch of road deteriorates quickly, this project will address the deficiencies and rebuild the road. We are anticipating higher truck traffic in this area in the near future with new development planned just to the south of this project.	1	3	0	3	6	10	4.00	N	0.5	0	2.5
	4	O_STP_22	Weber	Ogden	Reconstruction	STP	2nd Street Reconstruction Phase 1	E/o Washington Boulevard	E/o Monroe Boulevard	0.748	\$ 7,549,500	\$ 7,038,399	\$ 511,101	Collector	Reconstruct	Average Daily Traffic (ADT) has increased on 2nd Street since the intersection of 2nd Street/Harrison Blvd in 2017. Structurally, the pavement is distressed and is rated as poor. Severe cross-slopes, deep gutters and antiquated storm drain inlets are out of standard and are liabilities. Missing sidewalk, insufficient space for bike lanes and small queues at signalized intersections are also issues.	1	3	3	4	10	10	6.67	Y	0.5	0.5	2.5
\$ 3,000,000	5	O_STP_16	Davis	West Point	Reconstruction	STP	700 South Widening	3500 West	4000 West	0.5	\$ 4,170,600	\$ 2,955,950	\$ 1,214,650	Collector	Reconstruct	This road is adjacent to the new off ramp of the West Davis Highway near SR193. It is currently a very narrow two land section with high traffic volumes. With the West Davis Highway soon to be completed the traffic volumes will increase significantly. This road needs to be widened to a three lane section.	1	0	0	3	3	10	2.00	N	0.5	0	2.5
	6	O_STP_7	Davis	Farmington	Reconstruction	STP	SR - 106 (200 East) Improvements	Glovers Lane	Lund Lane	0.88	\$ 3,916,100	\$ 3,650,980	\$ 265,120	Minor Arterial	Reconstruct	The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (200 East Street) between Glovers Lane and Lund Lane on the east side of the road. The project includes acquiring right of way, storm drain, curb and gutter, sidewalk, retaining walls, and pavement widening.	1	0	0	5	5	10	3.33	N	0.5	0.5	2.5
\$ 2,000,000	7	O_STP_8	Davis	Layton	Intersections & Signals	STP	Layton Parkway Signal Project	1700 West	2700 West	1	\$ 825,000	\$ 725,000	\$ 100,000	Minor Arterial	Operations	Layton is proposing the construction of three traffic signals along Layton Parkway at the following intersections: 1700 West, 2200 West and 2700 West. This project would support the City's population growth and UDOT's West Davis Corridor. The signalized intersections would reduce delay and improve the operational capacity.	1	0	0	6	6	10	4.00	N	0.5	0	0.5
	8	O_STP_13	Davis	South Davis County to SLC	Transit Capital	STP	Davis Salt Lake Connector Construction - OL UZA	Davis County	Salt Lake City	12.4	\$ 75,597,183	\$ 5,000,000	\$ 726,162	NA	Transit	The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for construction.	2	5	1	7	13	15	13.00	Y	0.5	0.5	0
\$ 1,000,000	9	O_STP_6	Davis	Clinton	Intersections & Signals	STP	1300 North 1500 West Roundabout	1300 North 1500 West Intersection	0	0.3	\$ 2,780,800	\$ 1,800,000	\$ 130,800	Collector	Operations	The 1300 N 1500 W intersection is a four-way stop controlled intersection. The intersection sight distances are inadequate and shoulders are undeveloped. The project would remove the obstructions and construct a roundabout at the intersection to improve traffic flow and enhance pedestrian safety and mobility.	1	0	0	5	5	10	3.33	N	0.5	0.5	1.5
	10	O_STP_17	Weber	Farr West City	Widening	STP	3300 North Widening and Roundabout Ph. 1	2700 West (City Limit)	2575 West	0.231	\$ 3,453,400	\$ 2,403,842	\$ 1,049,558	Collector	Reconstruct	Phase 1 of this project will improve the 3300 North corridor from the western city limit at 2700 West to 2575 West and will improve the 2575 West 3300 North intersection with a new roundabout.	1	0	0	4	4	10	2.67	N	0.5	0	2.5

Surface Transportation Program (STP) Project Evaluation for FFY 2029 Funding

on/ Management Practices							Benefit Cost					Operation, TSM/ TDM, & ITS Improvements						Delay Reduction						Growth Principles/ Economic Improvements						Traffic Values				Safety						Volume to Capacity							
ROW	Unique Proj ID	on/ Management Practices		Score Total	Project Type Weight	Weighted Score	Federal Investment per User	Score Total	Project Type Weight	Weighted Score	Signal Phasing	Access Management	Intersection Imp.	ITS Components	Transit Infrastructure Imp	Score Total	Project Type Weight	Weighted Score	Delay Reduction	Score Total	Project Type Weight	Weighted Score	Alternative Modes Accom	Efforts to Preserve Corridor	Access Time Improved	Percent Freight	Daily VMT Reduction	Score Total	Project Type Weight	Weighted Score	Traffic Growth	Score Total	Project Type Weight	Weighted Score	Accidents	Safety Index	Safety Improvements	Score Total	Project Type Weight	Weighted Score	Existing Volume/ Capacity	Score Total	Project Type Weight	Weighted Score	Total	Weighted Total	
		Last Year of Pavement Maintenance	Last Year of Pavement																																												
1	O_STP_15	1	0.5	3.5	25	17.50	78	15	15	20	20.00	0	1	1	0	1	3	10	2.00	0	0	5	0.00	3	6	0	1	0	10	10	4.76	2	2	5	2.00	40	1	6	7	10	7.00	0	0	5	0.00	47.5	57.93
2	O_STP_23	0	0.5	3	25	15.00	397	9	9	20	12.00	1	0	3	0	2	6	10	4.00	0	0	5	0.00	3	6	0	1	0	10	10	4.76	1	1	5	1.00	4	4	6	10	10	10.00	1	1	5	1.00	48	53.10
3	O_STP_5	0	0.5	3.5	25	17.50	81	15	15	20	20.00	0	0	2	0	0	2	10	1.33	0	0	5	0.00	2	6	0	3	0	11	10	5.24	2	2	5	2.00	84	1	2	3	10	3.00	0	0	5	0.00	42.5	53.07
4	O_STP_22	0	0.5	4	25	20.00	588	6	6	20	8.00	1	0	3	1	3	8	10	5.33	0	0	5	0.00	3	6	0	1	0	10	10	4.76	1	1	5	1.00	19	1	6	7	10	7.00	0	0	5	0.00	46	52.76
5	O_STP_16	0.5	0.5	4	25	20.00	185	12	12	20	16.00	0	0	0	0	0	0	10	0.00	0	0	5	0.00	2	6	0	1	0	9	10	4.29	3	3	5	3.00	6	1	6	7	10	7.00	0	0	5	0.00	38	52.29
6	O_STP_7	0.5	0.5	4.5	25	22.50	260	9	9	20	12.00	0	2	0	0	0	2	10	1.33	0	0	5	0.00	3	6	0	2	0	11	10	5.24	1	1	5	1.00	58	2	2	4	10	4.00	1	1	5	1.00	37.5	50.40
7	O_STP_8	1	1	3	5	3.00	79	15	15	15	15.00	2	3	3	3	0	11	20	14.67	0	0	10	0.00	2	0	0	1	0	3	20	2.86	2	2	5	2.00	28	4	2	6	10	6.00	0	0	5	0.00	46	47.52
8	O_STP_13	0	0	1	5	1.00	894	6	6	20	8.00	1	3	0	1	3	8	20	10.67	0	0	5	0.00	3	0	0	3	0	6	21	6.00	3	3	5	3.00	157	4	2	6	5	3.00	1	1	5	1.00	44	45.67
9	O_STP_6	1	1	4.5	5	4.50	239	12	12	15	12.00	0	0	3	0	1	4	20	5.33	0	0	10	0.00	3	6	0	1	0	10	20	9.52	1	1	5	1.00	6	2	6	8	10	8.00	0	0	5	0.00	44.5	43.69
10	O_STP_17	0.5	0.5	4	25	20.00	639	6	6	20	8.00	0	0	0	0	0	0	10	0.00	0	0	5	0.00	2	6	0	1	0	9	10	4.29	1	1	5	1.00	8	1	4	5	10	5.00	0	0	5	0.00	29	40.95

Surface Transportation Program (STP) Project Evaluation for FFY 2029 Funding

																	Access to Opportunities (ATO)				Facility Condi						
Suggested Funding	ROW	Unique Proj ID	County	City	Agency	Funding	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Project Priority	Number of Jobs	Number of Households	Improvements to Access	Score Total	Project Type Weight	Weighted Score	Equity Focus Area	Management Plan (y/n)	Road Owner Coord w/UTA on Pav Design	Existing Cond
	11	O_STP_12	Davis	Ogden/Layton Metro Area	Operations	STP	Surface Street Variable Message Signs	On SR193 WB East of I 15 near MP 4.65	near MP 4.2 EB West of I 15	0.45	\$ 650,000	\$ 605,995	\$ 44,005	Principal Arterial	Operations	Install (2) Surface Street Variable Message Signs on SR193 (E700S) to warn travelers of traffic incidents and impact to travel time on I-15 prior to entering the Interstate. A possible suggested alternate route would be State Street to by pass the bottleneck or incident.	0	3	3	6	12	10	8.00	Y	0	0	0
	12	O_STP_28	Weber	Weber County	Other STP	STP	Widen 12th Street	10000 West	7100 West	2	\$ 10,396,714	\$ 9,641,745	\$ 754,969	Collector	Reconstruct	Currently there is no continuous turning lane or shoulder. This is the last phase of the proposed widening from the end of the previous phase to Little Mountain. By improving the shoulder and drainage, pedestrian use will be safer.	1	0	0	2	2	10	1.33	N	0	0	1.5
	13	O_STP_2	Box Elder	Brigham City	Widening	STP	1200 West Roadway Widening (Forest Street to Industrial Way)	Forest Street	Industrial Way	0.335	\$ 2,495,000	\$ 579,264	\$ 42,064	Collector	Capacity	Widening of about a section of 1200 West between Forest Street and Industrial Way.	3	0	0	1	1	15	1.00	N	0.5	0	0.5
	14	O_STP_4	Box Elder	Perry City	Widening	STP	1200 West Roadway Widening Phase 1	1600 South	2250 South	0.521	\$ 5,564,500	\$ 3,459,660	\$ 251,227	Collector	Reconstruct	This project proposes to extend 1100 West from 1100 South intersection to Perry's 1200 West Corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.	1	0	0	2	2	10	1.33	N	0.5	0	0.5
	15	O_STP_18	Weber	Farr West City	Widening	STP	3300 North Widening Phase 2	2575 West	2000 West (S.R. 126)	0.581	\$ 8,302,500	\$ 3,894,683	\$ 4,407,817	Collector	Reconstruct	The project will improve and widen the 3300 North corridor from 2575 West to 2000 West (S.R. 126). This includes a replacing a bridge structure across the Willard Canal.	3	0	0	5	5	10	3.33	N	0.5	0	1.5
	16	O_STP_26	Weber	Ogden/Layton Metro Area	Other STP	STP	Surface Street Variable Message Signs	On SR39 (1200S) WB East of I 15 near MP 4.23	near MP 3.82 EB West of I 15	0.43	\$ 650,000	\$ 605,995	\$ 44,005	Principal Arterial	Operations	Install (2) Surface Street Variable Message Signs on SR39 (1200S) to warn travelers of traffic incidents and impact to travel time on I-15 prior to entering the Interstate.	0	1	1	1	3	10	2.00	N	0	0	0
	17	O_STP_10	Davis	North Salt Lake	Pedestrian	STP	Center Street Widening & AT Facilities	Foxboro Drive	Jordan River Trail	0.59	\$ 593,400	\$ 504,390	\$ 89,010	Collector	Active Transportation	The Jordan River Trail has been extended to Center Street, and there is a need to create active transportation connections from that trail to other trail systems and bike lanes. This project will make those connections in addition to widening the road in anticipation of future development on the west side of the river.	1	1	0	3	4	15	4.00	N	0	0	1.5
	18	O_STP_27	Weber	Roy City	Reconstruction	STP	4300 West 6000 South Roundabout	4300 West	6000 South	0.1	\$ 1,350,000	\$ 1,258,605	\$ 91,395	Collector	Operations	The proposed project includes the construction of a roundabout at the intersection of 6000 South and 4300 West. This busy intersection connects multiple cities in Weber and Davis Counties. The project will include property acquisition, roadway improvements, sidewalk, bicycle facilities, drainage, and lighting improvements.	1	0	0	3	3	10	2.00	N	0.5	0	1.5
	19	O_STP_19	Weber	Farr West City	Widening	STP	3300 North Widening and Roundabout	2000 West (SR-126)	West end of city limits (approx. 2700 W)	0.817	\$ 10,215,300	\$ 9,407,187	\$ 6,823,113	Collector	Reconstruct	The project will improve the 3300 North corridor from 2000 West (SR-126) to the west end of city limits. The project include a bridge widening over the canal and a roundabout at the intersection of 3300 North and 2575 West.	1	0	0	6	6	10	4.00	N	0.5	0	1.5
	20	O_STP_11	Davis	Ogden/Layton Metro Area	Operations	STP	Fwy Variable Message Sign w/ CCTV Camera	I 84 EB West of US 89 (vicinity of MP 87)	0	0.1	\$ 800,000	\$ 745,840	\$ 54,160	Highway/Freeway	Operations	Install a new Variable Message Sign and CCTV camera on I84 EB to warn travelers of traffic incidents ahead and off load at the US 89 interchange if needed.	0	0	0	0	0	10	0.00	N	0	0	0

Surface Transportation Program (STP) Project Evaluation for FFY 2029 Funding

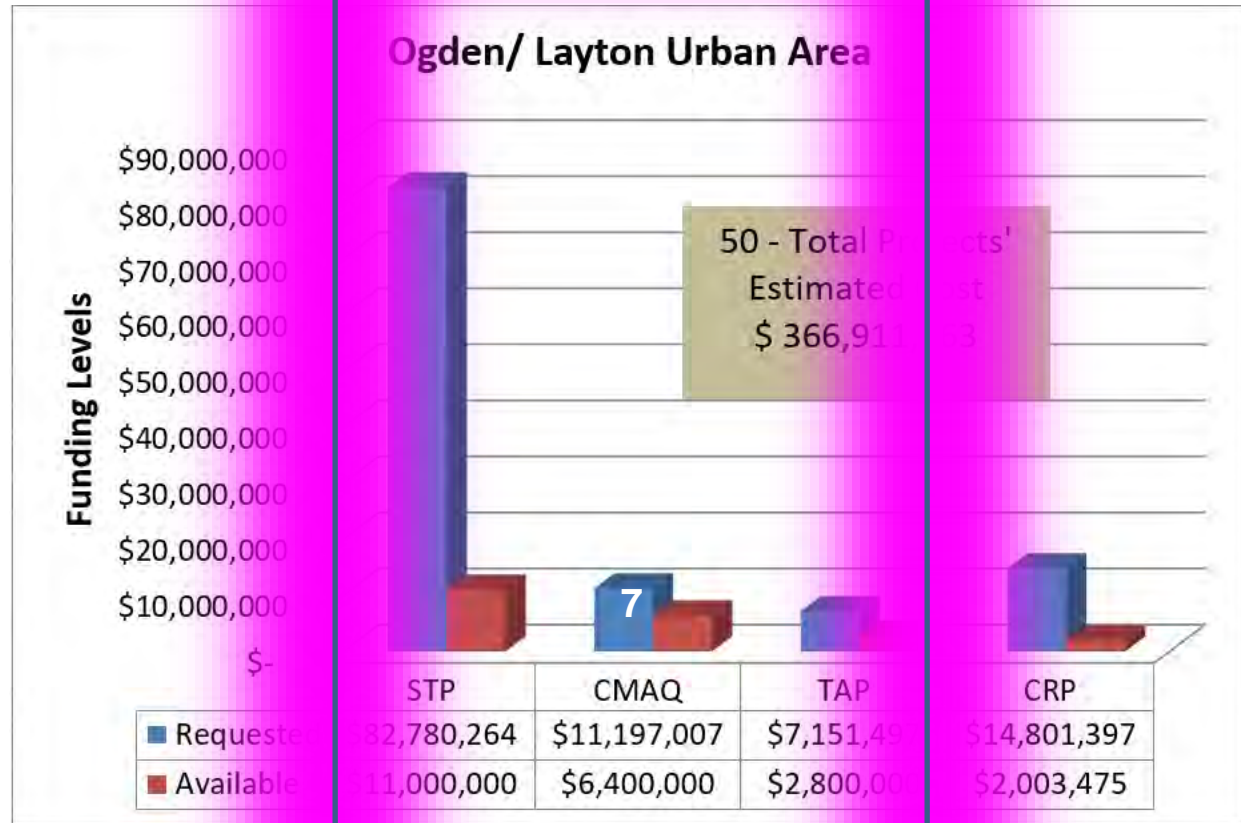
		on/ Management Practices					Benefit Cost					Operation, TSM/ TDM, & ITS Improvements					Delay Reduction				Growth Principles/ Economic Improvements							Traffic Values				Safety					Volume to Capacity										
ROW	Unique Proj ID	on/ Management Practices		Score Total	Project Type Weight	Weighted Score	Federal Investment per User	Score Total	Project Type Weight	Weighted Score	Signal Phasing	Access Management	Intersection Imp.	ITS Components	Transit Infrastructure Imp	Score Total	Project Type Weight	Weighted Score	Delay Reduction	Score Total	Project Type Weight	Weighted Score	Alternative Modes Accom	Efforts to Preserve Corridor	Access Time Improved	Percent Freight	Daily VMT Reduction	Score Total	Project Type Weight	Weighted Score	Traffic Growth	Score Total	Project Type Weight	Weighted Score	Accidents	Safety Index	Safety Improvements	Score Total	Project Type Weight	Weighted Score	Existing Volume/ Capacity	Score Total	Project Type Weight	Weighted Score	Total	Weighted Total	
		Last Year of Pavement	Last Year of Maintenance																																												
11	O_STP_12	0	0	0	5	0.00	12	15	15	15	15.00	0	0	0	2	0	2	20	2.67	0	0	10	0.00	0	0	0	3	0	3	20	2.86	4	4	5	4.00	79	4	2	6	10	6.00	1	1	5	1.00	43	39.52
12	O_STP_28	1	1	3.5	25	17.50	860	6	6	20	8.00	0	0	0	0	0	0	10	0.00	0	0	5	0.00	0	6	0	3	0	9	10	4.29	2	2	5	2.00	14	1	4	5	10	5.00	0	0	5	0.00	27.5	38.12
13	O_STP_2	0.5	1	2.5	5	2.50	99	15	15	15	15.00	0	0	1	0	0	1	15	1.00	0	0	10	0.00	2	6	0	3	0	11	21	11.00	2	2	5	2.00	5	1	4	5	10	5.00	0	0	5	0.00	37.5	37.50
14	O_STP_4	0.5	1	2.5	25	12.50	674	6	6	20	8.00	0	0	1	0	0	1	10	0.67	0	0	5	0.00	2	4	0	1	0	7	10	3.33	2	2	5	2.00	13	1	4	5	10	5.00	0	0	5	0.00	25.5	32.83
15	O_STP_18	0.5	0.5	3	25	15.00	1035	3	3	20	4.00	0	0	0	0	0	0	10	0.00	0	0	5	0.00	2	6	0	1	0	9	10	4.29	1	1	5	1.00	8	1	4	5	10	5.00	0	0	5	0.00	26	32.62
16	O_STP_26	0	0	0	5	0.00	13	15	15	15	15.00	0	0	0	2	0	2	20	2.67	0	0	10	0.00	0	0	0	3	0	3	20	2.86	3	3	5	3.00	82	4	2	6	10	6.00	1	1	5	1.00	33	32.52
17	O_STP_10	0.5	0.5	2.5	5	2.50	34	15	15	15	15.00	0	0	0	0	0	0	15	0.00	0	0	10	0.00	2	0	0	1	0	3	21	3.00	3	3	5	3.00	20	3	2	5	10	5.00	0	0	5	0.00	32.5	32.50
18	O_STP_27	1	1	4	5	4.00	230	12	12	15	12.00	0	0	0	0	0	0	20	0.00	0	0	10	0.00	3	2	0	1	0	6	20	5.71	1	1	5	1.00	2	1	6	7	10	7.00	0	0	5	0.00	33	31.71
19	O_STP_19	0.5	0.5	3	25	15.00	2501	0	0	20	0.00	0	0	0	0	0	0	10	0.00	0	0	5	0.00	2	6	0	1	0	9	10	4.29	1	1	5	1.00	8	1	4	5	10	5.00	0	0	5	0.00	24	29.29
20	O_STP_11	0	0	0	5	0.00	21	15	15	15	15.00	0	0	0	1	0	1	20	1.33	0	0	10	0.00	0	0	0	3	0	3	20	2.86	3	3	5	3.00	0	4	2	6	10	6.00	1	1	5	1.00	29	29.19

Surface Transportation Program (STP) Project Evaluation for FFY 2029 Funding

Suggested Funding																		Access to Opportunities (ATO)				Facility Condi					
ROW	Unique Proj ID	County	City	Agency	Funding	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Project Priority	Number of Jobs	Number of Households	Improvements to Access	Score Total	Project Type Weight	Weighted Score	Equity Focus Area	Management Plan (y/n)	Road Owner Coord w/UTA on Pav Design	Existing Cond	
\$ 2,000,000	21	O_STP_21	Weber	Harrisville City	Widening	STP	750 West Widening Phase 2	West Harrisville Road	US-89	0.485	\$ 2,461,100	\$ 2,215,238	\$ 160,862	Local	Reconstruct	The project will improve the 750 West corridor from West Harrisville Road to US-89 from the narrow 2 lane road to the full city standard collector road.	2	1	0	0	1	10	0.67	N	0.5	0	1.5
	22	O_STP_1	Box Elder	Brigham City	Widening	STP	1200 West Roadway Widening (600 North to Industrial Way)	600 North	Industrial Way	0.68	\$ 8,895,400	\$ 6,547,911	\$ 475,484	Collector	Capacity	Widening of about a section of 1200 West between 600 North and Industrial Way.	1	0	0	1	1	15	1.00	N	0.5	0	0.5
	23	O_STP_20	Weber	Harrisville City	Widening	STP	750 West Widening Phase 1	West Harrisville Road	US-89	0.804	\$ 6,784,300	\$ 6,245,757	\$ 453,543	Local	Reconstruct	The project will improve the 750 West cooridore from West Harrisville Road to US-89 from the narrow 2 lane road to the full city standard collector road.	0	0	0	2	2	10	1.33	N	0.5	0	1.5
	24	O_STP_3	Box Elder	Brigham City	Widening	STP	1200 West Roadway Widening (Forest to 400 South)	Forest Street	400 South	0.729	\$ 5,944,300	\$ 5,158,035	\$ 374,556	Collector	Capacity	Construction of about a one mile section of 1200 West between Forest Street and SR-91. The purpose of the projet is to further the corridor between the 1100 West / SR-91 intersection and Forest Street.	1	0	0	1	1	15	1.00	N	0.5	0	0.5
	25	O_STP_25	Weber	Ogden	Transit Capital	STP	On-Route Charging Infrastructure Round 2	0	0	0	\$ 1,500,000	\$ 1,398,450	\$ 101,550	NA	Transit	Electric bus procurements are arriving, and future orders will be coming. A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range. This request will pay for two more of those locations (see them listed below).	3	1	5	0	6	15	6.00	Y	0.5	0.5	0
	26	O_STP_14	Davis	South Weber	Reconstruction	STP	Cottonwood Drive Roadway Widening	I-84	Weber River Bridge Crossing	0.53	\$ 2,508,700	\$ 2,222,324	\$ 161,376	Local	Reconstruct	Widening of the existing asphalt roadway and install curb, gutter, and sidewalk. (trail) The new trail will connect the existing Weber River Parkway Trail system to the south and trail systems south to I-84 and the US-89 junction existing trailheads.	2	0	0	0	0	10	0.00	N	0.5	0	2.5
	27	O_STP_24	Weber	Ogden	Transit Capital	STP	Mt. Ogden Facility Expansion	135 West 17th Street	0	0	\$ 15,000,000	\$ 5,000,000	\$ 363,081	NA	Transit	This project expands the 35+ yr old Mt. Ogden admin bldg. Expansion is needed for current service and future increases in Box Elder, Weber, and Davis Counties. This expands the admin building to 25,000 - 30,000 sf and makes site improvements. The project is larger than last year so other service modes can be accommodated.	1	3	1	3	7	15	7.00	Y	0.5	0.5	0
\$ 11,050,000						\$11,000,000	Available		Requested		\$89,078,789																

Surface Transportation Program (STP) Project Evaluation for FFY 2029 Funding

		on/ Management Practices					Benefit Cost					Operation, TSM/ TDM, & ITS Improvements					Delay Reduction					Growth Principles/ Economic Improvements							Traffic Values				Safety					Volume to Capacity									
ROW	Unique Proj ID	on/ Management Practices		Score Total	Project Type Weight	Weighted Score	Federal Investment per User	Score Total	Project Type Weight	Weighted Score	Signal Phasing	Access Management	Intersection Imp.	ITS Components	Transit Infrastructure Imp	Score Total	Project Type Weight	Weighted Score	Delay Reduction	Score Total	Project Type Weight	Weighted Score	Alternative Modes Accom	Efforts to Preserve Corridor	Access Time Improved	Percent Freight	Daily VMT Reduction	Score Total	Project Type Weight	Weighted Score	Traffic Growth	Score Total	Project Type Weight	Weighted Score	Accidents	Safety Index	Safety Improvements	Score Total	Project Type Weight	Weighted Score	Existing Volume/ Capacity	Score Total	Project Type Weight	Weighted Score	Total	Weighted Total	
		Last Year of Pavement Maintenance	Last Year of Pavement																																												
21	O_STP_21	0.5	0.5	3	25	15.00	1295	3	3	20	4.00	0	0	0	0	0	0	10	0.00	0	0	5	0.00	2	6	0	1	0	9	10	4.29	0	0	5	0.00	15	1	4	5	10	5.00	0	0	5	0.00	21	28.95
22	O_STP_1	0.5	1	2.5	5	2.50	1115	3	3	15	3.00	0	0	1	0	0	1	15	1.00	0	0	10	0.00	2	6	0	3	0	11	21	11.00	2	2	5	2.00	5	1	4	5	10	5.00	0	0	5	0.00	25.5	25.50
23	O_STP_20	0.5	0.5	3	25	15.00	3652	0	0	20	0.00	0	0	0	0	0	0	10	0.00	0	0	5	0.00	2	6	0	1	0	9	10	4.29	0	0	5	0.00	15	1	4	5	10	5.00	0	0	5	0.00	19	25.62
24	O_STP_3	0.5	1	2.5	5	2.50	1331	3	3	15	3.00	0	0	1	0	0	1	15	1.00	0	0	10	0.00	2	6	0	1	0	9	21	9.00	2	2	5	2.00	5	1	4	5	10	5.00	0	0	5	0.00	23.5	23.50
25	O_STP_25	0	0	1	5	1.00	1865	3	3	20	4.00	0	0	0	0	0	0	20	0.00	0	0	5	0.00	3	6	0	1	0	10	21	10.00	0	0	5	0.00	0	1	2	3	5	1.50	1	1	5	1.00	24	23.50
26	O_STP_14	0	0	3	25	15.00	2052	0	0	20	0.00	0	0	1	0	0	1	10	0.67	0	0	5	0.00	2	6	0	1	0	9	10	4.29	0	0	5	0.00	5	1	2	3	10	3.00	0	0	5	0.00	16	22.95
27	O_STP_24	0	0	1	5	1.00	####	0	0	20	0.00	0	0	0	0	3	3	20	4.00	0	0	5	0.00	1	6	0	1	0	8	21	8.00	0	0	5	0.00	0	1	2	3	5	1.50	0	0	5	0.00	22	21.50



Clinton – 1300 North/ 1500 West – Round-about

Project Type – Operations

1300 North & 1500 West



The 1300 N 1500 W intersection is a four-way stop controlled intersection. The intersection sight distances are inadequate, and shoulders are undeveloped. The project would remove the obstructions and construct a roundabout at the intersection to improve traffic flow and enhance pedestrian safety and mobility.

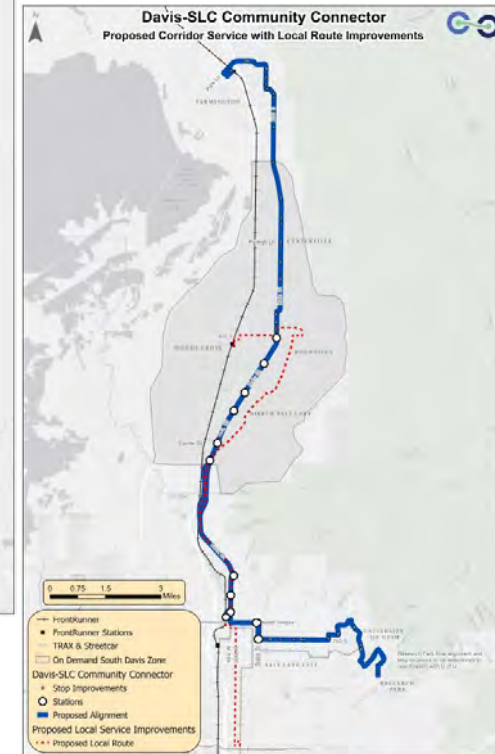
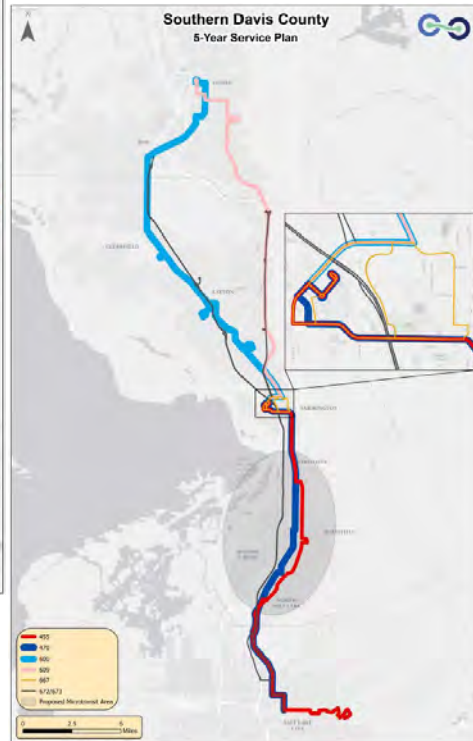
**Project Cost –
\$ 2,780,800**

**Funds Request –
\$ 1,800,000**

UTA – Davis – Salt Lake Connector Construction

Intersections Improvement - Project Type – Operations

Davis County to Salt Lake City



The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for construction.

**Project Cost –
\$ 75,597,183**

**Funds Request –
\$ 5,000,000**

West Point – 1800 North/ 4500 West – Round-about

Project Type – Operations

1800 North & 4500 West



Project Cost –
\$ 2,087,300

Funds Request –
\$ 1,013,690

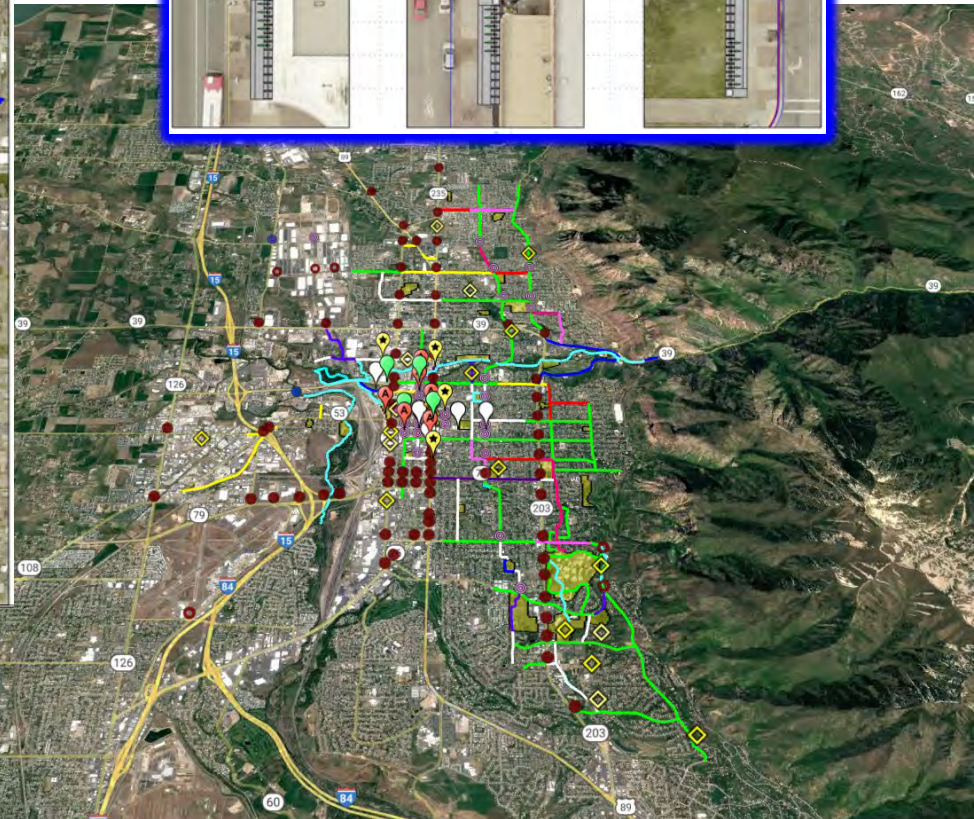
This is a busy intersection of two state highways. Currently the north and south legs of the intersection are offset by about 100 ft. This project is needed to align the intersection and create a more efficient intersection to eliminate delays.

Ogden City – Bike Share Program

Project Type - Transit

Various Areas in the Ogden Central Business District (CBD) *plus* 5 miles

OGDEN BIKE SHARE STATION/CONNECTIVITY PLAN



Project Cost –
\$ 678,500

Funds Request –
\$ 632,566

A bikeshare program is an alternate mode of transportation designed for urban centers. It is a way of linking already in place infrastructure and transit systems together. The program can be used by residents or visitors to the City. This program is a way to improve air quality, and the overall health of its users.

**Project Cost –
\$ 1,500,000**

**Funds Request –
\$ 1,398,450**

UTA – Ogden-On-Route Electric Bus Charging Infrastructure

Project Type - Transit

A network of high-power on-route chargers at key locations

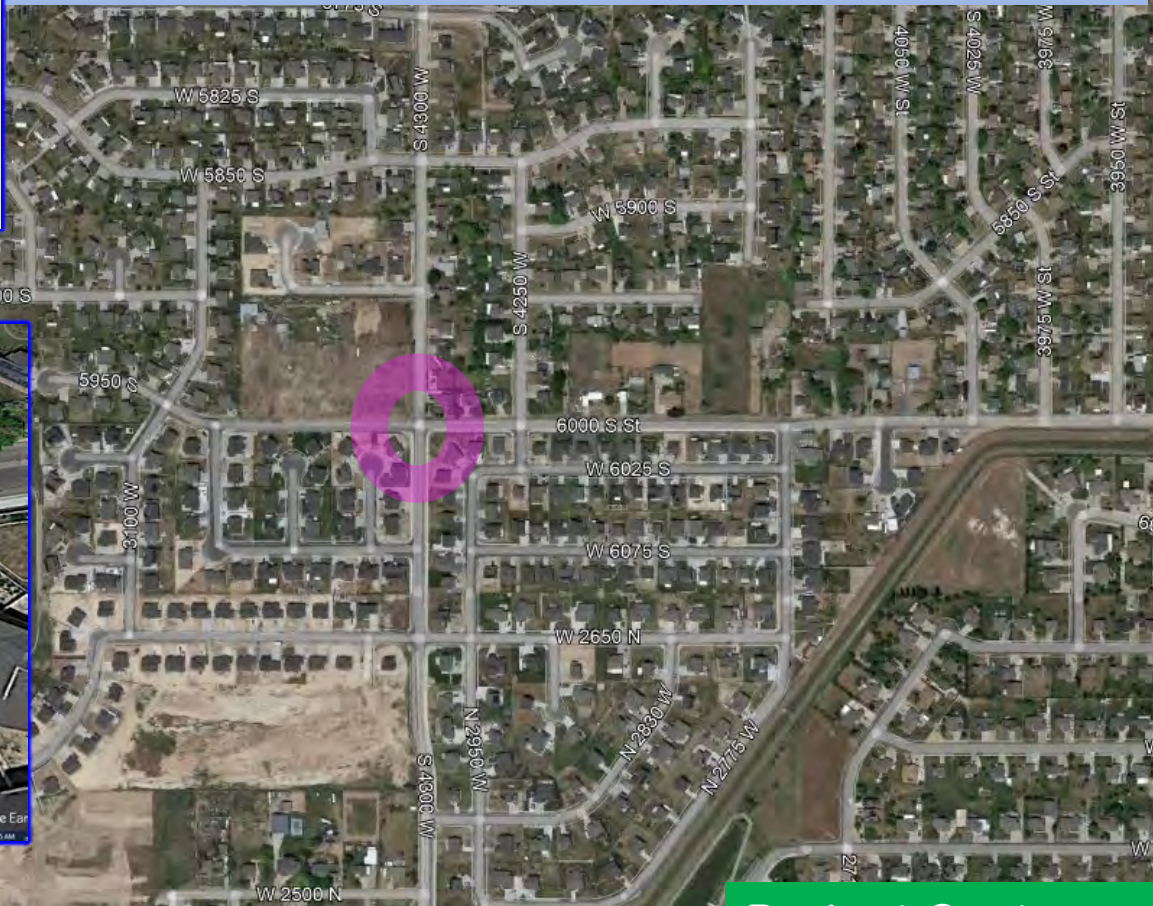
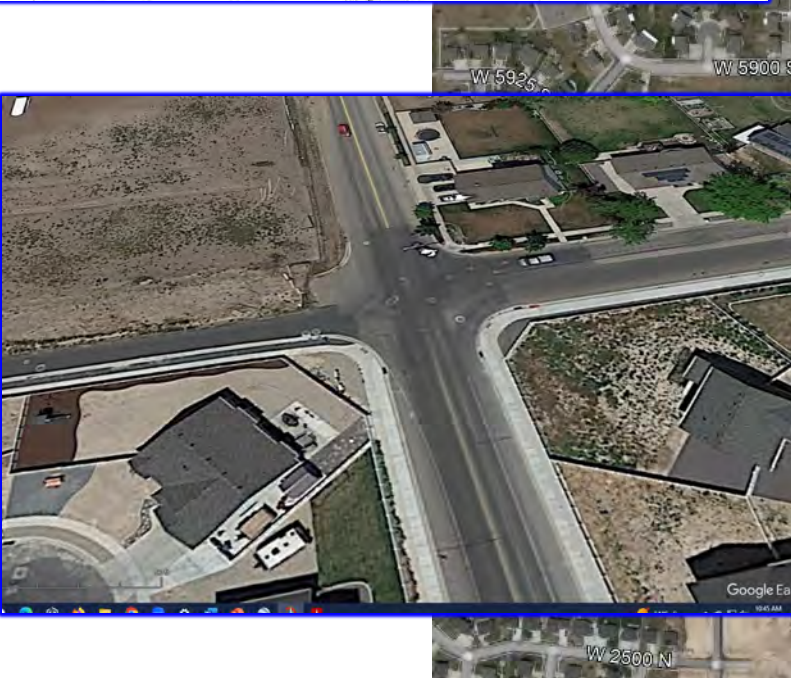


UTA is working to acquire more all-electric buses. It is anticipated that there will be a fleet of electric buses for the future Ogden/WSU BRT. To support the all-day operation of the vehicles, on-route charging is needed to extend range. A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range.

Roy – 4300 West/ 6000 South – Round-about

Project Type – Operations

4300 West & 6000 South



The proposed project includes the construction of a roundabout at the intersection of 6000 South and 4300 West. This busy intersection connects multiple cities in Weber and Davis Counties. The project will include property acquisition, roadway improvements, sidewalk, bicycle facilities, drainage, and lighting improvements.

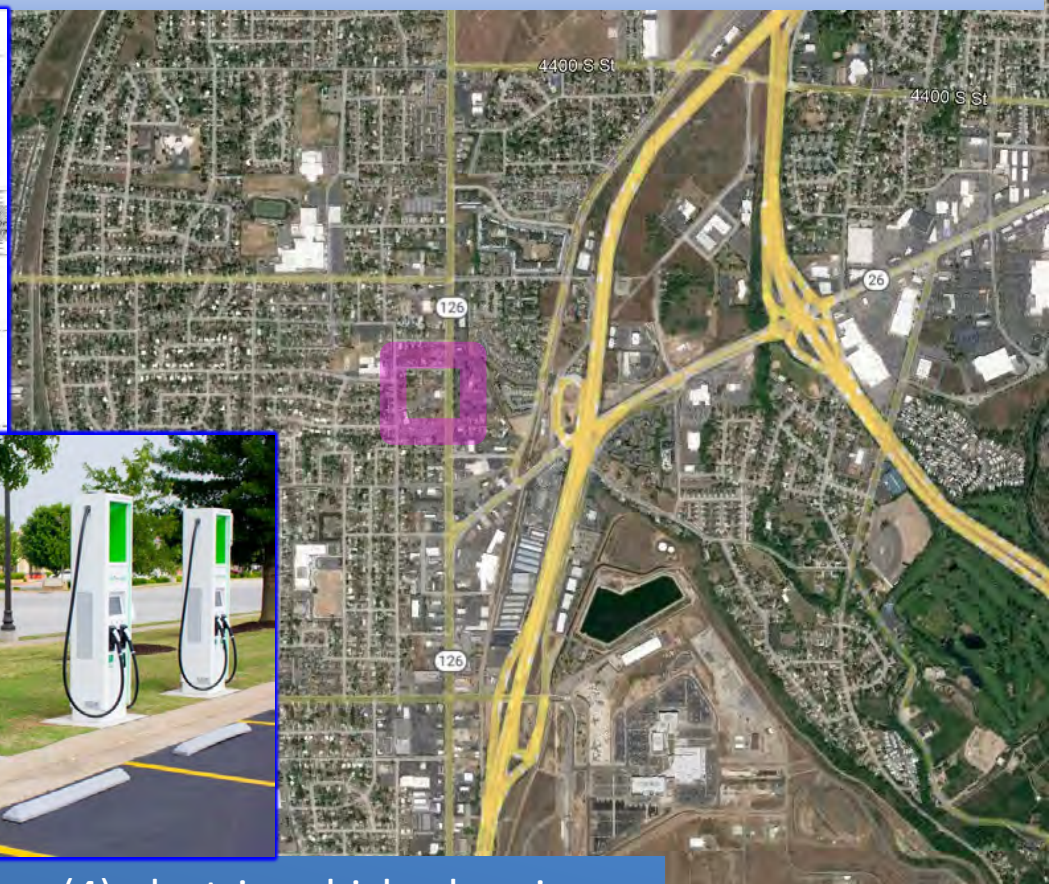
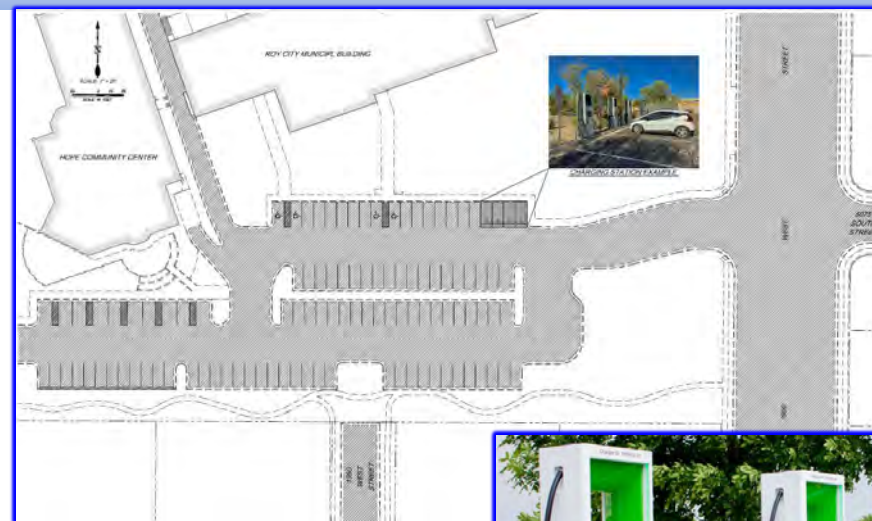
Project Cost –
\$ 1,350,000

Funds Request –
\$ 1,258,605

Roy – Municipal Building Electric Vehicle Charging Stations

Project Type – Other

5051 South & 1900 West



This project will include the installation of four (4) electric vehicle charging stations at the Roy City Municipal Building. The charging stations will be metered and are intended to be used by Roy City Employees and residents visiting the Municipal Building. The installation of charging stations will encourage the use of electric vehicles and reduce carbon emissions associated with traditional gas vehicles.

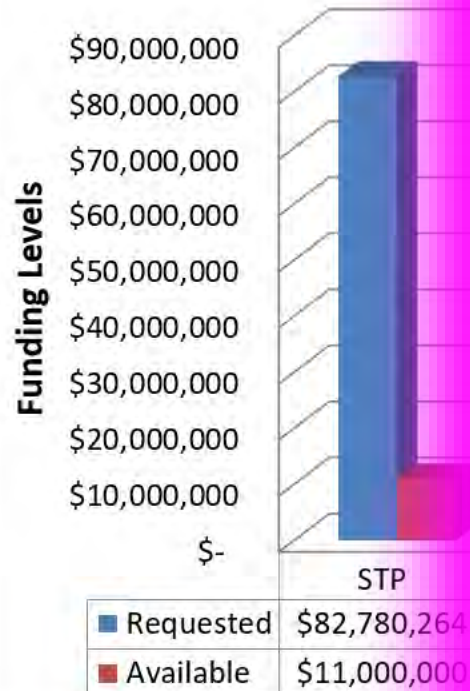
**Project Cost –
\$ 100,500**

**Funds Request –
\$ 93,696**

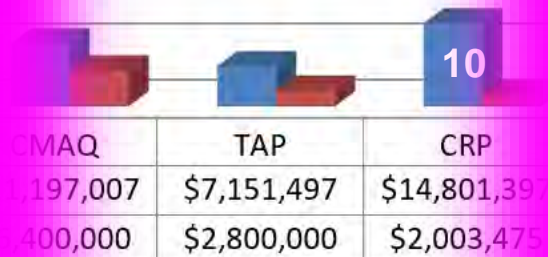
Staff Recommendation of Projects for CMAQ Funding - 2029 (draft 03.29.23)
Ogden - Layton Area

AQ Rank	Benefit/Cost: (kg/\$1,000)	Sponsor - Name of Project	Project Type	Short Description	Other Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Requested CMAQ \$	Grand Total Project Cost	Staff Recommended Funds	Ogden/Layton TAC Recommended Funds
1	17.4	UTA-Ebus - Transit Capital- WE	Transit Capital	Ogden Ebus charger (1).	-Ebus infrastructure -Reduced maintenance costs	10	-	-	7.2 \$	1,398,450 \$	1,500,000	\$1,398,450	
2	14.1	Roy EV Chargers	Other	Roy EV chargers (4).	-EV infrastructure	10	10.0	292	0.4 \$	93,696 \$	100,500	CRP	
3	5.2	Syracuse - Bicycle	Bicycle	Bike trail to Antelope Island.	-Promote active transportation	20	-	111	1.6 \$	349,906 \$	2,200,000	CRP	
4	4.5	Ogden - Bicycle	Bicycle	Expand Ogden Green Bike program with 32 bikes and 5 kiosks.	-Promote active transportation -First/last mile options	10	-	46	0.8 \$	632,518 \$	678,500	\$632,518	
5	4.2	NSL - Bicycle	Bicycle	Shared use trail.	-Promote active transportation -Physical separation of modes improves safety	20	-	114	0.3 \$	553,227 \$	593,400	\$553,227	
6	2.9	West Point - Int. @ 1800N & 4500W	Intersection	Replace offset 2-way stop intersection with a traffic signal.	-Improved safety -Improved operations and efficiency	20	39.7	-	0.8 \$	1,013,690 \$	2,087,300	CRP	
7	2.1	Clinton - Pedestrian	Pedestrian	Pedstrian tunnel at 2050N 2000W.	-Promote active transportation -Physical separation of modes improves safety	20	6.5	190	1.6 \$	2,750,000 \$	5,500,000	\$2,750,000	
8	0.6	UTA Core Route - SD (DA)	Transit Capital	South Davis Core Route amenities.	- I-15 alternative. -Transportation options	20	54.7	2,395	6.6 \$	5,000,000 \$	75,597,183		
9	0.4	Clinton - Int. @ 1300N & 1500W	Intersection	Replace existing 4-way stop with a round-a-bout.	-Improved safety -Traffic calming	20	6.4	-	0.1 \$	1,800,000 \$	2,780,715	STP	
10	0.04	Roy - Int. @ 4300W & 6000S	Intersection	Replace stop controlled intersection with a round- a-bout,	-Improved safety -Traffic calming	20	0.4	-	0.01 \$	1,258,605 \$	1,350,000		
Subtotal										\$13,357,946		\$5,334,195	\$0
										Available	\$5,500,000		

Ogden/Jordan Urban Area



50 - Total Projects'
Estimated Cost
\$ 366,911,663



Clinton – 1300 North/ 1500 West – Round-about

Project Type – Operations

1300 North & 1500 West



The 1300 N 1500 W intersection is a four-way stop controlled intersection. The intersection sight distances are inadequate, and shoulders are undeveloped. The project would remove the obstructions and construct a roundabout at the intersection to improve traffic flow and enhance pedestrian safety and mobility.

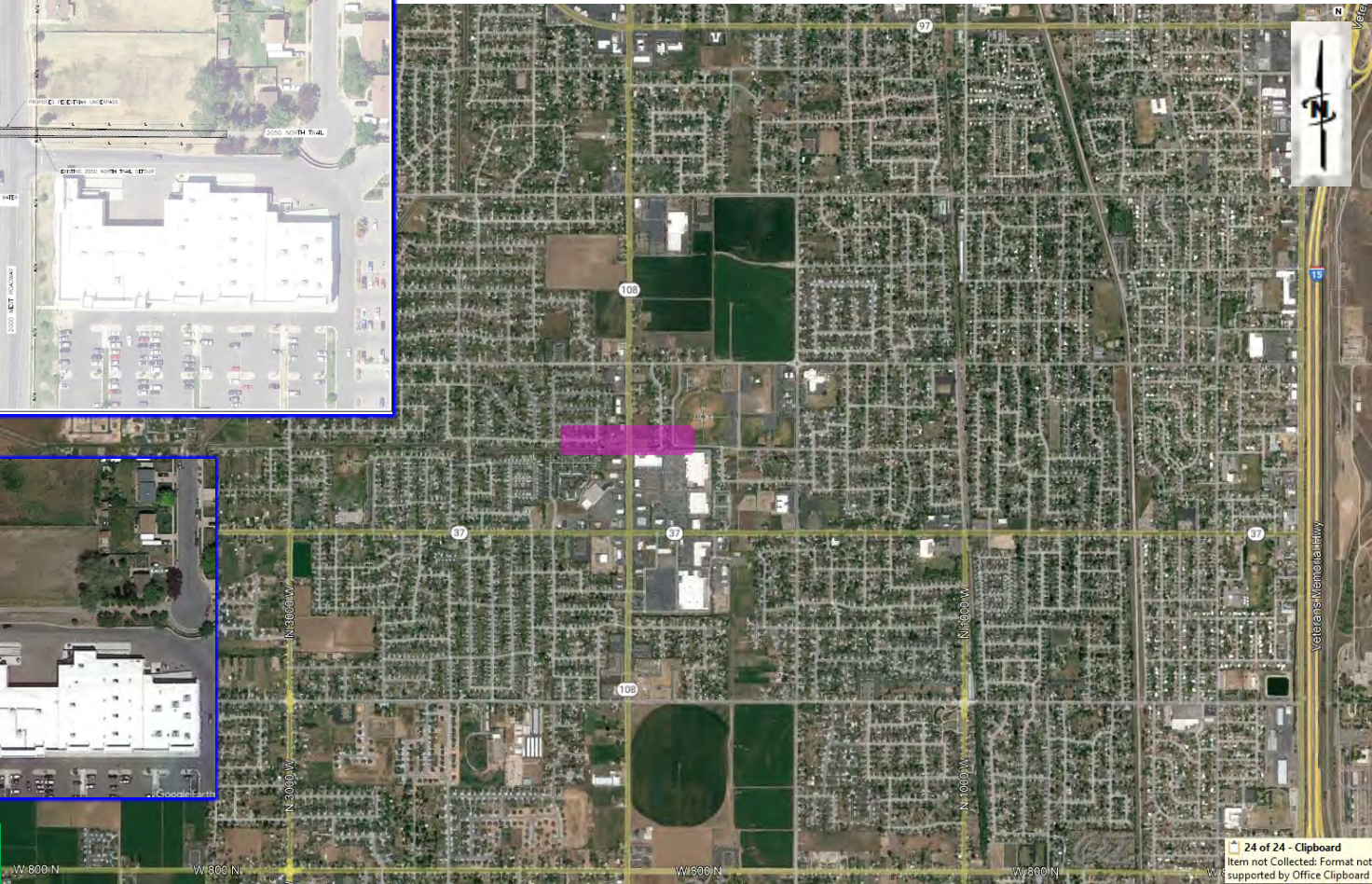
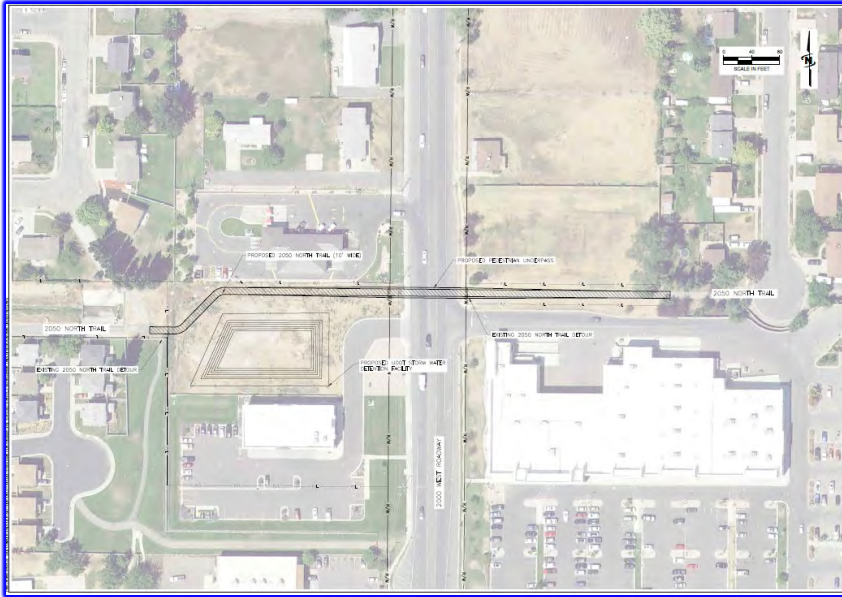
**Project Cost –
\$ 2,780,800**

**Funds Request –
\$ 1,800,000**

Clinton City – 2050 North Pedestrian Underpass

Project Type – Capital Improvement

2050 North 2000 West – (0.2 miles)



**Project Cost –
\$ 5,500,000**

**Funds Request –
\$ 2,750,000**

The purpose of the 2050 North pedestrian underpass project is to construct an underground pedestrian trail that crosses the 2000 West roadway. The underpass would complete the city-wide 2050 North trail that currently has a gap at 2000 West.

North Salt Lake – Center Street Widening & AT Facilities

Project Type – Bike & Pedestrian

Foxboro Drive to Jordan River Trail



The Jordan River Trail has been extended to Center Street, and there is a need to create active transportation connections from that trail to other trail systems and bike lanes. This project will make those connections in addition to widening the road in anticipation of future development on the west side of the river.

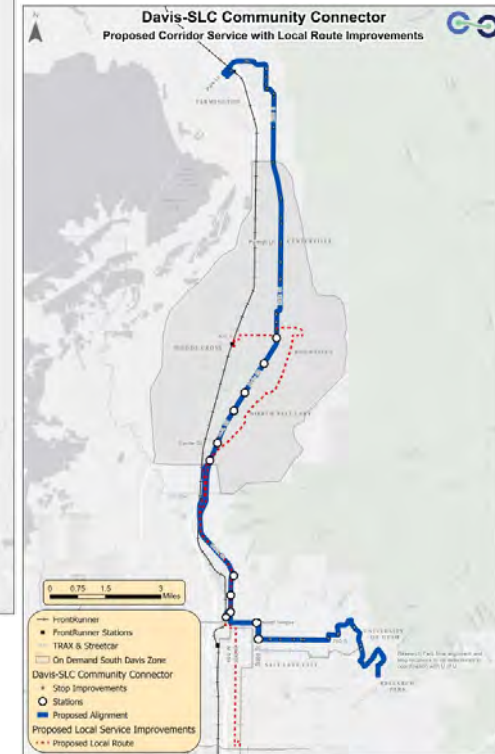
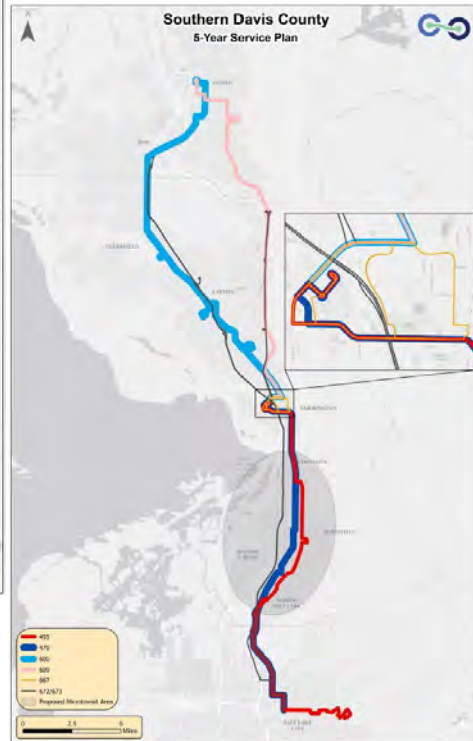
**Project Cost –
\$ 593,400**

**Funds Request –
\$ 504,390**

UTA – Davis – Salt Lake Connector Construction

Intersections Improvement - Project Type – Operations

Davis County to Salt Lake City



The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for construction.

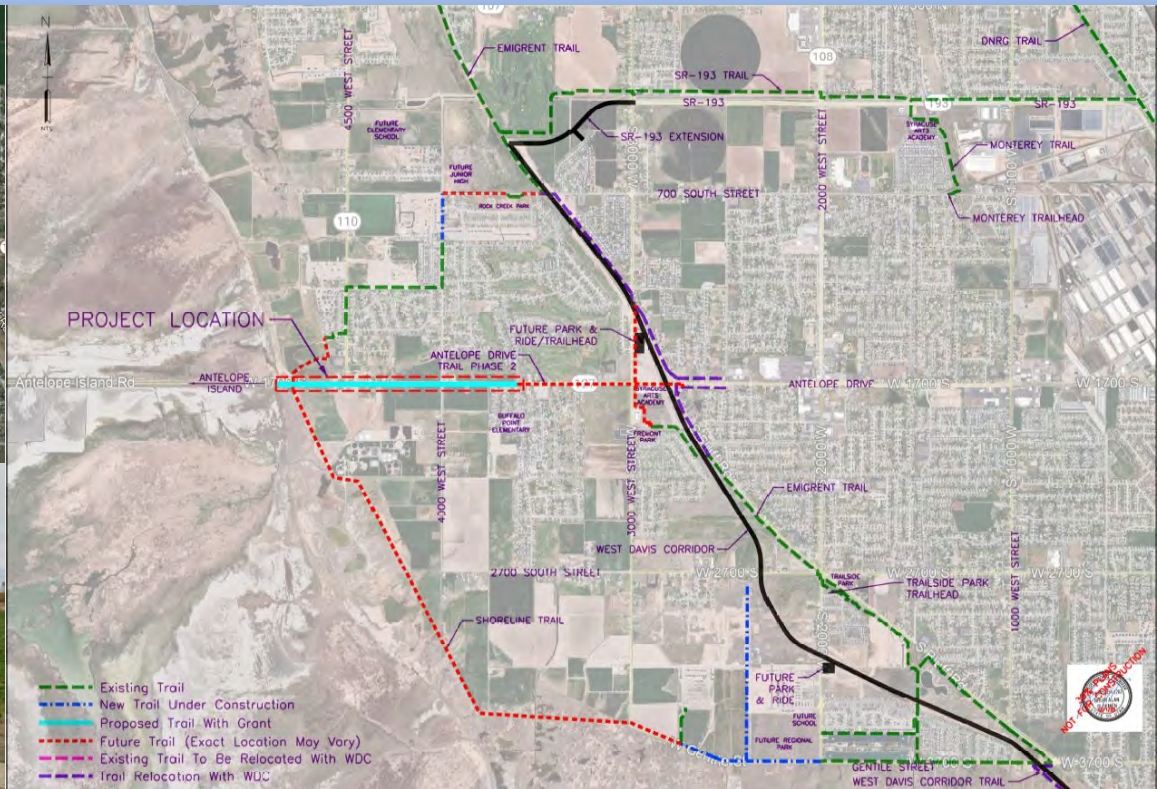
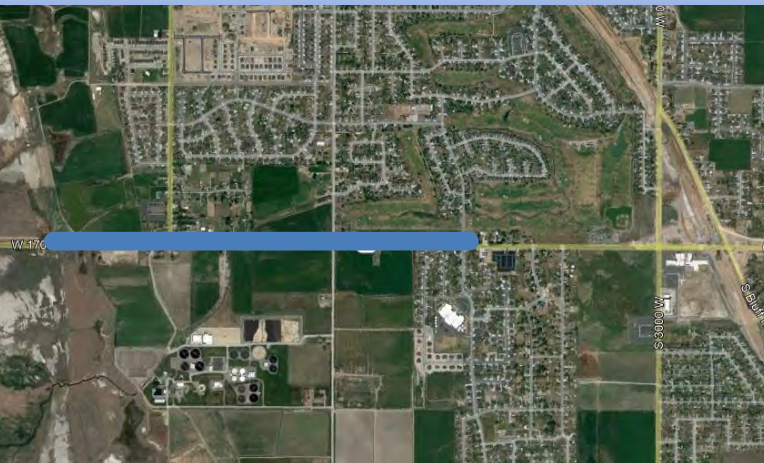
**Project Cost –
\$ 75,597,183**

**Funds Request –
\$ 5,000,000**

Syracuse City – Antelope Trail Phase I – Trail Facility

Project Type – Capital Improvement

Causeway Gatehouse to Doral Drive – (1.25 miles)



**Project Cost –
\$ 2,246,700**

**Funds Request –
\$ 350,000**

Antelope Island experiences over a million visitors annually. The narrow Antelope Drive restricts the option of safe non-motorized access to the island for events, recreation, fitness, or leisure use. Trail connection along Antelope (WDC to Causeway) provides an alternative to users who drive to the island and cycle. This 2 mile stretch Along Antelope Drive between West Davis Corridor (WDC) and the causeway can be phased in 2 or more sections for affordability.

West Point – 1800 North/ 4500 West – Round-about

Project Type – Operations

1800 North & 4500 West



Project Cost –
\$ 2,087,300

Funds Request –
\$ 1,013,690

This is a busy intersection of two state highways. Currently the north and south legs of the intersection are offset by about 100 ft. This project is needed to align the intersection and create a more efficient intersection to eliminate delays.

**Project Cost –
\$ 1,500,000**

**Funds Request –
\$ 1,398,450**

UTA – Ogden-On-Route Electric Bus Charging Infrastructure

Project Type - Transit

A network of high-power on-route chargers at key locations

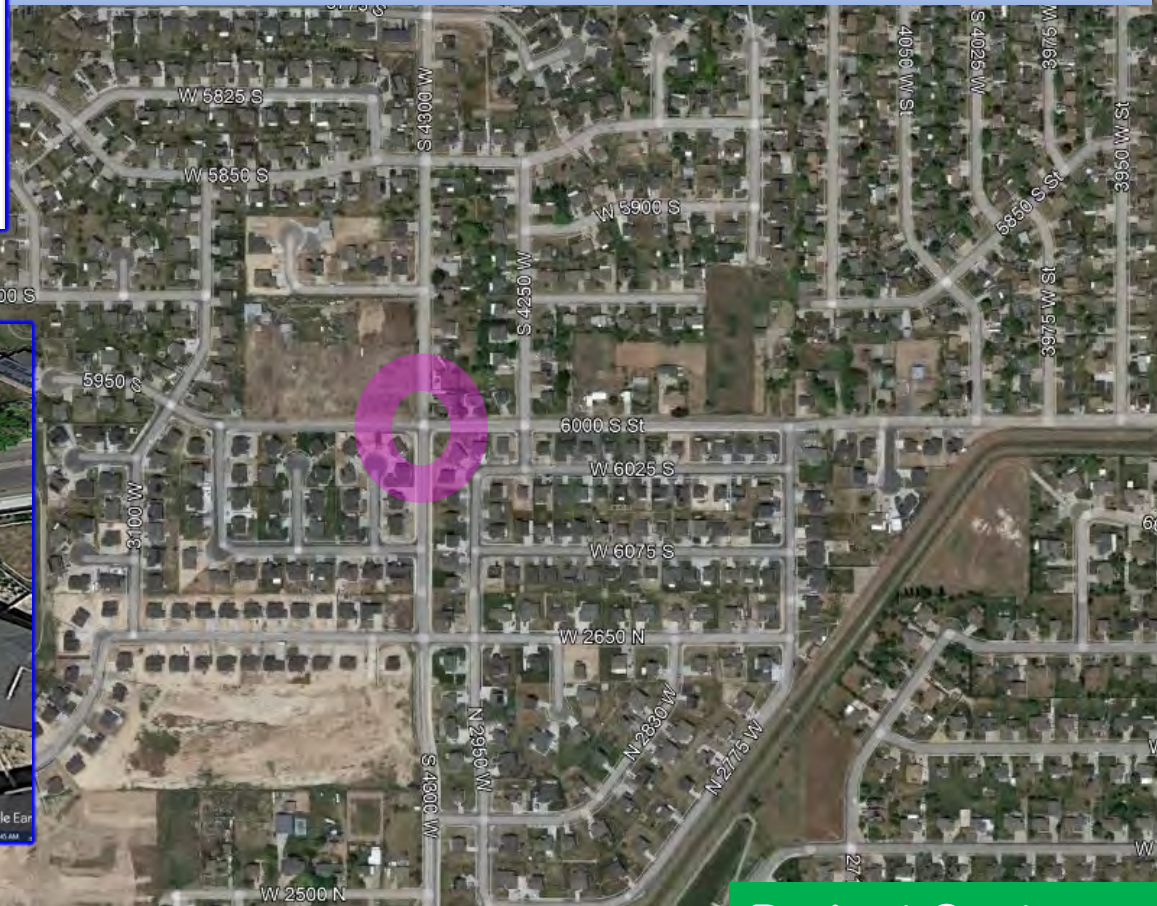
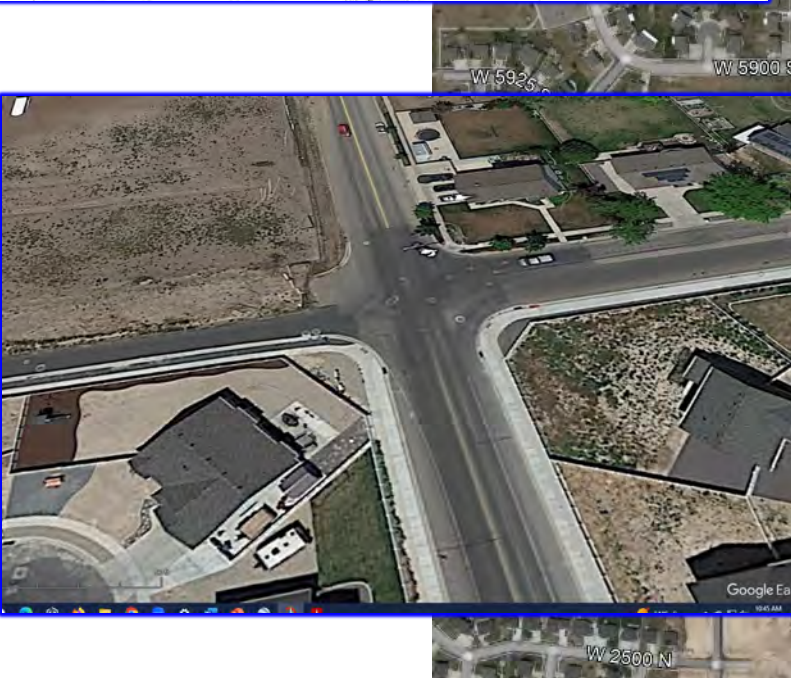


UTA is working to acquire more all-electric buses. It is anticipated that there will be a fleet of electric buses for the future Ogden/WSU BRT. To support the all-day operation of the vehicles, on-route charging is needed to extend range. A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range.

Roy – 4300 West/ 6000 South – Round-about

Project Type – Operations

4300 West & 6000 South



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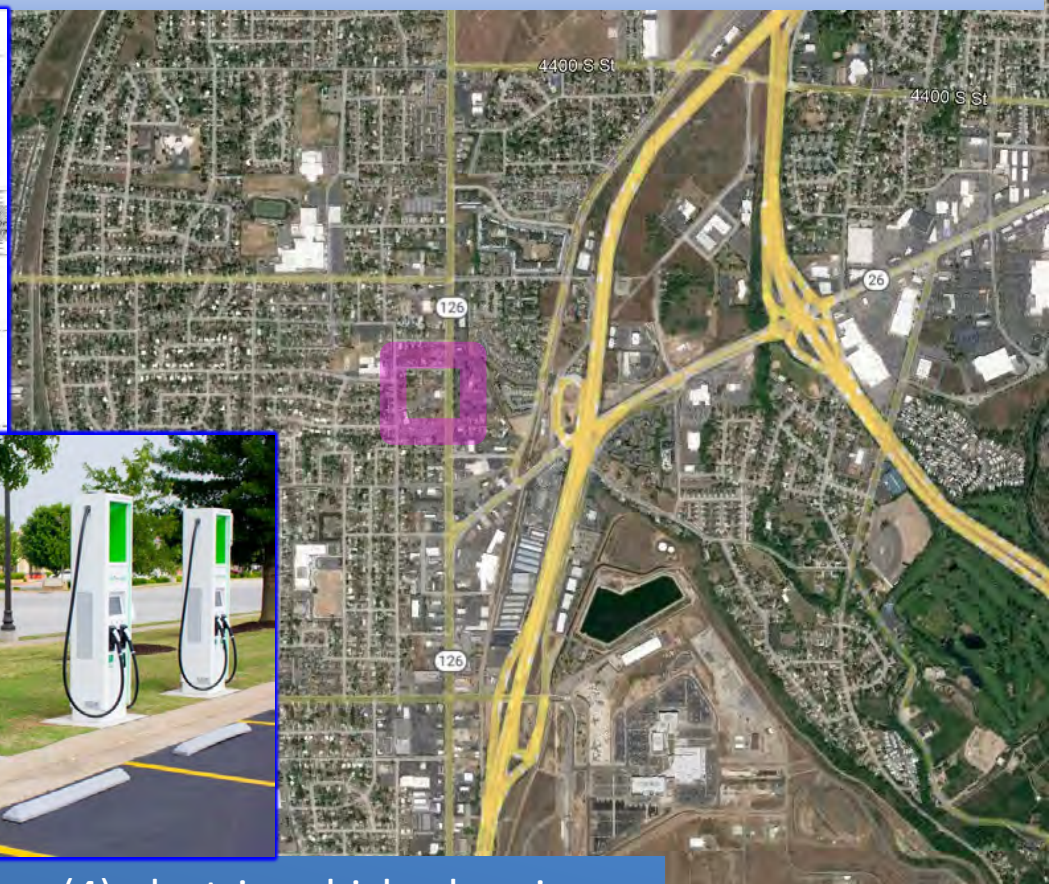
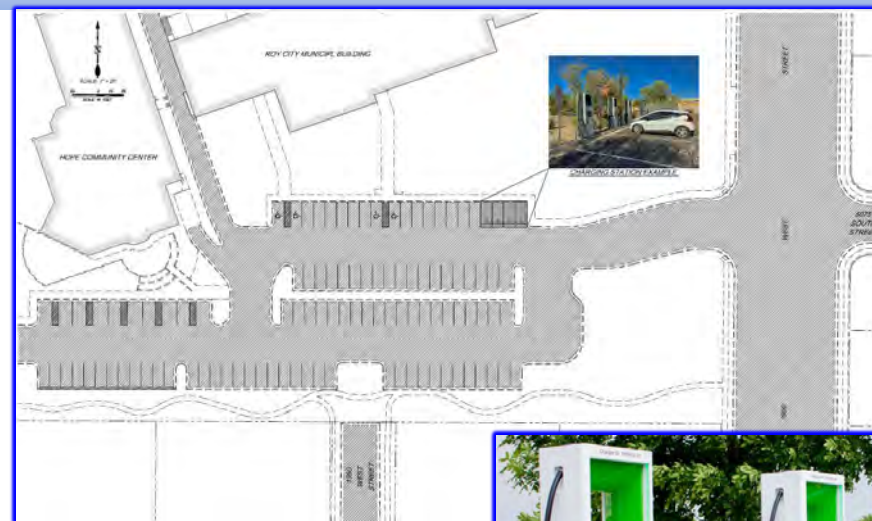
**Project Cost –
\$ 1,350,000**

**Funds Request –
\$ 1,258,605**

Roy – Municipal Building Electric Vehicle Charging Stations

Project Type – Other

5051 South & 1900 West



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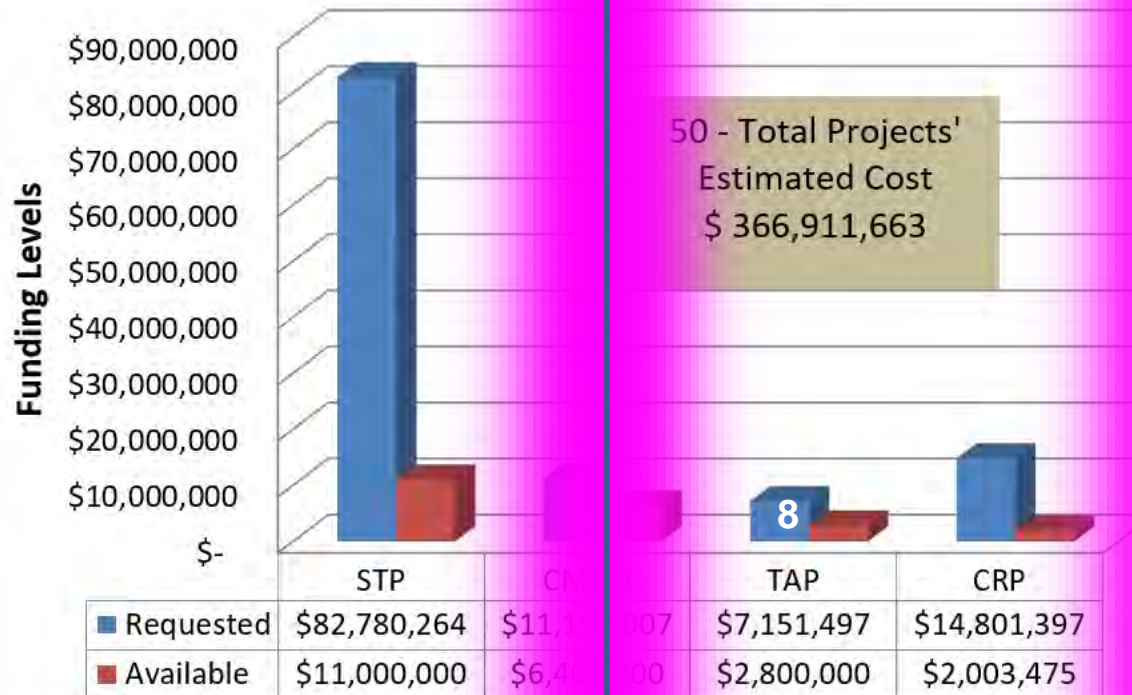
**Project Cost –
\$ 100,500**

**Funds Request –
\$ 93,696**

Staff Recommendation of Projects for CRP Funding - 2029 (draft 03.29.23)
Ogden - Layton Area

AQ Rank	Benefit/Cost: (CO2 kg/\$1,000)	Sponsor - Name of Project	Project Type	Short Description	Other Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily CO2 Emissions (kg)	Requested CMAQ \$	Grand Total Project Cost	Staff Recommended Funds	Ogden/Layton TAC Recommended Funds
1	2,632.2	Roy EV Chargers	Other	Roy EV chargers (4).	-EV infrastructure	10	10.0	292	72.5 \$	93,696 \$	100,500	\$93,696	
2	2,245.7	UTA-Ebus - Transit Capital- WE	Transit Capital	Ogden Ebus charger (1).	-Ebus infrastructure -Reduced maintenance costs	10	-	-	922.9 \$	1,398,450 \$	1,500,000	CMAQ	
3	1,019.9	West Point - Int. @ 1800N & 4500W	Intersection	Replace offset 2-way stop intersection with a traffic signal.	-Improved safety -Improved operations and efficiency	20	39.7	-	291.6 \$	1,013,690 \$	2,087,300	\$1,013,690	
4	375.1	NSL - Bicycle	Bicycle	Shared use trail.	-Promote active transportation -Physical separation of modes improves safety	20	-	114	30.5 \$	553,227 \$	593,400	CMAQ	
5	159.5	Syracuse - Bicycle	Bicycle	Antelope Drive bike trail, 3600W to Causeway.	-Promote active transportation - Access to school	20	-	111	48.1 \$	349,906 \$	2,200,000	\$349,906	
6	124.1	Clinton - Int. @ 1300N & 1500W	Intersection	Replace 4-way stop with a round-a-bout.	-Improved safety -Traffic calming	20	6.4	-	47.3 \$	1,800,000 \$	2,780,715	STP	
7	121.7	Ogden - Bicycle	Bicycle	Expand Ogden Green Bike program with 32 bikes and 5 kiosks.	-Promote active transportation -First/last mile options	10	-	46	22.6 \$	632,518 \$	678,500	CMAQ	
8	87.0	Clinton - Pedestrian	Pedestrian	Pedestrian tunnel at 2050N 2000W.	-Promote active transportation -Physical separation of modes improves safety	20	6.5	190	65.5 \$	2,750,000 \$	5,500,000		
9	51.4	UTA Core Route - SD (DA)	Transit Capital	South Davis Core Route amenities.	- I-15 alternative. -Transportation options	20	54.7	2,395	531.9 \$	5,000,000 \$	75,597,183		
10	15.2	Roy - Int. @ 4300W & 6000S	Intersection	Replace stop controlled intersection with a round- a-bout,	-Improved safety -Traffic calming	20	0.4	-	2.8 \$	1,258,605 \$	1,350,000		
Subtotal										\$14,850,092		\$1,457,292	\$0
										Available	\$1,800,000		

Ogden/ Layton Urban Area



Centerville City – Porter Lane (400 So) Multi-Use Trail – Phase I – New Trail

Project Type – Capital Improvement

400 West to South Frontage Road – (0.26 miles)



**Project Cost –
\$ 302,500**

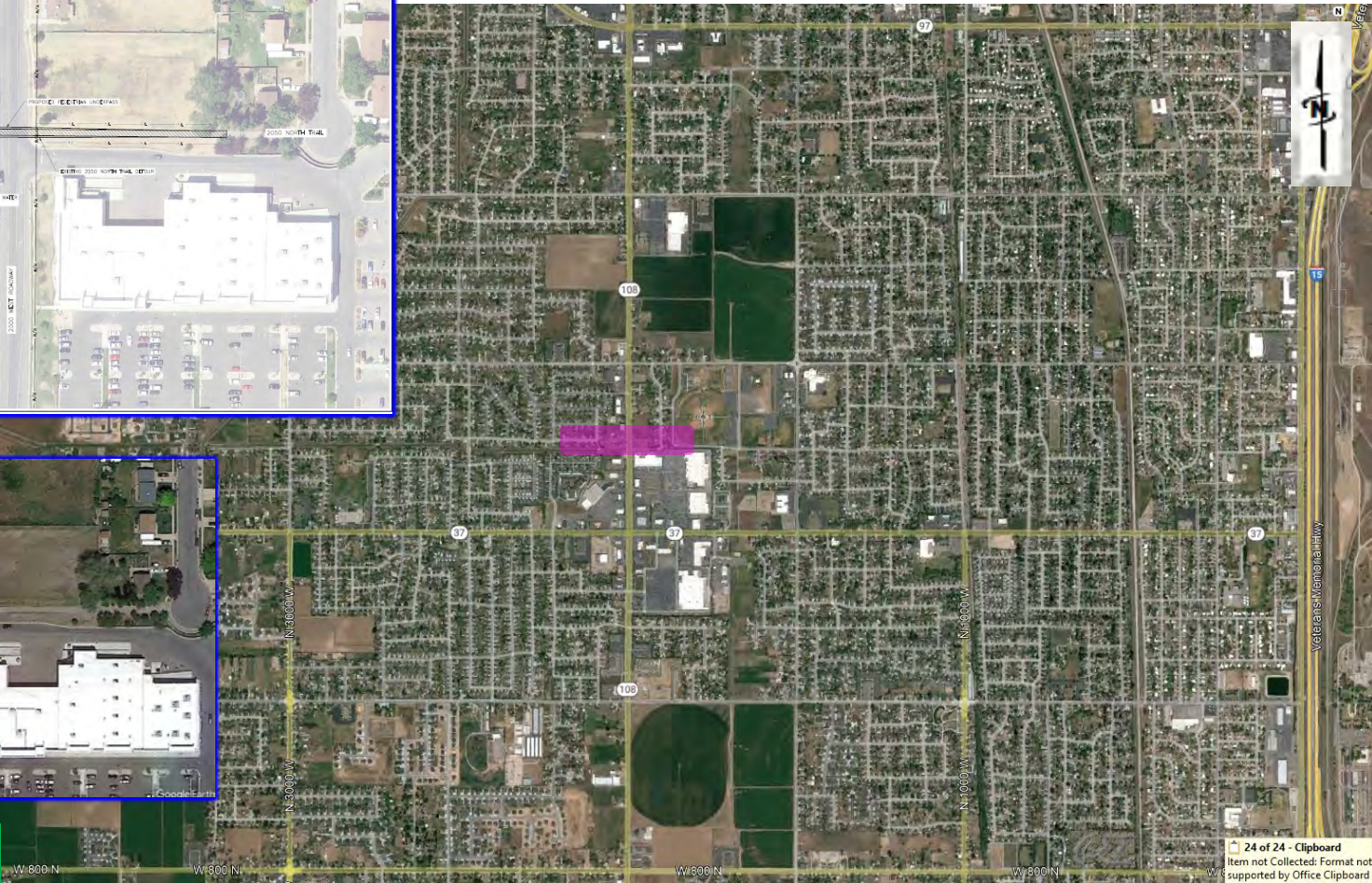
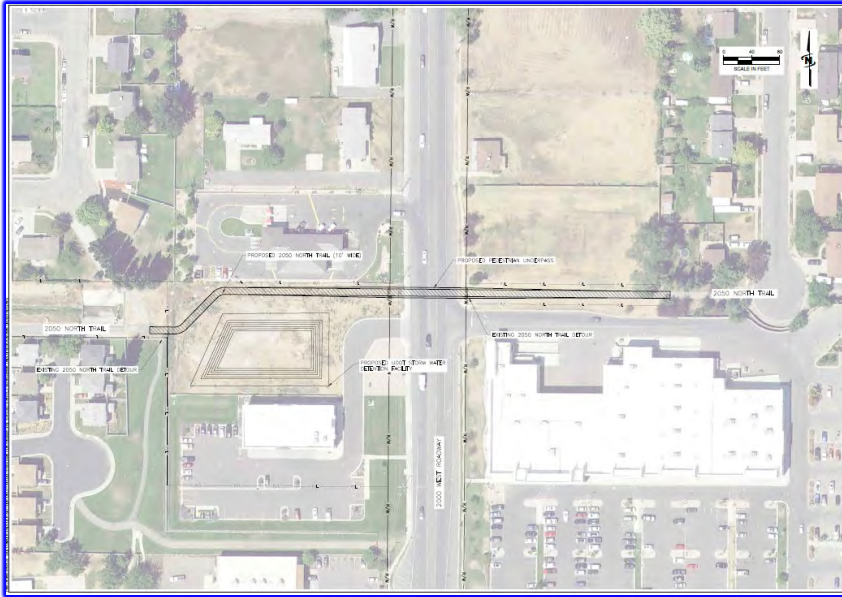
**Funds Request –
\$ 151,250**

Davis County will be enclosing a channel in the next year or two on the south side of the road. We would like to put in a multi-use trail to connect 400 West to the Frontage Road on top of the enclosed channel. This will be part 1 of 2. We intend to extend the trail east to Main Street soon after.

Clinton City – 2050 North Pedestrian Underpass

Project Type – Capital Improvement

2050 North 2000 West – (0.2 miles)



**Project Cost –
\$ 5,500,000**

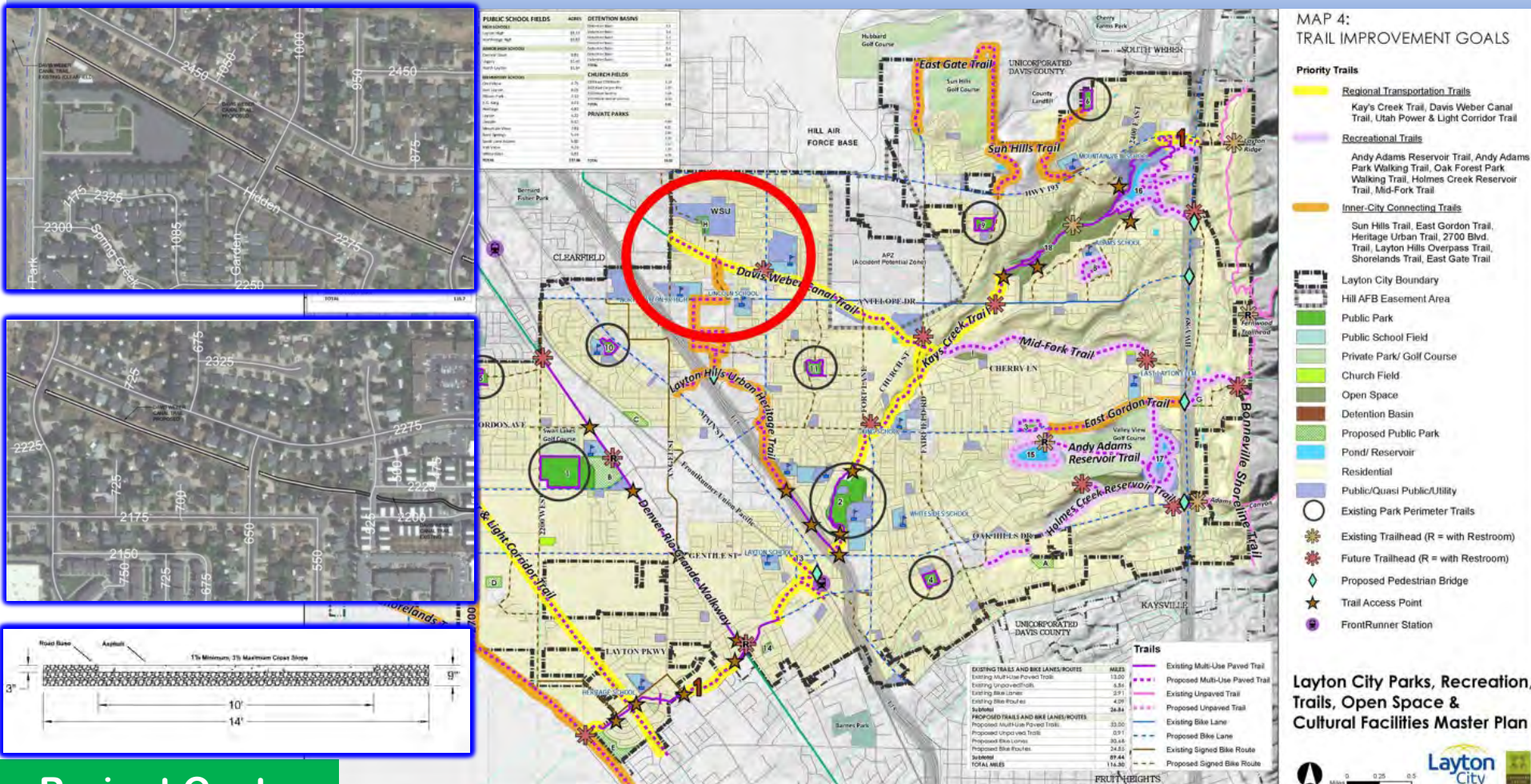
**Funds Request –
\$ 2,750,000**

The purpose of the 2050 North pedestrian underpass project is to construct an underground pedestrian trail that crosses the 2000 West roadway. The underpass would complete the city-wide 2050 North trail that currently has a gap at 2000 West.

Layton City – Davis Weber Canal Trail – Phase I – Bike/ Ped Facility

Project Type – Capital Improvement

University Park Blvd & 1300 So. And 2225 No & 525 West – (0.64 miles)



This project would extend the Davis Weber Canal Trail (a regional trail) into Layton City. The trail would provide alternative transportation connections to Weber State University Davis Campus, Northridge High School and Layton's Midtown Mixed Use Urban District.

South Weber City – Weber River Parkway – Trailhead Connection – Phase V

Project Type – Capital Improvement

End of Phase 3 to End of Phase 4 – (1.193 miles)



Project Cost –
\$ 732,400

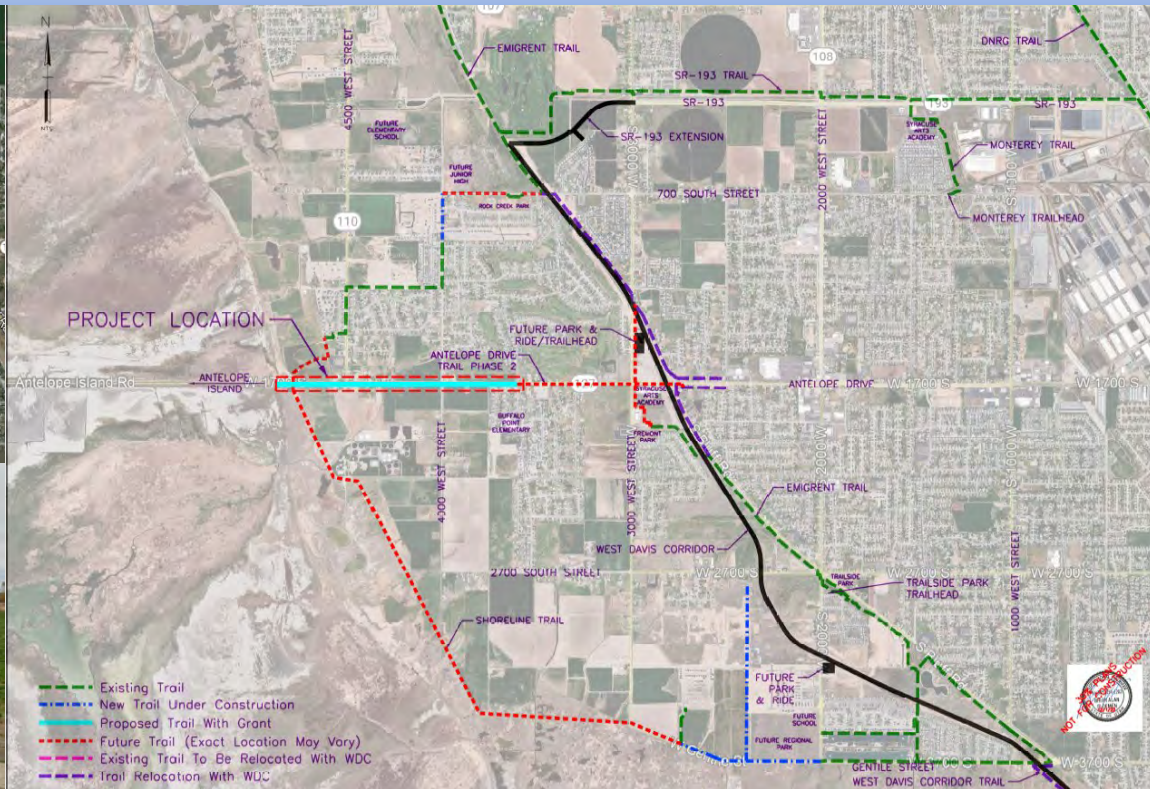
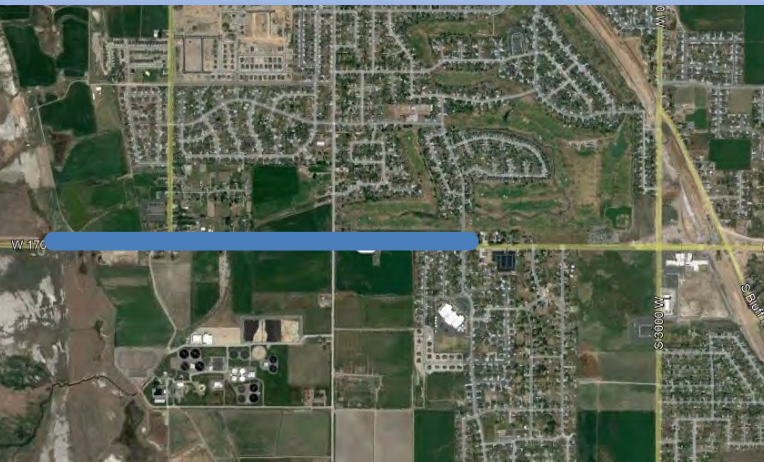
Funds Request –
\$ 682,817

The project will improve the surface and alignment of the trail for a more safe path. One of the hurdles with completing this section of trail has been a US-89 crossing. This is now being completed with the current U.S. 89; Farmington to I-84 project.

Syracuse City – Antelope Trail Phase I – Trail Facility

Project Type – Capital Improvement

Causeway Gatehouse to Doral Drive – (1.25 miles)



**Project Cost –
\$ 2,246,700**

**Funds Request –
\$ 350,000**

Antelope Island experiences over a million visitors annually. The narrow Antelope Drive restricts the option of safe non-motorized access to the island for events, recreation, fitness, or leisure use. Trail connection along Antelope (WDC to Causeway) provides an alternative to users who drive to the island and cycle. This 2 mile stretch Along Antelope Drive between West Davis Corridor (WDC) and the causeway can be phased in 2 or more sections for affordability.

Farr West City – 2575 West Sidewalk & Bike Lane – Ped/ Bicycle Facility

Project Type – Capital Improvement

3300 North to 2975 North – (0.513 miles)



Project Cost –
\$ 1,013,300

Funds Request –
\$ 893,423

The project will widen one side of the roadway to place a 6' wide bike lane. It also consists of constructing an asphalt path on the other side of the roadway for pedestrian use.

South Ogden City – Adams Avenue Sidewalk – Safe Routes to School

Project Type – Capital Improvement

40th Street to 42nd Street – (0.31 miles)



**Project Cost –
\$ 2,063,000**

**Funds Request –
\$ 1,881,381**

This project will add 1,300 lineal feet of new sidewalk and curb and gutter, which will fill a gap in the existing sidewalk. This will create a safe place for students, pedestrians and bicyclists to travel while using this route. This project is consistent with the RTP Pedestrian/Bike Route.

US Highway 89 to Chambers Street – (0.03 miles)

US Highway 89 to Chambers Street – (0.03 miles)



**Project Cost –
\$ 143,700**

Funds Request – \$ 115,326

This project will bridge a gap between existing sidewalk along Glasmann Way between US Highway 89 and Chambers Street. This project is part of the bike and pedestrian route in phase 2 of the Regional Transportation Plan.

Transportation Alternatives Program (TAP) Project Evaluation for the Draft 2024-2029 Transportation Improvement Program (TIP)																																																			
ROW	Unique Proj ID	Region	County	City	Agency	Funding Type	Project Name	From Street	To Street	Project Improvement	Project Objective	Length	Description	Tot Cost	Fed Fund	Local Funds	Sponsor Priority	Staff Recommendation	Regional Priority	Fills Gap	Provides Access within 1/2 mile	Wasatch Choices	Add Safety	Sponsors Match	Innovative	Com Support	Diverse Users	Cost Per User	Cost per Mile	Capital Score	Prox to Schools	Fills Gap	Provides Access Other than School	Num of Stud that Could Bike or Walk	Anticipated Increase of Student Use	Provide Add Safety	Spon Match	Deg of Safe Need	Walk/ Bike Promo	Cost Per User	Cost per Mile	SR2S Score Opt 1	Project Score								
1	O_TAP_3	1	Davis	Layton	Layton City	TAP	Davis Weber Canal Trail PH I	Near the intersection of Univeristy Park Blvd & 1300 S.	Near the intersection of 2225 N. & 525 W.	Capital Improvement	Other TAP Project	0.64	The purpose of this project is to extend the Davis Weber Canal Trail (a regional trail) into Layton City. Connections to Weber State University Davis Campus, Northridge High School and Layton's Midtown Mixed Use Urban District would provide more choices for active transportation and less dependence on automobiles.	\$ 654,600	\$ 327,300	\$ 327,300	2	\$ 327,300	10	10	12	5	10	10	5	5	5	10	2	84																		84			
2	O_TAP_5	1	Davis	Syracuse	Syracuse City	TAP	Antelope Trail, Phase 1	Causeway gatehouse	Doral Drive	Capital Improvement	On-road or Off-road Trail Facilities	1.25	West Antelope Drive is a busy roadway (Antelope Island experiences over a million visitors annually) that is not safe for people biking and walking due to its narrow cross section. A shared use trail on Antelope Drive between West Davis Corridor and the Causeway will allow people to bike from existing neighborhoods to the Island, rather than drive to the existing park and ride near the booth. Additionally, this phase of trail will provide access between existing and future neighborhoods along Antelope, and provide a safe route for students biking and walking to Buffalo Point Elementary School.	\$ 2,246,700	\$ 350,000	Remaining	1		5	10	15	5	8	15	5	2	5	8	3	81																					81
3	O_TAP_1	1	Davis	Centerville	Centerville City	TAP	Porter Lane Multi-Use Trail (1 of 2)	400 West	S Frontage Rd	Capital Improvement	On-road or Off-road Trail	0.26	Davis County will be enclosing a channel in the next year or two on the south side of the road. We would like to put in a multi-use trail to connect 400 West to the Frontage Road on top of the enclosed channel. This will be part 1 of 2. We intend to extend the trail east to Main Street soon after.	\$ 302,500	\$ 151,250	\$ 151,250	2	\$ 151,250	15	5	15	5	6	10	5	2	5	10	2	80																				80	
5	O_TAP_2	1	Davis	Clinton	Clinton City	TAP	2050 North Pedestrian Underpass	2050 North 2000 West		Capital Improvement	Infrastructure-related Projects	0.2	The purpose of the 2050 North pedestrian underpass project is to construct an underground pedestrian trail that crosses the 2000 West roadway. The underpass would complete the city-wide 2050 North trail that currently has a gap at 2000 West.	\$ 5,500,000	\$ 2,750,000	\$ 2,750,000	2		10	10	10	5	8	10	5	2	5	4	1	70																			70		
4	O_TAP_7	1	weber	South Ogden	South Ogden City	TAP	Adams Avenue Sidewalk	40th Street	42nd Street	Safe Routes to School	Safe Route To School	0.31	This project will add 1,300 lineal feet of new sidewalk and curb and gutter, which will fill a gap in the existing sidewalk. This will create a safe place for students, pedestrians and bicyclists to travel while using this route. This project is consistent with the RTP Pedestrian/Bike Route.	\$ 2,063,000	\$ 1,881,381	\$ 181,619	1	\$ 1,691,600													10	5	3	10	10	5	1	10	10	1	1	66					66				
6	O_TAP_8	1	Weber	South Ogden	South Ogden City	TAP	850 East Sidewalk Connection	US Highway 89	Chambers Street	Capital Improvement	Bike/ Ped - Plan/ Study	0.03	This project will bridge a gap between existing sidewalk along Glasmann Way between US Highway 89 and Chambers Street. This project is part of the bike and pedestrian route in phase 2 of the Regional Transportation Plan.	\$ 143,700	\$ 115,326	\$ 8,374	2		3	0	15	5	10	3	5	1	0	10	1	53																			53		
7	O_TAP_4	1	Davis	South Weber	South Weber City Corporation	TAP	Weber River Parkway Trailhead Connection Phase 5	End of phase 3	End of phase 4	Capital Improvement	On-road or Off-road Trail Facilities	1.193	This phase of the Weber River Parkway will continue to bridge the gap between two major trail systems, the existing Weber River Parkway to the west, which ties into the Golden Spoke network of trails along the Wasatch Front, and the Bonneville Shoreline Trail to the east. This trail will further the connection between the communities of Ogden, Riverdale, Washington Terrace, South Weber, and Layton, with future opportunities for Uintah and South Ogden to connect.	\$ 732,400	\$ 682,817	\$ 49,583	2	\$ 682,817	0	5	6	5	10	1	5	2	5	8	2	49																			49		
8	O_TAP_6	1	Weber	Farr West City	Farr West City	TAP	2575 West Sidewalk and Bike Lane	3300 North	2975 North	Capital Improvement	Infrastructure-related Projects	0.513	The project will widen one side of the roadway to place a 6' wide bake lane. It also consists of constructing an asphalt path on the other side of the roadway for pedestrian use.	\$ 1,013,300	\$ 893,423	\$ 64,877	2		3	5	0	0	8	3	5	1	5	4	1	35																			35		
									Available \$ 2,852,967									Requested \$ 7,151,497		\$ 2,852,967		Recommended																													